

For discussion

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Planning and Engineering Study on
Development of Lok Ma Chau Loop – Investigation
Stage One Public Engagement**

Purpose

This paper is to seek Members' views on the Preliminary Outline Development Plans (PODP) formulated for the Lok Ma Chau Loop (the Loop) and the preliminary development proposals for its adjoining areas in Hong Kong.

Background

2. In 2008, the Hong Kong (HK) and Shenzhen (SZ) governments agreed to jointly commission a planning and engineering feasibility study for the development of the Loop. In order to collect the public's views on the future land use of the Loop, a series of public engagement activities were carried out in HK and SZ simultaneously in June and July 2008. The outcome of the engagement exercise indicated that among the various uses proposed, higher education, research and development of high technology industries (hi-tech R&D) as well as cultural and creative (C&C) industries received general community support. The Panel was informed of the results of the public engagement exercise on 24.2.2009.

3. The Planning and Engineering Study on Development of the Loop (the Study) commenced in June 2009. The study area comprises the Loop (i.e. Area A) and the adjoining area in Hong Kong (i.e. Area B). A separate planning study is also commissioned by the SZ authorities for the adjoining area in SZ (i.e. Area C). The locations of Areas A, B and C are shown in **Enclosure 1**.

Preliminary Outline Development Plan for the Loop (i.e. Area A)

4. Based on the result of the public engagement exercise conducted in 2008, the two governments considered that higher education could be the leading land use in the Loop, complemented by hi-tech R&D and C&C industries. These three main land uses form the basis for formulating the PODP in the Study.
5. The key features of the PODP are highlighted as follows -

Overall Planning Concept

- (a) To foster cross-boundary exchange of talent, knowledge and technology in the area, the Loop will comprise the following five zones:
- 'Education Zone' for higher education development;
 - 'Innovation Zone' for hi-tech R&D and C&C developments;
 - 'Interaction Zone' as a social interaction platform for the Loop users;
 - 'Ecological Zone' for conservation purpose; and
 - 'Riverside Promenade' for creating a pleasant environment.
- (b) To allow flexibility, the layout can be easily adapted to cater for different mix of the three main land uses proposed for the Loop.
- (c) To promote low carbon living environment, a number of green initiatives such as the environmentally friendly transport system, district cooling system (DCS) and on-site sewage treatment works (STW) with treated effluent recycling for flushing and irrigation are being explored under the Study.

Development Parameters

- (d) Taking into account the Loop's location and surrounding developments, a total gross floor area (GFA) of about 1.2 million m² (amounting to a gross plot ratio of 1.37) is adopted.

(e) The proposed development parameters of Area A are summarized below:

	Site Area (ha)	GFA (m ²)	Plot Ratio [#]	Maximum Building Height (No. of storey)	No. of hotel guests	Maximum no. of students	No. of staff/ workers
Higher education	22.4	720,000	3.2	15	-	24,000	6,000
High-tech R&D	8.5	330,000	4.8	15	-	-	16,500
C&C Industries		81,000		15	-	-	4,050
Supporting Commercial	1.2	60,000	5	12	500	-	2,670
Other uses e.g. boundary crossing facilities, STW, DCS, fire station and transport interchange	6	9,000	<1	2	-	-	150
Ecological Area	12.7	-	-	-	-	-	-
Open Space	10.5	-	-	-	-	-	-
Amenity/ Activity Corridor	15.9	-	-	-	-	-	-
Road	10.5	-	-	-	-	-	-
Total/Overall	87.7	1,200,000	1.37	-	500	24,000	29,370

The plot ratio is calculated on a gross site basis.

Urban Design and Open Space Framework

- (f) Linear strips of amenity/activity corridor are proposed within the Loop. Landscape features, planting, leisure facilities, cycle track will be provided in these corridors in order to achieve a comfortable, pedestrian and cyclist-friendly environment. Apart from providing greenery to enhance the quality of the environment, the corridors will be visually linked up with the long term proposed development of Area C in SZ.

- (g) To create a diverse and interesting skyline for the Loop, a stepped height profile is adopted. Low-rise developments for higher education, ranging from 7 to 8 storeys, are proposed along the edge facing SZ River. The proposed height of buildings for hi-tech R&D uses in the west is about 15 storeys, whereas buildings ranging from 8 to 15 storeys are proposed at the central and eastern part of the Loop. The building height would then progressively reduce to 3 storeys towards the ecological corridor in the south.
- (h) A 50m-wide landscaped open space is proposed along the SZ River as a visual buffer to the boundary fence. Together with the two strips of public open space along the old meander, a total of about 10 ha of land are proposed for open space development to create a pleasant and green riverside environment. The interaction zone in the central part will also form the core open space of the Loop.

Traffic and Transport

- (i) To promote walking and cycling within the Loop, two transport interchanges (TI) with parking facilities and good connection to cycle tracks and pedestrian walkways are proposed close to the western and eastern entrances to the Loop.
- (j) To provide convenient access to the Loop, elevated traveller and environmentally friendly transport modes such as automated people mover system (APM), electric bus linking LMC Spur Line Station and the Loop are being investigated. A road connecting Fanling/San Tin Highway via Lok Ma Chau Road in the west and a road linking the proposed Kwu Tung North New Development Area (KTN NDA) in the east are also under study.
- (k) As a long term proposal, reservation has been made for provision of a link across the SZ River at the northern end of the Loop to Area C in SZ where a station of SZ Metro Line is planned. Subject to further study and agreement of the two governments, associated boundary crossing facilities may be further considered, if the link is to proceed.

Ecological Reserve

- (l) To compensate for the loss of existing reedbed/wetland resulting from the proposed developments and to preserve a flight path for birds and movement corridor for mammals, a strip of land of about 100m in width with an area of about 12.7 ha is reserved as an ecological area in the southern flank of the Loop.

Other Supporting Infrastructure

- (m) Land will be reserved on the PODP for supporting infrastructure which will include on-site tertiary STW, centralised DCS, electricity substations, fire station and boundary crossing facilities.
- (n) The water mains, drainage and gas pipes, electricity and telecommunication lines will be connected to the Loop along the western and eastern approach roads.

Development Proposal in the Loop's Adjoining Area in Hong Kong (i.e. Area B)

6. The Loop is currently an isolated piece of land without any infrastructure provided. Area B of the Study is mainly intended for the provision of connection roads to serve the development of the Loop. According to the preliminary assessment, a western connection road through widening the existing LMC Road and a new eastern connection road to the proposed Kwu Tung North New Development Area will be required to support the proposed development in the Loop.

7. The opportunity is taken to review the land uses alongside the proposed roads in Area B. It is revealed that sites along LMC Road (mainly zoned "Undetermined" on the San Tin Outline Zoning Plan) would have scope to support some rural commercial activities such as retail, restaurants or hostel facilities to complement the development of the Loop. In view of the capacity constraints of the LMC Road even after upgrading, the development potential of the sites alongside the western approach road is very limited. Besides, as the existing developments in most of these areas are low-rise and low density in nature, a maximum plot ratio of 0.4 and a maximum building height of 3 storeys are proposed for the future development in this part of Area B.

8. The eastern part of Area B, near Hoo Hok Wai, mainly comprises hilly terrain and grassland as well as wetland/fish ponds. As the fish ponds adjoining the eastern connection road are of high ecological value, they will pose challenges to the development of this area.

