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**Lantau Development Advisory Committee  
Eighth Meeting**

Date: 23 April 2016 (Saturday)  
Time: 9:30 a.m. to 1:00 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                |                           |          |
| Ms CHAU Chuen-heung             |                           |          |
| Mr CHOW Yuk-tong                |                           |          |
| Dr CHU Ting-kin, Kenneth        |                           |          |
| Dr FANG Zhou, Joe               |                           |          |
| Mr HA Wing-on, Allen            |                           |          |
| Prof HO Kin-chung               |                           |          |
| Mr KWOK Ching-kwong,<br>Francis |                           |          |
| Mr LAM Chung-lun, Billy         |                           |          |
| Mr LAM Fan-keung, Franklin      |                           |          |
| Mr LAM Siu-lo, Andrew           |                           |          |
| Mr LAU Ping-cheung              |                           |          |
| Dr LAU Wai-neng, Michael        |                           |          |
| Hon MAK Mei-kuen, Alice         |                           |          |
| Dr WANG Jixian, James           |                           |          |
| Mr YAU Ying-wah, Algernon       |                           |          |
| Hon WU Chi-wai                  |                           |          |
| Hon YIU Si-wing                 |                           |          |
| Mr YU Hon-kwan, Randy           |                           |          |

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| Mr HON Chi-keung             | Permanent Secretary for Development (Works)   |           |
| Mr WONG Wai-lun, Michael     | Permanent Secretary for Development (Planning and Lands)  |           |
| Mrs YEUNG HO Poi-yan, Ingrid | Commissioner for Transport  |           |
| Miss CHU Man-ling, Cathy     | Commissioner for Tourism  |           |
| Mr LING Kar-kan              | Director of Planning  |           |
| Mr TSE Chin-wan              | Deputy Director of Environmental Protection (1)   |           |
| Mr LAM Sai-hung              | Project Manager (Hong Kong Island & Islands), Civil Engineering and Development Department (CEDD) |           |
| Mr TSOI Wai-tong, Martin     | Assistant Director of Housing (Project) 1   |           |
| Mr CHOW Chit, Joe            | District Officer (Islands) (Acting), Home Affairs Department                                      |           |
| Mr LAI Cheuk-ho              | Principal Assistant Secretary (Works) 5, Development Bureau (DEVB)                                | Secretary |

**Members Absent (absent with apologies)**

Mr CHAN Yung  
Dr LAM Kin-ngok, Peter  
Mr SO Chak-kwong, Jack

**In Attendance**

|                            |   |  |
|----------------------------|---|--|
| Mr CHAN Chi-ming           | Deputy Secretary for Development (Works) 2            |  |
| Miss LAU Sze-mun, Shirley  | Administrative Assistant to Secretary for Development |  |
| Miss KONG Shuk-fun, Fannie | Press Secretary to Secretary for Development          |  |
| Mr YIP Hung-ping, Joe      | Assistant Secretary (Land Supply) 1, DEVB             |  |
| Miss YIU Yuk, Isabel       | Assistant Secretary (Lantau) 1, DEVB                  |  |
| Mr CHAN Hing               | Assistant Secretary (Lantau) 2, DEVB                  |  |

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|----------------------------------|---|
| Miss WONG Pui-yue, Erica         | Senior Executive Officer (Lantau),<br>DEVB  |
| Mr CHOW Sui-ping                 | Engineer (Lantau), DEVB   |
| Mr LI Fat-yeung, Nick            | Project Coordinator, DEVB   |
| Miss CHOW Wing-kwan,<br>Michelle | Community Relation Officer, DEVB  |
| Mr YEUNG Tung-tat                | Researcher (2), DEVB  |
| Ms LI Chi-miu, Phyllis           | Deputy Director of Planning/Territorial   |
| Ms CHEUNG Yi-mei, Amy            | Assistant Director of Planning/Territorial  |
| Miss LAU Bo-yeet, Winnie         | Chief Town Planner/Strategic Planning,<br>Planning Department<br>(PlanD)  |
| Mr CHAN Bun-pui, Bosco           | Deputy Project Manager (Hong Kong<br>Island & Islands), CEDD  |
| Mr LO Kwok-chung, David          | Chief Engineer/Islands, CEDD  |
| Mr WONG Ching-piu,<br>Kenneth    | Senior Engineer 9 (Islands Division),<br>Hong Kong Island and Islands<br>Development Office (HKI&I DevO),<br>CEDD |
| Mr HO Kwok-fai, Godfrey          | Senior Engineer 13 (Islands Division),<br>HKI&I DevO, CEDD  |
| Ms LAU Kwok-yin, Wendy           | Engineer 19 (Islands Division), HKI&I<br>DevO, CEDD   |
| Ms YUEN Kit-fung, Chelsey        | Engineer 9 (Islands Division), HKI&I<br>DevO, CEDD  |
| Mr YEUNG Fred                    | Public Communication Strategic<br>Consultancy Limited   |

The Chairman welcomed Members for participating in the first meeting of the second term of the Lantau Development Advisory Committee (LanDAC), which was also the eighth LanDAC meeting.

