

Islands District Council Paper No. IDC 4/2019

Lantau Tomorrow Vision

Purpose

This paper aims to brief the Islands District Council on the Lantau Tomorrow Vision (the Vision) announced by the Government and the next step of work of the Development Bureau (DEVB).

Lantau Tomorrow Vision

Alleviating Land Shortage Problem

2. At present, Hong Kong is facing an acute problem of land shortage. According to the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+), it is broadly estimated that the housing demand between 2016 and 2046 is about one million units. The Government has been adopting a multi-pronged land supply strategy to increase land supply. For short-to-medium initiatives, through rezoning suitable sites for housing development and suitably increasing development density, Kai Tak development, railway property development, urban redevelopment projects etc., are expected to provide about 380 000 units. For medium-to-long term initiatives, new development areas (NDAs) and new town extension projects (including the Kwu Tung North and Fanling North NDAs, Tung Chung New Town Extension, Hung Shui Kiu NDA, and Yuen Long South Development), together with other potential railway property development projects may provide some 230 000 units. However, there is still a shortage of about 390 000 units to meet the anticipated housing demand. Apart from housing, we are also facing shortage of land to sustain our economic growth as well as land for the government, institution and community (GIC) facilities to meet the needs of the society arising from the increasing in and ageing of our population.

3. The Hong Kong 2030+ study has broadly estimated that the land shortage is no less than 1 200 hectares (ha). The Report of the Task Force on Land Supply (TFLS)¹ issued on 31 December 2018 points out that the land shortage of

¹ The TFLS appointed by the Chief Executive, comprising 22 non-official members and 8 official members, was established in September 2017 for a term of 1.5 years until February 2019. The duties of the TFLS are

about 1 200 ha is grossly conservative and has underestimated the actual needs. Apart from assuming that all existing land supply projects, including rezoning and NDAs, could be implemented smoothly in terms of the development scale and schedule, the Hong Kong 2030+ is yet to fully take into account the society's aspiration for a more spacious living environment and the strong demand for more elderly and healthcare facilities in light of ageing population as well as the need of decanting space to speed up urban renewal against the backdrop of our ageing building stock. The TFLS thus is of the view that the actual land shortage will be far more than 1 200 ha, bearing in mind that we would also need a land reserve in the future to enable Hong Kong to overcome bottlenecks constraining our development that are caused by land shortage.

From East Lantau Metropolis to Lantau Tomorrow Vision

4. In October 2016, the Government conducted a public engagement exercise on the Hong Kong 2030+ study, in which the proposed East Lantau Metropolis (ELM) was one of the strategic growth areas. The ELM is located in the central waters between Hong Kong Island and Lantau (the Central Waters). The preliminary concept of the ELM is to build artificial islands by reclamation to provide about 1 000 ha of potential developable area to support housing and economic development.

5. The Vision promulgated in the 2018 Policy Address has strengthened the ELM proposal with various land supply initiatives to alleviate the acute shortage of land in Hong Kong in medium-to-long-term. With the new strategic transport network proposed under the Vision, we can capitalise on the Lantau's advantage of connection to the world to promote economic development as well as enabling the public to live and work in contentment. The conceptual development and strategic transport plan of the Vision is at **Appendix 1**.

6. One of the key initiatives of the Vision is to commence studies on the phased formation of artificial islands in the Central Waters that are ecologically less sensitive. The first phase of studies focuses on developing the artificial Islands around Kau Yi Chau (KYC Artificial Islands), with a total reclaimed area of about

to review and evaluate land supply options, to conduct an extensive public engagement exercise to raise public awareness of the shortage of land supply and promote public discussions on these issues, with a view to reaching a mainstream consensus on increasing land supply and narrowing the differences among stakeholders; and to submit report to the Government on the overall land supply strategy and the land supply options worthy of priority studies and implementation by the Government based on the views collected in the PE.

1 000 ha. The KYC Artificial Islands match with the ELM proposal in terms of location, scale, broad development mode and potential development benefits. It is broadly estimated that the KYC Artificial Islands with an area of about 1 000 ha are capable of providing about 150 000 to 260 000 housing units, 70% of which (viz. 105 000 to 182 000 units) are for public housing. It is our target to make available the first population intake in 2032. This compares favourably with the four NDAs and new town extension projects² that are ongoing or under planning, which will altogether provide just about 130 000 public housing units.

