

立法會
Legislative Council

LC Paper No. CB(1)860/05-06
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by the Administration)

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**Panel on Planning, Lands and Works
and Panel on Environmental Affairs**

**Minutes of joint meeting
held on Tuesday, 22 November 2005, at 2:30 pm
in the Chamber of the Legislative Council Building**

Members present : Members of the Panel on Planning, Lands and Works

Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Hon Patrick LAU Sau-shing, SBS, JP (Deputy Chairman)
Hon James TIEN Pei-chun, GBS, JP
Hon Albert HO Chun-yan
Hon James TO Kun-sun
* Hon WONG Yung-kan, JP
Hon Abraham SHEK Lai-him, JP
* Hon Albert CHAN Wai-yip
* Hon LEE Wing-tat
Hon Daniel LAM Wai-keung, BBS, JP
Hon Alan LEONG Kah-kit, SC
Hon CHEUNG Hok-ming, SBS, JP

Members of the Panel on Environmental Affairs

Hon CHOY So-yuk, JP (Chairman)
Hon Emily LAU Wai-hing, JP (Deputy Chairman)
Hon CHEUNG Man-kwong
Hon Miriam LAU Kin-ye, GBS, JP
Hon Audrey EU Yuet-mee, SC, JP

(* Also members of the Panel on Environmental Affairs)

Members attending : Hon LEUNG Yiu-chung
Hon WONG Kwok-hing, MH

Members absent : Members of the Panel on Planning, Lands and Works

Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon LI Kwok-ying, MH
Dr Hon KWOK Ka-ki

Members of the Panel on Environmental Affairs

Hon Martin LEE Chu-ming, SC, JP
Hon SIN Chung-kai, JP
Hon LAU Kong-wah, JP
Hon Jeffrey LAM Kin-fung, SBS, JP

Public officers attending : Mr Michael SUEN
Secretary for Housing, Planning and Lands

Mr Robin IP
Deputy Secretary for Housing, Planning and Lands
(Planning and Lands) 1

Ms Alice LAU
Principal Assistant Secretary for Economic Development
and Labour (Port, Maritime and Logistics)

Miss Winky SO
Assistant Commissioner for Tourism (3)
Economic Development and Labour Bureau

Mrs Ava NG
Deputy Director of Planning/Territorial

Ms Phyllis LI
District Planning Officer/Lantau and Islands
Planning Department

Mr Danny MOK
Deputy Project Manager/
Hong Kong Island and Islands Office
Civil Engineering and Development Department

Mr Elvis AU
Assistant Director (Environmental Assessment)
Environmental Protection Department

Mr Eric CHAN
Assistant Director (Conservation)
Environmental Protection Department

Dr WONG Fook-yee
Assistant Director (Country and Marine Parks)
Agriculture, Fisheries and Conservation Department

Mr CHENG Hung-leung
Chief Engineer/Traffic Engineering (NTE)
Transport Department

