

發展局
規劃地政科

香港添馬添美道二號
政府總部西翼十七樓



**Planning and Lands Branch
Development Bureau**

17/F, West Wing
Central Government Offices
2 Tim Mei Avenue, Tamar
Hong Kong

本局檔號 Our Ref. DEVB(PL-P) 50/01/75
來函檔號 Your Ref.

電話 Tel.: 3509 8810
傳真 Fax : 2868 4530

By Email

(Translation)

24 February 2017

Ms Sharon CHUNG
Legislative Council Secretariat
Public Works Subcommittee
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Ms Chung,

Capital Works Reserve Fund Block Allocation

**Enquiry from Hon CHU Hoi-dick
on Individual Project**

(New Territories North, Lok Ma Chau Loop, Kwu Tung North)

We refer to the letter dated 18 February 2017 addressed to the Chairman of the Public Works Subcommittee from Hon CHU Hoi-dick seeking information on individual project under Capital Works Reserve Fund Block Allocation. As requested by the Chairman, we have coordinated the information provided by the relevant bureaux/departments and the reply is as follows (in accordance with the order and numbering of the incoming letter) :

(1) Latest Development of Lok Ma Chau Loop

On 3 January 2017, the HKSAR Government and the Shenzhen Municipal People's Government signed the "Memorandum of Understanding of Jointly Developing the Lok Ma Chau Loop by Hong Kong and Shenzhen" ("the MOU"), agreeing to cooperate in developing the Lok Ma Chau Loop ("the Loop") into "Hong Kong-Shenzhen Innovation and Technology Park" ("the Park"). A key base for cooperation in scientific research, and relevant higher education, cultural and creative and other complementary facilities will be set up in the Park. The gross site area of the Loop is 87 hectares, which is four times the gross site area of the Hong Kong Science Park (i.e. 22 hectares) located in Pak Shek Kok. The Park will be developed in accordance with the stipulations of the statutory outline zoning plan to be released, with reference to the Recommended Outline Development Plan.

In addition to setting up a key base for cooperation in scientific research in the Park, relevant higher education, cultural and creative and other complementary facilities will also be provided. The "Integrated Advanced Training Platform" in the Park will solicit proposals from the world's top higher education institutions (including higher education institutions in Hong Kong and in the Mainland, as well as overseas) for operating branches or new institutions in the Park. These will be set up on a non-profit-making basis, and will focus on the provision of postgraduate programmes and professional training courses on new or advanced technology, aiming to nurture talents and engender synergy and clustering effects with the facilities in the Park.

In accordance with the MOU, the development project in the Loop will primarily be used for benefit of the public, with all income from the project to be used in the construction, operations, maintenance and management of the Loop. No profit will be disbursed to either side. The HKSAR Government will be responsible for the construction of the infrastructure within the Loop and its surrounding areas (including site formation and infrastructural facilities). The HKSAR Government will lease the formed land within the Loop to the Hong Kong Science and Technology Parks Corporation ("HKSTPC") by appropriate land disposal means for the development of the Park. The HKSTPC will set up a wholly-owned subsidiary company ("subsidiary company") which will be

vested with the responsibility to build the superstructure of the Park, as well as to operate, maintain and manage the same.

Both sides have established the “Joint Task Force on the Development of the Hong Kong-Shenzhen Innovation and Technology Park in the Loop” (“the Joint Task Force”) to follow up the Loop development. The Secretary for Innovation and Technology serves as the leader of the Hong Kong side, while the Shenzhen Vice Mayor serves as the leader of the Shenzhen side. Other participating departments from the Hong Kong side include: the Development Bureau, the Constitutional and Mainland Affairs Bureau, the Education Bureau, the Commerce and Economic Development Bureau, the Innovation and Technology Commission and the Civil Engineering and Development Department, etc. The Joint Task Force held its first meeting on 9 February 2017 in Shenzhen, discussing the Joint Task Force’s terms of reference, mode of operations and composition; next steps; and the composition and decision-making process of the subsidiary company. Relevant HKSAR Government officials will attend a joint meeting of the Legislative Council Panel on Commerce and Industry, Panel on Development and Panel on Information Technology and Broadcasting on 6 March 2017 to introduce the relevant work of the Park.

