

For discussion on
14 June 2014

LanDAC Paper No. 04/2014

LANTAU DEVELOPMENT ADVISORY COMMITTEE

Strategic Positioning, Development Direction and Way Forward for Individual Proposals of Lantau

PURPOSE

This paper summarises Lantau Development Advisory Committee (LanDAC) members' visions and proposals for LanDAC's consideration and discussion on the strategic positioning and development direction of Lantau as well as a way forward for the individual proposals.

EVOLUTION

2. In 2007, the Lantau Development Task Force formulated a Revised Concept Plan for Lantau (Revised CP) at **Annex 1**. The Revised CP sets out an overall vision to promote sustainable development of Lantau and outlines conceptual proposals on development of various economic infrastructures and tourism uses in Northern Lantau while mainly preserving other parts of Lantau for nature conservation and other sustainable local township, recreational and tourism uses. Proposals in the Revised CP are generally subject to more detailed studies for establishing their feasibility and implementation details.

3. The Government has since established the Lantau North (Extension) Country Park and completed the Ngong Ping Nature Centre, the Hong Kong Olympic Trail between Pak Ngan Heung at Mui Wo and Pak Mong at Tai Ho, and also the phase I improvement works at Tai O as shown at Annex 1.

4. Since the Revised CP, there have been major changes. In particular, the construction works for Hong Kong-Zhuhai-Macao Bridge (HZMB) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) have commenced. The 130-hectare artificial island for the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) is already under construction and could potentially serve as a gateway between Hong Kong and the western Pearl River Delta (PRD) creating an opportunity for topside development. The Airport Authority is also pursuing a third runway proposal and the development of a 10-hectare North Commercial District (NCD). In addition, the Government plans to explore ways to develop in the central waters between Lantau and Hong Kong Island an East Lantau Metropolis (ELM) through reclamation.

PROPOSALS FROM LANDAC MEMBERS

5. In the first meeting of LanDAC on 8 March 2014, we briefed members about the background and current status of the development projects already underway in Lantau and the general picture of possible potentials of further developing Lantau as well as a range of development constraints. Details were set out in the LanDAC Paper Nos. 02/2014 and 03/2014 presented in that meeting. The key information is briefly represented in the two figures attached at **Annexes 2.1 and 2.2**.

6. Also, at the first meeting and during the two site visits to the strategic locations of Lantau and cities in the western PRD, LanDAC members expressed and discussed a wide range of issues over possible development proposals for Lantau and issues of concern in taking forward those proposals. For this second LanDAC meeting, some more LanDAC members will present their views and proposals.

7. Based on the foregoing, the secretariat has made an attempt to itemise in **Annex 3** all the views and proposals of LanDAC members expressed so far (totally 73 items) under five broad categories:

- development planning issues
- tourism and recreation

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- environment and heritage conservation
- transport and improvement proposals
- employment, education and social welfare

8. In very broad terms, there is general support at LanDAC to draw up a development strategy for Lantau to balance between development, conservation and social needs. Members appreciated the economic development potentials and also the rich environmental, ecological, cultural and heritage values of Lantau to be preserved and enhanced, with better transport links, for elevating Hong Kong's tourism receiving capacity. There is heavy inclination to support shaping Tung Chung and its adjacent development areas near the airport into a self-sufficient district for key daily activities to enable a population and employment balance and unleash manpower for employment in the same district.

9. Given the worldwide economic shift to Asia with the Mainland maintaining its economic strength, there is a proposed case to better tap the opportunities of the PRD which has developed intimate economic relationship with Hong Kong. With the Hong Kong International Airport (HKIA)'s international connectivity and Hong Kong's transport system connecting to the PRD, some LanDAC members propose developing Lantau as an international transport, logistics, trade and service hub for the PRD, thereby capitalising on the opportunities associated with the large population and the economic activities in this region.

10. However, members have expressed concern on the need to enhance transport services and links for the economic, commercial, tourism and housing facilities on Lantau in order to fully realise the above development potentials and visions. Regarding the logistics park in the Revised CP, it has been suggested to consider the relative roles among different transport modes in the future development of Hong Kong's logistics industry, having regard to the latest development in PRD and the comparative positioning between the two places.

