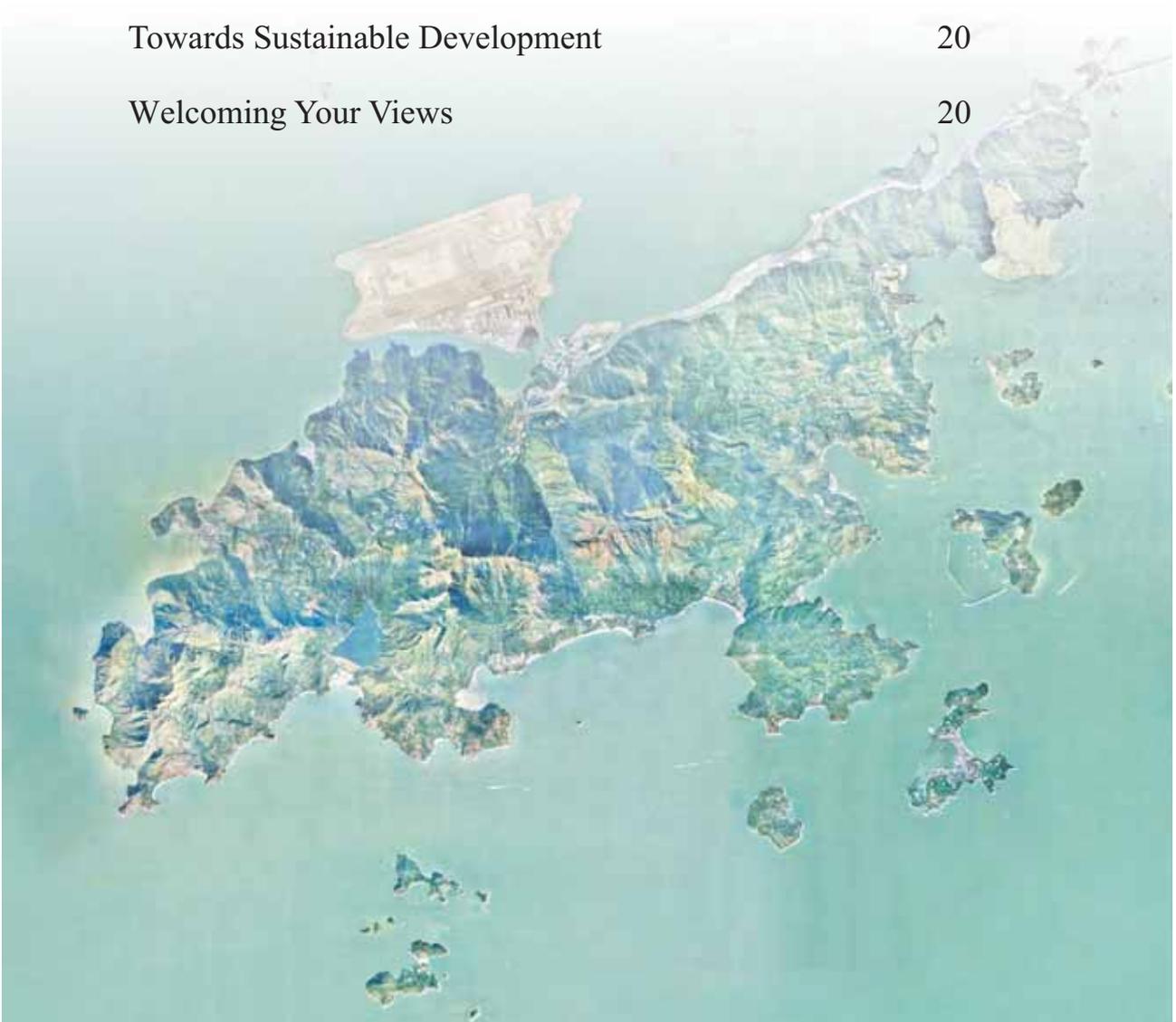


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Aerial Photo of Lantau

Introduction

Lantau is the biggest island in Hong Kong. With the development of the Hong Kong International Airport, the North Lantau New Town and strategic transport links in recent years, Lantau has tremendous development potentials. The island is, on the other hand, well recognised for its nature conservation and recreation values, with over half of the land area covered by Country Parks and much of its coastlines and uplands still in their natural state. Lantau will continue to play an important role in sustaining Hong Kong's future development. An updated overall planning framework is necessary to ensure a balanced and coordinated approach for the future development.

2. Under the steer of the Lantau Development Task Force led by the Financial Secretary, a Concept Plan for Lantau has been formulated. It sets out the overall planning concept and some proposals for individual areas as a basis for further detailed planning. The proposals in the Concept Plan are conceptual and by no means final at this stage. You are welcome to provide comments and suggestions. The Concept Plan and the proposals would be reviewed and fine-tuned, taking into account the views of the community.

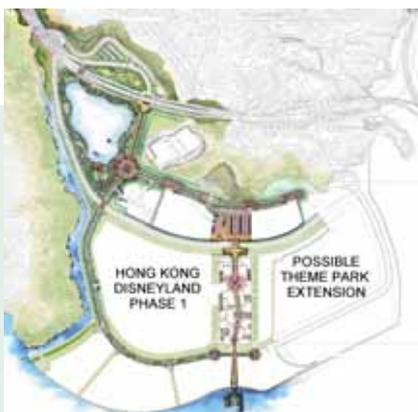
Current Position of Developments in Lantau

3. The South West New Territories Recommended Development Strategy, incorporating public views where appropriate, was endorsed in 2001. It sets out a broad land use framework *to balance development and conservation needs in accordance with the principle of sustainable development, with particular emphasis on turning the sub-region into a Tourism, Recreation and Leisure centre*. A number of development projects are being implemented.

4. The Hong Kong International Airport currently has an annual capacity of 45 million passengers and 3 million tonnes of cargo. The ultimate annual capacity would increase to 87 million passengers and 9 million tonnes of cargo. Under the framework of the Hong Kong International Airport Master Plan 2020, expansion of the facilities is in hand, including the development of additional cargo facilities, AsiaWorld-Expo and SkyCity Phase 1.



Hong Kong International Airport



Hong Kong Disneyland

5. Hong Kong Disneyland Phase 1 at Penny's Bay is under construction. Arrangements have been made for possible long term expansion of the theme park in phases. Specifically, the Phase 1 operator is given an Option to purchase the site to the east of Phase 1 for Phase 2 development and a Right of First Refusal to purchase land possibly to be formed next to the Phase 2 site for possible Phase 3 development. Evidently, Hong Kong Disneyland would be the anchor for further tourism development in Lantau.

Concept Plan for Lantau

6. Tung Chung Cable Car, together with a Theme Village and other infrastructure improvements at Ngong Ping, is under construction. The Study on Revitalisation of Tai O recommending the preservation of the fishing village and enhancement of its visitor appeal has been completed. The South Lantau and Mui Wo Development Feasibility Study has been undertaken to review the land use potential in South Lantau.



Tung Chung Cable Car

7. At present, Lantau has a total population of about 88 000. Over 70% is residing in Tung Chung. With the new economic infrastructure proposals in Lantau and changing planning circumstances, the remaining development in the North Lantau New Town would be subject to replanning. Other major settlements include the residential suburb at Discovery Bay, the rural township at Mui Wo, and village clusters at South Lantau and Tai O. No substantial growth is envisaged, having regard to their rural character and limited transport and infrastructure capacities.