7. Apart from providing housing and the supporting facilities, the KYC Artificial Islands will also support the development of the third Core Business District³ (CBD3), capable of providing about four million square metres of commercial floor area and about 200 000 employment opportunities. The CBD3 not only can complement and serve as an extension of the CBD in Central to form a metropolitan business core, but also provide extensive space for development of traditional and emerging industries. At the same time, it can create synergy with the future Aerotropolis (set out in paragraph 10) and other commercial developments in the North Lantau, thereby turning Lantau into a supporting service hub for financial and commercial industries with close ties with the airport and neighbouring areas, strengthen the position of Hong Kong to and connecting the world, as well as reinforce and enhance Hong Kong's status as an international business centre while facilitating a more balanced development pattern for Hong Kong.

Alleviating Traffic Problems

8. To complement the development of the artificial islands in the Central Waters, we accord priority to the construction of a set of new strategic road and railway networks to link up the artificial islands, Hong Kong Island, North Lantau and the coastal area of Tuen Mun. The priority strategic roads and railways will connect to existing traffic networks, greatly relieve the traffic load of the West Rail and Tuen Mun Road as well as improve the overall performance of the traffic and transport system of the Northwest New Territories and the territory.

9. The connectivity of Tuen Mun will be strengthened by the priority strategic transport networks (including the upgrading of Lung Mun Road). As

² Projects that are ongoing or under planning are Kwu Tung North/Fanling North NDA, Hung Shui Kiu NDA, Yuen Long South Development and Tung Chung New Town Extension.

³ The first two CBDs of Hong Kong are Central and Kowloon East.

part of the Vision, we will take forward the near-shore reclamation at Lung Kwu Tan to provide about 220 ha of land for industrial and other uses. We will also re-plan the development sites in the coastal areas of Tuen Mun (including the River Trade Terminal) such that development potential unleashed by the new transport networks can be fully utilised.

10. As regards to North Lantau, a new highway (namely Road P1) running parallel to the North Lantau Highway is proposed, where small-scale near-shore reclamation at Siu Ho Wan is required to facilitate the above works. Road P1 can relieve the traffic pressure on the North Lantau Highway, enhance the capacity and resilience of the traffic to and from between Lantau and urban areas, and thus facilitate the housing and economic development in North Lantau. Together with other proposed strategic transport networks, the entire traffic and transport system will further strengthen the Lantau's advantage in connecting to the world, benefiting the development of North Lantau. Further, the Government has already invited the Airport Authority Hong Kong to submit a development proposal for the topside development at the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge. Together with the Three-runway System, the high value-added logistics centre at the South Cargo Precinct, the SKYCITY development and the future plan for the AsiaWorld-Expo, an Aerotropolis connecting the World will gradually form, thereby reinforcing and enhancing Hong Kong's position as an international business centre. In addition, we are taking forward the Tung Chung New Town Extension in North Lantau. The concepts of smart, green and resilient city will be promoted, taking the Tung Chung New Town Extension as a pilot. We will press ahead the Sunny Bay reclamation project for providing land reserve to develop a leisure and entertainment node and other uses.

11. In pursuing development projects, we are committed to protecting the valuable nature and rural environment of Lantau to achieve sustainable development. Adhering to the planning principle of "Development in the North, Conservation for the South" and the policy directive of "Conservation to precede Development", conservation measures will be implemented to enhance the environment capacity while carrying forward infrastructure and development projects. A \$1,000 million Lantau Conservation Fund will be set up to carry out nature and cultural conservation as well as local improvement works for Lantau. Currently, we are conducting an ecological study for Pui O, Shui Hau, Tai O and neighbouring areas. Based on the study results, suitable and practicable conservation proposals will be formulated. The Government also plans to review

relevant legislation and map out more effective means to control land filling, dumping of wastes and associated development activities causing environmental damage in areas of high ecological values at Lantau with a view to enhancing protection of the natural beauty of these areas. In the area of leisure and entertainment, we are implementing in phases the Lantau Trails and Recreation Plan to build a network of walking trails and link up heritage, ecological and recreational hotspots where possible to offer diversified sustainable leisure experience as well as to promote a healthy lifestyle.

