

First-term
Work Report



全民新空間

S P A C E F O R A L L



Lantau Development
Advisory Committee
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Lantau Development Advisory Committee First-term Work Report

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／Foreword／ Lantau in Evolution

Lantau is the largest island in Hong Kong with a long history: existing important heritage includes the Stone Circle at Fan Lau and the Rock Carving at Shek Pik; rich antiquities unearthed in village settlements; forts and obelisks in north and south Lantau, etc. Before the 20th century, Lantau residents were mainly engaged in fishery, farming and salt-panning industries. Older generations of Hong Kong people may still remember the reliance on ferry to get to Mui Wo, Tung Chung, Sha Lo Wan and Tai O before the completion of bridges and expressways to the Chek Lap Kok Airport. Mui Wo was the then main gateway to Lantau, busy and crowded during holidays. Places in south Lantau, including Pui O, Cheung Sha and Tong Fuk, were also popular attractions, and the Po Lin Monastery in Ngong Ping always attracted a huge crowd.

The selection of Chek Lap Kok as the site for the airport was an epoch-making decision, and the subsequent implementation of the Airport Core Programme in north Lantau in the early 1990s was a watershed in the evolution of Lantau. The programme was a mega-project that improved Lantau's transportation, fostered the development of Tung Chung New Town, Ngong Ping 360 Cable Car System, Ngong Ping Village, Hong Kong Disneyland, etc. The 1990s saw a rapid-changing era for the infrastructure and landscape in Lantau.

To meet the long-term development needs of Hong Kong, the Government established the Lantau Development Task Force in 2004, and published the Concept Plan for Lantau and the Revised Concept Plan for Lantau in 2004 and 2007 respectively. Today's Lantau has evolved into a place of diversity – with extensive country parks, well-preserved religious characteristics, and a new town providing Hong Kong people with a good place to live and work.

There is no end to evolution. The Pearl River Delta (PRD) Region has been undergoing drastic change, including the thriving economic development surrounding Lantau. The connection between Hong Kong and other cities in the PRD is getting closer: we are constructing the Hong Kong-Zhuhai-Macao Bridge (HZMB) of over 30 km length and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) of about 9 km length. The Lantau traffic network will be further extended in the near future – the “One-hour Intercity Traffic Circle” will be established in the northern coast, encompassing Qianhai, Shenzhen in the north, with Macao and Zhuhai to the west. If the traffic circle is enlarged slightly, Nansha in Guangzhou would also be covered, making most PRD cities reachable in two to three hours. Lantau then will no longer be the west end of Hong Kong, but an important gateway to the PRD, one of the fastest-growing economic regions in the world.

The Chief Executive announced in his 2014 Policy Address the establishment of the Lantau Development Advisory Committee (LanDAC), which was formed in January 2014 comprising members of the Legislative Council, District Councils (DCs), Heung Yee Kuk, as well as members from the tourism industry and professional sectors, scholars and locals. LanDAC is mainly responsible for advising the Government on opportunities brought by the planning and major infrastructure in Lantau and on various aspects of sustainable development and conservation of the island, with a view to fully capitalising on its locational advantages and seizing development opportunities to foster the long-term socio-economic development of Hong Kong.

For Hong Kong as a whole, it is undeniable that there is a shortage of land for development. The living environment for our people needs improvement, and we also need to create new industries for Hong Kong to sustain economic development and provide diversified employment opportunities for the next generation. Hong Kong people at large, including the younger generation, expressed strong desire for preserving the natural and heritage assets of Hong Kong. In light of this, LanDAC constantly bears in mind people's various demands and the reality in Hong Kong during the course of deliberations.

In conclusion, LanDAC, through discussions in the past two years, has deepened its understanding of the situation that the rapid trend of development in adjacent regions is irreversible and Hong Kong as a whole needs forward-looking development. As such, it is necessary to strike a balance between the needs of economic development and conservation from multiple perspectives. LanDAC prepared its proposals in the overall interest of Hong Kong and looks forward to more in-depth discussions with the public on various proposals. We will build consensus and join hands to strive for a better future for Lantau and Hong Kong.

／Chapter 1／ Brief Report on the Work of LanDAC

The LanDAC, chaired by the Secretary for Development, was established in January 2014 and scheduled to end its first term in January 2016. It currently comprises 20 non-official members and nine ex-officio members. The membership has changed due to various circumstances. Four subcommittees have been set up under LanDAC, namely the Planning and Conservation Subcommittee, the Economic and Social Development Subcommittee, the Traffic and Transport Subcommittee, and the Public Relation and Engagement Subcommittee, each consisting of some LanDAC members and co-opted members as required. Memberships of the LanDAC and its subcommittees are listed in the Appendix.

During its first term, LanDAC held a total of seven meetings. Its third meeting in July 2014 formulated the strategic positioning and development directions for Lantau, and its sixth meeting in September 2015 put forward three proposals for development strategies, including the overall spatial planning and conservation concepts, the recreation and tourism development strategy and the social development strategy for Lantau.

Concerning the subcommittees, a total of 19 meetings were held to discuss and study a number of topics for Lantau, covering planning, environment and conservation, economic and social development, recreation and tourism, traffic and transport, public relation and engagement.

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

Site Visits to Facilitate Thorough Understanding of Lantau

To provide members with adequate and the most updated information in formulating the development strategies for Lantau, LanDAC visited Lantau in the second quarter of 2014 to understand the current situation and the latest status of various projects under implementation and planning. Members also visited cities in the western PRD (including Nansha, Jiangmen, Zhongsan and Zhuhai) to study the planning and infrastructure development projects there.

The subcommittees also organised visits on their respective issues. The Planning and Conservation Subcommittee visited areas of conservation value in Lantau, and the Traffic and Transport Subcommittee visited traffic and transport projects being planned and implemented on the island.

Short-term Topical Strategic Studies

To facilitate the formulation of the proposed development strategies, the relevant government departments engaged consultants to conduct three individual topical strategic studies, including 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.

Initial Public Comments

From November 2014 to August 2015, members of the Public Relation and Engagement Subcommittee and representatives of government departments held 28 briefings to key stakeholders on the corresponding development plans for Lantau development and solicit their views; and arranged five visits to Lantau for the 18 DCs. In addition, to complement the briefings, LanDAC produced leaflets and posters on the strategic positioning and development directions for Lantau, which were disseminated to the public through various channels, including DCs, District Offices (DOs), venues under the Leisure and Cultural Services Department, professional institutes, schools, private and public housing estates, etc.

Of the comments received, most agreed that developing Lantau could drive the long-term sustainable economic and social development of Hong Kong. They also considered necessary to enhance the internal and external traffic and transport facilities, continue the overall planning, and conserve the natural environment of Lantau. Some expressed concern about the proposed construction of artificial islands in central waters, as well as the reclamation scale and traffic connection. In addition, there were suggestions for accelerating the development of leisure tourism and providing more recreational facilities. In formulating development strategies for Lantau, LanDAC and its subcommittees thoroughly discussed and considered the comments received.

