

(Translated Version)

For discussion on
8 March 2014

LanDAC Paper No. 03/2014

First Meeting of Lantau Development Advisory Committee
Agenda Item 4: Development Potentials and Constraints of Lantau

1. Purpose

This paper aims at introducing the development potentials and constraints of Lantau.

2. Present Situation

2.1 Lantau is the largest island in Hong Kong covering a land area of about 147 km² (excluding its nearby islands and the airport), of which about 102 km² (about 70%) is country parks. Lantau comprises mainly undeveloped, natural coastal areas and inland mountainous terrains. At present, Lantau has a population of about 105 000 (based on the 2011 Census), mainly in Tung Chung New Town, Discovery Bay, Mui Wo, the rural township of Tai O and the rural settlements in South Lantau.

2.2 There are a number of strategic economic and urban infrastructure developments in northern Lantau including the Hong Kong International Airport (HKIA), AsiaWorld-Expo and Tung Chung New Town as well as the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under construction.

2.3 Eastern Lantau is a tourist, leisure and recreation hub with facilities including the Hong Kong Disneyland Theme Park, the Inspiration Lake and hotels. On the other hand, the southern and western Lantau mainly consist of rural areas and rural townships such as Mui Wo, Tai O, traditional villages etc. as well as diversified tourist attractions including Ngong Ping

360, Po Lin Monastery, Big Buddha, Wisdom Path, country parks, country trails, beaches at the coast of southern Lantau etc. Marine parks in the vicinity of Lantau include the Sha Chau and Lung Kwu Chau Marine Park to the north of the airport as well as the proposed Marine Park at the Brothers.

- 2.4 On road transport, Lantau is now connected to the main urban areas by the North Lantau Highway and Tsing Ma Bridge. As for rail connection, there are the MTR Tung Chung Line, the MTR Airport Express and the Disneyland Resort Line and for water transport, there are regular ferry services in Discovery Bay and Mui Wo to and from Central. Tung Chung Road links up the north and south of Lantau and also connects with South Lantau Road and Tai O Road, and these three roads are all restricted roads.

3. Development Potentials of Lantau

- 3.1 In the wake of the completion of the mega infrastructure projects in the near future, for example, the completion of the HZMB and the TM-CLKL in 2016 and 2018 respectively, Lantau would become a focal point of the long-term development of Hong Kong and even the Greater Pearl River Delta (PRD). As for the existing and planned developments at Lantau, please refer to LanDAC Paper No. 02/2014.

International and Regional Transport Hub

- 3.2 Lantau is an international and regional transport hub. The third runway of the HKIA is now under planning and the development of the North Commercial District (about 10 hectares) is being actively taken forward. It is expected that the HKIA could maintain and strengthen the Lantau's position as an aviation hub. This would enhance the competitiveness of Hong Kong and strengthen the economic development of Lantau particularly the potential of tourism.
- 3.3 With the expected commissioning of the HZMB and the

completion of TM-CLKL in 2016 and 2018 respectively, Lantau will become the converging point of traffic from Guangdong, Hong Kong and Macao, bringing about opportunities in economic and community development and meeting the long-term needs of Hong Kong. The HZMB would substantially reduce the travelling time between Hong Kong and the west banks of the PRD while the TM-CLKL would conveniently link up Lantau with the western part of Shenzhen and its major developments including Baoan Airport, Qianhai, Shekou etc., thereby materializing the “One-hour Intercity Traffic Circle”.

- 3.4 The artificial island for the HZMB Hong Kong Boundary Crossing Facilities has an area of about 130 hectares. With its proximity to the HKIA, it will serve as a gateway between Hong Kong and western PRD. When the advantages of the regional transport hub can be capitalized, that artificial island will exhibit great potential for developing "bridgehead economy" and for expanding Hong Kong's tourist receiving facilities.

Advantages of being in close proximity to the Main Urban Areas

- 3.5 Geographically, Lantau is closer than other parts of the New Territories to core business district of Hong Kong. Through the connection of strategic transport network, Lantau has the potential to become another core business district for providing job opportunities and promoting economic development conducive to the balanced development of Hong Kong.
- 3.6 Apart from developing another core business district, the advantages of Lantau in proximity to the main urban areas could be taken to develop other industries such as high value-added logistics, mega shopping malls, dining, entertainment and hotel facilities etc.

Synergy Effect with Existing Tourist and Economic Facilities

3.7 As mentioned in paragraphs 2.2 and 2.3 above, there are diversified tourist, convention / exhibition and economic facilities on Lantau. When the connectivity among these facilities could be enhanced and other major entertainment, hotel and shopping facilities could be developed at suitable locations, the potential of each facility could then be fully realized. The synergy effect would turn Lantau into a major tourist hub which would, in turn, reinforce Hong Kong's position as an international tourism and events capital.