The Next Step of Work of the Development Bureau

12. Upon consolidating and deliberating a large number of data and public views collected during the public engagement exercise⁴, the TFLS recommends the Government to establish a land reserve, with a forward-looking and macro vision and mindset to cater for unforeseeable needs and offer planning flexibility and space, by initiating planning work as early as possible. “Developing the ELM”, “near-shore reclamation outside Victoria Harbour” and “developing the River Trade Terminal site” are all one of the medium-to-long term land supply options recommended by the TFLS that the Government should accord priority to studying and implementing. In this regard, the DEVB plans to commence the following studies in this year and next year:

- (A) Studies related to artificial islands in the Central Waters, including the detailed planning and engineering study for the KYC Artificial Islands and the transport infrastructure study on the strategic transport network (details are at **Appendix 2**);
- (B) Engineering study on Road P1 (Tai Ho - Sunny Bay Section) (details are at **Appendix 3**);
- (C) Planning and engineering study on Sunny Bay reclamation (details are at **Appendix 4**);
- (D) Planning and engineering study on Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area (including the River Trade Terminal and adjacent areas); and

⁴ Preamble to the Report of TFLS: This report is prepared based on the Task Force’s consolidation and deliberation of the views collated from more than 29 000 questionnaires, some 3 000 interviews in a randomised telephone survey and some 70 000 public submissions. These were supplemented by the observations during PE (public engagement) and the accumulated experiences, professional knowledge and insights of Task Force Members from different disciplines and backgrounds.

(E) Lantau Conservation Fund (details are at **Appendix 5**).

Advice Sought

13. Members are invited to offer views on the Vision and the next step of work of the DEVB.

**Development Bureau
Civil Engineering and Development Department
Planning Department**

February 2019

Conceptual Development and Strategic Transport Plan



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District Council Consultation Paper

Studies related to the Artificial Islands in the Central Waters

Scope of Study

1. The proposed scope of the Studies related to the Artificial Islands in the Central Waters (the Study) comprises:
 - (a) a detailed planning and engineering study for the artificial islands around Kau Yi Chau (KYC Artificial Islands) to establish the reclamation extent, land uses and technical feasibility, including the formulation of the detailed land use proposals, preparation of preliminary design of the associated engineering works, and conducting statutory environmental impact assessment (EIA) as well as public engagement exercise in relation to the formulation of development proposals;
 - (b) a transport infrastructure study which covers –
 - (i) an area-wide transport study covering the priority road and rail links between the Hong Kong Island, the KYC Artificial Islands, Lantau and Northwest New Territories as well as the possible road and rail links for longer term;
 - (ii) an engineering study to ascertain the feasibility of the priority road and railway links, and
 - (iii) an investigation study for the priority road link between Hong Kong Island and Northeast Lantau, via KYC Artificial Islands, including preliminary design, statutory EIA and other detailed impact assessments;
 - (c) collection of information¹ on waters within and in the vicinity of the possible artificial islands near Hei Ling Chau (HLC) and Cheung Chau South for future reference in long-term planning; and
 - (d) associated site investigation including supervision.

¹ The information to be collected will mainly include the preliminary ecological, environmental and geological conditions.

2. A location plan is at **Figure 1**.

Programme

3. We plan to consult the Panel on Development of Legislative Council (LegCo) in the first quarter of 2019. Subject to the funding approval of the Finance Committee of LegCo, we plan to commence the Study in the latter half of 2019 for completion in 42 months. Our target is to commence the first phase of reclamation works in 2025 with a view to providing the first batch of residential units in 2032.

Supplementary Information

4. We will first focus on developing the artificial islands of about 1 000 hectares (ha) around Kau Yi Chau. KYC Artificial Islands are situated at a strategic location and its distinctive advantages cannot be easily replaced by other land supply options. The KYC Artificial Islands can generate large areas of land at waters that are ecologically less sensitive without affecting the existing land uses for housing and economic development. Given their large scale, the KYC Artificial Islands will enable more flexible and comprehensive planning for liveable and sustainable communities with a range of compatible uses and community facilities, ample open spaces and greening, state-of-the-art infrastructure and smart city design to improve people's living quality. The KYC Artificial Islands will allow Hong Kong to develop its first large-scale near carbon-neutral neighbourhoods.
5. The strategic location of the KYC Artificial Islands can support the development of road and rail links. The proposed strategic road and railway networks can effectively alleviate the traffic problems in the Northwest New Territories. Further, the KYC Artificial Islands allow us to develop the third Core Business District (CBD3) for Hong Kong to strive ahead and provide numerous diversified, high-end and high value-added job opportunities beyond those traditional CBDs.
6. The KYC Artificial Islands can provide decanting space that is closer to urban areas for households affected by urban renewal and enable larger-scale urban redevelopment projects. It also helps adjust the current uneven distribution of homes and jobs so as to make the territorial spatial planning pattern more balanced and the population more evenly distributed.

