

南丫島索罟灣

前南丫石礦場地區

未來土地用途發展規劃及工程研究 - 可行性研究

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Planning and Engineering Study
on Future Land Use at

ex-Lamma
quarry area at

Sok Kwu Wan, Lamma Island
Feasibility Study

Stage 2 Community Engagement Report
Final

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1 Introduction

1.1 Background

Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) of the HKSAR Government (Government) commissioned Ove Arup and Partners Hong Kong Limited (Arup) on 30 January 2012 to undertake the “Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study” (Study). The Study will explore the development potential of the Ex-Lamma Quarry area (ELQ/ Study Site), including residential use with compatible developments, and the impacts of the proposed developments on the surrounding areas (Study Area).

Located on the northern coast of Sok Kwu Wan, the ELQ was established in 1978 for rock excavation and miscellaneous processing and storage. After years of operation, it was left with steep rock faces, which scarred the natural landscape around the area. The “Rehabilitation of Lamma Quarry Planning and Engineering Study” (Rehabilitation Study) was commissioned and rehabilitation works were completed in 2002. The works included the formation of a series of broad, gentle sloping platforms, the formation of a 5-hectare man-made lake, as well as the landscaping and planting of exotic and native trees. At present, the ELQ comprises 20 hectares of platform area and 1 kilometre of shoreline, and has the potential to incorporate different compatible land uses. The Study Site has been placed under Short Term Tenancy (STT) to a non-governmental organization (NGO) for an environmental education and wild life learning centre.

The Study Site is currently zoned “Undetermined” (“U”) on the Lamma Island Outline Zoning Plan (OZP) pending detailed consideration of the potential development uses. In light of the size and visually prominent location of the site, it is particularly stated in the Explanatory Statement of the OZP that public views should be sought on any future major development within the Study Site.

1.2 Stage 2 Community Engagement

A two-stage Community Engagement (CE) has been adopted throughout the Study to foster consensus building through exchange of views in an open and informed process. With the aim to engage the public in formulating the future development plans for the Study Site, the public recognition of the outcome for the Study would be enhanced:-

- Stage 1: To solicit public aspirations for future development in the Study Site as well as their views on the three initial land use options under the ‘Housing’ and ‘Tourism plus Housing’ themes;
- Stage 2: To solicit public views on the draft Recommended Outline Development Plan (RODP) for further refinement.

The Stage 1 CE was conducted from December 2012 to February 2013. Taking into account the public views gathered from Stage 1 CE, the vision and guiding principles of the Study, together with the technical assessments, the preferred land use option in form of the draft RODP was devised.

The Stage 2 CE was launched on 14 March 2014 to solicit public views on the draft RODP to facilitate further refinements in the later stage of the Study and finalisation of the RODP. To facilitate public discussion, the Stage 2 CE Digest and other publicity materials including leaflets and posters covering the Study's background, findings of Stage 1 CE, vision and guiding principles, along with the draft RODP were disseminated to the public for general reference. At the same time, the Study website (<http://www.ex-lammaquarry.hk>) was updated to facilitate easy public access to relevant publicity and consultation materials, details of the CE activities, draft RODP, as well as the latest progress of the Study.

In order to solicit views and suggestions from different sectors of the community, a series of CE activities including roving exhibition, briefing sessions, focus group meetings and a public forum were conducted. A list of CE activities is attached in **Appendix 1**.

1.3 Purpose and Structure of this Report

The purpose of this Report is to summarise the public comments and suggestions received during the Stage 2 CE and to provide responses to these comments and suggestions. The received comments and suggestions have been analysed. After analysing comments from the community, appropriate concepts or recommendations will be incorporated in further refinement of the RODP in the next stage.

The report mainly covers the following sections:

- Chapter 1: Background of the Study and Stage 2 CE Programme;
- Chapter 2: Overview of Stage 2 CE activities;
- Chapter 3: Summary of key comments and responses; and
- Chapter 4: Way forward.

2 Stage 2 Community Engagement

2.1 Briefings to Statutory and Advisory Bodies

During the CE period, briefing sessions were conducted for various statutory and advisory bodies. The purpose of these briefing sessions was to solicit the views and suggestions from relevant authorities on the draft RODP for the ELQ. The list of consulted parties and dates of the activities are recorded in **Appendix 1**.

2.1.1 Town Planning Board

The Town Planning Board (TPB) was consulted on 14 March 2014, and detailed comments were recorded in the meeting minutes in **Appendix 2**. In the meeting, members shared their views on the planning concept, transport arrangement, impact on fish culture zones, provision of Government and Institution or Community (G/IC) facilities, tourism and housing mix.

Members considered that, given the unique setting of the Study Site and relatively small development scale, a more visionary approach, such as promoting “eco-town” and introduction of pilot schemes to promote sustainable development at the Study Site should be considered. There were mixed view on the appropriateness of the proposed housing mix, as there were concerns on the financial burden to subsidized housing residents due to relatively high cost of external transportation.

Tourism development was supported and members suggested that tourism facilities should be provided at the Study Site, while existing tourism attractions near Sok Kwu Wan should be enhanced. Members raised concerns on the financial viability and affordability of transportation and suggested that ferry services to Aberdeen / Ap Lei Chau should be enhanced, in view of the improved accessibility after the completion of MTR South Island Line (East).

2.1.2 Lamma Island (South) Rural Committee

The briefing session with Lamma Island (South) Rural Committee was held on 19 March 2014, and major comments were summarised in the gist in **Appendix 3**. Members shared their views on the connectivity and transport infrastructure, community and recreational facilities, subsidized housing arrangement and population.

Members generally supported the proposed development at the Study Site. They opined that some of the existing woodlands might be developed since these were not natural and of low ecological value. They suggested that existing villagers on Lamma Island should be given priority to live in the proposed subsidized housing.

Members strongly requested that the connection between the Study Site and the rest of the island should be improved, including the coastal walkway from the Study Site to Lo So Shing. They also suggested that a primary school at the Study Site should be considered.

2.1.3 Lamma Island (North) Rural Committee

The meeting with Lamma Island (North) Rural Committee was held on 6 April 2014, and major comments were summarised in the gist in **Appendix 4**. Members shared their views on the proposed land uses, transport and community provision at the Study Site, subsidized housing allocation and impact to Yung Shue Wan due to the proposed development.

Members generally did not object the proposed development. However, they demanded that the Government should take the development of the whole Lamma Island into account and should not solely focus on the development at the Study Site. For example, they suggested that the footpath on Lamma Island should be improved to link up each village. It should also be widened to allow emergency vehicles to access. They also requested that the medical services at Yung Shue Wan should be improved to provide 24-hour outpatient services. There were also concerns on the impact on property value, local economy and tourism development at Yung Shue Wan arising from the development at the Study Site.

2.1.4 Southern District Council

The District Development and Environment Committee of Southern District Council was consulted on 31 March 2014, and detailed comments were recorded in the minutes in **Appendix 5**. In the meeting, members expressed their views on the connection between the Study Site and Southern District, urban design and vessel mooring facilities at the Study Site.

In view of the anticipated traffic demand of passengers from the Study Site to Ap Lei Chau as attracted by shopping activities or the interchange for MTR South Island Line (East), members proposed that the proposed ferry service to and from the ELQ site should be extended to Ap Lei Chau in addition to Aberdeen.

Regarding the proposed development at the Study Site, they suggested that urban design, including development height, density, building form and appearance, should be coherent. Breakwater facilities and vessel mooring facilities were suggested to cater for local needs.

2.1.5 Islands District Council

The Islands District Council was consulted on 28 April 2014, and detailed comments were recorded in the minutes in **Appendix 6**. Members generally supported the proposed development at the Study Site and urged the Government to comprehensively review the development of the whole Lamma Island and should not only focus on the development of the Study Site.

Members suggested that the various requests from local residents raised in different CE activities, such as improving medical services at Yung Shue Wan, enhancing connectivity of the whole Lamma Island by widening existing footpath, etc. should be properly addressed.

2.1.6 Land and Development Advisory Committee (Planning Sub-committee)

The Planning Sub-committee of the Land and Development Advisory Committee was consulted on 14 May 2014, and detailed comments were recorded in the minutes in **Appendix 7**. Some members queried the preservation of the man-made lake and suggested filling it up for housing development. There were also concerns over the connectivity of the Study Site and Sok Kwu Wan in terms of road network and water transport. Members commented that the proposed hotel site was considered too far from the ferry pier and too close to certain utility facilities; and were concerned about the financial viability of the proposed hotel. There were also reservations on the proposed subsidized housing development due to the remote location and high transportation cost incurred. The commercial area was also considered to be insufficient to support the proposed population and should also be enhanced and strengthened to increase the tourism potential and attractiveness of the ELQ site.

2.1.7 Legislative Council Panel on Development

A briefing to Legislative Council Panel on Development was held on 7 July 2014, and detailed comments were recorded in the minutes in **Appendix 8**. While members generally agreed with the need to optimising land resources to meet the territorial housing need, some members questioned the need to develop housing at the ELQ site and were concerned about the proposed housing mix in view of the environment of the site and its external connectivity. There were concerns from some LegCo members on the cost-effectiveness of the transport and infrastructural facilities to serve the increased population, and its compatibility with the existing rural and natural environment. Some LegCo Members also expressed the view that using the large piece of land for low-intensity housing lacking accessibility would not be making the best use of the ELQ site.

Noting that there were counter-proposals to develop ELQ as an eco-theme park, such views were shared by some of the LegCo members in the meeting. Some LegCo members also expressed concerns as to whether the feasibility of developing the ELQ site as a theme park had been thoroughly examined. In particular, some LegCo members proposed to develop the ELQ into an eco-theme park similar to the Eden Project in the United Kingdom, and a cultural and creative park with youth hostels and artist studios respectively. While some appreciated the mix of different land uses in the proposal, some criticized that the development theme was not clear and should either be tourism or housing development. They were also concerned about the vibrancy of the local economy and provision of community facilities such as medical services at Sok Kwu Wan.

At the request of LegCo members, a site visit to the Study Site was arranged for the members on 25 October 2014 to visit the ELQ site and met with members of the Islands District Council, the Lamma Island (South) Rural Committee and local residents. This is to let them be more familiar with the site surroundings and understand the local aspirations. The local community expressed support towards the proposed development at the ELQ site as it would bring in more population, community and transport facilities which were currently lacking. They pointed out that tourism development merely cannot provide facilities for the locals and it could be facilitated by means of hiking trail etc. rather than an eco-theme park. The LegCo members generally agreed that the proposed development should be compatible

with the surrounding environment and there should be balance between the need for conservation and development.

2.2 Expert Panel

In view of concerns raised by the community in Stage 1 CEP on ecological, environmental, social impacts of the proposed development at the Study Site, and on the demand for and suitability of housing development, discussion with experts were carried out to review the draft RODP on the ecological, environmental, social and housing aspects. Two expert panel members, Prof. Rebecca Chiu, Director of the Centre of Urban Studies and Urban Planning, the University of Hong Kong, and Dr. C.N. Ng, of Department of Geography, the University of Hong Kong, were invited to review the draft RODP on ecological and environmental, and social and housing aspects respectively. Site visits with Prof. Rebecca Chiu and Dr. C.N. Ng to the Study Site were carried out on 14 April 2014 and 23 April 2014 respectively to understand their views on the proposed development and their comments to the draft RODP. The expert panel members were also invited to discuss with participants in the focus group meeting with green groups and professional institutes on 23 April 2014 and the public forum on 3 May 2014. Photos of site visits, the focus group meeting and the public forum with expert panel members can be found in **Appendix 14**.

2.2.1 Prof. Rebecca Chiu

Prof. Rebecca Chiu shared her views on the need for development, built form, visual quality of the rock face, connectivity and accessibility, gated community, location of refuse transfer facility pier, ecological enhancement and hotel development.

She considered that the recommended proposal was generally a balance between development and conservation of existing rural landscape. The hotel development could allow visitors to stay longer in Lamma and it would help the local economy.

She supported a new coastal link from the Study Site to the existing footpath at Lo So Shing to enhance the connectivity and accessibility of the new development. She also suggested that the easy access from the proposed subsidized housing to the pier should be provided.

She expressed concerns on the encroachment onto the natural shoreline by the pier of refuse transfer facilities, and suggested that another location for the facilities should be explored. She agreed that ecological enhancement, such as replacing exotic plants by native species, should be considered.

Major comments of Prof. Rebecca Chiu were summarised in the gist in **Appendix 9**.

2.2.2 Dr. C.N. Ng

Dr. C.N. Ng shared his views on the uniqueness of the proposed development, ecological enhancement and sustainable development theme.

He considered that the Study Site was a brown-field site which had been used for quarry purpose, and therefore the baseline ecology had low value. He reckoned that the future development should include eco and green features, such as community

farming, sustainable design, eco-activities and education, to highlight the uniqueness of the proposed development and distinguish itself from Discovery Bay.

He advocated for enhancing local ecology through the development, such as re-profiling the south-west portion of the large man-made lake to enrich biodiversity, and replacing existing exotic plants by native species. He also proposed to enhance the smaller lake to provide freshwater wetland habitat by introducing reed bed to clean surface runoff.

Major comments of Dr. C.N. Ng were summarised in the gist in **Appendix 10**.

2.3 Focus Group Meetings

During the CE period, two focus group meetings were conducted to solicit comments from green groups, professional institutes, and tourism and hotel industry. The list of focus group meetings and dates of the activities is recorded in **Appendix 1**. Photos of the focus group meeting can be found in **Appendix 14**.

2.3.1 Green Groups, Professional Institutes and Concerned Parties

A focus group meeting with green groups, professional institutes and concerned parties was held on 23 April 2014, major comments were summarised in the gist in **Appendix 11**. A total of 19 representatives from green groups and concern groups (South Lamma Concern Group, Hong Kong Bird Watching Society, and Association for Geoconservation, Hong Kong), professional institutes (Hong Kong Institute of Land Administration, Hong Kong Institute of Urban Design and Hong Kong Institute of Planners) and NGOs (Lamma-zine, YMCA of Hong Kong and the Hong Kong Federation of Youth Groups) attended the meeting.

In-depth discussions mainly focusing on future land use, urban design, connectivity, ecological impact were carried out. Prof. Rebecca Chiu and Dr. C.N. Ng were invited to share their views in the expert panel discussion session. In general, there were diversified views on the land use proposals in the draft RODP among participants. Some worried that the proposed housing with 5,000 population would neither reach a critical mass to support transport and community facilities nor adequately address housing shortage in Hong Kong; some suggested that the current recreational use should be retained and the Study Site should be used as a leisure and tourism destination; some suggested leisure-style affordable housing and integrated lower density village type development could be considered; and some expressed concerns on the viability of the proposed hotel due to the limited number of rooms.

In terms of urban design, some participants pointed out that the unique features of the Study Site, such as natural shoreline and quarry face should be capitalized on. Some suggested that the promenade design should enhance public accessibility to the waterfront. They agreed to maintain the car free environment and welcomed the bicycle friendly design. While a representative from a green group suggested the design of the proposed access road should be a shared space for the use of pedestrian, cyclists and occasionally vehicles, there were also concerns over the shared use of road by both pedestrian and cyclists which might cause conflicts. Natural materials could be considered in the proposed coastal walkway to make it more compatible with the environment. They also worried that Leisure and Cultural Services

Department (LCSD) would erect fence at the pedestrian path along the edge of the man-made lake for safety reasons, which would adversely affect the public from enjoying the scenery of the lake.

Regarding connectivity, they pointed out that adequate ferry services to urban areas were the key factor for people to move in. Some suggested better integration of ferry services between Central and Southern Lamma should be considered.

In terms of environmental impacts, there were concerns on the location and environmental impacts associated with the proposed refuse transfer facilities especially on the natural shoreline. A representative from green group was concerned about the adverse impact of construction work to the habitats of Black Kite and Pacific Reef Egret and suggested that mitigation and ecological enhancement measures should be considered.

2.3.2 Tourism and Hotel Industry

A focus group meeting with tourism and hotel industry was held on 14 May 2014, major comments were summarised in the gist in **Appendix 12**. A total of 10 representatives from tourism and hotel industry (Sino Group of Hotels, Sino Art, Ng Teng Fong Charitable Foundation, Hyatt Regency Hong Kong, Sha Tin, Hong Kong Tourism Board, School of Hotel and Tourism Management, the Chinese University of Hong Kong and Tourism Commission, Commerce and Economic Development Bureau) attended the meeting.

In-depth discussions mainly focusing on hotel and tourism development were carried out. In general, participants expressed concerns on the financial viability of the proposed hotel with a restriction on the number of rooms and suggested that it would be better if the number of rooms could be increased to around 400 to 500. Some of them suggested that the hotel should target at well-being programme or MICE (Meetings, Incentives, Conferences and Exhibitions) market, in order to encourage longer stay of tourists. More frequent ferry services to Central was considered crucial to the hotel development, however, exclusive landing steps or vessel fleets for hotel use were considered unnecessary due to high maintenance cost.

Some participants considered that positioning of the tourism development in the current proposal was unclear, they suggested that innovative entertainment programme for the man-made lake like Impression West Lake (印象西湖) in Hangzhou, introduction of wild events like Segway, or collaboration with education institutes of hotel and tourism as in Huis Ten Bosch in Japan should be considered.

Regarding the implementation mechanism, some participants suggested that the Study Site could be developed by a single developer, so that the operation and maintenance cost of the man-made lake could be subsidized by other developments at the Study Site.

2.4 Public Forum

A Public Forum was held at City Gallery in Central on 3 May 2014. About 125 participants, including local residents of Lamma Island, representatives of Rural Committees of Lamma Island, green groups, concerned parties, and professional institutes, attended the Public Forum. After the presentation of the Study's background, findings of Stage 1 CE and technical assessments, and draft RODP, a

question-and-answer session was carried out to allow exchange of views and ideas between participants, expert panel members, representatives of CEDD and PlanD, as well as the Study Consultants. Major comments were summarised in the gist of comments in **Appendix 13**. Photos of the Public Forum can be found in **Appendix 14**.

Many local residents and members of Rural Committees supported the proposed development at the Study Site with expectation that community facilities and transport provision for the population of Sok Kwu Wan could be enhanced. However, some concern groups and individuals worried that the proposed high-rise development would destroy the unique rural characters of the Study Site and Lamma Island, and they advocated for eco-education and recreational use, similar to Eden Project in the United Kingdom (UK). Participants agreed to the proposed coastal connection from the Study Site to Lo So Shing. They also stressed that the current ferry services at Sok Kwu Wan should be improved.

Many local residents and members of Rural Committees expressed concerns on marginalisation of the existing villages, they requested that the Government should not view the Study Site in isolation, but comprehensively review the development of the whole Lamma. For example, existing medical service should be improved by providing 24-hour outpatient services at the clinic; and existing footpaths should be widened so that emergency vehicle could serve different villages on Lamma Island.

2.5 Roving Exhibitions

Roving Exhibitions with panel displays were held at five locations including Sok Kwu Wan Public Pier, Yung Shue Wan Main Street (near No. 7-8), Central Pier No. 4, City Gallery and Aberdeen Promenade, to inform the public of the Initial Options for the ELQ. The list of locations and dates of roving exhibition activities is recorded in **Appendix 1**. The exhibition panels, together with other publicity materials can be found in **Appendix 15**.

2.6 Written Comments Received

During the Stage 2 CE, a total number of about 335 written comments were received through email, fax, mail and comment forms. The submissions came from various sectors of the community, including local residents, Rural Committees, green groups, concern groups and individuals. Among the 335 written comments, a written submission comprising a total number of about 5,500 signatures supporting a rezoning proposal for an eco-themed park was received. Their views and suggestions were duly considered and had been taken into account in the Study as appropriate. A list of commenters is attached as **Appendix 16**. All written comments were uploaded to the Study website (<http://www.ex-lammaquarry.hk>) for public inspection and viewing.

3 Summary of Key Comments and Responses

3.1 Need for development

Supporting views

There were many supporting views for the draft RODP of the ELQ site, especially from Islands District Council, Lamma Island (South) and Lamma Island (North) Rural Committees and the local community. Many local residents and members of Lamma Island (South) Rural Committee supported the development of ELQ site and considered that the development at the Study Site could optimise land resources, increase population so that community facilities and ferry services at southern Lamma could be improved and meet the territorial housing need. It would also ease the development pressure to develop other natural areas with high ecological value on Lamma Island and in Hong Kong. Some of them considered that some existing woodlands might be developed since these were not natural and of low ecological value. It would also bring along new atmosphere in terms of economic and tourism opportunities to the area, and thus they demanded an early development of the ELQ site.

The draft RODP is also supported by some NGOs and professional institutes which consider that the draft RODP could strike a balanced land use of the ELQ site taking into account the constraints, characteristics, the Government's initiative and sustainable development. Expert panel members considered that the Study Site was a brownfield site which had been used for quarry purpose, and therefore the baseline ecology had low value, and that the recommended proposal was generally a balance between development and conservation. The planning principle of the draft RODP complied with good practice under sustainable development.

Opposing views/Concerns

Despite of the supports from the Islands District Council, Lamma Island (South) and Lamma Island (North) Rural Committees, some of the members considered that the proposed development should be beneficial to the Lamma Island as a whole. There were concerns from some green groups, concern groups, professional institutes and public individuals, considering that the proposed housing development could not meet the territorial housing demand while destroying the local characteristics of Lamma Island. They objected to the "Tourism plus Housing" development theme on grounds that the substantial increases in population and housing units in the ELQ site were not in line with the general planning intention of Lamma Island stipulated in the OZP and the rural character of Lamma Island. There were also concerns over the adverse environmental and traffic impacts of the proposed housing development. They worried that this would trigger other developments on Lamma Island and were concerned about the potential cumulative impacts of development at ELQ site and its surroundings. They also worried that provision of sufficient facilities for elderly, children or animals may not be adequately addressed by the draft RODP. A professional institute also considered that the ELQ site should be developed within a wider planning horizon to fully integrate the facilities as a part of the whole Lamma Island and should be synergized with Hong Kong Island South to optimize its recreation/tourism potentials. In view of the diverse views on whether the Study Site should be developed, some individuals and some professional institutes suggested that the Government should re-think before finalising the development proposal. Some others pointed out that the Government should support developments that benefit the society as a whole and should not cease its decision because of unreasonable opposition or justifications that were not site specific and neglect the pressing needs of Lamma residents and the whole territory.

Response

To meet future economic and social development needs of Hong Kong, the HKSAR Government has strived to increase land supply. Being the closest outlying island to the urban area, the ELQ has been considered to be a potential site for enhancing land supply for housing development. Taking into account the unique setting including the 5-hectare man-made lake, 9-hectare woodland and infrastructure constraints, the development at ELQ site is proposed to take place mainly on the 20 hectares of platform area to incorporate various compatible land uses. Furthermore, most of the land of the Study Site is owned by the Government to facilitate earlier implementation of the Study Site.

In addition, a number of territorial, regional and local planning studies relevant to the Study Site were reviewed. It has been identified that the ELQ site is suitable for recreational use whilst other uses, including residential and other compatible uses, should not be precluded. The Study Site will not only offer different types of housing choices to help alleviate the imminent housing needs of Hong Kong, but also provide a considerable amount of land for provision of a wide range of uses including community, recreational and tourism facilities that would benefit local economy and community in Sok Kwu Wan, while building a new attraction for tourists. Therefore, the planning of the Study Site has been formulated taking into consideration the overall development of Lamma Island. This is in line with the planning intention of Lamma Island and the public comments collected from the Stage 1 CE.

3.2 Draft Recommended Outline Development Plan

3.2.1 Development Theme

Housing Theme

In general, the members of the Islands District Council, Lamma Island (South) and Lamma Island (North) Rural Committees, local residents (including indigenous inhabitants and village residents) supported the proposed housing development on the ground that it could optimise land resources and meet the territorial housing need, and would increase population so that community facilities and ferry services at southern Lamma could be improved. However, there were some concerns over the proposed housing development which may turn into a luxurious and privatized property development benefitting the large developers only. There were suggestions to create a unique residential and/or tourist-focused facility themed in environmental friendly and sustainable principles that fit to the existing vehicle-free and low-rise village context of the island.

There were strong objections from some private individuals¹, green groups, concern groups and a professional institute against the “Tourism plus Housing” development theme on grounds that the substantial increases in population and housing units in the ELQ site were not in line with the general planning intention

¹ Among the submissions opposing to the proposed development, one is submitted by Green Power with 5,500 public signatures supporting rezoning the ELQ site as an eco-theme park. No details on the nature, scale and layout of the proposed eco-theme park are provided in the submission.

of Lamma Island stipulated in the OZP² and the rural character of Lamma Island. There were also concerns over the adverse environmental and traffic impacts of the proposed housing development. While it was generally agreed with the need to optimising land resources to meet the territorial housing need, some LegCo members questioned the need to develop housing at the ELQ site in view of the unique physical setting of the site. There was concern that the proposed housing could not meet the housing shortage in Hong Kong since it did not cater for those who had housing need, and as a result the proposed housing would not be able to attract people to move in and the population target could not be met. Members of a professional institute suggested taking education and leisure tourism as the “drivers” for development, with housing and commercial playing the supporting roles. While some LegCo members appreciated the mix of different land uses in the proposal, some criticized that the development theme was not clear and should either be tourism or housing development.

Eco and Green Development

Given the rural setting of the Study Site and relatively small development scale, TPB members and expert panel members considered that more visionary approaches, such as promoting “eco-town” and “low carbon” concepts and introduction of pilot schemes to promote sustainable development should be considered as the planning intention of the Study Site. Some members of professional institutes worried that the proposed development would become a miniature of Discovery Bay in Lantau Island or Park Island in Ma Wan, with a few gated housing estates and a boring shopping mall. Expert panel members reckoned that the future development should include eco and green features, such as community farming, sustainable design, eco-activities and education, to highlight the uniqueness of the proposed development and distinguish itself from Discovery Bay. A few individual comments requested the designation of some parts of the Lamma Island as Country Park or the ELQ as a Site of Special Scientific Interest or Geopark because of its environmental values.

Recreational and Tourism Themes

A number of comments including those from NGOs, concern groups, professional institutes and individuals, strongly requested that the current recreational and educational uses should be retained and the Study Site should be used as a leisure and tourism destination. There were proposals to develop ELQ as an eco-theme park. Such views were shared by some of the members of the LegCo Panel on Development in its meeting on 7 July 2014. Some LegCo members also expressed concerns as to whether the feasibility of developing the ELQ site as a theme park had been thoroughly examined. In particular, some LegCo members proposed to develop the ELQ into an eco-theme park similar to the Eden Project in the United Kingdom, and a cultural and creative park with youth hostels and artist studios.

² The general planning intention of Lamma Island as stated in the OZP is to conserve the natural landscape, the rural character and car-free environment of Lamma Island; and to enhance the role of Lamma Island as a leisure destination. The ecologically and environmentally sensitive areas including the Sham Wan Site of Special Scientific Interest (SSSI), the South Lamma Island SSSI, mountain uplands, woodland and the undisturbed natural coastlines should be protected.

Response

Despite the low ecological value of the ELQ site, the scenic beauty of the ELQ site has prompted substantial concerns on the development theme of the ELQ site from members of green groups, concern groups, professional institutes and the LegCo. On this issue, it should be noted that the current “Tourism plus Housing” theme is derived taking into account the public support on the “Tourism plus Housing” land use theme under Initial Option 2 promulgated in Stage 1 CE, with further optimisation made to provide additional housing flats in line with the Government’s policy direction and recreational uses within a compatible scale and characters in order to fulfil the public aspiration as far as practicable. The planning and design principles of the Study aim to, inter alia, diversify land uses, provide a variety of housing choices and necessary GIC facilities, and enhance the tourism and recreation potentials at the ELQ site.

During Stage 2 CE, a number of stakeholders mentioned above proposed to have a more tourism-oriented development, e.g. an eco-theme park, at the ELQ site. Meanwhile, there were concerns about the scale and viability of the tourism and recreational developments proposed under the draft RODP alongside intensified housing development. While the developable land at ELQ (about 20 ha) could be comparable to that of other theme parks (e.g. Noah’s Ark at Ma Wan), the nature, scale (including the supporting facilities, e.g. restaurants, hotels, transport and infrastructure facilities, etc. to be provided), financial viability and technical feasibility of such proposal are yet to be assessed. Given the Government’s priority for housing supply, there also appears little justification to forego the housing component in the current “Tourism plus Housing” development theme, even though the scale is not that substantial due to location of the site. Meanwhile, there are tourism and recreational development proposals in other places of the territory. For instance, there is an opportunity to provide tourism and recreational uses in north Lantau as announced in the 2014 Policy Address; the upcoming “Planning and Engineering Study on Sunny Bay Reclamation – Feasibility Study” jointly commissioned by CEDD and PlanD will also examine the provision of tourism and recreational facilities.

In fact, development themes including tourism, recreational and eco-educational etc. have been explored and duly incorporated in the RODP where a balanced mix of land uses is achieved at the ELQ site along with the housing development theme. In order to meet requests for more affordable recreational uses for public enjoyment and further enhance the attraction for tourists, an array of tourism and recreational facilities has been included in the draft RODP. For instance, the proposed Outdoor Recreation Centre and Water Sports Centre offer a wide array of recreational activities for the general public and tourists, including eco-tourism, organic farming, ecology and environmental education and camping sites etc. These facilities will benefit the local economy and community of Sok Kwu Wan and become a new tourist attraction, achieving a sustainable balance among various development themes.

The Study has gone through two stages of CE. During the Stage 1 CE, three initial land use options under the ‘Housing’ and ‘Tourism plus Housing’ themes were presented to solicit public comments. Based on the public aspiration gathered at the Stage 1 CE, majority of the public views supported the ‘Tourism plus Housing’ theme which could help meet the imminent housing need of Hong Kong while enhance local economy and vibrancy. Taking into account the result from Stage 1

CE, the Stage 2 CE had been conducted in March to May 2014 with the aims to gauge public comments on the preferred land use option in the form of draft RODP, which was developed based on the said theme as resulted from Stage 1 CE. Various CE activities including briefing sessions with various statutory/ advisory bodies, community workshop, public forums, focus group meetings and roving exhibitions were held for the two stages CE to collect public views. In particular, we also consulted the urban planning and design expert, Prof. Rebecca Chiu and the environmental expert, Dr. C. N. Ng during the Stage 2 CE. In general, the ‘Tourism plus Housing’ theme was supported as a result from the Stage 1 and Stage 2 CE.

In view of the above, it is considered that the current theme should be maintained, but a “Market Sounding Out and Invitation for Development Proposals” exercise (the Exercise) could be conducted with flexibility provided in the development theme to probe market interests on the proposed development. The Exercise would be discussed in **Section 3.7** below.

