

Invitation for Expression of Interest

for

Development of the Ex-Lamma Quarry Area

Development Bureau

April 2025

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I. Introduction

1. Over the years, different development proposals have been raised for developing the ex-Lamma Quarry site (“the Site”). Latest thinking revealed to the Legislative Council in June 2024 showed that Government was considering to developing the Site into resort hotel, high-end camping facilities and low-density residential use. It was also pondered that the Site could provide some recreation facilities for the promotion of island tourism. Subsequently, to promote yacht tourism and enhance Hong Kong’s appeal as a premier tourism destination, the 2024 Policy Address recommended to invite the private sector to construct and operate marinas in various locations including the water body beside the Site.
2. In order to identify the most suitable development option for the Site, the Government has undertaken a review study (“the Study”) to explore the optimised use of the beautiful environment including the man-made lake of the Site, nearby villages, hiking trails, popular spots in the vicinity as well as the water body of Sok Kwu Wan (also named as the “Picnic Bay”). Taking into account the latest development in paragraph 1 above, the Study has looked into ways to incorporate a resort hotel and low-density residential use, and the building of a marina (at the southern part of the Site with the support of land-side marina supporting facilities) in order to enhance the commercial viability and hence market interest to participate in the development of the Site. The Study has also assessed the financial viability of possible development schemes.
3. With the aid of the Study, we have now worked out a proposed scheme, setting out Government’s recommendations on the broad direction of development, land use, and development model, as well as suggested parameters for the Site. Major elements of the proposed scheme are elucidated in **Section V** below. As foreshadowed in the 2024 Policy Address, this document (“Invitation Document”) invites Expression of Interest (“EOI”) with reference to the proposed scheme. Feedback from the market would be essential in helping us finalise development requirements and tender conditions.
4. This EOI is also launched ahead of the statutory rezoning process so that the land use planning and development parameters can be finalised with regard to the

market feedback collected through the EOI exercise before they are incorporated into the statutory outline zoning plan for implementation. This represents a proactive move by Government in taking heed of market views in launching large-scale developments.

II. The Site and Its Surroundings

5. Lamma Island is located to the southwest of Hong Kong Island and is the third largest island of Hong Kong. The two biggest villages in Lamma Island are Yung Shue Wan on its north and Sok Kwu Wan on its east (**Annex A**).
6. Geographically, the Site is located at the northern coast of the Picnic Bay (as marked on **Annex A**), covering an area of about 25 hectares (“ha”), all being government land. The Site comprises a 20-ha flat platform area with varying ground levels between +4.5 to +11.3mPD (i.e. developable land area), a 5-ha man-made lake and a 1-kilometre (“km”) shoreline. The Site enjoys a unique natural and rural setting with a greenery backdrop to its north (top edge of Luk Chau Shan) and sheltered water body to its south (the Picnic Bay). The Site is currently zoned as “Undetermined” (“U”) on the approved Lamma Island Outline Zoning Plan (OZP) No. S/I-LI/11 (**Plan 1**).
7. From 1978 to 1995, the Site was used as a quarry. After ceasing of its operation, restorative works were done thereon and the current state has been as such since 2002. Since 2011, the Site has been leased to a non-governmental organisation under short-term tenancies for non-profit making environmental education and wildlife activity centre.
8. To the southwest of the Site is a “Comprehensive Development Area” (“CDA”) of about 2 ha currently occupied by a cement storage silo. The “CDA” site is privately owned by two owners.
9. Further southwest is the village Lo So Shing, which has also got a beach with the same name. Opposite to the Site on the other side of the Picnic Bay is Sok Kwu Wan, which has been developed into quite a popular tourist destination famed particularly for its seafood restaurants. There are also village houses and mariculture rafts in Sok Kwu Wan. The Lamma Island Family Trail, a leisurely

and scenic 5-km route linking Sok Kwu Wan to Yung Shue Wan, is also drawing people to this area. The key spots are shown in **Annex A**.

10. Lying just west of Hong Kong Island, Lamma Island is only a short ferry ride away from the city centre. It is now connected to external territories by four ferry routes travelling i) between Yung Shue Wan and Central, ii) between Sok Kwu Wan and Central, iii) between Yung Shue Wan and Aberdeen (via Pak Kok Tsuen) and iv) between Sok Kwu Wan and Aberdeen (via Mo Tat). These four ferry routes are now making use of five piers at Lamma Island (i.e. Yung Shue Wan Ferry Pier, Sok Kwu Wan Pier No.2, Sok Kwu Wan Public Pier, Mo Tat Public Pier and Pak Kok Tsuen Public Landing Steps (**Plan 1**)). Within Lamma itself, transportation between different parts is carried out with the use of village vehicles, bicycles and quite a bit of walking.
11. Other than the above-mentioned ones, there are ample existing attractions in Sok Kwu Wan (such as the Lamma Fisherman Village, mariculture rafts, seafood restaurants on Sok Kwu Wan Main Street, Sok Kwu Wan Tin Hau Temple and Kamikaze Cave, etc.) that are within 15-minute walking distance from the Sok Kwu Wan Ferry Pier.
12. As for Yung Shue Wan, which is up north of the Site, there are attractions such as the Hung Shing Yeh Beach and barbecue area, Lamma Winds, Yung Shue Wan Tin Hau Temple, etc., which could all be reached within a 20 plus-minute of walking from the Yung Shue Wan Ferry Pier. Indeed, a lot of nature lovers would walk the full distance of the Lamma Island Family Trail and explore the whole area's breathtaking scenery and visit various sites thereupon.

III. Uniqueness of the Site

13. **Legacy** - The quarry in Lamma Island used to be one of the four quarries in Hong Kong that produced rock products for the-then construction industry. Together, they helped meet about 50% of the-then local aggregate requirements. Operation of a quarry, i.e. extraction of minerals from the bedrock, is a process of distillation, a process of gaining valuables from an otherwise ordinary-looking landscape. With this spirit of the workings of a quarry in mind, future development on the Site would similarly be a process of refinement and

enrichment. With the right planning, design and build, the experiences to be attained from residing in/visiting the Site would be favourable for residents and explorers alike.

14. **Natural Habitat** - Since 2002, the Site has been turned into a new stable landform comprising a broad, gently sloping series of flat platforms, and rehabilitated with restorative planting of exotic and native trees. Existing habitat with rich biodiversity can be found in the vicinity. Worth noting are two Sites of Special Scientific Interest (SSSI) in the South Lamma Island and Sham Wan to protect the habitat of unusual bird species and the nesting site of green turtle respectively. Being some distance away from the Site, the SSSIs will not be affected by new development on the Site.
15. **Size and Shape** - A land mass of 25-ha offers a wealth of development potential and options for exploration. The long marine frontage and large man-made lake has rendered the Site suitable for the development of a marina, as well as watersports and recreation activities. Added together would be a rare and precious opportunity that echoes with the direction under one of the building blocks as proposed in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” released in 2021, namely to leverage our vast expanse and diversity of green and blue spaces to enhance biodiversity, public appreciation and enjoyment as well as urban ecology.
16. **Proximity to the Buzz but Serenity on its own** - The Site is only about 30 minutes away from the city center by ferry. Convenience is not an issue, particularly if the future developer makes further improvements in terms of accessibility. More wondrously, especially for those who are from places outside of Hong Kong, upon arriving at the Site, one would get an entirely different vibe with the tranquility and peace of the Site. With about three quarters of Hong Kong as countryside while urban areas making up less than 25 per cent of our land, Hong Kong is never the “concrete jungle” that many people mistake us to be. This Site would be a living manifestation of the duality that many few places in the world could offer – invigoration and quietness, efficiency and relaxed enjoyment, excitement and replenishment – all within a short ferry ride.
17. **Splendor** - The design and build in the future development would exhibit

tastefulness and class. We would want the experience at the Site, either as a long-term resident or short-stay visitor, to be an exciting one that is worthy of telling people about - a dashing and wise choice, a privilege that is accessible to all members of the public.

IV. Aspiration for Developing the Site

18. Its tranquil seaside location in a rural island setting, wealth of tourism and recreation resources particularly a large man-made lake, and proximity to the urban area have rendered the Site suitable for a holistic development with tourism, recreation and low-density housing elements. We propose positioning the development as a **high-end lakefront and hillside resort complemented by a world-class marina and low-rise luxury housing**. From a planning and design perspective, the three uses could complement each other and contribute to making the Site a premier and unique destination as well as a weekend getaway, providing alternative experience to attract high-spending visitors and top talents.
19. Development of the Site could help promote this part of Lamma Island into a vibrant year-round place-to-be with a multitude of tourism attractions including quality accommodations, passive recreation facilities, and outdoor adventurous activities. There would also be the provision of larger spaces for people who would like to make here their home. For the latter, such an island-living mode could seldom be found anywhere else in the world as it is not common for island residents to be physically brought back to the city centre within just 30 minutes. In order for the development on the Site to gain success, it must be done with a lot of care and in accord with the environment.
20. Some guiding principles for proposed development on the Site are listed as follows:
 - (a) a showcase of sustainable community;
 - (b) respect for the culture and heritage of Lamma;
 - (c) preservation and conservation of the natural environment;
 - (d) acknowledgement of the existing attractions of Lamma and to build upon them; and
 - (e) focus on health, comfort and relaxation.

