

For Discussion on
10 October 2014

Lantau Development Advisory Committee
Planning and Conservation Sub-committee
Paper No. 03/2014

**Lantau Development Advisory Committee
Planning and Conservation Sub-Committee**

Planning Concept of Lantau and Latest Position

1 Purpose

- 1.1 This paper aims at introducing the planning concept of Lantau and the latest position of the major infrastructure and development projects that are currently under construction and planning on Lantau.

2 Background of the Planning Concept

“2001 South West New Territories Development Strategy Review” (Plan 1)

- 2.1 Lantau constitutes the major part of the South West New Territories (“SWNT”) sub-region. Enormous development opportunities and challenges were brought to Lantau by the progressive completion of the Hong Kong International Airport (“HKIA”), Tung Chung New Town, Airport Railway and North Lantau Highway in the 90s. Based on the “Territorial Development Strategy Review” (“TDSR”)¹ completed in 1998, the “South West New Territories Development Strategy Review – Recommended Development Strategy” was formulated in 2001 with the following key themes for Lantau:

- **Northeast Lantau – Tourism and Recreation:** With the development of tourism and recreational facilities along its northeast shoreline, Northeast Lantau will become a node of SWNT with the potential to attract many international and local visitors.
- **North Lantau – The Ninth New Town:** This area will accommodate the bulk of the population growth in Lantau. Together with the HKIA, North Lantau will become one of the fast-growing urban nodes in Hong Kong.
- **Northwest Lantau – Religion, Cultural and Leisure:** Taking advantage of the historic and religious artefacts in Tai O and Po Lin Monastery in Ngong Ping, Northwest Lantau will be developed into a religious and leisure node. Also, due regard should be given to protecting the natural and cultural heritage of the area.

¹ The proposals for the planning of SWNT sub-region under the TDSR completed in 1998 are that major residential and economic developments would be concentrated in North Lantau to capitalize on the existing and planned transport system and infrastructure facilities. The TDSR also identified that SWNT sub-region has the potential for further development of new tourist spots and emphasized the need to conserve the unique and significant land and marine natural resources in its remaining areas.

- **South Lantau - Conservation and Sustainable Recreation:** Given the high ecological and scenic value, beautiful beaches, natural coastlines and wooded headland of South Lantau, it is suggested that conservation and sustainable recreation development in harmony with the natural landscape and village setting may be suitable in selected areas by capitalising on the unique characters.

“2004 Concept Plan for Lantau” (Plan 2)

- 2.2 With the new airport and its good road network, Lantau has played an increasingly important role in the economic development of Hong Kong. Also, there were different types of major projects completed and commenced after 2001 such as the extension of the passenger and cargo facilities of the airport, AsiaWorld-Expo, Hong Kong Disneyland, Ngong Ping 360 and Ngong Ping Village as well as the confirmation of implementation of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”). The Administration set up the “Lantau Development Task Force (“Task Force”) in 2004 for formulating the “Concept Plan for Lantau” (“Concept Plan”). The overall vision of the Concept Plan is to promote the sustainable development of Lantau by balancing development and conservation needs. The major economic infrastructure and tourist development should focus on North Lantau to capitalize on the existing and planned transport infrastructures, while protecting the other parts of Lantau, which comprise primarily high quality landscape and ecologically sensitive natural environment for nature conservation and sustainable recreational and visitor uses.

“2007 Revised Concept Plan for Lantau” (Plan 3)

- 2.3 Subsequent to the promulgation of the “Concept Plan”, the Task Force conducted public consultation on it. In parallel, several studies and projects related to Lantau were unfolded or completed including the “Hong Kong 2030 Study” (published in 2007), “Consultancy Study on the Development of New Tourism Infrastructure - Spa and Resort Facilities”, “Lantau Logistics Park Development Feasibility Study”, “Feasibility Study for the Remaining Development in Tung Chung”, HZMB etc. In response to the latest development and public comments, the Task Force published the “Revised Concept Plan for Lantau” (Revised Concept Plan) in 2007 which, under the premises of the original vision, proposed the following 5 themes:

- **Meeting Conservation Needs - Comprehensive Conservation Strategy:** In view of the high quality natural landscape, ecological environment and cultural heritage of Lantau, emphasis should be placed on the conservation of the island. As such, a comprehensive conservation strategy covering nature, heritage and landscape was formulated.
- **Economic Infrastructure and Tourism/Recreation Development:** Given its locational advantages, North Lantau would be the focus of major economic infrastructure and tourism/recreation development. North and Northeast Lantau could be further developed for other tourism and recreation uses. The synergy effect produced thereby would strengthen Lantau’s strategic position as a major tourist hub.
- **Conservation, Recreation and Green Tourism Initiatives:** Proposals on the provision of eco-cum-culture-based conservation, recreation and green tourism initiatives be made to capitalise the natural, cultural and heritage resources of Lantau, complement the major tourist attractions and enhance the local economy.

- **Enhancing the Countryside Recreational Potential of Rural Lantau:** To enhance the recreation development potential of the area without causing impacts on the natural environment of the country parks and the rural Lantau.
- **Area Improvement of Rural Townships and Villages:** To enhance the local community and to help boost the local economy, improvement works are proposed for Mui Wo, Tai O and the South Lantau Coast.

