

TOWN PLANNING BOARD

TPB Paper No.10114

**For Consideration by
the Town Planning Board on 6.5.2016**

Proposed Development Strategy for Lantau

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PURPOSE

This paper seeks Members' views on the proposed development strategy for Lantau.

BACKGROUND

2. Lantau is undergoing rapid changes in recent years. A number of major economic and housing developments are being planned at north Lantau including the topside development at Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), Tung Chung New Town Extension and Siu Ho Wan development, etc. In addition, the HZMB and the Tuen Mun-Chek Lap Kok Link are now in active construction. Together with the planned expansion of the Hong Kong International Airport into a three-runway system by the Airport Authority Hong Kong, Lantau will become the main hub for both regional and international journeys to and from Hong Kong and the Pearl River Delta. The enhanced connectivity will greatly facilitate flows of people and goods between Lantau and neighbouring areas giving rise to many new opportunities. All the above developments will bring fundamental change to Lantau's functions and development potential. On the other hand, Lantau also possesses a lot of natural and cultural assets which deserve conservation and enhancement in a holistic manner.

3. To fully capitalize on the opportunities, the Chief Executive established the Lantau Development Advisory Committee (LanDAC) in January 2014 to advise the Government, through the Secretary for Development, on-

- (i) the social and economic development opportunities on Lantau to capitalise on its advantages as the confluence of major transport infrastructure linking Hong Kong, Macao and the western Pearl River Delta, so as to meet the long-term development needs of Hong Kong; and

- (ii) the policies, measures and specific proposals conducive to the sustainable development and conservation of Lantau.

4. LanDAC has since formulated the proposed vision, strategic positioning and planning principles for the development of Lantau, with initial major proposals covering spatial planning and land use, conservation, strategic traffic and transport infrastructure, recreation and tourism, and social development, as well as short-term improvement measures. It published its first-term work report “Space for All” on 10 January 2016 which is available at the LanDAC’s website (www.LanDAC.hk).

VISION, STRATEGIC POSITIONING AND PLANNING PRINCIPLES

5. Taking into account Lantau’s existing and planned developments, the situation and changes in the surrounding region, as well as the needs and expectations of Hong Kong society, LanDAC proposed to develop Lantau into a smart and low-carbon community for living, work, business, leisure and study while balancing and enhancing development and conservation. This will benefit all the people of Hong Kong by providing new opportunities: 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. Furthermore, LanDAC formulated four strategic positioning and advocated four major planning principles for Lantau development. These are itemized as follows:

Strategic Positioning

- (i) An international transport, logistics and trade hub in the Greater PRD Region
- (ii) A service hub of the Greater PRD Region and Asia
- (iii) A strategic growth area with a new metropolis
- (iv) A treasure of natural and cultural assets

Major Planning Principles

- (i) Economy and livelihood – proposing three development concepts:
 - “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;

- “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 living, work, business, leisure and study; and
 - “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.
- (ii) Nature and Heritage Conservation - strengthening preservation of sites of conservation value and suitably utilizing these valuable resources for releasing their potential for education, recreation and green tourism.
- (iii) Recreation and Tourism - developing diversified multi-modal recreation and tourism facilities to shape Lantau into a kaleidoscopic recreation and tourism destination.
- (iv) Traffic and Transport – taking traffic and transport as the priority consideration for the implementation of various developments.

PUBLIC ENGAGEMENT

6. LanDAC has put forward five groups of major proposals for the development of Lantau for public engagement (PE) as follows (details of the proposals are given in the PE Digest at **Enclosure 1**):

- (i) Spatial Planning and Land Use
- (ii) Conservation
- (iii) Strategic Traffic and Transport Infrastructure
- (iv) Recreation and Tourism
- (v) Social Development

7. The PE for Lantau development was held from 31 January to 30 April 2016 with the following activities conducted-

- consultation with Development Panel of Legislative Council at its regular meeting and a special meeting for receiving public views;
- three large-scale public forums attended by some 850 members of the public;
- five focus group meetings covering sectors such as environment and conservation, recreation, sports, tourism, professional institutions,

- commerce, social development and youth;
- 23 consultative sessions have also been held with different sectors of the society including District Councils, Heung Yee Kuk, four Rural Committees on Lantau, local community organisations, professional institutes, environmental concern groups, and relevant stakeholders in the business, logistics, tourism, leisure and recreation sectors; and
- roving exhibitions at 16 locations around the territory.

8. We have received a large number of views on multiple aspects from the public. There are views for and against our proposals. Some urge for more detailed assessment studies, such as studies on Lantau's traffic and transport infrastructure and its carrying capacity, while some request the formulation of more detailed conservation measures and timely improvement of various infrastructures in the rural areas, etc.

WAY FORWARD

9. The Government plans to publish a Blueprint for Lantau development in the second half of 2016 after consolidating the information and opinions received in the PE. The Blueprint will set out the detailed proposals to be taken forward and a broad timetable for their implementation. For individual projects to be taken forward, further detailed studies are being/will be undertaken to ascertain the land uses, development parameters and technical feasibilities prior to translating into the relevant statutory plans.