Development Proposal in the Loop's Adjoining Area in Shenzhen (i.e. Area C)

9. Area C in SZ mainly comprises the existing Huanggang Boundary Control Point (BCP). According to SZ, part of the site could be released for development in the long run. Moreover, the proposed SZ Metro Line (Route No. 7) will run through Area C with two stations located at its centre and eastern end.

10. According to SZ's planning study, land to be released from the Huanggang BCP is proposed to be developed as a R&D and information exchange zone, which should be complementary to the development of the Loop. The additional GFA is about 1.5 million m². A stepped building height profile with the lowest building fronting the SZ River will be adopted.

Public Engagement Programme

11. The purpose of the Stage 1 Public Engagement (PE) exercise is to collect public views on the PODP as well as the preliminary development proposals for Area B. However, to facilitate the public to understand the content and planning rationale of the PODP as well as the proposals for Areas B and C in a comprehensive manner, information on Areas A, B and C has been included in the Public Engagement Digest (**Enclosure 2**). During the two-month consultation period, we will consult the relevant Boards/Committees including the Town Planning Board, the relevant District Councils and Rural Committees. Briefing sessions will also be arranged for professional bodies and other interested organizations. A similar PE exercise will be conducted in SZ by SZ Government in parallel. The public views received will be taken into account in refining the planning proposals in the PODP.

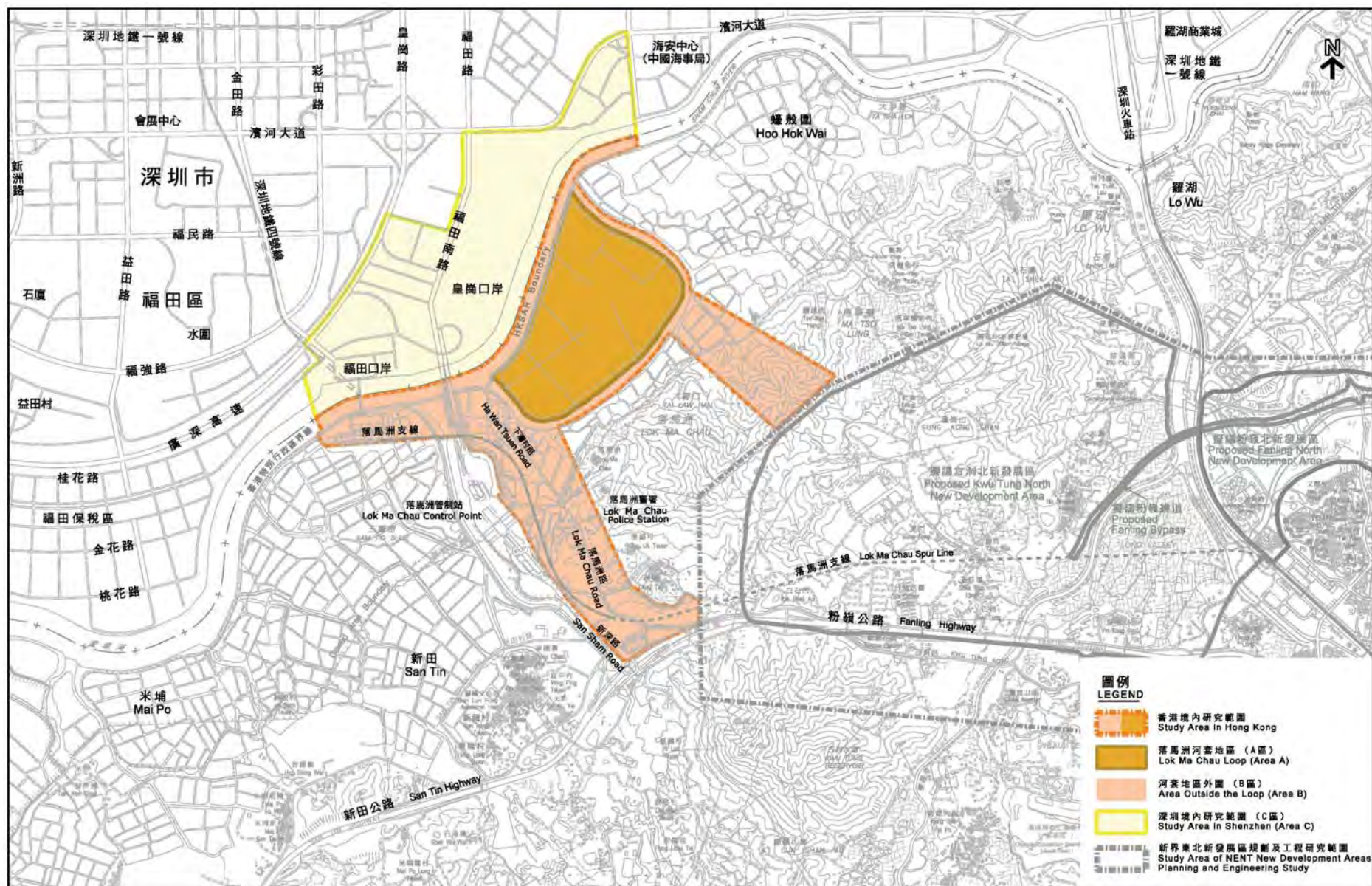
Advice Sought

12. Members are invited to give views on the development proposals for the Loop.

Attachments

Enclosure 1 The Study Area
Enclosure 2 Stage 1 Public Engagement Digest

Development Bureau
Planning Department
Civil Engineering and Development Department
November 2010



圖例 LEGEND

- 香港境內研究範圍
Study Area in Hong Kong
- 落馬洲河套地區 (A區)
Lok Ma Chau Loop (Area A)
- 河套地區外圍 (B區)
Area Outside the Loop (Area B)
- 深圳境內研究範圍 (C區)
Study Area in Shenzhen (Area C)
- 新界東北新發展區規劃及工程研究範圍
Study Area of NENT New Development Areas Planning and Engineering Study

落馬洲河套地區發展規劃及工程研究 - 勘察研究 PLANNING AND ENGINEERING STUDY ON DEVELOPMENT OF LOK MA CHAU LOOP - INVESTIGATION

0 1 2 3 km

Plan No.圖則編號: M/SP/09/128

Date 日期: 21/9/2009

Enclosure 1
附件一

*Collaborate and Radiate Beyond All Boundaries
Aggregate and Innovate for The Future*



跨界合作通四方
才智匯聚創新天

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1

背景 Background



圖例 LEGEND

- A** 研究範圍A區 落馬洲河套地區
Study Area A Lok Ma Chau Loop
(87公頃ha)
- B** 研究範圍B區 落馬洲河套香港
境內連接地區
Study Area B Adjoining Areas of
(182公頃ha) Lok Ma Chau Loop
in Hong Kong
- C** 研究範圍C區 落馬洲河套深圳
境內鄰近地區
Study Area C Adjacent Areas of
(167公頃ha) Lok Ma Chau Loop
in Shenzhen

落馬洲河套地區（下稱「河套地區」）的發展是港深兩地政府緊密合作的一個研究項目，以充分利用河套地區的土地資源，應付兩地的日後發展需要。河套地區是在1997年深圳河治理一期工程完成後，由新舊河道在落馬洲－皇崗口岸東側圍合而成一塊約87公頃的土地。

為了收集市民及專家對河套地區未來土地用途的意見，港深兩地政府在2008年6月至7月期間進行了一系列的公眾參與活動。在收集到的意見中，高等教育、高新科技研發及文化創意產業在港深兩地獲得較廣泛支持。

2008年11月13日，港深雙方政府簽訂了《落馬洲河套地區綜合研究合作協議書》，協定河套地區規劃研究的範圍分為兩個部分，其中河套地區（A區）及香港境內連接地區（B區）的研究由港方牽頭進行，深方參與；而深圳境內鄰近地區（C區）的研究由深方牽頭進行，港方參與。

香港規劃署聯同香港土木工程拓展署於2009年6月委聘顧問為A區及B區進行規劃及工程研究。而深圳市規劃和國土資源委員會（下稱「規劃國土委」）亦同時委托顧問對深圳C區展開研究。

The development of Lok Ma Chau Loop (LMC Loop) is a joint study between Hong Kong (HK) and Shenzhen (SZ) governments with a view to fully utilizing the land resources of the LMC Loop to meet future development needs of the two cities. The LMC Loop (87ha) is the area bounded by the new and old SZ River channel located to the east of LMC and Huanggang Port following completion of the Stage 1 SZ River Regulation Project in 1997.