New Land Use Needs

8. As Hong Kong's economy becomes more service-based, North Lantau would be important in strengthening the main economic pillars of tourism and logistics developments. Given the proximity to the airport, good transport connections, anchorage of a world class theme park and scenic natural setting, Lantau possesses unique potential for a greater variety of tourist attractions. To strengthen Hong Kong's position as Asia's premier transportation and logistics hub, the Chief Executive announced in the 2003 Policy Address that a site would be identified in North Lantau to build a modern logistics park.

9. In parallel, the Hong Kong - Zhuhai - Macao Bridge (HZMB), a direct land transport link between Hong Kong and the Pearl River West, has been proposed. Northwest Lantau has been identified as the most suitable location for the landing of the HZMB in Hong Kong. In accordance with State Council's approval, the governments of Hong Kong, Guangdong and Macao in August 2003 set up the HZMB Advance Work Co-ordination Group to take forward the advance planning work for the HZMB. The Co-ordination Group is conducting a feasibility study for the HZMB which is expected to complete by end 2004. The HKSAR Government is undertaking an Investigation and Preliminary Design Study on the Hong Kong Section of the HZMB and its connection with the North Lantau Highway for completion by end 2004. The HZMB would greatly benefit the development of Lantau.



Different possible alignments for the proposed HZMB and North Lantau Highway Connection

Planning Considerations

10. In addressing the new land use needs, we have taken into account the following strategic and local planning considerations:

- (a) the need for conserving high-quality natural landscape, ecological environment and cultural heritage sites ;
- (b) the capacity of external and internal transport links ;
- (c) the airport height restrictions which constrain building heights and developable area ;
- (d) the aircraft noise which prohibits the development of noise sensitive uses in certain areas ;
- (e) development restrictions to protect Hong Kong Disneyland from visual intrusion and incompatible uses ;
- (f) consultation zones of potentially hazardous installations which are not suitable for high-intensity uses and visitor attractions ;
- (g) the limit of reclamation imposed by shipping channels and water quality and hydrological considerations ; and
- (h) topographical and other technical constraints.

11. According to the consultancy study on the Hong Kong Port-Master Plan 2020, Northwest Lantau has been identified as one of the possible locations for the construction of Container Terminal 10. Any impact on the planning of Lantau is to be addressed upon a clearer view on the way forward for port development. For Soko Islands and the surrounding waters, apart from being a potential site for designation as a Marine Park, other competing land uses are under consideration. The Castle Peak Power Company Limited / CLP Power have advised the Government that they are considering Tai A Chau, among other sites, for the development of a liquefied natural gas terminal, which would require detailed examination.

Concept Plan for Lantau

Overall Planning Concept for Lantau

Planning Vision and Overall Concept

12. Our planning vision is to promote sustainable development of Lantau by balancing development and conservation needs. The overall planning concept is to focus major economic infrastructure and urban development in North Lantau to optimise the use of the existing and planned transport links and infrastructure, while protecting the other parts of Lantau, which comprise primarily high-quality landscape and ecologically sensitive natural environment, for nature conservation and environmentally sustainable recreational and visitor uses. The Concept Plan for Lantau is at Plan 1.

Planning Principles and Broad Land Use Pattern

13. The planning principles and broad land use pattern are as follows :

- (a) to strengthen the Hong Kong International Airport as an international and regional aviation hub through maximising its utilisation and development potential, to develop a Logistics Park in Siu Ho Wan to enhance Hong Kong's position as a regional logistics centre, and to provide for the Hong Kong Section of the HZMB and the North Lantau Highway Connection along the northshore ;
- (b) to strengthen North East Lantau as a major tourism hub, with Hong Kong Disneyland as the focus and compatible tourism and recreational uses in the vicinity. This includes developing a Sunny Bay Tourism Node and a golf course cum resort at Tsing Chau Tsai East. The Hong Kong Disneyland Phase 1 together with possible expansion in the longer term is envisaged to be the anchor for further tourism development in Lantau ;
- (c) to develop possible theme park or recreational uses at the Tung Chung East waterfront ;
- (d) to develop resorts with suitable anchor facilities in keeping with the rural character and natural landscape at selective locations in South Lantau ;
- (e) to enhance the visitor appeal of Ngong Ping based on its religious heritage and improved access by cable car ;





- (f) Tung Chung to remain a comprehensively planned new town for 220 000 with adequate community facilities and regional facilities serving the whole of Lantau, such as a regional hospital. While keeping the existing and committed developments in Tung Chung Central intact, the new town extension would focus on Tung Chung West and East ;
- (g) to allow limited growth of the existing rural and sub-urban clusters at Mui Wo, South Lantau and Discovery Bay to preserve the character of the surrounding environment and to avoid overtaxing the infrastructure ;
- (h) to maximise the potential of rural Lantau for sustainable recreational and visitor uses. This includes promoting sustainable recreational uses in South Lantau and Mui Wo, preserving the Tai O fishing village, and promoting compatible countryside recreation in and around the country parks ; and
- (i) to conserve the cultural heritage of Lantau and high-quality natural landscape and ecologically sensitive natural environment, including the Lantau North and Lantau South Country Parks, the proposed Lantau North (Extension) Country Park, as well as the potential site for designation as marine park in the waters around Southwest Lantau.

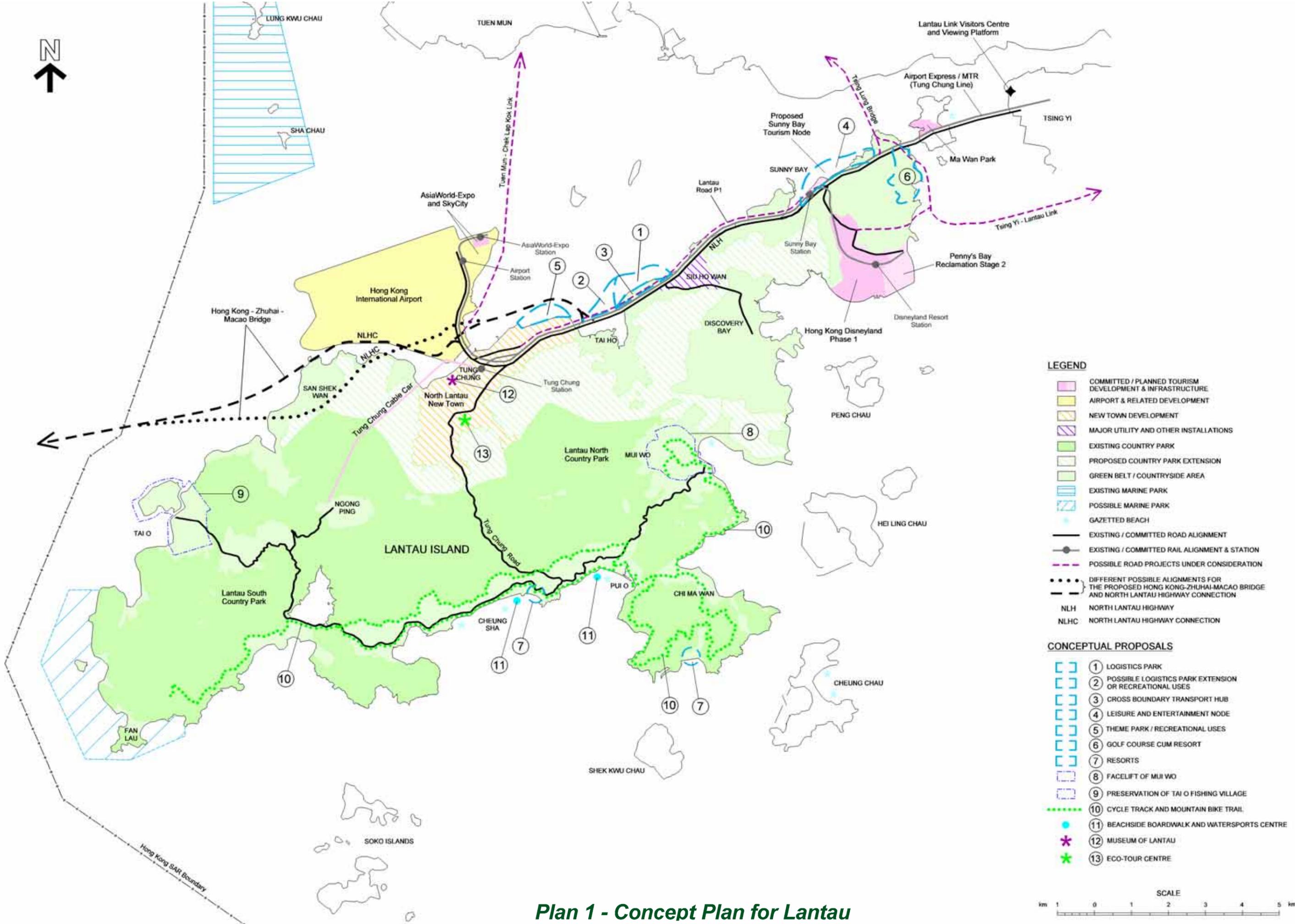
14. The total population in Lantau is envisaged to increase from about 88 000 to 267 000 with the following spatial distribution :

