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**Lantau Development Advisory Committee  
First Meeting**

Date: 8 March 2014 (Saturday)

Time: 9:30 a.m. to 1:15 p.m.

Venue: Conference Room 6, G/F, Central Government Offices,  
2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr CHAN Mo-po, Paul Secretary for Development Chairman

Mr CHAN Yung

Ms CHAU Chuen-heung

Dr CHEUNG Kin-tung, Marvin

Mr CHOW Yuk-tong

Mr CHU Kwok-leung, Ivan

Dr FANG Zhou, Joe

Mr HA Wing-on, Allen

Prof HO Kin-chung

Mr LAM Chung-lun, Billy

Mr LAM Fan-keung, Franklin

Dr LAM Kin-ngok, Peter

Ms LAM Lit-kwan

Mr LAM Siu-lo, Andrew

Mr LAU Ping-cheung

Dr WANG Jixian, James

Mr WU Chi-wai

Mr YIU Si-wing

Mr YU Hon-kwan, Randy

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Mr CHOW Tat-ming, Thomas	Permanent Secretary for Development (Planning and Lands)
Mr WAI Chi-sing	Permanent Secretary for Development (Works)
Ms WONG Sean-ye, Anissa	Permanent Secretary for the Environment
Mr LAI Yee-tak, Joseph	Permanent Secretary for Transport and Housing (Transport)
Mr YOUNG Lap-moon, Raymond	Permanent Secretary for Home Affairs
Mr HON Chi-keung	Director of Civil Engineering and Development
Mr LING Kar-kan	Director of Planning
Mr YUNG Wai-hung, Philip	Commissioner for Tourism
Ms FUNG Yin-suen, Ada	Deputy Director of Housing (Development and Construction)
Mr LIU Chun-san	Principal Assistant Secretary(Works) 2, Secretary Development Bureau (DEVB)

**Member Absent**

Mr CHAN Han-pan (out of Hong Kong)

**In Attendance**

Mr MA Siu-cheung, Eric	Under Secretary for Development
Mr LO Kwok-wah, Kelvin	Principal Assistant Secretary (Works) 4, DEVB
Mr NG Vitus	Chief Assistant Secretary (Works) 3, DEVB
Mr LEE Wai-man, Raymond	Assistant Secretary (Infrastructure Coordination) 1, DEVB
Mr YIP Hung-ping, Joe	Assistant Secretary (Infrastructure Coordination) Special Duties, DEVB
Mr LEE Kwun-chung, Johnson	Engineer (Infrastructure Coordination) Special Duties, DEVB

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Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial, Planning Department (PlanD)
Mr LAM Chi-man, David	Chief Town Planner/Strategic Planning, PlanD
Mr TONG Ka-hung, Edwin	Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department (CEDD)
Mr LAM Chi-keung	Senior Engineer (Islands Division) 9, CEDD

**Agenda Item 1: Opening Remarks by the Chief Executive**

1. The Chief Executive (CE) thanked Members for taking the time out of their busy schedules to contribute to the work of the Lantau Development Advisory Committee (LanDAC), joining hands with the Government in mapping out the development strategies for Lantau. He said that Lantau was a crucial part in the development strategies of Hong Kong. The LanDAC was striving to make good preparation for the development of the next generation of Hong Kong.

2. The CE briefly introduced that the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) would greatly enhance the traffic connectivity between Hong Kong and the cities on the western side of the Pearl River Delta (PRD), enabling Hong Kong to further grasp the development opportunities in the cities on the western side of the PRD, and facilitating Lantau to transform from a relatively isolated island into an important part in respect of external connection of Hong Kong. He said that planning for Lantau should evolve with the opportunities and needs arising from the social development of Hong Kong, and that the Hong Kong community should duly explore how to optimise the use of this piece of land.

3. The CE remarked that in the pursuit of Lantau development, views from various sources should be collected, with a view to striking a balance between development and conservation. The 19 non-official members represented the sectors concerned and the locals, and could offer views on the relevant issues from multiple perspectives.

4. The CE appreciated that the development of Lantau was subject to many constraints. He hoped that Members could make bold assumptions, test for evidence

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carefully, and make many and different recommendations to the Government, playing the role of opinion leaders in driving discussions and inspiring the thinking of the community on Lantau development.