PROPOSALS FROM SOURCES OTHER THAN LANDAC

11. Since establishment of the LanDAC, the secretariat has also received proposals and views on Lantau development from some public members, stakeholders and concerned groups. Those received up to end May 2014 are listed in the other LanDAC Paper No. 05/2014 for reference and consideration of members. A lot of them have similarities to those proposals and views of the LanDAC members.

STRATEGIC POSITIONING

12. From the planning perspective, Hong Kong is at the heart of the economic growth of Asia, and has been playing a pivotal role in the PRD as a mega-city-region. Lantau may have various strategic roles in Hong Kong's overall development, capitalising on its positioning in the PRD context and the scope of its natural and cultural assets for sustainable development for itself and the neighbouring areas.

12.1 An international transport, logistics and trade hub in the PRD

HKIA maintains itself as the most strategic and leading international air transport hub in the PRD region. Its services reach some 180 locations around the world. Over half of the world's population is within 5-hour flight from Hong Kong. A 4-hour flight can capture countries with GDP totaling HK\$140 trillion, even beating US' GDP. The proposed three-runway system will expand the airport's capacity. Against this background, Lantau is well positioned to develop as an international aerotropolis, with collaborative commercial facilities.

For land transport, HZMB will connect Lantau to Mainland's expressway network, reaching large cities as far away as those in Southeast Asia within a day's drive and opening up a whole new trade corridor between Hong Kong and member countries of the ASEAN (Association of Southeast Asian Nations) bloc. In addition, Guangzhou-Shenzhen-Hong Kong Express Rail

Link (XRL) will link our city to the 16,000-kilometre national high-speed rail network which can extend our reach to a larger hinterland on an inter-country scale in even higher capacity and shorter time.

Leveraging on this connectivity, Hong Kong will set to strengthen its role as an international transport, logistics and trade hub and see its plan progressively realised to seal a hub economy in the PRD region.

12.2 A Service Hub of the Greater PRD Region and Asia

The above international connectivity aside, while the HZMB will link Lantau to the Guangzhou–Macau Expressway in the western PRD, the TM-CLKL will link up Lantau, through New Territories West and Kong Sham Western Highway, to the Guangshen Coastal Expressway in the eastern PRD. The Liantang/Heung Yuen Wai Boundary Control Point being constructed will also further strengthen Hong Kong's connectivity with the eastern PRD. They will, in addition to the XRL, expand Hong Kong's service catchment to better cover a population of about 60 million and GDP of about 4,800 billion RMB in the PRD. They will also substantially reduce the travelling time to and from Lantau to realise a “One-hour Intercity Traffic Circle” covering the Pearl River Estuary, and capture most PRD cities in a 3-hour-commuting radius from Hong Kong.

Complementing this PRD connectivity, we are constructing four domestic railways together with the XRL to increase the total length of our railway network from the current 218 kilometers to over 270 kilometers, accessing more than 70 per cent of Hong Kong population. This will sustain our city's world topping mobility conducive to our service efficiency.

Capitalising on the above connectivity edge and building on our established high-value sophisticated services including legal, medical, financial, education, etc., Hong Kong has huge

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potential to further develop as a one-stop and comprehensive high-value modern service hub and a regional headquarter base in Greater PRD and even in Asia.

12.3 A Strategic Growth Area with a New Metropolis in the Central Waters between Lantau and Hong Kong Island

The central waters between Lantau and Hong Kong Island are ecologically less sensitive. Sizable development capacities of a metropolis with a core business district, if established there, for significant population and jobs could complement the development on Lantau and also relieve the existing overcrowding situation of the urban core.

12.4 A Treasure of Natural Assets

About 70% of Lantau is designated as country parks and sensitive terrestrial and marine habitats are also found on Lantau and its surrounding islands and waters, with high landscape and scenic value and rich diversity of flora and fauna. There should be a conscious effort to preserve this green heart of Lantau for nature conservation and environmentally sustainable educational and leisure uses. With the ecologically important habitats there, such as the habitats of the Chinese White Dolphins, the finless porpoises, the unique Bogadek's Burrowing Lizard and the White Bellied Sea Eagles, Lantau could be branded as Hong Kong's treasure of natural assets. This can also further add to other diverse tourism facilities on Lantau to create greater synergy for a wide range of visitor experience spanning conservation, culture, heritage, entertainment and tourism.

