

**Minutes of the 1111th Meeting of the
Town Planning Board held on 6.5.2016**

Present

Permanent Secretary for Development
(Planning and Lands)

Mr Michael W.L. Wong

Chairman

Professor S.C. Wong

Mr Lincoln L.H. Huang

Vice-chairman

Mr H.W. Cheung

Professor K.C. Chau

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Mr Stephen H.B. Yau

Dr F.C. Chan

Mr David Y.T. Lui

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr Wilson Y.W. Fung

Dr C.H. Hau

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Dr Lawrence K.C. Li

Mr Stephen L.H. Liu

Professor T.S. Liu

Miss Winnie W.M. Ng

Miss Sandy H.Y. Wong

Mr Franklin Yu

Director of Planning

Mr K.K. Ling

Principal Assistant Secretary (Transports)

Transport and Housing Bureau

Miss Winnie M.W. Wong

Chief Engineer (Works), Home Affairs Department

Mr Martin K.C. Kwan

Assistant Director of Environmental Protection

(Environmental Assessment)

Mr K.F. Tang

Assistant Director of Lands (Regional 3)

Mr Edwin W.K. Chan

Deputy Director of Planning/District

Mr Raymond K.W. Lee

Secretary

Absent with Apologies

Ms Janice W.M. Lai

Ms Christina M. Lee

Mr H.F. Leung

Mr Frankie W.C. Yeung

Mr K.K. Cheung

Mr T.Y. Ip

In Attendance

Assistant Director of Planning/Board

Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board

Mr Louis K.H. Kau

Senior Town Planner/Town Planning Board

Mr T.C. Cheng

Agenda Item 1

[Open meeting]

Confirmation of Minutes of the 1109th Meeting held on 15.4.2016

[The meeting was conducted in Cantonese.]

1. The minutes of the 1109th meeting held on 15.4.2016 were confirmed without amendments.

Agenda Item 2

Matters Arising

[The meeting was conducted in Cantonese.]

- (i) Approval of Draft Plan

[Open Meeting]

2. The Secretary reported that on 26.4.2016, the Chief Executive in Council approved the draft Chek Lap Kok Outline Zoning Plan (OZP) No. S/I-CLK/13 under section 9(1)(a) of the Town Planning Ordinance. Upon approval, the OZP was renumbered S/I-CLK/14 and the approval was notified in the Gazette on 29.4.2016.

- (ii) Reference Back of Approved Plan

[Open Meeting]

3. The Secretary reported that on 26.4.2016, the Chief Executive in Council referred the approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYYY/8 to the Town Planning Board for amendment under section 12(1)(b)(ii) of the Town Planning Ordinance. The reference back of the said plan was notified in the Gazette on 6.5.2016.

General

Agenda Item 3

[Open Meeting]

Proposed Development Strategy for Lantau
(TPB Paper No. 10114)

[The meeting was conducted in Cantonese]

4. The Secretary reported that the following Members have declared interests in the item :

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|--|---|---|
| Mr Dominic K.K. Lam | - | owning a flat at Discovery Bay, Lantau |
| Ms Christina M. Lee | - | being the director of a company which owned some land in Lantau |
| Professor T.S. Liu | - | his family property holding company owned a flat in Tai O, Lantau |
| Mr K.K. Ling
(Director of Planning) | - | owning a flat at Discovery Bay, Lantau |

5. Members noted that Ms Christina M. Lee had tendered apologies for being unable to attend the meeting. Since the item was only a briefing to Members as part of the Community Engagement exercise on the proposed Development Strategy for Lantau (the Strategy), Members agreed that those who had declared interests should be allowed to stay in the meeting and participate in the discussion.

6. The following government representatives were invited to the meeting at this point :

- Mr Chan Chi Ming - Deputy Secretary for Development (Works) 2, Development Bureau (DS(W)2, DEVB)
- Mr Lai Cheuk Ho - Principal Assistant Secretary (Works) 5 (PAS(W)5), DEVB
- Miss Isabel Y. Yiu - Assistant Secretary (Lantau) 1 (AS(Lantau)1), DEVB
- Mr Chow Sui Ping - Engineer (Lantau) (E(Lantau)), DEVB
- Mr Lam Sai Hung - Project Manager/Hong Kong Island & Islands, Civil Engineering and Development Department (PM/HKI&I, CEDD)
- Ms Amy Y.M. Cheung - Assistant Director/Territorial, Planning Department (AD/T, PlanD)
- Miss Winnie B.Y. Lau - Chief Town Planner/Strategic Planning (CTP/SP), PlanD
- Mr Kevin S.W. Chan - Senior Town Planner/Strategic Planning 6 (STP/SP6), PlanD
- Ms Kennie M.F. Liu - Town Planner/Strategic Planning 12 (TP/SP12), PlanD