2. The Chairman welcomed four new Members, namely Dr LAU Wai-neng, Michael, of the environmental protection sector; Dr CHU Ting-kin, Kenneth, of the recreation and tourism sector; Mr KWOK Ching-kwong, Francis, of the innovation and technology sector; and Mr YAU Ying-wah,

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Algernon, of the aviation sector. The Chairman also thanked the continuing Members for their continued support for the LanDAC's work.

3. The Chairman added that Mr SO Chak-kwong, Jack; Dr LAM Kin-ngok, Peter; and Mr CHAN Yung were unable to attend the meeting due to other commitments. In addition, the Chairman introduced three representatives of ex-officio members attending the meeting for the first time, namely Mr LAM Sai-hung, Project Manager (Hong Kong Island & Islands) of the CEDD, representing the Director of Civil Engineering and Development; Mr TSOI Wai-tong, Martin, Assistant Director of Housing (Project) 1, representing the Permanent Secretary for Transport and Housing (Housing); and Mr CHOW Chit, Joe, District Officer (Islands) (Acting), representing the Permanent Secretary for Home Affairs.

4. The Chairman invited the Secretary to brief Members on the main points of the House Rules, including rules on releasing LanDAC documents and giving responses, two two-tier system of declaration of interests, as well as confidentiality requirements. The Chairman added that speaking Members would not be named in the minutes so as to encourage them to freely express their views. However, declaration of interests by Members in individual discussion items would be recorded together with their names in the LanDAC minutes to enable the public to monitor the operation of the LanDAC.

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

5. The minutes of the last meeting had been duly amended based on the comments received and had been distributed to Members for their perusal prior to the meeting. There being no further comments from Members, the Chairman announced the confirmation of the minutes of the last meeting.

**Agenda Item 2: Matters Arising**

6. The Chairman invited Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, to report to the LanDAC the follow-up on the proposal of adding Wi-Fi services to the new car parks in Tai O and Mui Wo as stated in paragraph 8 of the minutes of the last meeting. Ms HO reported that the proposal had been reflected to the Innovation and Technology Bureau, which would fully explore the feasibility of adding Wi-Fi services to government premises. Any progress would be further reported to the

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LanDAC.

**Agenda Item 3: Progress Report of Strategic Studies and District Improvement Items and Work Plan of LanDAC**

7. Mr LAI Cheuk-ho, Principal Assistant Secretary (Works) 5, DEVB, briefed Members on LanDAC Paper No. 01/2016.

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

- Hon YIU Si-wing declared that the China Travel Service (Hong Kong) Limited in which he worked operated shuttle bus services between Hong Kong and the Mainland;
- Mr HA Wing-on, Allen, declared that the AsiaWorld-Expo in which he worked operated convention and exhibition services;
- Mr LAM Chung-lun, Billy, declared that he was a current member of the Country and Marine Parks Board; and
- Mr LAM Siu-lo, Andrew, declared that he operated an agricultural cooperative in Yi O.

9. A Member noted that it was generally believed that the proposed provision of 650 parking spaces at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) was not enough. He expected that vehicles which would use the HZMB included shuttle buses, 300 cross-boundary coaches with quotas, taxis, minibuses, buses of route “A” travelling to and from the urban areas, and private cars. He opined that the responsible departments should clearly explain the types and distribution of the parking spaces, and anticipated the issues that would arise from large number of traffic in the overall arrangement of the HKBCF island.

10. The Chairman responded that the three governments were discussing the detailed arrangements for cross-boundary traffic of the HZMB, and there was no finalised proposal at this stage.

