

(Translation)

Legislative Council meeting on 6 February 2013
Motion on “Developing a new North Lantau”
Progress Report

Purpose

At the Legislative Council meeting on 6 February 2013, the motion on “Developing a new North Lantau” moved by the Hon CHAN Han-pan and amended by the Hon Ronny TONG, the Hon Tony TSE, the Hon Alice MAK, the Hon YIU Si-wing and Dr the Hon KWOK Ka-ki was carried. The wording of the motion carried is at **Annex**. This report sets out the Administration’s position and the follow-up action taken in respect of the motion.

Overall planning for Lantau

2. In 2004, the Administration prepared a Concept Plan for Lantau to provide an overall planning framework for Lantau so as to meet the target of a balanced and sustainable development of Lantau. Having taken into account the public comments and suggestions received as well as the findings of a number of relevant studies and progress of some development projects, the Administration published the Revised Concept Plan for Lantau (the Concept Plan) in May 2007. The Concept Plan recognises 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 concentrate urban development and major economic infrastructure in North Lantau so as to optimise 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. The Administration is implementing the proposals set out in the Concept Plan in a progressive manner so as to realise the vision of a balanced and co-ordinated development of Lantau.

To engage relevant policy bureaux in formulating proposals and extensively consult various sectors on the development of North Lantau

3. Regarding the future extension of Tung Chung, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the Tung Chung New Town (TCNT) Development

Extension Study (the Tung Chung Study) in early 2012. The Tung Chung Study includes a number of rounds of public consultation to collect the views of various stakeholders and the public on the extension of TCNT, with a view to drawing up development proposals based on general consensus. We have completed Stage 1 Public Engagement (PE) in August 2012. The consultants are analysing the public comments collected and formulating various development options so that Stage 2 PE will be launched later this year.

4. Besides, in order to increase land reserve to meet development needs, the “Enhancing Land Supply Strategy: Reclamation outside Victoria Harbour and Rock Cavern Development” (the ELS Study) jointly commissioned by the Development Bureau (DEVB), the CEDD and the PlanD, has initially identified Siu Ho Wan and Sunny Bay in North Lantau as two of the potential reclamation sites. Commenced on 21 March 2013, the Stage 2 PE for the ELS Study aims at consulting the public on the issues to be covered in the coming technical studies of each potential reclamation and rock cavern development sites in order to confirm the engineering feasibility.

5. For the overall planning for North Lantau, including the ongoing Tung Chung Study and the ELS Study, the relevant Government bureaux and departments have maintained close liaison in carrying out the work.

To improve North Lantau’s internal and external transport links and develop a “bridgehead economy” through holistic planning

6. Apart from the Hong Kong-Zhuhai-Macao Bridge (HZMB) (including the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the southern section of Tuen Mun-Chek Lap Kok Link (TM-CLKL)) which are under construction and scheduled for completion in 2016 and the northern section of TM-CLKL which is scheduled for completion in 2018, the Concept Plan has proposed various road transport infrastructure projects, e.g. Tsing Lung Bridge, Tsing Yi-Lantau Link and Tuen Mun-Lantau Link to cater for the long-term transport demand in North Lantau. The Administration will continue to closely monitor the traffic conditions in North Lantau, and implement the road projects by setting out their development programme and priority accordingly.

7. To give full play to the benefit of the HZMB and HKBCF in facilitating the “bridgehead economy” in nearby areas, the Administration plans to provide convenient public transport services between the HKBCF and the Hong Kong International Airport (HKIA), Tung Chung, other parts of the Lantau Island and Tuen Mun. These services will encourage travellers coming to Hong Kong

through the HZMB to make use of the commercial facilities in these locations in order to provide business opportunities for these areas.

Relevant proposals in the motion

To study the opening up of the SkyPier inside Chek Lap Kok Airport for use by non-airport passengers

8. Located at the Restricted Area of the HKIA, the SkyPier provides convenient and speedy ferry services for air-to-sea/sea-to-air transit passengers travelling between Hong Kong and the Pearl River Delta (PRD) and Macao. The Airport Authority (AA) must operate the SkyPier in accordance with the Deed of Security signed with the Administration in order to meet the security requirements for transit passengers and baggage. At present, the land transport link between Hong Kong and the PRD region, particularly cities in the eastern part, has been well developed. Regarding sea transport, the two cross-boundary ferry terminals (CBFTs) currently managed by the Administration (i.e. the Hong Kong-Macao Ferry Terminal and the China Ferry Terminal) provide cross-boundary ferry services to and from 11 PRD ports and Macao. It is expected that the two existing terminals would still have sufficient capacity to meet the projected demand in patronage in the foreseeable future, it is therefore not necessary to plan the development of a third government-managed CBFT at this stage.

