

新田鄉鄉事委員會 TPB/R/S/LMCL/1-1
 SAN TIN RURAL COMMITTEE

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 7, MAIN ROAD, SAN TIN, YUEN LONG, N. T. → TPB
 TEL : 2471 1112 FAX : 2471 3838

Our Ref: 07/002/2106/17

敬啟者，

關於 落馬洲河套地區分區計劃大綱草圖 S/LMCL/1 事宜

查 土木工程拓展署代表曾於 2017 年 2 月 24 日第一次來本會第十二次執委會介紹落馬洲河套地區（以下簡稱「河套地區」）發展-前期工程的最新進展及諮詢，其後 貴署代表亦於 5 月 26 日列席本會第十三次執委會就落馬洲河套地區分區計劃大綱草圖 S/LMCL/1 作簡介。

本會同人經過上述兩次會議討論，一致支持「落馬洲河套地區」發展，惟對該發展有以下要求：

1. 「河套地區」發展已被拖延及滯後多年，隨著今年初港深兩地政府簽署推進「河套地區」共同發展合作備忘錄，深信「河套地區」發展對未來新界北、新界東北地區發展有絕大裨益甚至為新田地區的發展亦帶來正面影響；
2. 政府落實「河套地區」發展成為「港深創新及科技園」，以創新科技為主軸，輔以高等教育、文化創意產業和配套設施，無庸置疑能為本地有志進修科技的學生和立志科研的青年提供多一條出路；
3. 本會期望藉「河套地區」發展的契機，政府能釋放多些新田周邊土地，土地被充份利用，才可促成該片區域成為繁盛地帶，透過兩岸良性互動發展，務求更有利推動中港兩地共榮共融；
4. 迫切要求政府重視及加快完善新田地區的交通配套，期望通過「河套地區」發展，改善新田地區長期擁堵的交通狀況。

本會悉落馬洲河套地區分區計劃大綱草圖 S/LMCL/1 已於 6 月 9 日刊登憲報及擬於 6 月 27 日在元朗區議會進行諮詢，本會認為 貴署在本會 5 月 26 日的執委會已完成題述事項的簡介和諮詢。特此函達。

此致
 規劃署
 粉嶺、上水及元朗東規劃專員
 錢敏儀女士



新田鄉鄉事委員會
 主席： 文炳南 M.H.
 首副主席： 文祿星 M.H.
 副主席： 文中慶

副本送呈：1) 元朗區議會主席 沈豪傑先生
 2) 元朗民政專員 麥震宇先生 JP

二零一七年六月二十一日

第 24 屆執委會
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 文國雄 先生
 文壽安 先生
 文沛榮 先生

(姓名不分先後)

寄件者: WOO Ming Chuan <[REDACTED]>
寄出日期: 09日08月2017年星期三 23:44
收件者: Town Planning Board
副本: HKBWS
主旨: HKBWS' comments on the draft Lok Ma Chau OZP
附件: 20170809_LMCLoopOZP_HKBWS.pdf

TPB/R/S/LMCL/1-2

Dear Sir/Madam,

Our comments on the captioned is attached.

Best Regards,
WOO Ming Chuan (Ms)
Conservation Officer
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Tel: 2377 4387 Fax: 2314 3687

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香港觀鳥會

THE
HONG
KONG
BIRD
WATCHING
SOCIETY

Since 1957 成立

By email only

9 August 2017

Dear Sir/Madam,

Comments on the draft Lok Ma Chau Loop Outline Zoning Plan No. S/LMCL/1

The Hong Kong Bird Watching Society (HKBWS) would like to raise our concerns on the draft Lok Ma Chau Loop Outline Zoning Plan (OZP) No. S/LMCL/1.

1. The TPB document and the Notes of the OZP underplays the high ecological value of the Lok Ma Chau (LMC) Loop and its surroundings

The high ecological value of the LMC Loop and its surrounding area

- 1.1. The Study on the Ecological Value of Fish Ponds in the Deep Bay Area completed by the Planning Department in 1997 and the Town Planning Board (TPB) Planning Guideline No. 12C (PG-No.12C) fully recognize the fishponds and wetlands in the Deep Bay area is of **high conservation importance**. Under the TPB PG-No.12C, land use planning control is adopted “*through the designation of Wetland Conservation Area (WCA) for all existing continuous and adjoining active/abandoned fishponds and the designation of Wetland Buffer Area to protect the ecological integrity of the WCA*”¹. The LMC Loop is surrounded by the WCA (Figure 1) and is an **intrinsic part of the Deep Bay wetland system**. It is also surrounded by the “Deep Bay wetland outside Ramsar Site” (Figure 2), which is one of the twelve **priority sites for enhanced conservation** under the New Nature Conservation Policy.
- 1.2. At an international level, the Plan Area forms part of the greater “Inner Deep Bay and Shenzhen River catchment area” Important Bird Area (IBA)² which is recognized by BirdLife International, the global authority in bird conservation (Figure 3). This IBA is a **globally important wetland site** that supports very large numbers of passage and wintering waterbirds including several threatened species³. The same area is also



國際鳥盟成員

¹ Section 6 of the TPB PG-No.12C

² [http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-\(china\)/map](http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-(china)/map)

³ Important Bird Areas in Asia: key sites for conservation. Hong Kong. Birdlife Conservation Series No.13

identified as a “Key Biodiversity Area” (KBA) by the International Union for Conservation of Nature (IUCN)⁴.

Misleading and incomplete information provided in the TPB paper and the Notes of the OZP

- 1.3. Section 5.2 of the Explanatory Statement (ES) of the OZP and section 3.4 of the TPB Paper No. 10283 only stated the geographical location of the LMC Loop, but the high ecological value of the area is **not reflected**.
- 1.4. Section 8.2.1 of the ES mentioned “*the current land uses in the surrounding area (within the Hong Kong side) are **fairly sensitive in terms of the environment and ecology**, and are rural in character. There are some ecological resources including reedbeds, fishponds, wetland, birds’ flight path and river courses. Due consideration should be given to these environmentally and ecologically sensitive resources to avoid/minimize any possible adverse effects*”. As clearly explained in the previous section, we **disagree** with such statement and it is inaccurate to say the LMC Loop and its surrounding area is just ecologically and environmentally “**fairly sensitive**”.
- 1.5. We consider that both the TPB Paper and the Notes of the OZP **underplay** the ecological and conservation importance of the Plan Area, and provides an **inaccurate picture** of the current situation of the LMC Loop area, thus is **misleading** to the Board members and the general public.

2. The development pressure in the LMC area and the adverse consequences of the LMC Loop development

Current situation is not promising

- 2.1. For the past decade or so, the January count of waterbirds in the Deep Bay area declined from 90,132 in 2007-08 winter to 43,425 in 2015-16 winter, which is a drop by 50% and shows a **continuous decreasing trend** (Figure 4). The specific reasons for the decreasing trend are not known, but one possible factors affecting the waterbird population is the quality of the habitat in the Deep Bay area.
- 2.2. The fishponds surrounding the LMC Loop is already facing imminent development pressure. Clearing of vegetation, widening of access road and erecting hoardings were seen along the border fence road in early 2017 (Figure 5). In July 2017, filling of pond and land even occurred at a fishpond and wetland within the WCA, which is opposite to the LMC Loop (Figure 6). The LMC Loop development already seems to

⁴ BirdLife International (2017) *The World Database of Key Biodiversity Areas*. Developed by the Key Biodiversity Areas Partnership: BirdLife International, IUCN, Amphibian Survival Alliance, Conservation International, Critical Ecosystem Partnership Fund, Global Environment Facility, Global Wildlife Conservation, Nature Serve, Royal Society for the Protection of Birds, World Wildlife Fund and Wildlife Conservation Society. Downloaded from <http://www.keybiodiversityareas.org> on 08/08/2017.

raise the expectation of landowners for potential development of their land, leading to **trashing of the wetland and fishpond habitats** in the WCA adjoining the LMC Loop.

The adverse impacts of the LMC Loop development

- 2.3. According to the Planning Report on LMC Loop, the overall plot ratio of the LMC Loop development is about 1.37, with a maximum height of building up to about 54mPD (12 storeys). Under the various approved OZPs in the Deep Bay area, most residential developments are restricted to a maximum plot ratio of 0.4, and the Deep Bay area is of a rural setting with built-up areas usually of not more than 3-storey high. The LMC Loop development scale is about 3-4 times of the maximum plot ratio/maximum height generally allowed in the Deep Bay area. We consider that it is not compatible with the surrounding rural setting. We are also concerned the LMC Loop development would **set an undesirable precedent for future medium- to high-rise developments in the Deep Bay area**, and thus would lead to adverse cumulative impacts on the ecological integrity of the WCA and reduction of buffering capacity of the WBA.
- 2.4. It is clear that the LMC Loop development has **fragmented the Deep Bay wetland system**, separating the Ma Tso Lung and Ho Hok Wai area from the rest of the system. The WCA and the LMC Loop is currently about 800 metres to 1.5 kilometres wide. However, after the LMC Loop development, only about 300 - 500 metres left⁵, which is **about a 60% reduction of the width of the movement corridor** (Figure 7). Even though an Ecological Area would be created for compensating the habitat loss caused by the development and provide movement corridor for birds and wildlife, we are still concerned the width of the corridor is insufficient and the disturbance caused by the development will have impact on the flight line of birds and ecological connectivity between the fishponds and wetlands.
- 2.5. The development would **introduce a population of 50,000 to 53,000** to an area which is currently not inhabited. We are concerned the traffic volume and the associated human activities would have adverse impacts on the surrounding natural habitats and wildlife, such as human disturbance, light and noise pollution.
- 2.6. Section 8.2.4 of the ES of the OZP clearly stated that *“another issue that needs to be addressed in the development of the Lok Ma Chau Loop is the **potential increase in water level along the Shenzhen River due to the increase in flows from the land use changes**”*. Wetlands in the LMC Loop are currently flood retention areas and thus the development of the Loop would increase the flooding risk in the area. This is against the sponge city concept that the government is promoting.

⁵ Figures obtained by direct measurement on maps and figures.

2.7. One of the urban design and landscape principles adopted in the Plan Area is “Urban to Rural Transition”⁶. We consider that the LMC Loop and its surroundings are not just normal rural areas in Hong Kong, but they are areas of high ecological and conservation value. We are concerned the LMC Loop development would have adverse impact on the surrounding WCA.

2.8. We are concerned the current LMC Loop development is **threatening the tolerance or the tipping point of the Deep Bay wetland ecosystem**, which may lead to an **irreversible impact on this globally important wetland** and threatened the birds and wildlife species which depend on it.

3. Eastern Connection Road (ECR) is unnecessary but is still an option in the Plan Area

3.1. Even the ECR is excluded from Environmental Impact Assessment (EIA) report which was approved with conditions on 25 October 2013⁷, ECR is still considered as an option to connect the LMC Loop with the road network of the Kwu Tung North New Development Area as it is **written in the ES of the draft OZP**⁸. However, we consider the ECR is **unnecessary** as it would further fragment the Deep Bay ecosystem and damage the ecological integrity of the WCA.

3.2. From the design of ECR submitted by the Civil Engineering and Development Department to the EIA Subcommittee of the Advisory Council on the Environment (ACE) in September 2013 (Figure 8), we are concerned the underpass under the meander, the depressed road at the fishponds and the at-grade carriageway (i.e. dual lane two way with cycle tracks and pedestrian walkway) would lead to permanent wetland loss and bring more disturbance to an area which was intended for conservation of fishponds and wetlands. This would also **increase the development pressure within the WCA and WBA**, and may lead to **more habitat destruction by landowners in hope of favouring future development in the area**.

3.3. There are other isolated areas/islands in Hong Kong which there are only **one point of access on land or both access points are located next to each other**. For instance, Ap Lei Chau with a population of 86,089 in 2011⁹ relies on the Ap Lei Chau Bridge for access (Figure 9). Another example is the Chek Lap Kok International Airport. Currently, it can only be accessed via Airport Road or the Chek Lap Kok South Road, which both are located at the southeastern corner of the island (Figure 10). Therefore, it is not necessary to have an access point at the west and another one at the east for the LMC Loop development. **Other alternatives should be fully explored**.

⁶ Section 9.2.1 of the ES of the LMC Loop OZP

⁷ <http://www.epd.gov.hk/eia/register/report/conditions/aeiar2122013.pdf>

⁸ Section 11.1 of ES of the draft LMC Loop OZP

⁹ The sum of the total population in the constituency areas D02-D07 in the Southern District Council District as provided in the 2011 Population Census (<http://www.census2011.gov.hk>)

3.4. Given the high ecological value of the LMC Loop and its surroundings, we consider that the LMC development is already a compromise. If the ECR is to go ahead, then it would be a further compromise on top of what was compromised. The ECR is so controversial that it has to be taken out of the EIA report. We consider that the ECR **should not be written in the Notes of the draft OZP**, in hope of justifying and gaining more support on this proposed road network which would in fact facilitate further destruction of the Deep Bay wetland system. Such approach is **unacceptable** and **does not demonstrate good governance**.

4. Retention of the existing reedbed is not an enhancement

4.1. Another urban design and landscape principles adopted in the Plan is the *“Integration with the Nature to Create Harmonious Environment”*, which said *“a green economy can be achieved through integrating the Lok Ma Chau Loop with the surrounding setting, protecting the natural ecology, maintaining biodiversity, adopting environmental protection measures, and promoting the use of green initiatives...existing reedbeds within the central part of the Area...will be retained in-situ. These retained reedbeds will be hydrologically linked to the Ecological Area which will have positive contribution towards enhancing the overall ecological/landscape values of the Lok Ma Chau Loop area”*¹⁰.

4.2. We appreciate that part of the existing reedbed is retained, but we cannot considered that this is an enhancement of the LMC Loop area. They are just the **remains of the wetland habitat which made way for the LMC Loop development** that will totally change the ecological setting in the area. They are the **natural heritage** of the LMC Loop area.

5. Zonings should better reflect the existing use and its intended use

5.1. We consider that the retained reedbed is different from the other proposed Open Space (O) zonings in the LMC Loop area. It also has the function of preserving the existing ecological resources and can ecologically connect to the reedbed in the Ecological Area at the southeastern side of the LMC Loop. **A conservation zoning should be designated instead to reflect the conservation value of the existing reedbed and to prevent the area from developing into a heavily landscaped open space with water features.**

5.2. As illustrated in Figure 4 of the Notes of the draft OZP, a 50-metre wide buffer zone from the Ecological Area (EA) is proposed. However, **the buffer zone is not continuous** (Figure 11). Within the “Other Specified Uses” annotated “Research and Development, Education and Cultural and Creative Industries” (OU(RDECC)) zoning,

¹⁰ Section 9.2.5 and 9.2.6 of the ES of the draft OZP

there is clear indication of no development within the external 25-metre buffer zone. But no such regulation is found in other zonings (i.e. other OU, O and Government, Institution or Community (GIC) zonings) abutting the EA. Moreover, development of no more than 14mPD is allowed in the internal 25-metre buffer zone even the buffer zone is to safeguard the EA and the birds' flight path¹¹. We consider that the planning intentions of the OU(RDECC), other OU, O and GIC zonings are not to act as a buffer zone and many of the "always permitted use" within these zonings cannot safeguard the EA. **We consider that no development should be allowed in the 50-metre buffer zone and a conservation zoning should be designated instead.**

We consider that the current OZP and its Notes are providing an inaccurate picture of the current situation of the LMC Loop area, which is of high ecological value, thus is misleading to the TPB and the public. The proposed zoning in the draft OZP also failed to safeguard the existing wetland habitat in the area and the EA. We hope that the TPB would take our comments into consideration. Thank you for your kind attention.

Yours faithfully,



Woo Ming Chuan
Conservation Officer
The Hong Kong Bird Watching Society

cc.

The Conservancy Association
Designing Hong Kong
Kadoorie Farm and Botanic Garden
WWF – Hong Kong

¹¹ Section 10.4.6 of the ES of the draft OZP

Figure 1. LMC Loop is surrounded by WCA and is an intrinsic part of the Deep Bay wetland system. The map is extracted from the TPB-PG No.12C.

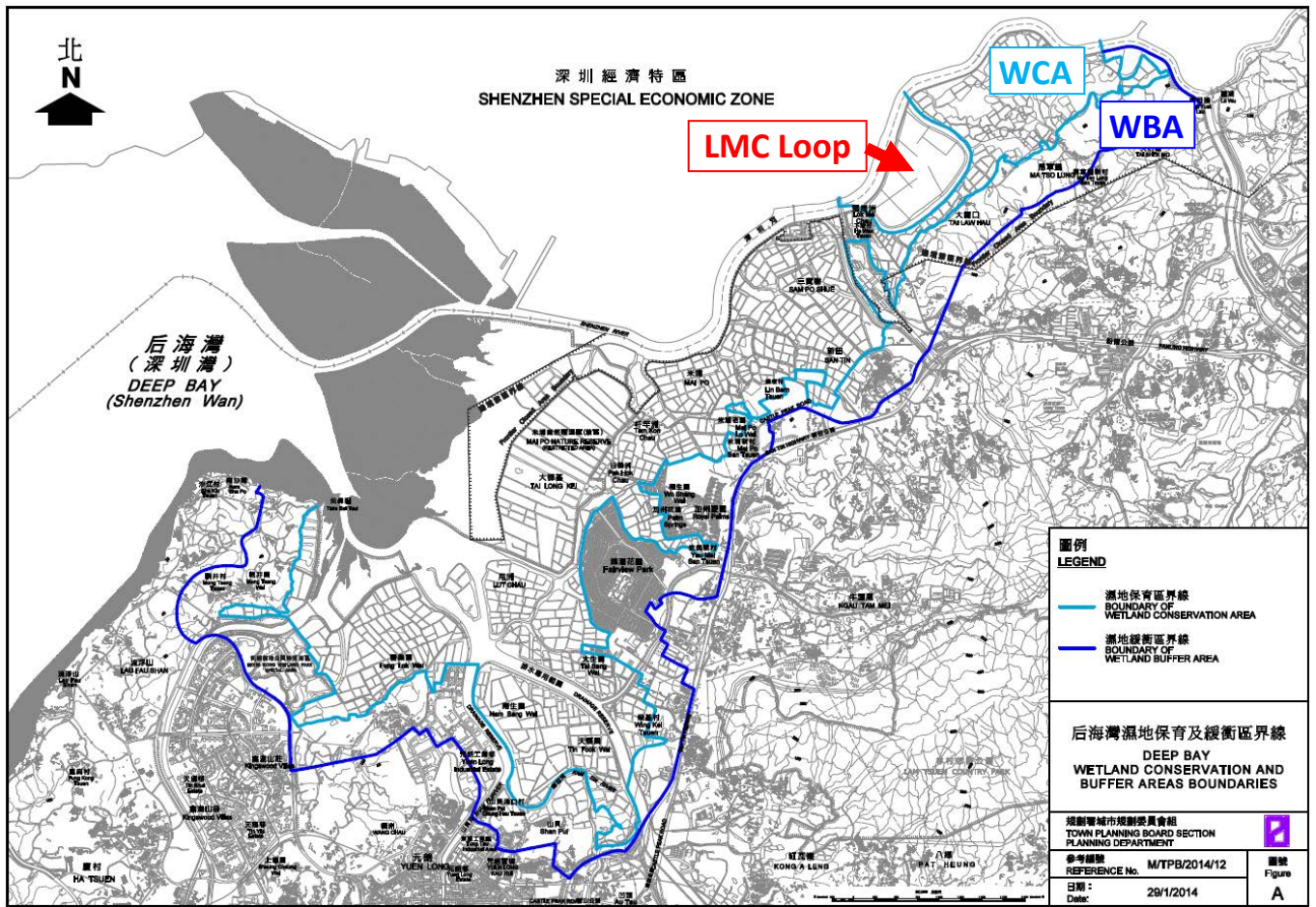


Figure 2. LMC Loop is surrounded by the “Deep Bay wetland outside Ramsar Site”, which is one of the twelve priority sites for enhanced conservation under the New Nature Conservation Policy. The map is extracted from http://www.afcd.gov.hk/english/conservation/con_nncp/con_nncp_list/files/9_Deep_Bay_Wetland_Outside_RamsarSite.pdf

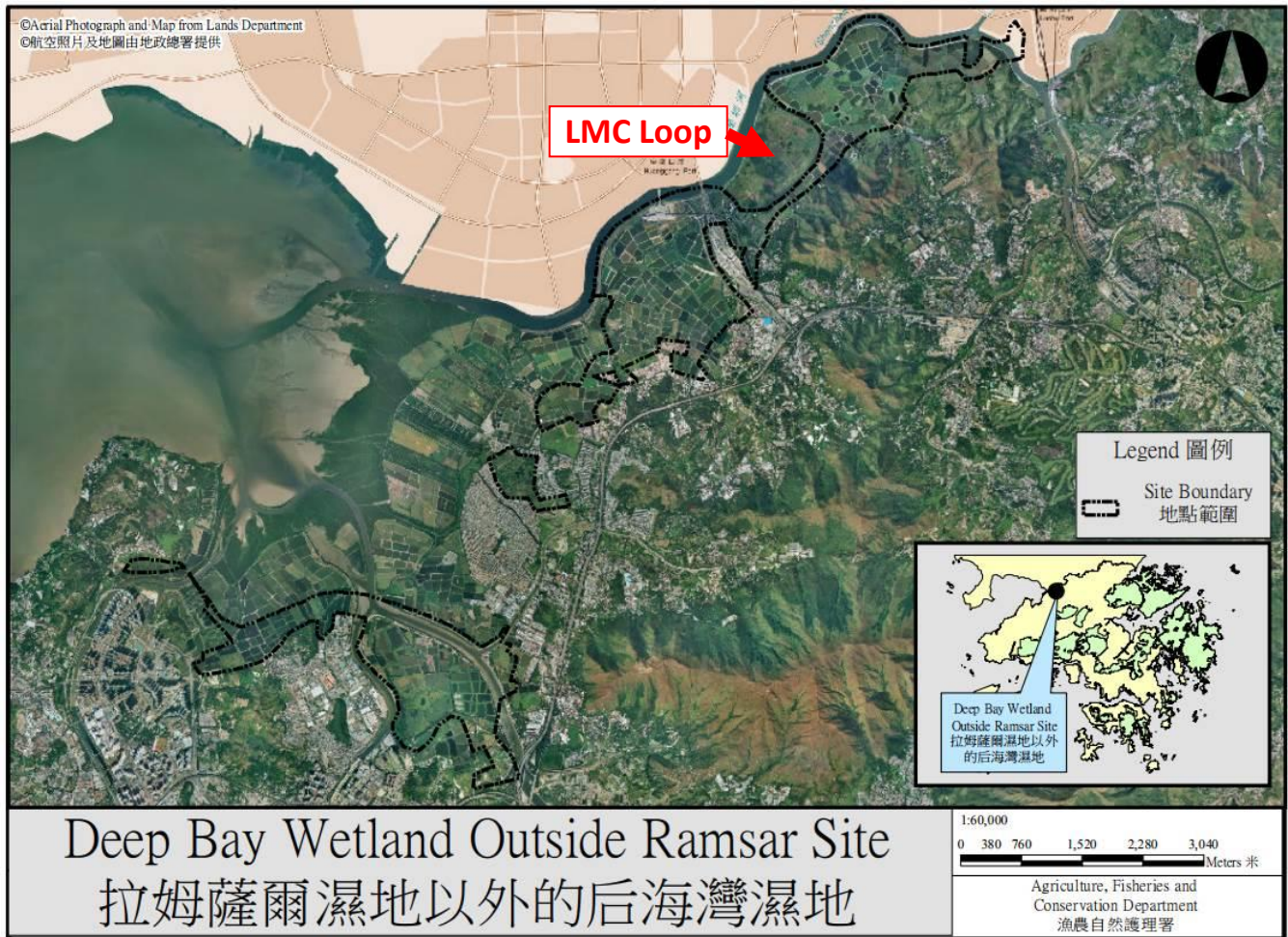


Figure 3. At an international level, the Plan Area forms part of the greater “Inner Deep Bay and Shenzhen River catchment area” Important Bird Area (indicated by the orange area) which is recognized by BirdLife International, the global authority in bird conservation.

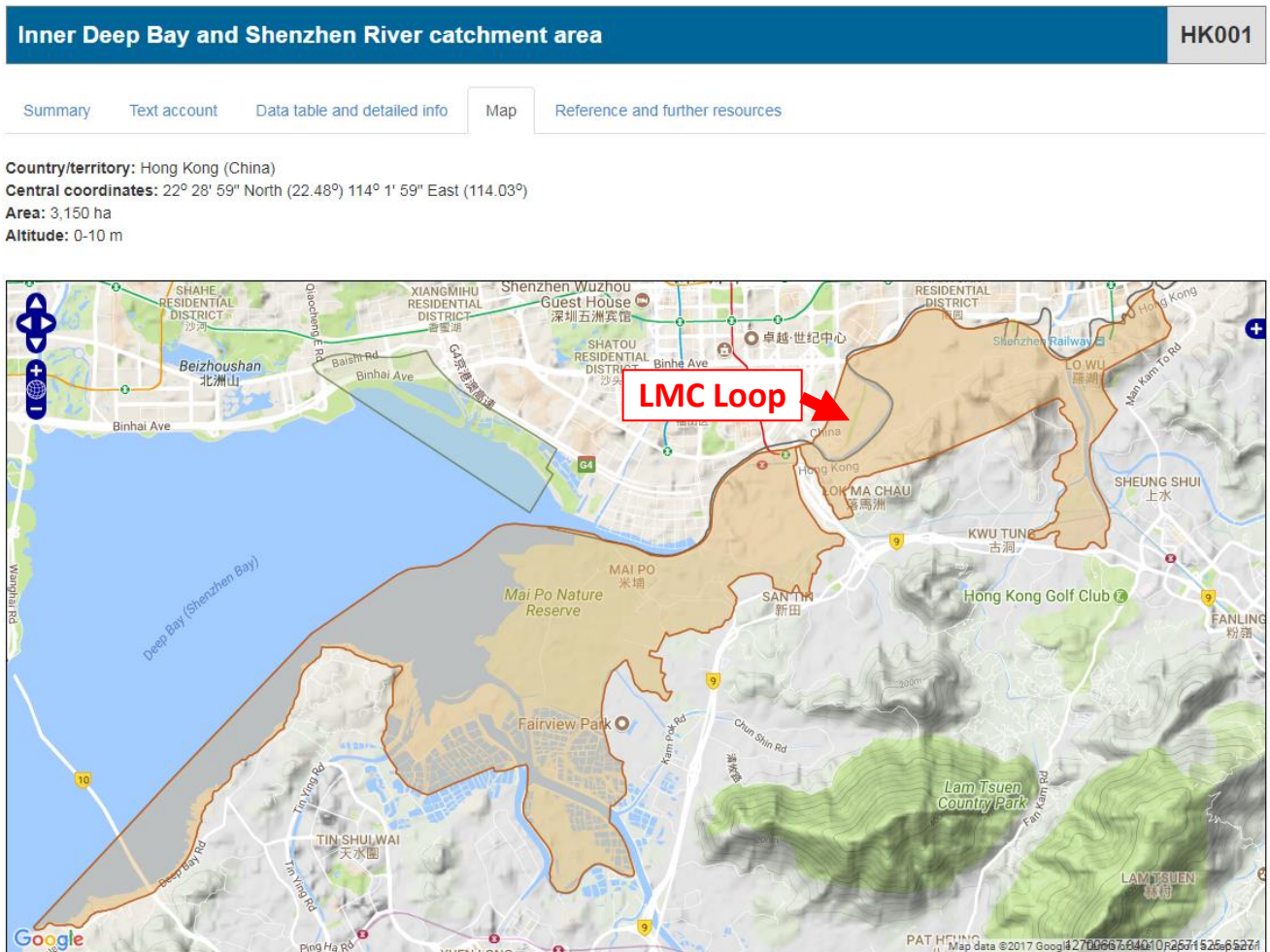
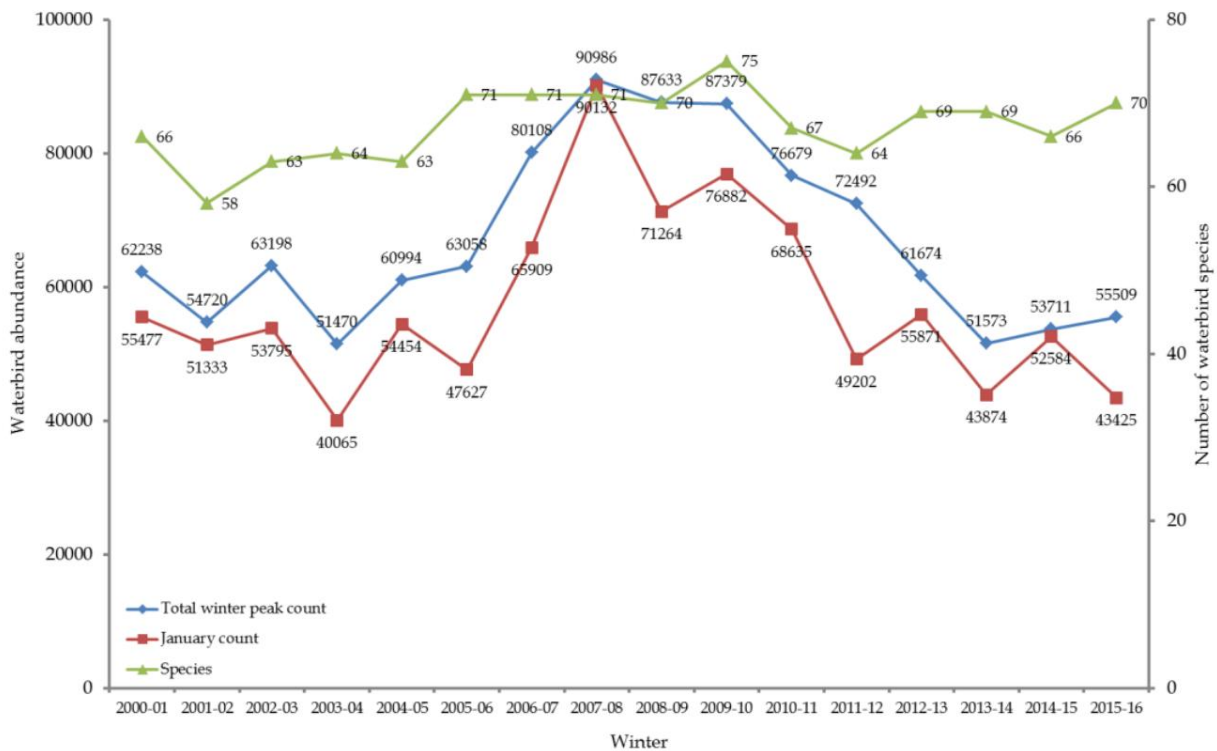


Figure 4. The January (mid-winter) counts (indicated in red) and total winter peak counts (indicated in blue) from 2001-01 to 2015-16. Figure 1 of the Monthly Waterbird Monitoring Biannual Report 2 (October 2015 to March 2016)¹².



¹² Anon. 2016. *Monthly Waterbird Monitoring Biannual Report 2 (October 2015 to March 2016)*, Mai Po Inner Deep Bay Ramsar Site Waterbird Monitoring Programme 2015-16. Report by the Hong Kong Bird Watching Society to the Agriculture, Fisheries and Conservation Department, Hong Kong Special Administrative Region Government.

Figure 5. Clearing of vegetation, widening of access road and erecting hoardings were seen along the border fence road in early 2017.



Figure 6. Filling of pond and land even occurred at a fishpond and wetland within the WCA, which is opposite to the LMC Loop. Photographs taken in July 2017.



Figure 7. It is clear that the LMC Loop development has fragmented the Deep Bay wetland system, separating the Ma Tso Lung and Ho Hok Wai area from the rest of the system. The WCA and the LMC Loop is currently about 800 metres to 1.5 kilometres wide. However, after the LMC Loop development, only about 300 - 500 metres left, which is about a 60% reduction of the width of the movement corridor. The map is extracted from the TPB-PG No.12C.