2.4 The “Revised Concept Plan” has made specific development proposals for Lantau and some of its major proposals have been implemented in recent years including the Lantau North (Extension) Country Park, Ngong Ping Nature Centre, revitalization of the Old Tai O Police Station and the first phase improvement works of the Tai O Facelift Project. The Government is actively taking forward the second phase improvement works of the Tai O Facelift Project and the remaining works, improvement works of the Mui Wo Facelift Project and the designation of the South West Lantau Marine Park, etc.

3. Changing Planning Circumstances

3.1 In tandem with the development of Hong Kong, some decisions and changes having far-reaching impact on the planning circumstances of Lantau have surfaced after the publication of the “Revised Concept Plan” in 2007. They include the HZMB and its supporting facilities, the Three-Runway System of the airport, accelerating development of the Airport North Commercial District, the concept on reclamation outside Victoria Harbour, the increase in the number of visitors to Hong Kong² etc. and all these have brought new development circumstances to Lantau. The proposed Tung Chung New Town Extension project (please refer to para. 4.5 below) would also boost the population of Lantau from 106 000 in 2007 to an estimated 260 000 in the future. Together with the increasingly close contact between Hong Kong and the Greater Pearl River Delta (GPRD), the hub location of Lantau and the HZMB would induce more development opportunities for Lantau.

3.2 In response to the changing planning circumstances of Lantau and the latest development of Hong Kong on the whole, there is a need to revisit the development strategy of Lantau. In 2014, the Committee formulated the strategic role of Lantau in the overall development of Hong Kong, i.e. to turn Lantau into an international transport, logistics and trade hub of the GPRD region, a service hub of the GPRD region and Asia and a treasure of natural assets of Hong Kong. Also, the central waters would be planned as a strategic growth area with a new metropolis. In addition, a set of broad planning themes for Lantau (**Plan 4**) as stated below is also proposed. Such concepts, after deliberation by the Committee, were agreed upon at its third meeting on 19 July 2014³ as follows:

² Following the economic growth of Hong Kong, there is a marked increase in the number of visitors to Hong Kong. From 2007 to 2013, the number of visitors to Hong Kong increased from 28.71 million to 54.3 million, an increase of about 93%. According to the “Assessment Report on Hong Kong’s Capacity to Receive Tourists”, the number of visitors to Hong Kong in 2017 would be over 70 million, an increase of about 30% over 2013.

³ Please refer to Paper No. 04/2014 of the Lantau Development Advisory Committee.

- **Northern Lantau Corridor (for economic and housing development):** With the HKIA and other major infrastructure 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 tourist businesses. The extension of Tung Chung New Town and the developable sites, if identified, along this corridor could provide ample opportunities for housing uses. Economic, commercial and housing uses could then complement each other.
- **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, 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.
- **East Lantau Metropolis (for strategic growth with a core business district)⁴:** The preliminary concept of the East Lantau Metropolis is to reclaim one or more artificial islands near Kau Yi Chau and possibly Hei Ling Chau in the central waters for forming an additional core business district cum new town serving Hong Kong's long-term needs in a sustainable manner while preserving local ecology. The East Lantau Metropolis could adopt a smart, diverse and environmentally friendly new town concept with transport infrastructure connecting to Hong Kong Island.
- **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 endowed with ecological habitats, rural townships, cultural and heritage attractions as well as scenic beaches. Their conservation value is high. Moreover, with better transport links, there is potential for enhanced leisure, cultural and green tourism, bringing diversity to Lantau while preserving its intrinsic and unique character.

3.3 From the above evolvement of the planning concept for Lantau, it is found that the overall development direction of Lantau has always been focusing on a balanced and coordinated development. The major development and infrastructure of Lantau concentrate on its north, while its country parks and South Lantau adopt the principles of natural conservation and recreational development. As for the latest status of its natural and cultural resources and conservation measures, reference could be made to Planning and Conservation Sub-committee Paper No. 4/2014. Following the completion of those major infrastructure developments in the near future and coupled with the existing infrastructural facilities, the role of Lantau as a transport hub would be further strengthened and Lantau on the whole would play a strategic role in the long term development of Hong Kong.

⁴ Please see para. 4.8 for details.

4. Latest Status of the Major Infrastructure and Development Projects

- 4.1 Today, in order to realise the development concept of Lantau and to support the overall long term development of Hong Kong, many major infrastructure and development projects are in full swing. Furthermore, the advance planning and investigation works of many projects are underway. We envisage that on the completion of these projects in the future, great contribution would be made to Hong Kong's future land supply, population distribution, economic growth, transport and logistics etc. and the importance of Lantau to Hong Kong would be further enhanced. Details of various projects/studies for major infrastructure developments now under construction and planning in Lantau are stated in Paper No. 02/2014 of the Lantau Development Advisory Committee and were introduced by the Development Bureau and Planning Department at the meeting on 8 March 2014. This paper reports the latest progress of the projects.

4.2 Hong Kong-Zhuhai-Macao Bridge and its Supporting Facilities

The three local governments, in 2008, agreed on the scope of the HZMB Main Bridge project and decided to provide boundary crossing facilities and link roads within their respective territories and adopt the concept of "separate locations of boundary crossing facilities mode". Later the Administration decided to build a 130-hectare artificial island to the east of the airport island as the landing point of HZMB for Hong Kong together with boundary crossing facilities. Furthermore, the Tuen Mun-Chek Lap Kok Link would be built in conjunction with the bridge, making Lantau the converging point of traffic from Guangdong, Hong Kong and Macao.

