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1<sup>st</sup> April, 2016

Our Ref : HKR/PD/0127/2016

Clerk to the Panel on Development  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong

Dear Sirs,

**Re.: Invitation for Submissions on "Proposed Development Strategy for Lantau"**

We refer to the captioned invitation by the Panel on Development and would like to offer our opinions as follows.

Recommendations of Lantau Development Advisory Committee First Report ("The Report") are generally supported by us, however there are shortcomings.

**Shortcomings of The Report Recommendations**

It is disappointed that DB residents' needs are totally neglected by The Report, although DB is one of the most populous areas in Lantau second only to Tung Chung. It is clear from **Appendix 1 and 2 Plan** that DB is at the most strategic central location among the three recommended development areas - (1) North Lantau Corridor recommended for economic and housing developments; (2) North-East Lantau recommended for tourism, recreation and leisure activities; and (3) East Lantau Metropolis recommended for comprehensive development providing housing and job opportunities. Yet how DB can complement Lantau land use and transportation network planning have not been considered by The Report.

While proposed new railway and road networks are close to DB, they avoid DB which we hope is unintentional. DB is connected to public road system via DB tunnel since year 2000, but DB residents' public transportation need have all along been neglected by government.

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**(A) DB Residents' Transportation Need**

**(i) Public Bus and Taxi Services**

The Report proposed some short term traffic improvement measures, none of them take DB into considerations. There are 17 "A" and 23 "E" bus lines from all over Hong Kong to airport and Tung Chung respectively, none of them benefits DB residents because they run along North Lantau Highway ("NLH") instead of Cheung Tung Road, though Cheung Tung Road runs side by side with North Lantau Highway (**Appendix 3 Plan** refers). Some of these public bus services to Tung Chung and airport should be changed as soon as possible to serve DB residents by running along Cheung Tung Road. Bus stops shall be provided near DB tunnel toll plaza so that DB residents can switch from DB buses coming from DB to these "A" and "E" buses or vice versa, giving them the same right as Tung Chung residents to enjoy public bus services.

We support The Report's proposed short term measure to increase blue taxies, but green taxies should not be neglected. The current permitted operation areas of green taxies in Lantau are too restrictive, confined only to airport and Disney Theme Park. Permitted areas should be expanded to include DB immediately, and to other proposed development areas in Lantau in the future. It is unfair that people going to airport and Disney once a while can take green taxies while DB residents who have to commute between DB homes and their New Territories work places regularly can't.

**(ii) Connecting North Lantau Highway and Cheung Tung Road**

We support the idea of having reclamation in Siu Ho Wan, relocating GIC facilities along Cheung Tung Road into rock cavern and vacated the lands for better uses. The reclaimed and vacated lands shall be planned together with Siu Ho Wan MTR depot development. However corresponding improvements in road networks must be considered to support these new developments. Having a new MTR station in Siu Ho Wan is very important but not enough.

The vacated GIC lands are accessible only by Cheung Tung Road, **Appendix 4 Plan** shows current access to which from NLH is very inconvenient. More convenient connections to NLH shall be provided at Tai Ho and Siu Ho roundabouts already designed by Highways Department, **Appendix 5 Plan** refers. These benefit future developments there.

Access by DB residents to future Siu Ho Wan MTR station should also be considered. It is a waste of time and energy if DB residents have to take DB buses to Sunny Bay in order to get on MTR trains to urban areas, while a much shorter and direct access to future Siu Ho Wan MTR station is possible. A vehicular flyover connecting Siu Ho Wan depot and DB Tunnel Link Road illustrated in **Appendix 6 Plan** provides a more environmental friendly transportation.



Sufficient car parks shall also be planned in the depot development for park-and-ride. At the moment there are more than one hundred such demand from DB residents. Some residents have to park their cars in Tung Chung and take DB buses back home.

**(B) New Lantau North - South Link Road Should be Short Term Measure**

The proposed new road and railway from HK Island, via East Lantau Metropolis and Mui Wo to airport and Tuen Mun is a good idea. However the North-South link road between Mui Wo and North Lantau Highway highlighted in **Appendix 7 Plan** should be implemented as soon as possible rather than a long term measure. With increasing housing supply and more tourist activities in south Lantau, there is pressing need to provide alternative North-South Lantau link other than Tung Chung Road. Tung Chung Road though have been partly widened and straightened years ago is still too steep and sub-standard to handle existing and near future traffic demand. Worst of all any traffic accidents blocking the dual lanes at any point of the road will totally cut off Lantau north-south traffic flow.

