

**For Discussion
on 29 May 2007**

**Legislative Council
Panel on Planning, Lands and Works
The Revised Concept Plan for Lantau**

Purpose

This paper briefs Members on the Revised Concept Plan for Lantau.

The Concept Plan

2. In late 2004, the Lantau Development Task Force (Task Force) under the steer of the Financial Secretary prepared a Concept Plan for Lantau (Concept Plan) to provide an overall planning framework so as to ensure a balanced and co-ordinated approach for the future development of Lantau. The Concept Plan recognizes the role that Lantau could play in providing new impetus to Hong Kong's economic development and its high conservation values. The overall planning approach is to focus major economic infrastructure and urban development in North Lantau so as to optimize the use of the transport links and infrastructure, whilst protecting the other areas of scenic and high ecological values in Lantau for nature conservation and environmentally sustainable recreational and visitor uses.

3. We briefed this Panel on the Concept Plan proposals at the meeting on 26 October 2004. With Members' support, we consulted the public on the Concept Plan from November 2004 to February 2005. During the public consultation, different sectors of the community were engaged, and a lot of comments and views were received.

4. At the joint meeting with the Panel on Environmental Affairs on 22 November 2005, we briefed Members on the outcome of the public consultation. A Public Consultation Report summarizing the public comments, the Administration's responses and key issues was released on the same date.

5. Since the release of the Public Consultation Report, we have received further comments and proposals on Lantau development. On 1 March 2006, Hon CHEUNG Hok-ming moved a motion at the Legislative Council on “Development Planning for Lantau”, and the motion was passed. The development directions proposed in the motion, namely, turning Lantau into a quality tourism area, fully utilizing the infrastructure facilities for developing new economic activities in Lantau and early completion of the feasibility study on Lantau Logistics Park (LLP), were generally in line with the recommended approach for Lantau development under the Concept Plan.

6. We have taken into account the public comments and suggestions received, including views expressed during the motion debate, in revising the Concept Plan. The findings of a number of studies and progress of some major projects relating to Lantau, including the Hong Kong 2030: Planning Vision and Strategy study, North West New Territories Traffic and Infrastructure Review, Consultancy Study on the Development of the Tourism Infrastructure: Spa and Resort Facilities, LLP Development Feasibility Study, Northwest Lantau Option for Container Terminal 10, Hong Kong-Zhuhai-Macao Bridge (HZMB), etc. have also been taken into consideration in the revision work.

The Revised Concept Plan

7. The Revised Concept Plan is at Annex. It is premised on the original planning vision to promote sustainable development by balancing development and conservation needs. The overall planning approach put forward in the Concept Plan (para 2 above) receives a general consensus in the public consultation exercise.

8. While the overall planning vision and broad development concept remain unchanged, we have introduced updates to the development themes and proposals. A number of new development proposals and suggestions raised by the public, which are compatible with the planning intention of the area, have been incorporated as appropriate. The major revisions and updates are summarised below -

(a) Meeting conservation needs

In the light of the importance the general public attaches to conserving Lantau, we have expanded the conservation strategy under the Concept Plan to a more comprehensive one covering

heritage and landscape conservation in addition to nature conservation. The proposed Lantau North (Extension) Country Park and Marine Park in Southwest Lantau remain part of the nature conservation strategy.

(b) Economic infrastructure and tourism/recreation development

Given its locational advantages, North Lantau will remain as the focus of major economic infrastructures and tourism/recreation developments. To enhance Hong Kong's economic competitiveness, the economic infrastructure and major tourism proposals identified in the original Concept Plan, namely, the proposed LLP and its possible extension, a cross-boundary transport hub, a leisure and entertainment node at Sunny Bay, and a long-term option of developing a theme park / major recreational uses at Tung Chung East are retained. The proposal of developing a golf course at Tsing Chau Tsai East has however been dropped having regard to the landscape impact, and in the light of strong objections from the environmental concern groups, some professional institutes and individuals. Nevertheless, the possibility of developing a golf course in other suitable parts of Lantau in the longer term will be kept open and reviewed.

(c) Conservation, recreation and green tourism initiatives

In response to public requests, we have added a new development theme on "conservation, recreation and green tourism initiatives". The objective is to capitalize on the nature, cultural and heritage resources of Lantau, enrich and provide education experience, and enhance the local economy and community. Under this theme, we have consolidated proposals including the enhancement of various points of interests and theme areas, and the development of eco and heritage trails, a museum to showcase Lantau history and heritage, an eco-tour centre and other supporting and ancillary facilities.

(d) Enhancing the countryside recreation potential of rural Lantau

To make the best use of the recreation potential of rural Lantau, we have proposed additional countryside recreation facilities such as new sections of cycle tracks and mountain bike trails, and a triathlon racecourse in South Lantau. These proposals are complementary to other major tourism uses in North Lantau and

green tourism initiatives in the rural areas, and would further strengthen the position of Lantau as a tourism and recreation centre.

(e) Area improvement of rural township and villages

The area improvement projects aim to enhance the living environment of the local community and help boost the local economy. In view of the public's full support for the local improvement works at Tai O and Mui Wo, we have prepared more comprehensive land use concept plans and incorporated thereat additional facilities and infrastructure proposed by the public such as promenade, cycle tracks, improvement of Mui Wo Town Square, etc. We will conduct detailed feasibility studies on the improvement works.

The original Concept Plan proposed a number of recreational facilities in South Lantau. Taking into account the comments and suggestions from the public, and the conservation intention, local character and infrastructure capacity of the area, we have prepared a comprehensive enhancement proposal for South Lantau Coast to optimize the recreation potential of the area. The proposal comprises a cluster of watersport facilities in association with small scale supporting facilities.

Preliminary assessments

9. We have conducted broad-brush assessments on the sustainability, environment, social and transport implications of the Revised Concept Plan. Generally speaking, the proposals should contribute positively to the development of Lantau and Hong Kong as a whole. However, implementation of the proposals would inevitably have environmental implications. The impacts of individual project should be further studied in detail, with suitable mitigation measures to be proposed.

Way Forward

10. Many proposals in the Revised Concept Plan are conceptual in nature and require further studies to confirm their feasibility and implementation aspects. In accordance with the overall planning concept of balanced development and conservation, we will accord

priority to those projects that can stimulate the local economy and improve people's livelihood. Examples of these projects are the local improvement works in Mui Wo and Tai O, eco/heritage and country trails, camping sites, mountain bike trails, cycle tracks, etc.

11. For proposals with implications for the long-term economic development of Hong Kong, which mainly comprise proposals under the theme on “economic infrastructure and tourism/recreation development”, we will deliberate on the implementation model and timetable according to actual circumstances.

12. We will continue to involve the community in the development process and will take into account public views as individual proposals progress.

Housing, Planning and Lands Bureau
Planning Department
May 2007



Lantau Development Task Force
The Government of the Hong Kong Special Administrative Region



Revised Concept Plan for Lantau





Table of Contents

	Page
Executive Summary	iii
1. Background	1
2. The 2004 Concept Plan – Themes and Development Proposals	2
3. Public Consultation – Key Comments and Responses	5
4. Studies and Projects Affecting Lantau – An Update	7
5. The Revised Concept Plan	11
6. Broad Development Themes and Proposals	16
7. Assessments	32
8. Implementation	37



		Page
List of Plans		
2.1	The 2004 Concept Plan	3
5.1	Development Themes	11
5.2	Revised Concept Plan	12-13
6.1	Nature Conservation	17
6.2	Heritage Conservation	18
6.3	Landscape Conservation	20
6.4	Economic Infrastructure and Tourism / Recreation Development	22
6.5	Conservation, Recreation and Green Tourism Initiatives	24
6.6	Cycle Tracks and Mountain Bike Trails	26
6.7	Triathlon Race Course at South Lantau	27
6.8	Facelift of Mui Wo	29
6.9	Improvement Works at Tai O	30
6.10	Beachfront Enhancement of South Lantau Coast	31
7.1	External and Internal Transport Network	36

Annex	Conservation Strategy for Lantau
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Executive Summary

The Concept Plan for Lantau

In 2004, the Lantau Development Task Force formulated a Concept Plan for Lantau (the 2004 Concept Plan) to provide an overall planning framework for a balanced and co-ordinated development of Lantau. In November 2004, a three-month consultation exercise was launched. During the public consultation, different sectors of the community were engaged. In late 2005, a Public Consultation Report summarizing the public comments, the Administration's responses and key issues was released.

Taking into account public comments and suggestions, as well as the latest status and findings of relevant studies and projects, we have reviewed and updated the 2004 Concept Plan.

Shaping Future Lantau – The Revised Concept Plan

The Revised Concept Plan is at Plan 5.2. The overall planning vision and broad development concepts remain unchanged (i.e. to promote sustainable development by balancing development and conservation needs; and to focus the development of major economic infrastructure and tourism uses in North Lantau, preserving the rest of Lantau for nature conservation and environmentally sustainable recreational and visitor uses), with some updates to the original development themes and proposals. A number of new development proposals and suggestions raised by the public, which are compatible with the planning intention of the area, have been incorporated as appropriate.

Broad Development Themes and Proposals under the Revised Concept Plan

A) Meeting Conservation Needs

Conservation on Lantau is of the utmost importance. We have substantiated and consolidated the conservation proposals under the 2004 Concept Plan to cover all three main aspects – nature, heritage and landscape.

B) Economic Infrastructure and Tourism / Recreation Development

In line with the general consensus emerging from the public consultation exercise, we will continue to focus major economic infrastructure and tourism / recreation development in North Lantau. Development proposals aiming to enhance Hong Kong's economic competitiveness include the Lantau Logistics Park and its possible extension, a cross boundary transport hub, a leisure and entertainment node at Sunny Bay, and a long-term option of developing a theme park / major recreational uses at Tung Chung East. The synergy effect of the tourism proposals above and the existing tourist attractions will help to strengthen Lantau as a major tourist hub.

C) Conservation, Recreation and Green Tourism Initiatives

We have consolidated proposals such as the enhancement of key points of interests and the provision of eco / heritage and country trails, and the development of a history and heritage museum, an eco-tour centre and camp sites. The objective is to capitalize on the natural, cultural and heritage resources of Lantau, enrich educational experience, complement the major tourist attractions and improve the local economy.

D) Enhancing the Countryside Recreational Potential of Rural Lantau

To further complement the green tourism initiatives and strengthen Lantau as an island for tourism and recreation, we have refined and further developed the cycle track / mountain bike trail proposals, and included a new proposal for a triathlon race course in South Lantau.

E) Area Improvement of Rural Townships and Villages

We have formulated more comprehensive land use concept plans and proposed additional improvement works for Mui Wo and Tai O. We will conduct detailed feasibility studies for these proposals. Taking into account the comments and suggestions from the public, and the conservation intention, local character and infrastructure capacity of the area, we have prepared a comprehensive enhancement proposal for South Lantau Coast to optimize the recreational potential of the area.

Assessments

We have conducted broad-brush assessments on the sustainability, environment, social and transport implications of the Revised Concept Plan. The assessments, in general, indicate that proposals under the Revised Concept Plan should contribute positively to the development of Lantau and Hong Kong. Implementation of the proposals would inevitably have environmental implications. The impacts of individual project should be further studied in detail, with suitable mitigation measures to be proposed.

Implementation

Most of the proposals in the Revised Concept Plan are conceptual in nature. They are subject to detailed studies to establish their feasibility and implementation requirements, as well as requirements under the relevant ordinances such as the Environmental Impact Assessment Ordinance.

In accordance with the overall planning concept of balanced development and conservation, priority will be accorded to those projects that can stimulate the local economy and improve people's livelihood. For other projects with implications for the long-term economic development of Hong Kong, the implementation model and timetable will be deliberated according to actual circumstances.

We will continue to involve the community in the development process and will take into account public views as individual proposals progress.



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1. *Background*

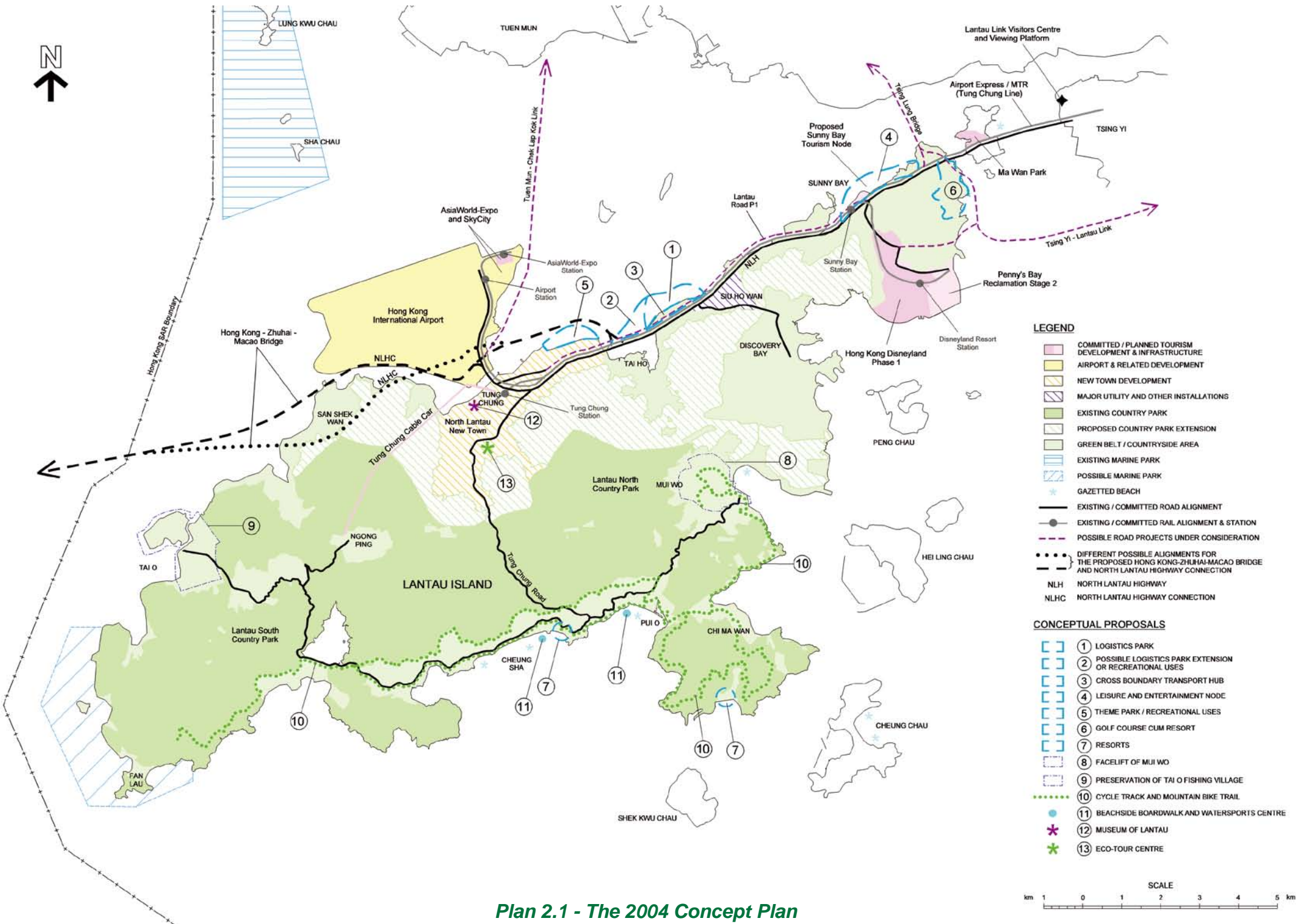
- 1.1 With more than half of its land devoted to Country Parks and much of its coastline still in a natural state, Lantau Island has long been recognized for its conservation and recreational values. At present, it has a total population of about 106,000⁽¹⁾. Nearly 80% of this population live in Tung Chung, with the rest concentrated at several major settlements including the residential suburbs at Discovery Bay, the rural township of Mui Wo, and village clusters at Tai O and South Lantau. Other than the North Lantau New Town (i.e. Tung Chung), which is planned for a total population of about 220,000, no substantial growth is envisaged for the other major settlements in view of significant conservation concerns and limited transport and infrastructure capacities.
- 1.2 With the recent completion of various major economic and tourism infrastructures, Lantau offers considerable development potential. Since the opening of the Hong Kong International Airport in 1998, there has been a steady growth in the air traffic for both passengers and cargo. Currently, the airport has an annual capacity of 45 million passengers and 4 million tonnes of cargo. It will increase to an annual capacity of 87 million passengers and 9 million tonnes of cargo. According to the Hong Kong International Airport Master Plan 2020, in addition to AsiaWorld-Expo and SkyPier, which have already opened, there will be a continuing expansion of facilities, including the SkyCity Phase 1 and additional cargo handling facilities. Furthermore, the opening of new attractions such as Hong Kong Disneyland, Ngong Ping 360 and Wisdom Path has boosted Lantau's potential for tourism development.
- 1.3 Pursuant to the 2004 Policy Address, the Lantau Development Task Force (Task Force) was set up to provide a policy steer on the economic and infrastructure development on Lantau. Initially, the Task Force drew up a Concept Plan for Lantau (the 2004 Concept Plan), which aimed to provide a balanced, integrated approach to development and conservation and a coherent planning framework for Lantau as a whole. In November 2004, a three-month consultation exercise was launched to invite comments on the 2004 Concept Plan proposals. During the public consultation, different sectors of the community were engaged and a lot of comments and views were received. In late 2005, a Public Consultation Report summarizing the public comments, the Administration's responses and key issues was released.

