

**Enclosure**

**Views from the Hong Kong Institution of Engineers on  
Hung Shui Kiu New Development Area Planning and Engineering Study  
Stage 2 Community Engagement**

The Hong Kong Institution of Engineers (HKIE) supports in general the Hung Shui Kiu New Development Area (HSK NDA) in order to meet the long-term housing and other land use needs, hence enhancing the future development of Hong Kong. We are pleased to provide further views on the subject as set out below for consideration.

**Enhancing Transportation Network/ Connectivity**

2. The HKIE opines that for the success of a new development zone, good internal and external connectivity would be the foremost and most imperative pre-condition. While we welcome the construction of Hung Shui Kiu Station of MTR West Rail Line as a major external public transportation means for the HSK NDA, we suggest the Administration to consider and review the carrying capacity of West Rail Line in long term as well as study other road network connectivity as appropriate to avoid over-reliance on the rail.

3. Also, the HKIE suggests the Administration to consider enhancing the connectivity within the HSK NDA and with the adjacent communities, and study the possibility and appropriateness of extending the Light Rail network to the new development zone for the transport convenience of the residents. The HKIE agrees to the initiatives of enriching the internal network of the HSK NDA by supplementing it with cycling tracks and convenient pedestrian walkways in the areas.

**Building a Community with Attractive Characteristics**

4. While encouraging cycling and pedestrianisation within the HSK NDA, it is also suggested that the Administration should complement this via maintaining and enhancing the local characteristics of the community. Observing the experiences from other recent development districts such as Tseung Kwan O and Tung Chung, we opine that the HSK NDA should be built with more livable features, such that daily living, cultural, environmental and amenity considerations should be well integrated. In particular, apart from large shopping malls and integrated community facilities buildings, we suggest that the HSK NDA should be designed and developed as a local community comprising modern convenience and traditional liveliness, such as with easy road and pedestrian access to local street-front shops, open markets, heritages and other traditional local activities etc.

5. We welcome the idea of regenerating the river channel and developing riverside promenade in the area. To take a step further, we suggest the Administration to study the possibility of further leveraging the water characteristics in the design of the proposed town park and other resting areas. The experience of the management of Shing Mun River and Lam Tsuen River should be well noted so that the water channel

and other features would become an asset but not a burden to the living environment of the HSK NDA.

### **Industrial and Commercial Land Use**

6. The HKIE agrees that the HSK NDA should not be a purely residential zone but with optimal level of industrial and commercial activities so as to provide employment opportunities to the residents and enliven the areas. However, we suggest that any proposed non-residential development should also be prepared with sufficient measures to mitigate the possible noise and air pollution problems etc. that may seriously affect the residential condition as well as the capacity of the transportation network.

### **Environment as a Paramount Consideration**

7. Noting that the Ecological Baseline Desktop Study has been carried out which covers areas such as coastal protection area, conservation area, Fung Shui woodland and mitigation ponds constructed under Kong Sham Western Highway Projects, we believe that it is essential to address all substantial environmental concerns in the Community Engagement on the HSK NDA. Hence, it can provide a more comprehensive blueprint for the public, and that more time may also be put into the environmental mitigation planning if it can be done sooner. The results of the proposed mitigation and compensation measures should be released to the public in an easy-to-understand manner.

8. We would like to echo with the initiatives of transforming the Greater Pearl River Delta region into a quality living area which were embraced in "The Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2020)", released by the National Development and Reform Commission on 8 January 2009. Guangdong, Hong Kong and Macao jointly commenced a study on the "Regional Cooperation Plan on Building a Quality Living Area covering the five areas of (1) improving environment and ecology, (2) promoting low-carbon development, (3) optimising regional land use, (4) facilitating green transportation systems, and (5) culture and social living. Since the HSK NDA is adjacent to the border, it is suggested to incorporate the core elements as mentioned into the development.

9. With the road maps on air quality and waste recycling issues released by the Administration, the Administration is requested to take them into account in the design of the HSK NDA. Against this backdrop, the HKIE would like to offer the following specific views on how to foster it into low carbon district as a role model for other districts to follow:-

- Construction Practice

Soil/construction waste arising from the development of project should be well dealt with and self-sustained in the area as far as practicable. Off-site dumping practice should not be encouraged. Just in case dumping is inevitable under certain circumstances, it is encouraged that components dumped should be sorted

accordingly on site prior to recycling by responsible parties. Proper control should be exercised to prevent illegal waste dumping on other lands.

- Municipal Solid Waste Issue

The Administration has established a blueprint for sustainable use of resources. Reducing quantity and types of wastes at source is most desirable but challenging to achieve. Substantial reduction is possible when public policies and infrastructure provision are properly aligned. The HKIE believes that the relevant measures to support the “Blueprint for Sustainable Use of Resources 2013-2022” should be incorporated and implemented in the HSK NDA.

- Air Quality Issue

Based on the “A Clean Air Plan for Hong Kong” and the air quality improvement measures, we suggest that infrastructures/ initiatives such as provision of more electric vehicle charging facilities and district cooling system and roof top greening at the buildings should be regarded as important steps to reduce or control the sources of pollution. Specific to this project, we suggest project planners to use construction equipments, such as bulldozer, clean fuels, and equipments which comply with graders of Euro 5 or 6 emission standards to reduce Nitrogen Oxides and Particulate Matter emissions.

- Water Issue

It is suggested that rain water should be collected from the roof top of buildings and storm drains, and treated waste water should be collected for flushing and other non-drinking purposes.

- Ecology

We believe that a more detailed biodiversity study action plan for protecting our valuable natural resources should be duly considered at the HSK NDA. It shall include but not be limited to how to introduce mitigation measures which target at minimising disturbance, compensating for losses of biodiversity, retaining and enhancing habitats, promoting communication and education etc.

- Stakeholder Engagement

Stakeholder liaison group and expert review group should be set up to establish communications between the project proponents and relevant stakeholders such as affected residents, local communities, green groups, NGOs, academia, professionals etc. These will serve as an advisory forum for stakeholders to advise on the design, construction and management of the HSK NDA.