7. The Study will also cover the collection of information on the artificial islands near HLC and Cheung Chau South. This is in line with the Task Force on Land Supply's recommendations regarding establishing a land and planning reserve for the long-term development needs of Hong Kong. The information collected will facilitate the long-term planning down the road as well as forming a basis for objective discussion with the community on these land supply options at a suitable time in future.

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District Council Consultation Paper Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)

Scope of Study

1. The proposed scope of the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) (P1 Study) comprises:
 - (a) an investigation study including a review of the findings of previous studies, examination of alignments and design options, and impact assessments on environment, traffic, marine, heritage and other related aspects;
 - (b) preliminary design of Road P1 (Tai Ho – Sunny Bay Section) and the associated works; and
 - (c) associated site investigation including supervision.
2. The indicative alignment of Road P1 (Tai Ho – Sunny Bay Section) is at **Figure 2**.

Programme

3. We plan to consult the Panel on Development of Legislative Council (LegCo) in end 2019. Subject to the funding approval of the Finance Committee of LegCo, we plan to commence the P1 Study in the second quarter of 2020 for completion in 30 months.

Supplementary Information

4. At present, the roads of Lantau, including Tung Chung and the Airport, connecting to urban areas mainly rely on the North Lantau Highway (NLH) and the Lantau Link. Whenever there is a traffic incident on the NLH and the Lantau Link, the road traffic connecting Lantau and urban areas would be seriously affected. As regards the external traffic of Lantau, the Tuen Mun – Chek Lap Kok Link under construction and the Route 11 as well as other long-term transport infrastructure under planning will help alleviate the traffic pressure on the Lantau Link. For the NLH, according to the findings of our preliminary traffic impact assessment, as the anticipated traffic volume continues to grow, and with the existing and future possible developments in North Lantau and other areas (including Tung Chung, Sunny Bay, SKYCITY's development projects, topside development at the Siu Ho

Wan Depot Site, and topside development at the Hong Kong Boundary Crossing Facilities Island etc.), the traffic congestion situation on the NLH is expected to be worsened between 2031 and 2036.

5. Therefore, in order to relieve the traffic pressure on the NLH, enhance the traffic capacity of Lantau to and from urban areas, and meet the housing and economic development at North Lantau, we propose to construct Road P1 along the northern side of and in parallel with the NLH. Road P1 will connect Tung Chung to Sunny Bay, enhancing the resilience of the North Lantau traffic. In addition, Road P1 will also connect to other strategic transport networks proposed under the Lantau Tomorrow Vision. The entire networks will further strengthen the Lantau's advantage in connecting to the world, facilitating the development of North Lantau.
6. Road P1 is about 12 kilometres (km) long, including about 2.5 km of Road P1 (Tung Chung – Tai Ho Section) and about 9.5 km of Road P1 (Tai Ho – Sunny Bay Section). Road P1 (Tung Chung – Tai Ho Section) from Tung Chung East to the Tai Ho Interchange has been included in the Tung Chung New Town Extension project (Public Works Programme No. 786CL). That road section has been authorised for construction by gazette.
7. The subject P1 Study covers Road P1 (Tai Ho – Sunny Bay Section) that extends from the Tai Ho Interchange to Sunny Bay and connects to the NLH/Lantau Link and other strategic transport networks proposed under the Lantau Tomorrow Vision. According to the preliminary technical assessment, reclamation of an appropriate scale along the shore of Siu Ho Wan and Sunny Bay is required for the proposed Road P1 (Tai Ho – Sunny Bay Section). The specific form of construction and alignment will be explored in detail in the proposed P1 Study.

District Council Consultation Paper

Planning and Engineering Study on Sunny Bay Reclamation

Scope of Study

1. The proposed scope of the Planning and Engineering Study on Sunny Bay Reclamation (SB Study) comprises:
 - (a) a detailed planning and engineering study to establish the reclamation extent, land uses and technical feasibility of the reclamation site at Sunny Bay, including the formulation of the detailed land use proposals, preparation of preliminary design of the associated engineering works, and conducting statutory environmental impact assessment as well as public engagement exercise in relation to the formulation of development proposals; and
 - (d) associated site investigation including supervision.
2. A location plan is at **Figure 3**.

Programme

3. We plan to consult the Panel on Development of Legislative Council (LegCo) in end 2019. Subject to the funding approval of the Finance Committee of LegCo, we plan to commence the SB Study in the second quarter of 2020 for completion in 30 months.