5. The CE pointed out that the Government attached great importance to the work of the LanDAC. He described the importance of its works as “writing history”, and hoped that the LanDAC would write a new chapter on future development in history of Hong Kong.

[The CE left the meeting at this juncture.]

**Agenda Item 2: Terms of Reference, House Rules and System of Declaration of Interests**

(LanDAC Paper No. 01/2014)

6. The Secretary briefed Members on the main points of the House Rules at Annex C to the paper, including the frequency and mode of meetings as well as the measures to enhance transparency of the work of the LanDAC.

7. In response to the enquiry from a Member on why some information, i.e. Category (b): discussion papers/reports mentioned in paragraph 2(4) of the House Rules, could not be made public before the meeting, the Chairman advised the LanDAC that the reason was to avoid causing misunderstanding in the society unnecessarily as a result of partial release of proposals which were not yet discussed by the LanDAC. He added that some other information, i.e. Category (c): discussion papers/reports mentioned in paragraph 2(4) of the House Rules, would not be made public before and after the meeting because the relevant information was restricted for internal discussion of the LanDAC only. For the latter, an example would be for some proposals put up by Members which were only at a preliminary conceptual stage and would be subject to substantial changes or might contain commercially sensitive information that release of such would not be appropriate. In this connection, Members could also rest assured and be encouraged to provide relevant information and offer their views on individual discussion items as far as possible for reference of the LanDAC. Besides, if the relevant information was confidential, Members should not disclose them to parties outside the LanDAC.

8. A Member asked whether the LanDAC would adhere to the ‘Revised

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Concept Plan for Lantau' announced by the Government in 2007 for formulating the development strategies of Lantau. The Chairman responded that all the information available and the existing and future infrastructures as well as the latest development of the neighbouring cities would be taken into account in drawing up the most appropriate plan. That Member considered that all new proposals should follow the Revised Concept Plan for Lantau, as it had been endorsed by the Government and accepted by the society. The Chairman said that the public would be consulted on the proposals endorsed by the LanDAC and sufficient time and room would be allowed for detailed discussion in the society.

9. A Member said that the Government should review the 'Revised Concept Plan for Lantau' announced in 2007 in due course, and find out the reasons why quite a number of items in the Plan had yet to be taken forward. In addition, since the discussion items of the LanDAC would not be developed into policies within a short period of time, it was not suitable to limit the scope of discussions at the current stage.

10. The Secretary briefed Members on the system of declaration of interests at Annex C to the House Rules. Mr WAI Chi-sing, Permanent Secretary for Development (Works), drew Members' attention to the fact that tier-one declaration of interests was only confined to Lantau or adjacent islands/areas. Members could declare in the meeting separately their interests outside those areas and related to respective discussion items.

11. The Chairman said that except government officials, the names of Members speaking at the meetings would not be specified in the minutes of the meetings unless otherwise specifically requested by the Members concerned. However, all cases of declaration of interests at the meetings would be recorded together with the names of the Members concerned in the respective minutes of the meetings. In response to the enquiry from a Member, the Chairman said that with reference to other advisory bodies, the Registration of Interests Forms submitted by Members would not be uploaded to the website. However, the public could request for inspection through the Secretariat.

12. A Member said that the coverage of the system of declaration of interests was too extensive, for instance where a Member had client relationship with an organisation with commercial activities in Lantau, it was not possible for that Member to know all the businesses of that organisation, especially if that organisation was a large one. Mr Thomas CHOW, Permanent Secretary for Development (Planning and

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Lands), proposed an option for Members' consideration that Members should declare interests for those matters they were directly involved. Another Member said that reference could be made to the "sunshine rule" of the Town Planning Board, which required that Members should declare interests in advance on matters they had already known, and declare interests in the meetings on other matters which they thought there was association. The Chairman said that LanDAC Paper No. 01/2014 would be amended accordingly in the light of the above suggestions, and the Registration of Interests Form would be sent to Members shortly. Members were required to complete and return the forms to the Secretariat within four weeks after receipt.

**Agenda Item 3: Existing and Planned Developments at Lantau**

(LanDAC Paper No. 02/2014)

13. Ms Phyllis LI, Deputy Director of Planning/Territorial and Mr David LAM, Chief Town Planner/Strategic Planning, PlanD, briefed Members on the paper, which set out the existing and planned major infrastructure and development items in Lantau, as well as the major environmental protection and nature conservation works.