Population Distribution of Lantau

	Population as at mid 2004*	Planned Population
Tung Chung	61 300	220 000
Discovery Bay	15 500	25 200
Mui Wo	4 700	7 600
South Lantau	2 800	6 400
Tai O	2 700	6 700
Other parts of Rural Lantau	500	1 200
Total	87 500	267 100

Notes : *Based on the 2003-based Working Group on Population Distribution projection results

15. The development of future transport infrastructure for Lantau would take into account the HZMB and other major projects. The traffic impact of the new initiatives for tourism, logistics and other developments in Lantau would be assessed in the course of the feasibility studies.



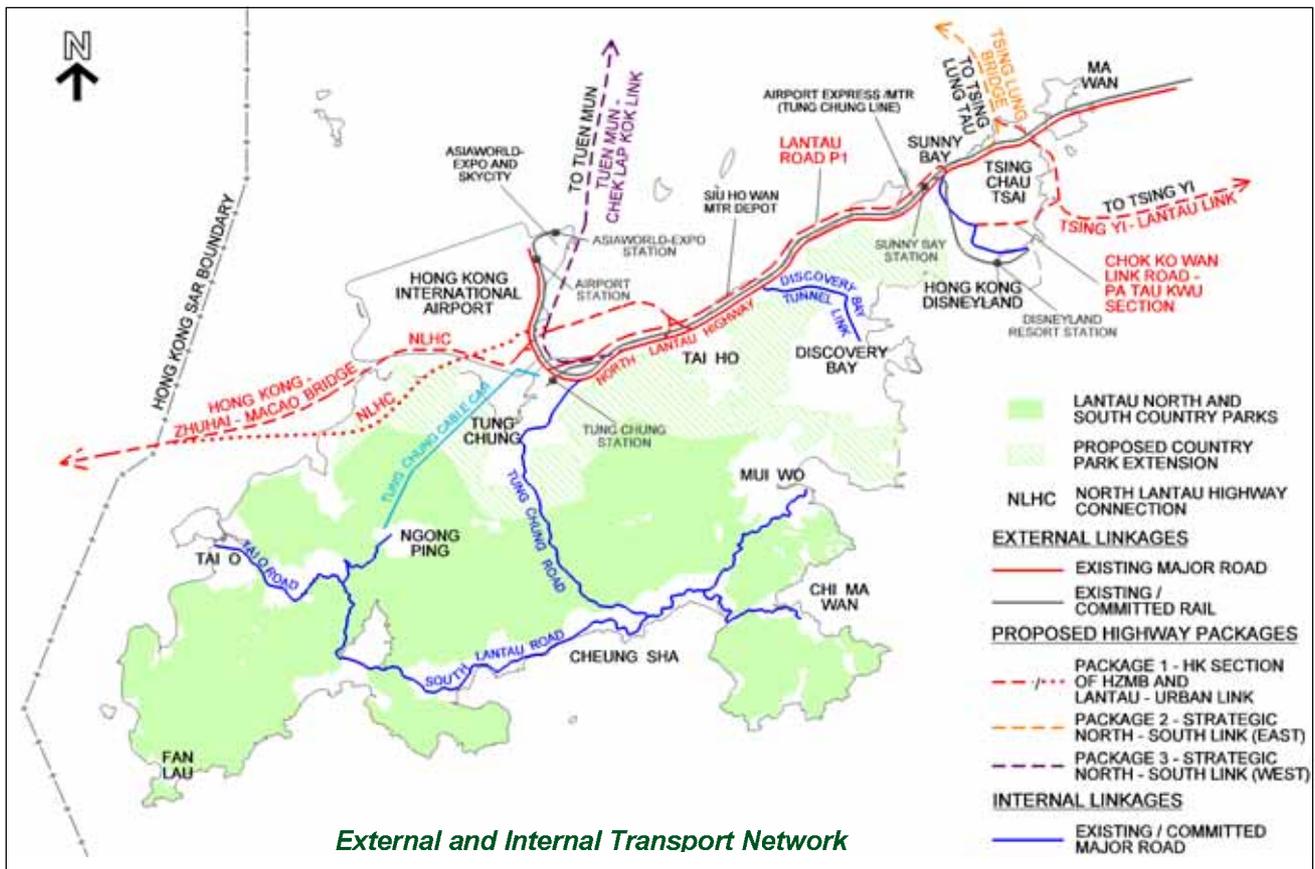
Plan 1 - Concept Plan for Lantau

- 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-ZHUHAI-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



Concept Plan for Lantau



16. Packages of highway projects have been proposed to meet the traffic demand in Lantau and the Northwest New Territories. Possible road projects in Lantau include the Lantau-Urban Link, which mainly comprises connecting infrastructure linking the HZMB to North Lantau Highway, Lantau Road P1, Tsing Yi-Lantau Link and Pa Tau Kwu Section of Chok Ko Wan Link Road (Package 1); Strategic North-South Link (East) (i.e. Tsing Lung Bridge) (Package 2); and Strategic North-South Link (West) (i.e. Tuen Mun to Chek Lap Kok Link) (Package 3). These three packages together represent the maximal network now identified for Lantau. They will be subject to continuous review to suit the planning assumptions and latest circumstances. The relative priority and implementation timeframe of the projects will be assessed in the light of studies under way and the growth in traffic demand.

17. To improve the capacities of internal roads in Lantau, widening of Tung Chung Road and local upgrading roadworks in South Lantau are being undertaken. With these improvements, the vehicular link between North and South Lantau will be enhanced. The current permit system on using these roads will be subject to review with due regard to the road capacities. The current traffic restrictions for the Discovery Bay Tunnel Link are envisaged to remain.

18. Many of the proposals in the Concept Plan would be designated projects under the Environmental Impact Assessment (EIA) Ordinance. They would be subject to feasibility studies including EIAs. The cumulative environmental impacts would also be addressed.

