1. **Introduction**

1.1 Pursuant to the 2004 Policy Address, the Lantau Development Task Force (Task Force)\(^1\), chaired by the Financial Secretary, was set up in February 2004 to provide policy steer on the economic and infrastructure development in Lantau.

1.2 The Task Force has drawn up a Concept Plan for Lantau (Concept Plan) (Plan 1) last year with an aim of providing a planning framework to ensure a balanced and co-ordinated approach for planning the development in Lantau while meeting the conservation needs. The proposals are conceptual for community discussion. Public consultation on the Concept Plan was held from end November 2004 to end February 2005 to engage the community at the conceptual stage of planning for the future development of Lantau. This report summarizes the public comments and key issues raised in the public consultation. It also highlights the responses of the Government to the comments and the next steps for the Concept Plan.

2. **Concept Plan for Lantau**

2.1 In formulating the Concept Plan, the Task Force has adopted the principle of achieving sustainable development by balancing economic, social and environmental needs, which is the overarching principle adopted by the Hong Kong 2030: Planning Vision and Strategy (HK 2030 Study). It has also followed the broad planning concept and development pattern set out in the South West New Territories Recommended Development Strategy (SWNT RDS) endorsed by Government in 2001 after public consultation. The role of Lantau in meeting the different needs for the future development of Hong Kong, the local planning requirements, the development opportunities and constraints of Lantau, as well as aspirations of the community, etc. have been taken into account in preparing the Concept Plan.

2.2 The overall planning concept for Lantau is set against the vision to promote sustainable development by balancing development and conservation needs. The Concept Plan proposes to focus major economic infrastructure and

\(^1\) The terms of reference and membership of the Task Force have been uploaded to the Concept Plan website at http://www.pland.gov.hk/lantau/index.html.
urban development in North Lantau to optimize the use of the 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 sustainable recreational and visitor uses.

2.3 Under the above planning concept, the Concept Plan has set out four development themes and proposals for public comments. They are as follows:

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

(b) Theme Attractions based on Heritage, Local Character and Natural Landscape
To harness the recreation potential and local attraction of rural Lantau and to help improve the local economy, the setting up of a museum of Lantau and an eco-tour centre, giving Mui Wo a facelift, preserving the Tai O fishing village, and providing a cycle track network, watersports centres and boardwalks at South Lantau are proposed.

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

(d) Meeting Nature Conservation Needs
To achieve balanced planning and to integrate conservation needs, the implementation of the proposed Lantau North (Extension) Country Park and Marine Park in South West Lantau, as well as other nature conservation proposals, are recommended in the Concept Plan.
3. **The Public Consultation**

3.1 On 26 October 2004, a pre-consultation briefing on the Concept Plan was held for the Planning, Lands and Works Panel of the Legislative Council (LegCo PLW Panel). With support from the Panel, a 3-month public consultation on the Concept Plan was formally launched on 29 November 2004. The Chairman of the Task Force has informed LegCo members and relevant organizations about the launch of the consultation and invited their active participation in the community discussion on the Concept Plan.

3.2 To focus discussion during the process, a Consultation Digest and Leaflet\(^2\), in both English and Chinese, were prepared and widely distributed. A designated website has been set up to promulgate the consultation materials, the consultation activities, the background information of the Task Force and other relevant information. In addition, a radio API was launched to publicize the consultation exercise and encourage public involvement.

3.3 In the course of the consultation, different sectors of the community have been actively and widely engaged. Two public forums were held - one for the general public chaired by the Chairman of the Task Force, and another for the Lantau community chaired by District Officer/Islands. About 240 participants comprising representatives of some statutory and advisory bodies, political parties, environmental concern groups, professional institutes, stakeholder groups in the relevant sectors, local organizations, primary and secondary schools in Lantau, local community as well as individual members of the public attended these forums\(^3\).

3.4 Apart from the two public forums, 29 consultative sessions were arranged for various relevant statutory and advisory bodies, District Councils (DCs), Area Committees (AC), Rural Committees (RCs), professional institutes, environmental concern groups and relevant stakeholders in the tourism, logistics, leisure and recreation sectors, local community organizations and local residents of Lantau to facilitate more focused discussion. A list of the consultative sessions is at Annex 1.

---

\(^2\) The Consultation Digest and Leaflet have been uploaded to the Concept Plan website at http://www.pland.gov.hk/lantau/index.html.