14. A Member asked whether the Government would review the Railway Development Strategy (RDS) 2000 in the light of the recent development in Lantau, especially the railway network between Tung Chung and the airport and that within Lantau. Mr Joseph LAI, Permanent Secretary for Transport and Housing (Transport), replied that the review on the RDS 2000 was being conducted by the Government and its main purpose was to meet the demand for railway services between 2020 and 2031. As for the longer term demand, for example arising from the proposed East Lantau Metropolis, it would be studied in future railway development review after more concrete proposals were available.

15. A Member requested the Government to expedite the implementation of the extension line at Tung Chung West in order to meet the population growth in Tung Chung. Mr Joseph LAI replied that the Government would announce how to handle the ten proposed railway projects when the review report was to be made public later in the year. Moreover, the Government would timely review and plan the development strategies of the railway and other public transport, having regard to the overall development of Hong Kong.

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**Agenda Item 4: Development Potentials and Constraints of Lantau**

(LanDAC Paper No. 03/2014)

16. Ms Phyllis LI and Mr David LAM briefed Members on the paper, introducing the development potentials and constraints of Lantau.

17. A Member enquired about the height limits stipulated in the Deed of Restrictive Covenant of the Hong Kong Disneyland (HKDL). Ms Phyllis LI said that the height limits varied in different areas in the vicinity of the HKDL. Generally speaking, the height limits on the north were relatively lax, while those on the south were more stringent with the height limits set at between 70 to 120 metres above the Principal Datum.

18. A Member enquired about the planned location and population distribution of the Tung Chung New Town Extension. Ms Phyllis LI replied that the Government was currently carrying out the Tung Chung New Town Extension Study, which included a study on the development of Tung Chung East and Tung Chung West. The Government was formulating the Outline Development Plan, which would be announced at the stage-three public engagement activity to be launched in mid-2014.

19. A Member enquired if there was any unused land for the HKDL, if there were any time limits for use, and who had the right to use the Inspiration Lake. Mr Philip YUNG, Commissioner for Tourism, replied that the sites for the HKDL were divided into two phases. The existing facilities were located in the Phase One site and the remaining area of the site would be used for the planned facilities in the coming years. The HKDL had signed an agreement with the Government which stipulated a timeframe for the HKDL to exercise the option to use the Phase Two site. The Government had also requested the HKDL to expedite its use of the remaining area in the Phase One site and the Phase Two site. He added that the Inspiration Lake was managed by the Hong Kong Disneyland Management Limited.

20. A Member enquired whether the agreement between the HKDL and the Government had contained any restrictions on the planned land use of its vicinity and the height limits on the neighbouring areas of the airport. The Chairman also asked whether the visual buffer of the HKDL would affect the further exploration of the location and the scale of reclamation for the East Lantau Metropolis. Ms Phyllis LI replied that the Government had reviewed the restrictions on heights, uses, development and the visual buffer in the agreement, and the initial concept of East

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Lantau Metropolis should be able to comply with the restrictions. Although the height limits on the neighbouring areas of the airport could only be determined after the results of further study on the third runway were available, they should not lead to too many constraints on the planning of the East Lantau Metropolis.

21. A Member said that there were more than 70 graded historic buildings and sites in Lantau which could be regarded as a development constraint, but also development potential. Amongst others, the Buddhist and naval relics were particularly important to Hong Kong. That Member enquired whether the agreement between the HKDL and the Government had imposed any restrictions on the development in its vicinity conflicting with the business activities of the HKDL, and requested the Government to provide information of the studies or economic analyses of the “Bridgehead Economy”, which would facilitate the discussion by the LanDAC in future.

22. Mr Philip YUNG replied that the main restriction contained in the agreement between the Government and the HKDL was the height limits of adjacent developments. The agreement was legally binding and any changes thereof required mutual consent. Ms Phyllis LI added that the agreement required that the land development in the vicinity of the HKDL should be compatible with the HKDL, for instance, no casino should be built in Sunny Bay and Penny’s Bay, and that if container terminals were to be built at its south near Kau Yi Chau, landscaping facilities should be provided and the lighting of the container terminals should not affect the HKDL. She also agreed that the statutory monuments had great development potential and opportunities, and since Lantau would become a gateway between Hong Kong and the western PRD, its tourism facilities could well serve tourists from the cities on the western side of the PRD, thereby greatly enhancing Hong Kong’s capacity to receive tourists. The Chairman said that the LanDAC should explore the development direction of the “Bridgehead Economy” and follow up on the related studies or economic analyses.