／Chapter 2／ Vision, Strategic Positioning and Planning Principles

2.1 Vision

Taking into account Lantau's existing and planned development, the situation and changes in the surrounding areas, as well as the needs and expectations of Hong Kong society, LanDAC established the planning vision for Lantau development as balancing and enhancing development and conservation, with a view to developing Lantau into a smart and low-carbon community for living, work, business, leisure and study. This will benefit Hong Kong people by providing new opportunities associated with land and housing supply, economic development, commerce and trade, leisure, recreation and tourism, and at the same time enhancing the conservation of our natural, cultural and heritage resources.

2.2 Strategic Positioning

LanDAC has formulated four strategic positioning for Lantau development:

2.2.1 An International Transport, Logistics and Trade Hub in the Greater PRD Region

The Hong Kong International Airport (HKIA) is the leading international air transport hub in the PRD Region with the most strategic advantages. The Airport Authority Hong Kong (AAHK) is actively taking forward the three-runway system (3RS) to further expand the airport's capacity. Together with the completion of HZMB and TM-CLKL, the advantages of Lantau in respect of traffic and transport infrastructure can be leveraged to further enhance the connections among Hong Kong, the Mainland and overseas. The airport and topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island can also become the "double-gateway" for the transport, logistics and trade industries.

2.2.2 A Service Hub of the Greater PRD Region and Asia

Lantau possesses various major traffic and transport infrastructure. Travelling time between Lantau and most PRD cities can be reduced to less than three hours. Lantau also enjoys convenient flight connections with many Asian cities. Capitalising on the connectivity edge, Hong Kong can enhance its provision of quality services at international standard, such as legal, medical, financial and educational services, in the expansion of business in the Mainland and Asia, and hence the further development into a one-stop, high-value modern service hub.

2.2.3 A Strategic Growth Area with a New Metropolis

The central waters between Lantau and Hong Kong Island can become a strategic growth area and a new metropolis. The central waters is closer to the existing core business district (CBD) than the New Territories, and has the potential to be developed into a new metropolis accommodating a population of several hundred thousands, and become the third CBD (CBD3) of Hong Kong. This can boost our economic development and provide a large number of employment opportunities, and lead to a more balanced development pattern in Hong Kong.

2.2.4 A Treasure of Natural and Cultural Assets

The island's vast natural assets should be conserved and better utilised. Most of Lantau is country parks with a rich array of flora and fauna. The villages in Lantau with monuments and religious atmosphere are important elements of the diversified life of Hong Kong. These natural and cultural assets, together with other diverse tourism facilities, will create synergy in providing visitors with a wide range of journey experience covering various aspects such as nature ecology, culture, heritage, entertainment and tourism.

2.3 Major Planning Principles

LanDAC has agreed the following four major planning principles:

2.3.1 Economy and Livelihood

Three development concepts proposed from the economic and livelihood perspective include:

- (i) "A New Platform for the Pillars" – to develop Lantau into a new platform of economic hub that can support the four major pillar industries of Hong Kong (i.e. financial services, tourism, trade and logistics industries, as well as support services for the professional, industrial and commercial sectors), which can create employment opportunities;
- (ii) "A Thriving Community" – to focus on the needs of Lantau's existing and future population by providing job opportunities and suitable housing developments, which will develop the island into a vibrant community for business, work, living, leisure and study; and
- (iii) "A Bridge to Tomorrow" – to develop Lantau into a platform to showcase the innovations of Hong Kong and the world, and to elevate Lantau into a smart island/innovative hub.

For the short to medium term, the above concepts will mainly be applied to the development of the HKBCF Island, Sunny Bay, Tung Chung New Town Extension (TCNTE), Siu Ho Wan, etc.

2.3.2 Nature and Heritage Conservation

It is proposed to strengthen the preservation of sites of conservation value, including sites with nature ecology, monuments and antiques. Major developments at these sites and their surrounding areas should be avoided wherever possible. However, under the principles of sustainable development and biodiversity, these valuable resources should be suitably utilised for releasing their potential for education, recreation and green tourism. The suitable sites should be connected to facilitate visits and enjoyment of the locals and tourists.

2.3.3 Recreation and Tourism

LanDAC considered that Lantau possesses rich assets for recreation and tourism purposes, which can meet the ever-increasing needs of Hong Kong people and tourists for leisure and entertainment. Therefore, it is suggested to develop diversified multi-modal recreation and tourism facilities to shape Lantau as a kaleidoscopic recreation and tourism destination.

2.3.4 Traffic and Transport

LanDAC and the local community both opined that the existing traffic and transport facilities of Lantau are still lagging behind, and stressed that the planning and implementation of a comprehensive traffic and transport infrastructure network are the key components for taking forward Lantau development. LanDAC proposed that traffic and transport should be the priority consideration for the implementation of various developments, while short-, medium- and long-term planning studies and implementation arrangements should be carried out and taken forward at the earliest instance. In the short to medium run, we should enhance the local traffic and transport facilities, improve the driving conditions of South Lantau Road and Keung Shan Road, and resolve the shortage of parking spaces in various districts. Meanwhile, public transport services in Tung Chung New Town should be improved. In the long run, major railway and highway infrastructure projects should be planned under the principle of sustainable development to cater for the traffic needs of the economic zone along the Northern Lantau Corridor and East Lantau Metropolis (ELM).

／ Chapter 3 ／ Major Proposals

After thorough discussions, LandAC put forward five groups of major proposals:

3.1 Spatial Planning and Land Use (see Figure 1)

3.1.1 North Lantau Corridor for Strategic Economic and Housing Development

North Lantau Corridor is proposed mainly for economic and housing development. Key projects include the planned 3RS of the HKIA, expansion of AsiaWorld-Expo, North Commercial District (NCD) on the airport island, topside development at the HKBCF Island of HZMB, TCNTE and Siu Ho Wan Development.

The planned 3RS project of the HKIA would require reclamation of 650 hectares of land. According to estimates, upon commissioning of the 3RS, the number of direct job opportunities will increase to about 123 000 and indirect and induced job opportunities to 165 000. The AAHK also proposed to develop the more than 10-hectare NCD in phases for retail and hotel uses. The land adjacent to AsiaWorld-Expo could be considered for future expansion, providing Hong Kong with another sizeable convention and exhibition venue.

The HKBCF Island, with an area of some 150 hectares (including about 20 hectares of reclaimed land for the TM-CLKL Southern Landfall), has the potential of developing into a bridgehead economy. Initially, the proposed development theme is “The World Converging”, with three proposed development elements that include: (1) experiencing Hong Kong and the World: to provide facilities for showcase/function events, retail, catering, leisure, entertainment, etc; (2) creation of “Business Launchpad”: to provide offices and business hotels with conference and multi-functional facilities; and (3) logistics support: to focus on developing high-value-added logistics services for specific markets, with support for instant express delivery, e-commerce, etc.

The TCNTE will include developing the metro core district of Tung Chung East into a smart commercial node with retail, dining and entertainment (RDE) facilities. With an area of 235 hectares, the extension project will accommodate an additional population of some 140 000, providing 49 000 housing units, over 800 000 square metres of commercial floor space, and about 40 000 new job opportunities.