\(^3\) The proceedings of the forums have been uploaded to the Concept Plan website.
4. **Overall Public Responses**

4.1 There was wide media coverage on the Concept Plan and the public consultation. During the consultation period, a high “hit” rate (over 170,000) was recorded for the designated website. The public has responded positively. Apart from the comments and suggestions received at the consultative sessions and public forums, over 540 written submissions including comments and new proposals for Lantau were received during the consultation period and up to now. A list of the written submissions is at Annex 2. The community’s visions, opinions and suggestions for planning the future development of Lantau, as gathered from these responses, provide valuable inputs to the Task Force in formulating the way forward for the Concept Plan.

4.2 The Lantau community including the Islands DC, Lantau AC, Islands RCs, some district organizations and some local residents of Lantau have registered strong support of the Concept Plan. Their submissions include two supporting letters with 130 signatures, 61 standard letters and a joint letter from the Hon. Tam Yiu Chung, the Vice-chairman and three members of the Islands DC, and Chairmen and Vice-chairmen of the Tai O, South Lantao and Mui Wo RCs. Heung Yee Kuk, Liberal Party, Democratic Alliance for Betterment of Hong Kong (DAB, now called Democratic Alliance for the Betterment and Progress of Hong Kong), DAB Islands Branch, The Hong Kong Institute of Surveyors, The Hong Kong Institute of Architects and Hong Kong Policy Research Institute Limited, etc. have also expressed support of the Concept Plan. In general, comments received from the consultative sessions for the relevant statutory and advisory bodies were largely positive. Some individual members of these bodies and the Transport Advisory Committee welcomed the Concept Plan proposals.

4.3 In the course of consultation, it has been explained to the public that there is no change in the Government policy and planning intention for Lantau and that the Concept Plan has adopted the principle of achieving sustainable development by balancing economic, social and environmental needs. Nonetheless, the environmental concern groups and some individuals expressed great concern over or objection to the development proposals in the Concept Plan. Concerns were also raised on projects not forming part of the Concept Plan including the Northwest Lantau option of the Container Terminal 10 (CT 10) and the liquefied natural gas (LNG) terminal proposed at Soko Islands by the CLP Power/ Castle Peak Power Company Limited (CAPCO). Their views were also expressed in the
form of about 80 standard letters, on-line petitions and a Joint Statement on Sustainable Development for Lantau signed by 19 civil society groups.

5. Key Comments and Issues

5.1 The key public comments and issues raised in the public consultation are consolidated below to provide an overall picture of the community views on the Concept Plan. These were based on the written submissions, comments and submissions made at the public forums and consultative sessions, and views collected through the designated website. Responses of the Government on these comments and issues are also set out. A detailed summary of the public comments and the Government responses is in the CD in Annex 4.

General Planning Intention for Lantau

5.2 Many who have commented pointed out that Lantau would play an important role in providing new impetus to Hong Kong’s future economic development. The public was generally in support of a balanced and co-ordinated approach in planning the future development of Lantau. The Council for Sustainable Development was of the view that balanced development on Lantau would be very important. Major social factors such as population, employment, supporting facilities and other people based issues should be considered. The Council hoped that further planning would proceed on the basis of a long-term and holistic perspective.

5.3 The community at large and many statutory bodies, advisory bodies and professional institutes supported the overall concept of balancing development and conservation needs, focusing major economic infrastructure and tourism uses in North Lantau to optimize the use of the transport links and infrastructure, and protecting the other parts of Lantau primarily for nature conservation and sustainable recreational and visitor uses. In particular, there was a strong sentiment to retain the natural and rural character of South Lantau. There was general support of the four development themes, which were considered appropriate to meet the different land use needs.

5.4 Some, however, queried that there was a change in the planning intention for Lantau and considered that the Concept Plan was economic development driven and the proposed development would destroy the natural resources of
Lantau. Whilst some were of the view that Lantau should be protected for conservation and recreational uses only, some urged to maintain its status quo without any further development.

5.5 There has been no change in the planning intention for Lantau. The Concept Plan has followed the planning principle of achieving sustainable development by balancing economic, social and environmental needs. Apart from the need for protecting the beautiful countryside, the contribution that Lantau would make towards enhancing Hong Kong’s economic competitiveness and the cross-boundary connection was reckoned in the HK 2030 Study and other strategic studies. For the social considerations, the provision for new housing, employment and business opportunities and adequate supporting facilities will continue to be the major planning principle for the planned new development areas on Lantau. For the traditional settlements and other areas in rural Lantau, the Concept Plan proposals for sustainable recreational and visitor uses also aim to help sustain the local economy, the local community and employment.