ADVICE SOUGHT

10. Members are invited to provide views on the proposed development strategy for Lantau.

ATTACHMENT

Enclosure 1 – The PE Digest

**Development Bureau
May 2016**

大嶼山發展公眾參與摘要

Lantau Development
Public Engagement Digest

二零一六年一月 January 2016



大嶼山

全民新空間

S P A C E F O R A L L




大嶼山發展諮詢委員會

Lantau Development Advisory Committee



發展局
Development Bureau



**平衡並加強發展和保育，使大嶼山成為
一個宜居、宜業、宜商、宜樂及宜學的智慧型、低碳社區**

***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***

目錄 Content

蛻變中的大嶼山 01
Lantau in Evolution

願景、策略性定位和規劃原則 03
Vision, Strategic Positioning and
Planning Principles

主要建議 08
Major Proposals

展望未來 19
Looking Ahead

公眾參與活動 20
Public Engagement Activities

您的意見 21
Your Views





蛻變中的大嶼山

Lantau in Evolution

大嶼山是香港最大的島嶼，佔地147平方公里，歷史悠久。二十世紀前，大嶼山居民主要從事漁業、農業及鹽業，渡輪是他們對外的主要交通工具。

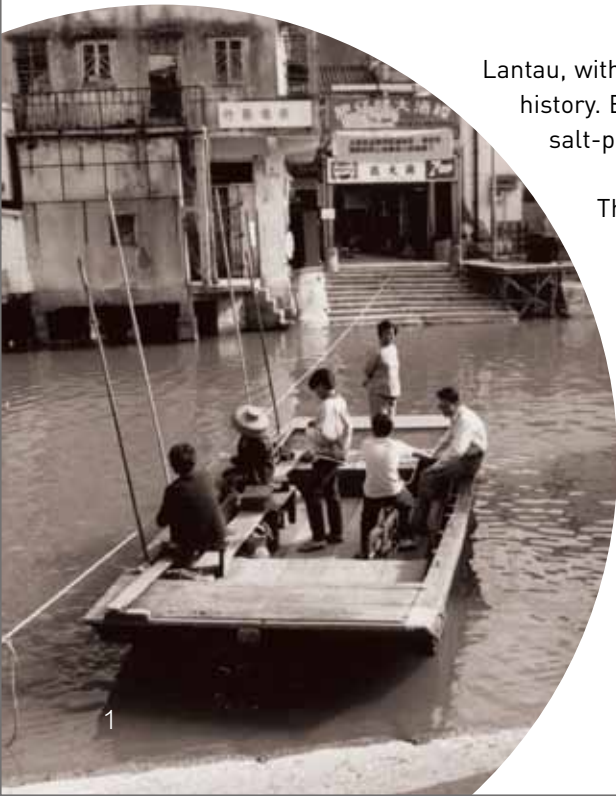
在九十年代新機場核心計劃將機場遷往赤鱗角，改善了大嶼山的交通運輸系統，也成就了東涌新市鎮的發展，並推動昂坪360纜車系統、昂坪市集及迪士尼樂園等發展。今日的大嶼山是經過蛻變的多面體，它的郊野公園面積廣闊，亦保存著寺廟禪林的特色，新市鎮則為香港人提供安居樂業之所。

與此同時，珠江三角洲一帶的經濟發展正急劇變化，而香港與珠江三角洲其他城市的連繫也日漸緊密。當港珠澳大橋及屯門至赤鱗角連接路落成通車，大嶼山的「城際一小時交通圈」，北面涵蓋深圳前海，西至澳門、珠海，屆時，大嶼山將會是可直達全球經濟發展最快地區之一的珠三角中心的重要門戶。

Lantau, with a land mass of 147 square kilometres, is the largest island in Hong Kong with a long history. Before the 20th century, Lantau residents were mainly engaged in fishery, farming and salt-panning industries and relied mainly on ferry for transport connection with the external.

The Airport Core Programme relocating the airport to Chek Lap Kok in the 1990s greatly improved Lantau's transportation system, fostered the development of Tung Chung New Town, Ngong Ping 360 Cable Car System, Ngong Ping Village, Hong Kong Disneyland, etc. 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.

Meanwhile, the economic development of the Pearl River Delta (PRD) Region has been undergoing drastic change, and the connection between Hong Kong and other cities in the PRD is getting closer. When the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) are commissioned, Lantau's "One-hour Intercity Traffic Circle" will cover Qianhai, Shenzhen in the north, and Macao and Zhuhai to the west. Lantau will become an important gateway to the PRD, one of the fastest growing economic regions in the world.





香港特別行政區政府成立了大嶼山發展諮詢委員會(委員會)，就大嶼山的規劃、重要基建帶來的機遇及大嶼山的可持續發展和保育等方面向政府提供意見，冀望能夠充分發揮大嶼山的地利優勢，把握發展良機，以促進香港社會及經濟的長遠發展。

本摘要節錄了委員會對大嶼山發展的主要建議，歡迎大家提供寶貴意見。

The HKSAR Government established the Lantau Development Advisory Committee (LanDAC) to advise 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.

This digest highlights the major proposals of LanDAC on Lantau development. Your precious views are most welcomed.





願景、策略性定位和規劃原則

Vision, Strategic Positioning and Planning Principles

願景 Vision

綜合大嶼山目前及預計的各項發展、周邊地區的情況和變化，以及香港社會的需要和期望，委員會確立了大嶼山發展的規劃願景為**平衡並加強發展和保育，使大嶼山成為一個宜居、宜業、宜商、宜樂及宜學的智慧型、低碳社區**；在提升自然、文化和文物資源保育的同時，為香港在土地及房屋供應、經濟商貿、休閒、康樂及旅遊發展方面帶來新機遇，造福市民。

Taking into account Lantau's existing and planned developments, 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.



策略性定位 Strategic Positioning

委員會為大嶼山發展確認了四項策略性定位：

LanDAC has formulated four strategic positioning for Lantau development:





主要規劃原則 Major Planning Principles

委員會並同意下列四項主要規劃原則：

LanDAC has agreed the following four major planning principles:

經濟與民生 Economy and Livelihood

建議考慮三個發展概念：

Three development concepts are proposed:



將大嶼山發展成為支援香港現有四大支柱產業(即金融服務、旅遊、貿易及物流和專業及工商業支援服務)經濟樞紐的發展新平台，創造職位。

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 professional, industrial and commercial sectors), which can create employment opportunities.



聚焦現有及未來新遷入人口的需求，提供就業機會、合適的房屋，將大嶼山發展為宜居、宜業、宜商、宜樂、宜學的活力社區。

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 living, work, business, leisure and study.



將大嶼山發展成為一個展示香港及世界創新的平台，並提升成為一個智慧島/創新的樞紐。

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.