⁽¹⁾ Figure based on the 2005-based projection of the Working Group Population Distribution for 2007.

2. The 2004 Concept Plan – Themes and Development Proposals

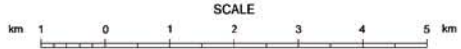
- 2.1 In preparing the 2004 Concept Plan, we had made reference to a number of territorial and strategic planning studies, including the Hong Kong 2030: Planning Vision and Strategy (HK2030 Study); the South West New Territories Development Strategy Review – Recommended Development Strategy; and other studies and project proposals related to Lantau. A number of factors, including long-term territorial demands, the strategic context of Lantau, its development opportunities and constraints, and local concerns were also taken into account.
- 2.2 The overall vision of the 2004 Concept Plan was to promote the sustainable development of Lantau by balancing development needs and conservation, with the major economic infrastructure and tourism development focused in North Lantau so as to optimize the existing and planned transport infrastructure. The rest of the island, which comprises high-quality landscape and ecologically sensitive natural environment, should be preserved for nature conservation and sustainable recreational and visitor uses (Plan 2.1).





- LEGEND**
- COMMITTED / PLANNED TOURISM DEVELOPMENT & INFRASTRUCTURE
 - AIRPORT & RELATED DEVELOPMENT
 - NEW TOWN DEVELOPMENT
 - MAJOR UTILITY AND OTHER INSTALLATIONS
 - EXISTING COUNTRY PARK
 - PROPOSED COUNTRY PARK EXTENSION
 - GREEN BELT / COUNTRYSIDE AREA
 - EXISTING MARINE PARK
 - POSSIBLE MARINE PARK
 - GAZETTED BEACH
 - EXISTING / COMMITTED ROAD ALIGNMENT
 - EXISTING / COMMITTED RAIL ALIGNMENT & STATION
 - POSSIBLE ROAD PROJECTS UNDER CONSIDERATION
 - DIFFERENT POSSIBLE ALIGNMENTS FOR THE PROPOSED HONG KONG-ZHUIHAI-MACAO BRIDGE AND NORTH LANTAU HIGHWAY CONNECTION
 - NLH NORTH LANTAU HIGHWAY
 - NLHC NORTH LANTAU HIGHWAY CONNECTION

- CONCEPTUAL PROPOSALS**
- ① LOGISTICS PARK
 - ② POSSIBLE LOGISTICS PARK EXTENSION OR RECREATIONAL USES
 - ③ CROSS BOUNDARY TRANSPORT HUB
 - ④ LEISURE AND ENTERTAINMENT NODE
 - ⑤ THEME PARK / RECREATIONAL USES
 - ⑥ GOLF COURSE CUM RESORT
 - ⑦ RESORTS
 - ⑧ FACELIFT OF MUI WO
 - ⑨ PRESERVATION OF TAI O FISHING VILLAGE
 - ⑩ CYCLE TRACK AND MOUNTAIN BIKE TRAIL
 - ⑪ BEACHSIDE BOARDWALK AND WATERSPORTS CENTRE
 - ⑫ MUSEUM OF LANTAU
 - ⑬ ECO-TOUR CENTRE



Plan 2.1 - The 2004 Concept Plan

2.3 Under the above planning framework, the following four development themes were proposed:

A) Economic Infrastructure and Tourism

To enhance the economic competitiveness of Hong Kong through further development of economic infrastructure and tourism on Lantau. Major development proposals included the Lantau Logistics Park (LLP), a cross boundary transport hub, a leisure and entertainment node at Sunny Bay, a possible theme park or recreational uses at Tung Chung East, a golf course-cum-resort in North-East Lantau, and resort facilities in South Lantau.

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

To boost the local economy by harnessing the recreational potential and local attractions of rural Lantau. Major proposals included a museum and eco-tour centre, renovation work to give Mui Wo a 'facelift', preservation of Tai O fishing village, a cycle track and mountain bike trail network, boardwalks and watersports centres in South Lantau.

C) Maximizing the Recreational Potential of Country Parks

To promote sustainable educational and recreational activities through the development of additional facilities, including a comprehensive network of eco-trails, heritage trails and sites for modern family camping in selected areas in or around the Country Parks on Lantau.

D) Meeting Nature Conservation Needs

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

3. Public Consultation – Key Comments and Responses

- 3.1 During the three-month public consultation on the 2004 Concept Plan, the community was engaged. Two public forums, one for the general public and the other for the Lantau community, were held. Twenty-nine consultative sessions were arranged for relevant statutory and advisory bodies, District Councils, Rural Committees, Area Committees, local residents, local community organizations, professional institutes, environmental concern groups, and relevant stakeholders in the tourism, logistics, leisure and recreation sectors. Apart from comments and suggestions received at the public forums and consultative sessions, over 540 written submissions were received during and after the consultation period up to the end of 2005. A summary of comments and responses is available at the designated website for the 2004 Concept Plan (<http://www.pland.gov.hk/lantau/index.html>).
- 3.2 The public generally supported a balanced and co-ordinated approach in planning the future development of Lantau. These public comments reconfirmed the overall planning vision for Lantau, i.e. to promote sustainable development by balancing development needs and conservation. The broad development concepts of focusing major economic infrastructure and tourism uses in North Lantau, while protecting rural Lantau for nature conservation and sustainable recreational and visitor uses, were also well received. In particular, a strong sentiment was expressed for retaining the natural and rural character of South Lantau. Other major comments received are summarized as follows:
- Proposals for new infrastructures in North Lantau to provide fresh impetus for Hong Kong’s economic development were generally agreed with, although some queried the need for the LLP and any resulting adverse environmental impact.



- There was general support for turning Lantau into a tourism, recreational and leisure centre and providing a greater variety of tourist attractions to strengthen Lantau's appeal.
- There was strong support for new countryside recreational facilities and nature-based attractions proposed for rural Lantau. Many ideas and proposals for additional attractions and facilities to promote countryside recreation and green tourism were received.
- The "preservation of Tai O fishing village" and "facelift of Mui Wo" received full support from the local community and the general public. Additional attractions and infrastructure improvement were proposed by the public. There was a general consensus for early implementation of the local improvement works.
- Although there were divided views on the proposed watersports centres and boardwalk at Cheung Sha and Pui O, there was a general consensus that there should be initiatives to promote local tourism and better enjoyment of the beaches at South Lantau.
- There was unanimous support for the nature conservation initiatives. The conservation proposals should, however, be extended to cover heritage and landscape conservation.
- Criticism was received for the lack of a clear commitment towards conservation. In particular, programmes for the designation of the proposed Lantau North (Extension) Country Park and South West Lantau Marine Park were lacking.

3.3 Apart from making comments on the 2004 Concept Plan proposals, the public submitted a number of development proposals and ideas, mostly related to tourism and recreation. There were also strong requests, especially from the locals, to improve the accessibility within Lantau. Proposals on additional road links and the greater use of water transport, such as island-hopping ferries, were received.

- 3.4 The public also expressed concerns about other proposals namely the remaining development of North Lantau New Town, the proposed Hong Kong – Zhuhai – Macao Bridge (HZMB), the Northwest Lantau option for Container Terminal 10 (CT10), and the proposed liquefied natural gas receiving terminal on Soko Islands. Many were concerned about possible impacts of these proposals on the environment of Lantau and their conflict with proposals under the 2004 Concept Plan. We have referred these public comments to relevant bureaux and departments for consideration.

4. Studies and Projects Affecting Lantau – An Update

- 4.1 Since the release of the 2004 Concept Plan, several major studies and projects related to Lantau have either commenced or been completed. The latest findings and position of these studies and projects have been taken into account in revising the 2004 Concept Plan.

Hong Kong 2030 Study

- 4.2 The HK2030 Study aims to provide an updated planning framework to guide the formulation of a long-term development strategy for Hong Kong up to year 2030. The third stage of the Study, which aims to establish planning direction for future development of the territory, acknowledges the conservation value of Lantau as well as its position in strengthening Hong Kong's logistics and tourism development. The broad strategic direction for Lantau is to confine development to the new town of Tung Chung, and retain the rest of the island for conservation as well as essential infrastructure and environmental-friendly recreational and tourism purposes at suitable locations. Lantau would continue to be a "tourist, recreational and leisure centre".
- 4.3 The fourth stage (i.e. the final stage) of the HK2030 Study formulates development strategies and response plans. To address the issue of land-use planning in the context of sustainable development and minimizing any environmental impact, the final stage of the Strategic Environmental Assessment under the HK2030 Study (HK2030 SEA) was commissioned in March 2006. Major development and infrastructure proposals in the territory, including those on Lantau, have been covered in the SEA. Relevant findings in the SEA have been taken into account in revising the 2004 Concept Plan.

Northwest New Territories Traffic and Infrastructure Review

- 4.4 The Transport Department (TD) conducted the first Northwest New Territories (NWNT) Traffic and Infrastructure Review (TIR) in 2002 to assess the long-term needs for transport infrastructure development in NWNT and North Lantau, taking into account the impact of the major developments under construction or planning in these areas. Another review was undertaken in 2004, and the findings were discussed by the Legislative Council Panel on Transport in 2005.
- 4.5 The latest findings of the NWNT TIR in 2004 recommended undertaking further investigation and engineering feasibility studies on four highway projects, namely “Tuen Mun Eastern Bypass”, “Tuen Mun Western Bypass and Tuen Mun - Chek Lap Kok Link”, “Link Options between Tuen Mun and Lantau” and “Tsing Yi - Lantau Link”, to ascertain their technical feasibility, overall costs and environmental impact for option evaluation and selection. These feasibility studies are expected to be completed in 2008.

Consultancy Study on the Development of New Tourism Infrastructure – Spa and Resort Facilities

- 4.6 In 2004, the Government commissioned a “Consultancy Study on the Development of New Tourism Infrastructure: Spa and Resort Facilities” (SRF Study) to identify the potential of developing world class spa and resort facilities in Hong Kong. The SRF Study was completed and released for public information in April 2006. It concluded that market demand would be the driving force for such development, and that it was for the private sector to take the lead while the Government should play a facilitating role. The consultant conducted three case studies, one of which was on a site in Cheung Sha on Lantau, to identify the general issues involved in the development of spa and resort facilities in Hong Kong. For the case study on the Cheung Sha site, preliminary environmental, ecological, traffic, marine traffic, geo-technical, sewage, drainage and utility assessments indicated that a relatively small-scale and low-rise spa and resort development on the site was feasible, subject to appropriate positive intervention, such as landscape improvement works. The scale of the development and architectural forms should avoid significant impacts on the local environment.

LLP Development Feasibility Study

- 4.7 In 2003, the Government considered the need to develop a logistics park as a designated facility for the provision of integrated logistics services. Based on the findings of the Scoping Study completed in mid 2004, the Civil Engineering and Development Department (CEDD) commissioned a “LLP Development Feasibility Study” in early 2005 to confirm the technical feasibility of the logistics park. Taking into account the recommendation of the option assessment in the Study, the proposed location for the LLP has been moved eastwards away from the water inlet of Tai Ho Bay to avoid possible impact on the area.
- 4.8 The LLP Development Feasibility Study is in its final stage. Its findings will serve to address the statutory requirements for subsequent reclamation and zoning of the site. The public will be consulted on the LLP project at appropriate time and in accordance with the relevant statutory procedures.

Feasibility Study for the Remaining Development in Tung Chung

- 4.9 Tung Chung is to remain a comprehensively planned new town for a population of 220,000, with adequate community facilities and regional facilities to serve the whole of Lantau. While keeping the existing and committed developments in Tung Chung Central intact, the new town extension will focus on Tung Chung West and East. CEDD will commission a “Feasibility Study for the Remaining Development in Tung Chung” (Feasibility Study) to comprehensively review planning and development for the remaining parts of Tung Chung. The Feasibility Study will assess in broad terms the feasibility of including a theme park or major recreational uses in Tung Chung East as a long-term option, taking into account the development of existing and new theme parks, and market demand projections in the future.