In order to collect views from the general public and experts on the possible future land use of the LMC Loop, a series of public engagement activities were carried out in HK and SZ between June and July 2008. Among the views received, higher education, research and development of new high technology (high-tech R&D), and cultural and creative industries received wide support in both HK and SZ.

On 13 November 2008, HK and SZ governments signed a Co-operation Agreement on the undertaking of a joint study for the development of the LMC Loop. According to the Co-operation Agreement, the study area was to be divided into two parts, with the study of the LMC Loop (Area A) and the adjoining area in HK (Area B) led by the HK side with participation from SZ. For the adjacent area in SZ (Area C), the study was to be led by the SZ side with participation from HK.

HK Planning Department (PlanD) in association with HK Civil Engineering and Development Department (CEDD) commissioned the planning and engineering study of Areas A and B in June 2009. At the same time, Urban Planning, Land and Resources Commission of Shenzhen Municipality (SZMUPLRC) also commissioned a study for Area C in SZ.



高等教育 Higher Education

高新科技研發 High-tech R&D

文化創意產業 Cultural & Creative Industries

港深兩地政府經考慮了2008年的公眾諮詢結果後，初步認為河套地區發展可考慮以**高等教育**為主，輔以**高新科技研發**和**文化創意產業**用途。這次研究的意向是以此三大用途作起點，為河套地區制定發展建議，目的是在港深兩地互惠互利的基礎上，將此地區締造成為一個可持續發展、環保、節能及以人為本的社區。研究的主要工作包括為河套地區制訂發展大綱圖、城市及景觀設計，以及就河套地區連接港深兩地的主要交通網絡與鄰近地區的連接提供建議。此研究亦會對擬議連接道路的周邊土地用途進行檢討。

Having considered the public views received in the public engagement in 2008, HK and SZ governments initially considered that the LMC Loop could be developed with *higher education* as the leading land use, complemented by *high-tech R&D* and *cultural and creative industries*. The overall study objective is to formulate development proposals based on these main land uses. The aim is to develop a sustainable, environmentally friendly, energy saving and people oriented community on the basis of mutual benefit to both HK and SZ. The key tasks of the study include formulation of Outline Development Plan (ODP), urban and landscape design for the LMC Loop, as well as proposals on connections of the LMC Loop with major transport network in HK and SZ and surrounding areas in HK. The study will also review the land uses alongside the proposed connecting roads.