11. That Member pointed out that Hong Kong enjoyed significant

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advantages in terms of transit services. While the number of visitors to Hong Kong decreased last year, the number of transit visitors through Hong Kong from the Mainland to overseas and vice versa both increased. He expected that the commissioning of the HZMB would continue to enhance the airport, as well as convention and exhibition services of Hong Kong, which would give Hong Kong more opportunities for development as a transit hub. He added that as the airports in the Mainland were actively developing international airline services, Hong Kong had to further enhance its transit services. He suggested that the Government explore ways to enhance the transit services of the HKBCF before the commissioning of the HZMB so as to make it more convenient for overseas and Mainland visitors.

12. On the development of recreation and tourism, that Member agreed that Lantau should be developed into a tourism island for Hong Kong people. Among the many items proposed, those that were more popular with the public should be selected for implementation as soon as possible so that people could have the experience as similar overseas travel items without leaving Hong Kong. During public consultation, clear positioning was also needed to avoid public misunderstanding that Lantau was to be developed into a backyard for Mainlanders. Regarding the spa and resort studies, that Member considered it necessary to evaluate the positioning of the spa resort and explore its benefits with reference to successful cases of foreign countries.

13. Another Member said that Tai A Chau and Siu A Chau were more suitable to develop the spa resort than Cheung Sha, and to create synergy with the ancillary visitors and environmental education centre of the integrated waste management facility in Shek Kwu Chau, so as to attract the middle class citizens or visitors. In addition, that Member said that the Agriculture, Fisheries and Conservation Department (AFCD) had put forward a number of proposals to the Islands District Council to revitalise country parks. He considered that the AFCD should use existing resources for the early implementation of improvement works to match with the proposal of increasing the attractiveness of country parks in the First-term Work Report (Work Report) of the LanDAC.

14. A Member noticed that the Economic and Social Development Subcommittee (ESD SC) in the previous term was not among the three proposed subcommittees (SCs) in the current term, and asked whether that meant discussions about economic and social development had been completed

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or a conclusion reached. He pointed out that the positioning of Lantau development was not only local-oriented, but also concerned the region and the Mainland. However, the first-term LanDAC did not communicate with any Mainland authorities concerned. He suggested that the LanDAC or the SCs establish a communication mechanism with the Mainland authorities concerned or convene joint meetings, so as to explore whether the positioning and development direction of Lantau were in line with Mainland development. In addition, the development of e-commerce had led to changes in the mode of development for shopping malls in the Mainland. Part of the areas for retail shops had been changed for the uses that could not be replaced by online activities, such as spas, cinemas, play facilities and restaurants, etc. Hong Kong was facing the same problem. Also, with the decrease in the number of visitors to Hong Kong, business environment had become more difficult.

15. In response, the Chairman said that as the Planning and Conservation Subcommittee (PC SC) and the ESD SC under the first-term LanDAC often convened joint meetings to discuss common issues, it was suggested that the organisational structure should be streamlined and resources should be concentrated by designating a single SC to consolidate the discussion of broad items relating to development and conservation, including economic and social needs. The Chairman added that the relevant policy bureaux and departments, when deliberating on the development plans for Hong Kong, would keep abreast of the latest development in the neighbouring cities and regions. However, there were no plans at the moment to establish any regular communication mechanism between the LanDAC and the Mainland authorities concerned so as to avoid public misunderstanding that Lantau was to be developed to meet the needs of Mainlanders. As for enquiries related to retail facilities, the Chairman said that flexibility would be allowed during land use planning.

16. After listening to the Chairman's response, that Member suggested that the name and terms of reference of the PC SC should incorporate elements of economic and social development. In addition, that Member also suggested that communication between the LanDAC and the Mainland be enhanced through other platforms such as the Hong Kong/Guangdong Co-operation Joint Conference.

17. A Member was concerned that funding for some of the strategic studies and district improvement items had yet to be approved by the

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Legislative Council (LegCo), and was worried that it would affect the progress of the items concerned, such as failing to complete Phase 2 improvement works in Tai O and Mui Wo as scheduled. Besides, that Member complimented the government team on visiting the districts to listen to the residents' concerns and views. He considered it crucial that the residents understood the benefits brought by development. He also pointed out that as mentioned in the Work Report, the LanDAC and the local community opined that the existing traffic and transport facilities of Lantau were still lagging behind, and traffic and transport was the key to successful development. He hoped that the future traffic and transport studies for Lantau would consider the proposals of a coastal road connecting Tung Chung and Tai O, as well as village access roads.

18. The Chairman appealed to LegCo Members to support all funding applications relating to Lantau development, including the proposal of establishing the Lantau Development Office (LDO) under the CEDD, as the multi-disciplinary LDO would deploy resources more effectively and be specially tasked with conducting various studies on Lantau development including traffic and transport studies.

