

Lantau Development Advisory Committee
First-term Work Report

Synopsis

This work report summarises the work of the first term of the Lantau Development Advisory Committee (LanDAC), and its major proposals in the areas of spatial planning and land use, conservation, strategic transport infrastructure, social development, and recreation and tourism for Lantau. It also outlines the direction of the Committee's next step of work.

Background

LanDAC was formed in January 2014 to advise the Government, through the Secretary for Development, on:

- 1) the social and economic development opportunities on Lantau to capitalise on its advantages as the confluence of major transport infrastructure linking Hong Kong, Macao and the western Pearl River Delta, so as to meet the long-term development needs of Hong Kong; and
- 2) the policies, measures and specific proposals conducive to the sustainable development and conservation of Lantau.

Information on LanDAC and its subcommittees, including meeting minutes and discussion papers, has been uploaded to the LanDAC website (www.LanDAC.hk).

Work of LanDAC

LanDAC and its subcommittees held a total of 7 and 19 meetings respectively and conducted site visits to Lantau and cities in the western Pearl River Delta (PRD). Moreover, a number of promotional events had been organized to brief key stakeholders on Lantau development and site visits to Lantau had also been conducted for the 18 District Councils.

Three topical strategic studies were commissioned in 2015 to facilitate LanDAC on formulation of the proposed development strategies, namely, the Study on Consolidated Economic Development Strategy for Lantau and Market Positioning for Commercial Land Uses in Major Developments of Lantau; the Study on Recreation

and Tourism Development Strategy for Lantau; and the Preliminary Feasibility Study on the Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands.

Planning Vision

The planning vision is while balancing and enhancing development and conservation, to develop Lantau into a smart, low-carbon community desirable for living, work, business, leisure and study.

Strategic Positioning

LanDAC formulated in July 2014 the following four strategic positioning for Lantau development:

1. An International Transport, Logistics and Trade Hub in the Greater PRD Region
2. A Service Hub of the Greater PRD Region and Asia
3. A Strategic Growth Area with a New Metropolis
4. A Treasure of Natural Assets

Major Planning Principles

LanDAC agreed on the following four major planning principles:

1. Economic and Livelihood
Three development concepts proposed from the economic and livelihood point of view include: “A New Platform for the Pillars”, “A Thriving Community” and “A Bridge to Tomorrow”.
2. Natural and Heritage Conservation
It is proposed to strengthen the conservation of sites of conservation values. Major developments at these sites or their surrounding areas should be avoided as much as possible. However, under the principles of sustainable development and biodiversity, these valuable resources should be suitably utilized for education, recreation and green tourism.

3. Recreation and Tourism

Lantau could meet the keen needs of Hong Kong people for leisure and entertainment. It is suggested to develop diversified multi-modal recreational and tourism facilities to shape Lantau as a kaleidoscopic recreation and tourism destination.

4. Traffic and Transport

The existing traffic and transport facilities of Lantau are lagging behind. Timely provision of comprehensive traffic and transport infrastructure network is the key for taking forward Lantau development. LanDAC proposed that traffic and transport should be of priority consideration when implementing various developments.

Major Proposals

1. Spatial Planning and Land Use (Figure 1)

- North Lantau Corridor for strategic economic and housing development
- Northeast Lantau for leisure, entertainment and tourism development
- Setting-up East Lantau Metropolis for long-term strategic growth area
- Development of conservation, leisure/recreation, cultural and green tourism for the predominant part of Lantau
- Optimizing the use of Government land and development of caverns

2. Conservation

- The current conservation mechanism should be continued (see Figure 2). To strike a balance between the need for conservation and development, it is suggested to follow two major directions for further examination: (1) enhance conservation and (2) better utilization of resources including country parks and marine parks.

3. Strategic Traffic and Transport Infrastructure

- To complement various Lantau strategic developments, LanDAC considered that there is a need to formulate a comprehensive traffic and transportation network. LanDAC further suggested that the Government should conduct a comprehensive traffic and transport study for Lantau. The initial concept of strategic traffic and transport infrastructure is shown in Figure 3.

4. Recreation and Tourism

- LanDAC considered Lantau could be shaped as "a Kaleidoscopic Recreation and Tourism Destination" in response to the quest of the public to have more diversified and distinctive recreation and tourism facilities. It is proposed to integrate and cluster new and existing recreational facilities and tourist attractions to achieve synergy.
- The consultant firm has initially proposed a planning framework comprising 5 themes and 14 recreation and tourism areas (see Figure 4). However, these proposals are still subject to technical and financial viability assessment. LanDAC looks forward to receiving more innovative ideas from stakeholders and the general public.

