For discussion
on 22 May 2012

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

Planning and Engineering Study on Development of Lok Ma Chau Loop - Recommended Outline Development Plan and Stage Two Public Engagement

Purpose

This paper seeks Members' views on the recommended development proposals for the Lok Ma Chau Loop (the Loop).

Recommended Outline Development Plan (RODP) for the Loop

2. The RODP (**Enclosure 1**) has been prepared taking into account the public views/comments received during the Stage 1 Public Engagement (PE) (see paragraph 6 below), various technical assessments and infrastructure requirements. As compared with the Preliminary Outline Development Plan (PODP) presented to the Panel in December 2010, no major change has been made to the development parameters. To recapitulate, the Loop Development will provide a total of 1.2 million m^2 gross floor area (GFA), capable of accommodating 24,000 students with on-site hostel facilities and providing approximately 29,000 employment opportunities upon full development. The total GFA mainly includes 720,000 m^2 for higher education, 411,000 m^2 for high-tech research and development (R&D) / cultural and creative (C&C) industries and 60,000 m^2 for commercial uses. However, refinements have been made to the PODP in response to the public views received, as set out below:

(a) to provide flexibility for sites zoned for high-tech R&D and C&C industries purposes such that they can be used interchangeably to suit changing circumstances as and when necessary;

(b) to reduce the maximum building heights for high-tech R&D/C&C, education and commercial uses from 15 to 12 storeys, from 15 to 10 storeys and from 12 to 9 storeys respectively, without affecting the overall development intensity;

(c) to revise the alignment and design of the Eastern Connection Road (ECR) and Western Connection Road (WCR) to minimize possible impact on marsh land and fish ponds and the disturbance to existing structures and the village environment respectively;

(d) to designate two smaller District Cooling System (DCS) plants, instead of a single large plant such that they will be located closer to the cooling load centres; and

(e) to rearrange the locations of some of the proposed Government/Institution and Community facilities such that the overall building height profile would not be compromised while their functional requirement can still be met.

Essential Infrastructure and Facilities to Serve the Loop Development

3. The essential infrastructure and facilities to serve the Loop development include :

Connectivity

Direct Link between the Loop and the MTR LMC Station

(a) a road-based Direct Link serviced by green public transport to provide a highly accessible, flexible and convenient connection from the Mass Transit Railway (MTR) Lok Ma Chau (LMC) Station to the Loop is essential for the commissioning of the Loop development (Phase 1) currently targeted for 2020;

WCR

(b) Lok Ma Chau Road and Ha Wan Tsuen Road are recommended to be widened as the WCR to serve the Loop development (Phase 1) when it is commissioned in 2020. Subject to detailed design, the WCR will have a direct connection with San Tin/Fanling Highway and bypass the busy junction of Lok Ma Chau Road/Castle Peak Road;

ECR

(c) the ECR is recommended to serve the Loop upon its full development currently scheduled for 2030. Its alignment has been optimized, with a section of underpass-cum-depressed road under the Old Shenzhen River Meander and fishponds, to minimize possible environmental impacts. A passage for animal crossing will be incorporated into the detailed design of the ECR to maintain the continuity of terrestrial habitat;

Water Supply and Sewage Treatment Facilities

Water Supply Infrastructure

(d) Phase 1 construction of the proposed new Kwu Tung North (KTN) fresh water service reservoir (FWSR) and associated waterworks are recommended to cope with the additional water demand arising from the Loop development. This new FWSR will also serve the KTN New Development Area under planning;

Sewage Treatment Works (STW) and Treated Sewage Effluent Reuse

(e) the Loop is within the Deep Bay Water Control Zone. To meet the stringent requirement of "No net increase in pollution load to the Deep Bay" policy, a tertiary on-site STW together with off-site treatment of residual load in the treated effluent is proposed. The treated sewage effluent from the STW is intended to be reused for non-potable purposes, such as toilet flushing, landscape irrigation and make-up water for DCS;

Ecological Area (EA)

(f) an EA (about 12.8 ha) along the entire southern/southeastern boundary of the Loop will be formed to compensate for the removal of the existing reedbed within the Loop, provide flood retention capacity, and help enhance the ecological/wetland function of the area; and

DCS

(g) subject to further study, two DCS plants closer to the cooling load centres are proposed to serve the northeastern and southwestern parts of the Loop.

Public Engagement Programme

4. The purpose of the Stage 2 PE exercise is to collect public views on the recommended development proposals for the Loop as highlighted in the attached PE Digest (**Enclosure 2**). During the two-month consultation period, we will consult various Boards/Committees including the Town Planning Board, relevant District Councils and Rural Committees. The general public, green groups and other interested organizations will also have opportunities to provide their views through forums and briefing sessions to be arranged. The views received will be taken into account in finalizing the development proposals for the Loop.

Background

5. In early 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. Based on the results of the PE exercise conducted in mid 2008, the two governments have agreed that higher education could be the leading land use in the Loop, to be complemented by hi-tech R&D as well as C&C industries. The Planning and Engineering Study on Development of LMC Loop

(the Study) commenced in June 2009. The study area comprises the Loop and the adjoining area in Hong Kong. As for the adjoining area in Shenzhen, a separate planning study commissioned by the Shenzhen authorities has been completed.

6. The PODP and the preliminary development proposals for the Loop were promulgated in the Stage 1 PE of the Study held between November 2010 and January 2011, and the Panel was consulted on the proposals on 16 December 2010. The major public views received during the Stage 1 PE include :

(a) there was general support for developing the Loop for higher education as the leading land use to be complemented by high-tech R&D as well as C&C industries. There was also general support for the low carbon concept, and some requested formulation of the corresponding benchmarking criteria;

(b) some green groups objected to development in the Loop and advocated preservation of the area to protect the ecological integrity and continuity of the Deep Bay wetland system. On the other hand, some locals and the Heung Yee Kuk urged for more intensive development in the surrounding areas instead of placing too much emphasis on the Loop itself[1];

(c) there were suggestions to provide a direct link between the Loop and the MTR LMC Station, concerns over the existing capacity of the proposed WCR, and strong reservation was expressed by green groups on the proposed ECR in view of its possible adverse impacts on Hoo Hok Wai and in turn the wetland habitat in the Deep Bay area; and

(d) some tertiary education institutions raised concerns over the mode of development and implementation arrangement, as well as support/subsidies from the Government for the development of the Loop.