23. A Member enquired whether the agreement between the HKDL and the Government had imposed any restrictions on adjacent traffic development. Mr Philip YUNG responded that the negotiations between both parties would be required if the development concerned fell within the usable land of the HKDL.

24. A Member opined that the LanDAC should consider how to define “Bridgehead Economy”, and explore ways to integrate with the business and economic



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activities of the airport. Another Member said that the LanDAC should also consider the “aerotropolis” concept, clearly establish the positioning of the Lantau development and study the source of the development driving force. That Member also enquired about the current status of the North Commercial District (NCD) of the airport and the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the HZMB.

25. Mr David LAM replied that reclamation works were being carried out for the HKBCF Island of the HZMB, which would tie in with the commissioning of the HZMB in 2016. The Government would commission in the third quarter of 2014 the planning, engineering and architectural study for the topside commercial development at the HKBCF Island. As for the NCD of the airport, which occupied an area of 10 hectares, a hotel development project covering an area of about 16 000 square metres would be carried out in the first phase. The Airport Authority (AA) was inviting expression of interest for the development and management of the hotel project. The Chairman added that the study on the topside commercial development at the HKBCF Island was still at the preliminary stage, which might include the development of underground space and developable commercial floor area for over 300 000 square metres. However, details, including the timetable for site development, could only be decided upon the launch of the detailed study later. Moreover, the premises of the proposed commercial development were that it should not delay the commissioning of the HZMB and that it should allow the normal daily operation of the HKBCF.

26. A Member remarked that the AA regarded the third runway project of the airport as the most important work. While the AA was actively promoting the development of the NCD of the airport, whether the NCD would be successful would depend on the future transport connection for which the Government was responsible. In addition, he was concerned about the possible conflicts between the topside commercial development at the HKBCF Island and the development of the NCD of the airport. The Chairman responded that the LanDAC would review the various development projects in Lantau and ensure that they were compatible so that the benefits to the overall development would be maximised.

27. A Member opined that to prevent public opinion from wrongly focusing on the development of the country parks in Lantau, he suggested that the Government should first plan the current land outside the country park area in Lantau without land use restriction through Development Permission Area Plans. That could help the LanDAC focus its discussion on the major development projects in Lantau outside the country parks. Mr WAI Chi-sing said that it seemed premature to impose planning

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restrictions for the lands concerned since it was at an initial stage of collecting views and development needs for the Lantau development. Only when the development requirements were ascertained that the room and constraints for development could be assessed and initial planning could commence.

28. A Member remarked that the “Bridgehead Economy” pointed to highly important hardware facilities, of which we should make the best use. Apart from the tourism industry, we should bring together all the Hong Kong’s world-leading service industries to Lantau, which could create synergy with other facilities in the territory and turn Lantau into a place within the PRD where high quality services would be the most easily enjoyable, thereby attracting all visitors to Lantau, otherwise the HZMB could also help take the visitors away from Hong Kong. That Member suggested that Hong Kong should learn from the successful experience of the airport in Zurich, and that the northern Lantau could be developed into a zero-carbon city, with more high-density residential areas established close to the commercial districts so that people could go to work conveniently.

29. A Member enquired about the arrangements of private vehicles from the Mainland and those from Hong Kong to the PRD cities after the commissioning of the HZMB in future and whether the arrangements would be reciprocal. The Member also asked for information on the proportion of overseas visitors and Hong Kong residents visiting Lantau. Another Member said that the Hong Kong Tourism Board had data on the increase in the number of visitors after the opening of the HKDL. He then enquired about what new development projects would be carried out in Lantau and how much of the proportion would be designated for the tourism industry.

30. Mr Joseph LAI replied that the governments of the three territories were discussing the traffic arrangements relating to the HZMB. Apart from taking reciprocal arrangements as the starting point, the three parties, with mutual understanding and co-operation, would establish the most convenient traffic management arrangements for passenger and vehicular flows with a view to achieving the maximum effect of the bridge, having regard to the actual circumstances. He said that under the current plan, passenger services through the bridge would mainly be provided by shuttle buses and cross-boundary coaches.

31. Mr Philip YUNG responded that he hoped that the LanDAC would offer the Government its views on the new tourist facilities to be provided in Lantau.