Attendance by invitation : Clear The Air

Mr Christian MASSET
Chairman

Tai O Rural Committee

Mr CHEUNG Chi-wing
General Affairs Officer

Islands Youth Association

Ms LAW King-fan
Chair-lady

Association for Tai O Environment and Development

Ms LEE Yuen-shan
Executive Member

Ms HO Pui-han
Executive Member

Environmental Group – Tung Chung Residents

Mr Hoffman LEE
Co-ordinator

Hong Kong Outdoors

Dr Martin WILLIAMS
Director

Living Islands Movement

Mr Robert BUNKER
Chairman

Mr Eric SPAIN
Secretary

Green Lantau Association

Mr Clive NOFFKE
Executive Committee Member

Hong Kong Outlying Islands Women's Association Limited

Ms CHAU Chuen-heung
Chairman

North Lantau Citizen Association

Mr LO Kwong-shing, Andy
Chairman

大澳居民關注十號貨櫃碼頭選址小組

Mr WONG Chi-keung
Member

Mr TSE Sai-kit
Member

Mui Wo Rural Committee – New Territories

Mr LAM Kut-sing
Vice-Chairman

Mr LI Kwok-keung
Executive Member

Lantau Island Association of Societies

Mr WONG Fuk-kan
Vice-Chairman

Tai O Culture Workshop

Ms WONG Wai-king
Director

Tung Chung Residents' Association

Mr CHAN Ping-fai
Vice-Chairman

South Lantau Liaison Group

Ms Esta OVERMARS
Chairwoman

South Lantao Rural Committee

Mr NG Kum-chuen
Chairman

Mr HO Wai-yip
Vice-Chairman

Tai O Residents' Rights Concern Group

Mr CHAN Sui-ming
Vice Chairman

Islands District Council

Mr WAN Tung-lam
Member

Kadoorie Farm and Botanic Garden Corporation

Mr Mike KILBURN
Public Policy Analyst

Hong Kong Islands District Association

Mr LEUNG Siu-tong
President

Clerk in attendance : Ms Anita SIT
Senior Council Secretary (1)9

Staff in attendance : Mr WONG Siu-yee
Senior Council Secretary (1)7

Ms Christina SHIU
Legislative Assistant (1)7

Action

I. Election of Chairman

At the suggestion of Mr LAU Wong-fat, members agreed that Miss CHOY So-yuk should chair this joint meeting.

II. Concept Plan for Lantau

(LC Paper No. CB(1)288/05-06(08) -- Information paper provided by the Administration

LC Paper No. CB(1)288/05-06(09) -- Background brief on “Concept Plan for Lantau” prepared by the Legislative Council Secretariat

LC Paper No. CB(1)324/05-06(04) -- Letter dated 18 November 2005 from Mr Ruy BARRETTO, S.C.)

2. Members noted the following papers tabled at the meeting –

- (a) Submission from Hong Kong Outlying Islands Women’s Association Limited (LC Paper No. CB(1)365/05-06(01));
- (b) Submission from Tung Chung Residents’ Association (LC Paper No. CB(1)365/05-06(02));
- (c) Submission from Lantaupost (LC Paper No. CB(1)365/05-06(03));
- (d) Submission dated 22 November 2005 from Clear the Air (LC Paper No. CB(1)365/05-06(04)); and
- (e) Submission from The Conservancy Association (LC Paper No. CB(1)365/05-06(05)).

(Post-meeting note: The above papers were subsequently issued to members vide LC Paper No. CB(1)365/05-06 on 24 November 2005.)

3. The Chairman welcomed the representatives of the Administration and the 21 deputations to the meeting.

Briefing by the Administration

4. The Secretary for Housing, Planning and Lands (SHPL) pointed out that Lantau was close to the Hong Kong International Airport and had a strategic

transportation network which was convenient and fast. It would provide new impetus for Hong Kong's economic development, especially in enhancing cross-boundary transportation, logistics development and tourism. Apart from the potential for economic infrastructure and tourism development, the natural environment of Lantau had high conservation value. At the end of 2004, the Lantau Development Task Force (LDTF) published the Concept Plan for Lantau (the Concept Plan), an overall planning framework to ensure a balanced and sustainable development of Lantau. The Concept Plan affirmed the economic development potential and conservation value of Lantau. A number of themes and proposals had been put forward in the Concept Plan. The Administration briefed the Panel on Planning, Lands and Works on the Concept Plan on 26 October 2004, and thereafter a three-month consultation with various sectors of the community on the Concept Plan was conducted. The public had actively participated in the consultation, and in general supported the sustainable development of Lantau taking into account both economic and conservation needs. The key public comments and the Administration's responses and a detailed public consultation report could be found in the paper provided by the Administration (LC Paper No. CB(1)288/05-06(08)). Through the public consultation, the Administration had attained a better understanding of the aspirations of the public. The public's valuable comments on the Concept Plan would assist LDTF in taking forward the Concept Plan.

5. The District Planning Officer/Lantau and Islands of the Planning Department (DPO/PD) gave a PowerPoint presentation to brief members on the Public Consultation Report of the Concept Plan.

(Post-meeting note: The presentation notes tabled at the meeting were subsequently issued to members vide LC Paper No. CB(1)365/05-06 on 24 November 2005.)

Presentation by deputations

6. The Chairman said that in view of the large number of deputations, each deputation would be given three minutes for their oral presentation. She then invited the deputations to present their views on the Concept Plan.

