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

Joint meeting on 22 November 2005

Background brief on Concept Plan for Lantau

Introduction

The Administration will brief the Panel on Planning, Lands and Works (the Panel) on the result of public consultation on Concept Plan for Lantau (the Plan). This paper summarises the views of members and the submissions received by the Panel.

The Plan

2. The Plan was drawn up by the Lantau Development Task Force (the Task Force) set up in February 2004 under the leadership of the Financial Secretary to provide a high-level policy steer on the economic and infrastructure development in Lantau. The key tasks of the Task Force are:

- (a) to provide a planning framework to ensure a balanced and co-ordinated approach for the planned developments in Lantau; and
- (b) to ensure the timely provision of necessary land and infrastructure for, and delivery of, the planned projects.

3. According to the Administration, the overall planning concept for Lantau has been set against the vision to promote sustainable development by balancing development and conservation needs. The Plan aims to propose major economic infrastructure and urban development in North and North East Lantau to optimize the planned transport links and infrastructure, while protecting the other parts of Lantau, which comprise primarily high quality landscape and ecologically sensitive natural environment, for conservation and sustainable recreational and visitor uses.

Development themes

4. The Task Force has initially identified four key development themes for community discussion. They are as follows:

(a) Economic Infrastructure and Tourism

To enhance Hong Kong's economic competitiveness, economic infrastructure and major tourism proposals have been identified. They include the Lantau Logistics Park, a cross boundary transport hub, the Sunny Bay Tourism Node, a possible theme park or major recreational uses at Tung Chung East, a golf course cum resort at North East Lantau, and resort facilities at South Lantau.

(b) Theme Attractions based on Heritage, Local Character and Natural Landscape

These proposals are intended to harness the recreation potential and local attraction of rural Lantau while helping to improve the local economy. They include the setting up of a museum of Lantau and an eco-tour centre, giving Mui Wo a facelift, preserving the Tai O fishing village, and providing a cycle track network, water sports centres and boardwalks at South Lantau.

(c) Maximizing the Recreation Potential of Country Parks

Additional facilities to promote sustainable educational and recreational activities, including a comprehensive network of eco-trails and heritage trails and sites for modern camping, are considered suitable in selected areas in or around the country parks.

(d) Meeting Conservation Needs

To achieve balanced planning where development proposals are integrated with conservation needs, the implementation of the proposed Lantau North (Extension) Country Park and Marine Park in South West Lantau, as well as other nature conservation proposals are recommended in the Plan.

Members' concerns and views

5. The Administration briefed the Panel on the Plan before launching a formal public consultation in end 2004. At the meeting, members made the following views and suggestions:

General

- (a) The Administration should set down clearly the priorities of as well as the resources to be allocated to the four key development themes under the Plan. Proposals involving the revitalization of Lantau should be given priority;
- (b) An independent panel comprising representatives from local organizations and green groups should be set up to monitor the development of the Plan;

Development needs

- (c) The Plan should be implemented early to help revive the local economy and help Hong Kong fully capitalize on the economic benefits brought about by various planned economic infrastructure and tourism projects;
- (d) Adequate road infrastructure should be provided to support all the proposed developments, in particular the anticipated traffic demand arising from the proposed Hong Kong-Zhuhai-Macao Bridge (HZMB);
- (e) The possibility of developing Las Vegas-style entertainment facilities in Tung Chung East for overseas visitors should be considered;
- (f) The multi-purpose stadium proposed to be built in South East Kowloon Development could be constructed in Tai Ho Wan;

Conservation needs

- (g) The proposal to reserve the Tai Ho Wan area for non-residential development was welcome;
- (h) Conservation of the coastal area in Southern Lantau was supported. Various local attractions such as the Fishing Village and stilted structures in Tai O should be preserved and developed for educational and recreational purposes;
- (i) The Administration should engage an independent third party to conduct the relevant environmental impact assessments;
- (j) The extent of reclamation should be kept to a minimum. No recreational spaces should be provided on reclaimed land; and

- (k) The Administration should consider the interests of the fishing community when planning for the Marine Park in Southwest Lantau.

6. The Panel has received a number of submissions from green groups and the Islands District Council on the Plan. A summary of their views is in **Appendix I**.

Latest position of related infrastructure projects

7. The Administration has provided information on the latest position of certain infrastructure projects relevant to the Lantau Concept Plan in briefing the relevant Panels on the 2005-06 Policy Address. The details are set out in **Appendix II**.

