For information
22 July 2013

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

Planning and Engineering Study on Development of Lok Ma Chau Loop

Purpose

This paper is to report on the Stage 2 Public Engagement (PE2) of the Planning and Engineering Study on Development of Lok Ma Chau (LMC) Loop (the Study) and the refined Recommended Outline Development Plan (RODP) for the LMC Loop.

Background

2. The LMC Loop was formerly within the administrative boundary of Shenzhen before Shenzhen River was re-aligned in 1997. It now lies to the south of the river within the administrative boundary of the Hong Kong Special Administrative Region. Prior to commencement of the Study, the governments of Hong Kong (HK) and Shenzhen (SZ) concurrently carried out public consultation in 2008 on the future land uses for the LMC Loop. After considering the public views collected, the two governments agreed that the LMC Loop could be developed for higher education, high-tech research and development (R&D) and cultural and creative (C&C) industries. The Study, jointly commissioned by the two governments in June 2009, aims to formulate proposals to develop the LMC Loop with higher education as the leading land use, complemented by high-tech R&D and C&C industries. The intention is to develop the LMC Loop into a hub for cross-boundary human resources development within a Knowledge & Technology Exchange Zone under the principle of sustainable development. The Preliminary Outline Development Plan (PODP) was promulgated in the Stage 1 PE (PE1) of the Study held between November 2010 and January 2011 in HK and SZ. The Panel was consulted on the PODP on 16 December 2010 [LC Paper No. CB(1)540/10-11(01)]. Taking into account the comments received, various technical assessments and infrastructure requirements, a draft RODP was prepared and promulgated in the PE2.

3. The PE2 unveiling the draft RODP commenced on 15 May 2012 in HK and SZ and was completed in July 2012. Meetings and briefing sessions were held in HK with relevant stakeholders including the Panel, Town Planning Board, Planning Sub-Committee of Land and Development Advisory Committee, District Councils and Rural Committees concerned, local residents, environmental concern groups and professional institutes. The Panel was consulted on the draft RODP on 22 May 2012 [LC Paper No. CB(1)1875/11-12(05)]. A total of 36 written comments[1] were received. The PE2 Report at **Enclosure 1** sets out in detail the PE2 activities, summaries of major comments and suggestions received, and our responses.

Major Public Views and Responses

4. The major comments and suggestions received in the PE2 are largely similar to those received in PE1 but more focused on the details of the development proposals. The key public comments received and our responses are set out in the PE2 Report at **Enclosure 1** and summarized below:

(a) Land Use Arrangement and Planning Layout

The public generally agreed to the three proposed land uses of higher education, high-tech R&D and C&C industries. Some members of the public raised comments on land use flexibility, details of the planning layout and green measures.

The RODP has allowed for interaction among the three land uses to achieve synergy effect and interchangeability between the high-tech R&D and C&C uses. The detailed layout and provision of various green measures could be further studied in the ensuing stage.

(b) Environmental and Ecological Concerns, Development Intensity and Building Height

Some environmental groups raised concerns on the environmental and ecological impacts, including impact on the birds' flight path, and suggested further reduction in the development intensity and building height.

[1] Of the 36 written comments, 33 were received in HK, two in SZ and one by both governments.

The Environmental Impact Assessment (EIA), including an Ecological Impact Assessment, prepared under the EIA Ordinance has concluded that the LMC Loop development will not result in unacceptable environmental impacts on the LMC Loop and the surrounding areas. An "Ecological Area" with a low-rise buffer zone has been earmarked to minimize any impact on the birds' flight path and terrestrial animal passageway. The proposed development intensity and building height have struck a reasonable balance amongst various factors, including the vision of the development, environmental and ecological aspects, utilization of land resource, the surrounding townscape and environment, etc.

(c) Impacts on the Surrounding Areas

While being supportive of the LMC Loop development, some locals worried about freezing development potential of the surrounding areas and raised concerns on road capacity and safety, flooding and disturbance and compensation.

As regards the development potential of the surrounding areas, it will be further examined under the New Territories North study. Endeavors will be made to avoid encroachment upon private land and existing settlements, and the rights of locals and landowners will be duly respected. The technical assessments indicate that the LMC Loop development will not aggravate the flood risk nor cause unacceptable traffic impact.

(d) External Connectivity and Internal Transport

Some members of the public suggested adopting a rail-based transport mode for the Direct Link between the LMC Loop and the Mass Transit Railway (MTR) LMC Station, while some others suggested relocating the transport interchanges (TIs) outside the LMC Loop.

A comprehensive transport network is proposed to link the LMC Loop with the surrounding areas, including San Tin Highway, the proposed Kwu Tung North New Development Area and the MTR LMC Station.

The Direct Link will adopt a road-based environmentally friendly public transport mode such as green bus. The TIs will be located within the LMC Loop in order to avoid land resumption and to reduce impacts on the environment.

(e) Implementation Mechanism

Different stakeholders raised concerns on the mode of development, land ownership and implementation arrangements, etc.

In this regard, the two governments will continue discussion on the mode of development for the LMC Loop.

The RODP

5. Taking into account the comments and suggestions received in PE2, which are largely similar to those received in PE1, no significant changes to the RODP are made. Some minor refinements mainly in respect of the road alignment and the configuration of a site reserved for an electricity sub-station have been made.

6. The Information Digest at **Enclosure 2** summarizes the planning and design proposals for the LMC Loop development including the refined RODP. The RODP is prepared on the basis of higher education as the leading land use, complemented by high-tech R&D and C&C industries. The key development parameters of the RODP are summarized as follows: -

Total Area	**87.7 ha**
Education	22.8 ha
High-tech R&D / C&C Industries	8.6 ha
Commercial	1.2 ha
Open Space	10.6 ha
Amenity/Activity Corridor	15.9 ha
Ecological Area	12.8 ha
Others (including roads)	15.8 ha
Gross Plot Ratio (on gross site basis)	**1.37**
Employment Opportunities	**29,000** (about)

Major Land Uses	**Maximum GFA**	**Maximum Plot Ratio**	**Maximum Building Height[1]**
Education	720,000m^2	3.16	10 storeys
High-tech R&D / C&C Industries	411,000m^2	4.78	12 storeys
Commercial	60,000m^2	5	9 storeys

(1) The building heights will descend towards the SZ River and the Ecological Area to allow better visual permeability and integration with the surroundings.

7. The detailed technical assessments and the EIA conclude that the proposals under the RODP are technically feasible and environmentally acceptable.

Next Steps

8. The promulgation of the Study findings and recommendations will be announced in press release and in the Study webpage (http://www.lmcloop.gov.hk). The results of the public engagement, the RODP and the final recommendations of the Study will be publicised in HK and SZ through the PE2 Report and the Information Digest. The relevant materials will also be uploaded onto the Study webpage. Those who had made written submissions during PE2 will be notified of the promulgation of the Study findings.

9. The LMC Loop development is a designated project (DP) listed in Schedule 3 of the EIA Ordinance and includes a number of infrastructure projects which are DPs listed in Schedule 2 of the EIA Ordinance. The EIA Report has been exhibited for public inspection under the EIA Ordinance on 5 July 2013.

10. Work on the preparation of the statutory Outline Zoning Plan will follow, in parallel with the detailed design of the advance works on land decontamination and the "Ecological Area".

Advice Sought

11. Members are invited to note the results of the PE2 exercise, the RODP and the next steps of the Study.

Attachments

Enclosure 1	Stage 2 Public Engagement Report
Enclosure 2	Information Digest

Development Bureau
Planning Department
Civil Engineering and Development Department

July 2013

Enclosure 1

Agreement No. CE 53/2008 (CE)

PLANNING AND ENGINEERING STUDY ON DEVELOPMENT OF LOK MA CHAU LOOP - INVESTIGATION

Stage 2 Public Engagement Report

JULY 2013

規劃署 Planning Department
香港特別行政區政府 HKSAR Government

土木工程拓展署 Civil Engineering and Development Department
香港特別行政區政府 HKSAR Government

ARUP

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

Planning Department & Civil Engineering and Development Department

Agreement No. CE 53/2008 (CE) Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation

Stage 2 Public Engagement Report

July 2013

ARUP

CONTENTS

ANNEXES

1 Introduction

1.1 Background

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 long term development needs of the two cities.

In November 2008, the 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. The study on the LMC Loop (Area A) and its adjoining areas in HK (Area B) was to be led by the HK side with participation from SZ while the study on adjacent area in SZ (Area C) was to be led by the SZ side with participation from HK.

The Planning Department (PlanD) in association with the Civil Engineering and Development Department (CEDD) of the Hong Kong Special Administrative Region (HKSAR) subsequently commissioned Ove Arup Partners Hong Kong Limited to undertake "The Planning and Engineering Study on Development of Lok Ma Chau Loop" (the Study) covering Area A and Area B in June 2009. In parallel, the Urban Planning, Land and Resources Commission of Shenzhen Municipality also commissioned a study for Area C in SZ. The overall objective of the Study is to develop a sustainable, environmentally-friendly, energy-saving and people-oriented community in this area on the basis of mutual benefit to both HK and SZ.

As early as 2008 (i.e. prior to commencement of the Study), the two governments had concurrently undertaken public consultation on the possible future land uses for the LMC Loop, and upon consideration of the views collected, the two governments considered that the LMC Loop could 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. A two-stage public engagement has been carried out in the Study to engage the community in the planning of the LMC Loop with a view to formulating the future development options of the LMC Loop through exchange of views and building of consensus, and sharing the outcome of the Study with the community.

The Stage 1 Public Engagement (PE) took place concurrently in HK and SZ between 23 November 2010 and 22 January 2011. The main objective of the exercise was to collect views of the public on the Preliminary Outline Development Plan (PODP) of the LMC Loop and preliminary land use proposals for the adjoining areas. The comments and suggestions received together with the associated responses were included in the Stage 1 PE Report which was uploaded to the Study webpage(http://www.lmcloop.gov.hk/eng/public1.html).

1.2 Stage 2 Public Engagement Activities

The Stage 2 PE was conducted concurrently in HK and SZ on 15 May 2012 for a period of about 2 months until mid-July. The objective of the exercise was to collect views of the public on the Recommended Outline Development Plan (RODP) to facilitate the delivery of the development of the LMC Loop. To facilitate public discussion, a Stage 2 PE Digest, covering the latest progress of the Study and

highlighting how the views collected from Stage 1 PE had been addressed in the recommended development proposals, were disseminated to the public. At the same time, the relevant information on the Stage 2 PE was uploaded to the Study webpage to facilitate easy access to relevant publicity and consultation materials, PE Digest, details of the PE activities, as well as the latest progress of the Study. A series of activities were organised during the period to collect the views and suggestions of the different stakeholders.

1.2.1 Consultation Meetings / Briefing Sessions

During the Stage 2 PE, a total of 9 consultation meetings/ briefing sessions were held in HK side. The major consultees / groups include Legislative Council Panel on Development, Town Planning Board (TPB), Planning Sub-Committee for the Land and Development Advisory Committee, North District Committee, Town Planning and Development Sub-Committee of Yuen Long District Committee, Sheung Shui District Rural Committee, local villagers and village representatives, locals, environmental concern groups, professional institutions, etc. These consultation meetings/ briefing sessions aimed to seek comments and suggestions from the relevant stakeholders, general public, various committees and relevant groups and organisations on the recommended development proposals.

The events details and photos for the public engagement activities are summarised in **Annexes 1** and **2**. The summary of the major comments received during the consultation meetings / briefing sessions and the minutes of the relevant organizations are attached in **Annex 4**. The relevant materials have also been uploaded to the Study webpage.

1.2.2 Roving Exhibitions

Roving exhibitions with video and panel displays introducing the recommended development proposals and the arrangement of connection roads of the LMC Loop were held in the Shatin Government Offices and the North District Government Offices in HK.

1.2.3 Written Comments

During the Stage 2 PE period, a total of 36 written comments were received from different sectors of the communities, including local residents, Rural Committees, higher education institutions, environmental concern groups/ organizations, professional institutions, political institutions, commercial and financial institutions as well as individual residents and organisations from HK and SZ. We duly considered these comments and suggestions and incorporate into the Study where appropriate. An index of the written comments received is at **Annex 3**. All the written submissions have been uploaded on the Study webpage for public viewing. The comments are summarised and incorporated in Chapters 3 and 4 of this Report.

1.3 Purpose and Structure of this Report

We have categorised, analysed and consolidated the comments and suggestions received during the Stage 2 PE. The purpose of this Report is to summarize the

public comments and suggestions received and to provide responses from HK and SZ. We have duly considered the relevant comments and suggestions received in fine-tuning the recommended development proposals, which will serve as a basis for the preparation of the statutory Outline Zoning Plan (OZP) and the taking forward of the implementation of the LMC Loop development. The responses included in this Report are by no means final conclusion as some of the comments and suggestions will require further investigation in the detailed design stage. Specific concepts or suggestions that require further investigation will be explained in the relevant sections of the Report and will be duly considered in the formulation of the detailed development proposals and implementation of the Project.

The report covers the following five sections:

Chapter 1: Study Background and Public Engagement Activities

Chapter 2: Overview of Key Comments

Chapter 3: Summary of Key Comments and Responses (Public Comments Received in HK)

Chapter 4: Summary of Key Comments and Responses (Public Comments Received in SZ)

Chapter 5: Way forward

2 Overview of Key Comments

The Study collected comments from the public on the PODP and the preliminary land use proposals for the adjoining areas during the Stage 1 PE. On the basis of the public views collected in 2008 which considered that the LMC Loop could be developed with higher education as the leading land use, complemented by high-tech R&D and C&C industries, we incorporated the relevant comments into the development proposals after balancing the ecological, environmental and socio-economic considerations. Based on the public comments received and the preliminary findings of the technical reports/ environmental impact assessment, the development proposals for the LMC Loop and the adjoining areas were fine-tuned and amended to formulate the RODP/ recommended development proposals for conducting the Stage 2 PE.

The Stage 2 PE was completed in mid July 2012. During the period, we reported to the public the progress of the Study, highlighted how the development proposals responded to the comments received during the earlier PE and gauged the public views and opinion on the recommended development proposals. Nine consultation meetings / briefing sessions were conducted / attended and a total of 34 written comments were received in HK. Together with the written comments received in SZ[1], a total of 36 written comments were received during the Stage 2 PE. Generally speaking, the major comments received during Stage 2 PE are similar to those received in the Stage 1 PE. These comments, however, are more specific and detailed with a major emphasis on the details of the RODP. The major comments are below:

- The public generally had no contrary views on the proposed uses of higher education, high-tech R&D and C&C industries. The higher education institutions supported the development of higher education in the LMC Loop. The general public and relevant groups / organisations provided comments on the RODP and the detailed arrangements, including land use arrangement, mode of development for higher education, flexible land use arrangement for high-tech R&D and C&C industries, urban and landscape design, architectural style, external transport and traffic arrangement particularly the connection with the neighbouring MTR station, as well as the design for ancillary facilities such as car parking space, cycle track and parks. It was suggested the layout should allow more flexibility and the provision of land for mixed use purpose should be considered. In addition, to achieve the best use of the valuable land resources, it was suggested that through the flexible arrangement in land use layout and integration of function, more space should be allocated to high value added industry. The concept of sustainable development was generally supported and it was suggested that different low-carbon and energy-saving measures should be implemented in the LMC Loop in order to develop the LMC Loop into a world leading project in achieving low-carbon, energy-saving and low pollution technology;

- The environmental concern groups generally concerned whether the development of the LMC Loop would bring about environmental and ecological impacts to the adjoining areas, including impacts on birds' flight paths. In view of such concern, they maintained their objection to the development of the LMC Loop. However, they had also provided comments on the details of the proposal. They considered

[1] SZ has received 3 written comments, during the period, one of which has also been submitted to HK and included in the 34 written comments received.

that the intensity of the proposed development, with a total gross floor area (GFA) of 1.2 million square meters and an overall plot ratio of 1.37, was excessive and incompatible with the surrounding environment and it would likely create ecological and environmental impacts on the adjoining areas. They suggested that the development intensity and building height should be further reduced, the area for the "Ecological Area" ("EA") should be increased, sufficient land should be reserved as the ecological buffer, and urged that due consideration should be given to adopt alternative design such as full-tunnel for the Eastern Connection Road (ECR) to minimise the environmental and ecological impacts. They were also concerned about the detailed design, management and monitoring for the EA. They considered that the cumulative ecological impacts of the future developments in the LMC Loop and Area B should be considered altogether;

- While supportive of the LMC Loop development, the locals worried that the developments in the surrounding areas would be frozen. They urged that the development potential for Area B and the adjoining areas should be fully studied, and that the adjoining areas and the Frontier Closed Area should be developed concurrently. Many of the locals were concerned about the right of the land owners and strongly indicated that the proposals of the Study should respect local residents and the right of the private land owners. They stressed that the development potential of private land should not be deprived of and landowners should not suffer loss for the sake of conservation. The locals generally opined that the government should provide compensation arrangement to the affected parties. Some local villagers worried that the existing road capacity would not be able to cope with the development needs and the alignments and design of the connection roads would affect the local dwellings, and raised concern over the flood risk and flood prevention measures; and

- Different stakeholders raised concerns on mode of development, land ownership and implementation arrangement, including development programme, number of higher education institutions and their development positioning, and relevant policies arrangement, etc. They asked for details of these aspects.

3 Summary of Key Comments and Responses (Public Comments Received in HK)

3.1 Development Direction

Similar to Stage 1 PE, it was generally agreed in Stage 2 PE that the development direction of the LMC Loop was correct and that the LMC Loop should be developed under the principle of sustainable development. It was also agreed to utilize the locational advantage of the LMC Loop to strengthen the connection between HK and SZ, enhance local economy, give impetus to local development and create employment opportunities. It was also hoped that the development of the LMC Loop could be implemented as soon as possible.

Our Response

The HK and SZ governments have agreed to jointly undertake the planning and engineering study on the development of the LMC Loop under the principle of "co-study, co-development and mutual benefit" with a view to fully utilizing the land resources of the Loop to meet the future development needs of both cities. Under the principle of sustainable development, the vision for the LMC Loop is to develop it into a "HK/SZ Special Co-operation Zone" and a hub for cross-boundary human resources development within a Knowledge and Technology Exchange Zone (KTEZ) that can benefit the long-term development of HK, the Greater Pearl River Delta (PRD) and South China region. The Study aims to strike a balance in land use planning, ecological conservation, economic development and social aspects. We understand that the general public would like the HK and SZ governments to expedite the development of the LMC Loop. We shall implement the project as soon as practicable. It is anticipated that the Study will be completed in 2013 so as to facilitate the commissioning of the facilities for the first phase development as early as possible.

3.2 Land Use and Layout Design

3.2.1 Suggestions on Overall Layout/ Urban Design

Overall Layout and Design

Majority of the consultees had in general no contrary views on the overall land use layout under the RODP and considered that it was in line with the concept of sustainable development and advocating creative living style and cultural exchange. On the other hand, some consultees including the locals considered that only minor adjustments were made to the PODP and queried whether comments received from Stage 1 PE had been incorporated into the RODP. With regard to the overall layout of the LMC Loop, some members of the professional institutions, higher education institutions and the public suggested that more flexibility could be provided in the planning layout, including consideration of allowing mixed land uses.

On specific spatial design, some members of the public and professional institutions considered that there were rooms to improve the proposed layout and design of buildings. For example, more interesting architectural design could be considered to

provide more interaction space to enhance the surrounding environment. Moreover, some suggested that the overall urban design should be 3-dimensional to integrate with the ecosystem, the urban fabric of SZ as well as the infrastructural facilities in the surrounding areas and the transport interchange. In particular, the at-grade and underground space should be better utilized. Some also suggested to avoid a monotonous landscape. A TPB member suggested that a design competition should be conducted to solicit a better overall design of the LMC Loop.

Our Response

In response to the public comments received during Stage 1 PE, we had incorporated changes as appropriate in the RODP to allow rearrangement and interchangeability of the high-tech R&D and C&C industry uses (a total of 8.6 hectares of land) subject to future market demand with a view to maintaining the flexibility of the overall layout design and land use. The overall planning layout of the RODP has provided sufficient flexibility to address future development need and social aspiration. Moreover, different land uses, including commercial uses, open space, an ecological area, amenity areas / activity corridors and various government and community facilities will be provided to support the LMC Loop development, and enhance vibrancy. The LMC Loop will be developed with higher education as the leading land use, while the overall planning framework of the RODP provides sufficient flexibility to allow interactions amongst higher education, high-tech R&D and C&C uses to achieve a synergy effect.

The planning of the LMC Loop has fully considered the 3-dimensional aspects in that the existing building height profile has already considered the impacts on the adjoining environment and ecology, in particular the birds' flight paths. To avoid a monotonous build form and wall effect, the RODP has provided a flexible layout design which can accommodate different types of buildings to meet different functional and operational requirements. The LMC Loop will adopt a relatively low building height profile with building heights descending towards the SZ River and "EA" / Old SZ River Meander to ensure an open view of the LMC Loop and its adjoining areas and that the buildings are compatible with the surrounding environment. Such layout arrangement will also allow medium-rise buildings of higher intensity to cluster in the middle part of the LMC Loop leavind to the development intensity descending towards the SZ River and the "EA". This arrangement can also facilitate the air ventilation in the LMC Loop. We will also consider the possibility to develop underground space to reduce the overall building height of the area.

On architectural design, further consideration will be given when detailed planning proceeds. The overall approach is to avoid imposing unnecessary development restrictions which may hinder future architectural design. As for the suggestion of conducting a design competition for the LMC Loop, further consideration may be given upon agreement between the HK and SZ governments on the mode of development and implementation mechanism.

Land Use and Layout

Specific comments / suggestions given by professional institutions and some members of public on the overall land use and layout of the LMC Loop are summarised below:

- Individual plots were too small in size and a certain degree of interchangeability should be allowed among the three land uses;

- To enhance vibrancy of the area, high-tech R&D and C&C industries uses should be located in the central area while higher education uses should be located in the peripheral area of the LMC Loop;

- For the convenience of the users and to achieve more economic efficiency, a larger piece of land for commercial use should be provided in the central part instead of designating two plots of land for commercial use at the north-eastern part of the LMC Loop;

- To allow flexibility in future design and planning, the LMC Loop should be developed under one single "Comprehensive Development Area" ("CDA"). Should more than one higher education institutions were to be accommodated , two to three "CDAs" should be considered;

- The LMC Loop should provide housing for different target groups (including cross-boundary travellers);

- Creative industry could attract tourists. The government should consider utilizing the neighbouring scenic areas, especially the characteristics of the "Conservation Area" ("CA"), to promote eco-tourism in the LMC Loop; and

- Some suggested to make reference to the experience of Netherland to allow for "Red Light District" and legalizing marijuana to encourage a free lifestyle in the LMC Loop. Some others suggested establishing stores specifically for selling milk powder and casinos for the people from the Mainland.

Our Response

We are grateful for the various suggestions on the land use and layout of the LMC Loop development. To provide greater flexibility, the RODP has allowed for interchangeability amongst the high-tech R&D and C&C industry uses. As higher education is the leading land use in the LMC Loop development, permitting interchangeability of all the three major land uses may not align with such planning intention and the general support of the public on the overall development direction of the LMC Loop. The size of individual plots for the three land uses is not too small. The plots for educational use range from a minimum of approximately 1 hectare to more than 5 hectares in size; while the size of plots for high-tech R&D / C&C industry uses ranges from of about 0.5 hectare to a maximum of 2 hectares, allowing flexibility in accommodating different layout and architectural design and meeting the operational needs of the concerned uses.

As for the layout, locating higher education use in the central part of the LMC Loop can enhance accessibility of various educational facilities and keep them within walking distance which can facilitate future operation of the higher educational uses. Allocating educational use to the fringe of the LMC Loop may limit the flexibility in the layout of future educational development. A pedestrian boulevard of 25m to 70m wide (approximately 1km in length) located in the central part of the LMC Loop can provide spacious environment for a variety of activities, facilitating knowledge and cultural exchange among users and enhancing vibrancy of the area. However,

relocating commercial sites to the central part of the LMC Loop may not be able to help promote the interaction between different uses and industries as originally intended.

The three major land uses for development of the LMC Loop have been established. Although designating the LMC Loop as a "CDA" may provide greater flexibility for development, it cannot properly reflect the planning intention of this area and will impose uncertainty in terms of land use, which will not be conducive to the development of the LMC Loop to the implementation stage.

As for the housing issue, it is anticipated that the proposed Kwu Tung North New Development Area (KTN NDA) in the proximity, which is estimated to be about 5 to 10 minutes driving distance from the LMC Loop, will provide part of the facilities including housing to cater for the need of the LMC Loop development. The villages in the vicinity can also help to meet part of the housing and daily needs. As for the hostel facilities within the LMC Loop, it is anticipated that the hostels can accommodate about half of the student population, while the actual number can be adjusted to respond to future circumstances.

Upon consideration of the views collected from the public consultation in 2008, HK and SZ governments agreed that the LMC Loop to be developed with higher education as the leading land use, complemented by high-tech R&D and C&C industries. These three major land uses were also confirmed by the Stage 1 PE completed in January 2011. As such, the RODP and recommended development proposals are formulated on the basis of these three land uses. In view of the scarce land resources in the LMC Loop, except these three major land uses and the necessary infrastructure provision, we do not recommend considering other land uses which are relatively higher usage, more intensive or incompatible with these three land uses, such as “Red Light District” or casino. The land uses recommended in this Study do not include tourism development. The government may separately consider the eco-tourism proposals upon consideration of the carrying capacity of the ecological environment of the area in future.

Urban Design

The specific comments/ suggestions on the overall urban design by the general public and professional institutions are as follows:

- A more detailed urban design framework and spatial layout /orientation is suggested to be adopted so as to integrate visual effect with function;
- Other urban design arrangement should be considered to provide ample interaction space and a single storey greening platform that would descend from HK towards SZ;
- Focused design should be provided at major entry points linking the LMC Loop and its surrounding areas, such as the construction of civic plaza, waterfront promenade, landmark or buildings with special amenity function, with a view to creating eye-catching gateways. In particular, the area at the western entrance should be specially designed;
- Urban design within the LMC Loop should integrate with its adjoining water bodies / river. Water resources and development plots should be better

utilized. Integration with neighbouring water bodies and water-friendliness should be emphasized in urban design, and human activities should be allowed in the "EA" zone; and

- Urban design measures should be adopted in mitigating the visual impact arising from the tall security fence at Boundary Patrol Road along the SZ River.

Our Response

In terms of urban design, in order to maintain an open view and to ensure that the buildings are integrated into the adjoining areas, a relatively low-rise building height profile for the LMC Loop descending towards the SZ River and the "EA"/ Old SZ River Meander is proposed. Moreover, three types of multi-functional open space (pedestrian boulevard, ribbon park and typical courtyard space) will be provided, accommodating a variety of activities and functions and providing a unique spatial experience for users. Various Amenity Areas / Activity Corridors running in northwest-southeast directions will be provided in the area. This spatial arrangement not only will provide visual and green corridors, but also can better integrate with the future planning of Area C in SZ which signifies the co-operation of the two governments and the continued socio-economic development of the two cities. Interaction zones are proposed to be provided in the area to facilitate the interaction of different land uses and industries.

To better utilise resources of the waterfront area, a 2km long riverside promenade along the Old/New SZ River is designated as open space to highlight the waterfront environment and to mitigate the adverse visual impact of the boundary fence. We agree that waterfront promenade and iconic buildings can be provided in suitable locations and the water resources should be better utilized. This will be further considered in the detailed design stage, and relevant guidelines on urban design, landscape and greening will be incorporated when formulating the layout plans.

Given the objective of providing the "EA" is to compensate for the reedbed affected by the LMC Loop development and to maintain the existing birds' flight paths and terrestrial animal passages, human activities in this area are in-principle not recommended so as to avoid having impact on the ecology. As for the suggestion to allow activities within the "EA", due consideration will be given on the individual circumstances of each case, such as for teaching and research needs, under the principle of not compromising ecological conservation.