自然及文物保育 Nature and Heritage Conservation

建議加強保護具保育價值的地點，包括自然生態及古蹟文物，盡量避免在這些地點及周邊作大型發展；惟在符合可持續發展及生物多樣性的目標下，應善用這些寶貴資源，包括發揮其教育、康樂及綠色旅遊的潛力，亦可透過串連合適的地點，方便市民及遊人欣賞及享用。

It is proposed to strengthen 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.



康樂及旅遊 Recreation and Tourism

大嶼山有龐大的資源作康樂及旅遊用途，可配合香港市民和旅客對休閒、娛樂的熱切需求，因此建議發展提供多點及多元化的康樂及旅遊設施，以塑造大嶼山為多采多姿的康樂及旅遊目的地。

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 into a kaleidoscopic recreation and tourism destination.



交通運輸 Traffic and Transport

完善的交通運輸基建網絡及落實安排，是推動大嶼山發展的關鍵環節。建議在推動各項建設時，須以交通運輸先行作為重要考慮。

Timely planning and implementation of a comprehensive traffic and transport infrastructure network are the key components for taking forward Lantau development. It is proposed that traffic and transport should be the priority consideration for the implementation of various developments.



北大嶼山走廊
North Lantau Corridor

東北
大嶼山匯點
North-eastern
Lantau Node



東大嶼都會
East Lantau
Metropolis
(ELM)

大嶼山
大部分地區
Predominant
part of Lantau

善用政府
土地及開發岩洞
Optimising the
use of Government
land and developing
cavern

空間規劃及土地利用
Spatial Planning and Land Use

圖例 Legend

-  東大嶼都會初步概念
ELM Preliminary Concept
-  現有/擬議的海岸公園
Existing/Proposed Marine Parks



主要建議

Major Proposals

委員會經過詳細討論，綜合作出五大組的主要建議：

After thorough discussion, LanDAC put forward five groups of major proposals:

組別一：空間規劃及土地利用

Group 1: Spatial Planning and Land Use

1. 北大嶼山走廊集中發展策略性經濟及房屋

North Lantau Corridor for Strategic Economic and Housing Development

建議北大嶼山走廊主要作經濟及房屋發展，主要項目包括已計劃的機場三跑道系統、亞洲國際博覽館擴展、機場島北商業區、港珠澳大橋香港口岸人工島上蓋發展、東涌新市鎮擴展及小蠔灣發展。

North Lantau Corridor is proposed mainly for economic and housing development. Key projects include the planned Three Runway System (3RS) of the Hong Kong International Airport (HKIA), expansion of AsiaWorld-Expo, North Commercial District (NCD) on the airport island, topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of HZMB, Tung Chung New Town Extension and Siu Ho Wan Development.



2. 東北大嶼匯點發展休閒、娛樂及旅遊

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

建議將欣澳填海及香港迪士尼樂園的發展結合，令東北大嶼發展成為休閒、娛樂及旅遊匯點，締造東北大嶼旅遊大門。透過填海，欣澳可設立新的旅遊景點、主題酒店、康樂、休閒、體育、餐飲零售及娛樂設施，同時配合發展多種不同的休閒/康樂活動、遊艇碼頭及停泊處和相關的配套設施，以及與旅遊業有關的培訓設施。欣澳亦適宜發展以體驗未來為主題的景點及零售、餐飲娛樂設施。

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, Sunny Bay could establish new tourist attractions, themed hotels, recreation, leisure, sports and RDE (retail, dining and entertainment) 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.



3. 東大嶼都會作長遠策略性增長區

East Lantau Metropolis as Long-Term Strategic Growth Area

研究發展東大嶼都會成為香港第三個核心商業區(CBD3)及可容納40至70萬人口的長遠策略性增長區。根據初步概念，交椅洲一帶水域可發展人工島，定位為智慧低碳新發展區，並設新的核心商業區；在喜靈洲現時使用率較低的避風塘及其周邊水域適度填海，發展近水休閒生活區，及發展地區性的零售及社區設施；以及善用梅窩現時的荒廢農地、魚塘及土地利用效率低的地方，促進城鄉共融，加強康樂旅遊元素，發展其旅遊潛力。

Development of the ELM as the Hong Kong's third Central Business District (CBD3) and a long-term strategic growth area to accommodate a population of about 400 000 to 700 000 is to be studied. According to the initial concepts, the waters around Kau Yi Chau could be developed into artificial islands positioned as a smart, low-carbon new development area (NDA) with a new core business district; the existing under-utilised typhoon shelter of Hei Ling Chau and its surrounding waters can be suitably reclaimed to develop a "near-water" leisure living zone with local commercial and community facilities; and optimising the use of abandoned agricultural land, fish ponds and under-utilised land currently in Mui Wo to promote urban and rural integration, enhance the recreational tourism elements and develop its tourism potential.

4. 大嶼山大部分地區作保育、休閒、文化及綠色旅遊

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

建議大嶼山大部分地區用作保育、休閒、文化及綠色旅遊，並加強保護具保育價值的地點與串連，盡量避免在此等地點或其周邊作大型發展。在符合可持續發展的原則下，善用現有資源，包括適度發展自然環境教育、康樂及綠色旅遊的潛力，以及推廣生態文化旅遊和教育。

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 promotion of ecological and cultural tourism and education.



5. 善用政府土地及開發岩洞

Optimising the Use of Government Land and Development of Cavern

初步構思建議探討將喜靈洲及大嶼山部分的懲教設施整合及重置的可行性，及考慮在小蠔灣及梅窩附近的山嶺發展岩洞開拓空間，遷置一些政府設施至岩洞，以釋放部分土地作住宅、康樂或其他用途，減低開發新土地的壓力。

The initial concept is to investigate the feasibility of consolidating and relocating some correctional facilities at Hei Ling Chau and Lantau Island, and to consider cavern development at the hillside near Siu Ho Wan and Mui Wo to increase usable space for housing Government facilities so as to release land for residential, recreational or other uses, and thus relieve the pressure for developing new land.



