

**Islands District Council**  
**Paper IDC 53/2017**

**Sustainable Lantau Blueprint**

**PURPOSE**

This paper briefs Members on the Sustainable Lantau Blueprint (the Blueprint) which provides a reference roadmap for guiding and implementing the development and conservation initiatives in Lantau.

**BACKGROUND**

2. Lantau is the largest island in Hong Kong and possesses unique and rich nature and cultural heritage assets. Over the last two decades, the Hong Kong International Airport (HKIA) and the associated transport networks together with other developments in North Lantau including Tung Chung New Town, AsiaWorld-Expo, Ngong Ping 360, Hong Kong Disneyland Resort, etc. have turned Lantau into a diversified and vibrant community.

3. Since promulgation of the Revised Concept Plan for Lantau in 2007, a number of strategic infrastructure and development projects<sup>1</sup> have been progressively planned with some being implemented to realize the development potential of Lantau.

4. In the international context, the HKIA links Hong Kong to some 190 destinations around the world. Most of Asia's major cities are within 4-hour flight time and about half of the world's population can be reached within 5-hour flight time. With the expansion of the HKIA into 3RS, the competitiveness of the HKIA as a global and regional aviation hub would be further enhanced.

5. In the regional context, the Guangdong-Hong Kong-Macao Bay Area, which comprises nine cities in Guangdong Province and the two Special Administrative Regions of Hong Kong and Macao, has an increasingly comprehensive railway, highway, air and sea transport network. Hong Kong can fully leverage the cross-boundary transport network in promoting regional economic and social development, which will in turn consolidate and enhance its status as international financial, transportation and trade centres, and promote the development of financing services, business and commerce, logistics, professional services, innovation and

---

<sup>1</sup> Strategic infrastructure and development projects include the Hong Kong-Zhuhai-Macao Bridge (HZMB), Tuen Mun-Chek Lap Kok Link (TM-CLKL), Tung Chung New Town Extension, HKIA's Three-Runway System (3RS) and Topside Development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of HZMB.

technology industry, tourism, etc. Upon commissioning of the HZMB and the TM-CLKL in the near future, the transport connectivity between Hong Kong and Macao as well as the cities in the Greater Pearl River Delta (PRD) Region will be greatly enhanced. The latest development mentioned above will strengthen the position of Lantau as an international and regional “double gateway” with the potential for development of bridgehead economy.

6. On the other hand, to meet the long-term development needs of Hong Kong, land supply will need to be increased for accommodating population, economic growth and community need. With reference to the latest land requirement estimates made by the “Hong Kong 2030+ : Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+), there will be an anticipated land shortfall of at least 1 200 hectares in the long run against the estimated land requirement for housing, economic uses, “Government, Institution or Community” uses, open space and transport and infrastructure facilities. Lantau development can provide land serving such land use purposes, offer development opportunities and help achieve a more balanced spatial development pattern for the territory. In view of these changes, there is a need to formulate the Blueprint as an update to and a continuation on the 2007 Revised Concept Plan for Lantau.

## **LANTAU DEVELOPMENT ADVISORY COMMITTEE AND PUBLIC ENGAGEMENT**

7. The Lantau Development Advisory Committee<sup>2</sup> (LanDAC) in its first two-year term has formulated the vision, strategic positioning and planning principles for the development of Lantau, with initial proposals on spatial planning and land use, conservation, strategic traffic and transport infrastructure, recreation and tourism, and social development. These were presented in the LanDAC’s First-term Work Report entitled “Space for All” which was issued in January 2016, forming the basis for the subsequent public engagement (PE) exercise.

8. A three-month PE exercise was accomplished on 30 April 2016. Overall speaking, the proposed Lantau development is generally supported by the public and the concept of “balancing and enhancing development and conservation” is also welcomed. The PE report was published on 5 November 2016 and could be accessed at the Lantau “Space for All” website (<http://www.landac.hk/en/engagement-activities>). The public views together with the LanDAC’s comments have been duly considered in formulation of the Blueprint.