7. Mr Chan Chi Ming, DS(W)2, DEVB made the following main points :

- (a) the Revised Concept Plan for Lantau with the vision to promote sustainable development in Lantau was promulgated in 2007 by striking a balance between development and conservation. The Plan was conceptual and the feasibility and implementation of individual proposals was subject to further studies and public consultation;
- (b) since then, a number of projects were planned at north Lantau, including the topside commercial development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), Tung Chung New Town Extension and Siu Ho Wan Development. In addition, the HZMB and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) were under construction. Together with the planned expansion of the Hong Kong International Airport (HKIA) into a three-runway system (3RS), Lantau would become the main hub for both regional and international journeys to and from Hong Kong and the Pearl River Delta (PRD);
- (c) in 2014, the Lantau Development Advisory Committee (LanDAC) was established to advise the Government on :
 - (i) the social and economic development opportunities in Lantau to capitalise on its advantages as the confluence of major transport infrastructure; and
 - (ii) the policies, measures and specific proposals conducive to the sustainable development and conservation of Lantau;
- (d) LanDAC had since formulated the proposed vision, strategic positioning and planning principles for the development of Lantau, with initial major proposals covering spatial planning and land use, conservation, strategic traffic and transport infrastructure, recreation

and tourism, and social development, as well as short-term improvement measures. It published its first-term work report “Space for All” in January 2016;

- (e) according to the Strategy, major and high-density developments would be concentrated on the northern shore of Lantau while the remaining areas which included a vast expanse of country parks (70% of Lantau Island) was proposed for conservation, leisure, ecological, cultural and tourism uses;
- (f) public engagement (PE) for the proposed Strategy was held from January to April 2016. During the period, public forums and consultation with the Legislative Council, focus group meetings and consultative sessions with different sectors of the community were held. Roving exhibitions at 16 locations around Hong Kong were also held; and
- (g) public views received during the PE would be consolidated. It was planned to publish a new Blueprint for Lantau Development (the Blueprint) after consolidating and updating a complete set of information by end 2016. The Blueprint would set out in greater detail proposals to be taken forward and a broad timetable for their implementation. For individual projects to be taken forward, further detailed studies would be undertaken to ascertain the land uses, development parameters and technical feasibilities.

[Mr Dominic K.K. Lam arrived to join the meeting at this point.]

8. With the aid of a PowerPoint presentation, Miss Winnie B.Y. Lau (CTP/SP, PlanD) made the following main points on the overview of Lantau and the various proposals on spatial planning, conservation and strategic transport network :

- (a) Lantau was the biggest island in Hong Kong with a land area of about 147km². About 70% of land on Lantau was designated as country parks. At present, the population was about 110,500 and there were about 100,000 employment opportunities, including those provided by the HKIA. There was a mismatch between the population and the employment opportunities in terms of number and the skill levels;
- (b) LanDAC proposed to develop Lantau into a smart and low-carbon community for living, work, business, leisure and study while balancing between development and conservation. Taking advantage of its location, the strategic positioning of Lantau would be an international transport, logistics and trade hub in the Greater PRD Region, a service hub of the Greater PRD Region and Asia, a strategic growth area with a new metropolis and a treasure of natural and cultural assets;

Spatial Planning and Land Use

- (c) the spatial planning and land use of Lantau could be broadly grouped as follows :
 - (i) the North Lantau Corridor was proposed mainly for strategic economic and housing development, including the planned 3RS of HKIA, the expansion of the AsiaWorld-Expo, North Commercial District (NCD) of the airport island, topside development at the HKBCF Island of HZMB, Tung Chung New Town Extension and Siu Ho Wan Development;

[Mr Peter K.T. Yuen and Mr Franklin Yu arrived to join the meeting at this point.]

- (ii) the Sunny Bay Reclamation together with Hong Kong Disneyland would have the potential to make north-east Lantau a node for leisure, entertainment and tourism, i.e. the “North-eastern Lantau Tourism Gateway”;

- (iii) the East Lantau Metropolis (ELM) was proposed as a long-term strategic growth area with Hong Kong's third core business district (CBD3). The conceptual ELM comprised three components. The waters around Kau Yi Chau could be developed into an artificial island positioned as a smart, low-carbon new development area with a new core business district. The existing under-utilised typhoon shelter of Hei Ling Chau and its surrounding waters could be suitably reclaimed for residential development, and the Mui Wo township could be suitably enhanced;
- (iv) the predominant part of Lantau could be used for conservation, leisure, cultural and green tourism; and
- (v) the feasibility of consolidating and relocating some correctional facilities at Hei Ling Chau and Lantau could be investigated. A considerable part of Lantau was suitable for cavern development. Cavern development for accommodating various uses such as public utilities including sewage treatment works could be explored. Both measures would help release more surface land, thus relieving the pressure for developing new land;

Conservation

- (d) two major directions were proposed for the conservation initiative : enhancement of conservation and better utilization of natural resources. Some measures were highlighted below :
 - (i) about 70% of land on Lantau was designated as country parks and the parts of surrounding waters had been or proposed to be designated as Marine Parks. Lantau was rich in biodiversity in terms of both terrestrial and marine habitats and species.

