

By post and by fax at 2978 7569

22 September 2015

Clerk to Panel on Development  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central Hong Kong

[Attn: Ms Christina SHIU]

Dear Ms SHIU

**Legislative Council Panel on Development –  
Special Meeting on 9 October 2015  
"Hung Shui Kiu New Development Area Planning and Engineering Study –  
Recommended Outline Development Plan"**

Thank you for the letter of 1 September 2015 inviting the Institution to put forth our views on the captioned subject.

In response to your invitation, the Hong Kong Institution of Engineers would like to provide herewith a copy of our views and suggestions, which have also been submitted to Planning Department and Civil Engineering and Development Department, for your consideration.

Thank you for your attention.

Yours sincerely



Ir CHAN Chi Chiu  
President  
The Hong Kong Institution of Engineers

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**Enclosure**

**Views from the Hong Kong Institution of Engineers on  
Hung Shui Kiu New Development Area Planning and Engineering Study  
Stage 3 Community Engagement**

The Hong Kong Institution of Engineers (HKIE) supports implementing the Hung Shui Kiu New Development Area (HSK NDA) with a view to forging the HSK NDA to be a regional economic and civic hub for the North West New Territories. We would like to provide our views on the subject as set out below for consideration.

2. The HSK NDA covers a total area of 714 ha with 442 ha development area to accommodate an overall population of about 215,000, with 173,000 new population. There will be about 60,100 new flats with 49% private flats and 51% public housing within a total area of 87 ha. In combination with Tin Shui Wai New Town, the private to public housing ratio is 31% to 69%. The HSK NDA will also offer about 150,000 employment opportunities in commercial, special industrial and community services sectors. Apart from public facilities, there will be open space occupying a total area of 62 ha.

3. The HKIE supports in general the Recommended Outline Development Plan of the HSK NDA. We appreciate the strategic position of the HSK NDA in the northwestern part of the New Territories, having connection with other districts of Hong Kong as well as Shenzhen. The HSK NDA will not only provide sites for housing development, but also offer opportunities for economic development in the northwestern part of Hong Kong. The proposed HSK NDA will have the special industries on the northwestern part with easy access to Kong Sham Western Highway without the need of using those traffic links through the residential and business zones to the east. This can reduce traffic noise and air pollution in surrounding residential areas. We have no objection to the deletion of Tin Ying Road, which is running along the western bank of Tin Shui Wai Channel, to provide space for development close to Tin Shui Wai Channel and to have closer connection with Tin Shui Wai new town. The deletion of Tin Ying Road will also remove the existing problem of traffic noise and air pollution from this road to the residential blocks on the other bank of the channel in Tin Shui Wai new town. Provided with widening of Ping Ha Road and additional road network, we believe that the travelling time between Tin Shui Wai North and Yuen Long Highway would not be affected.

4. We note that it is planned to foster the HSK NDA as a green city with introduction of sustainable and energy saving strategies in respect of town planning, urban design, transportation and green infrastructure to achieve high efficiency, carbon emission reduction and sustainable living. Green Transit Corridor (GTC) is planned to connect the residential clusters with the special industrial areas and the business centres. The GTC comprises Environmentally Friendly Transport Services (EFTS), pedestrian walkways and cycle tracks. We are of the opinion that the use of GTC is not only to minimise road traffic problems and carbon emission but also to encourage roadside activities such as shopping on the streets etc. to enrich the living experience. As the total residential population within the HSK NDA will be about 215,000 while about 150,000 employment opportunities are to be provided, the efficiency of the proposed EFTS in meeting the huge demand for internal mobility should be carefully studied.

5. Apart from green transport, the HKIE welcomes the proposal of Total Water Management and sustainable drainage system in the HSK NDA. The San Wai Sewage Treatment Works will be expanded and partially upgraded to tertiary treatment level allowing treated sewage effluent to be polished for reuse, thus minimising the need of long-distance effluent export. We support the use of treated sewage effluent for toilet flushing as well as irrigation. This can reduce the use of fresh water and avoid long-distance infrastructure for drawing sea water for flushing. We also support revitalisation of existing concrete-lined nullahs and regenerated river channels to enhance their ecological values. The regenerated river channels may serve as the major green spines, breezeways and view corridors of the HSK NDA. We also support the proposal on using a retention lake as a regulating measure to the whole drainage system and as a micro climate cooling mechanism through integrated design with the open space system for public enjoyment. However, it is suggested that when using the retention lake for public enjoyment, a sophisticated framework should be adopted for balancing the concerns on safety, management and maintenance responsibilities in order to enable the scheme to be feasible.

6. Besides, we suggest that the HSK NDA may also be planned as a smart city for the new era. Integrated communication and technology platform to coordinate different city functions to enhance city management and convenience of inhabitants as well as business activities are suggested to be provided. The Government may also explore the feasibility of adopting automatic refuse collection system and organic waste treatment facilities for better management of solid waste and organic waste in the area.

7. The HKIE notes that currently West Rail Line is the only mass transport system connecting the HSK NDA with other regions of Hong Kong. Although there would be

150,000 employment opportunities provided in the NDA, people may still need to commute to other districts for work, education and other social activities. Efficient mobility is necessary for connecting the HSK NDA with other parts of Hong Kong. The HKIE notices that apart from the HSK NDA, there are other new development sites such as Yuen Long South development, Kam Tin South development and various sites in Tuen Mun within the northwestern part of Hong Kong. We suggest the Government to study and speed up the construction of new transportation network, such as Tuen Mun-Tsuen Wan Link, Northern Link and construction of other expressways such as Tuen Mun Western Bypass, to meet the future traffic demand in the northwestern part of Hong Kong.