The following is a summary of comments raised at the Focus Meeting on Future of Frontier Closed Area (FCA) held on 17.1.2004. Government responses will be provided in the Stage 3 Public Consultation Report which will be available in August / September 2004.

**General Comments**
- Non-development of the Lok Ma Chau (LMC) Loop was the mainstream of views expressed at the meeting. There was reservation on the development of the LMC Loop in view of a host of issues (e.g. environmental and ecological impacts, lack of infrastructure, flooding) pertaining to the site.

- Before jumping to a conclusion of development, the Government was urged to carry out more assessments to ascertain the engineering, environment and financial viability of developing the LMC Loop. Besides, alternative uses including eco-tourism or maintenance of its status quo were suggested as better uses for the site.

**Environmental and Ecological Impacts**
- Many were of the view that the LMC Loop formed an integral part of the ecological corridor spanning from Ma Tso Lung to Deep Bay, constituting the most important green corridor in Hong Kong. Any development there would cause disturbance to the ecological balance of the area. Therefore, development of the LMC Loop needed to be carefully weighed against the pros of non-development or conservation which would instead render more benefits to Hong Kong.

- One respondent pointed out that despite the flood prevention work done by the Shenzhen River Training, the LMC Loop was prone to flooding and any development there would increase the risk of flooding in the New Territories.

**More Studies**
- One respondent mentioned that as pointed out in PlanD Working Paper, the LMC Loop was fraught with a number of constraints (including impact on Deep Bay Water Quality, lack of infrastructure and handling of 4.5m$^3$ mud deposited in
• The case for development as a trade expo or other uses needed to be supported by more studies (including a 12-month ecological survey) to ascertain its feasibility. Also, detailed cost and benefit analysis was required to establish its commercial viability.

Project Viability
• A number of convention and exhibition facilities had been planned or developed in the PRD Region (including those facilities in Hong Kong) and the viability of developing more convention and exhibition facilities was doubtful.

• One respondent considered that the low-density conceptual scheme as presented in PlanD Working Paper on the website was unrealistic because in view of the hefty costs involved in site formation and servicing, a high-density development was the logical scheme to optimize the potential of the LMC Loop.

Alternative Sites for Development
• One respondent considered that in view of the lack of infrastructure facilities and ambiguous land title of the LMC Loop, the Government should consider relaxing restrictions in other areas within the FCA e.g. Sam Po Shue and San Tin in the vicinity of the terminus of the planned LMC Spur Line to facilitate private development as a more cost-effective option to developing the FCA.

• Some expressed the view that knowing that there were a welter of problems related to the LMC Loop, the Government which still insisted on preparing a development scheme for the site was criticized to have harboured a plan to give favour to some private developers.

Alternative Uses for the LMC Loop
• With due regard to the ecological and environmental sensitivity of the Loop and its adjoining areas, some suggested that a nature park for eco-tourism purpose (for low volume visitors) should be worth to be considered. This would be beneficial to the whole PRD Region, within which green area had been replaced by built-up area at an alarming pace.

• One respondent considered that the green edge of Hong Kong boundary serves to demonstrate the uniqueness of Hong Kong in the context of “One Country
Two Systems”.

Other issues

- One respondent maintained that to articulate the local interests, the Government should closely involve the local residents in the future planning of their own villages and the rural areas.

- According to the findings of a preliminary wildlife survey in FCA and NENT by Kadoorie Farm, there were rich flora and fauna resources and development of a new crossing at Lin Ma Hang for the proposed Eastern Corridor was not supported on environmental and ecological grounds.