Lantau was also characterized by quite a number of historical defense facilities and religious institutions. There were 8 sites of special scientific interest (SSSI) and 5 declared monuments in Lantau. These natural and heritage assets should be duly preserved;

- (ii) it was proposed to strengthen preservation of sites of conservation value. One fundamental principle was to avoid major and large-scale developments on these sites and their surrounding areas;
- (iii) conservation of country parks could be enhanced by planting more trees of native species. Declared/graded monuments and areas of historical significance should be duly restored, protected and preserved;
- (iv) the attractiveness of country parks could be enhanced by introducing more diverse and innovative facilities;
- (v) consideration should be given to the promotion of ecological and cultural tourism as well as education. For instance, places of cultural and historical value could be linked up through the “point-line-plane” approach to manifest their value; and
- (vi) three conceptual schemes were introduced to illustrate how to promote ecological, cultural and educational tourism in Lantau : Northwest Lantau Cultural and Nature Trail between Tung Chung and Tai O, Luk Wu and Keung Shan Religious Conservation Zone and South Lantau Eco-conservation, Recreation and Green Tourism Belt; and

Strategic Traffic and Transport Infrastructure

- (e) the above strategic developments would need to be supported by strategic transportation infrastructure. The ultimate conceptual transport plan was to develop a Northwest New Territories-Lantau-Metro Area Transport Corridor with railway as the backbone, supplemented by road and water-borne transport services.

9. With the aid of a PowerPoint presentation, Mr Lai Cheuk Ho (PAS(W)5, DEVB) made the following main points :

Recreation and Tourism

- (a) it was the public inspiration that there should be more recreation outlets in Hong Kong for the enjoyment of the natural environment. LanDAC proposed that Lantau could be shaped into a “kaleidoscopic recreation and tourism destination” while balancing the conservation needs and respecting the natural resources;

[Miss Winnie W.M. Ng arrived to join the meeting at this point.]

- (b) the proposed planning framework comprised five themes and 14 recreation and tourism areas to be linked up by water-based (e.g. water taxis), land-based (e.g. cycle tracks, sight-seeing shuttles) and above-ground experiential transport connections (cable cars, funicular railways). As the transportation infrastructure in north Lantau was well developed with road and railway connections, large-scale recreational and tourism facilities would be concentrated in northern and north-eastern Lantau. Whereas there were nature and cultural/historical resources in central and south Lantau, conservation of these areas should be strengthened while optimum recreation and tourism use were proposed. Subject to further feasibility studies, financial viability assessment and feedback from the public, the following themes were proposed :

- (i) recreation and outdoor activities such as thematic and leisure entertainment area, adventure park and extreme sports;
 - (ii) splurge and indulge such as shopping, dining and hotel facilities;
 - (iii) relaxation such as spa and resort;
 - (iv) culture and heritage such as experiential village life attraction, museum, social and heritage attractions; and
 - (v) ecology such as creative ecotourism hotspot, eco-tour centre and eco retreat;
- (c) the recreation and tourism areas included :
- (i) Sunny Bay – the gateway to Lantau where Hong Kong Disneyland and Inspiration Lake were located. There was potential for further development of the area into a theme-based leisure and recreational area;
 - (ii) Aerotropolis – including HKIA, the HKBCF Island and Tung Chung New Town. Existing facilities included Citygate Outlets, Ngong Ping cable cars and the AsiaWorld-Expo. The area could be further developed for shopping, catering and hotel, meetings, incentives, conferencing and exhibition (MICE), marinas and an international grade skating rink;
 - (iii) Tai Ho Wan and Siu Ho Wan – the area was rural in character with rich ecology, which was suitable for the development of eco-tour centre and eco-retreat;

