



香港城市設計學會  
Hong Kong Institute of Urban Design

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By Email: [michaelfong@cedd.gov.hk](mailto:michaelfong@cedd.gov.hk)  
Mr. FONG Hok Shing, Michael, JP  
Head of the Sustainable Lantau Office  
Civil Engineering and Development Department  
13th Floor, North Point Govt Offices,  
333 Java Rd, North Point, Hong Kong

Dear Mr. Fong,

**Re: Lantau Tomorrow Vision: Study on the Artificial Islands in the Central Waters**

Thank you for your invitation to the Joint Professional Forum on 13<sup>th</sup> November 2021 our Institute's members and members of other professional institutes on the progress of the captioned consultancy study. Our institute has always been promoting a sustainable, liveable and a future-ready Hong Kong and we are happy to hear that you and your consultant team are also working towards these objectives.

A number of our members attended the workshop and herebelow are the salient points that our members would like to government to pay particular attention to:

**1.0 Vision and Positioning**

- 1.1 LTV needs to be curated within the larger Hong Kong vision and its central positioning in the Greater Bay Area. The Study must be set at the context of other concurrent planning studies, notable 2030+ and the Northern Metropolis initiative, its relationship with other parts of Hong Kong and the Greater Bay Area.
- 1.2 The overall vision and positioning of LTV had not been touched upon or mentioned in the workshop which we believe it is essential to that there should be thoroughly assessed and that the public is consulted during the Stage 1 process of the feasibility study consultancy. After all, LTV is the Face of Hong Kong as well as the main gateway into the GBA.

**2.0 Integrative and Innovative Urban Design Approach**

- 2.1 In planning such an important new metropolis for Hong Kong, the government shall stop using the traditional approach for its planning and implementation (i.e. 2-D planning approach by PlanD then detailed planning and implementation by the CEDD from an engineering perspective. This kind of disjointed design and implementation effort is not the right approach for a highly densified 3-D city like Hong Kong. Urban design is an interdisciplinary field that utilises the procedures and the elements of architecture and other related professions, including landscape design, urban planning, transport planning, civil engineering, and municipal engineering. It considers overall health, social, economic, environmental as well as aesthetic aspects of the planning of the city and requires widespread inputs from all related sources of expertise. LTV shall be a product of all the above and it can never be satisfactorily shaped when we keep on with 2-D planning, data and engineering concerns.

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- 2.2 Future Ready – with the advancement in technologies, e.g. autonomous vehicles, delivery drones and robots, phasing-out of petroleum cars, robotic parking and other smart-city apps and technologies, we believe that more land can be free up for public enjoyment (i.e. reduce land to be occupied by infrastructure). Concepts like Carless city, centralised carparking directly accessible from vehicular bridges from both Hong Kong Island and Lantau Island, underground bypassing highways, centralised logistic hubs at strategic locations can all help to free up more open space for greenery, recreational and cultural activities.
- 2.3 Radical Mixed-Use – at the post pandemic era, the definitions of workplace and domestic accommodation become blurred. Potentially, we can accommodate more by positioning workplaces and accommodation adjacent to each other or even mixing such uses into one. And market research shows Post-Covid majority of companies are adopting hybrid WFH+Office model that will require 70% or less space for staff in coming years long term. Demand for offices may not grow as much in HK in future. Unless LTV CBD is a new kind of CBD that support emerging industries that have high growth for office demand in that location, for much cheaper rental.

### 3.0 Liveability and Sustainability

- 3.1 Increase in Green Coverage and Green Network – the amount of green open spaces should be maximised. These green spaces shall also be planned in a network format for enhancing biodiversity. Many buildings in Singapore can attain 100% green coverage and we shall not fall behind in all circumstance.
- 3.2 Net Carbon or Net Energy – the government shall look into the maximisation of opportunities to capture free energy, i.e. mandatory photovoltaic installation on roof-tops, capturing of energy from sea waves, wind and solar farms over nearby waters, etc.
- 3.3 District-wide Sea Water Cooling – shall be adopted for all building types: commercial, institutional, and residential.
- 3.4 Net Potable Water – We shall work towards the goal of net potable water. Every possible way of collecting local water shall be invested large underground water tank, formation of reservoirs between artificial islands (i.e. similar to the reservoir formed within Marina Bay, Singapore).
- 3.5 Incremental Approach in Reclamation – reclamation should be planned in stages and, perhaps, it shall be done island by island judging from upcoming population increase trend.
- 3.6 Review of the Population Density - The very high population density in the Brief ranging from 40,000 - 78,000 persons / sq. km. shall be justified. How you can make a truly livable community with such very high density (I heard that PR will be over 5.0) seems questionable.

### 4.0 Competition, Public Consultation and Steering Committee

- 4.1 We noted that there is a design competition to be conducted at the end of Stage one of the feasibility study consultancy. We urge the government to exhibit the design submissions (or at least the short-listed ones) as part of the public consultation and engagement process. The winning entries shall be both innovative and liked by the public. A two-stage competition can also be considered such that public views can be collected at the end of stage one.

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4.2 Besides official members, the government shall also consider inviting elected members of professional institutes as well as the public to be judges such that both quality professional views and public views can be gauged.

4.3 The steering committee on LTV should include the public especially elected members of the HKIUD or other professional institutes'.

We are also pleased to meet relevant officers to further explain the contents therein if necessary.

Should further information be required, please kindly contact me or Ms. Cherry Lau, our Senior Administrative Officer at 2235 9057.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Cheung', is written over a horizontal line.

(Anthony CHEUNG )

Chairman, Public Affairs Committee, HKIUD

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