8. A list of relevant papers with their hyperlinks at the LegCo Website is in **Appendix III**.

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

**Concept Plan for Lantau
Summary of concerns/views raised by various organizations/individuals in their submissions received
between October 2004 to October 2005**

(Submissions received from November 2005 onwards are not covered)

Subject	Individual/ Organization	Concerns/Views
General		
Overall concept and approach	<i>Four rural committees of Lantau</i>	<ul style="list-style-type: none"> • Supports the Plan
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • Objects to the Plan because: <ul style="list-style-type: none"> - it amounts to a massive development proposal for Lantau implicit wherein is a change in Government policy and planning intention for Lantau from conservation and compatible recreation and eco-tourism to property-led conventional development; - it is totally unsuitable to the needs of Hong Kong when considered in the local and regional context; - the approach is piecemeal; - it is contrary to the Planning Department's Planning Standards and Guidelines on Recreation and Open Space; and - it will mostly benefit port and property business interests at the expense of the ordinary people of Hong Kong, who will lose more of their convenient and cheap week-end holiday destinations.

Subject	Individual/ Organization	Concerns/Views
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • Lantau should be protected to provide Hong Kong people with a place to escape the stresses of city life and promote Hong Kong's tourism. • To ensure sustainable development, the Plan should include broader issues, spanning Hong Kong as well as neighbouring areas.
	<i>Hong Kong Outdoors</i> <i>Green Lantau Association</i>	<ul style="list-style-type: none"> • The Plan is neither a concept nor a plan because planning seems to be well advanced for several of the projects and that no overarching environmental assessment will be conducted.
	<i>Clear The Air</i>	<ul style="list-style-type: none"> • The Plan will have a potentially high impact not only on the quality of life of the local islanders but also on most Hong Kong residents because of the disappearance of Lantau as a healthy recreational area and because the air quality in North Lantau would worsen.
	<i>Clear The Air</i> <i>Green Lantau Association</i>	<ul style="list-style-type: none"> • The Plan remains about short-term and piecemeal economic development, little of which will benefit the island community.

Subject	Individual/ Organization	Concerns/Views
	<p><i>Kadoorie Farm & Botanic Garden Corporation (KFBG)</i></p>	<ul style="list-style-type: none"> • Rejects the Plan and calls for an immediate review under the auspices of both the Planning Department and the Council for Sustainable Development in light of the outstanding policy and mitigation commitments of the Administration. • The Plan is fundamentally flawed in failing to address the key conservation concerns on Lantau. Allocation of new resources for economic and conservation purposes is also seriously imbalanced. • The Plan represents an attempt to fundamentally change the long-term planning intention for Lantau by developing large-scale development scenarios and political expectations without subjecting them to the rigorous testing of the professional planning process or fair and open public consultation. • The intentions for Northwest Lantau are conflicting.
	<p><i>Ark~eden</i></p>	<ul style="list-style-type: none"> • Conservation should be the primary focus for Lantau, which should be valued as a timeless Chinese national treasure, yet the Plan provides no tangible proposal or strategy for conservation. • It is proposed that <i>ark~eden</i>, a many faceted destination tourist attraction showcasing “The Natural World of Hong Kong”, be established on Lantau to revitalize Lantau as one of Hong Kong’s last remaining wild places. Details of this proposal are in <i>Ark~eden</i>’s submission.

Subject	Individual/ Organization	Concerns/Views
	<i>Environmental Group, Tung Chung Crescent Owners' Committee (TCCOC)</i>	<ul style="list-style-type: none"> • Lantau can be developed into an entirely leisure and entertainment island without the Hong Kong-Zhuhai-Macau Bridge (HZMB) and the Logistics Park. Examples of likely leisure and entertainment facilities are: <ul style="list-style-type: none"> - Sub-tropical botanical gardens; - Chinese herb gardens; - Aero-museum; - Skyscraping Wheel park; - Lantau shoreline boat tour; and - Lantau helicopter tour.
Public consultation and participation	<i>Hong Kong Islands District Association</i>	<ul style="list-style-type: none"> • Hopes the Task Force can conduct real consultation and carry out careful planning to achieve a balance between conservation and the economic development of Lantau.
	<i>Mr Ruy BARRETTO S.C. Hong Kong Outdoors KFBG Green Lantau Association Tai O Residents' Concern Group</i>	<ul style="list-style-type: none"> • Consultation on the Plan is misleading and defective because the Plan fails to provide the full facts. Examples of such omission include: <ul style="list-style-type: none"> - the proposed Container Terminal 10 (CT10), which will involve extensive reclamation of about 245 hectares; - Government plans for the other islands; - the proposed liquefied natural gas terminal; and - references to official studies made into the various development proposals and the status of these proposals.
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • Public participation is notably absent in the process of drafting the Plan.