3.2.2 Higher Educational Use

Some higher education institutions and a commercial financial institution submitted written comments in support of developing higher educational use in the LMC Loop. Some consultees supported the internationalisation of education and suggested that higher education institutions should collaborate with well-known institutions in Mainland and overseas to develop well-equipped and self-sustained campus(es) within the LMC Loop. Relevant teaching and research facilities should also be provided. Some higher education institutions also proposed to establish a thematic institutional district (e.g. campus with a green and sustainable theme, "Innovation Park" and Chinese medicine cum teaching hospital, etc.) to help facilitate the academic development of the institutions. Some consultees also considered that the

LMC Loop should form part of government's policy in providing upward mobility opportunity for students who were talented in subjects related to high-tech, cultural and creative industries. The comments and suggestions of the higher education institutions and groups, which were mainly related to the development positioning and operational needs of the higher education, included the following:

- Higher education development in the LMC Loop should have a clear positioning to meet the Production, Education and Research needs of the two cities;
- Flexibility should be given to meet the needs of different education / higher education operators, such as the requirements for land and facilities;
- The number of higher education institutions in the LMC Loop, the source of student population as well as the allocation of school places should be clarified;
- Both local and non-local students should be served by the LMC Loop;
- Collaborative projects and training programmes for full time students should be provided by the education institutions and enterprises; and
- Learning facilities, including art, design, creative industry, information technology and other related disciplines should be provided.

The higher education institutions suggested that the LMC Loop should establish not more than one higher education institutions in view of the size of the LMC Loop. Some political and professional bodies considered that the LMC Loop should develop one or at most two higher education institutions. Some consultees considered that more higher education institutions should be provided to strengthen the variety and interaction between institutions and students.

As for the planning / design for the higher educational use, the concerned higher education institutions and groups had various suggestions, including:

- To complement the campus development in the LMC Loop, some consultees proposed to create other education-related land uses including research centre, teaching hospital, financial institutions / commercial institutions, etc.;
- Some consultees proposed that the necessary supporting facilities for the higher education institutions, including sports ground, indoor sports stadium, etc., should be integrated in the design of the development. This could allow the higher education institutions to share the relevant facilities and achieve better use of resources;
- The RODP should reserve adequate land for the provision of supporting facilities; and
- To facilitate the development of the institutions, some consultees suggested that adequate hostel spaces and supporting facilities should be provided for local, mainland and overseas students as well as teaching staff.

Some consultees considered that there might not be enough space within the LMC Loop to accommodate the proposed university. They suggested increasing the

development intensity of the educational use to ensure that the higher education institutions could provide high quality teaching program and accommodate the anticipated growth of student population. Moreover, to ensure that the development of the LMC Loop could meet the demand and long-term development of the higher education institutions, some consultees hoped that the government could provide detailed information on the forecast of requirement of space and places of the higher education program.

Some consultees considered that a larger space for the necessary facilities was required for the higher education institutions to achieve a fulfilling campus life. As the area of the LMC Loop was very small, they had reservation on the proposed higher educational use. They suggested to hold back higher education development in the LMC Loop in order to reduce the development footprint and impact on the surrounding environment.

Our Response

The LMC Loop is located within the administrative area of the HKSAR, hence the establishment of higher education institutions in the LMC Loop will follow the existing legislation of Hong Kong. Matters on co-operation with institutions in other places, source of student population, allocation of school places, number of higher education institutions, development positioning, etc. will be subject to the details on the mode of development and planning to be further discussed by HK and SZ governments. The education departments of HK and SZ governments will collaborate on the mode of higher education development in the LMC Loop through the "Working Group on Higher Education Development in LMC Loop" and will deliberate and make suggestions on practicable implementation proposals.

To facilitate the Study, the Education Bureau and Development Bureau of HK consulted the higher education institutions in 2009 which provided information in preparing the PODP. The comments received during the Stage 2 PE, including those on the positioning of higher education development, the operational needs, the scale of development as well as planning and design aspects, will be conveyed to the relevant policy bureau. These comments will assist the education departments of HK and SZ to continue discussion on the mode of higher education development and its implementation mechanism.

With regard to the comment on the planning and design of the higher educational uses, the RODP and the future OZP for the LMC Loop will allow sufficient flexibility to accommodate different types of higher educational uses, buildings and supporting facilities, including hostels. They will also maintain a flexible layout to fulfil different functional and activity needs of the higher education institution in future. As for the comments on the area and development intensity of the higher education use, the RODP of the LMC Loop has designated approximately 22.8 hectares of land with 720,000m^2 GFA for higher educational use. From the urban design perspective, it is not recommended to increase the development intensity of the LMC Loop. Higher education development can be developed in phases subject to actual circumstances and demand.

3.2.3 High-tech R&D and C&C Industries Uses

The general public had no contrary views on the development of high-tech R&D and C&C industries within the LMC Loop. However, in view of the situation where some existing R&D facilities had not been fully utilised over the years, some consultees suggested that due consideration should be given as to whether or not more land for R&D use was required for HK. Some consultees considered that high-tech R&D and C&C industries could complement with each other, hence providing mutual advantages for the development of higher educational use, as well as nurturing diverse talent and exchange of creative ideas. Some consultees expected the government to establish the positioning for high-tech R&D and C&C industries development in the LMC Loop, and to consider how the LMC Loop development can work with existing establishments, such as the Science Park and Cyber Port.

Some consultees suggested that high-tech R&D development in the LMC Loop could focus on as smart phones, tablet PC and 3D printers, food testing, as well as data centre and cloud computing, etc. which could enhance the structure of the industry and increase employment opportunity.

In order to fulfil the planning intention of developing a hub for cross-boundary human resources development, some consultees suggested establishing an innovation and interaction zone within the LMC Loop. Moreover, some suggested the government to seize the opportunity and capitalise on the adjoining areas to develop the LMC Loop into a hub for high value added industries.

Some consultees considered that R&D activities would generally create less noise nuisance than activities in the higher education institutions. Locating these uses at the fringe of the LMC Loop could better complement and maintain the rural characteristic of the adjoining environment. On the other hand, some consultees considered that locating high-tech R&D and C&C industry uses at the peripheral areas could not achieve synergy effect.

On the other hand, as high-tech R&D and C&C industry uses had different operational requirements, some consultees casted doubts as to whether or not these two land uses could be interchangeable.

Our Response

The location of the LMC Loop, being near to the Futian commercial district of SZ, and in close proximity to two cross-boundary facilities and the proposed KTN NDA, provides strategic development opportunity. Under the principle of sustainable development, the vision of the LMC Loop is to develop it into "HK/SZ Special Co-operation Zone" and a hub for cross-boundary human resources development within a KTEZ that can benefit the long term development of HK, the Greater PRD and South China region. The proposed higher education institutions in the LMC Loop will provide a platform for knowledge exchange, while the high-tech R&D and C&C industries will play the role of promoting technology innovations. The sites for existing high-tech R&D uses in HK have been nearly used up warranting the search of alternative sites for medium to long-term development of R&D uses. The LMC Loop will facilitate the development of high-tech R&D and C&C industries as well as meeting the long term development of the industry.

To realize the vision of the LMC Loop, five functional zones are proposed, including Education Zone, Innovation Zone, Interaction Zone, Riverside Promenade Zone and Ecological Zone. To facilitate higher education development and to create synergy for R&D industries, education and research uses, the RODP provides a land use framework whereby the Interaction Zone in the middle part of the LMC Loop will link up the entire Education Zone and Innovation Zone to facilitate interaction among different uses and industries. In view of the above, the existing overall layout can facilitate interaction among different uses in the KTEZ and create synergy effect.

In respond to possible changes in circumstances in land use requirement of HK and SZ and to provide greater flexibility to meet the market demand and changes, we have incorporated appropriate changes in the RODP, including provision for interchangeability amongst the high-tech R&D and C&C industry uses (a total of 8.6 hectares of land) to meet future market demand, and maintained a flexible overall layout and efficient uses of the sites. The higher education use is intended as the leading land use in the LMC Loop development. The overall land use framework in the RODP will provide enough flexibility to allow interaction and interflow among higher education, high-tech R&D and C&C industry uses to achieve a synergy effect. The three land uses are complementary with one another and will endeavour to meet the need of the respective industries.

3.3 Development Intensity and Building Height

3.3.1 Plot Ratio and Building Height

Similar to the comments received during the Stage 1 PE, some consultees considered that the plot ratio of the LMC Loop development was on the high side as compared to other developments in the Deep Bay area. Considering other higher education institutions which are situated in similar rural settings, such as the Chinese University of Hong Kong and the Hong Kong University of Science and Technology, the plot ratio of the LMC Loop development was relatively higher and hence, they anticipated that the LMC Loop development would have adverse environmental impacts on the surrounding areas. They also considered that as the LMC Loop was an important roosting ground for migratory birds, the proposed plot ratio of 1.37 was excessive and lacked of justifications. They considered that the proposed development might obstruct the ecological corridor (such as the birds' flight path) and would have negative impacts on the ecological value and function of the neighbouring sensitive wetlands and ecological habitat. As such, they suggested further reducing the development intensity and building height of the LMC Loop development, in particular, the development at the southern part of Study Area A. At the same time, they requested the government to explain the bases in formulating the maximum GFA and suggested to adopt a lower GFA so as to reduce the development density. Some consultees requested the government to ensure that the proposed development could maintain the rural character of the neighbouring areas and that sufficient greening areas and open space should be provided.

Regarding building height, some professional institutions suggested that the government should adopt a more flexible approach to allow variation in building height and to revisit the proposed building height restriction in order to avoid a monotonous building height profile. To enhance urban design of the LMC Loop, they suggested to concentrate GFA mainly to several taller blocks so as to increase the

building height to facilitate the down-wash of prevailing wind which would in turn improve air ventilation at pedestrian level.

Our Response

We are aware that the areas surrounding the LMC Loop are of high ecological and environmental value, and agree that these factors should be duly considered in the course of any development so as to avoid having excessive adverse impact on the ecology and environment. Nevertheless, in protecting the ecological environment, due consideration should simultaneously be given to optimise the utilization of the land resources and the strategic locational advantages of the LMC Loop. The proposed development will mainly be confined within the LMC Loop. The development of the LMC Loop will be guided by the principle of sustainable development and has endeavoured to strike a balance amongst environment, social and economic development needs.

In considering the development density of the LMC Loop development, various factors, including ecology, adjoining environment, efficient use of land resources, as well as aspirations of the general public in HK and SZ, etc., have been taken into account. Given that the area to the north of the LMC Loop is the highly urbanised Shenzhen City, whereas the area to the southeast/ south of the LMC Loop are village type developments and a proposed new development area, the proposed maximum development intensity (equivalent to an overall plot ratio of 1.37 based on the gross site area) has taken into consideration the cityscapes of HK and SZ as well as the character of the adjoining areas, echoing with the landscape character of the two cities and striking a reasonable balance between conservation and optimisation of use of land resources.

As for the building height, taking into consideration the visual impact and the potential impact on the birds' flight path as well as in response to the comments collected during Stage 1 PE, the maximum building height have been lowered from 60m (15 storeys) to 48m (12 storeys) to provide further visual buffer and to reduce the impacts on the birds' flight path. An Environmental Impact Assessment (EIA) (including the Ecological Impact Assessment (EcoIA)) has been undertaken in accordance with EIA Ordinance in which the building height and layout arrangement have been duly considered in terms of environmental protection and ecological conservation to ensure that the development will not result in irreversible damage to the ecology and environment of surrounding areas. Despite reduction in building height, a gradation of the building height profile descending towards SZ River and "EA"/ Old SZ River Meander is maintained so as to avoid a monotonous building height profile. Air ventilation assessments (AVAs) including expert evaluation and quantitative assessment have already been undertaken. Given that wind corridors have been incorporated into the LMC Loop development in appropriate locations to facilitate air ventilation, and taking into account the findings of the AVAs and the impact on visual aspect and birds' flight path, it is considered that there is no strong justification for the suggestion to increase the GFA of several tall buildings so as to increase their heights to facilitate the down-wash of prevailing wind.

3.4 Green Initiatives

3.4.1 Advocate Green Emission Reduction

The public generally supported the concept of sustainable development and suggested to adopt different low-carbon and energy-saving measures for the LMC Loop. They considered that the LMC Loop should be developed into a showcase of low-carbon emission, energy-saving efficient and low pollution techniques, with emphasis on adoption of the state-of-the-art technology. On the other hand, some consultees considered that all possible measures should be used to ensure that the LMC Loop development would not have adverse impact on local dwellings and "CA" in the locality.

Some professional institutions strongly supported the low-carbon initiatives adopted and to develop the LMC Loop into a green community. Some also suggested to incorporate sustainable design proposals into the LMC Loop development. To ensure such incorporation, they suggested the government to incorporate the relevant guidelines in the lease conditions or the statutory OZP. Also, some consultees were concerned whether there would be review mechanism within the government that could revisit, at any stage, whether at present or future, the green objectives and sustainable guidelines adopted in the LMC Loop.

Some consultees suggested carrying out incentive scheme, such as "Carbon Exchange" to encourage users to reduce carbon emission. Some also suggested formulating a set of recommendations and guidelines for green buildings and engineering works (such as the Hong Kong Building Environment Assessment Method Society – HK-BEAM) with a view to following through application of all the green measures. Some environmental concern groups considered that there was still room for enhancing the target of carbon reduction currently suggested. Some also suggested that a more stringent standard should be adopted in order to make the LMC Loop to excel as a showcase sustainable development in HK. Some consultees also suggested to introduce light rail, mono-light rail system and encourage cycling in the LMC Loop for the sake to achieve zero emission.

Our Response

We note the support of the public to develop the LMC Loop as a low-carbon community and their suggestion on some of the proposed low-carbon measures. In this regard, a series of low-carbon measures and design has been incorporated in the planning for the LMC Loop development. For example, a transport interchange will be located at the south-western entrance and northern side of the LMC Loop to encourage users to transit to other environmentally-friendly mode of transport, to cycle or to walk in order to help reduce traffic flow within the LMC Loop. Moreover, wind corridors are incorporated in the layout design. Consideration will also be given to adopt the use of treated sewage effluent for toilet flushing, irrigation and district cooling purposes. In addition, energy-efficient infrastructural facilities are proposed, and detailed proposals and their feasibility will be studied at the detailed design stage. During the operational stage, endeavours will be made to reduce consumption of energy and natural resources in order to reduce impacts on the society and environment.

As for the transport arrangement within the LMC Loop, given the relatively small land area of the LMC Loop, the development of a rail-based transportation may not necessarily provide the most flexible, convenient and environmentally-friendly transport system. As such, the use of green transportation is encouraged within the LMC Loop, while vehicle drivers can park-and-ride in the two car parks located at the south-western entrance and northern part of the LMC Loop for transit via the environmentally-friendly transport (such as green bus and bicycle) or by walking to various destinations within the LMC Loop. Moreover, to encourage cycling, cycle tracks will be provided in the area and connected to the future cycle tracks on Lok Ma Chau Road (LMC Road). It is believed that the above proposals can help achieve the target of low-carbon emission in the LMC Loop.

3.4.2 Adoption of Green Technology

Relevant comments on low-carbon technology included the use of natural energy resources, recycling of solid waste, reuse of treated effluent water, air purification and pollution control, as well as the use of technology on smart control of energy consumption. Following the comment and recommendations in Stage 1 PE, some consultees proposed to develop low-carbon emission transport system which included the restriction on the number of private cars and carbon emission within the LMC Loop.

At the consultation meeting with the- environmental concern groups, some consultees expressed concern over the efficiency in environmental protection, financial and technical feasibility of the proposed district cooling system (DCS), whereas some consultees supported the new green technology. Some suggested various water-saving strategies, including reuse of grey water, construction of centralized air-cooling water processing device, as well as incorporation of rainwater collection system for irrigation in new buildings.

In terms of green / environmentally-friendly construction, some consultees suggested providing extensive greening for the roads and roof-top of buildings, using recycled construction materials, adopting the green building labelling system of the HK Beam Plus, using water-proof solar-powered street light for night time lighting, as well as using low noise surfacing and porous materials for the internal and external connection roads in the LMC Loop. In order to address the concern raised by the environmental concern groups on the potential collision of birds with the buildings, some consultees suggested to impose requirement for compulsory vertical greening for all buildings.

There were suggestions to set up a waste recycling network and small scale food waste recycling facilities within the LMC Loop. Some other consultees suggested the government to treat the LMC Loop development as an ecosystem within which the waste materials could be absorbed and reused amongst different facilities and activities.

Our Response

We note that the general public support the development of the LMC Loop into a low-carbon community and have given specific comments on aspects of low-carbon facilities, green technology and environmentally-friendly construction and greening. We shall carry out further study at the detailed design stage to consider specific and

practicable low-carbon development proposals under the objective of building a low-carbon community in the LMC Loop.

With regard to the DCS, it is mainly operated through the channelling of cold water to the air conditioning systems of the individual buildings through the underground water pipe network. It is considered that the establishment of DCS within the LMC Loop can increase the energy efficiency and reduce the emission of greenhouse gases. Despite that the DCS is not attractive in commercial term alone, it can bring forth benefits in environmental and socio-economic terms. Moreover, the DCS will consume less energy and hence generate relatively less greenhouse gases and pollutants. As no cooling device will be needed for the end-users, there will not be any environmental problem resulted from the chillers. In addition, more space will be freed up for other uses as a result of the reduction in space for transformers and roof-top cooling facilities. Under the supervision of professional engineers and supporting staffs, the computerised and centralised chillers of the DCS can ensure a stable supply of cold water to the end users. As such, we suggest to consider providing DCS(s) within the LMC Loop. The details of implementation, including the financial arrangement, will be further studied at the detailed design stage.

3.5 Transportation Linkage

3.5.1 Internal Transportation System

Cycle Tracks and Supporting Facilities

Some members of the public were concerned over the proposed cycle tracks and the associated supporting facilities within the LMC Loop. Similar to the comments received during Stage 1 PE, some professional institutions and concerned groups stressed that detailed cycling routes should be designed to encourage the use of environmentally-friendly transport mode as well as the provision of efficient linkage to the adjoining areas, including SZ. Some professional institutions considered that an overall arrangement of cycling tracks should be considered given that the LMC Loop would be developed under the principle of environmentally-friendly transport as its main theme. However, no detailed information was provided on the alignment of the cycle tracks, ancillary supporting facilities, as well as how the cycle tracks would be connected to the adjoining areas and SZ. The local community were was also concerned about the cycle networks along the connection roads as well as the connection to the Kwu Tung / Ma Tso Lung area. Some suggested that the use of bicycles as the mode of transport for connection to the LMC Loop should be encouraged to achieve the objective of zero emission. Moreover, space should be reserved within the LMC Loop for the provision of supporting facilities for cycling. Some members of the public were concerned about the pedestrian movement within the LMC Loop and they suggested that a 3-dimensional transportation network should be planned within the LMC Loop. Pedestrian and road transport should be separated in order to encourage pedestrian movement within the LMC Loop. Some also suggested to use footbridges to link up major developments within the LMC Loop. Also, some consultees suggested to use rapid transport network and golf carts as the transportation mode within the LMC Loop.

Moreover, some members of the public considered that allowing the use of vehicles within the LMC Loop was not in keeping with the long term development objective

of achieving low-carbon economy. Such arrangement would correspondingly reduce the attractiveness of using bicycles as the green transportation mode.

Our Response

We appreciate the proposals suggested by the general public on the internal transportation arrangement of the LMC Loop. Taking into account the actual needs and feasibility of such proposals, we shall consider the proposals in the detailed design stage to provide safe, efficient and comfortable infrastructures for the bicycle users and pedestrian within the LMC Loop. Moreover, the internal transport arrangement within the LMC Loop will be developed with a low-carbon objective. The use of green transportation mode, such as green bus and bicycles, are encouraged within the LMC Loop.

A well-established cycle track network within the LMC Loop is proposed to serve as safe and comfortable green transportation supporting facilities. In terms of external connection, a cycle track along the WCR connecting the proposed cycle track at Chau Tau section of Castle Peak Road is proposed to be set up. Cycle tracks are also proposed to be established along the ECR (south of Border Road), connecting the cycle track network of the proposed KTN NDA. As the section of ECR under the Old SZ River Meander and adjacent fish ponds will be in the form of underpass-cum-depressed road, such gradient will not be up to safety standard for provision of cycle tracks It is not recommended to provide cycle tracks in this relevant section of ECR. The cycle track network in the area will be further enhanced once the proposed cycle tracks along the Border Road as recommended under the "Study on Land Use Planning for the Closed Area" (the FCA Study) are completed.

3.5.2 External Connectivity

Overall External Transportation Connection

With regards to the overall transport connection of the LMC Loop, there was considerable concern on how it could be connected efficiently with other parts of HK and whether the cross boundary facilities connecting to SZ were convenient. Some members of the public expected the government to provide good public transport network to connect the LMC Loop with other parts of HK and SZ. Some also suggested that consideration should be given in providing a number of pedestrian footbridges connecting the LMC Loop and SZ. Some members of the public considered that the sole reliance on bus to connect to existing railway could not meet the demand and hence suggested to provide mass transportation mode as a means of external connection and extending the railway services to the LMC Loop. In order to enhance accessibility, some consultees suggested the government to provide a railway station within the LMC Loop and pedestrian walkway(s) to provide access for the residents of the neighbouring areas to the railway station. They also requested the government to look into the issue of pedestrian/transport connection between the LMC Loop and the existing MTR Lok Ma Chau (LMC) Station, as well as the San Tin/ Fanling Highway.

Some consultees considered that the government should assess the accessibility of the LMC Loop and the impact on transport and traffic arising from increased visiting patronage to the LMC Loop in pursuit of the C&C industries. The proposed MTR Kwu Tung Station might not be able to divert the traffic of the LMC Loop and the

government should plan the railway network properly and consider the possibility to connect the LMC Loop with the Northern Link (NOL) under study.

The general public were also concerned whether there were sufficient road and transport infrastructure to cope with the anticipated number of users. The local stakeholders considered that the traffic arrangement including connection of the LMC with the Liantang Boundary Control Point (BCP) and Kwu Tung North should be fully considered at this stage. The government should also consider problems such as traffic congestion within the area, the difficulties for the residents to enter and leave the LMC Loop as well as the traffic arrangement during the construction phase. It was suggested that traffic impact assessment should be conducted to estimate the future traffic flow at the San Tin Interchange. Also, additional roads connecting Castle Peak Road should be constructed to cope with emergency situation. As for the road network, some locals considered that only providing two connection roads within Study Area B might not be able to complement with the development at KTN NDA as well as the existing road facilities of the adjoining Ma Tso Lung Village, Liu Pok Village and Hoo Hok Wai.

In order to achieve the principle of low-carbon transportation, some consultees suggested the government to duly consider using transport systems such as light rail and monorail to connect the MTR LMC Station instead of using the currently proposed connections roads in the east and west. These facilities could also serve as the major transportation facilities connecting to the LMC Loop. Some professional institutions also opined that the transport interchange (TI) could be located outside the LMC Loop and requested the government to provide information on the construction cost of the infrastructural facilities (including the Direct Link) connecting the LMC Loop.

Our Response

It is proposed to provide connection roads at the western and eastern sides of the LMC Loop to connect to the surrounding road networks and the adjoining new development area. In order to promote the economy of the surrounding areas, the WCR is proposed to connect with San Tin Highway through the upgrading of the existing LMC Road and a new connection road is proposed to link up with the future KTN NDA in the east. With due consideration to avoid ecological and environmental impacts, this arrangement can also provide better road facilities to the local residents of the LMC Loop area. Moreover, as for the proposed provision of mass transit facilities as a means of external connection, the consultant for the study on "Railway Development Strategy 2000" will review this option. Subject to the detailed proposal of the NOL in future, possible linkage with NOL via MTR LMC Station may be considered. Moreover, shuttle buses running between the LMC Loop and New Territories West, KTN and San Tin Interchange are also proposed.

To enhance connectivity between SZ and to facilitate the users of the LMC Loop travelling into and out of the LMC Loop, a Direct Link connecting the LMC Loop and the MTR LMC Station is proposed to be constructed. The proposed green bus can run along the Direct Link, providing shuttle bus services for the LMC Loop area connecting the MTR station. Consideration may be given to providing railway linkage connecting the LMC Spur Line BCP and the LMC Loop in future. Subject to future needs, consideration may also be given to establishing new boundary crossing facilities and providing linkage connecting the LMC Loop (i.e. Study Area A) and Study Area C in SZ. After consensus between HK and SZ on the detailed

arrangement mechanism is reached, relevant Government departments of HK can deliberate the detailed implementation arrangement for cross boundary access.

According to the Transport and Traffic Impact Assessment (TTIA), there is a need to carry out road improvement measures to widen LMC Road / Ha Wan Tsuen Road in order to cope with the increase in traffic flow generated by Phase I of the LMC Loop development. When the LMC Loop is fully developed, it is anticipated that the junction for LMC Road and Castle Peak Road may not be able to cope with the traffic demand. As such, it is proposed to connect LMC Road with the westbound of San Tin Highway through the construction of an elevated viaduct. This arrangement allows the traffic along the southbound of the LMC Road leaving the LMC Loop to bypass the junction of LMC Road / Castle Peak Road, hence reducing the traffic pressure resulting from the LMC Loop development on that busy junction.

Based on preliminary traffic assessment, different alignment options to directly connect LMC Road to San Tin/ Fanling Highway have been studied. In order to arrive at a more feasible option, a series of conditions, including the traffic capacity of the San Tin Interchange, the curvature and gradient of the newly proposed slip road, the constraints imposed by the surrounding roads and buildings, the integrated traffic flow of slip road and San Tin/ Fanling Highway as well as the possibility to support the new road network of the KTN NDA, have been examined in detail.

According to the TTIA, the proposed supporting traffic and transport facilities, including road improvement works, new roads and public transit services, will be able to cope with the future traffic demand of the LMC Loop development.

With regard to the Direct Link, the Study has already conducted technical assessments for all possible environmentally-friendly transportation modes, including green bus, automatic people mover system and travelator. The technical assessments have also included preliminary cost and benefit analysis. The results indicate that apart from green bus, the internal rate of return for other transport modes is relatively low and hence it is recommended not to conduct further engineering feasibility analysis. As for the suggestion to relocate the TI outside the LMC Loop, it is noted that the surrounding areas of the LMC Loop are mostly fish ponds and wetland whereas the areas on both sides of the connection roads are mostly private lands. Having considered the requirement of land resumption and the impact on the environment, the feasibility of sparing additional space for the TI is limited. Moreover, locating the TI outside the LMC Loop cannot provide direct public transport services to the pedestrian system within the LMC Loop effectively.

Western Connection Road (WCR)

Some locals and environmental concern groups expressed concern over the road widening works of the LMC Road. They considered that the capacity of the existing LMC Road had already reached its capacity and thus they were concerned that the LMC Road would not be able to cope with the additional traffic flow generated by the LMC Loop development. Individual local members were also concerned that the widening of the LMC Road and the increase in traffic flow would affect the living environment and safety of the local residents, as well as threatening the safety of the wildlife. Similarly, they strongly urged the government to consider alternative alignment for connection to the LMC Loop. To reduce the impacts on the birds and animals in the surrounding areas, some environmental concern groups suggested in addition to the ECR, tunnel design should also be adopted for the WCR.

Local villagers made suggestion on the alignment of the WCR as follows:

- As there were graveyards next to LMC Road, the dual lane should be provided at the Lung Hau Road;
- Consideration should be given to using San Sam Road for connection to the LMC Loop in order to cope with the future increase in pedestrian and traffic flow; and
- Consideration should be given to using Tun Yu Road or Sai Kwo Road as the WCR.

Our Response

We are grateful for the suggestions on WCR. The suggestions on using Sai Kwo Road or Tun Yu Road as the WCR have been duly considered when formulating the recommended option of the alignment of WCR. Different technical assessments have been undertaken, including engineering feasibility, environmental impact and traffic impact, etc. Upon a balanced consideration of various factors, the use of LMC Road as the WCR is considered to be the most desirable option.

The concern of the public on the road congestion problem brought by the widening work of LMC Road is well understood. It is proposed to widen part of the LMC Road in order to upgrade its capacity and construct slip road networks connecting LMC Road and San Tin Highway in order to address the congestion problem at the junction of the LMC Road and Castle Peak Road. Besides, in order to divert the traffic flow of the LMC Loop upon full development, an external connection road at the eastern side of the LMC Loop (i.e. the ECR) is also proposed.