The main road networks in the vicinity of the Loop are located at the western and southern sides of the Loop. To complement the development of the Loop, the Government will provide convenient transport network to enhance the accessibility to the Loop and the connectivity with adjacent areas including:

1. provision of a western connection road by improving the existing Ha Wan Tsuen East Road and Lok Ma Chau Road with connection to San Tin Highway;
2. provision of a direct link to MTR LMC Station using a road-based environmentally friendly public transport mode;

and the following two connections subject to further study depending on the progress and need of the Loop development at a later stage:

3. provision of a eastern connection road to the proposed Kwu Tung North New Development Area (KTN NDA) within which a railway station is proposed;
4. space has been reserved for provision of a possible link with Shenzhen(SZ) and associated boundary crossing facilities for a direct connection between the LMC Loop and SZ to suit the long-term development within SZ.

The Civil Engineering and Development Department has engaged Consultants in mid-2014 to carry out the detailed design of the Advance Works, including construction access to the Loop and creation of Ecological Area within the Loop, to facilitate the ensuing site formation and infrastructure works of Main Works Package 1. In the meantime, the Outline Zoning Plan for the Loop is being prepared. It is anticipated that Town Planning Board will gazette the Outline Zoning Plan in the second quarter of 2017. In parallel, the statutory procedures of road and related works under the Advance Works are being prepared. As the cost of construction works depends on the detailed design of the site formation and infrastructure works, the Government can only provide a more accurate cost estimate upon the completion of the detailed design. The Loop development can commence before completion of the KTN NDA.

(2) Progress of Land Decontamination in Lok Ma Chau Loop

Preliminary site investigation within the Loop was completed under the Planning and Engineering Study. According to the Study findings, land contamination within the Loop was not serious. Further site investigation was carried out under the design stage of Advance Works, which confirmed that the quantity of the contaminated soil necessitating treatment was about 50,000 m³. This was in line with the findings of the approved EIA report. With regard to the total volume of the remediated soil treated by solidification, it depends on the final treatment method adopted and actual treatment conditions. The remediated soil would be backfilled within the Loop and would not be conveyed to landfill sites or other places. The cost and programme of land decontamination works within the Loop will be available upon the completion of the detailed design.

(3) Preliminary Feasibility Study on Developing the New Territories North

The "Preliminary Feasibility Study on Developing the New Territories North" ("NTN Study") is near completion and its final report is being prepared by the Consultants. The "NTN Study" is a preliminary feasibility study which aims to preliminarily examine the development potential of the New Territories North (NTN) and strategic infrastructure provisions required for the development. The broad land uses proposed under the "NTN Study" are only conceptual at this stage and have been promulgated in the public engagement (PE) of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+"). Subject to the outcome of "Hong Kong 2030+", detailed planning and engineering feasibility study (P&E study) on the NTN development would be conducted, if appropriate. The public would be engaged and more detailed information and plans would be provided during the P&E study process.

The NTN New Town proposed under the "NTN Study" is a brand new initiative in terms of development scale, positioning, planning concepts and strategic transportation. It is not an extension of the Ping Che/Ta Kwu Ling (PC/TKL) New Development Area (NDA) previously proposed under the "North East New Territories NDAs Planning and Engineering Study" ("NENT NDAs Study"). Hence, comparison between the two is not possible. According to the Stage 3 PE Digest of the "NENT NDAs Study" promulgated in 2012, the PC/TKL NDA which was adjacent to the former Closed Area covering about 171 ha, was intended for special industries and low to medium-density residential developments with the development theme of "Quality Business/Residential Area". It was planned for accommodating a population of about 17,600 in the absence of mass transit system. In 2013, it was announced in the Information Digest on the final recommendations of the "NENT NDAs Study" that the planning of PC/TKL NDA would be postponed and the PC/TKL area would be re-planned under the "NTN Study" in order to comprehensively review relevant planning considerations, including the development potential afforded by possible new railway infrastructure and boundary facilities, with a view to optimizing the use of valuable land resources.