研究計劃及主要工作 Study Programme & Key Tasks



2

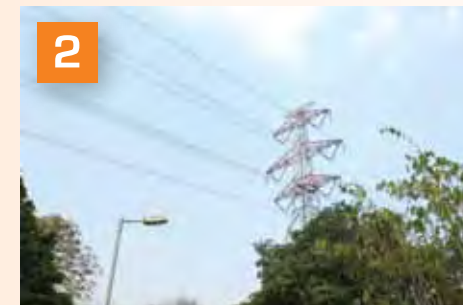
主要考慮因素及機遇 Key Issues & Opportunities

主要考慮因素 Key Issues

基礎設施 Infrastructure



對外交通接駁
Transport Connection with Other Areas



提供公用事業設施
Provision of Public Utilities

生態及環境 Ecology and Environment



空氣及水質污染
Air and Water Pollution



自然生態的保護
Protection of Habitats and Wildlife

周邊土地用途 Surrounding Land Uses



深圳市區的密集發展
High Density Development in SZ Urban Area



周邊的鄉村發展
Surrounding Village Development



港深兩地的銜接
Connection between HK and SZ



周邊的濕地/魚塘
Surrounding Wetland / Fish Ponds



未來的新發展區
Future New Development Area

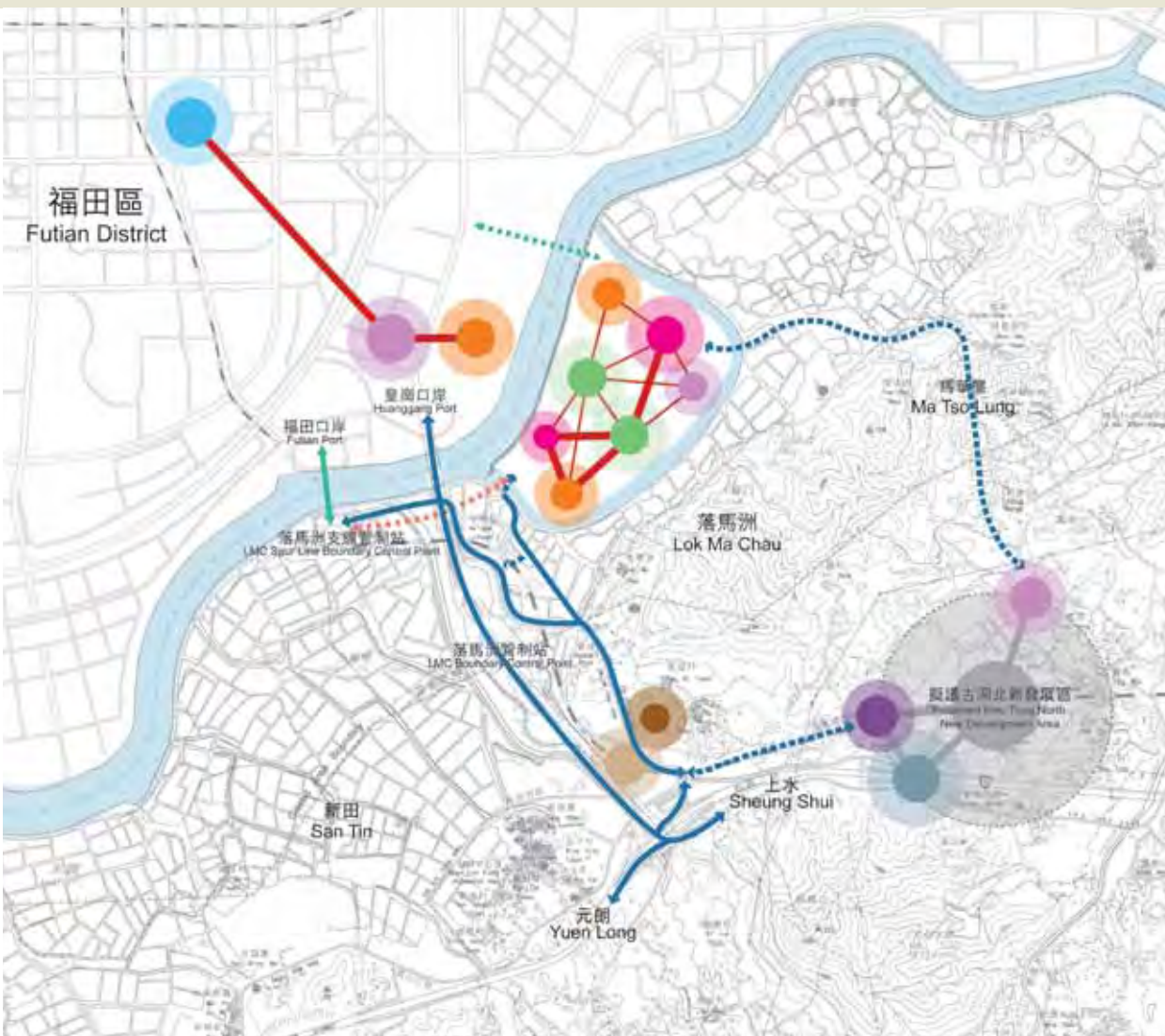


由於位置相鄰的關係，河套地區的未來發展將會與深圳C區、古洞北新發展區和周邊現有鄉郊地區在社會、經濟和基礎設施上產生互補的作用。

Being located in their close proximity, the future development of the LMC Loop will complement the development of Area C in SZ, Kwu Tung North New Development Area (NDA) and surrounding existing villages in terms of social, economic and infrastructural development.

圖例 LEGEND

- 高等教育
Higher Education
- 高新科技研發
High-Tech R&D
- 文化創意產業
Cultural & Creative Industries
- 現有通道
Existing Access
- 可能建設的通道
Potential Access
- 現有與深圳連接的人行通道
Existing Pedestrian Linkage with SZ
- 可能連接的通道
Possible Linkage
- 可能與落馬洲鐵路站連接的通道
Possible Linkage with MTR Lok Ma Chau Spur Line Station
- 深圳福田中心區
SZ Futian Central Area
- 附屬設施
Supporting Facilities
- 社區提供的附屬設施
Supporting Facilities by Local Initiatives
- 社區設施（根據新界東北新發展區研究建議）
Community Facilities (as per the NENT NDA Study Proposal)
- 商業（根據新界東北新發展區研究建議）
Commercial (as per the NENT NDA Study Proposal)
- 新界現有社區
Existing Community in NT
- 擬議古洞北新發展區
Proposed Kwu Tung North NDA





深圳皇崗口岸鄰近地區 SZ Huanggang Port Surrounding Areas

深圳皇崗口岸鄰近地區可與河套地區建立便捷的連接通道以推動港深之間的知識與科技交流。

Convenient physical linkage between the LMC Loop and SZ Huanggang Port surrounding areas could be established to facilitate exchange of knowledge and technologies between HK and SZ.



香港古洞北新發展區 HK Kwo Tung North NDA

古洞北新發展區將可為河套地區提供配套的商業、社區及附屬設施。

The Kwo Tung North NDA could provide supporting commercial, community and ancillary facilities for the development at the LMC Loop.



香港鄰近社區 HK Surrounding Communities

鄰近的鄉郊社區可以提供居住及相關服務設施。

The existing villages and communities in the surrounding area could provide accommodation and local supporting facilities.

3

研究範圍A區

Study Area A

願景

Vision

在可持續發展的大原則下，
建造跨界人才培育與知識科技
交流區。

To develop the LMC Loop as a
sustainable Knowledge &
Technology Exchange Zone
(KTEZ) for cross boundary
human resources development
as well as a hub for exchange
of knowledge and technology
between HK and the Mainland.





突顯港深邊界區的地理優勢，凝聚兩地知識、科技、創意與人才，並在土地利用模式及設計上採用靈活而有效的方法

Capitalise on the Strategic Location of the LMC Loop by Adopting an Efficient and Flexible Land Use Planning and Design Approach



採用低耗能、低污染為基礎的「低碳經濟」開發及運作模式

Adopt a Low Carbon Economy



提供兩地人流順暢及高可達性(尤其與B、C區連接)的交通系統，並充分配合有利於兩地人員便捷往來的通關方式

Provide Highly Accessible and Convenient Connections to/from the LMC Loop with Appropriate Cross Boundary Arrangements



優化環境及減低對生態環境的影響，配合周邊地區的特色，提供舒適怡人的學習及工作環境

Enhance Environment Performance with Reference to Local Characters



營造和諧及充滿生氣的社區，帶動鄰近地區的發展

Foster Social Harmony and Vibrancy and Promote Local Development

主要設計概念

Key Design Concept



薈智地

河套地區的戰略位置締造港深交流的合作空間，協助兩地政府配合發展珠三角地區的未來願景。故此，項目的設計佈局也以此為骨幹，就如兩隻「相連的手」，交織的手指象徵兩地政府持續社會經濟發展的結合。

Integration of Place and Mind

The strategic location of the LMC Loop makes it the ideal project for both HK and SZ to work together to jointly develop it into an exchange zone that meets the future development aspirations of the Pearl River Delta Region. The urban design of the project expresses the co-operative spirit of the two governments through its spatial urban form. This is symbolically represented by a pair of 'embracing hands', whereby the close intermingling of the fingers resembles the function of the LMC Loop as an indispensable component that integrates and facilitates the long-term socio-economic development of the two cities.

功能分區

Land Use Zoning

河套地區以發展高等教育為主，輔以高新科技研發及文化創意產業的知識科技交流區，可分為5個小區。

The LMC Loop as a sustainable KTEZ, can be divided into 5 zones, with higher education as the leading land use and complemented by high-tech R&D as well as cultural and creative industries.





教育區

Education Zone

教育區內將提供教學與研究設施、圖書館、辦公室，學生宿舍和其他高等教育的附屬設施。教育區可容納一所或以上的高等教育學府。

Within the Education Zone, teaching and research facilities, library, ancillary offices, student hostels and other facilities ancillary to higher education would be provided. The Education Zone could accommodate one or more higher education institutions.



創新區

Innovation Zone

創新區是一個高新科技研發和文化創意產業的樞紐，可提供辦公室、研究設施、表演場地及展覽廳等。

The Innovation Zone is a hub for high-tech R&D and cultural and creative industries. A range of accommodation, including offices, research facilities, performance venues and exhibition halls could be provided.



交流區

Interaction Zone

一個核心開放空間以促進知識科技交流區用戶之間的互動。通過展覽和音樂會等安排形成一個思想交流和文化活動的平台。

A core open space where interaction between the users of the KTEZ could take place. It could also be used as a platform for exchange of ideas and cultural activities through, for example, exhibition, concerts, etc.



生態區

Ecological Zone

除了保存地區生物的多樣性，生態區將成為河套地區的重要特色，形成河套地區與香港鄉郊的緩衝過渡。

In addition to preserving the biodiversity of the area, the Ecological Zone would also serve as a landmark and a buffer contributing towards the transition between the rural landscape in HK and the LMC Loop.



濱河休憩區

Riverside Promenade Zone

為了提供一個優美和具吸引力的臨水環境，建議在河套地區預留一個約2公里長的濱河休憩區，以體現將來與深圳河對岸濱河區互相呼應的理念。

In order to provide a pleasant and attractive waterfront environment, a 2km long riverside promenade is proposed around the LMC Loop. The Riverside Promenade Zone will echo with the future riverside area across the SZ River.

