



EXECUTIVE SUMMARY

Introduction of SLLG

SLLG (South Lantau Liaison Group) was set up by Esta Overmars and with support of elected District Councillor, Mr. Wong Fuk-kan, also a member of the Mui Wo Rural Committee and Island Youth Association, Ms. Fanny Law and residents from the different parts of life such as local business, home property owners, long-time residents and people involved in government structures and organizations, both Chinese and Western. SLLG mainly focuses on South Lantau but developments on North Lantau are interrelated.

General Remarks on the Concept Plan for Lantau

At this moment, the Concept Plan for Lantau is mainly focused on the North Lantau development. South Lantau is not paid much attention to and also has the lowest budget in the plan. Most South Lantau residents are not even aware of the existence of the plan, let alone know its contents.

South Lantau (including Silvermine Bay) wants to develop itself and be developed. In order to succeed, many tasks need to be completed.

1. Local business incentives need implementation.
2. Suggestions and plans for recreation.
3. Improvement of traffic from and to South Lantau, particularly over land but also by sea need to take place.
4. Incentive and ideas to increase the population and last but not least, the infrastructural and communal facilities can be upgraded.

South Lantau (including Silvermine Bay) has many natural resources to attract population and visitors/tourists. Now it's important to achieve some kind of benefit and distribution of its advantages to local residents.

The Concept Plan for Lantau triggered a reaction from local residents to start thinking about this in a coordinated effort to make much more of South Lantau (including Silvermine Bay).

Interaction between Lantau and HK Government

The Tung Administration started stressing public-based governance, so it is also partly now up to the local residents to start taking initiatives to contact and tell the government what they want. The government should provide the possibility and facilitate these initiatives.

It also needs to be considered that even different parts of Lantau have different interests. We can roughly distinguish North Lantau (including Tung Chung), Tai O area, Discovery Bay, South Lantau & Silvermine Bay and Discovery Bay, South Lantau & Silvermine Bay and more recently Disneyland.

In its improvement, South Lantau is facing several problems such as lack of direct links or very poor connections with these other areas.

This leaves development of South Lantau currently stagnant and declining. Additional problems are caused by the fact that the majority of the property is private and not government land.

Economic Profile of Lantau

Originally an agricultural and fishing society, this industry has almost died out, except for mainly Tai O and minor activities along the South Lantau coast.

Secondly no big industry of the secondary economic sector with all areas being residential. Small commercial places consist of mainly the shops and other amenities to supply the local residents.

Most residents need to travel for work from the island into the city. Only 35.9% is working locally. The long traveling time and lack of local jobs have decreased the number of ferry passengers. The Tai O ferry to Central was even cancelled and a small ferry service is operating

at low frequency.

Most of the Lantau residents are not working. This indicates unemployment, aging population and low economic development. The areas with a working population are Discovery Bay and Tung Chung. The development of these areas have shifted even more attention and willpower to develop the rest of Lantau.

The service-related sector is the main economic indicator due to tourism and some logistical industry at the airport. Financial, IT or other service industries are almost absent. If this is compared to Hong Kong Island which is only half the size of Lantau, we can understand some of its problems: few roads; low level of infrastructure; only small businesses (mainly 1 or 2 persons).

Highlights of Comments on CPL

* SLLG is concerned about the combination of an LNG gas terminal on the Soko Islands and at the same time the planning of a marine park. Although LNG is more environmentally-friendly than coal-fired terminals, LNG is still a fossil fuel. Also the increased production of energy still encourages people to use more electricity from fossil fuels. A wind turbine terminal at the Soko Islands would be more fitting with the environment and can also be more self-sufficient. Hong Kong could set an example to the Asian region. A wind turbine with 4.5 MW is able to produce electricity for 3,000 households. We have seen that a 800kW on Lamma only cost HKD 15 million.

* CPL states a planning vision of promoting sustainable development of Lantau by balancing development and conservation needs". Then if one continues to read, it is clear that it is not meant within parts of the region but between North and South Lantau. SLLG would like to quote CPL: The overall planning concept is to focus major economic infrastructure and urban development in North Lantau to optimize the use of transport links, while protecting other parts of Lantau. It is clear that other parts of Lantau, esp. South Lantau will not receive any major development. The projected balance is a North-South axis. The near future will see a well-developed and rich North and underdeveloped and poor South.

* SLLG thinks that CPL focuses too much on what is not present, rather than focusing on the local Lantau resources and how they can be applied in the most efficient manner.

* SLLG is of opinion that too broadly is thought by stating that Tung Chung is to have adequate community and regional facilities serving the whole of Lantau.

* The publication of the Lantau population distribution figures have puzzled SLLG.

SLLG has consulted different department publications and has seen different estimates or results of the existing figures. The Lantau (Lantau minus Tung Chung and DB) population on paper varies from about 15,000 (District Council calculations) to about 50,000 (Census Dept.)