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21. Specifically, the objectives of developing the Site are multifold:
- (a) promoting island tourism by introducing quality accommodations and providing passive and active recreational activities including watersports;
 - (b) providing marina facilities and promote yacht tourism; and
 - (c) enhancing connectivity of the Site to other parts of Lamma Island and with other parts of Hong Kong.
22. Paragraph 21(c) above is about **accessibility** which is the key to the project. Both external accessibility and connectivity with other parts of Lamma are important. For external accessibility, we propose building a new public ferry for the Site so that the development can be connected externally through ferry services. For connectivity with other parts of Lamma, consideration may be given to providing footpaths or walking trails connecting the Site with the Sok Kwu Wan area such as the Lo So Shing Village/Beach to increase visitors' appeal of the Site.
23. For Lamma residents, development of the Site could provide impetus for reinvigorating the island and in more concrete terms, bring about more opportunities for jobs and economic returns from an increase in the number of visitors and amount of attention. The increase in visitor and resident population however would be measured and would not disrupt their daily lives. Development of this Site would also echo the objectives of the Working Group on Boosting Local Economy under the Islands District Council.

V. Proposed Development Parameters and Requirements

24. Development parameters and requirements of the Site under the proposed scheme are set out in details below. Respondents to this exercise are more than welcomed to provide comments or suggest amendments so that components of the final implementation scheme could be most attuned to market conditions and considerations (**Plan 2 and Appendix**).

| Major Parameters | The Site |
|--|---|
| <i>Tourism and Recreation</i> | |
| (a) Total site area | About 204 000 m ² (including about 57 100 m ² of water area in Picnic Bay) |
| (b) Total GFA | About 42 000 m ² |
| (c) Plot ratio | Assumed 0.17 - 2.30 |
| (d) Building height | Ranging from 1 to 7 storeys |
| (e) Possible accommodation options | a. Villas b. Resort hotels c. Glamping camps |
| (f) Estimated population (about) | 1 100 persons |
| <i>Marina</i> | |
| (g) Picnic Bay area | About 108 100 m ² (water area) |
| (h) Supporting land facilities | About 2 300 m ² |
| (i) Estimated no. of berths | About 150 to 200 (different combination of yacht sizes ranging from 10 m to 50 m) |
| <i>Low-Density Housing</i> | |
| (j) Total site area | About 74 300 m ² |
| (k) Total gross floor area (GFA) | About 136 000 m ² |
| (l) Plot ratio | Assumed 0.8 - 2.4 |
| (m) Building height | Ranging from 3 to 8 storeys |
| (n) Possible accommodation options | a. House b. Duplex c. Flat |
| (o) Estimated total no. of units (about) | 1 100 |
| (p) Estimated population (about) | 3 100 persons |

(A) *Tourism and Recreation*

25. For the eastern portion of the Site, with a sizeable land mass including a 5-ha man-made lake with naturalistic surrounding environment, the area may be

fitting for the development of a high-end lakefront and hillside resort. This resort would be endowed with having green pasture as its backdrop and immediate access to the lake and the sea. Its good size (204 000 m²) could also afford different accommodation types and various indoor and outdoor recreation activities (with a total GFA of about 42 000 m²), both of which could help draw tourists to the Site. Under the proposed development, the following four elements may be considered for development of the Site for tourism and recreation uses:

- (a) **Entrance Plaza** – For better understanding of the Lamma identity and the development philosophy of the Site, it is considered useful to build a community hub with mixed uses right beside where the proposed new ferry pier would be located at. The community hub can also create a sense of arrival. Apart from possibly containing information for educational/promotional purposes, the community hub could support commercial facilities such as the sale of daily necessities, livelihood products and even small merchandises. Eateries such as restaurants and other social facilities such as private clinics could also be included herein.
- (b) **Signature Elevated Walkway** – The future developer could also consider building an elevated and barrier-free walkway at around the centre area of the Site. This walkway could become a landmark for people to associate the Site and take pictures with, and functionally, also help improve the connectivity and walkability between different portions of the Site. The future developer would be encouraged to open this walkway for public access so that all could enjoy a walk and take in the scenic view that is to offer for free. To further increase the appeal of this walkway, abseiling, slides or other inventive / exciting add-ons could also be installed.
- (c) **Water Sports and Land-based Recreation Facilities** – Picnic Bay and the man-made lake together could provide a plethora of water activity options. The former could include canoeing, jet skiing, paddle-boarding and sailing while the latter could allow for more kid or family-friendly options such as boating and sea hammock. Apart from water sports, the Site can also offer land-based recreation activities, passive and active, such as leisure farming, eco-tours, cycling, rock climbing, mountain

biking, etc. Regardless of the actual activities to be provided here, there must be sufficient land-side facilities such as training and supporting spaces for shower facilities et al.

- (d) **Waterfront Promenade** – A waterfront promenade would enhance the connectivity of the Site and with free public access, could allow all members of the public to enjoy the space and gorgeous view. A waterfront promenade is proposed along the 1-km shoreline to enhance the connectivity from the new ferry pier and event space to the water sports centre on the eastern side; and the marina with its supporting facilities on the western side. The proposed promenade of at least 10 m wide can provide a leisurely and inclusive environment for different users including joggers and cyclists.

26. As for accommodation types in this part of the Site, here are some possible options and the final development scheme could choose to adopt none, one or a variety of types as it sees most fitting -

- (a) **Villas** – The building of villas offers the space and privacy that high-end visitors would value, especially in Hong Kong. In order to fill the market gap in Hong Kong, villas here could offer one-of-a-kind accommodation experience for future visitors in an island setting embraced by a naturalistic environment. Each villa with a size of about 75 – 100 m² could be built to provide a uniquely private and special experience for visitors. Depending on the ultimate design, stayers could enjoy a plethora of facilities, such as water sports (such as boat-riding, kayak, jet ski, paddle board and wakesurfing) and other activities at the man-made lake or water areas of the Picnic Bay. Land-based leisure and recreational facilities such as leisure farming and visits to botanical gardens / fruit farms and even tree-top adventures could also be arranged. There could also be the provision of man-made hot springs or spas for the enjoyment of villa goers. The future developer could also make use of the natural environment to create eco-tours and design a variety of wellness programmes.
- (b) **Hotel** – The future developer could consider building a low-rise and low-density hotel offering rooms larger than the usual sizes in other parts of

Hong Kong here. Future hotel developer and operator could run eco-tours, leisure walking and/or mindfulness programmes, arts and crafts workshops, cooking classes etc. to make best use of the tranquil setting. Alike many other hotels, the banquet/convention halls in these hotels could also cater for corporate and social events such as organisational retreats, meetings and team building activities.

- (c) **Glamping Camps** – Glamping has gained popularity in recent years and the Site could also be a suitable location for such development. All age groups including family visitors who appreciate the naturalistic environment of the Site and outdoor activities would find the appeal here. Each of these tents/pods could offer individual shower and toilet facilities while there would also be some F&B and gear rental facilities to be provided.

27. If space allows, the future developer could consider reserving some for the building of an **Event Space** in this part of the Site. This could be the gathering point for local and neighboring communities and an activity node for weekend markets, day-time busking, etc. that could foster social interactions and also bring about the opportunity to collaborate with local farmers/fishermen such as those operating fish farms within the mariculture zones in Sok Kwu Wan to supply local produce for restaurants at resort hotel.

(B) Marina

28. Apart from land-based resort facilities and residential units, the Site would also be able to offer a unique, world class marina with state of the art facilities providing about 150 to 200 berths (depending on the size of yachts to be received and the ultimate berthing arrangements). This Site can accommodate superyachts (reaching 50m) and the future developer could consider whether and how many, if any, of these superyachts to berth here. This marina is now proposed to be built on the western side of the Site and right behind it would be some low-density residential development. The private berthing space can be linked to the luxury residences for sale. Also, the future developer could plan for marina users to be directed to the tourism and recreation portion of the Site (i.e. the eastern side) for dining and even enjoyment of all the facilities that are to offer thereabout. The marina could also become a base that yachts would

visit and form part of their itineraries in their island hopping journey. The future developer may reserve some space in this portion to provide land-side supporting facilities such as service yard for the smooth operation of the marina. Depending on its detailed design, the future developer could also include some commercial elements such as eateries and shops in the vicinity to the service yard.

(C) *Low-Density Residential Portion*

29. We suggest using the western portion of the Site for building various large-sized private housing types, including apartments, duplexes and individual houses. The offering of a variety of housing types on the Site would allow a diversified living experience to be enjoyed by people with different needs and preferences.
30. In terms of building height, the residential blocks would be built below the ridgeline as such a development would be visually more pleasing. Depending on the ultimate development scheme, we envision that around 1 100 of residential units would be built hereabout, accommodating about 3 100 persons.