---

[1] In response to the comments of the locals and Heung Yee Kuk received during the Stage 1 PE, a separate land use review is being undertaken to identify development potential for the areas adjacent to the connection roads leading to the Loop.

7. Since the set up of the HK-SZ Joint Task Force on Boundary District Development led by the Secretary for Development and the Vice Mayor of Shenzhen in December 2007, governments on both sides have actively explored various issues relating to the Loop, including the mode of development and implementation arrangements, and agreed to jointly develop the Loop into a special cooperation zone of HK and SZ with higher education as the leading land use, complemented by hi-tech R&D as well as C&C industries. A co-operation agreement, which provided a framework for the co-development of the Loop, was signed at the HK-SZ Cooperation Meeting held on 25 November 2011.

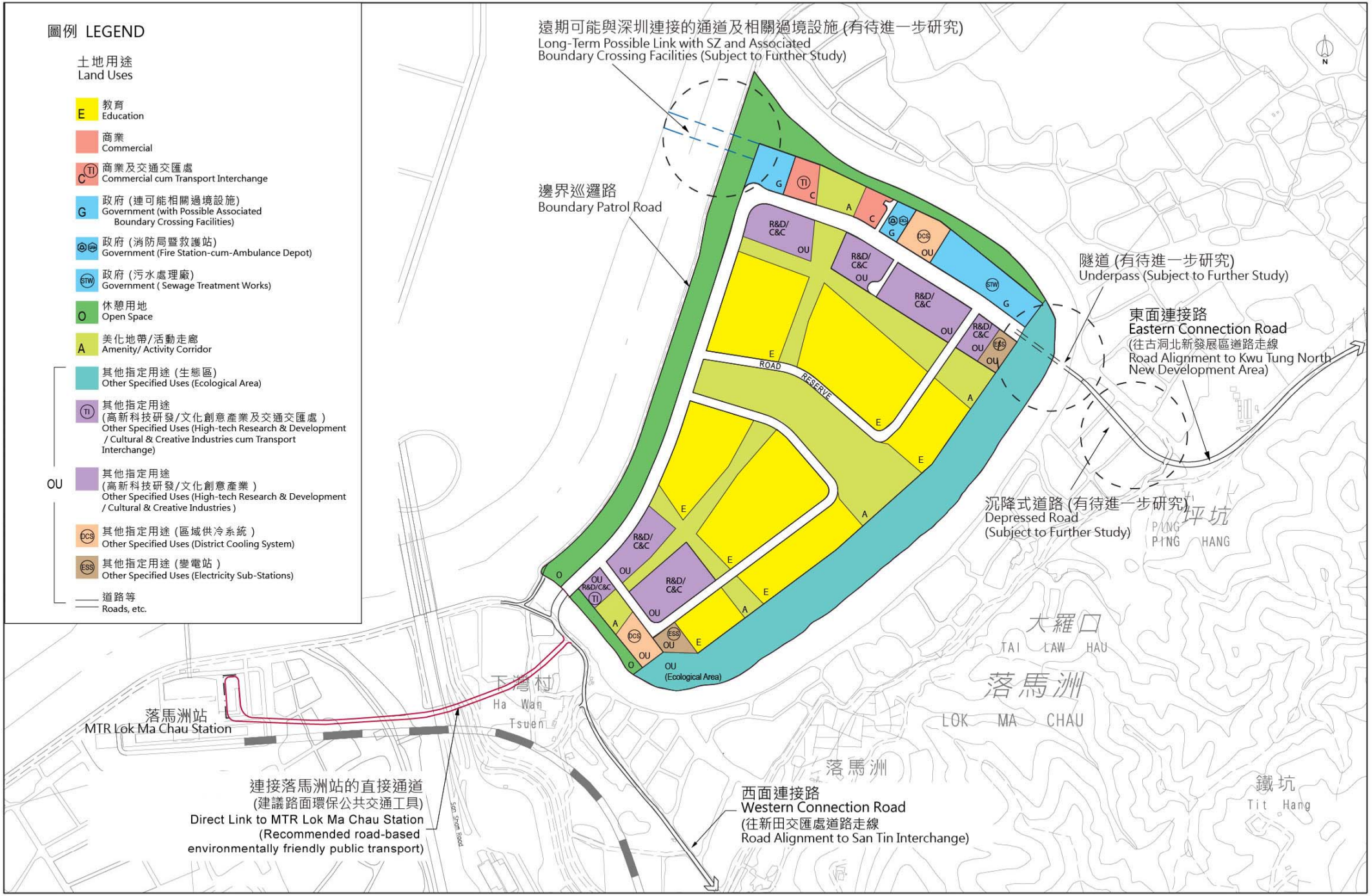
Advice Sought

8. Members are invited to provide comments on the recommended development proposals for the Loop.

Attachments

Enclosure 1 Recommended Outline Development Plan
Enclosure 2 Stage 2 Public Engagement Digest

Development Bureau
Planning Department
Civil Engineering and Development Department
May 2012



土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
規劃署 PLANNING DEPARTMENT
ARUP 奧雅納工程顧問 Ove Arup & Partners Hong Kong Limited

研究項目 Job Title
合約編號 Agreement No. CE 53/2008 (CE)
落馬洲河套地區發展規劃及工程研究
Planning and Engineering Study on Development of Lok Ma Chau Loop