**(C) HK Needs New Recreational and Tourist Spots**

Although HK is small, its coastline is more than 700km long, probably one of the longest among international cities proportional to their sizes. However there is no well-planned marine tourist spot making use of this valuable natural resource apart from natural beaches. HK is suffering from substantial reduction in tourists. There have been voices to find new tourist spots to attractive more tourists and lure them stay longer for years. The Report also touches on the need of more marina, but no solid suggestions are offered.

We like to suggest a world class marine tourism hub between Peng Chau and Lantau Island. Its conceptual layout is annexed as **Appendix 8 Plan**. It can be south of France Port Grimaud style architecture and planning, i.e. resort development with hotels, marinas, water sports and recreational activities centre, etc. Annual international yacht competitions can be organised to attractive tourists from all over the world. Peng Chau's fishing village history matches the maritime theme. The hub in return revitalises Peng Chau's tourist attractions. Developments inside the hub can be partly by government and partly by private sector. This hub and East Lantau Metropolis, being close to each other, can turn east Lantau into a new unique district suitable for living, working and entertaining. To achieve this, a road link between it and East Lantau Metropolis shall be provided. Please refer to **Appendix 9 Plan**. The road continues to North Lantau Highway and the New Territories via existing roads in DB and Disney Theme Park. This reduces construction cost and environmental impact of constructing the new road proposed by government along Lantau east coast. This new road unavoidably requires substantial site formation.

**(D) Shortfall in Housing Supply to Match Proposed Job Opportunities**

The Report proposed 138,000 and minimum 270,000 job opportunities with total housing supply for 160,000 and minimum 338,000 population in the medium and long term respectively. Noting that each job opportunity is associated with a family of on average more than two persons, there are insufficient housing supplies to match the job opportunities. DB with an extremely low plot ratio of 0.17 permitted by Outline Zoning Plan (“OZP”) and substantial land size of 650 hectares can be properly planned to meet this housing supply shortfall. This together with the fact that DB is very close to Siu Ho Wan makes it important to include DB into Lantau development strategy study.

It is appreciated if Legislative Council members can help monitoring government not to neglect Discovery Bay residents’ right of public transportations as well as the potentials of Discovery Bay in complementing Lantau development planning.

Thank you very much for your kind attention.

Yours faithfully,



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Wilson Cheung

General Manager – Projects

Encl.



### 北大嶼山走廊

將北大嶼山走廊規劃作經濟及房屋發展。北大嶼山走廊有香港國際機場、香港口岸人工島、東涌新市鎮及擴展部分、小蠔灣填海及其他主要基建，可提供大量機會作房屋、經濟及商業發展。

### 東北大嶼山匯點

將東北部分發展作休閒、娛樂及旅遊的匯點，配合現有的休閒設施，進一步加入多元化的旅遊、娛樂元素，鞏固香港作為亞洲旅遊中心及盛事之都的地位。

### 大嶼山大部分地區

將大嶼山大部分地區保留作保育、休閒、文化及綠色旅遊用途。大嶼山擁有多姿多采的自然生態環境、鄉郊市鎮、文化和文物景點，在保存固有及獨有特色下，極具潛力加強發展休閒、文化及綠色旅遊，令大嶼山發展更趨多元化。

### 東大嶼都會

大嶼山與香港島間的水域有潛力作策略性發展區。在中部水域興建一個或多個人工島，建設新的核心商業區及市鎮，發展東大嶼都會，以滿足香港的長遠需要。東大嶼都會將採用智慧、多元化及低碳新市鎮的概念，並有交通運輸基建連接到本港其他主要地區。

