

By post and by fax at 2801 5620

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The Secretariat
Lantau Development Advisory Committee
17/F, East Wing, Central Government Offices
2 Tim Mei Avenue
Tamar, Hong Kong

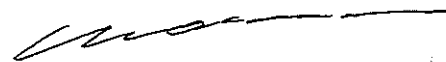
Dear Sir/Madam

Views on Public Engagement of Lantau Development

In response to public engagement exercise on Lantau Development, the Hong Kong Institution of Engineers is pleased to provide herewith our views and suggestions for consideration.

Thank you.

Yours faithfully



Ir CHAN Chi Chiu
President
The Hong Kong Institution of Engineers

Enc

CCC/WC

Cc: Ir LAM Sai Hung, Civil Engineering and Development Department
(by fax)

Enclosure

Views from the Hong Kong Institution of Engineers on Public Engagement of Lantau Development

The Hong Kong Institution of Engineers (HKIE) supports the proposals of Lantau Development Advisory Committee. We welcome and agree the planning vision which targets “*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*”. In essence, the HKIE believes that pursuing sustainable development should be the driving principle for Lantau development.

2. It is conceived that Lantau development can yield significant returns in physical (i.e. space and infrastructures etc.) and economic (i.e. business and tourism etc.) terms to Hong Kong. For such a long range project, the HKIE sees it important to well prepare for the commitment and manage the impact in launching the initiatives of Lantau development. In the following sections, the HKIE would like to express our views and concerns on Lantau development for consideration.

Strategic Connectivity

3. The HKIE believes that connectivity of Lantau is the backbone of its overall development blueprint. With the Hong Kong International Airport and the upcoming completion of the Hongkong-Zhuhai-Macao Bridge, north Lantau has become the external hub for Hong Kong linking with surrounding regions. Correspondingly, Lantau must be equipped with efficient and secured domestic links with various strategic points within the Hong Kong territory. The incident of the barge’s striking Kap Shui Mun Bridge in 2015 causing traffic chaos to/from Lantau reveals that it is vital for Lantau for its strategic importance to have more than a single trunk of transport link.

4. Due to the increasing traffic in the North Lantau Highway and Lantau Link, it is essential that the Lantau development blueprint is to put forward feasible options for public deliberation of enhancing Lantau’s connection with other strategic areas such as Tuen Mun, Kwai Tsing areas, West Kowloon and Hong Kong Island. To cater for the projected increase in residential population and tourism activities in Lantau, it is necessary to study constructing appropriate scale of railways as the major means of commuting within Lantau development areas and for feeding to other urban areas. Hence, the Hong Kong Railway Development Strategy should be reviewed with provisions to prepare for the various stages of Lantau development.

Land Supply In Lantau

5. The HKIE opines that an essential target for land development in Lantau Island itself is to increase the efficiency of existing land use with minimal effect to the

environment. We urge the Administration to put conversion of the Government land use and developing underground space/ cavern as the top priority. Every effort should be made to transform underground space/ cavern for accommodating the less welcome public facilities such as refuse collection points/ sewage treatment to reduce constructing new land in Lantau Island for such purposes.

6. However, Lantau development has its significance in providing new land supply for Hong Kong's long-term future. In view of the lack of physical space for development and housing supply in Hong Kong, the HKIE supports the reclamation initiatives in the Hong Kong central waters, for which it enables the creation of substantial flat land with relatively smaller effect to the inhabitants of the existing developed zones. It will also facilitate better and more comprehensive planning of land use in the created, new land. We agree to develop the proposed East Lantau Metropolis (ELM).

East Lantau Metropolis

7. The HKIE welcomes that ELM is targeted to be developed as another Central Business District (CBD) of Hong Kong in the long term. For it being situated on a large piece of new flat land, the planning of future ELM can be more flexible but strategic to provide optimal and balanced allocation of land for residential, business and community purposes, which can be complementary to one another. This will also facilitate the provision of job opportunities created by the business activities in ELM to match the employment needs of the future residents in Lantau.

8. The new CBD necessitates building a comprehensive, environmentally friendly transport network with the other CBDs locally and overseas. ELM should not only rely on a single trunk of transport linking with other regions.

9. The HKIE believes that ELM should have clear positioning in its functions relative to other developed CBDs and urban areas in Hong Kong. ELM's proximity to the Airport, West Kowloon, Central and Kwai Chung Container Terminal also signifies that it can pioneer the development of new types of pillar industries, which can facilitate the multi-modal development of Hong Kong to prepare for future new economy. We hope the Administration to be creative in shaping ELM as a breeding ground for enhancing the competitiveness of Hong Kong in the coming decades.