Subject	Individual/ Organization	Concerns/Views
	<i>Green Peng Chau</i>	<ul style="list-style-type: none"> • Concerned about the lack of local input into the decision making process of the relevant developments. • Discussions with local groups should be more transparent and more inclusive of representatives of all affected residents.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • Public consultation on the Plan is inadequate and appears cosmetic.
	<i>Clear The Air Green Lantau Association Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • The proposals in the Plan appear set in stone and leave little for negotiation and constructive discussion.
	<i>KFBG</i>	<ul style="list-style-type: none"> • Objects in the strongest terms to the methodology of the Plan because of various inconsistencies in the consultation process. The consultation process should be improved as elaborated in paragraph 5 of its submission.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • Fails to effectively seek opinions and the whole Plan is being pushed through in unnecessary haste. • The inadequate consultation exercise should be followed by a second exercise to redress the situation. An example of a possible consultation format is given in Appendix 2 to its submission. • Facilitated stakeholder meetings should be held to develop an informed community consensus on the future of Lantau.

Subject	Individual/ Organization	Concerns/Views
<p>Economic infrastructure and tourism: the Lantau Logistics Park, a cross boundary transport hub, the Sunny Bay Tourism Node, a possible theme park or major recreational uses at Tung Chung East, a golf course cum resort at North East Lantau, and resort facilities at South Lantau</p>		
<p><i>Proposed roads and bridges</i></p>	<p><i>Four rural committees of Lantau</i></p>	<ul style="list-style-type: none"> • The existing road network in Lantau should be improved to facilitate tourism development. In particular, a coastal road up to the current design standards should be constructed along North Lantau and Northwest Lantau to link up Tung Chung and Tai O (Alignment detailed in the Appendix to its submission). • Tai O Road, Keung Shan Road and South Lantau Road should be widened and improved, and extended to Mui Wo. • A road connecting Mui Wo to Discovery Bay and the Hong Kong Disneyland should be constructed to effect a complete road network for Lantau. • To promote economic development, the current road access restrictions on Lantau, in particular on Tung Chung Road, should be completely relaxed after widening of the latter.
	<p><i>Four rural committees of Lantau Hong Kong Islands District Association Islands District Council</i></p>	<ul style="list-style-type: none"> • Connecting roads to Tai O and Tung Chung should be constructed at the landing location of the proposed HZMB.
	<p><i>Hong Kong Islands District Association</i></p>	<ul style="list-style-type: none"> • Supports the cross-boundary transport hub and the construction of a road to link up Lantau with Tuen Mun. • A dual-lane road should be constructed to link up Mui Wo and Disneyland.

Subject	Individual/ Organization	Concerns/Views
	<p><i>A member of the public</i> <i>KFGB</i> <i>TCCOC</i></p>	<ul style="list-style-type: none"> ● Opposed to the proposed alignment of HZMB because of concerns such as those about: <ul style="list-style-type: none"> - noise pollution; - air pollution; - pollution of the sea; - visual impact; - impacts on the safety of air traffic; and - if HZMB is to land in San Shek Wan, the highway will cut across land currently designated as Country Park Extension.
	<p><i>A member of the public</i></p>	<ul style="list-style-type: none"> ● The Tung Chung – Tai Ho section of HZMB should be abolished, or other options of constructing HZMB should be considered, such as by widening the existing North Lantau Highway and adding noise barriers and green belts along it, or constructing the above section in tunnels.
	<p><i>Mr Ruy BARRETTO S.C.</i></p>	<ul style="list-style-type: none"> ● There should not be an option of a southern route for the North Lantau Highway Connector cutting through woodland and scenic countryside. The road should run along and from the Airport Island without harming Lantau Island. ● The proposed route of the container traffic or Macau Bridge Road should not cut through about 4 kilometres of extensive wooded areas and areas of high amenity, cultural and ecological value.
	<p><i>Hong Kong Outdoors</i></p>	<ul style="list-style-type: none"> ● The Plan should not take HZMB as given, accepting that this will be road only and will land on Lantau. ● There is no reason why the cross boundary transport hub has to be in Siu Ho Wan. ● The road bridge from Zhuhai will lead to increased air pollution.

Subject	Individual/ Organization	Concerns/Views
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • The cross boundary transport hub will result in unnecessary extra and polluting infrastructure. • The public have had no chance to comment on the landing site, the alignment and the design of HZMB, whose impact on the environment will be considerable in its present form. • Opposed to destruction of the Country Park to construct the long and difficult road access from Tai Long Wan to the nearest road head. • Supports the intention to maintain the current road permit system. The improvement works on the Tung Chung Road will undoubtedly lead to an exponential increase in private vehicle ownership in South Lantau and will result in a massive requirement for parking areas likely to be met by informal filling and conversion of agricultural land which would degrade the environment. Road access restrictions should therefore not be further relaxed.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • The closed road restrictions in Tung Chung Road should be relaxed after its widening.
	<i>Tai O Rural Committee</i>	<ul style="list-style-type: none"> • HZMB should land near Tai O and branch out to Tai O linking up the airport, Sha Lo Wan Village, Sham Shek Village, San Tau Village and Tung Chung. Alternatively, a road along the coast should be built to link up the villages between Tung Chung and Tai O (Alignment detailed in its submission)
<i>Port and logistics infrastructure</i>	<i>Hong Kong Islands District Association</i>	<ul style="list-style-type: none"> • Supports the proposed Logistics Park.