Highlights of Suggestions

- * Installation of a Lantau Tourism Society run by local residents and in charge of Public relations of local activities. This initiative already is in a very advanced stage.
- * Organising a most beautiful village competition in order to achieve a clean-up and beautification of villages by the residents themselves.
- * Renovation of the almost empty Housing Estates into apartment flats for new families.
- * Possibly install a international section at the Heung Yee Kuk Secondary School

For any more questions please contact the initiator and Chairwoman of SLLG, Ms. Esta Overmars at esta@cmi.com.hk or 61735268. Full Document available. The latest news on Lantau and the other Outlying Islands can be read in the monthly online magazine and downloadable version at: <http://www.islandcourier.com>





South Lantau Liaison Group

Chairwoman: Esta Overmars

email: esta@cmi.com.hk

Mobile: 61735268



South Lantau Island Plan

TABLE OF CONTENTS

Press release about South Lantau Liaison Group

Part 1: Profile of Lantau and South Lantau

Part 2: Comments on Concept Plan for Lantau, Consultation Digest

Part 3: SLLG Preliminary Suggestions for South Lantau



South Lantau Liaison Group
The Opening and Development of South Lantau
PRESS RELEASE on MEETING Feb. 1st, Mui Wo

Developing an area comes from two sides. We can't always ask the government to do everything for us. We can take initiatives ourselves, sometimes even low budget, sometimes with some incentives and/or necessary cooperation from the government.

An example of how necessary cooperation from the relevant departments is, is when villages are applying for a simple bench and are faced with a 2-year wait for it.

At this moment, the Concept Plan for Lantau is mainly focused on the North Lantau development. South Lantau is not paid much attention to and also has the lowest budget in the plan. Most South Lantau residents are not even aware of the existence of the plan, let alone know its contents. It is not amazing there are a lot of top-bottom initiatives, because otherwise nothing will ever happen in period of 50 years.

South Lantau (including Silvermine Bay) wants to develop itself and be developed. In order to succeed, many tasks need to be completed.

First of all, local business incentives need implementation. Secondly, suggestions and plans for recreation. Thirdly, improvement of traffic from and to South Lantau, particularly over land but also by sea need to take place. Fourthly, incentive and ideas to increase the population



and last but not least, the infrastructural and communal facilities can be upgraded.

South Lantau (including Silvermine Bay) has many natural resources to attract population and visitors/tourists. Now it's important to achieve some kind of benefit and distribution of its advantages to local residents.

The Concept Plan for Lantau triggered a reaction from local residents to start thinking about this in a coordinated effort to make much more of South Lantau (including Silvermine Bay). This has resulted in a first meeting of what has become the South Lantau Liaison Group (SLLG). Since the Tung Administration is stressing public-based

governance, it is also partly now up to the local residents to start taking initiatives to contact and tell the government what they want.

The government should provide the possibility and facilitate these initiatives. Secondly SLLG will make it easier for the relevant departments to contact a broad base of locals. SLLG is in no way meant to pass the Islands District Council who has its own assigned tasks and achievements. However it is a fact that the Islands District Council is covering all the Outlying Islands. Lantau Island is for example twice the size of Hong Kong Island, and that with a population, only a fraction of that of Hong Kong Island.

Nonetheless it needs to be considered that even different parts of Lantau have different interests. We can roughly distinguish North Lantau (including Tung Chung), Tai O area, Discovery



Bay, South Lantau & Silvermine Bay and more recently Disneyland.

In its improvement, South Lantau is facing several problems such as lack of direct links or very poor connections with these other areas.

This leaves development of South Lantau currently stagnant and declining. Additional problems are caused by the fact that the majority of the property is private and not government land. SLLG was set up by Esta Overmars and with support of elected District Councillor, Mr. Wong Fuk-kan, also

a member of the Mui Wo Rural Committee and Island Youth Association, Ms. Fanny Law and residents from the different parts of life such as local business, home property owners, long-time residents and people involved in government structures and organizations, both Chinese and Western. The meeting on Tuesday February 1st was a first one to coordinate initiatives, ideas and suggestions for the long-term. Talks are being continued about both private initiatives and requests for government help to a certain extent. Ideas and suggestions for South Lantau can be sent to Esta Overmars in either English or Chinese Language to esta@cmi.com.hk or mobile: 61735268.



Introduction

Lantau Island is an island twice the size of Hong Kong Island, yet the most underdeveloped place compared to Hong Kong standards. The population distribution is large with clusters in Silvermine Bay, Discovery Bay, Tung Chung and Tai O (table 1). The rest of Lantau residents are living in the rural areas. Altogether an estimated population of 85,000 up from maybe about 30,000 before 1997. The North-Lantau Highway, Hong Kong International Airport and the growth of the Tung Chung New Town area have contributed to that increase. The Hong Kong Government has now finally acknowledged what the first inhabitants of Lantau Island and also the first Portuguese and British settlers already knew: the island strategic position in its proximity to China.