Potential for Reclamation to Create Land

3.8 The central waters between Lantau and Hong Kong Island are ecologically less sensitive when compared with the western and northern waters of Lantau. Creation of sizable flat land by reclamation at suitable location(s) within the central waters would allow comprehensive planning for the creation of large-scale, innovative and environmentally friendly future city developments for increasing the land supply to meet our housing, economic and social needs.

3.9 Sunny Bay and Siu Ho Wan are close to the North Lantau Highway. They have the potential to be developed into a regional entertainment, business or logistics node by reclamation. We can create synergy effect with other tourist attractions on Lantau and reinforce Hong Kong's position as Asia's tourist hub and events capital. By capitalizing on the advantages of their strategic location of being close to the HKIA and the HZMB, we can create a business park for promoting comprehensive commercial or logistics development. Business and employment opportunities would be created for the benefit of Hong Kong and the Tung Chung New Town.

Ecological and Cultural Tourism and Conservation

3.10 Lantau is endowed with rich landscape, ecological resources, cultural heritage and rural characteristics rendering it possible for further development of green ecological and cultural tourism on Lantau. A suitable balance could be achieved through giving due consideration to both development and conservation.

4. Development Considerations of Lantau

4.1 However, the following constraints in the development of Lantau should be considered when planning for development (please refer to Plan 1 annexed).

Topography

4.2 In spite of the huge land mass of Lantau of about 147km², it is mostly hilly with limited flat land. Its country parks cover a vast area, and 93% and 40% of the country park terrain comprise slopes of over 20 degrees and 30 degrees respectively. Development on Lantau has been constrained by its hilly terrain and limited flat land along the coast. Development on these areas requires careful attention to the potential hazards associated with its natural steep slopes.

Ecology

4.3 Lantau and its surroundings are rich in terrestrial and marine biodiversity and are ecologically and environmentally sensitive. For example, there are Chinese White Dolphins in the western waters of Lantau, the finless porpoises in the southern waters, the rare lizard species (Bogadek's Burrowing Lizard) at Hei Ling Chau and Sunshine Island, and the White Bellied Sea Eagles at Penny's Bay. There are a number of Sites of Special Scientific Interests on Lantau, for example Tai Ho River is the natural breeding ground of fresh water fishes. Furthermore, there are existing and proposed marine parks in the nearby waters of Lantau and key coral areas are found in

Peng Chau and Hei Ling Chau. Reclamation may have potential impacts on the fisheries and the water quality of the fish culture zones, which may cause negative impact to the fish farms as well as the fish spawning and nursery areas.

Environmental and Potential Hazard Considerations

4.4 The development of north shore of Lantau is subject to the constraints of air flight noise (particularly within the Noise Exposure Forecast 25 contours), and the air and noise pollutions caused by the railway and major trunk roads nearby. There are three Potentially Hazardous Installations on Lantau, i.e. Siu Ho Wan Water Treatment Works (WTW), Silvermine Bay WTW and Kau Shat Wan Explosives Depot, which limit the development potential of their surrounding areas. Building height restriction is imposed in the surrounding areas of the gas turbine power station at Penny's Bay in order not to obstruct the dispersion of the exhausted smoke.

Height and Other Restrictions Relating to Aviation

4.5 The building height along north shore of Lantau is restricted by the height and other restrictions due to the airport and the Government Flying Service Helicopter Base.

Deed of Restrictive Covenant of the Hong Kong Disneyland

4.6 There are restrictions on the development, building, height and land use in the surrounding areas of the Disneyland Theme Park.

Inadequate Supporting Infrastructure

4.7 Lantau depends on the North Lantau Highway and the Tsing Ma Bridge as the road-based and the MTR Tung Chung Line and the MTR Airport Express as the rail-based outbound transport modes for commuting to and from the urban areas. In planning for large-scale development, consideration should be given to whether the capacity of the roads and railways could cope with the large increased traffic flow. Other

existing infrastructural facilities including sewage treatment, water supply, drainage and waste treatment are also unable to support additional large-scale development.

Port Facilities and Marine Traffic

- 4.8 The existing port is near the central waters where fairways and anchorages are found. For any reclamation, due regard must be given to ensure the normal operation of the port as well as marine traffic and fairway safety with necessary mitigation measures. In addition, the possible impacts on the port facilities such as the anchorages and typhoon shelters and their reprovisioning needs must be fully considered.