Clear The Air (CTA)

(LC Paper Nos. CB(1)1340/04-05(03) and CB(1)365/05-06(04))

7. Mr Christian MASSET, Chairman of CTA, briefed members on CTA's latest submission which was tabled at the meeting. He pointed out that CTA urged for truly sustainable development on Lantau with an overall vision of conservation. Some of the proposed developments in the Concept Plan failed to take into account the natural surrounding environment and the local setting and would spoil forever the pristine beauty of Lantau whether carried out in part or in full. He criticized that the Concept Plan suffered from a lack of vision and a damageable top-down approach. The alternative concept plan put forward by Dr Martin WILLIAMS,

Director of Hong Kong Outdoors, was worthy of consideration. He further suggested that the Administration should adopt the Open Space Technology approach in addressing the issues pertinent to the development of Lantau.

Tai O Rural Committee (TORC)

(LC Paper Nos. CB(1)1886/04-05(01) and CB(1)288/05-06(01))

8. Mr CHEUNG Chi-wing, General Affairs Officer of TORC, briefed members on TORC's latest submission. TORC proposed to build a road along the coast of Lantau to connect Tung Chung and Tai O and considered that improving the road network on Lantau was the most pressing need in developing Lantau. TORC also suggested that at its landing point on Lantau, the Hong Kong-Zhuhai-Macao Bridge (HZMB) should have connecting roads to Tai O and the nearby villages. He urged the Administration to implement the projects proposed in 2000 in the Study on Revitalization of Tai O as soon as possible. He suggested that current traffic restrictions applicable to Tung Chung Road, Tai O Road and South Lantau Road on Lantau should be lifted and Keung Shan Road should be improved.

Islands Youth Association (IYA)

(LC Paper No. CB(1)342/05-06(01))

9. Ms LAW King-fan, Chairlady of IYA, briefed members on IYA's submission. She said that IYA was supportive of the Concept Plan and in favour of the four themes outlined in the Concept Plan. There were however some inadequacies that had to be addressed. She suggested that the road network and ferry services servicing Lantau should be improved and a forward-looking approach should be adopted in transport planning. The Administration should make the best use of the natural environment and facilities, such as developing them into wetland parks and eco-parks. She hoped that through implementing IYA's proposals, tourism could be promoted to boost the economy of the local communities on Lantau. She urged for the early implementation of the Concept Plan proposals.

Association for Tai O Environment and Development (ATOED)

(LC Paper No. CB(1)288/05-06(02))

10. Ms LEE Yuen-shan, Executive Member of ATOED, briefed members on ATOED's submission. She pointed out that development should not focus only on economic development; attention should also be given to conservation of culture, heritage and the environment. Comprehensive development was not meant to developing every available piece of land. The natural beauties should be preserved. Hong Kong was already a highly developed city and priority should be given to maintaining clean air and water rather than pursuing development endlessly. She also emphasized the need to conserve natural resources for future generations' enjoyment.

Environmental Group-Tung Chung Residents (EGTCR)
(LC Paper No. CB(1)315/05-06(01))

11. Mr Hoffman LEE, Co-ordinator of EGTCR, briefed members on EGTCR's submission. He pointed out that development should be a balanced exercise. Tung Chung Bay should not be reclaimed to turn Tung Chung into a concrete jungle with a population size of 220 000 because air pollution was already very serious in Tung Chung, with air pollution indices exceeding 200 on some occasions. The Environmental Protection Department was misleading in providing him with average figures of air pollution indices. He was gravely concerned about the environmental impacts of further development in Tung Chung and the proposals of developing a logistics park and a tourism node on Lantau.

Hong Kong Outdoors (HKO)
(LC Paper Nos. CB(1)1340/04-05(02) and CB(1)288/05-06(03))

12. Dr Martin WILLIAMS, Director of HKO, briefed members on HKO's latest submission. He pointed out that sustainable development was for the future generations. He commented that the Concept Plan was development-driven and destructive to the environment without creating anything, and therefore it was not a balanced plan. He said that before the commencement of the airport project, Lantau was almost untouched. He suggested that many of the proposed developments should be considered on a broader territorial basis and questioned why the Government focused on Lantau for those developments. Many visitors to HKO's website shared the view that the natural beauty of Lantau should be preserved. He said that an alternative plan was available (Appendix C to LC Paper No. CB(1)288/05-06(03)) for consideration and emphasized that what he objected to was not development, but unsustainable development.