19. A Member opined that north Lantau could be developed first as its infrastructure was relatively complete and public consensus had been broadly obtained for the related items. On the contrary, development proposals for south Lantau should not be further considered until a higher degree of consensus had been reached. Therefore, he did not oppose to the increase in manpower resources by the Government to deal with the work of north Lantau development, but was against the establishment of the LDO to avoid causing worries over extensive development of Lantau. That Member added that when developing recreation and tourism items in south Lantau, the receiving capacity of the local traffic had to be considered. He opined that traffic control measures for the roads in south Lantau should remain unchanged. He also agreed that village roads could be improved, but no major infrastructure projects should be carried out. In addition, he suggested making better use of water-borne transport to link up various locations, such as providing kaito ferry services between Tai O and other locations on weekends and holidays.

20. A Member said that while he did not agree with all the proposals for Lantau development, he found it necessary to establish a dedicated office to deal with the work of Lantau development and to carry out planning in a holistic manner. He agreed that the name of the LDO could be associated

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with extensive development, and therefore suggested that the name be changed. That Member considered that the priority work of the dedicated office was to carry out public engagement activities for the various proposals and listen to the views of stakeholders and the public, so as to strike a balance between different views, and development and conservation.

21. A Member considered that the strategic development of Lantau depended on the operation of the HZMB, and suggested that when formulating the operational arrangements of the HZMB, apart from the transport perspective, the three places should also make multi-professional and holistic strategic considerations from various perspectives like economic development of the three places. He said that, for instance, when Hong Kong's convention and exhibition sector exchanged ideas with the Zhuhai authorities, both hoped that their convention and exhibition visitors would visit each other's place, which showed that convention and exhibition tourism could also be one of the economic perspectives regarding the operation of the HZMB.

22. A Member said that as the Census and Statistics Department had recently lowered the estimates for population growth and housing demand in Hong Kong, and the housing supply in planned new development areas such as Hung Shui Kiu and northeastern New Territories would be able to meet the medium- and long-term demand, many doubted the need to develop the East Lantau Metropolis (ELM). He opined that the ELM studies had to assess the strategic demand of population and housing. In addition, he noted that the PlanD was currently conducting the Hong Kong 2030+ Study. He asked whether the study would tie in with Lantau development, and whether more information on the study could be provided for the LanDAC's reference when discussing Lantau development.

23. That Member pointed out that many villagers had moved away from the remote Lantau villages for traffic reasons. Some farmlands were deserted. Some lands have become habitats of important flora and fauna. He was concerned about the difficulty in exercising planning control over the villages and private land in south Lantau. He cited an example that even though Pui O had been included in the outline zoning plan with its wetlands designated as Marine Reserve, the Government was unable to exercise planning control over mud dumping activities on private land. He worried that with further opening of the roads in south Lantau, more visitors or large vehicles would enter south Lantau and affect the local environment. He added that

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while the current utilisation rates of the roads in south Lantau were low enough to accommodate more vehicles, that might not be the case when population and traffic demand increased due to the construction of many residential buildings in south Lantau in recent years. Furthermore, increase of vehicles would result in insufficient parking spaces and prompt villagers to build their own car parks, which would affect the rural environment.

24. A Member indicated that regarding the improvement to road bends at Keung Shan Road, the nine road bends that had been completed were only widened by about 8 to 18 inches, which were still not wide enough for two coaches to pass through at the same time. Only bend K10 was more noticeably improved. Overall, he considered that the improvement works were not able to completely improve Keung Shan Road. As regards the minor improvement works to the Tung Chung-Tai O Ancient Trail, they were only minor works of the Islands District Office and should not be included in the LanDAC's report.

25. According to that Member, as hordes of visitors went to Tai O on holidays, the transport system there was at full carrying capacity. The local residents who supported development worried that the cable car system from Ngong Ping to Tai O would put greater pressure on Tai O's capacity to receive visitors, and thus opposed the proposal. He was of the view that the study on the cable car system should put forward options to address the carrying capacity problem for the proposal in order to gain support. That Member also pointed out that as visitors were drawn to the beautiful environment of south Lantau, it was necessary to enhance its traffic connectivity to cope with the increase of visitors. He suggested improving the roads in south Lantau to standard roads, and constructing an east-west connection from Tung Chung to Tai O and a north-south connection from Mui Wo to Pak Mong. That Member said that the indigenous residents in south Lantau could not live in their villages due to traffic problems and they expected that the traffic in south Lantau would be improved through development. From his understanding, some indigenous residents in Pui O had deliberately dumped mud on private land to challenge the environmentalists' actions against development. He anticipated that the indigenous residents in south Lantau might oppose Lantau development if the aforementioned traffic and transport infrastructure proposal was not included in the blueprint for Lantau development.