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32. Mr LING Kar-kan, Director of Planning, made a consolidated reply to the enquiries from Members as follows:

- He understood Members' concerns about whether the 'Revised Concept Plan for Lantau' announced in 2007 was still applicable. However, planning was a continuous process. The Government would explore the long-term development opportunities from time to time while implementing short to medium term's measures at the same time.
- Country park areas were strictly regulated by the Country Parks Ordinance. Most of the remaining land in Lantau was covered by Outline Zoning Plans and the Development Permission Area Plans. Therefore, land control framework existed and was being effectively implemented.
- "Bridgehead Economy" could be broadly defined as economic development in locations far away from the main economic area but close to the strategic transport hubs. Besides, Lantau was the "Bridgehead Economy" of Hong Kong, while Hong Kong itself also played the role of "Bridgehead Economy" for China at the macro-strategic level.
- PlanD would work closely with the AA and co-ordinate the topside commercial development at the HKBCF Island and the development of NCD of the airport, on aspects of traffic connection and land use planning with a view to making the best use of these resources to maximise their contribution to Hong Kong.
- The development capacity of an area depended on its infrastructure capacity and environmental constraints, and would be subject to change with the passage of time and the advancement of technology. PlanD would take into account Members' views when exploring the development potential and setting the main development objectives for Lantau.

33. A Member said that the LanDAC Members should carry out discussions from a broad perspective based on how Lantau, Hong Kong and the PRD would be after several decades. In addition, he considered that there were two "diamond triangles": a big one being the overall development of the PRD, while a small one being Lantau, the northeastern New Territories and the northwestern New Territories which could be joined together to bring the driving force for Hong Kong's economic development and link the vast majority of Hong Kong people. Moreover, he said that "roadside economy" would benefit the areas along the railways and highways, and could secure more support from the community for the concerned development. Finally, he said that planning and tourism should progress together. Hong Kong had

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to catch up with the pace of development of the PRD cities, otherwise, regardless of what good development strategies the LanDAC could come up with, they could not be implemented but might be adopted by other cities before Hong Kong.

34. A Member said that the LanDAC should first formulate a broad concept and framework for the Lantau development, and decide on the positioning of the development with regard to the facilities and constraints before it carried out further discussions on the development details.

35. The Chairman replied that the development direction and positioning of the Lantau would be discussed at the next meeting.

**Agenda Item 5: Preliminary Development Proposals from Members**

36. Members declared interests in the meeting:

- Mr Ivan CHU was the Chief Operating Officer of the Cathay Pacific Airways and the Chairman of the Board of Airline Representatives, Hong Kong.
- Mr Allen HA was the Chief Executive Officer of the AsiaWorld-Expo Management Limited and the Chairman of the Lantau Development Alliance.
- Mr Billy LAM was a member of the Country and Marine Parks Board.
- Dr Marvin CHEUNG was the Chairman of the Airport Authority Hong Kong, the Director of the HKR International Limited and the Director of the HSBC Holdings.
- Mr Randy YU declared that he was one of the founding members of the Lantau Development Alliance. He was also one of the Government's managing partners of the Tai O Heritage Hotel. The property developer he was working for had development projects in Mui Wo, Cheung Sha and Peng Chau. He had two pieces of building land with an area of about 1 000 square feet in Tai O, while his mother had a piece of land of about 1 000 square feet or so in Tai O. The family members of his wife (not including his wife herself) had lands in Yi O and Tung Chung. For details, please refer to his "Registration of Interests" to be submitted soon.
- Ms CHAU Chuen-heung declared that she was one of the founding members of the Lantau Development Alliance.

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- The company Mr YIU Si-wing working for was one of the investors of the Shun Tak-China Travel Ship Management Limited, which operated the ferry routes of the SkyPier.

37. A Member said that there was a shortage of non-skilled or low-skilled workers in the airport area, and suggested that the Supplementary Labour Scheme should be improved to import work force from the Mainland to work within the airport area.

38. That Member said that external transport facilities for airport was inadequate and hence led to high staff turnover rate, and suggested that the transport and traffic systems should be enhanced as soon as possible to improve the transport connectivity within and outside the community in the airport.

39. To minimise the impact of noise control on the development of the airport, that Member suggested that the land near the airport should be designated for non-residential uses, and that specific measures on insulation of noise should be stipulated in case the land concerned was planned or developed for residential uses.