Living Islands Movement (LIM)
(LC Paper No. CB(1)315/05-06(02))

13. Mr Robert BUNKER, Chairman of LIM, briefed members on LIM's submission. He pointed out that LIM was not a green group. Rather, LIM believed in sustainable development. The Concept Plan seemed to be identifying sustainable development with building tourist attractions so that there would be gain from non-indigenous businesses only. LIM was dismayed at the way in which the work of LDTF had been carried out. The Administration was working behind closed doors and offers to provide assistance were ignored. The mentality of the Administration was that since something was out there, so it should be filled up. The ideas in the Concept Plan were dreamt up and the subsequent consultation process was in the form of outdated town hall meetings. Instead, the methodology used by the Council for Sustainable Development should be adopted in which the right questions should be asked by the Administration, and hopefully the correct answers would then be given by the community.

Green Lantau Association (GLA)

(LC Paper Nos. CB(1)1340/04-05(05) and CB(1)288/05-06(04))

14. Mr Clive NOFFKE, Executive Committee Member of GLA, briefed members on GLA's latest submission. He commented that the Concept Plan was development-led and non-participatory and if implemented would ruin Lantau. There should be a coherent conservation plan but LDTF had not done anything in this regard. LDTF was biased and the Administration did not have any strategic vision in the planning process. The development of Lantau should be placed under the umbrella of the Council for Sustainable Development. Instead of planning Lantau in isolation, the whole of Hong Kong should be considered for the location of the proposed projects. Otherwise, the strategic vision would be lost. The future of Lantau should be decided through a community envisioning process rather than a top-down approach currently adopted by the Administration.

Hong Kong Outlying Islands Women's Association Limited (HKOIWAL)

(LC Paper No. CB(1)365/05-06(01))

15. Ms CHAU Chuen-heung, Chairman of HKOIWAL, briefed members on HKOIWAL's submission which was tabled at the meeting. She said that HKOIWAL supported the Concept Plan in general. However, HKOIWAL had some suggestions for further enhancement. There were deficiencies in the road network on Lantau, especially road facilities for north-south traffic. A strategic road connecting north and south Lantau should be in place. Better utilization of natural and tourism resources would help revitalize the local economy. HKOIWAL proposed plans such as revitalization of the Silvermine Cave and Silvermine Waterfall, building bicycle tracks, preserving Tai O while developing eco-tourism and folk culture, converting the Tung Chung Fort into a museum and setting up an eco-tour centre at the site currently designated for a town park.

North Lantau Citizen Association (NLCA)

16. Mr Andy LO, Chairman of NLCA, said that NLCA supported the Concept Plan in general. He hoped that facilities could be provided to Tung Chung according to planning projections and pointed out that there was not yet any planning for Tung Chung West. He commented that a population size of 220 000 was optimal for Tung Chung so that infrastructures and facilities could be sustained. Otherwise, the future development of Tung Chung would be affected. Pointing out that the transportation costs for those Tung Chung residents working in the urban areas were substantial, he welcomed the proposed Lantau Logistics Park (LLP) because it would create more job opportunities for Tung Chung residents. The Administration should pay more attention to air quality and tackle the problem at source. There should be a balance between conservation and development to fulfill the needs and aspirations of the residents.

大澳居民關注十號貨櫃碼頭選址小組 (*the Group*)
(*LC Paper No. CB(1)324/05-06(02)*)

17. Mr WONG Chi-keung, Member of the Group, briefed members on the Group's submission. He said that the Group objected to the construction of the proposed Container Terminal 10 (CT 10) off Tai O because it was incompatible with conservation and would bring about air and water pollution. He commented that the Administration did not have a clear vision about the future development of Tai O, and would only impose its thinking on the residents instead of discussing with them. There were many tourists going to Tai O and so it should be preserved to attract more tourists. The natural beauty of Tai O should be conserved and should not be ruined. Reclamation would only destroy natural resources such as wetland and local characteristics such as stilted houses.

Mui Wo Rural Committee – New Territories (MWRC-NT)
(*LC Paper No. CB(1)288/05-06(05)*)

18. Mr LAM Kut-sing, Vice-Chairman of MWRC-NT, briefed members on MWRC-NT's submission. He said that Mui Wo residents in general supported the Concept Plan. Although some conservation proposals might sound attractive, the development of Lantau would enhance economic viability. It was necessary to keep up with the times in considering the development of Lantau. The need for development should not be decided based on the wills of any individual person because market forces were also in operation. He pointed out that he did not object to development, but it should be well thought-out and sustainable. The planning process had already been improved and it was still improving. The perspectives and benefits of both indigenous and non-indigenous residents should be considered. He pointed out that development was necessary and the important issue was how to balance the different needs having regard to the actual circumstances.