9. Separately, with an additional cross-boundary option to be provided by the HZMB in 2016 for travelling between Hong Kong and Macao as well as Hong Kong and cities on the western part of the Pearl River, the Administration does not have plans to consider opening up the SkyPier for general immigration purposes.

To actively implement a “local professions first” policy and create employment opportunities

10. Under the “General Employment Policy” (GEP) (for people from overseas and residents of Taiwan and Macao) and the “Admission Scheme for Mainland Talents and Professionals” (ASMTP) (for Mainland residents), local employers can recruit professionals according to their manpower needs to take up positions that are necessary but cannot be readily taken up by the local workforce. In processing the applications under the GEP and the ASMTP, the Immigration Department will strike a proper balance between upholding priority employment of the local workforce as an important policy measure and

admitting needed professionals to Hong Kong.

To allocate land for constructing large shopping areas with retail and wholesale functions and build more hotels

11. At present, there are existing and planned shopping areas or hotels at the Airport Island, Tung Chung, the Hong Kong Disneyland (HKD), Discovery Bay and Mui Wo. The Administration will closely monitor and examine the need for such land uses on Lantau in carrying out relevant planning studies in future.

12. In addition, the potential reclamation site at Sunny Bay can be developed as an entertainment and business node of regional significance, which will foster the sustainable economic development of Lantau and Hong Kong. The Administration launched a three-month stage two public engagement (PE2) for Enhancing Land Supply Strategy: Reclamation Outside Victoria Harbour and Rock Cavern Development on five reclamation sites including Sunny Bay in March 2013 to consult the public on the issues to be covered in the coming technical studies for each reclamation site in order to confirm the engineering feasibility. The proposal is still in a preliminary stage and the reclamation boundary has not yet been confirmed. Upon completion of the PE2, the Administration will seek funding to conduct detailed technical studies to confirm the reclamation boundary and feasibility.

To expedite the expansion of the Hong Kong Disneyland

13. To further enhance the appeal of the HKD, in the coming few years, the HKD will launch a new night-time parade and put in place a themed area featuring “Marvel heroes”. Meanwhile, the HKD is actively pursuing new hotel projects to provide better complementary services for tourists. The HKD is carrying out the relevant design work. It is the Administration’s target to announce the details and relevant financial arrangements as soon as possible.

To perfect the support facilities of AsiaWorld-Expo and provide adequate parking spaces

14. Noting that the supply of parking spaces at the AsiaWorld-Expo (AWE) is tight occasionally during the travelling peak seasons (i.e. the Chinese New Year, Easter and Christmas periods) and the staging of large-scale events, the

AWE has commissioned a consultancy study on its long-term parking needs, and is exploring ways with the AA to increase the supply of parking spaces at the AWE.

Before developing new communities in Tung Chung and implementing concrete planning for increasing the population in North Lantau, the Administration must fully consult the residents to forge consensus

15. The Tung Chung Study involves a number of rounds of public consultation. The Stage 2 PE will be rolled out later this year. Relevant statutory and advisory bodies, including the Tung Chung Rural Committee, the Islands District Council, the Town Planning Board, the Legislative Council Panel on Development and the Planning Subcommittee of the Land and Development Advisory Committee, will be consulted on the Study. Besides, there will be focus group meetings, public forums, workshops, roving exhibitions, and a series of collaterals, including videos, PE digests, posters, flyers/leaflets and newsletters to share and collect the public views from different stakeholders.

Proposed measures in the motion

To expeditiously develop Tung Chung West, including constructing an extension of Tung Chung Line, setting up an MTR station for Yat Tung Estate, conducting a study on lowering the fares of the Tung Chung Line, and launching reasonably-priced monthly tickets on a zonal basis for the Tung Chung Line

16. The Administration is conducting a consultancy study for the Review and Update of the Railway Development Strategy 2000, with a view to updating the long-term railway development blueprint of Hong Kong in the light of the latest developments of society. The Administration is conducting the Stage 2 PE exercise to consult the public on seven local enhancement schemes for existing railway lines, including the Tung Chung West Extension. The consultation period will end on 20 May 2013. The entire study is expected to be completed in 2013. The Administration will consider the consultants' final recommendations and explore the way forward for different railway projects (including the Tung Chung West Extension) having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.