圖則項目 Title
建議發展大綱圖
Recommended Outline Development Plan

圖則編號 Figure No.
附件一 Enclosure 1

圖例 Scale
1:8 000 on A3

修訂編號 Rev.
-

Date 09/08/2011

落馬洲河套地區發展規劃及工程研究

PLANNING AND ENGINEERING STUDY ON DEVELOPMENT OF LOK MA CHAU LOOP

第二階段公眾參與摘要

STAGE 2 PUBLIC ENGAGEMENT DIGEST

二零一二年五月
MAY 2012

香港規劃署
Hong Kong Planning Department

香港土木工程拓展署
Hong Kong Civil Engineering and Development Department

深圳市規劃和國土資源委員會
Urban Planning, Land and Resources Commission of Shenzhen Municipality

ARUP

誠邀您的參與
Invitation to Participate

我們已就《落馬洲河套地區發展規劃及工程研究》制訂**建議發展方案**。我們誠意邀請您參與**第二階段公眾參與**活動，就建議發展方案提出意見，以協助我們推進落實落馬洲河套地區的發展。

We have formulated the **Recommended Development Proposals** under the Planning and Engineering Study on Development of Lok Ma Chau (LMC) Loop. You are cordially invited to participate in the **Stage 2 Public Engagement** activities and express your views on the recommended development proposals. Your views will help us in taking forward the implementation of the LMC Loop Development.

已完成 Completed

初步發展方案 階段
Preliminary Development Proposal Stage

研究匯報 階段
Study Reporting Stage

Mid 2009 年中 › Early 2011 年初 › Mid 2012 年中 › Late 2012 年底 › Mid 2013 年中

建議發展方案 階段
Recommended Development Proposal Stage

現階段 Current Stage

匯報自第一階段公眾參與完成後的研究進度
Report the latest development of the Study since the completion of the Stage 1 Public Engagement

重點介紹建議發展方案如何回應上階段公眾參與所收集到的意見
Highlight the refinements to the development proposals in addressing public's views received

您的參與
Your involvement

討論和分享您對本研究建議發展方案的意見！
Discuss and share your views on the Recommended Development Proposals for the Study!

在可持續發展的大原則下建造跨界人才培育的知識科技交流樞紐

To develop the LMC Loop as a hub for cross boundary human resources development within a sustainable Knowledge & Technology Exchange Zone (KTEZ)

目錄 CONTENTS

01 背景及研究進展
Background & Study Progress

落馬洲河套地區（下稱「河套地區」）毗鄰香港及深圳的邊界，是在1997年深圳河治理工程完成後，由新舊河道在落馬洲一皇崗口岸東側圍合而成的土地。因為獨特的歷史背景，其發展一直面對很多限制，包括兩地的合作機制，生態環境的保育、污染土的存在，基礎設施的缺乏等。

2008年，港深兩地政府協定共同開展落馬洲河套地區發展項目的規劃及工程研究，以「共同研究、共同開發、共享成果」的原則發展河套地區，善用此策略性地理位置的土地資源，以滿足兩地的長遠發展需要。

2008年收集到的公眾意見，港深兩地政府經詳細考慮後同意河套地區發展以高等教育為主，輔以高新科技研發和文化創意產業用途。

香港規劃署聯同香港土木工程拓展署於2009年6月委聘顧問展開《落馬洲河套地區發展規劃及工程研究》（下稱「研究」），為河套地區 (A區) 及香港境內連接地區 (B區) 進行研究，深方配合參與；而深圳境內鄰近地區 (C區) 的研究由深方負責進行，港方配合參與。經考慮了第一階段公眾參與時收集到的公眾意見及進行了詳細的探討和技術研究後，我們克服了種種限制，並制訂了建議發展方案，令河套地區的發展逐步邁向建設實施的階段。

The Lok Ma Chau Loop (LMC Loop) is situated in close proximity to the boundary between Hong Kong (HK) and Shenzhen (SZ) and is bounded by the new and old SZ River channels located to the east of LMC and Huanggang Port following the completion of the SZ River Regulation Project in 1997. Such unique historical background has posed considerable constraints on the development of the LMC Loop in terms of aspects such as cooperation mechanism between the two cities, conservation of ecological environment, presence of contaminated soil, the lack of infrastructure in the area, etc.

In 2008, the HK and SZ governments agreed to jointly commission a planning and engineering study for the development of the LMC Loop under the principle of *"co-study, co-development and mutual benefit"* with a view to optimizing the land resources of this strategic location to meet the future development needs of the two cities.

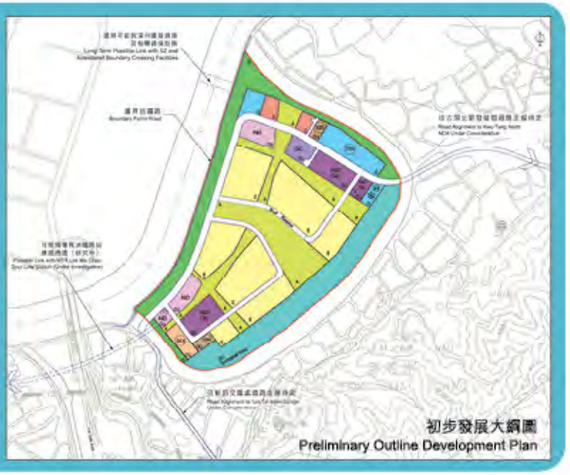
Upon due consideration of the public views collected in 2008, the HK and SZ governments agreed that the LMC Loop be developed with *higher education* as the leading land use, complemented by *high-tech research and development (R&D)* and *cultural and creative (C&C) industries*.

In June 2009, the HK Planning Department (PlanD) and the HK Civil Engineering and Development Department (CEDD) jointly commissioned "The Planning and Engineering Study on Development of LMC Loop" (the Study) for the study areas: the LMC Loop (Area A) and the adjoining areas in HK (Area B) with participation from SZ. A separate planning study is also commissioned by the SZ authorities for the adjacent areas in SZ (Area C) with participation from HK. Taking account of the public views collected in the Stage 1 Public Engagement, together with the detailed analysis upon various technical assessments for the LMC Loop, we have overcome the pertaining constraints and formulated the Recommended Development Proposals with a view to taking a step forward the LMC Loop Development to its building and implementation stage.

