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For discussion on
30 October 2014

Lantau Development Advisory Committee
Traffic and Transport Subcommittee
Paper No. 06/2014

**First Meeting of Lantau Development Advisory Committee
Traffic and Transport Subcommittee**

**Introduction to the East Lantau Metropolis Plan
and Road Links between East Lantau Metropolis and Lantau**

1. Purpose

This paper aims at introducing the conceptual plans of East Lantau Metropolis (ELM) and its strategic transport infrastructure to Lantau. Locations of ELM and associated infrastructure projects are indicated in **Plan 1**.

2. Background

2.1 The Chief Executive announced in his 2014 Policy Address that the Government would explore ways to develop an ELM in the eastern waters off Lantau Island and neighbouring areas for accommodating new population. It would become a new core business district in addition to Central and eastern Kowloon for promoting economic development and providing job opportunities. The ELM would also create synergy together with other development plans such as the commercial development on the artificial island for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities, the Airport's North Commercial District, the proposed Tung Chung New Town Extension and the reclamation proposals for Sunny Bay and Siu Ho Wan, which will in turn scale up Lantau's development, generate greater and more sustainable economic benefits, boost the competitiveness of Hong Kong within the Pearl River Delta region, and increase the business and job opportunities on Lantau for promoting regional development.

2.2 The preliminary concept of the ELM is to develop one or more artificial islands in the waters between eastern Lantau and western Hong Kong Island for comprehensive planning and development. Creative ideas of urban planning, design, engineering and

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construction can be introduced to develop the area into the ELM which is innovative, livable, suitable for working, diversified and environmentally friendly.

3. Preliminary Concept of Strategic Transport Infrastructure

- 3.1 The central waters between Lantau and Hong Kong Island have the geographical advantage of close proximity to the core business district in Central, as this region is separated from the Western District of Hong Kong Island only by a narrow stretch of waters. The development of ELM should be supported by the provision of convenient strategic transport infrastructures including railways and highways, in order to strengthen the connectivity between Lantau and existing urban areas, thereby achieving a more balanced development layout of Hong Kong.
- 3.2 Given the geographical advantage of ELM, the preliminary concept of strategic transport infrastructures is to connect the ELM with Lantau, western Kowloon and/ or western Hong Kong Island. Moreover, it is proposed to connect the ELM with western New Territories (NT) and eastern NT via north shore of Lantau and western Kowloon respectively. As such, the entire transport network of Hong Kong could be enhanced as Hong Kong Island and other urban areas could be linked up with Lantau and western NT via the ELM in the future transport network.
- 3.3 The transport network in Lantau would be improved through the provision of transport links mentioned above, which include the road links connecting to the eastern and northern parts of Lantau.
- 3.4 The above conceptual transport infrastructures will be further explored under the strategic studies for artificial islands in the central waters (the Study).

4. Issues to be considered under Strategic Studies

Port Facilities and Marine Traffic

- 4.1 The existing port is near the central waters where marine facilities such as fairways and anchorages are found. Due regard should be given to the normal operation of the port, marine traffic and fairway safety in adopting the alignment and form of the transport

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infrastructure. Effective and practical mitigation measures should be proposed if necessary.

Cost Effectiveness

4.2 Although the ELM and other development projects in Lantau mentioned in paragraph 2.1 can bring considerable economic benefits to Hong Kong, the construction of artificial islands and associated transport infrastructures involves substantial expenditure. While exploring different options of traffic connection, it is necessary to assess the cost-effectiveness and determine the priority and sequence of implementation in order to optimize the overall planning.

Constraints of Protection of the Harbour Ordinance

4.3 Constraints imposed by Protection of the Harbour Ordinance should be fully considered when determining the landfall of transport infrastructure so as to avoid unnecessary reclamation within the Victoria Harbour.

Interface with existing Development Projects

4.4 The proposed strategic transport infrastructure will be connected to the developed areas. For comprehensive planning, the existing and planned development projects should be duly considered when exploring the technical feasibility of transport infrastructure.

Revised Concept Plan for Lantau

4.5 The “Revised Concept Plan for Lantau” published in 2007 proposed that the key economic infrastructures and tourism uses should be located in North Lantau, while preserving the rest of Lantau for nature conservation, and recreational and tourism uses which comply with the principle of sustainable development. Therefore, the Government should fully take into account the impacts on South Lantau and Country Parks when considering the various transport connection options and locations with a view to preserving the inherent and unique characters of South Lantau.

Ecological and Environmental Considerations

4.6 Although the central waters are less ecologically sensitive when compared with the western and eastern waters of Hong Kong, the central waters and surrounding areas are home to rich terrestrial and marine biodiversity. For example, the habitats of finless porpoise in the southern waters of Lantau, the rare lizard species (i.e. Bogadek's Burrowing Lizard) in Hei Ling Chau and Sunshine Island, white-bellied sea eagles in Penny's Bay and Green Island and the coral community at Peng Chau and Hei Ling Chau etc. In addition, the air pollution, noise and visual impacts should be duly considered when planning the alignment, form and connection point of the transport infrastructures.