17. The Administration has all along shared the view of the community that

the MTR Corporation Limited (MTRCL) should, apart from considering its commercial operations, give due regard to its corporate social responsibility as a public service provider. While providing safe and efficient railway services, the MTRCL should strive to help reduce fare expenses by the public. The Administration will continue to urge the MTRCL to actively consider providing various effective fare concession schemes modelled on the existing fare concessions, including various kinds of monthly pass schemes, interchange discounts as well as discounts for long haul passengers living in remote areas as far as possible, taking into account its operating and financial conditions, market condition and passenger needs, etc., so as to meet the needs of different groups of passengers. In accordance with the Operating Agreement signed in 2007, the Administration is conducting a five-yearly review of the Fare Adjustment Mechanism (FAM) with the MTRCL. The Administration's objective is to incorporate service performance and profitability of the MTRCL, as well as public affordability as additional factors for consideration in the FAM. The Administration hopes to complete the review shortly in collaboration with the MTRCL such that the revised FAM can be implemented in June for the 2013 fare adjustment.

To study the development of “on-street economy”, including setting up a Tung Chung bazaar or night market and implementing a local dual economy, so as to provide small business operators with development opportunities and residents with more diversified shopping choices

18. Regarding the proposal to set up open-air bazaars, the Administration considers that the planning and management of open-air bazaars by district organisations will offer greater flexibility to better suit the local needs. The Administration, together with the relevant departments, stand ready to provide appropriate assistance for the proponents if they have identified suitable sites with the support of the local community, and could satisfy the requirements on food safety and environmental hygiene.

To avoid monopoly by large consortia, and build more public markets managed by the Food and Environmental Hygiene Department to provide local small business operators with stalls at relatively low rents, and provide residents with inexpensive consumption choices to alleviate their burdens of the cost of living

19. In its previous reports on the planning and operation of public markets, the Audit Commission pointed out that the Administration should, when planning the provision of new public market facilities, consider carefully the

question of viability and cost-effectiveness in order to ensure that public resources are put to appropriate and effective use. Having duly considered the various factors, the Food and Environmental Hygiene Department does not have any plans at present for a new public market.

To abolish the toll for the Lantau Link to increase residents' outbound mobility

20. The tolls of the Government tolled tunnels and roads are determined based on the “user-pays” principle, which aims to recover the full cost of providing, operating and maintaining the tunnels and roads. The Administration will review their toll levels each year, taking into account the relevant factors, such as the impact of the tolls on the traffic flow and the economy. If adjustment is considered necessary after the review, the Administration will consult the Legislative Council Panel on Transport and effect the adjustment by way of amending the tunnel tolls and control area tolls prescribed in the Schedule to the relevant legislation. No toll adjustment has been made to the Lantau Link since it came into operation in 1997. The Administration will continue to review the tolls of the Lantau Link in accordance with the existing mechanism.

To set up training colleges and educational institutions which match the mode of local economic development

21. There are a number of factors for the Vocational Training Council (VTC) to consider in deciding whether to establish a training centre in a particular geographical area. Currently, the VTC has no plan to establish a training centre in North Lantau.

To build coastal cycle tracks in North Lantau and provide bicycle ferry services to facilitate residents go by bicycle to and fro Sunny Bay, Park Island and Tsuen Wan, and develop green and low-carbon transport

22. At North Lantau, the Administration has provided coastal cycle tracks in Tung Chung new town. The Administration will study the feasibility of providing the cycle track within the scope of the on-going “Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study”. Besides, the Administration launched the Stage 2 PE exercise for Enhancing Land Supply Strategy: Reclamation Outside Victoria Harbour and Rock Cavern Development on five reclamation sites including sites at North

Lantau in March 2013 with a view to seeking funding to carry out the engineering feasibility study as soon as possible. If the proposed reclamation schemes at North Lantau are finally confirmed, the Administration will consider the feasibility of building coastal cycle tracks when planning the land use of the concerned reclamation sites.

23. Having regard to passenger demand and financial viability of operating ferry services, the Administration does not have plans at present to provide licensed ferry service between Sunny Bay, Park Island and Tsuen Wan.