On the other hand, the Mass Transit Railway Corporation Limited (MTRCL) is currently studying the feasibility of residential development atop the approximately 30-hectare Siu Ho Wan Depot. Moreover, about 60 to 80 hectares can be reclaimed from waters at Siu Ho Wan to develop strategic economic activities such as private professional training/tertiary educational uses. The area can also be considered for residential development, ancillary local RDE facilities, etc.

3.1.2 North-eastern Lantau Node for Leisure, Entertainment and Tourism Development

It is suggested to integrate the Sunny Bay Reclamation with the development of Hong Kong Disneyland to make north-eastern Lantau development a converging point for leisure, entertainment and tourism, which is to be known as the “North-eastern Lantau Tourism Gateway”. Through reclamation (60-100 hectares), Sunny Bay has potential for developing into a regional entertainment and commercial node by establishing new tourist attractions, themed hotels, recreation, leisure, sports, RDE facilities, as well as various leisure/recreation activities, marina and supporting facilities, and tourism-related training facilities. Sunny Bay is also suitable for developing attractions and RDE facilities with “experiencing the future” as the development theme.

Over the next few years, Hong Kong Disneyland will continue its expansion plan. The third hotel, which is expected to be completed by 2017, will provide an additional 750 hotel rooms. The second phase, currently under discussion, will occupy 60 hectares to accommodate entertainment, hotel and retail facilities. As there are pier facilities at Disneyland, it is suggested to strengthen the water traffic and transport services to connect it with attractions in the urban area/the cruise terminal, as well as Sunny Bay, south Lantau and the surrounding islands. This could promote tourism for the outlying islands, and provide an alternative tourist experience.

3.1.3 East Lantau Metropolis as Long-term Strategic Growth Area

Development of the ELM as the Hong Kong’s CBD3 and a long-term strategic growth area is to be studied. According to the initial concepts, through reclamation at the waters around Kau Yi Chau and Hei Ling Chau Typhoon Shelter and the enhancement of the development potential of Mui Wo, it will create a smart, innovative, liveable, diversified and low-carbon ELM. With reference to the scale of the existing new towns, in order to achieve an optimum critical mass of population and economic activities, as well as to enhance cost-effectiveness, the ELM can accommodate a population of about 400 000 to 700 000 and will create many job opportunities. Thereupon, the area around Kau Yi Chau could be developed into artificial islands positioned as a smart new development area (NDA) with a new CBD. As for Hei Ling Chau, it is suggested to reclaim the existing under-utilised typhoon shelter and its surrounding waters to develop a “near-water” leisure living zone with local commercial and community facilities. By optimising the use of abandoned agricultural land, fish ponds and under-utilised land currently in Mui Wo, we will promote urban and rural integration, enhance the recreational tourism elements and develop its tourism potential.

As a long-term project, the ELM is one of the major sources of land supply in Hong Kong beyond 2030, for the provision of land for housing, social and economic development. Due caution should be exercised for the project as it requires substantial capital investment. The Government is advised to consider it together with other development plans to support the development of Hong Kong as a whole.

3.1.4 Predominant Part of Lantau for Conservation, Leisure, Cultural and Green Tourism

It is suggested that the predominant part of Lantau be used for conservation, leisure, cultural and green tourism with emphasis on protecting sites of conservation value and enhancing their linkages, as well as avoiding large-scale developments in the vicinity of these areas as far as possible. Under the principle of sustainable development, it is necessary to optimise the use of the existing resources, which includes suitable development of the potential for environmental education, recreation and green tourism, as well as the promotion of ecological and cultural tourism and education.

3.1.5 Optimising the Use of Government Land and Development of Cavern

It is suggested that the existing 10 correctional facilities in Lantau and Hei Ling Chau should be optimised. Apart from relocating the Hei Ling Chau facilities to facilitate the ELM development, the initial concept is to consolidate and relocate some of the correctional facilities at Lantau to release land for residential, recreational or other uses, so as to relieve the pressure for developing new land. It is also suggested to consider cavern development at the hillside near Siu Ho Wan and Mui Wo for housing Government facilities to increase usable space. The provision of new infrastructure facilities, such as sewerage, drainage and waste disposal systems, within caverns could also be explored.

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.

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 the 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.

Optimising the use of Government land and developing cavern

The aim is consolidating and reprovisioning some 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.

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 Nature Trail
- 11 Luk Wu, Keung Shan Religious Conservation Zone
- 12 South Lantau Eco-conservation, Recreation and Green Tourism Belt

- 3 Existing/Proposed Marine Parks

Figure 1
Spatial Planning and Land Use

3.2 Conservation

Through site visits, LanDAC confirmed that several areas in Lantau are of important ecological value. These include natural woodlands, uncontaminated streams and coastal waters, and protected animal habitats. Appropriate measures should be taken to enhance conservation. Currently, 70 percent of Lantau are designated as country parks, and there are eight sites earmarked as Sites of Special Scientific Interest as well as other conservation-related zoning areas. They should continue to be preserved under the current conservation mechanism (see Figure 2). To strike a balance between the needs for conservation and development, it is suggested to take forward the conservation concepts in two major directions: enhancement of conservation and better utilisation of resources.

3.2.1 Enhance Conservation

(a) Heritage Conservation

The linkage of the heritage sites should be strengthened to attract visitors, for instance, by providing heritage themed country trails or establishing specific routes and amenities for visitors. Also, villages with unique rural characteristics could be integrated to allow for their conservation while promoting cultural tourism and education.

(b) Landscape Conservation

Areas with local characteristics and distinctive landscape setting, such as Tai O fishing village, Pui O/Cheung Sha, Tian Tan Buddha Statue, the airport, Ngong Ping 360 and HZMB under construction, are suggested to be preserved. New developments and urban design shall take full account of the unique features of individual areas and provide view corridors at distinctive locations.

3.2.2 Better Utilisation of Natural Resources

(a) Country Parks

It is recommended to increase the attractiveness of country parks, such as improving and setting up new country trails, park facilities and campsites to enhance the recreation and educational values of the parks. Moreover, to enhance public knowledge of Lantau's native tree species, erection of additional information signage in the parks is also recommended.

(b) Marine Parks

The proposed marine parks, which include Southwest Lantau Marine Park and Soko Islands Marine Park, Brothers Marine Park, and the proposed marine park for the 3RS of the HKIA set up according to the requirements of the conditions of the Environmental Permit, could be connected with the existing Sha Chau and Lung Kwu Chau Marine Park to form a marine park network of considerable scale in the northern and southern waters off Lantau, thus enhancing marine ecology. At the same time, it is suggested that, under the principle of complying with the relevant ordinances, the development of appropriate water activities and utilisation of marine parks for educational activities should be studied.

While strengthening conservation, due consideration should be given to the promotion of ecological and cultural tourism as well as education. Take the existing area surrounding the Tung O Ancient Trail as an example, as it is rich in cultural and natural landscapes, it is recommended to link up the places of cultural, historic and nature conservation value between Tai O and Tung Chung through the “point-line-plane” approach. Luk Wu and Keung Shan are to be developed into a religious conservation zone to manifest the cultural value of Zen forest. The area surrounding south Lantau will become an “eco-conservation, recreation and green tourism belt” by linking up the recreation and tourism spots along its southern coastline and promoting south Lantau as a destination desirable for recreation and green tourism. In addition, both active and fallow agricultural land should be better utilised to encourage hobby and urban farming.