VI. Implementation Model

31. It is proposed to adopt a single developer approach for this project. In other words, the 25-ha Site would be sold by public tender to one single developer or one single consortium. This approach could facilitate a more coordinated and holistic design for the entire development, and expedite the provision of necessary infrastructure by leveraging market forces, while enabling the future developer to enjoy a high degree of flexibility in land use allocation.
32. We are considering whether to adopt a cash tender or a two-envelope tender approach for the project. Cash tender has the advantage of simplicity, with tender awarded to the bidder offering the highest price that meets the reserve price. On the other hand, while the two-envelope approach will incur greater tender preparation costs on the part of bidders, it will allow Government to take into account non-premium proposals (such as technical submissions showing what bidders are proposing for the Site), in addition to premium offers, in assessing who is the best to get the tender.

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33. Apart from shouldering the costs of works within the Site, the future developer would also bear the costs of works outside the Site that are required to support the development, such as mainlaying works for new freshwater main from Lamma Island Fresh Water Service Reservoir outside the Site. As for details of works that may be required, they are set out at **Section VII**. Costs of works to be borne by the future developer are expected to be reflected in a reduced bidding price for the Site.
34. The Government has conducted basic technical assessments for the proposed scheme covering traffic, drainage, sewerage, water supply, utilities, site formation and geotechnical (including Natural Terrain Hazard Study), environmental, sustainability, ecological, landscape and visual, and marine traffic, etc¹. The technical assessments have confirmed that the proposed scheme based on the development parameters in paragraph 24 above and with the proposed works in **Section VII** below, should be technically feasible. If views gathered through this EOI exercise show that the development parameters desired by the market are not materially different from those in paragraph 24 above, the Government would be in a position to initiate statutory town planning procedures shortly after the EOI exercise to provide the right zoning to effect the development.
35. It is our plan to launch the public tender for the Site and marina upon substantial completion of statutory planning procedures in mid-2026, while other statutory procedures such as those related to environmental impact assessment (EIA), etc. (details in paragraph 36 below) will be undertaken by the future developer after acquisition of the Site. This approach has the advantage of speeding up the development by allowing the future developer to start detailed design and ground investigation in parallel with the EIA and other statutory procedures. We will provide one-stop advisory and facilitation services to help coordinate across departments to facilitate completion of statutory procedures by the future developer.
36. Upon acquisition of the Site, the future developer will have to conduct technical

¹ Should interested parties wish to have access to the preliminary technical assessments already conducted by the Government, we can provide the relevant technical assessment findings and ground investigation data for inspection.

assessments for the following designated projects under the Environmental Impact Assessment Ordinance (EIAO): i) Project Category I.1: a drainage channel or river training and diversion works located less than 300m from the nearest boundary of an existing or planned fish culture zone (depending on the final development scheme); and ii) Project Category O.2: a marina designed to provide moorings for more than 30 vessels used primarily for pleasure or recreation. The future developer would also need to submit information on the pier and marina for gazettal by the Lands Department under the Foreshore and Sea-bed (Reclamations) Ordinance. Other than the above, the developer should submit information on roads (including private roads) and public roads for gazettal by the Highways Department under the Road Traffic Ordinance and Roads (Works, Use and Compensation) Ordinance.

37. Assuming the proposed positioning and development parameters in paragraphs 18 and 24 above are found generally acceptable by the market, we are planning to commence statutory planning procedures in Q4 2025, and launch public tender in the latter half of 2026 for works commencement in 2027. With the scale of the proposed scheme, we are proposing the building covenant period for the Site may range from 6 to 7 years. The Government may impose separate building covenant periods for the three proposed uses, subject to the requirement that the tourism and recreation development should be completed no later than marina development and residential development. Separate building covenant periods may allow the future developer with more pre-sale flexibility for the housing portion as the pre-sale timing will not be tied to the progress of works for tourism and recreation as well as marina.
38. Developments on the Site and nearby water body will be subject to restrictions on alienation. Like any other land sale sites, there will be normally a general restriction on alienation before compliance with lease conditions. In the interest of maintaining better quality management of the tourism and recreation development in the long run, the Government may also impose restrictions on alienation except as a whole, on individual site/area or some of the major components for tourism use after compliance with lease conditions. However, the above alienation restrictions do not apply to developers selling residential flats to individual purchasers, nor these individual purchasers subsequently alienating their residential flats in the open market.

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39. Apart from complementing other uses, the residential use is included in the development also with the consideration of enhancing the financial viability of the development not only for the construction stage but also during the operation stage. The Government is considering possible measures to better ensure the long-term management and operation of the tourism and recreation development can benefit from the improved financial situation brought by the residential portion even after the residential units are sold to multiple owners.

VII. Works Required on the Part of the Developer

40. The future developer would have to carry out the following works in order to realise the planning and design intention for the Site.
41. **Site Formation Works / Slopeworks:** There are two main developable land areas consisting of a +7 mPD platform at the central portion of the Site and a +8 mPD platform at the northeastern portion of the Site. The future developer would have to carry out site formation works with a view to maximizing the area of flat land. The future developer would have to maintain the existing slopes features of the Site, as well as the newly formed slope features arising from the site formation works.
42. **Better Connections with Other Parts of Lamma:** As suggested in paragraph 22 above, it would be to the benefit of the future developer to build better external access to and from the Site, such as construction of a trail to Lo So Shing Village/Beach and footpath to Sok Kwu Wan. It is also suggested to build a trail within the Site that would lead visitors up to a vantage point overseeing the scenic view of Sok Kwu Wan and along its way, people could also be connected to the existing hiking trail.
43. **External Access:** We propose building a public ferry pier at around the mid-point of the Site facing Picnic Bay to allow direct access for passengers to landing on the Site (**Plan 2**). If considered necessary, the future developer could operate and run ferry services that would make stops at more destinations and spots, subject to compliance of relevant legislation and further negotiations with the Transport Department. Alternatively, the future developer may discuss with the operator(s) of existing ferry services for Sok Kwu Wan to see

whether the latter are interested in arranging their services to stop at the Site.

44. **Road Works:** The roads (including footpath and passageway) within the Site would be private roads, which would be constructed and maintained by the future developer. A pier access road as well as service roads including access to the police post and fire station cum ambulance depot would be required.
45. **Sewage Treatment, Freshwater Supply and Electricity Supply:** No such provision at the Site for now, so the future developer would need to construct new systems. Under our single developer approach, the future developer could consider a few compact membrane bio-reactors (MBRs) with on-site small sewage treatment plants within individual development areas of the Site to replace a centralised facility with a submarine outfall. The future developer should make necessary arrangements on further disposal of the treated effluent. For water supply, as mentioned in paragraph 33, the future developer would also have to bear the costs of mainlaying works for new freshwater main from Lamma Island Fresh Water Service Reservoir outside of ELQ to support the development. Subject to agreement to be reached with the Water Supplies Department, the department may construct the water main with construction cost to be reimbursed by the future developer.
46. **Seawall Works:** To avoid flooding risk, there should be infrastructure or measures to be put in place to reduce the risk of flooding at the southwestern coastline of the Site, i.e. part of the Site that faces Sok Kwu Wan. It is suggested that a seawall of around +6mPD would have to be constructed along the coastal frontage of the site, along with a 1.5m wave barrier to cater for the potential risk of coastal flooding and wave overtopping during extreme weather events (**Plan 3**).
47. **Waterfront Promenade:** A waterfront promenade would enhance the connectivity of the Site and provide quality open space for free enjoyment by members of the public. We suggest a continuous promenade of at least 10 m wide along the southern coast of the Site and the developer may wish to design and construct the promenade based on their design scheme to be formulated according to the minimum standard of 1m² per person as per Hong Kong Planning Standards and Guidelines.

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48. **Police Post and Fire Station cum Ambulance Depot:** A police post of a maximum height of two storeys and a fire station cum ambulance depot would be constructed by the successful bidder for handing over to the Government. Consultation with the Hong Kong Police Force and the Fire Services Department on the latest requirements for the development on this site would be required.

VIII. Supplementary Information - About the “CDA” Site

49. As mentioned in paragraph 8 above, there is at present a cement storage silo to the southwest of the Site. The privately-owned area has been zoned as a “CDA” site with the planning intention for it to undergo comprehensive development for low-rise low-density residential use with provision of open space and other supporting facilities. Development within that area is subject to a maximum GFA of 12 000m², a maximum site coverage of 40% and a maximum building height of 3 storeys (9m). As this “CDA” site is outside the boundaries of the Site and that its continued existence would not affect the operations of proposed developments within the Site, it would purely be a commercial decision for the future developer to decide whether to approach the owner(s) of the “CDA” site to look into the possibility of integrating the “CDA” site into the new development.

