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**Lantau Development Advisory Committee  
Ninth Meeting**

Date: 5 November 2016 (Saturday)  
Time: 9:30 a.m. to 1:25 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		
Dr CHU Ting-kin, Kenneth		
Dr FANG Zhou, Joe		
Mr HA Wing-on, Allen		
Prof HO Kin-chung		
Mr KWOK Ching-kwong, Francis		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Mr LAM Siu-lo, Andrew		
Mr LAU Ping-cheung		
Dr LAU Wai-neng, Michael		
Hon MAK Mei-kuen, Alice		
Mr SO Chak-kwong, Jack		
Dr WANG Jixian, James		
Hon WU Chi-wai		
Hon YIU Si-wing		
Mr HON Chi-keung	Permanent Secretary for Development (Works)	

**(Translated Version)**

Mr WONG Wai-lun, Michael	Permanent Secretary for Development (Planning and Lands)	
Mr TONG Chi-keung, Donald	Permanent Secretary for Environment	
Mrs YEUNG HO Poi-yan, Ingrid	Commissioner for Transport	
Mr LAM Sai-hung	Director of Civil Engineering and Development Department	
Mr LING Kar-kan	Director of Planning	
Mr LIU Kong-cheung, Aaron	Deputy Commissioner for Tourism	
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department	
Mr WONG Mung-wan	Assistant Director of Housing (Project) 1	
Mr LAI Cheuk-ho	Principal Assistant Secretary (Works) 5, Development Bureau (DEVB)	Secretary

**Members Absent (absent with apologies)**

Mr CHOW Yuk-tong  
Mr YAU Ying-wah, Algernon  
Mr YU Hon-kwan, Randy

**In Attendance**

Mr MA Siu-cheung, Eric	Under Secretary for Development
Mr MAK Shing-cheung, Vincent	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
Mr WONG Yin-kai, Vincent	Assistant Secretary (Land Supply) 3, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr CHOW Sui-ping	Engineer (Lantau), DEVB
Miss SUNG Pui-yu, Phoebe	Researcher, DEVB

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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, Planning Department (PlanD)
Mr CHAN Sze-wai, Kevin	Senior Town Planner/Strategic Planning 6, PlanD
Mr LEE Kui-biu, Robin	Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department (CEDD)
Mr CHAN Bun-pui, Bosco	Deputy Project Manager (Hong Kong Island and Islands), CEDD
Ms KIANG Kam-yin, Ginger	Deputy Project Manager (Special Duties), Hong Kong Island and Islands Development Office (HKI&I DevO), CEDD
Ms LAU Yiu-yan, Joyce	Chief Engineer/Special Duties, HKI&I DevO, CEDD
Mr HO Kwok-fai, Godfrey	Senior Engineer 13 (Special Duties Division), HKI&I DevO, CEDD
Mr CHAN Hing	Senior Engineer 14 (Special Duties Division), HKI&I DevO, CEDD
Mr CHOW Ho-ming, Winson	Senior Engineer 17 (Special Duties Division), HKI&I DevO, CEDD
Miss YIU Yuk, Isabel	Senior Town Planner 1 (Special Duties Division), HKI&I DevO, CEDD
Ms SO Shuk-yeet, Joan	Senior Town Planner 2 (Special Duties Division), HKI&I DevO, CEDD
Mr PANG Siu-tuen, Walter	Engineer/L1 (Special Duties Division), HKI&I DevO, CEDD
Mr CHAN Wing-tak	Town Planner 1 (Special Duties Division), HKI&I DevO, CEDD
Ms CHEUNG Yuen-ping, Winnie	Project Coordinator 4 (Special Duties Division), HKI&I DevO, CEDD

Representatives of Consultants for Hong Kong 2030+ of PlanD attended  
Agenda Item 4 only

Mr LO Fong-chung, Thomas  
Miss LIU Tin-nga, Tina

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

2. The Chairman congratulated Mr LAU Ping-cheung on being appointed Justice of the Peace on 1 July this year. He also congratulated The Honourable CHAN Han-pan, The Honourable MAK Mei-kuen, Alice, The Honourable WU Chi-wai and The Honourable YIU Si-wing on being re-elected as Legislative Council (LegCo) Members.

3. The Chairman added that Mr CHOW Yuk-tong, Mr YAU Ying-wah, Algernon and Mr YU Hon-kwan, Randy were unable to attend the meeting due to other commitments. The Chairman welcomed two new ex-officio members, namely Mr TONG Chi-keung, Donald, Permanent Secretary for Environment; and Mr LAM Sai-hung, Director of Civil Engineering and Development. In addition, he welcomed the representatives of ex-officio members who attended the meeting for the first time, including Mr LIU Kong-cheung, Aaron, Deputy Commissioner for Tourism, representing the Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism); and Mr WONG Mung-wan, Assistant Director of Housing (Project) 1, representing the Permanent Secretary for Transport and Housing (Housing).