3.3 Strategic Traffic and Transport Infrastructure

The existing road transport connection between Lantau and the urban area is primarily reliant on the North Lantau Highway and Tsing Ma Bridge. The railway network includes the Tung Chung Line, Airport Express and Disneyland Resort Line. The road network within the district is mainly reliant on Tung Chung Road, which connects north and south Lantau. Part of Tung Chung Road (south of Shek Mun Kap Road) and all roads in south Lantau are closed roads.

From a macro viewpoint, Shenzhen, Northwest New Territories (NWNT), Lantau and the airport will form the future major economic growth zone. It is, therefore, necessary to enhance the connection among them to achieve greater synergy. Besides, Lantau and the NWNT are the future important nodes for population growth and economic development. Tuen Mun New Town in the NWNT, the future developments in Hung Shui Kiu NDA and Yuen Long South will accommodate rapid population growth. Meanwhile, the 3RS of the HKIA and Lantau (especially along the northern shore) will accommodate many strategic economic development projects providing employment opportunities to meet the local population growth in Lantau, thus reducing the traffic and transport demand for working in different districts. It is also expected to attract working population outside Lantau (especially the NWNT) to travel to and from Lantau, in particular north Lantau.

Lantau Traffic and Transport Study

To facilitate and complement various strategic developments in Lantau, LanDAC considered that the traffic and transport arrangements must be forward-looking. Therefore, there is a need to plan for a comprehensive traffic and transport network for Lantau, and it is suggested that the Government should conduct an overall traffic and transport demand as well as technical and feasibility study for Lantau as soon as practicable. Arrangements should be made to actively improve the internal and external traffic and transport systems of Lantau. Suitable projects should be implemented in stages according to the actual circumstances and priorities of projects. The initial concept of strategic traffic and transport infrastructure includes the following (see Figure 3):

3.3.1 Railway System

It is recommended to use railway as the backbone to connect Lantau's major growth areas with the urban area and the New Territories, hence forming a new railway corridor linking up the NWNT-Lantau-Metro area. It is suggested to study the ELM rail connection, both internally and externally, with west Hong Kong Island, west Kowloon and north Lantau, and connect it to the existing and future railway systems. Furthermore, to provide a more efficient connection with the NWNT to facilitate the NWNT workforce to work in Lantau, it is recommended to consider, apart from the construction of the TM-CLKL, building a railway between the HKBCF Island and Tuen Mun connecting Lantau and the NWNT, thus strengthening the connectivity of the NWNT-Lantau-Metro area.

Short- to medium- term railway planning studies include the Tung Chung West Extension (including Tung Chung West Station) and the Tung Chung East Station; traffic connectivity among the HKBCF Island, NCD and the northern shore of Lantau; as well as a new station at Siu Ho Wan to tie in with the Siu Ho Wan reclamation, topside development at the MTRCL Depot and development at its surrounding area.

3.3.2 Strategic Road System

It is recommended to link north Lantau and the ELM with the road networks in the urban areas of Hong Kong and the New Territories via a strategic road network such that the ELM will be connected to the west Hong Kong Island at the east and north-eastern Lantau at the north. Further linkage with NWNT through a new road connection is subject to further study. Besides, the ELM can be connected to the northern shore of Lantau via Mui Wo, and further on to other destinations forming a ring-shaped road corridor linking the NWNT-Lantau-Metro area, which can further connect with Shenzhen, the PRD Region and western Guangdong through the HZMB, TM-CLKL, Kong Sham Western Highway and Shenzhen Bay Bridge, facilitating the flow of people, as well as logistics and economic activities.

3.3.3 North Lantau Corridor

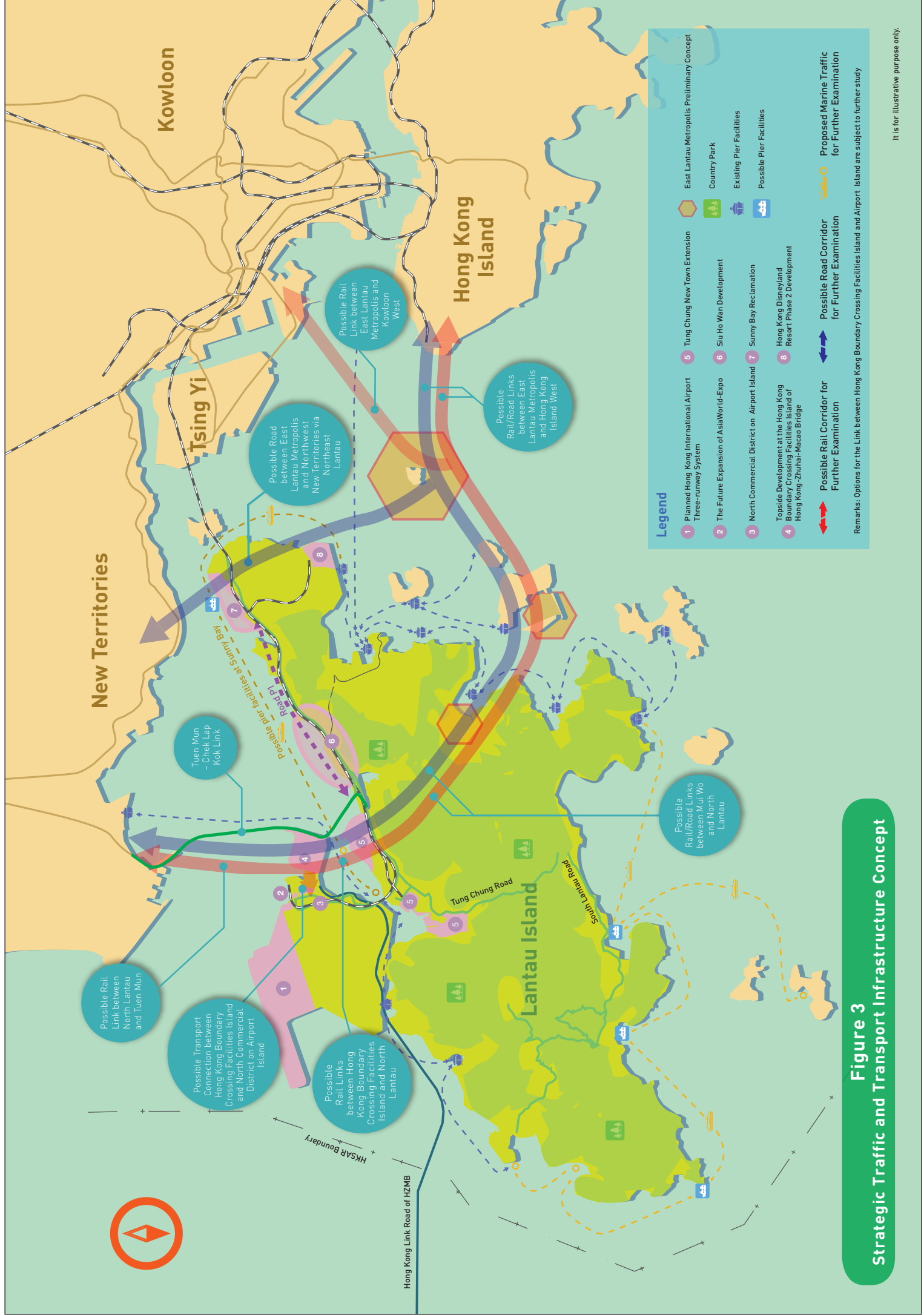
With the completion of various developments in north Lantau, there is a need to study the implementation of Road P1 to strengthen the connectivity of trunk roads along the northern shore of Lantau.