組別二：保育 Group 2: Conservation

為平衡保育及發展的需要，建議保育概念循加強保育和善用自然資源兩大方向推展。

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 natural resources.

6. 加強保育 Enhancement of Conservation

文物保育 — 建議加強自然生態及古蹟文物，盡量避免在這些地點及周邊作大型發展，並串連有文物價值地點，例如關設以歷史文物為主題的郊遊徑、設立特定走線及提供遊人設施，以吸引遊人；與具有獨特風貌的鄉村互相融合，在保留傳統鄉村風貌的同時，亦可推廣文化旅遊及教育。

Heritage Conservation - It is proposed to strengthen preservation of sites of conservation value. Major developments of these sites and their surrounding areas should be avoided wherever possible. The linkage of the heritage sites is suggested to 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.

景觀保育 — 建議保留具地方特色和獨有景觀，例如大澳漁村、貝澳、長沙、天壇大佛、機場、昂坪360及興建中的港珠澳大橋。新發展及城市設計須充分顧及個別地區的獨有特色，及在具特色的地點設置觀景廊。

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.





7. 善用自然資源 Better Utilisation of Natural Resources

郊野公園 - 建議增加郊野公園的吸引力，例如改善及增設行山徑、園地及營地設施，以加強大嶼山郊野公園的康樂及教育價值。

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.

海岸公園 - 把構思中在大嶼山以北及以南的水域的海岸公園與現有的沙洲及龍鼓洲海岸公園串連，連成一個具規模的海岸公園網絡，提高海洋生態環境，同時，建議研究發展適當的水上活動及利用海岸公園作教育用途的活動。

Marine Parks - The proposed marine parks in the northern and southern waters off Lantau could be connected with the existing Sha Chau and Lung Kwu Chau Marine Parks to form a marine park network of considerable scale, thus enhancing marine ecology. At the same time, it is suggested to study the development of appropriate water activities and utilisation of marine parks for educational activities.

在加強保育的同時，亦可考慮適度推廣生態、文化旅遊及教育。建議可透過「點、線、面」的方法，把大澳至東涌之間具文化歷史與自然保育價值的景點連繫起來。大嶼山的鹿湖羗山規劃為「禪林保育區」，彰顯保育佛教禪林文化的氛圍。大嶼南一帶則為「生態保育、康樂及綠色旅遊帶」，串連南大嶼海岸的康樂旅遊景點，使南大嶼推廣為宜樂宜遊的目的地。此外，亦建議善用在耕或休耕農地，推廣休閒農耕。

While strengthening conservation, due consideration should be given to the promotion of ecological and cultural tourism as well as education. 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 farming.