4. The Chairman said that Mr LING Kar-kan, Director of Planning, would soon commence his pre-retirement leave after serving the Government for more than 30 years. This meeting would be the last LanDAC meeting in which he participated. The Chairman commended Mr LING for his contributions to 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 were 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 said that as all matters arising from the last meeting

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had been dealt with and reported under the post-meeting notes of the meeting minutes, there were no matters arising for this meeting.

**Agenda Item 3: Public Engagement Report on Lantau Development**

7. The Chairman said that the three-month public engagement (PE) exercise for Lantau development was launched after submission of the First-term Work Report to the Chief Executive by the LanDAC in January this year. The PE exercise was completed on 30 April this year. During the PE exercise, the Government together with the LanDAC organised a number of public forums, consultation sessions and relevant activities to collate views from the public and major stakeholders. The consultants had consolidated and analysed the views collected which were included in the Lantau Development PE Report (the Report).

8. Mr LEE Kui-biu, Robin, Project Manager and Ms LAU Yiu-yan, Joyce, Chief Engineer of HKI&I DevO, CEDD, briefed Members on the contents of the Report (LanDAC Paper No. 03/2016).

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

- Mr LAU Ping-cheung declared that he was currently a Council member of the Hong Kong Polytechnic University and was a former Council member of the City University of Hong Kong.
- Mr LAM Chung-lun, Billy, declared that he was currently a member of the Country and Marine Parks Board.

10. A Member welcomed the approach of grouping various local works under Lantau development for further follow-up actions. In doing so, residents might see the continual progress of Lantau development, rather than merely a conceptual idea. He opined that extensive consultation had been conducted during the PE exercise. Through the three public forums and the various consultation work conducted, participants and locals had ample opportunities to express concrete views and raised their concerns. That Member indicated that consultation results revealed that the public generally supported the proposals for Lantau development. He hoped that the blueprint for Lantau development and conservation could be announced as soon as possible for further implementation work.

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11. A Member pointed out that since the East Lantau Metropolis (ELM) was included in the study of “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) and the LanDAC was established for Lantau development, the public would consider that the Government had accorded Lantau development with a high priority. Although the Government had put forward “Development in the North; Conservation for the South” as the planning principle and in fact the public views on development in North Lantau were not very controversial, the Report did not explicitly indicate that development would only be taken place in North Lantau. Since the ELM would involve construction of transport network linking up Lantau, the Government’s commitment towards “Conservation for the South” was doubtful. He added that most of the land in South Lantau was privately owned and its development was restricted due to the inadequate transport infrastructural facilities at present. The Government was also considering consolidation of correctional facilities for housing development and such proposal might also be restricted by transport infrastructural facilities. That Member opined that the Government had to address how to avoid over-development after improving the transport network and the accessibility in South Lantau so as to achieve “Conservation for the South”. On the ELM, that Member said that he did not object to the study on reclamation near Kau Yi Chau in the central waters which involved 600 to 800 hectares (ha) of land. The reclamation area was already sufficient to meet the long-term development needs. However, he did not agree to the proposal for reclamation at Hei Ling Chau and road construction to Mui Wo, leading to the North Lantau Link, as such proposal involved land requirements beyond 2030. He opined that the less controversial studies should be carried out first to minimise the public’s speculations and queries. This would also facilitate implementation of the projects.

12. A Member pointed out that Lantau was important for Hong Kong’s tourism development and diversion of visitors in the future. He enquired whether the Government would adjust the positioning of recreation and tourism development, taking into account the public views. Besides, the public had raised concerns over some specific proposals, e.g. spa resort on Soko Islands and traffic conditions in Tai O. He enquired whether the Government would continue the consultation work for the proposals concerned, or would proceed with more popular proposals, e.g. cycle tracks, instead. That Member also enquired if the Government would conduct a second round of PE exercise to

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examine the impacts on the external and internal traffic of Lantau after completion of Hong Kong-Zhuhai-Macao Bridge (HZMB) with a view to having a comprehensive consideration on the transport arrangement for Lantau.