Development Themes and Proposals

19. Under the above overall planning concept, some development proposals have been identified. They are grouped under four development themes:

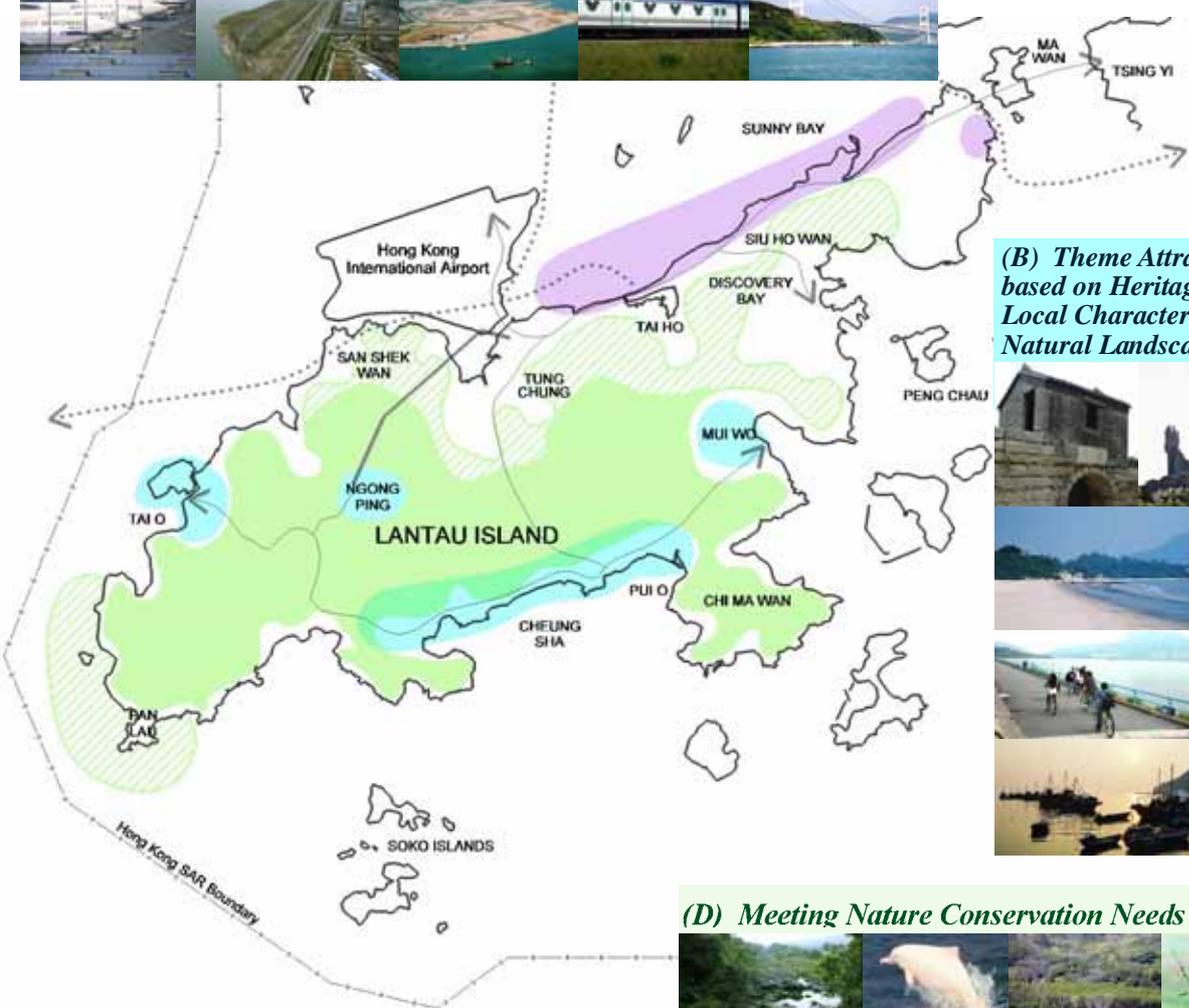
- (A) Economic infrastructure and tourism ;
- (B) Theme attractions based on heritage, local character and natural landscape ;
- (C) Maximising the recreation potential of Country Parks ; and
- (D) Meeting nature conservation needs.

(A) Economic Infrastructure and Tourism



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





(C) Maximising the Recreation Potential of Country Parks



(D) Meeting Nature Conservation Needs



Development Themes

Concept Plan for Lantau

(A) Economic Infrastructure and Tourism

The Concept Plan has included additional economic infrastructure and major tourism proposals to enhance Hong Kong's economic competitiveness. They, together with the HZMB, the Hong Kong International Airport, Hong Kong Disneyland and other planned developments in Lantau, would strengthen Hong Kong's function as a regional transportation, logistics and tourism hub.

A1 - Cross Boundary Transport Hub at Siu Ho Wan

Taking advantage of the provision of the North Lantau Highway Connection of the HZMB at Siu Ho Wan, a cross boundary transport hub is proposed at the western end of the Siu Ho Wan MTR depot site. It would include a public transport interchange, park-and-ride facilities and a MTR station to encourage transfer to rail, thereby relieving some pressure on the road network and reducing the number of city bound vehicles. Above the transport hub, commercial uses are possible. The proposal is in line with the transport policy of having railway as the backbone and helps meet the need for park-and-ride facilities in the longer term for vehicles coming from the Pearl River West. The feasibility and viability of the transport hub would be further assessed.



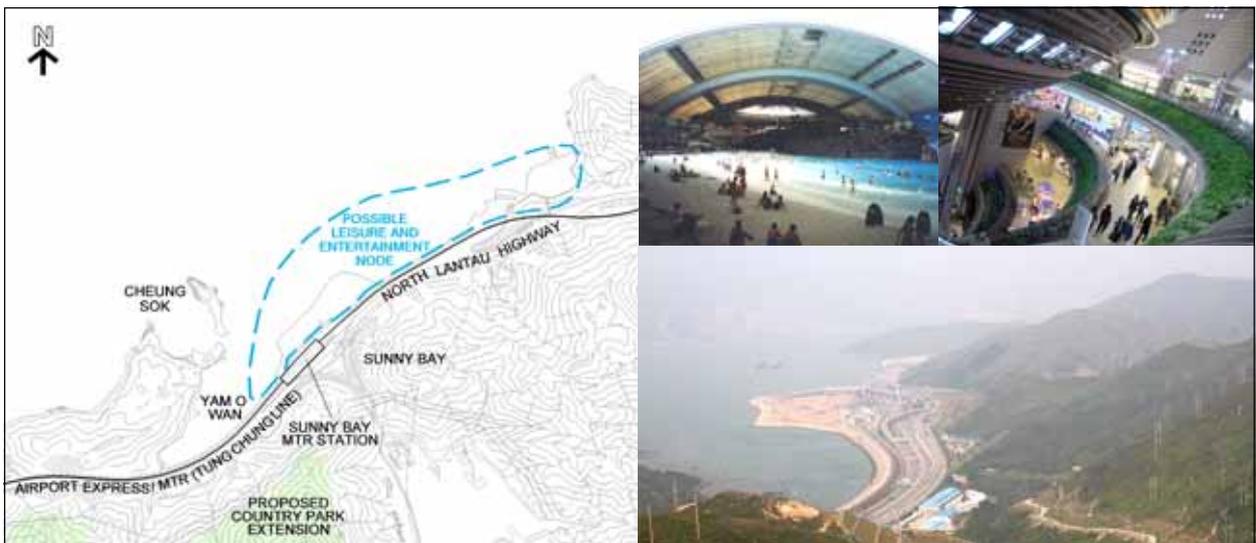
A2 - Lantau Logistics Park at Siu Ho Wan

Pursuant to a consultancy study on the strategy to strengthen Hong Kong's role as the preferred international and regional transportation and logistics hub, a Lantau Logistics Park is proposed on the future reclamation near Siu Ho Wan MTR Depot. The site is close to the airport, the container port at Kwai Chung and the HZMB. It would have intermodal linkages and convenient transport connection. A working group under the Lantau Development Task Force has been formed to take forward the logistics park proposal as soon as possible. A scoping study on the operational characteristics, planning parameters, preliminary technical feasibility and other technical aspects of the project has been completed.

