

### **Preliminary Ideas of Lantau Development**

#### **PURPOSE**

This paper is to brief Islands District Council on the work of Lantau Development Advisory Committee (LanDAC) and the preliminary ideas, which will be discussed by LanDAC, on the strategic positioning and development direction of Lantau.

#### **BACKGROUND**

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

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

4. Since the Revised CP, there have been major changes. In particular, the construction works for Hong Kong-Zhuhai-Macao Bridge (HZMB) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) have commenced. The 130-hectare artificial island for the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) is already under

construction and could potentially serve as a gateway between Hong Kong and the western Pearl River Delta (PRD) creating an opportunity for topside development. The Airport Authority is also pursuing a third runway proposal and the development of a 10-hectare North Commercial District (NCD). In addition, the Government plans to explore ways to develop in the central waters between Lantau and Hong Kong Island an East Lantau Metropolis (ELM) through reclamation.

5. In January 2014, the Chief Executive established the LanDAC to advise on the social and economic development opportunities to capitalise on Lantau as the confluence of major transport infrastructures linking Hong Kong, Macao and the western PRD, thereby meeting the long-term development needs of Hong Kong while balancing between development and conservation.

## **WORK OF LanDAC**

6. In the first meeting of LanDAC on 8 March 2014, LanDAC took stock of the background and current status of the development projects already underway in Lantau and the general picture of possible potentials of further developing Lantau as well as a range of development constraints. Details were set out in the LanDAC Paper Nos. 02/2014 and 03/2014 which have been uploaded onto Development Bureau's webpage<sup>1</sup>. The key information is briefly represented in the two figures attached at **Annexes 2.1 and 2.2** for reference. In that meeting, LanDAC also discussed LanDAC members' preliminary views and proposals on various aspects of Lantau development.

7. Afterwards, in April and May, LanDAC visited the strategic locations of Lantau and cities in the western PRD to appreciate their development, social and traffic situation and implementation of infrastructure. This will enable LanDAC to capitalise on the benefits brought by major infrastructures in the region and the synergy between Hong Kong and the PRD in planning collaboratively the development strategy of Lantau, while balancing between development, social and

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<sup>1</sup> ([http://www.devb.gov.hk/en/boards\\_and\\_committees/landac/agenda\\_and\\_minutes\\_of\\_meetings/index.html](http://www.devb.gov.hk/en/boards_and_committees/landac/agenda_and_minutes_of_meetings/index.html))

conservation, to fully facilitate the sustainable development of Lantau and even the whole Hong Kong.

8. LanDAC held its second meeting on 14 June 2014. The Secretariat of LanDAC took into account all the views and proposals provided by LanDAC Members and the public to consolidate the preliminary ideas of strategic positioning and development direction of Lantau for discussion in the third LanDAC Meeting to be held on 19 July 2014. Details were set out in LanDAC Paper Nos. 04/2014 and 05/2014 which have also been uploaded onto Development Bureau's webpage. The preliminary ideas are briefly mentioned in the following paragraphs.

## **LANTAU'S STRATEGIC POSITIONING**

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

### **9.1 An international transport, logistics and trade hub in the PRD**

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

For land transport, HZMB will connect Lantau to Mainland's expressway network, reaching large cities as far away as those

in Southeast Asia within a day's drive and opening up a whole new trade corridor between Hong Kong and member countries of the ASEAN (Association of Southeast Asian Nations) bloc. In addition, Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will link our city to the 16,000-kilometre national high-speed rail network which can extend our reach to a larger hinterland on an inter-country scale in even higher capacity and shorter time.

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

## 9.2 A Service Hub of the Greater PRD Region and Asia

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

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

Capitalising on the above connectivity edge and building on our established high-value sophisticated services including legal, medical, financial, education, etc, Hong Kong has huge potential to further develop as a one-stop and comprehensive high-value modern service hub and a regional headquarter base in Greater PRD and even in Asia.

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

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

### 9.4 A Treasure of Natural Assets

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

## LANTAU'S DEVELOPMENT DIRECTION

10. Developed on the basis of the Revised CP and summing up the visions and proposals from LanDAC members and the public, having regard to the above strategic positioning, broad development themes as pictorially shown at **Annex 3**, are identified for different parts of Lantau. For example:-

### 10.1 Northern Lantau Corridor (for economic and housing development)

With HKIA and other major infrastructures en route, this corridor could consolidate the hub economy and provide a one-stop centre of high-value service clusters with economic and commercial activities and tourism businesses as mentioned in paragraphs 9.1 and 9.2 above. The extension of Tung Chung New Town and developable sites, if identified, along the corridor could provide ample opportunities for housing uses. Economic, commercial and housing uses could then complement each other.

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

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

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

The preliminary ELM concept is to reclaim one or more artificial islands near Kau Yi Chau and possibly Hei Ling Chau,

but preserving the local ecology, and to form an additional core business district cum new town, serving Hong Kong's long-term needs in a sustainable manner. The ELM could adopt a smart, diverse, and environmentally friendly new town concept with transport infrastructure connectivity to Hong Kong Island.

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

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

11. These development themes are just preliminary thoughts for reference only. LanDAC will discuss them in detail in its third meeting to be held on 19 July 2014 to firm up the concerned proposals.

## **VIEWS NOTED**

12. IDC Members are invited to note this paper outlining the work of LanDAC and the preliminary ideas, which will be discussed by LanDAC, on the strategic positioning and development direction of Lantau.

**Development Bureau**  
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