13. The Chairman responded that the Government had genuinely consulted the public on the proposals for Lantau development and conservation. He hoped that the implementation of various proposals would take full consideration of the public views collected. Regarding the timeframe for announcement of the blueprint for Lantau development and conservation, since the PE exercise for Hong Kong 2030+ which included the preliminary development concept of the ELM was just launched, he would like to listen to more views before announcing the blueprint early next year. The Chairman said that the Government did not have a preconceived view on the ELM development. The analysis of long-term land requirements in Hong Kong 2030+ revealed that there were needs to develop the ELM and New Territories North (NTN). As regards the priority of the two development projects, the resources required for the provision of transport infrastructures was a crucial consideration. Part of the NTN development was in proximity to transport infrastructures and therefore the new infrastructures required should not be huge. However, if other locations in the area were developed gradually, the carrying capacity of the north-to-south transport network connecting urban areas had to be reviewed. For the ELM, transport infrastructures had to be constructed and huge amount of resources were required. According to the current concept, transport infrastructures would link up the New Territories West (NTW), Kowloon and Hong Kong Island to improve the connection of NTW with urban areas. The overall transport network could then be improved and the cost-effectiveness of network could also be enhanced. The detailed plan concerned would be subject to the results of the technical and feasibility study. In response to a Member's concern that the transport connecting arrangement of the ELM would hinder the work to conserve South Lantau, the Chairman responded that the Bureau did not have such intention and stressed that the Bureau attached importance to conservation work. Creating the capacity of Hong Kong as mentioned in Hong Kong 2030+ included environmental capacity. Besides, the Government would carry out consultancy study for consolidation of correctional facilities. The process would be open and transparent.

14. The Chairman said that some LegCo and LanDAC Members considered that the name "Lantau Development Office" would give an



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impression that Lantau would be undergoing extensive development. The Bureau accepted their views and would revise the name of the dedicated office to better reflect its work on both conservation and development. The Bureau would submit the funding application for the staffing proposal on establishment of the dedicated office to the LegCo again. He appealed to the LegCo Members for support to the funding application. The Chairman continued that even the ELM development was not taken forward, the Bureau still needed a dedicated office like the Energizing Kowloon East Office (EKEO), for inter-bureau/departmental work on Lantau conservation and development. With the dedicated staff and resources, tasks such as conducting of various studies (e.g. study on traffic improvement) and strengthening of local liaison, could be completed in a more efficient manner. The Chairman pointed out that the development in North Lantau was crucial to the short and medium-term development of Hong Kong. Therefore, the Government was now actively taking forward the Tung Chung New Town Extension (TCNTE) project for commencement of the reclamation works in end 2017 or the first quarter of 2018 with a view to providing land for about 49 400 residential units as well as higher education and commercial facilities.

15. On the development of recreation and tourism, the Chairman said that the Government had sought public views on a number of recreation and tourism proposals during the PE exercise. Knowing that some proposals were not supported by the mainstream opinions, the Government would implement more feasible and well-supported projects first, e.g. the mountain bike trails. The Chairman also mentioned that the Airport Authority Hong Kong would have themed development in North Commercial District on the airport island which could embrace different demands for shopping, entertainment, business, etc. He hoped that there would be more interaction on the work for recreation and tourism development and views from different parties would be listened to.

16. Mr LING Kar-kan, Director of Planning, said that the planning direction of Hong Kong was to preserve its diversity, including places having ambience and appearance of small towns, e.g. Mui Wo, Tai O, Stanley, Shek O, Sai Kung Town, Lau Fau Shan, Sha Tau Kok Town, etc. Therefore, the Government would strive to preserve the ambience and appearance of Mui Wo when planning for the ELM. Mr LING opined that it was necessary to establish a dedicated office for Lantau development and conservation. A dedicated office like EKEO had well-defined objectives and could coordinate the work of different departments, for more effective implementation of various



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initiatives and projects.

17. A Member pointed out that the society held different views on various topics. He hoped that public engagement and interaction would continue with the support of the LanDAC and the dedicated office. Apart from coordinating strategic land planning and infrastructure development projects, the dedicated office should also coordinate management issues, e.g. land and traffic management, so that people with different views could understand the details and future directions of management work in addressing the issues. They could then build up trust with each other and take forward the development and conservation of Lantau together. He said, for example, infrastructure development with the use of present technology would not necessarily destroy the environment.

18. A Member raised five points regarding Lantau development. Firstly, he opined that the traffic issue had to be addressed before planning for any new development. He suggested that the MTR Corporation Limited should consider enhancing the capacity and coverage of the existing railway network to cater for the need of mass transport arising from Lantau development, the airport expansion and the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the HZMB. Secondly, he suggested that to make better use of the shoreline of Lantau, a ring road and running tracks could be built around the island, which might become a tourist attraction for hikers and runners. Thirdly, he opined that instead of being a theme facility, spa should be planned as an auxiliary facility supporting the recreation and tourism projects. He suggested making reference to the case of Sentosa in Singapore and providing recreation and tourism facilities such as golf course with spa facilities in Lantau. Fourthly, he considered the provision of 650 parking spaces at the HKBCF Island of the HZMB was not sufficient. He pointed out that there was a shortage of parking spaces at the airport right now. In the future, vehicles could reach the airport via the HZMB. The parking demand would further increase upon opening of Tuen Mun-Chek Lap Kok Link. He therefore suggested providing more parking spaces at the HKBCF Island. Fifthly, he opined that the proposed tourism projects focused too much on leisure. More active sports should be provided to attract both local visitors and tourists to participate. He also suggested that more water activities along the shoreline, e.g. yacht centre should be provided.