South Lantau & Silvermine Bay (incl. Hei Ling Chau): 12,520* (correcting the Hei Ling Chau figure would be minus ca. 1,700 inmates)

Discovery Bay: 15,600*

Tung Chung area: 20,127* (by now over 60,000 or more)

Tai O: 3,394*

Note 1: * all figures based on the Census 2001)

Note 2: A part of North-East Lantau is part of the Tsuen Wan district and not included

Profile of Lantau Island

Originally an agricultural and fishing society, this industry has almost died out, except for mainly Tai O and minor activities along the South Lantau coast.

Secondly no big industry of the secondary economic sector with all areas being residential. Small commercial places consist of mainly the shops and other amenities to supply the local residents.

Most residents need to travel for work from the island into the city. Only 35.9% is working locally. The long traveling time and lack of local jobs have decreased the number of ferry passengers. The Tai O ferry to Central was even cancelled and a small ferry service is operating at low frequency.

Most of the Lantau residents are not working. This indicates unemployment, aging population and low economic development. The areas with a working population are Discovery Bay and Tung Chung. The development of these areas have shifted even more attention and willpower to develop the rest of Lantau.

The service-related sector is the main economic indicator due to tourism and some logistical industry at the airport. Financial, IT or other service industries are almost absent. If this is compared to Hong Kong Island – only half the size of Lantau, we can understand some of its problems: few roads; low level of infrastructure; only small businesses (mainly 1 or 2 persons).

Profile of South Lantau & Silvermine Bay (SB)

Traffic

There is only one road connecting the north and south of Lantau. This road is submitted to a licensing system and few local residents have a permit to use the road. Buses and taxis are licensed, but their frequency is low. A taxi from SB to Tung Chung would cost HK\$ 120 compared to HK\$ 7.2 by bus.

Infrastructure

Further infrastructural characteristics are the absence of underground electric supply and telecommunications cables in most areas. Therefore instable supply during the bad seasons. Sewerage and water supply have improved due to recent large projects, but still water supply is



instable during the bad season. However, most residents live in old development village houses that were not forced to include a septic tank so most grey water ends in the soil or sea.

Mobile reception is often poor with different networks in some areas (even not included the Country Parks). Main telecommunications providers are PCCW and to a lesser extent Hutchinson. TV is mainly received by antenna. No cable-TV is present, except in Tung Chung.

Working population

Along the South Lantau Coast (including SB) are about 12,520 people residing. Of this population only 32% of population is employed of which half is working locally within the Island District area. That is only 4.6% of the total population of the Island District. Compared to the total Lantau population this would be under 8%.

So most South Lantau residents need to travel to work by either bus or ferry. Most, obviously, take a ferry. However those figures have been declining the past few years by lack of development in population (table 2).

Table 2:

Central to Mui Wo: 7,040 (2000) 6,891 (2001) 6996 (2002) 6,445(2003)

Source: LC Paper no. CB (1) 1556/03-04(03)

Education

A high percentage of the Lantau population speaks English or other languages (22%) as first language compared to the Island District (14.3%) and Hong Kong (4.4%). In South Lantau 12.3% of the South Lantau population speaks English or another as first language. In Discovery Bay this percentage is 57.7% of the local DB population, while in places such as Tai O and Tung Chung this is 0.01% and 0.04%

Along the South Lantau coast about 51.1% (Ham Tin/Chi Ma Wan) to 18.1% of the local students need to travel outside the Island District to go to school. That means traveling times of about at least 1.5 hours but most likely much more than that.

The South Lantau population with a tertiary education is about 9.5% (percentage compared to the local population). Compared to the rest of Lantau with Tai O 3.5%, Tung Chung 17%, Discovery Bay a staggering 64% it is reasonable. However for the Island District this is 21.4% and for Hong Kong 16.4%. However 52.3% of the South Lantau population has had some degree of secondary education. An area such as Tai O that is only 29.2%, far below the HK level of 54.7% and the level for the whole of Island District of 47.1%

Recreation in South Lantau

In Silvermine Bay and along almost the whole of the South Lantau Coast there are beaches, including at Pui O, Cheung Sha and Tong Fuk. Most of the beaches are white sandy beaches and very little rocks. Beaches south of the South Lantau road are Coastal Protection Areas. while north of it mostly is Green Belt. They are easily accessible on foot or by bus. Along those beaches, especially in Cheung Sha and to a lesser degree there are beach restaurants. Almost all beaches know LCSD beach facilities, including BBQ sites, kiosks, showers, toilets and changing rooms.

There is a small watersport centre in Cheung Sha. There used to be a small pier for small yachts and boats at the Silvermine Beach but at some time it was destroyed by a typhoon and never re-built. Watersurfers can be seen on windy days, especially during the typhoon season.

Along the South Lantau coast, through the South Lantau Country Park and Chi Ma Wan peninsula there are many hiking & mountain biking trails, most with steps carved out of local rocks. Mountain biking on those tracks is only for the very well-trained because of its difficulty. Some camp, picnic and BBQ sites were built along the trails but because of their remoteness



sometimes inattractive to occupy, because of the lack of daily necessities, toilets and such.