3.2.2 Development Scale

Many local residents supported the proposed development at the Study Site and considered that the corresponding population increase of 5,000 could be a catalyst to enhance community facilities and transport provision. Expert panel members considered that housing development at the Study Site could encourage more people, including former residents, to live on Lamma Island. This would contribute to sustainable development and revitalisation of Sok Kwu Wan by adding population to the area.

Nevertheless, there were concerns from the public and some LegCo Members on the cost-effectiveness of the transport and infrastructural facilities to serve the increased population, and its compatibility with the existing rural and natural environment. In addition, a number of comments expressed worries that the proposed housing with 5,000 populations could not reach a critical mass to support transport and community facilities. They were concerned about the proposed high-rise and high-density development which would destroy the unique rural character of the Study Site, create burden on transportation and infrastructural facilities and cause impacts on the living quality of the existing and new population. There were suggestions to lower the planned population to about 2,000 to 3,000 to avoid overtaxing the environment, public transportation, community facilities and the Government should carefully assess whether the additional population and visitors would affect the existing natural ecology and livelihood of residents.

Response

In order to preserve the unique rural living style of Lamma Island and to sustain the development intensity in the proposed development, careful consideration has been given to the planned population for the Study Site and the scale of the housing development. The planned population has taken into account the public aspirations for the Initial Options in the Stage 1 CE, the capacity constraints of ancillary infrastructure, surrounding context, internal spatial quality and public aspirations holistically, and allowing room for creating a quality living environment while providing suitable tourism and recreational elements as well. The development intensity is in general compatible with the local context and its island setting, with some areas of the Study Site allowed with a relatively higher building heights only. Due respect has also been paid to the local setting, including the mountain

backdrop/ridgelines by adopting stepped buildings heights where variations of building heights are proposed at different areas taking into account the site specific attributes and nature of land uses.

According to the RODP, residential and commercial uses account for only 6 hectares (18%) and 1 hectare (3%), while hotel and recreational uses account for 2.5 hectares (6%) and 7 hectares (21.4%), alongside with 40% of the land designated for green belt and open space. Together with the preserved woodland and man-made lake, the development of ELQ site integrates with its unique setting and the mountain backdrop. It should be noted that a number of community facilities including a library, two social welfare facilities, a community health centre cum tourist information centre and a police post, etc., are proposed with the 5,000 population. These community facilities may not be provided with only 2,000 to 3,000 population.

The planned population for the ELQ Site as well as the scale and mix of the housing development are proposed with due consideration given to the public aspirations, infrastructural constraints, surrounding context and internal spatial quality. As compared with the existing planned population of 8,900 persons in Lamma Island, the current proposed population of 5,000 persons in ELQ already represents an over 50% increase of the planned population in Lamma Island. The proposed population would allow room for creating a quality living environment while providing suitable tourism and recreational elements as well. As to the provision of subsidised housing on the ELQ site, it is recommended that Home Ownership Scheme (HOS) should be provided taking into account the affordability of transportation cost.

3.3 Land Uses and Housing Mix

3.3.1 Housing Mix

Subsidized Housing

Majority of the public, members of professional institutes and expert panel considered that the HOS would be a more appropriate subsidised housing type than public rental housing at the ELQ site because of the high transportation cost and limited job opportunities there. Some LegCo members gave similar views that the proposed population size and number of flats would render the proposed HOS scheme not cost-effective and that the proposed scheme would not optimize the use of land.

Local residents requested that fishermen on Lamma Island who were eligible for subsidized housing should be given priority to be allotted with the subsidised housing at ELQ. On the other hand, there were suggestions to create retirement village or affordable housing for young couples to address the territorial housing needs, provide more employment and commercial opportunities for local villagers while retaining the characters of the island. In view of the housing supply, there were also enquiries over whether demand of Lamma residents for subsidised housing has been assessed and whether “Hong Kong Property for Hong Kong people” will be applied.

Private Housing

Many of the commenters including the members of concern groups, green groups, professional institutes and some members of LegCo opined that the proposed

housing development especially the private housing cannot attract elderly or young residents but luxurious home buyers because of its isolated location, high transportation cost and lack of employment opportunities and supporting community facilities. In view of the above, there were concerns that the proposed private housing development would become a luxurious real estate project which could not address the general housing need of Hong Kong people. There were comments that the vacancy rate for large flats (i.e. 700 to 1,000 square feet) was relatively high (6.12% in 2012³). It was worried that the proposed private housing at the ELQ site may possibly lead to speculation and high vacancy rate. They were concerned about whether the proposed housing development would become a luxurious real estate project like Discovery Bay which cannot address the general housing needs of Hong Kong people. Some LegCo Members also expressed the view that using the large piece of land for low-intensity housing lacking accessibility would not be making the best use of the ELQ site. There were suggestions to develop leisure-style affordable housing or low density village development at the ELQ site.

Response

The proposed housing development is a direct response to the imminent housing needs of the territory in order to help meet the needs of future economic and social development. Comprising 20 hectares of platform area with quality environment and in close proximity to Hong Kong Island, the Study Site is well suited for housing development. Therefore, the Study Site was identified as one of the land resources for increasing housing supply. Taking into account the affordability of the transportation cost, HOS housing is recommended for subsidized housing. This is also a response to the public views collected from the Stage 1 CE that the Study Site should provide more housing choices. The proposed development can provide alternative choices for those who seek leisure living environment on the island. Special attention has been paid in formulating the land use proposals to create a more pleasant and accessible living environment at the Study Site with provision of lakeside and waterfront promenade, cycle tracks, Water Sports Centre, Outdoor Recreation Centre, library and other facilities which will allow for public enjoyment in addition to the proposed residential, commercial and hotel development.

In view of the short travel time between Lamma Island and Central which is about 30 minutes only, together with the tranquil environment and pleasant sea views, low-to-medium-rise residential development is proposed at the Study Site to create alternative leisure lifestyle choices to the public outside the urban area while no restriction on the size of the housing units has been proposed. The size of housing units will also be subject to decision of future developers and market considerations.

3.3.2 Leisure and Recreational Uses

In general, many members of the public (including some members of TPB members, NGOs, concern groups and LegCo members) supported the proposal for leisure and recreational uses, such as camping sites, adventure parks or hostels for tourists and school groups at the ELQ site.

Water Sports Centre and Outdoor Recreation Centre

³ Data from Rating and Valuation Department in 2012

The local community were concerned about the implementation and operation mode of the proposed Water Sports Centre as well as the water quality of the man-made lake which might not be suitable for water sports. The NGOs suggested that the Water Sports Centre should provide programmes with unique and traditional cultural elements and organize competitions or experience classes such as dragon boat or firework-snatching to enhance its attractiveness. There were also concerns over the operation agent, fee level and monitoring mechanism of the Water Sports Centre. Some opined that the prospect of the Outdoor Recreation Centre site is not positive as it is rather small as compared to the current camp site at the Study Site and is surrounded by steep slopes and other infrastructures in three sides. Connections of the proposed Water Sports Centre and Outdoor Recreation Centre with the existing hiking footpaths on hillslopes, woodland area as well as other parts of the Study Site were suggested.

Eco-Park

A number of comments advocated for eco-educational and recreational use at the ELQ site, similar to Eden Project in the UK. They supported rezoning the ELQ site to an eco-themed park in order to boost tourism and local business in Sok Kwu Wan, and provide eco-education opportunities for visitors. Such views were shared by some members of the LegCo Panel on Development who also expressed concerns as to whether the feasibility of developing the ELQ site as a theme park had been thoroughly examined.

However, concerns have been raised by expert panel members that an eco-themed park like Eden Project would require significant infrastructure support outside the Study Site and it might also bring adverse environmental impacts in Sok Kwu Wan. It would also turn the Study Site into a large scale tourism project and might not retain the local unique characters.

Response

Taking into account the public support on the “Tourism plus Housing” land use theme under Initial Option 2 promulgated in Stage 1 CE, recreational uses within a compatible scale and characters have been proposed to fulfill the public aspiration as far as practicable while optimisation has been made to provide additional housing flats in line with the Government’s policy direction. A variety of recreational activities have been incorporated into the RODP to introduce more recreational facilities to the area to strengthen the Lamma Island as a unique destination for a leisure lifestyle. We have consulted relevant bureaux/departments and supporting views were obtained with regard to the proposed recreational uses. Under the draft RODP, over 2-hectare flat land to the north of the Study Site is reserved for the Outdoor Recreation Centre to provide various types of recreational and leisure uses. A piece of 0.2-hectare land to the northeast of the man-made lake is also being reserved for the Water Sports Centre. The 5-hectare man-made lake will be fully preserved for water recreation and amenity purposes. The Outdoor Recreation Centre and Water Sports Centre are intended to be operated by non-profit making organizations. Detailed arrangements will be further discussed with relevant bureaux/departments/organisations. Cycle tracks would also be provided along the major access corridor, waterfront promenade and lakeside open space for public enjoyment.

As to the suggestion of developing an eco-themed park at the Study Site similar to Eden Project, it should be noted that it is a tourist attraction in the UK with

biological diversity and environmental education theme. Due consideration has been given to such initiatives during the formulation of RODP. Particular reference has also been made to the Eden Project and it was considered that there are a number of issues of theme park development at the Study Site are yet to be resolved. These include, inter alia, financial viability, transport and infrastructure provision, environmental impact and benefits to the local community. On the other hand, the Government is also investigating the feasibility of tourism and recreational development proposals in other places of the territory, e.g. north Lantau as identified in the 2014 Policy Address. Given the Government's priority for housing supply and limited scale and viability of the tourism and recreational developments proposed at the ELQ site, the current proposal under the draft RODP is considered appropriate.

3.3.3 Tourism

Hotel Development

There were concerns from the hotel and tourism sectors on the location, financial viability and positioning of the proposed hotel development given the rural and natural characters of Lamma Island. Many commenters (including representatives from tourism and hotel industry, green groups and professional institutes) expressed their concerns on the financial viability of the proposed hotel development due to limited number of rooms. There were suggestions that the number of rooms should be increased to around 400 to 500 to make it more financially viable and the hotel could be positioned as a well-being or healthy living centre or targeted to MICE (Meetings, Incentives, Conferences and Exhibitions) market in order to encourage longer stay of occupants. Some opined that the hotel was located far away from the existing beach at Lo So Shing, and some raised concerns on the proximity of refuse transfer facilities to the hotel. On the other hand, some members of the public (from green groups, concern groups and individuals) preferred hostel for youth, family or students to hotel development. They were of the view that the proposed hotel would be incompatible with the current living style on Lamma Island and suggested integrating eco village houses with existing rural characters and natural environment. There were also concerns on the disposal of the hotel site, i.e. through land sale or by other mechanisms. The proposed landing steps dedicated for hotel use on the draft RODP were also considered superfluous as the hotel operator would unlikely operate their own fleet of marine transport due to the high operation cost.

Tourism Attractions

Many commenters considered that there was a lack of tourist and recreational attractions in Hong Kong. Some of them suggested that the development potential of existing tourism attractions in Sok Kwu Wan, such as seafood restaurants and "Cave Kamikaze" (神風洞) should be explored and enhanced. Representatives of tourism and hotel industry considered that the positioning of tourism development in the current proposal should be strengthened, and they suggested the following tourism attractions:

- ◆ Innovative entertainment programme for the man-made lake like Impression West Lake (印象西湖) in Hangzhou and introduction of spectator stand and dining facilities along the lake;
- ◆ Introduction of wild events like Segway;

- ◆ Collaboration with education institutes of hotel and tourism as in Huis Ten Bosch (豪斯登堡) in Japan;
- ◆ Round-the-island tour; and
- ◆ Collaboration with tourist attractions in Aberdeen.

Other individual comments collected include recommendations of establishing a natural and cultural museum of Lamma Island and hiring local residents as the docent to introduce the historical and cultural development on the island, as well as utilizing information and communications technology (ICT) for guiding tourists in travelling. The idea of bazaar market with stores selling the local or other ethnic products and restaurants was recommended for the commercial area in Lamma Hub.

Response

Lamma Island is one of the popular destinations for tourists. The site to the north-eastern portion of the platform at the Study Site is dedicated for hotel development which is primarily intended for a low-density and low-rise hotel development in response to the demand for such use. The location of the proposed hotel development has taken into account a number of considerations including its close proximity to the man-made lake which can act in synergy with the hotel development, as well as its distance from other uses such as residential areas in the southern part of the Study Site and thus minimising the possible interface issues. The proposed hotel will be developed into a resort-style serving the local and foreign visitors, where ancillary facilities such as restaurants, retail, conference/meeting and recreation facilities will be provided in the development. The implementation of the proposed resort hotel will be examined at a later stage.

In addition, the Lamma Hub will be the anchor point of the ELQ site and become the gathering place of the local and overseas visitors. A large area of the active open space will be surrounded by low-rise commercial space, shops and restaurants with integrated design. The central part of Lamma Hub will be used as the Entrance Plaza for holding festivals and events, and possibly bazaar market selling a variety of products by the locals. The rooftops of low-rise commercial buildings can also be used as a viewing platform overseeing the festive areas. The Entrance Plaza will connect the lakeside open space and waterfront promenade, becoming centre of various tourism and recreational facilities. A tourist information centre will also be provided together with the community health centre in the Lamma Hub for promoting the tourism resources in the area. Detailed development of the commercial area will be based on the existing mechanism.

3.4 Community Facilities and Infrastructure

3.4.1 Community Facilities

In terms of the provision of community facilities, some comments from local community, NGOs, concern groups and professional institutes expressed that G/IC facilities reserved in the draft RODP were inadequate in terms of the limited scope of service offered. Some local residents expressed worries that the existing community at Sok Kwu Wan would be deprived of the use of those facilities if the existing facilities at Sok Kwu Wan were relocated to the ELQ site. Some LegCo

Members also expressed worry that the proposed population size could not support the provision of sufficient GIC facilities to serve the residents.

Education Facilities

Some commenters including TPB members and Lamma Island (South) Rural Committee suggested that education facilities such as kindergarten and primary school should be considered since it would be very inconvenient for young children to travel to schools in other districts.

Health Care and Emergency Facilities

Some local residents including members of Lamma Island (North) Rural Committee were concerned if the proposed community health centre could provide 24-hour outpatient services. Many local residents (including members of the Islands District Council, Lamma Island (North) and Lamma Island (South) Rural Committees) requested for the provision of a helipad at the Study Site for emergency services as well as 24-hour outpatient service in Yung Shue Wan for safety purpose.

Other Community Facilities

There were concerns (from TPB member) on the needs for the elderly, impact of increased population on provision of columbarium niches on Lamma Island. Some local residents proposed to provide columbarium on Lamma Island for the increased population on Lamma Island. There were also suggestions for other facilities including a museum showcasing the quarry and development history of the Study Site and a market at the Study Site.

Response

Timely provision of various G/IC facilities would enable a balanced development of the Study Site and the neighbouring communities. A number of G/IC facilities proposed on the ELQ site are provided in accordance with the requirements set out in the Hong Kong Planning Standards and Guidelines and have taken into account the comments/requirements of Government departments as well as the public. A library, two social welfare facilities, a community health centre cum tourist information centre and a police post, etc., are planned to be provided in the central portion of the Study Site which is a convenient location. In addition, other major G/IC facilities, including sewage treatment works, refuse transfer facility and its piers, refuse collection points and fire stations are proposed to be located at the northeast end of the Study Site.

Regarding the educational facilities, the Education Bureau has no objection to the provision of kindergarten operated by NGO on the ELQ site. The Education Bureau will also review the need for enhancing educational facilities in Sok Kwu Wan areas based on the future demand in a timely manner.

The demand of local community for enhancing existing medical services on Lamma Island is noted. Upon the development of the Study Site, a community health centre is proposed in the draft RODP to provide health and medical services for the local community. Further details regarding the community health centre, including the operation mode and management responsibilities, are to be firmed up at a later stage. On the other hand, in view of the community need for emergency service facilities, the feasibility of providing a helipad for emergency service at the proposed refuse

transfer facility pier is currently under investigation. Detailed arrangements on the management, maintenance and operation of the GIC facilities will be further discussed with relevant bureaux/departments/organisations.

In the planning of these G/IC facilities, the relevant Government departments will consult various stakeholders and we will keep in touch with the relevant bureaux/departments to ensure adequate provisions of relevant facilities to meet public needs.

3.4.2 Infrastructure

As for the proposed infrastructure facilities, concerns were raised (by expert panel members and green groups) on the location of the pier of the refuse transfer facility in the north-eastern part of the ELQ site. Some commenters opined that other locations for the facility should be explored and suggested relocating the refuse transfer facility pier to the cement storage area where it could be protected from typhoons. Representatives of tourism and hotel industry expressed their concern on the proximity of the refuse transfer facilities to the hotel.

Furthermore, there were some concerns from the local community, concern groups and public on the proposal to use liquefied petroleum gas (LPG) at the ELQ Site as there is lack of storage and supply network. They were concerned about whether the use of LPG cylinders would be allowed in the future development. Some locals (including members of Lamma Island (North) Rural Committee) suggested that there should be flexibility for future residents to choose between LPG and electricity and sufficient land and facilities should be reserved for the connection and storage of LPG/ town gas. Members of Southern District Council suggested that breakwater facilities and vessel mooring facilities should be provided to facilitate travelling by vessels for locals.

Response

In order to support the planned population at the ELQ site, necessary infrastructure facilities will be provided. A new on-site sewage treatment works, sewage pumping station and submarine sewage outfall for discharging the treated effluent to the East Lamma Channel are recommended to handle the sewerage generated by the new development. In addition, a refuse transfer facility and its associated pier are also necessary for waste management purpose. During the formulation of the RODP, various possible locations were evaluated for the refuse transfer facility pier. Taking into account the water depth for berthing of refuse transfer vessels and possible nuisances to the residential areas and other sensitive uses, the area to the north-eastern part of Study Site is considered as the optimal location for the refuse transfer facility pier. The proposed major G/IC facilities such as sewage treatment works and refuse transfer facility will be located in the north-eastern corner to minimize the potential nuisance to residential areas in the southern part of the Study Site. Sensitive landscape and urban design measures will be employed to separate them from the surrounding tourism and recreational uses. Further mitigation measures will be recommended subject to the findings of the EIA to minimize the impact of these facilities to the nearby environment.

At present, the Lamma Island has been supported by the power plants and the new community will use electricity as the main energy supply. Future development can also consider options to use LPG on individual basis.

The feasibility of providing small craft anchorages within the Sok Kwu Wan has also been investigated. Taking into consideration the existing ferry operation within the bay, potential impacts on the water quality and fish culture zones, and the limited water space for moorings by a small number of crafts, the proposed breakwater facility is not cost-effective and thus not recommended by the Study at this stage.

3.5 Connectivity and Transport Facilities

3.5.1 Internal Connectivity

Regarding the overall proposal for internal connectivity at the ELQ site, there were general supporting views towards the provision of cycle tracks and jogging trails at the Study Site. Members of expert panels also supported the provision of waterfront promenade, pedestrian boulevard, cycling track and hiking trails to enhance the connectivity of the Study Site, as it would encourage natural, simple and more environmentally friendly lifestyle and echo with the rural local character. Easy access from the proposed subsidized housing to the pier should also be provided to enhance the accessibility and liveability of the subsidized housing. However, some individuals from the local community expressed that the proposed cycle parking area in the pier was insufficient for the residents' use if more than half of them use bicycles as their daily commuting transportation mode. There was also a lack of facilities such as cafes in the proposed ferry pier.

Concerning the proposed access road, members of green groups suggested that the road should not be standard traffic engineered roads. Instead, it should be a shared space for the use of pedestrian, cyclists and occasional use of vehicles. Yet, there were also concerns over the shared use of road by both pedestrian and cyclists which might cause conflicts. In view of this, a few comments worried that the access road may set a precedent for use of private cars within the ELQ site and may be extended to elsewhere of the island in the future, given that currently there are only village vehicles running on Lamma Island.

Apart from the above, some comments from green groups and professional institutes considered that the waterfront is not accessible by the public in the draft RODP and suggested that the promenade design should encourage the public to interact with water and avoid artificial features. They also worried that Leisure and Cultural Services Department (LCSD) would erect fence at the pedestrian path along the edge of the man-made lake for safety reasons, which would adversely affect the public from enjoying the scenery of the lake.

Response

In order to maintain Lamma Island's unique car-free environment and to encourage a healthy and leisurely lifestyle, cycling and walking will be the primary mode of internal transport. The main pedestrian movements will take place along the continuous waterfront promenade and the adjoining lakeside promenade. The track runs along the waterfront and central access corridor while circling around the lake, measuring around 2.5 km. Four public bicycle parking facilities further complement this scheme and covers the major nodes of the comprehensive cycling network. Taking into account some of the residential developments are within the walking

distance to the ferry pier, the proposed cycle parking spaces at the ferry pier is considered appropriate.

Although the primary modes of transport within the Study Site are cycling and walking, a central access corridor running from east to west is proposed to fulfill logistics, emergency and accessibility requirements. Potential shuttle services with environmentally friendly vehicles could be provided along this major access corridor to serve as an ancillary service. Since the access road would be used by vehicles for refuse collection and emergency fire services to reach various development plots, the standard requirements for transport facilities need to be fulfilled. The operation of village vehicles at the Study Site will follow the existing mechanism on Lamma Island and will be restricted by the license issued by the Transport Department.

In order to be sensitive to and promote the local character of Lamma Island, the proposed waterfront promenade will integrate sensitively with Sok Kwu Wan by keeping a modest and relaxed character and by providing opportunities to improve the natural seafront. Under the current proposal, the lake edge of the lakeside promenade surrounding the man-made lake will be preserved and will be treated naturally with the implementation of a soft landscape treatment with aquatic plants or some grass reeds. The public can get closer access to the water by going to the ecological viewing deck and timber boardwalk out onto the lake for ecological observation and sightseeing purposes.

3.5.2 External Connectivity

Connection with Lamma Island

There were strong requests from the local community as expressed through Lamma Island (South) Rural Committee, concern groups and individual comments for connecting the ELQ site with other parts of Lamma Island especially Sok Kwu Wan in order not to make the ELQ site separated from the rest of the island. Many local residents and Rural Committees suggested improving the existing connection between the ELQ site and Sok Kwu Wan and even that between Sok Kwu Wan and Yung Shue Wan. In particular, they opined that a direct coastal connection which could be used by village vehicles and emergency vehicles would be critical for a better integration of the ELQ site with the entire Sok Kwu Wan area as it would enhance the accessibility of the future development from its surroundings. The proposed coastal footpath from the Study Site to Lo So Shing was also supported by the expert panel members for enhancing the connectivity and accessibility between the Study Site and Sok Kwu Wan. It was suggested that the walkway should be wide enough for emergency vehicles and should avoid oversized street furniture while make use of natural materials to make it more compatible with the environment.

Furthermore, members of Lamma Island (South) and Lamma Island (North) Rural Committees requested for a north-south transport link in order to improve the connection between the Study Site and the rest of the island. They suggested that the existing rural track should be widened so that emergency vehicles such as fire engine and ambulance could serve different villages on Lamma Island.

Extension of Ferry Services

In terms of the provision of ferry services, many local residents and individuals supported the enhanced ferry services at Sok Kwu Wan. Members of green groups, professional institutes and expert panel agreed that adequate ferry services to urban areas, which should be affordable for the future subsidized housing residents, was the key factor for people to move in to the ELQ site in the future. However, some professional institutes considered that the proposed development lacks the critical mass required to guarantee regular, affordable and sustainable transport connections to other places in Hong Kong, and doubted the financial viability and feasibility of proposed ferry services. It was pointed out that the existing ferry services between Central and Yung Shue Wan relies on Government subsidy to maintain regular service for about 5,500 populations, the proposed ferry service for ELQ site serving similar population size may as well require public funding support. There were concerns on the arrangement, financial viability and affordability of the proposed ferry services with the small planned population of 5,000. Some suggested better integration of ferry services between Central and southern Lamma should be considered.

Representatives of tourism and hotel industry pointed out that frequent ferry services to Central was crucial to the hotel development. However, exclusive landing steps or vessel fleets for hotel use were not required due to high operation and maintenance cost. Some local residents suggested that the design of landing steps should cater for the need of freight transportation and the existing pier structure at the south-western edge of the Study Site could be retained for pier use.

In view of the anticipated traffic demand of passengers from the Study Site to Ap Lei Chau due to the completion of MTR South Island Line (East), members of TPB, Southern District Council and Lamma Island (North) Rural Committee suggested that the existing floating jetty at Aberdeen should be enhanced and new pier at Ap Lei Chau should be considered as a connection point. There were also some individual comments requesting 24-hour ferry connections from the Study Site to Central and Aberdeen, covering Sok Kwu Wan and Mo Tat Wan as well.

Response

Regarding the connection of the Study Site and Sok Kwu Wan community, upon the completion of hiking trail enhancement works, there is hill paths connecting to Sok Kwu Wan and Yung Shue Wan, which can aid the integration of new and old community and support emergency relief. Taking into account the public comments received during Stage 2 CE and the strong local demand, the feasibility of providing a direct connection between the ELQ site and Lo So Shing/Sok Kwu Wan is being investigated. If a coastal connection is built along the shoreline, it would require site formation works, resumption, felling / migration of trees and a certain impact on the natural coastline. The suggestion to enhance the connection between Yung Shue Wan and Sok Kwu Wan will be further studied.

The transport connection of Sok Kwu Kwan with the urban areas rely on ferry services and currently the ferry service schedule can meet with the existing demand. Based on the proposal, a new ferry pier will be constructed in the central area of the Study Site, for the extension of existing ferry services between Sok Kwu Wan and Central/Aberdeen. The planned population of 5,000 people and tourists will increase the demand for ferry services in the area. This could help improve the external connectivity of the whole Sok Kwu Wan area, as well as lower the operational cost of ferry services with the additional patronage. Details arrangements of the future ferry services and fares would be further discussed in

the next stage. As the proposed ferry route is only an extension of the existing ferry route, the proposal can help alleviate the economic costs of the operators and reduce their risks of business, given that the number of vessels remains unchanged while the patronage increases.

3.6 Impacts of the Proposed Development

3.6.1 Visual, Urban and Landscape Design

3.6.1.1 Building Height and Development Density

Generally, some commenters expressed concerns on the proposed maximum building height of 13 storeys and opined that it would destroy the low density rural characters and visual quality of Lamma Island. They suggested that the plot ratio should not be higher than 1.5 and the maximum building height restrictions should be 3 to 6 storeys. They were also concerned about whether Lamma Island can be retained as the back garden of Hong Kong without being privatized by large developers. They worried that the proposed development may set a precedent for high-rise development on the neighbouring Comprehensive Development Area (CDA) site, as well as on other potential development sites on the island. With regard to the building layout, there were concerns raised on the possibility of realising the proposed urban design. Considering the site context which is open to rain and typhoons coming from the northeast, the preferred land use option which creates various plots of residential developments connected by wide street and building gaps would potentially expose residents to rain and typhoon conditions.

Response

The urban design of the ELQ site has fully considered the natural landscape, water features, mountain backdrop and shoreline, etc., of the area. Firstly, the design layout and building height restrictions were designed not to protrude over the natural ridgeline behind the Study Site when being viewed from the major vantage points in the Sok Kwu Wan bay and the public areas in Ap Lei Chau overlooking the site. Secondly, the view to the natural ridgeline will be respected through the imposition of stepped building height designs and introduction of view corridors to avoid screening off the surrounding scenic landscape. Low-rise buildings of 4 storeys will be placed at the waterfront and relatively taller buildings of a maximum 5 to 13 storeys towards the hillslopes. The stepped profile ensures that the building volumes will follow and respect the natural backdrop, while creating a more interesting and human-scale arrangement of towers and maintaining the sea views to Sok Kwu Wan Bay. The view corridors will also enable the public to see the hilly terrains to the north of the ELQ site in a distance and its surrounding rural landscape. Having high quality urban design is also one of the aims of the ELQ Study, the design layout, together with its openness, can be further examined in the detailed planning and design.

3.6.1.2 Compatibility with Surrounding Areas

Members of green groups and professional institutes considered that the proposed development in the draft RODP did not reflect the unique characters of Lamma Island. They preferred low-density village type housing so that it would be more

compatible with the existing community on Lamma. They considered the urban design should take advantage of the unique features at the Study Site and suggested that it should not follow standard development approach or development in Stanley/Discovery Bay. Members of expert panels pointed out that Lamma Island had its own villages and history after many years of organic development, and therefore it had the opportunities to be developed with unique local characters. In addition, a NGO expressed that the tourism and recreational facilities should be with a unifying theme and coordinated style in terms of building design to create a recreation and leisure atmosphere. It was suggested to adopt materials and built forms that would be sympathetic to the village and waterfront environments such as low rise buildings with timber materials and terraces design etc. It was urged to consider at this early stage to create a unique environment and implement sensitive urban character guidelines to integrate the ELQ site into the local environment.

Response

In view of the sensitive and appreciated rural identity of the site, the existing mountainous backdrop will be preserved as green belt which will complement the naturalistic and scenic character of the Study Site and the open spaces proposed therein. To avoid disturbance to this existing asset, the green belt area will remain undisturbed as much as possible. The man-made lake and its surrounding shoreline is an existing asset that will be preserved as an open space. The lakeside promenade, the Water Sports Centre and a range of passive recreational activities would become a desired destination for visitors and residents.

In terms of the volume of residential towers and other buildings in the future development, extensive studies have been executed to investigate the appropriate massing of buildings that would be adopted for the Study Site. To preserve the rural identity and welcoming character of Lamma, all non-residential buildings are limited to 2 or 3 storeys along the waterfront. A stepped building profile similar to the method adopted for residential blocks is utilized for commercial and hotel developments as well. The massing of the commercial development within the Lamma Hub is designed to create diversified open spaces and a series of small alleys with inner courtyards cutting out from the commercial blocks for both users and passersby to meander through and explore. This also allows for more street-level frontages, whereby small street-shops can be potentially explored and implemented, echoing with the existing unique rural character of Lamma Island. A stepped building height profile is also introduced to setback the second floor of the commercial blocks by 10m to create an elevated open terrace for uses such as restaurants or bars with better views of the sea.

In addition, the frontage of the hotel site that faces the man-made lake is designed to have building heights of 2 to 3 storeys, with gradual increase and up to a maximum of 6 storeys near the hillslopes which complements the surrounding areas and building typologies of the lakeside promenade and surrounding uses. This building height arrangement would allow greater views of the scenic surroundings, while the ridgeline of the hillslopes would be respected, even when viewed from the major vantage point of the pavilion at Lo So Shing village. Further consideration would be given on the detailed appearance of the buildings in the design and construction stage.