Hong Kong-Zhuhai-Macao Bridge (Item A on Plan 5)

- 4.2.1 The 55-km long HZMB now under construction is a mega-size sea crossing linking the Hong Kong Special Administrative Region, Zhuhai City of Guangdong Province and Macao Special Administrative Region. With the commissioning of HZMB, the cities in the western PRD will fall within a 3-hour-commuting radius from Hong Kong. This would play an important role in enhancing the confluence and cooperation on various aspects of the western PRD and Hong Kong. By then, Lantau would become the converging point of traffic from Guangdong, Hong Kong and Macao geographically, thereby further enhancing the functions and development potential of Lantau.

Tuen Mun-Chek Lap Kok Link (Item B on Plan 5)

- 4.2.2 The Tuen Mun-Chek Lap Kok Link (TM-CLKL) would become the most direct route between northwest New Territories and the HZMB, HKIA and northern Lantau, and also an alternative route to and from the airport. The TM-CLKL together with the highway network in northwest New Territories would link up western Shenzhen and Lantau more closely. The TM-CLKL is divided into the southern and northern sections. According to the latest information, the southern connection would be substantially completed in 2016 and the northern connection would be completed by 2018.

Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (Item C on Plan 5)

- 4.2.3 The artificial island for the Hong Kong Boundary Crossing Facilities (HKBCF) off Lantau covers an area of about 130 hectares. With its proximity to the HKIA, it will serve as a gateway between Hong Kong and the western PRD. In order to

optimize the boundary crossing facilities for developing bridgehead economy, the Government is actively pursuing a planning, engineering and architectural study to explore the feasibility of developing large-scale shopping, dining, entertainment and hotel facilities at the HKBCF. Subject to funding approval from the Legislative Council (LegCo), the 25-month study is expected to commence by the end of 2014/in early 2015, aiming to dispose the first site upon the commissioning of the HZMB.

The Third Runway of the Airport (Item D on Plan 5)

- 4.3 The Government approved in-principle the adoption of the three-runway system (3RS) proposed by the Airport Authority Hong Kong (AAHK) as the future development direction of the HKIA in March 2012 in order to accommodate the projected increase in passenger and cargo throughput and to maintain Hong Kong's overall competitiveness and our position as a regional aviation hub. The Government is assisting the AAHK with the relevant planning work including the statutory environmental impact assessment (EIA), relevant design details and financial arrangements. The third runway project would include reclamation of 650 hectares of land at the north of the airport island for the construction of the third runway, the passenger concourse and the apron as well as the alteration of Terminal 2 and other relevant infrastructure works. The 3RS would be conducive to maintaining our overall competitiveness and our position as a regional aviation hub. With the conditional approval of the EIA report by the Advisory Council on Environment in mid-September 2014, the relevant EIA procedure has entered its final stage and is expected to complete within October. On the other hand, AAHK is actively pursuing the design details and financial arrangement of the 3RS project for making proposals to the Government. If the Government decides to implement the 3RS, AAHK would strive to commence the works in 2016 for completion in 2023.

Airport North Commercial District (Item E on Plan 5)

- 4.4 In December 2013, the AAHK decided to commence the hotel development project of the Airport North Commercial District (NCD) next to Terminal 2 of HKIA as the first stage of its commercial development. It is hoped that the project will complement the future expansion of HKIA and create synergy with the development of Lantau such that the benefits of the NCD development could be fully reaped. AAHK plans to build a hotel with more than 1 000 rooms and the tender documents for the new hotel were released in July 2014. In parallel, the AAHK is actively pursuing the Master Layout Plan of the NCD, and studying in detail the overall development strategy and arrangement for the commercial district.

Tung Chung New Town Extension (Item F on Plan 5)

- 4.5 To explore the feasibility of expanding Tung Chung New Town into a community of larger scale and to capitalize on the future economic opportunities for creating more employment opportunities for the Tung Chung residents, the Planning Department and the Civil Engineering and Development Department launched the "Tung Chung New Town Extension Study" (the Tung Chung Study) in January 2012. After considering the views collected during the Stages 1 and 2 Public Engagement, the Tung Chung Study prepared a draft recommended outline development plan in which 48 000 residential units was proposed. Tung Chung East would be for comprehensive development and land would be reserved for various types of commercial facilities, apart from building housing units, to develop the area as a regional office node, providing about 40 000 employment

opportunities. Tung Chung West would be for lower density development so as to maintain its rural character. Land would be reserved in the extension area for the provision of recreation and community facilities to meet the residents' needs. The Stage 3 Public Engagement is launched (from 15 August to 31 October 2014) and the whole Tung Chung Study is expected to be completed by 2015. It is anticipated that the first batch of residents would move in around 2023 the earliest.

Sunny Bay Reclamation (Item G on Plan 5)

- 4.6 The Government launched the “Enhancing Land Supply Strategy: Reclamation outside Victoria Harbour and Rock Cavern Development Study” (Enhancing Land Supply Study) in 2011 to address the problem of inadequate land supply in the long term. The study recommended five sites for nearshore reclamation including Sunny Bay and Siu Ho Wan. According to the study, Sunny Bay has the potential to be developed as a regional tourism, entertainment and commercial hub through reclamation (a total area of about 60 to 100 hectares). The advance work of the relevant planning and engineering study related to the Sunny Bay Reclamation is now underway. Pending the funding approval by the LegCo, it is anticipated that the study would commence in 2015 for completion within two years.

