

Views on Lantau Tomorrow Vision from The Hong Kong Institute of Surveyors to Lantau Tomorrow Professionals Concern Group

- 1 Will the Government consider to use alternative method other than landfill reclamation to create land at sea? There are successful examples overseas where land could be created without damaging the existing sea bed or could restore underwater marine life, and with much shorter construction period.
- 2 If the Government considers alternative construction methods, such as piled elevated platform, related issues such as design life, life cycle costing, maintenance method, redevelopment arrangement after end of design life, etc, must also be considered.
- 3 It is understood that first priority will be given to building transport infrastructure in developing Lantau. We would recommend that the design of infrastructure/road network should involve all professionals rather than just engineers. For example, surveyors can provide professional advices on land value, construction costs, environmental building design, living environment, etc. If small adjustments in the alignment of those road networks can be made to suit these factors as well, it can enhance the whole community environment. Currently, there are quite a few "spaghetti-like" road networks in Hong Kong which decreases the efficiency of land use. Some people would recommend building a podium on it for constructing residential/buildings, however it would be more viable if it is considered from the design stage.
- 4 From the beginning of the whole development, "Smart City" elements should already be embedded in it. For example, SDI, BIM, GIS, IoT, etc. should be fully utilised. Seawall, breakwater, reclaimed land should be installed with "smart sensors" in it in order to sense and collect necessary environmental data, etc. It is not a joke to make reference with those seen in the movies.
- 5 Consider new technology and construction development, such as strengthening the concept of MiC and 3D printing in construction for speeding up construction time.
- 6 Consider polycentric city form. Different zones have different characteristics to adopt different aspects of sustainable growth, examples such as Singapore and Toronto.
- 7 Great architectural buildings makes history. Creation of iconic landmarks/architectural buildings in different zoning can also enhance travel business in HK. Take the examples of the Burj Khalifa and Palm Jumeirah in Dubai, which were created using land reclamation.
- 8 The proposed reclamation is a multi-islands scheme which may:-
 - Incur additional costs due to additional bridges / connections, seawalls, etc.
 - Cause inefficient land use and planning due to additional set back space for the shorelines, additional roads/bridges etc.
 - Cause unnecessary additional traffic and stops/controls between islands.
 - Cause adverse environmental effect – from previous experience, longer shorelines may have a higher pollution risk.

We suggest:-

1. Long Term Planning. The Government should have a long term vision & planning, say 30/50 years from now and should go well beyond the 2030. An integrated planning approach to shape the future of HK is crucial for the future social and economic development of HK;
2. Greater Bay Area. The transport and land use planning should not miss the future development of GBA;
3. Infrastructure first. The transport and utilities infrastructure and the basic amenities like hospitals, schools, police station, district government offices, city halls & malls etc. should be completed and delivered in early stage construction. We would like to see a Happy City instead of another Sad City;
4. Substantiable and smart planning. The Government should carry out in-depth planning in demographics of population, determine appropriate trade and business mix, and most importantly, provide adequate local employment for the new town residents. Scientific studies, proper matching and pairing are essential for a smart livable new town;
5. Innovative and creative procurement strategies/ financial arrangement. As there has been some concerns about the risks of excessive public expenditure, PPP or BOT or some strategic partnerships with the private sectors may lower the project risks and increase the operation efficiency by well using the market intelligence.
- 9 Development of Tuen Mun East should be considered as a whole. Currently, the transportation in Tuen Mun East is not convenient, thereby hindering its development to a certain extent. With the transportation connecting from the Hong Kong Island via East Lantau, the land resources of this district can be fully explored in order to relieve the land supply shortage.
- 10 Regarding the study of the target landfilling area, the Government has claimed that it would target at low sensitivity marine area. However, the third runway landfilling is being carried out now which would change the current marine area around the Lantau Island. Will the Government carry out a study of the marine area after the completion of the third runway in order to ensure a balance between the development and ecology?
- 11 The first phase of reclamation is targeted to commence in 2025 and it is anticipated that the first batch of housing would be available for intake in 2032. This target seems impossible to achieve considering the time required for reclamation, allowing for settlement, completion of related infrastructure, land auction, design and construction by private developers or by the Government.
- 12 In addition to using the public money, the Government may consider to issue some Long Term Infrastructure Bonds or set up a Tomorrow Lantau Fund or a public listed Tomorrow Lantau Development Corporation to raise project finance and attract more international investors to share the market/project risks.