5. Social Development

- Based on various information and discussions, the existing conditions of social development in Lantau are summarized as follows:
 - Community services and facilities in all major areas are satisfactory;
 - There are ample job opportunities currently and in the future. While job nature and industries will become more diversified, there will be sufficient job opportunities to meet the needs of the additional working population in the future.
 - Future population increase and developments will be mainly in Tung Chung and north Lantau, and thus attention should be paid to the future change in the community of these areas.
- Considering existing and future social development conditions, LanDAC proposed three social development strategies:
 - Attract talent while balancing employment opportunities. As the short to medium term population increase will mainly be younger people, support to them and their young children is of particular importance.
 - Provide suitable internal and external transport connections to meet requirements of future development
 - Catering for the needs of rural and remote areas on Lantau

Short-term Improvement Measures

Quick-win projects are being implemented to boost the local economy of Lantau and share the fruits of development with the public at an early stage. These include:

- Improvement Works at Tai O;
- Improvement Works at Mui Wo;
- Improvement Works at Ma Wan Chung Village which will be implemented under the Tung Chung New Town Extension project;
- Expansion and Improvement of Mountain Bike Trail Network;
- Relaxation of traffic restrictions on closed roads in South Lantau for coaches and private cars;
- Issue of new Lantau taxi licences;
- Improvement to narrow road bends at Keung Shan Road and South Lantau Road;
- Provision of additional car parking spaces in Tai O, South Lantau and Mui Wo;
- Improvement measures to enhance existing traffic and transport facilities and management; and
- Refurbishment of the Tung O Ancient Trail.

Looking Ahead

From early 2016, LanDAC, in collaboration with the Government, will introduce the proposed development strategies for Lantau to the public and listen to their views through a series of activities.

Relevant Government departments will investigate the technical feasibility and explore the implementation mechanism of the various proposals, with a view to creating project items for moving forward the feasible proposals in the short, medium and long-terms.

As Lantau development is a long-term major development project involving multiple Government bureaux and departments and a large amount of work. LanDAC suggested that the Government should establish a dedicated office to take forward various projects under Lantau development.

Timetable

Subject to general support from the public, LanDAC will publish a Blueprint for Lantau Development and the broad timetable for various developments is shown in Figure 5.

North Lantau Corridor

North Lantau Corridor is planned for economic and housing development. The Hong Kong International Airport, Hong Kong Boundary Crossing Facilities Island, Tung Chung New Town and its Extension, Siu Ho Wan reclamation and other major infrastructures at the North Lantau Corridor can provide ample opportunities for housing, economic and commercial development.

Predominant part of Lantau

The predominant part of Lantau is to be retained for conservation, leisure, cultural and green tourism use. Lantau is rich in ecological habitats, rural townships, and cultural and heritage attractions. In preserving its intrinsic and unique qualities, there is a great potential for enhancing the development of leisure, cultural and green tourism, diversifying the development of Lantau.

Optimizing the use of Government land and developing cavern

The aim is consolidating and reprovioning correctional facilities on Lantau to release Government land for other uses, relieving the pressure to create new land. Cavern development at areas near Siu Ho Wan and Mui Wo could be studied.

North-eastern Lantau Node

North-eastern Lantau is to be developed as a leisure, entertainment and tourism node. With new and diversified tourism and entertainment elements that complement existing leisure facilities on north-eastern Lantau, Hong Kong's position as Asia's tourist hub and events capital can be reinforced.

East Lantau Metropolis (ELM)

The central waters between Lantau and Hong Kong Island has potential to become a strategic growth area. One or more artificial islands in the central waters can be created to develop the ELM comprising an additional core business district and a new town to meet Hong Kong's long-term needs. The ELM would adopt a smart, diverse and low-carbon new town concept with transport infrastructure connecting to major districts in the territory.



