

**Written submission**

Legislative Council  
Panel on Development

Public hearing on the “Proposed development strategy for Lantau”  
Saturday, 16 April 2016, 9:00 am  
Conference Room 1, Legislative Council Complex

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**Hong Kong’s strengths**

Hong Kong is an internationally-unique urban model based on the tripartite tenets of super-high density, transit-oriented development, and limited urban extent. High population density fosters top-notch public transport. At the same time, transit-oriented development encourages transit use, helping reduce congestion and air pollution and improving convenience and liveability. Thanks to the limited physical spread of urban development, Hong Kongers enjoy easy access to a diverse array of spectacular natural landscapes.

The synergy between these three factors is essential to Hong Kong’s liveability and urban sustainability.

**Cherish nature**

For a small territory, Hong Kong boasts a stunning diversity of landscapes. The breadth and connectivity of our country parks provides valuable habitat for a wide variety of flora and fauna, and offers a network of trails where Hong Kongers find adventure and escape each weekend.

Among world cities, Hong Kong residents enjoy unspoiled natural landscapes with an ease of access that residents of sprawling London, New York City, or Singapore could only dream of. This is an essential element of Hong Kong’s competitiveness on the world stage. It renders our super-high density more liveable.

**A turning point**

But our successful urban model faces increasing challenges. Air pollution contributes to thousands of early deaths each year and diminishes Hong Kong’s competitiveness on the world stage. Much of this pollution is generated by local traffic – and car ownership has risen drastically in recent years, contributing to worsening road congestion.

Hong Kong is growing and the government intends to ensure a supply of 480,000 new flats within the next decade. But land remains scarce. How we grow – the form of this significant urban expansion – is integral to remaining “Asia’s World City” and an attractive place to live.

High-density, transit-oriented development and environmental conservation has served us well to date. Let’s build on our strengths!

### **LanDAC proposal**

Generally speaking, the development vision for the north shore of Lantau Island falls in line with Hong Kong’s successful urban model as a transit-oriented, linear city. The infrastructure is already in place. Furthermore the coastline is already man-made, and hence the environmental impact of development here is comparatively less. We support the expansion of Tung Chung provided that an appropriate balance is found between development and the existing local characteristics.

The East Lantau Metropolis, on the other hand, is a large-scale, all-or-nothing proposal that requires massive initial investment and imparts a major impact on the hitherto undisturbed environment of Lantau’s south coast.

The limited scope of LanDAC (i.e. the narrow focus on Lantau Island only) hampers the public’s ability to evaluate this proposal against possible alternatives. For instance, on 17 January the editor-in-chief of the *South China Morning Post* wrote in support of the East Lantau Metropolis, stating that “the government may have no better choice for new town development.”

We have identified a potential alternative to the East Lantau Metropolis.

### **A viable alternative: Bluewater New Town 藍塘新市鎮**

Bluewater New Town is a proposal of a similar magnitude as the East Lantau Metropolis. We propose new land reclamation south of Tseung Kwan O off the existing industrial estate and fill bank.

The new town would be served by a cross-harbour extension of the Island Line from Heng Fa Chuen as well as an eastward extension of the Kwun Tong Line, which would take over the LOHAS Park spur line.

Bluewater New Town fits snugly within numerous existing plans. For instance, CY Leung has proposed repurposing the site of the fill bank to offer housing for 100,000. Our proposal provides a framework for this. The new town also ties in with the proposed Route 6 (Cross Kowloon Route / Lam Tin Tunnel / Cross-Bay Link), the proposed East Kowloon Line, and the planned North Island Line.

We will prepare a pamphlet on the date of the hearing with further details.

1 April 2016