組別三：策略性交通運輸基建

Group 3: Strategic Traffic and Transport Infrastructure

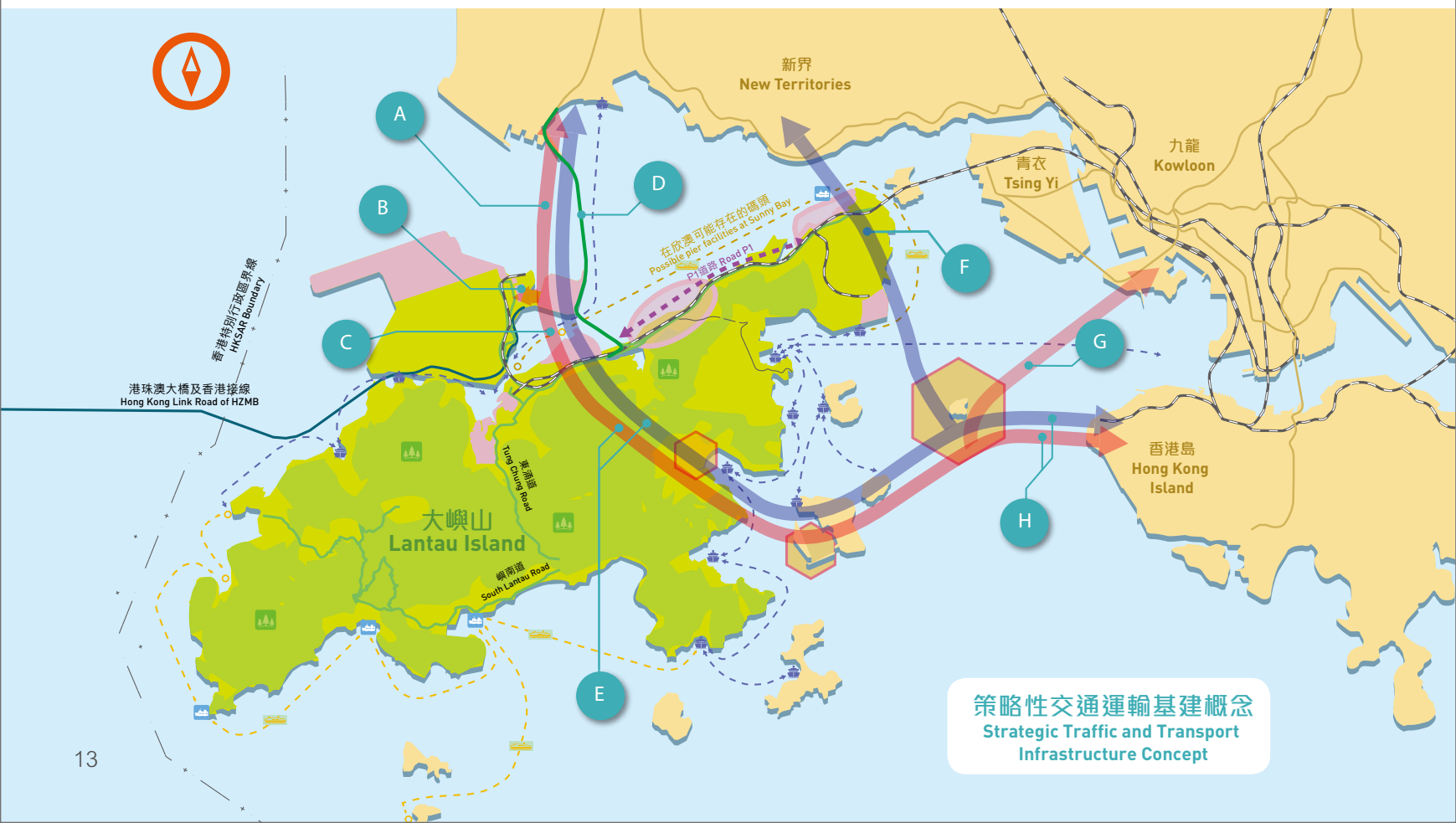
日. 鐵路系統 Railway System

建議以鐵路系統為骨幹，連接大嶼山主要的增長區(包括北大嶼及東大嶼都會)、港島西、九龍西及新界西北，接駁現有及未來的鐵路系統，以加強新界西北—大嶼山—都會區的連接性。

短、中期的鐵路計劃研究包括東涌西延線(包括東涌西站)和東涌東站、香港口岸人工島與機場島北商業區和大嶼山北岸的交通連接，以及研究於小蠔灣增設鐵路站，以配合小蠔灣填海、港鐵車廠上蓋及周邊發展。

It is recommended to use railway as the backbone to connect Lantau's major growth areas (including northern Lantau and ELM) with west Hong Kong Island, west Kowloon and Northwest New Territories (NWNT), and connect it to the existing and future railway systems thus strengthening the connectivity of NWNT-Lantau-Metro area.

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



9. 策略性道路系統 Strategic Road System

建議透過策略性的道路系統，將大嶼山北岸及東大嶼都會與香港市區及新界的策略性道路網絡連繫，東接香港島西，北接大嶼東北，並進一步研究透過新道路，連接新界西北。此外，東大嶼都會可經梅窩連接至大嶼山北岸，並接駁至其他地點，形成一條貫通新界西北—大嶼山—都會區的環型道路走廊；再通過港珠澳大橋、屯門至赤鱗角連接路、港深西部公路及深圳灣公路大橋連接深圳及珠三角地區，以至廣東西部，促進人流、物流及經濟活動。

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.

10. 大嶼山北岸幹道 North Lantau Corridor

隨著北大嶼各發展區的落成，有需要研究興建P1路，加強大嶼山北岸的主幹道連繫。

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.

11. 其他道路安排及交通運輸設施

Other Road Arrangement and Traffic and Transport Facilities

大嶼山內部的道路系統及交通運輸設施亦需要改善加強，以配合及促進島上的各項需求及發展，例如改善主要道路如嶼南道和羗山道、研究進一步開放大嶼山的封閉道路和發放許可證的安排、增加區內停車位及有關設施、及增發大嶼山的士牌照等。

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, etc.

12. 水上交通

Water Transport

建議在合適的地點加設碼頭設施及/或遊艇停泊處，並連成網絡，輔助陸路交通，疏導假日繁忙的交通；此外，亦為大嶼山的居民及旅客提供相對休閒的另類交通選擇。

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.



圖例 Legend

- A. 北大嶼山和屯門之間的可能鐵路連接 Possible Rail Link between North Lantau and Tuen Mun
- B. 香港口岸人工島和機場島北商業區之間的可能交通接駁 Possible Transport Connection between Hong Kong Boundary Crossing Facilities Island and North Commercial District on Airport Island
- C. 香港口岸人工島和北大嶼山之間的可能鐵路連接 Possible Rail Link between Hong Kong Boundary Crossing Facilities Island and North Lantau
- D. 屯門至赤鱗角連接路 Tuen Mun — Chek Lap Kok Link
- E. 梅窩和北大嶼山之間的可能鐵路/公路連接 Possible Rail/Road Links between Mui Wo and North Lantau
- F. 經大嶼山東北部連接東大嶼都會及新界西北的可能公路連接 Possible Road between East Lantau Metropolis and Northwest New Territories via Northeast Lantau
- G. 東大嶼都會和西九龍之間的可能鐵路連接 Possible Rail Link between East Lantau Metropolis and Kowloon West
- H. 東大嶼都會和港島西之間的可能鐵路/公路連接 Possible Rail/Road Links between East Lantau Metropolis and Hong Kong Island West



