



Our Ref. : BLA/LanDAC/LD/VN/cw/1606

11 June 2016

By Email & By Post

Email : landac@devb.gov.hk

Mr CHAN Mo Po, Paul, MH, JP
Chairman
Lantau Development Advisory Committee
17/F., East Wing, Central Government Offices
2 Tim Mei Avenue
Tamar
Hong Kong

Dear Mr Chan



Public Engagement on Lantau Development

Thank you for the invitation from Lantau Development Advisory Committee to the Institute for the Focus Group Meeting for Professional Institutions on Lantau Development on 30 March 2016.

Subsequent to our participation in the Focus Group Meeting, the Institute is pleased to further deliver our views to respond to the public engagement exercise. Enclosed please find our written submission for consideration by the Committee.

Yours sincerely



Vincent Ng JP FHKIA RA
President

Encl

The Hong Kong Institute of Architects
Written Submission to Respond to Public Engagement on Lantau Development

The Hong Kong Institute of Architects supports in principle to an in-depth study on opportunities brought by the planning and major infrastructure in Lantau and on various aspects of sustainable development and conservation of the island. However, the studies and materials tagged along with the public engagement activities are piecemeal and insufficient for any serious and meaningful discussions.

However, based on the topics offered via the engagement digest and the first-term work report, HKIA offers the following opinions :

Group 1 : Spatial Planning and Land Use

Proposals	HKIA's Responses
<p>A. North Lantau Corridor mainly for strategic economic and housing development.</p>	<p>The proposal is supported.</p> <p>It is considered a better utilization of existing infrastructure like highway and railway, and a chance to rectify the coastline of North Lantau that had been disturbed by railway/highway and the BCF island.</p>
<p>B. Northeast Lantau for leisure, entertainment and tourism development.</p>	<p>The proposal is supported.</p> <p>Again, it is considered a better utilization of existing infrastructure like highway and railway.</p> <p>But it should be considered together with Discovery Bay which was supposed to be developed as a leisure hub instead of a residential district.</p>
<p>C. East Lantau Metropolis (CBD3)</p> <p>1. Proposed artificial island around Kau Yi Chau (交椅洲) as new core and low-carbon business district.</p>	<p>HKIA has reservation about the proposed location for East Lantau Metropolis (ELM). There is no information in the term of reference for this project, the reason why such a metropolis is needed, its terms of reference (whether it is to fulfill the findings from the Hong Kong 2030 study or beyond) and regard to cost, technical feasibility and environmental impact.</p> <p>More importantly, the whole new set of infrastructure including railroads and highways have to be built to cater for this set of new man-made island while some nearby infrastructures are far from reaching its maximum capacity, namely the Tung Chung Line and North Lantau Expressway. HKIA suggests the government to conduct in-depth studies and provide alternative locations for the intended purpose for this proposed reclamation works.</p>

	<p>Artificial island is expensive on its own. It also requires expensive infrastructures to connect it back to the city. The Government should provide more details (including economic figures) of the proposed reclamation to justify the proposal.</p> <p>The construction of the artificial island is so unfriendly to environment and a remote “business” only district could hardly self-sustainable and low-carbon.</p>
2. Reclamation of Hei Ling Chau (喜靈洲) to develop a “near-water” leisure living zone with commercial and community facilities	If the intent of the Government is to create land for solving the housing problem of lower class, “near –water” leisure living zone on an expensive artificial island is definitely not a solution.
3. Optimizing the use of abandoned agricultural land and fish pond in Mui Wo (梅窩) for recreational tourism elements	Government should instead launch policies to promote and revitalize agriculture and mariculture and to avoid land abandonment in general.
4. Predominate part of Lantau for conservation, leisure, cultural and green tourism	The proposal is supported in general subject to details.
5. Optimizing the use of government land (relocating some correctional facilities) and development of cavern	Development of cavern is expensive and should be considered only if there is no alternative solution.

Group 2 : Conservation

Proposals	HKIA’s Responses
A. Enhancement of heritage and landscape conservation .	<p>The proposal is supported in general but subject to details.</p> <p>There have been discussions of enhancing Tai O as a heritage and cultural spot for decades. However, the key issue which is the improvement of the livelihoods of the local Tai O residents. If this issue was not properly dealt with, the local Tai O culture could unlikely be sustained.</p>
B. Better utilization of country and marine parks .	The proposal is supported but “leave no trace” should be the governing principle.

Group 3 : Strategic Traffic and Transport Infrastructure

Proposals	HKIA's Responses
A. Railway and road network connection with urban area in west HK Island, west Kowloon and northwest New Territories	The proposed railway / road network appears to be economically not viable. Government should provide economic figures of the proposed railway/road network to justify the proposal.
B. Railway planning studies for Tung Chung West Extension.	The proposal is supported.
C. Enhancement of Lantau's internal road, traffic and transport facilities.	The proposal is supported.
D. Provision of pier facilities and marine network.	The proposal is supported, which is considered as a good alternative to land transport for Lantau.

Group 4 : Recreation and Tourism

HKIA has no specific comment on this part.

Group 5 : Social Development

Proposals	HKIA's Responses
A. Attracting talent to match balanced employment opportunities.	The report mentioned about the expected younger population mix at Lantau which contravenes to population aging observed in the society. The Government should carefully re-examine the speculation on the future population mix of Lantau.
B. Providing suitable internal and external transport connections to meet the needs of future development	The social environment of Hong Kong had radically changed in recent years. Previous speculation on economic and population growth should be reviewed so as to determine the way forward for Hong Kong.
C. Catering for the needs of rural and remote areas in Lantau	Ditto



HKIA would like to deliver the following comments beyond the Public Engagement Digest and First-term Work Report :

1. Membership of Lantau Development Advisory Committee
The membership seem to contain more of stakeholders and lacks of professionals and academics who may be able to offer more neutral, intellectual and constructive ideas towards the future development of Lantau.
2. Fundamental data or objective research reports are in general missing to support the various initiatives outlined in the report and the digest, making the general public, as well as HKIA, to make any meaningful discussions and opinions towards the various initiatives.
3. HKIA agrees that a dedicated office should be set up to coordinate various bureaux and departments take forward various studies and projects identified and to be identified.

The Hong Kong Institute of Architects
May 2016