19. A Member pointed out that young people were more in need of

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new land for development in the long term. However, the survey results shown in the PE Report revealed that more young people objected to the ELM study while more senior people supported the study. The results reflected that young people tended to look at issues from a narrower angle. They might not be able to look at various issues like housing, medical and employment, etc. holistically and comprehensively. He therefore suggested that the discussion during public consultation should be made from a wider perspective so as to solicit constructive solutions for reaching consensus.

20. A Member pointed out that the Hong Kong 2030+ study predicated that Hong Kong would have a shortfall in land of at least 1 200 ha in the long run while the population would exceed 8 million. He therefore opined that the Government should accord a high priority to address the housing issue. That Member commended the DEVB and the relevant departments for soliciting views of various stakeholders comprehensively during the Lantau development PE exercise. During the planning stage, the Government should address the housing and development demands of the middle class and grassroots with first priority. Such approach would gain support from the general public.

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

21. A Member opined that after the territory-wide PE exercise, the Administration should arrange consultation with individual organisations and stakeholders, e.g. green groups, Lantau residents, etc., to address the public views in various aspects. He opined that more manpower resources should be provided for the work concerned. He therefore supported the establishment of a dedicated office.

22. While appreciating the need for development, a Member said that TCNTE would reduce the size of rural area and the village houses in Tung Chung West would be surrounded by high-rise buildings. The unique appearance of rural area and the countryside therefore could only be found in South Lantau. The survey results revealed that young people had reservation on development. One possible reason was that they treasured the countryside as public assets. That Member considered that for the long-term benefits of Hong Kong, it was worthwhile to preserve the diversity of Lantau in parallel with development.

23. A Member opined that the concepts related to conservation and

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environmental protection were good. However, most people only talked about concepts and ideas without objective standards for assessment, e.g. the best way to use country parks for the sake of conservation, the best way to use green belt as buffer area. Therefore, prolonged debates were resulted. He suggested that through the joint platform of the Government, academics, environmentalists, scientists, objective and scientific indicators, e.g. green indicator, landscape indicator, ecology indicator, etc., should be established as the basis for discussion to reduce argument. That Member also reflected that the universities in urban areas did not have adequate teaching facilities and dormitories. He therefore suggested building a university city in Lantau.

24. A Member opined that innovative methods might be considered in solving problems so as to provide opportunities to young people for imagination and development. During the Sustainable Development Subcommittee's recent visit to the Hong Kong Science Park, some companies introduced innovations and technologies for problem solving that could be adopted, e.g. the use of robots to clean up beaches in Lantau.

25. A Member agreed to build a university city to groom talents so as to achieve the objective of studying in Lantau. He also pointed out that many people thought Lantau residents would sacrifice conservation for development. But the fact was that the residents had long been carrying out conservation work for the cultural heritages. For examples, they preserved a stream named the "Source of Life" (生命之源) in Tai O. They also reprovisioned the stone temple due to construction of the airport, and preserved the village with kilns. Besides, during the PE exercise, the residents of Tai Ho Wan suggested construction of a general education centre and coastal eco-trail to integrate development of cultural tourism and conservation which were not in conflict with each other. Some residents suggested improvement of the transport connection to and from Cheung Sha so as to facilitate people for paragliding in the areas between Pak Kung Au and Cheung Sha. That Member hoped that through discussions, local wisdom could be incorporated to achieve sustainable development, making the environment of Lantau better.

26. A Member pointed out that according to the information of Hong Kong 2030+, there would be 326 000 private housing units in Hong Kong aged over 70 years in 30 years' time. Redevelopment might therefore be required. He suggested construction of eco-friendly buildings to replace the old ones. Lantau development could provide space to address housing, environmental

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issues, etc., instead of creating ones.

27. A Member opined that the public generally acknowledged Lantau development being the broad direction. Most objecting views arose from the over-emphasis on development during publicity which failed to make the public understand the details of development proposals as well as the conservation initiatives. He suggested that the publicity strategy should focus on conservation. The details of the proposed projects should also be worked out as soon as possible for consultation of the stakeholders with a view to consolidating different views. He also suggested strengthening publicity and education, and enhancing the transparency of conservation plan. People with objecting views should be invited to join discussions so that their views could be collected as well.

28. A Member agreed to analyse and respond to objecting views. The concepts raised by people with objecting views should be addressed with concrete proposals. Promotion of the proposals concerned should also be strengthened. He opined that development and conservation were not conflicting. He supported the setting up of a working group on conservation projects under the Sustainable Development Subcommittee to solicit views of environmentalists and strive for public confidence towards Lantau development. Besides, he pointed out that development was a process which was difficult to be handled in a piecemeal manner under a clear-cut timeframe. Therefore, he did not agree to a Member's view that the development needs beyond 2030 should not be considered at this stage.