During the construction phase, LMC Road and roads in the surrounding areas are proposed to serve as haul roads. This arrangement will divert the construction vehicles thereby reducing the impact on the existing road network. Taking into consideration the accessibility of the construction vehicles, traffic impact, safety, environment, ecology and the scale of the temporary engineering works, the proposed haul routes (including Tun Yu Road / Sai Kwo Road, Ha Wan Tsuen Road and LMC Road) will adopt a one-way round-trip road system which can help to minimise the impacts on the residents in the surrounding areas.

In order to minimise the environmental impact, the section of ECR approaching the LMC Loop will be designed in the form of an underpass. However, the area of the section of WCR approaching the entrance of the LMC Loop is occupied by clusters of village developments, no sufficient space can be set aside to serve as the entrance/exit of an underpass. As such, a tunnel option is not recommended.

As for the suggestion to provide dual lanes at Lung Hau Road, it is noted that Lung Kau Road meets Border Road and then connects to the LMC Spur Line BCP. Since the burden of these roads during the peak hours is already very high, provision of dual lanes at Lung Hau Road will induce additional pressure on these roads which is not preferable. During the option generation stage of the Study, consideration has been given to widening Ha Wan Tsuen Road or Lung Hau Road as the WCR. In comparison, Ha Wan Tuen Road provides the most direct linkage to the LMC Loop.

As for the suggestions made by the local villagers, it is not considered feasible to use San Sam Road as an alternative to divert traffic taking into account the efficient

safety management of the BCP. It is because the BCP area involves the long term planning and arrangement between the HK and SZ governments which is somewhat different from the current traffic control within the Closed Area.

With regard to the suggestion to use Sai Kwo Road or Tun Yu Road as the WCR, the Study has duly considered the feasibility of such option. Tun Yu Road is currently a single lane road, serving as the major access for the maintenance of the San Tin Eastern Main Drainage Channel. Majority of the road is zoned "CA" on the San Tin OZP. Areas on its western side comprising fish ponds are zoned "Other Specified Use" ("OU") annotated "Comprehensive Development and Wetland Enhancement Area" ("CDWEA"). The San Tin Eastern Main Drainage Channel is on its eastern side. As Tun Yu Road is proposed to be connected to the new Boundary Patrol Road after the reduction of the Closed Area and being constrained by the limited space available along both sides of the road, there is little room for improving it as a connection road. Similarly, Sai Kwo Road is located between the LMC BCP and the San Tin Eastern Main Drainage Channel and is constrained by existing road condition and the limited space on both sides (to the east is the LMC BCP; to the west are narrow strips of land and the San Tin Eastern Main Drainage Channel/ Tun Yu Road and fish ponds). As such, the feasibility of widening the road to dual-lane with the provision of pedestrian pavements and cycle tracks is limited. Moreover, as Sai Kwo Road and Tun Yu Road are both located on the western side of San Sam Road, it is inevitable for the connection road to encroach upon the Closed Area along San Sam Road. As such, using these two roads as WCR for free vehicular access will significantly affect the security / control of the Frontier Closed Area and is therefore not suggested to be further considered.

Eastern Connection Road (ECR)

Similar to the public comments received during Stage 1 PE, some environmental concern groups were worried that the ECR would create environmental impacts on the surrounding areas. They were worried that the proposed road would segregate the existing fish ponds and the wildlife habitat that connect to the natural wetland system of Deep Bay. In order to reduce the impacts on the birds and animals in the surrounding areas, they suggested the government to carefully consider other alternative (such as a full tunnel) for ECR. Besides, they suggested including the fish ponds and trees affected by the road widening works in the wetland compensation proposal. On the other hand, some professional institutions supported the depressed road design for the ECR. Some consultees also suggested that future road should take into consideration the natural landscape of the SZ River and the surrounding fish ponds or the areas to the south of Study Area A. The locals and some concerned groups requested the government to provide more detailed information on the feasibility of the design of the depressed road of ECR.

As for the alignment of the ECR, the environmental concern groups worried that the alignment was too close to the stream and would have direct impact on the endangered species within the stream and fish ponds in Hoo Hok Wai, such as *Somanniathelphusa zanklon*, *Cuora trifasciata* and *Lutra lutra*. Given that the wetland and fish ponds in Hoo Hok Wai area were also the major habitat for the migratory birds, the concerned road would also have impact on the migratory birds such as egrets and herons. They wished that the government could provide sufficient information to justify the proposed road alignment. Some members of the public suggested to realign the ECR to the east to minimise the impact on the upper and middle courses of Ma Tso Lung Stream.

Some members of the public requested to learn more about the arrangement of the haul roads during the construction stage and whether the existing graveyards nearby would be affected. Majority of the local residents emphasised that the proposed development should be in keeping with their daily lives, in particular, the alignment of the connection roads should not affect the graveyards and the local dwellings. Also, they requested the government to provide compensation to the affected land owners and local residents.

Our Response

An external connection road in the eastern part of the LMC Loop (i.e. the ECR) is proposed to be constructed to divert the traffic flow generated upon full development of the LMC Loop. The detailed alignment and design of the ECR have been investigated. In response to the public aspirations, the design and alignment of the ECR have been refined under the premise of minimising the ecological and environmental impacts. In this regard, the section under the Old SZ River Meander and the adjoining fish ponds are proposed to be in the form of an underpass-cum-depressed design to minimise impacts on fish ponds, potential visual impacts and disturbance to the birds' flight paths. This design has duly considered the natural landscape of the SZ River, the adjoining fish ponds and the neighbouring areas.

After due consideration, the full tunnel design for the ECR is considered to be non-feasible. The main reason is that one of the planning objectives for the construction of the ECR is to provide road linkage for the villages in the adjoining areas of Ma Tso Lung. Should the full tunnel design be adopted, it will not be able to serve the neighbouring residents and hence will not be in line with the original planning intention. Moreover, the full tunnel design will entail a dual tube two-lane road design due to traffic and fire safety considerations. Such design will also need the construction of ventilation building and a longer ramp from underground level to the ground level. Hence, it is considered that full tunnel design is not compatible with the overall traffic arrangement of the LMC Loop. After balancing the environmental, planning and engineering considerations, the adoption of an underpass-cum-depressed road design at the sections of the ECR under the respective meander and fish ponds is more preferable. With regard to the concern of the environmental concern groups (including the suggestion of shifting the alignment of the ECR eastward), an EIA (including EcoIA) for the development proposals of the LMC Loop has been conducted under the EIA Ordinance to ensure that the proposals satisfy with the environmental and ecological preservation requirements.

The information on the feasibility of the alignment for the ECR and the depressed road will be uploaded to the Study webpage for public viewing upon detailed investigation.

It is anticipated that the engineering works for the connection roads will involve land resumption. When formulating the proposed road design and alignment, the principle of "minimising land resumption, reducing the impact on local livelihood and the existing building as far as possible" has been adopted. Such principle will continue to be adopted during the detail design stage to optimize the option of the proposed road in order to minimise the impacts on the residents and the environment. The actual impact can only be confirmed upon completion of the detail design. Should land resumption is ultimately found to be an unavoidable option, the government will provide compensation and appropriate arrangements for the affected persons in accordance with the established procedure and mechanism of land resumption.

3.6 Ecological Environment and Environmental Protection

3.6.1 Interface between LMC Loop Development and the Ecology and Environment of Surrounding Areas

Similar to the public comments received during Stage 1 PE, the general public had different comments on nature conservation aspect and ecological and environmental impacts of the LMC Loop.

Some environmental concern groups considered that the existing land use proposals were primarily driven by economic viability rather than considerations from conservation perspective. Given that the LMC Loop is located at a strategic location, they worried that the LMC Loop development would disrupt the ecological corridor in the core of Deep Bay Area and the fishponds at Hoo Hok Wai, and set a precedent for similar development proposals in the ecological sensitive area (e.g. Deep Bay Area). Some environmental concern groups reiterated their opposition to the LMC Loop development. Their major comments are summarised as follows:

- With a total GFA of 1.2 million square meters and an overall plot ratio of 1.37, the development density of the LMC Loop was excessive and may exceed the carrying capacity of the ecological environment of LMC Loop and its adjoining areas. The proposed development was not compatible with the surrounding environment and would cause ecological and environmental impacts on the surrounding areas. Besides, it would disrupt the continuity of the ecological corridor of Mai Po and Hoo Hok Wai. They suggested that the development density and building height should be further reduced;

- There were comments that the government was using the LMC Loop development to test the carrying capacity of the ecosystem of the Deep Bay Area. As the government has not fully assessed the potential impact on the ecosystem of Deep Bay Area, the development proposal, development intensity and layout of the LMC Loop should not be confirmed at this stage. They urged the government to carry out the EIA (including the EcoIA) as soon as possible and to consider the cumulative ecological impact of the future development of the LMC Loop and its surrounding areas (including SZ and Study Area B). Strategic environmental assessment should also be carried out;

- The LMC Loop and its adjoining areas had very high ecological value with the presence of rare species, such as *Lutra lutra*. They were concerned whether the LMC Loop would bring environmental and ecological impacts to the surrounding areas, in particular the impacts on birds' flight paths. They urged the government to further investigate the effectiveness and ecological carrying capacity of the birds' flight path covering the "EA" and the fish ponds adjoining the meander. Also, they requested the government to provide more information on the bird species, the birds' flight paths, impact of the development proposals as well as associated mitigation measures;

- In order to protect the ecological environment and landscape of the LMC Loop, they proposed more specific comments / suggestions on the details of the development proposals. For instance, they suggested to increase the area of the "EA", to reserve sufficient area to serve as ecological buffer zone and to carefully consider constructing the connection road with alternative design

(such as full tunnel) to reduce the impact on the environment and the wetland ecology; and

- In order to protect the wetland from development pressure, some consultees suggested to designate the LMC Loop as a protection area and a buffer area for the high density development in SZ. This arrangement could also reserve land for the future development of the North East New Territories. As some environmental concern groups were concerned about the development of higher education institutions while supporting the development of creative industries, they wished to reduce the number of new building cluster and the reliance on natural resources.

Some professional institutions were concerned about the ecological carrying capacity of the LMC Loop and its adjoining areas. They suggested carrying out EIA to ensure that the relevant proposals would not have adverse environmental and ecological impacts on the area.

Local stakeholders had diverse views on aspects of ecology and nature conservation. The majority were concerned that ecological preservation would hinder land development and the wetland conservation in Long Valley is a relevant example. Some individual locals, however, suggested that apart from addressing the development needs, considerations should be given in protecting the surrounding ecosystem and natural habitat, including the rare species of firefly found in the LMC Loop. Some individuals also considered that the development mode of the LMC Loop did not avoid having impact on the ecological environment of the surrounding areas. Hence, it did not comply with the requirements of facilitating protection of ecosystem and conservation of biodiversity under the "Convention on Biological Diversity".

Our Response

As the LMC Loop is deposited with mud dredged from the previous training works of the SZ River and currently comprises mainly of grassland, it is considered that an appropriate level of development can be allowed. The objective of the Study is to develop the area into a sustainable, environmental, energy-saving and people-oriented community. In this regard, the LMC Loop is proposed to be developed with higher education as the leading land use, complemented with high-tech R&D and C&C industry uses. The Study endeavours to strike a balance amongst land use planning, nature conservation, economic development and improvement of people's livelihood, with a view to seeking an appropriate and sustainable development.

We understand that the adjoining areas of the LMC Loop have high ecological and environmental value and share that these factors should be duly considered in any development to avoid any excessive negative impact on the ecology and environment. While protecting the eco-environment, the proposed development is mainly within the LMC Loop with a view to optimizing its strategic locational advantage. When formulating the development proposals for the LMC Loop, due consideration has been given on various pertaining factors, including the overall planning concept and guiding principles, major land uses, ecological and landscape value, development potential and constraints, the existing development intensity of surrounding areas, transport infrastructure and other available resources. The scale of the current proposals (i.e. the maximum GFA of 1.2 million square meters or overall plot ratio of

1.37) has duly considered the above factors and hence the proposed development intensity is considered appropriate.

EcoIA and EIA have been conducted for the LMC Loop development under the EIA Ordinance to examine in detail the environmental impact and to identify a development option that complies with the principle of environmental protection. As required under the EIA Ordinance, the associated ecological and environmental impacts of the development should be reduced to acceptable level under the principle of "avoid, reduce and compensate". In endeavour to protect the ecological system and, at the same time, ensure that future development will not preclude conservation of biodiversity, different measures are adopted in the LMC Loop to minimise the impact of the development on the adjoining environment. According to the ecological survey conducted under the EIA Ordinance, there is no evidence that there are rare fireflies within the LMC Loop.

About 12.8 hectares of land is reserved at the south-eastern side of the LMC Loop as "EA" to compensate the reedbed swamp affected by the development of the LMC Loop and to preserve the existing birds' flight paths and animal passage. The "EA", being constructed by CEDD and under the management of Agriculture, Fisheries and Conservation Department, can efficiently enhance biodiversity. Besides, the wetland, the Old SZ River Meander and the adjoining fish ponds will form a continuous wetland that will attract birds and wild animals, while allowing preservation of the birds' flight paths and enhancing the overall ecological environment. Moreover, the gently sloped embankment segregating "EA" and the Old SZ River Meander will facilitate the movement of the animals.

A 50m wide buffer zone adjacent to the "EA" in the LMC Loop is proposed to be established as a low-rise building area to minimise impact on the ecology of the surrounding areas. At the same time, different kinds of trees and shrubs are proposed to be planted within the buffer zone to further mitigate the potential impact on the environmentally sensitive area. In terms of urban design, the proposed buildings will be located away from the birds' flights paths as far as possible. The building height will also descend towards the ecologically sensitive areas to further reduce the impact of the development on birds and the visual impact to surrounding areas.

We recommend introducing plant species that can allow small birds and butterflies to feed on and live to enhance the biodiversity of the area. This will also provide a linkage between the "EA" and the SZ River for the birds.

3.6.2 Provision of Wetland / Ecological Area, Compensation, its planning and management

Some members of the public suggested that the government should ensure that the impacts of the engineering works are minimised. In this regard, some consultees suggested to adopt an adaptive and proactive approach in managing the man-made wetland, in particular, passages should duly be provided for animal access to the wetland at the construction and implementation stages. Moreover, some consultees suggested that a conservation plan/ proposal should be formulated to ensure that the natural ecological environment of the LMC Loop was duly conserved and protected as far as possible. In this regard, some members of the public proposed to formulate a long term landscape management / maintenance strategy and investment plan. They requested the government to strictly adhere to the principle of "no net loss in

wetland" and suggested to reserve the area to the south of the "EA" and the fish ponds adjoining the LMC Loop as a buffer zone. Some of the consultees also suggested formulating a long term management plan for the fish ponds.

The environmental concern groups generally supported the establishment of an "EA" within the LMC Loop in order to enhance the ecological connectivity with the neighbouring areas. However, some consultees suggested that the area and width (100m) of the "EA" were not sufficient and the development of the LMC Loop would affect the ecological linkage between Hoo Hok Wai and San Tin. In order to preserve the character and continuity of the wetland ecosystem, some members of the public suggested retaining the existing wetland / habitat.

The consultees were also concerned about the detailed design, management and monitoring proposal of the "EA". Some of the consultees considered that the government had not provided sufficient information to the design and development mode of the "EA" to minimise the impact on the animals / birds. They expected the government to provide feasible and detailed proposals to protect these animals. Moreover, to ensure that the animals would not be affected, they considered that a monitoring system should be in place during the early stage, the construction phase as well as the operational stage of the development.

With regards to the buffer zone, some environmental concern groups considered that the existing buffer zone might not effectively serve as a buffer and they requested to increase the width of the buffer zone. In order to protect the entire section of the river bank along the Old SZ River Meander, some consultees also requested the government to set aside land to provide a buffer zone of not less than 30m wide between the development zone in the LMC Loop and the Old SZ River. They opined that the proposed buffer zone was not sufficient and worried that some large waterfowl / birds would not make use of the area adjacent to the development zone. They considered that the buffer zone should not accommodate any uses which would have potential ecological impact and requested the government to restrict human activities within the buffer zone.

In order to protect the ecological environment and landscape of the LMC Loop, some environmental concern groups suggested that the government should consider permanently conserve and manage the fish ponds in the proximity, and should reinstate the fish ponds for ecological compensation in order to preserve the ecological value of the fish ponds within the ecological corridor.

Our Response

The fish ponds around Hoo Hok Wai near the LMC Loop mainly connect the fish ponds and wetland located to the west/ southwest of the area in San Tin and Mai Po. This forms part of the ecosystem of Deep Bay and is particularly important to the birds living in the wetland. It is preliminarily estimated that the LMC Loop development and its adjoining infrastructure will affect approximately 23.2 hectares of wetland. In order to ensure that there is no-net-loss in the amount of wetland, it is proposed that 12.8 hectares of "EA" will be provided within the LMC Loop and 18.4 hectares of wetland in the surrounding area will be improved as wetland compensation. During the construction phase, an additional area of a maximum of 7.5 hectares of wetland will be temporarily affected. This will be compensated by improving about 10 hectares of wetland in the surrounding area. Active management and environmental audit plans will be adopted for these newly established and

improved wetland to ensure that there will be no impact on the overall environment and ecology. In order to protect the ecological value of these fish ponds, the area to the south of the "EA" and the fish ponds on the three sides of the LMC Loop are zoned "CA" or "OU" annotated "CDWEA" on the relevant OZP and DPA Plans.

Moreover, the area around the Old SZ River Meander to the southeast of the LMC Loop is an important flight path for birds that connects San Tin and Hoo Hok Wai. Based on the results of the survey of the birds' flight path, more than 80 percent of the existing flight paths for the migratory birds are concentrated around the Old SZ River Meander and the development of the LMC Loop will not significantly affect the birds' flight paths. In view of the relationship between the birds' flight paths and the ecological connectivity, it is recommended to reserve about 12.8 hectares of land with a width of about 100m to the southeast of the LMC Loop as the "EA" for planting reedbed. This arrangement aims to compensate for the reedbed being affected by the LMC Loop development as well as to preserve the existing birds' flight paths and terrestrial animal corridor. The proposal aligns with the recommendation under the FCA Study to preserve the land zoned "CA" (including the area to the south of the LMC Loop) under the existing San Tin OZP. The proposed "EA" has taken into due consideration and endeavour to reduce impacts on the bird's flight path. The assessment undertaken by the Consultants has suggested that the "EA" can ensure the connectivity and continuity of the ecology of the LMC Loop.

Regarding the design of the "EA", the Study has recommended to employ a qualified and experienced ecologist to formulate "habitat creation and management plan", and to identify key specific species based on the result of the baseline review in order to tie in with the design of the "EA". Regarding the management of the "EA", it is recommended to employ qualified and experienced ecologist and contractor to monitor the water level and plant species in the "EA", and to monitor the specific species to ensure the effectiveness of the "EA".

As for the buffer zone, a 50m-wide area adjoining the "EA" for low-rise development is proposed. In determining the area of the buffer zone, we have considered different kinds of habitat, the species of important birds or other related organism and the activities in the adjoining areas that may have impact on the ecology. Based on the EIA Report of the LMC Loop, a 50m separation between the reedbed and the relatively higher building structures will be sufficient in providing a suitable buffer for species that live in the reedbed, such as egrets, etc., that are relatively more sensitive to human disturbance. Moreover, the buffer zone will be mainly for low rise buildings and the overall building height of the development will descend towards the "EA", which will further reduce the potential impact to the birds. The area for the "EA" and buffer zone is sufficient in conserving the birds' flight paths and the habitat of the terrestrial animals.

3.6.3 Other Ecological and Environmental Issues

Some members of public worried that the new connection roads would lead to more illegal dumping activities. Moreover, some of the consultees were worried that the contaminated mud would affect the habitat of the endangered Chinese White Dolphin.

Our Response

The contaminated mud of the LMC Loop will be treated on site. The treated soil will be used as filling for the LMC Loop development. As such, the contaminated mud will not have negative impact on the Chinese White Dolphin. We are also particularly concerned about the endangered species within the LMC Loop, such as *Lutra lutra*. The impact of the proposed development on these species and the relevant mitigation measures have been fully covered in the EcoIA which has been made available for public inspection. With regards to the illegal dumping activities, HK will carry out enforcement action against such illegal activities.

3.7 Other Technical and Engineering Issues

3.7.1 Flood Risk

Some local stakeholders were worried about the existing flooding problem of the SZ River and they anticipated that the development of the LMC Loop and its adjoining Closed Areas would affect the porosity and water carrying capacity of the area which would in turn affect the flood prevention ability. They anticipated that the LMC Loop Development would lead to more surface runoff. Some local villagers also shared similar concerns and proposed to establish an comprehensive flood prevention plan.

Our Response

The Drainage Services Department (DSD) has conducted a review study on the overall rain water discharge of Yuen Long and the North District in March 2008. Based on the highest water level of the SZ River derived from the study, we have conducted a generic technical assessment for the LMC Loop. The result suggested that, based on lowest site formation level of +5.8mPD and +5.9mPD of the LMC Loop and supplemented with the proposed drainage works, the LMC Loop is sufficient to cope with the flood risk generated by the highest water level resulted from the heavy rain that happen once every two hundred years. The lowest site formation level will be confirmed in the Drainage Impact and Site Formation Assessments, and after the site formation work, the LMC Loop will no longer be a low-lying area. Moreover, in the Drainage Impact Assessment (DIA), we will ensure that the flood risk of the adjoining areas will not be increased due to the LMC Loop Development. In order to reduce the impacts on the Old SZ River and the neighbouring villages, the run-off within the LMC Loop will directly flow into the SZ River instead of the Old SZ River Meander under the current arrangement. Besides, in order to reduce the peak flow, part of the run-off will be diverted and channelled through the “EA”. Despite the fact that the site formation work for the LMC Loop will reduce the flood storage ability, it is expected that it will not create serious adverse impact to the adjoining environment.

Our Consultant has been communicating with the consultant of the DSD and understands that their review study will include the climatic impact on the sea level, the impact generated by the intensity and frequency of rainfall. DSD’s review study was completed in 2011 and the latest findings of the study have been taken into account in the LMC Loop Study.

3.7.2 Contaminated Mud and Sewerage Treatment/ Odour Problem

Some local stakeholders pointed out that the sewerage treatment plant in the LMC Loop was open-air and could not meet the environmental protection requirements. They worried that the odour would affect the health of local villagers and contaminate the SZ River. As such, cavern development should be adopted.

Some concern groups requested the government to provide a more detailed EIA Report on issues such as contaminated mud, odour discharge of the SZ River and the proposed sewerage treatment plant, etc.

Our Response

The site investigation for the contaminated mud in the LMC Loop has been completed and has listed out the location and amount of contaminated mud. We plan to solidify the contaminated mud and place them in-situ. As such, it will not cause any impact to the surrounding environment.

There is no suitable land for cavern development in proximity to the LMC Loop. Hence, the option of placing the sewerage treatment plant within a cavern is not applicable. In order to protect the water quality and ecological value of the Deep Bay, we plan to establish a tertiary treatment sewerage treatment plant within the LMC Loop to treat the sewerage. In other words, the highest standard for sewerage treatment will be adopted for the LMC Loop. In order to better utilise water resources, part of the treated effluent will be further purified to produce recycle water for non potable use such as flushing and irrigation. The odour generating facilities of the proposed sewerage treatment plant in the LMC Loop will be stamped or sealed design will be adopted. Besides, in order to reduce the odour impact on the LMC Loop area and local residents in the vicinity as well as to meet the relevant requirements stipulated in the Technical Memorandum on EIA Process, deodorizing facilities will be incorporated into the design which odour will be channelled to the deodorizing facilities / system for deodorization. These measures are presented in the EIA which has been published for public inspection under the EIA Ordinance.

With regard to the odour problem of the SZ River, the SZ Municipal Government has already started to enhance the control over the source of pollutants. Through a series of sewerage treatment works, including the enhancement of the existing sewerage treatment plant, the construction of new sewerage treatment plant and sewerage interception projects, these measures will improve the odour problem of SZ River gradually. On the other hand, the HK and SZ governments have started the Joint Study on the Strategy for the Treatment of SZ River Contaminated Mud in mid-2009 to investigate the appropriate treatment technology, strategies and methods to solve the environmental impacts generated by these contaminated mud. This Study can provide feasible options for both governments to jointly consider implementing the mud treatment works. In parallel, during the course of conducting the LMC Loop Study and the relevant EIA, we had liaised with SZ. Apart from following up on the progress of the study, CEDD has proactively included the treatment of the contaminated mud of the LMC Loop section of the SZ River in the implementation of the Loop development under the requirements of the EIA with a view to improving the odour issue.

3.8 Implementation and Institutional Arrangement

3.8.1 Mode of Implementation / Management

Following up on the public comments received in Stage 1 PE, members of the Legislative Council, professional institutions and higher education institutions continued to express concern on the mode of implementation of the LMC Loop. Some consultees suggested that the development of the LMC Loop should be operated and managed through an independent or centralised co-ordination body. This organisation should involve representatives from different sectors and should ensure that the government would adhere to the development principles. With regards to the involvement and co-operation issues of the management authorities of HK and SZ, it was generally considered that a co-operation body should be established. However, given that Study Areas A and C were managed under different jurisdictions, some consultees raised concern on whether the overall development could be implemented smoothly as planned.

With regard to the management issue, different land use combinations might be resulted in the development of the LMC Loop. The interaction between different industries and the assessment of the land price would be affected by the interchangeability of the high-tech R&D and C&C industries under different circumstances. Some consultees worried that different Government departments would have different understanding on the development and design regulations and loopholes might be resulted. At the same time, some consultees considered that if the development and management of the Amenity Area / Activity Corridor involve small-scale institutions and users, the government should clarify the roles of the different parties.

Our Response

The LMC Loop was originally located within the administrative area of the SZ Municipal Government and was later delineated as part of the administrative area of HKSAR after the regulation project of the SZ River. The HK and SZ governments respect the historical fact and agreed that the LMC Loop will be developed under the principle of "co-development and mutual benefit" based on the rationale of "One Country Two Systems".

At the Hong Kong/Shenzhen Co-operation Meeting held on 25 November 2011, the two governments signed the "Co-operation agreement on jointly taking forward the development of the LMC Loop", which served as the framework to jointly taking forward the development of the LMC Loop. The Co-operation Agreement sets out the initial consensus and intention for co-operation reached between the two governments on important issues including development positioning, applicable laws, land administration and co-development mechanisms, etc. Both parties have agreed that the LMC Loop will adapt the legislation of the HKSAR, while the land management issues such as planning and disposal, will be subject to the deliberation of the two governments. Subject to reaching agreement on such issue, it will be managed under the land administration system of the HKSAR.

We understand that the general public have expressed concern over how HK and SZ will cooperate to develop the LMC Loop. Both governments have jointly set up a

"Working Group on Mode of Development of LMC Loop" to proactively discuss matters relating to the mode of development of the LMC Loop.

3.8.2 Cross-boundary Arrangements and Security

Some consultees raised concern over the potential security problem of the existing boundary customs system. Some consultees suggested adopting a visa-free arrangement for the people working and studying in the LMC Loop. Moreover, some suggested that the relevant authorities should provide clear information on legal pluralism and cross-boundary jurisdiction, in particular the details on the management responsibility of the LMC Loop. In order to facilitate the long term development of the LMC Loop, some consultees suggested that a buffer zone to support the connectivity of future infrastructures development should be set up after the issue on cross-boundary control were resolved. On the other hand, some consultees indicated that should people could cross the boundary freely, it might give rise to problems such as illegal immigration and smuggling.

Our Response

People travelling to and from the LMC Loop have to go through the customs. With regards to the suggestion on the custom procedure, it is not within the ambit of the Study. PlanD and CEDD of HK will convey such suggestions to the Security Bureau and the relevant departments.

3.8.3 Land Ownership

Stakeholders from different sectors (including the higher education institutions, the Legislative Councillors, the Yuen Long District Council, the Sheung Shui District and the San Tin Rural Committees, professional organizations, etc.) expressed concern over the land ownership issue of the LMC Loop. Some Legislative Councillors considered that the land use and development restrictions should be stipulated clearly in the land lease. Also, in order to prevent the LMC Loop from being developed into another real estate project, it was suggested that the penalty on executor of the development in breaching the relevant land lease requirements should be clearly stipulated. Moreover, the government was also requested to provide the relevant land lease documents for inspection.