The newly planned NTN New Town covers a wider extent with a development area of about 510 ha. Apart from the majority of the land within the original PC/TKL NDA, the NTN New Town also includes those land released from Closed Area near Heung Yuen Wai and brownfield sites in Hung Lung Hang as well as PC/TKL; and will consolidate the planned development at Queen's Hill. Under the two development scenarios, the NTN New Town could provide 130,000 jobs and accommodate 200,000 or 300,000 people (including the planned development at Queen's Hill). Unlike conventional new towns, the overall planning approaches for the proposed NTN New Town include fostering urban-rural-nature integration, creating opportunities for people and businesses with new industries and employment, enhancing accessibility and connectivity, and developing a smart, green and resilient city. Apart from residential and commercial developments, the NTN New Town would provide land for more balanced and diversified developments such as Science Park, Industrial Estate, Integrated Community of New Industrial Productions and Urban Living and modern logistics facilities, etc. so as to meet the long-term housing, economic and social needs in Hong Kong. At the same time, consideration would be given to preserving the rural and natural features as well as active agricultural land where possible, for integration with newly planned residential and employment nodes. Regarding the infrastructure provisions, depending on the scale of the development and subject to further studies, different extents of strategic transport system (such as railway project) to other new towns and/or urban area together with other infrastructures would be planned to support the NTN New Town.

(4) Traffic loading in North East New Territories and New Territories North Developments

When we submitted the draft Kwu Tung North (KTN) and Fanling North (FLN) Outline Zoning Plans to the Town Planning Board, the NTN Study was still in progress. Chronologically, the KTN and FLN New Development Areas (NDAs) will be implemented earlier than the development proposed in the NTN Study. Generally speaking, in carrying out a feasibility study for a development, the study will take into account and complement known development proposals. Under the general practice of technical feasibility studies, the NENT NDAs

Study had not taken the NTN Study into account. However, the NTN Study had already considered the KTN and FLN NDAs development proposal.

About 80% of population in the KTN NDA will reside within 500 m catchment of the proposed Kwu Tung railway station. Residents can use the mass transit to travel to other regions within Hong Kong. Furthermore, this NDA is adjacent to the Fanling Highway. Implementing appropriate road improvement works (including widening of Fanling Highway (Kwu Tung section)) will cope with the traffic demand from/to other regions. For the FLN NDA, two Public Transport Interchanges serving connection services to the existing Sheung Shui and Fanling MTR stations are proposed in its eastern and western parts. In addition, we will enhance the road network for connection between the NDA and other regions, including construction of Fanling Bypass to connect Man Kam To Road, Sha Tau Kok Road and Fanling Highway. The Fanling Bypass could serve the traffic needs of the NDA as well as the residents in Sheung Shui/Fanling to urban areas, relieving the traffic congestion of the existing road network in the District. Upon completion of the East West Corridor and North South Corridor by the Mass Transit Railway Corporation Limited, the existing East Rail will be capable of serving the additional traffic demand due to the KTN and FLN NDAs. The Northern Link proposed in the Railway Development Strategy 2014 will serve as an extra mass transit connection for the KTN NDA to other regions.

CEDD and PlanD conducted three stages of public engagement (PE) during the NENT NDAs Study. We presented the findings and recommendations of the Study to the Town Planning Board (TPB) and consulted them on 14 November 2008, 27 November 2009 and 13 July 2012 respectively. Please visit the following website for the documentary record of PE activities : http://www.nentnda.gov.hk/eng/public_3.html. CEDD and PlanD also briefed the TPB on 26 July 2013 on the revised development proposal, stating that detailed technical assessments (including traffic and transport, ecological, environmental, engineering, sustainability and air ventilation assessments) were undertaken to confirm the feasibility of the Revised Recommended Outline Development Plans. The Environmental Impact Assessment Report had also been finished, and confirmed that the environmental impacts due to the development of the two NDAs were acceptable. The results of the technical assessments on the whole indicated that the NDAs development was technically

feasible. There were no insurmountable problems with respect to planning, engineering and environmental aspects.