5.6 The Concept Plan aims at striking a balance between development and conservation. Conserving high quality landscape, ecological habitats and cultural heritage sites has been a priority planning consideration in formulating the Concept Plan. Conservation is one of the major themes and proposals have been set out to meet such needs. Areas to be conserved cover the majority of Lantau, while urban development and major economic infrastructure are focused in North Lantau. As highlighted by some commenters, the Concept Plan is considered to have achieved this balance.

Economic Infrastructure Proposals at North Lantau

5.7 The benefit of the economic infrastructure proposals to Hong Kong’s economy and local employment was generally agreed, although some queried the needs for the proposals. There were also concerns over the environmental impact of the infrastructure proposals in North Lantau. The concerns ranged from aggravation of the poor air quality around Tung Chung to the loss of marine habitats due to reclamation and other works. The Advisory Council on the Environment (ACE) and some environmental concern groups suggested the need for a Strategic Environmental Assessment (SEA) to assess the cumulative impacts.
5.8 The Concept Plan proposals have been formulated with due consideration of environmental concerns. A SEA for the on-going HK 2030 Study will be conducted for the whole territory taking into account major infrastructure and development proposals in Lantau. This could give a comprehensive picture on the overall cumulative impacts, and a separate SEA for Lantau has not been conducted. The Concept Plan proposals selected to be taken forward will be subject to detailed studies to establish their feasibility including environmental acceptability. All designated projects under the Environmental Impact Assessment (EIA) Ordinance will have to go through the statutory EIA procedures. Cumulative impacts arising from all relevant projects will be taken into account in the study process as required under the EIA Ordinance.

5.9 The proposed cross-boundary transport hub at Siu Ho Wan is strategically located close to the North Lantau Highway Connection to the Hong Kong-Zhuhai-Macao Bridge (HZMB) and has the potential to be a major transport interchange, providing park and ride facilities, a MTR station and a public transport interchange to encourage convenient transfer to rail from the HZMB. A possible location of the cross-boundary transport hub is at the MTR Siu Ho Wan Depot site. Owing to some misunderstanding that reclamation at this location is required for the proposed transport hub, some negative comments relating to the environmental impacts were received. Otherwise, the proposed transport hub was generally well supported. The project proponent, MTR Corporation Limited, has expressed interest to conduct detailed feasibility and viability study on the proposal.

5.10 The Lantau Logistics Park (LLP) was included as a proposal in the Concept Plan. The Hong Kong Logistics Development Council expressed support for the logistics park and considered that the implementation should be expedited. While there were supportive views for the LLP, some queries were raised on the need for the LLP, the proposed location, land use compatibility and the possible environmental, traffic and visual impacts. There were suggestions that the LLP should be located in other places such as the Airport Island, Kwai Chung or Tuen Mun. A minority of those who questioned the need for the LLP also challenged the merit for Hong Kong to promote logistics industry.

5.11 As recommended in the previous studies on the competitive strategy to enhance Hong Kong’s role as a regional logistics and transport hub, the LLP is a response to the needs of the global supply chain for more efficient movement of goods and integrated “one-stop” logistics services. A logistics park designed
specifically for modern logistics facilities close to the point of production and the market through immediate access to the air and sea transport hubs will enable manufacturers and vendors to provide their customized products covering enormous geographical markets. The LLP at Siu Ho Wan will be directly accessible from the North Lantau Highway and is close to the Hong Kong International Airport and Kwai Chung container port. It will also be close to the proposed HZMB to take advantage of the improved linkages to Pearl River Delta West. In view of the growing demand for modern logistics space and regional competition, the LLP is a priority project under the Concept Plan. The technical feasibility of the Siu Ho Wan site together with the possible environmental concerns will be addressed in the LLP Development - Feasibility Study commissioned by the Civil Engineering and Development Department (CEDD).

5.12 The HZMB is already a planned project in Lantau. It would contribute to the development of tourism, logistics, finance and trade in Hong Kong, reinforce our status as an international shipping and aviation centre, and promote the economic integration between Hong Kong and Pearl River West. The proposed landing point chosen at North West Lantau is in close proximity to the Hong Kong International Airport and the Hong Kong Disneyland and has comparatively less environmental impacts than other proposed landing points. The alignment of the Hong Kong Section of HZMB and its connection with North Lantau Highway is being examined in the “Investigation and Preliminary Design Study for the Hong Kong Section of HZMB and Connection with North Lantau Highway” commissioned by the Highways Department (HyD). Various impact assessments under the study including assessments on the traffic and the environment are in progress.