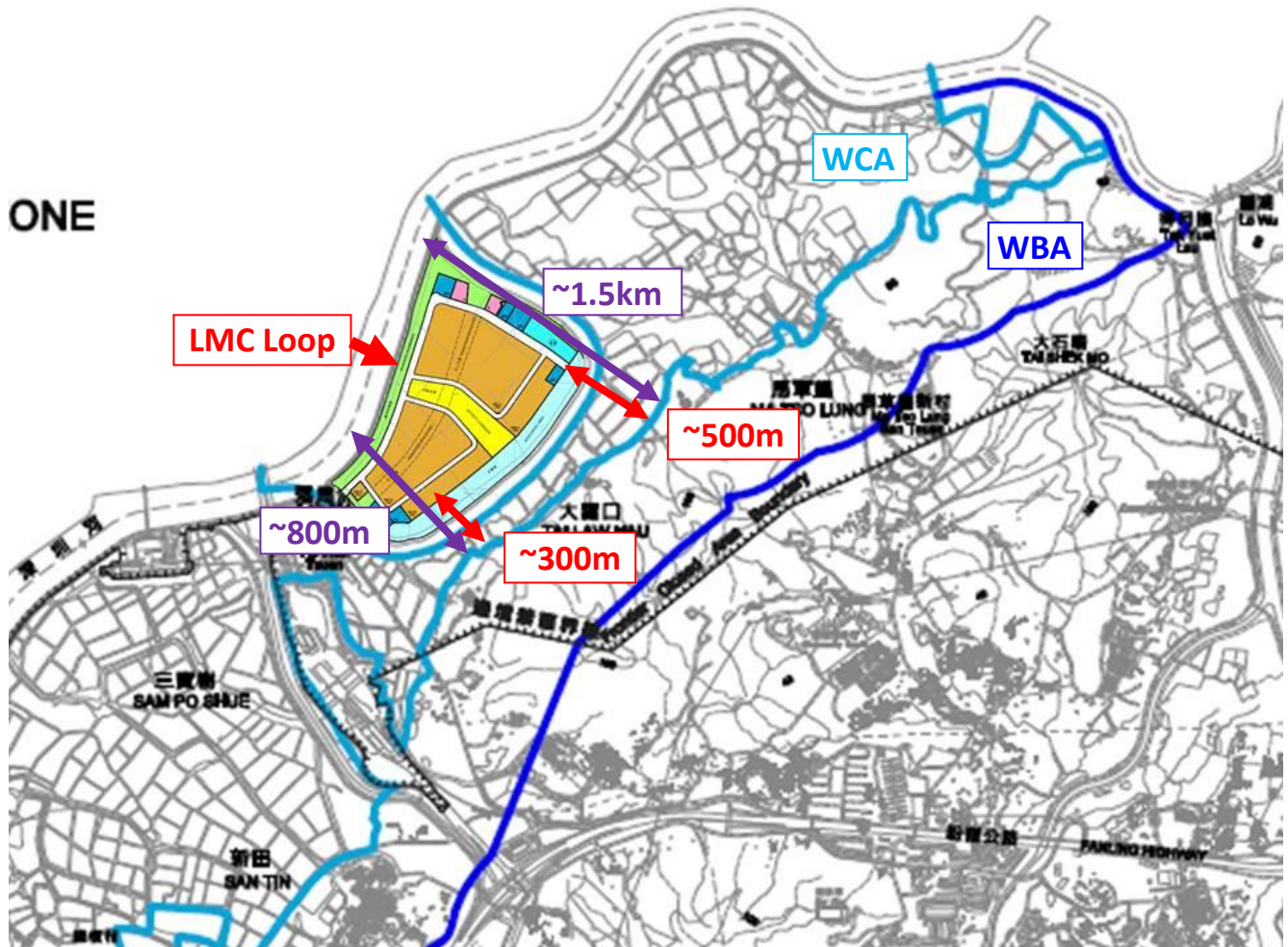


Figure 8. The design of ECR submitted by the Civil Engineering and Development Department to the EIA Subcommittee of the Advisory Council on the Environment (ACE) in September 2013. We are concerned the underpass under the meander, the depressed road at the fishponds and the at-grade carriageway (i.e. dual lane two way with cycle tracks and pedestrian walkway) would lead to permanent wetland loss and bring more disturbance to an area which was intended for conservation of fishponds and wetlands.

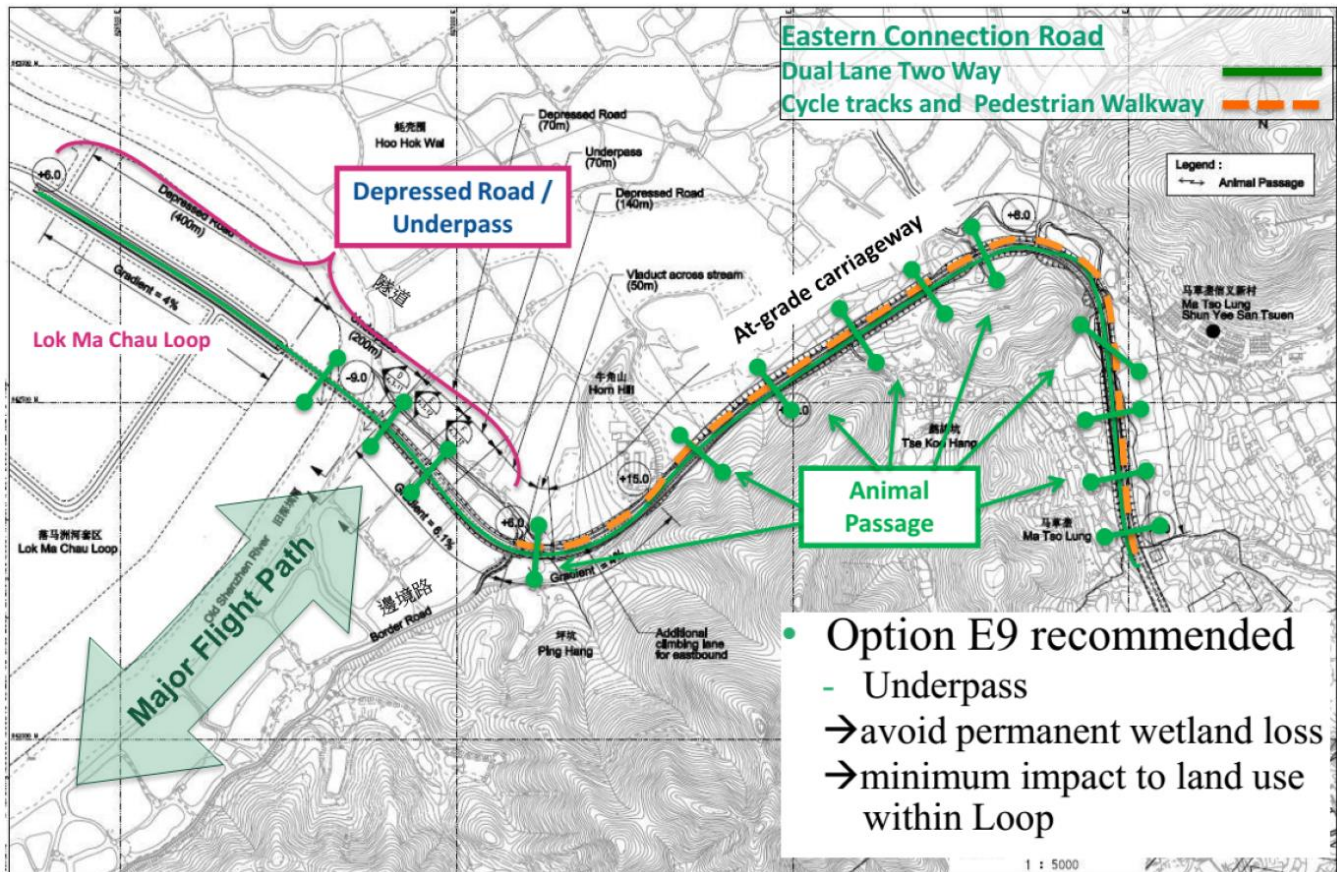


Figure 9. Ap Lei Chau with a population of 86,089 in 2011 relies on the Ap Lei Chau Bridge (indicated by the red arrow) for access.



Figure 10. Chek Lap Kok International Airport can only be accessed via Airport Road (indicated by the red arrow) or the Chek Lap Kok South Road (indicated by the orange arrow), which both are located at the southeastern corner of the island.



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主旨: Comments on Draft Lok Ma Chau Loop Outline Zoning Plan (No. S/LMCL/1)
附件: TPB20170809(LMC Loop).pdf

Dear Sir/Madam,

Please refer to the attachment on the captioned.

Regards,

Ng Hei Man (Mr.)

Campaign Manager

The Conservancy Association

T: 2728 6781

D: 2272 0303

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Registered Name 註冊名稱 : The Conservancy Association 長春社

(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since 1968

The Conservancy Association

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9th August 2017

Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point
Hong Kong

By e-mail: tpbpd@pland.gov.hk

Dear Sir/Madam,

RE: Comments on Draft Lok Ma Chau Loop Outline Zoning Plan (No. S/LMCL/1)

The Conservancy Association OBJECTS to Draft Lok Ma Chau Loop Outline Zoning Plan (OZP) (No. S/LMCL/1).

1. Development scale

LMC Loop is an important migratory bird corridor and also a habitat for Eurasian Otters. As such, CA would like to reiterate that the development intensity of the site is too high. The plot ratio is still maintained in 1.37, but the proposed/ planned plot ratio for development within the Deep Bay area is usually very lower than 0.4, such as the development site in Wing Kei Tsuen, Wo Sang Wai development, Lin Barn Tsuen, and so on. We cannot be convinced that 1.37 is acceptable in such an important ecological area.

It is doubtful whether the compensation and mitigation measures as stipulated in the EIA report can achieve what the project proponent claimed that the project could strike a balance between conservation and development. There were still flight lines

Registered Name 註冊名稱 : The Conservancy Association 長春社
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above the core Loop area, and the flight lines being affected ranged from 4% to a maximum of 41%¹. We opine that the building height should be significantly reduced.

2. Buffer zone

With reference to Figure 4 of this Draft OZP, the 50m-wide buffer zone does not fully extend to the southern fringe of Planning Area 6 and 10 abutting the proposed Ecological Area (EA). The maximum height of the G/IC zones in Planning Area 6 and 10 are 15 and 25mPD respectively, and they will be highly exposed to the EA. Another OU (Sewage treatment work) in Planning Area 4, with maximum height of less than 15mPD, also shares the same condition. We worry that without any buffer zones for the 2 G/IC zones and the OU zone (Sewage treatment work), the flight corridor of migratory birds would be adversely affected.

Despite provision of the 50m-wide buffer zone, we are doubtful of its effectiveness. The internal 25m buffer zone would allow buildings and their height will be restricted to 14mPD. The EIA report of the Development of LMC Loop claimed that birds could tolerate building height of 14mPD² as birds fly over village buildings of similar height; but it also admitted that *“the proximity of LMC Spur Line also provides a considerable disturbance impact”*³ despite provision of ecological compensation to mitigate the impact. Given that the height of the LMC Spur Line viaduct is only 9m to 10m, the impact of the buildings in the buffer zone could be underestimated. Even the report stated that *“As birds are currently able to tolerate such development at Ha Wan Tsuen, it is reasonable to suppose the same will apply in areas bordering the Ecological Area”*⁴, the source and nature of disturbance are different and we do not agree that the case in Ha Wan Tsuen is fully applicable in LMC Loop.

The EIA report has argued the reason of no buffer zone for that particular G/IC zone in Planning Area 6 by stating that *“Given that the width of natural habitat between there and the existing boundary fence road is wider at this point than elsewhere along this section of LMC Meander, it is considered any impact from a higher building height will be offset by the greater width of undisturbed adjacent habitat available”*⁵.

¹ Please refer to Table 12.67d, Development of Lok Ma Chau Loop EIA Report

² Section 12.7.7.1, Development of Lok Ma Chau Loop EIA Report

³ Section 12.7.10.1, Development of Lok Ma Chau Loop EIA Report

⁴ Section 12.7.7.1, Development of Lok Ma Chau Loop EIA Report

⁵ Section 12.7.7.1, Development of Lok Ma Chau Loop EIA Report

Registered Name 註冊名稱 : The Conservancy Association 長春社

(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

However, what the EIA did not take into consideration is the loss of fishponds within the buffer due to unauthorized development. Recently pond filling activities had been observed in the ponds just next to the boundary road (Figure 1). This would narrow the flight path and cause disturbance to migratory birds. In this case, a wider buffer zone is important to ensure greater undisturbed flight path.

We suggest that (Figure 2):

1. Buffer zone should be extended to all lands abutting the proposed EA, including OU(Research & Development, Education, Cultural & Creative Industries), OU(Sewage treatment works), O and G/IC zones
2. No buildings should be allowed in the buffer zone, including the internal 25m buffer zone

Yours faithfully,

Ng Hei Man

Campaign Manager

Figure 1 Recently pond filling activities had been observed in the ponds just next to the boundary fence road

要聞 港聞 經濟 娛樂 社評 觀點 中國 國際 教育 體育 副刊 英文 作家專欄 深度報導

熱門話題: 一地兩檢·蔡若蓮·《踩過界》結局·牙膏4妙用·中醫細數濕腳6弊處·底妝遮毛孔秘訣

要聞 河套區周邊地現違例發展 記者目擊3宗倒泥 議員：或「博」政府放寬規定

2017年7月31日 星期一 下一篇 ▶

河套區周邊地現違例發展 記者目擊3宗倒泥 議員：或「博」政府放寬規定

g+ t f 讚好 314 A+ A- ➕ ➔ ➧ ➦

圖3之1 - 河套區周邊地現違例發展 記者目擊3宗倒泥 議員：或「博」政府.....

Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

Figure 2 The buffer zone should be extended (marked in red). No buildings should be allowed in the buffer zone, including the internal 25m buffer zone



Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

寄件者: Tobi Lau (WWF-HK) [REDACTED]
寄出日期: 09日08月2017年星期三 14:04
收件者: tpbpd@pland.gov.hk
主旨: Draft Lok Ma Chau Loop Outline Zoning Plan S_LMCL_1 WWF
附件: Lok Ma Chau Loop Outline Zoning Plan S_LMCL_1 WWF_2017 08(Aug).pdf

Dear Sir/Madame,

Please find WWF-Hong Kong's submission on the captioned draft OZP for Lok Ma Chau Loop. See attached file:

Lok Ma Chau Loop Outline Zoning Plan S_LMCL_1 WWF_2017 08(Aug)

Thank you for your attention.

Yours faithfully,

Tobi LAU

Senior Conservation Officer, Local Biodiversity

World Wide Fund For Nature Hong Kong

Registered Name 註冊名稱: World Wide Fund For Nature Hong Kong 世界自然(香港)基金會 (Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)



世界自然基金會
香港分會

WWF-Hong Kong

香港新界葵涌葵昌路 8 號
萬泰中心 15 樓
15/F, Manhattan Centre
8 Kwai Cheong Road
Kwai Chung, N.T., Hong Kong

電話 Tel: +852 2526 1011
傳真 Fax: +852 2845 2764
wwf@wwf.org.hk
wwf.org.hk

9 August 2017

Chairman and members

Town Planning Board

15/F North Point Government Offices,
333 Java Road, North Point, Hong Kong
(E-mail: tpbpd@pland.gov.hk)

By E-mail ONLY

Dear Sir/Madam,

Re: Draft Lok Ma Chau Loop Outline Zoning Plan No. S/LMCL/1

WWF has following comments for the captioned draft Outline Zoning Plan (OZP).

The External 25m Buffer Zone must be a statutory no development zone

Abutting the boundary of the Ecological Area (EA), it is noted that a 50-m buffer, with extended internal and external buffer zones was designated. We consider that the buffers can extend habitats for wildlife and meet the socioeconomic need of people while reducing the pressure on Ecological Area. It is noted that “*No developments are allowed within the 25m-wide area abutting the boundary of the EA*”¹, that is the external 25m buffer zone shown in Plan 7 of the draft OZP. However, the external buffer zone was proposed to locate in “Other Specified Uses” (“OU”) zone annotated for the “Research and Development, Education, and Cultural and Creative Industries” (R&D/C&C) with planning intention and the Schedule of Notes to allow development happened². As a result, the intention of establishing the external buffer zone will not be actualized. Hence, another statutory land use zone to limit development in the External 25m Buffer Zone must be proposed and statutorily designated in the OZP in order to avoid disturbance to the ecology of the adjacent Ecological Area.

¹ please refer to Section 6.10 (iii) of the draft OZP

² please refer to the Schedule of Uses of the draft OZP

together possible™

主席： 何國達先生
行政總裁： 江偉智先生

義務核數師：香港立信德豪會計師事務所有限公司
義務公司秘書：嘉信秘書服務有限公司
義務律師：孖士打律師行
義務司庫：匯豐銀行
註冊慈善機構

Chairman: Mr Edward M. Ho
CEO: Mr Peter Cornthwaite

Honorary Auditors: BDO Limited
Honorary Company Secretary:
McCabe Secretarial Services Limited
Honorary Solicitors: Mayer Brown JSM
Honorary Treasurer: HSBC
Registered Charity
(Incorporated With Limited Liability)

To reduce the building heights of the section along the Shenzhen River

With the water quality of the Shenzhen River improved, it is estimated that the bird species richness and abundance in the northwestern section of the Lok Ma Chau Loop along the Shenzhen River will be increased in the future. We view the proposed setting of low-to-medium rise building or medium rise at the fringe may block potential birds' flight path along the Shenzhen River in the future. Due consideration should be given to the northwestern section to avoid/minimize any possible adverse effects. Hence, the optimal building height at the section should be in a stepped height design of which is low, low-to-medium and medium rise with ranging from 14mPD to 54mPD. Adopt appropriate stepped height profile would be a key measure to balance development and nature conservation in the area. Lower rise buildings will benefit bird use along the river and provide a wider and an alternative corridor other than the meander to connect the *avi-fauna* to fly between the Hoo Hok Wai of which is recognised of conservation importance and the other wetland habitats in the Deep Bay areas.

The Ecological Area should be entirely protected from development and disturbance

According to Plan 9 of the draft OZP, the 50m-wide buffer zone only cover 60 % of the Ecological Area (EA). Low rise buildings in Area 12, 13, the "GIC" zone in Area 6 and Area 4 together with main road at the eastern area would be in the vicinity of the EA with no buffer proposed to preserve the biological diversity of the EA or reduce disturbance to the EA from the adjoining development and human activities. We strongly view that the 50m-wide buffer should extend fully along the landward side of the EA while a no-go stripe of 25m-wide in Area 8 abutting the EA should be established as a barrier for keeping people away from the EA with a minimal distance (Fig 1).

Is Lok Ma Chau Loop a show case for development and nature conservation?

According to Section 3.5c of the Major Planning Themes of the draft OZP, the Ecological Zone in the southeastern part of would be a landmark of the Lok Ma Chau Loop. Our view is that the Loop may be a landmark demonstrating the balance between development and nature conservation, and more seriously is that we are unwilling to

.tpi .l

寄件者: Kitty Tang <[REDACTED]>
寄件日期: 09日08月2017年星期三 22:49
收件者: tpbpd@pland.gov.hk
主旨: DHK's representation submission on draft Lok Ma Chau Loop OZP
附件: 20170809 Representations of Lok Ma Chau Loop OZP (1).pdf

TPB/R/S/LMCL/1-5

Dear Sir/Madam,

Our representation on the draft Lok Ma Chau Loop Outline Zoning Plan is attached in this email. Thank you for your attention.

Yours faithfully,
For and on behalf of Designing Hong Kong Limited
Kitty Tang

Hong Kong, 9th August, 2017
Chairman and Members
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
Fax: 2877 0245;
Email: tpbpd@pland.gov.hk

Representations regarding the draft Lok Ma Chau Loop Outline Zoning Plan (No.S/LMCL/1)

Dear Chairman and Members,

Lok Ma Chau Loop is a giant buffer zone between the strictly protected conservation area, the heavily built up areas of Shenzhen and the future development areas of the Northeast New Territories. A large area such as Hoo Hok Wai, the Meander, Wetland Conservation and Buffer Areas, LMC Spur Line Mitigation Area are all impacted by the LMCL development.

Designing Hong Kong, therefore, would like to comment on and raise our concerns over the draft Lok Ma Chau Loop Outline Zoning Plan (LMCL OZP).

1. The 50m Buffer Zone

The 50m-wide buffer zone in the southern part of the area is regarded as a compensation of reedbed affected by the development. It also provides a movement corridor for birds and other wildlife animals.

The buffer zone, however, does not fully extend to the to the end as the ecological area in this draft OZP. According to the Lok Ma Chau Loop planning areas plan, both ends of the buffer zone (Area 4,6 &13) are zoned as G/IC and OU area respectively, which is for electricity sub-station and sewage treatment plant purposes. We are worried that the movement corridor for birds will be affected by the erection of the above facilities within the buffer zone.

Apart from the extension of buffer zone, the development within the buffer zone is also a matter of concern. As stated in the explanatory statement, buildings can be placed in the inner 25m-buffer zone in which developments should not exceed a maximum building height of 14 mPD. We are worried that the pollution such as noise and light will cause disturbance to birds and other wildlife animals living in the buffer zone which is primarily set for habitat compensation.

In order to safeguard the flight corridor of migratory birds, we suggest that the buffer zone should be extended to the end as the ecological area (Figure 1). The facilities should be put backward to the development area instead of the buffer zone. Furthermore, development should not be allowed in both inner and outer buffer zones to avoid any human disturbance to the wildlife habitat.

2. Illegal land filling and destruction

Lok Ma Chau is now rural in character with sensitive environmental and ecology value. There are important ecological resources including reedbeds, fishponds, wetlands and river courses which are surrounding to the LMCL.

After the opening of the former Frontier Closed Area, the opening of roads, and the announcement of LMCL development, its surrounding area such as the fishponds in Lok Ma Chau and Hoo Hok Wai are under threat of illegal landfilling activities and are suffering from land destruction activities now (Figure 2).

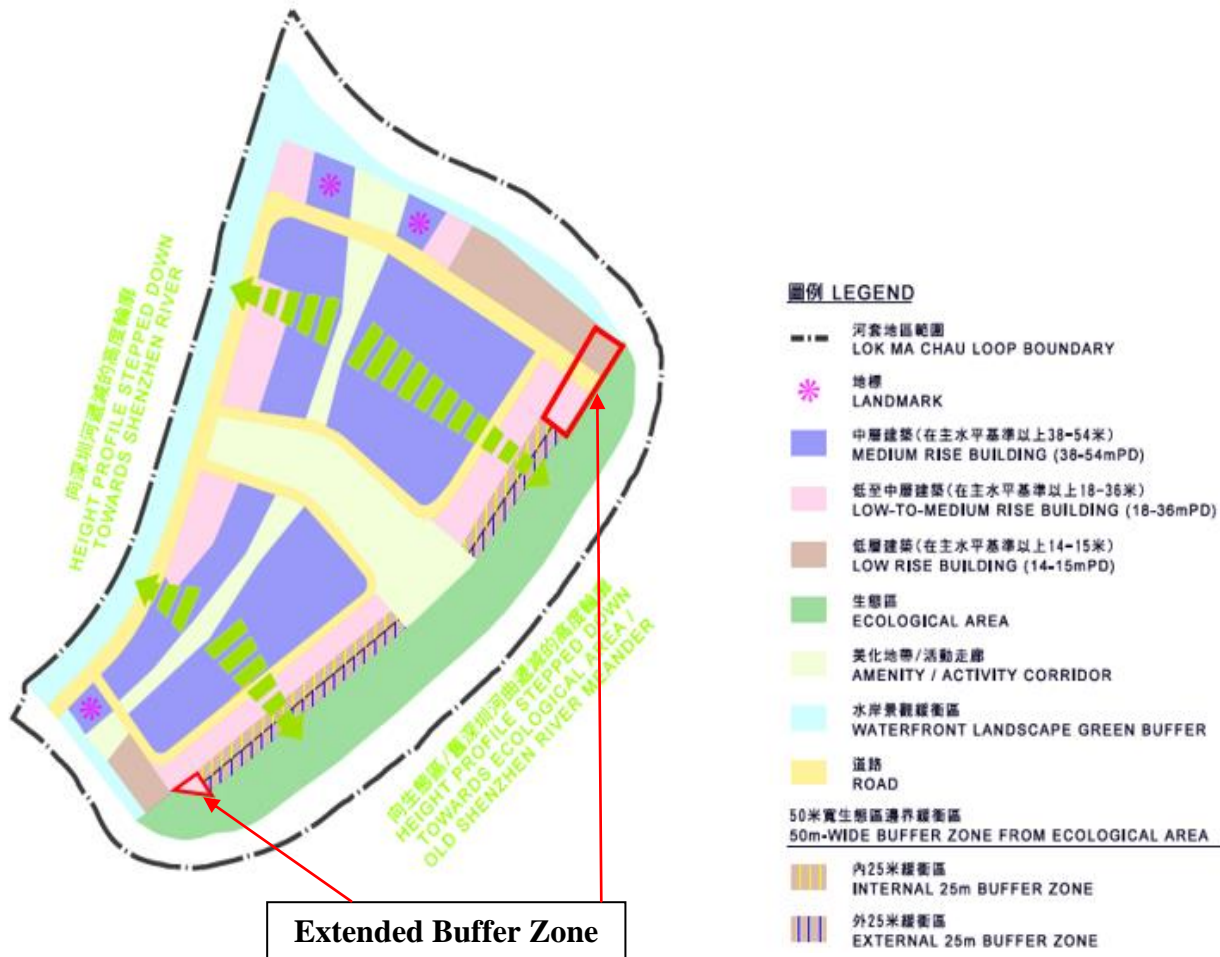
Along with the LMCL development, we urge the government to strengthen their enforcement powers and resources to address the illegal land-filling and land destruction behaviours. The Town Planning Board is invited to review and plan holistically taking into land status and the need for strict and unambivalently zoning of land uses to avoid false expectations which lead to eco-vandalism on private land.

Here we submit our concerns for your consideration.

Yours,
Designing Hong Kong Limited

創建 Designing Hong Kong 香港 .com

Figure 1 Lok Ma Chau Loop planning areas plan



PURPOSE ONLY

創建 Designing Hong Kong 香港.com

Figure 2. 2017-07-31 明報 A1 河套區周邊地現違例發展 記者目擊 3 宗倒泥議員：或「博」政府放寬規定

河套區周邊地現違例發展

記者目擊 3 宗倒泥 議員：或「博」政府放寬規定

編輯/劉志強 美地/劉志強



落馬洲河套區今年1月簽署合作協議，前海河套區北河套發展計劃(草案)及圖則，本報7月20日曾報導河套區發展，即各河套區的發展區至少有三項違反此項有關規定(見圖)。

兩宗河套區一河之隔的自然保育區，有興建中半圍填海工程，填海區與地帶等建築物料。(明報記者攝)

河套區鄰近土地違例發展情況(部分)

土地持有人	富合益置業有限公司
發展商	富合益置業有限公司
地皮數目	4
面積	4,715,000 平方呎
購入日期	2014年9月
金額	8.66億元
**違規情況	填海工程違反第2次(填土及填海工程)填海工程違反第1次(填土及填海工程)填海工程違反第3次(填土及填海工程)
目標	填海工程違反第3次(填土及填海工程)填海工程違反第1次(填土及填海工程)
土地持有人	Mass Ocean International Limited
發展商	Mass Ocean International Limited
地皮數目	70
面積	822,000 平方呎
購入日期	1999年9月
金額	2.23億元
**違規情況	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)填海工程違反第3次(填土及填海工程)
目標	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)
土地持有人	Richlands Properties Limited
發展商	Richlands Properties Limited
地皮數目	8
面積	20,000 平方呎
購入日期	1997年11月
金額	479.2萬元
**違規情況	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)
目標	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)
土地持有人	富合益置業有限公司
發展商	富合益置業有限公司
地皮數目	3
面積	17,000 平方呎
購入日期	2007年7月
金額	34萬元
**違規情況	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)
目標	填海工程違反第1次(填土及填海工程)填海工程違反第2次(填土及填海工程)

偵查 發現

落馬洲河套區今年1月簽署合作協議，於落馬洲河套區共同發展計劃(草案)及圖則，本報7月20日曾報導河套區發展，即各河套區的發展區至少有三項違反此項有關規定(見圖)。

發展商：未許可填土填海 違規填海行動

記者目擊河套區填海工程，發現有違規填海及填土填海行動。本報記者於7月20日，在落馬洲河套區填海工程現場，目擊到多宗違規填海及填土填海行動。本報記者於7月20日，在落馬洲河套區填海工程現場，目擊到多宗違規填海及填土填海行動。

發展商：未許可填土填海 違規填海行動

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發展商：未許可填土填海 違規填海行動

本報記者於7月20日，在落馬洲河套區填海工程現場，目擊到多宗違規填海及填土填海行動。本報記者於7月20日，在落馬洲河套區填海工程現場，目擊到多宗違規填海及填土填海行動。

寄件者: KFBG EAP [REDACTED]
寄 期: 04日08月2017年星期五 17:43
收件者: tpbpd@pland.gov.hk
主旨: KFBG's comments on Draft Lok Ma Chau Loop OZP (S/LMCL/1)
附件: 170804 KFBG's comments on Draft Lok Ma Chau Loop OZP.pdf

Dear Sir/ Madam,

Attached please see our comments regarding the captioned.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.

(Email: tpbpd@pland.gov.hk)

4th August, 2017.

By email only

Dear Sir/ Madam,

Draft Lok Ma Chau Loop OZP (S/LMCL/1)

1. We refer to the captioned.
2. The Lok Ma Chau Loop (LMC Loop) is an area of very high ecological and conservation importance. It is ecologically connected with the Deep Bay wetlands and innumerable migratory wetland birds would be flying above this area to move between the wetlands in Hoo Hok Wai and the fish ponds in Lok Ma Chau, San Tin, as well as the wetland mosaic in the Nam Sang Wai and Mai Po areas. It also provides habitat for a wild mammal species, the otter, which is of very high conservation significance.
3. According to a recent research report by the Kadoorie Farm and Botanic Garden (KFBG), otter populations in China are considered to be diminishing at a rapid rate and urgent actions are needed to protect all remaining sub-populations¹. In Hong Kong, there is only one species of otter recorded – the Eurasian Otter, *Lutra lutra*. It is considered to be Critically Endangered, locally, based on the recent Red-Listing exercise for Hong Kong under the Biodiversity Strategy and Action Plan lead by the AFCD. Globally, it is also considered to be Near Threatened² (other status please refer to ³). The local population of this species is believed to be highly

¹<https://www.cambridge.org/core/journals/oryx/article/past-and-present-the-status-and-distribution-of-otters-carnivora-lutrinae-in-china/D9AA8E984C29D61E69ACEE84C7629567>

² <http://www.iucnredlist.org/details/12419/0>

³ http://www.afcd.gov.hk/english/conservation/hkbiodiversity/database/popup_record.asp?id=3781&lang=tc

restricted in distribution³ and recent records are confined to the wetland areas in the Northwest New Territories (from the Deep Bay area (e.g., Mai Po) to the ponds around Sandy Ridge).

4. There is no doubt that the LMC Loop and its surrounding wetlands are important to this species of conservation importance. During the Environmental Impact Assessment (EIA) process for the development of LMC Loop, this species was recorded inside the Loop area and also in the old Shenzhen River meander just outside the Loop⁴. Otter calls were heard from the extensive reedbeds within the Loop and an individual was also observed swimming in the old Shenzhen River meander and eventually landing on the Loop area. Otter sightings have also been noted by fish farmers and bird watchers in the surroundings (i.e., the Hoo Hok Wai and Lok Ma Chau fish pond areas)⁴. Hence, in the Environmental Permit (EP)⁵ for the LMC Loop development, this species is specifically mentioned and is required to be appropriately protected⁵.