Lantau Island Association of Societies (LIAS)

19. Mr WONG Fuk-kan, Vice-Chairman of LIAS, said that LIAS had made a submission to LDTF and LIAS supported the proposals in the Concept Plan. In relation to the proposed facelift of Mui Wo, he said that the area around the Mui Wo ferry pier was the gateway to Mui Wo and LIAS suggested that some enhancements should be made thereto. The bus terminus at the Mui Wo ferry pier should be relocated to the town centre of Silvermine Bay in order to fit into the overall transportation network. Architects and landscape designers should be invited to design a glamorous gateway plaza at the existing bus terminus so as to attract more tourists. The development of Silvermine Bay would be beneficial for the economic well-being of Mui Wo.

Tai O Culture Workshop (TOCW)
(LC Paper No. CB(1)315/05-06(03))

20. Ms WONG Wai-king, Director of TOCW, briefed members on TOCW's submission. She said that TOCW objected to the Concept Plan because it was not a sustainable plan. Lantau was like a big museum and there were a lot of tourists visiting the place to enjoy its beauty. Sustainable development should have regard to local culture. The Administration should keep Lantau's heritage and build an exhibition gallery for exhibits on the history of the salt manufacturing industry in Tai O. If Tai O was developed, it would cause a lot of destruction to the environment and marine life. Instead of spending millions of dollars on artificial projects, the Administration should respect the local culture and natural environment so that Tai O could remain an attraction for tourists.

Tung Chung Residents' Association (TCRA)
(LC Paper No. CB(1)365/05-06(02))

21. Mr CHAN Ping-fai, Vice-Chairman of TCRA, briefed members on TCRA's submission which was tabled at the meeting. He commented that the infrastructure projects in the Concept Plan would be beneficial for Lantau and Hong Kong as a whole. He suggested that community facilities such as cycle tracks and jogging tracks in Tung Chung should be constructed along the beautiful northern coast of Lantau. There should also be supporting facilities there to make the place a tourist attraction and a recreational amenity for Tung Chung residents to make up for the lack of community facilities at Tung Chung town centre. He suggested improving the road network on Lantau, especially the north-south transportation link on Lantau because the existing Tung Chung Road did not have enough capacity to cater for the traffic demand.

South Lantau Liaison Group (SLLG)
(LC Paper No. CB(1)288/05-06(06))

22. Ms Esta OVERMARS, Chairwoman of SLLG, briefed members on SLLG's submission. She said that while development of Lantau was highly necessary, it should be in a balanced and sustainable way. There were many definitions of sustainability and for her, sustainability was what was practical and sensible. She criticized that the Concept Plan only considered what was not on Lantau, rather than focusing on what was there and making the best use of those existing resources. She pointed out that development was necessary because according to the 2001 Census figures, the unemployment rate on Lantau was high and half of the residents living on South Lantau had to work outside of Lantau. Pointing out that the population was growing in Discovery Bay but declining in South Lantau, she commented that the Administration had favoured the development of North Lantau over South Lantau despite that South Lantau had potentials for development. She urged the Government to give more attention to the development of South Lantau and seriously consider the suggestions made by SLLG in this regard.

South Lantau Rural Committee (SLRC)
(LC Paper No. CB(1)288/05-06(07))

23. Mr NG Kum-chuen, Chairman of SLRC, briefed members on SLRC's submission. He pointed out that SLRC supported the Concept Plan, which was a plan of a grand scale. However, there were some deficiencies. In developing a place, it was without question that transport infrastructure should be a top priority. This was not the case for Lantau because of the deficient road network. Transportation between North and South Lantau must be improved and expanding Tung Chung Road to a double-lane road alone was not adequate to solve the traffic problems. He suggested that the restriction on the use of South Lantau Road should be lifted because it conflicted with the idea of developing tourism on Lantau. He pointed out that Soko Islands possessed a beautiful beach and a large deep water pier. They should be an ideal place for developing tourism but there was a proposal to build a liquefied natural gas terminal there and the area would likely become a restricted zone as a result. It would be a waste of natural resources if the proposal was really implemented.