**Further Development of Tung Chung**

5.13 The Islands DC, a sector of the Tung Chung community and the DAB were of the view that the remaining new town development should be expedited to sustain a mix of uses and employment opportunities and to provide the major community facilities and transport services. In particular, they urged for the early provision of major community facilities to serve the population in the new town.

5.14 Some environmental concern groups and Tung Chung residents, however, strongly criticized the existing poor air quality at Tung Chung and the proposed reclamation at Tung Chung Bay for the remaining development of the new town, suggesting that there should be no further development and population
increase until the poor air quality problem was resolved. Some were of the view that the remaining development in Tung Chung should be geared towards recreation and leisure.

5.15 The planned population of the new town has reduced from 320,000 to 220,000 due to the changing planning circumstances in Lantau. From the planning point of view, proceeding with the remaining development of the new town to achieve an optimum population size is necessary to support the major commercial, community, transport and other facilities for a new town community and to make full use of the infrastructure already in place. There is also a need for sites to meet the housing demand in the longer term. This said, the concern about the poor air quality and the reclamation at Tung Chung Bay is appreciated. In the Feasibility Study for Remaining Development in Tung Chung planned to be commissioned by CEDD, the environmental impact of further new town development will be assessed and addressed. Further infrastructure projects affecting Tung Chung will need to go through the statutory procedures under the EIA Ordinance if they are designated projects. The Guangdong Provincial Government and the HKSAR Government have an agreed plan and mechanism to tackle the regional air pollution problem.

**Major Tourism and Recreation Proposals**

5.16 Many commenters supported the idea of turning Lantau into a tourism, recreation and leisure centre. The Hong Kong Tourism Board and the tourism sector supported a holistic approach in considering the tourism development potential for Lantau. They agreed that Lantau should help enhance Hong Kong’s appeal for family attractions and green tourism and were in support of a greater variety of tourist attractions to strengthen Lantau’s appeal.

5.17 The proposed resort facilities in South Lantau had the support of the local community, including the Islands DC, Islands RCs and some local organizations, the Tourism Strategy Group and Hong Kong Institute of Planners. On the other hand, a minority were concerned about the impact on the natural beauty of the South Lantau coast, the possible traffic and environmental impacts, financial viability and possible speculative development for residential use.

5.18 For the resort proposals in Cheung Sha and Tai Long Wan, the general public views were that such development should be subject to sensitive design and the scale should be in keeping with the rustic character of the area. Some
commenters expressed support in particular of the Cheung Sha location. Some suggested alternative resort locations including the existing prison sites, Pui O, Tong Fuk, Shui Hau and Lo Kei Wan. The proposed resort facilities should be low-rise and low-density and compatible with the surrounding rural setting. They would be subject to detailed study to confirm the feasibility and the environmental compatibility if the proposal is to be taken forward. The suitability and feasibility of the alternative locations and types of resorts proposed by the public will be assessed.

5.19 For the proposed leisure and entertainment node in Sunny Bay, the Hong Kong Tourism Board was in favour of clustering complementary tourism facilities around the Hong Kong Disneyland in the North East Lantau Tourism Hub, as proposed in the Concept Plan. Nevertheless, there were concerns about the specific nature of the facilities. Amongst these, some commenters raised objection against an indoor man-made beach. The indoor man-made beach is only an illustration of the possible leisure facilities. If the leisure and entertainment node proposal is to be taken forward, there should be further studies on the theme, nature and scale of the uses as well as the environmental and other aspects.

5.20 There were suggestions for different types of theme parks and recreational uses on the northern shore of Tung Chung, such as movie world, water world, Chinese culture theme park and Universal Studio, etc. There were mixed views on the possible theme park at Tung Chung East. Some were very supportive of the idea, opining that a second international theme park in Tung Chung East would complement the Hong Kong Disneyland and help Lantau become a leisure centre similar to that of Orlando in the U.S.A. Some opined that the theme park development in Lantau should be given priority. However, some commenters queried the commercial viability and the environmental impact of reclaiming land for theme parks. A minority suggested that the Government should instead consider development of the vast fallow land in the New Territories for such uses.