IX. Invitation for EOI Exercise

50. Proposed development parameters have been included in this Invitation Document for the sake of facilitating consideration of the subject matters. It should be noted that the particulars contained in this Invitation Document are provided on a non-committal basis and subject to change by the Government without prior notification. For the avoidance of doubt, any received EOIs will serve as a reference only and may or may not be considered or taken into account by the Government during the finalisation of the development parameters and land disposal arrangement.
51. Any party interested in putting forth an EOI submission (“Interested Party”) should make its own independent assessment of the information contained in

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- this Invitation Document after carrying out such investigation and taking such professional and other advice as may be prudent in order to assess the risks and benefits and to prepare the EOI.
52. The submission of any EOI by an Interested Party shall be taken to be an acceptance of the terms of this invitation for EOI (“Invitation”) exercise.
53. The Invitation is not intended to provide the basis of any investment decision and should not be considered as a recommendation by the Government or any of its officers, employees, agents or advisors (collectively “the Persons”) to any Interested Party to submit any EOI.
54. This Invitation exercise is not the beginning of a competitive bidding process. Neither this Invitation Document nor any submission received by DEVB in response thereto constitutes an offer or the basis of any contract which may be concluded.
55. This Invitation is not a prequalification exercise to shortlist or prequalify any Interested Party for Government land sale tenders. Parties who do not submit an EOI will not be barred from taking part, or prejudiced against, in the subsequent land disposal arrangement of the Government for the Site.
56. In the case of an Interested Party which is a consortium, it shall nominate and appoint any one lead member (“Lead Member”) to act as the representative to make decisions on behalf of the consortium and serve as a single contact point for the EOI.
57. Interested Parties are not to construe the contents of this Invitation, or any other communication by or for and on behalf of the Government, or any of the Persons, as financial, legal, tax or other advice. Each Interested Party should consult its own professional advisors as to financial, legal, tax or other matters concerning the development of marina.
58. The Government reserves the right, without prior consultation or notice, to change the contents of the Invitation Document at any time.

X. Intellectual Property Rights

59. All submissions shall be the original works of the Interested Party and shall not contain any materials infringing any party's Intellectual Property Rights. The Interested Party shall indemnify and keep the Government fully and effectively indemnified against all actions, costs, claims, demands, damages, expenses, losses and liabilities of whatsoever nature arising from or incurred by reason of or in connection with any such infringement or alleged infringement.
60. In making a submission, the Interested Party hereby grants for the benefits of the Government, its authorised users, assigns and successors-in-title a freely transferable, non-exclusive, perpetual, worldwide, royalty-free, irrevocable and sub-licensable licence to use (including the doing of any acts restricted by copyright (including copying) set out in sections 22 to 29 of the Copyright Ordinance (Cap. 528 of the Laws of Hong Kong)), adapt and modify the proposals, documents and/or materials submitted and all Intellectual Property Rights subsisting in the submissions for all purposes in respect of or in connection with the Project. In relation to any proposals, documents and/or materials submitted to which the Interested Party is not empowered to grant sub-licence(s), the Interested Party hereby undertakes to procure at its sole cost and expense the grant of such rights for the benefits of the Government, its authorised users, assigns and successors-in-title by the relevant third parties in respect of such proposals, documents and/or materials to be granted on or before the submission of the relevant proposals, documents and/or materials to the Government in accordance with the terms hereof. For the avoidance of doubts, all Intellectual Property Rights of whatever nature in any altered, adapted or modified proposals, documents and/or materials shall belong to and shall be and remain vested in the Government, its assigns or successors-in-title (as the case may be) absolutely as soon as it is created. The Interested Party shall, if required by the Government, do all things and execute all instruments or documents for the purpose of conferring the rights and interest on the Government.

XI. Submission

61. Any Interested Party must return two copies of the prescribed Reply Form

attached hereto (“Reply Form”) in **Annex 1** and duly signed together with the required information and documents stated therein. The submission shall be placed in sealed plain envelope(s) to be marked “**Confidential**” and labelled “**Expression of Interest for Development Ex-Lamma Quarry Area**” and deposited in the **Development Bureau (Works Branch) - Contractors’ Drop-in Box (Professional Services Unit)** labelled “**Expression of Interest for Tsim Bei Tsui and Pak Nai, ex-Lamma Quarry and South Lantau Eco-recreation Corridor Drop-in Box**” at **2/F Entrance, East Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong**. No indication relating to the name or identity of the Interested Party shall be evident on any envelope(s). Interested Party must deposit the submission in the said Drop-in Box by 12:00 noon (“Closing Time”) on 2 July 2025 (Wednesday) (“Closing Date”).

62. In case a black rainstorm warning or a tropical cyclone warning signal No. 8 or above or an announcement on “extreme conditions” caused by super typhoon is issued by the Hong Kong Observatory being in force at any time between the hours of 9:00 a.m. and 12:00 noon on the Closing Date, the specified closing time of the Invitation will be extended to 12:00 noon on the next working day on which no black rainstorm warning or typhoon signal No. 8 or above or announcement on “extreme conditions” caused by super typhoon is in force.
63. After the Closing Date, the Government may request in writing the Interested Party who has submitted an EOI to provide further information regarding the submission made.
64. The Government reserves its right to proceed, or not to proceed further with this EOI exercise and/or the tender exercise at the Government’s absolute discretion without giving any reasons for the decision. The Government shall not be liable to any party for any loss or damage, costs or expense as a result of such decisions.
65. For any matter relating to this Invitation Document, please write to **DEVB by email to elq-eoi@devb.gov.hk**. Any Interested Party is requested to note that the Government will only answer questions of a general nature and will not provide legal or other advice in respect of the development parameters and

specific implementation arrangements relating to the Site.

66. A briefing would be arranged at 3:30 p.m. on 14 April (Monday) at Auditorium, G/F, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong to help Interested Parties to better understand the proposed development parameters for the Site in this Invitation Document to facilitate their preparation of the EOI. To attend the briefing session, please complete the enrolment form at **Annex 2** and return it to DEVB by email at **elq-eoi@devb.gov.hk** by 12:00 noon, 11 April 2025 (Friday).
67. By submission of an EOI, each of the Interested Party gives his consent to the disclosure of the name (including the name of the Interested Party and its parent company) and views provided in the EOI submission and accepts and acknowledges that the Government has the right to disclose such information. However, Interested Parties may opt out to keep their names and their linkage to the provided information confidential by explicitly stating their intention in Question 36 of the Reply Form in **Annex 1**. This will be respected and upheld by the Government, which otherwise retains the right to disclose such information. The Government shall have no liability in respect of any loss, damage, nuisance or disturbance whatsoever caused to or suffered by the Interested Party or any other person whether arising out of, in connection with or incidental to the exercise of the Government's right to disclose the name (including the name of the Interested Party and its parent company) and views in the EOI submission, or the use or dissemination of the name by members of the public or otherwise, and no claim whatsoever shall be made against the Government in respect of any such loss, damage, nuisance or disturbance.
68. The information and views provided by the Interested Party in respect of the suggestions / comments for the Site will be used by the Government and its agent(s) for the purpose of overall analysis under the Site, and will not be disclosed or transferred in the original form as provided by the Interested Party to the person or organisation.

XII. Disclaimer

69. Whilst the information contained in this Invitation Document has been prepared

in good faith, it does not claim to be comprehensive or to have been independently verified. Neither the Government nor any of its employees, agents or advisors accepts any liability or responsibility as to, or in relation to, the adequacy, accuracy or completeness of the information contained in this Invitation Document or any other written or oral information which is, has been or will be provided or made available to any company or consortium; nor do they make any representation, statement or warranty, expressed or implied, with respect to such information or to the information on which this Invitation Document is based. Any liability in respect of any such information or inaccuracy in this Invitation Document or omission from this Invitation Document is expressly disclaimed. Photos, images or other related materials enclosed in this Invitation Document is for the purpose of illustration and identification only and is subject to change.

70. This Invitation Document is not intended to provide the basis of any investment decision and should not be considered as a recommendation by the Government or any of its employees, agents or advisors to any company or consortium to submit an EOI. The Interested Party should make its own independent assessment of the information contained in this Invitation Document and must satisfy itself of the development and business potential of the development and the accuracy, completeness or meaning of any information and/or statement contained in this Invitation Document. No representation or warranty is given as to the achievement or reasonableness of any future projections, estimates, prospects or returns contained in this Invitation Document.
71. Neither this Invitation Document nor any submission received by the Government in response to this Invitation should be taken to constitute or form part of any invitation to tender or tender or contract or binding agreement or understanding by or with the Government. The Government reserves its right to amend, add to or delete any information contained in this Invitation Document at any time without prior notification and without giving any reasons.
72. Any Interested Party shall solely be responsible for the fees, costs and expenses incurred in preparing and submitting its EOI, or subsequent responses or initiatives on the part of the Interested Party, if any. The Government shall

under no circumstances be liable to any Interested Party, for such fees, costs, expenses, losses or damages whatsoever arising out of or in connection with the preparation and submission of its EOI or any subsequent involvement in the tender process, irrespective of whether the Government actually proceeds with the tender or not.

73. The Government may, and reserves the right to (or not to), incorporate in the tender documents for the Site any information received from the Interested Party. All information submitted by the Interested Party will not be returned.
74. This Invitation does not create any legal obligation or liability on the part of the Government. The Government is not obliged to proceed with this EOI exercise and/or the tender exercise for the Site and/or award of the tender of the Site at any time without prior notification and without giving any reasons.
75. Nothing in this Invitation Document or any activities in connection therewith shall result in any legal obligation or liability on the part of the Government.