29. A Member agreed to make the young people understand that development was for their future needs. Lantau was 30 times larger than Sentosa in area, meaning that Lantau had 30 times of development opportunities and at the same time would encounter 30 times of problems. He proposed the idea that "conservation should go hand in hand with development as they were mutually inclusive" should be highlighted during publicity. Besides, that Member reflected that Mui Wo residents commended the Government for constructing the Mui Wo children playground, which was a high quality leisure facility to the local residents. This demonstrated that development should start from basic facilities which were beneficial to residents. On recreation and tourism, he opined that adventure tourism, ecotourism, etc. could be developed to attract overseas visitors. Sports facilities might also be provided for holding mega sports events. He

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continued that more promotion work should be done at this stage and proposed to promote the edge of Lantau through television programmes or competitions. He also cited the music festival recently organised in Silvermine Beach as an example and considered that the event could solicit support and encourage participation of stakeholders in promoting the diversified activities in Lantau.

30. A Member pointed out that most of the areas in Lantau was within country parks which had certain restrictions on the use. For examples, trees should be protected and heritages should be preserved. At the same time, one of the functions of country parks was for public recreation and tourism. Therefore, recreation and tourism development in country parks did not jeopardise their functions. The most important thing should be to strike a balance between development and conservation. He opined that with proper management and control, construction of a ring road around the island should not be infeasible. On transport connectivity, that Member opined that apart from external railways, the short, medium and long-term internal transport arrangements for Lantau Island should also be considered.

31. A Member pointed out that the usage of roads in Lantau on weekdays was relatively low. He queried if traffic demand during peak periods should be applied for road planning. The characteristic of adventure tourism or green tourism was that participants should find out the interesting places themselves, without relying on transport facilities for travelling to the destinations direct. That Member raised the issue of development of brownfield sites in the New Territories. He pointed out that reclamation and land resumption would be subject to challenges. The Government, in taking forward land development projects, should address the relevant issues in a balanced and reasonable way. As regards the land required for re-provisioning of old buildings, that Member considered that in order to meet the public demand for housing, the newly developed land should mainly be used for public housing, instead of the private buildings.

32. The Chairman pointed out that the development under TCNTE were mainly on the reclamation land in Tung Chung East. Development in Tung Chung West would be minimal, mainly low density development and would not be on land of high ecological sensitivity. As such, the rural environment would not be greatly affected. The Chairman reiterated that the Bureau would not neglect the views on conservation but would strive for the participation of environmentalists. The Chairman agreed to talk more, listen

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more and promote more. Besides, messages should be delivered more accurately to different targeted groups.

33. The Chairman advised that the DEVB did not avoid the development issue of brownfield sites. The reason of including brownfield sites in the New Development Areas (NDAs) was that the scale of NDAs was relatively large and land could be properly used through overall planning. For instance, over 300 ha of brownfield sites were included in Hung Shui Kiu, Yuen Long South and North East New Territories (NENT) NDAs (some 190 ha in Hung Shui Kiu, more than 100 ha in Yuen Long South and about 50 ha in NENT). The Bureau had commenced consultancy study to explore how to reinstate the operations of brownfield sites, which included the relocation of some operations to specially designed buildings. For operations such as construction machinery which could not be moved to buildings, the Bureau had reserved land for reinstatement in Hung Shui Kiu NDA. At the same time, the Bureau was preparing to engage consultants to conduct a survey on brownfield sites in Hong Kong. The Chairman emphasised that the above work was not carried out subsequent to the issue of Wang Chau. The Bureau, all along, had been adopting a similar approach to deal with brownfield sites. The two items of study and survey were the concrete work focusing on brownfield sites. The Chairman continued that three stages of consultation were conducted for Hung Shui Kiu and Yuen Long South NDAs, etc. respectively in two to three years, showing that the issue of brownfield sites had not just started recently. There were different operations on brownfield sites. Quite a lot of Hong Kong people made a living there and could not be forced to leave causally. The Chairman stressed that the Bureau was determined to implement proposals as long as they were in the public interest, and most desirable under the prevailing circumstances and in compliance with established legal procedures.

34. The Chairman said that he recently attended a forum of the United Nations related to urban development. The theme was “Inclusive Cities, Shared Development”. There were two messages relevant to the views raised by Members. Firstly, urban development was not solely a decision of the officials. Interactive communication with the public was necessary throughout the process so that the needs of different community groups could be catered for as far as possible. Secondly, different classes and stakeholders should be able to fairly share the outcome of urban development. The Chairman continued that unbalanced sharing of outcome of urban development in the past might be one of the reasons leading to the social problems in Hong

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Kong society now. The Chairman understood that currently real estate price was high and the young people found it difficult to afford private properties. At the same time, there were 300 000 people waiting for public housing and 80 000 to 90 000 households living in partitioned flats. The current-term Government had made much effort to increase land supply. While the land for public housing was increased, the private property market should be kept stable at the same time. In fact, many people in need were not eligible for public housing. The Government had to take account of the current situation and tackle the housing problem through various means.