5. In Hong Kong, this species is considered to be cryptic with few sightings/ records. Thus, it is believed to be highly sensitive to human disturbance (at least in Hong Kong). Although there would not be too many natural predators of this species locally, it is subject to disturbance by (feral) dogs. At least one otter was suspected to be killed by dogs (i.e., a dead Eurasian Otter was found in Lok Ma Chau in 2013 and the carcass was sent to the KFBG for veterinary examination and the probable cause of death was attributed to killing by dogs).

6. In order to thoroughly protect this species, we consider that the Loop area and its surroundings should be left untouched. However, we understand that the Loop will unavoidably be developed, e.g., the EIA for the development of LMC Loop has been approved. Thus, we strongly urge that appropriate mitigation measures to protect the Otter are essential and should be well implemented so as to protect this rare species and its habitats (e.g., from disturbance by dogs and degradation by humans).

7. Amidst this background, the LMC Loop EIA recommends and the subsequent EP requires that there should be an 'Ecological Area' (EA) on the southeastern side of the Loop. Under the captioned OZP, this area is proposed to be zoned as 'Other Specified Uses (for Ecological Area only)' (OU(EA)). The planning intention of this zone is '*intended primarily to provided/ reserve land for the creation of areas of reedbed for compensating the habitat loss due to the*

⁴ http://www.epd.gov.hk/eia/register/report/eiareport/eia_2122013/Loop.htm

⁵ <http://www.epd.gov.hk/eia/register/permit/latest/ep4772013.htm>

development in the Lok Ma Chau Loop and providing movement corridor for birds and other wildlife connecting with the ecologically important areas to the east and west of the Lok Ma Chau Loop.’ However, besides this EA zone, we would like to **strongly remind the Board** that, **in addition to the EA, there is also an extensive buffer zone (50 m in width)**, which has been specifically mentioned and described in both the EP and the approved EIA for this development as well as the explanatory statement of this OZP.

8. Section 2.7b of the EP⁵ mentions the following:

*‘creating and establishing an Ecological Area, approximately 12.78 ha. in size, containing reed marsh and marsh habitat prior to total clearance of reed marsh in the LMC Loop, including a low-rise **building buffer zone of 50m width from the Ecological Area**, with appropriate screen-planting’*

9. In the ‘Planning Theme’ section of the explanatory statement of the captioned OZP, the following is mentioned (in Section 9.1c):

*‘Ecological Zone – The Ecological Zone in the southeastern part of the Area will be a landmark of the Lok Ma Chau Loop. In addition to compensating the reedbed affected by the development and preservation of the biodiversity of the area, **it also provides a buffer contributing to a transition between the development of the Lok Ma Chau Loop and the surrounding rural landscape to its south.**’*

10. However, we would like to clearly emphasise that this so-called ‘Ecological Zone’ as described in the OZP is **Not Equivalent** to the ‘EA zone’ as mentioned in Section 2.7b of the EP; this ‘Ecological Zone’ indeed includes **both the EA AND also the 50 m buffer strip abutting the EA.**

11. Section 10.4.6 of the explanatory statement of the OZP more **clearly** mentions and describes both these components, as reproduced below:

*‘To further safeguard the Ecological Area and birds’ flight path, there is a low density and a low-rise building **buffer zone of 50 m in width next to the Ecological Area**, with appropriate screen planting, as set out in the Environmental Permit and the EIA Report. Within the 50 m-wide buffer zone in*

the southern fringe of the Planning Areas 6 and 10, all building should be placed in the 25 m-wide area farther away from the Ecological Area in which developments should not exceed a maximum building height of 14 mPD as set out in the EIA report. No developments are allowed within the 25 m-wide area abutting the boundary of the Ecological Area.

12. The locations of the above buffer zones are also illustrated in Figure 4 of the captioned OZP (reproduced in **Figure 1** of this submission).

13. While there is a proposed OU(EA) zone to specify the land use of the southeastern edge of the LMC Loop (i.e., to recreate habitats and movement corridor) and an ‘Ecological Zone’ (i.e., including both the EA and the buffers) is also designated as one of the ‘planning themes’ of this OZP, **we are, however, highly disappointed to see that there are no specific land use zonings proposed for the buffers.**

14. At present, the EA (i.e., the OU(EA) zone) is bounded by the following zonings inside the Loop:

- Other Specified Uses (for Research and Development, Education, and Cultural and Creative Industries only) (OU(R&D, E, C&C))
- Government, Institution or Community (G/IC)
- Open Space (O)

15. While we understand that the two G/IC zones now within Planning Areas 6 and 13 would be for the district cooling system, we **strongly object** to the designation of the O and (OU(R&D, E, C&C) zones (in Planning Areas 6, 8 and 10) next to the EA . The planning intentions of these two zones are reproduced, as below:

OU(R&D, E, C&C) zone

‘This zone is intended primarily for research and development, higher education, and cultural and creative industries uses for promoting the development of Lok Ma Chau Loop as a key base for scientific research, as well as education, cultural and creative industries and other complementary facilities.’

O zone

‘This zone is intended primarily for the provision of outdoor open-air public

space for active and/ or passive recreational uses serving the needs of the Lok Ma Chau Loop as well as the general public.'

16. Some uses always permitted under these zones are also reproduced, as follows:

OU(R&D, E, C&C) zone

- *Cargo Handling and Forwarding Facilities*
- *Eating Place*
- *Flat (Staff Quarters only)*
- *Hotel*
- *Office*
- *Material Recovery Facility*
- *Petrol Filling Station*
- *Place of Entertainment*
- *Place of Recreation, Sports or Culture*
- *Public Convenience*
- *Public Transport Terminus or Station*
- *Public Vehicle Park*
- *Recyclable Collection Centre*
- *Refuse Disposal Installation*
- *Residential Institution*

O zone

- *Picnic Area*
- *Playground/ Playing Field*
- *Public Convenience*
- *Public Vehicle Park*

17. As outlined above, the planning intentions and some of the always permitted uses of the OU(R&D, E, C&C) and O zones **are not related to nature conservation/ ecological buffering**, at all. The uses listed above would also create significant disturbance (during construction and/ or operational phases), and thus, compromise or even negate **the intended (under the OZP) and required (under the EP) function of the EA**. Furthermore, these uses are always permitted and thus **NO PLANNING PERMISSION is required** if they are to proceed in the future within the area of concern (i.e., the area abutting the EA – those intended and required buffer areas). The Town Planning Board and the general public (e.g,

environmental NGOs) would not be able to follow-up upon all the future developments (i.e., those always permitted) that will take place and occur or happen within the buffer areas.

18. We completely fail to understand how the **planning intention** of and **the always permitted uses** within OU(R&D, E, C&C) and O zones can in any way help to ‘*further safeguard the Ecological Area and birds’ flight path*’, nor how development can be excluded within the 25 m-wide area abutting the boundary of the EA under these zonings. In **terms of environmental consequences, there is an inexplicable and stark contrast between the intended (and required) buffering function and the planning intentions of the proposed zonings.**

19. We consider that it is **ABSOLUTELY UNACCEPTABLE** to have these zonings abutting the EA. Clearly, the intention of and also the uses always permitted in these zones are in direct contradiction to the requirements of the EP (i.e., to set up ‘buffer zone’ adjoining the EA) and also the planning theme (i.e., the ‘Ecological Zone’) of the OZP. We consider that in order to adequately reflect the results and recommendation of the EIA as well as the basic intention of the OZP (i.e., the planning theme to set up an Ecological Zone with both the EA and the buffer areas), there should be **specific zonings designated for nature conservation/ ecological protection within** the buffer areas (i.e., the 50 m width strip).

20. We recommend that the ‘outer’ 25-m buffer strip (at a further distance away from the EA) should be zoned as ‘Other Specified Uses (for Ecological Buffering with Low-rise and Low-density Development only)’, and the ‘inner’ 25-m buffer strip directly abutting the EA should be zoned as either ‘Conservation Area’ or ‘Other Specified Uses (for Ecological Buffering only)’. Furthermore, the “always permitted items” in these zones should be carefully reviewed and be highly selective in nature to exclude all those uses that would cause disturbance or impacts upon the EA.

21. We are of the view that only by having appropriate buffer zonings, can the EA be well protected from disturbance/ degradation and the rare species within (i.e., the otter) be properly safeguarded from human impacts. Without appropriate buffers, the otter would highly likely avoid the area, and thus, the intended function of the EA (i.e., for compensating habitat loss) will be significantly compromised – this is a highly significant ecological impact, i.e., indirect habitat loss due to disturbance and this will also violate the requirements of the EP as well as the original intention of the OZP.



嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

22. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. Designing Hong Kong
Hong Kong Bird Watching Society
The Conservancy Association
WWF-HK
AFCD

Figure 1. The 50-m buffer zone abutting the Ecological Area as illustrated in the draft OZP document.



tpbpd

TPB/R/S/LMCL/1-7

寄件者: Tony Nip <[REDACTED]>
寄件日期: 07日08月2017年星期一 18:45
收件者: tpbpd@pland.gov.hk
主旨: Comments on Draft Lok Ma Chau Loop OZP (S/LMCL/1)

Dear Sir/ Madam,

I object to the proposed OU and O zones next to the Ecological Area (EA). There should be a buffer zone between EA and zones for recreation or development.

Best Regards,

TONY NIP

tpb

寄件者: Chiu Sein Tuck [REDACTED]
寄 日期: 09日08月2017年星期三 14:52
收件者: tpbpd@pland.gov.hk
主旨: Comments on Draft Lok Ma Chau Loop OZP (S/LMCL/1)

TPB/R/S/LMCL/1-8

Dear Sir/ Madam,

I wish to register an objection to the proposed OU and O zones next to the Ecological Area (EA) in the Draft Lok Ma Chau Loop OZP (S/LMCL/1).

To safeguard from human impacts, there should be a buffer zone between EA and zones for recreation or development.

Regards,

Chiu Sein Tuck

寄件者: Mark Mak [REDACTED]
寄件日期: 15日09月2017年星期五 18:09
收件者: tpbpd
副本: Roy Tam
主旨: 有關：落馬洲河套地區草圖S/LMCL/1 環保觸覺意見書
附件: S-KMCL-1_落馬洲意見書_20170915.pdf

TPB/R/S/LMCL/1-C 1

Town Planning Board,

Please see attached Green Sense's comment.
Thank you.

Green Sense
2017.9.15

致 城市規劃委員會

有關：落馬洲河套地區草圖 S/LMCL/1 環保觸覺意見書

環保觸覺（本會）同意其他環保團體就圖則加強保育考慮及降低發展密度的提議，另補充如下：

- 1) 河套發展將移除區內大片蘆葦沼澤、灌木林、草地等，直接影響候鳥及歐亞水獺等生物的棲息。河套亦是其中一條重要的生態走廊，連接了米埔與蠔殼圍的農田和魚塘，當中的蘆葦堆與濕地更是過冬的候鳥主要停歇之所，如果河套進行大型基建，這條生態走廊會受到嚴重污染。
- 2) 面對香港的濕地愈來愈被破壞，我們認為當局應以更進取的保育規劃，即以保護河套的蘆葦林為主軸，採取「一半發展、一半保育」規劃方式，按蘆葦叢分布位置，在其以南、北興建需要設施，而避免損害鄰近生態，為動物保留可東西移動的空間。
- 3) 我們必須提出政府是次以「發展高科技」為名的規劃是毫不尊重過去的諮詢工作，同時浪費巨額諮詢程序及聘用顧問公司研究的公帑。根據 2015 河套地區公眾諮詢報告，當年港深政府於 2008 年透過收集公眾意見為基礎，定出「河套地區發展可考慮以高等教育為主，並輔以高新科技研發和文化創意產業用途。」，然而在 2 年後，當局卻突然宣佈全新的「港深創新及科技園」，單方面推翻諮詢結果，絕不公平，也欠理據。
- 4) 更重要是，現時本港已有科學園、數碼港等科研場所及設施，且尚未飽和，再在河套區興建科研設施是不必要。如科研土地不足，政府就不會在過去幾年間，幾次改劃科技園土地興建豪宅，也不會在更早期的數碼港發展時，將土地由科研為中心變成現時的豪宅發展。
- 5) 從香港公眾整體利益來說，是次規劃亦無好處，因為河套區的發展成本均由香港政府出資，但深圳卻可以共享新科技園所帶來的利益，無本生利，對香港市民並不公平！
- 6) 本會同時質疑在河套區東部新道路工程的必要性。加上道路穿過蠔殼圍一帶的濕地及魚塘，生態將嚴重受創

請城市規劃委員會不要同意圖則。

如有任何回覆，請致電 8100-4877 或電郵至 info@greensense.org.hk 與本會聯絡。

環保觸覺

二零一七年九月十五日

第 1 頁，共 1 頁

就草圖的申述提出意見

TPB/R/S/LMCL/1-C 2

Comment on Representation Relating to Draft Plan

參考編號

Reference Number:

170915-090950-91621

提交限期

Deadline for submission:

15/09/2017

提交日期及時間

Date and time of submission:

15/09/2017 09:09:50

提出此份意見的人士(下稱「提意見人」)

Person Making This Comment

先生 Mr. Wright FU

(known as "Commenter") hereafter:

與意見相關的草圖

Draft plan to which the comment relates:

S/LMCL/1

意見詳情

Details of the Comments:

申述編號 Representation No:	意見詳情 Details of Comments:
TPB/R/S/LMCL/1-(2-8)	I support the aforementioned representations because the area surrounding Lok Ma Chau Loop is environmentally sensitive, thus proper design and remediation measures are necessary to ease the negative impact of the development. Yet, the necessity of Lok Ma Chau Loop development is still questionable and the government should re-conduct the public consultation regarding the development proposals of the area due to the rapid change of social atmosphere and the varied economic situation
TPB/R/S/LMCL/1-1	I oppose this representation because the rural parties would be benefited a lot from the Lok Ma Chau Loop, therefore they will not question the problems behind the development plans in a critical manner

寄件者: Mak Chi Kit [REDACTED]
寄件日期: 15日09月2017年星期五 18:11
收件者: tpbpd
主旨: 落馬洲河套地區分區計劃大綱草圖S/LMCL/1

城規會

就落馬洲河套地區分區計劃大綱草圖 S/LMCL/1，其實河套區本就不應發展，我同意環保團體要求加強保育的申述。

CK Mak

Summary of Representations and Comments on Representations and Planning Department's Responses

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
<i>Representation Nos. TPB/R/S/LMCL/1-R1 to TPB/R/S/LMCL/1-R8 (R1 to R8)</i>		
<p>R1: San Tin Rural Committee</p>	<p>R1 supports the Lok Ma Chau Loop development which would benefit the development of San Tin, New Territories North and North East New Territories. R1 also commented that:</p> <ul style="list-style-type: none"> • the Hong Kong-Shenzhen Innovation and Technology Park (IT Park) would provide education and employment opportunities for students and youngsters interested in scientific research. • Lok Ma Chau Loop development can bring synergy to adjacent areas in San Tin. The development potential of these areas should be fully optimized. 	<ul style="list-style-type: none"> • Noted. • According to Commissioner for Innovation and Technology (C for IT), the IT Park will be Hong Kong's largest-ever innovation and technology (I&T) platform for convergence of top-notch international I&T talents. The IT Park is positioned to be a key base for co-operation in scientific research. It will provide a strategic platform for the world's top higher education and research institutions to operate branches or set up new institutions in the IT Park. Relevant cultural and creative supporting facilities will also be provided to complement with the scientific projects and activities in the IT Park. • According to the preliminary development concepts for the New Territories North (NTN) which is a strategic growth area proposed under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+"), the San Tin/Lok Ma Chau Development Node is identified as one of the

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<ul style="list-style-type: none"> there is an urgent need for a comprehensive transport network to support the Lok Ma Chau Loop development and resolve the existing traffic congestion problem in San Tin area. 	<p>Potential Development Areas (Plan H-8). It also falls within the Eastern Knowledge and Technology Corridor, including the Lok Ma Chau Loop and the development of high-technology and knowledge-based industries in Kwu Tung North, proposed under the “Hong Kong 2030+”. Subject to the outcome of “Hong Kong 2030+”, detailed planning and engineering feasibility study on the NTN development would be conducted, if appropriate.</p> <ul style="list-style-type: none"> Under the ‘Planning and Engineering Study on Development of Lok Ma Chau Loop’ (the LMCL P&E Study), a comprehensive transport and traffic impact assessment (TTIA) had been carried out which included recommended road infrastructure works to be provided to cater for the traffic growth due to the Lok Ma Chau Loop development as well as local demands. The assessment concluded that, with the implementation of the proposed road works, there would be no insurmountable traffic problem arisen from the Lok Ma Chau Loop development.
<p>R2: The Hong Kong Bird Watching Society</p>	<p>R3 objects to the draft Lok Ma Chau Loop Outline Zoning Plan (the OZP) whereas R6 to R8 specifically object to the</p>	

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
<p>R3: The Conservancy Association</p> <p>R4: World Wide Fund for Nature Hong Kong</p> <p>R5: Designing Hong Kong</p> <p>R6: Kadoorie Farm & Botanic Garden Corporation</p> <p>R7: Tony Nip</p> <p>R8: Chiu Sein Tuck</p>	<p>designation of “Other Specified Uses” (“OU”) and “Open Space ”(“O”) zones next to the Ecological Area (EA).</p> <p><i>Ecological Importance of Lok Ma Chau Loop and Deep Bay Area (R2, R4 to R6)</i></p> <ul style="list-style-type: none"> <p>R2 stated that the Study on the Ecological Value of Fish Ponds in the Deep Bay Area and the Town Planning Board Guidelines TPB PG-No. 12C have recognized the high ecological importance of the fishponds and wetlands in the Deep Bay area. Lok Ma Chau Loop (surrounded by the Wetland Conservation Area (WCA)) is an intrinsic part of the Deep Bay wetland system. The Lok Ma Chau Loop development would threaten the Deep Bay wetland ecosystem and lead to an irreversible impact. However, the OZP, its Explanatory Statement (ES) and the Town Planning Board Paper underplay the ecological and conservation importance of the area and provide an inaccurate picture of the current situation of the Lok Ma Chau Loop.</p> <p>R5 considered that the Lok Ma Chau area is of environmental and ecological value. There are important ecological resources including reedbeds, fishponds, wetlands and river courses surrounding the Lok Ma Chau Loop. R6 commented that the Lok Ma Chau Loop is an area of very high ecological and</p> 	<ul style="list-style-type: none"> <p>The Lok Ma Chau Loop is intended to be developed as IT Park which is essential to meet the future economic development of Hong Kong. In formulating the development framework for the Lok Ma Chau Loop development, an “avoid-minimise-mitigate” approach on the potential environmental impacts has been adopted. Environmental issues of the Lok Ma Chau Loop development including ecology, landscape and visual quality, noise and air quality have been fully assessed under the LMCL P&E Study. The OZP has already incorporated the recommendations of the approved Environmental Impact Assessment (EIA) report, amongst others, the EA for provision of compensation reedbeds, the 50m-wide buffer zone, in-situ preservation of existing reedbed and the low to medium-rise building height profile.</p> <p>The object of the OZP is to indicate the broad land use zonings and major transport networks for the Lok Ma Chau Loop so that the development within the area can be put under</p>

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>conservation importance. It provides important habitat for the Eurasian Otter which is a rare species. R4 commented that it is unwilling to see a “Development first, preserve later” approach to be adopted in this ecologically sensitive area.</p> <p><i>Ecological Corridor and Birds' Flight Path (R2, R3 and R4)</i></p> <ul style="list-style-type: none"> • R2 commented that Lok Ma Chau Loop development would fragment the Deep Bay wetland system. The WCA together with the Lok Ma Chau Loop currently provide an ecological corridor of about 800m to 1.5km wide (Drawing H-1). However, after the Lok Ma Chau Loop development, the width of the corridor would be reduced to about 300m to 500 m (i.e. about 60% reduction). The proposed EA of 100m wide is insufficient and the flight line of the birds and ecological connectivity between the fishponds and wetlands would be adversely affected. • Both R3 and R4 commented that the building height of the development should be reduced. According to 	<p>statutory planning control. The ES attached to the OZP is intended to assist an understanding of the OZP. It reflects the planning intentions and objectives for various land use zonings of the OZP. The relevant Town Planning Board paper has highlighted the key features and various zonings of the OZP to facilitate the Town Planning Board (the Board)'s consideration of the OZP.</p> <ul style="list-style-type: none"> • The approved EIA report has examined and assessed the possible impacts on the ecological connectivity and flight path of birds. As discussed in the approved EIA report (section 12.7.7), the primary potential fragmentation impacts concern the birds' flight line corridor and mammals in particular Eurasian Otter. According to the approved EIA report, the areas unaffected by the development comprised EA (100m wide), its buffer (50m wide), Old Shenzhen River Meander (Lok Ma Chau meander) (~50m wide) and the adjacent fish ponds (~100m - 300m wide) (Plan H-2). Majority (83%) of bird-flights fall within this unaffected portion and will not be impeded while the 17% affected bird-flights are predicted

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>the EIA report, there were flight lines above the Lok Ma Chau Loop core area and the flight lines being affected ranged from 4% to a maximum of 41% (Plan H-9). R4 considered that with the improvement of the water quality of the Shenzhen River, the bird species richness and abundance in the northwestern section of the Lok Ma Chau Loop along the Shenzhen River will be increased. R4 proposed that the optimal building height along the Shenzhen River (Plan H-5) should be in a stepped height design of which is low, low-to-medium and medium rise (ranging from 14mPD to 54mPD). Lower rise buildings will benefit bird use along the river and provide a wider and an alternative corridor at the Shenzhen River.</p>	<p>to re-route to fly over this unaffected area and the airspace above the buildings of lower height adjacent to the buffer zone (section 12.7.7.1 of EIA report). As such, with preservation of a continuous 300 to 500m wide undisturbed natural habitat of flight line corridor and gradation of building height profile from 14mPD in the area closest to the EA to 46 mPD in the central part and 54 mPD in the western corner (Plan H-5), it is confirmed that the adverse residual impacts on flight path of birds are of low severity.</p> <ul style="list-style-type: none"> • In addition, the continuous 300 to 500m wide undisturbed natural habitat could also serve as foraging areas for mammals, in particular provide sites for use as holts/ natal dens for Eurasian Otter. As such, it could provide ecological connectivity between the fishponds in Ma Tso Lung and Hoo Hok Wai to the northeast of Lok Ma Chau Loop, and the rest of Deep Bay wetland system to the southwest of Lok Ma Chau Loop, for flight line corridor and mammals, in particular Eurasian Otter. For the adjacent fish ponds, they fall within the "CA" and "CA(1)" zones on the San Tin and Ma Tso Lung and Hoo Hok Wai OZPs. Any

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p><i>Buffer Zone adjoining EA (R2 to R8)(Plan H-5)</i></p> <ul style="list-style-type: none"> • R2 to R6 requested a full <u>length</u> of buffer zone adjoining the EA (Drawings H-2 to H-5 and Plan H-1). They considered that the 50m-wide buffer zone is regarded as a compensation of reedbed and provides a movement corridor for birds and other wildlife animals. However, no buffer zone is indicated on “OU(Sewage Treatment Works)” (“OU(STW)”), “O” and “Government, Institution or Community” (“G/IC”) zones in Planning Areas 4, 6, 8, 12 and 13 (Plan H-3). It would adversely affect the flight corridor of migratory birds. 	<p>unauthorized land/pond filling would be subject to enforcement action by the Planning Authority.</p> <ul style="list-style-type: none"> • The approved EIA has assessed and recommended the location and width of the EA. The provision of the EA is Environmental Permit (EP)’s requirements, i.e. a statutory requirement under the EIAO. The permit holder should have to implement the measure and detailed design of the EA should be submitted and agreed with the relevant authorities prior to commencement of works. • According to the ecological impact assessment of the approved EIA report, the 12.78 ha EA (instead of the buffer zone) is used to compensate for the loss of 10.96 ha reed marsh and 0.50 ha of fresh water marsh due to the Lok Ma Chau Loop. By locating the EA along the south-eastern edge of the Lok Ma Chau Loop, it provides an area of undisturbed natural habitat suitable for protection of the flight line corridor. • Based on the approved EIA report, the 50m-wide buffer zone abutting the EA is required to mitigate the visual and noise

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<ul style="list-style-type: none"> • Regarding the <u>width</u> of the 50m-wide buffer zone, R3 commented that the EIA report failed to take into consideration the possible loss of fishponds adjacent to the Lok Ma Chau Loop due to unauthorized development. A wider buffer zone is important to ensure greater undisturbed flight path. • R2, R3 and R5 requested that <u>no development</u> should be allowed within the 50m-wide buffer zone. The EIA report stated that birds could tolerate building height of 14mPD as birds fly over village buildings of similar height. On this basis, buildings can be placed in the inner 25m-wide buffer zone in which developments should not exceed a building height of 14mPD whilst no building is allowed on the outer 25m-wide buffer zone immediately adjoining the EA (Plan H-5). However, the representers considered that the impact of the buildings could be underestimated as the source and nature of disturbance are different. Any building development within the buffer zone would cause pollution and disturbance to birds and other wildlife living in the buffer zone which is primarily set for habitat compensation. To avoid human disturbance to the wildlife habitat, no development should be allowed within the buffer zone. 	<p>disturbance impacts of the development. The buffer zone area forming part of the development site would be limited for low-density and low-rise development, with appropriate screen plantings. According to the approved EIA report, the 50m-wide buffer zone that allows only passive recreational activities and is extensively planted with vegetation, especially along the edge facing the EA, should be sufficient to minimize potential disturbance to EA and associated wildlife. In addition, planting of taller and denser trees will be carried out around individual buildings in the buffer zone in order to further shroud them from both the EA and the air. For the 25m-wide area farther away from the EA, development thereat is subject to a maximum building height of 14mPD. Whilst no buildings are allowed within the 25m-wide area abutting the boundary of the EA, there are opportunities for passive recreation activities (such as cycling, walking and running) for the IT Park users as long as the visual impact is suitably minimized.</p> <ul style="list-style-type: none"> • The approved EIA has assessed and recommended the length and width of a suitable buffer zone to mitigate the impacts to the EA.

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<ul style="list-style-type: none"> • R4 requested a statutory designation of a '25m-wide no-go stripe' in the "O" zone in Planning Area 8 (Plan H-3) abutting the EA so as to keep people away from the EA. • R6 - The Ecological Zone mentioned in the ES should include both the EA and the 50m-wide buffer strip abutting the EA. • R7 and R8 specifically object to the "OU(Research and Development, Education, and Cultural and Creative Industries)"("OU(R&D, Edu and C&C)") and "O" zones next to the EA. They considered that there should be a 'buffer zone' between EA and zones for recreation and development. <p><u>Zoning</u></p> <ul style="list-style-type: none"> • R4 and R6 commented that the buffer zone falls within the "OU(R&D, Edu and C&C)" zone with planning intention and schedule of uses allowing development is not appropriate. R2, R4 and R6 requested that the buffer areas should be designated for specific land use zoning for nature conservation/ecological protection. <p>R6's Proposal (Plan H-1)</p> <p>(a) The 'internal 25m-wide buffer zone' (i.e. farther away</p>	<p>The provision of the EA and the 50m-wide buffer zone for the EA are EP's requirements, i.e. a statutory requirement under the EIAO. The permit holder should have to implement these measures and detailed design of the EA and the buffer zone (including planting proposal) should be submitted and agreed with the relevant authorities prior to commencement of works.</p> <p><u>No buffer zone within "OU(STW)", "G/IC" & "O" zones</u></p> <ul style="list-style-type: none"> • Regarding impact on flight paths due to the sewage treatment works (STW) and electricity substation, the 15mPD (approximately 8-9m above ground level) STW in Planning Area 4 is similar to that (14mPD) in the buffer zone, while for the 25mPD electricity substation in Planning Area 6 (Plan H-3), given that the width of natural habitat next to the proposed electricity substation is wider than elsewhere along the Old Shenzhen River Meander (Lok Ma Chau Meander), it is considered that any impact from a higher building height will be offset by the greater width of undisturbed adjacent habitat available (according to section 12.7.7.1 of the approved EIA report).

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>from the "OU(EA)" zone should be designated for "OU(Ecological Buffering with Low-rise and Low-density Development only)" zone.</p> <p>(b) The 'external 25m-wide buffer zone' (i.e. abutting the "OU(EA)" zone) should be designated either for "Conservation Area" or "OU(Ecological Buffering only)" zones.</p> <p>(c) To review the uses always permitted in the proposed zones to avoid those uses that would cause disturbance/impacts upon the "OU(EA)" zone.</p>	<ul style="list-style-type: none"> Regarding the "O" zone at Planning Area 8, it is intended, amongst others, for the retention of the existing reedbed in-situ as requested by the Advisory Council on the Environment Environmental Impact Assessment Subcommittee (ACE EIA Subcommittee). As recommended by the ACE EIA Subcommittee, the retained reedbed at the site should be integrated into the design of the open space in Planning Area 7 in the northwest and the EA immediately in the southeast for conserving the existing reedbeds and provide passive leisure and amenity space for the Lok Ma Chau Loop user. The recommendations have been incorporated into the ES and would be taken into account in working out the detailed design of the open space. <p><u>Zoning of Buffer Zone</u></p> <ul style="list-style-type: none"> For land use zoning, the buffer zone forms part of the development sites which are planned for 'R&D, Edu and C&C' uses. The detailed requirements on the disposition of buildings, building height and screen planting, etc. have been stipulated in the ES. Detailed layout of the development to be indicated on the master plan should be based on the EP, approved EIA,

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p><i>Retention of the Existing Reedbed (R2)</i></p> <ul style="list-style-type: none"> • R2 stated that the retention of the existing reedbed 	<p>the OZP and the LMCL P&E Study.</p> <ul style="list-style-type: none"> • As buffer zone itself does not have high ecological value, the proposed conservation zoning is considered not appropriate. The “OU(Ecological Buffering with Low-rise and Low-density Development only)” and “OU(Ecological Buffering only)” zones proposed by R6 do not reflect the planning intention/land use proposal for the concerned area. • The Ecological Zone mentioned in the ES is to compensate the reedbed affected by the development for preservation of the biodiversity of the area and provide a buffer contributing to a transition between the surrounding rural landscape and the Lok Ma Chau Loop so as to further mitigate potential impact generated by the low-rise buildings on ecologically sensitive areas. The 50m-wide buffer is to mitigate the visual and noise disturbance impacts of the development to the EA. • According to the EIA report, the ecological value of the existing reedbeds in Lok Ma Chau

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>should not be considered as ‘an enhancement to the overall ecological/landscape value of the Loop’ as stated in the ES.</p> <ul style="list-style-type: none"> • Instead of designating the reedbed as “O” zone, the area should be designated for a conservation zoning to reflect its conservation value and to prevent the area from developing into a heavily landscaped open space. <p><i>Development Intensity of the Lok Ma Chau Loop Development (R2 and R3)</i></p> <ul style="list-style-type: none"> • Both R2 and R3 commented that the proposed Lok Ma Chau Loop development with a plot ratio of 1.37 is too high as compared with the proposed/planned development (with plot ratio lower than 0.4) in the 	<p>Loop is compromised by its uniform age, fragmentation and lack of structural diversity and open water. Loss of reedbeds would be adequately compensated by the EA of about 12.78 ha. Nevertheless, about 3 ha of existing reedbeds in the EA and the amenity area would be retained (Plan H-10) in response to the comments of the ACE EIA Subcommittee. The retention of the existing reedbed will be hydrologically linked to the EA which will have positive contribution towards enhancing the ecological/landscape values of the area. As per the ACE EIA Subcommittee’s recommendations, the ES of the OZP has highlighted the integration of the reedbeds into the design of the open space with the use of native planting and non-intrusive boardwalk. In view of the above, the proposed conservation zoning for the existing reedbed is not justified.</p> <ul style="list-style-type: none"> • The Lok Ma Chau Loop is located in a transition zone between the highly urbanized commercial/residential development in Shenzhen and the rural hinterland of Hong Kong. Taking into account various considerations, amongst others, the locational advantages, optimum use of land

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>surrounding areas. R2 further commented that the proposed building height up to about 54mPD (12 storeys) is too high comparing to the developments in Deep Bay area of 3-storey high and the development would introduce a population of 50,000 to 53,000. The traffic and the associated human activities would have adverse impacts on the surrounding natural habitats and wildlife. It would set an undesirable precedent for future medium to high-rise development in the Deep Bay area.</p> <ul style="list-style-type: none"> • R2 commented that there would be potential increase in water level along the Shenzhen River due to increase in flows from the land use changes. Development in the Lok Ma Chau Loop would increase the flooding risk in the area. 	<p>resources, ecological/ environmental considerations, the LMCL P&E Study had recommended a development framework with a maximum GFA of 1.2 million m² (plot ratio of 1.37) in the form of low to medium-rise buildings height profile. The EIA report have assessed various environmental issues (ecology, noise, air quality, landscape and visual quality, water quality, sewage, waste management, etc.) and identified the necessary measures to address/mitigate the potential adverse environmental impacts based on the recommended development framework. The EIA report was approved with conditions on 25.10.2013 pursuant to the Environmental Impact Assessment Ordinance (EIAO).</p> <ul style="list-style-type: none"> • Under the LMCL P&E Study, a drainage impact assessment had been carried out and various drainage works have been recommended for the proposed development. The assessment concluded that, with the implementation of the proposed drainage works, there would be no insurmountable drainage problem arisen from the Lok Ma Chau Loop development.

