THE HONG KONG INSTITUTE OF LANDSCAPE ARCHITECTS
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Our Reference: R2C/PD/LMC/001

Mr. Raymond W.M. Wong
Planning Department –
Strategic Planning Section
16/F, North Point Government Offices
333 Java Road,
North Point,
Hong

Your reference: SP/D/LMC/037

July 30, 2012

Planning and Engineering Study on Development of Lok Ma Chau Loop
Stage 2 Public Engagement

Dear Mr. Wong:

I am writing in response to your letter (ref:SP/D/LMC/037) dated 25 May, 2012 with regards to the above captioned Study. First of all, on behalf of HKILA, we would like to extend our thanks to your invitation to seek our comments on the Stage 2 Public Engagement. We have reviewed the recommended Digest material regarding to the existing proposal and design strategy. Please see the attached comment form, which has expressed our general view and opinion of the Study from our HKILA's perspective.

If you shall have any queries on the comments of the Study, please feel free to contact myself (Tel. No. 2231-4846).

Yours Sincerely,

Ringo Lee
Chairman, Practice Committee
HKILA

cc.
Tak Wong President
Sc Lo Vice President
Paul Chan Vice President

Enclosure

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HKILA
Practice Committee
Date: 19 July 2012

Comments on Planning and Engineering Study on Development of Lok Ma Chau Loop – Stage 2 Public Engagement Digest

The Lok Ma Chau Loop (LMC Loop) has a unique historical background and possesses high ecological value to its surrounding area. Having reviewed the Planning and Engineering Study on Development of Lok Ma Chau Loop Stage 2 Public Engagement Digest released on May 2012 & prepared by the Planning Department, CEDD, Urban Planning, Land & Resources Commission of Shenzhen Municipality and Ove Arup Partners HK Limited, the proposed long term co-operative creative industries development between the two cities provides a golden opportunity to create a truly unique community model for both Hong Kong and other cities of mainland China.

The location of the site, however, is very sensitive to the existing ecological environment. In the downstream areas where Mai Po is currently situated are sensitive to many wildlife of flora and fauna species and with many migratory birds habituating in this estuary area.

Ecological and environmental impacts must be carefully studied and the design of the entire land use operation must be well planned to be environmental friendly, sustainable and shall have innovative design to enhance the environment, rather than conventional approaches to disconnect the existing greenbelt located along the Shenzhen River of the Hong Kong end. Development density and spatial planning must not create adverse impacts to the existing ecological, environmental, landscape and visual conditions. The aim is to enhance the ecological services of Lok Ma Chau Loop rather than simply to mitigate the adverse impact.

An overall sustainable development strategy and development guideline should be formulated for future development, including all infrastructure developments. The protection and restoration of existing environment should be comprehensive and inclusive to areas of upstream and downstream to ensure there will not be any adverse impacts to these areas. A detailed bicycle route should be designed to ensure the environmental and effective connections between Shenzhen and Hong Kong. In addition, a long term landscape management and maintenance strategy should be well planned and developed.

We wish the above comments can be considered and the relevant measures can be seen in the next stage of the study for further discussions.