Subject	Individual/ Organization	Concerns/Views
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • Huge port and logistics infrastructure are wrong in principle, not needed and not sustainable.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • It is questionable whether the Logistics Park really makes economic sense.
	<i>Clear The Air</i>	<ul style="list-style-type: none"> • Opposed to the construction of the Northwest Lantau Port on over-riding environmental grounds, and in the absence of substantiated information justifying large-scale public fund spending on infrastructure.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • The need, location and scale of the Logistics Park are not open to public comment. Tai Ho which adjoins the proposed site is of almost unique ecological value. The proposed Country Park extension also borders the area. The location of the Logistics Park in the proposed site is therefore potentially damaging.
	<i>TCCOC Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • Reclamation near Siu Ho Wan to provide the Logistics Park will give rise to water, air and noise pollution and cause lighting nuisance.
<i>Other proposals</i>	<i>Four rural committees of Lantau</i>	<ul style="list-style-type: none"> • The land use restriction in South Lantau should be relaxed to develop the scenic coastal area for resort tourism.
	<i>Hong Kong Islands District Association</i>	<ul style="list-style-type: none"> • Supports the proposed golf course.

Subject	Individual/ Organization	Concerns/Views
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • Developing South Lantau into a series of private resorts will simply cater to the rich. It is essential that scarce recreation amenities be preserved generally for the masses.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • The building of the Sunny Bay Tourism Node is questionable. • Until Disneyland proves a long-term success, building a second theme park in Tung Chung is premature. • The secluded location overlooking the Lantau Link and Kap Shui Mun Channel should not be devastated to create a golf course. • It is questionable whether resort facilities should be constructed along Lantau's south coast because of their impact on the natural environment and because the local climate makes Lantau's beaches better suited to day-trippers.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • No in-principle objection to the Sunny Bay Tourism Node provided the bay and Luk Keng headland are conserved. • Constructing resorts at Lower Cheung Sha and Chi Ma Wan would lead to the loss of a large area of natural woodland and would not have prospect of commercial success. Sewerage disposal will be an issue for both locations too.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • Parking spaces should be provided near scenic spots to facilitate tourism.

Subject	Individual/ Organization	Concerns/Views
Theme attractions based on heritage, local character and natural landscape: the setting up of a museum of Lantau and an eco-tour centre, facelift of Mui Wo, preservation of the Tai O fishing village, provision of a cycle track and mountain bike network, water sports centres and boardwalks at South Lantau		
<i>Preservation of the Tai O fishing village</i>	<i>Hong Kong Islands District Association Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • Supports the preservation of Tai O.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • Fully agrees that the cultural heritage and natural attributes of Tai O be preserved but concerned about the proposed improvements to enhance its visitor appeal and infrastructural facilities.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • Tai O should be developed into a tourism spot.
	<i>Tai O Residents' Rights Concern Group</i>	<ul style="list-style-type: none"> • Strongly objects to the construction of CT10 in Tai O because reclamation there would lead to water pollution and damage the ecology and natural landscape of the area, and impacts on the development of tourism and the film industry.
<i>The provision of a cycle track and mountain bike network</i>	<i>Hong Kong Islands District Association</i>	<ul style="list-style-type: none"> • Supports the provision of a cycle track.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • Supports the building of the cycle track but should avoid significant environmental destruction to create it.

Subject	Individual/ Organization	Concerns/Views
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • Supports the principle of a cycle track within Mui Wo and expects that wide participation from residents will be sought before finalizing any plan. • Considers it impossible to construct the cycle track from Pui O to Shui Hau without substantially destroying what makes the coastline so attractive. Moreover, the connectivity between the sea and the mountains will be further breached. • Concerned about the difficulties in constructing the cycle track from Ferry Pier to Mui Wo old town without cost to the existing attractive vistas. • The proposed mountain bike trail is acceptable.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • The restrictions on the use of land along the proposed cycle track in southern Lantau should be relaxed for the establishment of catering outlets there.
	<i>KFBG</i>	<ul style="list-style-type: none"> • The proposed cycling/mountain bike trails do nothing to conserve or protect the habitats and cultural resources.
<i>Other proposals</i>	<i>Hong Kong Islands District Association</i>	<ul style="list-style-type: none"> • Supports the setting up of a museum of Lantau and an eco-tour centre, facelift of Mui Wo, provision of water sports centres and boardwalks at South Lantau. Attention should however be given to ensure development of the local economy while encouraging private participation.
	<i>Hong Kong Outdoors Green Lantau Association</i>	<ul style="list-style-type: none"> • The museum of Lantau, the eco-tour centre and facelift of Mui Wo may be good ideas.