3.6.1.3 Car-free Environment

There was a general supporting views towards the conservation of car-free environment at the ELQ site and welcomed the bicycle friendly design. Some concern groups were worried that the current car-free environment would be destroyed if golf cars or other environmentally friendly transport modes were being introduced on the Lamma Island. However, some individual comments pointed out that the environmentally-friendly transport mode would be applicable on the land to connect the existing Sok Kwu Wan and Yung Shue Wan etc.

Response

Walking and cycling is promoted as the main transport modes within the Study Site in order to retain the existing car-free environment. This will be supplemented by environmentally friendly transport mode as an ancillary service, of future development.

3.6.2 Environmental and Ecological Impacts

3.6.2.1 Environmental Impacts

In view of the proposed development and associated population increase at the ELQ site, there were concerns mainly from green groups, concern groups that the principles of preservation of natural landscape, visual character and natural resources have been upheld while little consideration was paid to the existing and potential natural land uses and the proposed development merely focuses on housing development.

They stressed that a comprehensive Environmental Impacts Assessment (EIA) was necessary to assess the cumulative and associated impacts from the proposed developments including the increase in population and numbers of tourists, ferry operations, infrastructures such as proposed refuse transfer facility and other engineering works such as dredging operation of the submarine outfall diffusers etc. on the surroundings of the Study Site as well as the rest of Lamma Island. There were concerns expressed on the location, odour and other environmental impacts, such as the impact on natural shoreline, associated with the proposed refuse transfer facilities. The potential environmental impacts on air quality, water quality, noise, marine ecology and fisheries culture zones and its resources etc. should also be carefully assessed and mitigated if necessary in order to prevent them from adverse impacts to be caused by construction and operation of the proposed development at the ELQ site.

Some green groups also raised concerns over the methodology of conducting fisheries impact study and the insufficient information of the proposed development including expected number of developments, nature of the housing development and expected duration of construction phase which are essential information to conduct an EIA. There were also individual suggestions to utilise renewable energy for self-powering.

Response

Under the current proposal, due consideration has been given to adopt a sensitive urban design to enhance the compatibility of the Study Site with the rural identity

of the surrounding areas. The disturbance to existing natural conditions has been minimised by utilising existing platforms and smart positioning of development sites to avoid cutting slopes and disturbance to the green belt area where possible. The existing site context and unique landscape elements including the mountain backdrop and the man-made lake have also been well-respected and preserved. The view corridors across the lake and towards the small hill on the south-western side of the Study Site are also preserved to allow visitors, particularly hikers who traverse within the surrounding hillslopes to enjoy views of the bay with few obstructions.

Broad technical assessments on air ventilation, visual, environment, ecology, and infrastructure aspects have been conducted. The results indicate that the proposed development, with appropriate improvement and mitigation measures, is broadly feasible and would not generate insurmountable technical problems. Statutory EIA study will be conducted to confirm the environmental feasibility of the proposed development in accordance with the Technical Memorandum of EIAO. According to the EIA Study Brief for the designated project released by Environmental Protection Department (EPD) in April 2014, the assessment area of the proposed development covers the Study Site (including the current land-based area plus indicative locations of the submarine sewage outfall, seawall extension for a new ferry pier, refuse transfer facility pier and two landing steps). According to the EIA Study Brief, the assessment areas would vary based on the scope of assessments. For instance, the assessment areas of air quality, ecology, landscape and visual impacts assessment are 500 metres whereas that of noise impact assessment is 300 metres. The assessment area for the water quality impact assessment is the Southern Water Control Zone and its nearby water sensitive receivers. The EIA will include the areas that may be affected by the project and will also evaluate the overall cumulative impacts to ensure that the proposed development would not bring adverse impacts to the other parts of Lamma Island and respond to the concerns raised during the public inspection period where appropriate. According to the preliminary environmental assessment conducted, the proposed development will not have adverse environmental impact after the implementation of appropriate mitigation measures. Therefore, the scope of assessment is considered appropriate. Detailed comments on the EIA would be conveyed to EPD for consideration.

According to the approved EIA of Renewable Energy by a Wind Turbine System on Lamma Island in 2004, the predicted noise level from the operation of wind turbine at the nearest noise sensitive receivers, Tai Ling Tsuen which is away from the wind turbine around 270m, would comply with the noise criteria. Given the proposed development is located away from the wind turbine more than 1.5km, compliance of noise criteria at the proposed development is anticipated.

3.6.2.2 Ecological Impacts

There were diverse views received regarding the ecological impacts of the Study Site. Expert panel members considered that the Study Site was a brownfield site which was used for quarry, and therefore the baseline ecology value was not high in general. However, some green groups stressed that Lamma Island has been a place where biodiversity exists where many birds, butterflies, dragonflies and plant species had been recorded on Lamma Island, including some rare species. They considered that some rare species such as Pacific Reef Heron and White-bellied Sea Eagle are present in the surrounding of the Study Site. They requested listing these

species and their associated habitats as sensitive receivers in the EIA study and assess the impacts of proposed development and identify suitable mitigation measures. A representative from green group concerned about the adverse impact of construction work to the habitats of Black Kite and Pacific Reef Egret and suggested that mitigation and ecological enhancement measures should be considered.

There were concerns from green groups on the construction of infrastructures and utilities at the ELQ site which may cause off-site ecological impacts to the surrounding natural habitats of endangered species such as Romer's Tree Frog and other ecologically important species. In addition, there may be light and water pollution affecting the nesting site of Green Turtle in Sham Wan. They suggested that monitoring should be conducted during construction to avoid adverse impact to Black Kite nests. They also suggested that the survey on Pacific Reef Egret should be included in the ecological survey and the EIA, and mitigations measures including preserving rocky shore habitat and limiting human traffic could be implemented.

Members of expert panel and green groups both advocated enhancing local ecology through the development, such as re-profiling the lake bed of the south-western portion of the man-made lake to enrich biodiversity, and replacing existing exotic plants by native species. The smaller lake at the north-eastern part of the Study Site should also be enhanced to create freshwater wetland habitat and introduce reed bed for enhancing biodiversity. Expert panel members suggested that the Government could establish partnership with NGOs and green groups, for example, Hong Kong Bird Watching Society, Kadoorie Farm and Botanical Gardens and the Conservancy Association, to implement the ecological enhancement and eco-education programmes.

Response

The Study Team has conducted ecological survey for over a year at the Study Site and the vicinity. There is no discovery of sites of conservation value and other ecological sensitive areas at the Study Site. Based on the existing data and field surveys, in view of the fact that the ex-quarry site is a brownfield site that the natural landscape has been disturbed during the rock excavation process and a large number of exotic species had been introduced during the rehabilitation works, the ecological value of the Study Site is not considered to be high. However, apart from implementing the development proposal, the proposed development will also adopt measures to respect the natural environment and minimise the interference to nearby natural habitats. The proposed development will be limited to three pieces of existing platform areas. The existing trees will be retained as green belt with integration to the surrounding natural environment.

A full suite of ecological surveys, including those for flora and avifauna have been conducted for the EIA and the impacts of the proposed development will be further assessed based upon the literature review and findings from the EIA. Any necessary mitigation measures for potential ecological impacts will be explored in the EIA stage. Qualitative assessment of impacts of increased light will also be covered in the ecological impact assessment. Overall, it is considered that whilst the site is currently subject to low levels of human activity and noise, the marginal impacts from both construction and operational phases disturbance (including light disturbance) are predicted to be low, given the low abundance of species present. In particular, Sham Wan, where the green turtles have been recorded to nest

historically, is located in the most southern part of Lamma Island and is far away from the Study Site. It is considered that the lighting from the Study Site would not have significant impacts on the nesting site of Green Turtle.

Despite the low ecological values at the Study Site, net ecological gain may be potentially obtained through the implementation of proposed ecological enhancement measures as identified from the ecological impact assessment, as well as managing the landscape planting in an ecologically sensitive manner. By means of implementing amenity management measures taking into account the ecology may easily improve the ecological value of the Study Site, such as provision of bird and bat boxes, appropriate landscape management, ponds and lakes, as well as building floating island on the lake and planting surrounding the lake. In the landscaped area and green areas and supplementary planting trees appropriate to provide further improve habitat for local wildlife. Appropriate supplementary planting in the landscaped area and green belts can further enhance the ecological environment of the local wildlife.

3.6.2.3 Socio-economic Impacts

Some members of Lamma Island (South) Rural Committee considered that the development at the Study Site would increase employment and enhance overall tourism development in Lamma. However, some members of Lamma Island (North) Rural Committee expressed concerns on the impact on property value, local economy and tourism development at Yung Shue Wan due to the development at the Study Site. Some individuals also worried that the restaurants in the proposed hotel would compete with the existing seafood restaurant at Sok Kwu Wan.

Response

By taking forward the proposed development at ELQ site, it will bring positive impacts on the local communities in the aspects of construction works, commercial, leisure and tourism activities, as well as the newly completed transport facilities. With distribution in different types of industries ranging from hotel, commercial, recreational, and GIC facilities, it will boost the overall economic activities and create job opportunities, bringing substantial contribution to the Lamma Island as a whole as well as the territorial economy of Hong Kong. .

3.7 Others

3.7.1 Need for Strategic Planning for the Whole Lamma

Members of Islands District Council and Lamma Island (North) Rural Committee requested that the Government should take into account the development of the whole Lamma Island and should not solely focus on the development at the Study Site.

Many local residents and members of Lamma Island (North) Rural Committee expressed concerns on the possibility that existing village in northern Lamma would be marginalized due to the new development at the Study Site. They requested that the Government should not view the Study Site in isolation, but comprehensively review the development of the whole Lamma.

Response

Various strategic, territorial, regional and local planning studies relevant to the Study Area had been duly considered and reviewed. The planning for the ELQ site has taken into account the site context of the whole Lamma Island including the rural character and planned population. All the proposals put forward under the RODP of the ELQ site are new provisions which would not affect the existing provisions of facilities on Lamma Island. The connections between the ELQ site and other places on Lamma Island particularly Sok Kwu Wan would be enhanced through the provision of extended ferry services and proposed coastal footpath upon further investigations. The proposed development at the ELQ site will synergize and further strengthen the existing development on Lamma Island.

3.7.2 Enhancement Proposals in Other Places on Lamma

Many local residents, members of Lamma Island (North) Rural Committee and Islands District Council reflected that the medical services at Yung Shue Wan was not sufficient, and it should be improved to provide 24-hour outpatient services. Some members of concern groups suggested that the provision of community facilities such as clinic should be based on residential population, but should also take into account the number of tourists.

Members of Lamma Island (North) Rural Committee suggested that a number of enhancement proposals should be put forward to other parts of Lamma, together with the proposed development at the Study Site, including:

- ◆ Provision of north-south vehicle link for fire engine and ambulance uses;
- ◆ Reclamation for provision of EVA linking up North Lamma Maternal and Child Health Centre and the pier; and
- ◆ Enhancement of Pak Kok Tsuen Landing Steps in the northern shore of Lamma Island.

Response

The views and aspirations of the local community for enhanced community facilities including medical services and other enhancement proposals were noted. Comments received have been passed to relevant departments for follow up actions.

3.7.3 Implementation

There were mixed views on the implementation mechanism of the proposed development at the ELQ site, i.e. whether it should be undertaken by a single developer or by the Government undertaking site formation and infrastructure works. A LegCo Member suggested allowing private sector to develop a theme park at the ELQ site to save public fund. Some representatives of tourism and hotel industry suggested that the Study Site should preferably be developed by a single developer, so that the operation and maintenance cost of the man-made lake and recreational uses could be subsidized by other developments at the Study Site.

There were, however, mixed views on the implementation mechanism in the Stage 2 CE. In particular, there were concerns that making use of private developers' capacity for ELQ development would result in a development akin to that in Discovery Bay. There were also concerns about the implementation and management model of the proposed outdoor recreation centre, water sport centre

and man-made lake, especially if it would be commercially viable to develop such facilities. Member of a NGO suggested that the future development of ELQ site can be leased or outsourced to eligible parties to operate the site on their own. A central management organisation could be set up to coordinate cultural and recreational activities to maintain the overall attractiveness of the ELQ site. There should also be an expression of interests to facilitate participation in the future development of Lamma Island by the NGOs.

Response

Under the current practice, the implementation of the proposed developments would normally be carried out through normal Public Works Project (PWP) route, i.e. CEDD to form the land and provide public infrastructure, the Lands Department to sell the land formed for private hotel and residential development, and the Housing Department to construct the subsidised housing flats.

However, taking into account the public comments received during the Stage 2 CE, a “Market Sounding Out and Invitation for Development Proposals” exercise (the Exercise) is considered necessary to be conducted to gauge the private sector interests on the development and their constructive opinions on enhancing the development proposals of the RODP. The Exercise would invite the private sector to express their interest, on a non-committal basis, in implementing part or whole of the development proposals in the draft RODP. Their views on enhancing the proposed development in addressing the public comments received will also be solicited. It is suggested that a greater flexibility should be allowed for making amendment(s) to the draft RODP so as to gauge if the private sector has any better ideas on the development. The Exercise would enable the Government to better respond to views and questions raised about the implementation model, many of which hypothesised on the interests of the private sector and non-government sector.

3.7.4 Structure of the Study Process

With regard to the methodology of the Study, there was a comment that the scope of study should be expanded to the whole of Lamma Island. There were also concerns raised by members of the green groups on the discrepancy between the draft RODP and the project profile where the potential ecological impacts caused by any construction works on natural shoreline should be assessed and minimised as appropriate.

Response

The Study Site of this Study is the ELQ site, which is currently zoned “U” on the approved Lamma Island OZP No S/I-LI/11. Apart from the Study Site, the Study Area also covers the surrounding areas, including the adjacent CDA site, Green Belt and Coastal Protection Area accounting for a total area of about 59.9 hectares.

According to the EIA Study Brief for the designated project released by Environmental Protection Department (EPD) in April 2014, the assessment area of the proposed development covers the Study Area (including the Land-based Area of Planning and Engineering Study plus indicative locations of the submarine sewage outfall, seawall extension for a new ferry pier, refuse transfer facility pier and two landing steps). According to the EIA Study Brief, the assessment areas would vary based on the scope of assessments. For instance, the assessment areas

of air quality, ecology, landscape and visual impacts assessment are 500 metres whereas that of noise impact assessment is 300 metres. The assessment area for the water quality impact assessment is the Southern Water Control Zone and its nearby water sensitive receivers. The EIA will include the areas that may be affected by the project and will also evaluate the overall cumulative impacts to ensure that the proposed development would not bring adverse impacts to the other parts of Lamma Island and respond to the concerns raised during the public inspection period where appropriate. According to the preliminary environmental assessment conducted, the proposed development will not have adverse environmental impact after the implementation of appropriate mitigation measures. Therefore, the scope of assessment may be considered appropriate.

3.7.5 Community Engagement

With regards to the comments collected from the Stage 1 CE, there were concerns mainly from members of NGOs, concern groups and a number of individual comments over the methodology of capturing opinion and analysing the results for the CE. They were concerned about how feedbacks received in Stage 1 CEP were considered in the community engagement process. They considered that the public was not given chance to discuss planning principles or other options apart from the three proposed options and many comments from the public were being ignored. In particular, a few comments pointed out that the draft RODP has not fully considered the public views collected during the Stage 1 CE on the three initial land use options, in which most participants supported the ‘Tourism plus Housing’ theme which had a plan only for a population of 2,000, instead of 5,000 as proposed for the draft RODP. They also requested the concrete figures of comments supporting the three land use option proposed in Stage 1 CEP.

There were also concerns on the engagement activities and arrangements of Stage 2 CE. Some concern groups expressed that unlike the Stage 1 CE, there was no public forum or workshop held at Yung Shu Wan or Sok Kwu Wan in the Stage 2 CE, which may inevitably exclude a large number of local residents from taking part in the process. They were also not satisfied by the arrangements for the public forum in Central, including the date, time, house rules and participation of expert panel members of the event. In addition, it was pointed out that certain groups of people had been repeatedly consulted in different occasions during the Stage 2 CE, which was considered to be unfair for residents of Lamma Island as a whole. Members of Islands District Council suggested that the various requests and proposals from local residents, such as improving medical services at Yung Shue Wan, enhancing connectivity of the whole Lamma Island by widening existing footpath, etc. should be properly addressed by the Government.

Regarding the information disseminated during the Stage 2 CE, members of concern groups enquired why the study on the “Planning and Development Study on Hong Kong Island South and Lamma” conducted by Planning Department in 2000, which recommended the Study Site to be used for recreational purpose, was not adopted and not mentioned in the community engagement process. There were also comments received suspecting that the land use budget presented in the Stage 2 CE Digest which had included 9 hectares of “Green Belt” was intended to raise the percentage of “green area” in the draft RODP in terms of land use.

Response

In the Stage 1 CE, we have organized a series of community engagement activities such as community workshops, community forums, public forums, focus group workshops, roving exhibitions, and briefing sessions for statutory / advisory bodies as well as comment forms to solicit public comments on the three initial land use options under the ‘Housing’ and ‘Tourism plus Housing’ themes. Hence, there is no percentage data as for the supporting or opposing comments for each option. However, majority of the public views supported the ‘Tourism plus Housing’ theme.

During the Stage 1 CE, we held workshops/forums in Yung Shue Wan, Sok Kwu Wan and Central for collecting public views on the initial land use options. The Stage 2 CE aims to gauge public comments on the draft RODP. With reference to the Stage 1 CE, the City Gallery in Central being located close to the adjacent pier and other public transportation facilities provides convenience for the residents of Yung Shue Wan and Sok Wan while allows the public from other districts to participate. Therefore, the public forum for the Stage 2 CE was held on 3 May 2014 at City Gallery in Central, hoping that the Lamma residents and different stakeholders can come together to discuss and exchange ideas.

Since the end of Stage 1 CE in February 2013, taking into consideration of the public comments received, we have formulated the preferred land use option and conducted various technical assessments in the hope of putting forward the draft RODP as early as possible for public consultation. The 2-month Stage 2 CE had provided various opportunities in engagement activities and sufficient channels including Study website, email and fax etc. for public to provide views on the draft RODP.

To cater for the development needs of the society, the Planning Department conducts study from time to time to review and update land use and planning intentions. The “Planning and Development Study on Hong Kong Island South and Lamma is one of these internal studies, with focuses on the direction of future planning and development proposals Hong Kong Island South and Lamma Island. The study would not be public due to the presence of a number of Government internal information. During the formulation of Lamma Island OZP, we have made reference to the recommendations of the Study to establish the planning intention, purpose and land use recommendations of Lamma Island.

4 Way Forward

After the completion of Stage 2 CE, the draft RODP will be refined for further detailed feasibility study for development at the Study Site. The comments and suggestions collected during the Stage 2 CE have already been compiled, analysed and would be incorporated in the refined RODP as appropriate.

Based on the public comments received during the Stage 2 CE, the Exercise would gauge the private sector interests on the development and their constructive opinions on enhancing the development proposals of the RODP. The outcomes of the Exercise and recommendations on the way forward including the implementation strategy and programme of the proposed development at the Study Site would be firmed up upon completion of the Exercise.

Appendix 1

List of Stage 2 Community Engagement Activities

Roving Exhibitions		
Locations	Dates (D/M/Y)	
Sok Kwu Wan Public Pier	21/3/2014-2/4/2014	
Yung Shue Wan Main Street (Near No. 7-8)	3/4/2014-15/4/2014	
Central Pier No. 4	16/4/2014-29/4/2014	
City Gallery, Central	30/4/2014-8/5/2014	
Aberdeen Promenade	9/5/2014-17/5/2014	
Community Engagement Activities		
Activities	Dates (D/M/Y)	Minutes
Briefing to Town Planning Board	14/3/2014	Appendix 2
Briefing to Lamma Island (South) Rural Committee	19/3/2014	Appendix 3
Briefing to Lamma Island (North) Rural Committee	6/4/2014	Appendix 4
Briefing to Southern District Council - District Development and Environmental Committee	31/3/2014	Appendix 5
Briefing to Islands District Council	28/4/2014	Appendix 6
Briefing to Land and Development Advisory Committee	14/5/2014	Appendix 7
Briefing to LegCo Panel on Development	7/7/2014	Appendix 8
Site Visit with Expert Panel Member - Prof. Rebecca Chiu	14/4/2014	Appendix 9
Site Visit with Expert Panel Member - Dr. C.N. Ng	23/4/2014	Appendix 10
Focus Group Meeting with Green Groups, Professional Institutes and Concerned Parties	23/4/2014	Appendix 11
Focus Group Meeting with Hotel and Tourism Industry	16/5/2014	Appendix 12
Public Forum (held at Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central)	3/5/2014	Appendix 13
Site Visit with LegCo Members	25/10/2014	Appendix 14

Appendix 2

Minutes of Town Planning Board Meeting (Extracted)

**Minutes of 1054th Meeting of the
Town Planning Board held on 14.3.2014**

Present

Permanent Secretary for Development
(Planning and Lands)
Mr Thomas Chow

Chairman

Mr Stanley Y.F. Wong

Vice-chairman

Professor S.C. Wong

Mr Maurice W.M. Lee

Professor Eddie C.M. Hui

Ms Julia M.K. Lau

Mr Clarence W.C. Leung

Mr Roger K.H. Luk

Ms Anita W.T. Ma

Dr W.K. Yau

Professor K.C. Chau

Mr H.W. Cheung

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Mr Lincoln L.H. Huang

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Ms Christina M. Lee

Mr Stephen H.B. Yau

Mr F.C. Chan

Deputy Director (1), Environmental Protection Department
Mr C.W. Tse

Director of Lands
Ms Bernadette H.H. Linn

Assistant Director (2), Home Affairs Department
Mr Eric K.S. Hui

Director of Planning
Mr K.K. Ling

Deputy Director of Planning/District
Miss Ophelia Y.S. Wong

Secretary

Absent with Apologies

Mr Timothy K.W. Ma

Professor Edwin H.W. Chan

Mr Rock C.N. Chen

Professor P.P. Ho

Dr C.P. Lau

Mr Laurence L.J. Li

Ms Bonnie J.Y. Chan

Dr Wilton W.T. Fok

Mr Patrick H.T. Lau

Mr H.F. Leung

Principal Assistant Secretary (Transport)
Transport and Housing Bureau
Miss Winnie M.W. Wong

In Attendance

Assistant Director of Planning/Board
Ms Brenda K.Y. Au

Chief Town Planner/Town Planning Board
Ms Lily Y.M. Yam

Senior Town Planner/Town Planning Board
Mr Raymond H.F. Au

[Dr W.K. Yau and Mr Dominic K.K. Lam arrived to join the meeting at this point.]

Special Duties Section

Agenda Item 4

[Open Meeting]

Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island - Feasibility Study: Stage 2 Community Engagement and Draft Recommended Outline Development Plan

(TPB Paper No. 9589)

[The meeting was conducted in Cantonese.]

16. Professor S.C. Wong had declared interests in this item as he had business dealings with Ove Arup & Partners Hong Kong Limited (ARUP) which was the consultant of the subject study.

17. As the item was mainly to solicit views from the Town Planning Board (the Board) on the draft Recommended Outline Development Plan (RODP) for the Ex-Lamma Quarry (ELQ) site, Members agreed that Professor S.C. Wong could stay in the meeting and participate in the discussion.

18. The following representatives from the Government and the consultants were invited to the meeting at this point:

Miss Elsa Cheuk	-	Chief Town Planner/Special Duties, Planning Department (CTP/SD, PlanD)
Mr David Lo	-	Chief Engineer/Islands, Civil Engineering and Development Department (CE/Is, CEDD)
Ms Theresa Yeung]	
Ms Polly Mok]	
Ms Jonial Wong]	ARUP
Mr Barton Leung]	

Mr Lee Wai Lam]
Ms Betty Ho - PlanArch Consultants Ltd.

Presentation Session

19. The Chairman extended a welcome and invited the study team to brief Members on the Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island - Feasibility Study (the Study).

20. With the aid of a Powerpoint presentation, Ms Teresa Yeung made the following main points as detailed in the Paper:

Background

- (a) the Study was jointly commissioned by PlanD and CEDD in January 2012;
- (b) the overall objective of the Study was to examine the future land use and explore the development potential of the ELQ site (Study Site), including residential development and other compatible uses. Technical assessments were also included to confirm the feasibility of the preferred land use option;
- (c) the Study Site was located in the northern part of Lamma Island and north of Sok Kwu Wan. It had an area of approximately 34.3 hectares which included about 20 hectares of platform area, 9 hectares of woodland, one kilometre of shoreline and a 5-hectare man-made lake. The Study Site was currently covered by the approved Lamma Island Outline Zoning Plan (OZP) No. S/I-LI/9 and was zoned “Undetermined”;
- (d) the Study Area covered a wider area including the Study Site, the adjacent “Comprehensive Development Area”, “Green Belt” and “Coastal Protection Area” zones with a total area of about 60 hectares. It was bounded by slopes in the northwest and the coastline in the southeast;

- (e) the findings and recommendations of the Study would serve as a reference for subsequent amendments to the Lamma Island OZP to guide the future development;
- (f) the Study included a 2-stage community engagement (CE). Stage 1 CE, which aimed at soliciting public views on the initial land use options formulated under the Study, was held from 7.12.2012 to 6.2.2013. During Stage 1 CE, a series of activities including a community workshop, a community forum and a public forum were conducted which were attended by over 250 participants. Briefing sessions to the statutory/advisory bodies including the Board, Legislative Council Panel on Development, Planning Sub-committee of the Land and Development Advisory Committee, the Islands and the Southern District Councils (DCs), and the Lamma North and South Rural Committees (RCs) were held. Several focus group workshops were organised for the professional institutes, green groups, local concern groups and tourism sector. Roving exhibitions were staged at different locations during the CE period;
- (g) during Stage 1 CE, three initial land use options (i.e. Options 1a and 1b under “Housing” theme and Option 2 under “Housing plus Tourism” theme) had been formulated for public consultation;

Major Public Views in Stage 1 CE

- (h) during Stage 1 CE, more than 500 written submissions were received. The major public comments collected were summarised as follows:

Need for Development

- (i) the Study Site should be developed to benefit the local economy and community in Sok Kwu Wan and enhance its economic vibrancy;

Demand for Government, Institution or Community Facilities

- (ii) necessary Government, institution or community facilities (G/IC) should be provided to support the community;

Urban Design

- (iii) the car-free environment on Lamma Island should be retained and the future developments should be within walking distance. The man-made lake should be protected and preserved in totality to enhance the local character of ELQ. The landscape, visual character and natural resources at the Study Site should be preserved;

Development Theme

- (iv) the 'Housing plus Tourism' theme could help meet the imminent housing need of Hong Kong and enhance the local economy and vibrancy. A diversity in land use should be included;

Development Scale / Intensity

- (v) the population density should be increased. However, high density development would be incompatible with the local and rural characters of Lamma Island;

Land Uses

- (vi) apart from residential and tourism uses, recreational and leisure uses should be provided. Marina development was not supported since there were concerns about the potential impact on water quality and the fish culture zones (FCZs) nearby;

Environmental Impacts

- (vii) consideration should be given to the potential environmental and ecological impacts on the natural environment and the adjoining

FCZs;

Connectivity

- (viii) connectivity of the Study Site with existing local community and the enhancement of both external and internal transport for the existing and future residents should be taken into account. Ferry services should be enhanced to cater for the increased traffic demand arising from the existing and future community in Sok Kwu Wan; and

Implementation

- (ix) there was strong aspiration for an early implementation of the Study Site and the future facilities should be affordable and accessible;

Draft Recommended Outline Development Plan

- (i) having regard to the public comments received during the Stage 1 CE, the draft RODP was formulated based on the “Tourism plus Housing” theme under Initial Option 2;
- (j) taking into account the planning objectives and guiding principles, such as the preservation of coastal protection area and ridgeline, findings of technical assessments and the existing infrastructure and environmental constraints, a Preferred Option had been formulated to further optimise development potentials of the Study Site by providing additional housing flats and recreational uses;

Planning and Design Concepts

- (k) the draft RODP was formulated based on the following planning and design concepts:
 - (i) to avoid disturbance to the area by confining developments at the

existing three platforms, residential developments would be concentrated on the central and western platforms while the northern platform would be reserved for tourism and recreational uses. The man-made lake and the woodland would be wholly preserved;

- (ii) major supporting G/IC facilities including sewage treatment works, refuse transfer facility and its associated pier, refuse collection point and fire station would be located at the north-eastern end of the Study Site with a view to minimising potential nuisances to the residential neighbourhood in the southern portion of the site;
- (iii) low-rise commercial uses within the 'Lamma Hub', located in front of the proposed ferry pier, would be the anchor point of the Study Site to promote a strong sense of arrival to the future residents and visitors;
- (iv) necessary G/IC facilities serving the community, such as library, social welfare facilities, community health centre and police post, were planned at convenient locations within the central platform;
- (v) apart from a resort hotel and an Outdoor Recreation Centre (ORC), a water sports centre at the lakeside was proposed to make good use of the lake and to enhance the recreational opportunities of Lamma Island as a leisure destination;
- (vi) a stepped building height (BH) profile descending from the hillslope to the waterfront for the residential sites was adopted to respect the natural surroundings. Height restrictions were imposed to preserve the ridgeline and the natural backdrop; and
- (vii) pedestrian footpaths and a continuous cycle track network would be provided to encourage walking and cycling as the main transport modes within the Study Site;

Land Use Budget

- (l) in terms of land use, the major components of the draft RODP were green belt (about 9 hectares), recreation (about 7 hectares), residential (about 6 hectares) and open space (about 4 hectares);

Key Features

- (m) the key features of the draft RODP were as follows:

Optimising Development Potentials to Satisfy Long-term Housing Needs

- (i) there were four residential sites in the central and south-western platforms. The overall plot ratio (PR) for the residential developments had increased from 0.84 in Initial Option 2 to 1.92 in the Preferred Option;
- (ii) the Study Site would provide about 1,900 residential units, including 1,200 private housing flats and 700 subsidised housing flats and accommodating about 5,000 persons;
- (iii) the increased population would make it more justifiable for provision of new G/IC services and more viable for enhancement of transport services;
- (iv) the proposed development parameters were optimised for the rural setting, without backfilling the man-made lake and the provision of new submarine fresh water pipe system from Hong Kong Island;

Enhancement of the Recreational and Tourism Potentials

- (v) the hotel site, with a proposed BH of 6 storeys and a PR of 1, would provide about 260 hotel rooms;

- (vi) a 'Tourism and Recreation Hub' was introduced in the northern platform. Apart from the proposed hotel, an ORC of about 2 hectares was proposed, offering a wide range of facilities including eco-tourism, organic farming, sports and recreation, camping grounds, etc. A water sports centre was located at the north-eastern edge of the lake as part of the ORC;
- (vii) a tourist information centre was proposed near the new ferry pier;
- (viii) the 'Lamma Hub' would be the anchor point of the Study Site. With a PR of 0.5, the Lamma Hub would provide a commercial gross floor area of about 6,000m² including an open-air entrance plaza for holding festive events;

Preserving Existing Woodland and Man-made Lake

- (ix) development would be confined to the existing three platforms without affecting the adjoining woodland and man-made lake. The woodland would be preserved as green belt and the existing trees would be retained as far as possible;

Developing a Green and Sustainable Community

- (x) the Preferred Option was characterised by a mixture of land uses, including housing, recreation/tourism uses, landside open space and waterfront promenade, which would enhance the character of the place;
- (xi) cycling and walking would be promoted as the major transport modes, together with environmentally friendly transport modes as ancillary services. All developments within the Study Site were within walking distance;

- (xii) sustainable initiatives such as green building design, efficient use of energy and water resources, and installation of waste recycling facilities, might be implemented in the new residential community;

Respecting Existing Character and Urban Design Principles

- (xiii) a stepped BH profile would be adopted. BHs of private housing blocks would range from 4 storeys on the waterfront to 11 storeys in the inland, while subsidised housing would have a maximum BH of 13 storeys;
- (xiv) view corridors were planned to protect the long-range views towards the green backdrop and other natural scenery;

Enhancing Transport Network

- (xv) a new ferry pier would be located towards the centre of the Study Site, which would accommodate the extension of existing licensed ferry services serving Sok Kwu Wan to the site. Landing steps would be reserved for public and hotel uses respectively; and
- (xvi) a comprehensive pedestrian walkway and cycle track network with supporting facilities was proposed;

[Ms Anita W.T. arrived to join and Ms Bernadette H.H. Linn left the meeting temporarily at this point.]