Supplementary Information

4. Sunny Bay is strategically located in Northeast Lantau. It is in close proximity to the Hong Kong Disneyland Resort, accessible via railway and road networks and is just 20 minutes away by car from the Hong Kong International Airport. According to the North-east Lantau Outline Zoning Plan No. S/I-NEL/12 approved in 2005, the majority of the reclamation area at Sunny Bay falls within the “undetermined” zones and the remaining unzoned areas are not on any statutory plans. The relevant land can be considered for compatible tourism and recreational uses in long-run with a view to complementing the development of the international theme park in

Penny's Bay.

5. In the Sustainable Lantau Blueprint promulgated by the Government in 2017, the Sunny Bay reclamation area has been positioned as the Northeast Lantau Tourism Gateway and could be planned and developed into a converging point for leisure, sports, recreation, entertainment and tourism activities. The Chief Executive has announced the Lantau Tomorrow Vision in the 2018 Policy Address envisaging that the Sunny Bay will be developed into a leisure and entertainment node and create synergy with the existing attractions on Lantau.
6. Part of the proposed Road P1 (Tai Ho – Sunny Bay Section) shall pass through the Sunny Bay reclamation area. The planning of the Sunny Bay reclamation should ally with the proposed alignment of the Road P1 (Tai Ho – Sunny Bay Section). Details of the alignment shall be subject to land use planning and traffic and transport impact assessment.

District Council Consultation Paper Lantau Conservation Fund

Proposal

The Government proposes setting up a \$1,000 million Lantau Conservation Fund (LCF) to take forward conservation and related projects as well as minor local improvement works in rural Lantau.

Background

2. Lantau is rich in natural and cultural assets. While pressing ahead with development projects, the Government is committed to conserving Lantau. The Sustainable Lantau Blueprint promulgated in June 2017 has already mapped out the overarching principle of “Development in the North, Conservation for the South” as well as set out various conservation initiatives. To further harness Lantau’s advantages in connecting to the world, the Government promulgated in the 2018 Policy Address the Lantau Tomorrow Vision, for which “Conservation to precede Development” is one of the policy directives with a view to enhancing the environmental capacity of Lantau to achieve sustainability.

Establishment of the LCF

3. At present, Lantau’s conservation resources, particularly in South Lantau, are largely privately owned. The fragmented private land ownership has rendered considerable difficulties in implementing conservation initiatives. Non-government organisations (NGOs), local communities, landowners, etc., could be motivated through financial incentive and support to take part in conservation and related projects.

4. A dedicated funding scheme for conserving Lantau is recommended for handling the conservation of rural resources in Lantau in a coordinated and integral manner, with a view to enhancing the resources and effectiveness of conservation efforts. The LCF will be used to support projects that would contribute to the overall conservation of rural Lantau, raise community awareness on the conservation of rural Lantau, and mobilise the community to put conservation into practice, with a view to fostering a quality living

environment for the current generation and beyond.

5. The proposed \$1, 000 million LCF will consist of two parts:

- conservation and related projects; and
- minor local improvement works.

(A) Conservation and Related Projects

6. Half of the LCF, i.e. \$500 million, will be dedicated to providing financial support to the NGOs, local communities, landowners, etc., to carry out conservation and related projects involving private land¹, and promote community involvement, education or research projects in Lantau. This part of the LCF will comprise two streams. The first stream will cover (i) conservation projects involving management and conservation of privately-owned land of high ecological significance and/or buildings with cultural values; and (ii) conservation-related scientific research and local history collection. The other stream will cover initiatives or activities for community involvement, public education and promotion purposes.

7. The conservation efforts to be covered by this part of the LCF include natural environment, ecology, culture, history, rural character, landscape, geomorphology and other relevant elements.

(B) Minor Local Improvement Works

8. The other half of the LCF, i.e. \$500 million, will be spent on minor local improvement works to be carried out by the Government on government land in Lantau, with a ceiling of \$30 million for each project.

9. These projects aim to enhance the accessibility of remote villages in Lantau or improve the livelihood of the local residents whilst conserving/enhancing the rural environment in Lantau, and are generally small in scale. The projects may include (i) improvement works in remote villages to enhance the accessibility, environment and livelihood of villagers; (ii)

¹ While this part of the LCF is mainly for projects to be carried out on private land, project proponents must seek prior approval of relevant government departments in accordance with the established procedures before their implementation if government land is involved.