### 善用政府土地及開發岩洞

整合及重置部分大嶼山的懲教設施以釋放政府土地作其他用途，減低開發新土地的壓力，並研究在小蠔灣及梅窩附近的山嶺發展岩洞開拓空間。

Discovery Bay

#### 圖例

**北大嶼山走廊** 作策略性經濟及房屋發展

- 1 已計劃的機場三跑道系統
- 2 亞洲國際博覽館未來的擴展
- 3 機場島北商業區
- 4 港珠澳大橋香港口岸人工島上蓋發展
- 5 東涌新市鎮擴展
- 6 小蠔灣發展

**東北大嶼山匯點** 作休閒、娛樂及旅遊

- 7 欣澳填海
- 8 香港迪士尼樂園度假區第二期發展

**東大嶼都會** 核心商業區及策略性增長

- 9 東大嶼都會初步概念

**大嶼山大部分地區** 作保育、休閒、文化及綠色旅遊

- 10 西北大嶼山歷史、文化、自然步道
- 11 鹿湖苑山禪林保育區
- 12 大嶼山南岸生態保育、康樂及綠色旅遊帶

3 現有/擬議的海岸公園

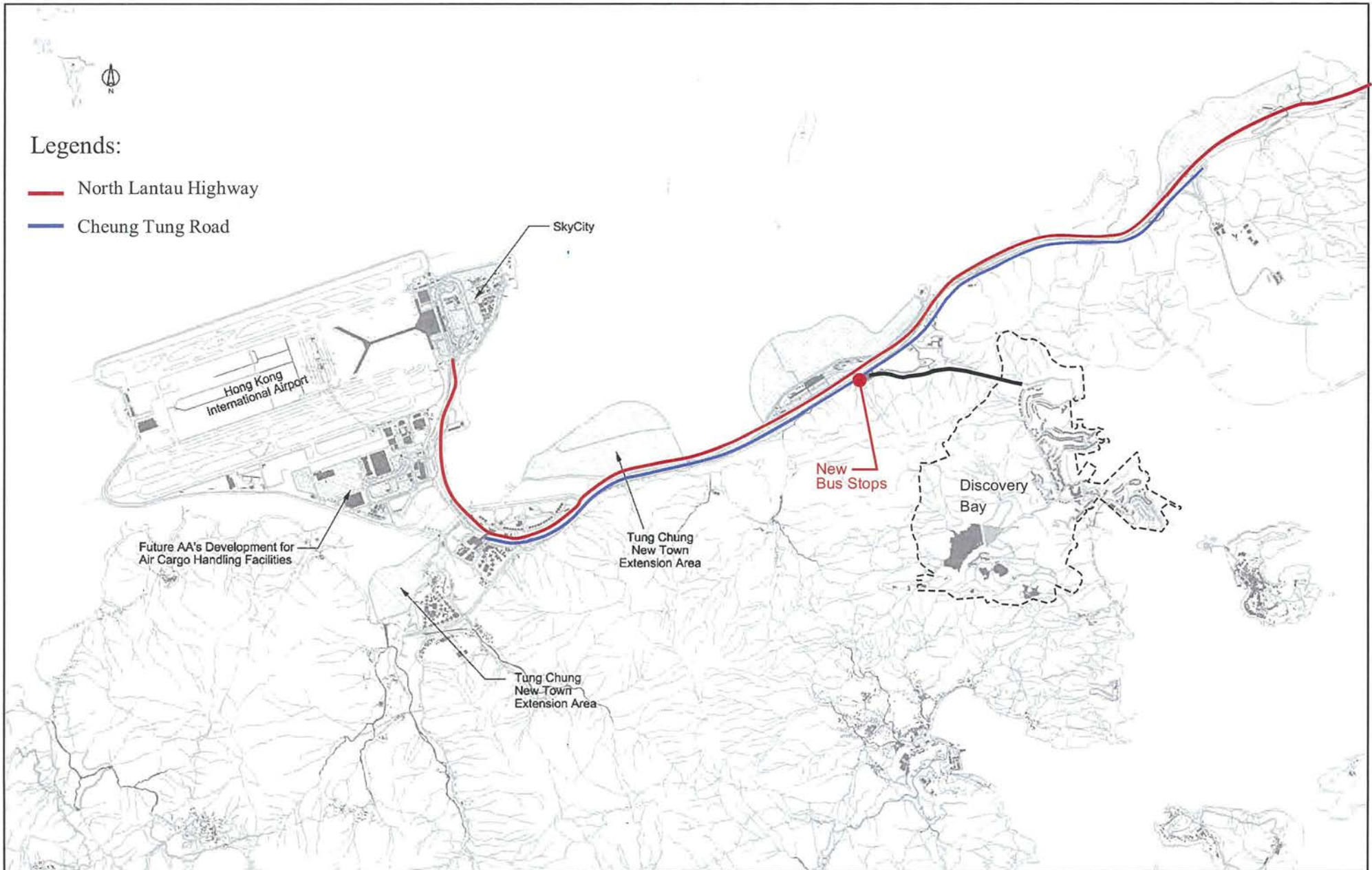
圖一 空間規劃及土地利用



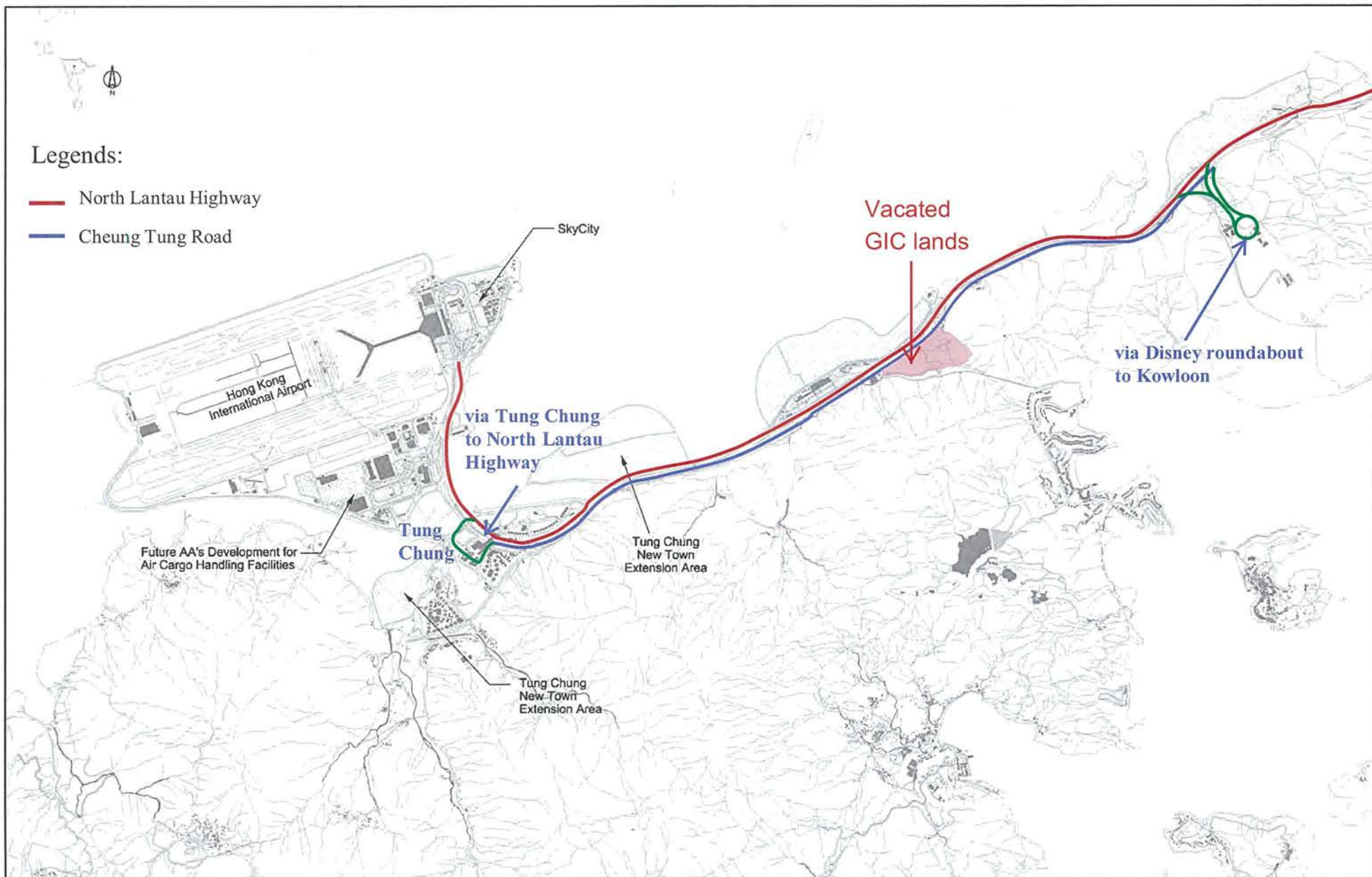


圖三 策略性交通基建概念



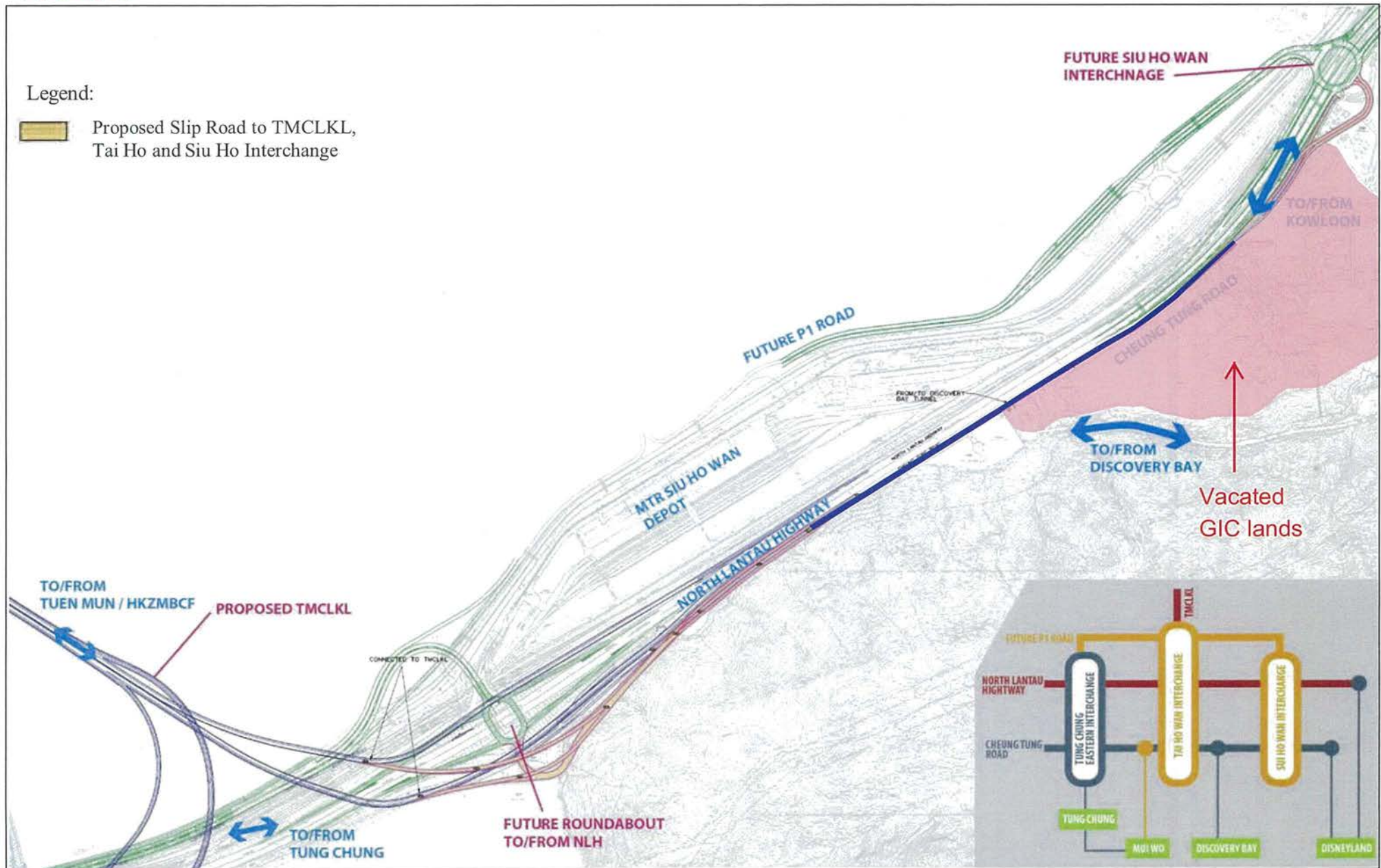


