

To: panel_dev@legco.gov.hk

From: Franklin Yim

Date: 01/04/2016 01:52PM

Subject: Reply Slip for Proposed Development Strategy for Lautau for
Panel on Development Special Meeting on 16 April 2016

*(See attached file: Reply Slip for Proposed Development Strategy for
Lautau for Panel on Development Special Meeting on 16 April 2016 _ Mr
Yim.pdf)*

Dear Sir / Madam,

Referring to the the fax transmitted to your office and our
tele-conversation this morning, I attach herewith a copy of the reply slip
for your further arrangement.

Regards,
Yim

I believe that Lantau Development should be aimed at providing a high level of living standard but at the same time conserve the high ecological value of Southern Lantau Island.

Spatial Planning and Land Use

Lantau Island is a place where is relative undisturbed and without massive development, in particular the Southern portion of Lantau Island, while the northern portion (i.e. Tung Chung and Chek Lap Kok Area) are proposed to be developed into major commercial and residential area. The future land use development should make reference to the current land use.

- Northern Lantau Corridor – The commissioning of Hong Kong Zhuhai Macao Bridge and expansion of Airport with launching of 3rd Runway Projects induce a great demand of workforce to support construction and operate and maintain these infrastructure. It is very important to create land for residential buildings to cater the population growth and to minimize the travel time between work place and home. As it takes typically 5 to 7 years for formation of land, construction of buildings and connection to utilities services, this development should commence as soon as possible to catch up with the growing demand for residential areas and its associated facilities;
- North-eastern Lantau – The Government should assess whether this could be beneficial to the economic growth prior to finalizing the way of development. In particular, operation mode of these entertainment and tourism development should be carefully assessed. For instance , we could see that expenses by the Government on Hong Kong Disneyland Development is still to be recovered while the Western Kowloon Development is also slowly developing with many years spent on the discussion. It might be better to consider other form of land use, such as provision of elderly caring facilities to get away from the crowded and noisy living environment in Hong Kong;
- East Lantau Metropolis (ELM) – I support the proposed development of ELM to be CBD3 as it could provide a connecting point for the creation of direct traffic link between Lantau Island and Hong Kong Island to as a second linkage between CBD and Hong Kong International Airport, which is important to maintain access to the Airport. Creating a direct and congestion-free access between the Airport and CBD could become one of the selling points for international firms for setting up their offices in Hong Kong; and
- Cavern Development – Cavern development should be one major direction for future development in Hong Kong with limited and precious land available in Hong Kong, in particular that the geological formation of Lantau Island is favorable for cavern development and yet the size of Country Park is not being reduced / compromised. We could also study the feasibility of creating cavern for non-government land use, such as storage facilities or data centres.

Forming land is vital for residential and commercial development in Hong Kong which supports our economic growth and enhances the living standard. Thus, I support that Government could put more resources for creation of land in North Lantau where its ecological value is comparatively lower compared with South Lantau.

Conservation

Designation of Country Parks and Marine Parks is an effective way in preserving our precious natural resources in Hong Kong. I met friends from different countries, such as Japan and Germany that they love the existing natural settings in Hong Kong Lantau and thus we should try to maintain its natural scenery rather than massive development near the Country parks / marine parks.

As reading from newspaper that natural sand loss at Cheung Sha beach is quite serious where the foundation structures next to the beach was exposed and structures were being undermined. Development could even worsen the problem while it happened in some other places in Hong Kong, such as the Black Point and Golden Coast where sand loss is serious due to nearby development that disturb the natural sand transport and sand replenishment. Thus, while we are considering developing the South Lantau, we need to avoid creating impacts to the natural environment that is not recoverable.

Strategic Traffic and Transport Infrastructure

The traffic / transport infrastructure could be divided into 2 categories:-

North Lantau – Extensive road network formation and between the newly developed area and the urban area is essential to attract people in moving into this new area with provision of convenient transportation. The proposed direct connection link between Tung Chung and Hong Kong Island via Mui Wo serve the purpose for providing an alternative route to urban area to relieve the risk and congestion of blockage of North Lantau Expressway.

South Lantau (Road network south of Tung Chung Road beyond Shek Mun Kap) – Extensive development for road formation is not suggested. There are many places worldwide while the access are limited but yet attracted many tourists, such as Machu Picchu and Tibet. To minimize the impact to the Country Parks and the numbers of vehicles in South Lantau, it is suggested to construct a direct tunnel link between Cheung Sha, Tai O and Tung Chung with mass transport (bus / railway / automatic people mover). Park-and-ride facilities could be provided at Tung Chung and Mui Wo. It is suggested that vehicle restriction for use of road network in South Lantau should be maintain.

Recreation and Tourism

Provision of funicular railways at Sunset Peak and Tai O would destroy the natural scenery which might not be a good idea. In addition, the current fare for the Ngong Ping 360 is marked at the high end and does not fit the daily usage by residents / locals.

In addition, there is a large variety of recreation activities suggested for studying its feasibility. Developing recreation activities is not just provision of hardware, but rather providing activities could blend into the natural settings of that particular place. The suggested activity is better to be unique and contain its characteristics that could attract tourists / locals if they could not do it elsewhere in Hong Kong. I also suggest planners / decision makers could at least visit the place once in person or even try or invite athletics to try before finalizing which recreation activities to be developed.

Social Development

Developing social network and facilities are vital for improving the quality of life for residents, such as elderly caring and infant caring.

Building of elderly caring facilities and infant caring facilities should be included in the development proposal so as to maintain

Another suggestion is to develop aviation training centers or educational facilities related to aviation (e.g. aviation safety, aircrafts manufacturing and repairing, airport management etc.) in North Lantau so as to broaden variety of job nature in Hong Kong and to attract talent. With the linkage between Hong Kong and Zhuhai with the Hong Kong Zhuhai Macao Bridge, it is also proposed that cross boundary training could be provided that Mainland China could provide flight driving training while Hong Kong could focus on knowledge delivery and management training with opportunities for practice at the Hong Kong International Airport. This could provide more choices for youngster in their career development.

Conclusions

I strongly support the proposal for development of Landtau Island and extensive development at North Lantau to faster economic growth of Hong Kong. Minimum and focused development should be proposed at South Lantau and all development should not affect the present natural settings in this area, such as creation of cavern and tunnel and impose restrictions on the road use at South Lantau with introduction of mass transit.