## **THE BLUEPRINT**

9. Embracing the overarching principle of **“Development in the North;**

---

<sup>2</sup> LanDAC was established in January 2014 to advise the Government on the social and economic development opportunities on Lantau to capitalise on its geographic advantages and efficient transport network, as well as the policies, measures and specific proposals conducive to the sustainable development and conservation of Lantau.

**Conservation for the South**”, major economic and housing developments are planned in North Lantau, and Northeast Lantau will be developed into a node for leisure, entertainment and tourism. The predominant part of Lantau, particularly South Lantau, will be for conservation, leisure, cultural and eco-tourism purposes.

#### Development in the North

10. Major development proposals in the North are of strategic importance to the future development of Hong Kong. Development projects proposed or under planning include the Topside Development at HKBCF Island of HZMB, North Commercial District on Airport Island, Tung Chung New Town Extension and Siu Ho Wan Development. The Sunny Bay Reclamation together with the Hong Kong Disneyland Resort will make North-eastern Lantau a converging point for leisure, entertainment and tourism. The concept of “Smart City” will be applied to these projects where feasible for making city life more convenient and incurring less carbon footprint.

11. Being one of the strategic growth areas under Hong Kong 2030+ to meet the long-term land requirement of Hong Kong, the proposed East Lantau Metropolis (ELM) will be positioned as a smart, liveable and low-carbon development cluster and the third Core Business District (CBD) of Hong Kong. With the provision of strategic transport infrastructure, the ELM would be connected to both the traditional CBD and existing Metro areas and the Northwest New Territories via Lantau Island conveniently and efficiently.

12. Besides development, there are opportunities for nature and heritage conservation in North Lantau which include rejuvenating part of Tung Chung River and its riparian area to a River Park, and conserving Tai Ho Valley and Ma Wan Chung’s rural character. The Tung Chung Nature Cultural Heritage Trail will be enhanced and a proposed Lantau Exhibition Centre on Nature and Cultural Heritage is being planned in Tung Chung.

#### Conservation for the South

13. Lantau is well-endowed with unique and magnificent scenery, rich in bio-diversity and natural landscape, ecological and cultural heritage assets and unique rural characteristics. Major conservation proposals include:

- (a) conserve the wetland at Pui O, the sandflat at Shui Hau and the mangroves at Tai O, designate marine parks, strengthen protection to country park enclaves, and avoid development in ecologically sensitive areas; and
- (b) conserve rural characters, traditions and cultural heritages, such as improving the ancient trackways and the environs of the Rock Carving at Shek Pik, linking up Fan Lau Fort and Stone Circle through heritage walk, revitalising Mui Wo, promoting the dragon boat water parade and exploring the feasibility of salt-pan demonstration in Tai O.

Government and community resources will be deployed to take forward various rural

conservation initiatives. As a start, the Environment and Conservation Fund has earmarked \$30 million in 2017-18 for supporting nature conservation projects in South Lantau.

14. Apart from various conservation initiatives, considerations will be given to better utilisation of the natural resources of South Lantau for public enjoyment which include providing facilities for sustainable leisure and recreation uses, as well as promoting leisure and recreation activities. To enhance the living environment and quality of life for locals and visitors, local improvement and village revitalisation works will be carried out while upgrading of rural sewerage infrastructure will be considered.

#### Connectivity and Accessibility

15. To meet the transport needs arising from a sustainable Lantau development, it is essential to plan and implement a comprehensive transportation network, comprising strategic railway and road systems, and new railway stations in support of the proposed strategic developments in North Lantau and the overall development of Hong Kong. Besides, for sustaining low-carbon footprint, the use of E-bus and E-car will be further encouraged. For the purpose of improving internal and external connectivity for Lantau to meet the needs of future development with due consideration to visitors receiving capacity, the Government has planned to undertake a comprehensive study to look into the details of the issues.

16. The Blueprint and its Digest could be downloaded from the website for Lantau Development ([www.lantau.gov.hk](http://www.lantau.gov.hk)).

### **WAY FORWARD**

17. We will take forward the various proposals mentioned in the Blueprint progressively according to the indicative implementation programme in the Blueprint. We will continue to communicate with the public and relevant stakeholders for their views.

### **ADVICE SOUGHT**

18. Members are invited to note contents of the Blueprint.

**Civil Engineering and Development Department**  
**June 2017**