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p><i>Eastern Connection Road (ECR) (R2)(Plan H-7)</i></p> <ul style="list-style-type: none"> R2 considered it is not necessary to have two access points with one at the west and another at the east for the Lok Ma Chau Loop development. As the ECR has been taken out from the EIA report, it should not be written in the Notes of the draft OZP. <p><i>Development Pressure in Surrounding Areas (R2 and R5)</i></p> <ul style="list-style-type: none"> R2 and R5 raised concerns that the fishponds surrounding the Lok Ma Chau Loop are facing imminent development pressure with illegal land filling and destruction such as the fishponds in Lok Ma Chau and Hoo Hok Wai (Plan H-2). The Government should strengthen the enforcement actions. 	<ul style="list-style-type: none"> According to the TTIA of the LMCL P&E Study, the Western Connection Road alone will not be able to accommodate the traffic generated by the Lok Ma Chau Loop upon its full implementation. Whilst an ECR has been proposed to link with the proposed road network of the Kwu Tung North New Development Area, it was excluded from the approved EIA report and its environmental acceptability has yet to be established under the EIAO. The ES has clearly stated that the proposed ECR would be subject to further EIA Study upon review of traffic condition. The relevant information on the proposed ECR has been covered in the ES to facilitate an understanding of the Lok Ma Chau Loop development. The fishponds surrounding the Lok Ma Chau Loop mainly fall within the “Conservation Area” (“CA”) zone on the San Tin OZP and “Conversation Area (1)” (“CA(1)”) zone on the Ma Tso Lung and Hoo Hok Wai OZP (Plan H-2) and the planning intention is to conserve the ecological value of wetland and fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area. As filling of

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		<p>land/pond would have adverse environmental impacts on the area, planning permission from the Board is required for such activities. The "CA" and "CA(1)" zones have provided sufficient planning control over the area. Any unauthorized land/pond filling would be subject to enforcement action by the Planning Authority.</p>
<p>Comment Nos. TPB/R/S/LMCL/1-C1 to TPB/R/S/LMCL/1-C3 (C1 to C3)</p>		
<p>C1: Green Sense</p>	<p>C1 supports representations submitted by green groups (R2 to R6) for strengthening the conservation and reducing the development intensity of the Lok Ma Chau Loop development.</p> <p>C1 also submitted the following comments:</p> <ul style="list-style-type: none"> • A proactive conservation approach should be adopted. On the basis of the in-situ preservation of the existing reedbeds, 50% of the area should be retained for conservation purpose with the remaining 50% of area for development. Development should be restricted to the north and south of the reedbeds. • The necessity of the ECR is questionable. The proposed ECR which routes through the wetland and fishponds in Hoo Kok Wai would have significant adverse ecological impact. • According to the 'Information Digest of the LMCL P&E Study' released in 2015, the Lok Ma Chau Loop 	<ul style="list-style-type: none"> • See responses to the R2 to R8. <p>Retention of Fragmented Reedbeds</p> <ul style="list-style-type: none"> • According to the approved EIA, development of the Lok Ma Chau Loop would result in the loss of about 10.96 ha reed marsh. The EIA confirmed that habitat compensation in the form of a re-provisioned reed marsh of 12.78ha is most appropriate. The provision of a purpose-built area of compensatory reed marsh habitat in the EA facilitates more effective ecological enhancement and avoidance of fragmentation and disturbance impacts that might result if it was partially surrounded by development as proposed by C1. Such an approach allows not

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
	<p>is to be developed with higher education as the leading land use, complemented by high-tech research & development (R&D) and cultural & creative industries (C&C) taken into account the comments collected at the public engagement in 2008. The current proposal to develop Lok Ma Chau Loop as IT Park failed to respect the previous planning works and public comment received. It is not fair and justifiable.</p> <ul style="list-style-type: none"> • Whilst the IT Park would benefit Hong Kong and Shenzhen, the HKSAR Government will be responsible for constructing the infrastructure and development of the Lok Ma Chau Loop. This is not fair to Hong Kong people. • The existing Industrial Estates (IEs) and R&D facilities (such as the Hong Kong Science Park (HKSP), Cyberport) have not yet been fully developed. There is no need to develop the Lok Ma Chau Loop for R&D development. In the past, the Government had rezoned the sites in Cyberport and HKSP for residential development. 	<p>only compensation of the existing reed marsh but also facilitates enhancement of the value of this habitat by integrating this into a single, unfragmented, managed wetland in EA. Another important function of the EA is that it provides an undisturbed natural habitat for protection of the flight line corridor. This approach can allow more efficient utilisation for development of the available land area in the Lok Ma Chau Loop.</p> <p>ECR</p> <ul style="list-style-type: none"> • See responses on ECR above. <p>LMCL P&E Study</p> <ul style="list-style-type: none"> • In 2008, the governments of Hong Kong and Shenzhen conducted public engagement on the possible future use of the Lok Ma Chau Loop. The outcome indicated that higher education, high-tech R&D as well as well C&C use received more support by the public of both sides. Two stages of the public engagement had been conducted at the LMCL P&E Study and the public generally accepted the proposed land uses. As per the policy direction under the “Memorandum of Understanding on Jointly Developing the Lok Ma Chau Loop by Hong

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		<p>Kong and Shenzhen”, the Lok Ma Chau Loop would be developed for the three main uses of R&D, higher education and C&C as recommended under the LMCL P&E Study. While the development in the IT Park would still be subject to a maximum GFA of 1.2 million m², there could be a flexible allocation of gross floor area among the three uses where appropriate to meet the changing situation and needs of the economic development.</p> <p><i>Need of IT Park</i></p> <ul style="list-style-type: none">• According to ITC, the IT Park will complement existing technological infrastructures in Hong Kong, including the HKSP, Cyberport and IEs, etc. The IT Park is positioned to be a base for co-operation in scientific research involving top-tier enterprises, research institutions and higher education institutions, which could connect upstream and midstream research to downstream market, thereby further enhancing collaboration among the research, academic and industry sectors. High value added process including R&D, prototyping, product design and testing could be performed within the IT Park. With its geographical advantage, the IT Park could facilitate complementary co-operation

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		<p>with Shenzhen. On the other hand, the HKSP provides floor areas to support R&D and laboratories activities in the innovation and technology industry. The existing IEs or new IEs under planning are targeted for downstream manufacturing productions which demand higher space requirements.</p> <ul style="list-style-type: none">• The geographical location of the IT Park enjoys strategic advantages which can facilitate complementary co-operation with Shenzhen. With a massive area, the IT Park has great potential not only in providing R&D offices for technology companies, but also, through the key base for co-operation in scientific research as well as relevant higher education, C&C and other complementary facilities, taking the co-operation among the industry, academic and research sectors to another level.• Regarding the utilization situation of existing R&D facilities, the development of Phases 1, 2 and 3 of the HKSP has been completed and is currently under expansion. According to C for IT, with the expansion of the HKSP, the 22ha of land in Pak Shek Kok would be used up. As set out in the 2017 Policy Address, it is targeted

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		<p>to double the Gross Domestic Expenditure on R&D as a percentage of the Gross Domestic Product (from the current 0.73% to 1.5%) within the next five years. Thus, there is an imminent need for the IT Park in the Lok Ma Chau Loop for provision of additional floor space and facilities for R&D, higher education and C&C uses. For the IEs, over 95% of the land has been developed.</p>
<p>C2: Mr. Wright Fu C3: CK Mak</p>	<ul style="list-style-type: none"> • Both C2 and C3 support R2 to R8. They commented that the surrounding areas of Lok Ma Chau Loop are environmentally sensitive. Proper design and remediation measures are necessary to ease the negative impacts of the development. Yet, the necessity of Lok Ma Chau Loop development is questionable. In view of the rapid changes of social and economic situation, the Government should conduct public consultation on the development proposals. • C2 opposes R1 on ground that the rural parties would be benefited from the Lok Ma Chau Loop development. They would not question the development plan. 	<ul style="list-style-type: none"> • The approved EIA report has examined and assessed the potential ecological impacts of the Lok Ma Chau Loop development. With the implementation of mitigation measures, the ecological impacts will be acceptable. Two stages of the public engagement had been conducted at the LMCL P&E Study and the public generally accepted the proposed land uses. • According to ITC, the IT Park will attract top enterprises, universities and scientific research institutions from the Mainland and overseas to set up laboratories and branches for carrying out research projects. The IT Park will also promote small and medium start-ups to develop new enterprises and provide young people more

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		<p>opportunities for development and high-quality employment. This will help nurture talents and strengthen the competitiveness of both cities. As a “super-connector”, Hong Kong can bring new opportunities to the economy by fostering the exchange and cooperation of talents, capital and technology among Hong Kong, the Mainland and overseas. The Government’s rough estimation is that the IT Park will contribute about \$57 billion annually to Hong Kong’s economy and create around 50,000 jobs inside the IT Park.</p> <ul style="list-style-type: none"><li data-bbox="1352 842 2049 1177">• Development of the IT Park is a large-scale project and will be carried out in phases. The planning framework for the IT Park is for development of the three main uses, namely R&D, higher education and C&C uses. While the details of the uses are subject to further study, the uses would aim to meet the economic development of Hong Kong.<li data-bbox="1352 1235 2049 1437">• The OZP was exhibited for public inspection on 9.6.2017. During the exhibition period, a total of eight representations and three comments were received, including the representation from the San Tin Rural Committee (R1). The

Representations and Related Comments	Grounds and Proposals	Planning Department's Responses
		representations and comments will be considered by the Board.

~~could not be compromised. Given the Premises was not separated from the industrial uses located above by a buffer floor, the applicant was well aware that the applied uses would not be accepted under the prevailing regulations. Since no additional information and fire safety measures had been provided in the review application to address FSD's concern, there was no strong justification to depart from the MPC's decision.~~

86. After further deliberation, the Board decided to reject the application on review based on the following reason:

~~“the sports training ground is considered not acceptable in an industrial building from fire safety point of view.”~~

~~[Mr Lincoln L.H. Huang left the meeting at this point.]~~

Agenda Item 7

[Open meeting]

Consideration of New Draft Lok Ma Chau Loop Outline Zoning Plan

(TPB Paper No. 10283)

[The item was conducted in Cantonese.]

87. The Secretary reported that the proposed Hong Kong-Shenzhen Innovation and Technology Park (I&T Park) at Lok Ma Chau Loop (LMCL) would be developed and managed by the Hong Kong Science and Technology Parks Corporation (HKSTPC) and the following Members had declared interests on the item:

Mr K.K. Cheung]	their firm having current business dealings with
		HKSTPC
Mr Alex T.H. Lai]	

88. Members noted that Mr K.K. Cheung had tendered apologies for being unable to attend the meeting and Mr Alex T.H. Lai had left the meeting.

Presentation and Question Sessions

89. The following government representatives were invited to the meeting:

- | | | |
|----------------------|---|--|
| Ms Maggie M.Y. Chin | - | District Planning Officer/ Fanling, Sheung Shui & Yuen Long East, Planning Department (DPO/ FS&YLE, PlanD) |
| Mr Wallace W.K. Tang | - | Senior Town Planner/North, PlanD |
| Mr W.M. Au Yeung | - | Town Planner/Yuen Long East (2), PlanD |
| Mr Johann C.Y. Wong | - | Deputy Commissioner for Innovation & Technology, Innovation and Technology Commission (DCIT, ITC) |
| Mr Richard C.K. Chan | - | Senior Manager (Capital Works), ITC |
| Mr K.S. Chan | - | Senior Engineer/9 (New Territories West), Civil Engineering and Development Department (Sr Engr/9 (NTW), CEDD) |
| Mr K.W. Cheung | - | Senior Nature Conservation Officer (North), Agriculture, Fisheries and Conservation Department (AFCD) |
| Ms Y.N. Chan | - | Nature Conservation Officer (Yuen Long), AFCD |

90. The Chairman extended a welcome and invited DPO/FS&YLE to brief Members on the Paper. With the aid of a PowerPoint presentation, Ms Maggie M.Y. Chin, DPO/FS&YLE, briefed Members on the new draft Lok Ma Chau Loop Outline Zoning Plan (LMCL OZP), including its background, policy direction, location setting, traffic and transport connection, key features, land use proposals and implementation, as detailed in TPB

Paper No. 10283.

91. As the presentation of DPO/FS&YLE was completed, the Chairman invited questions and comments from Members.

Hong Kong/Shenzhen Co-operation

92. The Vice-chairman and some Members raised the following questions and comments:

- (a) how the development of the LMCL could achieve a synergy effect with the adjacent Shenzhen area in respect of innovation and technology (I&T) development;
- (b) the development on the northern side of Shenzhen River and in the area adjacent to the LMCL would have great implication on LMCL development. Whether there was any mechanism to ensure that the development on both sides of Shenzhen River would be complementary to each other; and
- (c) whether the relevant authorities in Hong Kong and Shenzhen had any plan to improve the water quality of Shenzhen River.

93. Mr Johann C.Y. Wong, DCIT of ITC, and Mr K.S. Chan, Sr Engr/9 (NTW) of CEDD, made the following responses:

- (a) Shenzhen had made notable progress in the I&T arena in recent years. In 2015, the value-add of emerging industries of strategic importance in Shenzhen already reached RMB 700 billion. While Shenzhen was very strong in productisation and manufacturing, Hong Kong still had its advantages in higher education and scientific research, as well as a sound legal system based on the rule of law which offered strong legal protection for intellectual property. The development of the LMCL, which enjoyed a strategic geographical location, would provide an

excellent opportunity to strengthen the co-operation of the two places. According to the “Memorandum of Understanding on Jointly Developing the Lok Ma Chau Loop by Hong Kong and Shenzhen” (MOU) signed between the Hong Kong and Shenzhen Governments, Shenzhen was planning to develop the area on the northern side of Shenzhen River and adjacent to the LMCL into an I&T zone, which in conjunction with the I&T Park in LMCL could collectively form a “Shenzhen-Hong Kong Innovation and Technology Co-operation Zone” to complement the strength of both places and realise the synergy effects;

- (b) under the MOU, a Joint Task Force on the Development of the Hong Kong/Shenzhen Innovation and Technology Park in the Loop (Joint Task Force), comprising the relevant authorities and personnel from both sides and chaired by the Secretary for Innovation and Technology, had been set up for studying and coordinating major issues arising from the development of the LMCL. The SAR Government would liaise with the Shenzhen authorities through the Joint Task Force to ensure that the development of the I&T zone and the I&T Park on both sides of Shenzhen River would be complementary to each other; and
- (c) medium and long term improvement measures had been proposed in another joint study by relevant authorities in Hong Kong and Shenzhen to improve the water quality of Shenzhen River. Bioremediation treatment would be carried out to mitigate the odour impact of Shenzhen River near the LMCL before the commissioning of the I&T Park.

Development Mix/Intensity

94. The Vice-chairman and some Members raised the following questions and comments:

- (a) given that adequate housing/staff quarters and supporting facilities were essential in attracting high-quality research and development (R&D)

companies and recruiting overseas and Mainland talents to the I&T Park, whether essential facilities including staff quarters/hostel and other supporting facilities such as international school would be provided in the I&T Park in order to attract overseas and Mainland talents;

- (b) noting that a number of local universities had already developed their own campus in the Mainland, whether there was a need to reserve such a considerable amount of land in the LMCL for education purpose;
- (c) the relatively low density development in the LMCL was considered appropriate. However, to cater for the future expansion of the I&T Park, whether consideration would be given to explore the possibility of increasing the overall development intensity so as to facilitate more intensive development in a less ecologically sensitive location;
- (d) whether feasibility of underground development had been explored to better utilize the land resources in LMCL; and
- (e) the target student population in the I&T Park, and whether sufficient land had been reserved for the provision of hostels to cater for their needs.

95. Ms Maggie M.Y. Chin, DPO/FS&YLE, and Mr Johann C.Y. Wong made the following responses:

- (a) the OZP provided a statutory land use framework to facilitate the development of the LMCL. Flexibility had been provided in the OZP to facilitate the provision of the required supporting facilities. Pursuant to the MOU, applied technical R&D would be the main purpose of the I&T Park, and this would be supplemented with facilities for higher education and the cultural and creative industries. HKSTPC/its subsidiary company responsible for the implementation of the I&T Park would conduct further studies on the positioning, mode of operations as well as superstructure planning of the Park and prepare a master plan for the LMCL development. Subject to the recommendation of the further

study, staff quarters/residential institutions and other supporting facilities could be planned at suitable locations to meet the needs of the working/student population;

- (b) to allow flexibility in the future land use of the LMCL, about 38.6ha (37%) of land had been designated as “Other Specified Uses” annotated “Research and Development, Education, and Cultural and Creative Industries)” (“OU(R&D, Edu & C&C)”) zone, with the intention to allow a flexible mix of development comprising research, design and development centre, creative industries, teaching and research facilities, offices, etc. to meet the development needs of the three main uses, namely, high-tech R&D, higher education and cultural & creative (C&C) industries;
- (c) the development intensity of LMCL with a gross floor area (GFA) of 1.2 million m² was proposed with planned infrastructure/supporting facilities under the Planning and Engineering Study on Development of Lok Ma Chau Loop (the P&E Study). Technical assessments such as transport and traffic impact assessment (TTIA) and environmental impact assessment (EIA) had been conducted. The EIA was approved by Environmental Protection Department (EPD) and the Environmental Permit (EP) was granted in November 2013. Should the HKSTPC/its subsidiary company considered it necessary to increase the development intensity subsequently, further technical assessments should be carried out to confirm the feasibility of the intensified development in accordance with the requirements of relevant ordinances;
- (d) underground car parks had been proposed for the two transport termini at the southwestern and northeastern ends of the LMCL as per the P&E Study. Subject to the further study by HKSTPC/its subsidiary company, underground developments could be explored with supporting technical assessments to meet the development needs of the I&T Park; and

- (e) as the development of the I&T Park was to establish a key base for co-operation between Hong Kong and Shenzhen in technical R&D and C&C industries, the higher education portion would focus on postgraduate research rather than undergraduate education. The main theme of the R&D should focus on applied research rather than fundamental research. Upon further study by the HKSTPC/its subsidiary company, student hostels, which were always permitted under the “OU(R&D, Edu & C&C)” zone in the OZP could be incorporated into the more detailed master plan to cater for anticipated needs.

96. Regarding the provision of land in the LMCL to cater for higher educational use, the Vice-chairman considered it necessary to provide flexibility in the future land use in order to cater for the expansion plan for the local universities in particular in the high-tech R&D field.

97. Noting some Members’ views on the need to allow flexibility in the building height restriction of the proposed development in LMCL, the Chairman drew Members attention to paragraphs 4.3 and 4.4 of the Paper that the building height profile was part of the ecological mitigation measures as set out in the approved EIA. While flexibility might be allowed in the design of future development, the building height profile, together with other ecological mitigation measures, should be included in the Ecological Mitigation/Habitat Creation and Management Plan to be submitted in meeting the EP requirements. For any proposed variation to the Plan, the EP holder shall submit a Revised Plan to EPD for approval.

Traffic and Transport Connections

98. The Vice-chairman and some Members raised the following questions and comments:

- (a) further elaboration on the connectivity between LMCL and the Shenzhen area/urban areas of Hong Kong;

- (b) the design of the dedicated direct link to the MTR LMC Station, and whether pedestrian walkway had been planned in the direct link; and
- (c) whether environmentally friendly transport system such as cycle track and segregated road system would be provided for both internal and external transportation of the LMCL.

99. Ms Maggie M.Y. Chin and Mr K.S. Chan made the following responses:

- (a) a TTIA had been undertaken under the P&E Study. For road transport, the LMCL would be connected with different parts of Hong Kong and the surrounding areas by two main roads, namely the Western Connection Road (WCR) and the Eastern Connection Road (ECR). The WCR would connect the LMCL to San Tin Highway while the ECR was proposed to link with the proposed road network of the Kwu Tung North New Development Area (KTN NDA), subject to further study. For rail transport, the LMCL users would have the choice of using the MTR LMC Station via the direct link or the proposed MTR Kwu Tung Station at KTN NDA;
- (b) a dedicated direct link between the southwestern part of the LMCL and the MTR LMC Station was proposed in the form of a viaduct for use by environmentally friendly transport facilities passing above San Sham Road alongside the existing LMC Spurline viaduct, subject to detailed design. According to the existing security policy and restriction in LMC Spur Line Control Point, pedestrian access between the LMCL and MTR LMC Station/LMC Spur Line Control Point was not allowed. Subject to future change in policy, the provision of a pedestrian walkway in the direct link could be explored so as to reduce road traffic; and
- (c) according to the P&E Study, road-based environmentally friendly transport mode might be introduced to serve the internal circular public transport route, and cycle tracks had been planned along the internal

roads and WCR to connect with the cycle network outside LMCL. CEDD would undertake further study on the internal and external transport connections and facilities, including park-and-ride facilities, cycle tracks, as well as road linkages with the existing and proposed rail stations and KTN NDA.

Building Design/Green Initiatives

100. The Vice-chairman and some Members raised the following questions and comments:

- (a) green building design and green initiatives should be adopted in the I&T Park as a showcase to demonstrate a sustainable development balancing development needs and ecological conservation;
- (b) a study should be carried out to examine the operational needs of the future R&D companies. Sufficient flexibility should be allowed in building design and height of the future developments within the I&T Park so as to meet the operational requirements of those companies; and
- (c) whether district cooling system and centralized refuse collection system had been considered and the electricity generated from renewable energy could be connected to the grid of the electricity company.

101. Mr Johann C.Y. Wong, Ms Maggie M.Y. Chin and Mr K.S. Chan made the following responses:

- (a) green building design and green initiatives were encouraged in the future development of the I&T Park to create a smart and green community. Further studies would be carried out on the feasibility of green and resilient infrastructure including renewable energy and water installations, reuse of treated effluent, etc.;

- (b) in order to increase building design flexibility, floor spaces which were interchangeable for office and laboratory uses had already been provided in the Hong Kong Science Park (HKSP) in Pak Shek Kok to cater for the operation needs of the R&D companies. Given the HKSTPC had experiences in operating and managing the HKSP, it was commissioned to undertake further study on the detailed planning and design of the I&T Park with a view to enhancing the operation efficiency of the future development; and
- (c) district cooling system and centralized refuse collection system were part of the green initiatives proposed under the P&E Study, the implementation of which would be subject to future detailed study. Two electricity substations had been planned in the I&T Park and the electricity generated from renewable energy could be connected to the grid of the electricity company in future.

Wind/Visual Corridors

102. Noting that the layout of LMCL was different from that on the Recommended Outline Development Plan (RODP), a Member asked if the wind/visual corridors recommended on the RODP had been maintained. Making reference to Plans 1 and 8 of the Paper, Ms Maggie M.Y. Chin said that the major east-west amenity/activity corridor in the central part of the LMCL on the RODP would be designated as “Open Space” on the draft OZP for the provision of outdoor open-air public space for recreational use. It would also be linked and integrated with the retained reedbed and the Ecological Area. The major northeast/southwest breezeway on the RODP was proposed as a Pedestrian Boulevard to serve as a major activity corridor, subject to further study. The other east-west visual corridors/breezeways on the RODP could be provided in the form of local open space subject to further study by the HKSTPC/its subsidiary company. The ES of the OZP had provided an urban design and landscape framework on wind/visual corridors as well as building height profile, on the basis of which further studies on effective wind enhancement measures could be carried out at the detailed design stage. Other local breezeways/air paths could also be incorporated in the form of local open space, road, green walkways, pedestrian streets,

tree-lined avenues and boulevards linkage.

Boundary Crossing Facilities/Arrangement

103. The Vice-chairman and some Members raised the following questions and comments:

- (a) whether land had been reserved in the LMCL for the future direct linkage to Shenzhen;
- (b) in anticipation that some future working/student population of the I&T Park would be living in Shenzhen, whether there was any measure to facilitate their daily commuting;
- (c) whether private cars could use the dedicated direct link, and how the vehicles from Shenzhen could access the I&T Park; and
- (d) whether the existing Boundary Patrol Road, which was zoned “Open Space” on the OZP, would be open for public use.

104. Ms Maggie M.Y. Chin and Mr K.S. Chan made the following responses:

- (a) land had been reserved in the north-eastern part of LMCL for the possible boundary crossing facilities, subject to further study, to facilitate people flow and interaction between the two places;
- (b) as LMCL was located in Hong Kong, people commuting between Hong Kong and Shenzhen should follow the existing boundary control arrangement and the relevant legislations of the two places. The origin of the workers of the I&T Park would depend on the recruitment requirements and profile of the companies to be established in the I&T Park. For the existing HKSP at Pak Shek Kok, it was estimated that more than 70% of the working population were from Hong Kong, about 10% were from Mainland and the remaining were from overseas;

- (c) private cars would not be allowed to use the dedicated direct link between the LMCL and the MTR LMC Station/LMC Spur Line Control Point. Vehicles from Shenzhen could access I&T Park via the planned WCR; and
- (d) Boundary Patrol Road, which was an existing road along the bank of Shenzhen River and mainly used for patrol purpose, would not be opened for public use in future.

Implementation Programme

105. In response to a Member's question on the implementation programme for the I&T Park, Mr Johann C.Y. Wong said that site formation works and the provision of infrastructures would be carried out in phases. It was anticipated that the first site would be handed to the HKSTPC/its subsidiary company in around 2021. There was no definite implementation programme for the LMCL development. However, reference could be made to the development of HKSP (about 22ha) which was developed in three phases with a timespan of about 10 years. The Chairman added that given the construction works would normally take three to four years, it was expected that the first batch of companies could move in the I&T Park in about 2024/25. According to the phasing plan, the western part of the I&T Park would be developed first due to its proximity to MTR LMC station.

106. Mr Raymond K.W. Lee, Director of Planning, said that the Hong Kong and Shenzhen Government had discussed LMCL development for years. In 2008, the 'Hong Kong-Shenzhen Joint Task Force on Boundary District Development' agreed that both sides would undertake a joint study on planning, environmental and engineering feasibility for development of LMCL and extensive public engagement exercise on future land use of LMCL was undertaken in Hong Kong and Shenzhen. In 2009, the P&E Study was commissioned. According to the RODP of the P&E Study, the planned infrastructures and facilities for LMCL could support development of higher education, high-tech R&D and C&C industries up to a maximum GFA of 1.2 million m². Under the MOU signed between Hong Kong and Shenzhen in January this year, LMCL would be developed as the I&T Park. While the HKSTPC would commission further study on the detailed planning and design of the I&T Park, the OZP was prepared to provide a statutory planning framework to enable

early implementation of infrastructure works for the development. The OZP was prepared based on the recommendations of the P&E Study. It aimed to provide flexibility in terms of land use zoning and mix of development, with the development parameters set out in the Explanatory Statement (ES) instead of the Notes of the OZP. The HKSTPC would take account of the development parameters and urban design framework as set out in the ES in conducting further study on the detailed development mix and building design to meet future market demand.

107. A Member considered that the current draft OZP, which provided a broad land use framework with detailed design of the I&T Park to be controlled through the submission of master plan under the lease, was appropriate.

108. Members noted that the development of the I&T Park was essential to the future economic development of Hong Kong. Given its large-scale development and long development timespan, flexibility should be provided to allow future developments to suit the changing circumstances.

[Mr Sunny L.K. Ho, Mr H.F. Leung and Mr C.W. Tse left the meeting during the question and answer session.]

109. After deliberation, Members agreed that:

- (a) the draft Lok Ma Chau Loop OZP No. S/LMCL/E (to be renumbered as S/LMCL/1) and its Notes (Annexes I and II of Appendix A of TPB Paper No. 10283) were suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the ES (Annex III of Appendix A of TPB Paper No. 10283) was suitable to serve as an expression of the planning intentions and objectives of the Board for various land use zonings of the draft Lok Ma Chau Loop OZP and that the ES should be issued under the name of the Board and published together with the draft OZP.

110. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before its publication under the Ordinance. Any major revision would be submitted for the Board's consideration.

111. The Chairman thanked the government representatives for attending the meeting. They left the meeting at this point.

~~**Agenda Item 8**~~

~~[Open Meeting]~~

~~**Any Other Business**~~

~~[The item was conducted in Cantonese.]~~

~~112. There being no other business, the meeting was closed at 4:50 p.m.~~

**Summary of Comments of the San Tin Rural Committee, Yuen Long District Council,
Sheung Shui District Rural Committee and North District Council
on the Lok Ma Chau Loop Outline Zoning Plan
and Government's Responses made at the Meetings**

San Tin Rural Committee (STRC)
<i>Major comments</i>
<p>STRC supports the OZP and the development of IT Park and has the following comments.</p> <p>(a) With the implementation of the Lok Ma Chau Loop development, the surrounding areas should also be developed and their development potential should be unleashed.</p> <p>(b) The Government should pay attention to the transport connection of the Lok Ma Chau Loop to the surrounding areas and solve the existing traffic congestion problem of the surrounding areas. In particular, the Government should consider road connection between Lok Ma Chau Tsuen and Lok Ma Chau Loop so as to alleviate the traffic congestion problem. It is also concerned that Ha Wan Tsuen East Road would be overloaded if this single lane road is used as the temporary access for construction works of the Lok Ma Chau Loop development.</p> <p>(c) The frontier closed area in Lok Ma Chau area should be opened. For the closed area at the Lok Ma Chau Spur Line Control Point which currently only allows access of buses and taxis, free access should be allowed for villagers.</p> <p>(d) There is concern on whether relevant Government departments would communicate with villagers before the commencement of construction works in order to ensure the works would not affect the daily lives of villagers.</p>
<i>Major responses of the Government</i>
<p>(a) The “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (“Hong Kong 2030+”) has proposed a strategic planning framework for the New Territories North, in which three Potential Development Areas have been proposed. The San Tin/Lok Ma Chau area is in proximity to the Lok Ma Chau Control Point and Lok Ma Chau Spur Line Control Point and is an important gateway of the area. The “Railway Development Strategy 2014” also proposed to construct the Northern Link which passes by San Tin area and connects with the East Rail and West Rail. The San Tin/Lok Ma Chau Development Node covers a development area of about 175ha. It is initially proposed to accommodate 55,000 residents and provide 80,000 jobs, subject to detailed study. The “Hong Kong 2030+” has also proposed to develop New Territories North by building new communities, providing job opportunities, and at the same, improving the living environment of existing communities.</p> <p>(b) The Government will carry out detailed study on the implementation of the works and consider holistically both temporary and long term traffic arrangement of the area. The traffic condition during the implementation stage would be monitored so as to minimize the traffic impact of the proposed development in the Lok Ma Chau Loop to the area.</p> <p>(c) Taken into account the development needs of the area, the issues related to frontier</p>

closed area and boundary control points would be considered by relevant Government bureaux/departments, when appropriate.