The majority of people coming to Lantau during weekends and holiday times go to Ngong Ping to visit the Big Buddha. The other part are holiday makers that spend time during weekends in the sparsely distributed holiday homes around Silvermine Beach, Pui O and Tong Fuk.

There are no cycling tracks along the South Lantau road and it is even highly dangerous to cycle because of its steep and winding roads and fast-driving vehicles.

Within the Silvermine Bay area there are some cycle paths, but rather narrow and mainly for use by the local population.

There is a fairly large beach hotel and some smaller inns along the Silvermine Beach. The rest of South Lantau does not know any hotels except for some youth hostel, of which one, the YWCA, has recently been demolished.

There are some festivals organized by the local population, but they attract few people from outside Lantau Island, because of a lack of publicity high public transportation fares during weekends and public holidays. and long traveling times to the destination. F.e. Latin-American festival at Pui O beach, a carnival in Silvermine Bay, dragonboat races at Silvermine Beach, Lantau Arts Festival

Distribution of Local Business

The South Lantau coast mainly knows very small businesses, run by 1 or 2 people and only for daily necessities. Then there are some restaurants and canteens in each village. This includes a few non-Chinese cuisine.

The main shopping areas are Tung Chung and Discovery Bay where the most variety of shops is present. The South Lantau Coast and Silvermine Bay can use the 2 supermarkets in Silvermine Bay where most residents arrive by ferry in the evening. There is one 24-hour supermarket in Silvermine Bay. Tung Chung and DB have those naturally as well.

In case one wants to shop for luxury products, the Lantau Island is definitely not the place. Also household necessities, including furniture etc. need to be purchased locally in South Lantau because of the high transportation costs to 'import' anything big to Lantau. Transportation costs of goods between Discovery Bay and South Lantau are even proportionally high. Supermarket supplies are brought to South Lantau by boat with its goods in the open air for several hours until delivery, a health risk in case of perishable goods.

Profile of the Local Lantau Resident (taken from Island Courier Issue 2, Dec. 04)

The profile of the Lantau/island resident is a person who likes to work in the hectic world of Hong Kong, but once at home, likes to enjoy peace and quiet. Other important reasons is the privacy one can have because of the scarcely populated areas; the social contact and interaction that island residents enjoy among each other; the slow pace of life; the lush green environment with plenty of flowers in which gardening is even possible; relatively fresh air; closeness to beach and other recreational facilities; relatively cheap living; pet-friendliness. To live on an island is suitable mainly for couples without children or very young children; people with home-based business; singles; office workers with short travel hours to f.e. HK Island. For all the other categories, it gets more difficult. School facilities such as secondary schools and universities are second to none, emergency facilities take too long to be really life-saving in many cases (heart/brain, serious traffic accidents) and residents have to rely on the available helicopters of the government flying services.



Local Problems for South Lantau & its development

1. Most visitors arriving in Silvermine Bay by ferry are directed to the tourist buses that are already waiting for them. In this way, hardly any of these tourists stay and spend any more or time on South Lantau.
2. None of the visitors know what attractions there are for sightseeing and if they have any information at all, it is difficult for them to find it, because of poor signage. The same applies to a lot of the hiking and mountainbiking trails. Only insiders know to find them.
3. The appearance of Silvermine Bay, the beach entrances and the local villages is uninviting for visitors to come and enjoy. Often a lot of rubbish can be found on those beaches brought in by the tide.
4. Seating and toilet facilities are poor around the Silvermine Bay ferry pier.
5. Innumerable small lots of private land in Silvermine Bay and along the South Lantau coast discourage any property developer to construct something in the area. A few government lots are here and there, but sometimes already occupied by local residents for a long time. Some are highly suitable for either residential or commercial purposes.
6. There is a strong disagreement between local residents and a small group of handful but better organized and more active foreign residents about the development of Silvermine Bay. This results in a certain degree of disintegration within the Silvermine Bay population. The local residents and most of the foreign residents, in this way forming a majority, want certain development, while the other group does not want any change at all. The government paid too much attention to the opposition and not to the support of its plans. Therefore, the past 10-15 years there has been a deadlock. A few examples are the North-South Lantau bypass and the delay in the widening of the Tung Chung road. Now the same has occurred with the Lantau Concept Plan, where certain groups want no change, while the local community really wants to do something.
The attention of government officials just went to other areas such as Tung Chung and Discovery Bay where development was much easier.
7. Considerations in the decision to live in areas such as South Lantau & SB are the travelling times to work, the living space and education for children. Current circumstances do not make it easy for families to live in South Lantau & SB.
8. Local businesses are small and the costs of investments to start a business catering to a small community are often too high to make the enterprise profitable. Therefore there is a high fluctuation in local business life. A small group of tourists and Discovery Bay residents are the main spenders, apart from the local residents. However because of the variety of the profile of the local residents of Silvermine Bay and South Lantau, there is not much local spending.
9. There is hardly any local employment available. The government has not tried to create any local jobs. Places on Lantau Island where there would be jobs available would be most likely Disneyland, but there is no link. Tung Chung is mainly a residential area.