Siu Ho Wan Reclamation (Item H on Plan 5)

- 4.7 Siu Ho Wan is one of the five nearshore sites recommended for reclamation under the Enhancing Land Supply Study. According to the study, Siu Ho Wan, with its proximity to the airport and potential to connect with the main trunk roads and infrastructure, is suitable for reclamation (a total area of about 100 to 150 hectares) for developing strategic economic activities to provide employment opportunities and support the development of Tung Chung New Town. The way forward of the Siu Ho Wan Reclamation would depend on the findings of the cumulative EIA now underway.

East Lantau Metropolis (Item I on Plan 5)

- 4.8 The Enhancing Land Supply Study also confirms that the central waters between Lantau and Hong Kong Island is ecologically less sensitive when compared with other waters and has the potential for constructing artificial island(s), meriting further in-depth study. The Chief Executive announced in his 2014 Policy Address the initiative to explore developing an “East Lantau Metropolis” (ELM) in the central waters and its neighbouring areas for accommodating the new population. It would become a new core business district in addition to Central and Kowloon East for promoting economic development and providing job opportunities. The Administration would introduce innovative town planning, design, engineering and construction concepts for developing the area into an innovative, livable and “good-for-work”, diverse and environmentally friendly ELM. In order to explore the feasibility of constructing artificial islands in the central waters to the east of Lantau, the Government is now preparing for commissioning strategic studies for artificial islands in the central waters. The study will comprehensively examine various aspects including port operation, transport, environment, fishery, engineering, infrastructure facilities, broad land development direction and finance. Pending funding approval by the LegCo, it is expected that the study would commence in early 2015 for completion within 3 years. Upon the availability of phased findings of the strategic studies for artificial islands in the central waters, the Administration would commence the planning and engineering study for the ELM in due course.

“Railway Development Strategy 2014” (Item J on Plan 5)

- 4.9 The Transport and Housing Bureau formulated the “Railway Development Strategy 2014” (RDS-2014), which was made public on 17 September 2014, having regard to three major premises of the transport demand, cost-effectiveness and the development needs of the New Development Areas and other new developments. The RDS-2014 recommends that seven railway projects be completed in the planning horizon up to 2031. Among them, the Tung Chung West Extension has been proposed to extend the Tung Chung Line westward by 1.5 km from its existing terminus, Tung Chung Station, to a new Station in Tung Chung West. Tentatively, the proposed implementation period for the Tung Chung West Extension is from 2020 to 2024. Although, for the time being, it does not include a new station serving the future reclamation development in the Tung Chung East area, it is mentioned in the RDS-2014 that if the proposed Tung Chung East development is confirmed at a later stage, railway would be the key transport infrastructure to support the development. As the proposed Tung Chung East Station will involve modification to the existing Tung Chung Line, detailed investigation will be conducted to further confirm its feasibility.

5 Conclusion

- 5.1 Upon the progressive completion of the above-mentioned major development and infrastructure projects, Lantau will change from an area focused on local economy to a transport, logistics and trade hub with links with the Greater PRD and the world. The Government would study the feasibility of constructing artificial islands in the waters off East Lantau for developing an “East Lantau Metropolis” to accommodate a population of several hundred thousand and the new core commercial district. The substantial increase in economic activities and population will propel more development. To better reap the advantages to be brought about by these infrastructures and major developments, it is necessary to formulate a new overall spatial development and conservation strategy for Lantau in order to balance the development and conservation needs.
- 5.2 The above serves to provide background information for the formulation of an overall spatial development and conservation strategy for Lantau. Members are invited to note the information and discuss the formulation of an overall spatial strategy.