26. A Member opined that the LanDAC should not confine its

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discussions to the work over the past two years, but should give more attention to the latest development plans. He thus requested the Secretariat to provide relevant information on Lantau development for Members' reference. That Member pointed out that discussions about conservation and development, such as buffalo conservation and mud dumping, involved complex issues. No problems would ever be solved if we simply clung to one stance without considering other factors. He hoped that the upcoming dedicated office would conduct consultations on a continuous basis so that stakeholders and interest groups would know that their opinions were heeded.

27. A Member indicated that the SCs proposed to be established reflected the LanDAC's work directions in the next two years. In his opinion, while it was important to decide how the development proposals should be implemented specifically, we should first look at the capacity of Lantau in terms of population, housing and ecology from a higher plane before we could establish development positioning and take forward specific planning work. He suggested that the LanDAC should focus on mapping out strategic directions for subsequent discussion on the implementation arrangements by the SCs; or that a strategy steering subcommittee should be set up to deal with strategic plans submitted by relevant government departments after discussion or recommendations put forward by the SCs or consultancy firms.

28. A Member pointed out that Sentosa in Singapore had become a competitive place in Asia with its successful development of tourism and ecological conservation. Lantau was 30 times as large as Sentosa in area with great potential for development. He deemed it unlikely for Lantau to become the backyard for Mainlanders as most Mainland visitors had travelled to Thailand, Seoul and Tokyo instead. Hong Kong had lost its advantages to attract Mainland visitors, and Lantau should create more opportunities for international visitors and Hong Kong's next generation. He said that global consumption of spa and wellness amounted to US\$494 billion a year, with an annual growth rate of about 25%. He considered that Lantau had the right conditions to develop spa travel, wellness tourism and medical tourism to bring in more international visitors. Secondly, Lantau also had the qualities to develop adventure tourism. Global consumption on adventure tourism reached US\$263 billion a year, registering an annual growth of about 65%. As regards such recreational and tourist attractions as country parks, bird watching, water sports, zip lining, Wibit, they could all cater for the interests of international visitors. Thirdly, Lantau could develop religious tourism, which

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would be made possible by the Tian Tan Buddha Statue. Religious tourism was one of the 14 tourism themes. Religious tourists reached 300 million globally per year, and 35% of the tourists around the world chose their destinations based on religious activities. Finally, that Member proposed that conservation should go hand in hand with development and they were mutually inclusive.

29. A Member considered that technology could be used to foster development. Firstly, visitors could get hold of information on parking spaces and make advance booking via the Internet to solve parking problems. Self-driving technology could also reduce the demand for parking spaces at tourist spots with vehicles automatically parked in more remote locations. In addition, the vehicle-sharing services that had emerged in places like China and Germany could reduce the demand for vehicles. Secondly, vehicles entering the closed roads in Lantau should be required to install systems that could communicate with other vehicles and cows to avoid collision so as to address traffic accident issues without having to widen the roads. Thirdly, smart phone applications could be used to limit the number of visitors to Lantau by requiring visitors to register online otherwise they were not allowed to take a bus there.

[Mr LAU Ping-cheung left the meeting at this juncture.]

30. That Member suggested that games on Lantau's ecological conservation should be developed to draw people to explore Lantau. In addition, innovation and technology could be used to align the different views supporting development and conservation. He proposed to bridge the gap between development and conservation by making use of sustainable innovation to bring about sustainable development. He suggested collaboration with universities and science and technology institutions, such as firms in the Science Park, to conduct study on individual items and propose solutions. As regards the SCs, he suggested setting up a Satellite Subcommittee to invite young people to solve problems and create highlighted projects together. With the use of new methods for collecting and analysing data, issues raised by different stakeholders could be solved according to priority. Big data could also help identify people with brilliant ideas to join the team and solve problems together.

[Hon MAK Mei-kuen, Alice, left the meeting at this juncture.]