The area to the west of Lantau Logistics Park may serve as possible extension for the logistics park in the longer term or be used for compatible recreational uses. We have received from the Hong Kong Automobile Association a proposal for a Motor Racing Circuit, which may be located here. The proposal requires detailed examination.

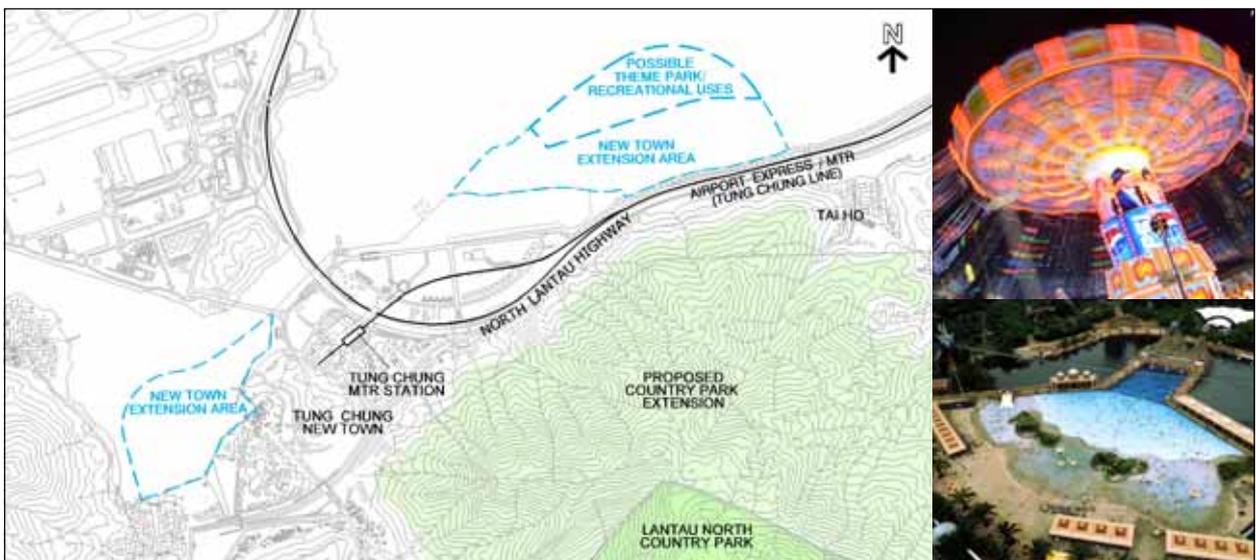
A3 - Leisure and Entertainment Node at Sunny Bay

The Sunny Bay Reclamation, at the gateway to the North East Lantau tourism hub and near the Sunny Bay MTR Station, was recommended as a tourism node in the Northshore Lantau Development Feasibility Study. It is suitable for a leisure and entertainment node, particularly for youths, which may comprise such components as entertainment, dining, fashionable stores, performance venues, theme attractions and indoor leisure and sports facilities like indoor man made beach. The proposal could create synergy with Hong Kong Disneyland and other tourism proposals on Lantau.



A4 - Possible Theme Park or Recreational Uses at Tung Chung East

With convenient road and possible MTR connections, proximity to the airport, and easy access to the HZMB for a broader catchment of visitors, the future Tung Chung East waterfront could possibly be developed for a second international theme park or large scale recreational uses. The theme park or recreational uses have potential to become a major attraction for the locals and visitors. This would be a long term proposal to be planned in the context of the remaining development of Tung Chung.



Concept Plan for Lantau

A5 - Golf Course cum Resort at Tsing Chau Tsai East

To meet strong demand for golf, especially from business visitors, an upland golf course cum resort is proposed in Tsing Chau Tsai East. The site is at a secluded location overlooking the Lantau Link and Kap Shui Mun Channel. The site formation, environmental impacts and other technical aspects would need to be subject to detailed study.



A6 - Resort Facilities in South Lantau

Resorts compatible with the natural environment and with suitable anchor facilities to take advantage of the natural beaches, scenic landscape, tranquil countryside setting and different recreational amenities in South Lantau, are proposed. Possible sites identified include a seafront site at Tai Long Wan and a seafront site near Lower Cheung Sha Beach.



A7 - Hotel Facilities

There are existing and/or planned hotels on the airport island, in Tung Chung Town Centre, Hong Kong Disneyland, Discovery Bay and Mui Wo. Further scope for hotel use to complement tourism development in Lantau would be examined in the detailed planning for future tourism projects and other developments.

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

These are proposed to harness the local attraction and recreation potential of rural Lantau while preserving the ecological, landscape and cultural heritage values. They are proposed also to help boost the local economy.



Eco-tour Centre at Tung Chung Fort - Illustrative Concept

B1 - Museum of Lantau and Eco-Tour Centre

Lantau is endowed with many sites of historical, cultural and archaeological interests and is home to a number of traditional settlements. It showcases some icon architecture in Hong Kong including the Airport Terminal and the Giant Buddha as well. A possible location at Tung Chung Town Park, close to the town centre and Tung Chung cable car terminal, has been identified for a museum of Lantau. It could link up the heritage and eco-trails leading from Tung Chung to West Lantau.

The Tung Chung Fort site is considered suitable for an eco-tour centre to introduce visitors to the rich ecological resources and eco-tourism spots on Lantau. It could be integrated with the eco-trail route linking up Tung Chung with West Lantau.

B2 - Facelift of Mui Wo

To improve this traditional visitor gateway to South Lantau and to revitalise the surrounding area, the Concept Plan has proposed to re-arrange and upgrade the uses around Mui Wo Ferry Pier. An entrance piazza, comprising a public open space, visitor information centre and other supporting facilities, and enhancement of the linkage to Silver Mine Bay Beach are proposed.



Entrance Piazza at Mui Wo - Illustrative Concept

Concept Plan for Lantau

The linkage to Mui Wo Old Town and its vicinity, which is endowed with rich landscape, ecological and heritage spots such as Silvermine Cave, waterfall, watch towers and traditional villages could be improved via a proposed heritage trail and cycle track network. The feasibility should be subject to further detailed study.



B3 - Preservation of Tai O Fishing Village

A proposal in the Concept Plan is to preserve the Tai O old fishing village given its cultural heritage and natural attributes. Improvements will also be proposed to enhance its visitor appeal. Tung Chung Cable Car is expected to bring in more visitors to Ngong Ping as well as to Tai O. Early improvement of the existing infrastructural facilities is required. Further detailed study will be carried out.