Subject	Individual/ Organization	Concerns/Views
	<i>KFBG</i>	<ul style="list-style-type: none"> The proposed building of a museum and eco tour centre does nothing to conserve or protect the habitats and cultural resources. The Administration's current study on developing "green tourism" reflects that it is unwilling to adopt internationally recognized definitions of ecotourism.
	<i>Green Association</i> <i>Lantau</i>	<ul style="list-style-type: none"> The eco-tour centre should be on South Lantau at perhaps the site of the former Cheung Sha Hospital. The construction of a beachside boardwalk will use tropical hardwood, and require massive concrete sea protection measures. It is therefore suggested that the beaches be left as natural as possible. The viability of the proposed water sports centres is very much in doubt. Motorized water sports centres require exclusive water and are opposed to on noise and pollution grounds. Supports the facelift of Mui Wo and expects that wide participation from residents will be sought before finalizing any plan.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> The bus terminus at Mui Wo Pier should be relocated to the town centre to facilitate the development of tourism in the area.
Maximizing the recreation potential of country parks: a comprehensive network of eco-trails and heritage trails and sites for modern camping		
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> The proposed coastal eco trail or heritage trail from Tung Chung to Tai O should be a walk through beautiful coastal area and countryside, as it exists now.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> Heritage trail may be a good idea.

Subject	Individual/ Organization	Concerns/Views
	<i>KFBG</i>	<ul style="list-style-type: none"> • Questions whether the proposed CT10 and HZMB would impact on the identification of the coastal path between Tung Chung and Tai O as a potential eco/heritage trail. • The proposed eco/heritage trails do nothing to conserve or protect the habitats and cultural resources. • It is beneficial to seek ways to improve the amenity value of the country parks.
	<i>Green Association Lantau</i>	<ul style="list-style-type: none"> • Supports the eco trails and heritage trails in principle but the trails should remain as natural as possible. Expects that wide participation from residents will be sought before finalizing any plan. • Does not oppose to the idea of providing high quality camping sites but questions the need for additional camping facilities and thinks the proposed Kwun Yam Shan site would compromise an outstanding natural vista.
Meeting conservation needs		
<i>Achievement of balanced planning where development proposals are integrated with conservation needs</i>	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • The main projects in the Plan, coupled with the proposed container terminal, will ruin and transform the north coast of Lantau and cause irreversible environmental damage. • The Plan will cause major destruction to expanses of land and sea, yet without creation of habitats in mitigation. • The Plan seems to equate “sustainable development” with “development”. The tough issues surrounding what “sustainable” actually means are simply omitted or glossed over.

Subject	Individual/ Organization	Concerns/Views
	<i>Clear The Air</i>	<ul style="list-style-type: none"> • The overall planning is more about favouring infrastructure than a balanced development with a genuine preservation strategy as evidenced by the planned population growth for Tung Chung to be multiplied by 3.5 times. • Lantau should not be turned into the same of what already exists elsewhere in China. Any plan to introduce balanced amenities into Lantau should come second after gazetted a valid conservation plan for the long term and for the whole island.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • A detailed conservation strategy plan for Lantau should be issued and accompanied by commitments. Instead of the current development-led approach, development proposals can be “hung” to determine whether they can be achieved whilst still retaining the agreed conservation objectives.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • More coastal protection areas in southern Lantau should be opened up for development. • Attention should be paid to the impact of the proposed development of Lantau on the environment.
	<i>KFBG</i>	<ul style="list-style-type: none"> • The intention of the Plan is to promote development at the expense of conservation. It has failed to meet its original planning vision of promoting sustainable development of Lantau by balancing development and conservation needs.