- (d) The Government will communicate with and consult district council(s), the STRC and villagers on the implementation works.

Yuen Long District Council (YLDC)

Major comments

YLDC generally supports the IT Park development and has the following comments.

- (a) The innovation and technology development in Hong Kong is lagging behind as compared with other regions. The Government has not paid much attention on innovation and technology development. The Lok Ma Chau Loop development can capitalize the advantages of Hong Kong, Shenzhen and other nearby cities and create synergy for innovation and technology development.
- (b) At present, there is traffic congestion at Lok Ma Chau Road and area near Lok Ma Chau Spur Line Control Point. The traffic connection problem of the surrounding area should be tackled.
- (c) The Government should consider unleashing the development potential of the land near the Lok Ma Chau Loop to tie in with the development of Hong Kong and Mainland as well as solve the problem of land insufficiency in Hong Kong. As it is expected that the Lok Ma Chau Loop would accommodate about 50,000 planned working/student population, there is a need to change the land use of the surrounding areas to provide supporting facilities such as office, shops, residential facilities and other general service industries for the Lok Ma Chau Loop development.
- (d) It is concerned that the Notes of OZP have included uses that may not be in line with the IT Park development. For example, 'Flat' use appears in the Notes of "Commercial", "Government, Institution or Community" and "Other Specified Uses" annotated "Research and Development, Education, and Cultural and Creative Industries" zones. If the Town Planning Board (the Board) approves planning application for 'Flat' use, it is likely that a large portion of land may be used for residential development. It is concerned that the Lok Ma Chau Loop development would eventually become a real estate project.
- (e) The Government should strengthen communication with the local communities especially at the initial stage of construction works so as to understand the potential nuisance of the works to the residents and propose mitigation measures to minimize the nuisance.
- (f) YLDC passed a motion to urge the Government to consider unleashing the development potential of the private land in the surrounding areas and improving transport connection of the San Tin area, to tie in with the Lok Ma Chau Loop development. The Government is urged to incorporate these and STRC's comments in the OZP and revert to YLDC.

Major responses of the Government

- (a) The considerable land area of the Lok Ma Chau Loop provides a good opportunity for the development of the innovation and technology industry in Hong Kong. Based on

the existing research strengths and development needs of Hong Kong, potential areas for development that could be considered include robotics, biomedicine, smart city and Fintech. However, due to the rapid advancement of technology, these development areas will have to be further reviewed with regard to the situation and needs of the latest economic developments at that time. The Hong Kong Science and Technology Parks Corporation (HKSTPC) will set up a wholly-owned subsidiary company responsible for the overall planning and operation of the IT Park while the Government will monitor the development and provide policy support.

- (b) The Lok Ma Chau Loop will be connected with different parts of Hong Kong and the surrounding area by two main roads, namely the Western Connection Road (WCR) and the Eastern Connection Road (ECR). The WCR, via widening/upgrading the existing Lok Ma Chau Road and Ha Wan Tsuen East Road will connect the western part of the Lok Ma Chau Loop to San Tin Highway. The ECR is proposed to link with the proposed road network of the Kwu Tung North New Development Area (KTN NDA). The environmental acceptability of the proposed ECR has yet to be established and a separate Environmental Impact Assessment (EIA) study under the EIAO would need to be carried out upon review of the traffic condition after operation of the first phase of the Lok Ma Chau Loop development.
- (c) According to the “Hong Kong 2030+”, the Lok Ma Chau Loop is one of the development node along the “Eastern Knowledge and Technology Corridor” which also includes the R&D development in the KTN NDA. The Government has also designated San Tin and Lok Ma Chau area as one of the Potential Development Areas. This Potential Development Area covers a development area of about 175ha, providing about 80,000 jobs and accommodating about 55,000 population.
- (d) Among 87.7ha of land area of the Lok Ma Chau Loop, about 38.6ha of land is designated for R&D, education, and C&C use. The IT Park would not be developed as a private residential project and the only residential use that may be developed would be staff quarters which provide accommodation for R&D staff as well as the staff and students of relevant higher education institutions.
- (e) The Government is happy to communicate with local people and villagers in respect of the implementation works.
- (f) The Government has commenced the statutory planning process for the Lok Ma Chau Loop development and will relay the comments of YLDC members to the Board. YLDC members are welcomed to provide further views to the Board during the public inspection period of the OZP.

Sheung Shui District Rural Committee (SSDRC)

Major comments

SSDRC supports the OZP and the development of IT Park and has the following comments.

- (a) While Lok Ma Chau Loop will be developed, the private land in the surrounding areas such as Ma Tso Lung and Hoo Hok Wai is designated for conservation and development is not allowed. It is unfair to the concerned villagers living there. It is hoped that the land value of these areas can be optimized by means such as developing low density Eco-lodge use in Hoo Hok Wai area. The Government should also consider resuming

the concerned land near wetland for holistic planning and development.

- (b) The traffic of North District and in particular in Castle Peak Road are already very congested. The traffic problem would be worsened when the implementation works of the Kwu Tung North & Fanling North New Development Areas is commenced. The Government should construct new roads before any development. In view of the development of Lok Ma Chau Loop, Kwu Tung North & Fanling North New Development Areas and Queen's Hill, the Government should consider constructing road connecting the entire North District and introducing Light Rail to cope with the additional population. A direct road from Kwu Tung North to the Lok Ma Chau Loop should also be considered.

Major responses of the Government

- (a) On strategic planning level, the "Hong Kong 2030+" has proposed a strategic planning framework for the New Territories North which includes the San Tin/Lok Ma Chau Development Node, Northern Economic Belt for suitable warehousing, R&D, modern logistics and New Territories New Towns providing living space and about 130,000 job opportunities. Apart from development, the green-blue assets such as fish ponds, river channels and country parks, etc should also be conserved. On district planning level, landuse planning is set out in the outline zoning plans, with an aim to balance development and conservation. For example, there is an area zoned for Eco-lodge in the Ma Tso Lung and Hoo Hok Wai Outline Zoning Plan, for low rise and low density resort-type residential use at appropriate locations.
- (b) A Transport and Traffic Impact Assessment (TTIA) has been carried out for the future development of the Lok Ma Chau Loop. In the TTIA, widening/improvement of existing Lok Ma Chau Road and Ha Wan Tsuen East Road as well as ECR (subject to detailed study) have been proposed. Relevant Government departments have proposed road improvement measures to cope with the new development areas and the future development of the Fanling/Sheung Shui New Town.

North District Council (NDC)

Major comments

NDC generally supports the Lok Ma Chau Loop development and has the following comments.

- (a) There is no clear policy direction and support for innovation and technology development in Hong Kong. The IT Park development would not solve the problems encountered when developing innovation and technology in Hong Kong.
- (b) With the additional population of the future Northeast New Territories New Development Areas and New Territories North development, there is a need to solve the problems on traffic and employment of local residents. While the future residents of the KTN NDA could commute to the Lok Ma Chau Loop for work via the ECR, it is concerned that the development of the concerned road may not tie in with the development of the New Development Area as it is still subject to detailed study.
- (c) According to the OZP, a large portion of land is zoned for R&D, education, C&C use. However, there is no residential development proposed in the area to facilitate people to invest and work at there. As the location of Lok Ma Chau Loop is remote, it may be difficult to attract local and Mainland people to work there.

- (d) It is suggested designating part of the area of the “Commercial” zone for ‘Hotel’ use so as to promote development of commercial and cultural industries, attract visitors and provide job opportunities to the local residents.

Major responses of the Government

- (a) The development of innovation and technology requires support of both policy and hardware facilities. While other countries in the world are now playing an active role in the development of innovation and technology with a view to promoting economic growth, the innovation and technology development in Hong Kong in recent years is getting flourished and there are currently about 30,000 talents working in the industry. The Lok Ma Chau Loop development can provide different hardware facilities for the development of innovation and technology industry in order to capture future opportunities and trends for the industry.
- (b) WCR is proposed to mainly to serve the first phase of the Lok Ma Chau Loop development. Subject to the future development need and a separate EIA study, the feasibility of developing the ECR would be considered.
- (c) The OZP has reserved land for possible boundary crossing facility in order to facilitate talents working in Lok Ma Chau Loop.
- (d) According to the OZP, ‘Hotel’ use is always permitted within “Commercial” zone. The detailed land use and development phasing of the area would be subject to detailed study by the HKSTPC.

Extract of the Minutes of the Meeting of Yuen Long District Council held on 27.6.2017

丹桂村居民商討有關賠償的安排。

86. 主席表示，所有議員已經在第二輪發言表達意見，他不打算再邀請部門回應，因為相信他們的答案亦不會不同。他總結表示，元朗區議會對有關發展計劃一致表達反對的意見。元朗區議會並非反對政府所有發展計劃，事實上，區議會十分支持政府興建更多房屋。可是，若部門急於求成，沒有好好規劃及設法解決地區的交通問題，實在難以獲得區議會的支持，他希望部門明白「欲速則不達」的道理。有關交通改善措施方面，政府沒有考慮興建任何新道路。剛才回應議員的查詢時，表示有關項目的車輛自北行可經青山公路，而向南行則可經朗天路。可是有關道路現時每天早上都會出現交通擠塞的情況，若再增加車輛流量，有關道路根本無法負荷。因此，議員只好就有關交通問題表示反對。有兩點希望部門留意，丹桂村現時仍然有不少民居，但是在剛才的介紹中似乎沒有交代如何安置及補償受發展影響的居民，因此亦引起有關居民的反對。另外，部分發展區位於「綠化地帶」，亦有議員堅決反對將「綠化地帶」改劃為住宅用地。他希望有關部門可以將這些意見如實地向城規會反映，不要只向城規會表示已經諮詢區議會，但沒有交代清楚有關意見。最後，他感謝部門及顧問公司的代表出席會議。

（副主席代主席主持會議）

**第七項：《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》
（區議會文件 2017／第 37 號）**

87. 副主席請議員參閱第 37 號文件，內容是規劃署、土木工程拓展署及創新科技署徵詢議員對《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》及其《註釋》和《說明書》（附錄 I 至 III）的意見，以及請議員參閱在席上傳閱的新田鄉鄉事委員會的信。

88. 副主席歡迎以下部門代表出席會議：

創新科技署

助理署長（基礎設施及品質事務）

鄧智良先生

規劃署

粉嶺、上水及元朗東規劃專員

錢敏儀女士

城市規劃師/元朗東 2

歐陽允文先生

土木工程拓展署

總工程師/新界西 1（新界西）

劉永錦先生

高級工程師/9（新界西）

陳健信先生

89. 錢敏儀女士介紹《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》文件的內容。

90. 副主席表示，就本議題收到一個席上提出的動議，由文光明議員及文炳南議員, MH 提出，並獲張木林議員、程振明議員、趙秀嫻議員, MH、周永勤議員、郭慶平議員、郭強議員, MH、黎偉雄議員、劉桂容議員、梁福元議員、呂堅議員、馬淑燕議員、麥業成議員、蕭浪鳴議員、鄧焯謙議員、鄧卓然議員、鄧慶業議員, BBS、鄧瑞民議員、鄧鎔耀議員、黃卓健議員、黃煒鈴議員、楊家安議員、姚國威議員及袁敏兒議員和議。動議的全文如下：

「就有關大會文件第 37 號《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》地區諮詢，地區意見大致如下：—

- (1) 強烈要求政府考慮釋放周邊私人土地以配合落馬洲河套地區（河套地區）發展。
- (2) 迫切改善新田地區的交通配套設施以配合河套地區發展。

上述題述意見及當區新田鄉事委員會所作的意見能放入分區計劃大綱草圖說明然後再到元朗區議會作討論。」

91. 副主席表示，此項議程將與動議合併討論，有關議程涉及新田鄉的發展，因此會讓當區鄉事委員會主席文炳南議員及當區議員文光明議員先發言，然後再讓其他議員發表意見。

92. 文炳南議員, MH表示，土木工程拓展署和規劃署的代表曾就有關河套地區的發展計劃到新田鄉事委員會進行諮詢。他認為區內持份者的要求很簡單，大家同意發展科技是必須的，因為科技發展可以為學生帶來出路，更何況香港現時的科技發展比深圳落後。他對發展河套地區只有兩個要求：第一，解決交通配套的問題，現時落馬洲路的交通擠塞情況嚴重，他已經多次在區議會轄下的交通及運輸委員會反映意見，因此不再重覆有關內容。現時落馬洲支線口岸交通嚴重擠塞，的士無法駛進口岸。第二，希望政府釋放河套地區附近土地。他表示自己沒有在該區附近擁有土地。就錢敏儀女士介紹的內容，他認為河套地區像一個獨島，彷彿與外界沒有任何接觸，在諮詢文件中亦沒有提及該區近深圳一帶的發展詳情。他同意黎偉雄議員的說法，為何不發展「綠化地帶」及郊野公園邊陲的土地。現時香港缺乏土地興建房屋，但政府只考慮在元朗區增加人口，政府為何不釋放河套地區的土地以配合中港兩地的發展。若政府可以釋放河套地區附近的土地，

他相信可以有效解決香港現時土地不足的問題。

93. 文光明議員表示，很高興香港政府可以在河套地區發展科技項目。他認為發展尖端的「港深創新及科技園」(創新及科技園)，交通是首要考慮的因素。與洪水橋的發展一樣，新田和落馬洲的交通只有一條主要道路，可是落馬洲路現時水洩不通，剛才文炳南議員亦有提及有關情況。現時落馬洲支線車站的選址，可能是當年一個錯誤的安排，因為完全沒有顧及地區道路網絡的負荷能力。現時剛訂下河套地區的發展計劃，因為距離動工的時間較短，若政府不久便展開工程，難免會令大家產生疑慮。大家十分擔心河套地區發展計劃會否成為像落馬洲支線車站選址一樣是錯誤的安排。河套地區發展計劃的主幹道位於該區西面，諮詢文件的圖表顯示為配合古洞北的發展，會在河套地區東面建造多一條新路，他對有關規劃表示支持。另外，各部門在地區進行諮詢時，新田鄉鄉事委員會已表達意見。第一，需要考慮交通配套設施的安排。第二，希望釋放河套地區發展計劃周邊的私人土地，以供長遠發展。可惜在諮詢文件中完全沒有提及使用周邊地區的土地，因此大家都顯得格外關心。他重申大家都支持地區發展，但是希望政府在發展地區時能顧及周邊地方的發展。有關計劃預計容納五萬人在區內就業，需要的配套設施包括辦公室、商店、民居及一般服務性的行業，他認為有需要改變現時周邊地區的土地用途以供將來的發展。因此，他希望規劃署可以將地區意見在諮詢文件中註明，以便將來可以繼續跟進有關建議。另外，他希望部門可以加強與地區的溝通，例如在進行前期工程時，若土木工程拓展署有需要挖掘和搬運泥土，可以在適合的地方加裝隔音屏障，減少對居民的滋擾。若隔音屏障的位置接近民居的主要道路出入口，可能會影響交通，引起村民的反對。總括而言，他希望政府部門可以改善地區交通設施，釋放私人土地以均衡發展區內的土地，以及加強與地區人士的溝通。

94. 湛家雄議員, BBS, MH, JP表示，政府就有關河套地區的發展已經多次諮詢元朗區議會，對於計劃的土地用途及分區計劃大綱草圖，他表示支持，因為發展高新科技符合一直以來的諮詢方向，亦可以配合香港未來的發展。他就分區計劃大綱草圖的一些技術問題表達意見：第一，河套地區發展計劃的交通主要依靠東、西兩條通道，圖中顯示東面的通道需經過大綱圖中的生態區及蠔殼圍的魚塘，才能夠連接馬草壟及古洞北新發展區。他認為實施有關計劃的難度很高，既要滿足交通的安排，又要平衡生態的發展。雖然政府已經就有關交通配套展開詳細研究，但是長遠而言，他估計仍然需要將交通集中在西面的通道，並以落馬洲支線管制站作為主要的出入境口岸。因此，他期望規劃署可以研究擴闊落馬洲路，並將有關建議作出研究。他曾經提出相關的建議，認為若要擴闊落馬洲路的路面，便需要釋放沿路的土地用途以支援河套地區的發展計劃，例如將沿路的土地用作發展商業或其他配套用途。另外，落馬洲路及青山公路的十字路口交通十分繁忙，

他促請當局改善有關情況，否則日後交通擠塞問題將會更嚴重。關於河套地區分區計劃大綱草圖附錄 II，商業土地用途第二欄（即須先向城市規劃委員會（城規會）申請，可能在有附帶條件或無附帶條件下獲准的用途），顯示日後可以申請改劃發展分層住宅，他認為規劃意向本來沒有發展分層住宅，為何需要將分層住宅放在商業土地規劃意向中。另外，他表示興建加油站對於生態亦有影響，希望部門在進行發展時多加關注。他亦留意到政府、機構或社區用途表第一欄（即經常准許的用途）中有批發行業的規劃，查詢為何會容許在該類用地發展批發行業，希望規劃專員說明有關批發行業屬於經常准許用途的原因。他更查詢在第二欄中為何會有靈灰安置所、火葬場、殯儀設施、駕駛學校、場外投注站等土地用途。若規劃意向批准有關的改劃，即代表容許日後申請改劃土地用途。他認為若這些設施在其他分區計劃大綱草圖中出現是可以理解的，但是落馬洲河套地區的規劃意向應沒有這些用途，查詢當局加入上述用途的原因。

95. 郭慶平議員希望錢敏儀女士可以交代更多有關計劃的資料，例如前期工程有大量泥頭車出入河套地區，可能對落馬洲的村民造成影響。現時經落馬洲口岸出入境的人數眾多，交通擠塞情況嚴重，他希望錢敏儀女士作出回應，會否考慮收回土地擴闊落馬洲路以解決有關問題。他表示大家都支持有關的發展計劃，只是希望部門做好前期準備工程，例如擴闊落馬洲路及放寬河套地區周邊的土地用途。若政府可以放寬土地用途，相信可以在附近的土地發展住宅或公營房屋。

96. 李月民議員, MH 表示，很高興可以看見河套地區發展計劃的資料，國家計劃發展粵港澳大灣區，有關發展涵蓋內地九個城市和港澳地區，對香港是一個難能可貴的機會，各地區可以各展所能，互補不足。可是香港難有土地可以配合大灣區的發展，現時唯一可以配合大灣區發展的地方是河套地區。只有發展河套地區，才能令香港在大灣區發展計劃中發揮重要的角色，否則內地繼續發展，而香港只會落後於其他地區。因此，他希望河套地區的發展可以全力配合大灣區的發展，例如借助廣東省九個城市的優勢及香港在金融方面的優勢，在大灣區互相配合，提高生產力，令香港的就業機會大幅增加。他表示，按內地各城市的科技發展排名來說，香港科技發展較深圳落後，雖然香港在綜合發展方面仍然是全國第一，但是科技發展方面卻落後於其他地區。正如鄧智良先生剛才的介紹，若能在河套地區的發展中借助深圳的科技，利用其他城市例如珠海、中山及佛山等地區的優勢，再加上香港的金融及國際優勢，可以令河套地區與其他城市產生協同效應。此外，正如剛才議員所說，現時落馬洲交通不便，政府需要投放更多資源在交通方面作出改善，才能令香港的功能得以發揮。他認為在發展河套地區時，可以透過國家發展大灣區的政策為香港帶來一個難得的機會，因此希望政府可以好好把握機會，令香港居民得益。

97. 梁福元議員支持發展創新及科技園，因為香港在科技發展方面在最近 10 年一直落後於國家。國家在 30 多年前改革開放，當時落後世界 50 年。因為香港的科技停滯不前，現時已經被深圳超越，相信香港的人均生產總值亦很快被超越。他認為河套地區鄰近落馬洲口岸，對元朗區來說是一個良機，因為元朗與深圳只是一河之隔，加上前海發展、大灣區及珠三角等發展機遇，還有港珠澳大橋及高鐵即將通車等因素，相信可以為元朗區帶來發展機會。雖然國家規劃了讓香港在河套地區進行發展，但討論多年仍沒有共識可以落實有關計劃，這樣下去香港的科技便會一直落後。河套地區發展計劃在文富穩先生出任區議員的年代已經開始討論，因為政府沒有考慮釋放周邊土地，當年區議會亦有就發展提出動議，至今已經有十多年。現在香港已與內地簽署合作備忘錄，新田鄉鄉事委員會亦表示支持，相信元朗區議會全體議員亦會支持。新田鄉鄉事委員會希望當局釋放發展區附近的土地，大家不妨考慮有關建議，並與環保團體協調有關工作。他認為元朗區的發展較屯門區落後，未來十年元朗區的人口將會增加至 100 萬人，可惜連一間具規模的國際學校也沒有；元朗與內地一河之隔，擁有三個出入境口岸，元朗區的居民對區內學額需求很大，而不少居於深圳的學童亦會在元朗區的學校接受教育。他認為現時香港在各方面的發展都比較落後，元朗區的情況尤其嚴重，因此希望元朗區可以急起直追，推進創新及科技園的發展及盡快落實有關工程，透過發展元朗區的整體基建配套，支援香港成為國家「一帶一路」政策的重要樞紐。

98. 麥業成議員表示，有關河套地區發展計劃已經討論多年，當年因為未能釐清有關河套地區的土地業權及管理等問題，最後令計劃稍延。現在政府計劃將河套地區發展成為創新及科技園，他想查詢一些問題：第一，創新及科技園可以容納五萬多人口，是一個高人口密度的地區，但是文件只是輕描淡寫，顯示區內有工廠、科技產業及少量住宅等。文件中顯示「其他指定用途」的土地佔發展區約一半土地，他查詢當中多少是住宅。另外，發展區五萬多人口中，有多少是工作人員、研究人員、科學家及他們的家屬；發展區內有沒有提供居住的地方，如果有的話，他們會否在那裡居住。剛才的介紹表示，在河套地區工作的人員可以經落馬洲口岸往返中港兩地，若是這樣，相信他們不會考慮在香港居住。他表示自己曾經在內地工作，知道一間工廠可以容納幾十萬工人，但只需要一個廠長便可以管理所有事務。他認為河套地區的發展有五萬人口，令人覺得是將一間經過包裝的深圳高科技工廠搬到河套地區營運。此外，文件在河套地區的交通配套方面毫無著墨，若在深圳居住的五萬多的人員每天都要出入河套地區，衍生的交通問題會影響新田鄉的居民。他建議釋放河套地區的周邊土地以改善該區的設施。因此，他希望當局可以提供更多資料供議員參考。

99. 姚國威議員表示，發展河套地區的政策方向值得支持，而最新的構思是發展創新及科技園。過往河套地區是禁區，因此周邊地區

都沒有任何發展，形成深圳河兩邊出現發展不平衡的情況。所以，該區有發展的需要。他認為妥善的發展計劃是可以在政策醞釀至落實之間，將各方面的意見展現出來，並將一些問題解決。但在是次介紹中，議員關心的交通問題仍然沒有解決方案。另外，周邊的發展與河套地區的發展亦出現不對稱的情況，這些問題在文件中亦沒有提及。正如麥業成議員所問，他亦很想了解區內約五萬人的居住地方在何處，他們是否全部都是工作人口；他希望有關部門說明。最後，他表示自己亦有簽名支持有關動議，希望元朗區議會在有關元朗區的土地發展事宜上擔當角色，與政府一起討論及發表意見。

100. 杜嘉倫議員表示，他從事資訊科技行業，對高科技的事物亦略知一二。多年來香港的科技發展停滯不前，主要原因是政府的政策出現問題。他認為政府不太重視資訊科技的發展，例如數碼港的地產項目，沙田科學園第三期等，政府將大部分的土地批予發展商興建私人樓宇項目。這些地產項目，在從事資訊科技行業的人士眼中，是搶走政府原本可向資訊科技業提供的資源。在這個背景下，他認為一些商業機構只是以盈利為主要目標，最近國泰航空公司裁減 600 名僱員，大部分都是資訊科技員工；匯豐銀行裁員時，資訊科技員工亦是首當其衝。在這種環境下，香港怎樣可以鼓勵年輕人投身資訊科技行業。以前大家都認為資訊科技的前景很好，但他最近幾年與一些家長聊天時，他們表示對就讀電腦科學的子女的出路感到擔憂。在上述背景下，若要他支持政府推動河套地區發展計劃，一定要先釐清政府是否有決心發展資訊科技，現時政府並沒有相關的政策配合，例如手機電召車輛接送服務的應用程式優步（即 UBER）在世界各地都有人使用，但在香港卻沒有相關的政策。他認為任何事情只要不在政策的配合下進行，便會受到束縛。他詢問政府究竟是希望透過發展有關項目以平衡香港與內地的發展，或只是劃出一塊地，然後借助國內的力量出口有關高科技產品。若是後者，他認為香港最終沒有得益。最後，出入境的問題仍然沒有得到解決。他認為若沒有妥善的規劃，河套地區將來可能成為一國兩制的缺口。

101. 曾樹和議員表示，河套地區發展計劃是一件好事，最主要的考慮因素是交通問題。在河套地區發展創新及科技園，打開了禁區的大門，周邊很多土地都屬於河套地區的範圍。若能在該處發展科技城，可考慮釋放周邊地方以發展其他配套項目，例如房屋及各項設施等。他建議政府逐步釋放河套地區周邊土地，為新田鄉的持份者帶來商業發展良機，而將土地釋放出來以發展房屋亦值得考慮。他認為發展科技項目是非常好的計劃，不但打開以往河套地區是禁區的決口，亦促進香港高新科技的發展。若沒有這個項目，香港的科技會繼續落後。

102. 黃卓健議員支持河套地區的發展，因為科技的發展及研究是一個已發展城市必需的東西，可是香港過去幾年在這方面的發展比較滯後。幸好創科局成立後，政府大力推動科技發展。有很多議員擔心發展區會否令更多內地人來港，他認為很多世界級的公司，甚至是世界 500 強的公司，其實都在國內成立。若這些公司在香港投資，會製造更多就業機會；公司獲得盈利，亦會向政府繳交更多稅款。整體來說，有關計劃對香港是有幫助的。他比較關注的是香港現時的樓價高昂，不少香港人會考慮在內地居住，而國內居民亦有可能在香港租置一些單位；居民穿梭中港兩地。現時常常有人討論跨境單車的問題，若當局希望河套地區發展成為另一個矽谷，即一個融資和高科技的集中地，會否考慮興建完善的單車徑。若有發展單車徑的計劃，他希望當局考慮實施方便單車使用者的出入境措施，例如不需要將單車輪拆卸後才可以過境。預計河套地區將會容納五萬人口，屆時應該有很多人需要來回中港兩地，若政府考慮上述建議，方便市民往返工作地點，相信可以減輕公共交通的負荷。

103. 黃偉賢議員表示，政府一直強調將河套地區發展成一個高等教育、高新科技及文化創意產業的地區，令他覺得政府只是把發展區包裝成高端項目，令市民難以抗拒。不過，他想提醒政府，正如剛才杜嘉倫議員所說，切勿將此計劃變成另一個數碼港及科學園。他相信政府當然反對上述說法，並已經將有關土地分為商業、政府機構或社區用地、休憩用地、其他指定用途、自然保育區等類型。不過，他表示無論是商業用地、政府用地或是其他指定用途的用地，文件附錄 II 都顯示可以興建分層住宅，只需要城規會通過便可以改變土地用途。換言之，只要向城規會申請，便有機會將幾十公頃或更多的土地改劃成興建住宅樓宇。另外，他在上次諮詢中亦有提及一個問題，該地的業權一直都是屬於深圳，現在文件中顯示已正式納入香港境內，希望知道該塊土地的業權是否屬於香港。若業權屬於香港，河套地區便應該由香港管轄。他查詢將來深圳的學生和工作人員往返河套地區是否需要辦理現時的出入境手續，還是會有其他特別安排例如向他們發出如「禁區證」的證明文件等。若是後者，他擔心河套地區會成為特區中的特區。最後，文件中指出將來會由香港科技園公司成立一間獨立公司營運河套地區。他查詢該公司的董事局如何組成，是否全部董事都是香港人，當中會否有深圳居民加入董事局，會否在董事局的成員當中，深圳居民的人數多於香港人。若前者人數較多，他擔心香港將會失去管理河套地區的主導位置。

104. 張木林議員認為創科局計劃在河套地區發展創新科技是一個喜訊，感覺好像是一隻剛剛甦醒的睡獅，因為香港現時的科技發展的確是落後於其他地方。政府在河套地區發展創新科技十分合適，因為國內的科技在世界上達到先進的水平，若能在河套地區合作發展科技，相信可以方便雙方的交流。他不希望大家自設障礙，有人擔心河套地

區管治權的問題、兩地人員交流出現的文化差異問題、及工作人員出入境的問題等，他認為這些問題均是庸人自擾，因為發展河套地區時，只需要有一個完善的管理制度便足夠。剛才有議員表示擔心在該區增加五萬人口會對交通帶來負面影響，大家在較早前有關河套地區的諮詢中，亦曾討論有關交通的疑慮。如何展開計劃以避免為周邊的居民帶來滋擾是一個值得深思的問題。現時出入境口岸已經很繁忙，若再增加五萬人口，政府應小心處理。在各項問題中，區議會最擔心的是交通問題。若當局沒有一個比較完善的交通配套設計，並向各位解釋清楚，便無法釋除大家的疑慮。他建議政府在河套地區發展創新及科技園時，可以考慮釋放周邊土地，緩衝河套地區。若能釋放周邊土地，這些土地將來可以改變用途以配合創新及科技園的發展需要。他認為發展科技並不是一朝一夕的事情，而是長遠的構思，政府應該作長遠的計劃，並確保河套發展區有足夠的發展空間。若政府希望將河套地區發展成一個成功的創新及科技園，一幅土地是不足夠的。文件中的發展項目應有盡有，但是現時預留的土地是否足以配合未來的發展，釋放發展區周邊土地是值得考慮的事情。有關河套地區發展曾經因為有議員反對而稍延，原因是當局沒有考慮解放周邊土地。為了讓計劃更好地開展，他希望政府預留更多土地以備發展，並促請政府考慮改變河套地區附近的土地用途。

105. 陳思靜議員認為河套地區的發展項目是「天掉下來的餡餅」，對香港百利而無一害，找不到反對的理由。有關規劃好像前海發展一樣，區內將會有宿舍、科技中心、產業中心及教育中心等，可是他暫時只看到港深經濟活動融合的好處，沒有甚麼能提升科技產業發展的效益可言，像沙田科學園的情況一樣。雖然他知道有很多外國公司在科學園投資，那些公司亦有繳交稅項，但直到現時為止，他看不到香港成功開發任何科研產品並獲得專利，更沒有看到有關產業如何為本地居民提供就業機會。因此，他不認為創新及科技園能為香港帶來龐大的效益。他所認識的從事資訊科技行業的朋友，即使只要求八九千元的月薪，亦未能在科學園找到工作。他曾在騰訊大廈訪問騰訊的營運總監，他們希望聘請香港人，但是大部分香港人都不想到內地工作，有些甚至未能符合應徵的資格，即使有能力研發高階流動應用程式的香港人大部分會選擇創業。他認為當局尚未為發展區定位，現在只是等待顧問公司的意見。若發展區沒有主軸的方向或者核心產業以建立產業鏈，香港除了提供融資外，其實沒有甚麼可以配合，最後發展區可能由深圳作出主導；他擔心香港人無法分享這塊「餡餅」。若深圳的人員需要每天過境前往河套地區工作，對他們來說實在不便。若是這樣，他認為河套地區應由深圳自行發展。

106. 趙秀嫻議員，MH 認為河套地區的發展計劃是一個較為創新的科技發展項目，正如陳思靜議員所說，很多人擔心香港吃不下這塊「餡餅」，但她一點也不擔心，因為香港人的適應力很強。若有一個合