Some Public Buses Should Run Along Cheung Tung Road



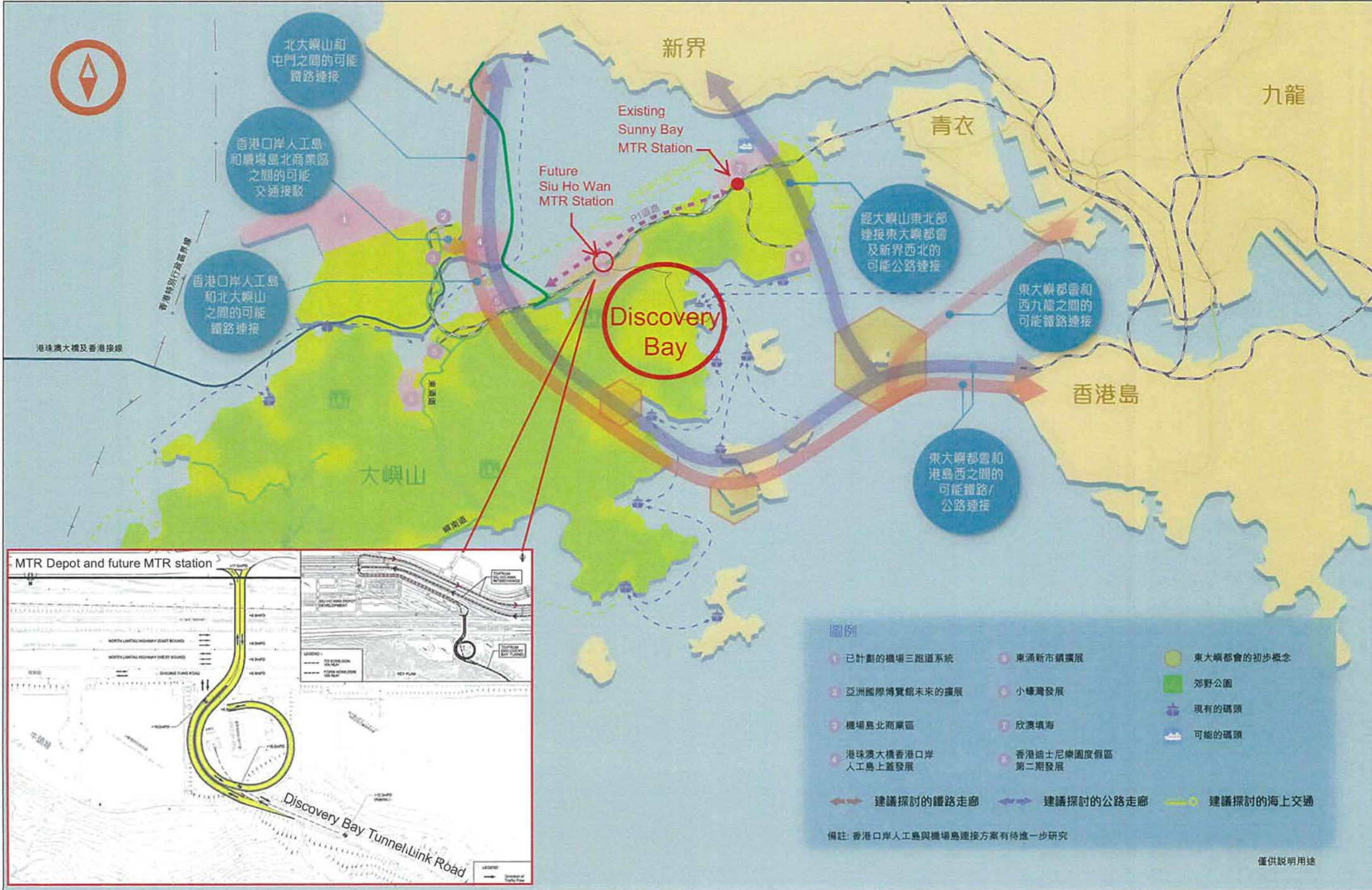
Cheung Tung Road Isolated from North Lantau Highway Limiting Future Development Potentials Along the Road