建議探討的鐵路走廊
Possible Rail Corridor for Further Examination



建議探討的公路走廊
Proposed Road Corridor for Further Examination



建議探討的海上交通
Possible Marine Traffic for Further Examination



東大嶼都會的初步概念
ELM Preliminary Concept



郊野公園
Country Park



現有的碼頭
Existing Pier Facilities

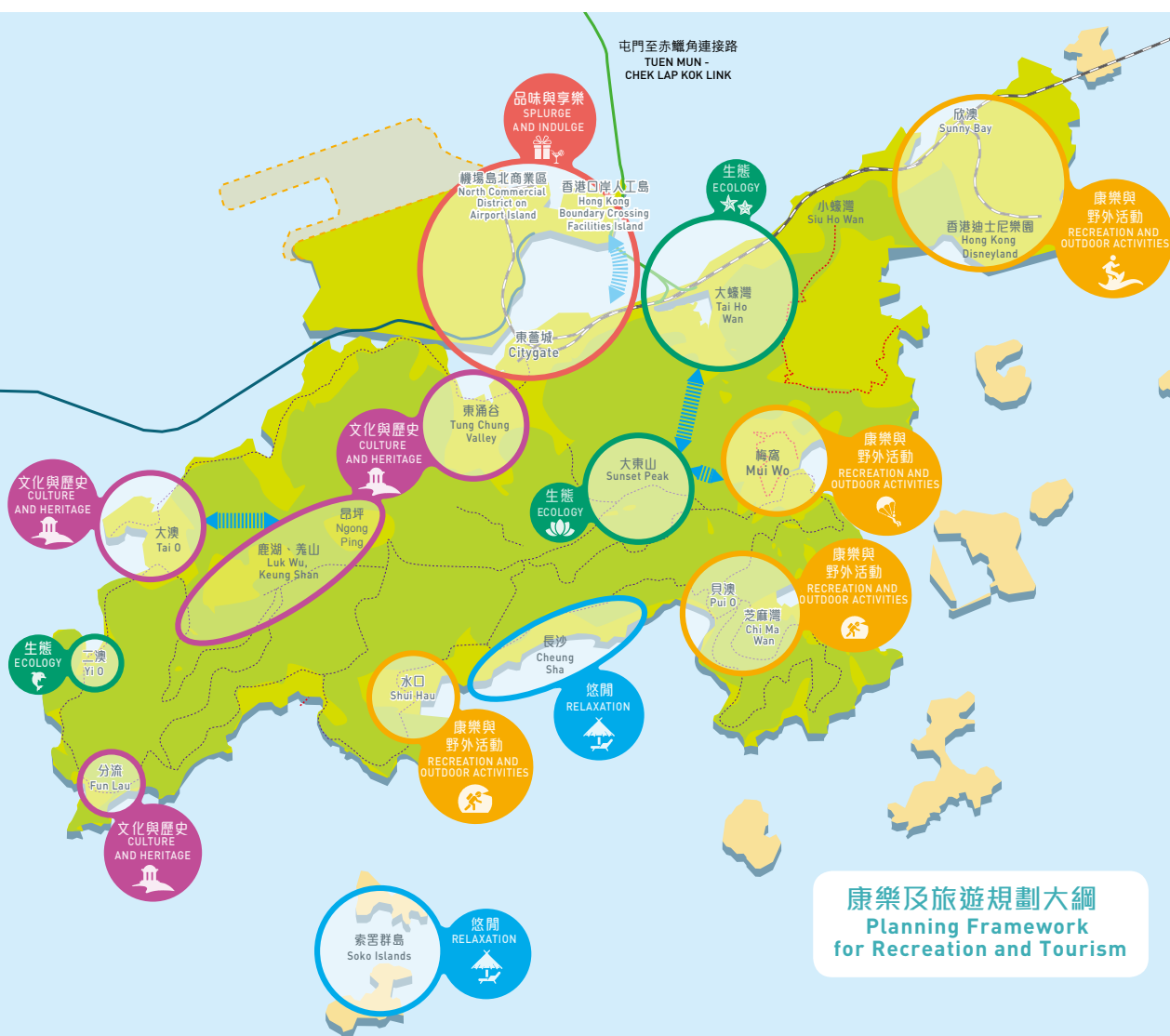


可能的碼頭
Possible Pier Facilities

組別四：康樂及旅遊 Group 4: Recreation and Tourism

建議塑造大嶼山為「多采多姿的康樂及旅遊目的地」。建議的規劃大綱會按五個康樂及旅遊主題將大嶼山規劃為14個康樂及旅遊地點，各地點初步的康樂及旅遊建議列於下表。並建議在康樂及旅遊地點之間提供體驗性的交通連結安排，包括水上連結(如水上巴士)、空中連結(如纜車、索道(Funicular/Railways)等)、陸上連結(如單車徑、環島觀光巴士等)。

It is suggested to shape Lantau into “a kaleidoscopic recreation and tourism destination”. The proposed planning framework comprises five themes and 14 recreation and tourism areas. Initial recreation and tourism proposals on individual areas are listed in the table below. It is also recommended to provide experiential transport connections between the recreation and tourism areas, which include water-based connectivity (water taxis), above-ground connectivity (cable cars, funicular railways, etc.) and land-based connectivity (cycle tracks, round the island sightseeing shuttles, etc.).





13. 康樂與戶外活動 Recreation and Outdoor Activities

欣澳 Sunny Bay

- 主題式休閒及娛樂區
- 角色扮演的職業教育場館
- 青少年室內探險樂園，如室內波浪場、4D電影院、室內跳傘iFly
- 遊艇停泊處
- Thematic Leisure and Entertainment Area
- Role-Playing and Occupation Education Park
- Indoor Adventure Park for the Youth, e.g. Indoor Surfing/ Wave Pool, 4D Theatre, iFly Indoor Skydiving
- Marina

貝澳/芝麻灣 Pui O/Chi Ma Wan

- 水上活動中心，如滑浪風帆、獨木舟
- 滑翔傘
- 極限運動場地，如攀石、滑板運動場
- 水上樂園，如Wibit
- Water Sports Centre, e.g. Windsurfing, Canoeing
- Paragliding
- Extreme Sports, e.g. Rock Climbing, Skate Park
- Aqua Park, e.g. Wibit

梅窩 Mui Wo

- 戶外探險樂園，如空中飛人滑翔之旅、山坡滑梯、漆彈射擊
- 水上樂園，如Wibit、衝浪板
- 大嶼山歷史博物館
- 賽格威
- Outdoor Adventure Park, e.g. Zipline, Hillside Slides, Paintball/War Game
- Aqua Park, e.g. Wibit, Flyboarding
- Lantau History Museum
- Segway

水口 Shui Hau

- 滑翔傘
- 動物農莊
- 探索露營地點
- 單車與登山徑網絡的延伸
- Paragliding
- Animal Farm
- Exploration Campsite
- Extension of Biking and Hiking Trail Networks



14. 品味與享樂 Splurge and Indulge

航空城

- 購物、餐飲與酒店設施
- 會議旅遊(MICE)設施
- 遊艇停泊處
- 國際級的溜冰場

Aerotropolis

- Shopping, Dining and Hotel Facilities
- MICE Tourism
- Marina
- International Standard Ice Rink



15. 生態 Ecology

大/小蠔灣 Tai / Siu Ho Wan

- 創新的生態旅遊熱點，如地標式植物園
- 生態旅遊中心
- 生態靜修
- Creative Ecotourism Hotspot, e.g. Iconic Botanic Garden
- Eco-tour Centre
- Eco Retreat

二澳 Yi O

- 農場體驗，如收割、農田野餐
- Related Agricultural Activities — Harvest Walk and Farm-to-Table Eatery