Legend

North Lantau Corridor for Strategic Economic and Housing Development

- 1 Planned Hong Kong International Airport Three-runway System
- 2 The Future Expansion of AsiaWorld-Expo
- 3 North Commercial District on Airport Island
- 4 Topside Development at the Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge
- 5 Tung Chung New Town Extension
- 6 Siu Ho Wan Development

North-eastern Lantau Node for Leisure, Entertainment and Tourism

- 7 Sunny Bay Reclamation
- 8 Hong Kong Disneyland Resort Phase 2 Development

East Lantau Metropolis (ELM) for Strategic Growth with a Core Business District

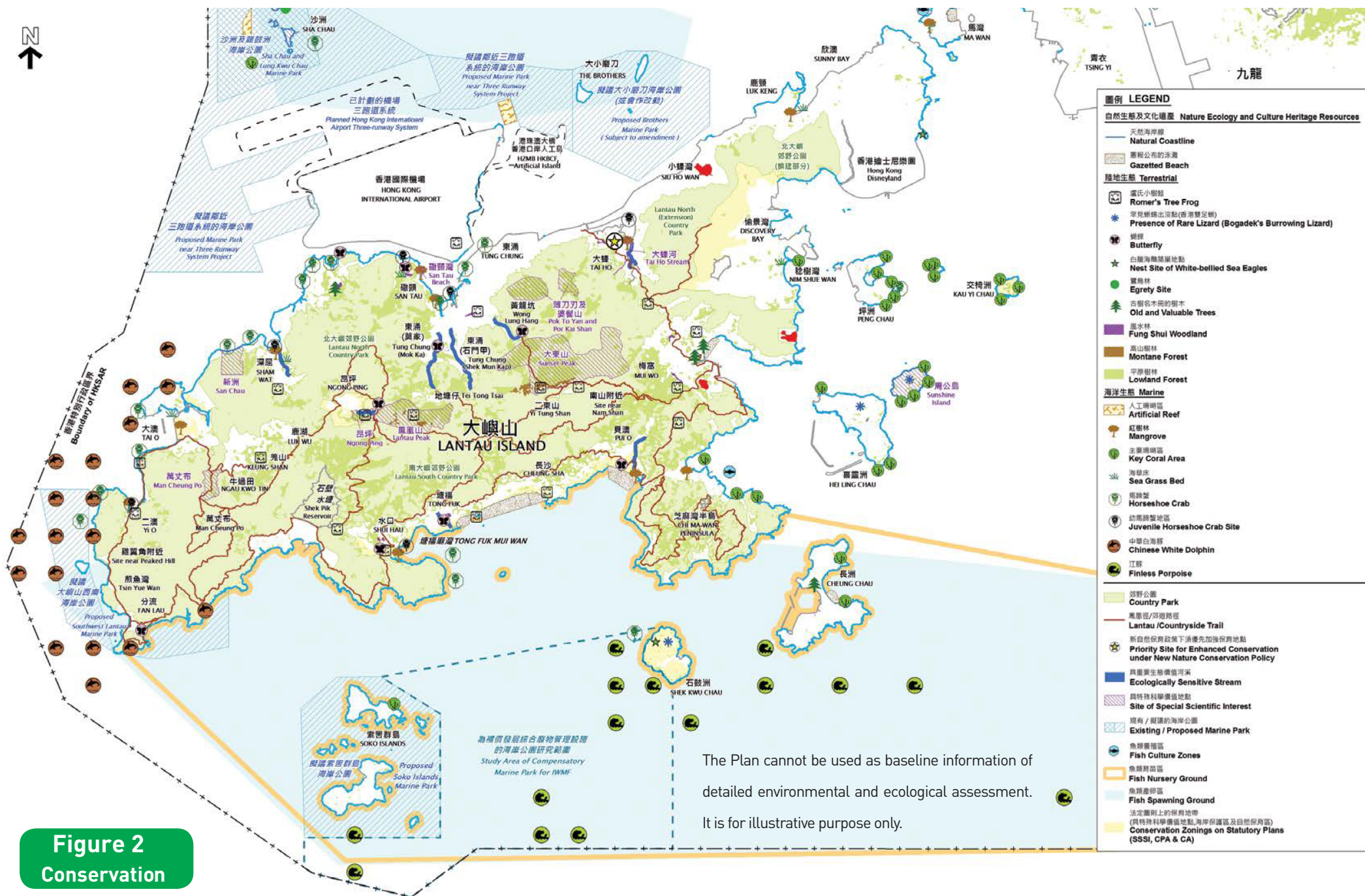
- 9 ELM Preliminary Concept

Predominant part of Lantau for Conservation, Leisure, Cultural and Green tourism use.

- 10 Northwest Lantau Historic, Cultural and Natural Trail
- 11 Luk Wu Keung Shan Religious Conservation Zone
- 12 South Lantau Eco-conservation, Recreation and Green Tourism

- 13 Existing/Proposed Marine Parks

Figure 1
Spatial Planning and Land Use



The Plan cannot be used as baseline information of detailed environmental and ecological assessment. It is for illustrative purpose only.