- (n) the proposed developments under the draft RODP were broadly feasible without insurmountable planning and engineering problems subject to appropriate improvement and mitigation measures;

Implementation

- (o) a detailed engineering design study would be undertaken after completion of the Study;
- (p) PlanD would prepare the necessary amendments to the OZP for submission to the Board upon finalisation of the RODP;
- (q) upon completion of the required statutory and funding approval procedures together with the site formation and infrastructure works, the first population intake would be around 2021;

Stage 2 CE Programme

- (r) public comments on the draft RODP were being sought under Stage 2 CE which started on 14.3.2014 and would last until 17.5.2014. Consultation with relevant statutory/advisory bodies, including the Islands and the Southern DCs, the relevant RCs, the Legislative Council Panel on Development and local concern groups would be conducted. A focus group meeting and a public forum would be held on 23.4.2014 and 3.5.2014 respectively; and
- (s) public views received during the Stage 2 CE would be taken into account in refining the recommended development proposals.

Question and Discussion Session

21. The Chairman thanked the study team for giving the presentation and invited Members' views on the Study. Members had the following questions and comments:

Planning Concept

- (a) given the planned self-contained community and the unique setting of the Study Site, a more visionary approach on sustainable development could be considered and incorporated in the general planning intention to govern

the future development of the area. For example, the proposed developments could be promoted under the concept of 'Eco-town' and targets could be set for minimising carbon emission and waste production, and saving energy, etc.;

- (b) in view of the relatively small scale of the proposed developments with a design population about 5,000 people, a new approach could be adopted for planning the Study Site. Opportunities for introducing experimental schemes in terms of environmental protection and sustainable development should also be explored;
- (c) consideration should be given to the economic development of Hong Kong as a whole. Given the location of the Study Site on an outlying island with a unique setting, it would be more appropriate to develop the site solely for tourism-related uses;

Transport Arrangement

- (d) what was the proposed external traffic arrangement to serve the future population at the Study Site in particular during peak hours?
- (e) since subsidised housing was proposed at the Study Site and affordable transport would be a relevant consideration for future residents, whether any assessment on the level of transportation cost had been undertaken in the Study;
- (f) whether the financial viability and intention of operators in providing ferry service to the Study Site had been considered in the Study;
- (g) in view of the improved accessibility of Hong Kong Island South after completion of the MTR South Island Line (East), consideration should be given to enhancing the ferry service between the Study Site/Sok Kwu Wan and Aberdeen/Ap Lei Chau;

Impact on FCZs

- (h) whether the FCZs in Sok Kwu Wan would be adversely affected by the future ferry operations serving the Study Site;

Provision of G/IC Facilities

- (i) what kind of G/IC facilities would be provided to serve the future population at the Study Site?
- (j) whether the planning and design of the Study Site had taken in account the needs of elderly people;
- (k) provision of educational facilities at the Study Site should be considered;

[Ms Bernadette H.H. Linn returned to join the meeting at this point.]

Tourism Facilities

- (l) Hong Kong was lacking in tourist and recreational attractions. Opportunity should be taken to make the best use of the Study Site to provide tourist facilities for overseas and Mainland visitors such as hotels and attractions with local character;
- (m) the Study Site provided good opportunity for tourist and recreational facilities such as landscaped gardens with seasonal flora themes, cycle tracks with supporting facilities and jogging trails;
- (n) the development potential of the existing tourist attractions near Sok Kwu Wan such as the seafood restaurants and 'Cave Kamikaze' (神風洞) should be optimised;

Housing Mix

- (o) the planning and design concept for the Study Site was similar to that of Discovery Bay and Ma Wan which were mainly for private residential developments. The proposed housing mix under the draft RODP could be further reconsidered as there might not be sufficient jobs within the Study Site for the future subsidised housing residents and high level of external transportation cost would be become a financial burden to them; and
- (p) the proportion of subsidised housing development under the draft RODP was appropriate as the residents would offer labour force to take up jobs provided within the Study Site.

22. In response, Miss Elsa Cheuk and Ms Theresa Yeung made the following main points:

Planning Concept

- (a) various sustainable development and design principles, including preservation of natural and landscape resources, retention of a 'car-free' environment, provision of cycle tracks and landscaped boulevard, confinement of developments in the existing platforms, and adoption of low to medium development intensity, had been applied in formulating the draft RODP to enhance living quality within the Study Site. Other environmental protection measures such as the provision of efficient water supply installations, and new refuse recycling, compression and transfer systems, would also be considered in the next stage of the study process;
- (b) the relevant Government bureaux and departments would be consulted on the feasibility of promoting the Study Site as an 'Eco-town' or under other sustainability development themes after Stage 2 CE;
- (c) the 'Housing plus Tourism' theme was favoured by the consultees during Stage 1 CE as it could help meet the imminent housing need of Hong Kong and enhance the local economy and vibrancy. A proper balance had to be

struck between different development needs;

Transport Arrangement

- (d) preliminary traffic assessment conducted for the Study revealed that ferry would be the most suitable transport mode to serve the future population at the Study Site;
- (e) the preliminary transport proposal was to extend the existing ferry service between Sok Kwu Wan and Central by adding an additional stop at the new ferry pier at the Study Site;
- (f) Yung Shue Wan in the north-western part of Lamma Island had a population of about 5,500 people, which was about the same as the total of the design population for the Study Site and the population of Sok Kwu Wan. By making reference to the existing ferry service between Yung Shue Wan and Central, it was envisaged that ferry service to Central with frequencies of about 30 minutes during peak hours and about one hour during other times of the day would be feasible to serve the future population of the Study Site and Sok Kwu Wan. The findings of the preliminary traffic assessment were accepted by the relevant Government departments;
- (g) the existing ferry route serving Sok Kwu Wan and Central was running at a relatively low frequency. By extending this ferry service to the Study Site and increasing its frequency upon completion of the proposed developments, the increased patronage would render enhancement to the ferry service more viable;
- (h) based on the experience of people living and working on outlying islands, the use of monthly tickets might be helpful to improve the affordability of ferry tickets for the future living and working population;
- (i) implementation of appropriate ferry service for the Study Site to serve the

future population would be considered in consultation with the relevant Government departments and the ferry operators;

Impact on FCZs

- (j) the FCZs were located away from the existing ferry route to and from Sok Kwu Wan. As the proposed new ferry pier at the Study Site was located along the existing route, the FCZs would not be adversely affected by the extended ferry service for the Study Site;

Provision of G/IC Facilities

- (k) G/IC facilities at the Study Site were planned in accordance with the Hong Kong Planning Standards and Guidelines;
- (l) under the draft RODP, a community health centre, a library, social welfare facilities and a police post would be provided at the platform near the new ferry pier. Land was also reserved for the development of other G/IC facilities such as social welfare facilities and kindergartens to meet the future needs of the local community;
- (m) given that sufficient school facilities had been provided on Lamma Island, and taking account of the views of Lamma residents received during Stage 1 CE that they preferred to commute to Hong Kong Island South for schooling, no educational facilities were proposed under the draft RODP;

Tourism Facilities

- (n) under the draft RODP, a resort hotel and an ORC including a water sports centre at the lakeside were proposed to make good use of the lake and to enhance the recreational opportunities of Lamma Island as a leisure destination. There were also footpaths connecting the Study Site with other tourist attractions on Lamma Island such as Yung Shue Wan. Opportunities to further enhance the tourism potentials of the Study Area

would be explored in the next stage of the study process;

Housing Mix

- (o) in response to the aspiration of Lamma residents for the provision of affordable housing within the Study Site as indicated during Stage 1 CE, the planning of about 700 subsidised housing units had been provided for in the draft RODP; and
- (p) the proposed subsidised housing units would be provided under the Home Ownership Scheme. The proposed ratio between subsidised housing and private housing developments was considered suitable for the Study Site.

23. The Chairman thanked Members for their views on the Preferred Option and the draft RODP for the Study Site and requested the study team to take into account the views expressed by Members at the next stage of the Study. The Chairman thanked the representatives of the Government and the consultants for attending the meeting. They all left the meeting at this point.

[Dr W.K. Yau left the meeting at this point.]

Appendix 3

Minutes of Lamma Island (South) Rural Committee Meeting (Chinese only)

南丫島索罟灣前南丫石礦場未來土地用途發展規劃及工程研究—可行性研究
第二階段社區參與

南丫島南段鄉事委員會

會議記錄

日期： 2014年3月19日

地點： 南丫島索罟灣第2街1號二樓
南丫島南段鄉事委員會辦事處

出席人士：	南丫島南段鄉事委員會主席	周玉堂先生
	南丫島南段鄉事委員會副主席	郭譚福先生
	南丫島南段鄉事委員會委員	陳偉明先生
	南丫島南段鄉事委員會委員	胡國光先生
	南丫島南段鄉事委員會委員	劉偉基先生
	南丫島南段鄉事委員會委員	黎敏明先生
	南丫島南段鄉事委員會委員	陳祖平先生
	南丫島南段鄉事委員會委員	談錦添先生
	南丫島南段鄉事委員會委員	姚文輝先生
	南丫島南段鄉事委員會委員	周英先生
	南丫島南段鄉事委員會顧問	梁十七先生
	南丫島南段鄉事委員會秘書	何祖沛先生
	規劃署總城市規劃師	卓巧坤女士
	規劃署高級城市規劃師	雷裕文先生
	規劃署城市規劃師	繆志汶先生
	土木工程拓展署總工程師/離島	盧國中先生
	土木工程拓展署高級工程師	何福安先生
	土木工程拓展署工程師	周國樑先生
	奧雅納工程顧問	楊詠珊女士
	奧雅納工程顧問	梁彥彰先生
	奧雅納工程顧問	黃楚婷女士
	建港規劃顧問有限公司	何小芳女士

討論事項

由奧雅納工程顧問楊詠珊女士簡介研究的進展和建議發展大綱草圖後，主席和各委員發表意見如下：

1. 新發展區和索罟灣村的連接

主席和多位委員表示前南丫石礦場的發展必須興建沿海旁的通道以貫通新發展區和蘆鬚城，從而連接現有的沿岸鄉村行人徑直達索罟灣村，將新、舊緊密連繫起來，使區內居民能充份利用地區設施。海旁通道主要給居民往來新舊兩區，設計可參考現時鄉村行人徑的設計，其功能須像現時鄉村行人徑般在緊急時可讓專為鄉間而設的救援車輛通過。他們表示如跟隨研究報告中所提議的連接方案，即利用現時在山上又高又斜的迂迴通道連接的話則作用不大，未能滿足需要。

規劃署認為完成現有遠足徑改善工程後，山上通道可前往索罟灣及榕樹灣，有助新舊社區融合和支援緊急救援工作。至於沿海建設通道的可行性須作進一步研究。土木工程拓展署表示會就興建海旁通道與各有關政府部門商討及進行研究。

2. 學校和社區設施

多位委員對索罟灣新發展區有超過 5000 人口，但卻沒有學校表示不滿。有委員指出榕樹灣只有百多二百名學童，也有一所學校；而長洲和坪洲等離島亦有學校。南丫南原本有兩所村校，但都已經關閉，以致學童特別是幼兒及小學學童要前往其他地區就學，非常不便。若在新發展區提供教育設施，將可成為誘因吸引村民回來居住。

奧雅納工程顧問指出根據香港規劃標準與準則，該區現時和新增人口未能達到興建一所小學的最低人口要求，未能符合興建小學的標準；而教育局亦表示南區校網現有足夠學位供應。

規劃署指教育局支持在區內增設幼兒教育服務。由於有關服務多由私人辦學機構營辦，在商業用地內可以提供此類設施。

主席希望規劃署可再與教育局聯絡，研究興建小型學校的可能性。有委員補充，只要加強交通配套，南區學童亦可到索罟灣就讀。

規劃署同意再與教育局反映居民訴求。

至於有委員詢問社區用地是否足夠而商業用地卻太多，奧雅納工程顧問指出建議發展大綱草圖上的政府、機構及社區用地將提供社區健康中心、圖書館、社會服務中心、警崗、消防站等服務新社區。商業用地則為兩層高，當中超過 3000 平方米為廣場，可供舉辦節目活動之用。

另外，有委員指出擬議消防局的位置較遍遠，希望可將其移近中心點。奧雅納工程顧問解釋由於消防局位於東北角，遠離民居，減少對居民的滋擾，然而實際所需行車時間仍會符合消防署的服務承諾。

3. 碼頭

有委員詢問是否有足夠碼頭處理貨運，並詢問南面現有碼頭可否保留作停泊小艇。土木工程拓展署表示於新社區已建議提供兩組登岸梯級，而渡輪碼頭亦可供兩艘船停泊，此外另設有政府營運的垃圾轉運碼頭。至於南面現有碼頭將會重建作休憩/觀景用途，但他同意會與運輸署聯絡，研究是否有此運輸需求。有委員表示登岸梯級用地應擴闊，方便運載和上落貨物。規劃署表示會在詳細設計時考慮。

4. 房屋

有委員查詢擬議居屋是否會配給原住民（包括原居民及漁民）。他們表示原居民沒有土地建屋，漁民雖為原住民卻只有漁牌，所以只可以在較遠的地方如石排灣、筲箕灣等地居住。他們詢問能否在居屋預留配額給漁民，免卻抽籤。如果居屋沒有優先權而要抽籤，則令他們十分反感。他們指出新鴻基在馬灣收地時每人獲賠償一間屋，他們擔心在索罟灣的發展會影響水質，影響漁民生計並損害他們的利益。委員亦詢問可否以漁牌換取屋地，以丁屋形式發展，或由政府興建漁民村。

規劃署表示在上次公眾諮詢中，大家都接受居屋發展。根據現時政策，居屋申請人需符合相關申請條件例如入息審查和以抽籤形式選樓。是次發展並不涉及徵收漁民牌照。奧雅納工程顧問指出現時已沒有興建漁民村政策。主席表示同意有關申請人要應先符合入息審查資格，但政府應酌情彈性處理有關事宜，讓符合入圍資格的原居民不用抽籤並優先購買索罟灣的居屋。規劃署建議鄉事委員會就居屋需求作出估計，在收到有關資料及數據後，規劃署會向運輸及房屋局轉達鄉事委員會的訴求。

5. 水上活動中心

有委員詢問擬議水上活動中心的負責機構和設施，以及其收費和服務水平的監管。規劃署指出康樂及文化事務署已表明不會營運此水上活動中心。按現時建議，人工湖的北面將會作動態康樂活動發展，南面則以觀景為主，並將會交由非牟利機構管理及營運，以提供大眾化的服務。現階段先徵求對建議用途的意見，實施方案將會於下階段制訂。

6. 人口

有委員表示應多利用該區土地資源，例如樹林區，以騰出更多土地發展，主席同意有關樹林只是人工種植，生態價值不高，應開發發展。

規劃署指出建議人口 5000 人及保留現有樹林是按第一階段社區參與的結果而制訂，這亦符合整個南丫島的規劃人口的數目（約 12,000 人），建議的選取方案已考慮了基建限制、保留自然景觀及山脊線及技術評估等因素。

7. 總結

主席表示支持發展建議，但希望政府跟進居民的關注。規劃署和土木工程拓展署感謝鄉事委員會的意見，並承諾就上述意見與有關政策局和部門聯絡，反映和商討有關沿海旁興建連接通道、學校、碼頭和居屋分配等事宜。

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Appendix 4

Minutes of Lamma Island (North) Rural Committee Meeting (Chinese only)

南丫島索罟灣前南丫石礦場未來土地用途發展規劃及工程研究—可行性研究
第二階段社區參與

南丫島北段鄉事委員會

會議記錄

日期： 2014年4月6日
地點： 南丫島北段榕樹灣大街21號
南丫島北段鄉事委員會會議室

出席人士： 南丫島北段鄉事委員會主席 大灣新村村代表陳連偉先生
南丫島北段鄉事委員會副主席 北角新村村代表周慶福先生
南丫島北段鄉事委員會委員 榕樹灣村村代表吳偉邦先生
南丫島北段鄉事委員會委員 榕樹灣村村代表余麗芬女士
南丫島北段鄉事委員會委員 沙埔村村代表曾啟南先生
南丫島北段鄉事委員會委員 沙埔村村代表吳家華先生
南丫島北段鄉事委員會委員 大園村村代表周福興先生
南丫島北段鄉事委員會委員 榕樹壆村村代表周文基先生
南丫島北段鄉事委員會委員 榕樹壆村村代表黃敬全先生
南丫島北段鄉事委員會委員 北角新村村代表周將有先生
南丫島北段鄉事委員會顧問 北角舊村村代表陳錦貴先生
南丫島北段鄉事委員會顧問 大坪村村代表溫揚堅先生
南丫島北段鄉事委員會顧問 大坪村村代表黃敬芝先生
南丫島北段鄉事委員會特別代表 吳華輝先生
南丫島北段鄉事委員會特別代表 王媽添先生
南丫島北段鄉事委員會秘書 梁女士

規劃署總城市規劃師 卓巧坤女士
規劃署高級城市規劃師 雷裕文先生
規劃署城市規劃師 繆志汶先生
土木工程拓展署高級工程師 何福安先生
土木工程拓展署工程師 周國樑先生
奧雅納工程顧問 楊詠珊女士
奧雅納工程顧問 梁彥彰先生
奧雅納工程顧問 黃楚婷女士
建港規劃顧問有限公司 何小芳女士
建港規劃顧問有限公司 鄭沛勤先生

討論事項

由奧雅納工程顧問(顧問公司)楊詠珊女士簡介研究的進展和建議發展大綱草圖後，主席和各委員發表意見如下：

1. 新發展區的土地用途

有委員關注前南丫石礦場的發展是否有足夠的基建設施以應付 5,000 人口的需要；詢問新發展區有沒有石油氣供應，以及有沒有預留足夠的地方興建危險倉以存放石油氣罐。有委員認為以電力供應熱水會出現熱水不足的情況，並不理想。

顧問公司表示，考慮到未來新社區的住宅發展主要是 4 至 13 層高的屋苑住宅發展，採用中央能源系統會較易處理及方便居民，由於新社區位處離島，要考慮從市區輸送或運送燃氣至研究地點所涉及的複雜安排和將來土地發展商與燃氣供應公司的商業籌劃。現時南丫島已建有發電廠，故此區內未來發展會考慮使用電力為主要能源供應。當局亦會繼續探討其他燃料供應和存放的安排。

有委員關注南丫石礦場的發展有沒有足夠的醫療服務。顧問公司指出研究地點將設有社區健康中心，以加強索罟灣整體的醫療服務，但由於現有及新增人口未能達到興建一所醫院的最低人口要求，因此該處將不會興建醫院。

有委員詢問社區健康中心的營運模式。規劃署及顧問公司解釋社區健康中心將採用私營模式，即交由非牟利組織或機構營運，以提供醫療服務。

有委員認為如果只靠榕樹灣的足球場作為直升機坪作緊急救援用途的話，就會對前南丫石礦場發展的居民不公平，認為研究地點應設有直升機坪。規劃署表示已諮詢相關部門，認為不需在研究地點設直升機坪，但規劃署會再向部門反映居民的訴求。

有委員關注人工湖的水質是否衛生，質疑該處的黑色死水不適宜進行水上活動。顧問公司解釋根據水質研究報告，人工湖收集的山水會與海水交流，人工湖內亦有小魚，其水質亦合符水上活動的標準，香港基督教青年會的活動中心現於該處進行水上活動。

2. 研究地點的交通配套

有委員關注對外交通的配套設施，並指出前南丫石礦場的發展將增加來往索罟灣和香港仔的人流，擔心香港仔的街渡碼頭不足以應付；同時，委員亦擔心於假日，當有大量遊客到南丫島時，中環四號碼頭附近的交通配套將不能應付來往索罟灣的新增人流。因此，委員詢問政府是否需要擴建香港仔及中環的碼頭。

根據已完成的交通影響評估報告，顧問公司指出未來來往中環及研究地點的交通，將佔整體交通量約九成，預計只有一成會使用來往香港仔的服務。由於現時來往索罟灣和香

港仔的渡輪服務的載客量只達兩成至三成，因此渡輪服務仍有足夠的載客量應付未來研究地點的發展需求，而香港仔街渡碼頭及中環的碼頭亦不需擴建。

另外，有委員反映於中環四號碼頭外有很多旅遊巴士停泊，曾有南丫島居民乘坐的士到達碼頭後卻不能於碼頭外停車落客，因而錯失航班。顧問公司表示他們會向運輸署反映委員提及的交通情況。

3. 研究地點的房屋安排

有委員詢問於研究地點的擬議居屋發展，會否讓南丫島的本地居民優先入住。很多委員強調前南丫石礦場的發展應能讓南丫島居民受惠，而不是利用南丫島的資源去優待外來的人口。主席認為居民對南丫島的發展有貢獻，如果研究地點的發展不能惠及居民，則十分不公平。

顧問公司表示根據現時政策，居屋申請人需通過入息審查，然後以抽籤形式選樓，因此並沒有優先權。

主席指出，不少於離島區的居屋例如大澳、坪洲及梅窩的居屋都會讓當地居民優先入住。主席和委員均同意，有意申請的南丫島居民應先要符合入息審查資格，但合資格的居民應有優先權購買南丫石礦場的居屋。主席亦表示應由民政署統籌，向北段和南段的鄉事委員會查詢居民對居屋的需求，並整合有關數據，以便規劃署向運輸及房屋局轉達鄉事委員會的訴求。

4. 南丫島整體社區設施及醫療服務

有委員指出，南丫島靈灰安置所只提供大約 500 個靈灰龕位，現時不論原居民或非原居民，只要符合政府規定的資格，即於南丫島住滿 7 年便可申請。有委員擔心，未來增加 5,000 居住人口後，龕位將供不應求，因此要求擴建靈灰安置所。

規劃署及顧問公司指出，現時的政策是死者須獲有關鄉事委員會證明為離島區原居民，或已在離島區連續居住不少於七年的真正居民，或為當地居民的未成年子女，則有資格申請龕位。現時南丫島靈灰安置提供 490 個靈灰龕位，但使用率偏低，現有約 400 個龕位可供配售予合資格人士。鑑於上述申請限制及場地使用情況，預計仍可應付離島居民的服務需求。

多位委員關注榕樹灣的醫療服務不足，未能保障本地居民的安全。現時榕樹灣的門診服務只服務至下午 5 時，居民於晚上出現身體不適或緊急情況時，只能等候直升機救援，大多要於 3 小時後才可到達市區的醫院接受治療。他們要求榕樹灣的診所必須提供 24 小時門診服務，並有醫生當值，以應付居民的緊急情況。規劃署表示他們會向有關部門反映居民訴求。

有委員建議提供緊急車輛通道服務榕樹灣，以及連接榕樹灣和索罟灣，令索罟灣居民在出現身體不適或緊急情況時，可以乘坐緊急車輛到榕樹灣求診。有委員亦指出大坪村曾經有救護車於斜路翻側，司機受傷，但傷者於 45 分鐘後才到達發電站的直升機坪送往急救，最後失救死亡。委員因此建議政府須興建石屎車輛通道連接南丫島南北各區，以方便救援工作，同時亦方便老人家出行。

有委員認為在發展前南丫石礦場前，應先解決南丫島現時整體的安全問題。委員指出現時索罟灣只有球場作臨時緊急直升機升降用途，並沒有正規的直升機坪，也沒有 24 小時駐診醫生，而榕樹灣由健康院至碼頭的緊急車輛通道也遲遲未有進度，南丫南與北之間亦沒有車路連接。若日後人口增加 5,000 人，再加上遊客，整體的救援服務及南北交通連接應該需要加強。

另外，主席表示他們多年來一直爭取改善南丫島北端的北角村碼頭，但政府卻一直沒有進展。建議政府於北角村興建新碼頭，加強南丫北居民的交通配套。

6. 發展前南丫石礦場對榕樹灣的影響

有委員認為，當前南丫石礦場的發展後，將成為南丫島未來的遊客中心點，從而減少榕樹灣對遊客的吸引力，影響榕樹灣的經濟，而研究地點的新住宅供應，亦會吸引租客而影響榕樹灣的樓價和租值。亦有委員擔心新發展將分薄政府對榕樹灣投放的資源，因此政府必須讓榕樹灣的居民受惠，他們才支持項目。

規劃署表示政府是以整體的角度考慮南丫島的旅遊發展，榕樹灣的特色是鄉村式發展，索罟灣的特色是其漁村文化。而前南丫石礦場的發展，將會提供更多旅遊配套設施，例如酒店、水上活動中心及遊客資訊中心等，從而增加南丫島的吸引力，並進一步推動南丫島的整體旅遊發展，令榕樹灣及索罟灣的居民受惠。顧問公司指出，榕樹灣及前南丫石礦場發展的定位各有不同，榕樹灣有其獨特的窄巷小店及前舖後居的鄉村氛圍，而研究地點的發展則較現代化，小村風情相對較少，因此不會影響榕樹灣對遊客的吸引力。

主席認為，前南丫石礦場的建議土地用途及城市設計十分完善，亦有足夠的社區設施，他擔心政府只集中資源投放在研究地點發展。規劃署解釋有關的社區設施，包括圖書館、消防局、警崗、社區健康中心等是為新社區而建議，並不會影響現時南丫島的社區設施

7. 總結

主席表示，南丫島北段鄉事委員會對前南丫石礦場的發展及建議的土地用途表示支持，但強調在發展的同時必須要改善整個南丫島現有社區及照顧現有社區的訴求和需要，讓居民一起分享新發展帶來的好處。

主席、副主席和多位委員表示政府應聆聽居民的訴求：包括於榕樹灣的診所提供 24 小時醫生門診服務、進行填海工程以興建由健康院至碼頭的緊急車輛通道、興建車輛通道連接榕樹灣和索罟灣、讓合資格的居民有優先權購買研究地點內的居屋、處理新增人口對靈灰安置所的安排、以及改善北角村的碼頭。

主席表示秘書將會整合委員訴求的重點，方便部門與有關方面跟進，並希望部門可安排與他們再進行溝通。

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Appendix 5

Minutes of Southern District Council Meeting (Extracted)

**Minutes of the 14th Meeting of the
District Development and Environment Committee (DDEC)
Southern District Council (SDC)**

Date : 31 March 2014
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr CHU Ching-hong, JP (Chairman of SDC)
Mr CHAN Fu-ming, MH (Vice-Chairman of SDC)
Mr LAM Kai-fai, MH (Chairman of DDEC)
Mrs MAK TSE How-ling, Ada (Vice-Chairlady of DDEC)
Mr AU Lap-sing
Mr AU Nok-hin
Mr CHAI Man-hon
Ms CHAN Judy Kapui
Mrs CHAN LEE Pui-ying
Ms CHEUNG Sik-yung
Mr CHU Lap-wai
Mr FUNG Se-goun, Fergus
Ms LAM Yuk-chun, MH
Dr LIU Hong-fai, Dandy, JP
Mr LO Kin-hei
Mr TSUI Yuen-wa
Mr WONG Ling-sun, Vincent
Dr YANG Mo, PhD
Mr YEUNG Wai-foon, MH, JP
Mr Paul ZIMMERMAN
Mr CHAN Chee-wing
Ir Dr CHAN Yuk-kit, James
Dr MUI Heung-fu, Dennis
Mr NG Hoi-shing
Mr YEUNG Wing-yan, Vinson

Secretary:

Miss CHENG Kwan-wai, Vivian Executive Officer (District Council) 2,
Southern District Office, Home Affairs Department

In Attendance:

Ms WAI Yee-yan, Christine, JP District Officer (Southern),
Home Affairs Department

Miss NG Kai-ting, Nettie Assistant District Officer (Southern),
Home Affairs Department

Miss LIN Ming Senior Executive Officer (District Council),
Southern District Office,
Home Affairs Department

Mr CHAN Ip-to, Tony Senior Executive Officer (District Management),
Southern District Office,
Home Affairs Department

Mr CHEUNG Chin-hung, Jason Senior Engineer 4 (Hong Kong Island Division 2),
Civil Engineering and Development Department

Dr LEE Wai-tak, Anthony Senior Environmental Protection Officer (Regional
South) 3,
Environmental Protection Department

Mr CHOW Wing-che District Environmental Hygiene Superintendent
(Southern),
Food and Environmental Hygiene Department

Ms AU Chui-hing, Amy Housing Manager/KWH11,
Housing Department

Ms TAM Wai-chu, Rachel Deputy District Leisure Manager (Southern) 1,
Leisure and Cultural Services Department

Ms LOU Yin-yee, Joanne Senior Estate Surveyor/South (District Lands Office,
Hong Kong West and South),
Lands Department

Miss YIU Yuk, Isabel Senior Town Planner/HK 1,
Planning Department

Attending by Invitation (Agenda Item 2):

Mr HUI Kwok-sun, Eric Assistant Director (2),
Home Affairs Department

Mr CHU Chan-pui, Francis Senior Consultant (Shop Front Extensions),

Ms LO Mei-wan, Sharon	Home Affairs Department Project Manager (Shop Front Extensions), Home Affairs Department
Mr LAM Kam-kong	Senior Superintendent (Operations) 1, Food and Environmental Hygiene Department
Mr WONG Kin-yee, Thomas	Superintendent of Police (Operations Wing), Hong Kong Police Force
Mr LAM Sui-kwong	Ch. Land Ex/Control (Village Improvement and Lease Enforcement and Control Section), Lands Department
Mr TONG Pak-yu, Simon	Chief Estate Officer (District Lands Office, Hong Kong East, West and South), Lands Department
Mr CHOI Sheung-ming	Senior Structural Engineer/F4, Buildings Department

Attending by Invitation (Agenda Items 3 & 4):

Ms Emily MO	Assistant Commissioner for Tourism 2, Tourism Commission
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission
Mr CHAN Chung-ming, Damien	Senior Estate Surveyor/Special Duties, Lands Department
Dr Allan ZEMAN	Chairman, Ocean Park Corporation
Mr Tom MEHRMANN	Chief Executive, Ocean Park Corporation
Mr Matthias LI	Deputy Chief Executive, Ocean Park Corporation
Mr Arthur WONG	Project Development Director, Ocean Park Corporation
Mr Allan CHEUNG	Project Manager of Design and Planning, Ocean Park Corporation
Mr Stephen CHENG	Executive Director, Aedas Limited
Mr Edmund KWOK	Associate Director, MVA Asia
Mr Eric CHING	Principal Environmental Consultant,

Mott MacDonald

Attending by Invitation (Agenda Item 5):

Ms KIANG Kam-yin, Ginger District Planning Officer/HK,
Planning Department
Ms TAM Kwai-fan, Irene Engineer/Southern & Peak 1,
Transport Department

Attending by Invitation (Agenda Item 6):

Miss CHU Suk-ling, Rachel Environmental Protection Officer (Mobile Source)31,
Environmental Protection Department
Mr LAU Wing-fu OC District Traffic Team (Western),
Hong Kong Police Force

Attending by Invitation (Agenda Item 7):

Mr WU Kou-qing Marine Officer/Licensing & Port Formalities (3),
Marine Department
Mr TAM Wai-man Senior Assistant Shipping Master/South,
Marine Department

Attending by Invitation (Agenda Item 8):

Miss CHEUK Hau-kwan, Elsa Chief Town Planner/Special Duties,
Planning Department
Mr LO Kwok-chung, David Chief Engineer/Islands,
Civil Engineering and Development Department
Ms Theresa YEUNG Project Manager (Planning),
Ove Arup & Partners Hong Kong Ltd.
Mr LEE Wai-lam Planner,
Ove Arup & Partners Hong Kong Ltd.
Mr Ray TANG Senior Engineer (Traffic & Transport),
Ove Arup & Partners Hong Kong Ltd.
Ms Jade TANG Engineer (Marine),
Ove Arup & Partners Hong Kong Ltd.