Tai O Residents' Rights Concern Group (TORRCG)

24. Mr CHAN Sui-ming, Vice Chairman of TORRCG, said that there was no need for the Administration to spend a lot of effort in developing tourism at Tai O. After the fire in 2000, many tourists came to visit Tai O during the past four to five years at their own initiatives. If the Administration wanted to develop tourism on Lantau, it should adopt the viewpoint of the tourists to see what they asked for. It should also listen to the views of the public and the residents. In the past, the Administration had launched some projects at Tai O, but they did not benefit the residents and the needs of the residents had not been taken into account. The living of the residents should not be affected by the carrying out of any projects. He also commented that the deficiencies in the road network on Lantau, especially north-south transportation, would continue to hinder tourism development on Lantau. Making improvements to Tung Chung Road was not adequate to solve the problem.

Islands District Council (IsDC)

25. Mr WAN Tung-lam, Member of IsDC, informed members that IsDC had made a submission to the Planning Department on the Concept Plan. He expressed his views through an analogy in which a villager wanted to grow peaches in his garden. One of his neighbours suggested to him to grow carambola as well. He found the suggestion agreeable because the size of his garden was large enough for growing more types of fruits. However, his idea was not supported by the village chief who pointed out that developing an orchard would disrupt the economy of the village and it would require many supporting ancillary facilities. The village chief asked the villager to put his project on hold. Another neighbour who operated a glass factory also objected and said that an orchard would affect the operation of

the glass factory. As a consequence, the garden was left idle and could not be used for growing anything, and the villager did not have any fruits to eat in the end.

Kadoorie Farm and Botanic Garden Corporation (KFBGC)
(LC Paper Nos. CB(1)1340/04-05(04) and CB(1)324/05-06(03))

26. Mr Mike KILBURN, Public Policy Analyst of KFBGC, briefed members on KFBGC's latest submission. He commented that in the Concept Plan, economic development took precedence over conservation. As an illustration, he pointed out that the landing point of HZMB was within or close to the Lantau North (Extension) Country Park which was mentioned in the 1999 Policy Address, yet the implementation of the country park proposal would have to be subject to other planned developments and resource availability and the present status of the extension of the country park remained the same as in 1999. On the other hand, the planning of the LLP promised in 2003 was moving fast ahead. There was a disparity between different kinds of developments. He also expressed concern on the possibility of compromising procedures and professional standards in the course of pursuing certain development projects. He was particularly worried that announcing the landing point of HZMB before completing the environmental impact assessment (EIA) would affect the results of the EIA. He asked whether there would be any other options for the landing point, as required by the Technical Memorandum of the Environmental Impact Assessment Ordinance (Cap. 499).

Hong Kong Islands District Association (HKIDA)

27. Mr LEUNG Siu-tong, President of HKIDA, said that HKIDA supported the proposals in the Concept Plan. He suggested that the road network on Lantau should be improved in order to facilitate its development; recreational facilities should be provided at Sunny Bay to provide leisure activities for the public; the site of the Tung Chung Battery should be developed as a museum and the site of the town park be developed as an eco-tour centre; the Mui Wo ferry pier should be refurbished and Mui Wo's natural resources should be made use of; Tai O should be preserved as a fishing village with cultural heritage while promoting tourism at the same time; cycle tracks should be built on South Lantau; more ancillary facilities should be provided at Tung Chung to facilitate its expansion; and implementation of the outstanding infrastructure projects should be expedited.

Discussion

Hong Kong-Zhuhai-Macao Bridge

28. The Deputy Secretary for Housing, Planning and Lands (Planning and Lands) 1 (DS/P&L1) informed members that the Environment, Transport and Works Bureau had maintained continuous dialogue with the Panel on Transport on the progress of the HZMB project and the last briefing was given in mid-2005. The Administration was conducting investigation and preliminary design works of the project. The impact of HZMB on the environment would be carefully assessed and

the project would comply with the provisions of all the relevant legislation including those in the EIA Ordinance.

Lantau North (Extension) Country Park

29. Assistant Director (Conservation), Environment Protection Department noted that many views received during the public consultation of the Concept Plan urged the Administration to expedite the designation of the Lantau North (Extension) Country Park. He pointed out that due to resource constraints, an implementation timetable could not be fixed at this stage. However, the Administration would consider an appropriate implementation timetable as soon as possible having regard to the possible resource implications. The plan for Lantau North (Extension) Country Park had already been gazetted and the timing of the designation of the proposed Country Park did not have any direct relationship with other proposed developments on Lantau. He emphasized that according to the Country Parks Ordinance (Cap. 208), all development within the proposed Country Park would be under control and that EIA studies had to be conducted for all development projects within the boundary of the gazetted plan of the proposed Country Park before the projects could be proceeded with.