- (iv) Sunset Peak – popular location for viewing sun-rise and sunset as well as star-gazing. Funicular railways could be provided to improve its accessibility and the area could be considered for use as camping ground;
- (v) Mui Wo – a traditional node for various outdoor activities with long cultural history. Outdoor adventure park and a history museum of Lantau could be explored;
- (vi) Tung Chung Valley – a rural area of diverse cultural resources. A riverside cum bio-diversity park and Tung Chung nature trail were recommended;
- (vii) Zen Conservation Zone – the area around Luk Wu and Keung Shan was suitable for limited development for Zen meditation and accommodation;
- (viii) Tai O – the area was rural in character which was suitable for cultural experience and experiential living. A feasibility study was underway to explore the possibility of extending the Ngong Ping cable car system to Tai O to provide an alternative choice for tourists;
- (ix) Pui O/Chi Ma Wan – popular place for water sports and beach activities. Water sports centre, water parks and paragliding facilities could be explored;
- (x) Shui Hau – a place with natural coastline which was considered suitable for paragliding, animal farm and exploration campsite, subject to no adverse impact on the coastline and the ecological value of the area;

- (xi) Cheung Sha and Soko Islands – spa/resort and wedding centre were proposed to take advantage of the scenic beach and the tranquil environment;
- (xii) Fan Lau – cultural heritage sites such as Fan Lau Fort and stone circle were found at Fan Lau. That area was suitable for development of exploration campsite, outward bound and hiking trails; and
- (xiii) Yi O – agricultural rehabilitation had taken place in Yi O recently. It was proposed that related agricultural activities, harvest walk and farm-to-table eatery could be developed;

Social Development Strategy

- (d) LanDAC had assessed the current social conditions of Lantau and it was concluded that there were adequate community services and facilities in Lantau. As new developments and additional population would mainly be concentrated in Tung Chung and northern Lantau, there would be more and diversified job opportunities which could attract more residents of Lantau to work in the district. In order to attract people to live and work in Lantau, community facilities would be enhanced to create a low-carbon and smart living environment. More educational facilities, youth and child care services would also be provided to cater for the needs of young families;
- (e) there was a need to improve the transport link within Lantau Island and connecting Lantau with the adjacent area. Better infrastructure such as fresh water supply and sewerage connection should be provided to the rural area to cater for the need of the local residents; and

Conclusion

- (f) the development of Lantau would be carried out in stages. While most of the development proposals including the quick-win projects to boost the Lantau economy were in the short and medium-terms, the proposed ELM was a long-term development proposal beyond 2030 which could boost the population of Lantau to a maximum of around 1 million and employment opportunities of 470,000.

10. As the presentation of the government representatives was completed, the Chairman invited comments/questions from Members.

Conservation

11. Some Members raised the following comments/questions :

- (a) while it was noted that large-scale developments would be avoided at or near ecologically sensitive sites, there was no proactive and concrete conservation measure in protecting those sites. The ecologically valuable lowlands such as Tai Ho, Shui Hau and Pui O were not given adequate protection. Measures should be included for the management and protection of those ecologically sensitive sites;
- (b) the large crowd of visitors digging clams on the beach at Shui Hau during weekends had already caused adverse impact on the ecology of the area. The proposal in Shui Hau would further increase the number of visitors and cause greater adverse impact on the environment;
- (c) once development was introduced to a new area, similar developments would congregate and spread out quickly. The natural environment would be adversely affected by the spreading of these developments. Given that a marine park at Soko Islands had already been proposed as a mitigation measure for the protection of habitat for the Chinese White Dolphins (CWDs), the proposed spa and resort facilities at that locality

would increase the number of boat trips, thus defeating the original purpose of the proposed marine park. The proposed spa and resort was not suitable and was considered 'out of context' on Soko Islands which should not be allowed. The established principles for planning, management and design for marine parks in south Lautau should be maintained;

- (d) the development proposals as shown on page 15 of the PE Digest involved many attractions all over Lantau and were considered not in line with the planning vision of the Strategy in balancing development and conservation, e.g. the natural coastlines in south Lantau should be preserved;
- (e) the natural resources at Lantau were not confined to those within the country parks. The beauty of Lantau should be taken in totality and development proposals that would have impact on the conservation of south Lantau should not be proposed;
- (f) there might be more public support for the Strategy if a marine park on the south-western side of Lantau between Tai O and Soko Islands to further protect the habitat of CWDs would be included as one of the proposals;
- (g) a balance had to be struck between development and conservation. While restricting the number of visitors could conserve the natural environment, cultural tourism would require better accessibility to encourage more visitors;
- (h) future developments should be concentrated on the north and north-east of Lantau while a minimal amount of development should be proposed for south Lantau. More stringent development control of the coastal and marine areas should be considered;

- (i) while the Government should consider how to balance development and conservation, the proposed 14 recreation and tourism areas were acceptable as they fell outside the country parks; and
- (j) for conservation of south Lantau, it was important to assess the carrying capacity of the environment so as to determine the appropriate scale of development for individual proposals.