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31. A Member agreed that the name of the LDO would mislead the public into thinking that it might simply focus on development. He suggested that the LDO be renamed the Lantau Office tasked with duties including coordination, balancing, conservation and development. That Member said that the Government had published a gazette about the scope of the proposed Brothers Marine Park, and had proposed to designate the waters in the vicinity of Soko Islands and south Lantau as marine parks. He pointed out that as the purpose of setting up marine parks was mainly on education and conservation, it would be difficult to carry out development in marine parks. Therefore, when considering the recreation and tourism proposals for Lantau, the LanDAC should keep abreast of the latest development of marine parks.

32. As regards traffic and transport, that Member agreed that the current problem of traffic and transport facilities lagging behind in Lantau had to be solved. Besides, visionary planning should also be carried out to meet future needs.

33. That Member agreed with the Chairman that there was no need at this stage to establish regular communication mechanism with the Mainland authorities. He also suggested that LanDAC Members should make another visit to the coastal cities in the Pearl River Delta (PRD) to familiarise themselves with the latest development.

34. A Member suggested that the LanDAC, in its new term, should focus on strategic topical discussions about the overall development of Lantau, for example: (1) the arrangement of associated facilities between the HZMB and Lantau development; (2) the business modes and traffic arrangements of the two major development areas, namely the North Commercial District on the airport island and the HKBCF island of the HZMB; and (3) the overall planning arrangements, especially traffic arrangements, between the airport island in north Lantau, the HKBCF island, Tung Chung and Tung Chung East. He suggested that the Government should provide information prior to topical discussions to enable Members to put forward more targeted proposals for the implementation of the plans.

35. Another Member also hoped that the LanDAC in its new term would deal with more strategic-wise work, including enhancing opportunities for communication and development with the neighbouring areas, which

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comprised not only the PRD region but also cities across the world. He opined that the LanDAC should focus more on the relationship between Lantau development and the world. Situated in Lantau, the Hong Kong International Airport (HKIA) provided the right conditions for linking up Lantau with the rest of the world. Moreover, the LanDAC should consider Lantau development from a macroscopic perspective and identify strategic items for development as soon as possible.

36. A Member pointed out that the LanDAC generally agreed with the proposal that north Lantau would be mainly for economic and housing development as well as large-scale tourism. As regards south Lantau, he agreed with another Member on the way to make optimal use of the country parks in south Lantau, a concept which could create more room for development and promote popular activities prevalent across the world without extensive development of the country parks. Besides, he supported that improvement works such as repairs and maintenance should be carried out on the roads in south Lantau, but he did not hope it was for providing additional traffic and transport facilities to facilitate people to move to south Lantau. He opined that in considering the development of south Lantau, we should adopt the principle of preserving its natural environment as far as possible.

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

37. Mr LING Kar-kan, Director of Planning, briefed Members on the strategic planning of the ELM. The Government's preliminary studies considered that the development concept of artificial islands in the central waters was generally feasible from a technical standpoint, and it had become an important part of Lantau's development strategies and proposals after the LanDAC's consideration. Regarding an academic's viewpoint that government projects in planning were already sufficient to cope with the population and household growth of Hong Kong in future, Mr LING replied that the PlanD had the following considerations regarding the long-term strategic planning of Hong Kong. Firstly, the specific planning projects taken forward currently would be able to cope with the housing demand until around 2030. The Government, therefore, still had to carry out planning to address the demand thereafter. The latest estimates showed that the population would reach its peak in 2043. The Hong Kong 2030+ Study just aimed to explore land supply for consideration and provide reference materials for public discussion so as to attain sustainable development. Secondly, Hong Kong

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Island was the social and economic core of Hong Kong. Strategic planning of the ELM would not only provide opportunities to strengthen the traffic connections between Hong Kong Island and the HKIA as well as the HKBCF island of the HZMB, but also further enhance the overall strategic traffic network of Hong Kong. Thirdly, reasonable buffers should also be preserved in planning. Mr LING said that, for instance, there were some 1 000 residential flats over the age of 70 at present. In 2046, the number of that kind of flats would increase to over 300 000, some of which were expected to be rebuilt. As the renewal process would generally take more than 10 years, room for development had to be preserved in planning to relocate the residents affected. Also, 60 % of grade C offices in Hong Kong were situated in Central and Sheung Wan. Most of the buildings there were of an old age, and the floor area and supporting facilities were inadequate. The development of a third Core Business District at the ELM would provide spaces to relocate the grade C offices. Mr LING concluded that it was the right time to carry out long-term strategic planning.