為保持整體佈局設計的靈活性，其中教育區及創新區的實際用地可視乎日後市場需要靈活調配。

In order to maintain flexibility in the overall layout design, the land use and floor space of some parts of the Education Zone could interchange with the Innovation Zone subject to market demand.

彈性土地使用

Flexible Land Uses

圖例 LEGEND

土地用途 Land Uses

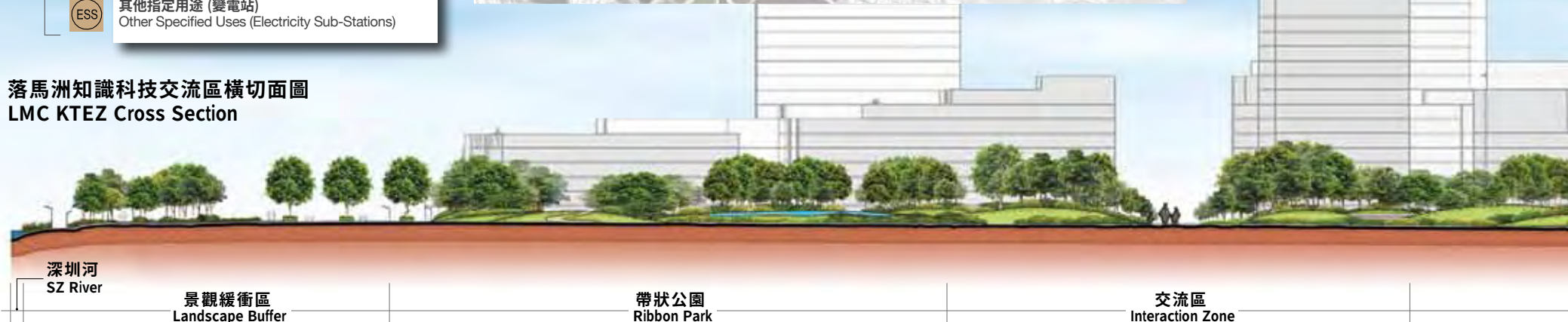
- 教育
Education
- 商業
Commercial
- 政府 (連可能相關過境設施)
Government (with Possible Associated Boundary Crossing Facilities)
- STW 政府 (污水處理廠)
Government (Sewage Treatment Works)
- FSD 政府 (消防局暨救護站)
Government (Fire Station and Ambulance Depot)
- 其他指定用途 (高新科技研發)
Other Specified Uses (High-Tech R&D)
- TI 其他指定用途 (高新科技研發及交通交匯處)
Other Specified Uses (High-Tech R&D cum Transport Interchange)
- 其他指定用途 (高新科技研發/文化創意產業)
Other Specified Uses (High-tech R&D / Cultural & Creative Industries)
- TI 其他指定用途 (高新科技研發/文化創意產業及交通交匯處)
Other Specified Uses (High-tech R&D / Cultural & Creative Industries cum Transport Interchange)
- 其他指定用途 (文化創意產業)
Other Specified Uses (Cultural & Creative Industries)
- DCS 其他指定用途 (區域供冷系)
Other Specified Uses (District Cooling System)
- ESS 其他指定用途 (變電站)
Other Specified Uses (Electricity Sub-Stations)



庭園 Courtyard



落馬洲知識科技交流區橫切面圖
LMC KTEZ Cross Section



深圳河
SZ River

景觀緩衝區
Landscape Buffer

帶狀公園
Ribbon Park

交流區
Interaction Zone

三級休憩用地設計

3-tier Open Space Design



帶狀公園 Ribbon Park



交流區 Interaction Zone



帶狀公園
Ribbon Park

教育區
Education Zone

生態區 (濕地)
Ecological Zone (Marshland)

舊深圳河河曲
Old SZ River Meander

生態區及景觀緩衝區

Ecological Zone and Landscape Buffer

生態區將會是河套地區內的蘆葦叢補償地區及保留現有的鳥類飛行路線和陸地動物走廊。為了盡量減少邊界圍網在視覺上的影響，深圳河邊亦會建立一個景觀緩衝區。

The Ecological Zone would serve as the reedbed compensation area in the LMC Loop and preserve the existing bird flight-lines and the corridor for terrestrial animals. In order to minimise the visual impact of the boundary fence, a Landscape Buffer is also proposed along the SZ River.

通風及視覺走廊

Visual and Ventilation Corridors

通風走廊能改善空氣流通和微氣候，並減少區內所需的能源。視覺走廊可貫通香港的郊區和深圳市區，以及為蠔殼圍和米埔提供景觀上的連接。

The ventilation corridors would improve air circulation as well as the microclimate in the KTEZ. This would in turn reduce energy consumption. The visual corridors would also provide a connection between the rural backdrop in HK and the urban grains in SZ, as well as between Hoo Hok Wai and Mai Po.





C 區為現狀
Area C in its existing condition

綠色生活的社區 A Green Living Community

為了盡量減少車輛流動，區內將會提供一個直接和吸引行人使用的通道網絡。另外，區內將鼓勵使用自行車及環保交通系統，作為可持續發展社會的環保措施之一。

In order to minimise the vehicular traffic volume within the LMC Loop, direct and attractive pedestrian networks would be provided. The use of bicycles and environmentally friendly transport system would also be encouraged as part of the green initiatives in developing a sustainable community.

區外的可達性和連接性 External Accessibility and Connectivity

研究中的港深連接通道可促進知識科技交流區內的商業、學術及社區互動，加大發展潛能。東西連接通道亦可改善知識科技交流區與周邊地區包括現有的村落及擬建古洞北新發展區等的聯繫。

Possible linkages between HK and SZ under study can maximise the opportunity for commercial, academic and social interaction at the KTEZ. The Eastern and Western Connection Roads would also improve linkages between the KTEZ and the surrounding areas, including existing villages and the proposed Kwu Tung North NDA.

4

研究範圍B區 Study Area B



河套地區對外的連接道路主要是透過研究範圍B區及周邊地區提供。沿東面連接路附近的魚塘具有高生態價值，會給其他發展帶來制約。沿西面連接路的土地主要為現有村落、山丘、魚塘及平地，部分地方可能具有發展潛力。

External connection roads for the LMC Loop will mainly be provided through Area B and its neighbouring areas. Fish ponds adjoining the Eastern Connection Road are of high ecological significance. They will pose challenges to the development of this area. As for the Western Connection Road, the surrounding areas are existing villages, hills, fish ponds and flat land, some of which may have development potential.

考慮到此地方的特色和與河套地區的關係，西面連接路的周邊土地可能有機會提升發展潛力，發展下列鄉郊式的商業用途：

Taking into consideration the site characteristics and relationship with the LMC Loop development, areas alongside the Western Connection Road may have development potential for providing the following rural commercial uses :

餐廳 Restaurants

咖啡室 Cafés

酒吧 Pubs / Bars

零售商店 Retail Shops

便利店 Convenient Stores

商業 Commercial

超級市場 Supermarket

旅舍 Guesthouse

度假營 Holiday Camp

最高發展參數如下：

地積比率: 0.4

建築高度: 3層

The maximum development parameters are:

Plot Ratio: 0.4

Building Height: 3 Storeys



5

研究範圍C區 Study Area C

遠期功能結構規劃圖

Long-term Functional Structure Plan

遠期目標

Long-term Objectives

1. 塑造城市門戶：塑造綜合性城市門戶,展示深圳城市發展成就和城市文化。
2. 共建創新經濟：融合深港人才、科技及文化資源，推進兩地創新產業的發展。
3. 低碳生態發展：以綠色、以人為本的發展理念引導該片區的城市建設。
4. 促進深港合作：促進深港雙城在深圳河兩岸地區的互動與發展。

1. **A gateway of city:** The integrated city gateway for exhibiting development achievement and city culture.
2. **Development of creative economy:** The integration of the human, technological and cultural resources of the two cities for the development of creative industry in HK and SZ.
3. **A low carbon ecological development :** The development of the area under the green and people-oriented development concepts.
4. **Promotion of cooperation between HK and SZ:** The promotion of interaction/ collaboration between HK and SZ along SZ River.