Other Studies / Projects

HZMB

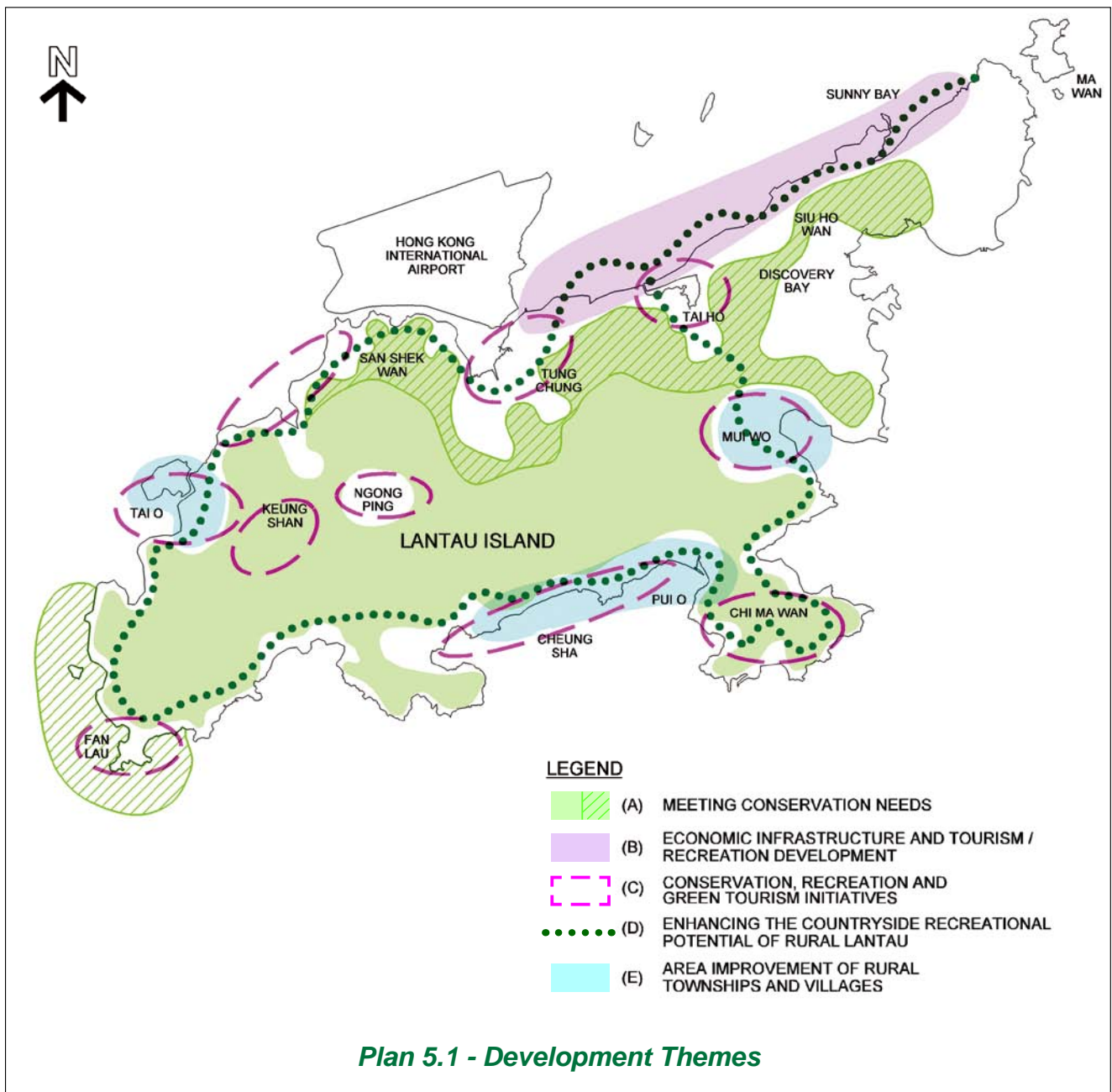
- 4.10 The HZMB was taken as a planned project in the 2004 Concept Plan. An Investigation and Preliminary Design Study for the Hong Kong Section (HKS) of the HZMB and the North Lantau Highway (NLH) Connection is being undertaken by Highways Department (HyD). The study will address the possible environmental concerns and issues raised during the consultation on the 2004 Concept Plan, such as air quality impact in Tung Chung, implications for marine habitats and the natural coastline, and traffic and visual implications. In parallel, the Governments of Guangdong, Hong Kong and Macao have commissioned a joint consultancy study on the locations and arrangements for Boundary Crossing Facilities (BCF), under the mode of “Separate Location of BCF”.

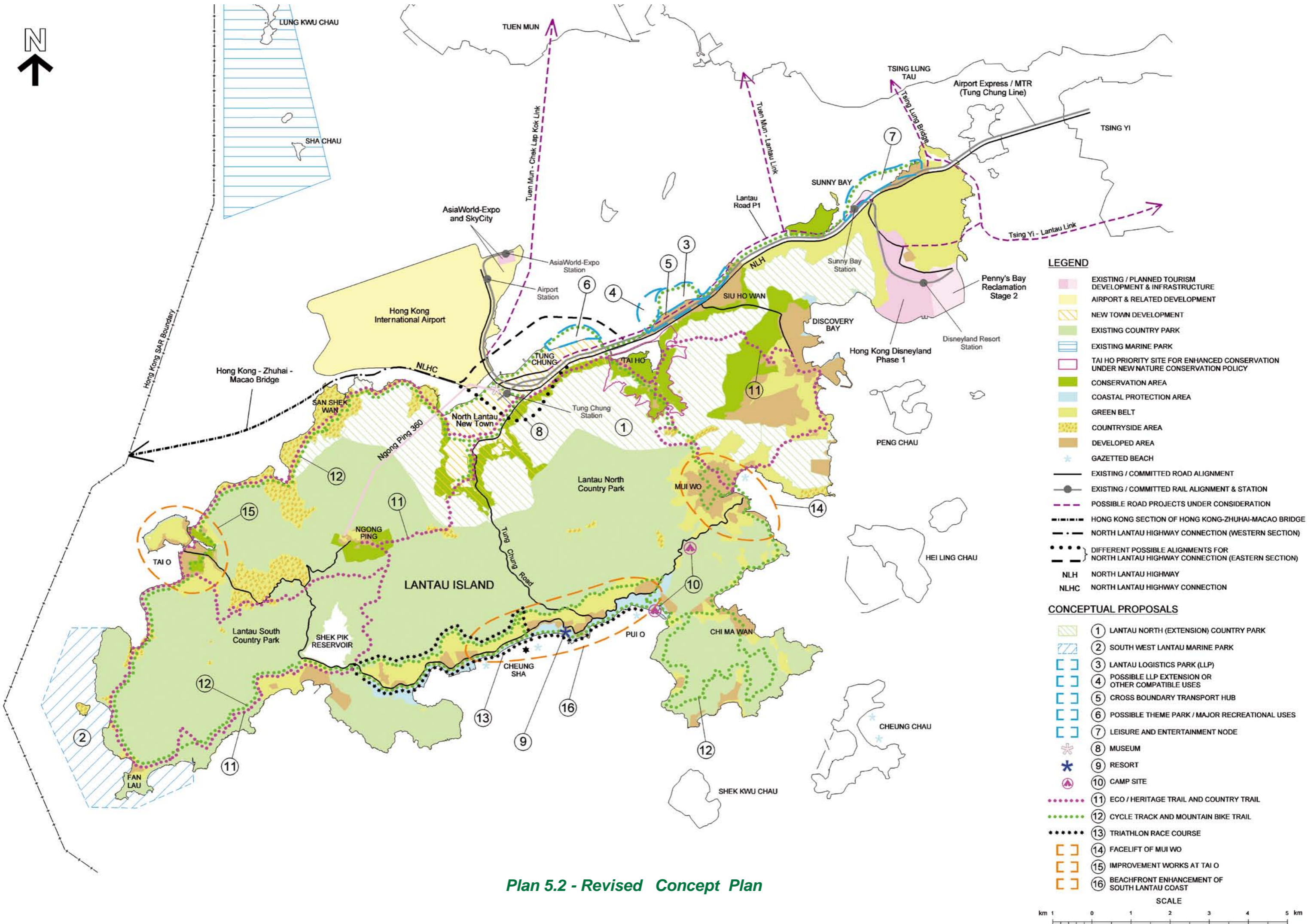
CT10

- 4.11 The Study on Hong Kong Port – Master Plan 2020 (HKP2020 Study) commissioned by the Economic Development and Labour Bureau (EDLB) was completed in 2004. Two possible locations for CT10 were identified, namely Northwest Lantau (NWL) and Southwest Tsing Yi. Both sites have their pros and cons, and a final decision on site selection has yet to be taken. As recommended by the HKP2020 Study, EDLB commissioned an Ecological, Fisheries and Water Quality Impact Assessment Study for the proposed Port Development at Northwest Lantau (Ecology Study) in December 2005. The Ecology Study will provide information on the expected severity and environmental impact of construction and operation of the proposed port at NWL, not only on fisheries and water quality but also on Chinese White Dolphins which inhabit the area. EDLB will further evaluate the relative merits and suitability of the two location options in the light of the findings of the Ecology Study.

5. The Revised Concept Plan

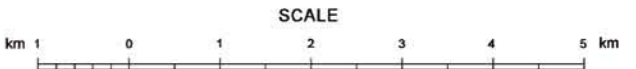
5.1 Taking into account public comments and suggestions, as well as the latest position and findings of the relevant studies and projects, we have reviewed and updated the 2004 Concept Plan. Development themes and proposals under the Revised Concept Plan are in Plan 5.1 and 5.2 respectively.





- LEGEND**
- EXISTING / PLANNED TOURISM DEVELOPMENT & INFRASTRUCTURE
 - AIRPORT & RELATED DEVELOPMENT
 - NEW TOWN DEVELOPMENT
 - EXISTING COUNTRY PARK
 - EXISTING MARINE PARK
 - TAI HO PRIORITY SITE FOR ENHANCED CONSERVATION UNDER NEW NATURE CONSERVATION POLICY
 - CONSERVATION AREA
 - COASTAL PROTECTION AREA
 - GREEN BELT
 - COUNTRYSIDE AREA
 - DEVELOPED AREA
 - GAZETTED BEACH
 - EXISTING / COMMITTED ROAD ALIGNMENT
 - EXISTING / COMMITTED RAIL ALIGNMENT & STATION
 - POSSIBLE ROAD PROJECTS UNDER CONSIDERATION
 - HONG KONG SECTION OF HONG KONG-ZHUHAI-MACAO BRIDGE
 - NORTH LANTAU HIGHWAY CONNECTION (WESTERN SECTION)
 - DIFFERENT POSSIBLE ALIGNMENTS FOR NORTH LANTAU HIGHWAY CONNECTION (EASTERN SECTION)
 - NLH NORTH LANTAU HIGHWAY
 - NLHC NORTH LANTAU HIGHWAY CONNECTION

- CONCEPTUAL PROPOSALS**
- ① LANTAU NORTH (EXTENSION) COUNTRY PARK
 - ② SOUTH WEST LANTAU MARINE PARK
 - ③ LANTAU LOGISTICS PARK (LLP)
 - ④ POSSIBLE LLP EXTENSION OR OTHER COMPATIBLE USES
 - ⑤ CROSS BOUNDARY TRANSPORT HUB
 - ⑥ POSSIBLE THEME PARK / MAJOR RECREATIONAL USES
 - ⑦ LEISURE AND ENTERTAINMENT NODE
 - ⑧ MUSEUM
 - ⑨ RESORT
 - ⑩ CAMP SITE
 - ⑪ ECO / HERITAGE TRAIL AND COUNTRY TRAIL
 - ⑫ CYCLE TRACK AND MOUNTAIN BIKE TRAIL
 - ⑬ TRIATHLON RACE COURSE
 - ⑭ FACELIFT OF MUI WO
 - ⑮ IMPROVEMENT WORKS AT TAI O
 - ⑯ BEACHFRONT ENHANCEMENT OF SOUTH LANTAU COAST



Plan 5.2 - Revised Concept Plan

Overall Planning Vision

- 5.2 The Revised Concept Plan is premised on the original vision to promote sustainable development by balancing development and conservation needs. This is supported by a general consensus, emerging from the public consultation exercise, that the development of major economic infrastructure and tourism uses should focus on North Lantau to optimize the use of transport links and infrastructure, whereas the rest of Lantau should be preserved for nature conservation and environmentally sustainable recreational and visitor uses.
- 5.3 On a regional / local basis, while North Lantau has local advantages for the development of logistics and tourism facilities, it also covers areas of high conservation value such as the Tai Ho Bay, Luk Keng, Tung Chung Stream, Wong Lung Hang Stream and San Tau Beach. Such areas should be preserved against development.
- 5.4 The educational and recreational potential of South Lantau, on the other hand, can be further harnessed without compromising the natural and rustic character of the area. Suitable green tourism and countryside recreational facilities can be provided at appropriate locations to promote nature conservation and sustainable educational and recreational activities. In view of the overall conservation objectives, local topography, accessibility and infrastructure capacity, large-scale recreation and tourism projects should be avoided. Moreover, major site formation or building works for large-scale developments are not recommended.



Major Revisions and Updates

5.5 Major revisions and updates to the 2004 Concept Plan include:

- In response to strong requests from environmental concern groups, conservation proposals in the 2004 Concept Plan have been substantiated and consolidated into a comprehensive Conservation Strategy (Annex) which covers nature, heritage and landscape conservation. The principal objective is to protect the rustic character of rural Lantau and its ecologically sensitive natural environment, important cultural and archaeological sites and areas of high landscape value. An important principle has been stated, i.e. all development proposals should cause minimal impact on the natural assets of Lantau. Where appropriate, detailed feasibility study and environmental impact assessments should be undertaken to ensure their environmental acceptability.
- To capitalize on the natural, cultural and heritage resources of Lantau and complement major tourist attractions, an ecologically-oriented and culturally-based conservation, recreation and green tourism initiative, comprising a great variety of nature-based attractions, recreational and supporting facilities, has been added.
- In view of the general public support for more countryside recreational facilities, plans for the proposed cycle track and mountain bike trail have been refined and further developed. Additionally, a triathlon race course has been proposed at South Lantau.
- To facilitate the implementation of the local improvement works at Mui Wo and Tai O, we have formulated more comprehensive land use concept plans and proposed additional improvement works. Commissioning of consultants to conduct detailed feasibility studies on the improvement works is in hand.
- Taking into account public comments in addition to the core planning principles, local character and infrastructure capacity, proposals have been prepared for beachfront enhancement at South Lantau Coast, including the provision of a cluster of watersports facilities to optimize the recreational potential of the area and make use of the extensive inshore waters.
- Proposal for developing a golf course at Tsing Chau Tsai East has been dropped because of the landscape impacts that might arise during and after project implementation. However, the possibility of developing a golf course in other suitable parts of Lantau in the longer term will be kept open and reviewed.