Our Response

The LMC Loop was originally located within the administrative area of the SZ Municipal Government and was later delineated as part of the administrative area of HKSAR after the regulation project of the SZ River. The HK and SZ governments respect the historical fact and agreed that the LMC Loop will be developed under the principle of "co-development and mutual benefit" based on the rationale of "One Country Two Systems".

At the Hong Kong/Shenzhen Co-operation Meeting held on 25 November 2011, the two governments signed the Co-operation Agreement, which served as the framework to jointly taking forward the development of the LMC Loop. The Co-operation Agreement sets out the initial consensus and intention for co-operation reached between the two governments on important issues including development positioning, applicable laws, land administration and co-development mechanisms,

etc. Both parties have agreed that the LMC Loop will adapt the legislation of the HKSAR, while the land management issues such as planning and disposal, will be subject to the deliberation of the two governments. Subject to reaching agreement on such issue, it will be managed under the land administration system of the HKSAR.

3.8.4 Development Timeframe

The public were generally concerned about the implementation timeframe of the LMC Loop development. In order to grab the strategic development opportunity with the PRD region, they suggested that the government should expedite the implementation of the LMC Loop.

Our Response

We have already duly considered the overall implementation timeframe of the LMC Loop during the planning and engineering study and it is hoped that the some advance works can be commenced as soon as possible. It is expected that the Study will be completed in 2013 which will then be followed by the preparation of the OZP. In parallel, both governments will continue to deliberate on the mode of development of the LMC Loop. The government will seek funding in phases for the detailed design and implementation of the engineering works after substantial progress has been made. We anticipate that part of the advance works can be implemented soon after the completion of the Study. This will facilitate site formation and construction works to be carried out and hopefully enable some of the facilities to put into operation as soon as possible.

3.9 Planning of the Adjoining Areas

3.9.1 Development of Study Area B and Adjoining Areas

Similar to the comments received in Stage 1 PE, some members of the public considered that preserving the areas outside the LMC Loop as “urban lung” or conservation purpose would deprive the development opportunity and rights of the land owners. They stressed that the development potential of private lands should not be deprived due to conservation. Some members of the public considered that the planning and functional relationship between the LMC Loop, New Territories North East region and SZ were not very clear. Moreover, some consultees, including the San Tin Rural Committee, were concerned that the road network and basic infrastructural facilities of the adjoining villages were neglected and requested the government to consider developing the adjoining private lands. In this regard, they requested the government to consider the land use of Study Area B while planning for the development of the LMC Loop.

Some consultees considered that the land use planning of the adjoining villages, fish ponds and agricultural industries should be considered altogether to achieve a harmonious entity. Some commenters suggested that the study area should extend to the areas outside the LMC Loop so as to develop the area that was mutually beneficial to SZ and to enable land owners and villagers to share the benefits of the development. In this regard, some local stakeholders considered that Area B was located in close proximity to the LMC Loop and hence could link up the LMC Loop with other major development such as KTN NDA. To facilitate the development of

Area B, members of the general public considered that the government should encourage small-scale commercial activities, such as bed and breakfast facilities, small-scale hotel development and parking facilities. With regards to the planning for Area B, some local stakeholders have provided specific suggestions, including the provision of ancillary community facilities such as day care centre, clinic, community hall, public toilets, fitness facilities for the elderly, cycle tracks, children playground/ basketball field and sports facilities, etc.

It was also recommended that the adjoining areas should be utilised for village type low-rise developments, transport and logistics uses. As the existing statutory plans have already covered parts of Study Area B, some local stakeholders wished that the government could review the permitted uses under the relevant statutory plans and to allow more land use flexibility during the planning application process for the neighbouring areas.

Environmental concern groups, professional institutions and local villagers were concerned about the integration of the LMC Loop with its surrounding areas. Some local stakeholders and institutions expressed that the government should utilise this valuable opportunity to improve the economy of the neighbouring villages. Some local villagers considered that the LMC Loop development should minimise the impact on the existing villagers and the construction works should not affect the dwellings of local villagers and the scenic quality of the villages.

Our Response

The adjoining areas for the LMC Loop (i.e. the Study Area B) are mainly to provide infrastructural supporting facilities of the LMC Loop, such as the external connection roads and public utilities infrastructures. During the implementation process, we will respect the rights of land owners.

Currently, there are some fish ponds within the existing Study Area B (in particular the eastern side) and in the surrounding areas. Due to the high ecological value of the area, they have been zoned "CA" or "Unspecified Use" under the relevant OZPs / DPA Plan [2] for conservation purposes. These areas are not appropriate for development due to the ecological value and conversation considerations. The government has already carried out a separate preliminary land use review to assess the development potential of the areas adjoining to the external connection roads of the LMC Loop. Such assessment revealed that the development of Study Area B and its surrounding areas are constrained by the infrastructure, such as the road capacity, drainage facilities and sewerage treatment, etc. In view of such constraints, only low-rise and low-density development can be developed at the western part of Study Area B that is not part of the fish pond, for example, village type commercial uses with a maximum plot ratio of 0.4, such as market, retail shops and hostels, etc.

According to the recommendations of the FCA Study, areas along the major cross-boundary transport corridor adjacent to the LMC Road (i.e. the western side of Study Area B) are suitable for the establishment of the "LMC Development Corridor". This arrangement will help achieving the long-term development objective of mutual

[2] Under Section 20(5) of the Town Planning Ordinance, the Ma Tso Lung and Hoo Hok Wai DPA Plan, which was first published in the gazette on 30 July 2010, is effective for a period of 3 years until 30 July 2013.

economic development of HK and SZ while balancing conservation and development. The recommendations suggested by the FCA Study include the land uses in a scale compatible with the characteristic of the region, so as to complement with the development of the LMC Loop. In order to promote the concept of the "LMC Development Corridor" to complement with the LMC Loop development, there is a need for further study to include a wider area to assess the possibility to enhance the development potential of the area and its surrounding region. In the 2013 Policy Address, the Chief Executive announced that PlanD of HK will further investigate the development potential of the New Territories North region. The concerned study will include the "LMC Development Corridor" and the government will continue to consult the local villagers and residents during the study process.

On the other hand, the areas surrounding the LMC Loop have already been included in the statutory plan. PlanD of HK has already prepared 5 DPA Plans according to the recommendation of the FCA Study. Together with the San Tin OZP, these documents have provided statutory planning guidelines and control for the area. The development proposal must be of the uses that are always permitted on the plan, or else prior approval from the TPB, if applicable, is necessary. The TPB will assess each application based on environmental, ecological, drainage and transportation considerations. The existing mechanism has provided enough flexibility in land use term.

We respect the right of local residents. The Study has already taken into consideration the comments from the general public and local stakeholders on the development of Study Area B. We have optimised the infrastructure provision in Study Area B, such as the provision of external connection road and public infrastructure, the improvement of basic infrastructure, the enhancement of living condition and the facilitation of the revitalisation of local economy. Moreover, we understand the aspiration of the local residents in minimising the negative impacts on the existing villages and will try to minimise the construction impacts of the development on the local residential dwellings and scenic quality of the villages. With regards to other local enhancement proposals, due to the limitation of the scope of study, we shall refer such proposals to related HK Government departments for follow up.

3.9.2 Private Land Right and Compensation

Following up on the discussion on land resumption and compensation during the Stage 1 PE, some consultees were worried that the development of the LMC Loop would freeze or even jeopardise the development potential of the adjoining areas. It was considered that appropriate compensation should be given to land owners of the area that were being zoned for conservation purpose.

Our Response

We acknowledge the view of the local stakeholders. The HK Government will further consider the views of the local residents when carrying out the feasibility study on the development potential of the New Territories North region, which aims at identifying more development opportunities in the surrounding areas.

3.10 Others

3.10.1 Arrangement of Public Engagement Activities

Some members of the general public, including the environmental concern groups, considered that the publicity and information release for the Stage 2 PE as well as the consultation level were inadequate and there were room for improvement. In this regard, they hoped that public forum could be used to convey their concerns and comments on the LMC Loop development as well as their concern on the right of the affected land owners to other members of the public and institutions. They were disappointed that no public forum was organised for Stage 2 PE. Besides, some also suggested that the information available on the Study webpage was insufficient and might not be able to provide the latest data and information for the Study. In this regard, they urged the government to make public more detailed study report, such as the ecological and environmental impact assessments, TTIA and DIA.

Our Response

Given that the circumstances for the different planning and engineering studies are not the same in terms of study background, study area, development proposal, coverage and level of impact of the affected areas and the area of concern of the affected people, hence different approaches on public engagement will be adopted based on the actual situation. As for the LMC Loop development, two rounds of PE activities, including public forums and other PE activities, to collect the views of the general public, relevant stakeholders, institutions and organizations, on the proposed land uses and PODP were conducted in year 2008 and 2010 respectively.

We have made appropriate adjustments on the development proposal based on the comments received during the Stage 1 PE. After balancing different considerations, we believe that resources to be spent in Stage 2 PE should concentrate to allow more focused discussions with the relevant groups / stakeholders. This arrangement can help us to fine-tune the development proposals more efficiently and hence promote the implementation of the LMC Loop. As such, instead of organizing public forums, HK side has organized 9 consultation meetings for the relevant stakeholders, groups and institutions from different sectors. Different institutions/ stakeholders have expressed their views on the RODP at various consultation meetings and the HK side has conducted detailed discussion with these institutions. Individual stakeholders/ institutions / organizations have already submitted written comments and hence this PE is considered to have covered the views of different sectors and we can duly understand their views on the development of the LMC Loop. As for the matters enquired by individual stakeholders, specific and detailed explanations have been given through meeting, telephone and email.

The abridged version of the Stage 1 technical assessments have already been uploaded to the Study webpage for public inspection. At the request of specific individuals / groups, the initial results of the relevant technical reports have been made available for inspection. The EIA (including the EcoIA) has been made available for public inspection.

3.10.2 Overall Consultation with Studies on Surrounding Areas

Local consultees considered that the government was only conducting public engagement on a "piecemeal" basis. This arrangement was considered to be not comprehensive enough. Also, they considered that simply developing the LMC Loop alone would not be able to utilise the land resources efficiently and thus other relevant studies, such as the completed FCA Study and the on-going North East New Territories New Development Areas Planning and Engineering Study (NENT NDAs Study), should be considered concurrently. In order to better utilise the land resources, it was considered that the government should conduct public consultation on the overall planning of the New Territories North region. Environmental concern groups, professional institutions, councillors and local residents were concerned about the integration of the LMC Loop and its surrounding area. They generally considered that once they had a clear blueprint for the development potential and functions of the LMC Loop and NENT NDA, the development of the LMC Loop can be better integrated with its surrounding areas.

Our Response

The background, concerned issues and progress of different studies are not the same and hence public engagement need to be conducted at different and appropriate time and stage over the study period. Having said that, every studies will make reference to the latest and findings of other relevant studies. The development proposals for the LMC Loop will make reference to the studies for the neighboring areas, such as the FCA Study and the NENT NDAs Study (including the KTN NDA). This will ensure that the development proposals of the LMC Loop will be compatible with the relevant studies related to the New Territories North region. Moreover, the general public can access the relevant information as well as the situation of the planning studies on their respective webpage.

As for the land use review of the Study Area B, please refer to section 3.9.1 above for the responses.

3.10.3 Social Impact on the Surrounding Areas

Some consultees suggested that the social impact assessment of the development of the LMC Loop on the neighbouring areas were insufficient. It was recommended that long term planning and policy review should be established. Also, the assessment should include the impacts on the interaction between people of different cultural and social backgrounds in HK, SZ or other region. Moreover, some consultees were concerned about the impact of the LMC Loop development on local villagers and villages. Academic and professional sectors in particular considered that the impact on the villagers' livelihood would not only be in village areas but also in areas surrounding the roads. The indirect impact on the employment opportunities of the villagers and community ties due to the development of the old Frontier Closed Areas should also be carefully considered.

Our Response

The socio-economic impact assessment has considered and incorporated the public comments received. The LMC Loop development will create more interaction opportunities for the neighbouring areas of HK and SZ. This will help to facilitate the development of commercial activities in the neighbouring areas and support the

development of the LMC Loop. In view of the fact that the LMC Loop development encourages the adoption of carbon reduction measures as well as the improvement of connectivity of the roads that connect with the neighbouring areas and associated infrastructural facilities, we believe that the LMC Loop development will bring positive synergy effect to the neighbouring areas.

3.10.4 Benefits of the LMC Loop Development to HK and SZ

Some consultees consider that through careful planning, the LMC Loop can become one of the world's most attractive places to live, work, learn and play. Moreover, some also suggested that the LMC Loop development can help HK to become an exemplar city for green and economic development and enhance its competitiveness. Some other consultees considered that the development of the LMC Loop should take into account the benefit of both HK and SZ, and also the advantages of the two places. Having said that, there were also other consultees considering that they could not appreciate how the LMC Loop development could benefit the surrounding areas.

Our Response

We agree that the development of the LMC Loop will bring benefit to the overall development of HK and SZ, including the nurturing of local talents, the cultivation of active high value added activities, the development of innovative economy and the strengthening of economic co-operation with the PRD region. The overall objective of the Study is to create a sustainable, environmentally-friendly, low-carbon, energy efficient and people-oriented community based on the concept of achieving mutual benefits between HK and SZ and at the same time enhance the competitiveness of the two cities.

The LMC Loop development not only can improve the infrastructure of the neighbouring community, but also can increase the flow of people and employment opportunity. The development will also promote the development of the neighbouring areas and hence creating synergy effect with the neighbouring areas, such as Kwu Tung North, Sheung Shui and Fanling areas as well as Huanggang in SZ.

In terms of the overall planning for the LMC Loop, the public generally agreed that the development of the LMC Loop should base on the principle of sustainable development. Capitalising on the strategic locational advantage, it can facilitate the co-operation of the two governments, promote local economy, facilitate local commercial activities, create employment opportunities as well as achieving balance between environmental protection and economic development. We have already considered all the relevant factors when we formulate the development proposals for the LMC Loop.

3.10.5 Development Proposals for Study Area C

Some consultees requested information on the development proposals of Study Area C in SZ and a clear elaboration of how the development proposals of Study Area C could complement with those in Study Area A.

Our Response

The SZ Municipal Government has conducted the planning study for Study Area C with the participation of the HK side in order to complement with the Study. With regards to the development concepts of Study Area C, the public can make reference to the Stage 1 PE Digest uploaded to the Study webpage. In short / medium term, Study Area C will preserve the existing land uses and facilities while at the same time will reserve space and provide facilities to facilitate the development of Study Area A. In the long term, Study Area C will be developed into an Integrated Cross-Boundary Port Zone and a R&D and Information Exchange Zone. Public open space and residential development will also be provided to complement with the development proposals of Study Area A. According to the long term planning, the total GFA will increase by about 1.5 million square meters. In this regard, the "Hong Kong-Shenzhen Joint Task Force on Boundary District Development" will continue to deliberate on the detailed arrangement of co-ordinating the implementation of the development proposals.

4 Summary of Key Comments and Responses (Public Comments Received in SZ)

4.1 Development Direction

The general public suggested that the spatial layout of the LMC Loop should be optimised while it should still be based on idea of developing the land with "higher education as the leading land use, complemented by high-tech R&D and C&C industries." Through flexible deployment of land use and functional integration, more land should be provided for the high value added high-tech R&D and C&C industries. This can further capitalise on the geographical and policy advantages of the LMC Loop.

Our Response

The HK and SZ governments are carrying out the planning study for the LMC Loop under the principle of "co-study, co-development and mutual benefit" with a view to optimise the land resources of the LMC Loop to meet the future development needs of the two areas. Under the principle of sustainable development, the vision for the LMC Loop is to develop it into a "HK/SZ Special Co-operation Zone" and a hub for cross-boundary human resources development within a KTEZ that can benefit the long term development of HK, the Greater PRD and the South China region.

Based on the comments received during Stage 1 PE, appropriate adjustments have been made to the ODP, including to allow high-tech R&D and C&C industries (a total of 8.6 ha of land) to interchange flexibly based on future needs of the market. This will help to maintain the flexibility in land use and design of the overall layout. The LMC Loop will be developed with higher education as the leading land use. To achieve synergy effect, the overall planning framework for the RODP has provided enough flexibility to allow interaction in terms of education, research and application amongst higher education institutions, high-tech R&D and C&C industries.

4.2 Concerning Land Use and Layout

4.2.1 Construction and Usage of Higher Education

The general public clearly objected to develop one to two universities in the LMC Loop based on the mode of developing university campus in HK. They proposed to develop the LMC Loop into an integrated higher education system that integrates "Production, Education and Research" under the principle of maintaining "higher education as the leading land use, complemented by high-tech R&D and C&C industries". Based on such principle, the areas that need to pay special attention to during the development of higher education are as follows:

- To go beyond the traditional teaching campus mode and give more prominence to research;
- To enhance the focus of education provision through matching the nurture of international talent with the development needs of modern industrial clusters and the socio-development of the PRD region; and

- To duly consider integrating and co-operating with domestic and foreign integrated "Production, Education and Research" entities.

Our Responses

To facilitate the Study and to provide reference materials for the Consultant to formulate the PODP, the Education Bureau and Development Bureau of HK have consulted the higher education institutions of HK in 2009. We shall convey the comments received at Stage 2 PE, including the development positioning of higher education, the operational needs, the scale of development as well as the comments on planning and design to the relevant bureaux/ departments. These comments can facilitate the education departments of HK and SZ to further discuss the mode of development and implementation mechanism for developing higher education in the LMC Loop. In this regard, the education departments of both governments will deliberate on and give suggestions to the mode of development of higher education and the possible implementation mechanism through the "Working Group on Higher Education Development in LMC Loop".

With regards to the layout, by placing higher educational use in the middle of the LMC Loop can enhance the accessibility of the different facilities and help maintain the relevant facilities within walking distance. This arrangement can facilitate the future operation of the higher education and encourage the interaction within the interaction zone. This in turns will aggregate the impact of "Production, Education and Research" and thus creating synergy effect.

4.2.2 Construction and Usage of High-tech R&D and C&C Industries

The general public proposed that the LMC Loop development should utilise the existing edge of the industries in HK and SZ and also emphasize on the full integration with the development of international industries. Moreover, it should capitalise on the policy advantage to create an international platform for introduction and transformation of leading technology. It should also introduce and utilise the advantages of internationalisation to achieve mutual upgrading of the economy and society of HK and SZ through the development of the LMC Loop.

Our Response

Under the principle of sustainable development, the vision of the LMC Loop is to develop it into a "HK/SZ Special Co-operation Zone" and a hub for cross-boundary human resources development within a KTEZ that can benefit the long term development of HK, the Greater PRD and the South China region. The proposed higher education institutions in the LMC Loop will provide a platform for knowledge exchange, while the high-tech R&D and C&C industries will play the role of promoting technology innovation. Through the development of the Loop, it can help both governments to cater for the possible changes in land use requirements and hence to achieve mutual upgrading of the economy and society of HK and SZ.

4.2.3 Concerning the External Connectivity of the LMC Loop

In order to establish a solid foundation for the efficient linkages in the future, some consultees proposed that the study on enhancing direct connectivity between the LMC Loop and SZ as well as the creation of convenient cross-boundary

transportation facilities, including the reservation of railway line to connect LMC Spur Line BCP and the LMC Loop, should be strengthened.

Our Response

We appreciate the proposals from the public on the enhancement of cross-boundary connectivity between the LMC Loop and SZ. In order to strengthen the connectivity with the SZ and to facilitate the users entering and leaving the LMC Loop, we propose to provide a direct link to connect the LMC Loop and the MTR LMC Station. This will be operated by means of green road-based transportation. Rail-based facilities that connect the LMC Spur Line BCP and the LMC Loop may be considered in the future. Also, subject to future needs, we also propose to establish new boundary-crossing facilities and to link them with the LMC Loop (i.e. Study Area A) and Study Area C in SZ through provision of pedestrian linkage.

4.2.4 Concerning the Architectural Outlook

In view of the fact that the LMC Loop is situated between HK and SZ, the culture and traditions of the two cities should be reflected in aspects such as urban planning, construction design and implementation. Also, special positioning on cityscape should be established. It was proposed that studies on city and architectural form should be conducted.

Our Response

The design of the architecture shall be further considered during the detailed planning stage. Nevertheless, the overall direction is not to create unnecessary development restriction and avoid hindrance in future architectural design. As for the suggestion to carry out a study on architectural form, it can be further considered after both governments have reached an agreement on the mode of development and implementation mechanism.

4.2.5 Concerning the Mode of Implementation and Management

Some consultees suggested that the administration of the LMC Loop should be based on the existing legislation of HK. After reaching consensus, both governments should investigate together the innovative mode of development and it was recommended that 'cooperated management institution(s)' should be established jointly by HK and SZ. Also, charter on co-operation should be established, that it shall specify the planning, leasing, development, implementation, construction, operation, management and the right and responsibilities of both parties.

The general public was very concerned about the mutual benefits of the LMC Loop development. It was considered that the core value of the Co-operation Agreement was based on the co-operation principle of co-development to share the entitled rights and benefit on convergence of planning, the development of industries, development and openness, the formulation of guidelines, land management, leasing control, investment on construction, operational management and investment return.

Our Response

The LMC Loop was originally located within the administrative area of the SZ Municipal Government and was later delineated as part of the administration area of

HKSAR after the regulation project of the SZ River. The HK and SZ governments respect the historical facts and agreed that the LMC Loop will be developed under the principle of "co-development and mutual benefit" based on the rationale of "One Country Two Systems".

At the Hong Kong/Shenzhen Co-operation Meeting held on 25 November 2011, the two governments signed the Co-operation Agreement, which served as the framework to jointly taking forward the development of the LMC Loop. The Co-operation Agreement sets out the initial consensus and intention for co-operation reached between the two governments on important issues including development positioning, applicable laws, land administration and co-development mechanisms, etc. Both parties have agreed that the LMC Loop will adapt the legislation of the HKSAR, while the land management issues such as planning and disposal, will be subject to the deliberation of the two governments. Subject to reaching agreement on such issue, it will be managed under the land administration system of the HKSAR.

Both governments understand that there are concerns from the general public on how to implement the development of LMC Loop. In this regard, a "Working Group on Mode of Development of LMC Loop" has been established to deliberate the relevant issues related to the joint development of the LMC Loop in a proactive manner.

5 Way Forward

The two-stage PE for the development of the LMC Loop has provided an open platform for the general public and stakeholders to share their views during the planning process. Throughout the period, the study team has met up with different stakeholders, councils, groups, institutions, sectors and local groups to gather their views on the development proposals, and listen to the views from different sectors on the development of the LMC Loop. After consolidating the outcome, a basis for the formulation of development proposals is established. The Consultant has consolidated the results of the Stage 2 PE to optimise the development proposals and detailed arrangement of the different facilities within the LMC Loop, and have finalised the RODP for the LMC Loop.

The RODP will serve as a basis for the formulation of the OZP and the following detailed development proposals, which include:

- The overall layout and land use arrangement of the proposed development framework, including the size of the land parcels, supporting facilities and land reserved for different public works / infrastructural facilities;
- Development restrictions for the different land parcels of land of the LMC Loop;
- Recommendations on green/ low-carbon facilities within the LMC Loop;
- Implementation strategies, cost and income forecast and development proposals; and
- Proposed urban design and landscape design plans and guidelines for urban design, environment enhancement and greening measures.

At the Hong Kong/Shenzhen Co-operation Meeting held on 25 November 2011, the two governments signed the Co-operation Agreement, which served as the framework to jointly taking forward the development of the LMC Loop. The Co-operation Agreement sets out the initial consensus and intention for co-operation reached between the two governments on important issues including development positioning, applicable laws, land administration and co-development mechanisms, etc. Both parties have agreed that the LMC Loop will adapt the legislation of the HKSAR, while the land management issues such as planning and disposal, will be subject to the deliberation of the two governments. Subject to reaching agreement on such issue, it will be managed under the land administration system of the HKSAR.

Upon outcome of the Study, we shall announce the final recommendations to share the planning with the public. We have already considered the overall implementation timeframe at the planning and engineering study. Different factors have been considered through the process, which include the consultation for the engineering work, detailed design, statutory procedure, the time needed for the treatment of contaminated mud and site formation as well as the way to resolve the problem of construction vehicles entering and leaving the LMC Loop. It is anticipated that the Study will be completed in 2013 and followed by the formulation of OZP, confirmation of the mode of development, implementation and operational arrangement.

We shall continue to carry out consultation on the detail of infrastructure development during the detailed design stage. In order to facilitate the LMC Loop development, the "Working Group on Mode of Development of LMC Loop" and "Working Group on Higher Education Development in LMC Loop" will continue to work with the SZ Municipal

Government and other relevant departments on the mode of development and the specific arrangement on the higher education development of the LMC Loop.

Annex 1 List of Stage 2 Public Engagement Activities

During the Stage 2 PE, the following activities were conducted in HK:

Date	Activities
15/5/2012	Press Conference
Consultation Meeting/ Briefing Session	
22/5/2012	Briefing to the Panel on Development of Legislative Council
28/5/2012	Briefing to the Sheung Shui District Rural Committee (in Chinese only)
13/6/2012	Briefing to Environmental Concern Groups
14/6/2012	Briefing to the North District Council
18/6/2012	Briefing to Village Representatives and Local Villagers
21/6/2012	Briefing to the Planning Sub-committee of the Land and Development Advisory Committee
22/6/2012	Briefing to the Town Planning Board
28/6/2012	Briefing to the Hong Kong Institute of Architects
18/7/2012	Briefing to the Town Planning and Development Committee of the Yuen Long District Council
Roving Exhibition	
29/5/2012 – 8/6/2012	Shatin Government Offices
25/6/2012 – 4/7/2012	North District Government Offices
Others	
15/5/2012 – 14/7/2012	Launching of Webpage and Collection of Comment

Annex 2 Photos of Stage 2 Public Engagement Activities

Briefing to the Sheung Shui District Rural Committee (28.5.2012)

Briefing to Environmental Concern Groups (13.6.2012)

Briefing to Village Representatives and Local Villagers (18.6.2012)

Briefing to the Planning Sub-committee of the Land and Development Advisory Committee (21.6.2012)

Briefing to the Hong Kong Institute of Architects (28.6.2012)

Annex 3 Index of Written Comments Received

編號 No.	團體 ／ 姓名 Groups/ Name
1	不具名 Anonymous
2	（沒有提供中文姓名） Chui Kai Hong
3	不具名 Anonymous
4	馮偉發 （料壆村村代表） Fung Wai Fat, Sam (Village Representative of Liu Pok Village)
5	文志雙, 文風石及文天維 （新田鄉鄉事委員會） Man Chi Sheung, Man Feng Shek and Man Tin Wai (San Tin Rural Committee)
6	侯志強 （上水區鄉事委員會） Hau Chi Keung (Sheung Shui District Rural Committee)
7	鄺頌陽 Kwong Chung Yeung #
8	地球仁協會 Ng Wai Yee Andrea (EARTHCARE (HK) Limited)
9	（沒有提供中文姓名） Ho Man Fung
10	（沒有提供中文姓名） Ho Wai Cheung
11	（沒有提供中文姓名） Ho Yuk Lan
12	新民黨 New People's Party
13	Ella P.O. Chan (香港中文大學專業進修學院 School of Continuing and Professional Studies, The Chinese University of Hong Kong)
14	Mrs. Monica Yuen (香港工程師學會 The Hong Kong Institution of Engineers)
15	Sir David Akers-Jones (香港工商專業聯會 Business and Professionals Federation of Hong Kong)
16	郭志泰（可觀自然教育中心暨天文館） Kwok Chi Tai# (Ho Koon Nature Education cum Astronomical Centre)
17	郭志泰（居民） Kwok Chi Tai# (Resident)
18	張貝全（落馬洲村村代表） Cheung Pui Chuen (Village Representative of Lok Ma Chau Village)
19	下灣村居民 （共 89 名簽字人） Ha Wan Tsuen villagers (with 89 signatories)

編號 No.	團體 ／ 姓名 Groups/ Name
20	Tony Nip (嘉道理農場暨植物園公司 Kadoorie Farm & Botanic Garden Corporation)
21	沈光榮（深圳市民） Shen Guang Rong # (Shenzhen resident)
22	長春社 (The Conservancy Association)
23	Cheng Nok Ming (香港觀鳥會 The Hong Kong Bird Watching Society)
24	Andy S C Lee (香港浸會大學 Hong Kong Baptist University)
25	Eva Tam (創建香港 Designing Hong Kong Limited)
26	不具名 Anonymous
27	Dr. Alan Leung (世界自然基金會－香港分會 WWF-Hong Kong)
28	劉峰 （中投證券（香港）金融控股有限公司 China Investment Securities (Hong Kong) Financial Holdings Limited)
29	滕錦光博士 （香港理工大學可持續城市發展研究院） Prof. Jin-guang Teng (Research Institute for Sustainable Urban Development, The Hong Kong Polytechnic University)
30	Prof. Bernard V. LIM (香港城市設計學會 Hong Kong Institute of Urban Design)
31	鄧賀年先生（元朗區議會） Mr. TANG Ho-nin (Yuen Long District Council)
32	Ringo Lee (香港園境師學會 HK Institute of Landscape Architects)
33	Robert Lam (香港建築師學會 The Hong Kong Institute of Architects)
34	香港規劃師學會 Hong Kong Institute of Planners
35	李明（規劃國土委城市設計處） Li Ming #
36	深圳市城市發展研究中心

Remarks 註：

1. 書面意見 1 至 33 號由港方接獲，35 至 36 號由深方接獲，及 34 號則由港方及深方同時接獲。Written comment Nos. 1 to 33 were received in HK while Nos. 35 to 36 were received by SZ. Written comment No. 34 was received both by HK and SZ.
2. 所收集意見的原文已上載於本研究的網頁。

   The original comments received have been uploaded to the Study webpage.