Attending by Invitation (Agenda Item 9):

Mr LEE Yin-kwong, Martin Senior Geotechnical Engineer/Design 2,
Civil Engineering and Development Department
Mr TAM Chung-chiu Senior Geotechnical Engineer/Works,

Mr YEUNG Tin-lun

Civil Engineering and Development Department
Geotechnical Engineer/Design 24,
Civil Engineering and Development Department

Attending by Invitation (Agenda Item 11 – Follow-up Item 1):

Mr WONG Yat-kong

Senior Engineer/SCL 4,
Highways Department

Mr Kelvin WU

Senior Liaison Engineer,
MTR Corporation Limited

Ms Floran LEE

Public Relations Manager – Projects & Property,
MTR Corporation Limited

Attending by Invitation (Agenda Item 11 – Follow-up Item 2):

Mr WAI Yiu-chung

Senior Engineer/Sewerage Projects 4,
Drainage Services Department

Mr FOK Chi-sum

Engineer/Sewerage Projects 23,
Drainage Services Department

Opening Remarks:

The Chairman welcomed Members and government representatives to the meeting.

2. The Chairman said that to facilitate smooth proceeding of meeting, according to Order 15(3) of the SDC (2012-2015) Standing Orders, all persons attending or sitting in the meeting should switch off all devices which might emit sound, and should not use any telecommunications devices for conversation during the course of the meeting. Each Member would be allotted a maximum of two 3-minute slots to speak in respect of each agenda item.

Agenda Item 1: Confirmation of the Draft Minutes of the DDEC Meeting Held on 17 February 2014

3. The Chairman said that prior to the meeting, the draft minutes of the 13th meeting had been circulated to all Members and relevant government department representatives. The Secretariat had not received amendment proposals so far.

~~(Post-meeting note: The Secretariat wrote to THB to reflect the above views on 13 May 2014.~~

~~In addition, the Secretariat has emailed the supplementary information provided by MD on meeting with fishermen and yacht owner representatives for Members' reference on 23 May 2014. Relevant information is at Annex I.)~~

~~(Mr FUNG Se-goun left the meeting at 8:05 p.m.)~~

Agenda Item 8: Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study (Stage Two Community Engagement)
(Item raised by Planning Department and Civil Engineering and Development Department)
(DDEC Paper No. 16/2014)

72. The Chairman welcomed the following departmental and corporate representatives to the meeting:

Planning Department (PlanD)

- Miss CHEUK Hau-kwan, Elsa, Chief Town Planner/Special Duties

Civil Engineering and Development Department (CEDD)

- Mr LO Kwok-chung, David, Chief Engineer/Islands

Ove Arup & Partners Hong Kong Ltd.

- Ms Theresa YEUNG, Project Manager (Planning)
- Mr LEE Wai-lam, Planner
- Mr Ray TANG, Senior Engineer (Traffic & Transport)
- Ms Jade TANG, Engineer (Marine)

73. Mr LEE Wai-lam, with the aid of the PowerPoint (Reference Paper 6), briefly introduce the latest progress of the Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island (Study Area) – Feasibility Study (Feasibility Study).

74. Mr CHAN Fu-ming, MH, Mr CHAI Man-hon, and Mr Paul ZIMMERMAN raised

comments and enquiries as follows:

- (a) whether the ferry service between the Study Area and Aberdeen would be provided by the existing ferry companies, or subject to re-tender in the future;
- (b) the boarding and disembarkation point of ferry services at Aberdeen might have some impacts to the Southern District, Members would like to know which pier/landing steps in Aberdeen the new ferry route would use;
- (c) Aberdeen and Ap Lei Chau had attractions of its own. For Lamma Island residents' shopping at Aberdeen or for interchange for MTR SIL(E) at Ap Lei Chau, it was proposed that ferry service should be extended to serving between the Study Area and Ap Lei Chau in addition to Aberdeen;
- (d) since breakwater facilities had not been planned for the proposed new ferry terminal ("new terminal"), with the severe turbulence, once the tropical cyclone warning was issued and, the ferry service would have to be suspended. There were concerns about residents could not get back to Lamma Island in time. In addition, the relevant departments planned to make the Study Area a seaside town similar to Discovery Bay, water transportation would be essential. It was expected some residents would also have vessels in future, so breakwater facilities were necessary for residents' safe mooring of vessels and to ensure the safety of local water sports and water transport. Opposition from local fishermen and demand for compensation for their fish culture farms might be the reason why relevant departments failed to provide breakwater facilities for the new terminal. The existing planning simply failed to take into account the actual needs of the future residents, so he opposed to the plan and the environmental impact assessment; and
- (e) in the development of new towns in the past, the relevant departments lacked overall planning on buildings, and the design of buildings were of a wide variety and disorganised. It was hoped that overall design of the Study Site should be commenced at the early stage, such as standardising the height, density, facade design, etc.

75. Miss CHEUK Hau-kwan responded that, for preservation of the ridgeline, buildings in the Study Area would adopt a stepped height profile ascending from the coast to the hillslopes. As for the appearance of the buildings, further consideration would be given in future when formulating on the development details with the developer. Members' views on building design would be considered at the next stage.

76. Mr Ray TANG responded that, according to the survey data, the current patronage of ferry service between Sok Kwu Wan and Aberdeen during peak hours remained low, so it

would be able to accommodate the additional passenger demand in future. Having consulted TD, the Consultants considered that there was no need to provide additional ferry service for the Study Area.

77. Ms Jade TANG responded to Members' comments and enquiries as follows:

- (a) at present, the ferry service between Aberdeen and Sok Kwu Wan was provided by Chuen Kee Ferry. The Consultants had discussions with Chuen Kee Ferry on the feasibility of extending the ferry service to Ap Lei Chau, but it was found that the aforesaid proposal would affect the traffic conditions of Aberdeen Typhoon Shelter (ABDTS). It was noted that the Committee discussed the issue of insufficient space in ATS space in an earlier agenda. MD was also concerned about the safety of providing new ferry service at ABDTS and had reservations to the proposal;
- (b) it was technically feasible to set up a landing point in Aberdeen or Ap Lei Chau, but apart from MD's views, TD would have to review whether there was space for the construction of a pier. In addition, the existing navigation channel of ABDTS was too narrow for existing ferries of Chuen Kee Ferry to pass through. Hence, the proposal would also involve safety issues. Taking the current usage of ABDTS, the proposal was not feasible and the consultants had to carry out further study ;
- (c) TD had the jurisdiction on the renewal of the licence of the existing ferry operator Chuen Kee Ferry. It was not within the scope of this Feasibility Study;
- (d) based on the assessment, the wave conditions at the location of the refuse transfer facilities pier (RTF Pier) would be severe at times of typhoon seasons. However, the proposed ferry pier to the west of the RTF Pier would remain safe for berthing under the typhoon signal no. 3. In any case, all ferry services in Hong Kong would be suspended after the typhoon signal no. 8 was hoisted; and
- (e) the Initial Options developed under the Stage One Community Engagement had suggested a marina to be built at the Study Area. Owing to overwhelming public objections to the marina proposal received, the marina development was deleted in the draft Recommended Outline Development Plan (RODP) in this Stage Two Community Engagement.

78. Mr Paul ZIMMERMAN indicated that vessel owners must moor their vessels in areas with breakwater facilities in order to comply with the terms and conditions of insurance. Being located at a coastal location, the Study Site should provide vessel mooring facilities to cater the local needs. He considered the draft RODP lacked an overall planning and had doubts on the feasibility of the plan.

79. Miss CHEUK Hau-kwan responded to Members' comments and enquiries as follows:

- (a) PlanD and CEDD had consulted the public on the three initial land use options during the Stage One Community Engagement in early 2013, including marina development at the coastal area to the south of the Study Site. However, majority expressed concerns that the marina development would be associated with luxurious residential development and have adverse impacts on the existing fish culture zones. Taking into account the public views and comments, the marina development was not pursued in the draft RODP;
- (b) the Study Site relied on marine transport and the ferry pier was preferred to be located at the centre of the Study Site. The L-shaped ferry pier was designed to facilitate vessel mooring to the west of the pier and to minimise the impacts of severe wave conditions at times of typhoon seasons. According to the Consultant's findings, the new ferry pier was safe for vessel mooring and the option was also supported by MD; and
- (c) landing steps were provided on both sides near the new ferry pier. The ferry pier design satisfied the safety standards of relevant departments.

80. The Chairman was aware of Mr. Paul ZIMMERMAN's concerns on the marina development and he suggested Mr. Paul ZIMMERMAN to raise concerns directly to the relevant departments after the meeting. Meanwhile, the Chairman pointed out that Mr. Paul ZIMMERMAN had in-depth knowledge on marina related development and therefore his inputs were crucial. The Chairman urged the relevant government departments to liaise with Mr. Paul ZIMMERMAN after the meeting which would be beneficial to the development plan.

81. The Chairman concluded that the Committee was pleased to see the smooth implementation of the Study, but was concerned about the possible traffic impacts on the Southern District to be arisen from the population intake from the future developments. It was hoped that relevant departments should consult SDC if any issues relevant to the Southern District arise during the Study process, such as construction of the ferry pier and the formulation of ferry service frequency.

Appendix 6

Minutes of Islands District Council Meeting (Extracted)

(Gist Translation)

Summary of Minutes of Meeting of Islands District Council

Date : 28 April 2014 (Monday)
Time : 2:00 p.m.
Venue : Conference Room, Islands District Council, 14/F., Harbour Building,
38 Pier Road, Central, Hong Kong.

I. Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study (Stage Two Community Engagement)

A representative of the Planning Department and a representative of the consultant respectively introduced the contents of the paper, and the planning and design concepts of the draft development plan.

A member said that he and residents of Lamma Island were supportive of the development plan. However, he was very concerned that the Planning Department took into consideration only the planning of the newly development area, and there was no overall planning for Lamma Island. It did not consider whether the development and ancillary facilities of surrounding areas and villages would be able to cope with the newly added population of 5 000 people. The existing north-south passageway on Lamma Island was very narrow and emergency vehicles could hardly pass through. He worried that the passageway would not be able to meet the demand of future population growth. He urged the Planning Department to include the road network on Lamma Island into the plan. He also hoped that the proposals raised at the Lamma North Rural Committee meeting held on April 6 would be followed up on. Residents worried whether existing community facilities at Sok Kwu Wan would be moved to the new development area, and he was concerned of marginalization of Sok Kwu Wan in the future. He said that the Government should take a holistic view of Lamma Island as a whole in allocating resources. If there was third phase consultation, he hoped that the Department would conduct planning to meet residents' demands.

A member said that she welcomed the development plan of the Ex-Lamma Quarry Area. She hoped that the Government would make use of the opportunity to conduct planning on Lamma Island anew, so that public facilities in the new development area and old areas would complement each other. The north-south passageway on Lamma Island was too narrow for emergency vehicles to pass through. While she welcomed the establishment of a fire station in the new development area, there should be a satisfactory road network linking the old areas. She also hoped that medical services on the island would be improved.

The Chairman welcomed the development plan of the Ex-Lamma Quarry Area. He said that the planning of ancillary facilities in the vicinity of the new development area was less than satisfactory. When the consultant visited the rural committees on the island, residents had expressed their wishes of improving the road network and community facilities. He said that their demands were reasonable. He reiterated that not only the new area should be developed, but the surrounding areas as well.

The representative of the Planning Department responded as follows:

- a. The demands of improving medical services and road network would be related to policy bureaux and departments concerned.
- b. There would be a new pier in the new development area to provide for ferry services. The existing ferry service of the “Central-Sok Kwu Wan” route would not be affected. Arrangement for ferry service between Sok Kwu Wan and new development area would be explored in detail in the following stage.
- c. New community and welfare facilities would be provided in the new development area to meet the demands raised by residents in the first stage of consultation. The authorities currently had no plan to relocate the community facilities of Sok Kwu Wan. The Planning Department would conduct planning of community facilities on Lamma Island as a whole.

The Vice-chairlady welcomed the development plan and hoped that the needs of old areas would also be taken into account. She concurred that

inter-departmental studies should be conducted so that overall improvement of facilities could be achieved. If planning of surrounding areas could be improved as well, residents would welcome the development plan. She hoped that requests of residents would be met in the following stage of consultation.

II. Tai Ho Development Permission Area Plan and Amendments to Lamma Island and Cheng Chau Outline Zoning Plans

A representative of the Planning Department said that Lamma North Rural Committee had handed in a written submission in support of the amendments to Lamma Island Outline Zoning Plan (OZP).

A member said that he had no comment on Amendment Item A in the Cheung Chau OZP and he supported the Amendment Item B2. However, he objected to Amendment Items B1, B3 and C. He said that the land lots of “Residential(Group C)7” and “Residential (Group C)8” were far away from Cheung Chau Pier. Existing neighbouring flats were mostly used as vacation houses, thus he opined that the change of land from “Government, Institution and Community(4)” use to residential use would only provide holiday facilities for corporates or the wealthy, and it would not be helpful in increasing land and housing supply. If the land lots were to be sold with neighbouring lands for construction of private houses, transportation of building materials would be problematic as roads leading to the site were narrow. As such, he objected to the three amendments mentioned above.

A member criticized that the designation of Tai Ho as a “Site of Special Scientific Interest” (“SSSI”) was tantamount to robbing personal land and property. He thus strongly objected to the Tai Ho Development Permission Area Plan.

A member read out a submission from villagers of Pak Mong, Ngau Kwu Long and Tai Ho, stating their objection to the Tai Ho Development Permission Area Plan. The villagers were not satisfied that the Plan had not taken into account their needs, and that very little land was designated for small houses. Villagers were also dissatisfied that Wong Kung Tin was not designated as “Village Type Development”. They opined that designation of “SSSI” would deprive land owners of the right to develop and use their land. The “Notes” stated that the villagers did not object to

Appendix 7

Minutes of Land and Development Advisory Committee (Planning Sub- committee) Meeting (Extracted)

Minutes of the
86th Meeting of the Planning Sub-Committee (PSC) of
the Land and Development Advisory Committee (LDAC)
held on 14.5.2014 (Wednesday) at 2:15 a.m.
in Room 1707, 17/F, North Point Government Offices

Present :	Mr. K. K. Ling	D of Plan (Chairman)	
	Mr. Ma Kim-see	AAP	
	Ir. Siu Yin-wai	HKIE	
	Ms. Susan Leung	HKIA	
	Mr. Edwin Tsang	HKIS	
	Mr. P. Y. Tam	HKIP	
	Mr. Alexander Duggie	HKILA	
	Mr. Shuki Leung	REDA	
	Mr. James Fan	REDA	
	Ir. Yu Sai-yen	HKCA	
	Mr. Alan Lo	CES/HQ, LandsD	
	Mr. H. M. Wong	PEPO (SA), EPD	
	Ms. Portia Yiu	SPO/6, HD	
	Mrs. Maggie Lam	TS, PlanD (Secretary)	
In attendance:	Miss Elsa Cheuk	CTP/SD (Atg.), PlanD	} PSC Paper No. 1/2014
	Mr. David Lo	CE/Islands, CEDD	
	Ms. Theresa Yeung	Consultant	
	Ms. Polly Mok	Consultant	
	Mr. Barton Leung	Consultant	
	Mr. David Lam	CTP/SP (Atg.), PlanD	PSC Paper No. 2/2014
Absent with Apologies :	Miss Ophelia Wong	DD/D, PlanD	
	Ms. Phyllis Li	DD/T, PlanD	
	Mr. Kepler Yuen	AS (Cross-boundary)1, DEVB	
	Mr. Edward Li	STP/TPU, CEDD	

1. Introduction

- 1.1 The Chairman welcomed members to the meeting. The meeting also noted that Miss Ophelia Wong DD/D and Ms. Phyllis Li DD/T of PlanD, Mr. Kepler Yuen of DEVB and Mr. Edward Li of CEDD had apologized for not being able to attend.

2. Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island - Feasibility Study – Stage Two Community Engagement (CE) **(PSC Paper No. 1/2014)**

- 2.1 The Chairman welcomed representatives of PlanD, CEDD and the consultants attending the meeting and invited Miss Elsa Cheuk to brief members on the item. Miss Elsa Cheuk said that the purpose of the paper was to brief members on the public views on the initial land use options collected in Stage One CE and to seek their views on the draft Recommended Outline Development Plan (RODP). She said that the Stage One CE was held from 7 December 2012 to 6 February 2013. Of the three initial options under two land use themes (i.e. “Housing” and “Tourism plus Housing”), the “Tourism plus Housing” was well received by the public. It formed the basis for the formulation of the RODP. She then invited the Study Consultants to brief members on the proposal.
- 2.2 With the aid of PowerPoint, Miss Theresa Yeung summarized the comments received at Stage One CE and highlighted the features in the proposed RODP. She said that there was a general support to developing the Ex-Lamma Quarry site by optimising the available land resources with the provision of necessary GIC facilities to meet the community need. The natural environment including the ridgeline and existing woodland should be preserved while the existing man-made lake which was a unique feature at the Study Site should be retained. The “Tourism plus housing” option was supported, but marina development

was objected. There were concerns on the environmental and ecological impacts to the natural environment and the adjoining fish culture zones. The local community had requested to expedite implementation of the Study Site. On the urban design concept, she said that there were stepped building height profile with subsidized housing of higher density at the back and private housing development at its front. Three visual corridors were proposed to preserve the ridgeline and the natural backdrop. Residential development were planned at the southern part providing 1200 private and 700 subsidised housing units for a planned population of 5000 while community facilities including library, community health centre and social welfare facilities were planned and provided for both the existing and planned population. In the north eastern part, a hotel, an outdoor recreation centre and a water sports centre at the man-made lake were proposed for visitors and public enjoyment to enhance the tourism and recreation potentials. On connectivity, a new ferry pier would be developed at the centre of the Study Site catering for the extension of the existing ferry services. Pedestrian footpaths and a continuous cycle track network would be provided to encourage walking and cycling within the Study Site. Connection to the Lo So Shing would also be provided.

Discussion

- 2.3 The Chairman thanked the Consultants for giving the presentation. He invited members to comment on the proposal. Ir. Siu Yin-wai commented that the Study site was a waterfront site and opportunity for water sport facilities was readily available. He asked the reasons for keeping the lake for providing water sport facilities. He suggested that the lake should be filled and formed for housing development to meet the prevailing policy directive of increasing housing land supply.
- 2.4 Mr. Alexander Duggie said that comments had been provided to the Study Consultant when the PSC members were consulted during the

Stage One CE of the Study. He requested Consultants to respond to their previous comments.

- 2.5 Mr. Ma Kim-see commented that the road linkage should be improved and designed as a loop to facilitate circulation. He also asked if any clinical facility would be provided in the Study site.
- 2.6 Mr. Edwin Tsang opined that with the Government general policy to increase the plot ratio, it should strive to increase the population of the Study Site. The planned population of 5000 was too small to support the development and the proposed shopping centre. As for the proposed hotel site, the location was undesirable as it was located far away from the ferry pier and was close to utility facilities including sewage treatment works and refuse transfer facilities. He further said that given the relative small size of the Study site, the whole development should be considered to be carried out by one single developer for comprehensive development.
- 2.7 Ms. Susan Leung commented that the Study site was remote and inaccessible which would incur high transportation cost. She thus had reservation on the proposed subsidized housing development.
- 2.8 Mr. Shuki Leung commented that Lamma Island was a popular tourist destination, but its facilities had been informal and substandard. The Study site with an area of 34 ha should be used to upgrade and modernize its tourist facilities to increase its tourism potential and attractiveness. He further said that the commercial provision of about 1m² per planned population might be enough for the local community. But if it was to increase its attractiveness as a tourist destination, the commercial element and connectivity needed to be enhanced and strengthened.
- 2.9 Mr. PY Tam said that the HKIP had given their comments at the Stage One CE and requested that the Study Consultant should address and

respond to their comments. He noted that in the RODP, the recreational potential of the Study site was maximized, and a total population of 5000 was proposed. The RODP was not much different from the previous proposal in Stage One CE.

- 2.10 Mr. James Fan opined that the proposed hotel which seemed to target at the local population could not be attractive and would be difficult to be commercially viable.
- 2.11 The Chairman said that the diverse views of members had reflected the complexity of the Study Site. The scale of the development was constrained by the infrastructure capacity particularly the water supply. The location of the proposal public housing site was not that remote as it would only take 20 minutes ferry ride to Aberdeen. The public housing would be subsidised housing but not public rental housing. It was supported from strategic viewpoint to provide residential development in the Study Site. The proposed 5000 population was generally acceptable to the public as revealed from comments received. The proposed hotel development for visitors and locals would further enhance the recreational potential of the Study Site. The proposals to preserve the lake and better use of existing natural resources were to meet the public aspiration gathered at the Stage One CE. The water sport facilities in an inshore lake would be different from those provided at the waterfront.
- 2.12 Miss Theresa Yeung advised that with the increased population, it was possible for the existing ferry operator to increase the frequency of ferry services to serve the Study Site. She said that pedestrian linkage would be provided to connect the Study Site with the existing old town in Lo So Shing and Sok Kwu Wan. For connectivity, there would be a 600 meter access road running from east to west and public landing steps on both sides of the ferry pier for berthing of private boats.
- 2.13 Miss Elsa Cheuk supplemented that the public generally supported the

development on the Study Site by optimizing the available land resources and retaining the man-made lake in order to avoid adverse impact to the local environment. The proposed “Tourism plus Housing” theme and the proposed population of 5000 was generally considered acceptable with the expectation of providing enhanced transport services and community facilities. The locals requested for the provision of subsidized housing in the area. Some members of the public also raised the concerns on the adverse impacts to the environment and rural character of the Island. After balancing the views collected and taking into account the technical assessments and constraints, the RODP with more diversified land uses including medium to low density residential development to suit the island setting was formulated. Car-free environment and a stepped height profile in the design concept were preferable to protect the visual character and natural resources. It was noted that the public would not favour a single developer for the development, and implementation details would be considered at later stage. In order to meet requests for more affordable recreational uses for public enjoyment and further enhance the attraction for tourists, more recreational and tourist facilities were proposed including the tourist information centre, water sports centre and outdoor recreation centre and landing steps for the hotel etc. Besides, over 1 ha of land would be reserved for commercial use. The Lamma Hub which would include an open-air entrance plaza of over 3000m² would serve as a gathering point for holding public events. For the hotel development, it would be of 6-storey providing about 260 hotel rooms. On the location of utility facilities next to the hotel site, the area of about 2.5 ha had allowed flexibility in the design. Mr. David Lo further explained that the sewage treatment works and refuse transfer station needed marine access and their location proposed at the north eastern part of the Study Site could provide a more direct marine access and thus was considered suitable.

- 2.14 The Chairman thanked members for their valuable comments and requested the Study team to take into consideration their views in refining

the recommended development proposals and come up with a balanced scheme. He also thanked the representatives of PlanD, CEDD and the consultants for attending the meeting. They all left the meeting at this juncture.

~~3. Lantau Development (PSC paper 2/2014)~~

3.1 The Chairman welcomed representatives of PlanD. He said that the Lantau Development Advisory Committee had recently been set up to provide advice on the economic and social development strategy for development in Lantau. To let members have an overview of the development in Lantau, he invited Mr. David Lam to brief members on the latest major infrastructure, projects, proposals and studies being undertaken in Lantau.

3.2 With the aid of PowerPoint, Mr. David Lam briefed members on the existing developments, opportunities and considerations in developing Lantau. He said that Lantau due to its geographic advantage with proximity to the main urban area and traditional CBD, had potential for another CBD through provision of strategic transport infrastructure connecting the main urban area with Lantau. Endowed with rich natural and cultural assets, it needed to balance between conservation and development. He continued and said that the central waters which were less ecologically sensitive had potential for sizable reclamation, but needed to consider the existing ports and the implications of reclamations on port operation and marine traffic and safety. There were other environmental considerations including the NEF25 and air/noise pollutions along the north shore, the capacity of existing infrastructures and the aviation related height restriction etc that needed to be addressed.

3.3 On the ongoing and planned projects in Lantau, Mr. David Lam said that the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) ~~scheduled for completion in 2016 would substantially reduce the~~

Appendix 8

Minutes of Legislative Council Panel on Development (Extracted)

立法會
Legislative Council

LC Paper No. CB(1)12/14-15
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of special meeting
held on Monday, 7 July 2014, at 2:30 pm
in Conference Room 1 of the Legislative Council Complex

Members present : Dr Hon LAU Wong-fat, GBM, GBS, JP (Chairman)
Hon Tony TSE Wai-chuen, BBS (Deputy Chairman)
Hon CHAN Kam-lam, SBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-yeet, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP

Hon Alice MAK Mei-kuen, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

Members absent : Hon James TO Kun-sun
Hon Emily LAU Wai-hing, JP
Hon CHAN Han-pan, JP

Public officers attending : **Agenda item I**

Mr Eric MA Siu-cheung, JP
Under Secretary for Development
Development Bureau

Mr Kevin CHOI
Principal Assistant Secretary (Planning & Lands)²
Development Bureau

Ms Christine TSE Kin-ching
Assistant Director of Planning/Special Duties
Planning Department

Miss Elsa CHEUK Hau-kwan
Chief Town Planner/Housing & Office Land Supply
Planning Department

Mr Bosco CHAN Bun-pui
Deputy Project Manager (HK Island & Islands)
Civil Engineering and Development Department

Mr David LO Kwok-chung
Chief Engineer/Islands
Civil Engineering and Development Department

Agenda item II

Mr Eric MA Siu-cheung, JP
Under Secretary for Development
Development Bureau

Mr Michael CHAN
Principal Assistant Secretary (Planning & Lands)5
Development Bureau

Ms Amy CHEUNG Yi-mei
Assistant Director of Planning/Territorial
Planning Department

Mr IP Wing-cheung
Chief Engineer/New Territories 1
Civil Engineering and Development Department

Agenda item III

Mr WONG Chung-leung
Principal Assistant Secretary (Works)3
Development Bureau

Dr Richard PANG Pui-loi, JP
Deputy Head of Geotechnical Engineering Office
(Mainland)
Civil Engineering and Development Department

Agenda item IV

Mr WONG Chung-leung
Principal Assistant Secretary (Works)3
Development Bureau

Mr LEE Kwong-ming
Assistant Director/Finance & Information Technology
Water Supplies Department

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)6

Staff in attendance : Mr Anthony CHU
Senior Council Secretary (1)6

Mr Fred PANG
Senior Council Secretary (1)8

Ms Christina SHIU
Legislative Assistant (1)6

Action

I Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island -- Feasibility Study: Stage 2 Community Engagement and Draft Recommended Outline Development Plan

(LC Paper No. CB(1)1456/13-14(06) -- Administration's paper on Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island -- Feasibility Study: Stage Two Community Engagement

LC Paper No. CB(1)1456/13-14(07) -- Paper on future land use of the Ex-Lamma Quarry Area at Sok Kwu Wan of Lamma Island prepared by the Legislative Council Secretariat (Background brief))

Relevant papers

(LC Paper No. CB(1)1491/13-14(06) -- Submission from Lamma Island Concern Group dated 17 May 2014

LC Paper No. CB(1)1531/13-14(01) -- Submission from Eco-Education & Resources Centre

LC Paper No. CB(1)1531/13-14(02) Submission from South Lamma Concern Group
LC Paper No. CB(1)1531/13-14(03) Submission from Living Lamma dated 26 May 2014)

Under Secretary for Development ("USDEV") briefed members on the background of the Stage One Community Engagement ("CE") on the Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island - Feasibility Study ("the Study") and the draft Recommended Outline Development Plan ("RODP"). The Stage Two CE on the draft RODP had started on 14 March 2014 and ended on 17 May 2014. With the aid of a powerpoint presentation, Chief Town Planner/Housing & Office Land Supply, Planning Department, highlighted the salient points of the major views collected during the Stage One and Stage Two CE, as well as the planned population, housing mix and development parameters proposed in the draft RODP.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1760/13-14(01) by email on 8 July 2014.)