10. As ELM locates on a new ground, there would be much room for modeling it as a truly smart and low-carbon city, not just as a showcase of modern green Hong Kong to the world, but also as a great leap to enhance the quality of living for our citizens. In formulating the blueprint of ELM, we should benchmark the flagship cases of smart and low-carbon cities overseas. The Administration needs to ambitiously integrate modern technology, communication foundation, and green elements in the infrastructural planning of ELM. Essentially, ELM as a model smart, green region should target setting optimal design standards on buildings construction (such as buildings energy efficiency, sustainable design), commuting facilities provisions (such

as environmentally friendly mass transportation system, provisions for pedestrianisation and use of electric vehicles), and smart energy/ water management.

Developing With Positive Impact to Lantau

11. Lantau with its natural landscapes and ecological resources has a significant role as the garden in Hong Kong's backyard. Lantau development should enhance rather than diminish such an endowed advantage. The concerns from the community over the impact on the environment from Lantau development should not be overlooked. The HKIE suggests that the Administration should proactively set strategies to demonstrate that Lantau development would be a sustainable one with strong focus on conservation and environmental protection.

12. To take an active step, the blueprint of Lantau development should initiate with concrete plans in enhancing the conservation of high value ecological areas in the pre-project stage, and build up the public confidence on the positive impact of Lantau development through implementing decisive conservation and protection measures.

13. In view of the various large scale constructions to be kicked off under Lantau development, the Administration should endeavor to ensure that reclamation and constructions works would be carried out with proper application of the state-of-the-art engineering technologies that could minimise and control the impact to environment.

Enhancement of Quality of Living and Recreation in Lantau

14. Living quality of local residents is of the same importance as the economic development of Hong Kong. Apart from business and tourism, the HKIE believes that future Lantau should be well planned as a desirable home for living for Hong Kong citizens.

15. Tung Chung, currently as the major development area in Lantau Island, has experienced similar problems as other new towns in early years for lack of corresponding public and social facilities for the residents. For instances, while Tung Chung new town has started to see residential population increase since late 1990s, the provision of many public and social facilities lagged much behind, as North Lantau Hospital opened not until 2013 and with full services operation in 2014, and the district library as Tung Chung Public Library and Tung Chung Swimming Pool were each in operation only in recent years. A considerable number of residents there would have to commute daily to urban areas not just for working and studying but also for community services. This is not a desirable development pattern for the living and convenience of the residents.

16. We believe that the residents' needs should be placed in priority in the development planning of Lantau. This is especially important when Tung Chung extended area and ELM would progressively accommodate the considerable portion

of the estimated total population of 700,000-1,000,000 in Lantau beyond 2030. Without a desirable community for living in the planning principles, the concept of a “*thriving community*” as stated in the consultation document would be made ineffective.

17. It is understandable that the local residents in Lantau as well as those who have strong concern on environment would worry on the impact of the development. While the suggestion of shaping Lantau into “*a kaleidoscopic recreation and tourism destination*” as stated in the consultation document is supported, it would be equally important to precisely project the impact, assess the capacity, and manage the effects of the increasing tourism activities to the environment and heritages in various parts of Lantau. The Administration is suggested to provide more assessment data and devise positive measures to assess and protect the concerned areas before launching the series of recreation and tourism initiatives.

Resources and Commitment

18. Lantau development together with its pertaining projects will be an essential development mission of Hong Kong in the coming few decades. Lantau development can never be stand-alone, for its high interlinking with the economic and social development of Hong Kong. On the project management perspective, Lantau development needs to be in congruence with the other development initiatives under planning, such as North East New Territories New Development Areas, Tuen Mun Areas 40 and 46 and Lok Ma Chau Loop etc. On a wider development perspective, Lantau development also nests into the planning and development issues relating to long-term land/ housing supply, population policy, labour supply and environmental protection strategy. The HKIE is of much concern on ensuring smooth and orderly implementation of Lantau development projects with respect to the financial/ resources commitment and the program of the overall Hong Kong infrastructural development.

Public Engagement

19. Lantau development involves the interests of a wide array of stakeholders. Lantau’s unique heritages and ecological resources also mean that particular concern on conservation is necessary. We expect that the Administration is to adopt an open mind to actively incorporate the views of Hong Kong citizens without neglecting those of the local residents in drafting the blueprint, in order to ensure that Lantau development can be planned and implemented with a balanced focus on the interests of various stakeholders.

20. In view of the wide scope of impact of Lantau development, the HKIE opines that a stronger consultation mechanism should be in place, and closer cooperation with the community would be required to drive and direct the public engagement, planning, and implementation of Lantau development initiatives. The Administration is suggested to proactively conduct more studies with detailed

projections and figures presented for the public to deliberate on the objectives, scope, scale, plans and phases for Lantau development. Detailed planning and design of Lantau development should also actively involve the participation of the community and professional bodies in order to achieve the vision of “*balancing and enhancing development and conservation*”.