Subject	Individual/ Organization	Concerns/Views
<p><i>Implementation of the proposed Lantau North (Extension) Country Park and Marine Park in South West Lantau</i></p>	<p><i>Hong Kong Islands District Association</i></p>	<ul style="list-style-type: none"> • Has reservation about extending the Country Park and Marine Park in South West Lantau for the following reasons: <ul style="list-style-type: none"> - The existing Country Park already takes up 70% of the land in Lantau; - Land should instead be used for construction of the Logistics Park to obviate reclamation which is detrimental to the environment, or for provision of sports facilities for the South East Asian Games to be held in Hong Kong in 2009; and - The removal of hills on Lantau can improve air circulation to support sustainable development there.
	<p><i>Hong Kong Outdoors</i></p>	<ul style="list-style-type: none"> • The proposal to build a container terminal north of the proposed Marine Park will have a massive impact on it.
	<p><i>Green Lantau Association</i></p>	<ul style="list-style-type: none"> • Applauds the proposed Marine Park in South West Lantau but strongly recommends that the area be enlarged to form a viable water body and to include the Soko Islands.
	<p><i>Mr Ruy BARRETTO S.C.</i></p>	<ul style="list-style-type: none"> • The North West Lantau Coast should be a Coastal Protection Area and an extension of the Country Park. • On no account should the Tung Chung new town penetrate up the valleys, especially the major ecologically rich valley leading into the country park below Sunset Peak, which should be part of the Country Park Extension. • It is undesirable that the promise to keep part of the coast between Tung Chung and Sham Wat as a potential extension of Lantau North Country Park has been broken.

Subject	Individual/ Organization	Concerns/Views
	<i>KFBG Green Association</i> <i>Lantau</i>	<ul style="list-style-type: none"> • The finalization of the Country Park extensions that were promised as mitigation for the negative ecological impacts of the airport and ancillary transport infrastructure in 1998 should not be presented as a new initiative in the Plan. • Object in the strongest terms to making implementation of the designation of Country Park extensions and a Marine Park conditional on the planned developments in Lantau and resource availability.
	<i>KFBG</i>	<ul style="list-style-type: none"> • Questions whether the proposed CT10 and HZMB would impact on the identification of the coastal path between Tung Chung and Tai O as potential Country Park Extension. • The conservation potential of Lantau's country parks and sites of special interest should be maximized by devising a proactive habitat enhancement and conservation management plan for each of them and allocating sufficient funding for effective implementation, monitoring and ongoing management. • More resources should be released to designate and manage the proposed Country Park Extensions. • It is beneficial to expand the existing country park network on Lantau.

Subject	Individual/ Organization	Concerns/Views
<i>Other nature conservation proposals</i>	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • Hong Kong has a responsibility to China to conserve Lantau as part of China's threatened southern biological diversity. • The Conservation Strategy for Lantau, July 1998, which was devised by the Green Lantau Association, Friends of the Earth and others, should be applied to the Plan. • The re-zoning of agricultural land to green belt development zonings is so vague as to be meaningless unless specific zoning limits and height and density limits are set. It should instead be zoned to a more protective zoning with a strong presumption against development, or else the recreation and tourism potential of large areas of country park and the exceptional scenic quality of the surrounding area will be destroyed. The heritage value and biodiversity value will also be mostly lost and the end result is suburban sprawl. • The development status and restrictions of green belt and countryside area as well as the difference between the two should be set out. • Objects to the long stretch of green belt along South Lantau Road and other areas along South Lantau because it will inevitably lead to pressure for housing development. Effectively the public will face a barrier of private property between them on the coast and the country parks on the hills. • Tai Ho Stream and Valley, being circled by green belt, amounts to no real conservation gain.
	<i>Green Lantau Association</i>	<ul style="list-style-type: none"> • The intention to protect sites of conservation value is laudable but details are lacking. There should be early dialogue on this issue and a target timetable should be established. • There is no mention of landscape preservation and of maintaining coherent natural landscapes, natural wild places and coastal vistas.

Subject	Individual/ Organization	Concerns/Views
	<i>KFBG</i>	<ul style="list-style-type: none"> • Considers it entirely misleading to lump Discovery Bay, Tai Ho, Tai O, Ngong Ping, much of South Central Lantau between the water catchment and the coast, and the San Tau Valley under a single designation of “Green Belt/Countryside Area” when their current use and ecological, heritage, agricultural and development values vary dramatically. • The fact that the current South Lantau Coast Outline Zoning Plan is not considered to be enforceable, and that no plans currently exist to rectify this situation would pose a major threat to ensuring sustainable development in this area and should be addressed as a matter of urgency. • Sites of high ecological value on private land should be secured by non in-situ land exchange as proposed under the new Nature Conservation Policy. • Wildlife corridors to ensure ongoing connectivity between different habitat types should be designated and managed to allow for sustainable levels of genetic transfer.
	<i>Ark~eden</i>	<ul style="list-style-type: none"> • There is no reference in the Plan to the science of “existence value”, which must be fully assessed, embraced and applied in its entirety to any conservation policy for the environment of Lantau.