Part2:
Comments on the
Lantau Concept Plan



10. The resources that are present in South Lantau & SB are underused to create more recreation to the area.

Comments of the South Lantau Liaison Group (SLLG) on the Concept Plan for Lantau (CPL) Consultation Digest

1. SLLG welcomes the CPL and its ideas to turn Lantau Island into a Tourism, Recreation & Leisure centre. However the implemented development projects have not caused any major employment opportunities to the South Lantau & SB population. This applies to both HK International Airport as well as Hong Kong Disneyland. The completion of the Tung Chung Cable Car only leads more visitors away from the South Lantau coast who now arrive in Silvermine Bay and take buses to Ngong Ping. The proximity and link between Tai O and Ngong Ping is likely to more benefit that area.
2. CPL does not foresee any substantial growth for South Lantau. However, it would be a waste of resources to invest in projects such as widening the Tung Chung Road, improvement of electricity supply and sewerage networks, without any population or residential development and incentives to attract more visitors and residents.
3. Point 8 of the CPL is only focused on North Lantau with its improvement of tourism and logistics facilities there and with a major infrastructural work such as Hong Kong-Zhuhai-Macau Bridge (HZMB), and Container Terminal 10 (CT 10). On the other hand some resources that can provide tourism, such as San Shek Wan on North Lantau and the Pink Dolphin habitat are threatened.
4. The HZMB doesn't include a hydropower installation that could benefit from the tide and provide environmentally-friendly energy to Lantau Island and China
5. SLLG underlines the need for conserving high-quality landscape, ecological environment and cultural heritage sites.
6. SLLG is concerned about the combination of an LNG gas terminal (point 11) on the Soko Islands and at the same time the planning of a marine park. Although LNG is more environmentally-friendly than coal-fired terminals, LNG is still a fossil fuel. Also the increased production of energy still encourages people to use more electricity from fossil fuels. A wind turbine terminal at the Soko Islands would be more fitting with the environment and can also be more self-sufficient. Hong Kong could set an example to the Asian region. A wind turbine with 4.5 MW is able to produce electricity for 3,000 households. More examples can be read at: <http://www.tauernwind.com>
7. CPL (in point 12) states a planning vision of promoting sustainable development of Lantau by balancing development and conservation needs". Then if one continues to read, it is clear that it is not meant within parts of the region but between North and South Lantau. SLLG would like to quote CPL: The overall planning concept is to focus major economic infrastructure and urban development in North Lantau to optimize the use of transport links, while protecting other parts of Lantau. It is clear that other parts of Lantau, esp. South Lantau will not receive any major development. The projected balance is a North-South axis. The near future will see a well-developed and rich North and underdeveloped and poor South. Furthermore, the CPL is motivating the development by the optimization of existing transport links, but also includes the optimization of planned transport links, even though they are not constructed and even still need approval by Legco.
8. SLLG could imagine a more thorough motivation of sustainable development would be by linking major infrastructural projects such as HZMB, CT 10, Logistics Park and Cross-Border Transport Hub. Then the necessity for more residential development to provide to workforce (drawn almost exclusively from Lantau residents) for these projects with as a result more highways leading to Lantau Island. Then both North & South Lantau residents may benefit. After the completion of these projects more recreation and leisure facilities are needed which will



also attract more tourists and visitors to Lantau Island, thus developing the Lantau economy as a whole.

9. SLLG is against the construction of a North East Lantau tourism hub because it shifts too much of the tourism for Lantau to that area together with Disneyland. The area therefore cannot be an anchor for future tourism development in Lantau (point 13b). Moreover, South-Lantau cannot benefit directly from it, because there are no direct links to that area. This North-South Lantau link was suggested in 2000 and supported by local residents but shelved by the government.

10. SLLG thinks that CPL focuses too much on what is not present, rather than focusing on the local Lantau resources and how they can be applied in the most efficient manner.

11. SLLG is of opinion that too broadly is thought by stating (point 13f) that Tung Chung is to have adequate community and regional facilities serving the whole of Lantau.

12. SLLG is doubting the mention of CPL of the construction of a hospital for Lantau (point 13f). SLLG would like to refer to the Legco meeting of June 2nd, 2004 where in the second question of the agenda, the Secretary for Health, Welfare & Food, stating that no 24-hr emergency facility will be built on the basis of 1.2 emergency per day; that a general out-patient clinic is being considered, but that spread over the island there are already these facilities present; that hospital facilities in other hospitals are underused and that only a population of 200,000 would improve the chances of a fully-equipped hospital; that hospitals are to serve the local residents and that they do not cater the expected numbers of visitors to an area. Even the long traveling time from Tung Chung to Princess Margaret Hospital of 33 mins and for other Lantau residents possibly longer in case of emergency was no consideration either. In the november session of the Legco the new Secretary for Health Welfare and Food promised a hospital for Lantau but with a remarkable condition that *special considerations are given to the North Lantau Hospital project, the Government itself still has to determine the priority of this project very carefully vis-a-vis other public works projects.*

Besides there is always the Government Flying Services in emergencies, provided they are available at that moment of emergency.