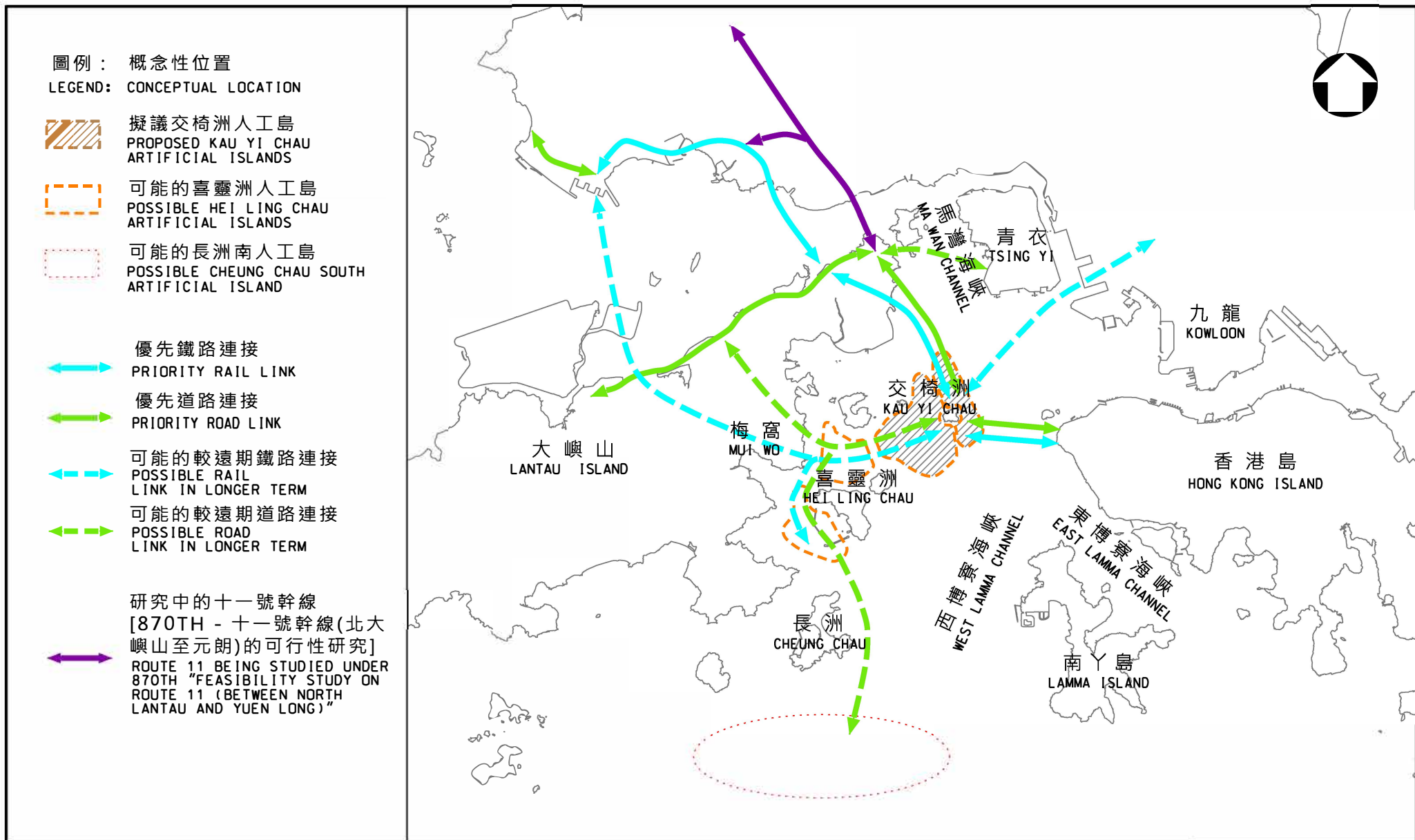
improvement works to recreation facilities; (iii) improvement works to promote eco-recreation as well as public education on environmental protection; (iv) reinstatement works on government land affected by environmentally damaging activities, such as planting works and removal of illegal structures as may be requested by other departments, etc.; and (v) enhancement, rehabilitation and other projects for the natural environment/habitat and buildings on government land.

10. Details of the operation of the LCF will be worked out after funding approval.

Implementation Priority

11. It was announced in the 2017 Policy Address that, to underpin the sustainable development and conservation of Lantau, the Government would implement rural conservation projects in selected pilot areas such as Tai O, Shui Hau and Pui O. To follow this policy directive, we recommend starting with the LCF by giving priority to those conservation and related projects concerning such pilot areas. Quality projects in other areas of high conservation value will also be welcomed.