The draft Recommended Outline Development Plan

2. Mr LEUNG Che-cheung expressed support for conducting the Study to explore increasing housing land supply at the ex-Lamma Quarry site ("the Site"). However, he considered the proposed mixed development of subsidized and private housing as well as tourism facilities under the draft RODP undesirable. He was concerned whether residents of the subsidized housing units could afford the high ferry fares and whether the new ferry services would be financially viable, given that the number of the new population would only be around 5 000. As regards tourism, taking in view that only 260 hotel rooms would be provided, he enquired whether the target group was local people or overseas tourists. He suggested that small inns targeting local people could be planned at the Site. He also asked if the Site could provide a marina for berthing of pleasure yachts.

3. Assistant Director of Planning/Special Duties, Planning Department ("AD/PlanD(SD)"), explained that the "Tourism plus Housing" land use theme and the housing mix proposed under the draft RODP was arrived at after considering the public views received during the Stage One CE. The man-made lake and a two-hectare area would be used for recreational purposes. Eco-tourism could also be organized for visitors to learn more

about Lamma Island. As regards tourism facilities, the industry had expressed the view that Hong Kong lacked resort hotels. In this connection, it was proposed that the Site would provide such hotels for both local people and overseas tourists.

4. Dr CHIANG Lai-wan supported the conduct of the Study to explore increasing housing land supply. She called on the Administration to take a cautious approach in developing Lamma Island, which had the advantage of being close to the urban areas and had retained a natural undeveloped environment. The Administration should have a clear objective in developing the Site. She expressed concern that under the "Tourism plus Housing" land use theme proposed under the draft RODP, it might be difficult to plan transport links and commercial activities for the area. She suggested that while the northern part of Lamma Island could be developed for housing, the southern part should be conserved for retaining the natural environment or used as an eco-park.

5. Principal Assistant Secretary (Planning & Lands)2, Development Bureau, said that the Administration would strive to conserve and protect the natural environment at the southern part of Lamma Island, which had a higher conservation value. For the northern part, the 5 000 existing residents could not form a critical mass at present to support new transport services. The Administration considered that developing the Site for housing, tourism and recreational purposes could achieve a balance and enhance the vibrancy in the northern part of Lamma Island, particularly in Sok Kwu Wan. Public views received during the Stage One CE also supported that tourism development at the Site should include leisure elements for both local and overseas visitors.

6. Dr Fernando CHEUNG noted that during the Stage One CE, Option 2 (i.e. housing for a population of 2 800) had the most support but housing for a population of 5 000 was proposed under the draft RODP. He queried about the rationale behind the proposal. He also pointed out that a lot of public views supported developing the Site into an eco-park.

7. AD/PlanD(SD) acknowledged that during the Stage One CE, majority of the views supported the land use theme of Option 2, i.e. housing and tourism, with a population of 2 800. However, there were also views, including those from Sok Kwu Wan residents, that the new population figure was too low and suggesting that the population should be increased so as to provide more housing and community facilities at the Site. Responding to Mr Gary FAN's enquiry, she advised that the 500 submissions received

during the Stage One CE had been uploaded onto the dedicated website for the Study.

8. Dr Fernando CHEUNG was not convinced by the Administration's explanation and considered that the Administration did not respect the majority view received during the Stage One CE. He opined that increasing the new population to 5 000 would only allow more luxurious properties to be provided at the Site.

Developing an eco-park or a country park at the Site

9. Mr Gary FAN pointed out that the Administration had conducted a 'Planning and Development Study on Hong Kong Island South and Lamma Island' ("the HKIS and LI Study") in the early 2000's and it recommended that the Site be used for recreational purposes. However, all the three land use options put forward during the Stage One CE included housing development. The public had not been given a choice of turning the Site into an eco-park. He asked whether the Administration had already decided that housing must be provided at the Site. With reference to a petition made by a green group, with some 5 000 signatures, requesting that the Site be converted to an eco-park, he asked if PlanD had studied the pros and cons of the suggestion vis-à-vis the housing cum tourism option under the draft RODP.

10. AD/PlanD(SD) said that the HKIS and LI Study commencing in 1998 recommended that part of the Site be reserved for providing sewage treatment facilities under the Strategic Sewage Disposal Scheme, while a recreational and education centre could be created within the Site as an interim land use. Subsequently, the Site was not needed for sewage treatment facilities. PlanD had re-zoned the Site to "Undetermined", pending further studies. The present Study was then started in 2012 to determine the optimal land use for the Site. As stated in the 2013 Policy Address, the Site could be considered for the provision of housing to address the housing shortage problem. Public views received during the Stage One CE also supported that housing development be provided at the Site. Housing, recreational and tourism elements had been included in various options for public consultation. She assured members that the Study had examined whether the Site was suitable for housing and other uses. In reply to Dr Fernando CHEUNG's enquiry on the report of the HKIS and LI Study, AD/PlanD(SD) said that the report was for internal reference and would not be made available to the public.

11. Mr Albert CHAN said that the Administration's established practice for land development was first to set a territorial development strategy before getting down to planning for individual areas and drawing up individual outline zoning plans. He opined that the present multi-pronged approach to increasing land supply had deviated from the established practice. The Administration had set the housing production targets and would indiscriminately use every available site for housing development. Given the ecological and cultural characteristics of the Site, he supported that it should be developed as an eco-park similar to the Eden Project in England. While welcoming the proposal to designate part of the Site for eco-tourism, he said that the Administration's policy had restrained the planning for the Site. He considered that the Administration should focus its efforts on developing a new town which could accommodate hundreds of thousands of people rather than pursuing small-scale housing development at small sites. He said he would only support the Administration to undertake conceptual studies on different development options, including the development of an eco-park, and urged the Administration to adopt an open mind in considering the land use of the Site. He and Miss CHAN Yuen-han suggested that a visit to the Site should be arranged for Panel members.

12. USDEV responded that it was generally accepted by the community that Hong Kong needed land for housing and other purposes. AD/PlanD(SD) said that some elements of the Eden Project, such as eco-tourism, organic farming and environmental education, could be incorporated into the development of the man-made lake and the areas reserved for recreational activities.

13. While appreciating the Administration's efforts made in increasing housing land supply, Miss CHAN Yuen-han stressed the importance for the Administration to give due regard to the unique features of each site in the land development process. To address Sok Kwu Wan residents' request of bringing in more people to the area, she suggested that the Administration could consider alternatives other than housing development to make the best use of the characteristics of the Site. In her view, it was inappropriate for the Administration to start the planning of the Site with the assumption that housing development must be included. Instead, the Administration should compare the economic returns of each of the possible options, including one without housing development. In reply, USDEV said that the Administration would continue to listen to public views on the future land use of the Site.

14. Mr WU Chi-wai cast doubt on whether setting up a community of 5 000 at the Site would have the effect of providing enhanced transport services for residents in Sok Kwu Wan. In his view, consideration could be given to developing a theme park with tourism facilities, similar to the Eden Project, at the Site, and the operator of the park could be required to plan the required transport links. He said that, from the experience of developing public rental housing ("PRH") on outlying islands, it was essential for transport links, community and infrastructure facilities to be planned and implemented well before the population intake.

15. Deputy Project Manager (HK Island & Islands), Civil Engineering and Development Department ("DPM/CEDD(H&I")), said that the Administration had maintained close liaison with Sok Kwu Wan residents on the proposed development at the Site. Low population level in the area had caused the present difficulties for the residents, such as weak external connectivity, inadequate infrastructure and community facilities. The local residents had expressed the view that the provision of housing at the Site would attract more people to the area. AD/PlanD(SD) reiterated that some leisure and recreational elements, including eco-tourism, had been incorporated into the draft RODP to tie in with the local characteristics of Lamma Island. She further advised that the Administration had made reference to the Eden Project in the study process, and it was considered that a theme park would have greater impacts on the local environment as well as the visual and traffic aspects as compared with the current proposal, which was more sustainable and compatible with the area.

16. The Deputy Chairman said that members supported efficient use of precious land resources. Two issues, namely, external connectivity and vibrancy of the local economy, needed to be considered in the planning for the Site. He shared other members' views that adding 5 000 new population to improve the external connectivity of Lamma Island was not a suitable approach for the Site, as the new housing development might not blend in well with the environment of the Site. Given its own characteristics, the Site was more suitable for developing as an eco-park with education facilities to attract visitors and enhance the external connectivity. He expressed concern about the financial viability of the new ferry services to be provided for the future community.

17. Ir Dr LO Wai-kwok said that it was commonly accepted by the community that Hong Kong was in shortage of land for housing and other purposes. It was necessary for the Administration to increase housing land supply to provide housing for the future generations. He suggested that the

Administration should formulate a strategic plan for the development of outlying islands so that housing could be provided at suitable locations and local economies could be vitalised. He opined that developing an eco-park at the Site might not be the best way to bring vitality to the area. Instead, the housing development proposed under the draft RODP could provide a quality living environment for Hong Kong people. He also supported the provision of hotels at the Site.

18. Dr KWOK Ka-ki said that, according to his understanding, Sok Kwu Wan residents had requested more community and medical facilities without agreeing to the proposal to increase the population at the Site to 5 000. In his view, Sok Kwu Wan was attractive due to its serenity and rural setting. He was worried about the impact of over-development at the Site on the area. He was also concerned that, without an adequate provision of schools on Lamma Island, some children of the new population would have to travel daily to the urban areas. While supporting the provision of more housing, he considered that the low-density private housing development proposed under the draft RODP would not help relieve the housing shortage problem. He suggested that the Site be used for eco-tourism and recreational purposes, such as the provision of holiday camps, to benefit the Hong Kong community as a whole. AD/PlanD(SD) remarked that while housing had been included in the various development options to help address needs, the lake and outdoor recreation centre were also proposed to provide a wide range of recreational facilities at the Site, which could be operated as holiday camps by non-governmental organizations.

19. Miss Alice MAK said she understood that the Administration was making lots of efforts to increase housing land supply. However, she considered that the provision of only 700 subsidized housing units at the Site insignificant for solving the housing shortage problem. Moreover, the possible environmental impact to be made by the housing development at the Site could be significant and the private housing might not blend in well with the environment. She suggested that eco-tourism should be adopted as the theme for the development of the Site and youth hostels and holiday camps should be provided. She did not subscribe to the Administration's explanation that the development of a theme park would have a greater environmental impact on the island than the development of housing.

Development cost

20. Mr WU Chi-wai sought information on the site formation cost for the 34 hectares of land at the Site. In reply, DPM/CEDD(H&I) said that future

development would make use of the three existing platforms at the Site. The Administration would only need to provide the basic infrastructure. The relevant cost, not yet available at the present stage, should not be significant.

21. Dr LAM Tai-fai said that the present-term Government faced grave challenges in making land available for housing and other purposes. He supported the Administration's efforts in optimizing land uses to address the housing needs of Hong Kong people. He queried why the Administration did not have an estimate on the development cost for the proposed development project at the Site as the information was essential for members to consider whether the project was cost-effective. He also enquired when the first population intake at the Site would take place.

22. USDEV said that the cost for the project could only be finalized after the development plan had been completed. As most of the land at the Site was Government land, the land development process could be completed in a relatively short time. DPM/CEDD(H&I) supplemented that at this stage, it was envisaged that the first population intake would be around 2021. Dr LAM Tai-fai and Mr WU Chi-wai expressed dissatisfaction about the lack of information on the estimated development cost. Mr WU stressed that the information should be provided to members as soon as possible for their consideration.

External connectivity

23. Mr CHAN Kam-lam supported the conduct of the Study to examine the development of housing land on Lamma Island. In order to relieve the burden posed by ferry fares on the residents of future subsidized housing units to be provided at the Site, he considered it necessary to examine the provision of other direct transport links between Lamma Island and the urban areas. Mr WU Chi-wai opined that the Administration must ensure that the transport links to and from the Site would meet the needs of the residents; furthermore, the fare would be set at a level within the affordability of the residents.

24. DPM/CEDD(H&I) advised that the present ferry route serving Yung Shue Wan, with a population of 5 000, and Central had met the transport needs of the residents. With private housing as well as housing units under the Home Ownership Scheme ("HOS") to be provided at the Site which would accommodate a similar population of about 5 000, he believed that adequate ferry services could be provided.

25. Mr YIU Si-wing was of view that ferry services alone would not be able to meet the transport needs of the future residents at the Site. Given that the residents could only travel between Yung Shue Wan and Sok Kwu Wan on foot or by bicycle, the two ferry routes for Yung Shue Wan and Sok Kwu Wan respectively were not complementary to each other. He opined that the Administration should consider allowing green vehicles to be used on Lamma Island. DPM/CEDD(H&I) said that while Lamma Island would be kept as a car-free zone, the Administration would keep an open mind to exploring the use of green vehicles on the site.

Provision of housing and other facilities

26. Mr CHAN Kam-lam asked if the Study could examine increasing the number of units to be provided, say, for a target population of 10 000, at the Site as well as the impact of the increased development intensity on the environment and transport demand. AD/PlanD(SD) advised that out of the three different options with population of 2 800, 5 000 and 7 000 respectively, the public considered a population of 5 000 acceptable. The Administration also considered an additional population of 5 000 on the island the most appropriate in view of the capacity of the infrastructure, the need for the preservation of the ridgeline, and the adoption of a stepped-height building design. A new population of 5 000 at the Site could also achieve a more balanced development on the island, having regard to the existing population of Lamma Island of 6 000, which concentrated mostly around Yung Shue Wan.

27. Mr LEUNG Kwok-hung was concerned that the 1 200 private housing units and 700 HOS units proposed to be provided under the draft RODP could not address the public's demand for PRH. He asked how the Administration had arrived at the aforesaid proportion between private and subsidized housing.

28. Dr KWOK Ka-ki considered that the plan to provide HOS units at the Site was not practicable, since the high ferry fare would likely be beyond the affordability of the residents.

29. Mr CHAN Kam-lam said that the Administration had to consider if the provision of PRH on Lamma Island was appropriate. Dr LAM Tai-fai asked, in view of the great demand for PRH, whether the Administration had studied if such type of housing could be provided at the Site.

30. USDEV advised that the proposed private-to-subsidized housing ratio was arrived at after consulting local residents and other stakeholders, including the Hong Kong Housing Authority. AD/PlanD(SD) added that during the Stage One CE, the majority of public views received indicated that PRH was considered not suitable for Lamma Island, given that the ferry fare might pose a huge financial burden on PRH residents. Besides, there would only be limited employment opportunities on the island. As Sok Kwu Wan residents had requested that more affordable housing units be provided in the area, 700 HOS units were proposed under the draft RODP. The 1 200 private housing units would provide the public with a choice to live in a leisure and rural environment which was not far away from the urban areas.

31. In reply to Ir Dr LO Wai-kwok's enquiry about the water quality of the man-made lake, DPM/CEDD(H&I) said that as the streams from the hill would replenish the water in the lake, the water quality of the lake could be maintained at a satisfactory level.

32. Given the small scale of the retail facilities to be provided at the Site, Mr YIU Si-wing considered that the visitors to the Site would mainly be local people rather than Mainland tourists. Apart from water sports activities, he suggested that a beach and a cluster of seafood eateries should be provided to enhance the attractiveness of the Site.

33. DPM/CEDD(H&I) advised that a convenient pedestrian path was being considered for connecting the Site to Sok Kwu Wan, where there were already a number of seafood restaurants, to bring vibrancy to the existing economic activities in the area. AD/PlanD(SD) supplemented that the vision for the development of the Site was to create a green sustainable neighborhood which could complement the local character. Paths would also be provided to connect the Site with the hiking trails to Yung Shue Wan. A variety of leisure and recreational facilities would be available at the Site to enhance its attractiveness for the visitors.

34. Dr CHIANG Lai-wan observed that new developments had often neglected the needs of the elderly and their aspiration for a better living environment. In her view, consideration should be given to designating some private housing and subsidized housing at the Site for the elderly, complemented by the necessary community facilities, to address their needs. Holiday houses and camping areas could also be provided for the enjoyment of the general public.

35. Mr LEUNG Che-cheung relayed the views of local village representatives about inadequate medical facilities at Sok Kwu Wan. Despite the Administration's proposal of bringing a new population of 5 000 to the Site, he was concerned that sufficient medical facilities would not be available. Due to the remoteness of Lamma Island, he was also worried that it would be difficult to deploy suitable medical personnel to man the facilities. Dr LAM Tai-fai requested that the Administration should make public the information about medical and communities facilities to be provided at the Site.

36. AD/PlanD(SD) said that under the draft RODP, there would be a community health centre and a service centre including social welfare facilities and library at the Site. Views had been received on extending the service hours of the community health centre to 24 hours daily, if possible. Such requests would be relayed to the relevant department for further consideration.

37. In concluding the discussion, the Chairman requested that the Administration should consider members' views expressed at the meeting.

~~**H Planning and engineering study for housing sites in Yuen Long South -- Investigation -- Preliminary Outline Development Plan and Stage 2 Community Engagement**~~

~~(LC Paper No. CB(1)1456/13-14(08) -- Administration's paper on planning and engineering study for housing sites in Yuen Long South -- Investigation -- Preliminary Outline Development Plan and Stage 2 Community Engagement~~

~~LC Paper No. CB(1)1456/13-14(09) Paper on planning and engineering study for housing sites in Yuen Long south prepared by the Legislative Council Secretariat (Updated background brief)~~

~~38. USDEV briefed members on the background for the Stage 1 and Stage 2 CE under the "Planning and Engineering Study for Housing Sites in Yuen~~

Appendix 9

Gist of Major Comments from Prof. Rebecca Chiu

**Planning and Engineering Study on Future Land Use at
Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study**

**Major Comments of Prof. Rebecca Chiu
(Site Visit on 14 April, 2014)**

Balance in Development and Conservation of existing landscape

Prof Chiu said that the existing rural landscape was an attraction of Sok Kwu Wan and Lamma. However, recognising the need for development, she considered that the recommended proposal was generally a balance between development and conservation.

Built Form

Prof Chiu suggested that the new buildings in ELQ should have features to distinguish them from the urban building, such as the village house type tiled roof so as to retain the local character. She suggested measures to ensure the enforcement of such concept should be incorporated in the Lease, as relying solely on the CDA zoning might not be a desirable means for the control.

Visual quality of the Rock Face

Prof Chiu asked if more landscaping could be provided to the rock faces which was exposed and unsightly, although she also understood that some would like to retain the existing rock faces as a feature.

Connectivity and Accessibility

Prof Chiu was concerned about the connectivity and accessibility of the new development in ELQ with Sok Kwu Wan and considered that a new coastal link to the existing footpath at Lo So Shing would be necessary.

She also supported that enhancing the hiking/walking trails from the ELQ for connecting to other parts of Lamma.

Location of Subsidized Housing

Having understood the reasons for placing the subsidized housing behind the private housing, Prof. Chiu reminded that there should be pedestrian linkage in the NBA area to facilitate residents to reach the pier easily.

Gated Community

Prof Chiu was concerned if the private residential developments would become gated communities as she anticipated that these developments would be fenced off.

Location of the RTS Pier

Prof Chiu expressed concern on the RTS pier encroached onto the natural shoreline and reminded that good explanation should be provided to the green groups. Regarding the desire to keep the RTF away from the resident zone, she considered that the odour of refuse collection could be well controlled even if it was located in residential neighborhood. She made reference to the central refuse collection system adopted by

Housing Department in public housing estates like Ngau Tau Lower Estate, where refuse from individual buildings were sucked to a central processing location where they were compressed and packed before transportation.

Ecological Enhancement

She suggested that the development should consider enhancement to the existing ecology, for example, replacing exotic plants by native species to provide food for fauna to enrich biodiversity as suggested by consultants.

Hotel Development

She supported the hotel development so that visitors would also stay longer in Lamma and would help the local economy. She said that it would be suitable for family holidays, similar to the Hong Kong Gold Coast Hotel.

Appendix 10

Gist of Major Comments from Dr. C.N. Ng

Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study

Major Comments of Dr. C.N. Ng (Site Visit on 23 April, 2014)

Uniqueness of the Proposed Planning and Development

Dr. Ng considered that the Study Proposals should distinguish itself from Discovery Bay. First of all, the site is brown-field site which was used for industrial (quarrying) purpose. It had a big fresh water lake which was a unique and valuable feature. There should be a lot of eco and green features, both hard ware and software, such as community farming, sustainable design, eco-activities and education, to highlight the uniqueness of the proposed development.

Enhancing Ecology

Dr. Ng understood that the baseline ecology in the Study Area has low value. He advocated for enhancing local ecology to gauge support from the community and the green groups. He noted that the man-made lake was too deep for plants and suggested that the south-west portion of the lake near the little island be re-profiled, with the opportunity to grow reeds, lotus/ water lily or other water plants to enrich biodiversity and provide shelter for birds. On the little island, the existing exotic plants should be replaced by *Ficus microcarpa*, (細葉榕 also known as Chinese Banyan), which is more fast-growing.

Other existing exotic trees in the Study Site should also be replaced by native species, like ficus and camphor tree.

He also proposed to use the smaller lake be enhanced as freshwater wetland. With suitable planting for reed and water lily/ lotus now, the plants would grow naturally and would attract dragonflies and fireflies to flourish. It would also be possible to grow suitable plant species to provide habitat to attract the butterflies, like the Fung Yuen Butterfly Reserve in Tai Po.

He supported theme planting within the site and suggested that Chinese style landscaping and planting would be more appropriate, for example, willow trees along the lake-shore.

Planning Action for Sustainable Development and Eco-town

Dr. Ng suggested using every opportunity to achieve low-carbon and eco-town. There should be opportunities to have partnership among NGO and the green groups, like Hong Kong Bird Watching Society, Kadoorie Farm and Botanical Gardens and The Conservancy Association, etc in the ecological enhancement and eco-education.

Dr. Ng agreed that reed bed be used to clean surface runoff in the smaller lake, and this would serve both achieving green and sustainability as well as education purposes. He also drew reference to the reed beds in Lok Ma Chau MTR station area and Hong Kong Wetland Park.

Study Extent of Environmental Impact Assessment

With regard to the public view that the EIA should cover the whole of Lamma, Dr. Ng explained that the EIA should be conducted according to EIAO.

Appendix 11

Minutes of Focus Group Meeting with Green Groups, Professional Institutes and Concerned Parties

**Planning and Engineering Study on Future Land Use at
Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study**

**Focus Group Meeting with Green Groups, Professional Institutes and
Concerned Parties**

Meeting Minutes

Date: 23 April 2014
Time: 6:30pm to 8:30pm
Venue: City Gallery, Central

Attendance

Participants

Name	Organization
Mr Thomas CHAN	Hong Kong Institute of Land Administration (HKILA)
Mr FUNG Sing Sang Philip	Hong Kong Institute of Land Administration (HKILA)
Miss Vikki	South Lamma Concern Group (SLCG)
Mr Stephen	South Lamma Concern Group (SLCG)
Miss Kaden	South Lamma Concern Group (SLCG)
Ms Margaret CHOW	YMCA of Hong Kong (YMCA)
Mr Aldrin LEUNG	YMCA of Hong Kong (YMCA)
Ms Sylvia WU	YMCA of Hong Kong (YMCA)
Ms Alice YUK	YMCA of Hong Kong (YMCA)
Mr Andrew SPONAGLE	YMCA of Hong Kong (YMCA)
Mr Terence CHAN	YMCA of Hong Kong (YMCA)
Mr James CHOI	YMCA of Hong Kong (YMCA)
Mr Hermann (Lamma-Gung)	Lamma-zine
Mr Barry WILSON	Hong Kong Institute of Urban Design (HKIUD)
Mr Alvin KAN	Hong Kong Institute of Urban Design (HKIUD)
Mr Kenneth TO	Hong Kong Institute of Planners (HKIP)
Mr WONG Tin Wa	The Hong Kong Federation of Youth Groups (HKFYG)
Miss Jocelyn HO Pui Lam	Hong Kong Bird Watching Society (HKBWS)
Mr Julian T H KWONG	Association for Geoconservation, Hong Kong (AGHK)

Government Representatives

Name	Department
Ms Christine TSE	Planning Department
Ms Elsa CHEUK	Planning Department
Mr David LO	Civil Engineering and Development Department

Expert Panel

Name	Organization
Prof. Rebecca Lai Har CHIU	The University of Hong Kong
Dr., Cho Nam NG	The University of Hong Kong

Representatives from Consultant Team

Name	Organization
Ms Theresa YEUNG	Ove Arup & Partner Hong Kong Ltd (Arup)
Mr Paul LEADER	AEC Ltd.
Mr. David Stanton	AEC Ltd.
Ms Betty HO	PlanArch Consultants Ltd. (Moderator)
Mr CHENG Pui Kan	PlanArch Consultants Ltd. (Notetaker)
Mr WONG Wan Ho Andy	PlanArch Consultants Ltd. (Notetaker)

Summary of Comments

Land Use

1. Mr Barry WILSON (HKIUD) considered that the proposed scale of housing development of 5,000 population would not reach a critical mass to support the viability of ferry services and provision of key community facilities, including improved transport connection, school, police station, health care facilities etc, nor it could adequately address the critical housing shortage in Hong Kong. He was worried that it might end up like Sea Ranch on Lantau where population could not reach a critical mass to support adequate transport and community services.
2. As the context of the Study Site was unique and standard development approach is not appropriate, Mr Barry WILSON (HKIUD) suggested re-thinking on the development of this important site and urged the government to re-visit the planning vision and principles of the Study Site. He commented that the Study Site had educational, leisure and tourism opportunities. Should the Site be considered suitable for housing, then the population should be at least 10,000 to support adequate community facilities such as schools and clinics.
3. Mr Julian T H KWONG (AGHK) was concerned about the location, odour and other environmental impacts associated with the proposed refuse transfer facilities. He raised concerns on the impact to natural shoreline due to the refuse transfer facilities. As shown on the draft RODP, the pier for the facilities would require reclamation and break up the existing continuous natural shoreline, and suggested to relocate the concerned facilities to the southwestern part of the site to avoid affecting the natural shoreline. However, if such facility had to be located there, the reclamation on the natural shoreline should be kept to the minimum and it should be carefully designed so that the public would be allowed to walk pass it without realizing the existence of such facility.

4. Mr Alvin KAN (HKIUD) pointed out that one of the planning intentions of Lamma was to enhance the role of Lamma as a leisure destination. Lamma Island should be a leisure destination not only for local residents but also residents of Hong Kong and foreign visitors. Therefore future development should provide better transport and tourism facilities to synergize with tourism development of Hong Kong Island South. He commented that future development should not adopt standard development approach and should not follow development in Stanley or Discovery Bay. He would like to see different development approach to create a unique environment.
5. Ms Margaret CHOW (YMCA) expressed that the Study Site was a fantastic site where large spiders and frogs were found and people could enjoy constellations at night. It was currently used as a camp site and she considered that it would be a pity for it to be developed like Discovery Bay.
6. Mr Stephen (SLCG) raised concerns on sustainability of sewerage treatment services at the Study Site.
7. Mr Kenneth TO (HKIP) considered the hotel development might not be successful since the number of room was too few. He also considered the outdoor recreation centre was too small when compared to the current camp site at the Study Site. He suggested that other land uses, such as leisure-style affordable housing for young couples or large scale outdoor recreational facilities for kids like the current use should be considered.

Urban Design

8. Mr Stephen (SLCG) considered that the proposed scheme did not reflect the unique character of Lamma Island. Given the low-density development and sparse population on Lamma Island, he preferred more integrated lower density village-type development with mixed commercial, entertainment, educational uses, rather than the centralized town centre development with concentrated residential and single use in the draft RODP.
9. Mr Stephen (SLCG) commented the waterfront design in the draft RODP did not allow public access to the water since the public was separated from the water by the promenade located 5m above water level. He suggested that the promenade design should encourage the public to interact with the water.
10. Mr Julian T H KWONG (AGHK) stated AGHK considered that the urban design should take advantage of the unique landscape, including natural shoreline, rock outcrop and quarry faces, to make it distinct from other development. He further commented that the design of the proposed Major Access Road should not follow standard highways requirement. It should be a shared space for the use of

pedestrian, cyclists, and, very occasionally, vehicles, while vehicle speed should be limited to below 20km/h. This road should be in irregular shape with no marking in the middle to enhance pedestrian environment.

11. Regarding the coastline walkway leading to Sok Kwu Wan, Mr Julian T H KWONG (AGHK) suggested that the design should avoid using poorly poured concrete and oversized street furniture. The walkway should use natural materials such as irregular rock from the Study Site so that it would be more compatible with the environment.
12. Mr Alvin KAN (HKIUD) noted that there was no fence between the edge of lake in the digest, he worried that LCSD would put fence along the lake. He also raised safety concerns on having cycling track next to the lake without protection by fence.

Connectivity

13. Mr Andrew SPONAGLE (YMCA) enquired whether the proposed connection from the Study Site to Lo So Shing would cut through private property of the cement plant next to the Study Site.
14. Mr Stephen (SLCG) suggested better integration of ferry services between Central and south Lamma should be considered so that ferry from Central could provide integrated services to the Study Site, Sok Kwu Wan and Mo Tat Wan. He also enquired on how the public ferry services would be maintained and sustained.
15. Mr Barry WILSON (HKIUD) pointed out that regular ferry service to the Study Site was a fundamental factor for people to move in. He considered that the Luk Chau Village was underpopulated because there were no frequent ferry services. He worried that during the initial phase of the development, there were only few residents and as a result the ferry service would not be frequent enough to encourage other people to move in.
16. Mr Stephen (SLCG) enquired whether motor cars and trucks would be allowed at the Study Site, he worried that the modern infrastructure would conflict with the local character of Lamma.
17. Mr Julian T H KWONG (AGHK) welcomed the bicycle friendly design. He noted that mix use of road for both pedestrian and cyclist might cause conflicts. The design of walking path along the periphery should not be over-engineered and less artificial features should be adopted

Ecological Impact

18. Miss Jocelyn HO Pui Lam (HKBWS) enquired how the Black Kite nests would be

affected by the proposed development and its mitigation measures. She suggested that monitoring during construction should be conducted to avoid adverse impact to the nests.