12. In response, Mr Chan Chi Ming, DS(W)2, DEVB made the following main points:

- (a) the Strategy was only at a preliminary stage, which aimed to present a broad spatial planning and land use concept of Lantau. Detailed proposals for individual items, their scale of development, feasibility, implementation and how a balance could be struck between development and conservation would have to be further studied. The PE was to collect views on the Strategy and more detailed proposals would be formulated at the next stage;
- (b) the government would study the carrying capacity as well as the transportation infrastructure to determine the scale of development;
- (c) the PE Digest only indicated the possible locations of various recreation and tourism proposals. The proposals would not be intensive and would not affect the natural coastline in south Lantau;
- (d) regarding the proposed spa resort in Soko Islands, which was at a rather remote location, it was not expected to be a large-scale development which would cause adverse impact on the proposed marine parks in south Lantau; and
- (e) the recreation and tourism proposals in the PE Digest were only preliminary options and not all of them would be implemented. Further

feasibility and technical studies would be required. Implementation of individual proposals would need to go through the established procedures, including funding approval, consultation with the public and concerned departments/ bureaux, and obtaining approvals from appropriate authorities.

Tourism

13. Some Members raised the following comments/questions:

- (a) the tourism proposals for south-western Lantau aimed to attract more visitors to the area, but the Strategy had not touched on the community development issue;
- (b) Tai O had a long history dating back to Ching Dynasty and had a rich local culture. There was a great potential for educating the public on the local history and culture;
- (c) mass tourism might not be able to help the local economy but would significantly affect the daily life of the locals. It was necessary to consider how tourism could help to promote the culture and tradition, while maintaining the local community;
- (d) the sense of belonging in rural communities was strong and consideration should be given to providing measures to help the development of the local community and meeting the local needs from a bottom-up approach in developing Lantau; and
- (e) for the quick-win projects in the short and medium-terms, temporary use of vacant land adjacent to the Hong Kong Disneyland could be considered.

14. In response, Mr Chan made the following main points :

- (a) Tourism attractions would be focused on northern Lantau where there would be better transport infrastructure. The developments in south Lantau were not targeted at mass tourism but to provide an alternative recreational/leisure outlet for the public and a venue for environmental education; and
- (b) conservation of local culture was one of the key elements in the Strategy. Member's view on the importance of maintaining the local culture was noted and would be further considered at the next stage.

Medical and Elderly Facilities

15. Some Members raised the following comments/questions:

- (a) whether there would be any improvement to the medical services in Lantau to cater for the increased in population;
- (b) while it was necessary to solicit views from the public on their needs, the government should be proactive in providing medical facilities;
- (c) as the population in Hong Kong was aging, whether there was any specific facilities for the elderlies planned in Lantau. If elderly housing could be provided in Lantau, those residential units in the urban area previously occupied by the elderlies could be made available if they moved to the elderly housing in Lantau; and
- (d) as Lantau development would span beyond 2030, the elderly population would increase by then. Lantau development would provide an opportunity for the government to plan ahead for elderly housing and related facilities. Failing to do so could have serious impacts in future.

16. In response, Mr Chan made the following points :

- (a) the North Lantau Hospital in Tung Chung, which commenced operation a few years ago, had greatly improved the medical service in Tung Chung. ELM was only one of the long-term development options at this stage. In future planning, appropriate medical facilities would be provided to cater for the planned population;
- (b) the issue of aging population would be considered in the policy context. As new land would be formed in Lantau, the aging population issue could be addressed through comprehensive planning as appropriate; and
- (c) it was expected that more employment opportunities would be generated in Lantau. The Social Development Strategy aimed to attract young families to Lantau to live, work and study, while suitable facilities for the elderly would also be provided.

Provision of transportation infrastructure

17. Some Members raised the following comments/questions:

- (a) as the development proposals were spread all over Lantau, what the short, medium and long-term transportation infrastructure would be to cope with such developments;
- (b) the road network in south Lantau needed improvement now, no matter whether any new development was proposed;
- (c) while Lantau should be well connected to the main urban areas and the rest of New Territories by rail or road transport, comprehensive road network development within Lantau should be considered carefully taking into account possible adverse impact on the environment and the rural environment. Road improvement should only be carried out at

traffic black spots and a funicular railway to Sunset Peak was not required;

- (d) careful consideration should be given to the conservation value, the need for protection of individual sites and the needs of visitors in providing access to the areas with development proposals; and
- (e) improved accessibility and development would provide economic incentive for local residents to maintain the rural character and culture of the village.