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圖則名稱 drawing title

中部水域人工島相關研究

STUDIES RELATED TO ARTIFICIAL ISLANDS IN THE CENTRAL WATERS

項目編號 item no.

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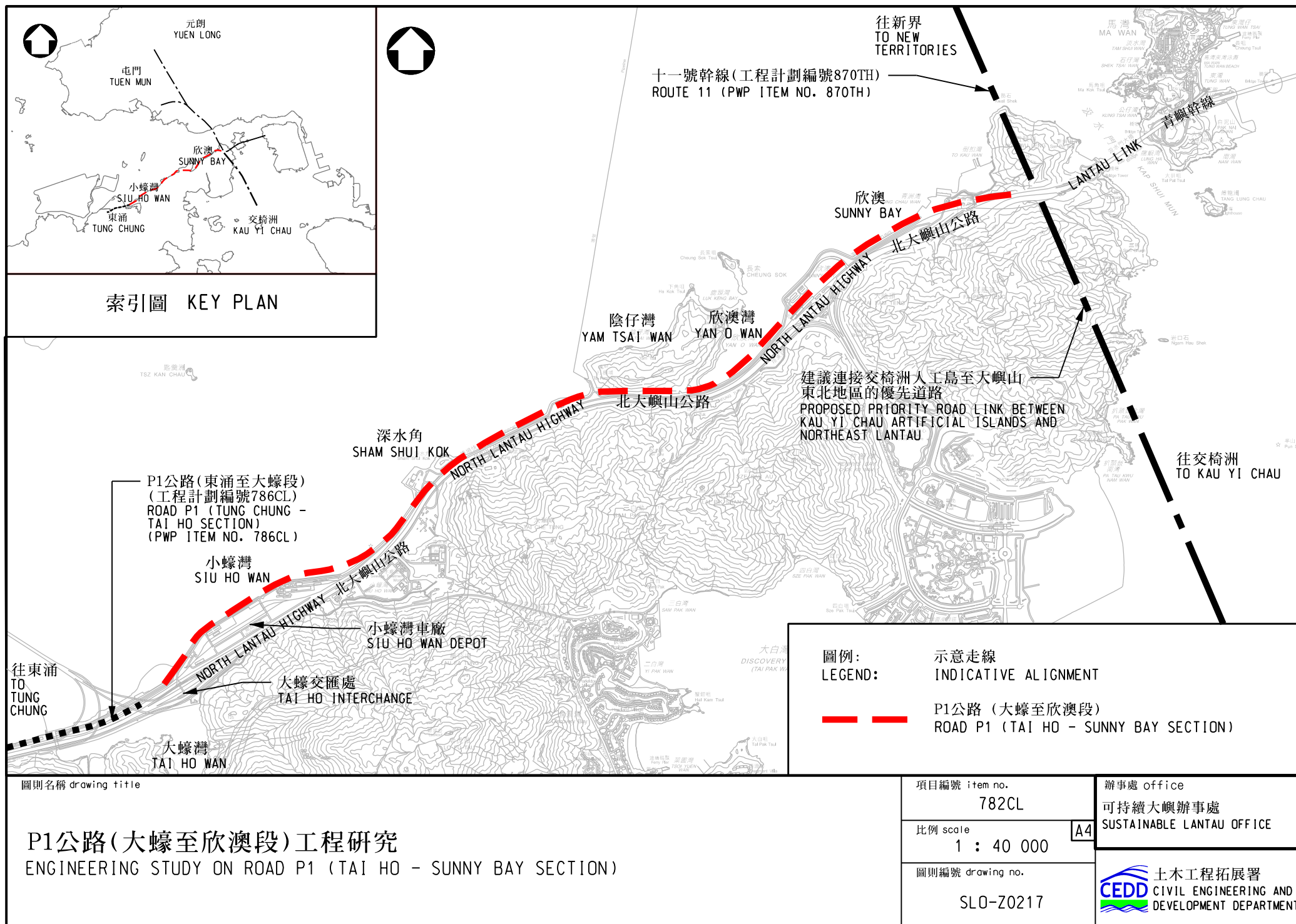