North Lantau Hospital

30. Mr WONG Kwok-hing expressed concern that at present, emergency cases occurring at Tung Chung had to be handled by Princess Margaret Hospital. At least, half an hour was needed to transport patients to the hospital and the lives of critical patients would be put at risk. Given that the Hong Kong International Airport was located at Tung Chung and the landing point of HZMB would also be near Tung Chung, he considered it justified to provide a hospital at Tung Chung and asked whether the Administration had any plan in this regard. In developing Lantau, the Administration should provide some emergency facilities there so as to keep up with its development.

31. DPO/PD responded that the Administration already had a plan to construct a North Lantau Hospital. Areas 13, 22 and 25 in Tung Chung had been identified as a possible site and a technical feasibility study and preliminary planning of the project were being conducted. According to the current schedule, the proposed hospital would be completed in phases starting from 2010.

Restricted use of the roads on Lantau

32. Mr WONG Kwok-hing pointed out that restricted road permits with stringent time constraints were required for using roads on Lantau. Residents often found it inconvenient when driving on Lantau because of the time constraints and it often took some 10 days to apply for a restricted road permit. He commented that the arrangements were outdated. If the restrictions were not lifted, it would discourage tourists to go to Lantau to appreciate the natural beauty there and hinder the development of Lantau.

33. In response, the Chief Engineer/Traffic Engineering (NTE) of the Transport Department explained that restrictions on the use of Tung Chung Road were necessary because of safety concerns. Tung Chung Road was a very steep and single-lane road for two-way traffic. It was designed for a low traffic volume. The works for the widening of Tung Chung Road were in progress and expected to be completed in mid-2007. The Administration would review the need for traffic restrictions after the improvement works had been completed.

The consultation process

34. Ms Emily LAU said that more than 500 submissions had been received by the Administration during the consultation period and the public had been very enthusiastic in giving their views. The deputations at this meeting had also provided diverse views on the development of Lantau; some were supportive while others had reservations. She asked whether the Administration would give written response to the views received, in particular to explain why some suggestions put forward by the public would be considered by the Administration while others would not be pursued further. Similarly, Mr Albert CHAN also asked whether the views given in his submission to the Administration would receive a response. Mr WONG Yung-kan pointed out that the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) had made a submission to the Administration on 28 February 2005 and he hoped that their views would be carefully considered by the Administration. He pointed out that many indigenous Lantau residents supported the development of tourism on Lantau while many non-indigenous residents who moved in more recently objected to it. He asked how the Administration would balance their views.

35. DS/P&L1 replied that the Administration had taken note of and considered the many views received. The Administration would take into account the comments and suggestions received in preparing a revised Concept Plan, and the revised Concept Plan would be released for public engagement probably in the second half of 2006. He informed members that the CD-ROM attached to the Public Consultation Report contained detailed information on the submissions received during the consultation period and the respective responses of the Administration. The Administration would also consider the views given by the deputations at this meeting.

Strategic environmental assessment

36. Ms Emily LAU commented that in developing Lantau, a strategic environmental assessment (SEA) should be conducted before finalizing the Concept Plan. Mr Patrick LAU also shared her view. Ms LAU asked whether the public would have an opportunity to give their views again when the relevant SEA was completed.

37. In response, the Deputy Director of Planning/Territorial (DD of Plan) said that a SEA would be conducted for the Hong Kong 2030: Planning Vision and Strategy (HK 2030 Study) and the assessment would cover the whole territory taking into account the major infrastructure and development proposals on Lantau to provide an overall picture on environmental issues. The Administration would make reference to the findings of the SEA before finalizing the Concept Plan. She assured members that feasibility studies including EIAs would be conducted for individual proposals selected to be taken forward to ensure that the proposals were environmentally feasible and to comply with the relevant requirements under the EIA Ordinance.

38. Mr Patrick LAU enquired whether the Administration would explore the feasibility of developing Lantau in a way similar to the famous Yellow Stone National Park in the United States, and whether the Administration would conduct a study to ascertain the feasibility of conserving the whole of Lantau, pointing out that the development strategy would be very different if that was the case. He queried how much analysis work on environmental assessment the Administration had carried out in relation to the development of Lantau.