第1階段 Stage 1
第一階段公眾參與
Stage 1 Public Engagement

在河套地區研究所制訂的發展建議是以上述三大土地用途作基礎。第一階段公眾參與於2011年1月完成。此次公眾參與活動主要聽取了公眾對初步發展大綱圖及周邊土地的初步發展建議的意見。

The three main land uses form the basis for formulating the development proposals for the LMC Loop under the Study. The Stage 1 Public Engagement was completed in January 2011. This public engagement exercise sought the public views mainly on the Preliminary Outline Development Plan (PODP) and preliminary land use proposals for the adjoining areas.



初步發展大綱圖
Preliminary Outline Development Plan

02 第一階段公眾參與結果總結
Summary of the Outcomes of Stage 1 Public Engagement

第一階段公眾參與活動
Stage 1 Public Engagement Activities

對於研究範圍A區及B區的發展建議，港深兩地所收集到的主要意見為：

Major public views collected in both HK and SZ on the development proposals for Area A and Area B are:

- 規劃大綱 Overall Planning Framework
- 佈局設計及土地用途 Layout Design and Land Use
- 低碳綠色社區 Low Carbon and Green Community
- 對外交通連接及地區改善 External Connectivity and Local Improvements

普遍支持在可持續發展及生態保育的原則下發展河套地區
Generally support the development of the LMC Loop under the principles of sustainable development balanced with conservation

廣泛支持研究願景、指導原則及三大土地用途
Widely support the vision, guiding principles and the 3 main land uses

提供彈性的土地用途及靈活的佈局設計
Allow greater flexibility in land use

降低建築密度及樓宇高度
Reduce building intensity and building height

制訂低碳指標及環保減排措施
Identify low carbon benchmark and green initiatives

保育大自然及保護較敏感的生態環境
Conserve nature and protect ecologically sensitive habitats

紓解發展引致的疑慮(如水浸風險、污染土壤、臭氣問題等)
Mitigate development concerns (e.g. flooding risks, contaminated mud, odour problem, etc.)

探討連接道路的其他走線和設計
Explore alternative alignments and designs for the proposed connection roads

探討B區及周邊地區的發展潛力和機遇
Explore the development potential/opportunities in Area B and surrounding areas

減少對附近鄉村及現有建築物之影響
Minimize impacts on existing villages and structures

第一階段公眾參與報告可於研究網頁瀏覽：
The Stage 1 Public Engagement Report can be viewed at the Study's website:
http://www.lmcloop.gov.hk

03 建議發展方案
Recommended Development Proposals

回應公眾期望，攜手向前邁進…
Responding to Public Aspirations and Walking a Step Forward Hand in Hand...

就第一階段公眾參與所收集的意見，我們在平衡生態、環境、社會民生及經濟發展的考慮後，已適切地納入發展建議中。按公眾的意見及技術/環境影響評估的初步結果，我們為河套地區及鄰近地區的發展方案作出了進一步深化和修訂。

Comments and suggestions received from Stage 1 Public Engagement were duly considered and incorporated into the Recommended Development Proposals with a view to striking a balance amongst ecological, environmental, social and economic considerations. Taking into account the public views and the preliminary results of the technical/environmental impact assessments, we have refined the development proposals for the LMC Loop and the adjoining areas.

規劃大綱
Overall Planning Framework

第1階段公眾意見 Stage 1 Public Views

工作方向 Direction

擬議土地用途不變
Proposed land uses remain unchanged

土地用途/功能分區
Land Use Zoning

河套地區的發展將以高等教育為主，輔以高新科技研發及文化創意產業，以促進知識和科技交流。考慮到公眾的期望和支持，擬議土地用途/功能分區會大致上維持不變，但部分土地用途區的規劃會作出適當修訂，以提供一個更靈活及更有效的土地用途分佈。

LMC Loop [KTEZ]

The LMC Loop will be developed with higher education as the leading land use complemented by high-tech R&D and C&C industries to facilitate exchange of knowledge and technology. Taking into consideration the public's aspirations and support, the proposed land use zonings will largely remain unchanged, but the respective land use zones have been refined to provide a more flexible and efficient land use allocation.

- 教育區 Education Zone
- 創新區 Innovation Zone
- 交流區 Interaction Zone
- 生態區 Ecological Zone
- 濱河休憩區 Riverside Promenade Zone
- 通風走廊 Ventilation Corridor
- 視覺走廊 View Corridor
- 與周邊地區的連接 Linkage with Surrounding Areas

工作方向 Direction

研究願景及指導原則作為制訂建議發展方案的基礎
Vision and Guiding Principles serve as the basis for the formulation of the Recommended Development Proposals

願景
Vision

在可持續發展的大原則下，建造跨界人才培育的知識科技交流樞紐。

To develop the LMC Loop as a hub for cross-boundary human resources development within a sustainable Knowledge & Technology Exchange Zone (KTEZ).

指導原則
Guiding Principles

- 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
  Capitalize on the strategic location of the LMC Loop by adopting an efficient and flexible land use planning and design approach
- 採用「低碳經濟」的發展模式
  Adopt a low carbon economy
- 提供兩地人流順暢及高可達性的交通系統，並配合合適的通關方式
  Provide highly accessible and convenient connections to/from the LMC Loop with appropriate cross-boundary arrangements
- 配合周邊地區的特色以優化環境及減低對生態環境的影響
  Enhance environmental performance with reference to local characters
- 營造和諧及充滿生氣的社區，帶動地區發展
  Foster social harmony and vibrancy and promote development

佈局設計及土地用途
Layout Design and Land Use

第1階段 公眾意見 Public Views

工作方向
Direction

容許靈活調配「高新科技研發」及「文化創意產業」用途	降低樓宇高度上限，同時不影響整體發展密度	優化休憩用地及景觀設計，鼓勵用戶之間的互動
Allow interchangeability of "high-tech R&D" and "C&C" uses	Reduce maximum building height without affecting overall development intensity	Enhance open space and landscape design to encourage interaction among users

初步與建議發展大綱圖樓宇高度的比較（最高）
Comparsion between PODP & RODP on Building Height (Max.)