\# 音譯 Transliteration

Annex 4 Major Comments of Consultation Meetings/Briefing Sessions and Relevant Published Minutes

Briefing to the Panel of Development of the Legislative Council (Extract)

立法會
Legislative Council

LC Paper No. CB(1)2522/11-12
(These minutes have been seen by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Tuesday, 22 May 2012, at 2:30 pm
in Conference Room 1 of the Legislative Council Complex

Members present	**:**	Prof Hon Patrick LAU Sau-shing, SBS, JP (Chairman) Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman) Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP Hon James TO Kun-sun Hon CHAN Kam-lam, SBS, JP Hon Abraham SHEK Lai-him, SBS, JP Hon LEE Wing-tat Hon CHEUNG Hok-ming, GBS, JP Hon KAM Nai-wai, MH Hon Cyd HO Sau-lan Hon Starry LEE Wai-king, JP Dr Hon LAM Tai-fai, BBS, JP Hon Mrs Regina IP LAU Suk-yee, GBS, JP Hon Paul TSE Wai-chun, JP Hon Alan LEONG Kah-kit, SC Hon Tanya CHAN Hon Albert CHAN Wai-yip
Members absent	**:**	Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP Hon WONG Yung-kan, SBS, JP Hon Timothy FOK Tsun-ting, GBS, JP Hon Frederick FUNG Kin-kee, SBS, JP Dr Hon Priscilla LEUNG Mei-fun, JP Hon IP Kwok-him, GBS, JP

Public officers attending	:	**<u>Agenda item IV</u>**
		Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP Secretary for Development
		Ms Grace LUI Kit-yuk, JP Deputy Secretary for Development (Works)1
		Mr John KWONG Ka-sing Chief Assistant Secretary for Development (Works)1
		Mr Ernest IP Yee-cheung Assistant Commissioner for Labour (Employees' Rights & Benefits)
		Ms Teresa FONG Yuk-sim Senior Labour Officer (Employees' Compensation)1 Labour Department
		<u>Agenda item V</u>
		Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP Secretary for Development
		Miss Vivian KO Wai-kwan Commissioner for Heritage Development Bureau
		<u>Agenda item VI</u>
		Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP Secretary for Development
		Mr Tony LI Yeuk-yue Principal Assistant Secretary for Development (Planning & Lands)2
		Mr Raymond LEE Kai-wing Assistant Director of Planning/Territorial
		Ir Keith TANG Kam-fai Chief Engineer/New Territories 2 Civil Engineering and Development Department

Agenda item VII

Mrs Carrie LAM CHENG Yuet-ngor, GBS, JP
Secretary for Development

Ms Brenda AU Kit-ying
Principal Assistant Secretary for Development
(Planning and Lands)5

Mr Raymond LEE Kai-wing
Assistant Director of Planning/Territorial

Mr LAW Man-tim
Chief Engineer/Project Division 2 (NTN & W)
Civil Engineering and Development Department

Attendance by Invitation : **Agenda item V**

Representatives from the Hong Kong Institute for Promotion of Chinese Culture

Prof LEE Chack-fan
Chairman of the Board of Directors

Dr WONG King-keung
Vice Chairman of the Board of Directors

Mr Plato TSO Wing-fai
Lead Architectural Consultant
P&T Architects and Engineers Ltd

Mr Curry TSE Ching-kan
Heritage Consultant
China Point Consultants Ltd

Clerk in attendance : Ms Connie SZETO
Chief Council Secretary (1)4

Staff in attendance : Ms Sharon CHUNG
Senior Council Secretary (1)4

Miss Lilian MOK Council
Secretary (1)4

Ms Christina SHIU Legislative
Assistant (1)4

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

(LC Paper No. CB(1)1875/11-12(05) -- Administration's paper on Planning and Engineering Study on Development of Lok Ma Chau Loop -- Recommended Outline Development Plan and Stage Two Public Engagement

LC Paper No. CB(1)1875/11-12(06) -- Paper on Lok Ma Chau Loop prepared by the Legislative Council Secretariat (Updated background brief))

39. With the aid of a powerpoint presentation, SDEV briefed members on the background of the development of the Lok Ma Chau Loop ("the Loop"). The Chief Executive announced in his 2007-2008 Policy Address the joint development of the Loop by Hong Kong and Shenzhen as one of the Ten Major Infrastructure Projects. The Hong Kong-Shenzhen Joint Task Force on Boundary District Development ("the Joint Task Force") was established in December 2007 to steer the planning and development of the Loop, among other cross-boundary matters. At the Joint Task Force meeting held in March 2008, the Hong Kong and Shenzhen governments decided to jointly undertake the Planning and Engineering Study on Development of Lok Ma Chau Loop ("the Study") for exploring the feasibility of developing the Loop and its land uses based on the principle of "co-study, co-development and mutual benefit". The major issues involved in the development of the Loop included the co-operation mechanism between Hong Kong and Shenzhen, conservation of ecological environment, problem of contaminated soil and lack of infrastructure. To collect public views on

the development of the Loop, a public engagement ("PE") exercise was conducted in Hong Kong and Shenzhen in mid 2008. Based on the results of the PE exercise, tertiary education, high technology research and development ("high-tech R & D"), and cultural and creative industries ("C&C industries") were identified to be the major land uses in the Loop. In view of the rapid changes in economic development on both sides, great flexibility had been incorporated into the planning of the Loop so that adjustment could be made to cater for changing circumstances in future. The Study which comprised two stages of PE commenced in June 2009 and the Panel was consulted during the Stage 1 PE in December 2010. A co-operation agreement which provided a framework for the co-development of the Loop was signed at the Hong Kong-Shenzhen Co-operation Meeting held on 25 November 2011. Both Hong Kong and Shenzhen governments agreed to develop the Loop into a special co-operation zone.

40. Based on the preliminary investigation and environmental assessments, SDEV advised that the extent of land contamination in the Loop was not as significant as previously anticipated and the Administration would carry out remedial decontamination works. Since the Loop would be developed with higher education as the leading land use, the Administration would consult the local universities and other tertiary education institutes on how to take forward the development of the Loop. She added that no land resumption and clearance would be required for the project within the Loop.

41. AD, P/T supplemented that the public views collected in the Stage 1 PE generally supported the development of the Loop and the three main land uses (i.e. higher education, high-tech R&D, and C&C industries) while some green groups expressed concerns about the possible adverse ecological impacts due to the Loop development. There were views that in pursuing the development, alternative alignments and designs for the proposed connection roads leading to the Loop as well as more intensive development opportunities in the surrounding areas of the Loop should be explored. On the other hand, there were concerns over the mode of development and implementation arrangements. Taking into account public views received in the Stage 1 PE, refinements had been made to the Preliminary Outline Development Plan for the Loop, mainly as follows --

(a) Allowing interchangeability of sites zoned for "high-tech R&D" and "C&C industries" uses;

(b) Establishing a direct link from the Mass Transit Railway Look Ma Chua Station to the Loop;

(c) Adjusting the alignment and design of the Eastern Connection Road and Western Connection Road to minimize possible

impact on marsh land and fish ponds and disturbance to existing structures and the village environment respectively;

(d) Reducing the maximum building heights from 15 storeys to a range of 9 to 12 storeys without affecting the overall development intensity of the Loop;

(e) Relocating the transport interchange in the Loop; and

(f) Providing two smaller District Cooling System plants in the Loop.

42. Based on the Recommended Outline Development Plan ("RODP") for the Loop with the above refinements incorporated, AD, P/T said that the Loop would provide a total of 1.2 million m^2 gross floor area ("GFA"), capable of accommodating 24 000 students and providing approximately 29 000 employment opportunities upon full development. The total GFA mainly included 720 000 m^2 for higher education (which was roughly equivalent to the scale of one to two local universities), 411 000 m^2 for high-tech R&D/C&C industries and 60 000 m^2 for commercial uses. Although the gross plot ratio of the Loop was 1.37, the development intensity of individual use was not low. In mid May 2012, the Administration commenced the Stage 2 PE to collect public views on the RODP of the Loop for two months. The Administration planned to complete the Study in early 2013 and then seek funding approval from LegCo for carrying out advanced works. The development works of the Loop was envisaged to commence in 2014 so that some facilities would come into operation in 2020.

Mode of development of the Loop

43. With reference to the recommended development proposals for the Loop set out in RODP, Mr Albert CHAN expressed concern about the mode adopted for development of the Loop. He was worried that the Loop might become another Cyberport or Sichuan reconstruction project. These two projects had placed too much emphasis on the commercial aspects and departed from the original objectives of the projects which were to promote innovation technology in Hong Kong and support reconstruction in the Sichuan earthquake stricken areas respectively.

44. SDEV re-iterated that in November 2011, the Hong Kong and Shenzhen governments signed a co-operation agreement setting out various issues relating to the development of the Loop, including development position, applicable laws, land administration and co-development mechanism. Since then, the two sides had been actively exploring the possible modes of development for the Loop with reference to experience of

various developments, such as the Hong Kong Science Park and the Hong Kong Disneyland. As profit-making was not among the objectives in the development of the Loop, funding support would be provided for the construction of infrastructures in the area. The Hong Kong and Shenzhen governments would also consider whether to set up an appropriate authority to steer and manage the development of the Loop.

Land use planning of the Loop

45. Mr James TO pointed out that real estate development had been a main source of income for many provincial/municipal governments of the Mainland. There were cases where these governments had resorted to means, such as incorporating high density residential developments into so-called "hub for sports" or "green district", in order to make huge profits and circumvent the Central Government's regulation on real estate development projects. Mr TO asked whether there would be any residential development in the Loop to cater for the housing needs of those working in the Loop. He further expressed concern that it might be possible for tertiary education institutions and high-technology institutions set up in the Loop to turn their staff quarters into flats for sale in the private market under various "disguised names" with a view to making profits.

46. SDEV assured members that according to the co-operation agreement, the Loop which was within the Hong Kong Special Administrative Region administrative area would be governed by the laws and land administration system of Hong Kong rather than those of the Mainland. Pursuant to the Town Planning Ordinance (Cap. 131) ("the Ordinance") which aimed to regulate land use and related developments, apart from ancillary dormitory facilities of academic institutes including some for visiting scholars, there would be no residential development in the Loop. Any future change of use of such premises in the Loop was subject to approval of the Town Planning Board and would involve statutory procedures. SDEV re-iterated that the objective of the development of the Loop was to establish a hub for cross-boundary human resources development to facilitate exchange of knowledge and technology. Profit-making was never an objective of the development.

47. Mr James TO maintained unconvinced. He expressed doubt about whether the Administration could preclude commercial or residential developments in the Loop, such as the construction of hotels for providing accommodation for overseas scholars and experts, if such developments were claimed to supplement the running of higher education and R&D activities in the area. Moreover, the development or management agent of the Loop might not adhere to the non-profit making principle in developing the Loop. Noting the concerns, SDEV said that the mode of development to be adopted for the Loop and the operation of the management agent would be

reviewed in detail with regard to views and suggestions on RODP for the Loop to be received in the Stage 2 PE.

48. Mr Albert CHAN re-iterated concern about the collaboration between the Hong Kong and Shenzhen authorities in developing the Loop given differences in the laws and practices of the two places on land development and administration matters. He asked whether the Administration would consider measures, such as incorporating in the land leases provisions restricting changes in uses, to ensure proper check on the land use of the Loop. He further suggested that the land leases for the development of the Loop should be disclosed to LegCo and the public to facilitate public monitoring.

49. SDEV said that the Administration had all along been transparent and open in developing the Loop. For instance, the Administration had consulted the Panel on the planning and development of the Loop in 2009 and 2010. While the Hong Kong and Shenzhen governments had yet to work out a detailed co-development mechanism in taking forward the development of the Loop, the two sides would continue their efforts in this respect and the Administration would report the progress of the project to the Panel from time to time.

50. Given the strategic location and high ecological value of the Loop, Mr Albert CHAN urged the Administration to put in place effective measures to prevent the Loop or a substantial portion of it from being turned into a real estate development project. He suggested that the Administration should consider including punitive provisions in the land leases against changing the land uses of the Loop. There should be provisions to require the return of the land in the Loop to the Hong Kong government if the future developer failed to conduct the project properly or the management agent had poorly managed the project.

51. SDEV took note of members' views. She re-iterated that the Hong Kong and Shenzhen governments had reached a consensus on the land use planning of the Loop at the Joint Task Force meeting held in early May 2012. After the two-month consultation on the RODP launched in mid May 2012, an outline zoning plan for the Loop would be prepared for further public consultation. It should be noted that the public views and comments so far received by the Administration about the land use planning and major development parameters of the Loop were positive.

52. The Chairman concluded the discussion on the item and requested the Administration to keep the Panel informed of the progress of the development of the Loop.

Briefing to the Sheung Shui Rural Committee (Extract) (in Chinese only)

第廿五屆上水區鄉事委員會
第六次村代表大會
會 議 記 錄

日期：2012 年 5 月 28 日(星期一)

時間：上午 11 時

地點：本會二樓會議廳

主席：侯志強

出席：侯福達、廖富壽、黃偉業、侯添興、李觀仙、簡拾仁、馮偉發
簡炳培、侯榮光、唐土福、侯澤東、鄧灶興、侯永良、林志強
廖泰穩、簡敬庭、簡石葬、張運芳、曾家新、馮就全、黃煥全
廖興洪、侯耀華、藍少虎、廖國華
陳健信先生（土木工程拓展署新界西及北拓展處-高級工程師/9）
陳樂暉女士（土木工程拓展署新界西及北拓展處-工程師/20）
王志遠先生（土木工程拓展署新界西及北拓展處-工程師/5）
張玉儀女士（規劃署全港規劃處-高級城市規劃師/策略規劃 3)(署任）
關穎輝先生（規劃署全港規劃處-助理城市規劃師/策略規劃 2）
楊詠珊女士（奧雅納工程顧問）
陳禮仁先生（奧雅納工程顧問）
陳逸雲先生（奧雅納工程顧問）
方鳳娟女士（北區民政事務處高級聯絡主任）
劉嘉民先生（北區民政事務處聯絡主任）
林祿榮先生（新界鄉議局行政總監）

議程

一）過上次會議記錄

二）規劃署、土木工程拓展署：
就有關「落馬洲河套地區第二階段公眾參與」講解有關發展建議

三）商討就有關新界鄉議局反對清拆新界僭建物作出之行動事宜

四）滙報 2011-2012 年度鄉事委員會之財務年結報告

五）商討對策有關香港高爾夫球會拖延打球人士登記
（歡迎各村代表聯絡打球人士於 12 時列席旁聽）

六）其它事項

通過上次會議記錄

1. 侯榮光村代表動議，黃偉業財務和議。各村代表一致通過 2012 年 2 月 28 日之會議記錄。

規劃署、土木工程拓展署就「落馬洲河套地區第二階段公眾參與」講解有關發展建議

2. 楊詠珊女士以投影片方式介紹落馬洲河套地區的發展規劃及工程研究，現階段的建議發展大綱圖是根據第一階段公眾參與所收集到的公眾意見、各項技術評估及基礎設施需求而擬備，從而優化在第一階段公眾參與期間諮詢公眾的初步發展大綱圖。建議發展大綱圖的概括內容如下：詳情可參閱(附件一)

   ―規劃大綱

   ―佈局設計及土地用途

   ―低碳綠色社區

   ―對外交通連接及地區改善

   歡迎各村代表及村民在 2012 年 7 月 14 日或以前繼續以郵遞、傳真及電郵方式提供意見。

3. 侯志強主席對現階段的發展大綱圖表示不滿，認為政府沒有將上水鄉會早前的意見如實反映；在該規劃上政府只關注深圳福田區的發展，卻忽略香港境內周邊土地發展的空間，漠視業權人的訴求。在道路網絡方面政府只在研究範圍 B 區興建兩條連接路，未有配合古洞北新發展區及周邊的馬草壟村、料壆村與蠔殼圍的道路設施。主席對該大綱圖甚感失望，希望政府除重視生態保育及綠化外，亦需要顧及周邊村落的配套發展，公平善待業權人。最後，主席表示上水鄉事會對河套地區的發展規劃提出強烈反對，希望將計劃擱置。

4. 侯福達首副主席及藍少虎村代表均支持侯主席的意見。藍村代表批評政府只懂掠奪新界人的土地作城市人的後花園，從未有考慮業權人的權益。此外，未來河套地區的規劃發展對古洞村（北）有深遠的影響，但政府從未有將有關影響，如人口的遷移問題及道路網絡反映在現階段的發展大綱圖上，實在令人失望。

5. 廖富壽副主席指出河套地區的污水處理廠是露天開放式，根本不符合環保的要求；擔心臭氣影響村民健康及污染深圳河，而且亦是不合時宜的做法，應該採用岩洞發展方法。此外，廖副主席不滿政府將原居民的土地規劃作綠化區，但不給予任何賠償。

   （侯志強主席於 11:40 離席）

6. 廖國華村代表指政府未有深入介紹工程開展後，對附近村落的道路、交通及周邊環境帶來的影響。

7. 侯福達首副主席提詢 1.河套地區之新道路與現有道路的連接情況；2.河套地區工程完成後，會否封閉現時由料壆村 80 號閘往落馬洲的路段;3.有關古洞及馬草壟村的單車徑；4.河套地區的工程會否影響馬草壟(北)道路旁的墓地 5.工程開展期間，運輸車輛是否採用落馬洲的道路作爲主要的運輸要道;因為擔心現時馬草壟路及河上鄉路的交通經已非常繁忙。

8. 藍少虎村代表表示雖然曾經多次參與有關該規劃的諮詢會，但政府至今仍然未能將落馬洲河套地區及新界東北新發展區多項相關連的規劃作統一諮詢及全面性的交通網絡安排，藍村代表對此甚感不滿，要求有關部門在是次會議給予明確的回覆。

9. 黃煥全村代表詢問規劃中的“東面連接路”出口是否由採用原來的馬草壟路往古洞方向？因為投影片未有清楚介紹。而黃煥全村代表認為現有的道路相當狹窄，擔心不適宜選用。倘若新路開展是否因此而影響民居。

10. 楊詠珊女士表示誠如小冊子第 25 頁亦有述及，政府爲回應公眾的訴求，除關注是次項目的發展外，亦已經開展了另一項研究，主要是探討研究範圍 B 區及其鄰近地區的土地用途，另一方面，藉著連接路的設計及有關基礎配套的設施，希望藉此提升當地的經濟發展機遇。楊女士續表示工程會避免在墳地及村界範圍內進行，希望以減低對村民及現有建築物的影響；但由於現時的建議方案屬於初步規劃，倘若有村民受到工程的影響，政府會按照現有的機制作出合理賠償予受影響的村民。此外，建議中的東面連接路是配合未來古洞北新發展區而興建，而該發展區內將會興建一個新鐵路站，以配合古洞北新發展區的發展；但由於古洞北的新發展屬於另一個規劃研究的研究範圍，因此不宜在是次會議作出回應，不過政府稍後會就新界東北新發展區進行第三階段公眾諮詢，屆時歡迎各村代表提出意見。至於污水處理問題，楊女士稱由於河套地區周邊沒有合適的岩洞作污水處理廠之用，因此會興建一間三級污水處理廠，經處理後的污水可以作灌溉等用途；有關污水廠的嗅味問題亦會在環境評估報告內交代，並交環境保護署審批。另外，有關東面連接路，只是在舊河曲和鄰近魚塘的部份分別作隧道和部份作沉降式道路，而其餘部份均是地面行駛。最後，楊女士表示由於該項規劃的研究資料繁多，小冊子難以盡錄，各村代表可以瀏覽該研究的網頁—www.lmcloop.gov.hk，作進一步探討。至於有關道路的詳細規劃則交由同事陳禮仁先生介紹。

11. 陳禮仁先生利用投影片再詳細介紹對外連接路的走線及單車徑的設計。此外，在施工期間，為避免對現時馬草壟路及河上鄉路的運作影響，工程車輛主要會採用單向惇裕路往河套地區；再經下灣村路及落馬洲路離開。而料壆村 80 號閘遠離河套地區發展及相關基建設施，因此不會受工程影響。

12. 藍少虎村代表批評顧問公司的回應不切實際，未有提供合理數據。指政府只懂掠奪新界人的土地，限制土地的發展空間，不作任何補償。

13. 侯榮光村代表詢問規劃中的生態區是否會仿傚塑原濕地的做法，因為其村(燕崗村)位處在塑原區內，十年前已被政府扼殺了土地的發展，擔心政府會重施故技。

14. 廖興洪村代表詢問河套地區內只能採用電動車輛，政府有否在河套地區內的交通轉乘區內預留土地興建大型的停車場予市民使用。

15. 陳健信先生回應，河套地區、邊境禁區土地及新界東北新發展區的規劃是三項獨立的研究項目，但均由同一顧問公司進行研究，所以彼此有互相參考和配合會建議。而古洞北的新發展區將會在下半年進行第三階段公眾參與，屆時將會有更多詳細的資料供大家參閱。雖然上述三項的規劃研究在不同的時間表，而且目的不盡相同，政府已經要求顧問公司在規劃建議及工程項目上必須互相配合和協調。政府希望藉著河套地區的發展提供一個契機，提升周邊村落的發展機會。此外，政府亦希望能夠透過該項發展，充分發揮體現港深的合作精神。

16. 侯福達首副主席及廖富壽副主席均認為政府漠視各村代表的意見，更批評政府未能將上述三項規劃作統一諮詢，容易誤導公眾，因此本會對河套地區規劃提出反對。

（規劃署、土木工程署、北區民政處及顧問公司 12:20 離席）

Briefing to Environmental Concern Groups

Agreement No. CE 53/2008
Planning and Engineering Study on Development of
Lok Ma Chau Loop (LMC Loop)
Stage 2 Public Engagement

Summary of Major Comments Received in the
Briefing Session for Major Environmental Concern Groups on 13 June 2012

Development Intensity

- overall plot ratio (PR) of 1.37 is too high, in particular when compared with the development intensity of Fung Lok Wai (PR 0.185) and Wo Sang Wai (PR 0.4);
- the proposed development intensity would set a negative precedent for developments in the surrounding areas;
- ask for clarification on the criteria and standard adopted in determining the area reserved and PR stipulated for the higher education use;
- need more detailed justifications for the suggested PR of the LMC Loop;

Land Use Mix

- the land use proposals are developed based on economic consideration with economic viability given more weights than conservation;
- area reserved for conservation use (approximately 15%) is relatively small;
- whether there is a need of more research and development uses in Hong Kong given that some of the existing provisions, such as the Cyber Port, have not been developed to their full potential;

Building Height

- the reduced building heights are still much higher than those across the old meander of Shenzhen River;
- the proposed building height profile is considered not compatible with the low-rise developments on the other side of Shenzhen River;

Ecological Concerns

- the development in LMC Loop will set a precedent for similar development proposals in other ecological sensitive areas;
- the development may overload the carrying capacity of the LMC Loop and the surrounding areas;
- the ecological impacts of the LMC Loop development on the surrounding areas and in particular on the birds' flight paths should not be underestimated;
- comments/suggestions related to Ecological Area (EA) / ecological corridor:

  - reduced building height without corresponding reduction in total GFA would increase the development footprint and hence result in the reduction of the land available for provision of EA;
  - the proposed EA is considered too small;
  - the effectiveness / carrying capacity of the birds' flight path formed by the EA and the fish ponds adjacent to the meander should be further considered;
  - the continuity of the ecological corridor between Mai Po to Hoo Hok Wai might be in threat due to the tall buildings in the LMC Loop;
- the buffer area to the immediate north of the EA may not be effective as buildings and human activities are allowed thereat;
- an overall ecological system approach should be adopted when managing the EA;
- site investigation activities may have potential ecological impacts on the natural habitat;

Environmental Concerns and Green Initiatives

- the LMC Loop development will generate light pollution, thereby resulting in negative impact on the surrounding areas;
- whether the policy of 'no net increase in pollution loads in Deep Bay' could be met by the on-site sewage treatment plant within LMC Loop; and
- more information on the implementation of green initiatives in the LMC Loop development should be provided

Briefing to the North District Council
(Summary Translation)

Summary Translation of
Minutes of the 4th Meeting of the North District Council (2012-2015)

The 4th Meeting of the North District Council (NDC) (2012-2015) was held on 14 June 2012. The major issues discussed are summarised below:

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

10. The representatives of the Civil Engineering and Development Department (CEDD) and its consultant presented the paper.

11. The major issues raised by Members were as follows:

(a) Members were dissatisfied and disappointed that the planning on the development of the Lok Ma Chau (LMC) Loop (the Development) had not mentioned the land use of areas around the LMC Loop nor taken into account the interests of the land owners. The Development also had not mentioned the influences on residents of the surrounding areas such as how to compensate for villagers affected by land resumption and how to handle the increase in traffic flow of the surrounding roads during the construction period of the LMC Loop;

(b) in respect of the transport network of the Development, it was concerned that the proposed road leading to San Tin Interchange would greatly increase the traffic flow there. It was suggested that a traffic assessment should be made and a road leading to Castle Peak Road should be provided as an alternative access to the town centre in case any incidents happened at San Tin Interchange. Besides, the Development might provide a lot of job opportunities for Kwu Tong and transport facilities between Kwu Tong and the LMC loop should be strengthened. The completion of the proposed Kwu Tong MTR Station should also tie in with the timetable of the Development. The railway network should also be reviewed as the existing railway system, in particular the east rail line, was approaching its maximum capacity;

(c) Members generally considered that it was important for the Development to tie in with the development of the surrounding area such as the "Three-in-One" New Development Area (NDA). However, it was concerned that the Development would become a real estate project. It was also concerned that the economic development of the Development would not be of benefit to residents of North District since the recent development in North District had only brought about problems to the district such as lack of school places and closure of traditional shops. The Development would provide many high level job opportunities which might not cope with the demand of the grassroots in the district. It was considered that more commercial and economic elements should be included in the Development to provide more job opportunities for young people.