DEVELOPMENT DIRECTION

13. Developed on the basis of the Revised CP and summing up the visions and proposals from LanDAC members and the public, having regard to the above strategic positioning, broad development themes as

pictorially shown at **Annex 4**, are identified for different parts of Lantau. For example:-

13.1 Northern Lantau Corridor (for economic and housing development)

With HKIA and other major infrastructures en route, this corridor could consolidate the hub economy and provide a one-stop centre of high-value service clusters with economic and commercial activities and tourism businesses as mentioned in paragraphs 12.1 and 12.2 above. The extension of Tung Chung New Town and developable sites, if identified, along the corridor could provide ample opportunities for housing uses. Economic, commercial and housing uses could then complement each other.

13.2 North-eastern Lantau Node (for leisure, entertainment and international tourism)

North-eastern Lantau is already a tourist, leisure and recreation node with the Hong Kong Disneyland Theme Park, the Inspiration Lake and hotel facilities. With the synergy with other tourist attractions on Lantau, the proposed Sunny Bay reclamation could provide land suitable for further tourism, entertainment and/or commercial uses of an even larger variety. This will reinforce Hong Kong's position as Asia's tourist hub and events city.

13.3 East Lantau Metropolis (ELM) (for strategic growth with a core business district)

The preliminary ELM concept is to reclaim one or more artificial islands near Kau Yi Chau and possibly Hei Ling Chau, but preserving the local ecology, and to form an additional core business district cum new town, serving Hong Kong's long-term needs in a sustainable manner. The ELM could adopt a smart, diverse, and environmentally friendly new town concept with transport infrastructure connectivity to Hong

Kong Island.

13.4 Predominant Lantau (for conservation, leisure, cultural and green tourism)

The major part of Lantau comprising the country parks at the central bulk, and the southern and western Lantau flanked by natural coastline, are rich in ecological habitats, rural townships, cultural and heritage attractions as well as scenic beaches. Their conservation value is high. Moreover, there is potential for enhanced leisure, cultural and green tourism opportunities, with better transport links, bringing diversity to Lantau while preserving its intrinsic and unique qualities.

14. These development themes are just preliminary thoughts serving to stimulate discussion.

INDIVIDUAL PROPOSALS

15. Subject to members' views, the items of proposals at Annex 3 could act as a basis for focused discussion by members with a view to determining a way forward to realise the development direction and hence the strategic positioning of Lantau. However, it should be appreciated that the individual proposals are generally subject to studies for establishing their feasibility and implementation details. Therefore, it would not be practicable to take on board all the items in a short period of time as many of them are yet to be scrutinised and deliberated from the perspectives of their feasibility, merits, compatibility with other proposals, and other pertinent considerations.

PLANNING PRINCIPLES & PUBLIC CONSENSUS

16. To enable the projects to be successfully delivered as envisioned, the inevitable challenge is to secure public consensus amongst diverse interests and strike a right balance between economic developments, social needs and environmental protection. Following

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this guiding principle, the concepts of high-density cities, low carbon/green cities, wise cities and walkable cities will be integrated in the overall planning strategy. Members will be briefed separately in future LanDAC meetings on the application of the planning strategy and the building of public consensus in the particular context of taking forward individual major projects.