38. As for issue of dumping of mud in Pui O, Mr LING Kar-kan found it necessary to explore the reasons, including whether there was not enough room in the area to dispose of construction waste. He hoped to exchange ideas with environmental groups on this issue from various perspectives.

39. Mr HON Chi-keung, Permanent Secretary for Development (Works), pointed out that the LanDAC had discussed and formulated the strategic positioning of Lantau development over the past two years, and had launched the three-month public engagement exercise for the development proposals in January 2016. Mr HON said that a dedicated office had to be established to address and follow up on public opinion on issues such as conservation and development, and to maintain communication with the public. He added that as the dedicated office was established under the CEDD, its name should be consistent with the names of other development offices. Apart from engineers, the proposed LDO would also consist of members from other professional grades such as planners and architects, who would work closely together to take forward various work on a continuous basis, including liaising with the districts and the public, and implementing proposals for conservation, development and the traffic.

40. Regarding the ELM studies, the Chairman added that given the crowded living environment in Hong Kong at present, it was the Government's

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responsibility to put forward long-term vision, launch public discussions, explore proposals to increase land supply, and improve the living space of Hong Kong. In addition, the Chairman reiterated that the Government had no plans to implement large-scale projects in south Lantau. However, as we were currently exploring the feasibility of various proposals, it was not advisable to set any limits at this stage, such as retaining the existing traffic and transport arrangements, so as not to reduce the room for discussion. As regards the focus of the LanDAC's discussions, the Chairman said that the LanDAC had already carried out discussions and deliberations on strategic development in the early stage after its establishment. Currently, the Administration focused on carrying out studies on various development proposals, and would consult the LanDAC once specific proposals had been formulated. As for the proposal of constructing a coastal road connecting Tung Chung and Tai O, the Chairman said that the Administration had studied the proposal in the past, and concluded at the time that the road would not be constructed after factoring in its cost-effectiveness. The Chairman understood that some Members and the locals hoped the Administration would consider the proposal. He said that the proposed LDO would carry out studies on the overall traffic and transport in Lantau, and he believed that it would then examine the proposals for traffic and transport between Tung Chung and Tai O.

**Agenda Item 4: Progress of Public Engagement Activities on Lantau Development**

41. Mr CHAN Bun-pui, Bosco, Deputy Project Manager (Hong Kong Island & Islands) of the CEDD, briefed Members on LanDAC Paper No. 02/2016.

[Hon CHAN Han-pan and Ms CHAU Chuen-heung left the meeting at this juncture.]

42. A Member who had attended three public forums and forums held by other organisations said that while most of the participants supported Lantau development, some participants and the community organisations had reservations about the development proposals. He opined that it was necessary to alleviate their concerns, including: (1) the carrying capacity of south Lantau, in particular the additional flow of visitors brought by the proposed tourist spots; (2) the livelihood issues of the area, namely that too many visitors would affect the residents' use of public transport; (3) the ageing

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of villages, and insufficient support for the elderly in the villages in their daily lives and health care; (4) the dumping of mud and waste; (5) doubts about the Government's forecasts for population growth; and (6) the internal and external traffic issues of Lantau, in particular the increasing population of Tung Chung with most of its residents working in the urban areas had increased traffic pressure that had to be resolved as soon as possible. Lastly, as regards the comment that Lantau was the backyard of Hong Kong, that Member thought it was not necessarily true as the north Lantau had been planned for economic and housing development, only the south Lantau was the backyard of Hong Kong. If the public falsely believed that the entire Lantau was the backyard of Hong Kong, conflicts were bound to arise.

43. Another Member who had also attended two consultation sessions noted that more people were concerned with the recreation and tourism development proposals for south Lantau, and they were worried about the carrying capacity of south Lantau. He considered that Lantau's attractiveness lay in its diversity, i.e. different places brought different experiences that catered for the needs of different people. Therefore, the original uniqueness of different places should be preserved during development, and improvement measures should also be implemented to make it convenient for visitors to enjoy the places. There was relatively more private lands in south Lantau. To attain sustainable development, we had to make the residents there feel that they would benefit from it so as to secure their support. He suggested revitalising the villages to restore their original cultures. He said, for instance, apart from farming, other related economic activities could also be developed in Lantau villages, such as operating restaurants offering dishes made from local farming produce, making by-products like jams and running guesthouses, so as to enable the public to communicate directly with the local residents and experience unique rural tourism. To revitalise the villages, the Government had to carry out long-term planning properly or else the "quick-cash" situation would arise.