12. Representatives of CEDD and its consultant responded that in planning the Development, the development of the surrounding areas had been taken into account. According to the several consultation exercises conducted, the public generally supported that the LMC Loop should be developed with higher education as the leading land use, complemented by high-tech research and development and cultural and creative industries. It was pointed out that there was no residential zone in the Development. The job opportunities offered in the LMC Loop were not only for people with higher education level but there were also a lot of job opportunities in the areas of property management, catering and greening. Besides, the Development would provide a lot of job opportunities for Kwu Tung North NDA while the development of residential, commercial and railway facilities in Kwu Tung North NDA would tie in with the proposed uses of the LMC Loop. In respect of the transport arrangement, Lok Ma Chau Road and Ha Wan Tsuen Road would be widened and connected to San Tin Interchange in order to prevent the increase in traffic flow at San Tin Interchange. Roads connecting the LMC Loop and the Lok Ma Chau MTR Station would also be developed. A detailed traffic impact assessment had been carried out and it was shown that the proposed road network should be able to meet the demand for transport for the first phase of the Development. The study on the traffic arrangement between the LMC Loop and Kwu Tung North NDA was also underway. It was also proposed that shuttle buses would be used to connect the LMC Loop with various proposed MTR stations.

13. The Chairman hoped that the Government would take corresponding follow-up actions in the light of Members' views and that NDC would be consulted when further consultation in respect of the Development was conducted.

V. Report on the Preparations for the 4th Hong Kong Games

14. LCSD's representative presented the paper and suggested Members organise a delegation, elect a representative to participate in the district selection committee/working group and authorise the use of NDC's logo on promotion activities and materials of the Hong Kong Games.

15. It was approved that the same list of delegation members for the 3rd Hong Kong Games would be used for the 4th Hong Kong Games and the vacancies of Leaders would be taken up by the Chairman of Sheung Shui District Rural Committee and Mr YIU Ming. It was also approved that Mr PANG Chun-sing would be appointed as the Chief Leader and Mr LAI Sum would continue to be the DC representative of the district selection board/committee.

VI. Motion: "The North District Council Supports the Proposed Reorganisation of the Next-term Government and Its Implementation on July 1"

16. Mr CHAN Shung-fai presented the motion. A Member pointed out that the Democratic Party (DP) considered the reorganisation proposal had been put forward too hastily and thorough consultation should be carried out before its implementation, and therefore did not support the motion. He also pointed out that according to a telephone survey conducted by DP, about 40% of the respondents considered the reorganisation proposal should be carefully discussed. However, another Member pointed out that the Chief Executive-elect had expressed the idea of reorganisation of the Government several times in his election platform during the election. Besides, it was important for the new team to take up their posts together so that they could start working as soon as possible to tackle many imminent livelihood issues. After discussion, a voting was conducted and the motion was approved by an absolute majority of votes.

VII. Approval Arrangements for Changes in Community Involvement Projects

17. The Secretary presented the paper and stated that a report would be made to NDC at the end of each financial year for Members to review the approval arrangements for funding applications. Members supported and approved the recommendation of the paper.

VIII. Applications for District Council Funds

18. A total of 11 applications for District Council Funds were approved.

IX. District Lands Office/North: Returns on Redevelopment of New Territories Exempted House Applications and Small House Applications in North District

19. The paper was noted.

X. Report of the 2nd Meeting of the North District Management Committee in 2012

20. The paper was noted.

XI. Any Other Business

21. There was no other business.

XII. Date of Next Meeting

22. The next meeting would be held at 9:30 am on 26 July 2012 in the NDC Conference Room.

North District Council Secretariat

July 2012

Briefing to Village Representatives and Local Villagers

Agreement No. CE 53/2008
Planning and Engineering Study on Development of
Lok Ma Chau Loop (LMC Loop)
Stage 2 Public Engagement

Summary of Major Comments Received in the
Briefing Session for Local Villagers and Village Representatives on 18 June 2012

Land Use and Development Proposal:

- The development should also take into account the interests of residents in the New Territories;
- Lok Ma Chau Loop development should be implemented in concert with the development of the Frontier Closed Area, including the expansion / improvement of road network;
- The development should provide sufficient supporting facilities to meet the increase of people in the future;
- There were worries about land deficiency to meet the future needs of the development of the Lok Ma Chau Loop;
- Utilizing the surrounding land to support the development of Lok Ma Chau Loop should be considered;
- Daily usage and convenience of the local villagers should be taken into account when formulating the development proposal;
- Due consideration should be given to addressing villagers' housing needs;

Engineering Considerations:

- The issue of sewage treatment / discharge should be examined;
- There was suggestion to relocate the proposed sewage treatment plants to caverns;
- Lok Ma Chau Loop development may affect the Lok Ma Chau Tsuen on its flood protection capacity;
- The existing sediments in the Shenzhen River may affect the flow capacity;
- Comments and suggestions on the road arrangements:
  - Due consideration should be given to the traffic arrangement, including the connection of Lok Ma Chau to the Liantang Boundary Control Point and Kwu Tong North, at this stage;

- As there are graveyards along Lok Ma Chau Road, two-lane road should be provided on Lung Hau Road;
- Due consideration should be given to resolving the existing traffic congestion problem as well as the future access issues of the residents;
- Connecting San Sham Road to Lok Ma Chau Loop to cope with the increase in traffic flow should be considered;
- There was suggestion to use Tun Yu Road or Sai Kwo Road to form the Western Connection Road;
- There were worries about impact of road widening works and the new alignment on the surrounding land uses;

Conservation:

- Apart from meeting the development needs, due consideration should also be given to preserving the ecological/ animal habitats;
- The surrounding ecosystem including the rare firefly in Lok Ma Chau Loop should be given due consideration;
- To contribute to the preservation of Mai Po, it was recommended to relocate the wetland and the surrounding fish ponds to areas near Deep Bay;

Land Resumption, Compensation and Resettlement:

- There were worries that the development potential of the surrounding land will be diminished. Compensation by the Government should be arranged if surrounding land development would be suspended to give way for the development of Lok Ma Chau Loop;
- Resuming of the lands surrounding the elevated road and depressed road should be considered as these lands will be affected by the construction works;
- Rehousing proposals and related improvements measures should be made known to the affected residents;
- The alignment of the Western Connection Road should be devised on the basis of not affecting the existing residents;

Arrangement of Public Engagement:

- Sufficient information should be provided to the public to illustrate the impacts of the development of Lok Ma Chau Loop;
- Consultations in different studies should be conducted collectively; and
- There was room for improvement in releasing information and publicizing the public engagement activities.

Briefing to the Planning Sub-committee of the Land and Development Advisory Committee

Agreement No. CE 53/2008
Planning and Engineering Study on Development of
Lok Ma Chau Loop (LMC Loop)
Stage 2 Public Engagement

Summary of Major Comments Received in the
Briefing Session for Planning Sub-Committee (PSC) of
the Land and Development Advisory Committee (LDAC) on 21 June 2012

Planning and Urban Design

- Consideration should be given to include more land to the west of the Study Area, i.e. along the Shenzhen River, in the development area;
- The land status of LMC Loop would need to be clarified;
- Other possible alternative uses should be considered to meet urgent community needs, e.g. housing, medical facilities and primary school for cross boundary children, etc.;
- Some views on urban design aspect such as vista and landmark; building height profile; adoption of environmentally-friendly building design; implementation of green urban design measures, etc. were raised;
- Supporting facilities for education use should be provided;
- The proposed education, high-technology research & development and cultural & creative uses at the LMC Loop and its proximity to Mainland might imply using HK software by the Mainland people;

Environment

- There was question on whether the Ecological Area was accessible by the public;
- More information on bird species, their flight paths, and impact from the proposed development, as well as the proposed mitigating measures should be conveyed to the public;

Connectivity and Transportation

- A vehicle-free design for the LMC Loop was supported but a railway extension to the Loop should be considered;
- Mass transit facilities for external connection should be provided; and

Implementation

- Early implementation of the LMC Loop Development was appreciated.

Briefing to the Town Planning Board (Extract)

Minutes of 1014th Meeting of the
Town Planning Board held on 22.6.2012

Present

Permanent Secretary for Development (Planning and Lands) Mr. Thomas Chow	Chairman
Mr. Stanley Y.F. Wong	Vice-Chairman
Professor S.C. Wong	
Mr. Timothy K.W. Ma	
Professor P.P. Ho	
Professor Eddie C.M. Hui	
Dr. C.P. Lau	
Ms. Julia M.K. Lau	
Mr. Laurence L.J. Li	
Mr. Roger K.H. Luk	
Dr. W.K. Yau	
Professor K.C. Chau	
Mr. H.W. Cheung	
Mr. Ivan C.S. Fu	
Mr. Sunny L.K. Ho	
Mr. Lincoln L.H. Huang	
Mr. Dominic K.K. Lam	
Mr. Patrick H.T. Lau	
Ms. Christina M. Lee	

Mr. H.F. Leung

Mr. Stephen H.B. Yau

Director of Lands
Miss Annie K.L. Tam

Principal Environmental Protection Officer (Strategic Assessment)
Environmental Protection Department
Mr. H.M. Wong

Principal Assistant Secretary (Transport)
Transport and Housing Bureau
Mr. Fletch W.W. Chan

Assistant Director (2), Home Affairs Department
Mr. Eric K.S. Hui

Director of Planning
Mr. Jimmy C.F. Leung

Deputy Director of Planning/District Secretary
Miss Ophelia Y.S. Wong

Absent with Apologies

Professor Edwin H.W. Chan

Mr. Rock C.N. Chen

Mr. Maurice W.M. Lee

Mr. Clarence W.C. Leung

Dr. W.K. Lo

Ms. Anita W.T. Ma

Miss Bonnie J.Y. Chan

Dr. Wilton W.T. Fok

Miss Janice W.M. Lai

In Attendance

Assistant Director of Planning/ Board
Mr. C.T. Ling

Chief Town Planner/Town Planning Board
Ms. Maggie M.Y. Chin (p.m.)

Senior Town Planner/Town Planning Board
Mr. J.J. Austin (a.m.)
Ms. Donna Y.P. Tam (p.m.)

Agenda Item 4

[Open Meeting]

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

(TPB Paper No. 9112)

[The meeting was conducted in Cantonese]

Presentation Session

16. Mr. Dominic K.K. Lam declared interests in this item as he had current business dealings with Ove Arup and Partners Hong Kong Limited (ARUP) on other projects. As the item was mainly a briefing on the captioned study and no decision was involved, Members agreed that Mr. Dominic K.K. Lam should be allowed to stay at the meeting.

17. The following representatives of government departments and the study consultants were invited to the meeting at this point:

Ms. Kitty K.Y. Chiu	Senior Town Planner/Strategic Planning (3) (STP/SP 3), Planning Department (PlanD)
Mr. K.S. Chan	Senior Engineer/9 (NTN&W), Civil Engineering and Development Department (CEDD)
Ms. Theresa Yeung	Ove Arup & Partners Hong Kong Limited (ARUP)
Ms. Carmen Chu	ARUP
Mr. Brian Chau	ARUP

18. The Chairman extended a welcome and invited the representative of PlanD to brief Members on the Paper.

19. Ms. Kitty Chiu gave a short introduction and made the following main points:

(a) the Hong Kong-Shenzhen (HK-SZ) Joint Task Force on Boundary District Development was set up in December 2007 to steer *inter alia* the issues relating to the planning and development of the Lok Ma Chau Loop (the Loop). Both sides agreed to jointly develop the Loop into a special cooperation zone of Hong Kong and Shenzhen with higher education as the leading land use, complemented by high-technology research and development (hi-tech R&D) as well as cultural and creative (C&C) industries;

(b) in June 2009, the Planning and Engineering Study on Development of Lok Ma Chau Loop (the Study) was commissioned. The preliminary development proposals for the Loop were promulgated in the Stage 1 Public Engagement of the Study held between November 2010 and January 2011. The Town Planning Board (the Board) was consulted on the proposals on 3.12.2010; and

(c) the Stage 2 Public Engagement was launched in mid-May 2012 to collect public views on the recommended development proposals for the Loop. The Stage 2 Public Engagement would last for two months.

20. With the aid of a powerpoint presentation and a video, Ms. Theresa Yeung made the following main points:

Outcome of the Stage 1 Public Engagement

(a) the views obtained from the Stage 1 Public Engagement could be summarised as follows:

(i) the development of the Loop under the principles of sustainable development balanced with conservation was generally supported. There was also wide support for the vision, the guiding principles and the three main land uses proposed in the preliminary development proposal;

(ii) while the green groups objected to any form of development in the area, the local people urged for more development opportunities in the surrounding areas;

(iii) on the layout design and land use of the Loop, the public considered that greater flexibility in land use should be allowed while the building intensity and building height in the Loop should be reduced;

(iv) low carbon benchmark and green initiatives should be identified, nature should be conserved, ecologically sensitive habitats should be protected and concerns on the impact of development should be mitigated;

(v) there were general public concerns on land contamination and pollution/odour problems; and

(vi) exploration of alternative alignments and designs for the proposed connection roads was supported. There was also public support to minimise the impacts on existing villages and structures;

Main Revisions to the Development Proposals

(b) taking into account the public views received from the Stage 1 Public Engagement and the further technical assessments, the development proposals for the Loop had been refined as follows:

(i) sites zoned for "high-tech R&D" and "cultural & creative (C&C)" uses would be allowed to be used interchangeably to suit changing circumstances as and when necessary;

(ii) the maximum height of buildings would be reduced respectively for high-tech R&D/C&C uses from 15 storeys to 12 storeys, for education uses from 15 storeys to 10 storeys, and for commercial uses

from 12 storeys to 9 storeys, without affecting their overall development intensity;

(iii) a direct link to the MTR Lok Ma Chau Station in the form of road-based green public transport would be provided;

(iv) the alignment and design of the Eastern Connection Road (ECR) and Western Connection Road (WCR) would be revised to minimize the possible impact on the marshland and fish ponds. The ECR was proposed to be constructed with a section of underpass-cum-depressed road and a passage for animal crossing would be incorporated to maintain the continuity of terrestrial habitats;

(v) cycle tracks and pedestrian walkways would be provided along both the ECR and the WCR;

(vi) the single District Cooling System (DCS) plant originally proposed would be replaced by two DCS plants which would be closer to the cooling load centres and would be smaller in size; and

(vii) an ecological area of about 12.8 ha would be provided along the entire southern/southeastern boundary of the Loop to compensate for the removal of the existing reedbed within the Loop, provide flood retention capacity, maintain the flight path for birds and enhance the ecological/wetland function of the area;

Recommended Outline Development Plan

(c) upon full development, the Loop would provide a total floor space of 1.2 million m^2 gross floor area (GFA) accommodating 24,000 students with on-site student hostel facilities for half of the student population and providing 29,000 employment opportunities. The total GFA would include 720,000m^2 GFA for higher education, 410,000m^2 GFA for

high-tech R&D/C&C uses, and 60,000m^2 GFA for commercial uses;

(d) a total of 10.6 ha of open space and 15.9 ha of amenity/activity corridors would be provided. Different open space and landscape components would be provided including a Pedestrian Boulevard which would serve as a vibrant activity corridor, several courtyard spaces for outdoor activities and Ribbon Parks which would serve as passive recreational spaces; and

Implementation Programme

(e) the study would be completed in early 2013 and funds for the advance works for the commencing the project would be sought in 2014. It was anticipated that the higher education facilities at the Loop would commence operation in 2020.

[Dr. W.K. Yau returned to join the meeting at this point.]

Discussion Session

21. Members had the following questions and comments:

(a) the number of educational institutions that would be invited to develop the area, bearing in mind that the site should not be sub-divided amongst too many institutions as that would affect the viability of the educational institutes;

(b) as the site was quite far away from other urban centres, there was a suggestion that all students should be provided with boarding places within the campus;

(c) the Study should examine options to improve the linkage and integration between the Loop and other urban centres. A sufficient amount of commercial floor space and community facilities should be provided to

ensure that the future university/educational institute could develop into a community of its own;

(d) contrasting the view that the Loop was isolated as its location was very close to Shenzhen, it seemed that the Study had failed to examine the development of the Loop from the perspective of Shenzhen;

(e) while the green spines and proposed ecological area were supported, the Study had adopted the conventional approach of providing greenery as a form of compensation to development. The Study should instead examine how the ecology and the natural environment could be improved through planning;

(f) while the proposal to allow greater flexibility between high-tech R&D uses and C&C uses was supported, there was concern that interchanging the two uses might not be feasible as they would need to meet different statutory requirements;

(g) the Study should examine how the green corridors and the cycle tracks provided in the Loop could be linked up with those provided in Shenzhen. While extensive cycle tracks were provided in Shenzhen, these cycle tracks were disconnected from those in Hong Kong as the existing Boundary Crossing Facilities, including the one currently being developed at Heung Yuen Wai/Liantang did not provide for cyclists to cycle across the boundary;

(h) while a view was expressed that any development on the site would be incompatible with the wetland area and that the area should be retained for ecological and conservation purposes, another view was that the green infrastructures and technologies proposed in the Loop could become a model for other developments;

(i) the building height should be further reduced and the issue of glare should be addressed by the Study in view of its proximity to the wetland;

(j) it was suggested that the proposed ecological area should be turned into an outdoor museum/exhibition area to showcase the wetland ecosystem. Moreover, the waterfront promenade should be built using natural materials with minimal use of cement;

(k) there was concern that the distribution of the proposed high-tech R&D uses at the fringes of the Loop would not be conducive to synergy amongst R&D firms;

(l) there might already be an over-supply of higher educational institutions in Hong Kong but, given the educational institution would be a joint operation between Hong Kong and Shenzhen, it could serve as a quality educational institute for mainland students; and

(m) whether the proposed educational institution would be operated under public or private ownership.

22. The Chairman said that the Loop had a particular historical context in that the land area used to belong to Shenzhen. However, after the training of Shenzhen River, the river course was straightened and the subject piece of land fell within the administrative boundary of the HKSAR Government. In view of this background, the development of the Loop needed to be agreed by both the HKSAR and the Shenzhen Governments. The general direction for developing higher education and high-tech R&D had already been agreed by the two Governments for some time and it was expected that there would be a need to invest substantially into the educational institution and the R&D developments. He indicated that the two Governments had not yet decided on some of the issues raised by Members such as the number of educational institutions to be established and which universities to invite.

23. Mr. Jimmy C.F. Leung supplemented that before the present study was commissioned, Planning Department together with the Shenzhen authority had carried out a public engagement exercise to seek views on future land uses for the Loop. Several discussion forums with the relevant experts had also been arranged. Based on the findings

of the public engagement exercise, the two Governments finally agreed that educational use supplemented by R&D as well as creative industries would be the most appropriate long term development for the site to serve not only Shenzhen and Hong Kong but also the wider South China region. Subsequently, the Hong Kong and Shenzhen Governments also decided on the broad development principles including a low carbon economy, the need to provide wind corridors and ecological areas, etc.

24. In response to Members' questions raised above, Ms. Theresa Yeung made the following points:

(a) the consultants noted Members' suggestions concerning glare pollution, zero carbon development and outdoor museum/exhibition area and would give further consideration to these issues before finalising the development proposals;

(b) in terms of integration between the Loop and other urban areas, the consultants would take into account the recommendations of other government studies such as the Study on Land Use Planning for the Closed Area which proposed a framework for striking a balance between development and conservation in the areas surrounding the Loop;

(c) in terms of integration with Shenzhen, the Study did propose a long term possibility of providing a direct link with Shenzhen in the northern part of the Loop together with the provision of associated boundary crossing facilities;

(d) in terms of integration with Hong Kong, the site would be linked with the Kwu Tung North New Development Area, with a buffer area in between comprising mainly land with a rural character;

(e) all the supporting facilities necessary for higher educational institutes including sports facilities, canteens, sports fields, etc. would be provided within the sites zoned for educational use on the Recommended Outline Development Plan. As higher educational institutes would normally

prepare Master Plans for the development of their sites, the detailed layout of the educational institutions would be carried out individually at the next stage;

(f) as the higher educational institutes were expected to develop their own R&D facilities, the sites zoned for high-tech R&D were mainly to cater for outside firms planning to move into the Loop to create synergy with the higher educational institutes, hence their locations at the periphery of the Loop; and

(g) the student quarters planned in the area would accommodate about 50% of the students as it was expected that only a proportion of students would live on campus. According to Hong Kong's experience, about half of the students preferred to live away from campus.

25. A Member considered that the presentation of the development proposals in the form of an outline development plan was quite inappropriate as it was only a two-dimensional plan showing the distribution of land uses which seemed quite rigid. The three-dimensional aspects and design possibilities were lost in the layout plan. In view of the particular nature of the Loop, the Member suggested that a design competition should be conducted to determine the overall design of the site. A Member suggested that the presentation of the proposals in the future would need to be improved.

26. A Member was concerned that higher educational institutions often required the same kinds of supporting facilities such as sports fields, indoor stadiums, etc. The Member suggested that the supporting facilities should be integrally designed and shared amongst the educational institutions in order to avoid duplication and waste of resources.

27. The Chairman concluded the discussion and hoped that the comments and views expressed by Members would be taken into account as appropriate in the next stage of the Study. The Chairman thanked the representatives of the Government and the consultants for attending the meeting. They left the meeting at this point.

[Mr. Fletch W.W. Chan left the meeting at this point.]

Briefing to the Hong Kong Institute of Architects

Agreement No. CE 53/2008
Planning and Engineering Study on Development of
Lok Ma Chau Loop (LMC Loop)
Stage 2 Public Engagement

Summary of Major Comments Received in the
Briefing Session for Hong Kong Institute of Architects on 28 June 2012

Land Use Planning

- the 2-dimensional traditional study approach not specially targeted for the educational function of the area; integrated planning approach/creative 3-dimensional planning should be adopted;
- the size of the individual plots is too small; interchangeability should be allowed for amongst all the three major land uses;
- the high-tech research and development and cultural and creative industries should be placed at the central region, whereas the educational use should spread towards the peripheral areas to add vibrancy to the area;
- more specific comments on educational use:
  - the land earmarked for educational use is only marginally adequate to house the targeted number of students (24,000) ; accommodating more than one university is considered remote;
  - areas have not been earmarked for major sports facilities and other landmarks of similar nature;
  - flexibility should be allowed to cater for the needs of different educational / university operators (in terms of land requirement, comprehensiveness of facilities, etc.);
  - development timeframe, hostels/communal facilities, ratio of HK/SZ students, relationship between EA zone and the relevant subjects of higher education;

Urban Design

Building Heights and Building Façade

- greater building height variation should be adopted; a few building blocks can be higher to avoid 'flat-top' urban setting;
- design of building façade as shown on photomontages should be improved;

Landmarks / Focal Points

- focal points closer to the centre of the area to create a greater sense of community and attractiveness;
- landmarks to form a vibrant spatial setting;

- visual/green corridors to create vibrant attraction/assembly points;
- more creative design for the connection points from/to the Loop;

Land-water Interface

- better utilization of water resources;
- development frontages and urban planning should allow direct waterfront engagement and activity zone;
- Inner part/water features of the LMC Loop should be integrated with surrounding river channel from urban planning perspective;
- activities should be allowed in the Ecological Area for people to enjoy;

Connectivity and Transportation

- transport interchanges may be located outside the LMC Loop;
- adopt environmentally friendly transport modes;
- whether the road/transport infrastructure can cater for the anticipated number of commuters;
- whether there are sufficient entry/exit points for commuters coming from/to the Mainland;
- whether the guiding principle of low carbon and green community is achievable given the extensive travelling need;
- considerable travel time to/from and within LMC Loop; and
- extensive footbridge system to connect major developments within LMC Loop.

Briefing to the Town Planning and Development Committee of the Yuen Long District Council (Progress Report) (Paragraphs 1 – 8)

DC Paper No. /2012
(For discussion on 4 September 2012)

Progress Report of the Town Planning and Development Committee

The fourth meeting in 2012 of the Town Planning and Development Committee (TP&DC) under the Yuen Long District Council (YLDC) was held on 18 July 2012. The major issues discussed are summarised below:

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

2. Members were generally concerned about the land ownership issues of the Loop. Some members considered that as private land in the Mainland was involved in the development plan, the development of that piece of land should not be financed from the public purse. They were also worried about the heavy traffic burden on Lok Ma Chau Road brought about by the development plan after completion. Besides, Members were worried about the environmental problems brought about by the development. They considered that the government should provide subsidy for residents living in the peripheral areas of the Loop to conserve the relevant land or fish ponds. Some members pointed out that the construction of immersed tube tunnels might affect the fish ponds over there. Some members hoped the Civil Engineering and Development Department (CEDD) could introduce effective ways of discharging floodwater. Some members proposed to draw talents by strengthening the community facilities of the Loop, and to support the development of the local industries by providing office spaces for all kinds of financial services. Some members proposed to maintain the plot ratio at 1.0 with the building height of 10 storeys, widen the ventilation corridors and strengthen the greening works. Members also proposed to expand the scope of Study Area B and merge it with Kwu Tung North New Development Area for joint development.

3. With respect to the land ownership issue, the representative of CEDD responded that Shenzhen and Hong Kong governments had agreed to withhold from handling this issue before the study; afterwards, they agreed to jointly develop the Loop under the laws of Hong Kong and its land administration system.

4. With respect to transportation, the representative of CEDD said that transport impact assessment had been included in the study and CEDD would conduct a detailed assessment of the traffic need generated by the development of the Loop. The representative of the consultant firm pointed out that as the current capacity of Lok Ma Chau Road could only serve a population of around 25 000 generated by the said development, apart from the need to provide transportation links with Lok Ma Chau Station, it was also proposed to provide new roads at the eastern side. He pointed out that as the Loop would mainly be served by public transportation it was projected that traffic flow would not be too heavy.

5. With respect to land settlement of roads, the representative of the consultant firm pointed out that the experience from Lok Ma Chau Spur could be drawn as a useful reference, and considered the building technology in Hong Kong was adequate in this regard.

6. With respect to the problem of flooding, the representative of CEDD said that the Drainage Services Department had conducted a Drainage Master Plan Review for Yuen Long and North Districts and these departments would maintain liaison with each other to ensure the development of the Loop would not aggravate the flooding problem in the peripheral areas.

7. On the planning front, the representative of the consultant firm pointed out that the development plan had taken into account the development of peripheral areas including Ku Tung North and Fanling North New Development Areas. As regards air ventilation, the development of the Loop had taken air ventilation in the district into account, and the width of the ventilation corridors in the district would be maintained at about 30 to 50 metres and the entrance/exit would be even as wide as about 1000 metres.

8. After discussion, Members carried the following motion with an absolute majority of votes:

> "This committee is supportive of joint development, and hopes that the study should be returned to rural committees for consultation and endorsement before further submitting to the Town Planning and Development Committee for discussion."

(Post-meeting note: On 20 July 2012, the Secretariat wrote to CEDD and the Planning Department to relay Members' request.)

Proposal to set up a dawn market in Tin Shui Wai

9. Members were generally supportive of setting up a dawn market. They pointed out that half of the shopping centres in the district were under the management of the Link Management Limited (the Link), which led to market monopolisation and high market price. They considered that street culture and dawn market economic model were favorable to small-scale hawkers and consumers and would also increase employment opportunities. Some members pointed out that at present the lack of management in local hawker stalls would easily give rise to environmental and noise problems, and thus they proposed that the government could strengthen management through the setting up of a dawn market and regulate its extent of operation, and the complimentary efforts from the relevant departments, e.g. the Food and Environmental Hygiene Department (FEHD) and the district lands office in the areas of cleaning, management and enforcement would also be needed. Some members proposed that the representative of the district office could refer the proposal to the District Management Committee for follow-action, co-ordination with the relevant departments and site selection.

10. The representative of lands district office said that if the proposal was widely supported by the district council and residents with complimentary efforts and assistance from the relevant departments, district lands office would allocate a suitable vacant site for the implementation of the proposal to set up a hawker market.

11. The representative of FEHD said that FEHD held open attitude towards this issue and agreed to the setting up of a dawn market. If it was proposed by district personalities with the support of residents and endorsement of local district council, FEHD would make full efforts to provide assistance.

11. The representative of the district office said the office was readily prepared to co-ordinate with all government departments and assist the relevant bodies to conduct local consultation. The district office was making efforts to arrange for the relevant consultation work and hoped to assist the relevant organisations in conducting consultation at the meeting of Tin Shui Wai North Area Committee to be held in August 2012.

Proposal on the Lands Department's revising the land lease conditions of Tin Shui Estate Car Park to ensure a fair allocation of motorcycle parking spaces among residents of Tin Oi Court

13. Some members proposed that the district lands office should consider waiving the administrative cost and land premium in respect of the application for reallocation of motorcycle parking spaces. Some members said that they did not understand the reason why the district lands office and the Housing Department had not allocated motorcycle parking spaces to the residents of Tin Oi Court back then. Some members asked the district lands office about the procedure for application for providing more motorcycle parking spaces, and requested the district lands office to provide a written reply in relation to the charges after the meeting.