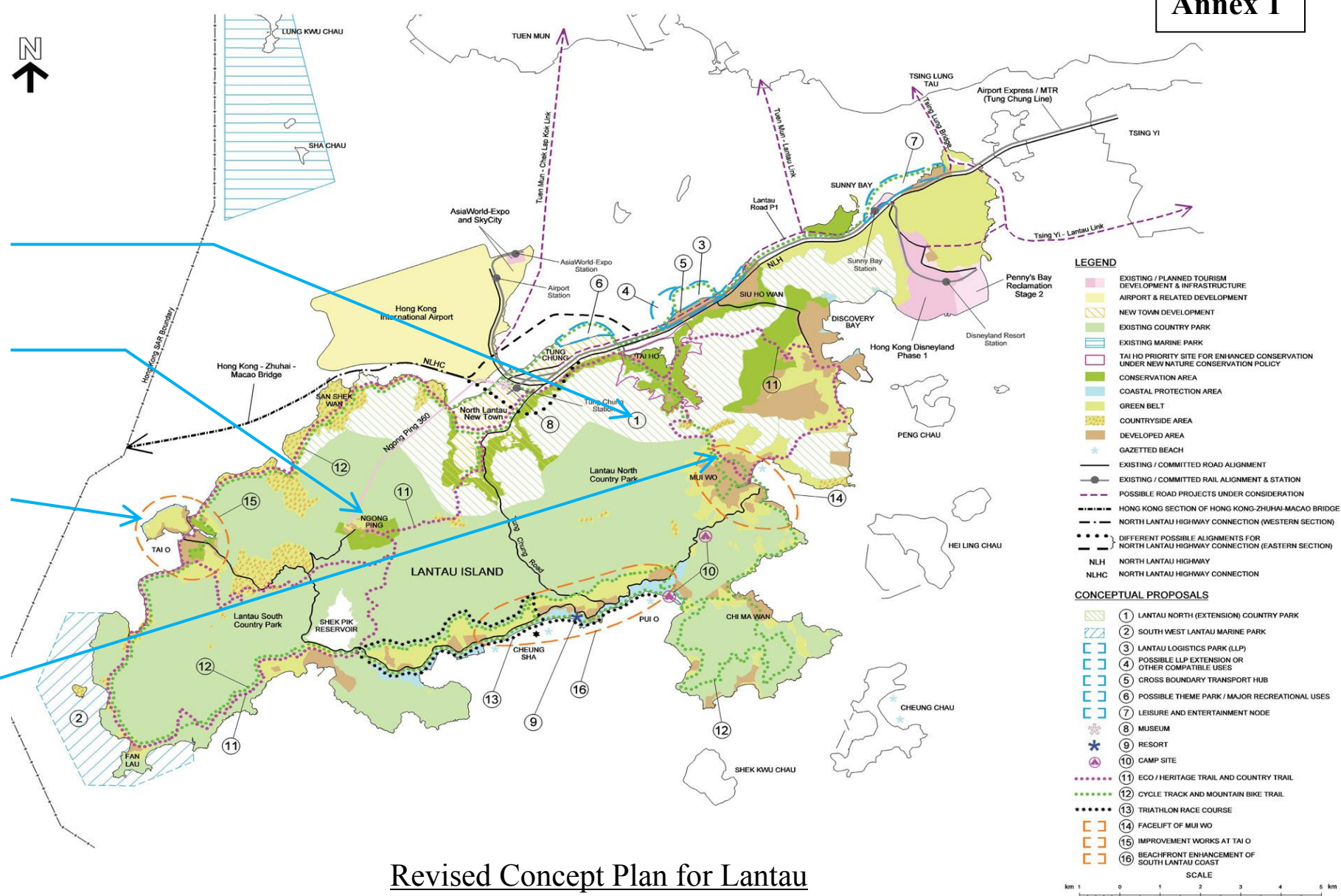
ADVICE SOUGHT

17. Members are invited to offer views on the paper, particularly on the strategic positioning and development direction of Lantau in paragraphs 12 and 13 above as well as the way forward for members' proposals at Annex 3.