To ensure sufficient healthcare personnel so that the North Lantau Hospital due for completion soon can offer comprehensive healthcare services and come into operation as early as possible; and to ensure that when the hospital commences service, its accident and emergency department can immediately operate round the clock, and it can provide comprehensive specialist out-patient and in-patient services

24. Construction works of the North Lantau Hospital was completed in end 2012. The Hospital Authority (HA) has set up a North Lantau Hospital Commissioning Office to co-ordinate the commissioning arrangement of the hospital. At present, the HA is actively recruiting and deploying manpower to carry out various preparatory work so that the North Lantau Hospital will commence operation by phases in the third quarter of 2013. In the initial operation period, the North Lantau Hospital will, having regard to the safety of patients and related factors, provide daytime accident and emergency (A&E) services so as to allow sufficient time for various departments of the hospital to sort out the arrangement in service provision to ensure that patients will be given the most appropriate treatment. Subject to the availability of manpower and other related facilities, the HA will extend the service hours for A&E to 24 hours as soon as possible, and also provide various specialist out-patient and in-patient services in phases.

25. The HA will continue to liaise closely with the Island District Council and the local community to listen to the views of residents in respect of the commissioning arrangement of the North Lantau Hospital. It will also closely monitor the service demand and deploy healthcare manpower accordingly with an aim to provide quality healthcare services for local residents.

To strictly restrict the building height and density in Tung Chung new development areas to avoid the emergence of screen-like buildings and the heat island effect, which affect Tung Chung residents' health

26. In the Tung Chung Study, there are a series of assessments to be conducted, including the Urban Design and Landscape Assessment and the Air Ventilation Assessment, etc. These assessments will help the Administration examine the building height, density, visual and air ventilation issues for the future extension.

To study the development of eco-tourism, opening-up of monuments and heritage trails, establishment of berths, and building of water sports centres and relevant commercial support facilities in North Lantau

Eco-tourism

27. The Tourism Commission is partnering with the Agriculture, Fisheries and Conservation Department and the Hong Kong Tourism Board (HKTB) in promoting nature-based green tourism products via the HKTB's marketing platform "Great Outdoors Hong Kong!". In 2013-14, the HKTB will continue its promotion work in this area, including organising free guided tours around the end of each year so as to encourage visitors to explore Hong Kong's hiking trails and outlying islands. These include hiking trails in Tung Chung and Tai O, as well as cultural and natural attractions like the old Tai O Police Station, the Tai O Fishing Village and the Tai O dragon boat water parade in North Lantau.

Monuments and heritage trails

28. The historic buildings in North Lantau are mainly located in Tung Chung and Tai O. Whether it is appropriate to set up a heritage trail at a particular place depends on a number of factors, including whether there are sufficient number of heritage spots, whether the heritage spots are within walking distance, whether there are sufficient supporting facilities and the opening arrangement of the heritage spots, etc. The Commissioner for Heritage's Office of the Development Bureau and the Antiquities and Monuments Office of the Leisure and Cultural Services Department organised the Heritage Fiesta 2012 in December 2012 to introduce three selected heritage routes to the public. One of the heritage routes is "Tai O: New Scene of Fishing Village". Apart from introducing the famous stilted houses in Tai O, the heritage route also showcases the Tai O Heritage Hotel, Yeung Hau Temple and Kwan Tai Temple. Information on the heritage route has been uploaded to the following webpage: http://www.heritage.gov.hk/en/doc/Heritage_Fiesta_2012-pamphlet_as_at_21.11.2012.pdf.

Berths

29. If there are proposals for berths, the Administration will study the proposal taking into account the use, location, safety and the possible impact on marine traffic in the vicinity.

Water sports centres and relevant commercial support facilities

30. A number of issues have to be considered in relation to the proposal of building water sports centres, including the ecological and heritage values in the nearby waters, and whether the water quality and marine traffic could tie in with the proposal, in order to ensure the conservation as well as users' safety. At present, the Home Affairs Bureau (HAB) is working with relevant bureaux and departments in examining the feasibility of the proposal.

To build a new standard outdoor sports ground in the Tung Chung area to provide residents with a sports venue

31. According to the recommendations of the Hong Kong Planning Standards and Guidelines, a standard design sports ground with an area of about three hectares including a 400-metre track (all weather) and grass infield for athletics (field events) should be provided for every 200 000 to 250 000 population. Although the population of Tung Chung is still far below the said criteria, the HAB has worked with relevant bureaux and departments in reserving suitable land in the area for the development of a standard design sports ground when the population increases.