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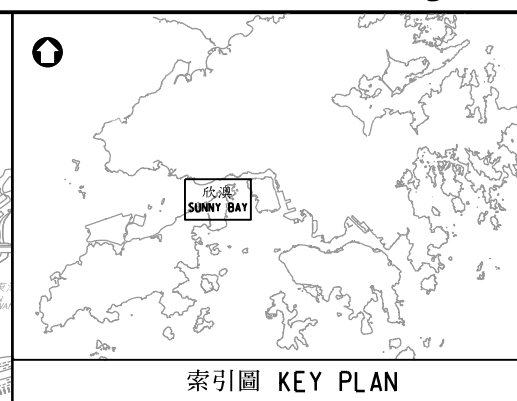
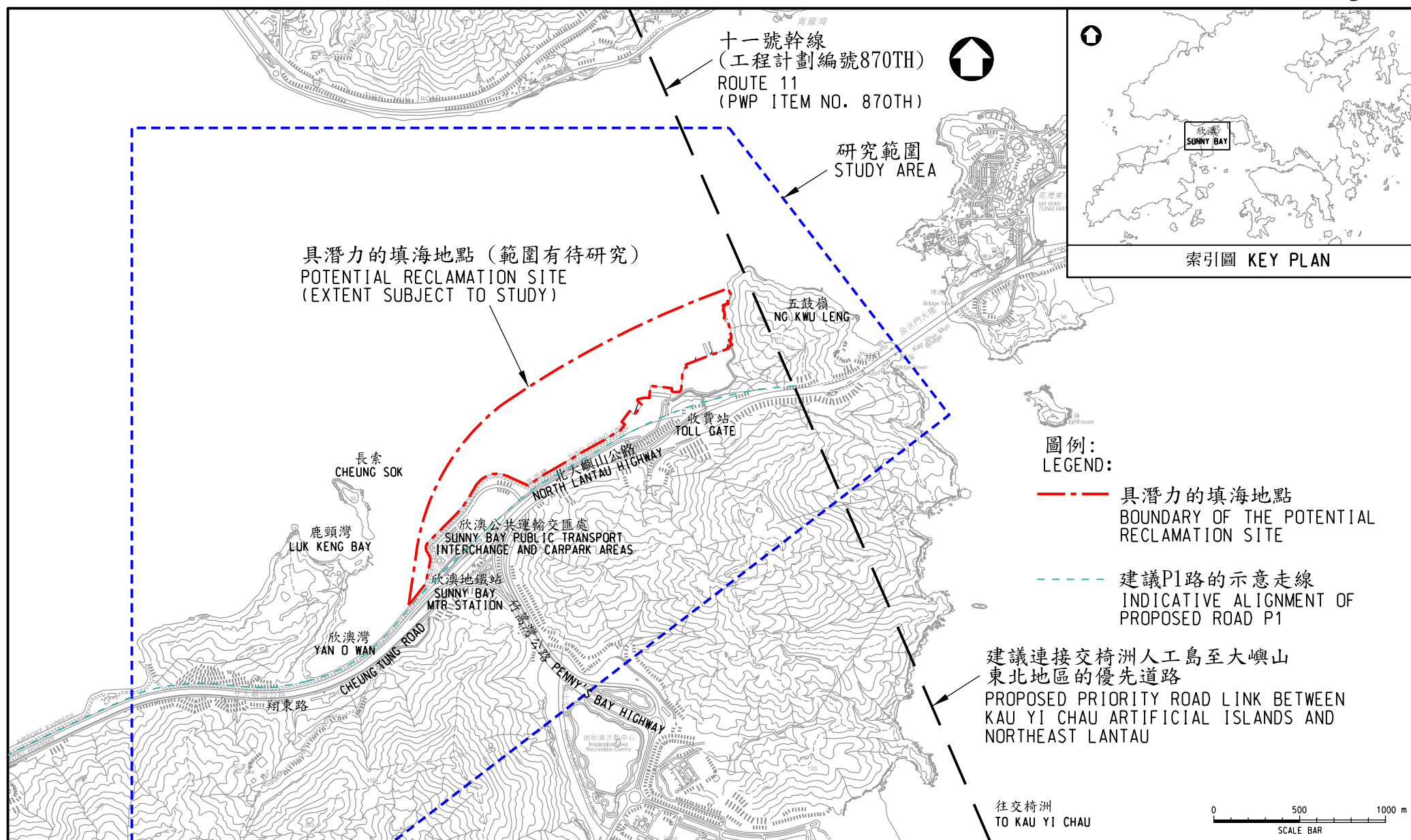
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圖則名稱 drawing title

欣澳填海的規劃及工程研究 PLANNING AND ENGINEERING STUDY ON SUNNY BAY RECLAMATION

項目編號 item no.

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