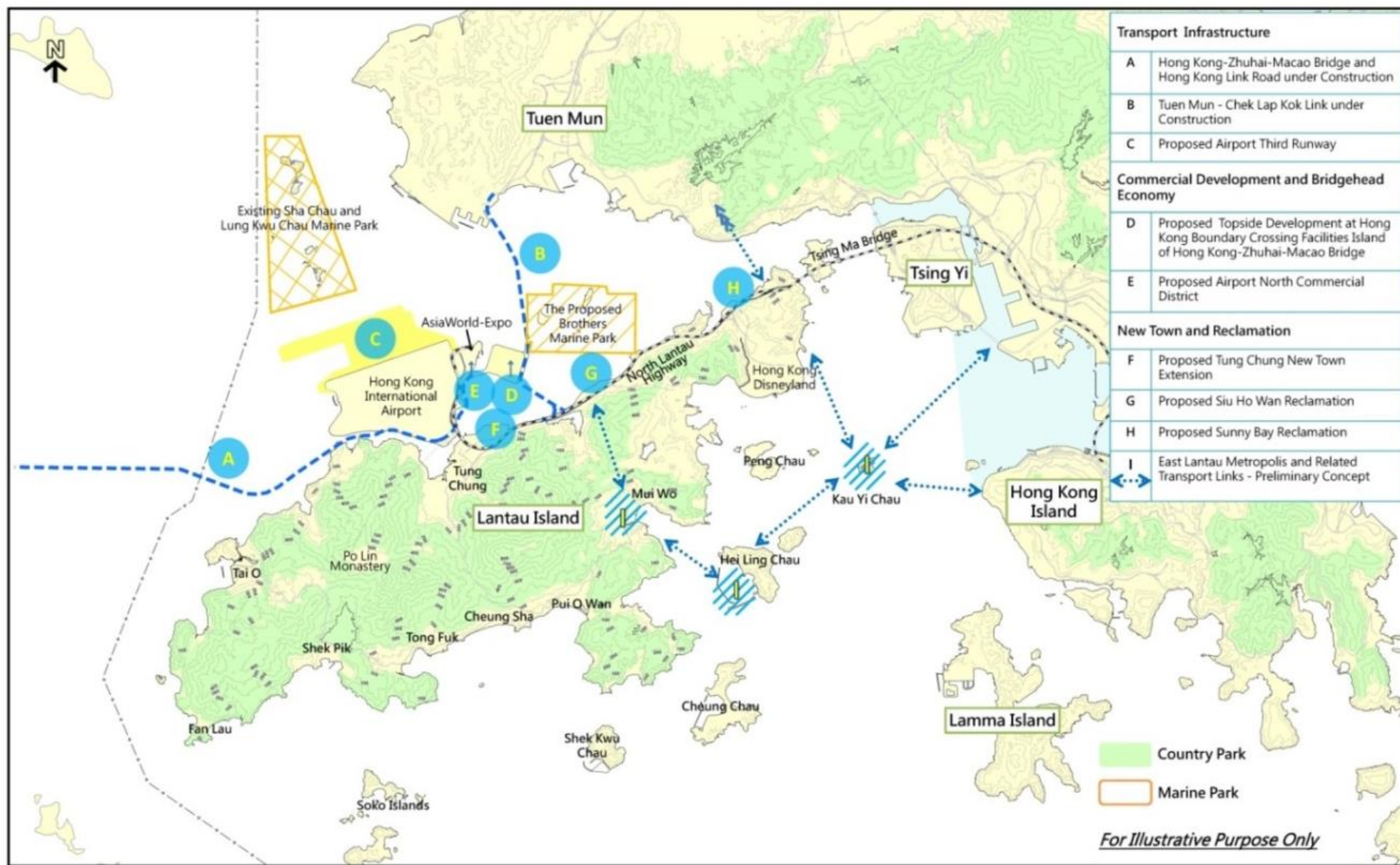
Development Bureau
June 2014

Completed projects:

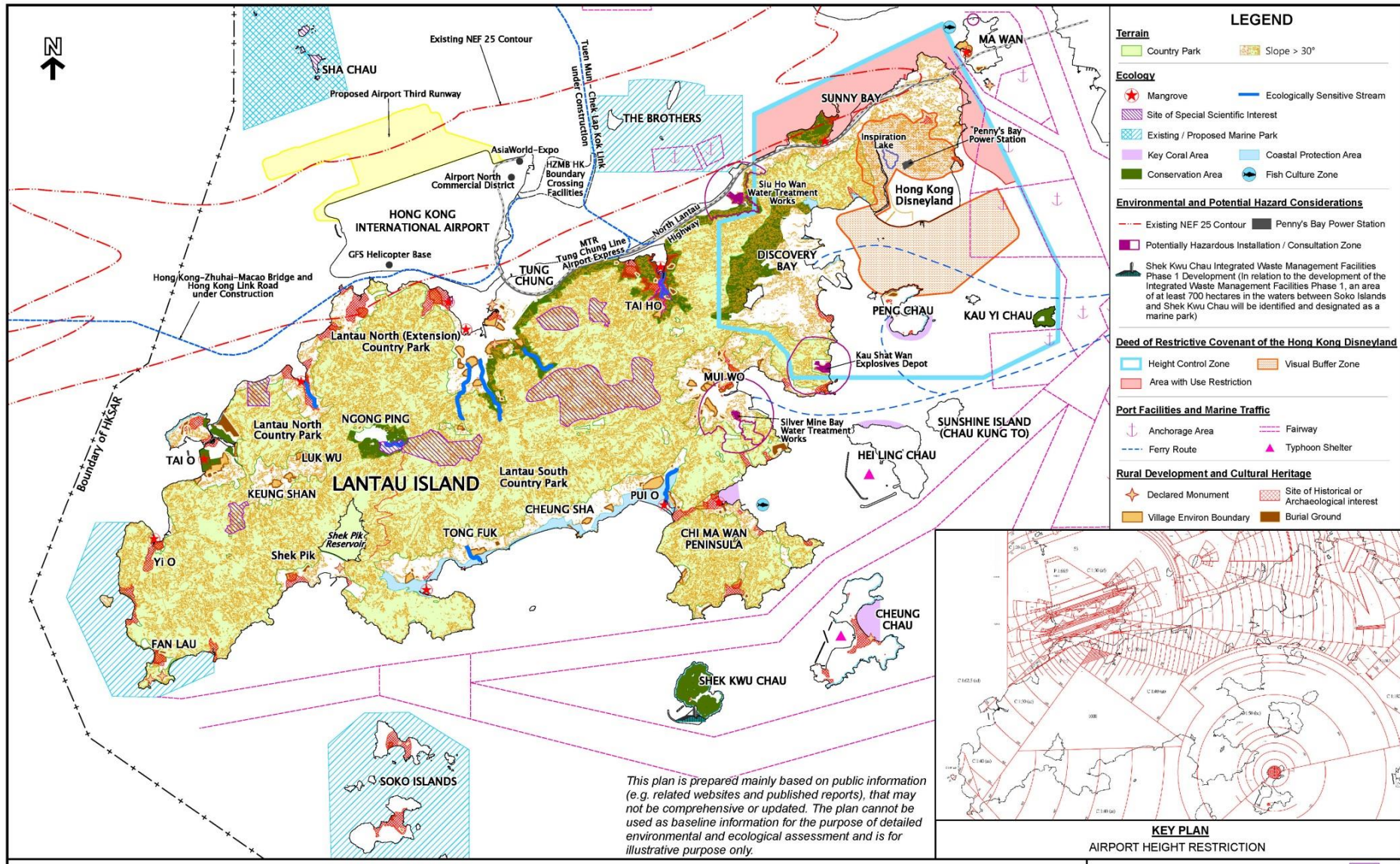
- Lantau North (Extension) Country Park
- Ngong Ping Nature Centre
- Phase I Improvement works at Tai O
- Hong Kong Olympic Trail between Pak Ngan Heung at Mui Wo and Pak Mong at Tai Ho



Revised Concept Plan for Lantau



Major Infrastructure and Development Projects under Construction/ Planning in Lantau



Major Development Considerations of Lantau

LANTAU DEVELOPMENT ADVISORY COMMITTEE
Consolidated Report on Members' Views

The following report consolidates members' views.

Category 1: Development planning issues

Summary: A number of members opined that we should fully utilise the airport and other major infrastructures to enhance Lantau's connectivity with the Pearl River Delta (PRD) and the rest of the world, develop Lantau into an international transport and commercial hub in the region, and create a hub/gateway economy for Hong Kong. Members were also of the view that the development of Lantau should mainly focus on tourism and the convention and exhibition businesses and increasing the commercial floor area in the area, so that Lantau would become a business, retail, tourism and convention and exhibition centre. At the same time, the environment of the community should be improved and the needs of the local residents should be addressed. A few members considered that residential development in areas affected by airport noise should be avoided. Some members commented that the medium- and long-term development of commercial sites should be explored and some others suggest releasing rural land of lower ecological values.

1.1	Creating a diversified community ideal for living, working, recreation, business and education
1.2	Developing a tourism, expo, airport and bridgehead economy to transform Lantau into a business centre for the enterprises in the PRD and a distinctive retail, tourism and convention and exhibition centre for the PRD, as well as developing new towns to facilitate people working in their living districts
1.3	Brand-building Lantau to enhance its image
1.4	Carrying out studies as soon as possible on northern Lantau's potential for developing a most environmentally friendly and high-density community in the world
1.5	Planning and design for the development of Lantau as a "new city", with major