18. In response, Mr Chan made the following points :

- (a) the government would study the carrying capacity of the transportation infrastructure to determine the level of development. The Strategy would meet the needs of the community and not just proposing developments in Lantau in isolation; and
- (b) in considering the carrying capacity of Lantau, assumptions on the land uses had to be made. Assessment on the carrying capacity would be made as soon as a recommended development strategy was formulated.

Vision, Strategic Positioning and Planning Principles

19. Some Members raised the following comments/questions:

- (a) there should be less development projects for Lantau. The Government had been criticised for ‘destroy first, compensate later’ by representatives on the North-east New Territories New Development Areas (NENT NDAs) and the 3RS project. Mitigations should be provided prior to or in parallel with developments;

- (b) as the Strategy was to solicit public's views on the spatial planning of Lantau, the focus of the PE should not be on the details of individual proposals, but the overall approach to development;
- (c) there was a conflict between the need to improve the connectivity of Lantau and the need for conservation, as some parts of Lantau should be best conserved by limiting its accessibility;
- (d) as Lantau was largely undeveloped, there might be opportunities for providing alternative lifestyles for the youth which would not be possible in the existing urban areas. Such aspiration had been repeatedly expressed by the representers during the hearing of the representations in respect of the NENT NDAs;
- (e) while the Government had no pre-determined view on the Strategy, the PE Digest had presented a number of proposals to the public, which would give an impression that the Government had in fact formed a view;
- (f) the vision was not clear on the key issues involved and what the Strategy was intended to achieve. The strategic positioning of Lantau Development was not clearly stated in the PE Digest;
- (g) while some projects, e.g. the 3RS of HKIA, HZMB and TM-CLKL in northern Lantau were at a more advanced stage, the Strategy, which was conceptual at the current stage, should not be bounded by the status of those projects. As planning circumstances were constantly changing and the Strategy was a long-term vision beyond 2030, flexibility should be allowed;
- (h) with an anticipated maximum population of about 0.7 million, ELM would be equivalent to the scale of a major city and should be

self-contained in the terms of employment and community facilities. The Strategy should state clearly how it would affect Lantau;

- (i) while the Strategy had touched on transportation infrastructure, conservation and economic development, there was no information on how the related issues should be tackled;
- (j) the positioning of Lantau Development as the focal point of the Greater PRD Region and its impacts on Lantau were not clear;
- (k) developments on the northern Lantau would be in close proximity to flight paths of HKIA and thus affected by aircraft noise;
- (l) the Strategy should consider whether to concentrate developments at fewer locations in order to minimise the overall impacts on the environment and the pros and cons for choosing any particular development areas should be provided;
- (m) Lantau was mainly rural in character with natural resources. Hikers would prefer the existing natural environment of Lantau. Any unnatural development proposals would not be necessary;
- (n) while the Strategy was conceptual and the Government had no pre-determined view on the future development, it had set a long-term target population of 0.7 million for ELM and thus in some way had taken a position on the balance between development and conservation;
- (o) the implementation of ELM by 2030 and beyond would have positive impacts on Hong Kong and should be expedited;
- (p) while there were different views on development versus conservation, the government should strike a balance between the two by developing northern Lantau and conserving south Lantau;

- (q) the Strategy was supported. As the views of the public were diverse, it would not be possible to please everyone. The Government should form its own view in proposing development for Lantau and take a leading role;
- (r) the PE Digest should provide more quantitative data to justify the development proposals, e.g. whether there were adequate infrastructure to support the proposed development, how smart and low-carbon development would be created. Jargons and terms not easily understood by the public should be avoided;
- (s) the planning principles of developing Lantau into a smart and low-carbon community was supported as many other cities overseas had also adopted the same approach;
- (t) it was the public's aspiration for a smart, low-carbon and ecologically friendly development. As there was no land constraint in Lantau, there would be opportunities for incorporating environmentally friendly and low-carbon elements in the detailed design of Lantau development in terms of air quality, spacing, use of water, ecology and interface between built-up areas and open space;
- (u) the vision of developing Lantau into a low-carbon community was supported. However, there was not much information in the PE Digest on that aspect;
- (v) apart from constructing low-carbon buildings, low-carbon community could be achieved through the use of renewable energy, recycling, waste treatment etc. More research should be carried out on those aspects in future;

- (w) human behaviour might also have to be changed in order to achieve a low-carbon community. Since there was a mismatch in the population and employment opportunities in Lantau, it would be necessary to examine the underlying social needs for residents' choice of living place such as educational needs for their children, the need for taking care of elderly parents or preference for better facilities etc. While the population and the employment opportunities of Lantau would both increase in short, medium and long-terms, in-depth study should be carried out so as to reduce the work-related traffic and hence carbon emission;
- (x) Lantau would be developed into a smart, low-carbon community for living, work, business, leisure and study, but the PE Digest had failed to demonstrate why Lantau should be developed in the first place; and
- (y) it was more important to state how Lantau development could meet the needs of the public than to list out different proposals.