Annex 1**Reply Form – Expression of Interest for
Development of the Ex-Lamma Quarry Area**

This Reply Form should be duly completed with two copies sent to Development Bureau (“DEVB”) by hand to deposit at Development Bureau (Works Branch) - Contractors’ Drop-in Box (Professional Services Unit) labelled “Expression of Interest for Tsim Bei Tsui and Pak Nai, ex-Lamma Quarry and South Lantau Eco-recreation Corridor Drop-in Box” at 2/F Entrance, East Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong by **12:00 noon on 2 July 2025 (Wednesday)**. You are encouraged to include a detailed proposal with supporting information including but not limited to covering project overview, technical specifications, visual representations drawings, plans and explanatory statements along with your submission. If the provided space is insufficient, please attach additional pages. You could fill in this reply form in either English or Chinese.

A. Information of the Interested Party

1. Company Name:

| | |
|---------------|--|
| (In English): | |
| (In Chinese): | |

2. Name and Post Title of Contact Person:

| |
|--|
| |
|--|

3. Contact Phone No:

| |
|--|
| |
|--|

4. Contact e-mail:

B. Background of the Interested Party and members or parent companies of the (or Proposed) Consortium Developer Company (as the case may be)

5. Core business (please include concise history and years of experience):

6. Details of any resort/hotel developed and/or operated in or outside Hong Kong:

7. Details of any marina developed and/or operated in or outside Hong Kong:

C. Submission of Views

Overall

8. Do you have any views on the branding of the Site as “a high-end lakefront and hillside resort complemented by a world-class marina and low-rise luxury housing” as suggested in **Section IV**? What synergies will these three proposed

uses be created that will render the integrated development more attractive and valuable?

9. Do you have any views on the site area and GFA distribution amongst the three proposed uses in **Section V**? Do you have any views on the proposed general layout, that is tourism and recreation in the east and housing in the west with pier in the middle leading to a community hub connecting the two as indicated in **Plan 2**?

10. What business models would you propose for the development and operation of the Site? Will you design, build, finance and operate the facilities all by yourself? Or will you partner with other investors or market players and if yes what are your and their roles in the development?

11. What are your views on the possible interface with the “CDA” site that locates right next to the Site? If you see merits in incorporating the “CDA” site for integrated development, how you intend to approach the lot owners of the “CDA” site to explore the possibility of collaboration?

Tourism and Recreation Development

12. Taking into account the suggestions on branding in **Section IV** and possible elements to be included in the tourism and recreation development in paragraphs 25 to 27 of **Section V**, what (i) resort facilities (villas, hotels and glamping camps); (ii) recreational offerings (watersports and land based); and (iii) commercial activities (such as shops and restaurants) will you propose to make the most of the Site including the man-made lake, vegetated hillside, 1-km shoreline and nearby waterbody to provide a unique experience (including something that is the first of its kind in Hong Kong) to attract high-spending visitors to spend and stay overnight and more nights? Please provide the proposed development parameters (in terms of site area, GFA, number of storeys, size and number of rooms (applicable to resort facilities), etc.), types of uses or activities, and locations for each of the key elements in this portion of the Site and nearby waterbody. Table(s) listing out respective development parameters and plan(s) showing the preliminary conceptual design and site layout could be attached to your Reply Form.

13. We have proposed in paragraph 25(b) to build a signature elevated walkway and a 1-km seaside promenade as a draw for visitors. Do you have any views on these proposals or do you have other suggestions to increase visitors' appeal of the Site?

14. How many of the recreation activities (both water and land based) would be available for public access (with or without charges) and which would be for more exclusive use of visiting guests to the resort? What would be the suggested proportion in use by these two types of users?

Marina Development

15. Taking into account the suggestion in paragraph 28 of **Section V**, how will you design the marina to meet unmet market needs and promote yacht tourism? What would be the essential ancillary facilities for supporting the operation of the marina? Plans including information such as (i) berthing layout and capacity, as well as sizes and categories of boats served; (ii) the size and types of uses of the essential ancillary land facilities for servicing the marina could be attached to your Reply Form.

16. How will the marina synergise with the tourism and recreation development, as well as the residential development? How will the marina be operated, on a membership basis or any other arrangements?

Residential Development

17. Taking into account the suggestion in paragraphs 29 to 30 of **Section V**, what would be your proposed housing mix (apartments, duplexes and houses) to complement the tourism and recreation development as well as marina development? Please provide the proposed development parameters and locations for each of the housing elements in this portion of the Site. Table(s) listing out respective development parameters (in terms of site area, GFA, number of storeys, sizes and number of flats, etc.) for different housing types and plan(s) showing the preliminary conceptual design and site layout could be attached to your Reply Form.

Accessibility

18. Would you support the proposal to build a public ferry pier for the Site and if so, do you think the proposed location in **Plan 2** is a good choice? What connection points in other parts of Hong Kong would you regard as essential for the pier to reach / receive residents / visitors? Would you suggest making use of existing ferry routes? If so, which route and how would you suggest the new routing to be? Alternatively, do you see a business case for the future developer to operate private ferry services for residents / visitors?

19. On connectivity to other parts of Lamma, would you agree to the proposal of constructing a trail leading to the existing hiking trail and further connecting the Site to Lo So Shing Village/Beach and a footpath to Sok Kwu Wan. We have also proposed another trail to be built within the Site leading up to a vantage point overlooking Sok Kwu Wan that would also make connection with the existing hiking trail. Would you also agree to that? Do you have in mind other connections to be made?

Implementation Model

20. Do you have any views on the proposed implementation approach in **Section VI**, including (i) granting through public tender the Site and nearby waterbody to a single developer for integrated development, who will be responsible for the costs of works arising from the development including works outside the Site boundary that are required to support the development; (ii) Government to

launch the public tender after substantial completion of statutory planning procedures while facilitating the future developer to complete the remaining statutory procedures after tender award?

21. As mentioned in paragraph 32 above, one advantage of a two-envelope tender approach over conventional cash tender is that through vetting the technical (non-premium) proposals, Government can better assess bidders' ability in realising the branding of "a high-end lakefront and hillside resort complemented by a world-class marina and low-rise luxury housing". Do you have any views on the two-envelope approach?

22. As compared to the traditional upfront lump-sum payment approach, what are your views on allowing the successful tenderer to make premium payment through alternative arrangements such as payment by instalments with interest charged on a certain percentage or a revenue- or profit-sharing arrangement with lower upfront payment? For payment by instalments, do you have any views on the interest rate payable (fixed or variable interest rate) and the number of years of instalments? For revenue-or profit-sharing mechanism, what will be the appropriate level of upfront payment as well as ratio, timing and duration of revenue- or profit-sharing?

23. What are your views on the tentative implementation programme in paragraph 37? Your preferred implementation programme could be attached to your Reply Form.

24. How will you phase the development? Please advise the intended number of development phases, when will each phase start and end, and proposed land uses covered in each phase.

25. Do you have any views on the proposed building covenant (BC) period of 6 to 7 years for the Site? Do you have any views on separate BC periods for tourism and recreation development, marina development, and residential development, as well as the proposed requirement that tourism and recreation development should be completed no later than marina development and residential development?

26. Do you have any views on the duration of the land lease? Should it be the normal 50 years?

27. What are your views on the restrictions on alienation as suggested in paragraph 38? Do you have any suggestions on the possible measures to be taken by Government to better ensure the long-term management and operation of the tourism and recreation development can benefit from the improved financial situation brought by the residential portion even after the residential units are sold to multiple owners as raised in paragraph 39? For example, whether the successful bidder or its successor should be required to keep the tourism and

recreation development under its management and operation for a certain period before the tourism and recreation development are allowed to be sold to third party, in full or in part?

Financial Viability and Investment Cost

28. Our consultant has initially assessed the development, if taken forward based on the development parameters in **Section V**, to be financially viable. Do you see the proposed development as a financially viable one? What elements could be added in to increase its value?

29. What is the estimated capital cost (in HK\$) to develop the proposed facilities at the Site and carry out works outside the Site boundary that are required to support the development? What will be your expected return on investment (e.g. project internal rate of return, payback period, and/ or other relevant financial indicators) for the project?

Other Related Matters

30. Under your development plan, how many days do you intend for visitors to stay at the Site and how many visitors would be brought to the Site on a daily basis either by tourism/recreation or the marina? What would be some sample itineraries for visitors who would also pay visits to existing attractions in Lamma?

31. How can the impact of the development be multiplied by collaborations with other parts of Lamma or even beyond the island? For example, can greater impact be created by integrating with existing and new attractions in other parts of Lamma, nearby waterbody and other outlying islands? How best could island tourism be promoted with development of the Site?

32. Would there be any special urban design features / floral arrangements / art installations you would like to propose for the Site?

33. What facilitation measures would you want from the Government at different stages of your development? On the basis that the Government would not be footing the bill for any of these works within the Site, please let us know if there are improvement works on overall systems or works outside the Site which the Government should help that could increase your bidding interest in the project?

34. Please share your views and suggestions on how the Government could facilitate further development of the yacht industry and island tourism in Hong Kong. We will relay them to the relevant government bureaux and departments for consideration.

35. Any other views?

36. Opt-out for disclosure

() I/ we do not consent to the public disclosure of our name and the views provided in our EOI submission to the public. However, we understand our views would be used for collective analysis by the Government and as such they may form part of the results of the analysis which may be disclosed to the public..