大東山 Sunset Peak

- 觀景、觀星設施
- 露營場地
- Viewing and stargazing Facilities
- Campsite



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16. 文化與歷史 Culture and Heritage

大澳 Tai O

- 動態靈修活動(武術、太極中心)
- 鄉郊生活體驗、民宿
- 觀賞日落與景色的露天劇場
- 昂坪纜車延伸至大澳
- Active Contemplative Practice (Wushu Retreat, Tai Chi Centre)
- Experiential Village Life Attraction, Guesthouse (Minsu)
- Open Air Repertory Theatre for Sunset/Scenic View
- Cable Car Extension from Ngong Ping to Tai O

禪林保育區 Zen Conservation Zone

- 鹿湖羌山禪林之旅
- 禪修班或心靈靜修活動
- 禪修冥想與住宿設施
- Luk Wu, Keung Shan Zen Tour
- Zen Class or Retreat Course
- Zen Meditation and Accommodation

東涌谷 Tung Chung Valley

- 河岸暨生物多樣化公園
- 東涌自然歷史步行區
- River cum Biodiversity Park
- Tung Chung Historic Walking District

分流 Fan Lau

- 探索露營地點/外展活動
- 行山徑
- Exploration Campsite/ Outward Bound
- Hiking Trails



17. 悠閒 Relaxation

長沙 Cheung Sha

- 水療及休閒度假村
- 婚禮中心
- Spa and Resort
- Wedding Centre

索罟群島 Soko Islands

- 水療及休閒度假村
- 極限運動，如攀石
- Spa and Resort
- Extreme Sports, e.g. Rock Climbing



組別五：社會發展

Group 5: Social Development

委員會綜合大嶼山目前及未來的概況，建議三項社會發展策略：

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

18. 吸引人才配合均衡就業機會

Attracting Talent to Match Balanced Employment Opportunities

建議改善現有社區設施及優化新設施的設計，營造現代化低碳優質及智慧城市概念的生活及工作環境，增加社區的吸引力，以吸引人才。

此外，建議增加不同類型的教育服務，以吸引有子女的家庭到大嶼山居住及原區就業，而子女亦可原區上學。這建議將有助豐富大嶼山居住人口的組合，配合將來各項新增職位的需求，同時有助地區經濟發展。亦建議在區內設立與大嶼山有緊密關係的培訓中心或教育設施，提供如飛機服務工程、旅遊業等專上教育課程。此外，需要特別注意提供支援年青人及幼童的服務，以配合大嶼山預計較年輕的人口組合。

It is suggested to enhance the existing community facilities and improve the design of new community facilities to create a living and working environment of low-carbon, high-quality and modern smart city concept to increase the community appeal to attract talent.

In addition, it is suggested to diversify education services to attract families with children to live and work in Lantau and their children can attend local schools. This would help enrich the demographic composition of Lantau, match the needs of future jobs and facilitate development of the local economy. 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, particular attention should be drawn to the provision of youth and children services to match with the expected younger population mix at Lantau.





19. 提供適當的區內外交通，切合未來發展需要 Providing Suitable Internal and External Transport Connections to Meet the Needs of Future Development

當屯門至赤鱸角連接路通車後，預料將方便更多新界西北部的居民到機場或東涌就業。委員會認為須持續監察按需求改善大嶼山的整體公共交通服務，及適時要求公共交通營辦商增加服務，以便利市民往返大嶼山。

委員會建議研究在南大嶼增設停車位和增發大嶼山的士牌照。這些措施除可吸引市民及遊人到嶼山遊玩，亦會便利居於大嶼山居民的島內運輸。

The commissioning of the TM-CLKL is anticipated to facilitate more residents from the NWNT to work at the airport or in Tung Chung. LanDAC considered that there is a need to 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.

LanDAC 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 internal transportation for the residents of Lantau.

20. 顧及大嶼山鄉郊及偏遠地區需要

Catering for the Needs of Rural and Remote Areas in Lantau

委員會建議在實際可行及符合成本效益的情況下，應逐步把公共污水收集系統及供水系統延伸到現時未能覆蓋的偏遠地區，以改善居住環境。委員會亦建議特別留意保存鄉郊特色和保護生態環境，並加強協調鄉村及鄉事委員會與政府部門之間的溝通，以適切處理大嶼山鄉村居民的需要。

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 due consideration should be made to preserve the rural characteristics and to protect the ecological environment. Moreover, the coordination of communication between villages, rural committees and Government departments should be enhanced to address villagers' needs in an appropriate manner.