35. A Member agreed that the current-term Government had carried out concrete work to address the land and housing issues. He suggested that there should be more publicity on the problems faced by the Government, making the public understand that it was not easy to address the issues concerned.

[Mr SO Chak-kwong, Jack, left the meeting at this juncture.]

**Agenda Item 4: Hong Kong 2030+ : Towards A Planning Vision and Strategy Transcending 2030**

36. Ms LI Chi-miu, Phyllis, Deputy Director of Planning, Ms CHEUNG Yi-mei, Amy, Assistant Director of Planning and Miss LAU Bo-ye, Winnie, Chief Town Planner of the PlanD, briefed Members on the the key findings and recommendations of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) (LanDAC Paper No. 04/2016).

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

37. Declaration of interests was made by the following Member at the meeting:

- Dr WANG Jixian, James declared that he was a member of the Expert Advisory Panel of Hong Kong 2030+.

38. A Member commended the PlanD for conducting the Hong Kong 2030+ study and in particular, he supported the direction of developing the ELM and NTN as the two strategic growth areas. He gave views and



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suggestions in two aspects. Firstly, during long-term strategic planning, land planning and planning for industries had to be integrated for holistic planning to cater for the land demand of the major industries in Hong Kong after 2030. He cited an example that the current land use at Kwai Chung container terminal might not be able to meet the future needs. If the land was planned for storage use in short and medium terms, flexibility had to be allowed for future change of land use to address needs of the industries. As regards new industries, he opined that planning of land for technology industries should be considered in Hong Kong 2030+. He also suggested adjusting the functions of the eastern and western parts of the New Territories. He pointed out that at present, the technology industries of Shenzhen were mainly located in the Nanshan District, the western part of Shenzhen near Lok Ma Chau. He suggested reserving land for research and development (R&D) in the areas like Lok Ma Chau, San Tin, Kwu Tung North at the western part of NTN and connecting it with the technology industries of Shenzhen to form an Innovation/Technology Corridor; while industrial development could take place at the eastern part of NTN in areas like Ping Che and Ta Kwu Ling. Secondly, that Member supported the proposals of western strategic railway and North-South Transport Corridor. He opined that express railway lines with fewer stops should be provided in addition to the normal railway lines, connecting Tuen Mun, Lantau and Hong Kong Island as well as NTN, Kowloon and Hong Kong Island, to reduce the travelling time between North West New Territories (NWNT) and Hong Kong Island. He also suggested construction of the East-West Express Line to connect the ELM, Kowloon West, Kai Tak and Tseung Kwan O.

[Hon YIU Si-wing left the meeting at this juncture.]

39. A Member supported the positioning of Hong Kong as Asia's World City as mentioned in Hong Kong 2030+. However, he opined that an international city should possess comprehensive competitiveness. Hong Kong was stronger in preserving the biodiversity of natural environment as compared to other international cities. The Government should introduce to the public the strength of Hong Kong in this aspect to avoid misconception that Hong Kong's ability on conservation was inadequate. Besides, he opined that Hong Kong 2030+ lacked cultural vision, i.e. how Hong Kong, as an international city, could provide spaces and diverse choices for different life styles, including different urban development models and rural environment, etc. so as to attract talents to come and stay in Hong Kong. He continued that the biggest success and features of Hong Kong was compact development which could help relieve

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the pressure for development in the aspects of nature conservation and heritage conservation. He suggested that balanced consideration should be made during the planning of the ELM and the NDAs like NTN and at least 40 to 50% of land should be reserved for nature conservation. On economic development, that Member opined that Hong Kong lacked clear strategy for development of industries. Therefore, it was difficult to drive development of various industries through land planning. The Government should complement the work in this aspect. He expected that the problem of small home spaces could not be solved in the coming 10 to 20 years, and hence it was important that public space which was valued by the young people could be provided. Lastly, that Member said that the roads in South Lantau were closed systems, he suggested that innovation and technology might be used to tackle traffic problems.

40. A Member considered that Hong Kong 2030+ was merely predictions based on the conditions revealed by existing data. He opined that the planning of land and traffic infrastructure should be conducted on the basis of the future economy of Hong Kong and the impacts of adjacent developments on Hong Kong. He also pointed out that shared economy, use of big data, development of artificial intelligence were the directions of economic development in other countries. Hong Kong 2030+ therefore should explore whether the existing legislation and regulations could tie in with such economy model and provide flexibility for economic growth. If Hong Kong was suitable for the development of adventure and ecotourism, development strategy and plan would need to be formulated for implementation of the development proposals. Besides, he suggested that the building block “Planning for a Liveable High-density City” as mentioned in Hong Kong 2030+ should be incorporated in on-going development projects in advance. For example, the ratio of public space as well as government, institution or community (G/IC) facilities should be enhanced in the Kai Tak Development Area.