Acknowledgement

We understand that the invitation is not a pre-qualification exercise to shortlist or pre-qualify any application. Interested parties who do not submit an EOI will not be barred from taking part, or prejudiced against, in the forthcoming tender exercise. We agree that all information provided in the EOI invitation document is for reference only. We acknowledge that nothing in the EOI invitation document shall constitute a warranty, statement or representation, expressed, implied or imputed, by the Government as to the accuracy, reliability, completeness or usefulness of the information contained therein. We understand that the Government does not accept liability to any person howsoever caused by the use of or reliance on the information provided in the EOI invitation document. We understand that the Government reserves the right, without prior consultation or notice, to change the content of this EOI invitation document.

We acknowledge and agree that we shall comply with all the conditions (specified in the Invitation Document) for the submission of the EOI. The information of our company / consortium is set out below –

| | Interested Party* | Consortium* | | |
|--------------------------------------|-------------------|-------------------|---------------------------------------|-------------------|
| | | Lead Member | Other Members of Consortium / Company | |
| Name: | | | | |
| Address: | | | | |
| Telephone/Fax: | | | | |
| Email Address: | | | | |
| | Yours faithfully, | Yours faithfully, | Yours faithfully, | Yours faithfully, |
| Authorised Signature: | | | | |
| Name of Authorised Signatory: | | | | |

| | Interested Party* | Consortium* | | |
|--|-------------------|-------------|---------------------------------------|--|
| | | Lead Member | Other Members of Consortium / Company | |
| Capacity of Authorised Signatory: | | | | |

* For submission by an Interested Party other than by a consortium, the Interested Party shall complete and sign the “Interested Party” column only. For submission by a consortium (“Consortium Developer Company”) which has been formed at the time of submitting the EOI, the Consortium Developer Company shall complete and sign the “Interested Party” column and all the members of the Consortium Developer Company shall complete and sign the respective sub-columns under the heading of “Consortium”. For submission by a consortium (“Proposed Consortium Developer Company”) which has not been formed at the time of submitting the EOI, all the parent companies of the Proposed Consortium Developer Company shall complete and sign the respective sub-columns under the heading of “Consortium” only.

Date: _____

Annex 2

Enrolment form for Briefing Session

**Invitation for Expression of Interest for the Development of
Ex-Lamma Quarry Area**

Date : **14 April 2025 (Monday)**

Time : 3:30 p.m.

Venue : Auditorium, G/F, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong

Language : Cantonese, English and Putonghua with simultaneous interpretation

Please provide the name of company and information (including email address) of each representative.

Name of Company:

| | |
|---------------|--|
| (In English): | |
| (In Chinese): | |

Information of Representative(s)

| Name | Post Title | Email Address | Contact Phone No. |
|--|------------|---------------|-------------------|
| Each company can register no more than five representatives for the briefing session. | | | |
| 1 | | | |

| | Name | Post Title | Email Address | Contact Phone No. |
|---|-------------|-------------------|----------------------|--------------------------|
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |

1. Please return the completed enrolment form to DEVB by email to elq-coi@devb.gov.hk no later than **12:00 noon, 11 April 2025 (Friday)**.
2. Confirmation email of registration will be issued to the Interested Party upon receipt of the enrolment form. Late registration may not be accepted.
3. The Government reserves the right of not accepting the registration of any party.

Submitted by (signature) : _____
 (Name in block letters) ()

Email address : _____

Phone number : _____

Date (dd/mm/yyyy) : _____



Lamma Fisherman Village



Mariculture Rafts at Picnic Bay



Sok Kwu Wan Main Street



Seafood Restaurant at Sok Kwu Wan Main Street



Graffiti Wall at Sok Kwu Wan



Sok Kwu Wan Tin Hau Temple



Kamikaze Cave



Ex-Lo So Shing School



Lo So Shing Beach



Ling Kok Shan



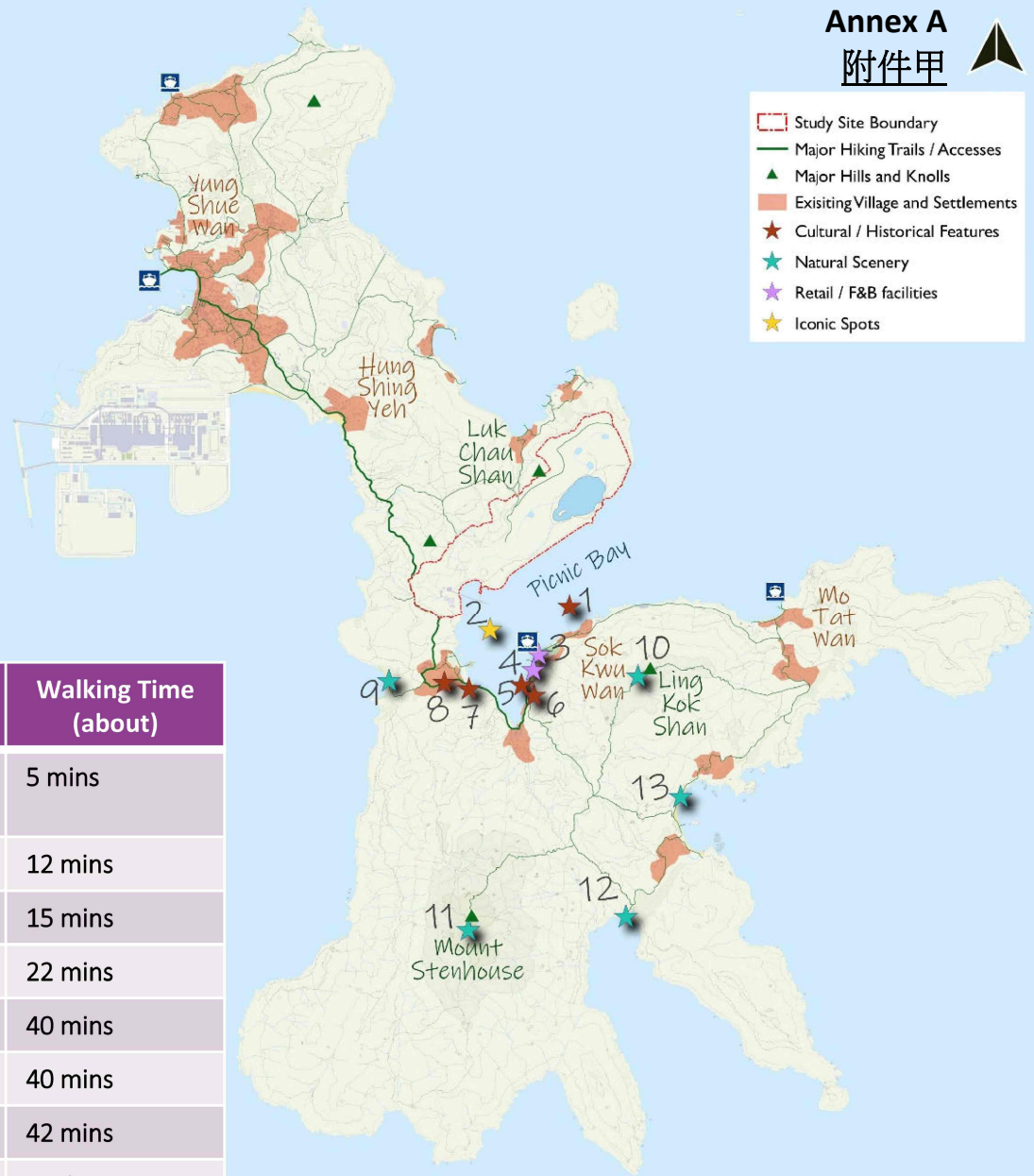
Mount Stenhouse



Sham Wan



Shek Pai Wan



| From Sok Kwu Wan Ferry Pier | Walking Time (about) |
|-----------------------------|----------------------|
| Sok Kwu Wan Tin Hau Temple | 5 mins |
| Kamikaze Cave | 12 mins |
| Ex-Lo So Shing School | 15 mins |
| Lo So Shing Beach | 22 mins |
| Ling Kok Shan | 40 mins |
| Sham Wan | 40 mins |
| Shek Pai Wan | 42 mins |
| Mount Stenhouse | 1.5 hours |