	第一階段 Stage 1	第二階段 Stage 2
教育用途 Education Use	15層(storeys)	10層(storeys)
高新科技研發/文化創意產業 High Tech R&D / C&C Industries	15層(storeys)	12層(storeys)
商業用途 Commercial Use	12層(storeys)	9層(storeys)

此建議發展大綱圖將作為制訂法定分區計劃大綱圖的基礎。

The RODP will form the basis for preparation of the statutory Outline Zoning Plan.

土地用途 Land Uses		公頃 Hectares	%
E	教育 Education	22.9	26.1
C	商業 Commercial	0.5	0.6
C(TI)	商業及交通交匯處 Commercial cum Transport Interchange	0.7	0.8
G	政府（連可能相關過境設施） Government (with Possible Associated Boundary Crossing Facilities	0.8	0.9
G(STW)	政府（污水處理廠） Government (Sewage Treatment Works)	3.1	3.4
G(SA)	政府（消防局暨救護站） Government (Fire Station-cum-Ambulance Depot)	0.4	0.5
O	休憩用地 Open Space	10.6	12.1
A	美化地帶/活動走廊 Amenity / Activity Corridor	15.9	18.1
OU	其他指定用途（生態區） Other Specified Uses (Ecological Area)	12.8	14.6
OU	其他指定用途（高新科技研發/文化創意產業） Other Specified Uses (High-tech Research & Development / Cultural & Creative Industries)	8.1	9.2
OU(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 Research & Development / Cultural & Creative Industries cum Transport Interchange)	0.4	0.5
OU(DCS)	其他指定用途（區域供冷系統） Other Specified Uses (District Cooling System)	1.6	1.8
OU(ESS)	其他指定用途（變電站） Other Specified Uses (Electricity Sub-Stations)	0.8	0.9
—	道路等 Roads, etc.	10.1	11.5
		87.7	100.0

預計河套發展的工程可於2014年啟動，河套地區內的部分設施可於2020開始運作。

It is scheduled to commence the works of the Loop development in 2014 and to allow some facilities in the Loop to commence operations in 2020.

建議發展大綱圖
Recommended Outline Development Plan

主要發展參數
Major Development Parameters

除了降低相關土地用途的最高樓宇高度及修正各用途區的配置外，其他主要發展參數保持不變。

Apart from the reduced maximum building height and disposition of the concerned land use zones, other major development parameters remain unchanged.

可容納最高學生人數 Maximum Number of Students	就業總值（約） Employment Opportunities (approx.)
24,000	29,000

可容納最高總面積 Maximum Gross Floor Area

1,200,000 平方米 m²

主要包括 Including mainly

教育 Education	720,000 平方米 m²（包括宿舍 including hostels）
高新科技研發/文化創意產業 High-tech R&D/C&C Industries	411,000 平方米 m²
商業 Commercial	60,000 平方米 m²

總地積比率 Gross Plot Ratio

1.37

休憩用地設計及景觀設計草圖
Open Space Design and Draft Master Landscape Plan

靈活的設計佈局可容納一系列的建築物類型，以應付不同的功能及活動需求。加上不同休憩用地及景觀設計元素，河套地區將會是一個具有活力的社區。

河套地區將會提供多用途的休憩用地，供用戶享用。區內的三種休憩空間能容納多元化的活動和功能，為用戶提供獨特的空間體驗。

The flexible layout of the LMC Loop supports an array of building types to cater for different functions and activities. Together with different open space and landscape components, the LMC Loop development will be a vibrant community.

Multi-functional open spaces will be provided within the LMC Loop for public enjoyment. Three main types of open spaces are proposed to cater for diverse activities/functions and to offer unique spatial experiences for its users.

For Illustration only
(Subject to detailed design)
只作說明用途(有待詳細設計)

朝氣活力的活動走廊 Vibrant Activity Corridor

行人大道
Pedestrian Boulevard

由河套地區中心延伸的「行人大道」是一個促進用戶知識和文化交流的平台。此活動走廊可提供場地作多元化活動，如展覽、音樂會和文化活動，並吸引用戶聚集及互動交流。大道兩旁將設有街舖及零售設施，如咖啡室和書店，鼓勵人流聚集，讓河套地區朝氣蓬勃，增添區內的活力。

The Pedestrian Boulevard, which extends across the centre of the LMC Loop, provides a platform for users interaction and knowledge/cultural exchange. This activity node can accommodate diverse activities, such as exhibitions, concerts and cultural events, and attracts users to gather and mingle. The active building frontages and retail facilities, such as cafes and bookstores, along the Boulevard also add vibrancy to the LMC Loop by encouraging people to stay.

建築物之間的綠洲 Green Patches

典型的庭院空間
Typical Courtyard Space

主要設於個別發展地塊內，建築物之間將設有一些庭院式的休憩空間，營造戶外及半戶外的怡人環境，促進周邊用戶進行交流。

Courtyard spaces, which are mainly found within individual development plots, are small-scale open spaces that are designed to create an intimate environment for gathering and outdoor and semi-outdoor activities to facilitate the exchange of ideas of users in adjacent buildings.

高度輪廓 Height Profile

建議採用低矮的建築輪廓，建築物高度向深圳河及生態區/ 舊深圳河河曲遞減，確保視野更為廣闊，並使建築物與周邊景致融合一起。

A low-rise building height profile with building heights descending towards the SZ River and the Ecological Area/Old SZ River Meander is proposed to allow better visual permeability and integration with the surrounding settings.