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

41. The same Member said that while Hong Kong 2030+ raised the issues of enhancing the quality of living environment and dealing with aging building problems, the Government should put forward concrete proposals to ensure improvement of living environment and increase of home spaces for the public. Lastly, that Member enquired about the meaning of regenerating

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environmental capacity and how he could obtain information of the baseline study of Hong Kong 2030+ so as to facilitate his understanding of the study.

42. Ms LI Chi-miu, Phyllis, Deputy Director of Planning, responded to the views raised in association with economy and planning for industries and stated that the current planning direction was to continuously support the pillar industries of Hong Kong and develop emerging industries. On financial and producer services, Hong Kong 2030+ suggested enhancing the capacity for commercial land and proposed the concept of One Metropolitan Business Core which included increasing the commercial land supply in the traditional Core Business District (CBD) along both sides of Victoria Harbour, continuously developing Kowloon East as CBD2, and investigating the development of ELM as CBD3 to meet the long-term demand for commercial land. Apart from meeting the demand of financial and producer services, the increased commercial land could also be used for offices of emerging industries and start-ups. On trading and logistics, it was suggested strengthening the strategic transport connectivity in the western part of Hong Kong, i.e. from NWNT, Lantau to the ELM, forming a Western Economic Corridor with quick connections with the airport, the harbour and other facilities to support the development of logistics and modern industries. On tourism industry, a high value-added approach was suggested. High-ended hotels and Meetings, Incentive Travels, Conventions and Exhibitions (MICE) facilities should be increased, e.g. the provision of tourism facilities such as convention and exhibition facilities at the northern shore of Lantau and HKBCF Island of the HZMB. Apart from the pillar industries, Hong Kong 2030+ also suggested supporting the development of emerging industries like cultural and creative industries, innovation and technology industries, etc. It was suggested integration of education institutions, R&D institutes, science park, industrial estates in the eastern part of Hong Kong, as well as the new high-technology and knowledge-based areas (including the development of science park/industrial estate near Liantang/Heung Yuen Wai Boundary Control Point) to form a Knowledge and Technology Corridor which could link up with the R&D and industry parks in the eastern part of Shenzhen to the north. Meanwhile, Hong Kong 2030+ suggested supporting small and medium enterprises and start-ups through land and spatial planning. Ms LI said the spatial planning of the related industries suggested in Hong Kong 2030+ had already covered the needs of the relevant policies. Besides, Ms LI said that there were still demands for port operation. The long-term demands for port facilities (including container terminal) would be subject to the Hong Kong

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Port Cargo Forecasts. The development of shipping industry in Hong Kong moved towards transit and high value-added shipping services like maritime insurance.

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

43. On traffic, Ms LI Chi-miu, Phyllis, said that the Transport Corridors suggested in Hong Kong 2030+ included railways and/or roads. The construction of an express railway line in the west of Hong Kong as suggested by a Member, however, would depend on the locations to be linked up by the railway and the efficiency of different operation modes. As regards the express line from the east to the west of Hong Kong suggested by the Member, she considered that the Central Kowloon Route, in fact, could already serve the function of an express link. Ms LI added that the Transport and Housing Bureau would carry out strategic studies on railways and major roads beyond 2030 by making reference to the PE results and the final proposals of Hong Kong 2030+.

44. Ms LI Chi-miu, Phyllis, responded to the view that Hong Kong 2030+ lacked cultural vision. She pointed out that that one of the highlights of the building block for liveability as mentioned in Hong Kong 2030+ was “Unique, Diverse and Vibrant City”. It was proposed to promote the features of Hong Kong, including the unique urban-rural-countryside-nature continuum and convergence of the East and the West, the past and the modern so as to attract talents and visitors. Besides, as there are many cultural facilities around Victoria Harbour, she proposed to establish a cultural circle near Victoria Harbour to encourage place-making and highlight features of Hong Kong as an international city.

45. Ms LI Chi-miu, Phyllis, explained that some examples to the proposal of “Creating, Enhancing and Regenerating Environmental Capacity” as mentioned in Hong Kong 2030+ included the incorporation of ecological design (e.g. fish ladder) in revitalisation of nullah and rivers (e.g. Ho Chung River), enhancement of the ecological functions of irrigation reservoirs such that reservoirs could become ecological habitat so as to enhance the overall environmental capacity.

46. Ms LI Chi-miu, Phyllis, said that the contents of the Hong Kong 2030+ study had been uploaded onto the webpage. Other topical papers

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covering the positioning and baseline studies as well as the data and analyses on the economy, environment and transport strategy would be uploaded later.