13. The CPL mentions in point 13g Mui Wo, South Lantau and Discovery Bay and a limited growth in order to preserve its character and to avoid overtaxing the infrastructure. However, there is a distinctive difference between developments in Discovery Bay and South Lantau & SB. In Discovery Bay, the land is owned by one private developer, and is continuously being developed. Recently HKR has proposed a HK\$ 2 billion plan to construct a hotel and luxury houses in Discovery Bay. On the other hand there are no residential development projects suggested, planned or in progress in South Lantau & SB. So while DB is growing, South Lantau & SB's population is declining. Moreover, DB and SB are two separate areas, isolated from each other by mountainous landscape and a low-frequency ferry link. It is clear that while the transport links between DB and North Lantau have improved, the North-South Lantau transport link is still difficult. The public transport between North and South Lantau has a low frequency so still has plenty of capacity and is definitely not overtaxing the infrastructure.

14. SLLG underlines it necessary to conserve the cultural heritage of Lantau (point 13i) but not at the expense of the local population because extensions of the Lantau Country Parks will narrow down the possible development areas for local residents and for the development of environmentally-friendly holiday resorts and ecotourism initiatives, by putting too many restrictions, while Discovery Bay and Tung Chung will not be affected by the extension because their developments have been zoned in and calculated.

14. The publication of the Lantau population distribution figures have puzzled SLLG. SLLG has consulted different department publications and has seen different estimates or results of the existing figures.

The Planning Department in CPL mentions the mid-2004 population for Lantau being at: 87,500



to be growing to 267,100 basing it on the 2003-based Working Group on Population Distribution (WGPD), while the WGPD itself is calculating for the Island District (so Lantau, Peng Chau & Cheung Chau, Lamma Island) to grow from 111,000 (2003) to 157,000 (in 2013). The Hospital Authority adds his calculations by seeing the Lantau population in 2004 at 84,500 grow to 102,200.

The breakdown of the figures for the rest of Lantau (excluding Tung Chung & Discovery Bay) are particularly interesting.

The CPL counts 10,700 for mid-2004 to 21,900 people. The attentive reader can see that not growth but general decline is calculated for the rest of Lantau. While Tung Chung is 82,4% of the Lantau population, the rest of the population is making a lesser part of the Lantau population. If natural growth is projected for these areas, then there is actually decline for all areas, except Tung Chung.

Then the Census 2001 counted approximately 50,949 people for Lantau. However for the purpose of the 1999 District Council Elections the Lantau constituency (excluding Tung Chung or DB) counted 14,856 people. During the 2003 District Elections the Lantau Constituency had grown slightly to 16,413. Then the Hospital Authority made its own breakdown by giving Rural Lantau 30,300 residents to grow to 31,900 in 2008.

15. SLLG would like to draw the attention to the fact that if the Mui Wo & South Lantau area stood at 7,500 mid-2004 (even though the Census 2001 indicated 12,520 at that time) and is to grow to 14,000, then that would be almost a doubling of the population.

CPL has not provided in any residential development project ideas for South Lantau & SB. On the other hand, should the CPL figures for 2004 be incorrect and those of the Census 2001 correct, then the projected growth for South Lantau would be less than a 1,500 residents.

16. SLLG is highly concerned about the highway packages planned/suggested for North-Lantau (point 16) to optimize its use while not the accessibility of South-Lantau is taken into account.

17. SLLG is concerned about the following data related to the increasing traffic on North Lantau.

* The workgroup studying the Hong Kong-Zhuhai-Macau Bridge (HZMB) have calculated the amount of 20,000 vehicles per day passing the bridge

* The possible location of Container Terminal 10 on North Lantau has been calculated to increase traffic on the North-Lantau Highway by 5.8% during rush hour. This figure is highly doubtful, because the number of heavy vehicles between 5.5 and 24 tonnes increased with approximately 19% in 2004 as compared to 2003. The same happened with heavy vehicles of more than 24 tonnes with about 12.5%. That would mean that an increase of heavy vehicles of more than 15% on average.

* The traffic statistics for the North Lantau Highway indicate a general rise of vehicles using it every day from 40,000 (2003) to 47,000 (estimate by IC by lack of December 2004 figures). For example in November 2003 it was registered that 45,400 vehicles passed per day. In November 2004 that was already 51,000.

* It is not indicated by the Lantau Concept Plan how the construction of the Logistic Park, Cross-Boundary Transport Hub, the Tuen Mun East/West Highway Packages, the extensions of the logistics facilities of the Airport Authority, the AsiaWorld Expo are going to affect this amount. There definitely need to be studies undertaken by the government

* Increase of visitors of theme parks, and more tourists for other Lantau attractions has been calculated in the many millions so these figures have to be yet translated into buses, and other public transportation.