適的發展機會，香港人必定會爭取到底做到最好。。大家都希望藉此機會改善周邊地區的交通設施，因為現時周邊地區的道路狹窄，河套地區附近亦有出入境口岸，相信問題很難處理。她一直以來都有向政府反映有關元朗區交通擠塞的問題，希望透過此大型發展項目改善交通及為地區帶來好處。若能夠互相配合，相信大家沒有理由反對。她希望這塊「餡餅」令香港資源增值，同時令周邊地區和元朗區藉著有關計劃擴闊或增加道路網絡。鄉郊區的道路狹窄，若希望交通問題不再為人詬病，政府便需要作出改善，例如考慮收回土地以改善道路，解決交通擠塞的情況。另外，剛才有議員擔心大部分工作人員是由內地人擔任，她亦想知道五萬多工作人員中，有多少是內地人。多年前香港人有先見之明回內地設廠，造就香港產生一批富裕的企業家。若只有內地人參與發展此計劃，她認為並不理想，希望當局提供更多資料以供參考。

107. 郭強議員, MH表示，他絕對支持發展這個計劃。內地給予一幅土地供香港發展，香港人的適應能力很強，計劃亦將會考驗香港政府官員的能力，他們的辦事能力很高，相信可以勝任有關工作。以往政府的施政並不暢順，每年七月一日都有遊行活動，令人覺得社會不穩定。現在由林鄭月娥女士出任特首，他認為新特首具辦事能力，香港會有一番新景象。此外，大家十分熟悉鄧智良助理署長，他在擔任元朗民政事務專員時，十分努力改善社區，而且關心市民。因此，他對鄧智良先生的工作能力絕對信任，希望他在推動香港的科技發展上發揮才華，令香港的高新科技突圍而出，配合內地的發展，令香港的經濟發展更加蓬勃。

108. 鄧智良先生的綜合回應如下：

- (1) 很高興再次到訪元朗區議會，與闊別十多年的議員交流意見。正如郭強議員所說，在十多年前與不少在座的議員合作超過五年。今天以創新科技署的代表的身份重臨元朗區議會，聯同規劃署和土木工程拓展署的代表，就河套地區的分區計劃大綱草圖諮詢議員的意見；
- (2) 剛才聽到十多位議員發表意見，似乎各位議員都支持香港發展創新科技，並支持政府計劃在河套地區發展創新及科技園的政策方向。大家就某些細節提供意見，都是可以理解的。現時位於沙田和大埔之間有一所佔地 22 公頃的科學園，分三期發展，共有 600 多間公司在該處營運，容納接近 13 000 名人員，當中過半是科技專才。其實科學園在發展十數年後，已難在當地附近尋找合適新土地再作擴展；

- (3) 剛才不少議員表示，政府發展河套地區是一個很好的機遇，因為特區政府和深圳市政府已在今年初簽訂合作備忘錄，同意香港將約 87 公頃的新生地發展成創新及科技園。無可否認，若香港計劃發展創新科技而沒有土地，單靠人才並不足夠。以往香港沒有這種大面積的土地可供發展，因此發展河套地區是一個良機；
- (4) 有議員關注香港為了發展河套地區，需要發展大量土地和吸納大量人才，是否有足夠的應付能力，同時亦有議員擔心將來的創新及科技園會變成另一個數碼港，例如只用少部分的土地發展創新科技，而大部分的土地用以發展地產項目。剛才錢專員已講解政府會運用河套地區 80 多公頃土地當中約 40 公頃作重點發展，主要是設立重點高端科研合作基地及發展相關的高等教育和文化創意產業；
- (5) 有關土地主要是用作科研合作，研究項目可包括機械人技術、金融科技、再工業化下的先進生產技術等。香港與世界各地一樣，面對人口老化的問題，所以生物科技亦是創新及科技園的重點科研項目。當然，科技日新月異，將來亦有可能加入其他新科研項目。目前的初步構思是發展上述科研項目，而香港和國內都需要有關的技術。具體落實方面，政府在平整土地後，便會將土地交由香港科技園公司（科技園公司）成立的一間全資附屬公司負責具體的規劃和運作，而政府會進行監管和提供政策指導；
- (6) 就黃偉賢議員查詢該全資附屬公司的組成，其實在合作備忘錄中已交代，而過去數月港深雙方亦落實具體安排，將來該全資附屬公司的董事局成員共 10 人，當中四名成員包括董事局的主席由港方提名，另外三名由深方提名，其餘三名在港深雙方共同協商下提名；
- (7) 有議員關注河套地區會否成為另一個數碼港，會有土地用作發展地產項目。創新及科技局局長、創新科技署署長和規劃署的同事在之前不同場合已表示，而文件的詮釋中亦有列明，即使在混合發展的土地上興建住宅，有關住宅都只會是員工宿舍，因此在創新及科技園內不會有像數碼港般的私人住宅發展項目。這類宿舍亦只會在有需要的情況下興建，為科研人員和相關高等教育機構的教職員和學生提供住宿地方；
- (8) 就議員查詢河套地區約 50 000 工作／學生人口的類型，他們主要是從事科研發展以及相關高等教育的人員，換言之，他們必需與科研合作及創新科技有關，當中亦包

括文化創意產業。至於比例如何，目前未有定案，但是在三者之中會以科研合作為發展主軸，另外兩個項目為輔助性質。實際比例有待將來成立的全資附屬公司按當時的情況決定。另外，港深雙方已經成立一個聯合專責小組，定期舉行會議，就創新及科技園的運作提供指導意見；

- (9) 有議員關注河套地區的就業機會只會惠及國內的人士，各位無須擔心，50 000 工作／學生人口中會有各自的家庭，以一個家庭有成員二至三人計算，相信受惠的人數不只 50 000。而相信當中不少新職位會由香港人出任，因此真正受惠的人數可能超過 100 000 人，當中包括香港人和其他地區如海外的人士；及
- (10) 剛才陳思靜議員反映在香港修讀資訊科技的學生或從事創新科技的人士出路不足，因為現時科學園佔地只有 22 公頃，有 600 多間公司進駐，聘請約 13 000 人，未能為本地科研專才提供足夠的就業機會。此外，亦有家長擔心其子女選讀理科的出路。估計在 2021 年，河套地區的首兩幅土地會完成打地基前的地盤平整，交由將成立的全資附屬公司興建地基及上蓋大樓。有關發展計劃的時間表非常緊迫，相信在幾年後大樓便可落成，能陸續提供更多就業機會給香港的畢業生和科技人才。這些職位主要與創新科技有關，例如開發研究、文化創意產業等。然而，單靠香港的人才並不足夠，還需要吸納世界及國內的人才。透過這個新的機會，香港可以吸引深圳和國內的頂尖大學和公司，甚至世界各地的人才凝聚在河套地區，促進科技上的交流和創新科技的發展，對香港整體的經濟和就業會帶來正面的幫助。

109. 錢敏儀女士的綜合回應如下：

- (1) 感謝議員的意見。現時科學園有約七成的工作職位都是香港人擔任，另外三成則由國內或世界各地的科技人才擔任；後者需要透過政府的相關政策聘用。當局希望上述人才可支援香港的創新科技的發展，而創新及科技園會為未來有志投身創新科技的年輕人提供更多的出路；
- (2) 有議員希望當局在發展河套地區時考慮釋放或善用附近的土地，其實政府在《香港 2030+：跨越 2030 年的規劃遠景與策略》（《香港 2030+》）中已經建議香港的未來發展重點。河套地區是「東部知識及科技走廊」的其中一個發展重點，另外還包括古洞北新發展區的科研產業、

以及香港理工大學、香港中文大學、香港教育大學等，希望可以將這些地方串連成一個知識走廊。目前當局已經選擇新田和落馬洲作為其中一個具發展潛力的地區，預計新發展區佔地 175 公頃，可提供 80 000 個職位和容納 55 000 人口。有關《香港 2030+》的公眾諮詢已經完成，當局現正綜合各界的意見，並會適時就有關的發展進行研究，以及與地區人士尤其是新田鄉鄉事委員會和當區議員緊密聯繫；

- (3) 湛家雄議員查詢為何在分區計劃大綱草圖的註釋中會有一些土地用途放在第一欄（即經常准許的用途）或第二欄（即須先向城規會申請，可能在有附帶條件或無附帶條件下獲准的用途）下，似乎與整體的規劃意向不同。有關的註釋是依據由城規會頒布的法定圖則註釋總表而訂定，並不表示當局會發展列在註釋第一欄或第二欄下的土地用途。未來的土地用途佈局會由科技園公司／其附屬公司進行研究，有關的發展涉及 88.7 公頃的土地，大約是現時科學園面積的四倍，因此需要分期進行發展，而每一期的發展都會顧及香港的經濟需要。整個創新及科技園的發展會超越未來 10 年甚至更長遠的時間，所以必須預留足夠的彈性以配合最新的科研發展；及
- (4) 就黃卓健議員提及跨境單車徑和河套地區的交通配套等問題，稍後會請土木工程拓展署的代表講解有關道路的建設和擴闊工程。有議員希望政府在推展工作例如設置隔音屏障、實施臨時道路安排及進行道路工程時，與地區人士和當區的村民保持良好溝通。其實在上次與新田鄉鄉事委員會會面時，有關的村代表已經表達這方面的意見，政府樂意加強有關的工作。

110. 劉永錦先生的綜合回應如下：

- (1) 河套地區的對外連接交通配套基本是依靠兩條道路：一條是西邊連接路；扼要來說，是擴闊現時下灣村東路，和接往青山公路方向的部分落馬洲路路段，並以高架路方式轉接至新田公路。下一階段會委聘顧問公司進行研究和詳細設計，尋求最妥善的方法做好西邊連接路，應付交通需要。另一條是東邊連接路，基本上走線是由河套地區經過蠔殼圍，然後穿過古洞北發展區。該計劃有待另外研究，因為在規劃及工程研究中進行環境評估時，環境諮詢委員會認為須要審慎考慮有關的道路建設是否必要。現在的安排是先行發展西邊連接路以配合河套地區的第一期發展。視乎日後運作後的道路交通狀況，會

檢討需要及考慮興建東邊連接路；

- (2) 在施工方面，前期工程主要處理生態補償及河套地區內的污染泥。處理污染泥和設置生態區只需要在河套地區內進行。換言之，在擬建生態區挖出的泥土，會堆放在適當位置以待處理。河套地區本來是治理深圳河時用作堆放挖出河床底泥的地方，所以該處形成的土地並未平整。日後從擬建生態區挖出的泥土，可以用作堆填的物料。但河套地區內的污染泥，則事先需經過適當的處理穩定工序，才可原地放置。因此，在前期工程進行期間，只會有少量的工程車出入河套地區，主要是運卸用作固化穩定污染泥的英泥和工程人員；及
- (3) 在緊接前期工程後的第一期主體工程施工階段，政府需要擴闊前述的現有道路。但是在工程展開時，該些現有道路附近的土地將已被收回，因此承建商會有較大的工作空間，處理當地村民的交通問題。整體面對的問題不大。第一期主體工程顧問公司開始詳細設計工作時，便會研究上述道路及交通安排。一如前述，在下灣村東路擴闊後，會有一些高架道路連接新田公路而非只接駁入青山公路。

111. 文炳南議員, MH 感謝鄧智良先生在出任元朗民政事務專員時為改善落馬洲的交通所作出的努力。當年出入境口岸的交通設施不足，道路擠滿等待過境的貨車。鄧智良先生協助大家爭取增加一條新道路接駁出入境口岸，令整條三號幹線暢通無阻，他在這裡感謝鄧智良先生為該區作出的貢獻。鄧智良先生介紹很多創新及科技園的發展，地方人士很難就技術層面表達意見，但是大家都非常了解有關計劃的方向。新田鄉鄉事委員會重申，因為在文件中看不到已充分反映鄉事委員會的意見，因此他與其他議員提出動議，希望當局能夠落實他們建議的事項。

112. 麥業成議員表示，剛才他已經表達意見，認為計劃是將一間經過包裝的深圳工廠放在香港境內，不過費用卻由香港支付。特區政府出資平整土地，但是管理權卻只得一半。有關五萬個就業職位中，最少三成是由國內科研人員出任。平心而論，若有兩個人選，一位持香港身份證，另一位持國內身份證，兩人最大的分別不是知識而是薪金；他擔心計劃會將香港人的薪金壓低。將來香港的科研人員及大學畢業生在創新及科技園工作，若薪金只有一萬元人民幣，這樣的薪金水平對國內的人來說算是很高，但是對香港人來說並不是高，他擔心香港人在創新及科技園的就業機會。

113. 黃偉賢議員表示，三位部門代表都未能回應他剛才的問題。第一，究竟河套地區的土地業權屬於香港還是深圳。第二，有關深圳居民過境的問題，是否與現時出入境的手續一樣，還是有關人員將會獲發一張特別的身份證，經 E 道以驗證指模過關。第三，將來營運創新及科技園的公司的董事局成員雖然有四名是由香港提名，但是其中三名由深圳提名，另外三名由港深共同提名。他擔心結果都是六名董事局的成員均由深方人士出任。因為若深圳不同意，相信香港沒有膽量與深圳競爭董事局職位，屆時深圳與香港董事局的成員數目為六比四，最終董事局的決定權落於國內。最後，鄧智良先生特別強調有關計劃不會出現如數碼港的情況，因為該處只可以興建宿舍。他剛才已經強調，因為文件附錄 II 第二欄容許興建分層樓宇，只需要城規會批准便可以興建。若有人建議在該區發展智能家居小市鎮，需要興建十幾座大廈並裝置智能家居，由於需要測試智能家居的效能，因此需要讓人在大廈內居住，並至少居住一兩年才有測試結果。若是這樣，該區便會興建很多住宅樓宇，最終變成住宅項目。

114. 杜嘉倫議員認為剛才部門的介紹和回應好像報喜不報憂。會上不是每一位議員都支持有關計劃，有議員包括他本人對計劃持有其他意見。

115. 鄧智良先生進一步回應如下：

- (1) 感謝文炳南議員憶述十多年前的往事，當時他與文炳南議員、新田鄉鄉事委員會的委員和區議員的合作，是一段值得懷念的樂事；
- (2) 他理解議員動議的整體方向是支持發展河套地區，當中希望政府留意交通的配套問題和考慮釋放周邊土地。他會與錢專員向政府反映各位的意見，以作進一步審視；
- (3) 就麥業成議員有關河套地區約 50 000 工作／學生人口的查詢，剛才簡介中向各位提供的是現時科學園裏的公司數目和港資和外資公司的比例，但在河套地區的港資和外資公司的比例會視乎將來的實際情況。政府發展這 80 多公頃土地，承諾以科研合作為主軸，配合相關的高等教育和文化創意產業。而在將來河套地區香港人和國內人士的比例需視乎未來的實際情況。河套地區的產業結構會由科技園公司轄下的一間全資附屬公司負責統籌，香港政府和由港深雙方成立的聯絡小組都會就河套地區的發展提供指導；
- (4) 另外，麥業成議員關注河套地區的發展會否壓低香港科

研人員的薪酬待遇，因為聘用國內人士可能成本較低。上述意見與政府獲得的訊息不同，因為現時在科學園經營公司的僱主和園外從事科技產業的人士均表示很難在香港聘請科技人才。部分僱主更表示國內尤其是深圳的工資急速上漲，香港公司所提供的薪酬待遇未必能及深圳的公司般吸引，令部分香港的科技人才選擇到內地工作。香港與內地的創新科技和科研工作愈拉愈近，近年香港在這方面的發展甚至較國內落後，而國內對科技人才的需求很大，願意付出較好的待遇以吸引人才。若香港不急起直追，便不能提供更多就業機會給本地居民，更遑論吸納外來人才發展香港的創新科技以促進整體經濟，屆時香港難以保持一向以來良好的競爭力；及

- (5) 就黃偉賢議員有關河套地區的土地業權的查詢，有關的土地業權屬於香港。政府在平整該幅土地後，會將之交由科技園公司的附屬公司全權負責發展和營運創新及科技園。就有關附屬公司的董事局組成，剛才已作解釋。即港方可以提名四名成員，當中包括提名主席，而深方提名三名成員，其餘三名成員是共同提名。現在港深雙方正草擬將來附屬公司的章程，主要都是參考科技園公司現有的章程。將來召開會議處理事項時，會以出席者的多數票作決定，若支持與反對的票數相等，主席有權投下決定票。

116. 黃偉賢議員查詢有關出入境的安排。

117. 錢敏儀女士補充說，內地人士往返河套地區會沿用現時的出入境安排。將來有關發展推展後，若需要作出其他的安排，決策局會進行探討。就文炳南議員查詢為何文件沒有提及河套地區周邊土地的發展，有關的分區計劃大綱草圖說明河套地區 104 公頃的土地用途，並不包括周邊土地的用途。在《2030+》研究裏已經就新田和落馬洲的發展作出定位，政府會因應地區的情況進一步深化有關規劃建議，到時政府會與當區的議員緊密溝通。

118. 副主席請議員就動議進行表決。

119. 議員以舉手及記名方式就動議進行表決。張木林議員、程振明議員、郭強議員, MH、郭慶平議員、黎偉雄議員、劉桂容議員、呂堅議員、馬淑燕議員、麥業成議員、文光明議員、文炳南議員, MH、

鄧卓然議員、鄧慶業議員, BBS、鄧家良議員、鄧鎔耀議員、曾樹和議員、黃卓健議員、黃煒鈴議員、楊家安議員、姚國威議員及袁敏兒議員表示贊成。杜嘉倫議員表示反對。陳思靜議員表示棄權。

120. 副主席宣布,動議以 21 票贊成、1 票反對及 1 票棄權獲通過。

121. 副主席補充說,議員已就有關議題表達意見,議員普遍支持有關創新及科技園計劃,但大家都很關注交通的配套及希望周邊地區的土地可以配合創新及科技園將來的發展。另外,亦有意見擔心有關項目日後變成地產項目,成為數碼港的翻版。他希望政府在規劃或將來營運方面能夠接納議員的意見,並期望有關計劃可以得到真正的落實,並成功推展。

122. 錢敏儀女士表示,備悉議員就有關分區計劃大綱草圖的意見,例如就交通及周圍配套設施的意見,而在剛才的介紹中亦有提及落馬洲是其中一個香港的發展樞紐。政府已就河套地區的發展展開法定規劃程序,並會向城規會反映各位議員的意見。歡迎各位議員在公眾諮詢期間提供進一步的詳細意見給當局考慮。

123. 副主席感謝各部門代表出席會議。

第八項：元朗民政事務處 2017-18 年度工作計劃 (區議會文件 2017/第 38 號)

124. 副主席請議員參閱第 38 號文件,內容是簡介元朗民政事務處(民政處)2017-18 年度的工作計劃,並請元朗民政事務專員麥震宇先生,JP 簡介文件內容。

125. 麥震宇先生, JP簡介文件內容。

126. 黃偉賢議員對工作報告感到有點失望,他認為民政處不僅是處理民政處的工作,亦應加強統籌各部門的工作,更希望民政處在工作計劃中定下工作成效的指標。另外,他認為民政處不應將區議會的工作放入工作計劃的內容和夾附區議會的架構圖。他表示個別工作小組例如他主持的元朗交通及行人擠塞問題工作小組並沒有民政處的代表出席,而該工作小組的秘書是以區議會撥款聘請的行政助理擔任,

(姚銘議員於此時離席。)

第 4 項—《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》
(北區區議會文件第 35/2017 號)

44. 主席歡迎規劃署粉嶺、上水及元朗東規劃專員錢敏儀女士、城市規劃師／元朗東 2 歐陽允文先生、創新科技署副署長黃宗殷先生、土拓署總工程師／新界西 1(新界西)劉永錦先生和高級工程師／9(新界西)陳健信先生出席是次會議。

45. 錢敏儀女士利用投影片介紹北區區議會文件第 35/2017 號，有關投影片載於附件三。

46. 陳崇輝議員支持發展落馬洲河套地區(下稱「河套地區」)，並提出下列意見：

- (a) 發展創新科技除須具備創新意念外，亦須有良好商業模式、充足資金和人才配合；
- (b) 他過往曾投資不同的科技產業，但有關企業一直未能順利在香港發展。他指出香港租金昂貴，而本港為創新科技而設的投資基金亦不多。他認為香港現時只方便投資者進行金融投資，不便利創業者發展；
- (c) 他認為港深創新及科技園(下稱「創新及科技園」)的交通配套不足，政府現時未有妥善規劃河套地區對外的交通運輸安排。該處的位置偏遠，增加本港就業人士的通勤時間。香港雖然鄰近深圳，但內地的人才亦未能便捷地往返香港和內地，難以吸引本地和內地人士到該處工作；
- (d) 根據《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》(下稱「大綱草圖」)，政府建議將河套區內大部分土地劃作「研究與發展、教育、文化與創意產業」地帶，卻未有規劃周邊的住宅發展，認為未能為投資者或專才提供誘因到該處投資或工作；
- (e) 投資者和創業者大多不清楚哪個部門可為他們提供支援，以減低投資風險或便利企業發展；以及

(f) 他希望當局制訂明確的政策支持本地的科技發展。

47. 侯福達議員表示上水鄉委會支持大綱草圖。他認為有關發展計劃可連接河套地區和日後的古洞北新發展區，繼而連接香港其他區域。他亦希望河套地區的發展可帶領料壟村和馬草壟村作創新和可持續發展，但擔心相關工程會影響落馬洲周邊村民出入和附近一帶的交通。

48. 黃宏滔議員支持大綱草圖和創新及科技園的發展。他表示，為鼓勵市民到創新及科技園工作，當局應先解決該處的住屋問題。此外，河套地區只有一條東面連接路來往古洞北新發展區，他認為難以吸引遊客到該處遊覽。現時大綱草圖將部分土地劃作綠化或觀景用途，他建議將「商業」地帶內部分區域指定作酒店用途，以吸引遊人到該處遊玩購物，同時帶動創新及科技園的商業和文化產業發展，以及增加區內居民的就業機會。

49. 何樹光議員質疑是否有需要在河套地區發展創新及科技園。他表示目前要聘請國內不同地區的科研人才到深圳工作存在一定困難，質疑創新及科技園能否吸引內地及本地人才到該處工作。他早前曾為內地企業聘請香港的科研人員到惠州工作，但即使提出優厚條件亦不成事。此外，他以香港大學深圳醫院為例，認為於河套地區發展高等教育並不可行。他表示創新及科技園未來可能與科學園和數碼港一樣，以住宅發展為主。

50. 劉國勳議員支持在河套地區發展創新及科技園，並提出下列意見、建議和問題：

- (a) 未來新界東北發展和新界北發展會增加區內的人口，有需要解決交通系統和居民就業的問題；
- (b) 目前北區居民大多在早上南下往九龍方向一帶工作，並於晚間北上回家。過度集中的交通模式對區內的道路系統造成負荷。區內有充足的就業機會是好事；
- (c) 未來古洞北新發展區的居民可透過擬建的東面連接路出入河套地區工作，但該道路仍有待研究，他擔心有關道路工程未必能銜接新界東北新發展區計劃；
- (d) 如現時規劃的創新及科技園範圍不足以應付未來需求，他詢

問當局會否繼而發展周邊地區；

- (e) 創新及科技園可配合日後在古洞南設立的農業園，推動農業科技發展；
- (f) 蓮塘／香園圍口岸周邊日後會發展科學園及工業邨。他詢問該科學園與創新及科技園的性質是否一樣，二者發展的先後次序為何；以及
- (g) 現時當局在北區正推行數個發展計劃，包括新界東北和河套地區的發展計劃，他希望有關計劃能互相配合。

51. 劉其烽議員提出下列意見：

- (a) 他質疑是否有需要在河套地區發展創新及科技園，並認為現時在香港發展科技未有政策上的支持和配合，當局亦未有為本地的科技發展訂定清晰的方向。他認為興建創新及科技園未能解決在本港發展創新科技所遇到的問題；
- (b) 有不少科研人才因未能得到本地政策的支持而選擇到其他地方進行研發項目，而目前科學園和數碼港亦非主力進行有關創新科技發展的工作；
- (c) 相信本地人或企業大多不願進駐河套地區工作；以及
- (d) 發展創新及科技園屬龐大的投資項目，如最終該處的發展未如理想，只會浪費資源，亦未能為香港帶來裨益。

52. 彭振聲議員支持發展河套地區。他表示，香港地少人多，在深圳河治理工程完成後，原屬於深圳市行政區域範圍的土地納入香港特別行政區行政區域內，希望當局善用有關土地。大綱草圖建議在河套地區發展高等教育，他詢問日後該處會否設立提供本地課程的小學及幼稚園，以便父母皆非香港永久性居民的在港出生兒童(即「雙非」兒童)或父母其中一人為非香港永久性居民的在港出生兒童(即「單非」兒童)於河套地區上學。他亦詢問當局日後會否在河套地區增設出入境口岸。

53. 林卓廷議員提出下列意見：

- (a) 在深圳河治理工程完成後，部分原屬於香港特別行政區行政

區域範圍的土地納入深圳市行政區域內，而部分原屬於深圳市行政區域範圍的土地則納入香港行政區域內(亦即河套地區)。雖然納入香港行政區域範圍的土地面積較納入深圳市行政區域內的土地大，但深圳市沿深圳河一帶的土地價格高昂，反之香港上水以北的大幅土地仍有待開發；

- (b) 當局將河套地區批租予香港科技園公司(下稱「科技園公司」)發展創新及科技園，並由科技園公司轄下的一家附屬公司專門負責有關發展項目。有關附屬公司的 10 名董事成員當中，有 4 名是香港的代表，有 3 名是內地的代表，其餘 3 名則是由香港和內地雙方共同委任的代表。河套地區屬香港行政區域範圍，他不理解為何會有內地人士參與有關土地的發展計劃，亦未見有香港人士參與原屬香港但現已納入深圳市行政區域內的土地的發展計劃；以及
- (c) 在是次發展計劃下，內地和香港所獲得的安排並不對等。

54. 鄧根年議員支持有關河套地區的發展計劃，認為可增加區內的就業機會。

55. 黃宗殷先生就議員的問題、意見和建議綜合回應如下：

- (a) 發展創新科技需要政策和硬件設施的配合。現時世界各地均開始著眼於發展創新科技，以期促進地方的經濟發展，分別只是在這方面投放多少資源；
- (b) 近年來，香港的創新及科技產業日益蓬勃。過往本地只有數間企業孵化器，其中包括科學園和數碼港提供的培育計劃，而現時企業孵化器(包括共用工作空間和加速器)已增加至約 50 間，當中大部分由商界投資營運。由此可見，香港的創科氛圍顯著提升；
- (c) 近年的科技發展，不論在手機應用程式或其他方面，均對市民的生活帶來頗大改變；
- (d) 科學園總面積約 22 公頃，共分三期發展，前後為期十多年。現時河套地區的土地面積約 87 公頃，整個地區的發展計劃屬當局的大型發展項目，故整個項目不會在短期內完成；

- (e) 現時建議以西面連接路配合河套地區的第一期發展，及後再因應未來的發展方向進行規劃及環境影響評估等工作，以研究增闢東面連接路的可行性。當局會跟進議員和上水鄉委會有關方面提出的意見；
- (f) 考慮到科研人才對發展創新科技的重要性，大綱草圖已預留部分土地作可能闢設的過境設施，以配合未來的需要。然而，增設新出入境口岸須考慮多方面的因素，現時未能提出具體的時間表；
- (g) 現時本地的創新科技發展不俗，全港目前約有 3 萬名從事創新科技產業的人才，當中約近 1 萬人在科學園工作。當局希望日後可持續促進本地的創新科技發展；
- (h) 深圳近年來的創新科技發展迅速。透過規劃河套地區的發展，增設不同的硬件設施，當局希望追上未來創科發展的潮流，以免失卻先機；
- (i) 如議員有興趣了解現時香港的創新科技發展方向，例如科學園和數碼港的特色，創新及科技署可於會後透過秘書處向議員介紹相關資料；以及
- (j) 就林卓廷議員提出有關內地和香港對河套地區的發展安排不對等的意見，在深圳河治理工程完成後，以新河中心線作為深港區域界線，原屬於香港特別行政區行政區域範圍約 12 公頃的土地納入深圳市行政區域內。該土地主要為濕地及綠化地。現時整個河套地區的規劃是希望大力發展創新科技、科研高等教育和文化創意產業，以配合香港的長遠發展方向。

56. 錢敏儀女士回應表示，大綱草圖內酒店屬「商業」地帶的經常准許用途。她指出整個河套地區的面積約是科學園的 4 倍，有關地區的詳細用途和當中所需應增設的設施須由科技園公司進行深入的研究，以考慮如何分階段發展河套地區。現時大綱草圖的建議是推展河套地區發展計劃的第一步，為未來的發展訂立規劃框架，使發展有所依歸。規劃署日後會適時向議員匯報河套地區發展的詳細情況。

57. 黃宗殷先生補充表示，創新及科技園的模式主要為科技研發，而現時當局初步研究在蓮塘／香園圍口岸附近一帶土地發展的科學園和工業邨，則主要作高增值工業用途，進行生產工序。然而，蓮塘／香園圍口岸一帶的相關工程仍在進行，附近亦有一些村落和墓地。當局須考慮不同因素，並研究該處可否發展科學園和工業邨，故有關發展可能會較創新及科技園的發展需時更長。

58. 溫和輝議員表示，香港就發展創新科技及對高端製造業的支持等多方面落後於內地。現時深圳不斷建設科技園區，並以免稅或免租金形式吸引科研機構和人才進駐。他認為創新及科技園有助本地的創新科技發展，希望大家對河套地區的發展計劃持開放態度，配合香港未來的整體發展。

59. 主席總結表示，雖然議員有不同想法，但他相信區議會大體上支持河套地區發展計劃，希望有關部門參考議員的意見，並適時向議員匯報該發展計劃的進度。

(李冠洪議員於此時離席。)

第 5 項 提案：要求制定規管共享單車及處理其於社區衍生的問題
(提案見北區區議會文件第 36/2017 號)
(運輸署的書面回應見北區區議會文件第 42/2017 號)

60. 主席歡迎自助單車租賃營辦商(下稱「營辦商」)自行車快樂有限公司(下稱「自行車公司」)高級營運經理羅凱蓉女士、市場通訊經理彭浩輝先生和市場助理吳銘軒先生列席會議，參與這項議程的討論。

61. 劉其烽議員介紹北區區議會文件第 36/2017 號，並作出以下補充：

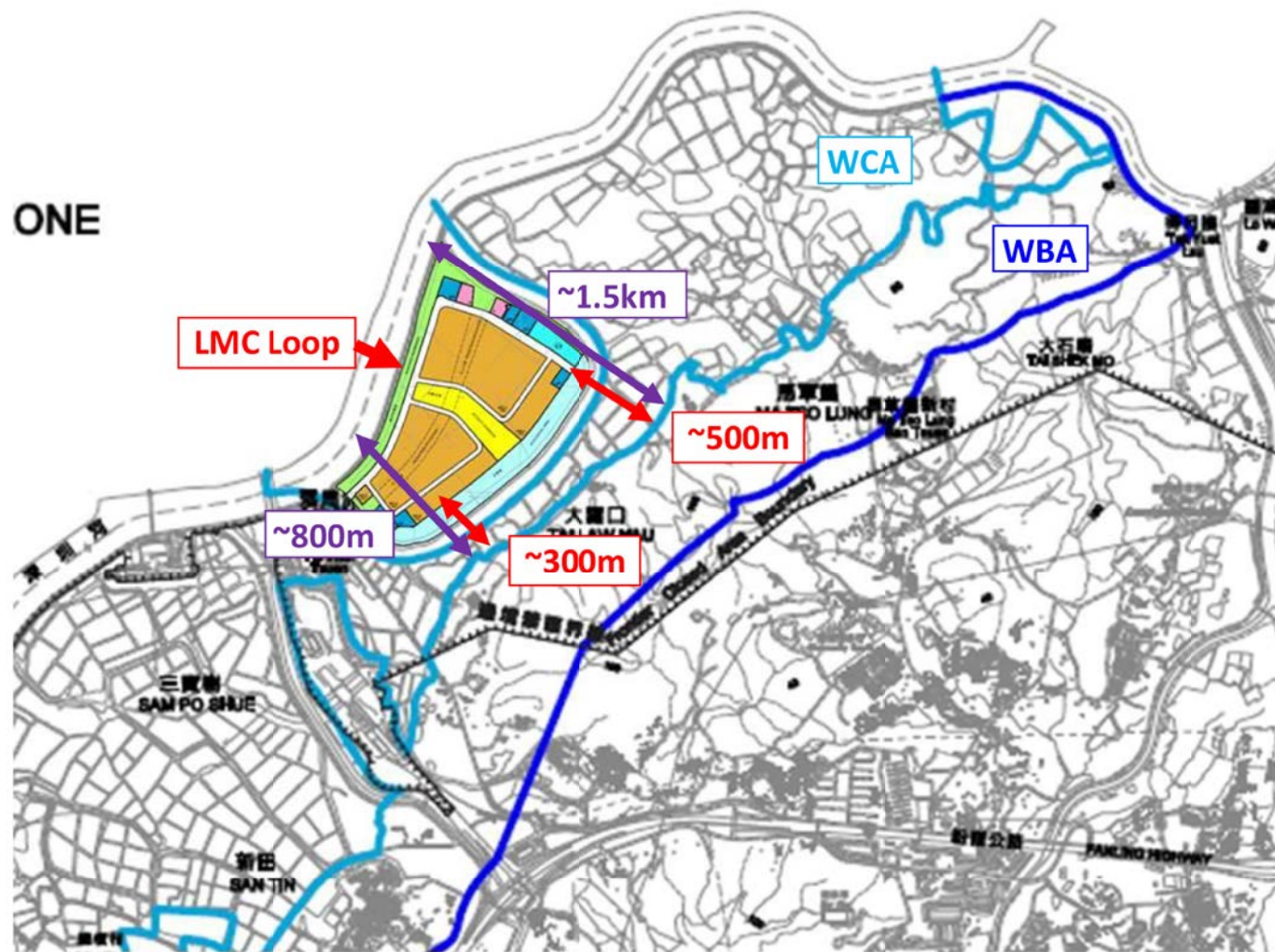
- (a) 現時政府部門如清理違例停泊的單車，須於 24 或 48 小時前張貼告示，惟此做法未能有效清理流動性高的共享單車。民政事務總署與相關部門聯合推行的單車清理行動成效並不顯著。運輸署須盡快與相關部門研究及制定有關共享單車的

**Planning Intention of Various Land Use Zonings
of the Lok Ma Chau Loop Outline Zoning Plan**

- 1 The planning intention of “Commercial” (“C”) zone is primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning mainly as commercial/shopping centre(s) serving the needs of the Lok Ma Chau Loop.
- 2 The planning intention of “Government, Institution or Community” (“G/IC”) zone is primarily for the provision of Government, institution or community facilities serving the needs of the Lok Ma Chau Loop and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 3 The planning intention of “Open Space” (“O”) zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the Lok Ma Chau Loop as well as the general public.
- 4 The planning intention of “Other Specified Uses” (“OU”) annotated “Research and Development, Education, and Cultural and Creative Industries” zone is primarily for research and development, higher education, and cultural and creative industries uses for promoting the development of the Lok Ma Chau Loop as a key base for scientific research, as well as higher education, cultural and creative industries and other complementary facilities.
- 5 The planning intention of “OU” annotated “Ecological Area” zone is primarily to provide/reserve land for the creation of areas of reedbed for compensating the habitat loss due to the development in the Lok Ma Chau Loop and providing movement corridor for birds and other wildlife connecting with the ecologically important areas to the east and west of the Lok Ma Chau Loop.
- 6 The planning intention of “OU” annotated “Sewage Treatment Works” zone is for the development of sewage treatment works to serve the Lok Ma Chau Loop development.
- 7 The planning intention of “Conservation Area” (“CA”) zone is to protect and retain the existing natural landscape and ecological features of the Old Shenzhen River Meander and the associated riparian vegetation, which forms an important element of the flight line corridor for birds and is used by the Eurasian Otter, for conservation, educational and research purposes, and to separate sensitive natural environment from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the ecological integrity of the wetland ecosystem or the existing natural landscape or scenic quality of the Old Shenzhen River Meander or are essential infrastructure projects with overriding public interest may be permitted.