47. A Member opined that it could not be assumed that the situations mentioned in Hong Kong 2030+ would only happen after 2030 and therefore suggested that the Government should consider advancing the implementation of some initiatives to cater for the needs which might emerge before 2030. He also pointed out that Hong Kong 2030+ suggested a multi-centered development model, but the rationale behind, for example, the three CBDs being model of sustainable development was not explained to the public. That Member suggested categorising logistics-related services as “value-added trades” and the needs of industry should be addressed during the planning stage. Hong Kong 2030+ raised proposals on liveability, sustainable development, land supply, etc. He opined that when introducing Hong Kong 2030+ to the public, the Government should draw their attention to the fact that the study was not only meant to deal with land issues, but also the sustainable development of the society, economy and environment.

[Mr CHAN Yung and Dr CHU Ting-kin, Kenneth, left the meeting at this juncture.]

48. A Member opined that clear targets should be set for the development strategies suggested in Hong Kong 2030+ and with progressive implementation of the proposals. For example, setting a percentage of vehicle reduction by 2030 for target implementation. He continued that land supply could be increased by adopting the concepts of shared economy, innovation and technology. For example, the number of car parks could be reduced with automated driving and spaces could be released for the other uses. He pointed out that technology had become part of our daily life. With the application of technology, the needs of liveable society could be met. That Member suggested designating Lantau as a trial district and setting up an inter-departmental working group to trial run innovation and technology proposals so as to achieve the targets set for 2030. Proposals proved to be effective could then be adopted in other places of Hong Kong.

49. A Member pointed out that the Paris Agreement in response to climate change had come into effect on 4 November 2016. About 200 countries had set targets for reduction of emission and low-carbon model would become the trend for global development. Another trend was the reduction of

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consumption to address the issue on the exploitation of the earth's natural resources. Hong Kong was an international city with an export-oriented economy. Impacts due to these economic, trades and consumption trends should be taken into account for long-term planning and development of industries.

50. A Member said that the aging problem of housing in Hong Kong would become serious by 2046. The number of private housing units aged 70 years or above would be about 326 000 units. Old buildings were mainly in urban areas. Redevelopment, however, might be difficult due to the issues of cost-effectiveness and ownership. As such, he opined that solutions to address the issue of old buildings should be formulated as early as possible, e.g. the use of technology to examine building structures/services and the extension of the liveable period of buildings.

[Dr WANG Jixian, James, left the meeting at this juncture.]

51. A Member suggested increasing the plot ratio of buildings as far as possible to tackle the problem of inadequate land supply. He also said that while local employment was an ideal target, it would be difficult for the development of industries to catch up due to various reasons. He opined that new land should be developed as far as possible and supported with infrastructures of traffic facilities and sewerage systems.

52. The Chairman thanked Members for their views. The Chairman explained that Hong Kong 2030+ was associated with the planning and strategies of spatial arrangement and therefore some views of the Members could not be dealt with merely through spatial planning. Hong Kong 2030+ was not merely the work of DEVB. Other relevant policy bureaux like the Environment Bureau and the Commerce and Economic Development Bureau also participated in the study. Hong Kong 2030+ put forward some indicators on spatial planning, e.g. to enhance G/IC and open space area per capita. As regards the targets under the other policy aspects, e.g. the emission reduction targets would be set by the relevant policy bureaux for implementation. The Chairman continued that since the 1970s, the Government had reviewed the territorial development strategy once about every 10 years to provide directives for the spatial arrangement and land reserve for future development. Hong Kong 2030+ aimed to prepare land to accommodate the needs for development and conservation in future through spatial planning. At the same time, it

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brought up issues which might emerge after 2030, e.g. ageing population, ageing buildings, shrinking labour force, and strived for solutions through public discussions and conducting relevant studies.

53. Mr LING Kar-kan, Director of Planning, raised four points to supplement. Firstly, he described the approach of spatial planning and strategies of Hong Kong 2030+ as “visionary, aggressive, pragmatic and action-oriented”. It was expected that a balance could be struck between aggressive long-term planning and pragmatic implementation of projects. Secondly, he pointed out that there was no clear policy for development of industries in Hong Kong. Hong Kong 2030+, however, suggested land use arrangement for the industries. Through spatial planning and land supply, the development of the industries would be initiated. Thirdly, the proposals of enhancement of liveability in Hong Kong 2030+ mainly involved integration of the concepts concerned in a clear strategic approach. The concepts concerned in fact, had already been adopted in various planning proposals at present. Fourthly, Hong Kong had showed to the world that the development model of compact high-density city and the idea of using railways as the backbone of public transport were feasible which would provide quality life to citizens. He anticipated that urban development of Hong Kong in the future would contribute to the urban development of the world in two aspects, i.e. implementation of liveable urban development in a high-density city, and urban renewal and rejuvenation in a high-density city.

**Agenda Item 5: Progress Reports of Subcommittees**

54. The Chairman advised Members to note the progress reports of the Sustainable Development Subcommittee, the Traffic, Transport and District Improvement Items Subcommittee and the Public Relations and Promotion Subcommittee.

**Agenda Item 6: Any Other Business**

55. There being no other business, the meeting was adjourned at 1:25 p.m.