5.21 As tourism is one of Hong Kong’s main economic pillars and there are few alternative locations in Hong Kong suitable for large-scale tourism or recreation facilities, the option for longer term development of the area for large-scale tourism or recreation facilities should be kept open having regard to market demand. Detailed feasibility study including environmental assessments would be undertaken for any project to be taken forward.
5.22 For the possible site for recreational uses in Siu Ho Wan, the Hong Kong Automobile Association (HKAA) has submitted a proposal to develop a motor racing circuit. The Government would examine the proposal and consider the way forward.

5.23 The proposed golf course at Tsing Chau Tsai East in Lantau is intended to meet the strong demand from the business visitors and to complement the Hong Kong Disneyland and other tourism uses in the area. The Mechanical and Electrical Golfers Society and some individuals were of the view that there was an unmet demand for golf courses and the proposal would benefit the economy of Hong Kong. On the other hand, there were strong objections from environmental concern groups, some professional institutes and other individuals mainly on the grounds of the steep topography of the Tsing Chau Tsai East site and adverse landscape and environmental impacts. The feasibility of the site will therefore be further examined.

**Countryside Recreation Facilities and Nature-based Attractions**

5.24 There was strong support for the countryside recreation facilities and nature-based attractions proposed in rural Lantau. The Hong Kong Tourism Board and the tourism sector were of the view that the countryside recreation and green tourism proposals in the Concept Plan would provide alternative visitor experience, complementing the major tourism attractions on Lantau and in the main urban area. The recreation and sports sector saw the potential to enhance the profile of Lantau as an international venue for countryside sports such as triathlon and canoeing. The general public and the local community including the Islands DC and Islands RCs welcomed these facilities to promote countryside recreation and the local economy. The ACE proposed to include an eco-tourism plan in the Concept Plan.

5.25 Amongst the various proposals, cycle tracks, mountain bike trails, high-quality camping sites, eco-tour centre, heritage and eco-trails (subject to sensitive design) had the general public support. Proposals for additional attractions and facilities such as round-the-island mountain bike trails, extension of the cycle tracks and the heritage and eco-trails, alternative locations for the museum and eco-tour centre, and other nature- and heritage-based attractions were received. The additional proposals and the scope for an early implementation of the proposals with community support would be examined.
5.26 There were divided views on the provision for watersports in South Lantau. Whilst some commenters (including the Islands DC, Hong Kong Triathlon Association, Hong Kong Canoe Union, Tourism Strategy Group and local organizations, etc.) welcomed more water recreational outlets for the general public, a minority was concerned about the possible impacts of motorized watersports on the existing tranquil and natural setting. In view of the concerns expressed, the provision for motorized watersports would be reviewed.

5.27 Some comments received did not support the proposed boardwalk at South Lantau for the main reason that the natural coastlines were more preferable than man-made walkways. On the other hand, there were supporters for the proposed boardwalk for better enjoyment of the beach and promoting local tourism. Promenades in the form of boardwalk are adopted in other beachfront or waterfront areas. In view of the divided views received, the proposed boardwalk in South Lantau will be reviewed.

**Preservation of Tai O and Facelift of Mui Wo**

5.28. Preservation of Tai O Fishing Village and facelift of Mui Wo received full support of the local community and the general public. There was a general consensus for an early implementation of these improvement projects.

5.29 For the proposed facelift of Mui Wo, most commenters considered that it could add more vibrancy to the Mui Wo area, enhance the conservation and eco-tourism in Lantau, and help improve the livelihood of the villagers. Additional attractions and infrastructure improvements were proposed to enhance their recreation and visitor potential and to revitalize the local economy.

5.30 For Tai O, the Recommended Revitalization Strategy for Tai O formulated in 2002 seeks to rejuvenate the fishing village of Tai O, to preserve the cultural heritage and natural attributes, as well as to enhance its visitor appeal and local employment base. The Tai O community criticized the delay in taking forward the previous proposals for revitalizing Tai O. Additional attractions and infrastructure improvements were proposed.

5.31 The scope of works to bring about a facelift and improvement of these two traditional settlements will be examined and the possibility of an early implementation will be further explored.
Suggestions of Other Development Proposals

5.32 A number of development proposals or ideas covering a wide spectrum of themes and scales have been raised by the public. The majority were pertaining to tourism and recreational uses, while some covered community, education, residential and industrial uses. A list of these proposals or ideas is in Annex 3 and the details are in Annex 4.