40. A Member put forward his views on the objectives and the proposals for the social and economic development of Lantau as follows:

Objectives for Social and Economic Development

- (i) To link up the major areas in Lantau to create the economic cluster effect;
- (ii) To strategically develop a tourism, expo, airport and bridgehead economy as a new spotlight of an innovation-driven economy;
- (iii) To develop a commercial and residential economy, expand the choice of jobs and establish new towns in which people can both live and work;
- (iv) To provide channels for young people (especially those from the grassroots) to achieve whole-person development and join the job market;
- (v) To enhance the capacity in receiving tourists so as to alleviate the bottleneck conflicts in the urban areas, and position Lantau differently from that of the urban areas for complementary effects and a win-win situation;
- (vi) To release land resources to meet the demand for housing; and
- (vii) To develop a new generation of green city and town, with due regard to conservation of environment and ecology.

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Development Proposals

- (i) To develop a new brand for Lantau and engage professional consultants to give Lantau a facelift, so as to enhance the image of Lantau as a new generation of economic area;
- (ii) To provide adequate hotels in the medium-price range and retail facilities as soon as possible, given the stress on our capacity in receiving tourists and the commissioning of the HZMB in 2016;
- (iii) To enhance the traffic connectivity among the HKBCF of the HZMB, the NCD of the airport/AsiaWorld-Expo, the airport, Tung Chung, the HKDL, etc.;
- (iv) To abolish the tolls for Lantau Link and make the future Tuen Mun-Chek Lap Kok Link toll-free under the same principle, so as to lower the transport costs and encourage people to move in;
- (v) To set up a tourism and expo vocational training centre in Lantau with a view to providing training for young people living there, nurturing professionals and building up manpower resources for Hong Kong (in particular the Lantau development);
- (vi) To launch whole-person development schemes for young people funded by the Government and led by the private sector, so as to release youth labour force in the area and solve the current problem of inter-generational poverty in Tung Chung;
- (vii) To give priority to people working in Lantau in their applications for public rental housing in that district, which would boost employment in Lantau, encourage people to move into the area, and promote the development of Lantau with enhanced labour force;
- (viii) To open up the SkyPier or build a cross-boundary public pier at the HKBCF of the HZMB;
- (ix) To explore the medium- and long-term development of the commercial sites and draw in high value-added industries; and
- (x) To further promote Lantau as a tourist destination, promote cultural conservation and eco-tourism, develop more tourism attractions and strengthen transport connection.

41. Six Members jointly put forward the following proposals:

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- (i) To develop Lantau as a “tourist island” with “business, convention and exhibition, leisure and tourism” as its development theme since many major infrastructure facilities would be built in Lantau in future;
- (ii) To develop Lantau into a liveable city ideal for living, working, enjoying, doing business and education;
- (iii) Although there were various major infrastructure facilities and rich tourism resources in Lantau, internal transport connection on the island was only provided at certain nodes and did not integrate to form a network. It was suggested that the internal transport connectivity should be enhanced and alternative means/systems of transport should be provided;
- (iv) To promote special tourist activities in Lantau and fully capitalise on the soft power of the tourist destination, and actively pursue the setting up of a dedicated funding item for Lantau under the Mega Events Fund to promote distinctive local cultural activities; and
- (v) To leverage on the coastal resources to develop the waterfront of southern Lantau into a tourist attraction.

42. A Member said that the Hong Kong International Airport was Hong Kong’s strategic asset, which was extremely important in sustaining the local economic prosperity. The airport would not only enjoy enhanced accessibility with the commissioning of the HZMB and the Tuen Mun-Chek Lap Kok Link, but also play an important role in the future development of Lantau. He briefly mentioned the importance of the third runway and the NCD of the airport. He was concerned that the transport infrastructure would not be able to support the new development in Lantau, and that the new development might also affect the round-the-clock operation of the airport. He was of the view that under-population in Lantau could affect the operation of the airport since there had been a consistent labour shortage at the airport, and the new development might exacerbate the problem. He also opined that the SkyPier should not be opened up. Finally, he said that there was a big shopping mall close to the Shanghai Hongqiao Airport. Since that airport had similar capacity as that of the Hong Kong International Airport, and was connected by a number of railways and highways, he suggested that the Government should study the commercial operations and opportunities there and took it for reference in developing the “Bridgehead Economy” in Lantau.