綠色怡人的緩衝走廊 Transitional Green Corridors

西北-東南走向的帶狀公園具有綠色緩衝帶的功能，為建築群提供自然綠化及靜態休憩空間。這些公園的設計以自然景觀元素和本地植物為本，讓人回歸大自然。

The northwest-southeast direction Ribbon Parks serve as transitional green spaces that provide natural greenery between the development clusters and are intended to be passive recreational spaces. These Parks are designed with natural landscape elements and local plant species to enhance the sense of integration with the natural setting.

低碳綠色社區
Low Carbon and Green Community

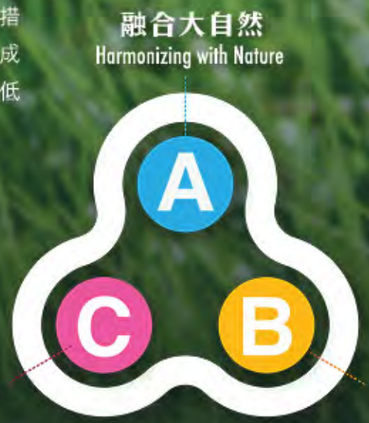
第1階段公眾意見 Stage 1 Public Views

工作方向 Direction

採用環保基礎設施及技術，以提升能源效益及節約珍貴天然資源 Adopt green infrastructures and technology to enhance energy efficiency and conserve natural resources	提供環保交通工具 Provide green transport modes	提供生態區，以提升地區生物多樣性 Provide the Ecological Area for improving biodiversity	預留通風及視覺走廊，以改善區內的空氣流通及景觀連接 Provide dedicated wind and view corridors for better air ventilation and visual permeability

我們認同公眾對可持續發展、低碳經濟的看法及在保育與發展之間取得平衡的想法。透過土地規劃、城市設計以及應用綠色措施，我們希望將河套地區締造成為一個對港深兩地互惠互利的低碳、節能、綠色社區典範。

We share the views of the public on sustainable development, low carbon economy and the view of the need to strike a balance between conservation and development. Through careful site planning, urban design and application of green initiatives, we hope to develop the LMC Loop into a showcase for low carbon, energy saving and green community that will be beneficial to both HK and SZ.



融合大自然
Harmonizing with Nature

和諧舒適的生活環境源自於保育自然生態和維護生物多樣性。
A harmonious living environment stems from safeguarding natural habitats and biodiversity.

生態區 The Ecological Area

在河套地區南/東南端預留約12.8公頃（約15%總土地面積）作為生態區，可以補償因河套地區發展而受到影響的現存蘆葦叢，亦有助提升區內的生態價值及濕地功能。

To compensate for the removal of existing reedbed within the LMC Loop, an area of 12.8 hectares, accounting for about 15% of total site area, along the entire southern/southeastern boundary of the LMC Loop will be formed into an Ecological Area to enhance the ecological/wetland function of the area.

不反光建築 Non-reflective Buildings

鼓勵在區內的樓宇外牆使用不反光物料，以減低視覺影響及對雀鳥的潛在影響。

To reduce visual impacts and to minimize potential impacts on birds, the use of non-reflective facade material is encouraged for buildings within the LMC Loop.

健康室內環境 Healthy Indoor Conditions

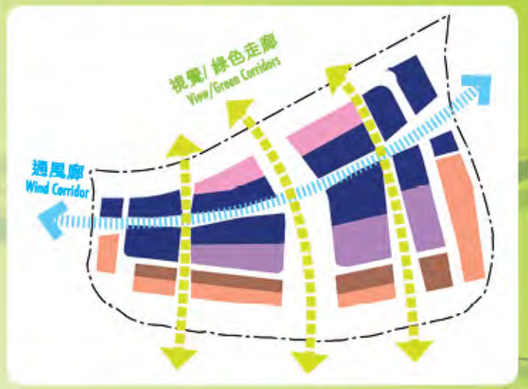
鼓勵在樓宇安裝高效空氣過濾器及可開啟的窗戶，確保通風涼快。

High performance filters for outdoor air intake and openable windows are encouraged to ensure free ventilation and cooling.

視覺/綠色走廊 View/Green Corridors

視覺/綠色走廊提供兩地的景觀連接及保持通透性。

View/green corridors provide visual connection and preserve the permeability between HK and SZ.



通風走廊 Wind Corridors

預留足夠通風走廊，為區內行人提供一個舒適的步行環境。

To provide sufficient wind corridors to offer a comfortable and airy environment for pedestrians.

節省資源
Conserving Resources

減少 REDUCE

再用 REUSE　循環 RECYCLE

在規劃及工程研究階段，我們建議提供節能的配套設施。有關建議的可行性將在下一階段深入探討。在河套發展的運作階段，須著力減少耗用能源及天然資源，以減低對社會和環境的影響。

At the planning and engineering study stage, we propose facilities for conserving resources. The feasibility of adopting these proposed facilities will be investigated in details in the next stage. During the operational phase, focus will be put on reducing consumption of energy and natural resources to minimize social and environmental impacts.

1 減少 REDUCE

能源 Energy

區域供冷系統 District Cooling System

區域供冷系統比傳統的風冷式空調系統，更有效為樓宇提供空調，更符合能源效益

The District Cooling System, compared with traditional air-cooled air conditioning systems, will be an energy-efficient method for air conditioning in buildings

可再生能源 Renewable energy sources

光伏太陽能板及太陽能熱水系統可作為另類能源

Photovoltaic panels and solar water heating system as alternative energy sources

總面積: 10 香港大球場 HK Stadium fields

屋頂綠化 Green roofs

屋頂綠化有助樓宇隔熱，從而增加能源效益

Green roofs offer thermal conditioning to buildings

總面積: 7 香港大球場 HK Stadium fields

電動交通工具及行人和單車徑 Electric vehicles, footpaths and cycling track

減少碳排放和化石燃料的消耗量

Lower carbon emission and fossil fuel consumption

水 Water

高效能水務裝置和灌溉系統 Water efficient fixtures and irrigation system

減少耗水量

Reduce water consumption

廢物 Waste

自助飲水機 Drinking fountains with faucets

減少膠瓶子的使用量

Reduce the use of plastic water bottles

2 循環 RECYCLE

再造建築物料 Recycled construction materials

材料需符合指定再造成分含量

Require construction materials with recycled contents

都市固體廢物 Municipal solid waste

鼓勵回收及循環利用家居、商業/辦公室廢物、廚餘，以及有機廢物，以減少送往堆填區的廢物量

Recycling of household, office, food and green waste will reduce the amount of wastes going to landfills