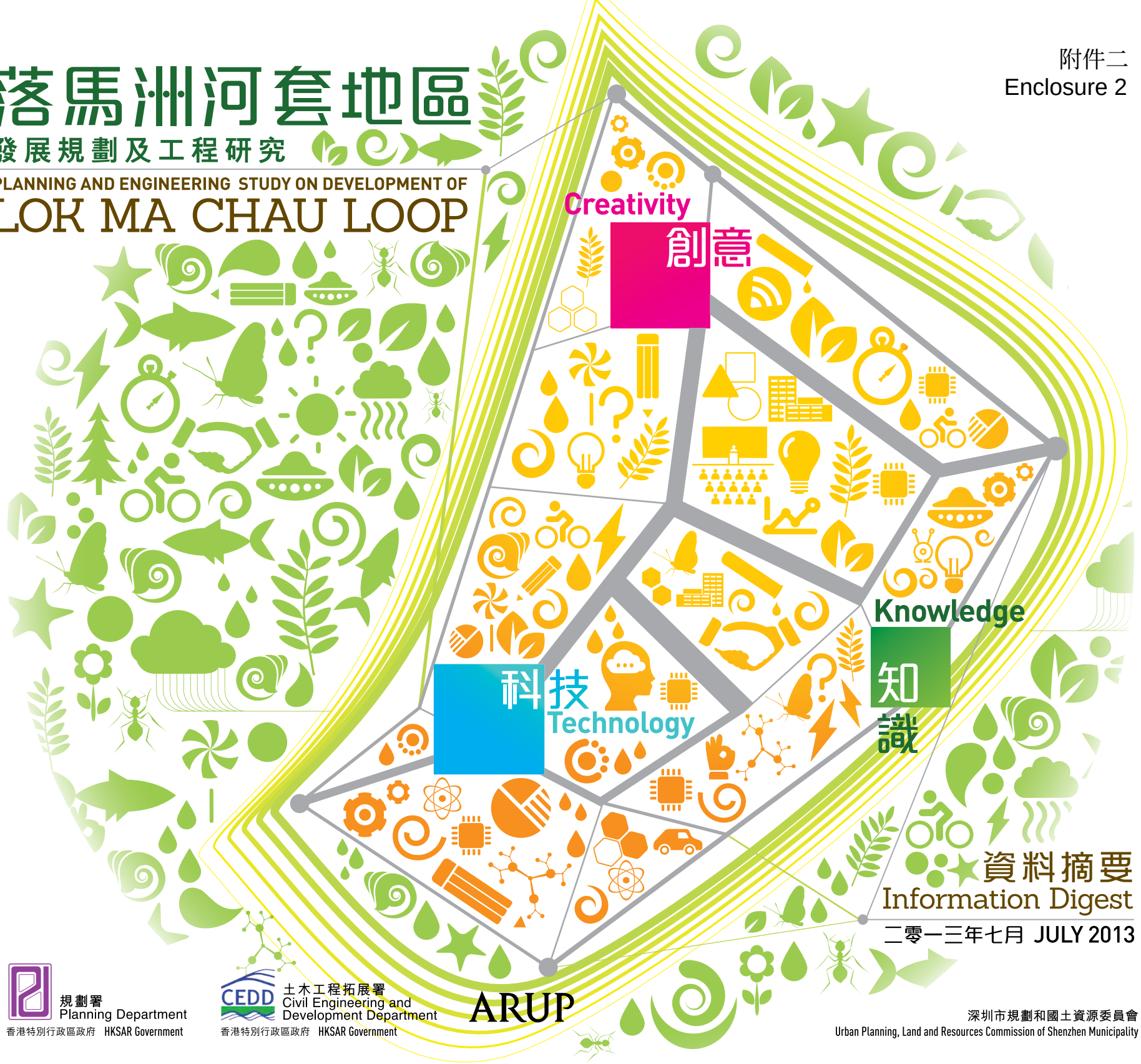
14. The representative of the district office responded that the office had sought the advice of the relevant departments when drafting the land lease conditions. According to the current applicable procedure, the office could not waive the administrative fee and the related charges for change in use of land with respect to the Link's changing the use of some of the private car parking spaces in Tin Shui Estate. The office would give a written reply to the relevant member in relation to assessment basis on which applications for providing more motorcycle parking spaces by way of change in use of land. With respect to Members' enquiry about the application procedure for providing additional motorcycle spaces in Tin Oi Court, the representative of the lands office said that the relevant land owner could apply to the district lands office, which would seek the views of the relevant departments, including PlanD and the Transport Department, and district personalities after receiving the application before handling the relevant application.

Yuen Long District Council Secretariat
August 2012

附件二
Enclosure 2

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



資料摘要
Information Digest

二零一三年七月 JULY 2013

規劃署
Planning Department
香港特別行政區政府 HKSAR Government

CEDD
土木工程拓展署
Civil Engineering and Development Department
香港特別行政區政府 HKSAR Government

ARUP

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

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

在可持續發展的大原則下，建造落馬洲河套地區為跨界人才培育的
知識和科技交流樞紐
Under the principle of sustainable development, to develop the LMC Loop as a hub for cross-boundary human resources development within a
Knowledge & Technology Exchange Zone

目錄 CONTENTS

引言
Introduction

落馬洲河套地區（下稱“河套地區”）毗鄰香港及深圳邊界，原位於深圳市行政區域內，在1997年深圳河治理工程完成後，納入香港特別行政區行政區域範圍之內。因為獨特的歷史背景，其發展面對很多考慮和限制，包括兩地合作發展的機制、生態環境的保育、污染土的存在和缺乏基礎建設等。

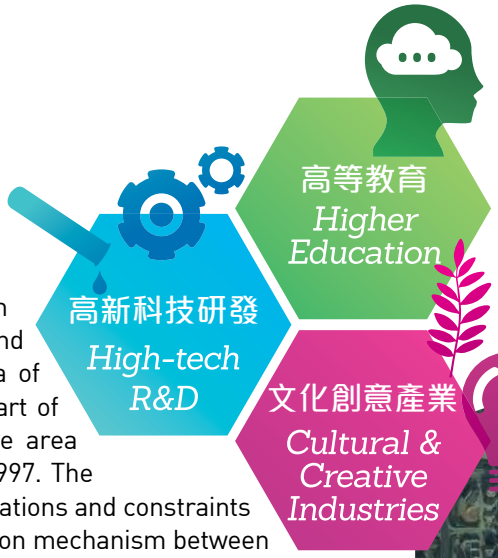
根據2007年完成的「香港2030:規劃遠景與策略」，河套地區擁有位於深圳福田商業區的對岸的戰略位置優勢，能提供發展空間以加強深港合作。港深兩地政府在2008年簽訂了《落馬洲河套地區綜合研究合作協議書》，同意以**「共同研究、共同開發、共享成果」**的原則合作進行河套地區發展規劃研究，《落馬洲河套地區發展規劃及工程研究》(下稱“研究”)於2009年6月展開。

港深兩地政府於2011年11月25日的深港合作會議上簽署了《推進落馬洲河套地區共同開發工作的合作協議書》，作為推進河套地區共同開發工作的基礎性文件。《合作協議書》闡明港深雙方已就河套地區的發展定位、適用法律、土地管理及共同開發機制等重要事項達成初步共識和合作意向。

The Lok Ma Chau Loop (LMC Loop), which is situated in close proximity to the boundary between Hong Kong (HK) and Shenzhen (SZ), was originally within the administrative area of the Shenzhen Municipality. It has then been delineated as part of the Hong Kong Special Administrative Region administrative area following completion of the SZ River Regulation Project in 1997. The unique historical background has posed a number of considerations and constraints on the development of the LMC Loop, including the co-operation mechanism between the two cities, conservation of the ecological environment, presence of contaminated soil, lack of infrastructure in the area, etc.

The “Hong Kong 2030: Planning Vision and Strategy” completed in 2007 has recommended that the LMC Loop, with strategic locational advantage of being near to Futian commercial area across the SZ River, can provide development space to strengthen co-operation between SZ and HK. In 2008, the HK and SZ governments signed a Co-operation Agreement on the undertaking of a joint study for the development of the LMC Loop. “The Planning and Engineering Study on Development of LMC Loop” (the Study) was jointly commissioned by the two governments in June 2009 under the principle of **“co-study, co-development and mutual benefit”**.

At the Hong Kong/Shenzhen Co-operation Meeting held on 25 November 2011, the two governments signed a Co-operation Agreement, which served as the framework to jointly take forward the development of the LMC Loop. The Co-operation Agreement sets out the initial consensus and intention for co-operation reached between the two governments on important issues, including development positioning, applicable laws, land administration and co-development mechanism, etc.



2007
「香港2030:規劃遠景與策略」建議河套地區可提供發展空間加強深港合作
“Hong Kong 2030: Planning Vision and Strategy” recommended the LMC Loop to provide development space to strengthen co-operation between SZ and HK

2008
未來土地用途公眾諮詢
Public Engagement on Possible Future Land Use

2009
研究展開 Commencement of the Study

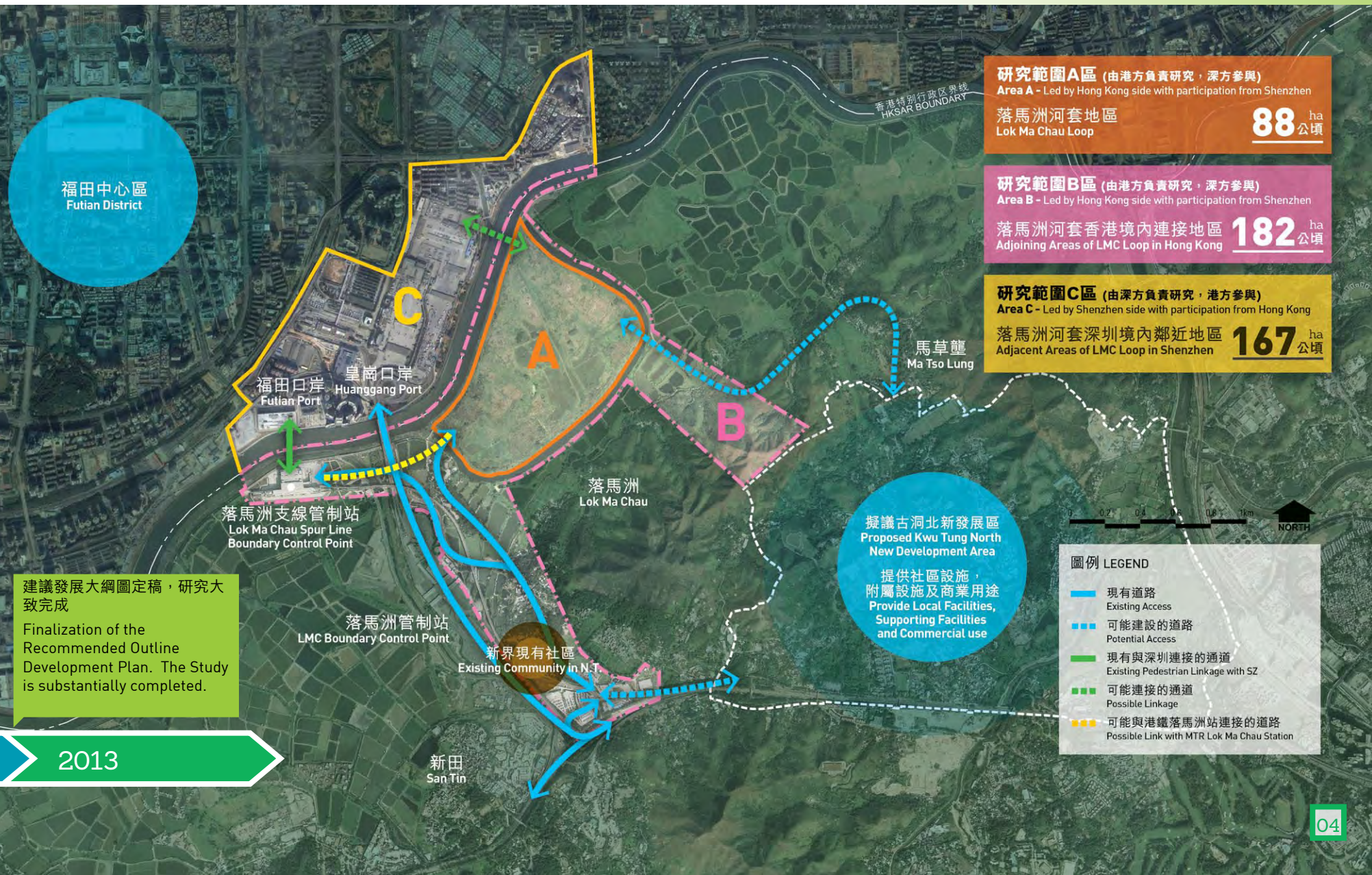
2010
初步發展方案階段－包括第一階段公眾參與
Preliminary Development Proposal – including Stage 1 Public Engagement

2011
簽署《推進落馬洲河套地區共同開發工作的合作協議書》
Signing of the Co-operation Agreement to jointly take forward the development of the LMC Loop

2012
建議發展方案階段－包括第二階段公眾參與
Recommended Development Proposal – including Stage 2 Public Engagement

經過了兩階段的公眾參與、規劃研究及詳細的技術評估，研究已大致完成，河套地區的「建議發展大綱圖」已經定稿。這份資料摘要主要向公眾概述公眾參與的成果及研究的最後建議。

After two rounds of public engagement, planning analysis and detailed technical assessments, the Study has substantially been completed with the Recommended Outline Development Plan (RODP) confirmed. This Information Digest is mainly to inform the public the outcome of the public engagement and the final recommendations of the Study.



建議發展大綱圖定稿，研究大致完成

Finalization of the Recommended Outline Development Plan. The Study is substantially completed.

2013

公眾參與
Public Engagement

早在2008年研究開展之前，港深兩地政府已就河套地區的未來土地用途同步進行了公眾諮詢，根據收集到的意見，兩地政府認為河套地區發展可以高等教育為主，輔以高新科技研發及文化創意產業用途。

本研究的公眾參與共分為兩個階段，旨在邀請公眾一同參與河套地區的規劃，透過意見交流，建立共識，制定河套地區的未來發展方向。

第一階段的公眾參與於2010年11月至2011年1月在港深兩地同步進行，主要收集公眾對河套地區的「初步發展大綱圖」及周邊土地的初步發展建議的意見。期間，香港方面舉行了一場公眾論壇，4場巡迴展覽及為不同的委員會包括立法會發展事務委員會、城市規劃委員會、土地及建設諮詢委員會轄下規劃小組委員會、相關的區議會及鄉事委員會、機構及專業團體等舉行了共21場諮詢會/ 簡報會，共接獲114份書面意見。深圳方面進行的公眾參與活動包括一場公眾論壇、4場巡迴展覽、與不同的持分者如深圳市城市規劃委員會、教育業界、政府職能部門及行業協會舉行諮詢會及簡報會及問卷調查。

第二階段的公眾參與於2012年5月至7月在港深兩地同步展開，旨在收集公眾對河套地區的「建議發展大綱圖」的意見，以協助推進落實河套地區的發展。期間，香港方面共舉行/ 出席了9場諮詢會/ 簡報會及舉辦了2場巡迴展覽，而港深兩地政府總共接獲36份書面意見。*

As early as 2008 prior to commencement of the Study, the two governments had concurrently undertaken public consultation on possible future land uses for the LMC Loop. Upon consideration of the views collected, the two governments considered that the LMC Loop could 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.

A two-stage public engagement has been carried out in the Study to engage the community in the planning of the LMC Loop with a view to formulating the future direction of the LMC Loop through exchange of views and building of consensus.

The Stage 1 Public Engagement (PE) was carried out concurrently in HK and SZ from November 2010 to January 2011 mainly to seek public views on the Preliminary Outline Development Plan (PODP) for the LMC Loop and the preliminary proposals for its adjoining areas. The HK side organized a public forum, 4 roving exhibitions and a total of 21 consultation meetings/briefing sessions for various boards/ committees, including Legislative Council Panel on Development, Town Planning Board, Planning Sub-committee of the Land and Development Advisory Committee, relevant district councils and rural committees, organizations and professional bodies, etc, and a total of 114 written comments were received. On the SZ side, public engagement activities included a public forum, 4 roving exhibitions, consultation meetings/briefing sessions with various stakeholders such as Town Planning Board of SZ Municipality, education institutions, government departments, trade associations, etc, and questionnaire surveys.

The Stage 2 PE was undertaken in HK and SZ concurrently from May to July 2012 to solicit public views on the RODP for the development of LMC Loop. A total of 9 consultation meetings/briefing sessions and 2 roving exhibitions were held in the HK side, and a total of 36 written comments were received by the HK and SZ sides.*

1/2011

第二階段
STAGE 2

05/2012-07/2012

公眾參與
Public Engagement

1035
問卷調查
Questionnaires

82
書面意見
Written Comments

2場
1場
4場

深圳
SHENZHEN

香港
HONG KONG

2
書面意見
Written Comments

諮詢會/簡報會
Consultation Meetings/
Briefing Sessions

9場

巡迴展覽
Roving Exhibitions

2場

34
書面意見
Written Comments

深圳
SHENZHEN

建議發展大綱圖
Recommended Outline Development Plan

*深方同期接獲3份書面意見，但其中一份亦已同時向港方提交，並計算在港方所收集的34份意見之內。
3 written comments were received by SZ , but one of them was also submitted to HK side simultaneously and has already been counted in the 34 written comments received by HK side.

公眾參與的主要意見與回應
Major Comments Received in Public Engagement and Responses

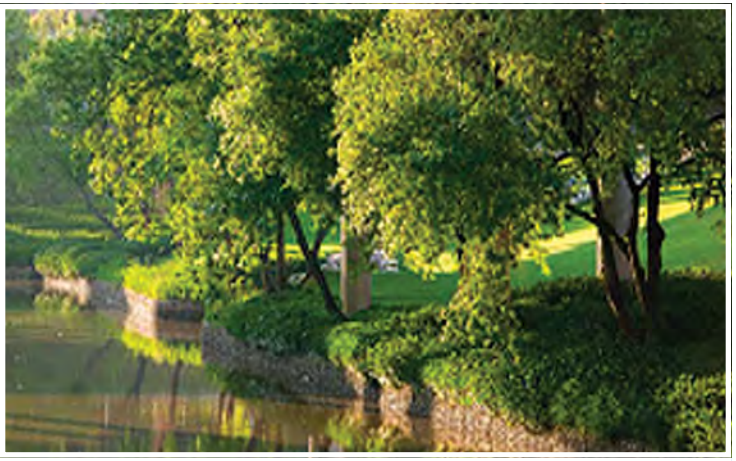
在第一及第二階段公眾參與收集的主要意見與回應歸納如下。詳細意見及回應，請參閱相關的公眾參與報告。

Major comments collected in Stage 1 and Stage 2 PEs and the responses are summarized below. For details of comments and responses, please refer to the respective PE reports.

01
發展定位、土地利用及規劃佈局
Development Positioning, Land Use and Planning Layout

公眾普遍同意發展高等教育、高新科技研發及文化創意產業用途。有公眾關注河套地區發展如何發揮香港與深圳的協同效應、土地利用的彈性、規劃佈局的細節安排及環保設施等。我們會充份利用河套地區的土地資源，應付兩地日後的發展需要。「建議發展大綱圖」提供了一個彈性的規劃框架，在以高等教育為主要用途下，容許其他主要用途互動交流，達致協同效應。因應公眾意見，高新科技研發及文化創意產業用途將可靈活互換。土地用途的細節安排及各種環保措施的可行性可在詳細設計階段深入探討。

The public generally agree on the three proposed land uses of higher education, high-tech R&D and C&C industries. Some members of the public raise concerns on how the development of the LMC Loop can achieve a synergy effect for HK and SZ, land use flexibility, details of the planning layout and the green measures. We will optimize the land use resources of the LMC Loop to meet future development needs of the two cities. Under the overarching theme for higher education as the leading land use, the RODP has provided a flexible planning framework which would allow for interactive exchange among the major land uses to achieve synergy effect. In response to the public comments, the RODP has allowed interchangeability of the high-tech R&D and C&C uses. The detailed land use arrangement and provision of various green measures could be further studied in the detailed design stage.



02

環境、生態、發展密度及建築物高度

Environmental and Ecological Concerns, Development Intensity and Building Height

環境關注團體對環境及生態（包括雀鳥飛行路線）的影響表示擔憂，建議降低發展密度及建築物高度。根據《環境影響評估條例》擬備的環境影響評估（包括生態影響評估），發展建議不會對河套地區及其周邊地方產生不能接受的環境影響。建議發展規模已平衡了環境生態、土地資源運用、周邊環境、河套地區發展的願景及港深兩地的城市面貌等不同因素。擬議的生態區及緩衝地帶已有足夠面積，以保留現有雀鳥飛行路線和陸地動物走廊。東面連接路的走線已因應公眾意見優化，並作隧道及沉降式道路設計，減低對舊深圳河河曲及魚塘的影響。建築物高度亦已因應公眾意見降低。

The environmental groups raise concern on the environmental and ecological (including the birds' flight path) impacts, and suggest the development intensity and building height be further reduced. The Environmental Impact Assessment (EIA) (including the Ecological Impact Assessment) prepared under the EIA Ordinance indicates that the LMC Loop development will not result in unacceptable environmental impacts on the LMC Loop and its surrounding areas. The proposed development intensity has struck a reasonable balance amongst various pertaining factors, including environmental/ecological aspects, utilization of land resources, surrounding environment, the vision of the LMC Loop development, townscape of the two cities, etc. Sufficient land has been set aside for an "Ecological Area" and adjoining buffer zone to preserve the birds' flight path and terrestrial animal passages. Taking account of public comments, the alignment of the Eastern Connection Road (ECR) has been refined and the road has adopted an underpass-cum-depressed design to minimize impacts on the old SZ River meander and fish ponds. The building height has also been reduced in response to public comments.

03 對周邊地區的影響
Impacts on the Surrounding Areas

地區人士支持河套發展，但擔心周邊發展機會被凍結及關注道路容量、防洪措施、賠償及對居民的影響等。同意可加強周邊地區特別是落馬洲路一帶的發展以配合河套地區發展，但須詳細考慮生態及基建設施容量的限制。香港方面將會在研究新界北部地區進一步發展時，探討河套周邊地區的發展潛力。在河套地區發展過程中會盡量避免影響私人土地及現有民居，並尊重居民及土地業權人的權益。技術評估顯示河套地區發展並不會加劇水浸風險，而建議的交通運輸配套亦足以應付未來河套地區發展的交通需求。

While supportive of the LMC Loop development, the locals worry about freezing of development potential of the surrounding areas and raise concern on road capacity, flood protection measures, compensation and disturbance to local residents. While it is agreed that the surrounding areas, in particular, areas along Lok Ma Chau Road, can be considered for more intensive development, the ecological and infrastructure capacity constraints should be duly considered. The development potential of the surrounding areas of the LMC Loop would be further examined under the study on developing the New Territories North to be undertaken by the HK side. During development of the LMC Loop, endeavours will be made to avoid encroachment upon private land and existing settlements, and rights of locals and private land owners will be duly respected. The technical assessments indicate that the LMC Loop development will not aggravate the flood risk, whereas the proposed transport and traffic measures will be able to cope with the future traffic demand of the LMC Loop development.

04 對外及對內的交通運輸安排
External Connectivity and Internal Transport

公眾普遍支持對外連接及內部交通運輸安排，建議連接港鐵落馬洲站的運輸模式以軌道交通為基礎及將運輸交滙處設於河套地區外。研究已建議一系列運輸網絡連接河套地區及香港和深圳的鄰近地區，包括兩條分別連接新田公路及擬議古洞北新發展區的道路;一條連接港鐵落馬洲站的直接道路; 及一條可能與深圳連接的通道及相關過境設施(有待進一步研究)。但考慮到收地的需要及對環境的影響，運輸交滙處應設於河套地區內。

The public generally support the external and internal transport arrangements of the LMC Loop development. Some suggest adopting rail-based transport mode as a direct link between the LMC Loop and the MTR LMC Station, while others suggest relocating the transport interchange (TI) outside the LMC Loop. A comprehensive transport network is proposed to link the LMC Loop with the other areas in HK and SZ, including the two connection roads connecting respectively to San Tin Highway and the proposed Kwu Tung North New Development Area (KTN NDA); a direct link to the MTR LMC Station and a possible link with SZ with associated boundary crossing facilities (subject to further study). Having regard to the need for land resumption and impacts on the environment, it is still considered appropriate to locate the TI within the LMC Loop.

05 發展細節及執行模式
Details of Development and Implementation Mechanism

不同持分者關注河套地區的發展模式、業權和落實發展的安排等，並認為港深兩地政府應加快落實發展，抓緊與珠三角地區的策略發展機遇。港深兩地政府會繼續透過「落馬洲河套地區開發模式工作小組」及「落馬洲河套地區高等教育發展工作小組」積極進行磋商，盡早落實發展模式。

Different stakeholders have raised concerns on the mode of development, land ownership and implementation arrangement, etc, and consider that both governments should expedite the implementation of the LMC Loop development so as to capture the opportunities of strategic development in the Pearl River Delta Region. Both HK and SZ governments will continue active discussions through the Working Group on Mode of Development of LMC Loop and Working Group on Higher Education Development in LMC Loop to establish in earnest the details of the mode of development for the LMC Loop.

河套地區城市規劃的目標
Planning Objectives of the LMC Loop

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。

The LMC Loop is to be developed with higher education as the leading land use, complemented by high-tech R&D and C&C industries.

河套地區發展整體目的是在港深兩地互惠互利的基礎上，締造河套成為一個可持續發展、環保、節能及以人為本的地區。

The overarching objective for development of the LMC Loop is to develop a sustainable, environmentally friendly, energy-saving and people-oriented community on the basis of mutual benefit to both HK and SZ.

規劃及設計綱領
Planning and Design Principles

指導原則
Guiding Principles

功能分區
Functional Zones

河套地區是以高等教育為主，輔以高新科技研發及文化創意產業的知識科技交流區，佈局上可分為五個功能分區。

The LMC Loop, which is to be developed with higher education as the leading land use and complemented by high-tech R&D and C&C industries, can be divided into 5 functional zones.

教育區
EDUCATION ZONE

在河套地區中部的教育區將提供教育與研究設施、圖書館、辦公室和其他高等教育的附屬設施。

The Education Zone located in the middle part of the LMC Loop provides teaching and research facilities, library, offices and other ancillary facilities for higher education.

創新區
INNOVATION ZONE

在東部及西部臨水的創新區是高新科技研發和文化創意產業的樞紐，可提供辦公室、研究、演講及展覽設施等。

The Innovation Zone located along the waterfront in the eastern and western parts of the LMC Loop is a hub for high-tech R&D and C&C industries providing offices, research, lecture and exhibition facilities, etc.

交流區
INTERACTION ZONE

位處核心的交流區將為一開放公共空間，促進知識及科技交流區用戶的互動。通過各種活動的安排，可提供一個思想交流和文化活動的平台。

The Interaction Zone located in the central core will be an open air public space to facilitate interactions among users of the KTEZ. It provides a platform for exchange of ideas and cultural activities through organization of various activities.

生態區
ECOLOGICAL ZONE

南部的生態區將是河套地區的重要特色，除了保存地區生物的多樣性，亦提供河套地區與附近鄉郊的緩衝過渡。

The Ecological Zone in the south is a landmark of the LMC Loop. In addition to preserving the biodiversity of the area, it also provides a buffer contributing to a transition between the surrounding rural landscape and the LMC Loop.

濱河休憩區
RIVERSIDE PROMENADE ZONE

全長約2公里的濱河休憩區將為教育、高新科技研發及文化創意產業提供一個優美的臨水環境，並體現將來與深圳河對岸濱河區互相呼應的理念。

The 2km long Riverside Promenade Zone will provide a pleasant waterfront environment for the education, high-tech R&D and C&C uses. It also echoes with the future riverside area across the SZ River.