時序

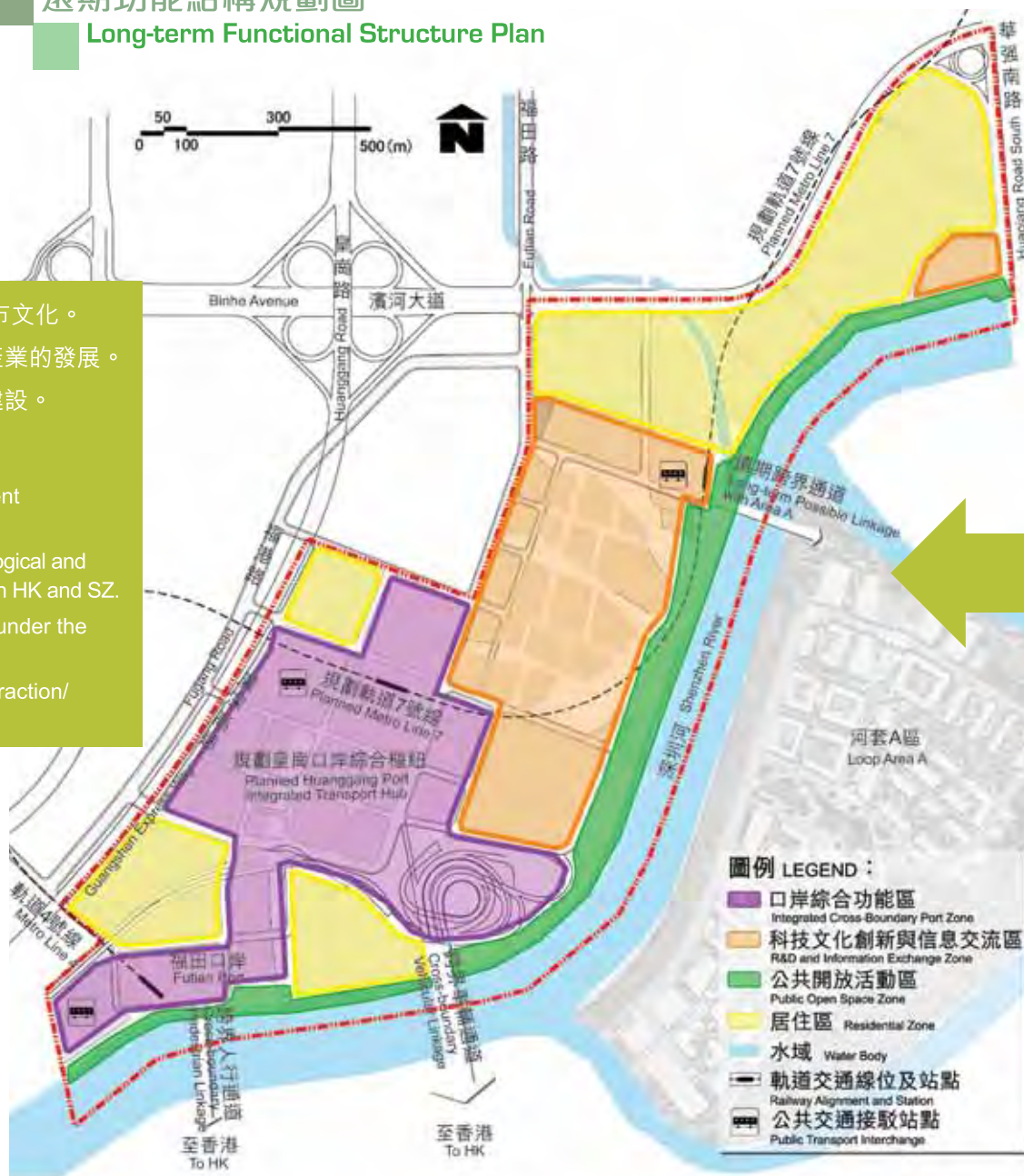
Timing

概念規劃方案以遠期發展目標為指向，兼顧近中期的發展需求。

近中期河套C區以保留現狀功能、設施為主，並為未來與河套A區的整體發展在空間和設施方面做準備；遠期配合深港更緊密合作並結合深圳城市建設的實際情況，逐步實施概念規劃方案。

The conceptual planning is formulated with regard to the long-term development objectives whilst meeting the short and medium term development needs.

In the short and medium term, Area C will mainly retain the present land-uses and facilities but will reserve space and provide facilities for integral development with Area A in the future. In the long-term, the conceptual plan of Area C will be implemented in accordance with the planning intention to promote cooperation between SZ and HK as well as to integrate with the physical development of SZ.



備註 Notes

遠期土地利用規劃所表達內容可在下階段的深化研究中局部調整。圖中軌道7號線為中期實施線路，規劃具體線位及站點以最終批准的相關規劃為準。

The long-term land use plan could be partially adjusted according to more detailed planning research. The Metro Line 7 in the map will be implemented as medium term target, and its detailed route and station locations should be subject to the final permitted plan.

規劃原則

Guiding Principles

在保持河套C區作為深港重要口岸門戶這一基本功能的前提下，結合其特殊的區位條件，概念規劃遵循以下原則：

With a view to maintaining Area C as a major boundary control port and leveraging on its strategic location, the following guiding principles will be adopted in the conceptual planning of Area C:

1. 近遠期結合發展，近期配合河套A區開發，提供發展的基本功能需要。遠期協同河套A區發展，實現共同發展目標。
To cater for Area A's development in the short-term and the need of collaborative development in the long term.
2. 與河套A區保持緊密、便捷的交通聯繫。
To maintain close and convenient traffic connection with Area A.
3. 與河套A區功能銜接，協同河套A區發展，放大河套在深港合作方面的示範效應。
To connect and collaborate with the development of Area A so as to enhance the showcase effect of the LMC Loop development.
4. 彈性靈活地進行空間佈局。
To design a flexible and diversified layout.
5. 突出展現濱河景觀和生態特色。
To bring out the riverside landscape and ecological characteristics.

根據遠期功能分區的安排，規劃建築開發增量約150萬平方米。

The additional gross floor area is about 1.5 million square meters according to the long-term land use zoning.



口岸綜合功能區

Integrated Cross-Boundary Port Zone

口岸綜合功能區以未來皇崗口岸綜合樞紐為核心與福田口岸整合發展，可發展辦公樓宇、口岸商業及服務業、口岸金融、高級酒店等多種功能。

It comprises the future Huanggang Cross-boundary Port as the core and the integrated development of Futian Port. It will provide offices and various port-related facilities such as commercial, services, financing and deluxe hotels.