[Dr Lawrence K.C. Li left the meeting at this point.]

20. In response, Mr Chan made the following main points :

- (a) the Strategy aimed to strike a balance between different public views, development and conservation, as well as conceptual ideas and practicalities. The PE was to throw out ideas on development and conservation for discussion and to make practical proposals;
- (b) as Lantau comprised 17% of the land area in Hong Kong, it was difficult to gauge the public's needs in developing such a vast area. The public opinion collected during the PE were diverse;
- (c) the vision of the Strategy was to develop Lantau into a smart and low-carbon community for living, work, business, leisure and study.

The PE exercise aimed at seeking public's views on where to provide different facilities in order to achieve the vision;

- (d) the main principle was to develop the northern Lantau while conserving the south. While a target population of 1 million for Lantau was mentioned, it was only an estimated figure if the proposed development option of ELM was to go ahead. Strategic studies would need to be carried out to confirm the feasibility, scale and implementation programme of the proposed ELM;
- (e) environmentally friendly, low-carbon and smart development was to be vigorously pursued under the Strategy;
- (f) the concept of 'conserving before developing' was noted, but the Strategy was only at a conceptual stage. Relevant mitigation measures could also be incorporated at an early stage before individual proposals were implemented;
- (g) some of the proposals mentioned in the PE Digest, e.g. Tung Chung New Town Extension and HZMB, had gone through several rounds of public consultation previously and were in a more advanced stage. Hence, those proposals were presented in more details; and
- (h) Members' views as well as the public's views collected would be consolidated into a Blueprint at the next stage for further consultation.

21. Ms Amy Y.M. Cheung (AD/T, PlanD) and Mr Lam Sai Hung (PM/HKI&I, CEDD) supplemented the following main points :

- (a) transport and other infrastructure provision was required to support the proposed developments. With better provision of infrastructure in northern Lantau, it was logical and more economical to concentrate major developments there. With Tung Chung New Town Extension

and Siu Ho Wan Development, the population of Lantau could increase from about 110,000 to about 300,000. There was a potential for ELM to accommodate another 400,000 to 700,000, making up a total population of 1 million. However, ELM was at this stage only a concept for longer-term development and its feasibility and scale of development would be subject to further studies, taking into account the overall development needs of Hong Kong as well as other possible options;

- (b) given the potential for a large-scale development at ELM, there would be scope for incorporating various smart and low-carbon initiatives, such as car-free communities;
- (c) aging population was a territory-wide issue to be tackled in a comprehensive manner. Apart from elderly housing, consideration should also be given to other aspects of planning, including design of buildings and public spaces, as well as provision of elderly facilities. The Strategy provided an opportunity to partly address the problem as there would be relatively more land available in Lantau; and
- (d) Tung Chung New Town was currently outside the Noise Exposure Forecast (NEF) 25 contour of HKIA. With the completion of the 3RS, the NEF 25 contour would shift northward and be further away from Tung Chung, thus providing scope for the extension of Tung Chung.

[Mr Alex T.H. Lai left the meeting at this point.]

22. A Member commented that the government possessed various data and therefore should form a leading view in the development proposals as it might not be possible to draw a conclusion on the public's views, which were diverse.

23. In response to the Chairman's question on the way forward, Mr Chan said that the public's views collected were being consolidated. It was expected that a Blueprint

would be prepared by the end of 2016. The Blueprint would provide more information on the spatial planning, practical proposals in resolving various issues, institutional arrangement involved, and an action timetable for further studies. As the Strategy involved inputs from different departments/bureaux, the preparation of the Blueprint would be under a very tight programme.

24. The Chairman thanked the government representatives for attending the meeting. He expected Members' views would be taken into account in the formulation of the Blueprint.

Sha Tin, Tai Po & North District

Agenda Item 4

[Open meeting (Presentation and Question Sessions only)]

Request for Deferment of Review of Application No. A/DPA/NE-TT/26

Proposed House (New Territories Exempted House – Small House) in Area Designated as “Unspecified Use”, Government land in D.D. 289, Ko Tong, Tai Po
(TPB Paper No. 10110)

Agenda Item 5

[Open meeting (Presentation and Question Sessions only)]

Request for Deferment of Review of Application No. A/DPA/NE-TT/27

Proposed House (New Territories Exempted House – Small House) in Area Designated as “Unspecified Use”, Government land in D.D. 289, Ko Tong, Tai Po
(TPB Paper No. 10111)

[The meeting was conducted in Cantonese]

25. Members agreed that A/DPA/NE-TT/26 and A/DPA/NE-TT/27 could be considered together as they were similar in nature and the sites were located next to each other and within the same “Unspecified Use” zone.