3.3.4 Other Road Arrangements and Traffic and Transport Facilities

Apart from the strategic traffic and transport infrastructure, Lantau's internal road arrangements and traffic and transport facilities have to be enhanced to meet the demand and facilitate the development on the island, such as improving the major roads like South Lantau Road and Keung Shan Road, studying further relaxation of the closed roads in Lantau and the arrangements of issuing closed road permits, increasing parking spaces and facilities within the district, as well as increasing the number of Lantau taxi licenses.

3.3.5 Water Transport

It is recommended to provide pier facilities and/or marinas at appropriate locations to create a network that can complement land-based transport, thus diverting heavy road traffic during holidays. Moreover, water transport could also provide an alternative leisure transport mode for Lantau residents and tourists.



3.4 Recreation and Tourism

Lantau has a wide range of tourist facilities, including Hong Kong Disneyland, Tian Tan Buddha Statue, Ngong Ping 360, Wisdom Path, etc. There is also an abundance of natural resources, especially country parks with extensive coverage, sites of special scientific interests, conservation areas, coastal protection areas and sites of ecological importance and value. The history of Lantau development dates back to as early as the Stone Age. Since the Eastern Jin and Song dynasties, Lantau, due to its location near the Pearl River, had been an important fishery and salt production area. Today, the island still has many religious and declared monuments, historic buildings, salt fields, etc. There are four scenic areas with unique characteristics: Tai O historic fishing village; Ngong Ping/Luk Wu and Keung Shan religious conservation zone; Pui O/Cheung Sha/Tong Fuk coastal settlements; and Mui Wo historic rural area. Evidently, Lantau enjoys the unique advantage of diversity.

Currently, many people are calling for more diversified recreation and tourism facilities in Hong Kong, with a view to having more places to go during weekends besides shopping. They also look forward to more opportunities to get up close to nature and relax during weekends. In this light, LanDAC considered it possible to shape Lantau into “a kaleidoscopic recreation and tourism destination”. Taking account of the principle to balance conservation needs and respect for natural resources, it is proposed to create and combine new and existing recreation facilities and tourist attractions to achieve synergy. This will allow more Hong Kong people and tourists to enjoy and appreciate the wonderful side of Lantau with a view to increasing the number of overnight visitors staying in Lantau.

The consultant has proposed a planning framework comprising five themes¹ and 14 recreation and tourism areas (see Figure 4 and the table below). They have also suggested the provision of experiential transport connections between the recreation and tourism areas, which include water-based connectivity (water taxis), above-ground connectivity (cable cars, funicular railways) and land-based connectivity (cycle tracks, round the island sightseeing shuttles, etc.). However, these proposals are still subject to technical and financial viability assessments.

LanDAC considered that the various recreation and tourism proposals should be consolidated to highlight the themes. It will continue to solicit views and proposals from stakeholders and the public for identifying more creative and innovative proposals, so as to model Lantau as an attractive destination for Hong Kong people and visitors to enjoy.

¹With reference to global case studies, five main recreation and tourism themes are identified:

- (i) Recreation and Outdoor Activities: exciting playing experience and alternative activities, such as outdoor/extreme sports, theme parks/escapist activities;
- (ii) Splurge and Indulge: to enjoy lifestyle activities, such as shopping and dining;
- (iii) Relaxation: relaxing and leisure vacations, such as beaches, spas and resorts;
- (iv) Culture and Heritage: to experience local cultural heritage, such as architecture, social and cultural history;
- (v) Ecology: to enjoy natural resources and environment, including education, experience and farm stay, etc.

Location	Initial Suggestions
Theme: Recreation and Outdoor Activities	
Sunny Bay	It is the gateway to Lantau. With the proposed reclamation at Sunny Bay, it can be developed for providing leisure and recreational facilities. Development proposals that can be considered include a thematic leisure and entertainment area (e.g. large, distinctive performance venues), a role-playing and occupation education park, an indoor adventure park for the youth (e.g. an indoor surfing/wave pool, a 4D theatre, iFly indoor skydiving, etc.), marinas, etc.
Mui Wo	Currently, it is a rural township with some water sports and coastal recreation facilities. It is also a popular venue for hiking and outings. The initial suggestion is to provide diversified outdoor activities, including an adventure park (e.g. zipline, hillside slide, paintball/war game, etc.), an aqua park (e.g. Wibit, flyboarding), mountain biking, Segway riding, etc. Given Mui Wo's historic value, it is proposed to establish a Lantau history museum, and to promote music and flower festivals, wedding tourism and set up a visitor centre.
Pui O/Chi Ma Wan	It is a rural area with rich ecological resources. It is suggested to provide a water sports centre (e.g. windsurfing, canoeing, kayaking, etc.), facilities for paragliding and extreme sports (e.g. rock climbing, a skate park, etc.), an aqua park (e.g. Wibit), a cattle conservation centre, campsites, etc.
Shui Hau	Shui Hau has a natural coast extending from Pui O. It is the habitat of diverse natural species and offers a lot of leisure facilities and activities. Proposed facilities include paragliding, extension of biking and hiking trail networks, animal farms, exploration campsites, etc.
Theme: Splurge and Indulge	
Aerotropolis	With the planned HZMB and TM-CLKL, as well as the development of NCD and the artificial islands of HKBCF of HZMB, the area can be developed into a venue for shopping, dining, MICE (meetings, incentives, conventions and exhibitions), marinas, international standard ice rinks, hotels, etc.

Theme: Ecology

Tai/Siu Ho Wan	This district along the Olympic Trail has significant ecological value of woodland. The landing point of the TM-CLKL under construction will be at Siu Ho Wan area. It is therefore proposed to consider developing Siu Ho Wan into a creative eco-tourism hotspot by the provision of an iconic botanic garden. Together with the wetland context at Tai Ho Stream, provision of an eco-tour centre and eco retreat can be considered.
Sunset Peak	It is renowned as a beautiful viewing spot for sunrise/sunset and stargazing, as well as a popular attraction along the Lantau Trail. It is suggested to explore the feasibility of improving the accessibility for visitors, and provide viewing and stargazing facilities and campsites.
Yi O	Abandoned agricultural land in Yi O has been revitalised in recent years. It is suggested to provide related agricultural activities, such as harvest walk and farm-to-table eatery, to allow visitors to experience agricultural lifestyle.