6. *Broad Development Themes and Proposals*

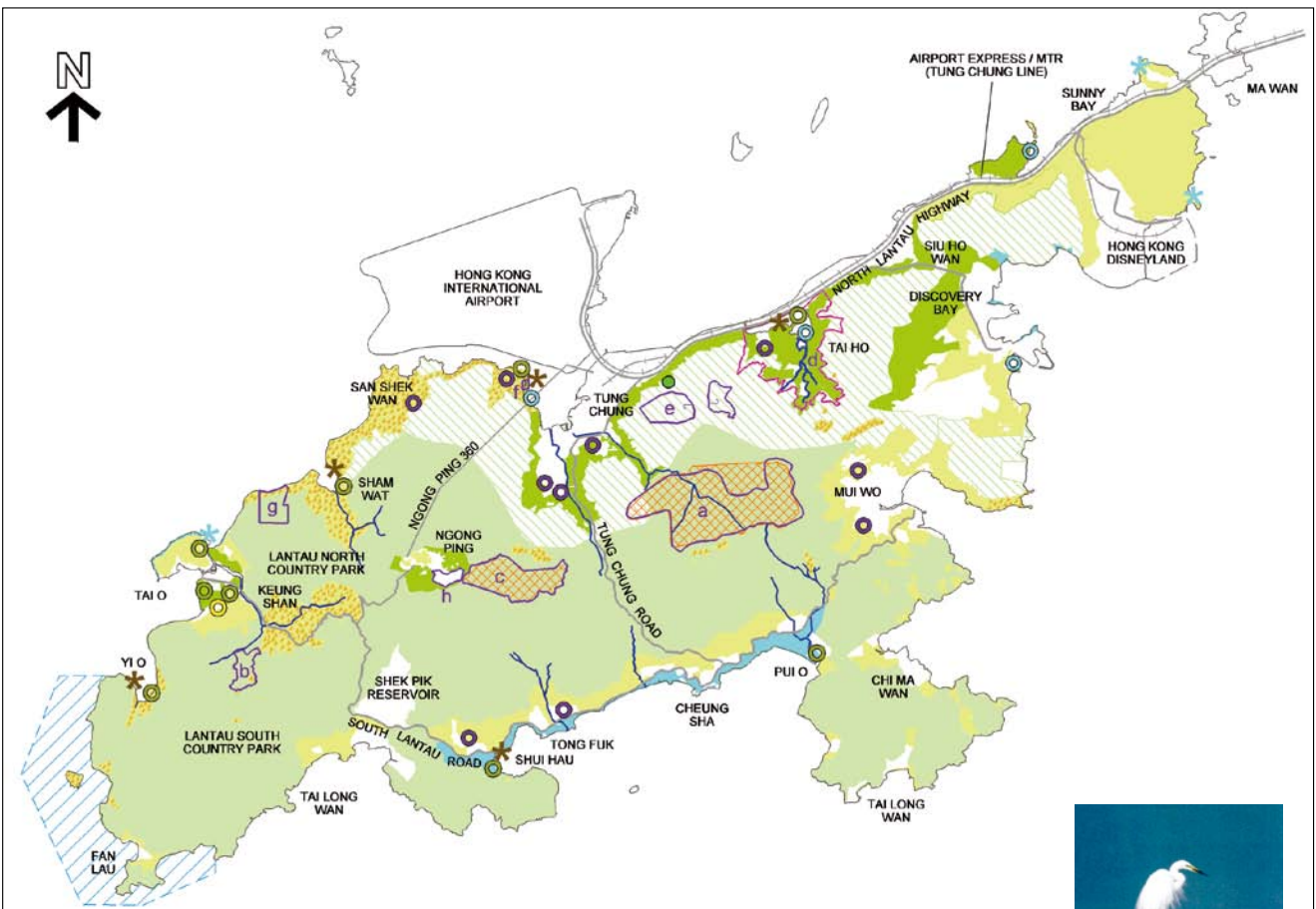
A) *Meeting Conservation Needs – A Comprehensive Conservation Strategy*

- 6.1 Given the island's unique natural landscape, ecological environment and cultural heritage, conservation on Lantau should be attached with the utmost importance. In addition to nature conservation, we have developed a comprehensive conservation strategy to cover the heritage and landscape aspects as well.

A1) Nature Conservation (Plan 6.1)

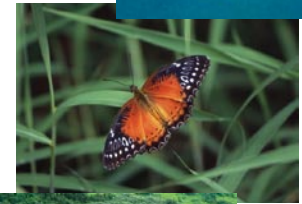
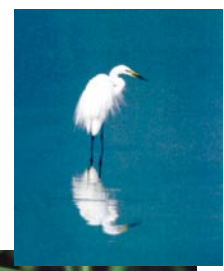
Lantau supports a rich diversity of flora and fauna. Many rare species have been found and many ecologically important areas identified, including natural woodland, montane forest, coastal waters and streams. In view of their conservation value, appropriate protection measures should be adopted. For areas already covered under the Country Parks, Sites of Special Scientific Interest (SSSIs), and conservation-related zonings on the statutory town plans, they would continue to be conserved under existing mechanism. Only essential infrastructures and developments causing no undue impact on the natural environment should be allowed.

The proposed Lantau North (Extension) Country Park and South West Lantau Marine Park will substantially extend the area under nature conservation legislation. In addition, the Agriculture, Fisheries and Conservation Department (AFCD), as an on-going exercise for the territory as a whole, will conduct ecological surveys to update the ecological database for Lantau. The database will highlight any requirement for designating new SSSIs, as well as developing conservation plans for endangered species. The AFCD has also developed conservation plans for Chinese White Dolphins, and carried out habitat creation trials for butterflies at Nam Shan, and fish and amphibians at Tung Chung Au.



LEGEND

- | | | | |
|----|---|--|----------------------------------|
| | EXISTING COUNTRY PARK | | CONSERVATION AREA |
| | PROPOSED COUNTRY PARK EXTENSION | | COASTAL PROTECTION AREA |
| | PROPOSED MARINE PARK | | GREEN BELT |
| | SPECIAL AREA | | COUNTRYSIDE AREA |
| | SITES OF SPECIAL SCIENTIFIC INTEREST | SITES OF ECOLOGICAL IMPORTANCE / INTEREST | |
| a. | Sunset Peak | | Tung Chung Compensation Woodland |
| b. | Man Cheung Po | | Mangroves |
| c. | Lantau Peak | | Marsh |
| d. | Tai Ho Stream | | Fung Shui Woodland |
| e. | Pok To Yan & Por Kai Shan | | Seagrass |
| f. | San Tau Beach | | Avifauna |
| g. | San Chau | | Horseshoe Crab |
| h. | Ngong Ping | | Stream |
| | TAI HO PRIORITY SITE FOR ENHANCED CONSERVATION UNDER NEW NATURE CONSERVATION POLICY | | |

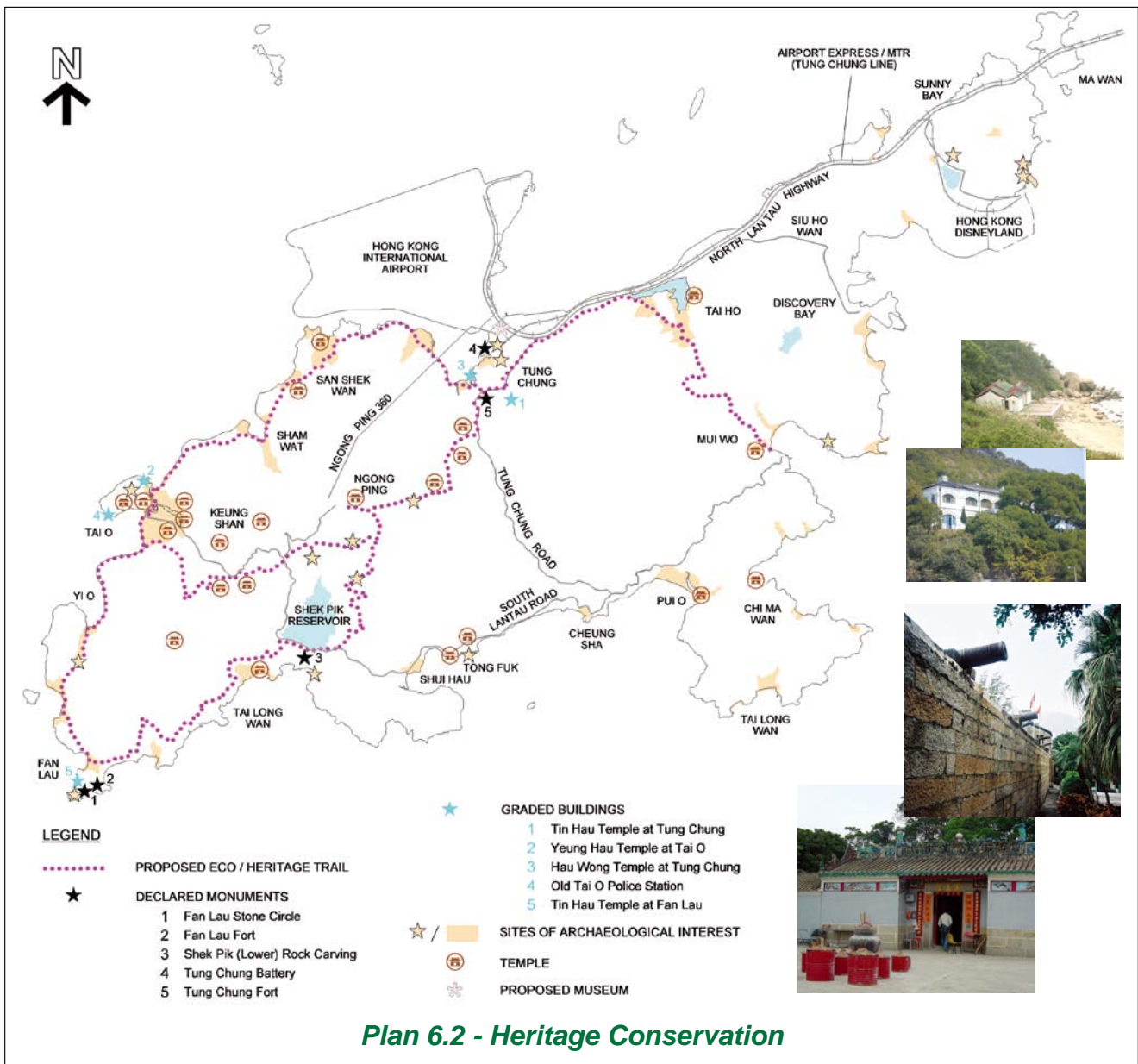


Plan 6.1 - Nature Conservation

Revised Concept Plan for Lantau

A2) Heritage Conservation (Plan 6.2)

The Government will continue to undertake works related to the restoration, preservation and conservation of declared monuments and sites of cultural heritage importance on Lantau. Possible adaptive re-use of some historical buildings, e.g. Old Tai O Police Station, will also be studied. Moreover, in planning new developments, efforts would be made not only to protect and preserve the existing built heritage, but also to integrate the new developments, through the incorporation of sensitive designs, with the existing built heritages and its environs. Before moving forward with any new development plans, early consultation with the Antiquities and Monuments Office (AMO), possibly with the undertaking of heritage impact assessments, will be conducted.



Subject to further feasibility study on its location, scale of development, design, funding and in particular, its mode of operation, a museum is proposed to showcase the rich cultural heritage of Lantau. An eco / heritage trail has also been proposed to connect sites of heritage importance and traditional settlements.

A3) Landscape Conservation (Plan 6.3)

Various protective measures are proposed for conserving areas of landscape characters. Within the Country Parks and the proposed extension area, no development should take place except with the permission of the Country and Marine Parks Authority. For the landscape protection area, new developments should not compromise the existing landscape setting or local environment, and landscaping should be carried out to mitigate the effect of any new development. The coastal landscape protection area should be preserved in its natural state. Any forms of disturbance should be avoided as far as possible, unless there is overriding public interest, e.g. for the provision of essential infrastructures. In areas of special landscape characters, such as Tai O, Ngong Ping / Keung Shan / Tei Tong Tsai, Pui O / Cheung Sha and Tai Ho Valley, new developments will be permissible only if due respect has been given to the unique landscape character.

The Government will continue to carry out proper landscaping for different areas to enhance Lantau's natural environment and biodiversity. In North Lantau, enhancement measures are proposed for the NLH and the new waterfront. The NLH, other than being a major transport corridor, also serves as a 'gateway' for visitors from the Airport. It is important to offer these visitors an impressive image before entering the more urban parts of Hong Kong. Proper landscaping including appropriate scale of greening and ornamental features should be provided to enhance the visual and environmental quality of the corridor. There should also be proper control on future developments along the highway.

Revised Concept Plan for Lantau



Plan 6.3 - Landscape Conservation

B) *Economic Infrastructure and Tourism / Recreation Development (Plan 6.4)*

6.2 Given its locational advantages, North Lantau will become the focus of major economic infrastructures and tourism / recreation development. The proposed LLP and Cross Boundary Transport Hub, together with the Hong Kong International Airport, the planned HZMB and other strategic transport links, will strengthen Hong Kong's role as a regional transport and logistics centre. Following the opening of new tourist attractions such as Hong Kong Disneyland, Ngong Ping 360 and Wisdom Path, other tourism and recreational uses may be developed in North and Northeast Lantau. The synergy effect could strengthen the strategic positioning of Lantau as a major tourism hub.