Plan 1 : 2001 South West New Territories Development Strategy Review

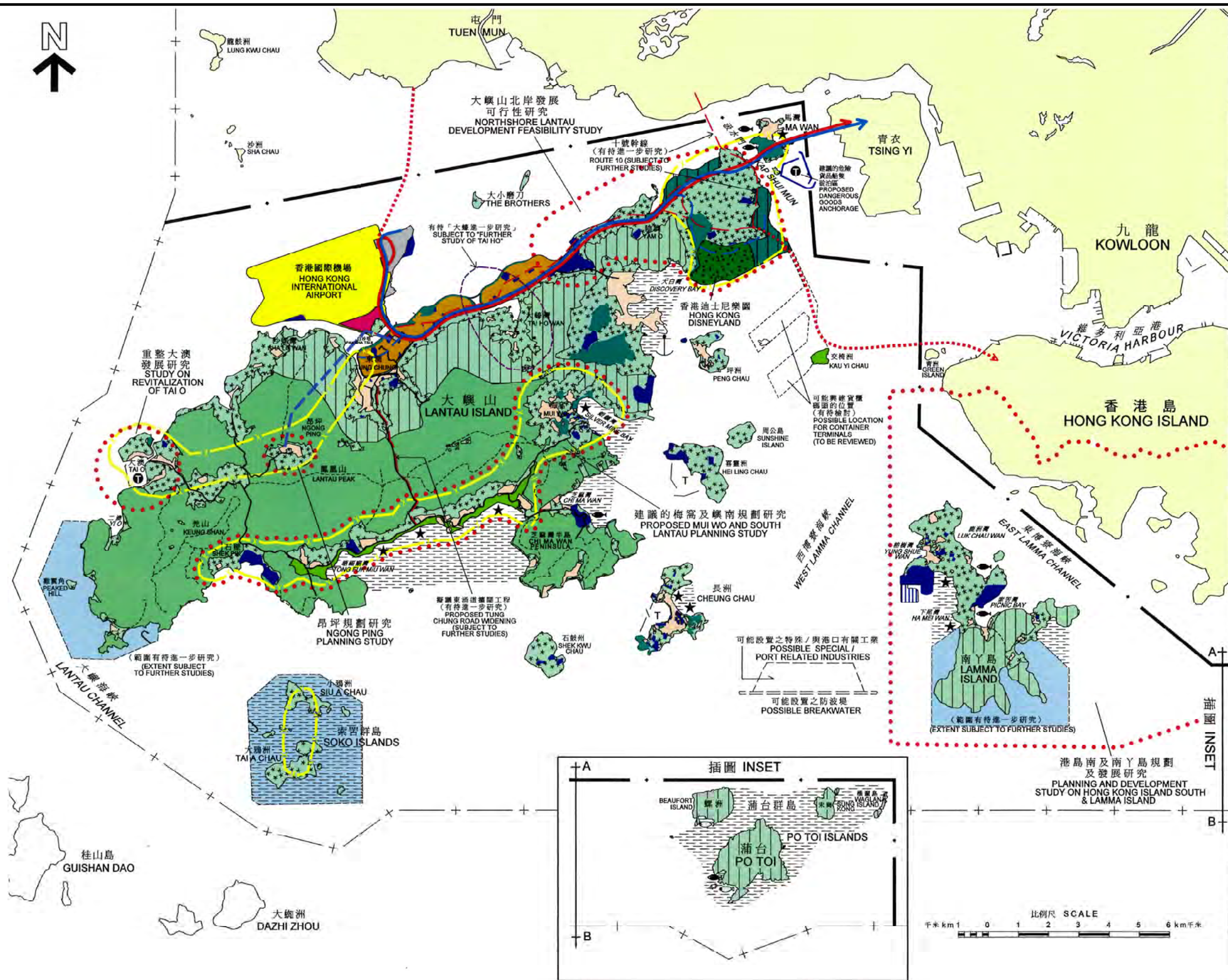
Plan 2 : 2004 Concept Plan for Lantau

Plan 3 : 2007 Revised Concept Plan for Lantau

Plan 4 : The Latest Planning Themes for Lantau

Plan 5 : Major Infrastructure and Development Projects under Construction / Planning in Lantau

**Planning Department
October 2014**



圖例 NOTATION		
用途 USES	現有及已 規劃的發展 EXISTING & PLANNED DEVELOPMENT	建議增添 的發展 PROPOSED ADDITIONAL DEVELOPMENT
住宅用途發展 RESIDENTIAL DEVELOPMENT		
高密度 HIGH DENSITY		
低至中密度 LOW-MEDIUM DENSITY		
機場及有關的發展 AIRPORT AND RELATED DEVELOPMENTS		
主要商業用途 MAJOR COMMERCIAL USES		
商業園 BUSINESS PARK		
主要政府、機構或社區及其他指定用途 MAJOR G/C AND OTHER SPECIFIED USES		
主要休憩、康樂、旅遊用地 MAJOR OPEN SPACE / RECREATION AREAS / TOURISM		
自然保育區（景觀保護區/海岸保護區） CONSERVATION AREA (LANDSCAPE PROTECTION AREA / COASTAL PROTECTION AREA)		
郊野公園 COUNTRY PARK		
國際主題公園 INTERNATIONAL THEME PARK		
海岸公園 MARINE PARK		
沿岸水上保護 / 康樂活動區 INSHORE WATER PROTECTION / RECREATION AREA		
須進一步研究的行動地區 ACTION AREAS SUBJECT TO FURTHER STUDY		
旅遊 / 康樂發展區 TOURIST / RECREATIONAL DEVELOPMENT AREAS		
鐵路 RAILWAY		
公路 HIGHWAY		
限制或禁止使用的道路 / 小徑 ROAD / TRACK WITH RESTRICTED OR CLOSED ACCESS		
2016 年後長遠連接道路 LONG TERM ROAD LINK BEYOND 2016		
可能興建的電氣化路線 POSSIBLE CABLE CAR ROUTE		
主要行人徑 MAJOR FOOTPATHS		
憲報公布的魚類養殖區 GAZETTED FISH CULTURE ZONE		
憲報公布的泳灘 GAZETTED BEACH		
船隻停泊處 MARINA		
避風塘 / 船隻碇泊處 TYPHOON SHELTER / BOAT ANCHORAGE		
次區域界線 SUB-REGIONAL BOUNDARY		
特別行政區界 BOUNDARY OF SPECIAL ADMINISTRATIVE REGION		
詳細自然保育建議請參閱圖號 2 MORE DETAILED CONSERVATION PROPOSALS ARE SHOWN IN FIGURE 2		
For Illustrative Purpose Only		

South West New Territories Development Strategy Review - Recommended Development Strategy 2001