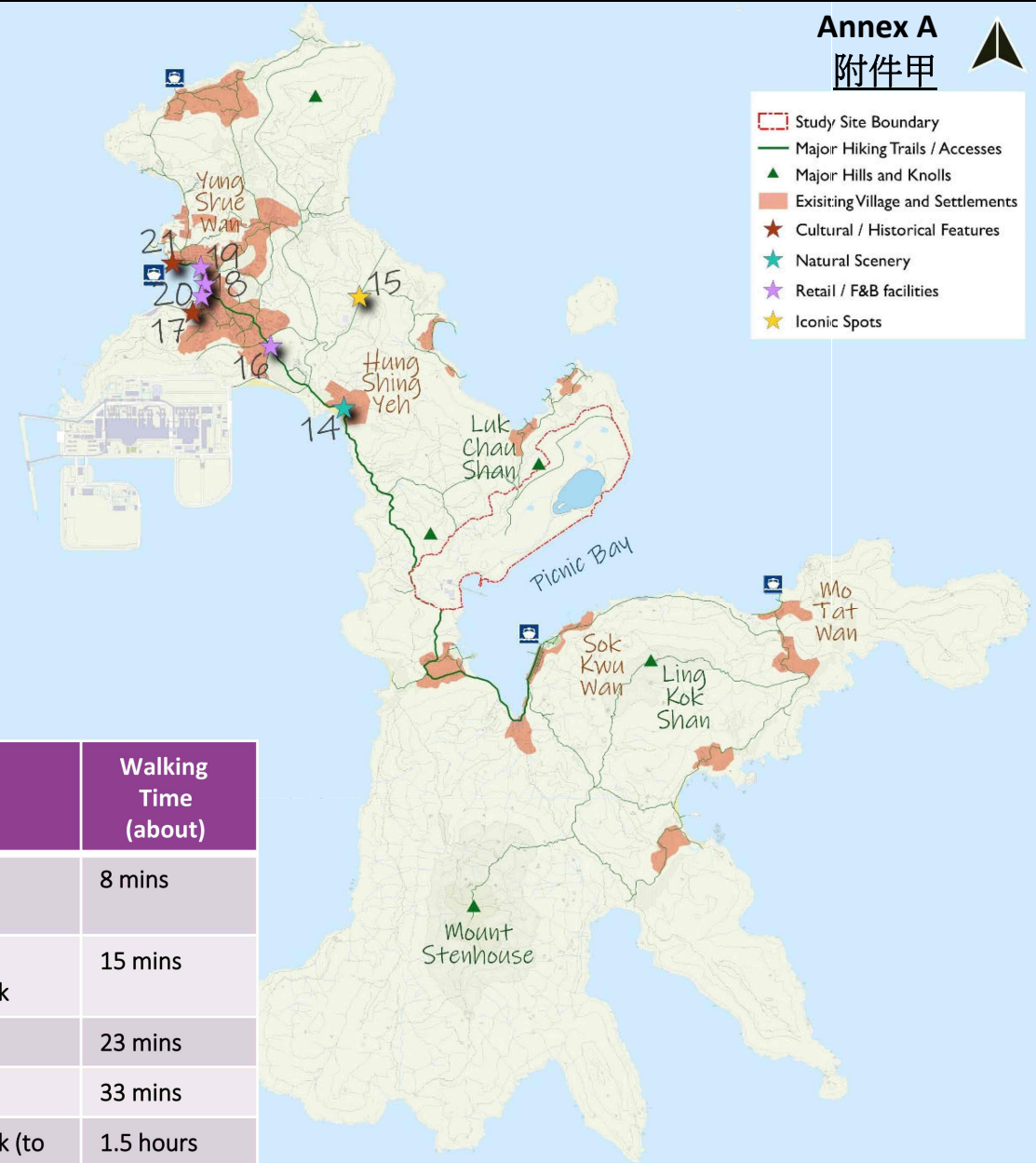
0 500 1,000 m

圖則名稱 drawing title

The Site and Surrounding Areas



- Study Site Boundary
- Major Hiking Trails / Accesses
- Major Hills and Knolls
- Existing Village and Settlements
- Cultural / Historical Features
- Natural Scenery
- Retail / F&B facilities
- Iconic Spots



14 Hung Shing Yeh Beach and Barbecue Area



15 Lamma Winds



16 Tofu Pudding Store along Lamma Island Family Walk



17 Yung Shue Wan Tin Hau



18 Bars and Restaurants along Yung Shue Wan Main Street



19 Yung Shue Wan Main Street



20 Local Design Brand in Yung Shue Wan



21 North Lamma Public Library & Heritage and Cultural Showroom

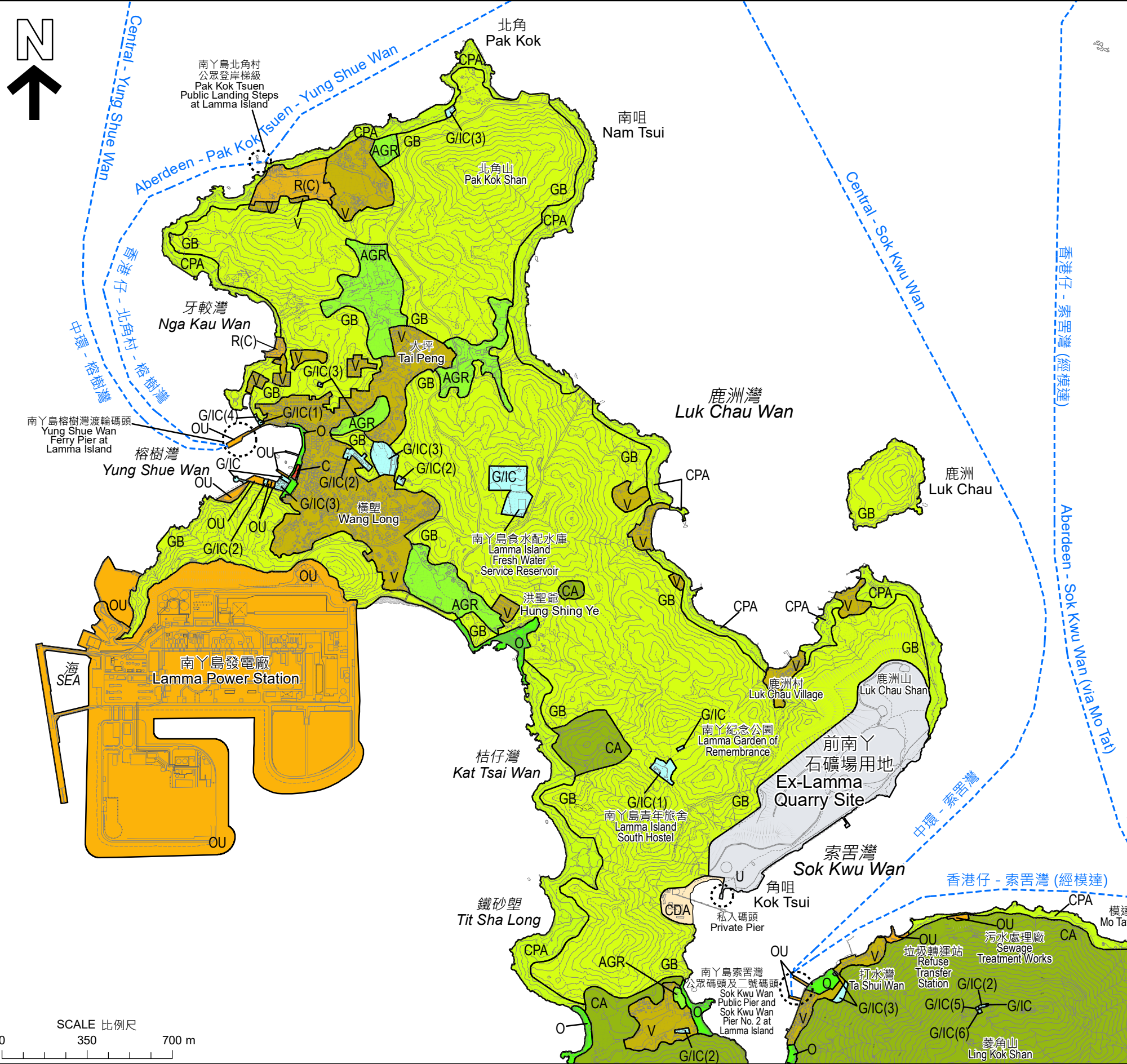


22 Lamma Island Family Trail

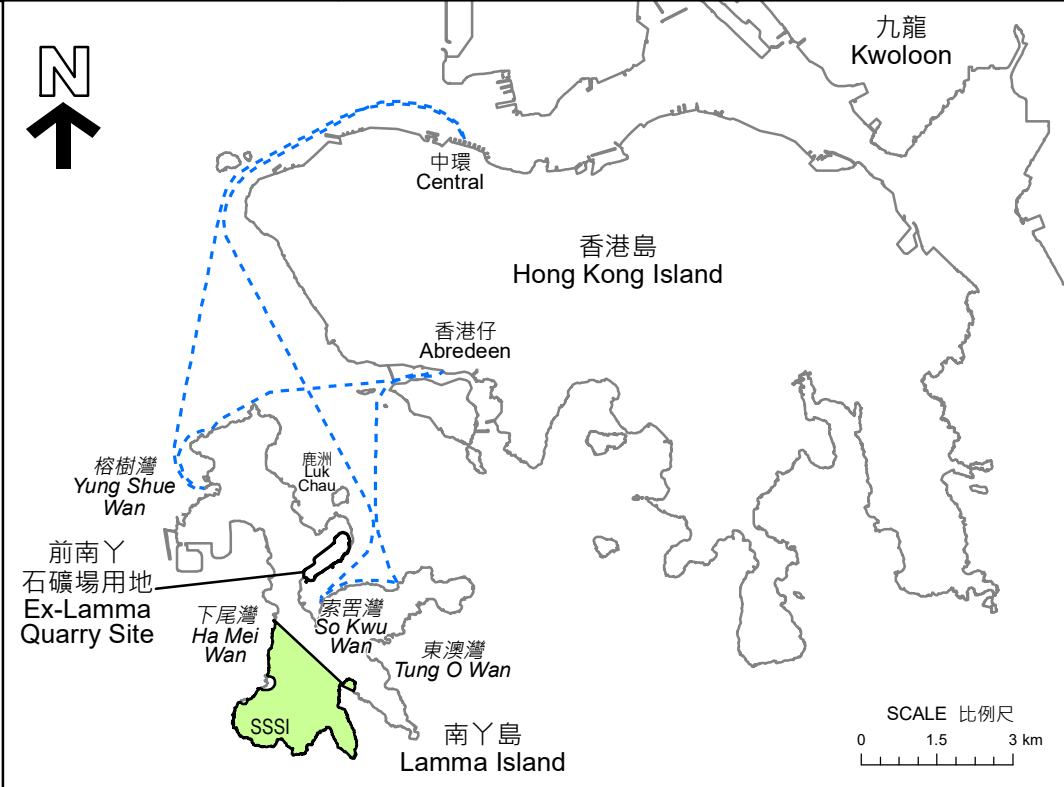
0 500 1,000 m

圖則名稱 drawing title

The Site and Surrounding Areas (Cont'd)