5.33 For the North Lantau coastal area, the majority of the proposals or ideas raised were generally consistent in nature relating to tourism and leisure uses. These included theme parks, museums, retail and dining facilities, stadiums, sports village, casino and cruise terminal, etc. For South Lantau, the proposals or ideas raised were more diversified. Some were made to harness the rural character and attraction of South Lantau (e.g. nature-based attractions like Ark-eden, eco-tour and education centres, heritage-based attractions like heritage trails and upgrading the heritage sites for tourism use, and sports facilities like venue for international triathlon and watersports centres, etc.). Some proposed to exploit its fuller development potential (e.g. large-scale tourism nodes like casino, golf courses, marina, hot spring city, artificial resort island, a sporty and trendy town, etc.). There were also proposals to develop the outlying islands, including Soko Islands, Peng Chau and Cheung Chau, for tourism and recreational uses to complement Lantau.

5.34 A preliminary assessment of the development proposals or ideas has been conducted to examine if they are appropriate to be further considered in the Concept Plan (see Section G of Annex 4 for details). The major considerations are compatibility with the planning intentions and the environment of Lantau, relevant Government policies, technical feasibility, committed use, land availability, road access and infrastructure, and alternative location(s) in the territory, etc.

5.35 Some of the proposals or ideas, including casino, cruise terminal, stadium, racecourse, central government offices, a second New Town in Mui Wo, a satellite city and major tourism uses involving reclamation along the natural coastline, creation of artificial islands or development in landscape and ecologically sensitive areas are considered not appropriate to be taken forward in the Concept Plan. Casinos or casino type of entertainment centres are considered not in line with the Government’s longstanding gambling policy to restrict gambling opportunities to a limited number of controlled authorized gambling outlets to discourage gambling. Using gambling to develop tourism or stimulate economic growth is not in line with
the objective. Others are precluded mainly in the light of technical feasibility and better alternative locations in the territory. Proposals or ideas considered possible, such as various types of entertainment and recreational uses, museums, entertainment centres, retail and dining facilities, hiking/heritage/eco-trails, eco-tour centres and local improvement projects, etc. will be assessed further in the overall context of the Concept Plan.

**Commitment to Conservation**

5.36 There is a unanimous support of the nature conservation initiatives of the Concept Plan. Nevertheless, there were strong criticisms, including those from the Country and Marine Parks Board and the ACE, on the lack of clear commitment to implement the proposed Lantau North (Extension) Country Park and South West Lantau Marine Park, the lack of concrete proposals for conserving other important sites, as well as the omission of the proposed marine park around Soko Islands. The Government will consider the appropriate implementation timetable for the designation proposals of Lantau North (Extension) Country Park and South West Lantau Marine Park.

5.37 The environmental concern groups urged for a “conservation-first” approach for planning the future development of Lantau and a comprehensive conservation plan with concrete implementation measures. They repeated their requests for the Government to adopt their “Conservation Strategy for Lantau 1998”. Conservation is a priority consideration in preparing the Concept Plan and a balanced planning approach has been adopted. The “Conservation Strategy for Lantau 1998” has been taken into account in formulating the Concept Plan. Most of the areas in South Lantau, Tai Ho, Tai O and Ngong Ping identified as having high ecological values have been designated as Sites of Special Scientific Interest or Conservation Area on relevant statutory town plans or reserved for conservation purpose on departmental town plans. Tai Ho Stream and the adjacent Valley have been designated as a priority site for enhanced conservation under the New Nature Conservation Policy.

5.38 Some other commenters suggested that the conservation proposals should have covered heritage and landscape conservation as well. On this suggestion, heritage and landscape conservation would be further elaborated in the conservation proposals.
**Internal Transport and New Transport Proposals**

5.39 The locals considered the existing internal transport in Lantau inadequate to meet existing demand and demand arising from the future development. The concerns were shared by the DAB, the Liberal Party and the tourism sector. The locals raised strong requests to improve accessibility within Lantau. The proposals included improvements to Tai O Road, South Lantau Road and Keung Shan Road, a circular road round Lantau, an additional North-South Link, and connection of the HZMB to villages along the North West Lantau coast. The Government is doing a lot of works to improve the existing internal transport in Lantau. The improvement of Tung Chung Road will be completed by mid-2007. By then, traffic between Tai O and Tung Chung will be improved substantially. The Government will also carry out improvement works on Keung Shan Road and South Lantau Road to increase the road capacity in the area. Alternative route options (including tunnel) for a Lantau North-South road link had been examined in 2000 and found not feasible because of high cost and severe environmental impacts. A coastal road link from Tung Chung to Tai O was considered unjustified from traffic demand and the environmental perspectives. With the completion of the improvement of Tung Chung Road and local road works in South Lantau, the capacity of road link between north and south Lantau will be enhanced to cope with the traffic needs. As such, it is considered that there is no imminent need to provide further links. For the HZMB, it is a strategic and regional transport infrastructure. It is intended to serve cross-boundary traffic and is not designed to serve local villages. With a design speed of 100km per hour, merging and diverging along the route and the number of interchanges should be kept to a minimum to ensure its efficient operation.