44. A Member said that while the general opinion at present tended to support Lantau development, the public was still concerned with some of the proposals. He, therefore, hoped that the Administration would explain and adjust its strategies in the light of public concerns (such as carrying capacity) during planning, and enhance the implementation of short-term improvement projects so as to respond to public opinion. For example, in view of the long waiting time for buses due to too many visitors to Tai O on holidays, the

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Administration could discuss with the operators to increase the bus frequencies as soon as possible so as to avoid an individual incident provoking anti-development opinion.

45. A Member enquired about the proportion and main source of opposition among the 1 700-plus submissions received so far. In addition, he would like to know the progress of the “Driving on Lantau Island” Scheme and the issuance of new Lantau taxi licences.

46. Mr CHAN Bun-pui, Bosco, said in response that the public relations consultant was still processing and analysing the public opinion collected, and had not yet produced relevant figures regarding the distribution of opinion. The Chairman added that the overall situation would not be announced until opinions collected through different channels had been processed.

47. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, responded to the enquiry about the scheme to issue more closed road permits. She said that the numbers of coaches and private cars permitted to enter south Lantau had been increased since December 2015 and February 2016 respectively. The scheme was hugely popular with the industry and the public. The quota for closed road permit application was always full (including the five quotas allocated to electric private cars), indicating that the public enjoyed visiting Lantau a lot. The Transport Department (TD) had contacted the local residents and shop owners and found that the arrangements did not have major impact on the traffic. The TD would review the traffic, transport and parking space situation in the area later this year to decide whether to take forward measures to further increase the quotas for coach permits and private car permits by 10 and 25 respectively.

[Post-meeting note: As regards the progress of issuing new Lantau taxi licences, the TD had informed the tenderers of the tender results of Lantau taxi licences in April 2016. All of the 25 new Lantau taxis had commenced services.]

48. A Member who had attended eight public engagement activities thanked colleagues of the DEVB, CEDD and Plan D for their work. He learned that some organisations had submitted joint letters expressing their support for development. He hoped that the Administration would clarify whether the number of joint letter signatories would be counted as the number

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of supporters. In addition, he pointed out that public opinion was no simplification. Support for development often came with conditions, such as the demand for traffic and transport infrastructure. On the contrary, those against development also cited the lack of traffic and transport infrastructure, showing that traffic and transport arrangements were the key considerations for those in favour of and against development. He supported carrying out overall traffic and transport studies for Lantau to explore various traffic and transport proposals, including a coastal road connecting Tung Chung and Tai O. He hoped that when examining the traffic and transport strategies, the Administration would not only consider them in the light of their current economic benefits, but also heed the long-term needs.

49. A Member considered that the coastal road connecting Tung Chung and Tai O was a strategic proposal, under which housing units could be built along the roadside to boost the population, and visitors would find it more convenient to access Tai O from Tung Chung for sightseeing. He also opined that the notion of “Hong Kong Impression” could be created, which would bring together different Hong Kong cultures, elements and experiences in Lantau to enable visitors to learn the Hong Kong story.

50. A Member said that as the construction of roads would bring significant changes, we had to carry out thorough studies and discussions, and make it our objective and direction to preserve the existing characteristics of Lantau before planning infrastructure arrangements.

51. A Member opined that public engagement activities should be able to gauge public sentiment. A simple classification of “like” or “dislike” would not be able to address certain public issues such as the traffic needs of villagers. He considered that conduct of questionnaire surveys only was not sufficient, and suggested organising activities including workshops to deal with specific problems.

52. A Member enquired if information related to Lantau could be provided for the consolidation of data to form the basis of discussion.

53. The Chairman thanked Members for their views and participation in person in the public engagement activities, stating that the information collected would be consolidated after the completion of the public engagement activities. In addition, the Secretariat would contact Members after the

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meeting regarding the matter of joining the SCs. Given the workload involved, the Chairman encouraged Members to join more than one SC but not preferable to join all. Members could also recommend co-opted members to join the SCs. The Chairman said that lists of SC members would be considered later based on Members' subsequent replies.

[Post-meeting note: Having considered Members' views, the LanDAC would set up three SCs, namely the Public Relations and Promotion Subcommittee, the Sustainable Development Subcommittee, and the Traffic, Transport and District Improvement Items Subcommittee. The Secretariat had consulted Members on their intention in joining the SCs and their recommendations for co-opted members by email on 25 April 2016.]

**Agenda Item 5: Any Other Business**

54.           There being no other business, the meeting was adjourned at 1 p.m.