B1) *LLP*

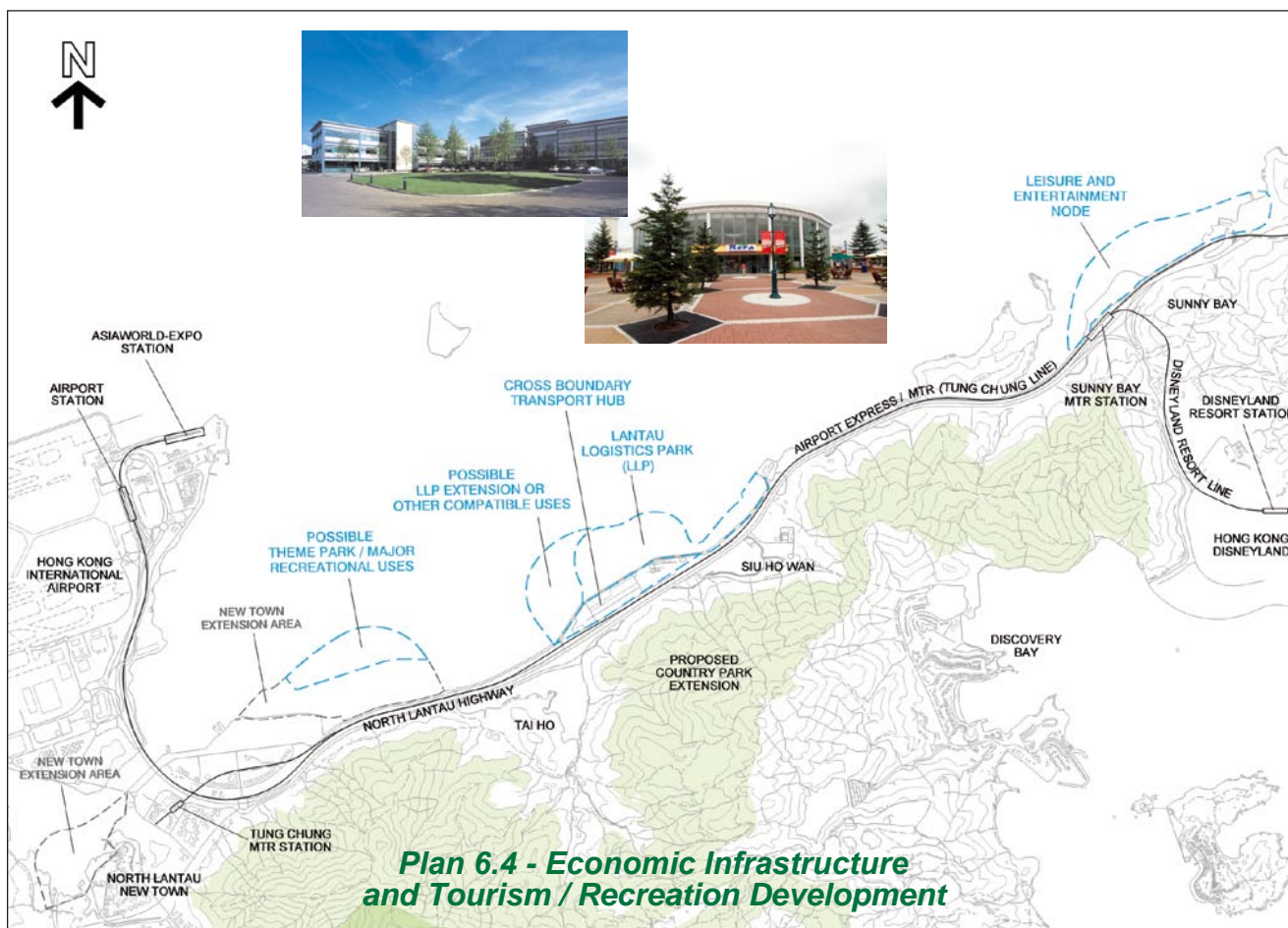
In view of the need to enhance the competitiveness of Hong Kong's logistics industry, development of the LLP is strongly supported by the Hong Kong Logistics Development Council. To avoid possible environmental, visual and ecological impacts on Tai Ho Bay, which is an ecologically sensitive area, the location of the proposed LLP has been moved eastwards - further away from the water inlet of Tai Ho Bay. The Feasibility Study of the LLP Development is in its final stage. We will consult the public on the LLP project at appropriate time and in accordance with the relevant statutory procedures.

B2) *Possible LLP Extension or Other Compatible Uses*

Area to the west of the LLP at Siu Ho Wan is proposed for possible extension of the LLP or other compatible uses, including recreational uses. A conceptual proposal for a motor racing circuit (MRC) has been submitted by the Hong Kong Automobile Association. The MRC would be a private initiative subject to relevant statutory and regulatory requirements. The project proponent would need to submit further details on the technical feasibility, financial viability, and environmental acceptability of the project.

B3) *Cross Boundary Transport Hub*

In line with the policy of using railways as the backbone of transport network, the proposed cross boundary transport hub above the existing Mass Transit Railway (MTR) Siu Ho Wan Depot is intended to meet, in the long term, the need for park-and-ride facilities for vehicles coming from Pearl River West. The project proponent, the MTR Corporation Limited, has expressed interest in conducting a detailed technical feasibility and financial viability study on the proposal. The Government will carefully examine the findings of the study before taking any decision on the proposal.



B4) Leisure and Entertainment Node at Sunny Bay

The proposed leisure and entertainment node at Sunny Bay is a long-term proposal to make use of the synergy effect with Hong Kong Disneyland and other tourism developments in North Lantau. The planning intention is to provide in the area a cluster of entertainment, leisure and tourist facilities. The development should be market-driven with its scope, scale and nature subject to further assessments.

B5) Possible Theme Park / Major Recreational Uses at Tung Chung East

For long-term planning purposes, there is merit in retaining Tung Chung East as a possible location for a theme park or major recreational uses. The latter may include entertainment centre, marina, watersports centre, international performance venue, convention centre and hotel, etc. The Feasibility Study for Remaining Development in Tung Chung to be commissioned by CEDD will assess in broad terms the nature and technical feasibility of the possible theme park / major recreational uses and their compatibility with developments in the vicinity.

B6) Hotel / Tourist Accommodation

At present, there are existing and planned hotels at the Airport Island, Tung Chung, Hong Kong Disneyland, Discovery Bay and Mui Wo. We will closely monitor the demand and supply of hotels on Lantau in conjunction with planning of future tourism projects.

C) Conservation, Recreation and Green Tourism Initiatives

6.3 In order to capitalize on the natural, cultural and heritage resources of Lantau, complement the major tourist attractions and enhance the local economy, an ecologically-oriented and culturally-based conservation, recreation and green tourism initiative is proposed (Plan 6.5). Land-based activities under this initiative may include eco- and heritage tours, visits to museum and eco-tour centre, trail walking, sunrise / sunset watching, plant and flora studies, stargazing, nature appreciation, visiting rural townships, temples and monuments, organic farming, cycling, mountain biking, family and wild camping. Marine-based activities may include dolphin watching, coastal ecology and geomorphology appreciation, and island-hopping.

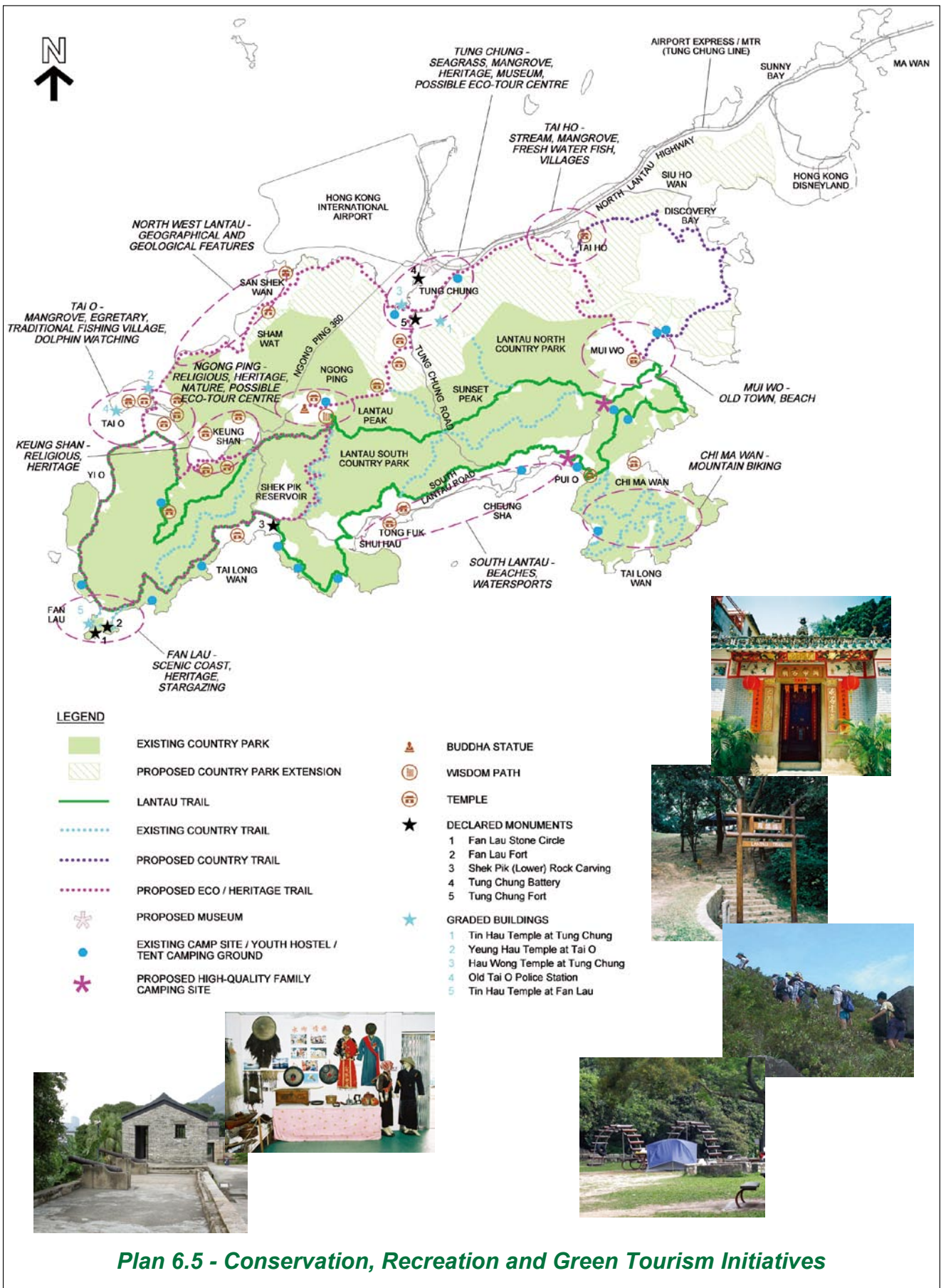
C1) Enhancing Key Points of Interests

Lantau supports a rich diversity of flora and fauna, as well as sites of historical, cultural and archaeological interests. There are a lot of interesting sites and areas, e.g. Tung Chung, Northwest Lantau, Tai O, Fan Lau, Ngong Ping, Keung Shan, Tai Ho, Mui Wo, South Lantau Coast and Chi Ma Wan. The renovation / enhancement projects for areas such as Ngong Ping, Tai O, Mui Wo and South Lantau could incorporate measures to enhance their green tourism potential. With careful planning and sensitive design, these areas could provide an opportunity for visitors to enjoy and appreciate the natural scenery and cultural heritage, without compromising the conservation objectives.

C2) Eco / Heritage and Country Trail

An eco / heritage trail network is proposed to link up sites of heritage, cultural and ecological interests. Connected to the existing Lantau Trail and other country trails, it will help to integrate various activity nodes and places of accommodation, thus enhancing the overall attractiveness of green tourism on Lantau. A country trail linking Mui Wo, Tai Ho, Tung Chung, Tai O and Fan Lau is also proposed to provide an additional recreation opportunity for residents and visitors alike.

Revised Concept Plan for Lantau



C3) Museum

Lantau is home to a number of traditional settlements, and contains many sites of historical, cultural and archaeological interest. A museum is proposed to showcase the history and heritage of Lantau, which could possibly co-locate with the proposed civic centre in Tung Chung. Its location, scale, funding and mode of operation are subject to further feasibility studies.

C4) Eco-Tour Centre

The proposed eco-tour centre is to provide visitors with information on the flora and fauna of Lantau. It may also serve as a hub for organizing and promoting green tours and educational services. To facilitate the Country Park visitors, the centre could be located at Ngong Ping or near the Tung Chung MTR Station. Its location, scale and design are subject to further feasibility study.

C5) Camp Sites

High-quality family camping sites are proposed at Pui O and Nam Shan. The scale of development should be environmentally sustainable and in harmony with the surrounding natural setting.

- 6.4 To complement the above initiatives, a number of supporting services and facilities are required. These include improved sign-posts and information boards, off-site maps at ferry piers and MTR stations, and facilities such as toilets and emergency telephones, and special training on green tourism for tour guides, etc.

D) Enhancing the Countryside Recreational Potential of Rural Lantau

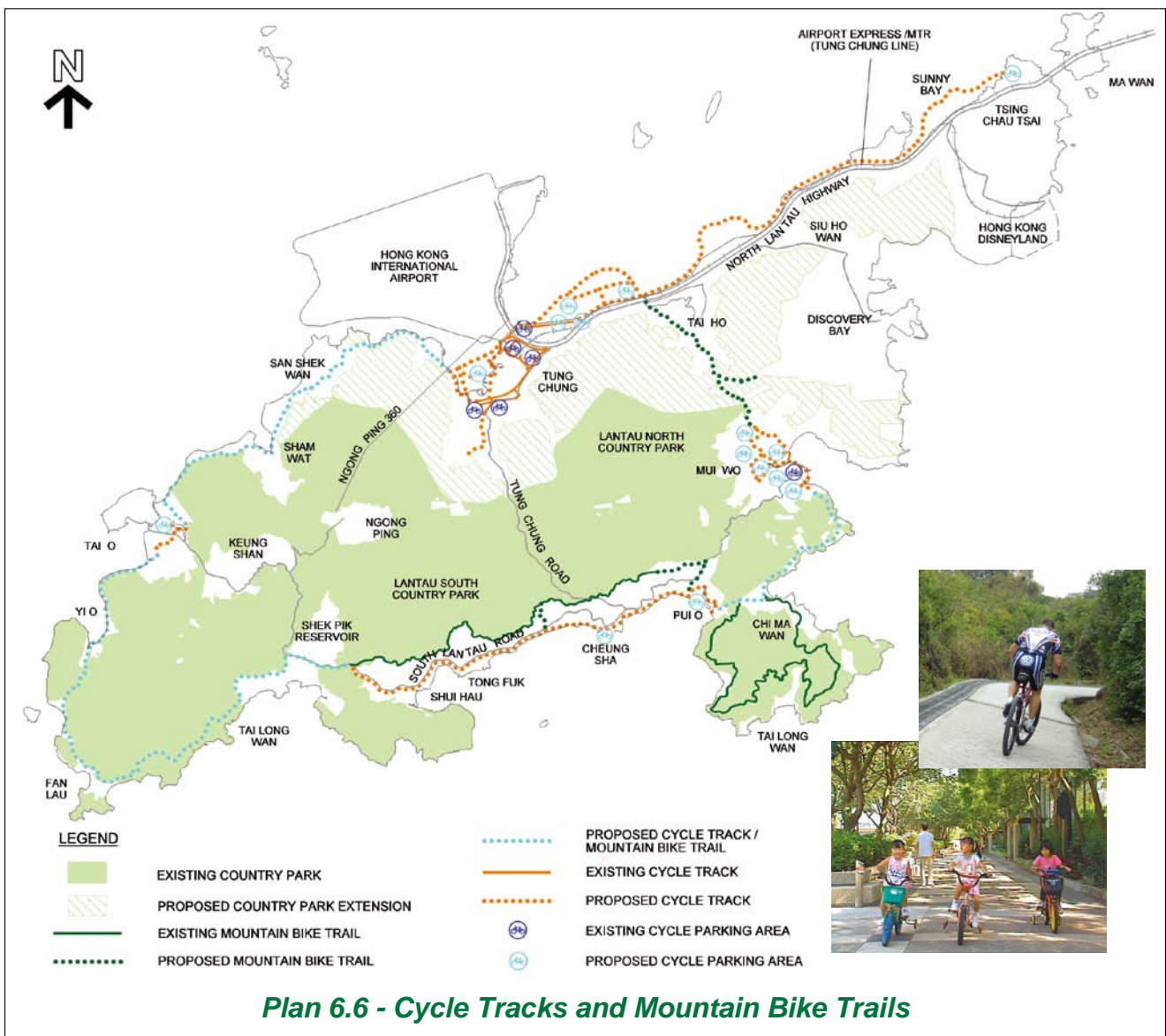
- 6.5 This initiative aims to enhance the recreational potential of the Country Parks and rural Lantau without causing negative impact on the natural environment. Major proposals include cycle tracks / mountain bike trails and a triathlon race course. These proposals are complementary to the major tourism proposals and green tourism initiatives for Lantau, and could further strengthen Lantau as an island for tourism and recreation. It is also expected that these proposals will enhance employment opportunities and help boost the local economy.