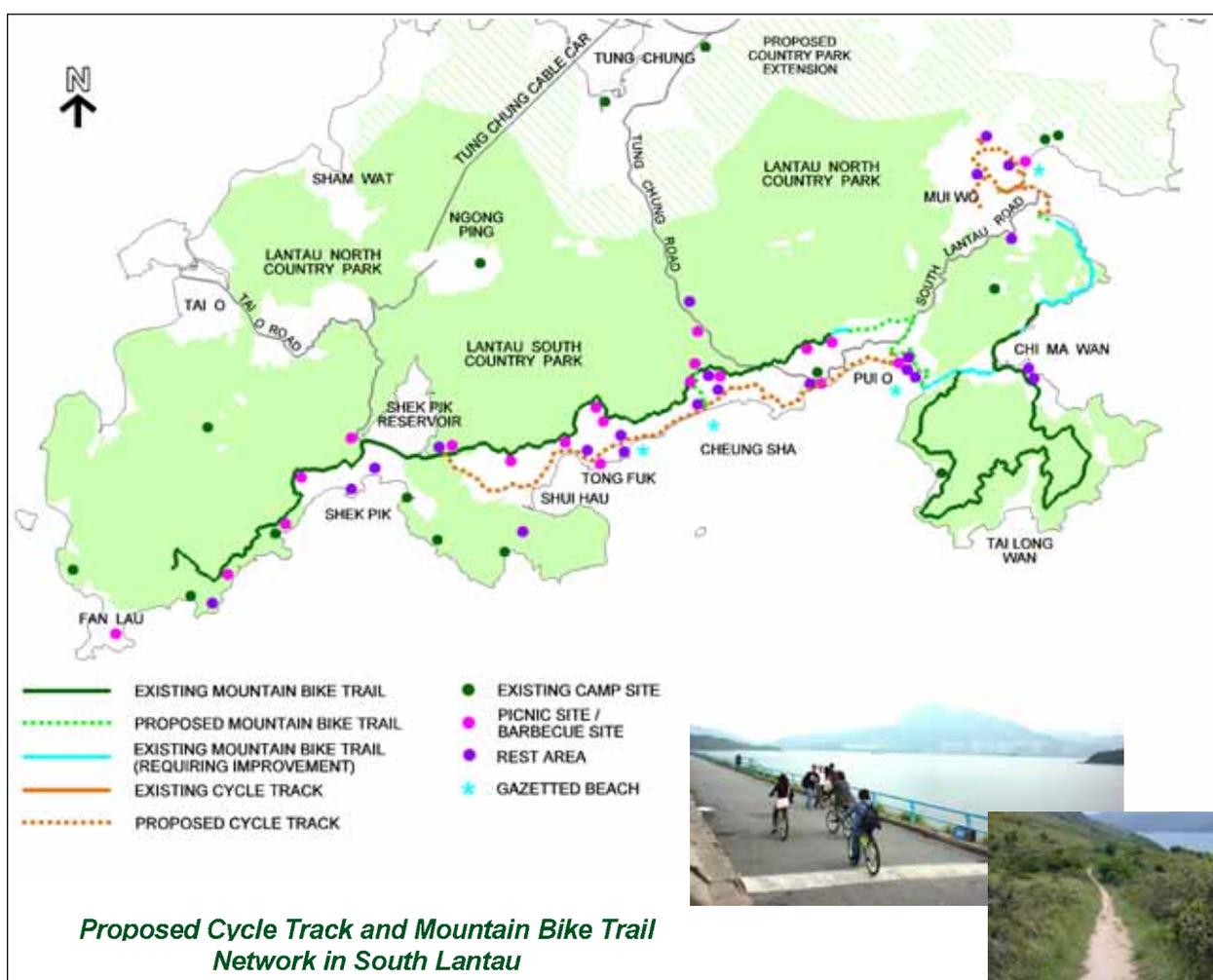
Preservation of Tai O Fishing Village



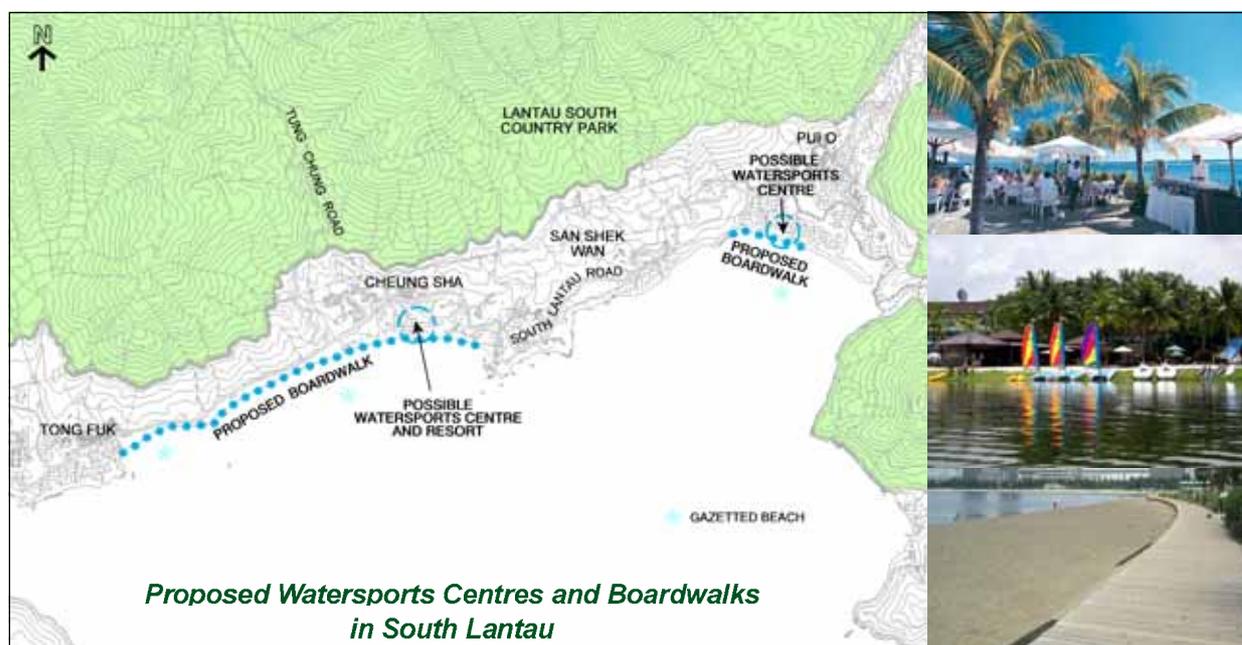
B4 - Cycle Track and Mountain Bike Trail Network

A comprehensive cycle track network in South Lantau is proposed to enhance its recreation, sports and tourism potentials. With a scenic setting amid countryside or the coastline as well as integration with the beaches, picnic areas and camp sites etc., the cycle track network could become a major attraction. The four existing mountain bike trails in Lantau South Country Park, running from Mui Wo to Chi Ma Wan Peninsula and from Pui O to Kau Ling Chung, are separated. The existing trails are proposed to be improved and new sections be added at certain locations to form a continuous 37 km network.

While mountain cycling is for skilled cyclists, an 11 km long cycle track network along the coast from Pui O to Shek Pik is proposed for the general public. With a future extension from Chi Ma Wan, it could provide a direct coastal link between South Lantau coast and Mui Wo. At Mui Wo, a continuous 4 km cycle track linking the ferry pier to Mui Wo Old Town is proposed. The South Lantau and Mui Wo network is a new one requiring detailed study.