- 8 For “CA” zone, any diversion of stream, filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Lok Ma Chau Loop Outline Zoning Plan No. S/LMCL/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Figure 7. It is clear that the LMC Loop development has fragmented the Deep Bay wetland system, separating the Ma Tso Lung and Ho Hok Wai area from the rest of the system. The WCA and the LMC Loop is currently about 800 metres to 1.5 kilometres wide. However, after the LMC Loop development, only about 300 - 500 metres left, which is about a 60% reduction of the width of the movement corridor. The map is extracted from the TPB-PG No.12C.

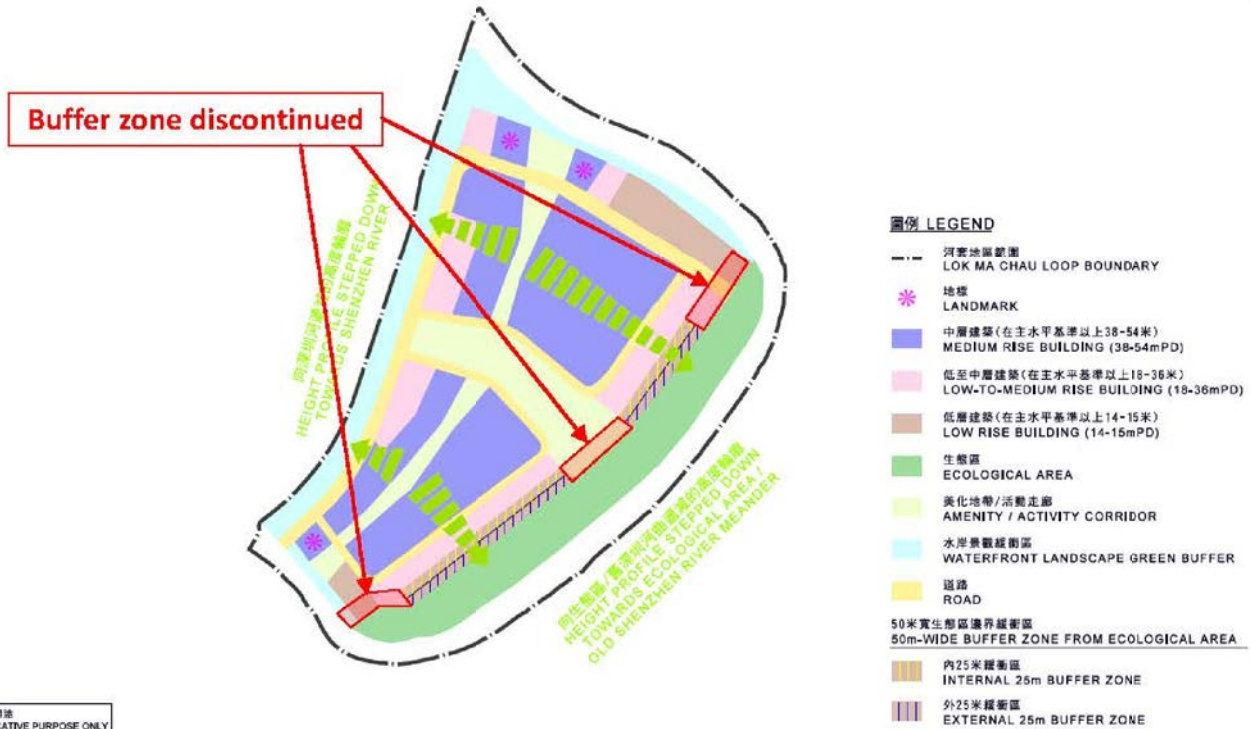


本圖於2017年11月7日擬備
 PLAN PREPARED ON 7.11.2017
 Source : Representation No. R2
 TPB/R/S/LMCL/R2

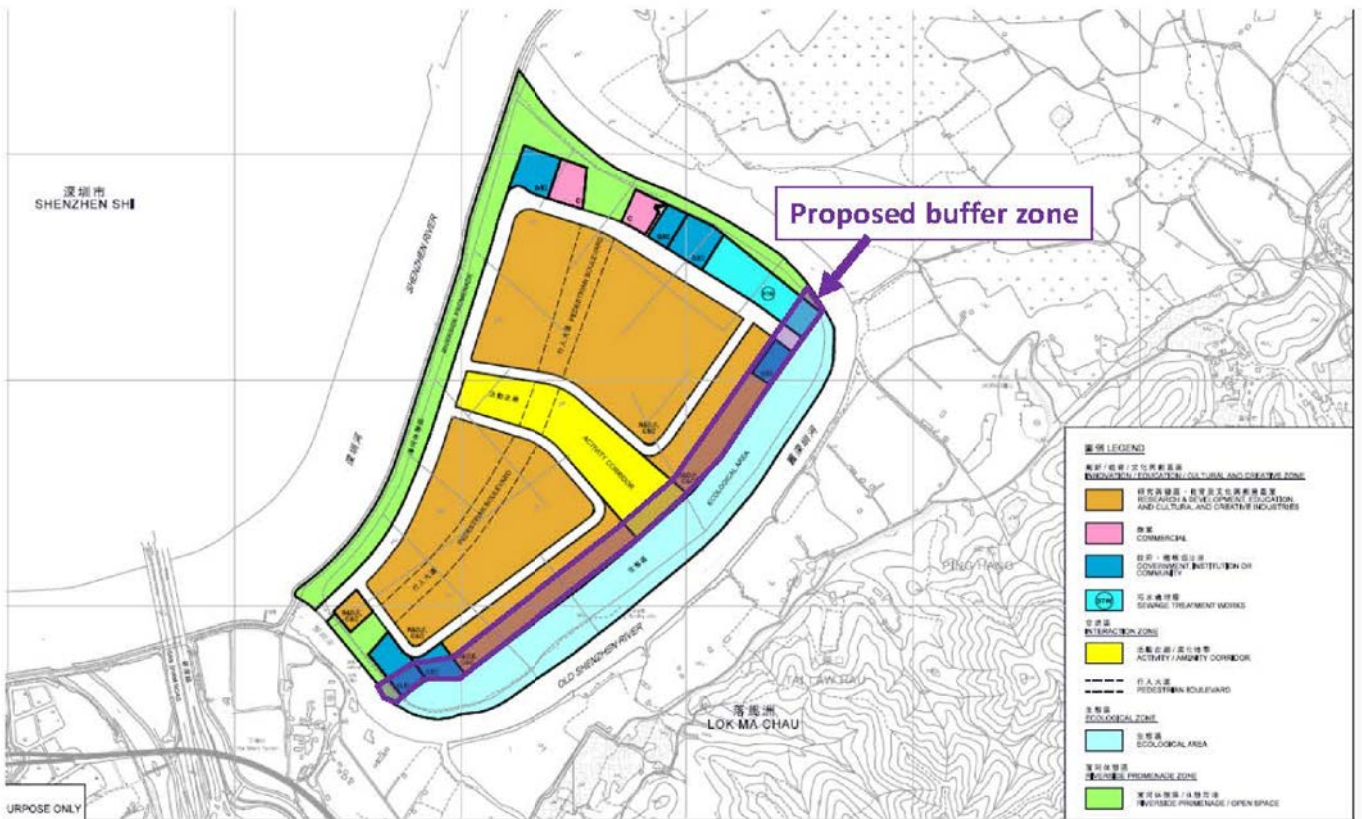
R2提交的繪圖
 Drawing Submitted by R2

參考編號 REFERENCE No.	繪圖 DRAWING
R/S/LMCL/1-1 To 8	H-1

Figure 11. The 50-metre wide buffer zone from the Ecological Area (EA) is not continuous and other development zonings are abutting the EA. The missing areas are indicated by the red boxes (top). Our proposed 50-metre buffer zone with no development is indicated by the purple boundary (bottom). Figures extracted from Figure 4 (top) and Figure 2 (bottom) of the Notes of the draft OZP.



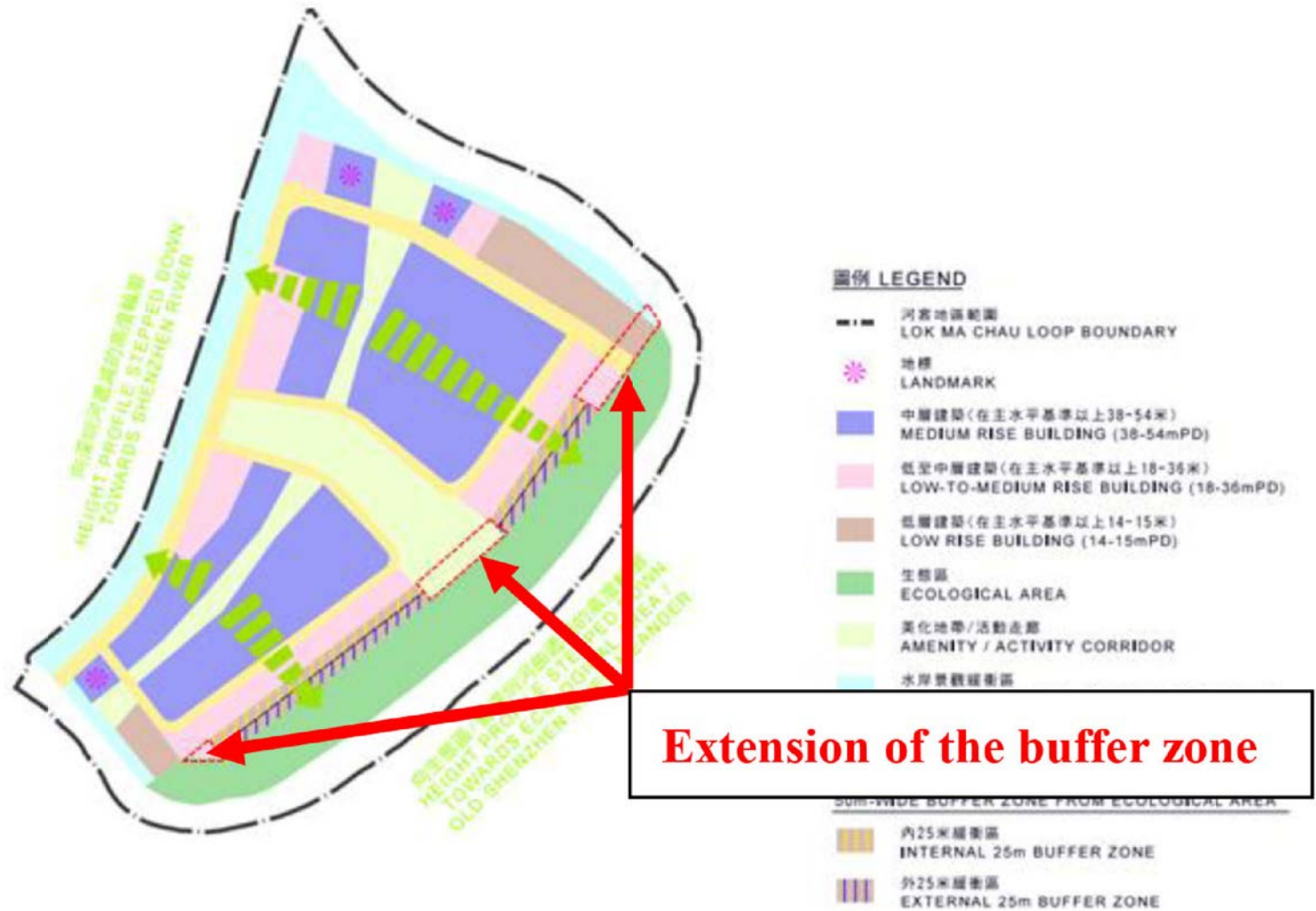
只作顯示用途
FOR INDICATIVE PURPOSE ONLY



只作顯示用途
FOR INDICATIVE PURPOSE ONLY

R2提交的繪圖
Drawing Submitted by R2

Figure 2 The buffer zone should be extended (marked in red). No buildings should be allowed in the buffer zone, including the internal 25m buffer zone



只作顯示用途
FOR INDICATIVE PURPOSE ONLY

R3提交的繪圖
Drawing Submitted by R3

本圖於2017年11月7日擬備
PLAN PREPARED ON 7.11.2017

參考編號 REFERENCE No.	繪圖 DRAWING
R/S/LMCL/1-1 To 8	H-3

Fig 1 Proposed amendment of the 50m-wide buffer zone abutting the EA

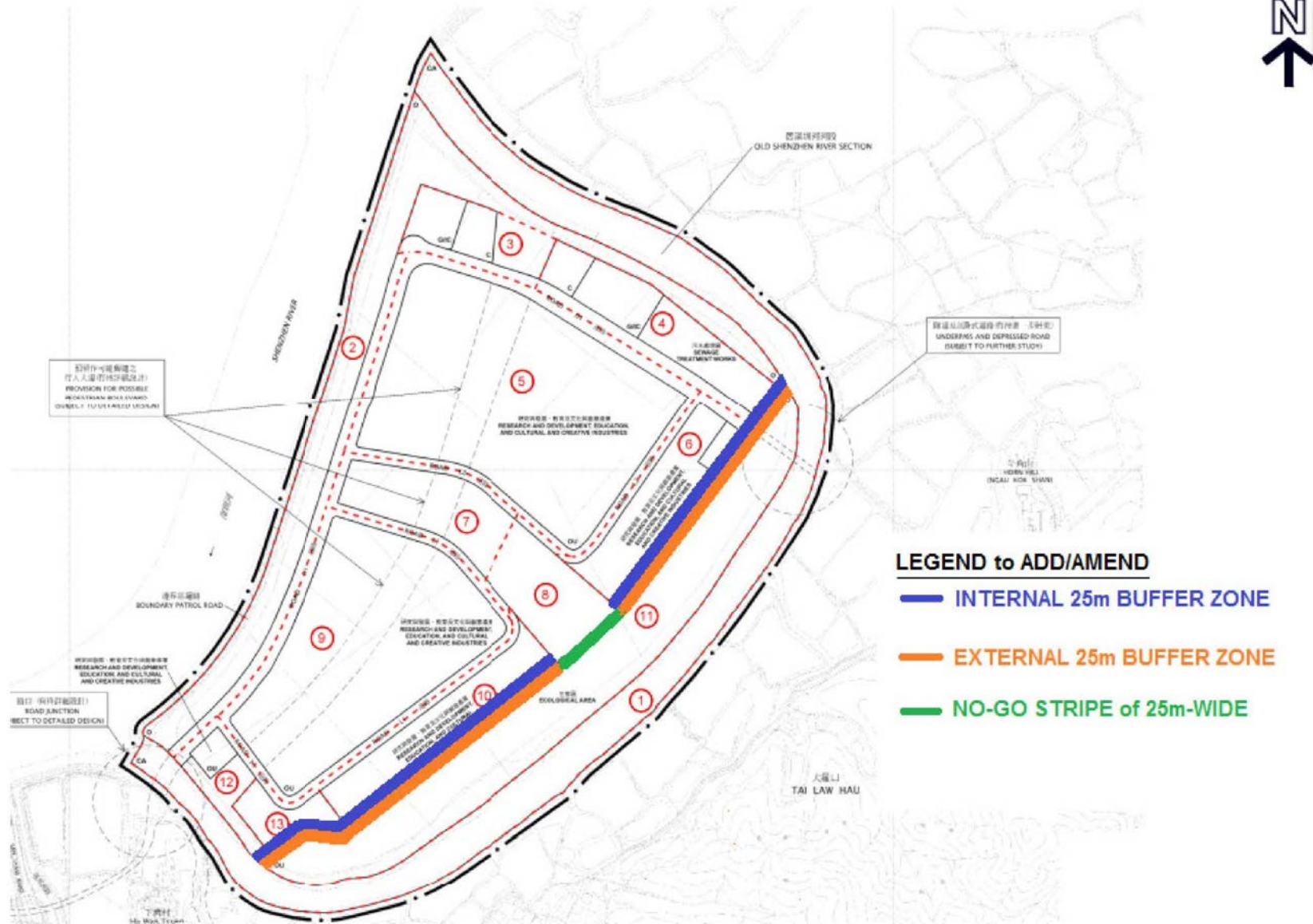


Image source: Plan 10 of TPB Paper No. 10283 with modification by WWF-HK

R4提交的繪圖
Drawing Submitted by R4

本圖於2017年11月7日擬備
PLAN PREPARED ON 7.11.2017

參考編號 REFERENCE No.	繪圖 DRAWING
R/S/LMCL/1-1 To 8	H-4

Figure 1 Lok Ma Chau Loop planning areas plan



圖例 LEGEND

- 河套地區範圍
LOK MA CHAU LOOP BOUNDARY
- 地標
LANDMARK
- 中層建築(在主水平基準以上38-54米)
MEDIUM RISE BUILDING (38-54mPD)
- 低至中層建築(在主水平基準以上18-36米)
LOW-TO-MEDIUM RISE BUILDING (18-36mPD)
- 低層建築(在主水平基準以上14-15米)
LOW RISE BUILDING (14-15mPD)
- 生態區
ECOLOGICAL AREA
- 美化地帶/活動走廊
AMENITY / ACTIVITY CORRIDOR
- 水岸景觀緩衝區
WATERFRONT LANDSCAPE GREEN BUFFER
- 道路
ROAD
- 50米寬生態區邊界緩衝區
50m-WIDE BUFFER ZONE FROM ECOLOGICAL AREA
- 內25米緩衝區
INTERNAL 25m BUFFER ZONE
- 外25米緩衝區
EXTERNAL 25m BUFFER ZONE

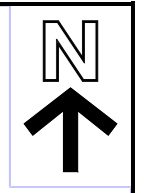
PURPOSE ONLY

Extended Buffer Zone

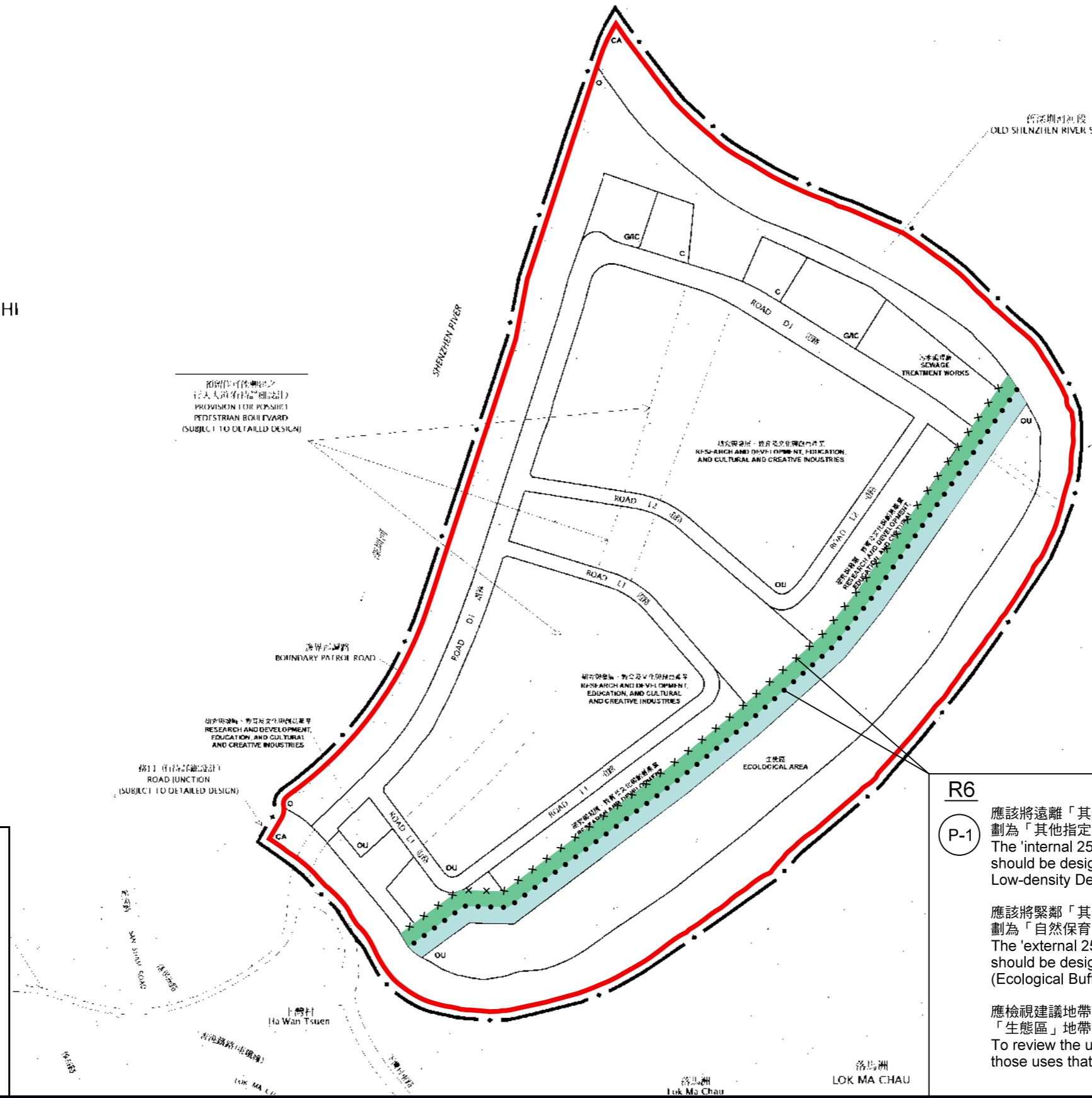
R5提交的繪圖
Drawing Submitted by R5

本圖於2017年11月7日擬備
PLAN PREPARED ON 7.11.2017

參考編號 REFERENCE No.	繪圖 DRAWING
R/S/LMCL/1-1 To 8	H-5



深圳市
SHENZHEN SHI



圖例 LEGEND

- 分區計劃大綱圖界線
BOUNDARY OF OUTLINE ZONING PLAN
- 申述個案編號1至8及意見編號1至3
REPRESENTATIONS No. 1 TO 8 AND COMMENTS No. 1 TO 3
- R6** 落馬洲河套地區分區計劃大綱圖的申述個案編號R6
REPRESENTATION No. R6 OF LMCL OZP
- 申述建議P1
PROPOSAL OF REPRESENTATION P1

(位置只作識別用)
(LOCATION FOR IDENTIFICATION PURPOSE ONLY)

R6

應該將遠離「其他指定用途」註明「生態區」地帶的「內25米緩衝區」劃為「其他指定用途(只許作為生態緩衝並容許低矮及低密度發展)」地帶。
The 'internal 25 m Buffer Zone' (i.e. farther away from the "OU(EA)" zone) should be designated for "OU (Ecological Buffering with Low-rise and Low-density Development only)" zone.

應該將緊鄰「其他指定用途」註明「生態區」地帶的「外25米緩衝區」劃為「自然保育區」或「其他指定用途(只許作為生態緩衝)」地帶。
The 'external 25 m Buffer Zone' (i.e. abutting the "OU(EA)" zone) should be designated either for "Conservation Area" or "OU (Ecological Buffering only)" zones.

應檢視建議地帶內經常准許的用途，避免對「其他指定用途」註明「生態區」地帶造成騷擾或影響。
To review the uses always permitted in the proposed zones to avoid those uses that would cause disturbance/impacts upon the "OU(EA)" zone.