SCALE 比例尺
0 350 700 m



SCALE 比例尺
0 1.5 3 km

圖例 LEGEND
用途地帶 (分區計劃大綱圖編號 S/I-LI/11) Zones (OZP No. S/I-LI/11)

| | |
|--|--|
| AGR 農業 Agriculture | O 休憩用地 Open Space |
| C 商業 Commercial | OU 其他指定用途 Other Specified Uses |
| CA 自然保育區 Conservation Area | R(C) 住宅(丙類) Residential (Group C) |
| CDA 綜合發展區 Comprehensive Development Area | SSSI 具特殊科學價值地點 Site of Special Scientific Interest |
| CPA 海岸保護區 Coastal Protection Area | U 未決定用途 Undetermined |
| G/IC 政府、機構或社區 Government, Institution or Community | V 鄉村式發展 Village Type Development |
| GB 綠化地帶 Green Belt | |
| 渡輪航線 Ferry Route | |

圖則名稱 drawing title

位置圖
Location Plan

項目編號 item no.

Plan 1 圖一

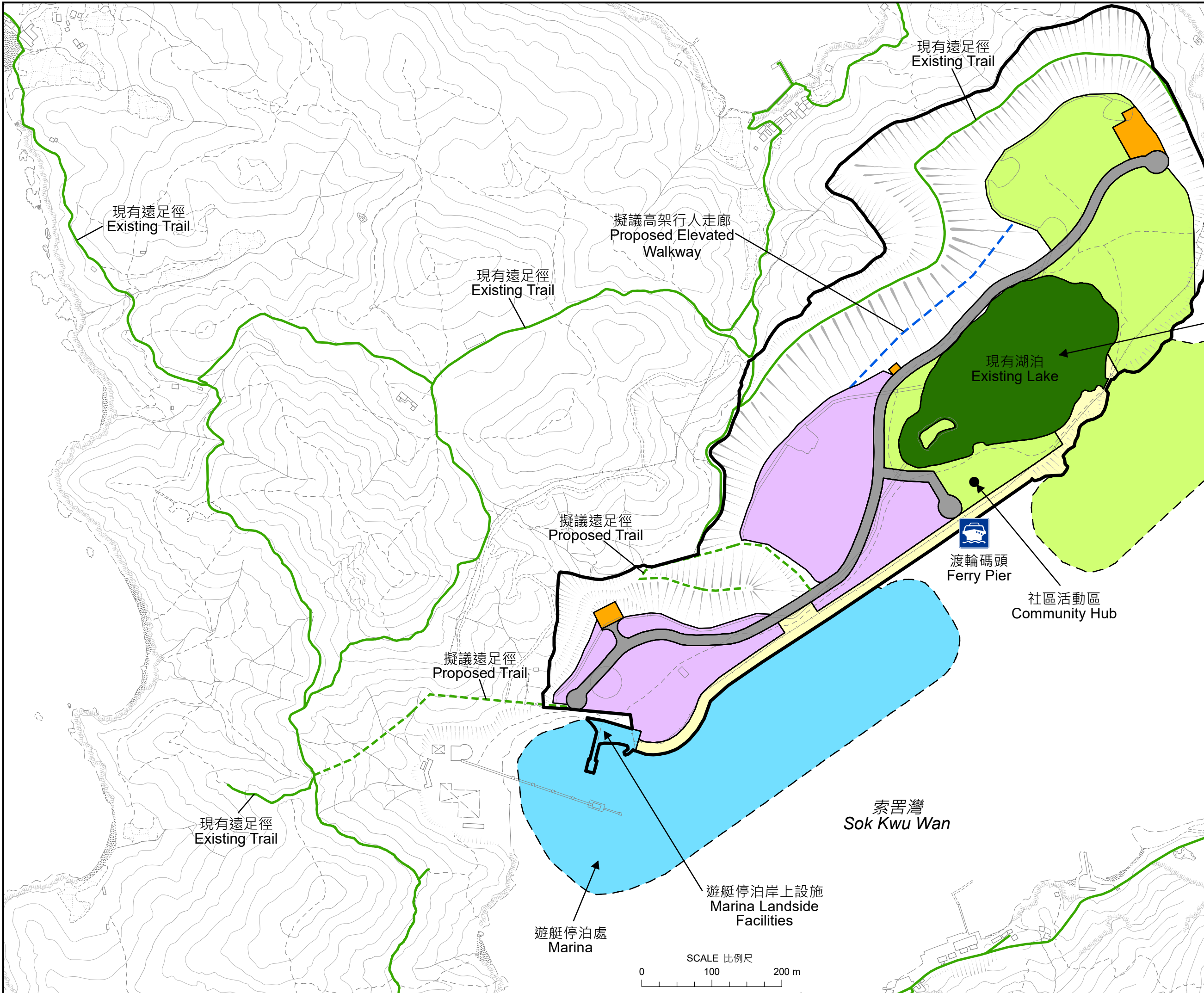
辦事處 office

可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

圖則編號 drawing no.

SLO-Z1184





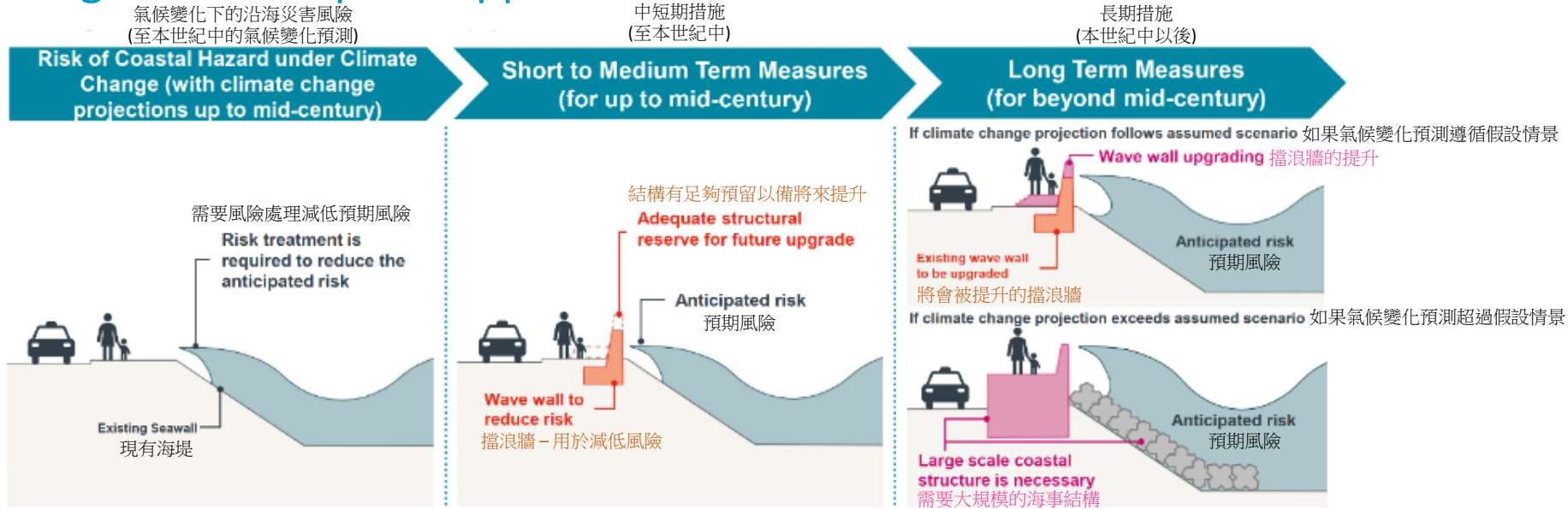
圖例 LEGEND

| | |
|--|---------------------------------|
| | 旅遊 / 康樂 Tourism / Recreation |
| | 遊艇停泊處 Marina |
| | 低密度住宅 Low-density Housing |
| | 海濱長廊 Promenade |
| | 公用設施 Utilities |
| | 道路 Road |



擬建沿岸海堤草圖 Sketches of Proposed Seawall along Coastal Frontage

Progressive Adaptive Approach 循序漸進的策略



* Remark: Drainage enhancement, such as pumping station, might be needed at the back of the wall

* 備註: 排水改善措施 (如泵房) 可加建在牆後