3 再用 REUSE

經處理污水循環再用 Reuse of treated sewage effluent

循環再用經處理的污水作非飲用用途（如作沖廁及灌溉用途）有助節約用水及減低污染用水的風險

Using treated sewage effluent for non-potable uses (e.g. flushing and irrigation) can help conserve water and reduce the risk of water pollution

土地平整 Site formation

循環再用泥土作填土/土地平整及綠化用途，以減少建築廢物量及堆填區壓力

Soil is reused for earth filling/site formation and greening to reduce construction waste and pressure on landfills

締造可持續綠色社區
Building a Sustainable, Green Community

透過河套地區的用地及基建規劃和採用以下措施，我們希望締造一個能滿足用戶的需要和注重保育自然環境和生物的可持續綠色社區。

Through site and infrastructural planning for the LMC Loop and adoption of the following measures, we plan to build a sustainable green community that caters for the need of the people and is responsive to the need for conservation of natural environment and wildlife.

提升生態環境
Ecological enhancement

限制生態區附近土地用途的發展密度及建築物高度，並嚴緊管理生態區，以維持合適的生態環境。生態區的設計亦與附近生境協調，以提升整體生態環境。

To create a suitable habitat, the development density and building height of land use sites near the Ecological Area is restricted and the Ecological Area will be properly managed. The Ecological Area is designed to be compatible with nearby habitats so as to enhance the ecological integrity of the area.

環保交通
Green transport

- 採用電動交通工具 Use electric vehicles
- 限制區內私人車輛的使用 Limit on-site private transport
- 提供行人徑及單車網絡，讓用戶欣賞大自然
  Provide footpaths and cycling network so that users can enjoy the nature

減少溫室氣體排放的措施
Greenhouse gas emission reduction measures

減低 Reduce
19-33%
溫室氣體排放總量
of total GHG emission

碳吸存 Carbon absorption

可在區內種植一些具有較高的吸碳排放能力的植物，尤其是本地、長壽命、闊葉的品種。

Plants, in particular local, long-lived, broad-leaf species, that have higher carbon absorbing capacity could be planted on the site.

節約能源的設計
Energy-efficient design

落成後，環保建築措施有助減低化石燃料的消耗。可應用的措施，包括綠化屋頂以及安裝一些較高效能的能源/水務裝置。

Green building measures minimize fossil fuel consumption during the operational phase of buildings. Examples are green roof installation and the use of energy and water efficient appliances.

如在河套地區落實所有上述的綠色措施，每年將可減少約31,000至54,000噸的碳排放，相等於19%至33%的排放量。這個目標與香港特區政府的溫室氣體減排目標一致。

All suggested green initiatives, if adopted in the LMC Loop, will save around 31,000 to 54,000 tonnes of CO_2 emission each year, equivalent to a 19% to 33% reduction. This target is in line with the HKSAR Government's target on reduction of greenhouse gas emission.

透過適當的土地規劃、城市設計，以及採用以上環保措施，我們致力創造一個人與自然生物和諧共享的舒適環境。

With the adoption of these green initiatives, along with good planning and urban design, we endeavor to create a pleasant environment for both human and wildlife.

對外交通連接及地區改善
External Connectivity and Local Improvements

第1階段 公眾意見 Stage 1 Public Views

工作方向 Direction

優化對外連接路和設施的走線/設計

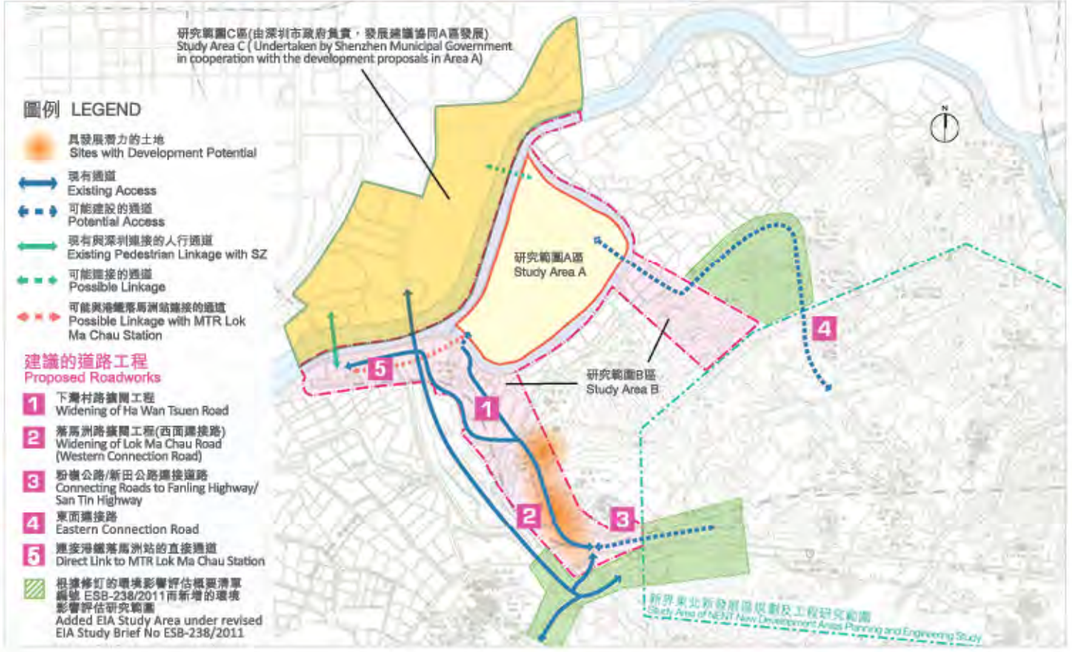
Optimize alignments and designs for external connection roads and facilities