科技文化創新與信息交流區

R&D and Information Exchange Zone

科技文化創新與信息交流區通過對現有用地功能的改造，預留與河套A區聯繫的通道及設施，形成與河套A區最緊密聯繫的功能區，提供研究設施、辦公室、展覽廳以及公共交流空間。

Through the restructuring of the existing land uses and cross-boundary facilities, spaces will be reserved to provide linkage and supporting facilities to Area A, including R&D facilities, offices, exhibition venue and public activity space.



公共開放活動區

Public Open Space Zone

公共開放活動區由沿深圳河的帶狀公共開放空間構成，在提高沿河空間的親水性的同時改善河岸的生態環境。

It comprises the public open space along the waterfront of SZ River to enhance accessibility to the waterfront and improve the riverside ecological environment.



居住區

Residential Zone

居住區以現狀保留為主，將配合河套A區的發展，改善環境質量，為河套A區提供部分居住設施。

The existing residential neighbourhood will be maintained. In the long term, the living environment will be improved and it will provide some of the residential facilities to support the development of Area A.

概念規劃設計要點

Key Point of The Conceptual Planning

遠期城市景觀結構

Long-term Scheme of Urban Design and Landscaping



圖例 LEGEND

- 濱河景觀帶
Waterfront
- 聯繫A、C區景觀廊道
View Corridor between
Areas A and C
- 步行通道
Pedestrian Link
- 綠色開放空間
Green Open Space

生態景觀的塑造

Constructing an Ecological Landscape

以深圳河生態走廊的恢復為基礎，通過塑造面向深圳河及河套A區的公共開放空間和景觀軸線，營造大尺度景觀，提高皇崗口岸地區環境質量，構建一河兩岸緊密聯繫的城市景觀體系。

Through revitalization of the SZ River's ecological corridor as well as provision of landscape axes and public open space fronting the SZ River and Area A, an open landscape will enhance the environmental quality of Huanggang Port and forge a coherent cityscape on both sides of the river.

鼓勵步行的社區

Promoting a Pedestrian Priority Environment

在河套C區內部，通過構建立體化的人行通道系統提供步行優先的交通環境，步行系統可連接主要的公共場所，包括河套A區與C區、皇崗口岸與福田口岸、口岸與商業、商業辦公與沿河開放空間等。

A safe and comfortable walking environment will be promoted in Area C through provision of a multi-level pedestrian network which has potential to link up key developments including those in Areas A and C, Huanggang Port and Futian Port, cross-boundary ports and major commercial areas, commercial offices and waterfront open spaces, etc.

低碳技術的實踐

Pursuing Low Carbon Economy

通過生態技術的應用，降低城市發展對環境、能源及水資源的影響。嘗試應用「屋面綠化技術」、「雨水回用技術」、「濕地淨化污水技術」等。

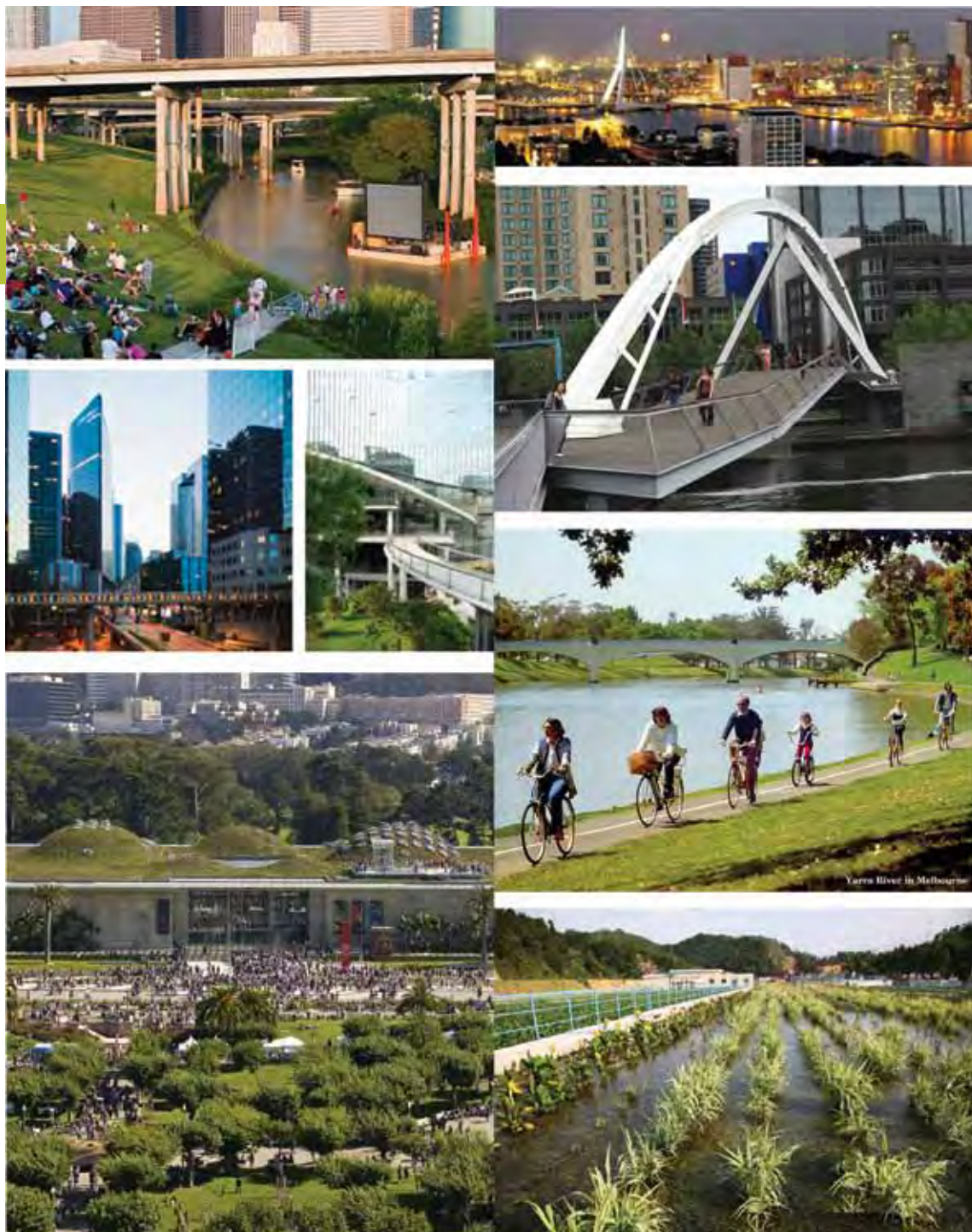
Attempts will be made to apply green technology such as roof greening, rainwater harvesting, wetland wastewater treatment to minimize the impacts of urban development on environment as well as energy and water resources.

多元活力的門戶

A Vibrant and Diversified Gateway

通過口岸內部功能重構和綜合樞紐的實施，將河套C區塑造成為緊湊、高效、多元、形象清晰和充滿活力的現代化口岸門戶。

Through the re-structuring of the functions in the Huanggang Port area into an integrated transport hub, Area C will become a compact, efficient, diversified, prominent and vibrant modern cross-boundary port and gateway.