5.40 There were polarized views on the traffic restrictions in South Lantau. While some locals pressed for a complete or partial relaxation of the traffic restrictions, the environmental concern groups, some professional institutes and some individuals considered that the existing traffic restrictions should not be relaxed or totally relaxed in order to maintain the rural character of South Lantau. The Government will review the current traffic restrictions with due consideration to the improved road capacity and other relevant factors.

5.41 Strong requests were raised for improvements to public transport as well as waterborne transport in order to enhance the accessibility and visitor potential while preserving the rustic character of rural Lantau. The proposals include hopping facilities along the South Lantau coast and inter-islands ferry services.
between South Lantau, Peng Chau and Cheung Chau. The Government will review the improvement of public transport having regard to the future scale and type of development and the traffic demand. The operation of waterborne transport services in the form of tour service, if warranted, could be considered, but licensed ferry service on a regular basis may not be financially viable.

**Sustainability Assessment**

5.42 A preliminary sustainability assessment of the Concept Plan and the development themes had been conducted using the CASET model. As the proposals are conceptual at this stage with no concrete development details, the assessment was basically qualitative in nature.

5.43 The assessment shows that the proposals should contribute positively to the economic development of Hong Kong, creating more employment, investment and local business opportunities, and providing more outlets for leisure and recreation. With due emphasis given to the protection of natural habitats, the rich bio-diversity in Hong Kong will be maintained. The preliminary sustainability assessment also acknowledges that we should not lose sight of potential sustainability issues like environmental impacts, the capacity of transport infrastructure, proposed reclamations, possible development pressure on South Lantau, social impacts on the local community as well as the overall cumulative impact 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.

5.44 Some people while commenting on the sustainability aspects of the Concept Plan opined that there was a lack of details for demonstrating the sustainability of the proposed development and that such details should be available to the public. Copy of the preliminary sustainable assessment with more details on the analysis have been and will be made available on request.

**Status of CT10 and LNG Terminal**

5.45 Many objections to the Northwest Lantau option for CT10 were received in the consultation on the Concept Plan on the grounds of adverse ecological and environmental impacts and land use incompatibility in the area. No decision has been made on the location of CT10 at this stage. The Study on Hong Kong
Port-Master Plan 2020 (HKP 2020 Study) has identified two possible locations for the development of CT10, namely Northwest Lantau and Southwest Tsing Yi. Both sites have their pros and cons. As recommended in the HKP 2020 Study, an ecology study will be conducted on the Northwest Lantau site to further assess its environmental suitability for constructing CT10. In parallel, the Port Cargo Forecast will be updated to work out the optimal timing for constructing CT10. The port expansion options will be reviewed when more data is available. When a preferred site is identified, a detailed EIA required under the EIA Ordinance to determine the environmental acceptability of the project and a feasibility study will be conducted to fulfill the various requirements. The public and relevant advisory bodies will be fully consulted on the proposed plan then.

5.46 Grave concerns and speculation were raised on a LNG terminal proposed by CLP Power/CAPCO at Soko Islands. It was considered to be apparently in conflict with the marine park proposed by the Government. Many commenters have enquired about the position of the marine park proposal.

5.47 We understand that CLP Power/CAPCO have on their own initiative started a search for a site for a proposed LNG terminal and initiated an environmental and risk assessment as part of the site search. Soko Islands and Black Point are their two preferred sites. Since the proposed LNG terminal is a designated project under the EIA Ordinance, the CLP Power/CAPCO are required to conduct an EIA study to investigate the environmental impacts of the project. In June 2005, the Environmental Protection Department issued an EIA Study Brief under the EIA Ordinance for the CLP Power/CAPCO to commission an EIA for the proposed LNG terminal for both sites. To date, CLP Power/CAPCO have yet to make a formal submission to the Economic Development and Labour Bureau for a LNG terminal in Hong Kong. The land use compatibility, environmental feasibility and other issues are yet to be resolved.

5.48 For Soko Islands and the surrounding waters, apart from being a potential site for designation as a marine park, there are other competing uses as mentioned above.