Connecting Cheung Tung Road, Tuen Mum Chek Lap Kok Link & North Lantau Highway at Tai Ho and Siu Ho Interchanges Designed by Highways Department

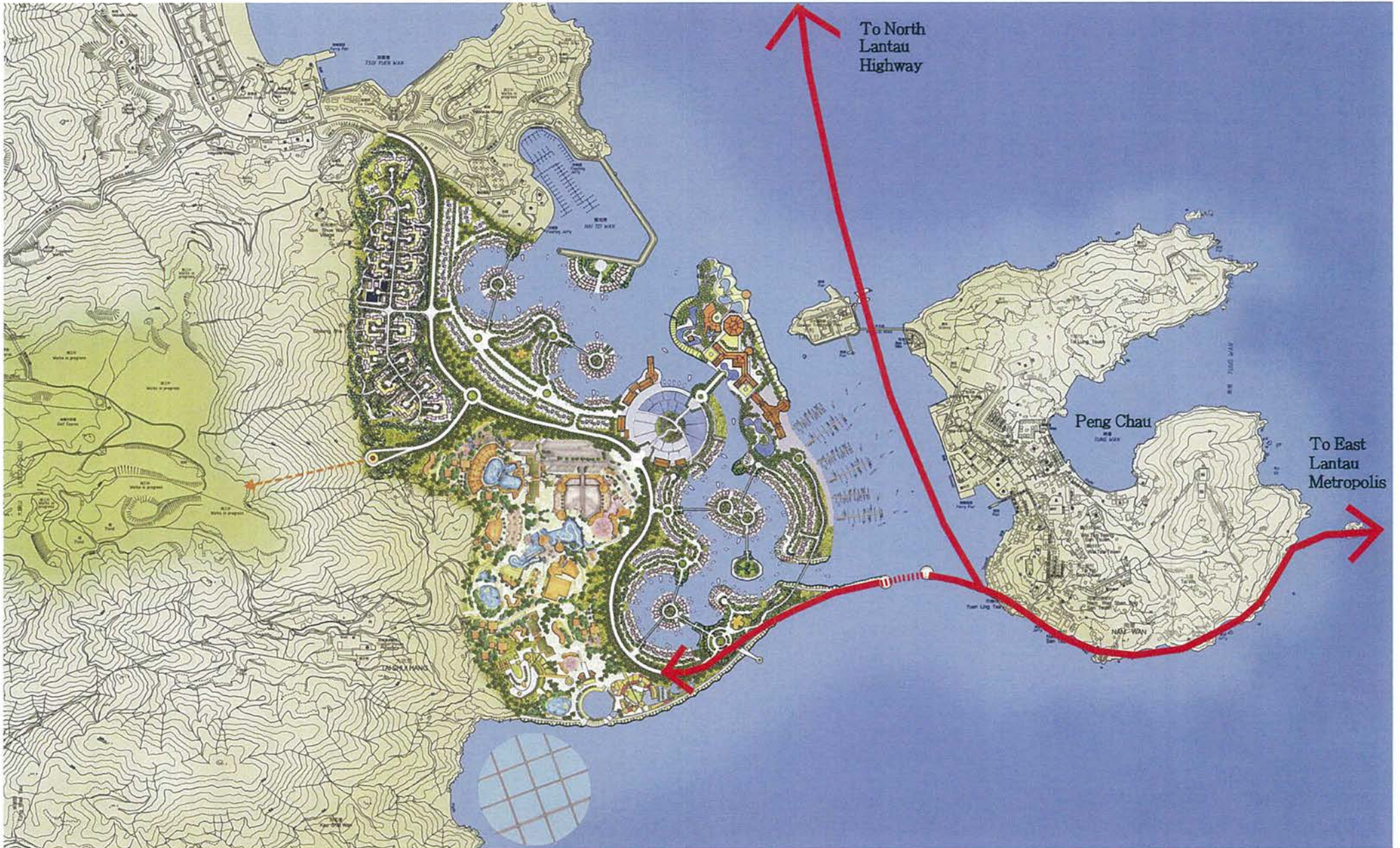