本摘要圖於2017年10月26日擬備，
所根據的資料為於2017年6月9日展示
的分區計劃大綱草圖編號 S/LMCL/1
EXTRACT PLAN PREPARED ON 26.10.2017
BASED ON DRAFT OUTLINE ZONING PLAN
No. S/LMCL/1 EXHIBITED ON 9.6.2017

位置圖 LOCATION PLAN

就落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1
提出的申述個案編號1至8及意見編號1至3作出考慮
CONSIDERATION OF REPRESENTATIONS No. 1 TO 8 AND COMMENTS No. 1 TO 3
TO THE DRAFT LOK MA CHAU LOOP OUTLINE ZONING PLAN No. S/LMCL/1

SCALE 1:7 500 比例尺

米 METRES 100 0 100 200 300 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-1



深圳市
SHENZHEN SHI

S/LMCL/1
落馬洲河套地區
分區計劃大綱圖
LOK MA CHAU LOOP -
OUTLINE ZONING PLAN

S/NE-MTL/3
馬草壩及蠔殼圍
分區計劃大綱圖
MA TSO LUNG
AND HOO HOK WAI -
OUTLINE ZONING PLAN

預留作可能興建之
行人大道(待詳細設計)
PROVISION FOR POSSIBLE
PEDESTRIAN BOULEVARD
SUBJECT TO DETAILED DESIGN

路口(待詳細設計)
ROAD JUNCTION
SUBJECT TO DETAILED DESIGN

鐵路總站及公共運輸總站
RAILWAY TERMINUS AND
PUBLIC TRANSPORT TERMINUS

落馬洲管制站
LOK MA CHAU
CONTROL POINT

S/YL-ST/8
新田
分區計劃大綱圖
SAN TIN -
OUTLINE ZONING PLAN

S/KTN/2
古洞北
分區計劃大綱圖
KWU TUNG NORTH -
OUTLINE ZONING PLAN

落馬洲河套地區及周邊地區的土地用途

LAND USE ZONINGS OF THE LOK MA CHAU LOOP AND THE SURROUNDING AREAS

本摘要圖於2017年11月9日擬備，所根據的資料為：
於2017年6月9日展示的分區計劃大綱圖
編號 S/LMCL/1，
於2015年6月16日核准的分區計劃大綱圖
編號 S/KTN/2，
於2006年12月5日核准的分區計劃大綱圖
編號 S/YL-ST/8及
於2015年6月19日核准的分區計劃大綱圖
編號 S/NE-MTL/3
EXTRACT PLAN PREPARED ON 9.11.2017
BASED ON OUTLINE ZONING PLANS No.
S/LMCL/1 EXHIBITED ON 9.6.2017,
S/KTN/2 APPROVED ON 16.6.2015,
S/YL-ST/8 APPROVED ON 5.12.2006 AND
S/NE-MTL/3 APPROVED ON 19.6.2015

規劃署
PLANNING DEPARTMENT

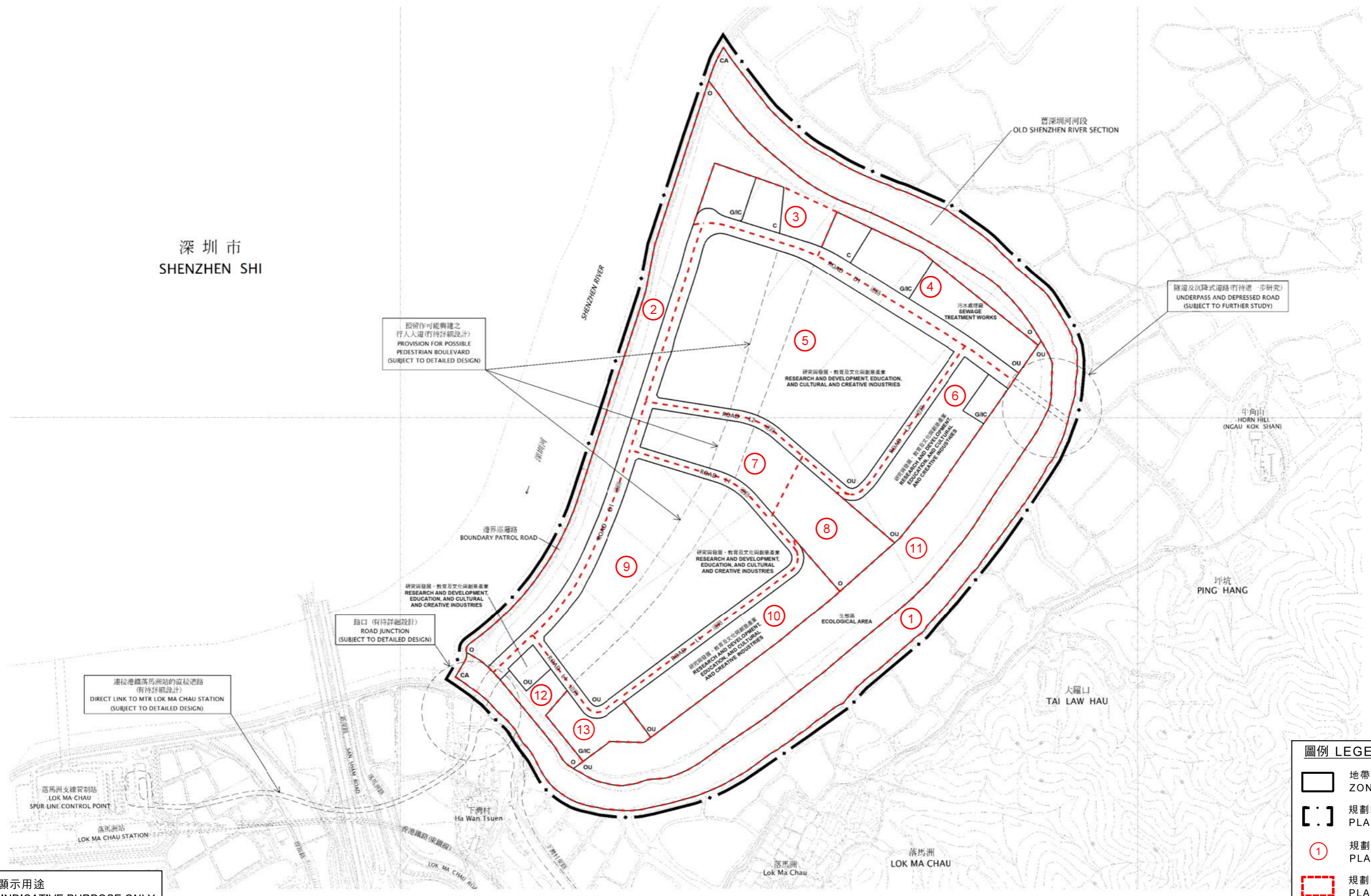


參考編號 REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-2



深圳市
SHENZHEN SHI



連接港鐵落馬洲站的直接道路
(有待詳細設計)
DIRECT LINK TO MTR LOK MA CHAU STATION
(SUBJECT TO DETAILED DESIGN)

路口 (有待詳細設計)
ROAD JUNCTION
(SUBJECT TO DETAILED DESIGN)

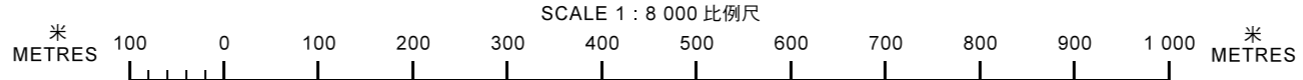
預留作可能興建之
行人大道 (有待詳細設計)
PROVISION FOR POSSIBLE
PEDESTRIAN BOULEVARD
(SUBJECT TO DETAILED DESIGN)

隧道及沉降式道路 (有待進一步研究)
UNDERPASS AND DEPRESSED ROAD
(SUBJECT TO FURTHER STUDY)

圖例 LEGEND	
	地帶 ZONES
	規劃範圍界線 PLANNING SCHEME BOUNDARY
	規劃區編號 PLANNING AREA NUMBER
	規劃區界線 PLANNING AREA BOUNDARY

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

落馬洲河套地區發展 DEVELOPMENT OF LOK MA CHAU LOOP
 落馬洲河套地區規劃區
 LOK MA CHAU LOOP PLANNING AREAS



本摘要圖於2017年10月25日擬備
EXTRACT PLAN PREPARED ON 25.10.2017

規劃署
PLANNING
DEPARTMENT

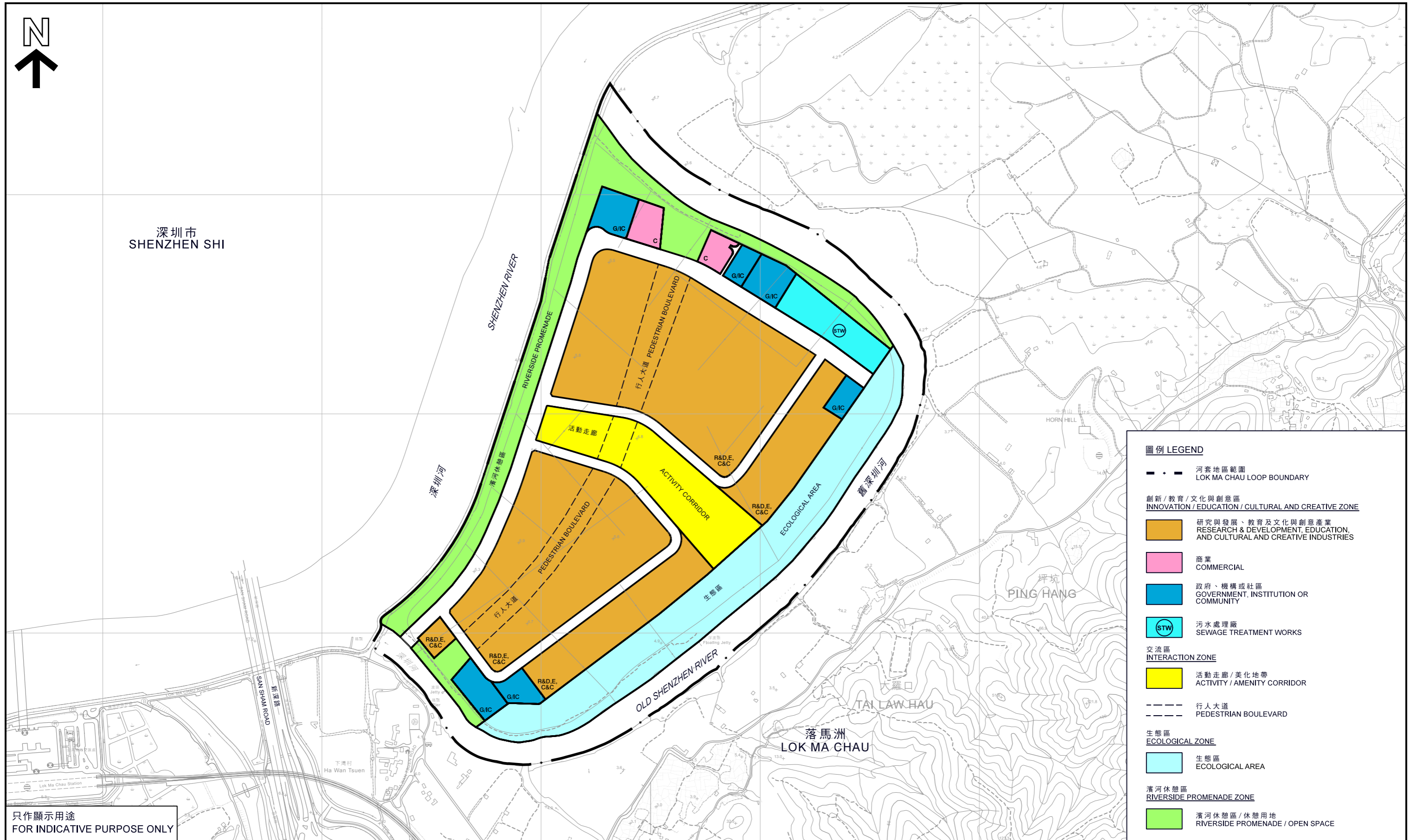


參考編號
REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-3



深圳市
SHENZHEN SHI



圖例 LEGEND

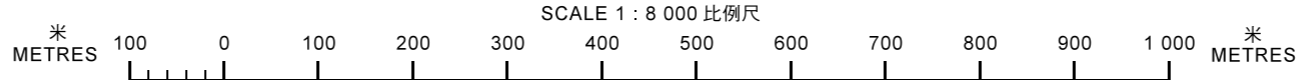
- 河套地區範圍
LOK MA CHAU LOOP BOUNDARY
- 創新 / 教育 / 文化與創意區**
INNOVATION / EDUCATION / CULTURAL AND CREATIVE ZONE
- 研究與發展、教育及文化與創意產業
RESEARCH & DEVELOPMENT, EDUCATION,
AND CULTURAL AND CREATIVE INDUSTRIES
- 商業
COMMERCIAL
- 政府、機構或社區
GOVERNMENT, INSTITUTION OR
COMMUNITY
- STW
污水處理廠
SEWAGE TREATMENT WORKS
- 交流區**
INTERACTION ZONE
- 活動走廊 / 美化地帶
ACTIVITY / AMENITY CORRIDOR
- 行人大道
PEDESTRIAN BOULEVARD
- 生態區**
ECOLOGICAL ZONE
- 生態區
ECOLOGICAL AREA
- 濱河休憩區**
RIVERSIDE PROMENADE ZONE
- 濱河休憩區 / 休憩用地
RIVERSIDE PROMENADE / OPEN SPACE

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

落馬洲河套地區發展 DEVELOPMENT OF LOK MA CHAU LOOP

土地用途大綱
LAND USE FRAMEWORK

本摘要圖於2017年10月25日擬備，
所根據的資料為地形圖組別HP5C圖則
編號2-NE-C, 2-NE-D, 2-SE-A及2-SE-B
EXTRACT PLAN PREPARED ON 25.10.2017
BASED ON TOPOGRAPHIC MAP SERIES HP5C
SHEETS No. 2-NE-C, 2-NE-D, 2-SE-A AND 2-SE-B



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-4



圖例 LEGEND

-  河套地區範圍
LOK MA CHAU LOOP BOUNDARY
-  地標
LANDMARK
-  中層建築 (在主水平基準以上38-54米)
MEDIUM RISE BUILDING (38-54mPD)
-  低至中層建築 (在主水平基準以上18-36米)
LOW-TO-MEDIUM RISE BUILDING (18-36mPD)
-  低層建築 (在主水平基準以上14-15米)
LOW RISE BUILDING (14-15mPD)
-  生態區
ECOLOGICAL AREA
-  美化地帶/活動走廊
AMENITY / ACTIVITY CORRIDOR
-  水岸景觀緩衝區
WATERFRONT LANDSCAPE GREEN BUFFER
-  道路
ROAD
-  50米寬生態區邊界緩衝區
50m-WIDE BUFFER ZONE FROM ECOLOGICAL AREA
-  內25米緩衝區
INTERNAL 25m BUFFER ZONE
-  外25米緩衝區
EXTERNAL 25m BUFFER ZONE

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

本圖於2017年10月25日擬備
PLAN PREPARED ON 25.10.2017

落馬洲河套地區發展 DEVELOPMENT OF LOK MA CHAU LOOP

建築物高度概況
BUILDING HEIGHT PROFILE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/LMCL/1-1 To 8




















圖 PLAN
H-5



深圳市
SHENZHEN SHI



圖例 LEGEND

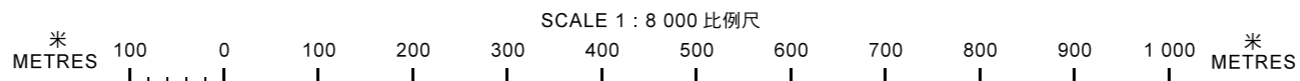
-  河套地區範圍
LOK MA CHAU LOOP BOUNDARY
-  發展用地 - 研究與發展、教育及文化與創意產業
DEVELOPMENT SITE - RESEARCH AND DEVELOPMENT, EDUCATION, AND CULTURAL AND CREATIVE INDUSTRIES
-  發展用地 - 商業
DEVELOPMENT SITE - COMMERCIAL
-  發展用地 - 基建及支援設施
DEVELOPMENT SITE - INFRASTRUCTURAL AND SUPPORTING FACILITIES
-  門廊
GATEWAY
-  蘆葦保育區
RETENTION OF REED BED
-  主要道路
MAIN ROAD
-  地區道路
LOCAL ROAD
-  行人大道
PEDESTRIAN BOULEVARD
-  主要通風廊道
MAJOR BREEZEWAY
-  地區通風廊道
LOCAL BREEZEWAY / AIR PATH
-  臨街商業廊帶
COMMERCIAL SHOP FRONTAGE
-  主要聚集點
PRIMARY FOCAL POINT
-  視覺走廊
VIEW CORRIDOR
-  交通樞紐
TRANSPORT HUB
-  生態區
ECOLOGICAL AREA
-  美化地帶/活動走廊
AMENITY / ACTIVITY CORRIDOR
-  水岸景觀緩衝區
WATERFRONT LANDSCAPE GREEN BUFFER
-  與周邊地區的连接
LINKAGE WITH SURROUNDING AREA
-  與周邊地區的连接 (有待進一步研究)
LINKAGE WITH SURROUNDING AREA (SUBJECT TO FURTHER STUDY)

只作顯示用途
FOR INDICATIVE PURPOSE ONLY

落馬洲河套地區發展 DEVELOPMENT OF LOK MA CHAU LOOP

整體城市設計及景觀規劃大綱
OVERALL URBAN DESIGN AND LANDSCAPE FRAMEWORK

本摘要圖於2017年10月25日擬備，
所根據的資料為地形圖組別HP5C圖則
編號2-NE-C, 2-NE-D, 2-SE-A及2-SE-B
EXTRACT PLAN PREPARED ON 25.10.2017
BASED ON TOPOGRAPHIC MAP SERIES HP5C
SHEETS No. 2-NE-C, 2-NE-D, 2-SE-A AND 2-SE-B



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-6

土地用途 Land Uses	公頃 Hectares	%
E 教育 Education	22.8	26
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
R&D/C&C 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
C 商業 Commercial	0.5	0.6
C/D 商業及運輸交匯處 Commercial cum Transport Interchange	0.7	0.8
G 政府 (邊境相關過境設施) Government (with Possible Associated Boundary Crossing Facilities)	0.8	0.9
STW/G 政府 (污水處理廠) Government (Sewage Treatment Works)	2.1	2.4
FG 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
EA 其他指定用途 (生態區) Other Specified Uses (Ecological Area)	12.8	14.6
DCS 其他指定用途 (區域供冷系統) Other Specified Uses (District Cooling System)	1.6	1.8
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



本圖於2017年10月26日擬備
 PLAN PREPARED ON 26.10.2017
 來源：落馬洲河套地區發展規劃
 及工程研究-勘察研究
 Source : THE LMCL P&E STUDY

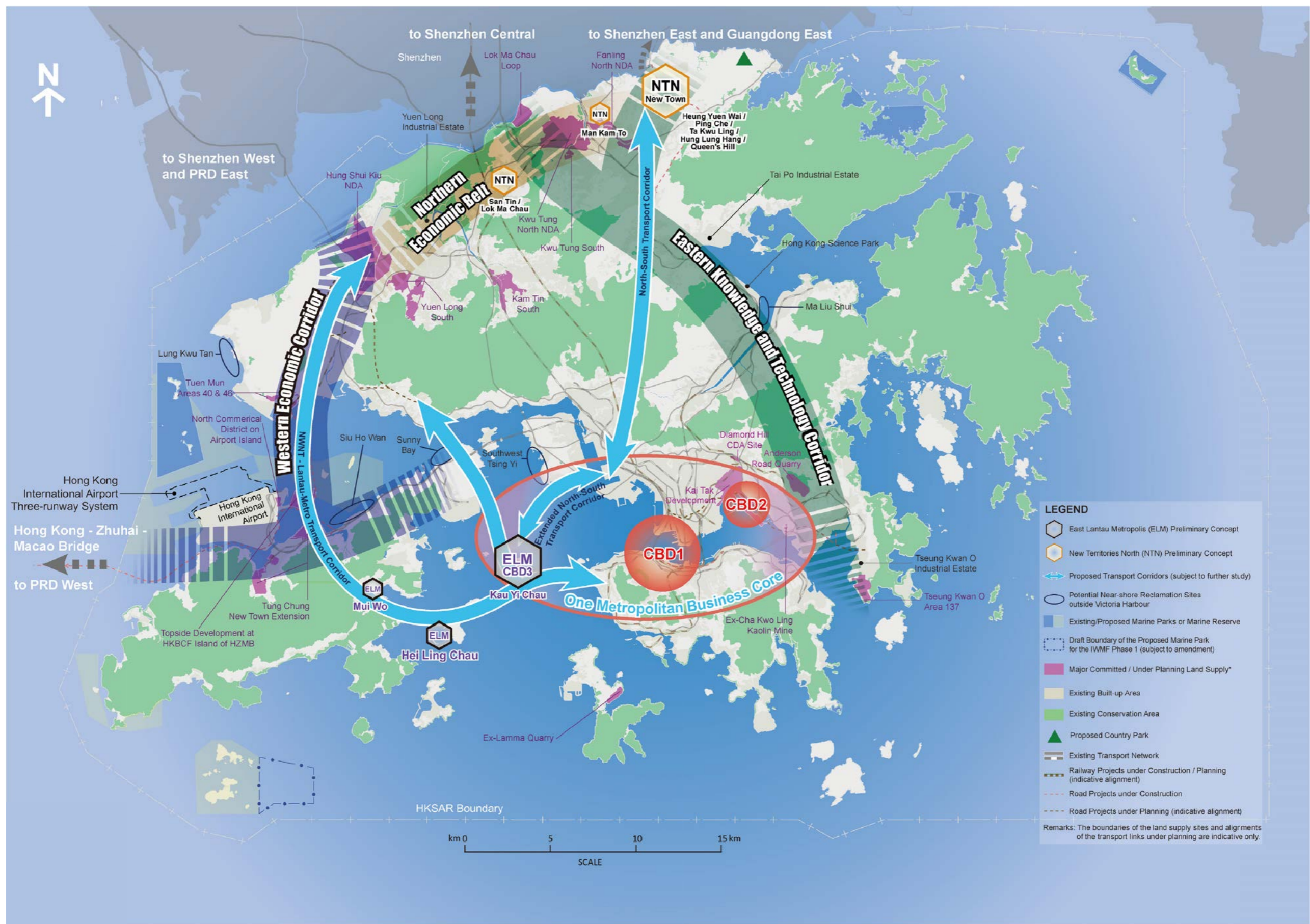
落馬洲河套地區發展規劃及工程研究-勘察研究
 THE LOK MA CHAU LOOP P&E STUDY
 建議發展大綱圖
 RECOMMENDED OUTLINE DEVELOPMENT PLAN

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 R/S/LMCL/1-1 To 8

圖 PLAN
 H-7



本圖於2017年10月26日擬備
 PLAN PREPARED ON 26.10.2017
 來源：香港2030+ (公眾參與文件, 2016年10月)
 Source: Hong Kong 2030+
 (Public Engagement Document, October 2016)

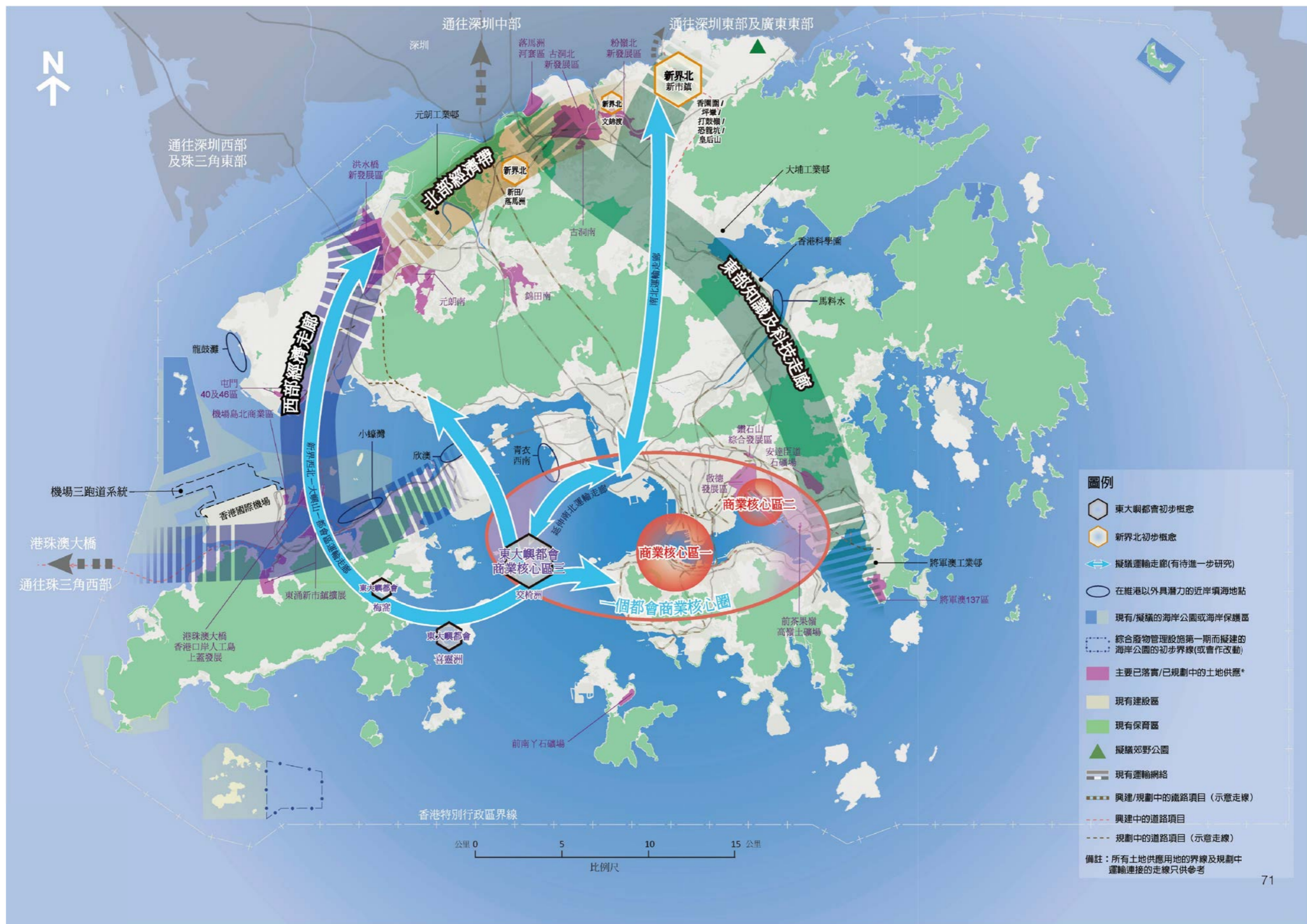
香港2030+ (公眾參與文件)
 HONG KONG 2030+ (PUBLIC ENGAGEMENT DOCUMENT)
 香港2030+的概念性空間框架
 CONCEPTUAL SPATIAL FRAMEWORK FOR HONG KONG 2030+

規劃署
 PLANNING DEPARTMENT



參考編號 REFERENCE No.
 R/S/LMCL/1-1 To 8

圖 PLAN
 H-8



本圖於2017年11月3日擬備
 PLAN PREPARED ON 3.11.2017
 來源：香港2030+ (公眾參與文件, 2016年10月)
 Source: Hong Kong 2030+
 (Public Engagement Document, October 2016)

香港2030+ (公眾參與文件)
 HONG KONG 2030+ (PUBLIC ENGAGEMENT DOCUMENT)
 香港2030+的概念性空間框架
 CONCEPTUAL SPATIAL FRAMEWORK FOR HONG KONG 2030+

規劃署
 PLANNING DEPARTMENT



參考編號 REFERENCE No.
 R/S/LMCL/1-1 To 8

圖 PLAN
 H-8a

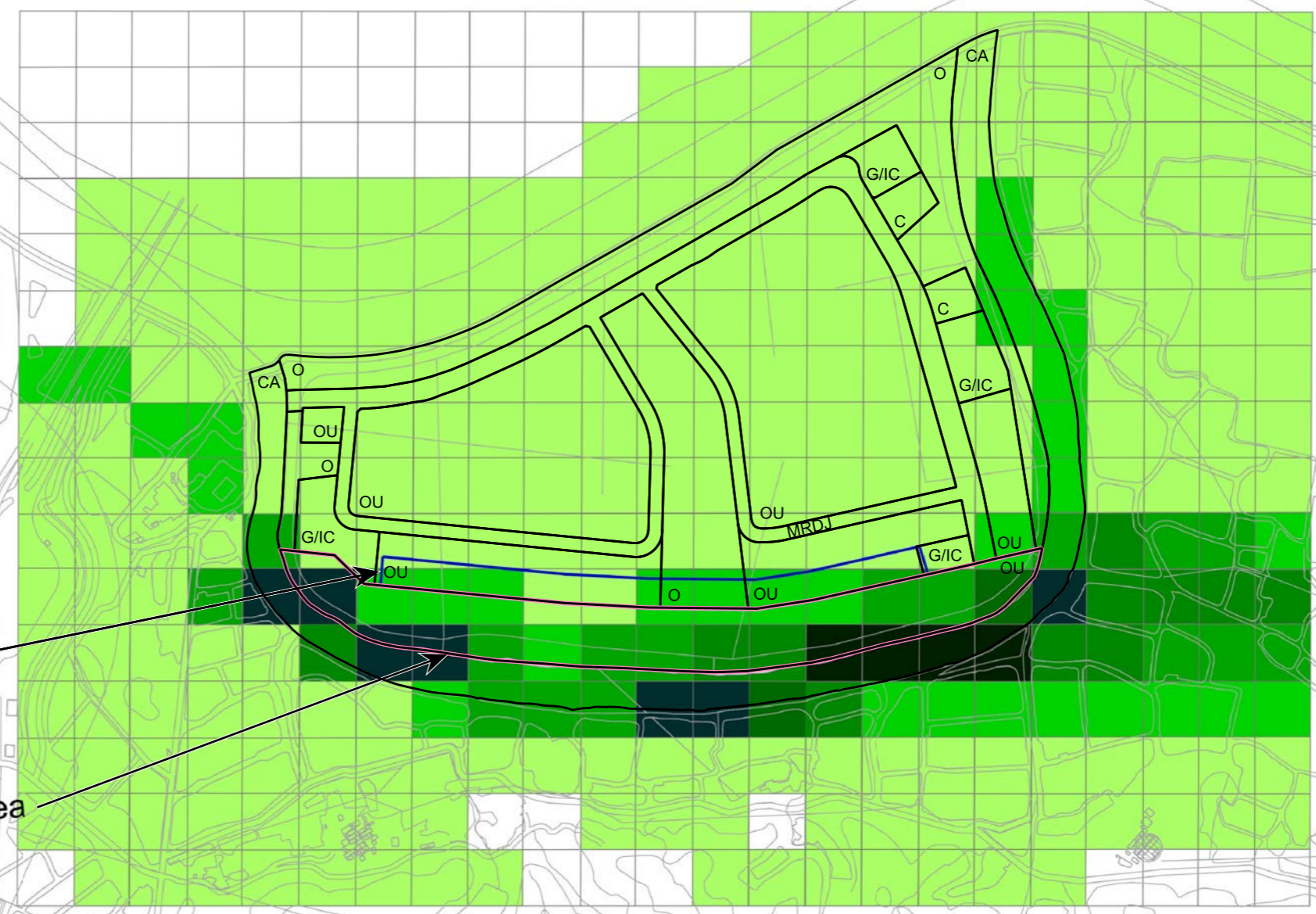


位置圖
Location Plan

Table 12.67d Number of affected bird-flights of large waterbirds in each 100m-wide column of the corridor (see Figure 12-11).

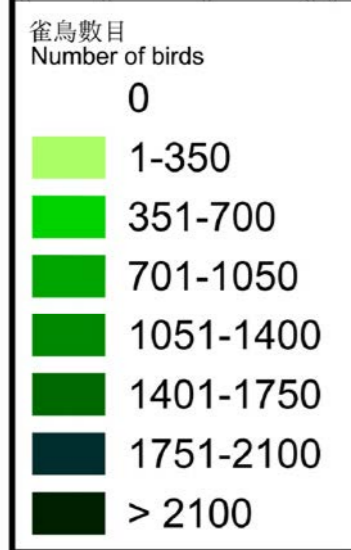
Column	E	F	G	H	I	J	K
Total no. of bird-flights affected	1390	505	454	424	345	184	148
Total no. of bird-flights unaffected	2644	3553	2970	3032	2612	1713	1982
% of bird-flights affected	34%	12%	13%	12%	12%	10%	7%
% of bird-flights unaffected	66%	88%	87%	88%	88%	90%	93%
Column	L	M	N	O	P	Q	R
Total no. of bird-flights affected	144	304	494	676	943	2153	2986
Total no. of bird-flights unaffected	3652	3708	3800	4359	4009	3158	4227
% of bird-flights affected	4%	8%	12%	13%	19%	41%	41%
% of bird-flights unaffected	96%	92%	88%	87%	81%	59%	59%

A B C D E F G H I J K L M N O P Q R S T U V W



緩衝區
Buffer Area

生態區
Ecological Area



本圖於2017年11月2日擬備
PLAN PREPARED ON 2.11.2017
所根據的資料為落馬洲河套地區
發展環境影響評估的圖片12-11及圖表12.67d
Based on Fig.12-11 and Table 12.67d of Environment
Impact Assessment of the Development of Lok Ma Chau Loop

落馬洲河套地區發展環境影響評估
ENVIRONMENT IMPACT ASSESSMENT
OF THE DEVELOPMENT OF LOK MA CHAU LOOP

所有鳥類物種在旱季及雨季調查中之飛行路線及生態區和其緩衝區的位置
DRY AND WET SEASONS FLIGHT LINES OF
ALL BIRD SPECIES AND LOCATIONS OF ECOLOGICAL AREA AND ITS BUFFER ZONE

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-9



Proposed to retain about 3 ha of original reed beds

本圖於2017年11月2日擬備
 PLAN PREPARED ON 2.11.2017
 來源：項目倡議人回應環境諮詢委員會環境
 影響評估小組委員於2013年8月19日
 會議提出意見／詢問的進一步資料
 Source : Further information from project
 proponent in response to
 comments/queries raised by
 Members of Advisory Council on
 the Environment Environmental
 Impact Assessment Subcommittee
 at the meeting on 19 August 2013

環境諮詢委員會環境影響評估小組於2013年9月13日考慮的進一步資料
 FURTHER INFORMATION CONSIDERED
 BY ACE EIA SUBCOMMITTEE ON 13.9.2013

位於生態區及美化地帶予以保留的現有蘆葦叢
 LOCATION OF EXISTING REEDBEDS IN THE
 ECOLOGICAL AREA AND AMENITY AREA TO BE RETAINED

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 R/S/LMCL/1-1 To 8

圖 PLAN
 H-10




深圳市
SHENZHEN SHI

SHENZHEN RIVER
深圳河

落馬洲管制站
LOK MA CHAU
CONTROL POINT

圖例 LEGEND

 申述地點（界線只作識別用）
REPRESENTATION SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2017年10月25日擬備，
所根據的資料為地政總署
於2016年9月19日拍得的航攝照片
編號E001398C_R & E001399C_R
PLAN PREPARED ON 25.10.2017
BASED ON AERIAL PHOTO
No. E001398C_R & E001399C_R
TAKEN ON 19.9.2016
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO
落馬洲河套地區發展
DEVELOPMENT OF LOK MA CHAU LOOP

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/LMCL/1-1 To 8

圖 PLAN
H-11



圖例 LEGEND


 申述地點 (界線只作識別用)
 REPRESENTATION SITE
 (BOUNDARY FOR IDENTIFICATION
 PURPOSE ONLY)

本圖於2017年10月25日擬備，
 所根據的資料為於2017年2月6日
 拍得的航拍照片
 PLAN PREPARED ON 25.10.2017
 BASED ON UVA PHOTOS
 TAKEN ON 6.2.2017

航拍照片 UVA PHOTOS

落馬洲河套地區發展
 DEVELOPMENT OF LOK MA CHAU LOOP

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 R/S/LMCL/1-1 To 8

圖 PLAN
 H-12