Concept Plan for Lantau



B5 - Watersports Centres and Boardwalks in South Lantau

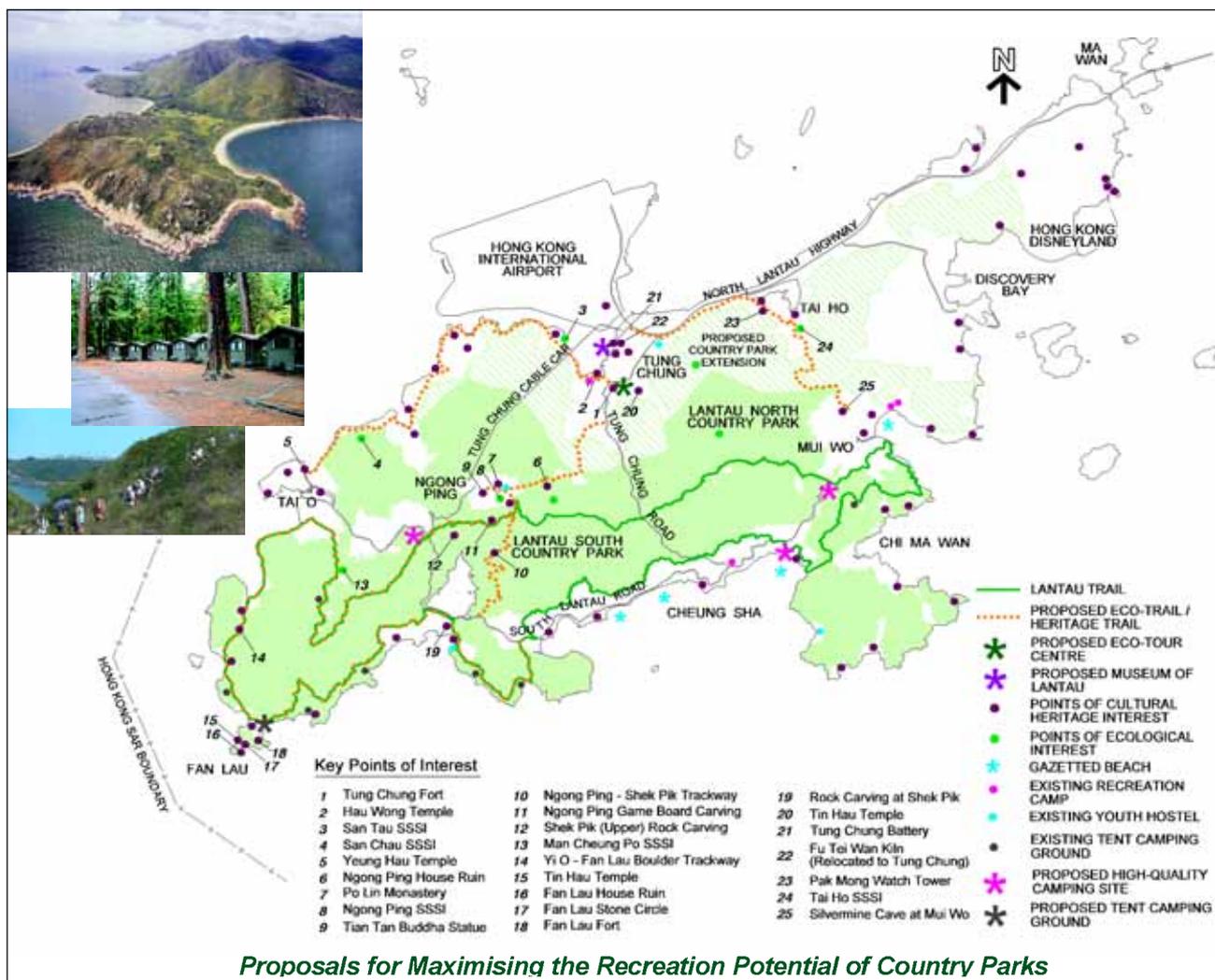
Watersports centres are proposed at Pui O Beach and Cheung Sha Beach to harness the recreational potential of the beautiful beaches in South Lantau. Whilst the former location is suitable for non-motorised watersports, the latter is suitable for a wider range of watersports activities including motorised watersports. For Pui O Beach, some beachfront sites could possibly be upgraded or redeveloped for a watersports centre. The proposed watersports centre at Cheung Sha Beach could integrate with the possible resort development as an anchor facility.

Boardwalks at Pui O and from Lower Cheung Sha Beach to Tong Fuk Beach are proposed to enhance the attraction of and connectivity along the South Lantau coast.

(C) Maximising the Recreation Potential of Country Parks

The Country Parks share most of the beautiful natural areas in Lantau. With due regard to local ecological and environmental conditions, sustainable educational and recreational activities in harmony with the natural landscape are considered suitable in selected areas in and around the Country Parks.





Proposals for Maximising the Recreation Potential of Country Parks

C1 - Eco-Trails and Heritage Trails

Other than the Lantau Trail and other existing hiking/country trails, a comprehensive network of eco-trails and heritage trails linking up Tai Ho, Tung Chung, Tai O and Yi O, with extension to Mui Wo, Shui Hau and Fan Lau, has been identified in or around the country parks in the Concept Plan. They would improve access to and connectivity between different points of cultural heritage and ecological interest in the countryside. Together with the proposed museum and eco-tour centre, they could help promote eco and heritage tourism in Lantau. The section from Tung Chung Road to Tai O, Fan Lau and Shui Hau is based on the existing hiking/country trails. The section from Tai Ho to Tung Chung and Tai O and to Mui Wo will require improvement of existing footpaths and trails, which will be subject to study.

C2 - High-quality Camping Sites

Apart from existing wild camp sites, sites for modern family camping with some basic shared facilities could enhance the attractiveness of the Country Parks to different age groups. In addition, it could provide visitors a more diverse experience of Hong Kong's attractions. Subject to impact assessments of specific sites, possible sites at Pui O, Nam Shan and Kwun Yam Shan, which are at more accessible locations in or near the Country Parks, are considered suitable for such facilities.