建議發展大綱圖
Recommended Outline Development Plan

發展參數
DEVELOPMENT PARAMETERS

最高總樓面面積
Maximum Gross Floor Area

1,200,000 平方米 m^2

主要包括
Including mainly

教育 Education: 720,000 平方米 m^2 (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 m^2

商業 Commercial: 60,000 平方米 m^2

總地積比率
Gross Plot Ratio

1.37

建築物高度 (最高)
BUILDING HEIGHT (MAX.)

教育用途 Education Use	10 層 storeys
高新科技研發/文化創意產業 High-Tech R&D / C&C Industries	12 層 storeys
商業用途 Commercial Use	9 層 storeys

最高學生人數
Maximum Number of Students

24,000

就業機會(約)
Employment Opportunities (approx.)

29,000

河套地區發展的總土地面積為87.7公頃，參考港深兩地鄰近地區的發展密度及周邊地區特色，「建議發展大綱圖」的建議最高總樓面面積為1,200,000平方米，其中720,000平方米作高等教育用途及411,000平方米作高新科技研發和文化創意產業用途，總地積比率約為1.37倍，建築物高度由兩層至最高12層。在「建議發展大綱圖」上，以上三大主要用途的用地約佔31公頃(約36%總土地面積)，休憩用地、美化地帶/活動走廊及生態區的用地約佔39公頃(約45%總土地面積)，其餘用地為商業、政府設施、交通設施及道路等。

The LMC Loop has a total land area of 87.7 hectares. Taking account of the development intensities and character of neighbouring areas in HK and SZ, the maximum total gross floor area (GFA) as recommended in the RODP is 1,200,000m^2, including 720,000m^2 GFA for higher education use and 411,000m^2 GFA for high-tech R&D and C&C use. The gross plot ratio is about 1.37 and building heights range from 2 storeys to a maximum of 12 storeys. On the RODP, the three major land uses occupy approximately 31 hectares (approximately 36% of total land area). Open spaces, amenity areas/activity corridors and Ecological Area occupy approximately 39 hectares (approximately 45% of total land area), whereas the rest of land is occupied by uses such as commercial, government and transport facilities, roads, etc.

可能與深圳連接的通道及相關過境設施
(有待進一步研究)
Possible Link with SZ and Associated Boundary Crossing Facilities
(Subject to Further Study)

邊界巡邏路
Boundary Patrol Road

隧道
(有待進一步研究)
Underpass
(Subject to Further Study)

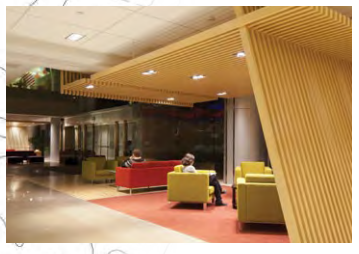
沉降式道路
(有待進一步研究)
Depressed Road
(Subject to Further Study)

東面連接路
(往古洞北新發展區道路走線)
Eastern Connection Road
(Road Alignment to Kwu Tung North New Development Area)

西面連接路
(往新田交匯處道路走線)
Western Connection Road
(Road Alignment to San Tin Interchange)

Shenzhen River 深圳河
Old Shenzhen River 舊深圳河
ROAD RESERVE
落馬洲
LOK MA CHAU

土地用途 Land Uses		公頃 Hectares	%
E	教育 Education	22.8	26
C	商業 Commercial	0.5	0.6
C (TI)	商業及運輸交匯處 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)	2.1	2.4
G (FSS)	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			
EA	其他指定用途 (生態區) Other Specified Uses (Ecological Area)	12.8	14.6
OU R&D C&C	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)	8.2	9.4
OU R&D C&C (TI)	其他指定用途 (高新科技研發/文化創意產業及運輸交匯處) 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-Station)	1.0	1.1
	道路等 Roads, etc.	9.9	11.2
		87.7	100.0




建議發展大綱圖
Recommended Outline Development Plan

城市設計
Urban Design

設計佈局 Layout Design

靈活的設計佈局將可容納一系列的建築物類型，以應付不同的功能及活動需要。加上不同類型的休憩用地及景觀設計元素，河套地區將會是一個充滿活力的教育、科技研發及文化創意產業地區。

The flexible layout design of the LMC Loop can support an array of building types to cater for different functions and activities. Together with different types of open space and landscape components, the LMC Loop will be a vibrant area for higher education, high-tech R&D and C&C uses.

建築物高度輪廓 Building Height Profile

建議採用低矮的建築物高度輪廓（由兩層至最高12層），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 (from 2 storeys to maximum 12 storeys) 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 setting.

城市設計大綱
Urban Design Framework

落馬洲
Lok Ma Chau

0 100 200 300 400m 米

只作説明用途(有待詳細設計)
For illustration only
(Subject to detailed design)

視覺走廊 Visual Corridor

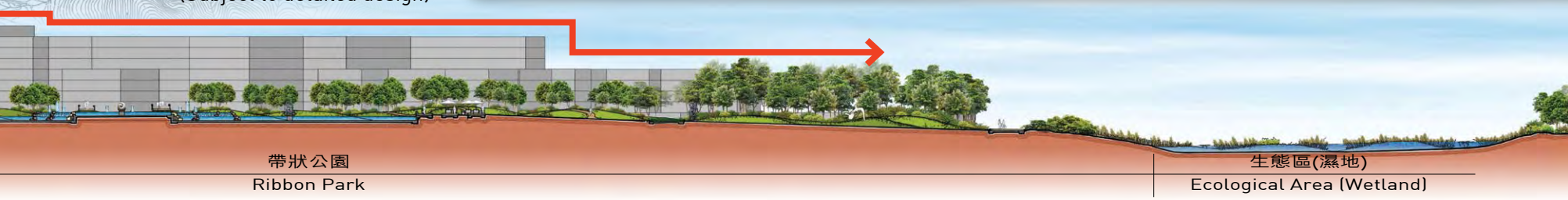
南北走向的帶狀公園及景觀連接體將是區內的視覺走廊，提供河套地區與深圳濱河區及與香港鄉郊的視覺連繫。

The north-south running Ribbon Park and Green Connectors serve as visual corridors for the LMC Loop providing visual linkage with the riverfront areas of SZ and with the rural landscape on HK side.

通風走廊 / 活動走廊 Wind Corridor / Activity Corridor

河套地區中心向東西延伸的「行人大道」是區內的通風走廊。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，這活動走廊將讓河套地區朝氣蓬勃及充滿活力。

The Pedestrian Boulevard extending to the east and west in the central part of the LMC Loop is the wind corridor. There will be active building frontages and retail facilities such as cafes and bookstores along the boulevard with a view to encouraging people to gather. This activity corridor will make the LMC Loop a bustling and vibrant place.



帶狀公園
Ribbon Park

生態區(濕地)
Ecological Area (Wetland)

休憩用地與園景設計
Open Space and Landscape Design

河套地區將提供多用途的休憩用地，供用戶享用。區內**三種不同的休憩空間及濱河休憩區**將能容納多元化的活動和功能，為用戶提供不同的綠化空間體驗。

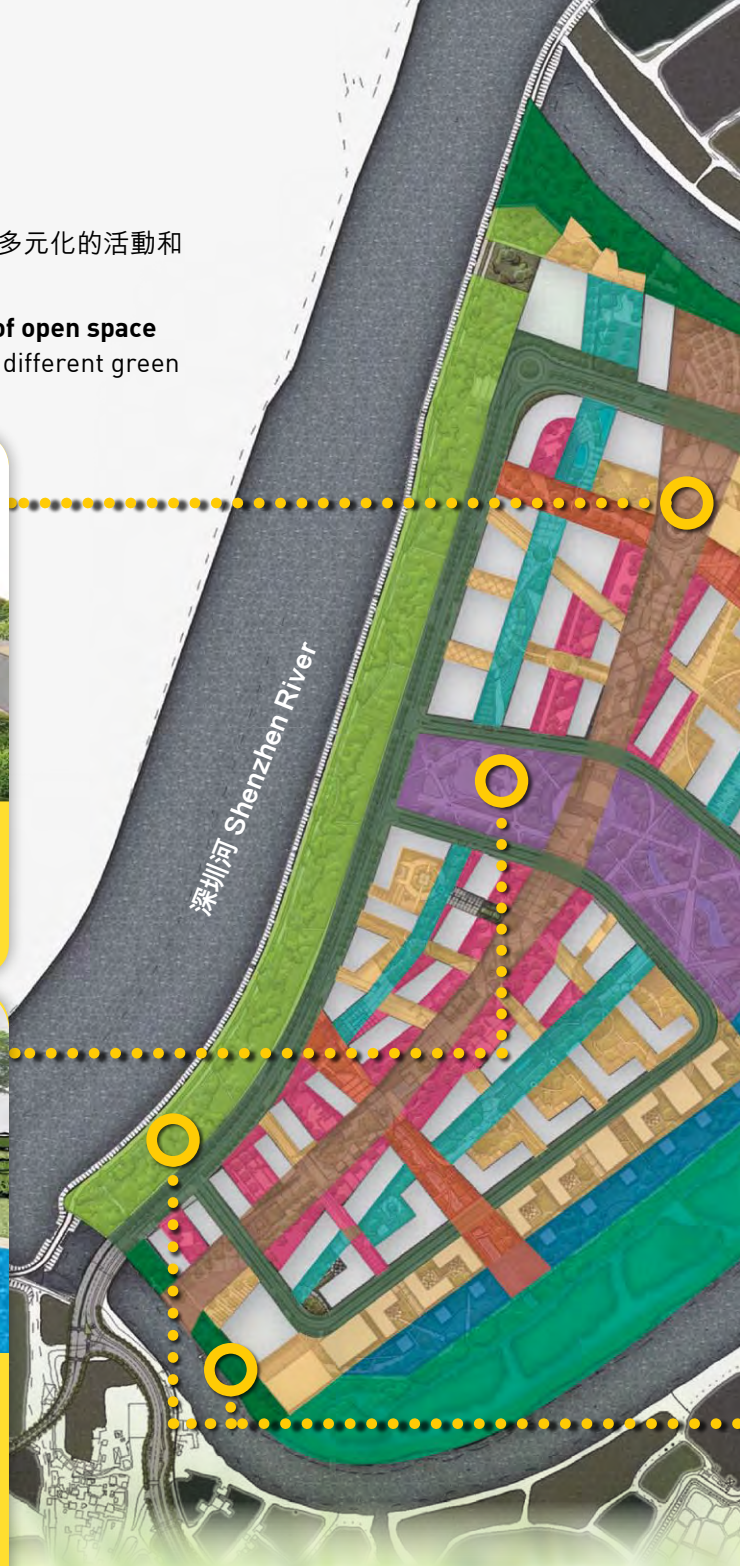
The LMC Loop will provide multi-functional open spaces for public enjoyment. **Three main types of open space and the Riverside Promenade** will cater for diverse activities/functions and provide its users with different green space experience.

01 行人大道 Pedestrian Boulevard

東西走向的「行人大道」是河套地區的主要活動走廊，設計以匯聚人流及提升行人主軸的綠化為主。
The east-west running Pedestrian Boulevard serves as the prime activity corridor of the LMC Loop with a design intent to encourage people to congregate and to enhance greenery of the pedestrian spine.

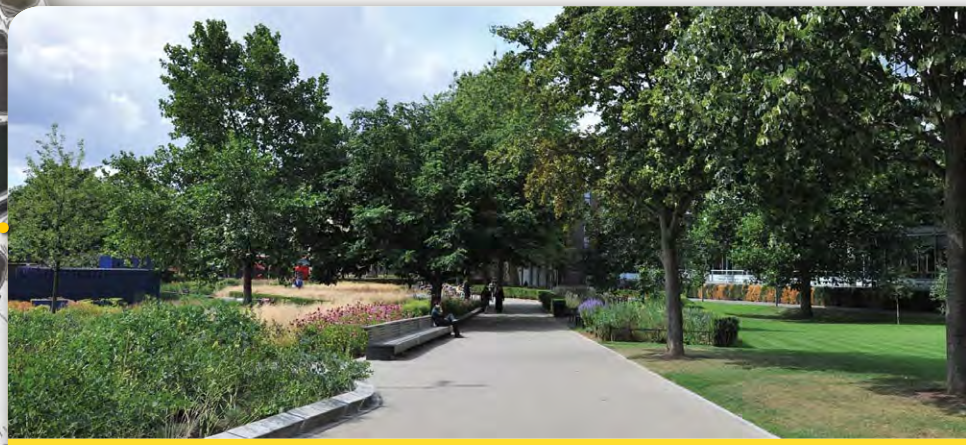
02 帶狀公園 Ribbon Park

南北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和本地植物為本。
The north-south running Ribbon Park serves as a green buffer for the development clusters and provides natural greenery and a passive recreational space between buildings. This will be designed with natural landscape elements and local plant species.



景觀大綱
Landscape Framework

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



03 庭院空間 Courtyard Spaces

個別發展地塊內將設有庭院空間，營造户外及半户外的怡人綠化環境。
Individual development plots will be provided with courtyard spaces to create an intimate outdoor and semi-outdoor green environment.

濱河休憩區 Riverside Promenade Zone

濱河休憩區將為河套提供臨水綠化空間，作休憩及靜態康樂用途。
The Riverside Promenade Zone provides a green waterfront for leisure and passive recreational purposes.

河套地區城市規劃的特色
Highlights of Planning of the LMC Loop

和諧舒適環境源自於融合周邊景觀、保育自然生態和維護生物多樣性。

A harmonious environment stems from integrating with surrounding landscape, conserving natural habitats and maintaining biodiversity.

01 融入大自然的環境 An environment that harmonizes with nature

生態區 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）生態區，以補償因河套地區發展而受影響的現存蘆葦叢、維持區內生態走廊及幫助維持周邊濕地的連貫性。

To compensate for the existing reedbed to be affected by the LMC Loop development, to maintain an ecological corridor, as well as to help maintain connectivity of the surrounding wetlands, an Ecological Area of 12.8 hectares (approximately 15% of the total land area) is proposed along the southern/southeastern boundary of the LMC Loop.

緩衝區 BUFFER ZONE

在河套地區內毗鄰「生態區」的位置設立一個濶50米及用作低層建築的緩衝區，以盡量避免干擾周遭的生態。緩衝區將會種植各式各樣的樹木及灌木，進一步緩和對生態敏感地帶潛在的影響。

Adjoining the Ecological Area is a 50m-wide buffer zone designated for low-rise buildings to avoid disturbance to the ecology of the adjacent areas. Planting of various species of trees and shrubs in the Buffer Zone can further mitigate potential impacts on ecologically sensitive areas.

東面連接路的設計 DESIGN OF ECR

為盡量減低對生態及環境的影響，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，減低對魚塘、視覺及雀鳥飛行路線的潛在影響。部分路段亦會提供動物活動走廊，以減低對陸地動物的影響。

The design and alignment of ECR is optimized with a section of underpass-cum-depressed road under the old SZ river meander and fish ponds respectively in order to minimize impacts on fish ponds, potential visual impact and disturbance to birds' flight path. Animal passage will also be provided at some sections of ECR to minimize impact on terrestrial animals.

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及合適的玻璃裝置，以減低視覺影響及對雀鳥的潛在影響。

To minimize visual impacts and potential impacts on birds, the use of non-reflective façade material and appropriate glass installations will be encouraged for buildings within the LMC Loop.

低建及綠化的環境 LOW-RISE AND GREEN ENVIRONMENT

低建及大量綠化令河套地區的發展能與周邊地區的自然及鄉郊環境融合，渾然一體。

Low-rise and extensive greening ensure the LMC Loop development integrating with the natural and rural setting of the surrounding areas.

02 促進產學研交流互動的宜人環境 An intimate environment conducive to interaction among Production, Education and Research

營造公共空間，促進產學研互動交流。

Public space making can foster interactions of production, educational and research activities.

知識及科技交流樞紐 A KNOWLEDGE AND TECHNOLOGY EXCHANGE ZONE

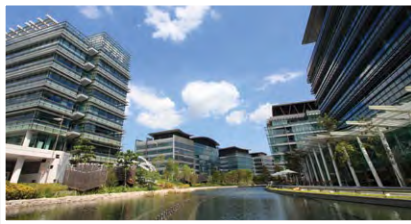
河套地區內的高等教育用途將提供知識交流的平台，而高新科技研發及文化創意產業將擔當促進創新技術的角色。

Higher education uses in the LMC Loop provide a platform for knowledge exchange, while high-tech R&D and C&C industries play the role of promoting technology innovations.

地方營造促進交流 PLACE MAKING FOR INTERACTION

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及充滿活力的公共空間。建築物之間的庭院式休憩空間，營造怡人環境，促進周邊用戶進行互動交流。

The Pedestrian Boulevard, extending across the centre of the LMC Loop, is a platform for interaction and exchange of knowledge and culture, as well as a vibrant public space. The courtyard spaces between building clusters can create an intimate environment to facilitate interflows and exchanges among different users.



03 低碳及環保的地區
Low-carbon and green community

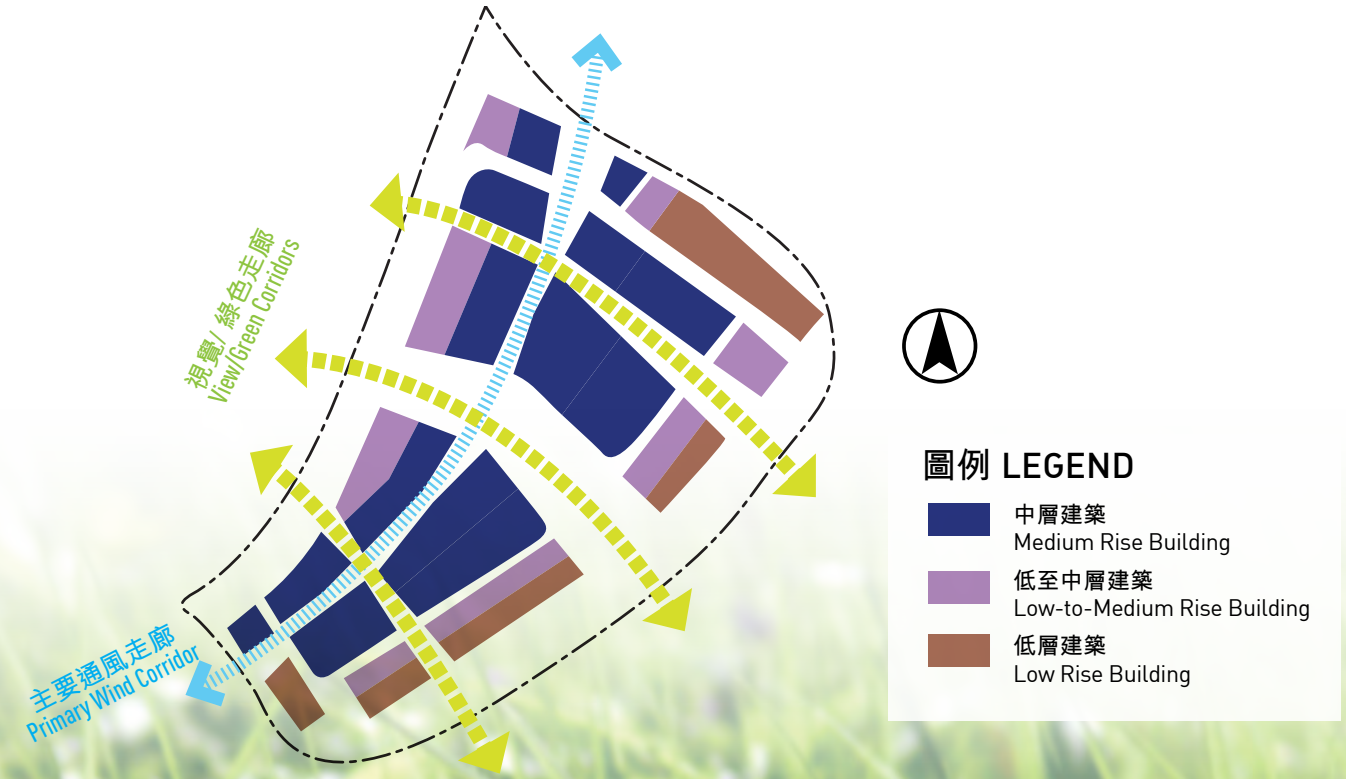
減低19-33%
溫室氣體排放量
Greenhouse gas emission can be reduced by
19-33%

碳吸存
CARBON ABSORPTION

種植一些具有較高吸碳排放能力的植物。
Plants that have higher carbon absorbing capacity will be grown.

通風走廊
WIND CORRIDOR

預留足夠通風走廊，避免屏風效應，並為區內行人提供一個舒適的風環境。
Sufficient areas are designated as wind corridors to provide a comfortable wind environment for pedestrians.



透過一系列綠色設施，減少耗用能源及天然資源。

A package of green measures will reduce consumption of energy and natural resources.

綠色運輸系統
ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM

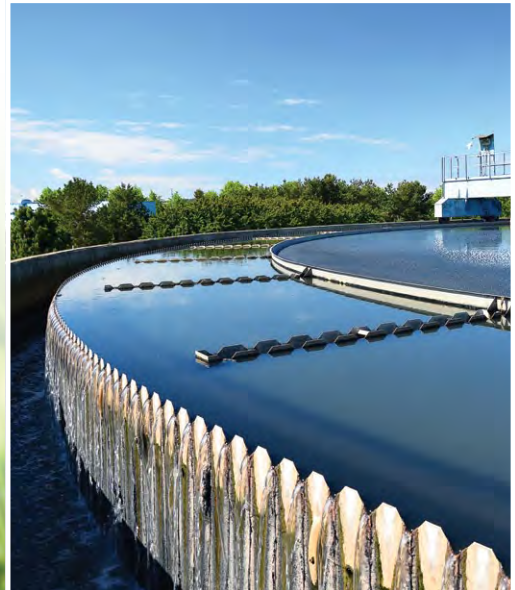
河套地區內部交通運輸將會配合低碳目標，鼓勵區內使用環保車輛（例如環保巴士或電動交通工具）及單車作為綠色運輸工具。

Internal transportation within the LMC Loop aligns with the 'low-carbon' objective. The use of green transportation modes (e.g. green bus or electric vehicles) and cycling will be encouraged.

綠化及綠色建築
GREENING AND GREEN BUILDINGS

屋頂及外牆綠化將有助樓宇隔熱，從而增加能源效益。發展地盤內提供約至少30%綠化面積將有助減低熱島效應，並為區內行人提供舒適的步行環境。綠色建築將有效達致節能減排。

Roof-top and vertical greening will help thermal insulation of buildings to enhance energy efficiency. Development plots within the LMC Loop will achieve a greening ratio of at least 30% to help reduce the heat island effect and to provide a comfortable pedestrian environment. Green building design will effectively achieve energy-saving and reduction of greenhouse gas emission.



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排放。

Reuse of treated sewage effluent for non-potable purposes (e.g. flushing and irrigation) can help conserve water and reduce pollution discharge.

04 便捷交通及高可達性
Convenient Transport and High Accessibility

提供高可達性及便捷的交通連繫。
Highly accessible and convenient transport connection will be provided.

圖例 LEGEND

- 《邊境禁區土地規劃研究》所建議的發展走廊地帶
  Development corridor recommended in the Frontier Closed Area Study
- 現有道路
  Existing Access
- 可能建設的道路
  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
- 與港鐵落馬洲站連接的直接道路
  Direct Link with MTR Lok Ma Chau Station
- 落馬洲支線
  LMC Spurline
- 研究中的北環線
  Northern Link Under Study
- 現有/已規劃的鐵路站
  Existing/Planned Railway Station

河套地區與周邊地區的連接建議包括:

Proposals connecting the LMC Loop and its surrounding areas include:

1 透過改善下灣村路及落馬洲路以接駁新田公路，提供西面連接路

Provision of Western Connection Road by improving existing Ha Wan Tsuen Road and Lok Ma Chau Road with connection to San Tin Highway

2 建造一條連接擬議古洞北新發展區(區內擬設鐵路站)的道路，提供東面連接路

Provision of ECR to the proposed KTN NDA within which a railway station is proposed

3 建造一條連接河套地區與港鐵落馬洲站的直接道路，以路面環保運輸模式運作(有待進一步研究)

Provision of a Direct Link to MTR LMC Station. Subject to further study, a road-based environmentally friendly public transport mode can be considered

4 提供穿梭巴士來往河套地區與新界西部、古洞北及新田交匯處

Provision of shuttle bus between the LMC Loop and New Territories West, KTN and San Tin Interchange

5 視乎將來鐵路北環線的詳細建議，或可經港鐵落馬洲站接駁至北環線沿線各站

Possible linkage with Northern Link (NOL) stations via MTR LMC Station subject to the detailed proposal of NOL in future

6 考慮設置可能與深圳連接的通道及相關過境設施(有待進一步研究)直接連接河套地區和深圳

Subject to further study, provision of a possible link with SZ and associated boundary crossing facilities for a direct connection between the LMC Loop and SZ

技術及環境影響評估
Technical and Environmental Impact Assessments

本研究相關的技術評估報告已經完成，結果顯示河套地區的發展從運輸及交通、污水排放、供水及公用設施、地盤平整等技術層面上是可行的。此外，本研究亦完成按香港的《環境影響評估條例》進行的環境影響評估，深入考慮環境影響和適當的緩解措施。為保護生態系統，及確保土地利用與保護生物多樣化能夠並行不悖，河套地區已採用不同的措施，以盡量減低發展對周邊環境的影響。

Relevant technical assessments of the Study have been completed. The results demonstrate that the LMC Loop development is technically feasible in terms of transport and traffic, sewerage, water supply, utilities, site formation aspects, etc. In addition, the EIA completed under EIA Ordinance has examined in detail the possible environmental impacts and recommended appropriate mitigation measures. In endeavours to protect the ecological system and to reconcile land development and conservation of biodiversity, different measures will be adopted in the LMC Loop to minimize the impacts of the development on the surrounding environment.

未來路向
Way Forward

港深兩地政府於2011年11月25日召開的深港合作會議上簽署了《推進落馬洲河套地區共同開發工作的合作協議書》，作為推進河套地區共同開發工作的基礎性文件。雙方同意在「一國兩制」大原則下，按「共同開發、共享成果」原則，合作推動河套地區發展並且同意把河套地區作為「港深特別合作區域」。港深兩地政府會繼續就河套地區的開發模式商討，以訂定具體的執行安排，推進河套地區的發展。

At the Hong Kong/Shenzhen Co-operation Meeting on 25 November 2011, the two governments signed a Co-operation Agreement as the framework to jointly take forward the development of the LMC Loop. Both sides agreed to jointly develop the LMC Loop under the principle of "One Country Two Systems" and adopt "co-development and mutual benefit" as the principle to co-develop the LMC Loop as a "Hong Kong/Shenzhen Special Co-operation Zone". Both governments will continue to discuss the mode of development with a view to formulating detailed implementation arrangements to take forward the LMC Loop development.

本研究已大致完成，緊接工作包括為河套地區制訂法定分區計劃大綱圖、確立河套地區的發展模式、執行管理及運作安排。河套地區發展的詳細設計亦會在詳細設計階段繼續進行諮詢。「落馬洲河套地區開發模式工作小組」及「落馬洲河套地區高等教育發展工作小組」將會繼續討論河套地區的發展模式和高等教育發展的具體安排，以推進落實河套地區的發展。

The Study has substantially been completed. Work will immediately commence on the preparation of the statutory outline zoning plan and establishing details of the mode of development, implementation mechanism and operational arrangement for the LMC Loop development. Consultation on the detailed proposals for the LMC Loop will continue at the detailed design stage. The Working Group on Mode of Development of the LMC Loop and the Working Group on Higher Education Development in the LMC Loop will continue the discussion on details of the mode of development and higher education development with a view to facilitating the implementation of the LMC Loop development.

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

本冊子由奧雅納工程顧問製作 This booklet is prepared by Ove Arup & Partners Hong Kong Limited

關於本研究更詳盡資料可瀏覽研究網頁:
More information of this Study is available at the Study websites:

香港 HONG KONG **http://www.lmcloop.gov.hk**

深圳 SHENZHEN **http://www.szpl.gov.cn/main/area_c/htdqzt.html**