Subject	Individual/ Organization	Concerns/Views
Other views and concerns		
<i>Tung Chung new town and Tung Chung Bay</i>	<i>A member of the public</i>	<ul style="list-style-type: none"> • Opposed to the reclamation of land to expand Tung Chung new town for the following reasons: <ul style="list-style-type: none"> - The impact of the above proposed reclamation on the natural landscape and the pollution so arising cannot be mitigated; - In consideration of the social problems that may arise, the plot ratio of new towns should not be too high. A proper ratio between private and public housing should also be maintained for Tung Chung; - Because of its topography, the air pollution problem in Tung Chung would deteriorate if its plot ratio is too high; - The proposed extension of Tung Chung new town is too close to various pollution sources such as the airport and HZMB; and - Instead of as a new town developed for meeting Hong Kong's housing demand, Tung Chung's existing role as a tourism and leisure spot should be maintained.
	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • The new town in the Tung Chung Valley is far too large. On no account should the new town penetrate up the valleys, especially the major ecologically rich valley leading into the country park below Sunset Peak, which should be part of the Country Park Extension.

Subject	Individual/ Organization	Concerns/Views
	<i>TCCOC</i>	<ul style="list-style-type: none"> • Opposed to the development of Tung Chung into a town with a population of 220 000 by reclaiming the Tung Chung Bay for the following reasons: <ul style="list-style-type: none"> - Reclamation in Tung Chung Bay will destroy the ecosystem and habitat and affect the hydrology of the area and increase currents and erosion; - Reclamation in Tung Chung Bay will damage the precious historic heritages around the Bay such as the Tung Chung battery, the Tang Dynasty limekiln and the Hau Wong Temple; - Tung Chung Bay is a good place to watch the sunset and the moonlit scene; - To enable tourists to enjoy beautiful scenery from the cable car, Tung Chung Bay should not be reclaimed; - There would already be a large floating population in Tung Chung due to the Disneyland and the Cable Car System; and - Tung Chung Bay should be preserved as it is to provide an open space for better air circulation to prevent worsening of the air circulation problems in Tung Chung. • The Hau Wong Temple, the Tung Chung battery, Tung Chung Fort, the Tang Dynasty limekiln are historic heritages that should be renovated to become attractive tourist points. • Tung Chung and Tung Chung Bay should be developed into tourist attractions. Both of them can serve as starting points for hiking. Tung Chung Bay can also serve as a natural coastline park, be a starting point for monument tours and be an ideal place for fishing, boat paddling and camping.
	<i>Islands District Council Green Lantau Association</i>	<ul style="list-style-type: none"> • More community facilities should be provided for Tung Chung.

Subject	Individual/ Organization	Concerns/Views
<i>Other views</i>	<i>Mr Ruy BARRETTO S.C.</i>	<ul style="list-style-type: none"> • The mitigation conditions for the airport have mostly not been performed. • There has been total failure to consider the loss of agricultural land which is generally in good condition. The result is that agriculture may be abolished in Lantau.
	<i>Hong Kong Outdoors</i>	<ul style="list-style-type: none"> • The proposed racing circuit makes no apparent economic sense and is diametrically opposed to principles of sustainable development.
	<i>KFBG Green Association Lantau</i>	<ul style="list-style-type: none"> • Questions the proposal for a motor racing circuit.
	<i>Islands District Council</i>	<ul style="list-style-type: none"> • A wild life zoological and botanical garden should be constructed in southern Lantau. • The construction of excessive number of schools should be avoided.
	<i>TCCOC</i>	<ul style="list-style-type: none"> • Suggests to establish an Ecological Museum.

Submissions from various organizations

Individuals/Organizations	Paper Number
Four rural committees of Lantau	LC Paper No. CB(1)96/04-05(01)
Hong Kong Islands District Association	LC Paper No. CB(1)108/04-05(01)
A member of the public	LC Paper No. CB(1)671/04-05(01)
Mr Ruy BARRETTO S.C.	LC Paper No. CB(1)1040/04-05(01)
The Green Peng Chau Association	LC Paper No. CB(1)1340/04-05(01)
Hong Kong Outdoors	LC Paper No. CB(1)1340/04-05(02)
Clear The Air	LC Paper No. CB(1)1340/04-05(03)
Kadoorie Farm and Botanic Garden Corporation (KFBG)	LC Paper No. CB(1)1340/04-05(04)
Green Lantau Association	LC Paper No. CB(1)1340/04-05(05)
The 'ark~eden' Project	LC Paper No. CB(1)1340/04-05(06)
The Environmental Group of the Tung Chung Crescent Owners' Committee (TCCOC)	LC Paper No. CB(1)1397/04-05(01)
Islands District Council members	LC Paper No. CB(1)1453/04-05(01)
Tai O Residents' Rights Concern Group	LC Paper No. CB(1)1489/04-05(01)
Tai O Rural Committee	LC Paper No. CB(1)1886/04-05(01)

Latest position of related infrastructure projects

Lantau Logistics Park (LLP)

The Chief Executive announced in the 2003 Policy Address that a modern Logistics Park would be built on North Lantau Island as a designated facility for the provision of one-stop integrated logistics services. In February 2004, the Lantau Development Task Force chaired by the Financial Secretary directed that the project should be pursued expeditiously.