19. Mr WONG Tin Wa shared his observation on Black Kite and pointed out that the quarry area was not a suitable site for nesting.
20. Miss Jocelyn HO Pui Lam (HKBWS) pointed out that since Pacific Reef Egret was recorded at the Study Site, relevant information regarding Pacific Reef Egret should be included in the ecological survey of the EIA, where some mitigation measures such as preserving rocky shore habitat and limiting human traffic might be considered to protect its habitat.
21. Miss Jocelyn HO Pui Lam (HKBWS) noticed that there would be a few ecological enhancement measures to protect dragonfly, she suggested that more ecological enhancement measures should be considered to better protect the habitat for raptors and amphibian.
22. Mr Andrew SPONAGLE (YMCA) suggested that boars and banded krait were found at the Study Site.

Others

23. Mr Barry WILSON (HKIUD) considered that, since there were a lot of unresolved critical issues, the government should not push the proposed development through. They considered that CEDD might not be the appropriate proponent of the Project, as the vision and principles for future development should not be developed by a small group of people, but should have done at policy level within the government.
24. Mr Barry WILSON (HKIUD) expressed that their comments in Stage 1 CEP was not taken into consideration in the draft RODP.
25. Mr Kenneth TO (HKIP) considered that the study process was a typical planning exercise where many land uses expectations were included and compromised, and as a result the study could not address all the concerns from the community. He considered the design of the draft RODP boring and it was a miniature Discovery Bay or Ma Wan developments, with a few gated housing estates and a boring shopping mall.

Panel Discussion Session

26. Dr. NG, Cho Nam considered the freshwater lake a unique feature of the Study Site which made the site different from other developments in Hong Kong. From an ecological angle, the site was a typical brownfield site where the original habitat was totally destroyed by mining activities. Although the Study Site was

restored for many years, the ecological value was not high because it was planted with exotic species. He considered that future development should restore the ecological value of the Study Site to achieve sustainable development. Currently the lake had low ecological value, he suggested that at the southwest portion of the lake should be turned into wild life habitat by re-profiling the lake bed. It would allow water plants to grow and attract wild birds and insects, and eventually restore some ecological function. Furthermore, the pond at the northeastern part of the site could also be retained to create habitat for insects, dragonflies, birds and wide life.

27. Prof. Rebecca CHIU shared many concerns of the participants that whether we could use the Study Site for education or recreational uses or maintaining it as camping site for young people. However, she pointed out that, the top priority of the government was to increase land supply for housing development in currently political climate. The community had to accept that the Study Site, being a brownfield site with low ecological value, would be developed to meet the housing need. She considered the planning principles of the development as stated in page 10 of the digest complied with best practices under sustainable development, except that there was no mention of “planning together with the local people”. She agreed that the Study Site should not be developed into another Discovery Bay and Ma Wan. She pointed out that, unlike Discovery Bay and Ma Wan, Lamma Island had its own village and history, and therefore it had the opportunities to be developed with unique character. Through planning and lands tools, urban design control could be adopted to reinforce the local characters in the future development. She agreed that Lamma was a recreational area not only for the local but also for the whole of Hong Kong. She appreciated the efforts by Planning Department to listen to comments received in Stage 1 CEP and retained some recreational area in the draft RODP. She agreed with the proposal to include HOS housing instead of PRH at the Study Site due to the high transport cost. She encouraged the provision of simple recreational facilities, such as waterfront promenade, pedestrian boulevard, cycling track and hiking trails connecting the hinterland, to encourage natural, simple and more environmental friendly lifestyle, which would echo with the rural local character of the Study Site.

-END-

Appendix 12

Minutes of Focus Group Meeting with Tourism and Hotel Industry

**Planning and Engineering Study on Future Land Use at
Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study**

Focus Group Meeting with Tourism and Hotel Industry

Meeting Minutes

Date: 15 May 2014

Time: 4pm to 6pm

Venue: 3/F Conference Room, City Gallery, Central

Attendance

Participants

Name[^]	Organization[^]	Title[^]
Mr Nicolas YIM	Sino Group of Hotels	Executive Director & Group General Manager
Mr Sai Wah LAM	Sino Group of Hotels	Group Chief Engineer
Mr James CHAN	Sino Group of Hotels	Financial Controller – City Garden Hotel Manager
Ms Christine Ng	Ng Teng Fong Charitable Foundation (Sino Art)	
Mr Charade Woo	Ng Teng Fong Charitable Foundation (Sino Art)	-
Ms Janet TSANG	Hyatt Regency Hong Kong, Sha Tin	Director of Sales & Marketing
Mr Paul LEUNG	Hong Kong Tourism Board	Director Strategic Planning & Research
Ms Anna CHEUNG	Hong Kong Tourism Board	Manager, Trade Development
Professor Yun-tai LI	School of Hotel and Tourism Management, the Chinese University of Hong Kong	Adjunct Associate Professor
Mr Edward LEUNG	Tourism Commission, Commerce and Economic Development Bureau	Senior Manager (Tourism)

[^]Information provided by the participants

Government Representatives

Name	Department
Ms Christine TSE	Planning Department
Ms Elsa CHEUK	Planning Department
Mr David LO	Civil Engineering and Development Department

Representatives from Consultant Team

Name	Organization
Ms Theresa YEUNG	Ove Arup & Partner Hong Kong Ltd (Arup)
Ms Betty HO	PlanArch Consultants Ltd. (Moderator)
Mr CHENG Pui Kan	PlanArch Consultants Ltd. (Notetaker)

Discussion

Characteristics of Proposed Development

- Professor Li noted that the proposed development includes residential, tourism and hotel uses and he enquired the features in terms of tourism aspect. He expressed that the site is to a certain extent similar to Mui Wo which is not a successful example, and to a certain extent similar to Discovery Bay which is not considered attractive to tourists. He also found it is quite similar to Gold Coast. Professor Li pointed out that Hong Kong is in lack of iconic tourist attractions to diversify the tourists from the Mainland and other foreign countries.
- Professor Li proposed to arrange large scale performances on the man-made lake, such as the “Impression West Lake Show”, “Impression Liu Sanjie” or a mix between “The House of Dancing Water” and “A Symphony of Lights”. He was of the view that the proposed land use should not limit other land use options in future. In addition to food and beverages (F&B) with harbour views, an amphitheatre with the capacity of 3,000 people should be established, given that 3,000 people could be disseminated in 1 to 1.5 hours. The man-made lake could be an area for visitors to enjoy during daytime, and a location for performance at night.
- Mr. Nicholas Yim said that Hong Kong Gold Coast was established 25 years ago and it was a distinctive development in the area. At that time, the Government hoped to bring vibrancy to Tuen Mun with this project. Currently there are more than 1,000 residential flats, 450 hotel rooms and a yacht club etc. and the beach was surrendered to the Government upon completion of the development. He considered that the Hong Kong Gold Coast was a successful project. He commented that the current positioning of the Study Site was unclear which has proposed 40% and 60% of subsidized housing and private housing respectively. He considered that the hotel and residential uses were of great values, and how to create synergy with the proposed performances would be challenging.
- Mr. Paul Leung had reservation on performances like the “Impression West Lake Show”. For its precedent, “Impression Liu Sanjie”, it was a \$240,000-investment and achieved break even in 8 months. However, the local labour was cheap and they hoped to improve their livelihood through the show. While the wages of local performers in Hong Kong were not high, the transport fares to Lamma Island should be considered. Besides, rainy days and hot summer in Hong Kong could also be a challenge for the performances. He said Huis Ten Bosch in Kyushu, Japan might be a more attractive example, as the overall

experience for tourists was good and the project collaborated with the faculty of tourism studies in universities where students were recruited at lower cost. He believed there should be some “wild effect”, such as Segway.

Hotel Development and Position

- Nicholas Yim believed that it would be financially difficult for operation of a 260-room hotel and it might take 10 years for break even. He said a hotel with at least more than 400 to 500 rooms was regarded as financially attractive.
- He believed that the hotel should focus on “well-being programme” with health as a theme with food, exercising and spa etc. to attract longer stay of tourists. He also hoped to attract MICE travellers to stay in the hotel for 1 week, for that the quality and quantity of service were both important. There were some 9-day vacation programmes in the resort hotels in the United States.
- Professor Li also supported to increase the number of proposed hotel rooms.
- Mr. Nicholas Yim supplemented that the number of rooms for a hotel development was a financial consideration. The hotel here would basically in the form of villa, and it will be high-end and tranquil. Should it be a 260-room hotel, it had to be with good quality due to the number of rooms and should be compatible with the surrounding environment.
- Ms. Janet Tsang also agreed that the hotel could aim for the MICE market. From promotion point of view, short stay of visitors would create greater pressure to traffic. Besides, she found that it would take half an hour to walk from the proposed hotel to the closest beach in Lo So Shing, which was too far away. In addition, she asked about arrangements on medical services.
- Mr. Nicholas Yim said that there was a helipad at the basketball court of the Tai O Jockey Club General Out-patient Clinic.
- Professor Li suggested including round-the-island tour, and other tours from Aberdeen to Lamma Island.

Transportation to Hotel

- Mr. James Chan believed that transportation was an important consideration for hotel development at this location. There should be additional ferry services and hoped that the ferry trip to Central could be made in 20 minutes.
- With regard to whether the hotel would need its own vessels and pier, he said that since the costs for fuel and operation costs for vessels could be high, it was considered not necessary for the hotel development to have its own fleet and landing steps as visitors could use the public transport like ferry services. Exclusive landing steps for hotel use were not attractive and he was concerned about the responsible party for the related operation cost.

Compatibility of Hotel and Recreational Activities

- Mr. Nicholas Yim said that should private companies be responsible for the provision of recreational activities, the costs and benefits should be analysed given that the amount of Government subsidy was unknown. If the proposed hotel and recreational activities were to be developed separately, then there should be consideration on how they would complement each other and not cause any conflicts.
- Mr. Nicholas Yim quoted the example of Clifford Resort in Punyu, China where 50,000 residential flats and a hotel with 300 rooms were provided. The hotel was responsible for the management of the lake and go-kart race course etc. Should single development be pursued, the hotel could include the management of the lake which could be complementary to each other.

Development Mode

- Mr. James Chan suggested the hotel to be developed with 450 rooms and under single development, and the schedule of the ferry should be similar to the one in Yung Shue Wan.

Other Facilities

- Mr. SW Lam was concerned about the location of the refuse transfer station and found that it was too close to the hotel.

-End-

Appendix 13

Gist of Major Comments from the Public Forum

**Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu
Wan, Lamma Island – Feasibility Study
Stage 2 Community Engagement**

Public Forum Gist of Comments

Date: 3 May 2014

Date: 10:00am – 1:00pm

Venue: Multi-purpose Hall, 3/F, City Gallery, Central

Participants:

Name^	Organization / Individual
余麗芬	Islands District Council Member
余敏賢	OIWA Lamma Division
陳玉琴	OIWA Lamma Division
陳佩儀	OIWA Lamma Division
馮楚卿	OIWA Lamma Division
劉舜婷	OIWA Lamma Division
鄭伙妹	OIWA Lamma Division
鄭帶金	OIWA Lamma Division
陳浩然	Lamma Island (South) Rural Committee
陳偉明	Lamma Island (South) Rural Committee
鄭帶勝	Lamma Island (South) Rural Committee
周國明	Lamma Island (South) Rural Committee
周玉堂	Lamma Island (South) Rural Committee
郭譚福	Lamma Island (South) Rural Committee
黎敏明	Lamma Island (South) Rural Committee
談錦添	Lamma Island (South) Rural Committee
胡國光	Lamma Island (South) Rural Committee
姚文輝	Lamma Island (South) Rural Committee
姚雲貴	Lamma Island (South) Rural Committee
吳華輝	Lamma Island (North) Rural Committee
杜惠光	Lamma Island (North) Rural Committee
周將有	Lamma Island (North) Rural Committee
周福興	Lamma Island (North) Rural Committee
周慶福	Lamma Island (North) Rural Committee
曹鴻輝	Lamma Island (North) Rural Committee
梁銀玉	Lamma Island (North) Rural Committee

Name^	Organization / Individual
陳祖平	Lamma Island (North) Rural Committee
陳健凌	Lamma Island (North) Rural Committee
陳連偉	Lamma Island (North) Rural Committee
陳錦貴	Lamma Island (North) Rural Committee
陳錦輝	Lamma Island (North) Rural Committee
陳艷琴	Lamma Island (North) Rural Committee
黃婉眉	Lamma Island (North) Rural Committee
黃敬全	Lamma Island (North) Rural Committee
黃敬芝	Lamma Island (North) Rural Committee
劉志遠	Lamma Island (North) Rural Committee
鄭麗冰	Lamma Island South Resident
黃申蘭	Lamma Island South Resident
陳錦偉	Eco-Education & Resources Centre
李英培	Citizen
鮑錦英	Citizen
吳喆	China Build Enterprise Association
Carmen Chan	YMCA of Hong Kong
Andrew SPONAGLE	YMCA of Hong Kong
Eric AUYEUNG	YMCA of Hong Kong
Irwin TAM	YMCA of Hong Kong
Jim HO	YMCA of Hong Kong
Nelson TSANG	YMCA of Hong Kong
Simon CHIU	YMCA of Hong Kong
Stephen LAI	YMCA of Hong Kong
Victor CHUNG	YMCA of Hong Kong
Fion CHAN	YMCA of Hong Kong
Mavis LAM	YMCA of Hong Kong
Sharon LIU	YMCA of Hong Kong
LAU Yun Leung	The Hong Kong & China Gas Co Ltd
施君傑	The Baroque on Lamma
黎良好	St. James' Settlement
黃培龍	St. James' Settlement
Kevin Leung	Program Contractors Limited
Sertac Mustafaoglu	Program Contractors Limited
Vikki WESTON	Mo Tat resident (South Lamma Concern Group)
Jack WILSON	Living Lamma
Max WILSON	Living Lamma

Name^	Organization / Individual
Jo WILSON	Living Lamma
Kate WILSON	Living Lamma
Rico Kwan	Leighton Contractors (Asia) Ltd
Lamma Gung	Lamma.com.hk
K L POON	Housing Department
LEE Sze Yan, Lici	Housing Authority
April LAM	Hong Kong & Kowloon Ferry Holdings Limited
Kent Lio	Hong Kong & Kowloon Ferry Holdings Limited
Kristie CHU	Hong Kong University of Science and Technology
TIU Chin Wai	Baroque on Lamma Ltd
鄧銘心	Association of Engineering Professionals in Society Ltd.
Daniel Tang	Individual
Andrea CHENG	Individual
CAO Yucong	Individual
Cheung Choi Wan	Individual
Christine HO	Individual
Damon Wong	Individual
Eddie Cheng	Individual
Fong, Henry	Individual
Herrmann Rene	Individual
Ho CHAM	Individual
Ho Kwok Fu	Individual
Hui Bo Chu	Individual
Kelly Cheung	Individual
Lawrence Shum	Individual
Mak Chi Kit	Individual
Mandy CHOW	Individual
KAN Ka Lo	Individual
Leung Man Ki	Individual
PUK Yuk Yin	Individual
Albert LO	Individual
Carson WU	Individual
CHAN Ka Chun	Individual
Cheng Sze Ho	Individual
James KELLY	Individual
KAN Kin Ho Alex	Individual
Ken LAM	Individual

Name[^]	Organization / Individual
LUI Tak Shing	Individual
Richard Gee	Individual
SUN Ping Liang, Ron	Individual
林錦鴻	Individual
LIU Kam Ming, Silas	Individual
Sheila TURNER	Individual
Stella CHAN	Individual
Victoria TSE	Individual
Vivien CHOW	Individual
Ng Po Ying	Individual
Strua Ng	Individual
Sunny Ng	Individual
T.W.NG	Individual
Tang Wai Sin	Individual
Tony Ho	Individual
Tredir Tsui	Individual
Tsang Ka Yu	Individual
杜明兒	Individual
林學中	Individual
香港日本水泥公司	Individual
袁靖晴	Individual
陳林勝	Individual
黃天華	Individual
楊瑋麟	Individual
談慶榮	Individual
袁柏恩	Apple Daily
Fung Ng	Ta Kung Pao
Tam	ATV

[^] Information provided by participants

Government Representatives

Name	Department
Ms Elsa CHEUK	Planning Department
Mr David LO	Civil Engineering and Development Department

Representatives from Consultant Team

Name	Organization
Ms Theresa YEUNG	Ove Arup & Partner Hong Kong Ltd (Arup)
Mr Paul LEADER	AEC Ltd.
Ms Betty HO	PlanArch Consultants Ltd. (Moderator)

Expert Panel

Name	Organization
Prof. Rebecca Lai Har CHIU	Department of Urban Planning and Design, The University of Hong Kong
Dr. Cho Nam NG	Department of Geography, The University of Hong Kong

The followings include the representation made by the participants and the opinions from the comment forms read out by the facilitator.

Development of Ex-Quarry Area

1. Mr Chow Yuk-tong [周玉堂] (Chairman of Lamma Island (South) Rural Committee) stated that most of the residents supported the development at the Ex-Lamma Quarry.
2. Ms Yu Lai-fan [余麗芬] (Island District Council) stated that she and representative(s) of Rural Committee expressed their opinion and generally supported the development at the Ex-Lamma Quarry in the District Council.
3. Mr Kwok Tam-fook [郭譚福] (Lamma Island (South) Rural Committee) welcomed the development at the Ex-Lamma Quarry as it would help enhancing transport and medical support for Sok Kwu Wan.
4. Mr Chan Lin-wai [陳連偉] (Chairman of Lamma Island (North) Rural Committee) stated that the Lamma Island (North) Rural Committee in general supported the proposed land uses of Ex-Lamma Quarry. He considered that the development should optimize the resources and bring benefits to the overall development of Lamma Island in terms of tourism, increasing job opportunities and enhancing ferry services.

5. Mr Chan Wai Ming [陳偉明] (Lamma Island (South) Rural Committee) stated that the residents supported the development in general. The proposed housing development at the Study Site would support overall housing supply for Hong Kong and increase the population in Lamma Island South and could help enhance the ferry services there. Majority of the land on Lamma Island is zoned as greenbelt and conservation area in which where development in those areas would cause environmental impacts. The flat land at the Study Site was scarce on Lamma Island and it would be more suitable for development to increase population from environmental perspective as compared to other parts of the island.
6. Mr Lau Chi Yuen [劉志遠] (Lamma Island (North) Rural Committee) considered that due to population growth, development was necessary. The Study Site was an exceptional flat land in Sok Kwu Wan. He anticipated that the development would not destroy the environment of other Sok Kwu Wan area and thus strongly supported the development at the Ex-Lamma Quarry.
7. Mr Law strongly agreed with the development. He appreciated the restoration works done by the Government to convert the disturbed land to woodland and man-made lake which was already considered as an environmental enhancement work. Making good use of the restored Ex-Lamma Quarry to build a community and provide recreational facilities is a new challenge. There would be needs for both development and conservation in the future. The Government was working for the future of Hong Kong people and he strongly believed that the development would be feasible and successful.
8. A child [楊瑋麟] hoped that there would be no development at the Ex-Lamma Quarry. He was annoyed that the development would destroy the beautiful scenery.
9. A child Max Wilson drew dolphin, green turtle, octopus, jellyfish, seaweed and etc. on the comment form. He worried that these habitats might no longer be able to survive after development.
10. Ms Christine Ho (Lamma Island Resident) understood that PlanD, CEDD and Arup were tasked to propose housing development for the ELQ, at the same time they have the burden of addressing the livelihood, need and aspirations of the existing residents, many of which are beyond their remit. She proposed that the Feasibility Study should take into account dissenting voices and genuine concerns of the community and conclude that the development in this stage was not feasible. Other Government departments should be first tasked to meet the needs from the community raised in the consultation process before developing ELQ. She worried that once the development at ELQ was implemented, there would be no way back and the existing population on Lamma Island would have to bear the consequences.

Housing Development

11. Ms Yu Lai-fan [余麗芬] (Island District Council) considered that housing development at the Ex-Lamma Quarry could increase the population on Lamma Island. It would enable the Government to provide more community supporting facilities to resolve the inadequate community facilities problem due to insufficient population in the past.
12. Ms Jo Wilson (Living Lamma) considered the proposed housing development could not meet the actual housing needs of the people.
13. Mr Mak Chi Kit pointed out that the Eden Project should be implemented only if the Government would prove that it would attract considerable number of tourists. Similarly, he asked the Government to prove that the proposed subsidized housing in Lamma Island was attractive to the buyers. He worried the Government might repeat the same mistake, for example, constructing subsidized housing in Cheung Chau which resulted in low occupancy rate.
14. Mr Tsui [徐志强] queried the Government's housing supply target might result in imprudent development in the outlying islands. He requested the Government to provide examples of successful housing development project in the islands.
15. Mr Richard Gee raised concerns on how feedbacks were considered in the public engagement process. He pointed out that many comments from the public were either ignored or not addressed. For example, people raised objections to the development with a maximum building height of 12 storeys in Stage 1 Community Engagement. In the current proposal, however, the proposed maximum building height becomes 13 storeys. He worried that the natural character and visual quality of Lamma would be destroyed by the proposed high rise buildings.

Recreational and Tourism Uses

16. A child [杜明兒] pointed out that Lamma Island was rich in natural resources. He suggested that the Ex-Lamma Quarry should be developed as botanic garden and planted with more vegetation.
17. A child Kate Wilson drew a flower on the comment form and hoped there would be more plants and flowers in the Ex-Lamma Quarry in future.
18. Ms Jo Wilson (Living Lamma) considered that tourists visit Lamma Island because it was an unique island without major housing estates, while school groups came to learn about the nature.

She pointed out that there was a plan by the Government in 2000 to transform the ex-quarry site into an eco-education and sports park, similar to the Eden Project in the UK. She considered that such park would be able to boost tourism and local business in Sok Kwu Wan, and also create employment for local community. The park could include camping or glamping sites, and hostel or hotel for tourists or school groups. She would like to know why the plan was dropped in favour of the current proposed development.

19. Mr Wong [黃俊邦] enquired the Government the reasons why the outdoor and water sports recreational land use proposed in the Planning and Development Studies on Hong Kong Island South and Lamma Island in 2000 was not adopted.
20. Ms Tang [鄧慧仙] enquired the reasons why the provision of outdoor recreational and ecological facilities that cater for Hong Kong people was not considered.
21. Mr Chan [陳錦偉] (Eco-Education & Resources Centre) expressed that more than 5,000 signatures were collected from the 4-days signature campaign held in Lamma Island Family Walk. Many of those were foreign and local tourists. They supported eco-park development at the Ex-Lamma Quarry. He pointed out that Mr Allan Zeman, the Chairman of the Board of Ocean Park Corporation, also expressed that the Ex-Lamma Quarry was suitable for eco-park development. In collaboration with the Ocean Park, it would attract tourists with high spending power to boost Lamma Island economy. He considered that the tourists to Lamma Island were attracted by its natural environment and rural lifestyle and they would not be interested in the proposed shopping mall and hotel development in the Study Site. The proposed developments at the Study Site would lower visitors' desire to visit the area. Mr Liu Ka-shiang, [a Taiwanese poet and writer of the natural environment], in his book "Three-quarters of Hong Kong" described Lamma Island as a heaven of peace which was only 20 minutes ferry ride away from the city and showed that Lamma Island was characterized by its unique natural environment features but not its urbanized development.
22. Mr Tsui [徐志強] enquired that whether the reasons for tourists visiting Lamma Island had been explored.
23. Ms Cheung [張彩雲] supported the development of a hostel for the youth and family but objected hotel development. The current proposal is similar to the development of Hong Kong Gold Coast in Tuen Mun of which its landscape is different from that of Lamma Island. She considered that people would not need another Hong Kong Gold Coast-style development on Lamma Island. Rather, they would need more facilities for leisure activities including enhancement of ferry services, provision of emergency clinics, hiking / adventure-based activities centre, camping site and etc. She suggested that the Ex-Lamma Quarry was suitable for these developments to meet the

needs of the community.

24. Ms Tang [鄧慧仙] expected the Government to conduct a feasibility study of something like “Eden Project”. While she did not expect for the reproduction of Eden Project, she was not satisfied that “Eden Project” was not one of the options.
25. Ms Jo Wilson (Living Lamma) considered that the tourist centre should not be set up at the Study Site. It should have been set up in Yung Shue Wan and Sok Kwu Wan instead as these places would be more convenient for the visitors coming to Lamma.
26. Ms Tang [鄧慧仙] considered that the tourist information centre would not enhance attraction to tourist but the scenery of the site.
27. Mr Chan [陳家駿] (Yung Shue Wan resident) was skeptical that whether the Government had considered the carrying capacity of Lamma Island for the growth of tourists.

Other Land Use Recommendations

28. Mr Sunny Ng considered the ex-quarry site was of historical value. He suggested a portion of the land should be reserved for exhibition / museum to record and display the history and development process of the Ex-Lamma Quarry.
29. Mr Sun Ping Liang, Ron suggested building a “Retirement Village”. Making reference to the Woodlands Camping Village in Singapore, the village would be mixed with residential development, public facilities, market and etc.
30. Ms Stella suggested addressing the need of housewives to provide markets as well as supermarkets. The rent should also not be high so that the food would be sold in reasonable price.
31. Mr Wong [黃俊邦] worried the proposed commercial area and the food and beverage businesses in the hotel development would compete with the existing business operators in Sok Kwu Wan . He enquired that whether the Government has investigated on the consumption habits of visitors in the new and old districts in the future.
32. Mr Wong [黃俊邦] suggested to provide more community facilities. He pointed out the proposed community health centre could not provide 24 hours services and he suggested constructing a 24 hours clinic / hospital as well as school.

Connectivity and Transport

33. Ms Cheng [鄭麗冰] (Sok Kwu Wan, Lamma Island resident) suggested building a waterfront promenade connecting Sok Kwu Wan and the new development area.
34. Mr Wu [胡國光] (Sok Kwu Wan resident representative) suggested to provide a linkage to connect the proposed development area with Lo So Shing and Sok Kwu Wan for the residents and tourists.
35. Mr Kwok Tam-fook [郭譚福] (Lamma Island (South) Rural Committee) was of the hope that a vehicular access could be built to connect the proposed development to the old district in order to enhance fire safety for Sok Kwu Wan.
36. Miss Chow (Lamma Island resident) strongly agreed with the development at the Ex-Lamma Quarry. She strongly requested for a road connecting the north and south of Lamma Island which would generate wider economic benefit to Lamma Island as a whole.
37. Mr Wong [黃敬芝] (Lamma Island (North) Tai Peng Chuen representative) considered that the surface of the existing trail connecting north and south was uneven and requested for enhancement to facilitate pedestrian use.
38. Mr Cheng pointed out that there was only primitive landing steps provided in the existing public ferry pier in Sok Kwu Wan. He enquired if the future ferry pier would be provided with better landing facilities like elevators and back up berthing point for the passengers and ferry operators. He also enquired whether the design of the new ferry pier would follow that of existing Yung Shue Wan old pier or the current Sok Kwu Wan pier.
39. Making reference to Nami Island in South Korea, Mr Sun Ping Liang, Ron suggested providing small trains connecting tourism facilities in the island.
40. Mr Wu [胡國光] suggested extending the existing ferry services from Central and Aberdeen to the new development area so as to enhance the ferry service to cater for the public.
41. Mr Chan Wai Ming [陳偉明] (Lamma Island (South) Rural Committee) pointed out that additional population would be required on Lamma Island South to support adequate ferry services. Currently there was few population on Lamma Island South leading to insufficient ferry services. Many residents moved out to the urban area as a result of the inconvenience of transportation.
42. Mr Wong [黃俊邦] enquired the type of vehicles to be allowed in the Study Site and requested for

a car-free environment in Lamma Island.

43. Mr Sun Ping Liang, Ron suggested building cross-harbour tunnel to connect Hong Kong Island South with Lamma Island, similar to the previously proposed cross-harbour tunnel for pedestrian across Victoria Harbour of which the tunnel should allow pedestrians, cyclists, and emergency vehicles for use.

Overall Development for Lamma Island

44. Mr Chow Yuk-tong [周玉堂] (Chairman of Lamma Island (South) Rural Committee) reminded that the development of the Ex-Lamma Quarry should consider the overall development for Lamma Island in order to enhance the transport and community facilities in the surrounding areas. This could help resolve the conflicts between the existing and new residents, so that they could live in harmony.
45. Mr Chan Lin-wai [陳連偉] (Chairman of Lamma Island (North) Rural Committee) urged the Government to consider the overall development for Lamma Island including widening the Family Walk for pedestrian and emergency vehicle use. In addition, the Family Walk should connect Lamma Island North and South as well as other 18 villages on the island. He also suggested strengthening the ancillary facilities for Lamma Island North and Yung Shue Wan including the reconstruction of Pak Kok Tsuen Pier and renovation of other piers in Lamma Island North so as to divert tourists to different places on the island.
46. Ms Yu Lai-fan [余麗芬] (Island District Council) requested that the Government should not only focus on the development of the Ex-Lamma Quarry but also the surroundings and overall Lamma Island. It should enhance the local “safety net”, i.e. supporting facilities on clinics and transport, so that the residents could be delivered to the hospital for medical treatment in case of emergency. In addition, the Government should also take into account of the overall economic development and sustainable development for Lamma Island.
47. Ms Leung (Yung Shue Wan resident) enquired whether all the facilities would be provided in the new development area. She worried that upon the development of Ex-Lamma Quarry, the needs of Lamma Island South and Yung Shue Wan district might be neglected and suggested striking a balanced development for both new and old districts. She expressed that there were currently about 7,000 residents in Yung Shue Wan but no 24-hour out-patient service was available. She requested the Government to enhance the services to cater for the needs of the residents.
48. Ms Jo Wilson (Living Lamma) agreed with other participants that the ex-quarry site should not be

seen in isolation. She did not see the proposed development being able to improve the community facilities and services in its surrounding areas. In addition to the consideration of population, in view of the large numbers of tourists, 24-hour out-patient services should be provided in order to cater for the positioning of Lamma Island being designated for tourism development.

49. Mr Wong [黃俊邦] presumed that large fire trucks might be used considering the proposed high-rise buildings in the Study Site. These large fire trucks however could not serve the other areas in Sok Kwu Wan due to the lack of road access. He enquired the Government how the existing rescue services would be enhanced.
50. Mr Lau [劉志遠] (Lamma Island resident) requested the Government should not marginalize the old district in the planning of the new development area.
51. Mr Wong [黃敬芝] (Lamma Island (North) Tai Peng Chuen representative) worried that there would be insufficient provision of columbarium niches upon the additional 5,000 population intake.
52. Mr Wong [黃俊邦] worried that the existing clinic, library and police post in Sok Kwu Wan would be moved to the new development area diminishing the provision of community facilities in Sok Kwu Wan.