39. In reply, DD of Plan and DPO/PD explained that the Concept Plan had been formulated based on relevant strategic studies such as the HK 2030 Study and the South West New Territories Recommended Development Strategy. Apart from the need to conserve the beautiful countryside, these studies had also reckoned the role that Lantau would play in enhancing Hong Kong's economic development. On the Concept Plan, proposals for major economic infrastructure were focused in North Lantau and the southern part was conserved for nature conservation and sustainable recreational uses. Most of the area of Lantau had already been designated as country parks or conservation related zones such as green belt, conservation area and coastal protection area. Some Concept Plan proposals were identified in previous studies in which preliminary environmental assessments had been conducted. The Concept Plan had taken into account the results of those preliminary environmental assessments.

Balance between development and conservation

40. Ms Emily LAU pointed out that The Frontier had concerns on the Concept Plan with regard to sustainability. She agreed to the view that it was regrettable if Tai O was developed in a manner that the local culture and heritage would be destroyed. Mr Albert CHAN asked how the Administration would ensure that special attractions on Lantau could be preserved. He was dissatisfied that the breakwater for the sheltered boat anchorage recently built at Tai O was constructed in such a way that the scenic sunset view was blocked. The design of the breakwater had not taken into consideration the impact on the landscape. Many natural attractions in various areas had been lost due to deficiencies in the design process. He suggested the Administration to build vantage points near the coast of Tai O so that the public could continue to enjoy the beautiful sunset view. Mr WONG Yung-kan criticized that the fisheries community had not been consulted

before the construction of the sheltered boat anchorage took place and it was seldom used at present. He was also dissatisfied with the design of the breakwater and asked if there were any remedial measures.

41. DS/P&L1 responded that works related to the breakwater were being carried out by the Civil Engineering and Development Department (CEDD). The Deputy Project Manager/Hong Kong Island and Islands Office of CEDD supplemented that enhancement works for Tai O which could be advanced would be carried out as soon as possible. Other enhancement works which required further investigations to ensure integration with the surrounding areas would be subject to a feasibility study. He further clarified that consultation for the breakwater had been conducted prior to the construction of the breakwater, and the construction of the breakwater was based on need.

42. Mr LEUNG Yiu-chung pointed out that often the devil was in the details. There had been situations where problems had arisen in the implementation stage, such as the breakwater which affected the landscape at Tai O. The Administration mentioned that in developing Lantau there would be a balance between development and conservation, but the important issue was how the balance could be achieved and maintained at the implementation stage. The proposed CT 10 would affect the ecology at Tai O. He asked how the Administration could achieve a balanced development while at the same time giving due attention to the possible impacts on the ecology of the affected areas. He further enquired how the Administration could ensure that it would respect the culture of the place and the views of the residents and adopt a people-oriented approach when developing Lantau. He stressed that a mechanism should be put in place to ensure that the views of the residents would be heeded and appropriate conservation measures would be implemented.

43. Expressing a similar concern, Mr WONG Yung-kan also objected to the proposed CT 10 and commented that it would adversely affect the marine ecology. He requested the Administration to reconsider the issue and pointed out that DAB was not supportive of the proposal.

44. DPO/PD replied that in implementing a balanced development on Lantau, the Administration would consider both development and conservation needs. Due attention would be given to preserving the local character and meeting the needs of the residents in developing an area. DS/P&L1 supplemented that the Administration had taken note of the concerns surrounding CT 10. The views and suggestions collected during the consultation period and at this meeting would be seriously considered and duly taken into account in revising the Concept Plan.

45. Mr Albert CHAN commented that the development of Lantau should be planned according to the special needs of the local residents and properly prioritized. He pointed out that although areas such as Hong Kong Disneyland and Discovery Bay were well-developed, the economy in some areas on South Lantau, such as Mui Wo and Cheung Sha, was far from satisfactory and poverty was a

pressing issue. More job opportunities should be created through tourism in these impoverished areas. Attractions like Silvermine Cave and Pui O should be developed to attract tourists to boost the local economy. He urged the Administration to make the best use of these natural attractions.

III. Any other business

46. There being no other business, the meeting ended at 4:35 pm.

Council Business Division 1
Legislative Council Secretariat
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