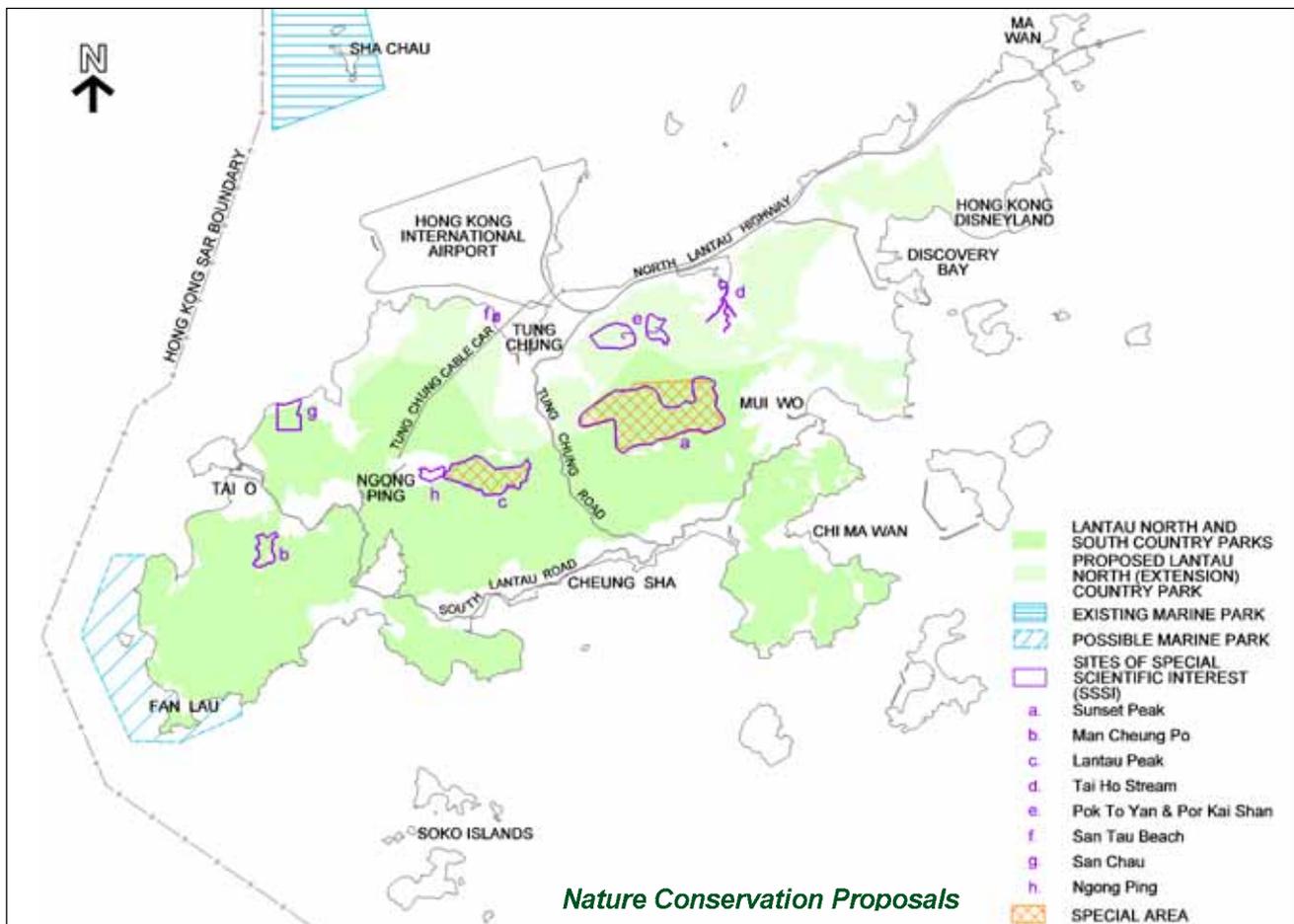
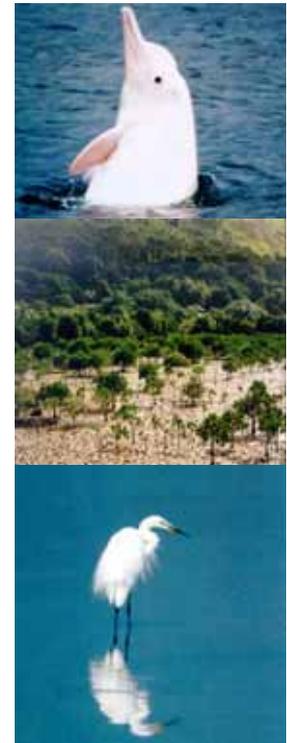
Concept Plan for Lantau

(D) Meeting Nature Conservation Needs

Lantau is famous for its scenic value and ecological diversity. In pursuit of the nature conservation objectives, the protection of uplands in Central Lantau, waters in Southwest Lantau and other important habitats as significant conservation areas is an important philosophy underlying the overall planning.

The Lantau North and Lantau South Country Parks, occupying about 7 840 ha, have been designated since 1978. Within them, woodlands at the lower slopes of Lantau Peak and Sunset Peak were designated as Special Areas in January 1980.

Other than the country parks, there are eight designated Sites of Special Scientific Interest (SSSIs) to protect fauna and flora with special scientific value. These eight SSSIs are at San Tau Beach, Sunset Peak, Lantau Peak, Man Cheung Po, Pok To Yan and Por Kai Shan, San Chau, Ngong Ping and Tai Ho Stream. The ecologically important sites are protected also under the conservation zonings on statutory town plans.



To achieve a balanced development approach for Lantau integrating both development and conservation needs, nature conservation is an important component in the Concept Plan. The proposals are:

D1 - Proposed Lantau North (Extension) Country Park

Previous study concludes that the proposed Lantau North (Extension) Country Park area in North Lantau, covering a total area of 2 360 ha, is suitable for designation as a country park in terms of its conservation value, landscape amenity and recreational potential. The draft map was gazetted in 2001 for public inspection under the Country Parks Ordinance. The proposed country park extension is consistent with the other Concept Plan proposals. The Government is considering the timing for implementation of the designation proposal, taking into account the planned developments in Lantau and resource availability.

D2 - Proposed Marine Park in South West Lantau

Previous study concludes that the waters around Southwest Lantau are important habitats for Chinese White Dolphin and Finless Porpoise and other marine life. The Country and Marine Parks Board has endorsed the Southwest Lantau waters, covering about 657 ha, as suitable for Marine Park designation. In the long run, the Marine Park would contribute to the conservation of the marine environment and building up of fish stocks. Compatible water-based recreational activities and recreational fishing may be allowed in the Marine Park at suitable locations. The Government is considering the timing for implementing the designation proposal, taking into account the planned developments in Lantau and resource availability.

D3 - Other Nature Conservation Proposals

The protection of ecologically important or sensitive sites outside country parks has also been taken into account in the formulation of the Concept Plan. Many of these sites have been protected under statutory town plans, for example, the zoning of the habitat for Romer's tree frogs at Ngong Ping as SSSI, the natural coastlines at Pui O, Cheung Sha, Tong Fuk, Shui Hau and Discovery Bay as Coastal Protection Areas, and uplands at Ngong Ping and Discovery Bay as Conservation Areas. The Government will continue with the investigation of the need and feasibility of designating SSSIs which support rare species of fauna and flora. Due regard would be given to the protection of sites of conservation value in preparing or updating the town plans. These include, in particular, Tai Ho Stream and Tai Ho Valley, Tung Chung Stream and the significant wetlands in rural Lantau.



Tai Ho Valley

Concept Plan for Lantau

Towards Sustainable Development

20. A preliminary sustainability assessment has been conducted which shows that the proposals in the Concept Plan should contribute positively to the economic development of Hong Kong, in particular reinforcing our position as a regional tourism, transportation and logistics hub. There will be economic benefits, including the creation of employment, investment and local business opportunities. The proposals providing more leisure, recreation and sports outlets for public enjoyment are conducive to the sustainability principle of enhancing our leisure and cultural vibrancy. With due emphases given to the protection of the natural habitats, the proposals will help maintain the rich bio-diversity in Hong Kong.

21. The preliminary sustainability assessment also identifies potential issues like environmental impacts, capacity of transport infrastructure, proposed reclamations, possible development pressure on South Lantau, social impacts on local community as well as the overall cumulative impacts arising from all development projects under planning in Lantau. Further sustainability assessments will be conducted when Government draws up the concrete details of the Concept Plan and undertakes further feasibility studies on the development projects selected for implementation, taking into account the cumulative impacts and comments received in the public consultation.

Welcoming Your Views

22. The Concept Plan for Lantau aims to provide a coherent and balanced planning framework to meet a diversity of needs for economic infrastructure, housing, leisure, recreation, and heritage and nature conservation. Many of the proposals are conceptual in nature, requiring detailed studies to confirm their feasibility, including the funding and implementation aspects.

23. We welcome your views and suggestions on the overall planning vision, the development themes and proposals set out above. Subject to public views received, the Concept Plan will be reviewed and fine-tuned. Feasibility studies on individual proposals including impact assessments in respect of environment, transport and supporting infrastructure will be conducted.



24. Please forward your views and comments to us before 28 February 2005 by :

- **writing to the Lantau Development Task Force
c/o Lantau and Islands District Planning Office,
Planning Department,
15/F, Sha Tin Government Offices,
1 Sheung Wo Che Road,
Sha Tin, New Territories
Fax: 2890 5194 Email: lidpo@pland.gov.hk ;**
- **visiting the Planning Department website
<http://www.info.gov.hk/planning/lantau/index.html> ; or**
- **taking part in the public forums (details to be displayed on the above website).**

Acknowledgement of Use of Photos

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