Implementation Arrangements

5.49 In the pre-consultation briefing to the LegCo PLW Panel, some Panel Members urged for a commitment to and timely implementation of the proposals in the Concept Plan to fully capitalize on the economic benefits of the economic
infrastructure and tourism projects. Some commenters, considering that Lantau was important for the future economic development of Hong Kong, echoed the same view. Some others urged for an early implementation of the conservation proposals. Requests were raised from the local community for an early implementation of proposals for the facelift of Mui Wo and preservation of Tai O to improve the local economy. These views will be taken into account in considering the implementation of the Concept Plan including the priority, programme and the related resource implications.

Public Engagement on the Concept Plan

5.50 Whilst some welcomed conducting the public consultation in the early conceptual stage, some, in particular the environmental concern groups, criticized the preparation of the Concept Plan by the Task Force as lacking transparency and public participation. The Liberal Party, the Frontier and some environmental groups requested for more information on the proposals and other possible projects to facilitate informed discussion. In general, there was an aspiration for more engagement.

5.51 In preparing the Concept Plan and the proposals, references have been made to a number of strategic studies relevant for Lantau, inter alia, the HK 2030 Study, the SWNT RDS and the Northwest New Territories Traffic and Infrastructure Review. Many of the proposals have arisen from relevant studies for Lantau. These include the Comprehensive Feasibility Study for Remaining Development in Tung Chung and Tai Ho, Competitive Strategy and Master Plan for Hong Kong as the Preferred International and Regional Transportation and Logistics Hub Bridging Study, Scoping Study for Lantau Logistics Park, the Northshore Lantau Development Feasibility Study, South Lantau and Mui Wo Development Feasibility Study, and Study on Revitalization of Tai O, etc. Some of them have been subject to public consultation. The Consultation Digest has set out the salient background information and planning considerations.

5.52 To facilitate more informed discussion by members of the public, it is necessary for the Task Force to undertake some initial analysis and formulate certain propositions on the future development of Lantau before releasing the Concept Plan for public consultation. The consultation exercise aims to engage the public at the conceptual stage of planning and widely canvass public views on the Concept Plan. It was the first step in the public engagement process. The conceptual proposals would be reviewed and revised, where appropriate, in the
light of public feedback. A revised Concept Plan will be prepared. There would be further public engagement before the finalization of the Concept Plan. Besides, proposals to be taken forward will be subject to further detailed studies to confirm their feasibility before implementation and the public will be engaged in the process. The Government will continue to listen to the views of the community.

6. **Way Forward**

6.1 The consultation report has consolidated the public comments and key issues identified during the consultation and set out the initial Government responses.

6.2 Some of the Concept Plan proposals will be reviewed in the light of the public comments and the proposals and ideas submitted by the public will be further examined. The Task Force will review and revise the Concept Plan taking into account the public comments, the assessments of the proposals received from the public, and the further assessments for the revised Concept Plan including a revised sustainability assessment. The revised Concept Plan will be put out for public engagement next year.

6.3 The HZMB is already a planned project in Lantau and the LLP a proposal with high priority in the Concept Plan, as highlighted in the Consultation Digest. In view of the importance of the economic infrastructure, the technical studies for these projects and other relevant work being undertaken by relevant bureaux and departments would proceed in parallel with the preparation of the revised Concept Plan. These projects will comply with all relevant statutory requirements, and the public will be consulted in accordance with these requirements.

6.4 There is general public support on the local improvement proposals for Mui Wo and Tai O as well as the countryside recreation facilities and nature-based attractions proposed in rural Lantau. Additional facilities and attractions have been proposed. The new proposals will be examined. Due consideration would be given to how to bring forward the facelift and local improvement projects.

6.5 There is general support on the planning intention to preserve the rural character in South Lantau. Recreation and tourism proposals of a diversity of themes and scales are received. The proposals received for South Lantau and
other parts of Lantau will need to be examined further in the overall context of the planning principles for the Concept Plan.

6.6 We appreciate the many constructive and valuable public views, comments and suggestions received in this consultation. We will continue to map out the future development of Lantau jointly with the community.

Lantau Development Task Force
November 2005
Chairman of Lantau Development Task Force visited Lantau on 27 Nov 2004

Public Consultation Forum on 18 Dec 2004

Consultation Forum for Local Community on 8 Jan 2005
Consultation with Statutory, Advisory and Local Bodies

Consultation with Other Stakeholders

Consultation Materials and Designated Website
Consultation with Local Communities