



香港建築師學會
The Hong Kong Institute of Architects

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Dear Ms Cheung *Amy.*

Stage 1 Community Engagement (2nd round activities)
For the Hung Shui Kiu New Development Area Planning and Engineering Study

Thank you for your briefing on the captioned community engagement at the forum of organized by the Institute held on 10 February 2012.

The Institute is pleased to deliver our written views on the subject. Please find enclosed the summary of our members' views collected at the above occasion for your consideration.

Thank you for your kind attention.

Yours sincerely

Dominic K K Lam *FHKIA RA*
President

c.c. Mr. Leung Cheuk Fai, Jimmy, Director of Planning Department
Prof Hon Patrick Lau, Member, Legislative Council (Architectural, Surveying and Planning)



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HKIA Forum Opinion Summary on Stage 1 Community Engagement (2nd round activities) Hung Shui Kiu New Development Area Planning and Engineering Study

Thank you for your Team's effort and presentation at the forum organised by the Hong Kong Institute of Architects (HKIA) on 10 February 2012 regarding the captioned. To facilitate your planning of the project, we would like to offer a summary of the opinions expressed by our members at the said occasion for your record and necessary follow up actions.

1. General Comments

- i) There is a perceivable lack of vision for Hung Shui Kiu (HSK) in the public consultation document. Although it is acknowledged that the Government would like to seek different views at this stage and thus maintains an open attitude, the lack of a "study direction" or "study objective" is not in any way conducive to generating constructive discussions, and the effectiveness of the public consultation exercise is thus compromised.
- ii) It has been repeatedly stressed by various professional organisations, with HKIA being one of the foremost, that urban/city planning should **NOT** solely start from engineering consideration. More fundamental principles ought to be established first in order that the New Development Area (NDA) be of a desirable character of its own natural evolution in the course of the planning development; such would include the quality of household space, ambience of the public spaces, local work opportunities and industries, G/IC and governmental infrastructural investment in the new district, etc. Engineering considerations should aim at finding ways of fulfilling these established planning principles rather than becoming the driver of the project.
- iii) A more structured study methodology is necessary. There is a lack of options and choices for comparative analysis. Different development scenarios, for example, high, medium, low density living, should be worked out and put forward for consideration in an informative manner. Only then could the consultees assess the pros and cons of different scenarios and give constructive comments.
- iv) With the changing social circumstance, the validity of the population intake of 160,000 people estimated in the original 2003 The Northwest New Territories (NWNT) Study should be critically reviewed and refuted. The alarming lack of ascertaining and verification process in the current Study exercise and the straight adaptation of such outdated figure as the Study basis, could lead towards a completely wrong direction and conclusion thus incurring abortive works.

2. Comments relating to Planning Principle 1 – Strategic Role of the NDA

- i) HSK is strategically located in the wider context of Qianhai and NWNT. Its location has favorably put HSK at a pivotal point where harnessing the development potentials of Qianhai to complement Hong Kong's long-term development. This is an opportunity too important not to miss. The lack of a strategic planning vision on how HSK would interact with Qianhai development is noted with concern.



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- ii) For a long time, Tin Shui Wai (TSW) has been recognized as a neglected city on its own. Given the proximity to TSW, the future development of HSK could offer a catalytic complementing / remedial role for the re-gentrification of TSW. In the long run, it is hope that the haunting demise of the ill-planned TSW social-habitat could be averted.
- iii) Government should consider taking a leading role to develop HSK into another Central Business District (CBD) outside traditional business districts. With the proximity to two border crossing points, HSK could be a convenient magnet for incoming mainland tourists/commuters with business opportunities.
- iv) Currently there are many existing religious establishments in the HSK area which are part of the local culture. The vision should address what planning strategy should be adopted when dealing with such organisations.
 - 中國宣道神學院 Chinese Mission Seminary
 - 錫安堂 Zion Church
 - 靈糧堂 Ling Liang Church + primary school
 - 玫瑰天主堂 Rosary Church
 - 楊侯宮 Yeung Hau Temple
 - 寶覺分校 Pok Kok Branch School
 - 天主教崇德英文書院 Shung Tak Catholic English College
 - 齋色園可道中學 Ho Dao College
- v) Re-naming of the future MTR station, for example, Hong Kong North Station, to reflect its strategic role for linkage with Qianhai / Shenzhen could help emphasize our planning vision for HSK and indeed the whole Hong Kong for the coming decade.
- vi) For infrastructure planning, there should be separation of cross-border passengers and local passengers. Railway and road networks should be better aligned and streamlined to spare more space dedicated to enhancing the quality of the environment. The NDA must embrace a new approach to vehicular traffic planning and must not repeat Ma On Shan or Tseung Kwan O's failures.