2. Under the current planning, the LLP will be built on a site of about 72 hectares (ha) to be reclaimed at Siu Ho Wan on the north shore of Lantau Island. It will be directly accessible from the North Lantau Highway, which links the Hong Kong International Airport with the Kwai Chung container port and downtown Hong Kong.

3. In December 2004, the Administration invited interested parties to express their views on the proposed planning parameters for, and activities to be undertaken, in the LLP. Following the completion of the expression of interest exercise, the Administration is now conducting a detailed feasibility study for the project for completion in the first half of 2006. The study will establish the planning and technical feasibility of the Park, and pave the way for fulfilling statutory requirements for subsequent reclamation and zoning of the site.

Hong Kong – Zhuhai – Macao Bridge (HZMB) and the North Lantau Highway Connection (NLHC)

4. HZMB is a cross-boundary expressway connecting Hong Kong with Zhuhai. Its functions are to enhance the economic and social integration between Hong Kong and the Pearl River West, in particular Macao and Zhuhai; to reinforce Hong Kong's status as a regional shipping and aviation centre; as well as to promote the development of the logistics, tourism and financial service sectors of Hong Kong.

5. The HZMB Advance Work Co-ordination Group set up by the three governments of Hong Kong, Guangdong and Macao has reached agreement on the alignment and landing points of the HZMB. The agreed alignment, known as the northern bridge-cum-tunnel alignment, will land in Northwest Lantau near the San Shek Wan headland on the east, and in Gongbei of Zhuhai and A Pérola of Macao on the west.

6. The feasibility study for the HZMB has been substantially completed. The AWCG is now deliberating the findings of the feasibility study, and is mapping out the actions that should be taken in the next stage of work. In addition, the AWCG is planning to invite expressions of interest for the HZMB so as to gauge market interest in the project, and is making preparation for the project's conceptual design.

7. On another front, upon agreement on the landing points of HZMB, the Administration has been making good progress with the investigation and preliminary design study for the section of the HZMB within Hong Kong and the North Lantau Highway Connection that will connect the bridge to the local transport network in Hong Kong. The objective of the study is to determine a preferred alignment and to carry out various impact assessments including assessments on traffic, the environment, etc. The Administration is now evaluating the short-listed alignment options for the North Lantau Highway Connection.

Container Terminal 10 (CT10)

8. The Study on Hong Kong Port – Master Plan 2020 to formulate a competitive and sustainable port development strategy and master plan for the next 20 years was completed in late 2004. The Study recommends, among others, that CT10 with 3 new container berths will be required by the first half of the next decade and 3 more in subsequent years, and has identified two possible sites for the development of CT10, namely Northwest Lantau and Southwest Tsing Yi. According to the Study, the extent of reclamation required will be about 245 ha and 74 ha respectively.

9. The Administration has not yet made any decision on the location of CT10. It will conduct an ecology study on the Northwest Lantau site to assess the environmental suitability of this location for constructing CT10. The Study is scheduled to commence at the end of 2005 and will take 15 months. In parallel, it will conduct a Study on Hong Kong Port Cargo Forecasts to work out the optimal timing for constructing CT10, taking into account the latest developments and data on the demand and supply of facilities in South China, the productivity and capacity of Kwai Tsing Container Terminals, as well as the competitiveness of Hong Kong port. The study is scheduled to commence at the end of 2005 and will take 12 months.

Concept Plan for Lantau

List of relevant papers

Council/Committee	Date of meeting	Paper
Council meeting	14 July 1999	Council question on “Revised North East Lantau Development Plan” raised by Ir Dr Raymond HO (http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/99714fe1.pdf)
Planning, Lands and Works Panel	26 October 2004	Information paper on “Concept Plan for Lantau” provided by the Administration LC Paper No. CB(1)89/04-05(04) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw1026cb1-89-4e.pdf) Presentation notes on Lantau Concept Plan provided by the Administration LC Paper No. CB(1)122/04-05(01) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw1026cb1-122-1e.pdf) Minutes of meeting LC Paper No. CB(1)265/04-05 (http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl041026.pdf)
Economic Services Panel	20 October 2005	Policy Initiatives of the Economic Development Branch of the Economic Development and Labour Bureau LC Paper No. CB(1)15/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/es/papers/es1020cb1-15-1e.pdf

Council/Committee	Date of meeting	Paper
Transport Panel	21 October 2005	2005-06 Policy Agenda, Transport-related Policy Initiatives of the Environment, Transport and Works Bureau LC Paper No. CB(1)14/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tp1021cb1-14-1e.pdf