Revised Concept Plan for Lantau

D1) Cycle Tracks and Mountain Bike Trails

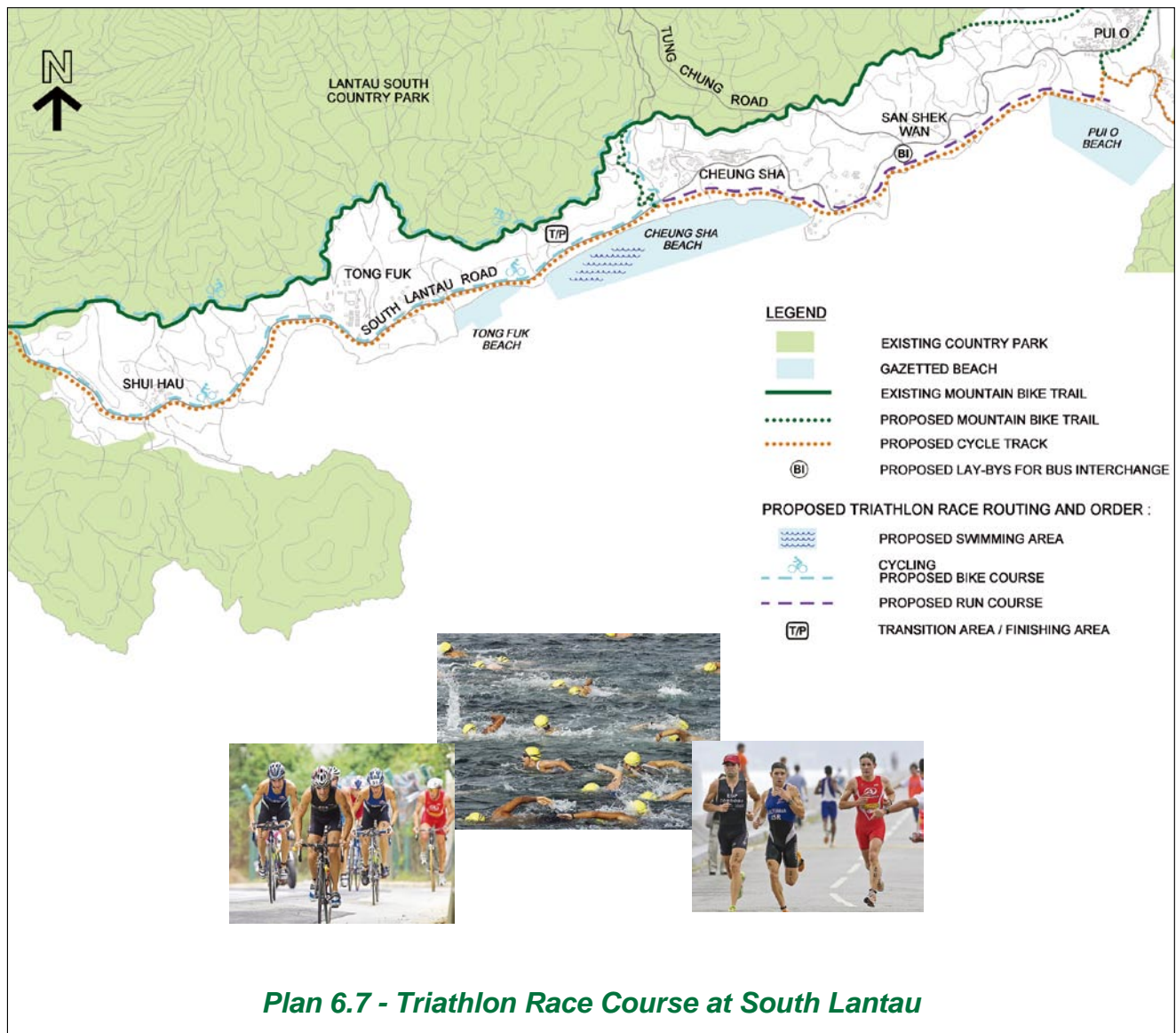
The proposed cycle tracks / mountain bike trails are intended to provide a cycle tour around South Lantau, with links to Mui Wo and Tung Chung. It could be further extended to Sunny Bay along the northshore of the island. An additional mountain bike trail connecting Mui Wo and Tai Ho is also proposed (Plan 6.6). Both the cycle tracks and mountain bike trails are subject to further detailed studies to confirm their feasibility and environmental acceptability.

Facilities like camping sites, restaurants and refreshment kiosks could be provided along the route so as to offer visitors an alternative type of leisure experience in exploring the points of attractions and enjoying the scenery all during cycle tours.



D2) Triathlon Race Course at South Lantau

In collaboration with the Hong Kong Triathlon Association, we have proposed a possible triathlon race course in South Lantau (Plan 6.7). The course comprises a swimming section at Cheung Sha Beach, and a cycling section along the existing catchwater road passing through Cheung Sha and Tong Fuk to Shui Hau, and the proposed cycle track near South Lantau Road. The running section will be along the proposed cycle track between Pui O Beach and Cheung Sha Beach. An existing coach park near Cheung Sha Upper Beach is considered a possible site for the transition / finishing area. The Government will need to conduct improvement works in the various places involved.



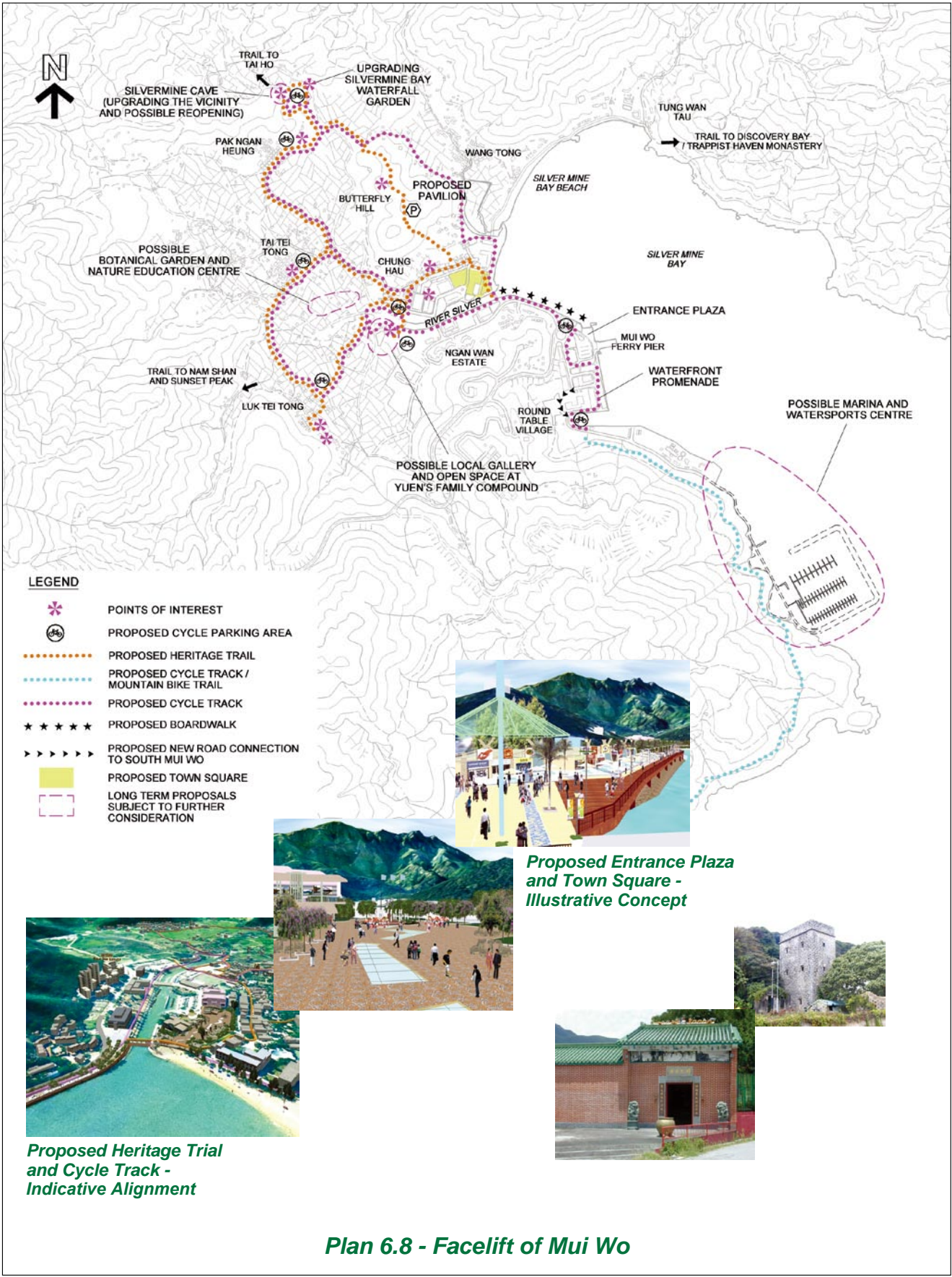
- 6.6 Apart from the two major proposals above, proposals for a variety of countryside recreational facilities, e.g. horse-riding centre, orienteering course, adventure training sites, surfing training centre and fishing grounds, were received during public consultation. These proposals can be further considered in the local planning context.

E) Area Improvement of Rural Townships and Villages

- 6.7 To enhance the local community and to help boost the local economy, improvement works are proposed for the three major rural settlements on Lantau, namely Mui Wo, Tai O and South Lantau Coast.

E1) Facelift of Mui Wo

Mui Wo was a traditional ‘gateway’ to Lantau. In recent years, its ‘gateway’ function, however, has been taken over by Tung Chung, and it faces a decline as an attraction to visitors. The purpose of the proposed ‘facelift’ is to rejuvenate the town as a leisure and historic rural township (Plan 6.8), and to enhance its attractiveness and recreational potential, thus improving the local economy. Major proposals include a new entrance plaza and waterfront promenade, complemented by the upgrading of the food stalls, retail shops and cafes. A boardwalk is proposed to link up the area around the ferry pier and the town square, which will be redeveloped into an open space with commercial outlets, and venue for performances. A cycle track and heritage trail is proposed to connect the points of interests, including the waterfall and old watch-towers. Details of the proposals will be assessed in a dedicated feasibility study. Other proposals including opening of the ex-silvermine cave, marina, watersports centre and nature education centre could be further considered in the long term.