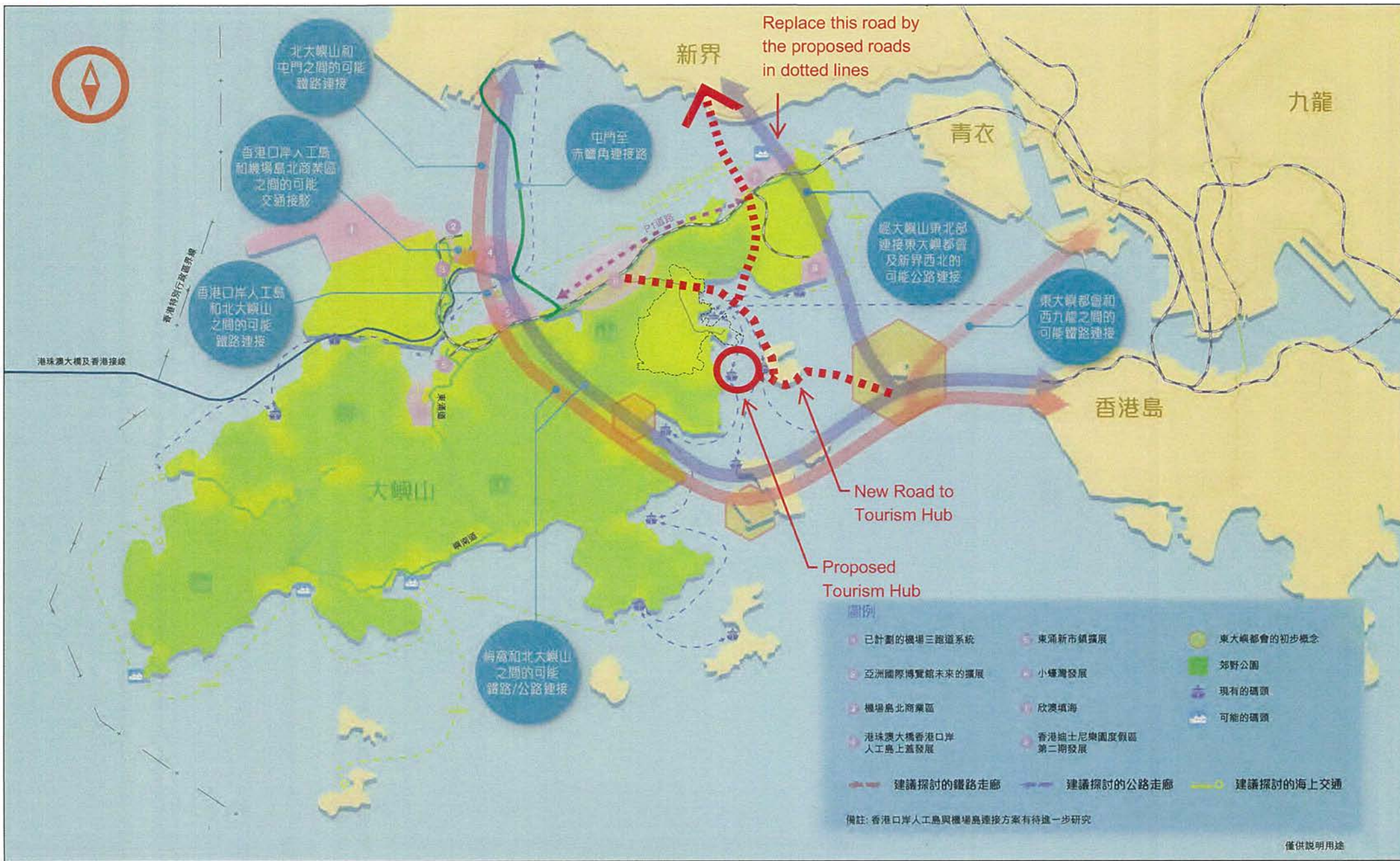






Tourism Hub Between Peng Chau and Lantau Island





Proposed Roads From East Lantau Metropolis to Tourism Hub, Lantau and the New Territories