3. Comments relating to Planning Principle 2 – Sustainable Development

- i) The consultation document does not show any vision on the livable environment in HSK. It is too generic to state simply “low carbon development”, for example, without any strategic concept to support it. The over-emphasis on PR/marketing techniques in lieu of solid informative material substance to public consultation is noted with concern.
- ii) HSK is one of the last opportunities in Hong Kong to build a large scale community. The development area should be a genuine Low Carbon Zone in Hong Kong and be an exemplar of sustainable development. The HSK Low Carbon Zone is to work towards carbon neutral district and to showcase the best practices in social and economic sustainable community.
- iii) Suggested sustainable urban planning concepts for consideration should include but not limited to :-



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- a) Integrated services systems in energy, water and waste treatment, maximising recycling and reuse of resources – such as by exploring and set target that 30% of all energy used will be from renewable sources;
- b) Low carbon transport system with land use and built forms which encourages walking, cycling and other low carbon modes of transport – so that transportation used energy will be capped at 50% less than other districts in HK;
- c) District-wide intelligent system that optimises and minimises the use of resources;
- d) Institutional arrangements and physical provisions for a green lifestyle such as urban farming, community composting, allotments so that, say 80%, municipal wastes will be treated at sources and not exporting to other districts;
- e) Encouragement of small and medium size enterprises (SME) and start-ups to operate in a mixed use environment. If they do not own their own shops / premises, rents increase are deterministic of their survival. Co-opt communities as well as concept similar to the Housing Authority's "Flatted Factories" or Rental Shops under Public Rental Blocks in the old days may be a cure to the problems of large shopping mall developments as well as lands acquisition by large developers resulting in SME won't be able to have its own shops / premises. Such land-uses and lease-allotment issues should be addressed in the new town planning that is beyond physical planning but it needs to be integrated into the new town planning;
- f) Design and planning of the NDA should reflect the most advanced practice in ecological urbanism to demonstrate that 30% of food production can be produced from within the communities in NDA;
- g) District economic developments should be integrated in the NDA for sustainable in economic sense;
- h) It should strive to achieve a balance urbanisation while preserving and enhancing the existing eco-systems of Hung Shui Kiu for an ecological urbanization;
- i) Local open planning competition should be used to encourage more creative ideas to meet the aspirations of a genuine Low Carbon Zone in Hong Kong showcasing the best practices in social and economic sustainable community and a "Can-Do" spirit of Hong Kong.

4. Comments relating to Planning Principle 3 – Open Storage and Port Backup Uses

- i) There is a lack of vision and/or strategy to plan HSK for open storage and port backup uses as this is the major existing use in the area. The Study Project Team should at least explore the options of concentrating container storage in multi-storey facilities to economise on land utilization.



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- ii) Illegal change of use of land as container storage is not addressed. The consultation offers an attempt to resolve it, which is alarming as it would be all too easy to take an evasive approach to plan round such spots resulting in a compromised plan.
- iii) The idea of a “Logistic Port” proposed in the Planning Department’s “Hong Kong 2030 Planning Vision and Strategy” was not addressed at all. The Study Project Team should at least refer to this concept and provide further analysis as to whether the concept is viable or not; and if yes, how it would affect the planning of HSK.
- iv) The local character of NWNT and HSK should be highlighted with indication on what to be preserved and what to be affected.

5. Others

- i) First intake of population is planned for 2024 and final intake in 2034. The Study Project Team would need to confirm if the population size can be supported and also to advise the development mix, trades, public facilities and industries proposed for the NDA, etc., in order not to repeat TSW again.
- ii) The Study Project Team explained the difficulty of planning HSK that over 64% of the land is under private ownership. However, how to motivate private sector developments, especially on those lands already in the ownership of corporations, is indeed what ought to be looked into in the current Study, rather than to by-pass such issue.
- iii) The Study Project Team explained that initially the open storage and port backup uses would be planned in the northern part of the study area, leaving southern part for more quality planning. However, such approach would mean conceding the waterfront opportunities. The Government should review its approach on development land uses.
- iv) The Study Project Team explained there might not have any high rise development over the future MTR station. The HKIA does not rule out such building typology as an option but in general opines that building mass control ought to be exercised with care and sensitivity.
- v) The Study Project Team reported that Preliminary Outline Development Plan would be released in 3rd Quarter 2012 for consultation. The HKIA would like to record that the current consultation has given no planning vision to react to and is therefore strictly speaking **NOT** an informed consultation. We reserved our opinions on any ideas proposed in the Preliminary Outline Development Plan.
- vi) The Project Team is strongly recommended to engage an architectural consultant to review the overall building massing and formal appropriateness at an early stage to complement an engineering-led approach to shape the eventual outlook of the HSK NDA.