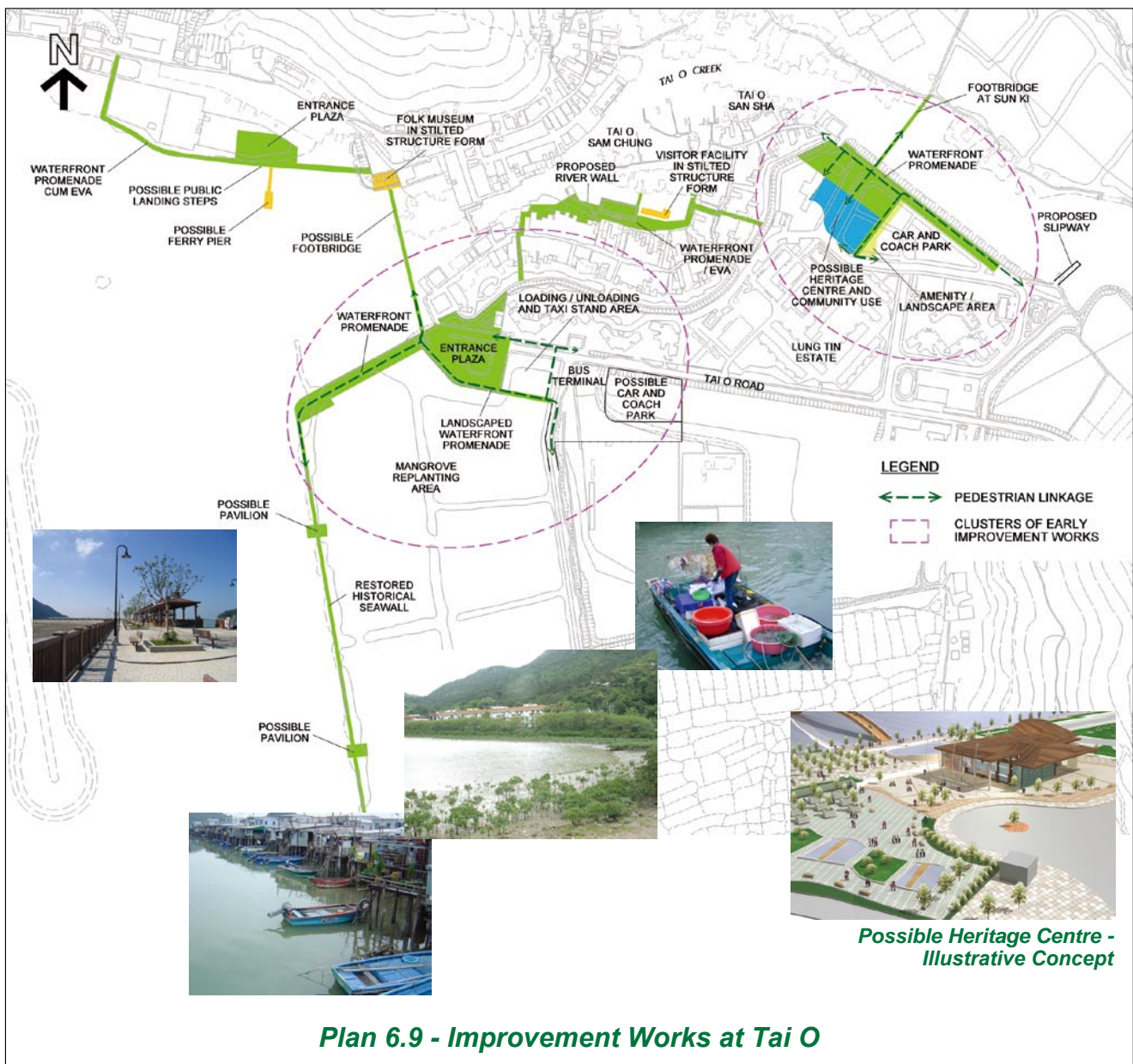


Plan 6.8 - Facelift of Mui Wo

Revised Concept Plan for Lantau

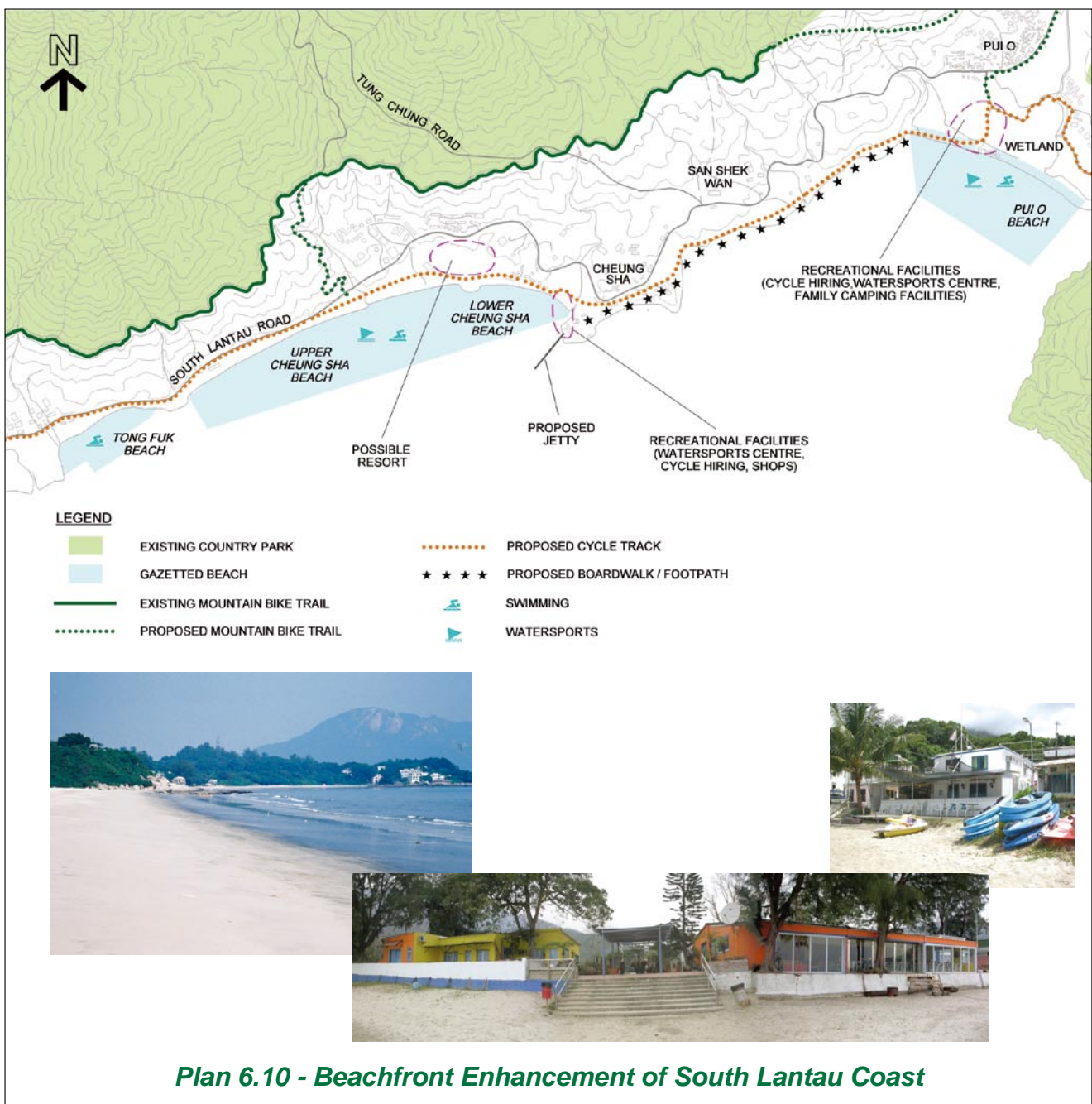
E2) Improvement Works at Tai O

There is general public support for preserving the Tai O fishing village and early implementation of the improvement projects, especially as there has been an increase in visitors to Tai O after the opening of Ngong Ping 360. According to the Revitalisation Strategy of Tai O, the proposals include plazas, promenades, river walls, a folk museum, visitor facilities and holiday camps (Plan 6.9). Details of the proposed improvement works will be assessed in a dedicated feasibility study. The development of some non-government projects, such as the proposed heritage centre, folk museum and organization of eco-tours, will be pursued through private sector initiatives.



E3) Beachfront Enhancement of South Lantau Coast

The enhancement proposals for South Lantau Coast mainly focus on enhancing the natural and attractive beaches (Plan 6.10). Under these proposals, Pui O will be developed into a family-oriented recreation hub, with facilities such as a piazza, watersports centres, retail shops, family camping facilities and a visitor centre. For Lower Cheung Sha Beach, the planning intention is to develop it into a vibrant watersports node. Proposed developments there include a jetty, a watersports centre and other supporting facilities. Upper Cheung Sha Beach, on the other hand, will remain a tranquil and natural place for swimmers.



A cycle track and a footpath / boardwalk around the rocky headland is proposed to link up the two beaches.

A site near Lower Cheung Sha Beach was selected as a case study for a spa and resort development under the SRF Study. Completed in April 2006, the SRF Study's preliminary technical assessment concluded that the site was feasible for relatively small-scale and low-rise spa and resort development. However, any initiatives for spa and resort development should be demand driven and private sector led. Besides, detailed assessment will need to be conducted to address any environmental issues.

7. Assessments

Sustainability Assessment

- 7.1 A preliminary sustainability assessment of the proposals in the Revised Concept Plan has been conducted. The assessment indicates that the proposals should contribute positively to the economic development of Hong Kong and reinforce its position as a regional tourism, transportation and logistics hub. In this context, Lantau will benefit from the creation of employment, investment and local business opportunities. Recreation-related initiatives will provide opportunities for more leisure, recreation and sports facilities and are thus conducive to the sustainability principle of enhancing cultural vibrancy and contributing towards social cohesion and family solidarity. The proposed conservation strategy will help protect the natural habitats, landscape, cultural heritage and the rich bio-diversity of the island.
- 7.2 Implementation of the proposals will inevitably have environmental implications. The sustainability assessment has identified potential issues, such as air and noise pollution in both the construction and operation phases, impacts caused by proposed reclamations on water quality, impacts on biodiversity and natural resources, the capacity of transport infrastructure, possible development pressure in South Lantau, social impacts on the local community as well as the overall cumulative effects arising from the implementation of proposals under the Revised Concept Plan and other development projects under planning on Lantau. The sustainability assessment recommends that impacts of each individual projects should be studied in detail in further environmental impact assessments or environmental assessments, and that proposals should only be taken forward if the findings of these assessments confirm that the environmental impacts are acceptable. Suitable measures should be adopted to mitigate the possible impacts.

- 7.3 Based on the recommendations of the sustainability assessment, the Government will take forward proposals under the Revised Concept Plan in phases. We will undertake for individual proposals detailed feasibility studies, including detailed sustainability assessments, environmental impact assessments and environmental assessments, and will develop measures to address any possible impacts and public concerns. At the implementation stage, due consideration will be given to the evaluation of alternatives, minimizing environmental and ecological impacts, optimizing the social, economic and environmental benefits and preserving the character of Lantau.

Environmental Implications - Strategic Environmental Assessment

- 7.4 The HK2030 SEA has considered major infrastructure and development proposals for the whole territory, including those proposed for Lantau. The consultants have undertaken a broad-brush Environmental Appraisal (EA) of the Revised Concept Plan, as well as a general assessment of the cumulative impact of proposals under the Revised Concept Plan and other planned developments on and around Lantau.
- 7.5 The EA concludes that the Revised Concept Plan provides initiatives to further develop Lantau by enhancing and building upon the existing infrastructure, and offers opportunities for social progress and economic advancement. Areas of high conservation value in North Lantau have been avoided, with new developments focused in North Lantau. The Conservation Strategy, which is integral to the Revised Concept Plan, is a positive initiative to protect the valuable ecological and landscape resources in Lantau north and south. Nonetheless, proposals under the Revised Concept Plan have potential cumulative environmental implications, and it is not possible to state categorically that the development of these proposals and other proposed or planned developments on Lantau such as the HZMB, future development of the Hong Kong International Airport or growth of Tung Chung New Town will have no adverse environmental impact. Besides, there are air and noise issues to be considered in detail. The population for Lantau would be tripled, meaning that more people may be affected by the possible air and noise impacts. In consideration of this increase in population and the corresponding increase in traffic and transport needs, efforts should be made to adopt sustainable forms of transport and rail system as far as possible. Feasibility studies are required for the major development proposals to examine the appropriate phasing of the development concerned, and take account of environmental improvement and abatement strategies, such as the introduction of EURO IV emissions standards.

- 7.6 To minimize negative environmental effects on the natural and rural environment of Lantau, the EA recommends that the location of proposed development should avoid any infringement on environmentally and ecologically sensitive areas. For the large-scale infrastructure projects in North Lantau as well as the small-scale local works in rural Lantau, environmentally friendly measures should be adopted in the design and construction of the projects to minimize any possible adverse impact.
- 7.7 Where appropriate, further studies should be undertaken for individual proposals to confirm their environmental acceptability. In particular, any individual proposal or project which constitutes a Designated Project under the Environmental Impact Assessment (EIA) Ordinance must follow the statutory EIA processes and requirements under the EIA Ordinance, including obtaining an Environmental Permit for construction and operation of the project. The environmental impact of the project itself and the cumulative impact of any related projects must also be assessed.

Social Implications

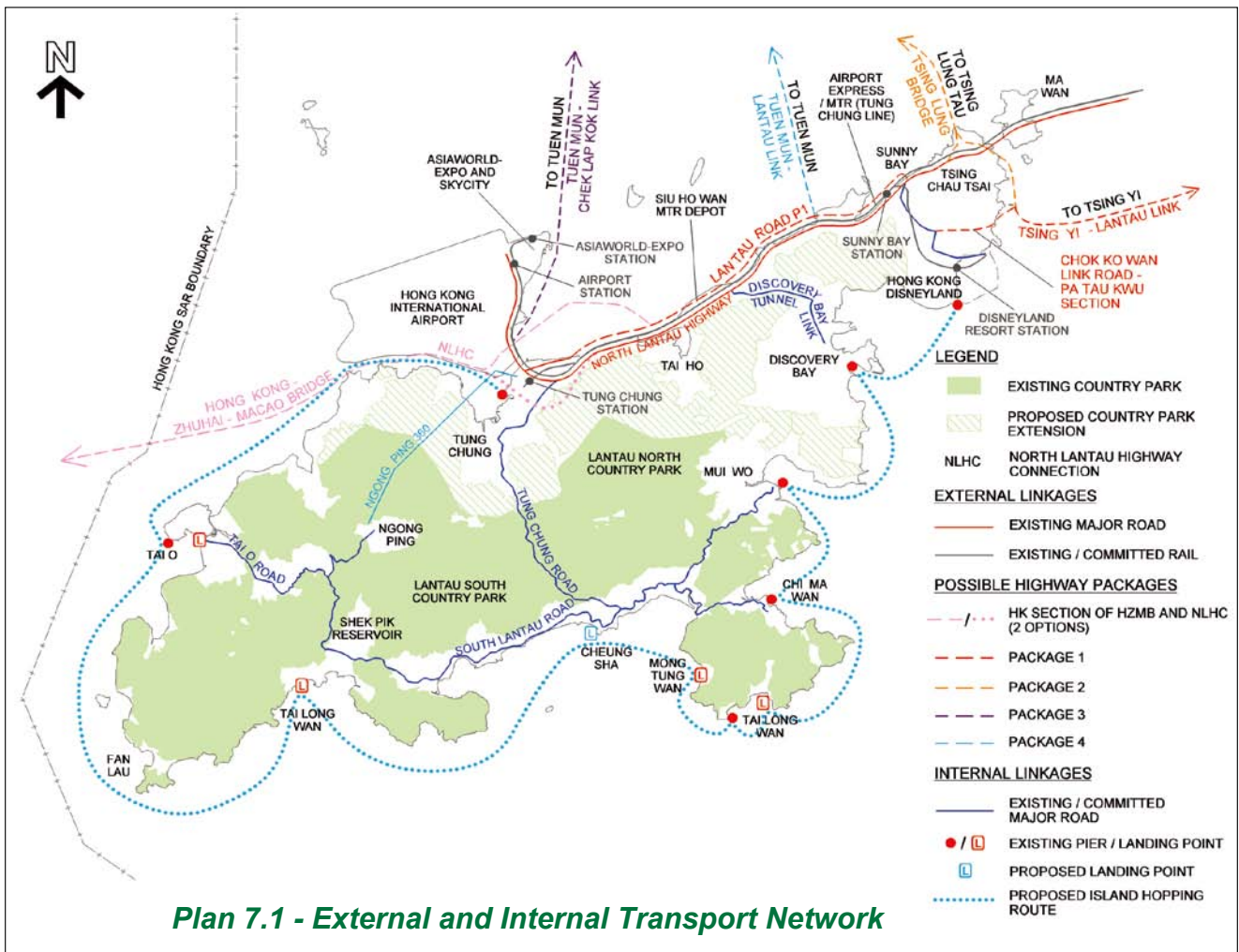
- 7.8 Meeting local aspirations and community needs was one of the major considerations in formulating the 2004 Concept Plan. The 2004 Concept Plan has been reviewed and revised taking into account public comments and suggestions. It is envisaged that the Revised Concept Plan will benefit the local community as well as the general public.
- 7.9 Lantau has an existing population of about 106,000, of which about 80% and 15% live in Tung Chung and Discovery Bay respectively. The remaining 5% is accommodated in the rural township of Mui Wo and the village clusters of Tai O and South Lantau. Other than Tung Chung which has a planned population of up to 220,000, no other major residential development or population increases are envisaged in the Revised Concept Plan. As the Revised Concept Plan does not affect any existing residential development, no rehousing or resettlement is required. There will not be any major impact to the local community.
- 7.10 The objective of the major infrastructure, tourism and recreation proposals is to provide added impetus to Hong Kong's economic development by substantially enhancing employment, investment and business opportunities on Lantau. Green tourism initiatives, cycle track and local improvement works will help to provide local employment opportunities, boost the local economy and add vibrancy of the rural townships and villages. The proposed area improvement works will also help to provide an improved community environment for the local population.

- 7.11 With careful selection of sites, sensitive design and proper management, the proposed nature- and heritage-related initiatives should not result in any significant adverse impact on the valuable natural and heritage assets of the area. Rather, they should help to sustain the cultural attributes and local character of the areas concerned, and enhance the social coherence of the community. Moreover, the proposed countryside recreational facilities and green tourism initiatives should provide a greater choice of leisure, recreation and sports facilities for enjoyment by the locals, general public and tourists.
- 7.12 To ensure that the Revised Concept Plan proposals meet local aspirations and expectations, the Government will maintain continuous dialogue with the locals.