Development Bureau

Security Bureau

Education Bureau

Home Affairs Bureau

Transport and Housing Bureau

Food and Health Bureau

Commerce and Economic Development Bureau

**Motion on
“Developing a new North Lantau”
Moved by Hon CHAN Han-pan
at the Council meeting of 6 February 2013**

**Motion as amended by Hon Ronny TONG, Hon Tony TSE, Hon Alice MAK,
Hon YIU Si-wing and Dr Hon KWOK Ka-ki**

That, Hong Kong develops rapidly, with North Lantau having been developed into an area with considerable development potential in tourism as well as convention and exhibition industries; as further planning for North Lantau is underway and a number of major infrastructure projects in North Lantau, including the Hong Kong-Zhuhai-Macao Bridge (HZMB), a new control point at HZMB, the Tuen Mun-Chek Lap Kok Link and a third runway at the airport, are in progress, and the Administration is conducting a Planning and Engineering Study on the Remaining Development in Tung Chung, this Council urges the Administration to extensively consult various sectors on the development of North Lantau, and under the principle of balancing conservation and development and through holistic planning, improve North Lantau’s internal and external transport links, make good use of control point facilities to develop a “bridgehead economy”, which should include studying the opening up of the SkyPier inside Chek Lap Kok Airport for use by non-airport passengers to enable tourists and local residents to travel by water to tourist attractions in Lantau Island and Tung Chung to promote district economy, so as to develop Tung Chung into a key area of tourism as well as convention and exhibition services, and a vibrant community with local characteristics which is good for living, doing business and leisure activities, and capitalize on the opportunities arising from the North Lantau development to actively implement a “local professions first” policy and create employment opportunities, so as to drive the economic development of Hong Kong; this Council also urges the Administration, when formulating planning proposals on the development of North Lantau, to involve actively not only the Development Bureau but also other relevant Policy Bureaux, including the Transport and Housing Bureau, the Home Affairs Bureau and the Environment Bureau, and to preserve valuable features of the district economy and culture and ensure their sustainable development; specific measures should include:

- (1) to expeditiously develop Tung Chung West, including constructing an extension of Tung Chung Line, setting up an MTR station for Yat Tung Estate, conducting a study on lowering the fares of the Tung Chung Line, and launching reasonably-priced monthly tickets on a zonal basis for the

Tung Chung Line;

- (2) to study the development of “on-street economy”, including setting up a Tung Chung bazaar or night market and implementing a local dual economy, so as to provide small business operators with development opportunities and residents with more diversified shopping choices;
- (3) to avoid monopoly by large consortia, and build more public markets managed by the Food and Environmental Hygiene Department to provide local small business operators with stalls at relatively low rents, and provide residents with inexpensive consumption choices to alleviate their burdens of the costs of living;
- (4) to abolish the toll for Lantau Link to increase residents’ outbound mobility;
- (5) to set up training colleges and educational institutions which match the mode of local economic development;
- (6) to build coastal cycle tracks in North Lantau and provide bicycle ferry services to facilitate residents go by bicycle to and fro Sunny Bay, Park Island and Tsuen Wan, and develop green and low-carbon transport; and
- (7) to ensure sufficient healthcare personnel, so that the North Lantau Hospital due for completion soon can offer comprehensive healthcare services and come into operation as early as possible;

this Council also urges the Administration to allocate land for constructing large shopping areas with retail and wholesale functions, build more hotels, expedite the expansion of the Hong Kong Disneyland, perfect the support facilities of AsiaWorld-Expo and provide adequate parking spaces; besides, before developing new communities in Tung Chung and implementing concrete planning for increasing the population in North Lantau, the Administration must fully consult the residents to forge consensus, and implement the following measures:

- (8) to strictly restrict the building height and density in Tung Chung new development areas to avoid the emergence of screen-like buildings and the heat island effect, which affect Tung Chung residents’ health;
- (9) to ensure that when the North Lantau Hospital commences service, its accident and emergency department can immediately operate round the clock, and it can provide comprehensive specialist out-patient and in-patient services;

- (10) to study the development of eco-tourism, opening-up of monuments and heritage trails, establishment of berths, and building of water sports centres and relevant commercial support facilities in North Lantau; and
- (11) to build a new standard outdoor sports ground in the Tung Chung area to provide residents with a sports venue.