Theme: Culture and Heritage

Tung Chung Valley	There are rural villages with cultural assets, several hiking trails such as Tung O Ancient Trail, Tung Chung Fort, Tung Chung Battery, Tung Chung River, etc. It is suggested to consider developing attractions such as the River-cum-Biodiversity Park, eco-tour centre, Tung Chung historic walking district, etc.
Tai O	Apart from the iconic stilt houses and the historic water village, wetlands, mangroves and abandoned salt pans are also attractions with local characteristics. It is suggested to consider offering active contemplative practice (e.g. Wushu retreat, Tai Chi centre), a culinary heritage centre, experiential village life attractions, guesthouses (Minsu), and places for outdoor activities (e.g. open air repertory theatre for enjoying sunset/scenic view).
Zen Conservation Zone	Ngong Ping, Luk Wu, Keung Shan, Tei Tong Tsai and Ling Wui Shan are the five biggest Buddha Monasteries in Lantau. It is suggested to retain the existing temple tours, and provide limited religious activities such as Zen classes, as well as spiritual retreat and meditation.

Theme: Culture and Heritage

Fan Lau

Fan Lau has a rich array of cultural heritage, such as Fan Lau Fort and Fan Lau Stone Circle. It is suggested to provide exploration campsites, hiking trails and outdoor facilities for outward bound activities.

Theme: Relaxation

Cheung Sha

There are beaches, mountain bike trails and campsites. It is suggested to develop spa and resorts, natural campsites, a wedding centre, cycle tracks, etc.

Soko Islands

It is suggested to utilise its tranquil setting to develop spa and resorts. On the other hand, the natural terrain is also ideal for extreme sports facilities, e.g. rock climbing.

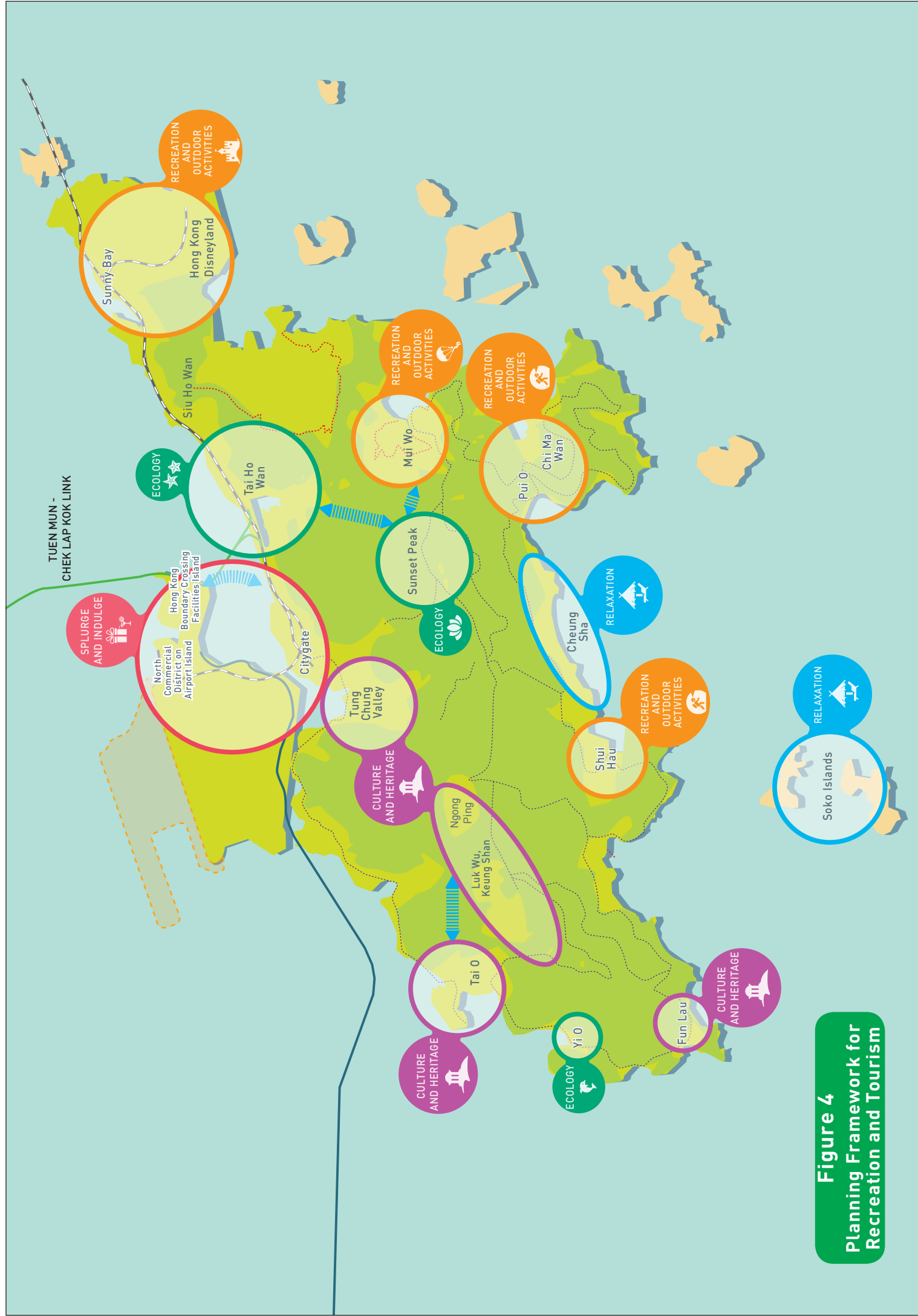


Figure 4
Planning Framework for
Recreation and Tourism

3.5 Social Development

LanDAC conducted an in-depth study into the social development of Lantau and related feasible recommendations. In 2011, the island had a population of some 110 000, which was mostly concentrated in Tung Chung New Town (about 79 000 residents), while the rest of the population was distributed across Discovery Bay, Mui Wo, Tai O², etc. Future population growth will mainly come from the TCNTE, which will accommodate about 140 000 people. The first intake is expected to take place in 2023 at the earliest. The total population in Tung Chung New Town will reach some 270 000 while the population in other major areas of Lantau is expected to increase to about 40 000. The sum total of the two combined will be 310 000, contributing to about 4.3 percent of Hong Kong's total population. In addition, the Government is planning to study the development of an ELM in the eastern waters of Lantau in the long term to accommodate a population growth of several hundred thousands and as the territory's CBD3.

Regarding employment, 29.9 percent of the working population living in Lantau (approximately 52 300 residents) worked in the same district in 2011. A high percentage of the working population, 21.4 percent, worked on Hong Kong Island; while 16 percent worked in Kowloon and 11.6 percent worked in the New Territories. In 2013, the entire Islands District recorded a total working population of 76 900 with an unemployed population of 2 500, representing an unemployment rate of 3.1 percent, lower than Hong Kong's overall unemployment rate of 3.4 percent.