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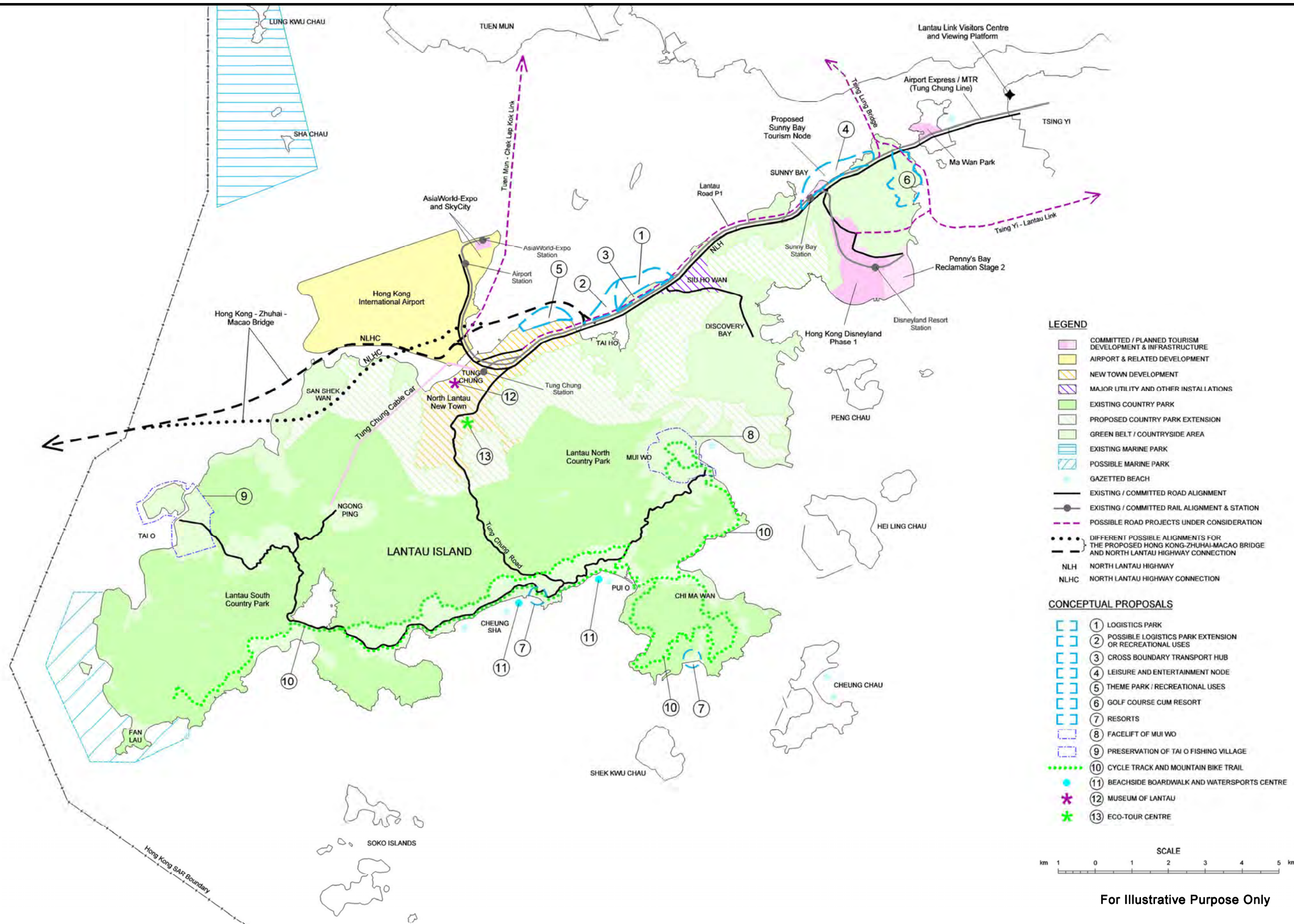