43. A Member presented information on the visitors to Hong Kong. He considered that the blueprint for the Lantau development should mainly focus on

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promoting diversified tourism with different elements. Building on the existing infrastructure, Lantau should be further developed into a “diversified tourism network” and consolidated into a large-scale tourism, leisure, resort, business and expo area, with a view to attracting high-spending families, as well as expo and business visitors to visit Hong Kong. He suggested that the Government should introduce a new theme park in eastern Lantau, develop a high-quality leisure and resort area in southern Lantau, and develop a commercial, trading and expo area in northwestern Lantau.

44. A Member presented information on tourism in Sentosa in Singapore and Orlando in the United States, and such relevant information would be provided to Members later for reference. He suggested that the Government should develop Lantau into a “tourism island” with reference to the experiences of the above cities, with a clear positioning so that the public would understand how the Government would integrate tourism, economy and conservation in future, and turn Lantau into a precious location in the PRD and even in the South China.

45. A Member remarked that the estimated figure of 100 million visitors to Hong Kong in 2023 would be affected by a number of factors. There could be irreversible errors if planning was merely based on that figure. He opined that the long-term attractiveness of a place hinged on its natural environment and historical value. Therefore, the development of country parks should be regulated by the Country Parks Ordinance. In addition, the LanDAC’s discussion at the moment should focus on the various needs on the new land and the relevant arrangements.

46. The Chairman said that Members’ proposals would not be discussed individually at this meeting. Members could raise their views on other Members’ proposals at the next meeting.

47. A Member was of the view that the Government should fully utilise the lands in Tung Chung to increase the population there to cater for the future Lantau development.

48. A Member asked whether the broad development direction of the LanDAC would be proposed by the Government or formulated upon Members’ discussions. He also said that members of the four rural committees in Lantau requested to take part in the LanDAC’s discussions to convey and elaborate on their views. It would be for consideration that they could be invited to join the task groups should such be set up under the LanDAC in future.



**Agenda Item 6: Any Other Business**

Work Plan and Development Objectives of the LanDAC

49. The Chairman said that the Secretariat would consolidate the proposals made by Members during the meeting, and draft the work plan and development objectives of the LanDAC for discussion at the next meeting. The Chairman welcomed Members to submit to the Secretariat by end March further views or suggestions on the discussion items for the next meeting.

Visit to Lantau

50. The Chairman said that the Secretariat would arrange a visit to Lantau for the Members to have an in-depth understanding of the strategic location of and the various infrastructure facilities at Lantau. The Secretariat would inform Members of the details of the visit.

Visit to the Cities in Western PRD

51. The Chairman said that the Secretariat would arrange for Members to visit the cities in the western PRD between 10 and 11 April, to enable them to understand the town planning and construction of these neighbouring cities of Hong Kong, and facilitate their formulation of the development strategies of Lantau. The Secretariat would inform Members of the details of the visit.

Views from the Public

52. The Chairman appreciated that the public was very concerned about the Lantau development and some members of the public had already put forward their views or proposals to the Government. The Secretariat would consolidate the public's views or proposals and submit them to the LanDAC for reference or discussion.

Amendment to Paper No. 01/2014

53. The Chairman said that LanDAC Paper No. 01/2014 had been amended as

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per Members' request. Mr WAI Chi-sing proposed the following amendments to the paper:

- (i) To delete “在任期開始時” in line 1 of paragraph 7(a) on page 2;
- (ii) To replace “而” with “並知悉” after “.....團體有其他重要關係，” in line 3 of paragraph (5) at Annex C on page 9; and
- (iii) To add “並知悉他與委員會審議的事宜有關，” after “委員或會與個別人士有密切的友好關係，” in line 1 of paragraph 6) at Annex C on page 9.

54. Since Members did not have any comments on above amendments, the Chairman announced that the amended LanDAC Paper No. 01/2014 was adopted. The English version would be revised accordingly.

Response to Media Enquiries

55. The Chairman said that Members, if approached by the media, might refer the enquiries to the Secretariat or his Press Secretary for follow-up action. However, if Members would like to respond to the media directly, they should only express their personal views and should not claim to represent the LanDAC or cite the views of other Members.

Intra-Governmental Handling Mechanism

56. A Member requested to have a high-level cross-bureau mechanism set up in the Government to implement Members' proposals.

57. There being no other business, the meeting was adjourned at 1:15 p.m.