There are currently more than 90 000 job opportunities in Lantau, with about 65 000 in the HKIA and the remaining ones mainly concentrated in Tung Chung, Hong Kong Disneyland Resort Area, Discovery Bay and Mui Wo. According to the information of Labour and Welfare Bureau, there are about 4 000 to 5 000 long-term job vacancies³ in the HKIA alone. The island's long-term development requires more workforce and talent, thus providing more job opportunities. The proposed commercial developments in the TCNTE are expected to create more than 40 000 vacancies (with about 45 percent or 18 000 jobs in the low-skilled category). According to AAHK's estimates, when the 3RS of the HKIA comes into operation in 2030, direct and indirect/induced employment would increase to about 123 000 and 165 000 respectively. In addition, the NCD under planning, topside commercial development at the HKBCF Island of HZMB, Sunny Bay and Siu Ho Wan reclamation, as well as the ELM would also create a large number of jobs over the medium to long term.

In addition to population and employment, LanDAC also reviewed Lantau's current situation of social development in many aspects, such as vocational education/training and employment support services, education, housing, healthcare services, public health, elderly services and youth development, leisure and cultural development, social welfare, road networks, water transport, storm water/sewage collection and treatment and fresh water supply. Based on consolidated information and discussions, LanDAC considered the broad situation of social development of Lantau as follows:

²In 2011, Discovery Bay, Mui Wo and Tai O had populations of approximately 12 400, 2 200 and 1 200 respectively.

³Vacancies mainly related to retail, services and aircraft maintenance.

-
- Community services and facilities in all major areas are satisfactory in general;
 - Lantau provides ample existing and future job opportunities of a diversified nature in diverse industries, which will be sufficient to meet the future population growth. New job opportunities, mainly arising from the Airport Island, Tung Chung and the surrounding areas, could attract Tung Chung residents to work within the district. It is necessary to consider how to increase manpower supply as new jobs are anticipated to outnumber the growth of working population in the district; and
 - As population growth and development will be focused in Tung Chung and north Lantau, attention should be drawn to the future changes in the social development of these areas. Concerning the areas of south Lantau, there are already plans to provide public sewerage systems for the areas in phases. However, there is still a need to improve local road facilities, such as the provision of additional car parking spaces, to tie in with Lantau development.

Having considered the current and future situation of Lantau, LanDAC proposed three social development strategies:

3.5.1 Attracting Talent to Match Balanced Employment Opportunities

It is suggested to enhance the existing community facilities to increase the community appeal to attract talent. Urban planning, urban design and infrastructure should meet high environmental quality standards, so as to create a living and working environment of low-carbon, high-quality and modern smart city concept, thereby achieving high efficiency, reduction in carbon emission and sustainable living. For instance, green buildings and communities should be encouraged and established; environmentally friendly transport networks should be built through introducing low-emission target/electric vehicles and improving cycle tracks and footpath networks; infrastructure should also be enhanced to promote greening, biodiversity and water-friendly activities.

In addition, education services should be diversified to attract families with children to live in Lantau, where parents can work locally and their children can attend local schools, thus saving commute time and expenses while relieving the pressure on public transport systems. This would help enrich the demographic composition of Lantau, match the needs of future jobs and facilitate development of the local economy, thus benefiting the community. Also, training centres or educational facilities having close connections with Lantau, which may offer tertiary education programmes in aircraft services engineering and tourism, should be developed. Moreover, as young people will continue to be the main component of the population in north Lantau in the short and medium terms, particular attention should be drawn to the provision of youth and children services.

3.5.2 Providing Suitable Internal and External Transport Connections to Meet the Needs of Future Development

Concerning the external transport links of the Airport Island, several improvement measures regarding bus services have been implemented. The commissioning of the TM-CLKL is anticipated to facilitate more residents from the NWNT to work at the airport or in Tung Chung. The Traffic and Transport Subcommittee of LanDAC considered that the Transport Department (TD) should continuously monitor the improvement of the overall public transport services of Lantau and the demand, and make timely request to operators of public transport to increase services to facilitate travel to and from Lantau.

To improve the traffic and transport facilities of Lantau, LanDAC supported the proposal for relaxing closed road traffic restrictions in south Lantau and the issuance of closed road permits for closed roads in Lantau, and suggested increasing parking spaces in south Lantau, as well as issuing more Lantau taxi licences. These measures would not only attract the locals and tourists to visit Lantau, but also make it convenient for the residents of north Lantau to travel to south Lantau, Tai O, Mui Wo, etc.

As regards traffic and transport, the TD will assist and support the Environmental Protection Department to assess the operational efficiency, performance and feasibility of electric buses on pilot runs in Lantau. To improve the traffic conditions of Keung Shan Road and South Lantau Road, the Highways Department (HyD) has completed the improvement works at 13 road bends, and is now making efforts to complete the improvement works for the remaining eight road bends.

In addition, the relevant government departments will assess the traffic and transport impact and recommend necessary support facilities for the proposed cable car system from Ngong Ping to Tai O, as well as other proposed recreation and tourism projects in Lantau.

3.5.3. Catering for the Needs of Rural and Remote Areas in Lantau

To improve the living environment of residents, LanDAC recommended extending the public sewerage and water supply systems to the remote areas wherever practical and cost-effective. LanDAC also considered that while planning for development, due consideration should be given to preserve the rural characteristics and to protect the ecological environment. LanDAC also suggested that the Home Affairs Department should enhance the co-ordination of communication among the villages, rural committees and government departments to address the villagers' needs in an appropriate manner.

／ Chapter 4 ／ Short-term Work

Short-term Topical Strategic Studies

LanDAC noted that the relevant government departments have engaged consultancies to carry out three topical strategic consultancy studies, which include:

- **Study on Consolidated Economic Development Strategy for Lantau and Market Positioning for Commercial Land Uses in Major Developments of Lantau** – This study is to examine the preliminary market positioning of Lantau’s major commercial developments and draw up a consolidated economic development strategy. The findings of this study will enable Lantau to fully capitalise on its development potential, and at the same time avoid the overlapping of roles and functions of Lantau’s major commercial developments (including reclamations at Sunny Bay and Siu Ho Wan, the TCNTE and topside development at HKBCF Island of the HZMB) so as to achieve synergy.
- **Study on Recreation and Tourism Development Strategy for Lantau** – This study is to integrate and optimise the existing and newly proposed recreation and tourism facilities to further increase the overall capacity of Lantau to receive local and overseas visitors, and enhance the island’s overall attractiveness. This study will also consider whether the recreation and tourism proposals received by LanDAC are in line with the island’s overall direction and positioning regarding recreation and tourism development. Evaluation will also be made to see whether these recreation and tourism proposals are cost-effective and initially feasible from the technical and regulatory perspectives. Initial infrastructural requirements to support these proposals (including traffic and transport) will also be reviewed to see whether, in particular, the existing infrastructure can cope with these proposals.
- **Preliminary Feasibility Study on the Extension of Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands** – South Lantau is blessed with spectacular natural scenery and there have been proposals for developing spa and resort facilities in the area. Several years ago, the Government commissioned a consultancy to conduct a preliminary study on the concept of developing spa and resort facilities in Hong Kong. The study identified Cheung Sha as a potential site but did not ascertain its technical feasibility. At the same time, there were suggestions that similar spa and resort development could be possible in Tai A Chau of Soko Islands. However, further assessment is required due to the remoteness of the island. As such, this study aims to explore the feasibility of developing spa and resort facilities at the aforementioned locations and the surrounding areas from the technical, regulatory and cost-effectiveness perspectives. The study will also explore the feasibility of extending Ngong Ping 360 Cable Car System to Tai O.