Plan No. : M/SP/14/265

PLAN

Date : 22/10/2014

1



Concept Plan for Lantau 2004

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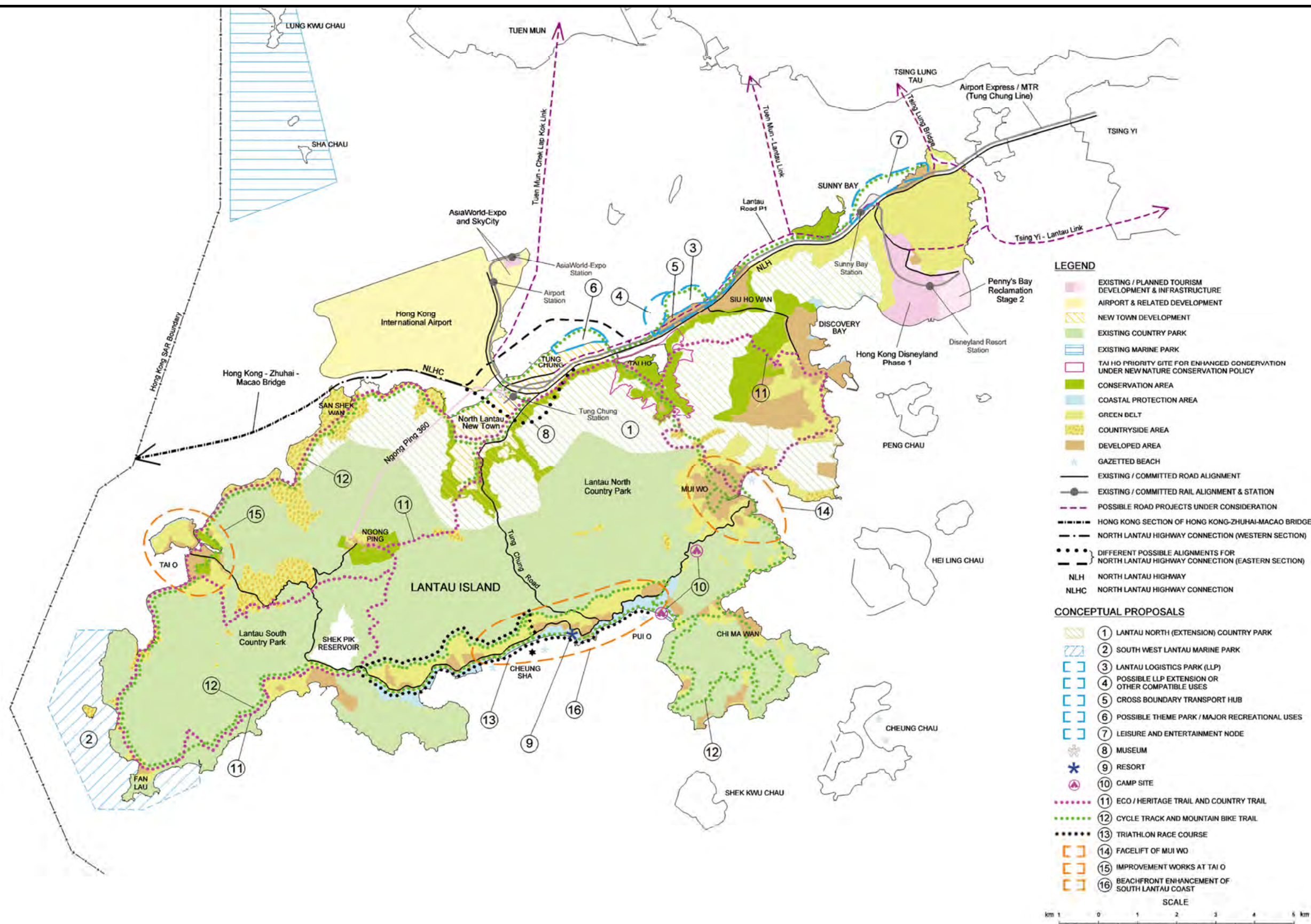


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2



For Illustrative Purpose Only

Revised Concept Plan for Lantau 2007

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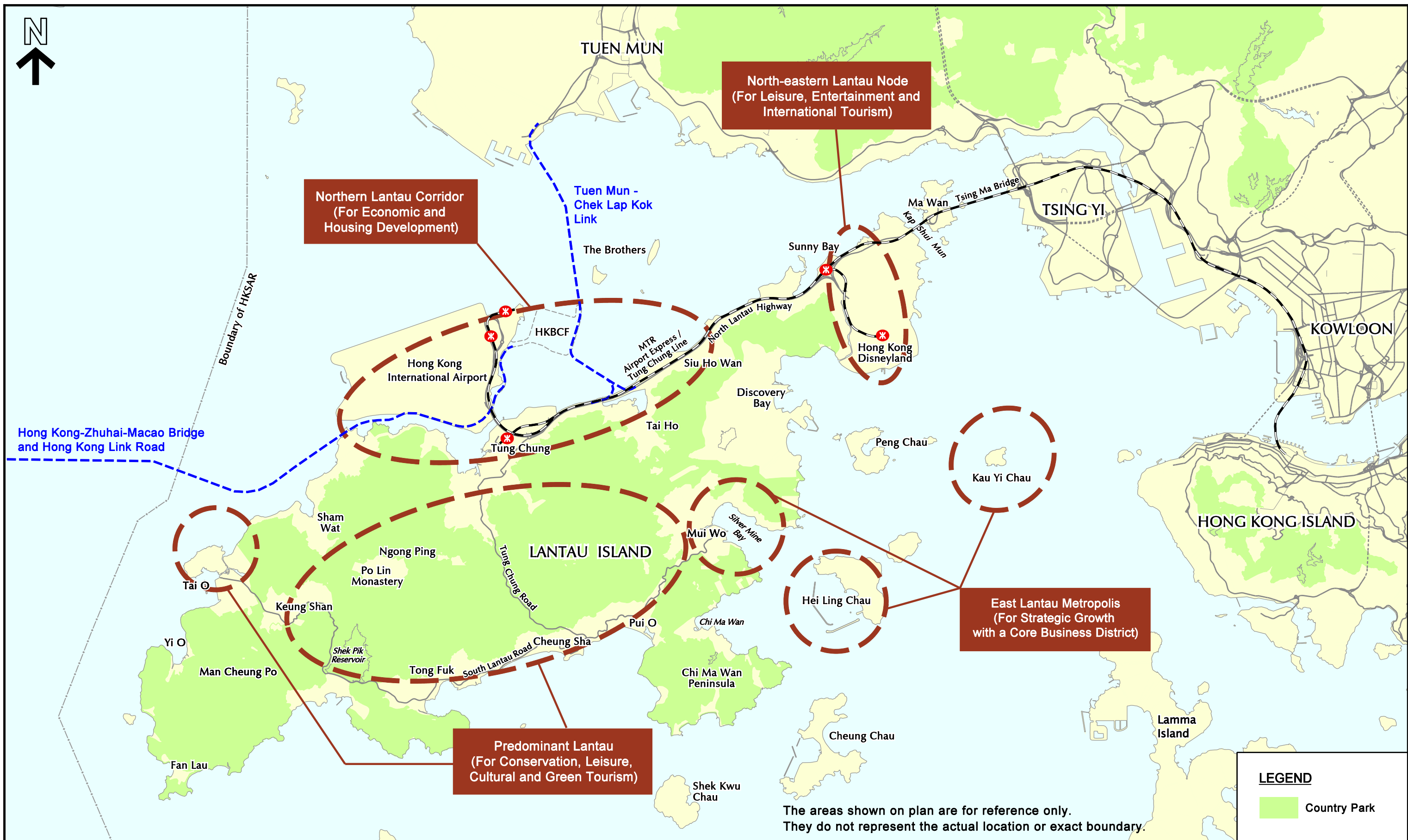