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	objectives of people's quality of life, health and harmony with the environment
1.6	Adhering to the Revised Concept Plan for Lantau announced in 2007 when formulating the development strategies, and objecting to developments in country parks
1.7	Carrying out land use planning for those sites without land use restrictions, outside the country park area in Lantau, through the Development Permission Area Plans
1.8	Planning northern and southern Lantau separately as two major areas : with the north to be planned as an economic development zone, and the south to be developed for various tourism, leisure and entertainment projects under the prerequisite of enhancing ecological conservation
1.9	Synergy to be created through the planning of the Airport North Commercial District (NCD) and the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)
1.10	Planning residential areas near the airport should be avoided as far as possible, especially within the Noise Exposure Forecast 25 contour; or otherwise, should explore the incorporation of noise mitigation measures into the conditions of land sale
1.11	Developing retail business in the Tung Chung and Siu Ho Wan area to further its economic development and complement the “commercial, business and transport zone” in the northern area, enhancing community facilities, and developing Tung Chung and Siu Ho Wan areas through reclamation
1.12	Building additional community facilities such as municipal services buildings, community halls, civic centres, clinics, etc.
1.13	Exploring the medium- and long-term development of commercial land use, and drawing in high value-added industries, such as smart technology industry, airport services industry, multi-media creative industry, logistics and information services industry, as well as indoor smart products industry
1.14	Positioning northern Lantau for logistics development
1.15	Providing 1 million square feet of office space for reputation services, supporting non-governmental organisations and other “credibility” services

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1.16	Releasing private and rural land of lower ecological values
1.17	Striving to preserve pristine rural and coastal areas, while carrying out controlled reclamation at suitable offshore locations
1.18	Developing part of the land in country parks
1.19	Carrying out reclamation of 90 hectares to the south of the HKBCF Island of the HZMB and developing it as Phases 2 and 3 works of “commercial, business and shopping zone”
1.20	Developing an international gateway economy, constructing an express link to connect Lantau and Shenzhen, and building an international/regional services centre along the express link in either New Territories West or northern Lantau
Category 2: Tourism and entertainment Summary: Members requested building more hotels, retail facilities and theme parks in Lantau. Some members proposed promoting local and traditional cultural activities and some others suggested developing water sports centres and guesthouses, as well as promoting agricultural land rehabilitation	
2.1	Adopting “business, convention, exhibition, leisure and tourism” as its main theme for development and planning
2.2	Developing a “diversified tourism network” and consolidating it into a large-scale tourism, leisure, business and expo area, with a view to attracting high-spending and MICE (meetings, incentives, conventions and exhibitions) tourists
2.3	Introducing outlets in the Airport NCD
2.4	Providing more mountain bike trails and paragliding or caravan sites, and developing Silver Mine Cave
2.5	Developing the existing beach at Discovery Bay as well as other leisure and entertainment facilities into a waterfront leisure and resort area
2.6	Creating a “waterfront leisure and entertainment area” in southern Lantau, including expanding the camp site in Pui O and developing it into a leisure area of a “waterfront camping” theme; preserving the existing environment of Cheung Sha Upper Beach while developing Cheung Sha Lower Beach into a hydrotherapy centre to attract high-end consumers; setting up a water sports centre in Tong Fuk;

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	enhancing the kiteboarding facilities in Shui Hau
2.7	Developing “ecological tourism and exploration zones” in the country parks in Lantau, and a “wildlife zoo” in Shui Hau Peninsula
2.8	Setting up a dedicated funding item for Lantau under the Mega Events Fund to promote local and traditional cultural activities
2.9	Developing Mui Wo into a “leisure town” by preserving its traditional rural townscape, as well as developing “local music” activities, “leisure farming”, etc
2.10	Designating some of the streets for local commercial use and introducing bazaar to stimulate the local economy
2.11	Introducing warehouse stores, business centres and entertainment facilities at the HKBCF of the HZMB
2.12	Developing water sports centres, organic farms and Minsu guesthouses in Sha Lo Wan
2.13	Promoting rural land rehabilitation and developing leisure hostels or Minsu guesthouses along South Lantau Road
2.14	Constructing large malls, outlets, gourmet areas, major convention and exhibition venues or other commercial facilities in northwest Lantau, including Tung Chung town centre
2.15	a landmark mall covering 4 million square feet
2.16	Providing more three- and four-star hotels and mid-price retail facilities as soon as possible
2.17	six to eight two- to five-star hotels providing a total of 3 000 rooms
2.18	Extending Ngong Ping 360 to Tai O
2.19	Making use of the 17 hectares of land in the north district of the airport island and developing it into the “Gateway to the World”, providing 11 million square feet of total floor area for outlets, medical centres, hotels, offices, etc.
2.20	Developing hydrotherapy hotels, yacht clubs and water sports centres along the beach in the south
2.21	Creating a larger “thematic leisure and entertainment area” in the Hong Kong Disneyland and Sunny Bay area or building another theme park