* The projected increase of population is to triple it. Since Lantau Island does not provide many job opportunities, it can be safely said, that almost all of the additional population will need to travel off Lantau Island into the city for work. This will pose an additional stress on the public



transportation network with full buses, ferries, MTR trains and North Lantau highway.

* Last but not least the question remains if all that increase of traffic is not causing the Airport to be more inaccessible by road and rail and what the economic effects on it will be.

18. SLLG is in favour of the current permit system (point 17) for the Tung Chung Road, and does not see the necessity for a review of it.

Even though the road capacity is going to be an estimated 770 vehicles per hour in 2006/2007, the vehicles that would use it need to be parked somewhere and there is not enough public parking space available for visitors by car or hired bus.

19. SLLG thinks that the suggested development themes and proposals only should be separated into infrastructure, tourism and nature & heritage conservation. Theme attractions, recreation potential of country parks are also for economic development and are not different from tourism. This way, priorities can be seen from these focus points.

20. SLLG has already commented on A1+A2 Cross Boundary Transport Hub and Lantau Logistics Park. It only would suggest to construct these projects closer to Chek Lap Kok, because the container trucks going to the Logistics Park might obstruct and cause too much nuisance to the North-Lantau Highway and in case of blocking the highway cause a major problem for all Lantau residents, not to mention access to the Airport itself. Also all logistics facilities would be in one place and also closer to the planned CT10. The consultation paper about CT10 is already concerned about too much distribution of facilities too far away from each other.

21. SLLG finds the idea of a Motor Racing Circuit interesting, but it would be more attractive to make it into a F1 circuit. It would be possible to attract a broader international public apart from mainland China. Until recently the number of non-Asian tourists was declining. These non-Asian tourists, Europeans and Americans could be lodged in Lantau hotels and meet a different sight of Hong Kong, therefore attracting them back for future holidays.

22. Leisure and Entertainment Node at Sunny Bay is according to SLLG too far away from Tung Chung. Synergy with Disneyland is not likely because it has its own ways of keeping visitors inside its theme park. This project divert attention of potential tourists away from the rest of Lantau. It would be more beneficial to suggest this project closer to Tung Chung and combine projects A3 and A4, so as to benefit the projected 220,000 residents of Tung Chung.

23. Suggestion A5 of a golf resort is interesting but SLLG will await further studies.

24. Suggestion A6 of resort facilities would in principle be applaudable, but if successful will run into problems of enlargement of the resorts because of local development limitations. There is a kind of resort at Tai Long Wan but there is limited access by a low frequency ferry. The character of Lower Cheung Sha Beach will be damaged by private resort facilities and go against the freedom of use of the beach by many local residents.

25. SLLG is in favour of enlarging hotel facilities as suggested in A7, provided more recreational developments are suggested all over Lantau Island.

26. SLLG sees no objections in suggestion B1 of a Lantau museum and Eco-Tour Centre, except for the fact that the centre of gravity is drawn towards the North of Lantau and not the South.

27. SLLG finds a face-life of Mui Wo an excellent idea but the ideas moving a bus terminus and a recently renovated cooked food market and public toilets by 50 metres landinward in order to make the boulevard along Silvermine Bay a straighter line, are wasting financial resources and don't change the real problems of Mui Wo. SLLG has developed ideas and suggestions to improve B2.

28. SLLG has additional suggestions to the ideas in the second part of B2. A cycle track network along the villages may prove more difficult and costly than it actually seems, because it would need widening the existing tracks or improving roads and additional purchasing lots of private land from local residents.



29. SLLG thinks that a lot of the comments on the CPL for South Lantau also apply in many respects to Tai O.

30. SLLG finds suggestion B4 of cycle and mountain biking trails useful but wasting financial resources if current attractions are not better presented and/or additional attractions are offered. Also most of the local economy will not benefit from those few cyclists. Also the steepness and winding of the roads leaves little to believe a cycle track can actually be made along the South Lantau Road. As for the facilities for cyclists from Mui Wo ferry pier to its old town, one can say that there is a two-way existing road in use by mainly cyclists. Vehicular traffic is scarce because of the limits of licensing system on both South Lantau AND Tung Chung roads.

31. SLLG is partly opposing watersport centres as per suggestion B5. Partly because there already is a small watersports centre at Cheung Sha and also because Pui O beach seems too small to provide enough to the watersports tourists.

Also SLLG would be concerned about the safety of watersporters such as surfers who go further away from the beach to catch more wind and getting into the same line as the Macau and China Ferries take when passing Lantau Island.

Boardwalks would go against the idea of keeping everything as natural as possible. Additionally those boardwalks are made of wood and will cause a maintenance headache. SLLG has alternative suggestions and ideas.

32. SLLG supports the suggestions C1-C3 but would like to point out that there are already plenty of trails, camping, BBQ and picknick sites which are underused and most of the week empty. Even if they are to be used, it is mainly by local residents. SLLG has additional suggestions.