Transport Implications

- 7.13 Strategic road links connecting North Lantau to the NWNT and the main urban areas are being studied with a view to meeting increasing traffic demand (Plan 7.1). According to the NWNT TIR, it is envisaged that the Base Network (i.e. the existing roads plus the committed highways, including the HZMB and NLH Connection) in NWNT will operate within manageable levels until 2016. Additional traffic generated from the Revised Concept Plan proposals and other planned developments, including the remaining development of the North Lantau New Town and expansion of airport facilities, in the short and medium-term could be duly catered for. However, further traffic impact assessments should be carried out for those major development proposals to assess their traffic impacts.
- 7.14 To accommodate long-term traffic demand, possible packages of highway projects have been identified in the NWNT TIR (Plan 7.1). They include: (1) Lantau Road P1, Tsing Yi - Lantau Link (TYLL) and Pa Tau Kwu Section of the Chok Ko Wan Link Road; (2) Tsing Lung Bridge (TLB) and a connecting road between TLB and TYLL; (3) Tuen Mun - Chek Lap Kok Link; and (4) Link Options between Tuen Mun and Lantau. In total, these projects represent the maximal network now identified for North Lantau. In the light of the NWNT TIR, TD has drawn up the relative priorities for the necessary highway infrastructure to meet the traffic needs of NWNT and North Lantau. However, as planning of certain major developments in the region is still underway, TD will continue to closely monitor the pace of such developments and make corresponding adjustments to the implementation and relative priorities of the highway projects.

Revised Concept Plan for Lantau



- 7.15 Under the Revised Concept Plan, major economic and tourism infrastructures that will generate most external traffic are planned in North Lantau. Prior to implementation of the proposals, further traffic impact assessments will be carried out.
- 7.16 Internal transport between North and South Lantau is constrained by local topography and environmental factors. The only road connecting north and south Lantau is Tung Chung Road. The main road link for South Lantau is South Lantau Road, which traverses the south coast from east to west (Plan 7.1). Both are 'closed roads', with road permit systems governing the use of the roads. Tung Chung Road will be widened to a standard single two-lane road. The improvement works are scheduled for substantial completion in 2008. With the completion of the improvement of Tung Chung Road, the safety of this north-south access of Lantau will be enhanced.

7.17 In planning for South Lantau, we have given due consideration to the conservation and recreational value of South Lantau and the capacity constraint of the road system in this area. Therefore only relatively small-scale recreational enhancements are proposed in the area, the transport implications of which should not be excessive. There will be some increase in the population and visitation figures, which can generally be catered for by the widened Tung Chung Road, minor improvements to South Lantau Road and Keung Shan Road and public transport services. Subject to further studies, a jetty could also be provided at Cheung Sha to cater for private leisure boats and island hopping activities (Plan 7.1). This would help bring more visitors to South Lantau and Tai O.

8. *Implementation*

- 8.1 In accordance with the overall planning concept of balanced development and conservation, priority will be accorded to those projects that can stimulate the local economy and improve people's livelihood. For other projects with implications for the long-term economic development of Hong Kong such as the LLP, the implementation model and timetable will be deliberated according to actual circumstances.
- 8.2 The proposals in the Revised Concept Plan are conceptual and require further studies to confirm their feasibility (including the corresponding resource implications) and implementation aspects. In particular, all designated projects under the EIA Ordinance will have to go through the statutory EIA procedures.
- 8.3 We will continue to involve the community in the development process, and will take into account public view as individual proposals progress.

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Annex
Conservation Strategy for Lantau



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Conservation Strategy for Lantau

1. Purpose

This is to provide a comprehensive conservation strategy, as part of the Revised Concept Plan for Lantau, to cover all three main aspects of nature, heritage and landscape conservation.

2. Nature Conservation

2.1 Lantau supports a rich diversity of flora and fauna. Many rare species, such as Romer's Tree Frog, have been found and many ecologically important sites including montane forest, natural woodland, uncontaminated streams, and coastal waters have been identified (Plan 6.1). To ensure the conservation of these species and sites, appropriate protective measures should be put in place.

(a) Country Parks and Special Areas

Country Parks and Special Areas designated under the Country Parks Ordinance would provide the most stringent statutory protection against incompatible developments. At present, about 54% of Lantau Island is covered by the Lantau North and Lantau South Country Parks, with two Special Areas at Lantau Peak and Sunset Peak where the natural woodland is protected. The Country Parks on Lantau cover the major mountain range and hillsides in central and south Lantau, and the coastlines at Chi Ma Wan, Shui Hau and southwestern Lantau, where many different habitats such as pristine ravines, grassland, shrublands and mature woodland are accommodated. Apart from control on development, the Country Parks on Lantau also serve other purposes including the prevention of fire and management of forestry and vegetation to enhance habitats and biodiversity. They also provide opportunities for nature education and recreation.

Proposed Lantau North (Extension) Country Park

The proposed Country Park extension covers an area of about 2,360 hectares in North Lantau, which mainly includes the upland surrounding Tung Chung and Tai Ho, as well as the hillsides to the north and south of Discovery Bay. It comprises mountains and upland valleys covered with natural woodland and unspoiled stream courses. Major habitats include secondary woodlands, montane forests and freshwater streams, which are of high conservation and landscape value. Educational and recreational facilities will be provided upon designation.

Proposed South West Lantau Marine Park

The proposed South West Lantau Marine Park at Fan Lau covers a sea area of 657 hectares, including the coastal areas below the high water mark. This is an important habitat for Chinese White Dolphins, as well as an important fisheries spawning and nursery ground. The designation of the marine park will protect and conserve the relatively unspoiled marine environment, while providing opportunities for recreation, education and scientific research in these areas. Apart from non-destructive forms of fishing, compatible recreational activities such as swimming, diving and boating are allowed in the marine park.

The Government is reviewing the implementation of the designation of the Country Park extension and the Marine Park.

(b) Sites of Special Scientific Interest

Sites of Special Scientific Interest (SSSIs) may be land-based or marine sites, which are of special interest because of their flora, fauna, geographical or geological features. Normally, no new development will be permitted within a SSSI. Government departments are requested to ensure that due consideration is given to conservation when developments at or near these sites are proposed.

There are eight SSSIs on Lantau, including the Sunset Peak, Man Cheung Po, Lantau Peak, Tai Ho Stream, Pok To Yan and Por Kai Shan, San Tau Beach, San Chau and Ngong Ping. Tai Ho Stream and its surrounding valley have been identified as one of the 12 priority sites for enhanced conservation under the New Nature Conservation Policy with a view to better conserving this ecologically important site.

(c) Conservation-related Zonings under the Town Plans

On Lantau, many ecologically important or sensitive sites outside Country Parks are protected under the statutory or departmental town plans. For sites falling within the conservation-related zones designated on the statutory town plans, only a limited range of developments is allowed with or without planning permission from the Town Planning Board (TPB):

“Conservation Area”

The “Conservation Area” (“CA”) zone aims to conserve the existing natural character and intrinsic landscape value by protecting topographical features from encroachment by adjacent developments. The uplands at Ngong Ping and Discovery Bay are under this zone. The ecologically important Leung Uk Marsh, Tai O Reedbed, Po Chu Tam Egretty, Tai O salt pans mangrove planting area and Luk Keng headland are designated as “CA” on the relevant departmental plans.

“Coastal Protection Area”

The “Coastal Protection Area” (“CPA”) zone aims to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including interesting geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum built development. All proposed developments in the area should be examined carefully to prevent any undue impact on the surrounding environment. Only essential infrastructures without causing undue impact on the natural coastlines should be allowed. The natural coastlines at Pui O, Cheung Sha, Tong Fuk, Shui Hau and Discovery Bay are zoned “CPA” on the relevant statutory town plans.

“Green Belt”

The “Green Belt” (“GB”) zone aims to preserve the existing well-wooded hillsides and other natural features. There is a presumption against development in this zone and planning permission from the TPB is required for most types of development. The fung shui woodlands in Mui Wo, Cheung Sha and Tong Fuk, and natural areas at Fan Lau, Shek Pik, Tai Long Wan, Pui O and Cheung Sha are under “GB” zone in the relevant statutory town plans.

(d) Countryside Areas

Some countryside areas are not covered by statutory or departmental town plans. As these areas are mostly covered by natural vegetation, only developments well justified and without causing undue impact on the natural environment should be allowed.

(e) Sites of Ecological Importance / Interest

A number of ecologically important / sensitive sites and habitats on Lantau, including the Tung Chung compensation woodland, mangroves, fung shui woodland, seagrass, indigenous bird and freshwater habitats of conservation importance are identified under the Revised Concept Plan. The majority of these sites and habitats fall within conservation-related zones on the relevant statutory or departmental town plans. The Agriculture, Fisheries and Conservation Department (AFCD) will continue to assess the need for and feasibility of designating these sites as SSSIs to conserve the vulnerable species and flora and fauna habitat there.

For natural stream courses, the Environment, Transport and Works Bureau released a technical circular in 2004, which sets out the responsibilities of Government departments in maintaining natural watercourses on government and private lands.

(f) Other Conservation Initiatives

Ecological Database

As an on-going exercise, AFCD will continue to conduct ecological surveys to update the information in its ecological database for Hong Kong, including Lantau. Working groups will be convened with experts from local organisations and tertiary institutions to collect their assessment on species rarity and site protection, with the aim of developing conservation plans for threatened species. The database will also facilitate AFCD's work in recommending SSSIs. Information on the conservation value of different sites will be made available to other Government departments and the public to facilitate land use planning.

Conservation Plans

The Government will continue to implement conservation plans to protect important habitats and species. AFCD has developed conservation plans for Chinese White Dolphins in terms of management, public education, research and cross-boundary cooperation to enable the species to continue to use Hong Kong waters as part of their range in the Pearl River Estuary. In addition, AFCD has recently carried out habitat creation trials for butterflies at Nam Shan, and fish and amphibians at Tung Chung Au.

Enhancement of ecological values

AFCD will continue to enhance the ecological value of the Country Parks through efforts like tree-planting, which will increase the forest coverage, conserve soil and create new habitat for wildlife. More native trees will be planted to provide more food sources and shelter for local fauna. Continuous efforts will be put into education, patrolling and management measures to help prevent hill fires that pose a serious threat to the ecosystem. Other measures include the planting of fire-resistant trees and maintenance of firebreaks in vulnerable area.

(g) Town Planning

In preparing and reviewing statutory and departmental town plans, the Planning Department will continue to pay due regard to the protection of areas of high conservation value.

3. Heritage Conservation

3.1 Lantau is an island with a wealth of built heritage and archaeological finds. There are five declared monuments, five graded historical buildings, 57 archaeological sites, a number of cultural heritage sites of varying historical significance, and over 20 temples (Plan 6.2). Located at the entrance to the Pearl River Estuary, Lantau Island has long been of defence importance, especially during the Qing Dynasty, as evidenced by the Tung Chung

Fort and Tung Chung Battery, which date back to the 1800s. There are about 58 recognized villages and the traditional fishing village of Tai O. Besides, a religious node with prominent monasteries and nunneries has been established in the island's northwest uplands, which includes the famous Po Lin Monastery first established in 1906 in Ngong Ping.

3.2 The Government will continue to restore, preserve and conserve declared monuments and other sites of cultural heritage importance on Lantau in accordance with the Antiquities and Monuments Ordinance. To ensure that the proposed developments will not have any adverse impacts on sites of archaeological and historical interests, early consultation with Antiquities and Monuments Office is necessary. In some cases, an assessment on impacts including the archaeological and built heritage is needed, with appropriate mitigation measures proposed.

3.3 In preparing town plans, particularly for the new town development at Tung Chung, and in planning for local improvement works, due regard should be given to the preservation of declared monuments, historic buildings, archaeological sites and other sites of cultural heritage significance and their environs. Efforts should be made in the planning stage to protect and preserve the archaeological and built heritage, either in their own right or as an integral part of the development. Heritage impact assessments should be undertaken when necessary.

4. Landscape Conservation

4.1 Lantau has a very unique landscape character. Dominated by ridges of hill running from southwest to northeast, the island is dissected by a series of valleys and fringed with some narrow coastal uplands and plains. According to the Study on Landscape Value Mapping, a strategic-level mapping exercise to establish the baseline condition of existing landscape resources throughout Hong Kong, most of Lantau is accorded with "High" landscape value. Tung Chung New Town, North Lantau Expressway and some areas of Shek Pik and Pui O are ranked "Moderate".

4.2 For preservation and enhancement, the following major landscape features and areas of high landscape value (Plan 6.3) are identified and general guidelines for future development are recommended:

(a) Country Parks and Proposed Country Park Extension

These include the existing Country Parks and proposed Country Park extension area. It is intended to preserve these areas as an attractive nature reserve with high quality scenic value. No development should encroach on the areas except with the permission of the Country and Marine Parks Authority.

(b) **Landscape Protection Areas**

These include all natural and undeveloped areas adjacent to the Country Parks and the proposed Country Park extension area. The general intention is to preserve these areas as landscape buffer between the Country Parks and any developed areas. Proper greening and landscaping works should be undertaken to mitigate the effect of any new development.

(c) **Coastal Landscape Protection Area**

This includes the existing natural coastline around the island. It is intended to preserve the area in its natural state and to avoid disturbance as far as possible unless there is overriding public interest in the provision of essential infrastructure.

(d) **Areas of Special Landscape Character**

These include areas with distinct local or landscape features, such as Tai O fishing village (e.g. stilt houses, salt pans, creek), Ngong Ping / Keung Shan / Tei Tong Tsai (e.g. prominent monasteries, nunneries and the Tian Tan Buddha Statue), Pui O / Cheung Sha (e.g. beaches and spectacular settings), Mui Wo (a historical rural township) and Tai Ho Valley (a natural stream of ecological significance). The general intention is to preserve the unique landscape characters of these areas. Any new development in these areas should not compromise the existing landscape setting, and due respect should be given to the unique character of the areas. Major visual corridors in and around these areas should be maintained.

(e) **Landscape Enhancement Areas**

North Lantau Highway

North Lantau Highway (NLH) is a major transport corridor linking the Hong Kong International Airport with other parts of the territory. In order to render the visitors an impressive image before reaching the more urban parts of Hong Kong, proper landscaping including appropriate scale of planting and ornamental features should be provided to enhance the visual amenity of the corridor. There should also be proper control on developments along the highway, including proposals to hang up advertisement signboards along the NLH.

The New Waterfront Along North-shore

Developments on the newly reclaimed areas along the north-shore, including their spacing, built form and design, should not cause any adverse impacts, in particular, on the existing openness of the area. Any new developments should not be too massive or bulky in order to preserve the visual corridors linking up the surrounding water body and the hillside. Easy access to the new waterfront should be provided for both pedestrians and cyclists.

Acknowledgement of Use of Photos

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