Rural Development and Cultural Heritage

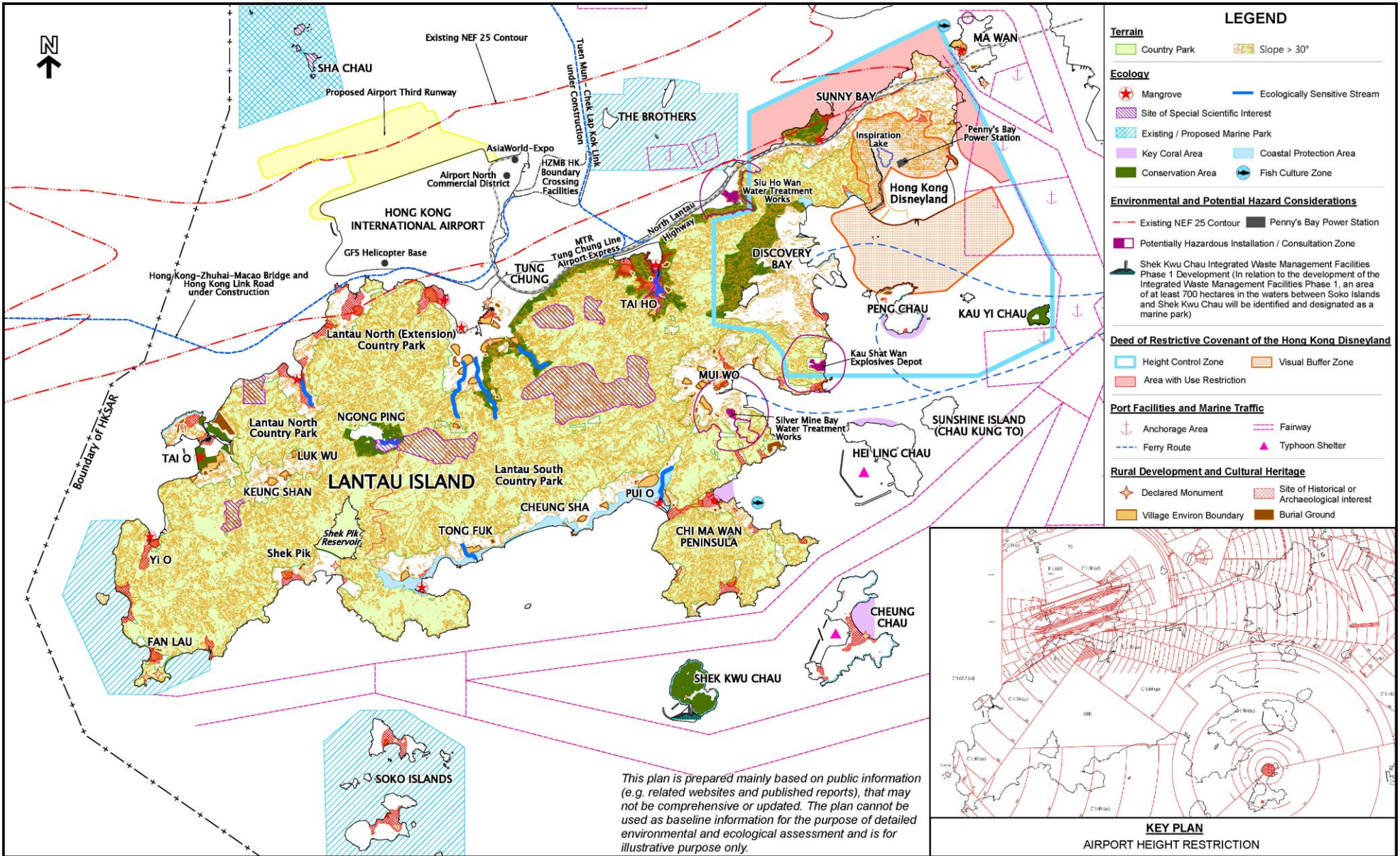
- 4.9 When formulating the development options, consideration should be given to the scattered rural developments (including the indigenous villages), sites of archaeological and heritage interests and other heritage sites, active agricultural land, burial grounds etc.

5. Conclusion

In the wake of the rapid economic and infrastructural development of the Pearl River Delta, Lantau would see much greater development potential and could play a very important role in promoting sustainable development for Hong Kong. On the other hand, most of the land and coastlines of Lantau possess great conservation value. Therefore, in considering its development, careful deliberations must be made in order to strike a balance between conservation and development.

Plan 1: Major Development Considerations of Lantau

**Development Bureau
Planning Department
February 2014**



Major Development Considerations of Lantau



PLANNING DEPARTMENT



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Plan

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