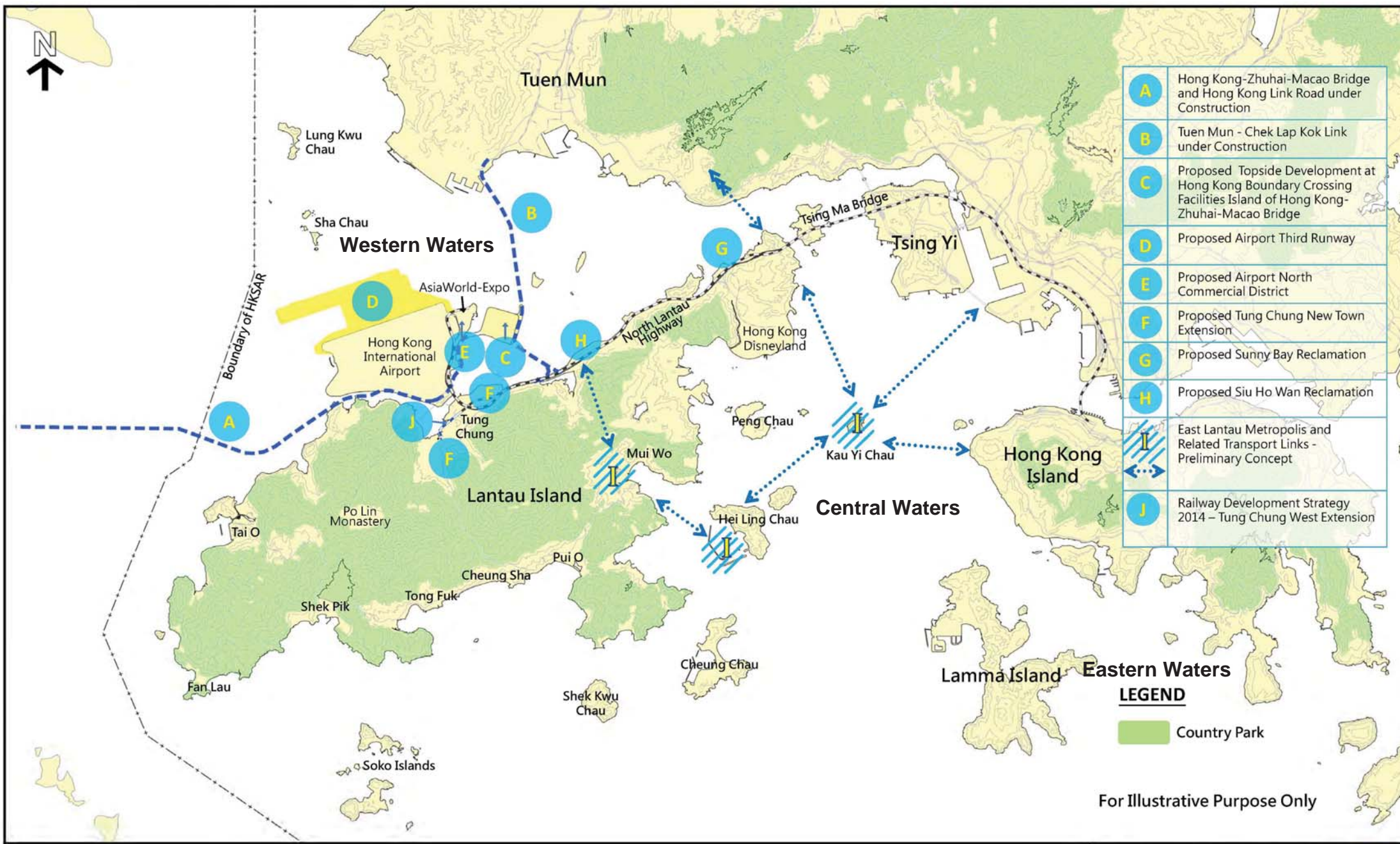
5. Current Progress

5.1 The Civil Engineering and Development Department (CEDD) is planning to carry out the Study. The Study would investigate various aspects in a holistic manner including port operation, traffic, environment, fisheries, engineering, infrastructures, broad development direction, and financial viability. Subject to funding approval of the Finance Committee, we plan to commence the Study in the first quarter of 2015 with phased completion within three years to facilitate the implementation of detailed planning and engineering study.

5.2 When staged findings of the Study are available, CEDD would consult the relevant stakeholders including the Lantau Development and Advisory Committee and its sub-committees.

Plan 1: Major Infrastructure and Development Projects under Construction/ Planning in Lantau

**Development Bureau
Civil and Engineering and Development Department
October 2014**



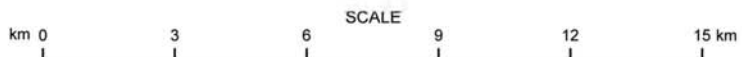
A	Hong Kong-Zhuhai-Macao Bridge and Hong Kong Link Road under Construction
B	Tuen Mun - Chek Lap Kok Link under Construction
C	Proposed Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge
D	Proposed Airport Third Runway
E	Proposed Airport North Commercial District
F	Proposed Tung Chung New Town Extension
G	Proposed Sunny Bay Reclamation
H	Proposed Siu Ho Wan Reclamation
I	East Lantau Metropolis and Related Transport Links - Preliminary Concept
J	Railway Development Strategy 2014 - Tung Chung West Extension


LEGEND

 Country Park

For Illustrative Purpose Only

Major Infrastructure and Development Projects under Construction / Planning in Lantau



PLANNING DEPARTMENT 

Plan No. : M/SP/14/276

Date : 20/10/2014

PLAN 1