6

初步發展大綱圖

Preliminary Outline Development Plan

圖例 LEGEND

土地用途 Land Uses	公頃 Hectares	%
E 教育 Education	22.4	25.5
C 商業 Commercial	1.2	1.4
G 政府 (連可能相關過境設施) Government (with Possible Associated Boundary Crossing Facilities)	0.9	1.0
政府 (消防局暨救護站) Government (Fire Station and Ambulance Depot)	0.6	0.7
政府 (污水處理廠) Government (Sewage Treatment Works)	2.8	3.2
O 休憩用地 Open Space	10.5	11.9
A 美化地帶 / 活動走廊 Amenity / Activity Corridor	15.9	18.1
其他指定用途 (生態區) Other Specified Uses (Ecological Area)	12.7	14.5
其他指定用途 (高新科技研發) Other Specified Uses (High-Tech R&D)	2.6	3.0
其他指定用途 (高新科技研發及交通交匯處) Other Specified Uses (High-Tech R&D cum Transport Interchange)	0.4	0.5
其他指定用途 (高新科技研發/文化創意產業及交通交匯處) Other Specified Uses (High-tech R&D / Cultural & Creative Industries cum Transport Interchange)	0.6	0.7
其他指定用途 (高新科技研發/文化創意產業) Other Specified Uses (High-tech R&D / Cultural & Creative Industries)	3.8	4.3
其他指定用途 (文化創意產業) Other Specified Uses (Cultural & Creative Industries)	1.1	1.3
其他指定用途 (區域供冷系統) Other Specified Uses (District Cooling System)	1.0	1.1
其他指定用途 (變電站) Other Specified Uses (Electricity Sub-Stations)	0.7	0.8
道路 Roads	10.5	12.0
總數 Total	87.7	100



主要發展參數

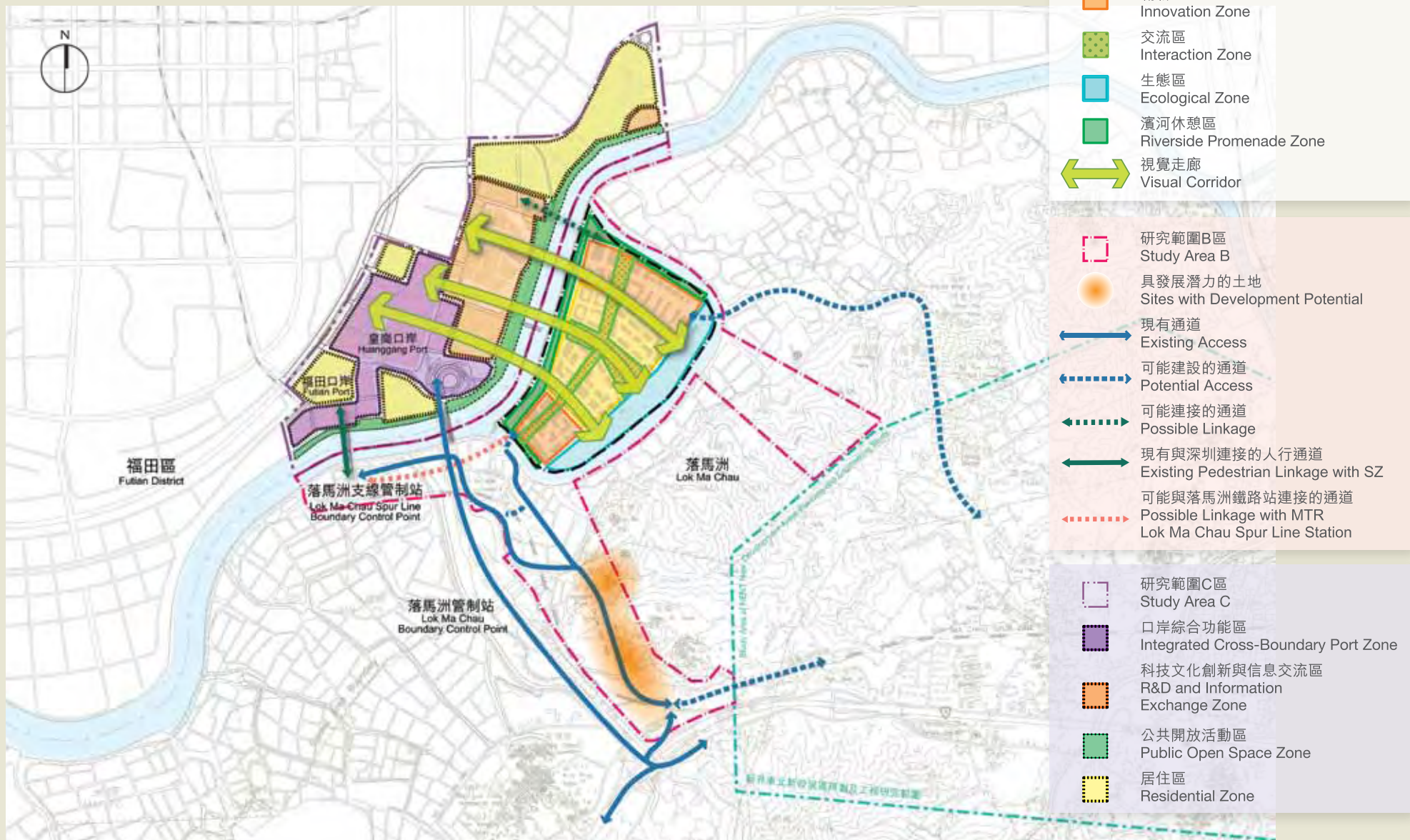
Major Development Parameters

可容納最高學生人數 Maximum No. of Students	24,000
就業機會(約) Employment Opportunities (approx.)	29,000
可容納最高樓面面積 (平方米) Maximum Gross Floor Area (m ²)	1,200,000
可容納最高樓面面積 - 教育 (平方米) Maximum Gross Floor Area for Education (m ²)	720,000
可容納最高樓面面積 - 高新科技研發 (平方米) Maximum Gross Floor Area for High-tech R&D (m ²)	330,000
可容納最高樓面面積 - 文化創意產業 (平方米) Maximum Gross Floor Area for Cultural & Creative Industries (m ²)	81,000
總地積比率 Gross Plot Ratio	1.37
樓宇高度 Building Height	最高15層 Max.15 storeys

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遠期綜合概念規劃

Long Term Integrated Concept Plan



你的意見

Your Views

我們希望聆聽你的寶貴意見，以進一步優化落馬洲河套地區的發展建議。

We would like to hear your valuable opinion to refine the development proposal for the LMC Loop.

歡迎你在二零一一年一月二十二日或之前將你的意見以郵遞、傳真或電郵方式送交我們：

You are encouraged to submit your written comments to any of the following addresses by post, fax or email before 22 January 2011:

香港 Hong Kong

郵遞 By Post : 規劃署 - 策略規劃組

Planning Department -
Strategic Planning Section

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土木工程拓展署 - 新界西及北拓展處

Civil Engineering and Development Department -
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閣下亦可瀏覽本研究的網頁，參閱更詳盡的資料：

More background information of this Study is available at the Study's websites:

香港 Hong Kong: <http://www.lmclloop.gov.hk>

深圳 Shenzhen: <http://www.szpl.gov.cn>

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Disclaimer: A person or an organization providing any comments and views to the "Planning and Engineering Study on Development of the Lok Ma Chau Loop" shall be deemed to have given consent to the HK Planning Department, HK Civil Engineering and Development Department and Urban Planning, Land and Resources Commission of Shenzhen Municipality to use or publish, including posting onto an appropriate website, the whole or part of the comments and views (with the exception of personal data). Otherwise, please state so when providing comments and views.