Public Consultation

53. Ms Tang [鄧慧仙] enquired the number of supporting and opposing comments received in Stage 1 Community Engagement. She enquired how the Government analyzed the public opinions received in Stage 1 Community Engagement. She was discontented by the community engagement at this stage which did not reveal the public objection to the housing development and did not address public queries on the adverse ecological impacts. She requested the Government to consider responding to those opposing comments which were regarded more worthy for consideration than the supporting comments.
54. Mr Wong [黃俊邦] enquired the number of supporting comments on the different options the last stage of community engagement.
55. Mr Wong [黃俊邦] pointed out that many public objected the proposed development density and building height in Stage 1 Community Engagement. However, the proposed development parameters in the Stage 2 Community Engagement were even higher than those proposed in the last stage. He was not satisfied that the Government neglected the public opinion.

56. Ms Hui considered that the public forum should be held on Lamma Island to encourage more tourists and residents to express opinions.

Others

57. Considering that there were pros and cons on the development, Ms Yu Lai-fan [余麗芬] (Island District Council) stated that the District Council had requested the Government to consolidate different opinions in Stage 3 Community Engagement to address residents' concerns and to seek support from both the residents and the public.

58. Mr Chan [陳家駿] (Yung Shue Wan resident) enquired the treatment level and capacity of the proposed sewage treatment works and its location of discharge outfall.

Expert Panel Discussion

Prof. Rebecca L.H. CHIU (Director of Centre of Urban Studies and Urban Planning, HKU)

59. She considered that public forum could allow different people to express opinions on the development at the Ex-Lamma Quarry and could help each other to understand the views and opinions of other people. Local residents' opinions were essential in the planning process. The Government should maintain an open attitude to strive for a balance of different views in the decision making process in considering the need and way of developments.

60. She agreed with the local residents' views that the overall development for Lamma Island as well as Hong Kong should be considered during the planning of the Ex-Lamma Quarry. In consideration of Hong Kong's current economic circumstance and demand for housing, the Government was tasked to increase housing supply. Therefore, it was a policy direction that the Study Site should be developed to accommodate 5,000 population. The Government departments should be mindful during the development at the Ex-Lamma Quarry in order to protect the overall rural environment of Lamma Island.

61. The existing rural environment of Lamma Island was the result of organic growth of the island with long history. Its context was different from Ma Wan, Discovery Bay and Hong Kong Gold Coast. The development at the Ex-Lamma Quarry would preserve its rural characteristics through proper planning.

62. With regard to the proposal for an ecological park like "Eden Project", she expressed that the ecological value of the Ex-Lamma Quarry was low and the eco-park would change the quarry site

into tourism area which would attract massive tourists and require substantial demand on supporting facilities. The existing rural environment could be no longer preserved.

63. She agreed with the overall planning and design principles of the Study including enhancement of external and internal connections, diversification of land uses, provision of a variety of housing choices, etc. which were in-line with the concept of sustainable development. Enhancing external and internal connections was an essential element for a livable city. Shortcoming of the study however is the lack of a focus on the continuity of history and culture of Lamma Island. She suggested the Government should preserve the rural environment of Lamma Island through the adoption of proper planning tools to stipulate the requirements of urban design of the future development. Urban design would shape the living style of the future residents, and she appreciated that the car-free environment would be maintained on Lamma Island as walking and cycling would be the priority transport modes suggested by the Government. In addition, the types of recreational and tourism facilities would affect the mode of tourism. She suggested that the hotel development should adopt village-style to attract tourists who enjoy natural environment while help sustain the rural character and eco-tourism.

Dr. Cho Nam NG (Associate Professor, Department of Geography, HKU)

64. In view of the land scarcity in Hong Kong, land resources should be optimized. The Study Site was once planned for sewage treatment works of which the land use had been changed. The Study Site is a brownfield site with low ecological value which had been disturbed by previous industrial operation (quarry site) which should be properly optimized for further development.
65. The development at the Ex-Quarry Site would enhance community facilities, livelihood, local economy and ecological value which help to achieve a balanced, win-win and sustainable development. Although there were some comments opposing to the development, the population in Sok Kwu Wan would continue to decrease if there was no development. The development would regenerate the community to attract more people to return to Lamma Island which could help pursue sustainable development.
66. He pointed out that the ecological value of the Study Site was low as it was destroyed by its quarrying operation. Although many trees were planted in the rehabilitation works, its ecological value was still low because these trees are exotic species. The development at Ex-Quarry Site would help to enhance its ecological value. Considering the idea of “Eden Project”, an eco-park development proposed by some members of the public, he pointed out that such development may require large scale infrastructure at Sok Kwu Wan and its environmental impacts on Lamma Island might be more significant.

67. Any kind of development would bring about visual and landscape impacts. However, these would be mitigated by proper urban design. Moreover, the tourists were also anticipated to be adaptive to the landscape impact, for example, the tourists were not discouraged to visit Lamma Island because of the landscape impact of the Lamma Power Station. The urban design of future development should make good use of its local characteristics including the man-made lake, man-made island and its adjacent flatland to develop a livable community and provide recreational facilities and enhance fresh-water ecology.

- End -

Appendix 14

Photos of Stage 2 Community Engagement Activities

Focus Group Meeting with Green Groups, Professional Institutes and Concerned Parties – 23/4/2014



Focus Group Meeting with Hotel and Tourism Industry – 16/5/2014



Public Forum – 3/5/2014



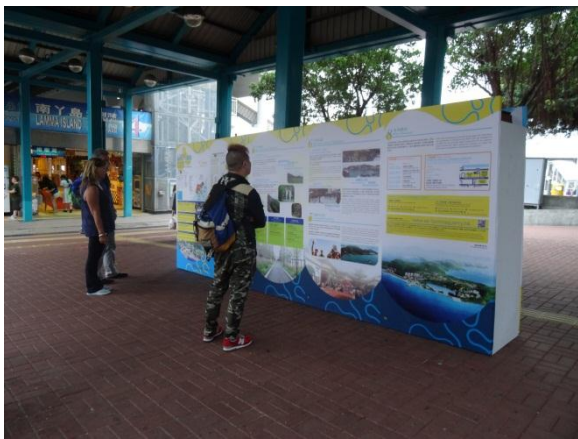
Roving Exhibitions – 21/3/2014 – 17/5/2014



Sok Kwu Wan Public Pier



Yung Shue Wan Main Street (Near No. 7-8)



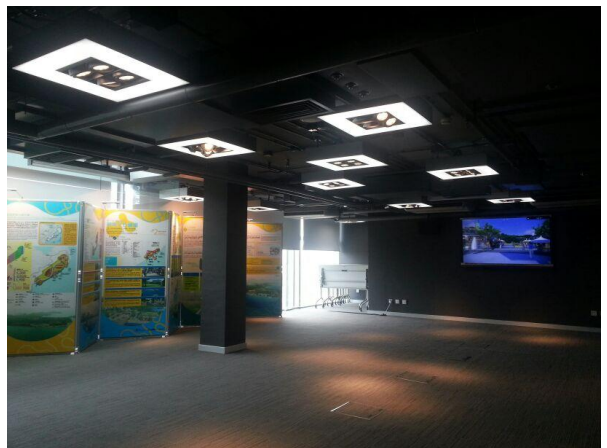
Central Pier No. 4



Aberdeen Promenade

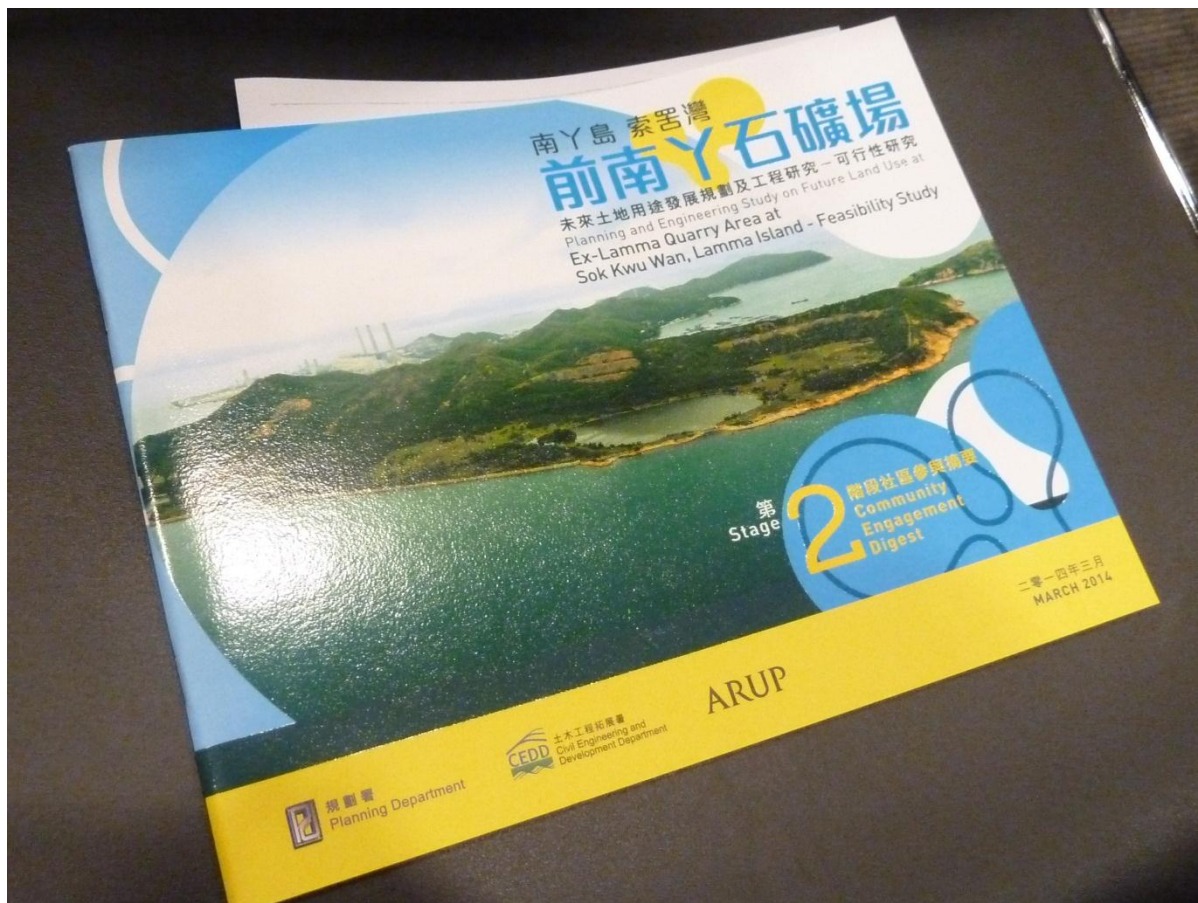


City Gallery, Central

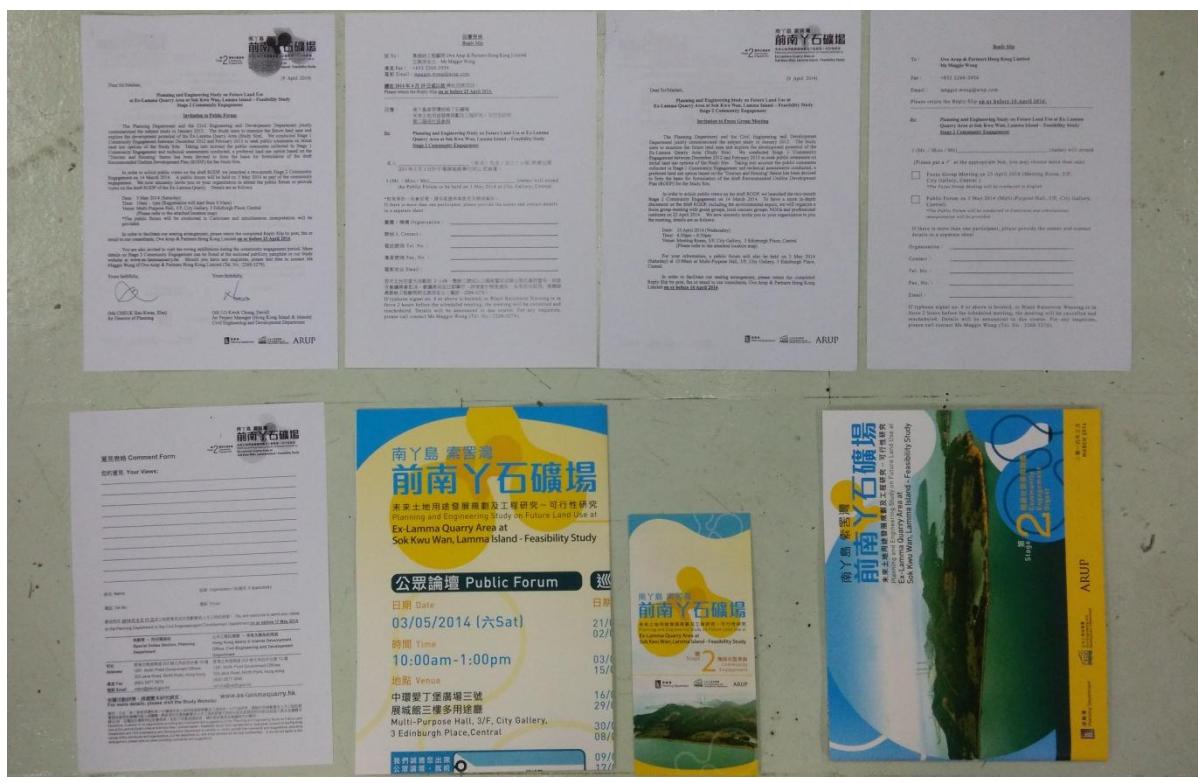


Appendix 15

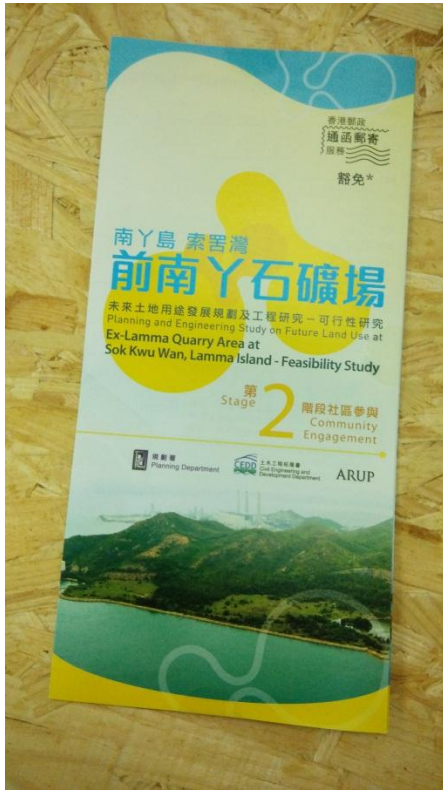
Publicity Materials of Stage 2 Community Engagement



Circular Mail & Invitation Package



Leaflet



Poster



Banner



Exhibition Panel



Backdrop



3D Animation



Appendix 16

List of Commenters

編號 No.	姓名 Name	機構/個人 Organization/ Individual
001	Forward Cheung	個人 Individual
002	Christy SH Choi	個人 Individual
003	Debby	個人 Individual
004	Jeromy Cheung	個人 Individual
005	Ophelia Chan	個人 Individual
006	Sally Ku	個人 Individual
007	黃俊邦	南丫南關注組 South Lamma Concern Group
008	黃俊邦	南丫南關注組 South Lamma Concern Group
009	黃俊邦	南丫南關注組 South Lamma Concern Group
010	Puk yuk yin	南丫島居民 Lamma Resident Lamma Resident
011	Miss Lau Wai Ying	香港居民 Hong Kong Resident
012	Kwun Nung Lee	個人 Individual
013	Lo Yin Yu	香港居民 Hong Kong Resident
014	Yik Ho Cheng	個人 Individual
015	Zoe Lee	香港居民 Hong Kong Resident
016	Leung Ka Ho	個人 Individual
017	Dorothy Cheung	個人 Individual
018	Patick Mo	香港居民 Hong Kong Resident
019	H K Keung	個人 Individual
020	Stanley Chan	生態教育及資源中心高級保育主任 Senior Conservation Officer, Eco-Education & Resources Centre
021	Cherry Wong	香港居民 Hong Kong Resident
022	Lester Ho	個人 Individual
023	嚴勵心	南丫島居民 Lamma Resident
024	Ceci Cc	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
025	Wing Chan	南丫島居民 Lamma Resident
026	Mitchell Yeung	個人 Individual
027	羅玉貞	香港居民 Hong Kong Resident
028	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
029	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
030	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
031	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
032	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
033	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
034	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
035	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
036	Jo Wilson	活在南丫主席 Chairperson, Living Lamma
037	冼偉文	個人 Individual
038	Chan Kam Wai	個人 Individual
039	鄧慧仙	個人 Individual
040	李雅姿	個人 Individual
041	Sheli Bowman	個人 Individual
042	林學中	個人 Individual
043	Mary Mulvihill	個人 Individual
044	Mary Mulvihill	個人 Individual
045	Fg Fg	個人 Individual
046	Jocelyn Ho	香港觀鳥會高級保育主任 Senior Conservation Officer, The Hong Kong Bird Watching Society
047	Nikita Tse	個人 Individual
048	Snoopy Leung	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
049	Clarence Leung	個人 Individual
050	Clarence Leung	個人 Individual
051	Fred	個人 Individual
052	Paul Zimmerman	薄扶林區議員 / 創建香港執行總裁 District Councillor, Pokfulam / CEO, Designing Hong Kong
053	陳連偉	南丫島北段鄉事委員會主席 Lamma Island (North) Rural Committee Chairman
054	陳偉業	立法會議員 Legislative Council Member
055	Hon Leung Kwok Hung	立法會議員 Legislative Council Member
056	Karen Chan	關注環保霸權大聯盟
057	Karen Chan	關注環保霸權大聯盟
058	Karen Chan	關注環保霸權大聯盟
059	Karen Chan	關注環保霸權大聯盟
060	Francesca A. Dunster	個人 Individual
061	鍾穎兒	個人 Individual
062	周玉堂 陳連偉 余麗芬	南丫島南段鄉事委員會主席 Lamma Island (South) Rural Committee Chairman 南丫島北段鄉事委員會主席 Lamma Island (North) Rural Committee Chairman 離島區區議員 (南丫及蒲台) Islands District Council Member (Lamma & Po Toi)
063	Peter Wu	全記渡有限公司 Chuen Kee Ferry Ltd.
064	Chau Kwok Ming	南丫南鄉委員會 Lamma Island (South) Rural Committee
065	John Lam	香港居民 Hong Kong Resident
066	Patricia Yuen	個人 Individual
067	Catania Mao	個人 Individual
068	陳德蘇	個人 Individual
069	黃明達	個人 Individual
070	梁英才	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
071	不公開姓名 Name undisclosed	個人 Individual
072	Alvin Kan	香港城市設計學會 Hong Kong Institute of Urban Design
073	The Hong Kong Institute of Urban Design	香港城市設計學會 Hong Kong Institute of Urban Design
074	郭家麒	立法會議員 Legislative Council Member
075	胡佩華	香港青年協會督導主任 Supervisor, The Hong Kong Federation of Youth Groups
076	Andrew Chan	世界自然基金會香港分會地方生物多樣性助理環境保護主任 Assistant Conservation Officer, Local Biodiversity, WWF Hong Kong
077	林偉聰	個人 Individual
078	Roy Tam	環保觸覺 Green Sense
079	Fung Philip	香港園境師學會主席 Chairman, The Hong Kong Institute of Landscape Architects
080	Roy Sun	個人 Individual
081	Stephen Jones	模達灣居民 Mo Tat Wan Resident
082	Nicholas Fordham	模達灣居民 Mo Tat Wan Resident
083	Emma Fordham	模達灣居民 Mo Tat Wan Resident
084	Jim Seymour	香港居民 Hong Kong Resident
085	Martin Bode	個人 Individual
086	Kangsu Lee	榕樹灣居民 Yung Shue Wan Resident
087	Lee Siu Yee	個人 Individual
088	V Weston	南丫南關注組 South Lamma Concern Group
089	Lee Pak Yee	個人 Individual
090	Tony Tsnag	個人 Individual
091	Anson Tse	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
092	Tam Pui Ying	個人 Individual
093	Ching Chan	個人 Individual
094	Cheung Chun Wai	個人 Individual
095	Yatman Cheng	個人 Individual
096	Amy Yeung	個人 Individual
097	Rev. Ewing W. [Bud] Carroll, Jr	北角舊村居民 Pak Kok Kau Tsuen Resident
098	Chau Lok Hin	個人 Individual
099	Carol Tsui	個人 Individual
100	Melanie Moore	個人 Individual
101	許寶珠	個人 Individual
102	張雪英	個人 Individual
103	黃文芳	個人 Individual
104	Andrew Shek	個人 Individual
105	Kenneth Wu	索罟灣原居民 Sok Kwu Wan Indigenous Inhabitant
106	Carmen Wu	索罟灣原居民 Sok Kwu Wan Indigenous Inhabitant
107	鄧志華	個人 Individual
108	鄭麗冰	索罟灣原居民 Sok Kwu Wan Indigenous Inhabitant
109	張里仔	個人 Individual
110	鄭先春	個人 Individual
111	鄧志強	個人 Individual
112	林初德	漁民 Fisherman
113	茹小紅	個人 Individual
114	吳建信	個人 Individual
115	Lo Hung Yiew	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
116	Lo Hung Check	個人 Individual
117	鄧智明	個人 Individual
118	周志富	南丫島原居民 Lamma Island Indigenous Inhabitant
119	Yiu Wan Kwai	鹿洲原居民 Luk Chau Indigenous Inhabitant
120	陳綺薇	個人 Individual
121	Chow Suet Yan	南丫島原居民 Lamma Island Indigenous Inhabitant
122	Walter	南丫島原居民 Lamma Island Indigenous Inhabitant
123	江藝	個人 Individual
124	李建強	個人 Individual
125	Lam Yuk Tak	個人 Individual
126	曾慶康	個人 Individual
127	George Lo	個人 Individual
128	陳美玲	個人 Individual
129	Ng Shui Cheong	個人 Individual
130	鄭金玲	個人 Individual
131	鄭明妹	個人 Individual
132	Edmond Shek	個人 Individual
133	江子堯	個人 Individual
134	許宏熙	個人 Individual
135	張淑賢	個人 Individual
136	Lai Wai Ho	個人 Individual
137	潘柏然	個人 Individual
138	賴俊亨	個人 Individual
139	周嘉俊	南丫島原居民 Lamma Island Indigenous Inhabitant
140	李曉路	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
141	賴曉儀	個人 Individual
142	潘子軒	個人 Individual
143	方淑嫻	個人 Individual
144	周樹棠	南丫島原居民 Lamma Island Indigenous Inhabitant
145	鄭惠華	南丫島原居民 Lamma Island Indigenous Inhabitant
146	姚有財	鹿洲原居民 Luk Chau Indigenous Inhabitant
147	區慧心	個人 Individual
148	Yiu Kwok Tung	鹿洲原居民 Luk Chau Indigenous Inhabitant
149	Yiu Kwok Leung	鹿洲原居民 Luk Chau Indigenous Inhabitant
150	Chau Ping Tung	個人 Individual
151	Liu Xia	個人 Individual
152	莫志恒	個人 Individual
153	許詠欣	個人 Individual
154	名稱不詳 Name cannot be recognized	個人 Individual
155	吳永娟	個人 Individual
156	盧思雅	個人 Individual
157	林育創	個人 Individual
158	林育安	個人 Individual
159	林育生	個人 Individual
160	Ben Mak	個人 Individual
161	Joby Chui	個人 Individual
162	胡艷媚	個人 Individual
163	張運來	個人 Individual
164	胡財喜	個人 Individual
165	梁錦泉	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
166	Chow Suet Man	南丫島原居民 Lamma Island Indigenous Inhabitant
167	Kwok Chi Keung	個人 Individual
168	林少華	個人 Individual
169	李瑋藺	個人 Individual
170	名稱不詳 Name cannot be recognized	個人 Individual
171	張如愛	個人 Individual
172	周永殷	個人 Individual
173	許錦源	個人 Individual
174	Miss Jennifer Lau	個人 Individual
175	郭劍強	索罟灣居民 Sok Kwu Wan Resident
176	阮麗敏	個人 Individual
177	許雅驅	個人 Individual
178	Leung Chuen Ho	個人 Individual
179	林偉雄	個人 Individual
180	Chui Chun Yu	個人 Individual
181	Mei Lei Lo	個人 Individual
182	Wong Yuk Fun	個人 Individual
183	Jin Rong Luo	個人 Individual
184	施青陽	個人 Individual
185	陳少文	個人 Individual
186	游紅美	個人 Individual
187	譚可恒	個人 Individual
188	譚社倫	個人 Individual
189	胡錦珍	個人 Individual
190	胡秀珍	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
191	胡美珍	個人 Individual
192	林碧儀	個人 Individual
193	許靈峰	個人 Individual
194	陳偉達	個人 Individual
195	李大偉	個人 Individual
196	Burton Lau	個人 Individual
197	許健智	個人 Individual
198	鄭金發	個人 Individual
199	廖頌恒	個人 Individual
200	潘偉強	個人 Individual
201	Alvin Ma	個人 Individual
202	蘇劍峰	個人 Individual
203	鄺翠華	個人 Individual
204	簡贊豪	個人 Individual
205	蔡斗生	個人 Individual
206	徐碧強	個人 Individual
207	張霆軒	個人 Individual
208	唐兆禧	個人 Individual
209	簡敏芝	個人 Individual
210	簡敏華	個人 Individual
211	簡敏賢	個人 Individual
212	葉嘉文	個人 Individual
213	鄧啟龍	個人 Individual
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215	林美麗	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
216	傅金成	個人 Individual
217	陳文漢	個人 Individual
218	周啟邦	個人 Individual
219	程廣照	個人 Individual
220	曾育健	個人 Individual
221	吳家彤	個人 Individual
222	楊梓昇	個人 Individual
223	雷詩朗	個人 Individual
224	Antoine Ho	個人 Individual
225	Lo Kam Wing	個人 Individual
226	陳錢	個人 Individual
227	黃健生	個人 Individual
228	馬秀群	個人 Individual
229	名稱不詳 Name cannot be recognized	個人 Individual
230	Lau Yuen Fai	個人 Individual
231	瞿仁群	個人 Individual
232	黎金妹	個人 Individual
233	姚長誠	鹿洲原居民 Luk Chau Indigenous Inhabitant
234	劉康欣	個人 Individual
235	詹麗芳	個人 Individual
236	Yiu Wan Hing	鹿洲原居民 Luk Chau Indigenous Inhabitant
237	葉少明	個人 Individual
238	吳根	索罟灣漁民 Sok Kwu Wan Fisherman
239	劉錦祥	個人 Individual
240	Mai Po Lo	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
241	Albert Lo	個人 Individual
242	Christine Ka E Lo	個人 Individual
243	Mabel Lo	個人 Individual
244	郭勝	個人 Individual
245	何凱	個人 Individual
246	Mavis Wong	個人 Individual
247	何家錡	個人 Individual
248	曾憲挺	個人 Individual
249	彭燕萍	個人 Individual
250	羅振洋	個人 Individual
251	Carmen Chan	個人 Individual
252	吳燕琳	個人 Individual
253	劉康妮	個人 Individual
254	許詠詩	個人 Individual
255	何惠玲	個人 Individual
256	劉少華	個人 Individual
257	Tina Chong	個人 Individual
258	馮國樑	個人 Individual
259	何麗燕	個人 Individual
260	杜寶如	個人 Individual
261	黃家樂	個人 Individual
262	何麗儀	個人 Individual
263	盧惠萍	個人 Individual
264	呂祈威	個人 Individual
265	高啟立	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
266	楊松堅	個人 Individual
267	吳梅	個人 Individual
268	Wing Sau Liu	個人 Individual
269	Cheung Tack Shing	個人 Individual
270	談宇航	個人 Individual
271	名稱不詳 Name cannot be recognized	個人 Individual
272	林添才	個人 Individual
273	張偉聲	個人 Individual
274	嚴卓麟	個人 Individual
275	吳家豪	個人 Individual
276	蘇海婷	個人 Individual
277	Wong Ting Fong	個人 Individual
278	Cheng Ka Pik	個人 Individual
279	鄧兆華	個人 Individual
280	劉春聲	個人 Individual
281	Cheng Ka Fai	個人 Individual
282	Cheng Ka Chun	個人 Individual
283	盧偉傑	個人 Individual
284	Ng Shui Lan	個人 Individual
285	Poon Mei Ching	個人 Individual
286	張柏根	個人 Individual
287	吳詠詩	個人 Individual
288	黃忠明	個人 Individual
289	胡考賢	個人 Individual
290	陳海生	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
291	蕭文亮	個人 Individual
292	鄒敏	個人 Individual
293	蘇振遠	個人 Individual
294	李蓉	個人 Individual
295	李玉華	個人 Individual
296	李倩怡	個人 Individual
297	劉啟明	個人 Individual
298	何華添	個人 Individual
299	朱惠明	個人 Individual
300	何笑珍	個人 Individual
301	盧偉基	個人 Individual
302	盧兆麟	個人 Individual
303	Ng Man Cheong	個人 Individual
304	盧有發	個人 Individual
305	Chan Ping Hung	個人 Individual
306	Seto Chu Chun	個人 Individual
307	Tam Chun Chung	個人 Individual
308	Selina Cheng	個人 Individual
309	鄭永康	個人 Individual
310	鄭永昌	個人 Individual
311	Lee Chiu Ping	個人 Individual
312	黃瑜	個人 Individual
313	鄧彥珍	個人 Individual
314	黃月紅	個人 Individual
315	Chan Cheuk Lai	個人 Individual

編號 No.	姓名 Name	機構/個人 Organization/ Individual
316	鄧廣友	個人 Individual
317	羅麗芙	個人 Individual
318	黃惠芳	個人 Individual
319	名稱不詳 Name cannot be recognized	個人 Individual
320	黎志光	個人 Individual
321	Zoe Tse	個人 Individual
322	黎志聰	個人 Individual
323	馮啟志	個人 Individual
324	Chan Cheuk Long	個人 Individual
325	Chan Ping Cheun	個人 Individual
326	Chan Ping Sum	個人 Individual
327	Gung Wai Ling	個人 Individual
328	Lee Ying Ha	個人 Individual
329	趙海珠	個人 Individual
330	Lau Heung Ling	個人 Individual
331	黃麗儀	個人 Individual
332	容素心	個人 Individual
333	何焯成	個人 Individual
334	Exact7ly	個人 Individual
335	N/A	5,500 Signatures Collected by Green Power and Eco-Education Resources Centre