26. The Secretary reported that on 26.3.2016 and 28.3.2016, the applicants of the two applications No. A/DPA/NE-TT/26 and A/DPA/NE-TT/27 wrote to the Secretary of the Town Planning Board (the Board) respectively and requested the Board to defer making a decision on the review applications for another two months to allow more time for preparing further information (FI) to address comments from the government departments. It was the third request from the applicants for deferment of the review applications.

27. Members noted that since the first deferment on 30.10.2015, the applicants had not submitted any FI but indicated that they had been preparing the technical documents such as environmental impact assessment and tree appraisal for submission. The justifications for deferment met the criteria for deferment as set out in the Town Planning Board Guidelines on Deferment of Decision on Representations, Comments, Further Representations and Applications made under the Town Planning Ordinance (TPB PG-No.33) in that the applicant needed more time to prepare FI in support of the review application, the deferment period was not indefinite and the deferment would not affect the interests of other relevant parties.

28. After deliberation, the Board agreed to defer a decision on the review application as requested by the applicant pending the submission of FI by the applicant. The Board also agreed that the review application should be submitted to the Board for its consideration within three months upon receipt of the further submission from the applicant. If the written submission of the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Board's consideration. The Board also agreed to advise the applicant that the Board had allowed a total of six months for the preparation of the submission of FI, and this was the last deferment and no further deferment would be granted.

Procedural Matters

Agenda Item 6

[Open Meeting]

Information Note and Hearing Arrangement for Consideration of Representations and Comments on the Draft Central District Outline Zoning Plan No. S/H4/15 (TPB Paper No. 10112)

[The meeting was conducted in Cantonese]

29. The Secretary reported that the item involved amendments to the approved Central District Outline Zoning Plan (OZP) No. S/H4/14 mainly to rezone of the Murray Road Multi-storey Car Park (MRMCP) site and the Queensway Plaza site for commercial use. The Queensway Plaza was operated by the Wheelock Properties (HK) Limited (Wheelock). The Transport Department (TD) had appointed MVA Hong Kong Ltd. (MVA) to conduct a Traffic Impact Assessment (TIA) for the proposed development at MRMCP, while the Planning Department (PlanD) had appointed Ove Arup & Partners Hong Kong Ltd. (ARUP) to undertake the Planning and Design Study on the Redevelopment of Queensway Plaza, Admiralty – Feasibility Study. The following Members had declared interests in the item for having affiliations with Wheelock, MVA or ARUP :

- | | | |
|---------------------|---|---|
| Professor S.C. Wong | - | being an engineering consultant of ARUP and the Chair Professor and Head of Department of Civil Engineering of the University of Hong Kong where ARUP had sponsored some activities of the Department |
| Mr Ivan C.S. Fu |] | having current business dealings |
| Mr Patrick H.T. Lau |] | with Wheelock, MVA and ARUP |

- Mr Franklin Yu - having current business dealings with ARUP

- Mr Alex T.H. Lai - his firm having current business dealings with ARUP

- Mr Dominic K.K. Lam - having past business dealings with ARUP

30. As the item was procedural in nature, Members agreed that the above Members who had declared interests could stay in the meeting. Members also noted that Mr Alex T.H. Lai had already left the meeting.

31. The Secretary briefly introduced the Paper. On 11.12.2015, the draft Central District OZP No. S/H4/15 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). A total of 72 representations and 14 comments were received.

32. It was recommended that the representations and comments should be considered collectively in one group by the full Board as they were of similar nature. The hearing could be accommodated in the Board's regular meeting and a separate hearing session would not be necessary.

33. In view of the number of representations and comments and to ensure the efficient operation of the hearing, it was recommended to allot a maximum presentation time of 10 minutes to each presenter and commenter in the hearing session. Consideration of the representations and comments by the full Board was tentatively scheduled for June 2016.

34. After deliberation, the Board agreed that :

- (a) the representations and comments should be considered by the Board itself; and

- (b) the Chairman would, in liaison with the Secretary, decide on the need to impose the 10-minute presentation time for each presenter/commenter taking into account the number of presenters/commenters attending the hearing.

Agenda Item 7

[Confidential Item] [Closed Meeting]

- 35. This item was recorded under confidential cover.

Agenda Item 8

Any Other Business

[Confidential Item] [Closed Meeting]

- 36. There being no other business, the meeting was closed at 11:25 a.m.