The Planning Department subsequently submitted to the TPB the Board Paper No. 9528 on 6 December 2013 recommending the public inspection of the “Draft Kwu Tung North Outline Zoning Plan S/KTN/1” and “Draft Fanling North Outline Zoning Plan S/FLN/1” (see document in English at Annex). Taking the representations and comments received during the public inspection of the draft Outline Zoning Plans (OZPs), TPB convened the meetings from October 2014 to April 2015 to consider the relevant representations and opinions, followed by its recommendation to the Chief Executive in Council (CE-in-C) for approval of the draft OZPs. In June 2015, CE-in-C approved the draft OZPs. Please visit the following websites for the TPB meeting documents: http://www.info.gov.hk/tpb/tc/Website_KTN_FLN_CHI.html and notes of meeting: http://www.info.gov.hk/tpb/tc/meetings/tpb_meeting.html.

(5) Planning and Engineering Study for Kwu Tung South

The Planning and Engineering Study for Kwu Tung South (hereafter called the Kwu Tung South Study) covers a study area of about 19 ha, of which about 70% is government land. Currently, some of these lands are used for temporary warehouses and open storage uses. The area is largely zoned as “Recreation” on the Kwu Tung South OZP. The Kwu Tung South Study aims to examine the potential and scale of development in the Kwu Tung South Potential Development Area. Due to work priority and resource allocation, the Government has yet arrived at a conclusion concerning the Kwu Tung South Study.

(6) Kwu Tung South Agricultural Park

The Chief Executive announced in the 2016 Policy Address that the Government would implement the New Agriculture Policy (NAP) to promote the modernisation and sustainable development of local agriculture. The key initiatives under the NAP include establishing the Agricultural Park (Agri-Park) and exploring the feasibility of designating “Agricultural Priority Areas” (APAs). The overview of the NAP and the implementation plan are set out in the paper

submitted to the Panel on Food Safety and Environmental Hygiene on 2 February 2016 (please refer to LC Paper No. CB(2)767/15-16(03)).

According to the information provided by the Food and Health Bureau (FHB), the engineering feasibility study (EFS) commissioned by the Government for the preparations for establishing the Agri-Park is near completion. The consultant has made recommendations on the initial boundary and the major infrastructure and facilities within the Agri-Park. The site preliminarily identified for the Agri-Park comprises a cluster of about 80 hectares of farmland, including active and fallow farmland, in Kwu Tung South, New Territories. The Government is now hiring another consultant to undertake the work of investigation, design and construction for the Agri-Park on the basis recommended in the EFS. Detailed planning of the Agri-Park will be further studied in the next stage.

Regarding agricultural land outside the Agri-Park, FHB and DEVB will jointly commission the consultancy study on APAs within this year to identify relatively large areas of quality agricultural land and formulate policies and measures to promote the rehabilitation of fallow agricultural land and improve the rural environment.

The bulk of Hong Kong's food supply (more than 90%) is imported. At present, the Government does not have any target of self-sufficiency rate for food supply. To improve the quality of local produce, the Agriculture, Fisheries and Conservation Department provides technical support to farmers to help them enhance the quality and quantity of their products, develop and apply new farming techniques. Food safety has always been one of the top priorities of the Government. We are committed to enhancing food safety in Hong Kong through a multi-pronged approach, including updating the food safety standards in legislation from time to time and putting the requisite food types or items under regulation. This will ensure that our regulatory regime is in line with the international best practices and the food consumption behavior of the public, thereby safeguarding public health.

We hope the above will provide Hon CHU Hoi-dick with the information about the projects of his concerns. In view of the urgency of the approval for the Block Allocation, we hope the Finance Committee can grant funding approval as soon as possible. We stand ready to provide further information in response to Members' enquiries.

Yours sincerely,



(Ivan CHUNG)

for Secretary for Development

Copy to :

Secretary for Financial Services & the Treasury

Secretary for Innovation & Technology

Secretary for Food & Health

Director of Civil Engineering & Development

Director of Planning