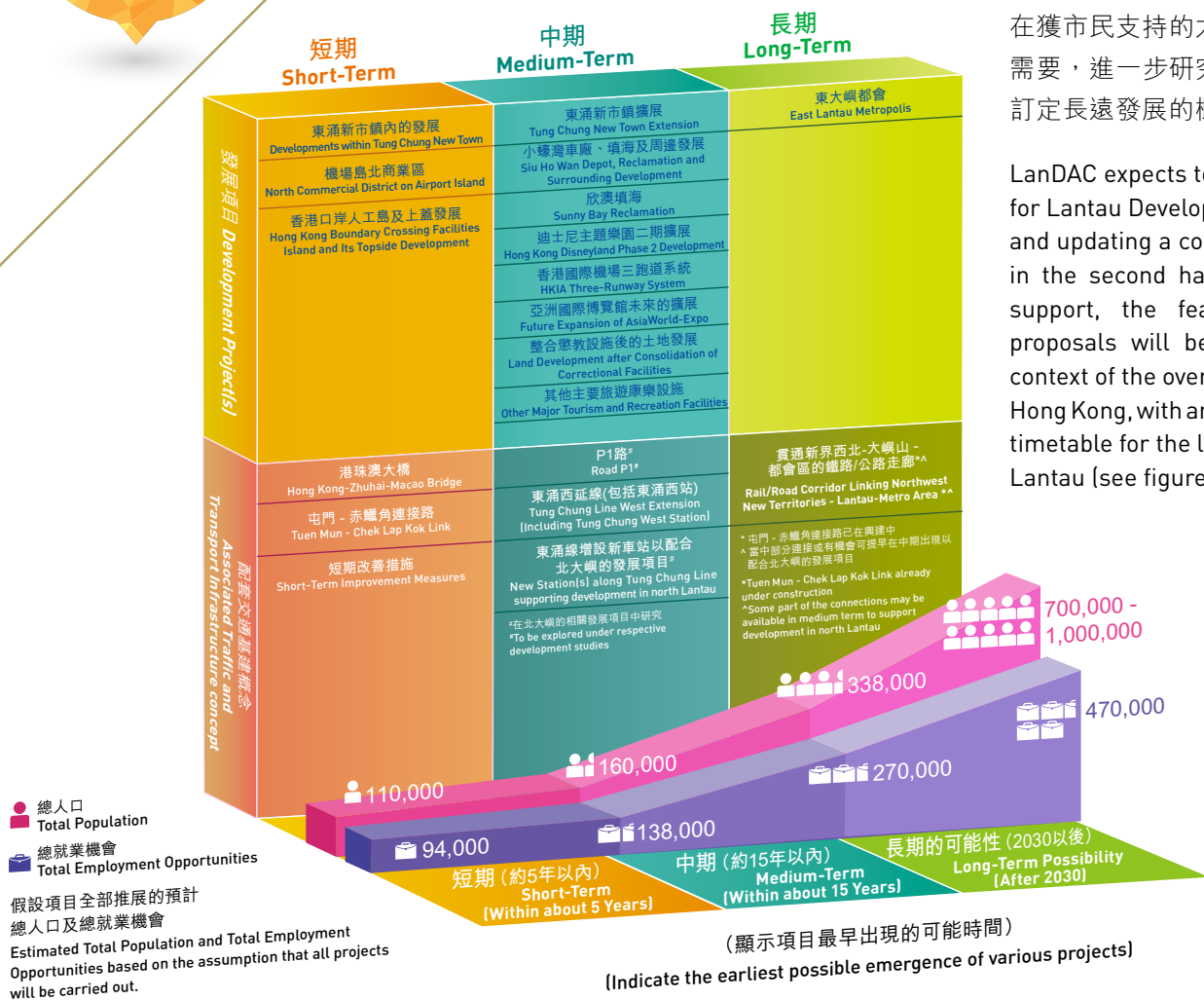
展望未來 Looking Ahead

發展概略時間表

Broad Timetable for Development

委員會期望於2016年下半年綜合更新及完備資料，推出新的大嶼山發展藍圖。在獲市民支持的大前提下，綜合全港發展需要，進一步研究各項建議的可行性後，訂定長遠發展的概略時間表，如圖示。

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 for reference).



短期工作 Short-term Work

政府有關部門經已大力推行一系列速效項目，以在短期內提升大嶼山地區的經濟及令市民早日分享發展成果。有關的短期改善包括推展梅窩，大澳及馬灣涌村改善工程、越野單車徑網絡發展、改善羌山道和嶼南道的行車狀況等。

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 the improvement works in Mui Wo, Tai O and Ma Wan Chung Village, development of the Mountain Bike Trail Network, improvement to traffic conditions of Keung Shan Road and South Lantau Road, etc.



公眾參與活動 Public Engagement Activities

委員會在制訂以上建議時，均以全香港的整體利益為依歸。現誠邀公眾就各項建議參與深入討論。在2016年上半年，委員會會聯同相關的政府部門透過包括巡迴展覽、專題簡報、公眾論壇等等一連串的活動，向公眾人士介紹大嶼山發展的主要建議，聆聽他們的意見。

有關公眾參與活動詳情及大嶼山發展諮詢委員會及其轄下小組的資料，包括會議記錄和討論文件，請瀏覽委員會網頁(www.LanDAC.hk)。

LanDAC has prepared its proposals in the overall interest of Hong Kong and looks forward to discussing with the public on these proposals thoroughly. In the first half of 2016, LanDAC in collaboration with the Government will introduce the major proposals of Lantau development to the public and listen to their views through a series of activities, including roving exhibitions, topical presentations, public forums, etc.

For Details of public engagement activities and information on LanDAC and its subcommittees, including meeting minutes and discussion papers, please refer to the LanDAC website (www.LanDAC.hk).





您的意見 Your Views

公眾意見對推動大嶼山發展是必須及非常重要的，而有關發展長遠而言將能惠及香港整體經濟及社會發展。故此，我們希望盡快收到您的寶貴意見，以助開展下一階段工作。在本摘要內羅列的建議，旨在促進公眾討論，集思廣益，日後會被更新和重新評估。

我們誠邀您就各項建議提出寶貴意見。

Public views are essential and very important to push ahead the development of Lantau which in the long-term will benefit the overall economic and social development of Hong Kong. Hence, we would like to receive your precious views as soon as possible to prepare for the next stage of work. The proposals in this digest are listed to facilitate public discussions and brainstorming and are subject to amendment and further assessment.

We welcome your valuable opinions to the proposals.

提交您的意見 How to Submit Your Views

By email, fax or post on or before 30 April 2016.

請於2016年4月30日或之前以電郵、傳真或郵寄方式聯絡我們。

Email 電郵: landac@devb.gov.hk

Fax 傳真: (852) 2801 5620

Postal Address 地址: 大嶼山發展諮詢委員會秘書處

香港添馬添美道2號政府總部東翼十七樓

The Secretariat, Lantau Development Advisory Committee

17/F., East Wing, Central Government Offices,

2 Tim Mei Avenue, Tamar, Hong Kong

聲明：凡就「大嶼山發展」公眾參與活動提供意見的個人或團體，將被視作同意大嶼山發展諮詢委員會及香港特別行政區政府可公布部分或全部所提供的意見(包括個人姓名或團體名稱)。如您不同意有關安排，請於提供意見時作出聲明。

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