同時展開另一研究，探討B區及鄰近地區的發展機遇

Undertake separate study in parallel on development potential for Area B and surrounding areas

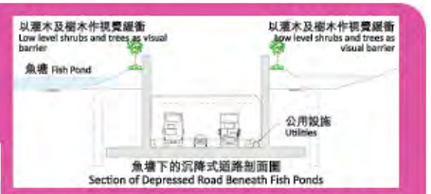
研究範圍B區及周邊地區主要是為河套地區發展提供對外連接道路及必須的基建配套。擬議對外連接路的走線和設計方案已考慮各種因素，包括環境限制、生態影響、技術可行性及對現存鄉村的影響等。

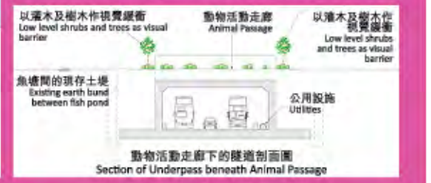
Area B and its neighbouring areas are mainly to provide external connection roads and essential infrastructure facilities to support the development of the LMC Loop. In devising the road alignment and design options, due consideration has been given to the environmental constraints, ecological impacts, technical feasibility and impacts on existing villages, etc.



東面連接路的設計
Design of Eastern Connection Road

為回應公眾訴求，我們在盡量減低生態及環境影響的目標下，優化東面連接路的設計及走線。經過舊深圳河河曲及附近魚塘的路段將分別以隧道和沉降式道路形式興建，以減低對魚塘、視覺及雀鳥飛行路線的潛在影響。此外，部分路段亦將會提供動物活動走廊，以減低對陸地動物的影響。





Responding to the public aspirations, the design of Eastern Connection Road has been optimized, with a section of underpass-cum-depressed road under the old SZ river meander and fishponds respectively, to minimize impacts on fish ponds, potential visual impacts and bird flight path disturbance. In addition, animal passage will be provided to minimize ecological impact on terrestrial animals.

連接港鐵落馬洲站的直接通道
Direct Link to MTR Lok Ma Chau Station

為加強與深圳的連繫，連接港鐵落馬洲站的直接通道建議以路面環保公共交通模式運作。

To enhance connectivity with SZ, a direct link in the form of road-based green public transport is proposed.

研究範圍B區及鄰近地區的發展機遇
Development Opportunities in Area B and Surrounding Areas

本研究除了關注周邊地區如何配合河套地區的發展之外，亦很注重環境保育和改善當地社區。為回應第一階段公眾參與所收集到的意見，另一個檢討B區及其鄰近地區的土地用途研究現正同步進行，以探討區內的發展機遇。

The Study aims not only to facilitate the development of the LMC Loop and its adjoining areas, but also to attach the importance of nature conservation and improving the local communities. In view of the public views received during Stage 1 Public Engagement, a separate land use review is being carried out in parallel to explore the development opportunities in Area B and its surrounding areas.

跨界合作通四方
才智匯聚創新天

Collaborate and Radiate Beyond All Boundaries
Aggregate and Innovate for the Future

您的意見非常重要！
Your views are important!

在這個研究階段，我們希望聆聽您對落馬洲河套地區的建議發展方案的寶貴意見。

在考慮收集到的公眾意見及經詳細技術評估和分析後，發展方案會作定稿，我們會在研究完成後公佈最後建議，與公眾共同分享規劃成果。

At this stage of the Study, we would like to hear your valuable opinions on the Recommended Development Proposals for the LMC Loop.

The development proposals would be finalized taking account of public comments received and upon completion of the detailed technical assessments. The finalized proposals would be published after the completion of the Study to share together with the community the outcome of the planning.

書面意見
Written Comments

歡迎您在2012年7月14日或之前將您的意見以郵遞、傳真或電郵方式送交我們。
If you have any comments or suggestions, please send them to the following contacts by post, fax or email on or before **14 July 2012**.

香港 Hong Kong

規劃署 - 策略規劃組
Planning Department - Strategic Planning Section

香港北角渣華道333 號
北角政府合署16 樓
16/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

@ lmcloop@pland.gov.hk

(852) 2868 4497

土木工程拓展署 - 新界西及北拓展處
Civil Engineering and Development Department - New Territories North and West Development Office

香港新界沙田上禾輋路1號
沙田政府合署9樓
9/F, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
New Territories, Hong Kong

@ lmcloop@cedd.gov.hk

(852) 2693 2918

深圳 Shenzhen

規劃和國土資源委員會
Urban Planning, Land and Resources Commission

深圳市福田區紅荔西路8009號
規劃大廈502室
Room 502, Municipal Planning Building,
8009 Hongli Road West, Futian District,
Shenzhen

@ hetao@szpl.gov.cn

(86) 0755-8394 9564

進一步資料
Further Information

有關本研究的進一步資料，閣下可瀏覽本研究的網頁：
Further information of this Study is available at the Study's website:

http://www.lmcloop.gov.hk

http://www.szpl.gov.cn

如欲查詢，請致電
For Enquiry, please call

(852) 2231 4726

(852) 2158 5680

(86) 0755-8394 9114

聲明： 凡個人或團體在《落馬洲河套地區發展規劃及工程研究》過程中向規劃署或土木工程拓展署提供意見和建議，均被視作已同意規劃署或土木工程拓展署可使用或公開(包括上載於適當的網頁)該人士或團體所提供的全部或部分意見和建議 (個人資料除外)。否則，請於提供意見和建議的同時作出聲明。

Disclaimer: A person or an organization providing any comments and views to the "Planning and Engineering Study on Development of Lok Ma Chau Loop" shall be deemed to have given consent to Planning Department and Civil Engineering and Development Department 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.