33. SLLG supports D1-3 partly, so far as it would not impede a reasonable development of South Lantau & SB which it seems to do at this moment. Also, SLLG is amazed how HZMB, CT10 on North-Lantau and LNG terminal on Soko Islands cannot affect the habitat of the Pink Dolphins and a proposed South-West marine park. Also, how preservation of natural coastlines at Pui O, Cheung Sha, Tong Fuk, Shui Hau can be combined with watersports centres and holiday resorts, and for Discovery Bay a further development of that area, since all are being Coastal Protection Area.



Part3:
Suggestions for the Development of
South Lantau & Silvermine Bay



Suggestions for the development of South Lantau & Silvermine Bay

Traffic

- a. Roads: a North-Lantau Highway connection to Mui Wo/South Lantau would benefit the area tremendously. The existing road permit system preferably needs to continue to be in place, because otherwise the additional traffic might cause problems such as limited parking space and air pollution. Also improvement of the emergency roads to villages such as Pak Ngan Heung and such so that normal traffic is allowed to use it.
- b. Improve overall road network across Lantau (see submission of the 4 rural committees under CB(1) 96/04-05(01))
- c. Public transportation: Improvement of frequency
- d. Sea: Floating or permanent pier for yachts from DB marina harbour and visiting junks. Location next to school
- e. Sea: Improvement of Ferry services to Discovery Bay
- f. Sea: Ferry link between Mui Wo and Disney

Local Business

- a. Change location of parking space in front of NLB terminus to behind the school and next to there existing parking space. The freed space can be used for Chinese-style garden with al-fresco and outdoor dining and seating.
- b. A possible incentive to visitors to stay in Mui Wo would be the move of the bus terminus. The buses would still pass the ferry pier but are coming from a different starting location. This will free space for a beautiful area to enjoy harbour view and a place to celebrate local fesitivities.
- c. Fast-track outdoor seating licences to local business to attract more guests and business.

Recreation

- a. Change the name of Mui Wo into Silvermine Bay to improve feng shui in the area
- b. Construction of a watersports pier for yachts and junks and small pleasure boats.
- c. Small watersport centre present at Lower Cheung Sha and no improvement or upgrading needed.
- d. Installation of a Lantau Tourism Board run by local residents and in charge of Public relations of local activities.
- e. Opening the Silvermine Cave and construct a duplicate version of a cave to the resemblance of exhibiting a gold mine in Melbourne, Australia
- f. To continue and stabilize the organization of an annual Carnival with local performances of all nationalities, sedan chair race, 2-km run around Butterfly Hill and a local food fair. First one to be organized on March 6th.
- g. Organisation of a Kite Festival
- h. Organisation of a Sand Castle Festival
- i. Construction of a Cycle & Jogging track to Discovery Bay
- j. Construction of Cycle & Jogging tracks around the Mui Wo area
- k. Improve the front of the Mui Wo Ferry Pier into a Chinese-style pagoda like and enhance market-like facilities and shopping at the ferry pier
- l. Improvement of outdoor seating in the who Mui Wo area
- m. Organising a most beautiful village competition in order to achieve a clean-up and beautification of villages by the residents themselves.
- n. A museum that would complement the character of South Lantau and has international



attractions, f.e. a Kung Fu Museum or a Cantonese Opera Museum
 o. Plans for holistic approach made by local Lantau residents Mr. Neil McLaughlin, Ms. Jenny Quinton and Mr. Paul Melsom

p. Plans for community-based tourism proposed by Living Islands Movement.

q. Get the World Carnival to come to South Lantau. Disneyland should not be the only attraction and because the government has financially backed Disneyland it should not exclude other major attractions. Normally about 2 million visitors come to the World Carnival.

Population + Facilities

- a. Renovation of the almost empty Housing Estates into apartment flats for new families.
- b. Promote the school system in Mui Wo and South Lantau
- c. Possibly install a international section at the Heung Yee Kuk Secondary School
- d. Have translations into English of the Minutes of Meeting of the Island District Council
- e. Install a permanent liaison group for Lantau residents to discuss with the relevant departments about the planning on Lantau Island

Infrastructure

- a. Installation of a network of weather stations at schools around Lantau so as to facilitate the visitors knowledge about the island.
- b. Installation of a fully-fledged sewage system, since at this time the old-development house release their household water into wetlands and sea, causing pollution.
- c. Improvement of the mobile phone coverage in certain rural areas.
- d. Improvement of the security of electricity and telephone lines in the rural areas of Lantau.
- e. Creation of more local jobs

Most of the above suggestions are not complete and it is an ongoing process of SLLG to gather new ideas and suggestions from the local population. It will start publishing a monthly update either by emailing to the Planning Department or by publishing in the magazine for the Outlying Islands, Island Courier (<http://www.islandcourier.com>). Also more details about the ideas and suggestion will be submitted. For any more questions please contact the initiator and Chairwoman of SLLG, Ms. Esta Overmars at esta@cmi.com.hk or 61735268