(Translated Version)

2.22	Designing a specialised transport system for the tourism in Lantau and turning the area into a tourist hotspot in the region
Category 3: Environmental protection and heritage conservation Summary: Some members proposed revitalising Ma Wan Chung Village and considered that a strategic environmental impact assessment should be carried out to assess the capacity of the community.	
3.1	Carrying out a strategic environmental impact assessment and conducting specific calculations of the population, environmental quality and the handling capacity of the community, as well as controlling the “total demand quantity”
3.2	Designating the coastal areas of high ecological values in Pak Mong/Tai Ho Wan for water sports centres and ecological education centres
3.3	Revitalising Ma Wan Chung Village and establishing a bazaar with distinctive characteristics
3.4	Developing a “folk culture tourism area” in Tai O, Ngong Ping and Ma Wan Chung
3.5	Emphasizing history and heritage conservation in the course of development, and communicating with the indigenous villagers to create harmony between the urban and rural areas
Category 4: Transport hub and improvement proposals Summary: A number of members called for enhanced connectivity between the airport island, Hong Kong Disneyland and Tung Chung to reduce travel time. Some other members believed that future passenger flow of the HZMB would be more important than the flow of goods.	
4.1	Creating transport interchanges on the airport island to facilitate point-to-point travel for workers
4.2	Enhancing the traffic connection between the HKBCF of the HZMB, the Airport NCD/AsiaWorld-Expo, the airport, Tung Chung, Hong Kong Disneyland, etc., such as providing green minibus services, re-organising bus routes, creating two-way circular routes, etc.

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4.3	Providing circular bus routes in Lantau
4.4	Securing the co-operation of the piers at Hong Kong Disneyland, Discovery Bay, Peng Chau and Mui Wo, and providing local water taxi services in Lantau
4.5	Providing green minibus services in Lantau
4.6	Increasing bus frequency, providing circular electric vehicles for the area between Shui Hau and Pui O
4.7	Increasing parking spaces
4.8	Opening up the SkyPier or providing an additional cross-boundary public pier at the HKBCF of the HZMB
4.9	Setting up immigration facilities at the SkyPier and opening it up to the public, and engaging private operators to operate cross-boundary passenger ferry services
4.10	Abolishing the tolls for Lantau Link and allowing the future Tuen Mun-Chek Lap Kok Link toll-free, too
4.11	Introducing minibus services or constructing an environmentally friendly linkage system connecting Tung Chung, the airport and other tourist attractions
4.12	Improving the existing north-south road link in Lantau
4.13	Widening South Lantau Road and Keung Shan Road
4.14	Providing additional Siu Ho Wan Station, Tung Chung East Station and Tung Chung West Station in the Tung Chung Line
4.15	Extending the Tung Chung Line to the HKBCF of the HZMB
4.16	Constructing a link road to connect Tai O and the airport island, a coastal passageway to connect Tai O and the Tung Chung town centre, and a link bridge to connect Sha Lo Wan and Keung Shan Road
4.17	Developing a mass public transport system to support new town development and providing railways in Lantau
4.18	Constructing the Lantau circular cycle track
4.19	Constructing a link road to connect Mui Wo and northern Lantau and a tunnel to connect Siu Ho Wan and Mui Wo
4.20	Building an additional traffic route to Central
4.21	Building a railway to connect Lantau and Tuen Mun
4.22	Expediting the Hong Kong-Shenzhen Western Express Line (Main Line)

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Category 5: Employment, education and welfare	
Summary: A number of members consider that professional training centres should be set up there to train up a sufficient number of competent workforce for the area to meet the manpower demand in future.	
5.1	Giving higher priority to people working in the area in applications for public rental housing
5.2	Importing non-skilled and low-skilled workers from the Mainland to work in the designated airport area
5.3	Setting up a “professional institute” to train up competent workforce for the area
5.4	Setting up a vocational training centre for tourism and expo in Lantau

Development Themes of Lantau