Short-term Improvement Measures

LanDAC also noted that relevant government departments have been actively implementing a series of quick-win projects to boost the Lantau economy and share the fruits of development with the public at an early stage. These short-term improvement measures include:

- improvement works in Tai O is being implemented by the Civil Engineering and Development Department (CEDD);
- improvement works in Mui Wo is being implemented by the CEDD;
- improvement works in Ma Wan Chung Village will be implemented by the CEDD under the TCNTE project;
- development of the Mountain Bike Trail Network is being taken forward by the CEDD (phase 1 commenced in December 2015);
- relaxation of closed road restrictions in south Lantau for coaches and private cars has been implemented by the TD (phase 1 effective from December 2015);
- new Lantau taxi licences will be issued by the TD (25 Lantau taxi licences will be issued through tender in December 2015 and the taxis concerned are expected to start operation in the second quarter of 2016 in stages);
- improvement to traffic conditions of Keung Shan Road and South Lantau Road has been carried out by the HyD (13 road bends have been improved, and improvement works for the remaining eight are being actively pursued);
- the TD expected to provide more than 100 additional parking spaces in Tai O, along South Lantau Road, and Mui Wo in 2016;
- since the end of 2014, the TD has implemented a number of improvement measures to enhance the existing traffic and transport facilities and their management. For example, improvement of franchised bus services serving the Airport Island has been made, which includes splitting the bus routes for more direct service, deploying more buses and increasing their frequencies, offering fare concession to airport staff and increasing the overnight franchised bus services. The TD also co-ordinated the services provided for employees by their respective employers on the Airport Island and requested the parties concerned to conduct traffic surveys to study the demand of different passenger groups; and
- refurbishment of the Tung O Ancient Trail and provision of additional signage and information boards for the trail is being carried out by the Islands DO.

／Chapter 5／ Looking Ahead

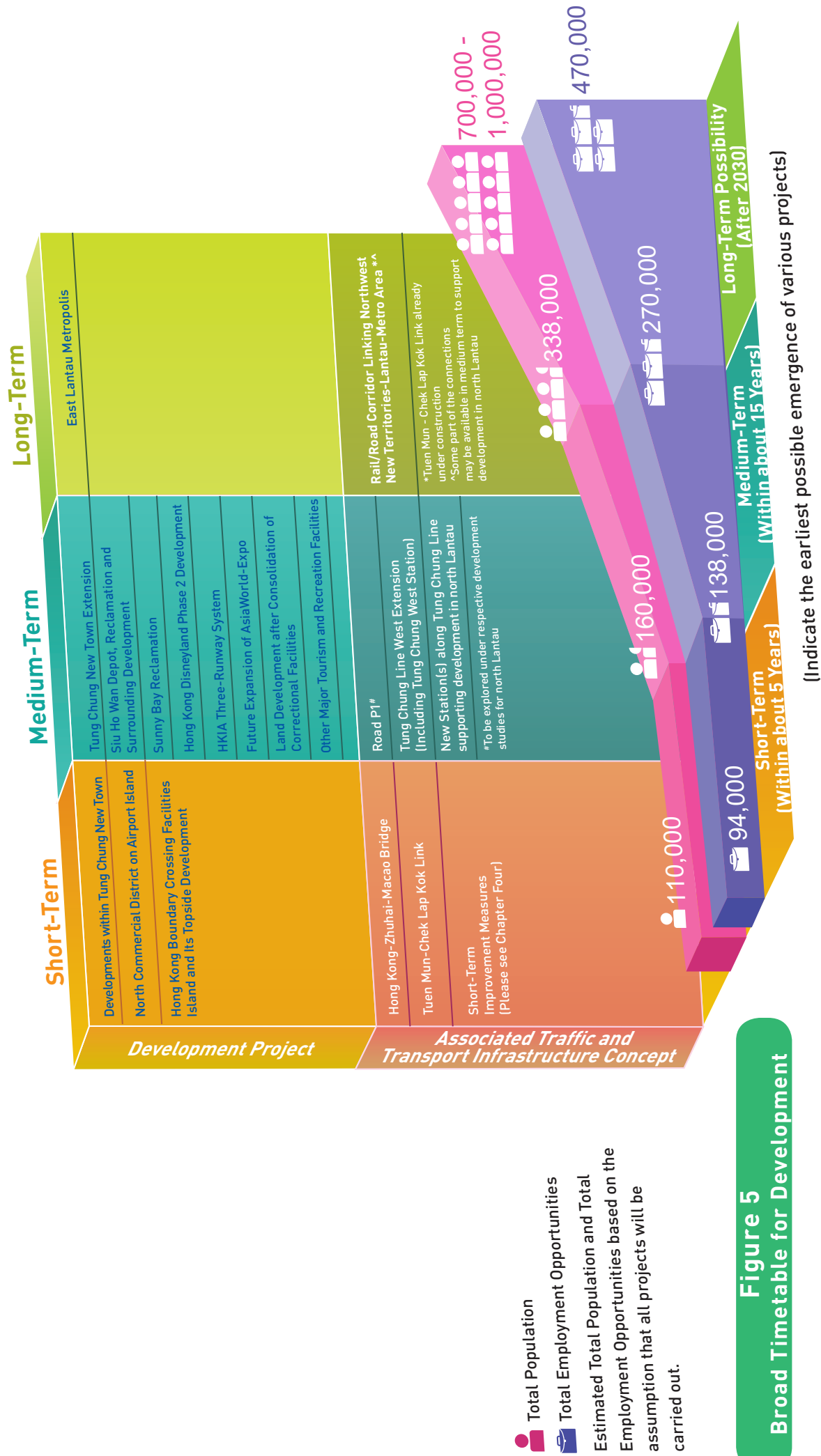
After two years of study and deliberations, and taking into account the views of various stakeholders, LanDAC has, during its first term, completed a considerable amount of work and formulated the strategic positioning and development directions for Lantau's future development; outlined initial proposals covering planning, traffic and transport, conservation, economic and social aspects; as well as recreation and tourism development. From early 2016, LanDAC and the Government will, making reference to the contents of this report, introduce the proposed development strategies for Lantau to the public and listen to their views through a series of activities including roving exhibitions, topical presentations and public forums.

The government departments concerned will study and explore the technical feasibility and implementation mechanism of the various proposals, with a view to formulating short-, medium- and long-term development targets for early implementation of the feasible proposals as far as practicable.

As Lantau development is a long-term major development project involving many bureaux and departments and substantial work, LanDAC suggested that the Government should set up a dedicated office to take forward various projects under Lantau development.

Timetable

LanDAC expects to publish a new Blueprint for Lantau Development after consolidating and updating a complete set of information in the second half of 2016. With public's support, the feasibility of the various proposals will be further studied in the context of the overall development needs of Hong Kong, with an aim to setting out a broad timetable for the long-term development of Lantau (see Figure 5).



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