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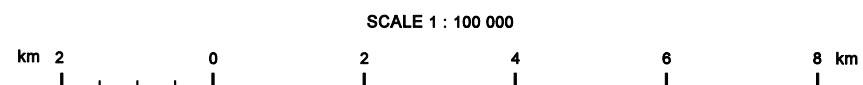
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PLAN

3



The Latest Planning Themes of Lantau



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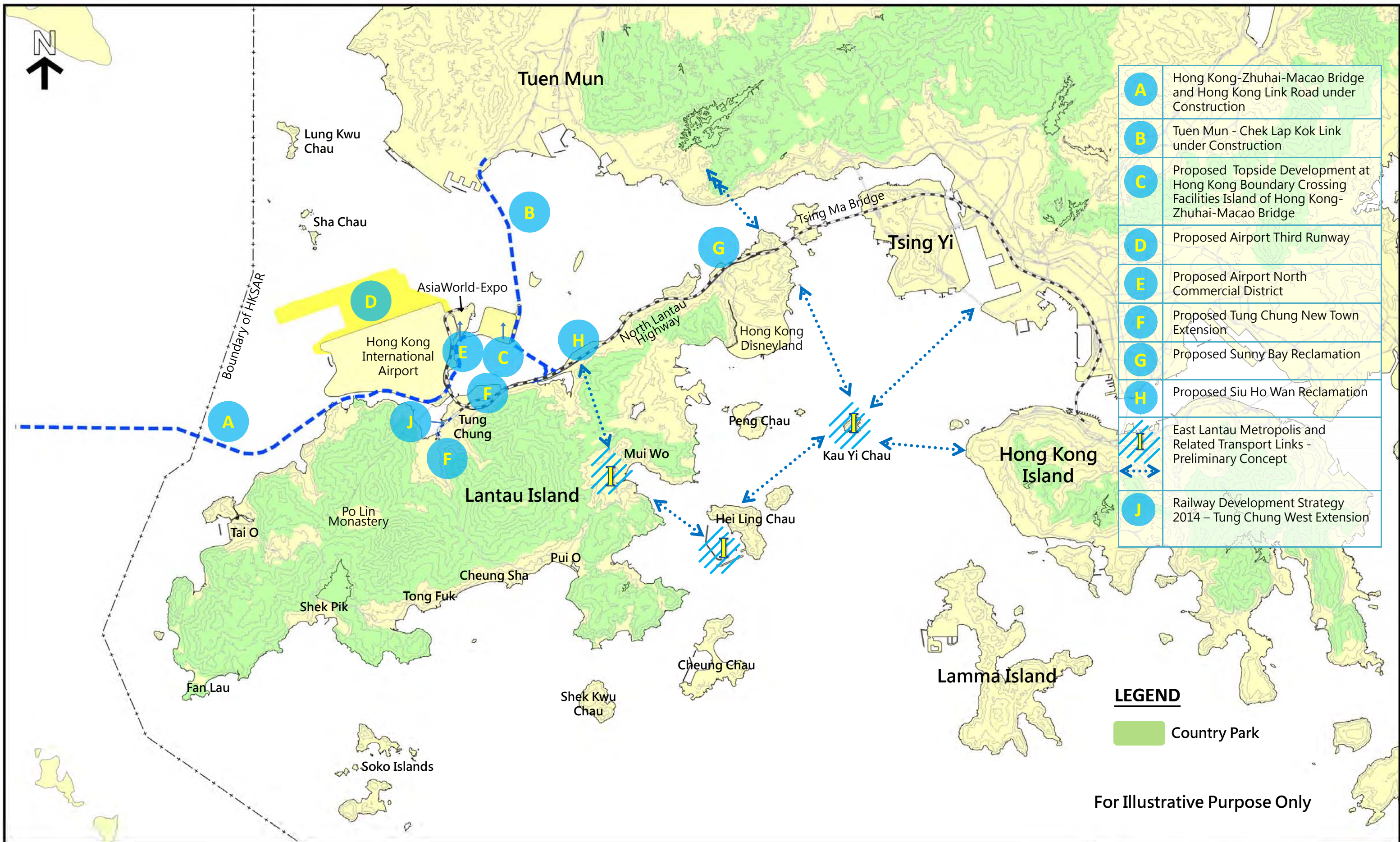


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Date : 22/10/2014

PLAN

4



Major Infrastructure and Development Projects under Construction / Planning in Lantau

SCALE
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PLAN
5