

# **TOWN PLANNING BOARD**

**TPB Paper No. 10356  
For Consideration by  
the Town Planning Board on 17.11.2017**

**DRAFT LOK MA CHAU LOOP OUTLINE ZONING PLAN NO. S/LMCL/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/LMCL/1-R1 TO R8  
AND COMMENTS NO. TPB/R/S/LMCL/1-C1 TO C3**

**DRAFT LOK MA CHAU LOOP OUTLINE ZONING PLAN NO. S/LMCL/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/LMCL/1-R1 TO R8  
AND COMMENTS NO. TPB/R/S/LMCL/1-C1 TO C3**

<b>Subject of Representations/Representation Sites</b>	<b>Representers (No. TPB/R/S/LMCL/1-R1 to R8) <u>Total: 8</u></b>	<b>Commenters (No. TPB/R/S/LMCL/1-C1 to C3) <u>Total: 3</u></b>
<b><i>Supportive Representation</i></b>		
<p><u>Support</u> the Lok Ma Chau Loop development</p> <p><u>Provide views</u> on the Hong Kong-Shenzhen Innovation and Technology Park and the development potential and traffic condition of the San Tin area</p>	<b>R1:</b> San Tin Rural Committee	<p><u>Oppose R1</u> <b>C2:</b> Mr. Wright FU</p>
<b><i>Adverse Representations and Representations Offering Comments and Raising Concerns</i></b>		
<p><u>Oppose</u> the Outline Zoning Plan (<b>R3</b>)</p> <p><u>Oppose</u> the designation of “Other Specified Uses” (“OU”) and “Open Space” (“O”) zones next to the Ecological Area (EA) (<b>R6 to R8</b>)</p> <p><u>Provide views and raise concerns on:</u></p> <ul style="list-style-type: none"> <li>• Ecological importance of the Lok Ma Chau Loop and Deep Bay area (<b>R2, R4 to R6</b>)</li> <li>• Ecological corridor and birds’ flight path (<b>R2, R3 and R4</b>)</li> <li>• Buffer zone adjoining EA (<b>R2 to R8</b>)</li> <li>• Retention of the existing reedbed (<b>R2</b>)</li> <li>• Development intensity of the Lok Ma Chau Loop development (<b>R2 and R3</b>)</li> <li>• Eastern Connection Road (ECR) (<b>R2</b>)</li> <li>• Development pressure in surrounding areas (<b>R2 and R5</b>)</li> </ul>	<p><b>R2:</b> The Hong Kong Bird Watching Society</p> <p><b>R3:</b> The Conservancy Association</p> <p><b>R4:</b> World Wide Fund for Nature Hong Kong</p> <p><b>R5:</b> Designing Hong Kong</p> <p><b>R6:</b> Kadoorie Farm &amp; Botanic Garden Corporation</p> <p><b>R7:</b> Tony Nip</p> <p><b>R8:</b> Chiu Sein Tuck</p>	<p><u>Support R2 to R8</u> <b>C1:</b> Green Sense <b>C2:</b> Mr. Wright FU <b>C3:</b> CK Mak</p>

## 1. **Introduction**

- 1.1 On 9.6.2017, the draft Lok Ma Chau Loop Outline Zoning Plan No. S/LMCL/1 (the OZP) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the two-month exhibition period which ended on 9.8.2017, a total of eight representations were received. On 25.8.2017, the representations were published for three weeks for public comment until 15.9.2017. A total of three comments were received.
- 1.2 On 20.10.2017, the Town Planning Board (the Board) agreed to consider all the representations (**Annex I**) and comments (**Annex II**) collectively in one group. This paper is to provide the Board with information for consideration of representations and comments. A summary of the representations and comments is at **Annex III**. Relevant locations are shown on **Plan H-1**.
- 1.3 The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **Background**

- 2.1 The Lok Ma Chau Loop, comprising a land area of about 87.7 ha, was originally within the administrative boundary of Shenzhen. In accordance with Order No. 221 of the State Council of the People's Republic of China promulgated on 1.7.1997, after the training of the Shenzhen River, the boundary will follow the new centre line of the Shenzhen River. The Lok Ma Chau Loop has since been included within the administrative boundary of the Hong Kong Special Administrative Region (HKSAR) and it currently falls outside the Frontier Closed Area.

### ***Planning and Engineering Study on Development of Lok Ma Chau Loop***

- 2.2 In June 2009, the Planning and Engineering Study on Development of Lok Ma Chau Loop (the LMCL P&E Study) was commissioned to formulate a planning and development framework for the implementation of the Lok Ma Chau Loop development. During the course of the study, two stages of public engagement had been undertaken. The public generally accepted the proposed land uses, and agreed the superior location of the Lok Ma Chau Loop should be capitalized to enhance the co-operation between Hong Kong and Shenzhen, and a balance between conservation and development should be struck under the principle of sustainable development.
- 2.3 According to the LMCL P&E Study, development within the Lok Ma Chau Loop is subject to a maximum total gross floor area (GFA) of 1.2 million m<sup>2</sup> which includes about 1.13 million m<sup>2</sup> GFA for three main uses, i.e. higher education (720,000m<sup>2</sup>/64%), high-tech research and development (R&D)/cultural and creative industries (C&C) (411,000m<sup>2</sup>/36%) uses as well as other supporting uses (including commercial use (60,000m<sup>2</sup>)) and infrastructure (Recommended Outline Development Plan at **Plan H-7**). To support the Lok Ma Chau Loop development, supporting external and internal road links as well as government, institution and community facilities are also proposed. Various technical assessments, amongst

others, Environmental Impact Assessment (EIA), Transport and Traffic Impact Assessment (TTIA) and Drainage Impact Assessment (DIA), have been undertaken to confirm the technical feasibility of the development.

- 2.4 In October 2013, the EIA report for the Lok Ma Chau Loop development undertaken as part of the LMCL P&E Study was approved (excluding the ECR) pursuant to the Environmental Impact Assessment Ordinance (EIAO). The Environmental Permit (EP) was also granted in November 2013. The approved EIA report has examined and assessed the potential environmental and ecological impacts of the Lok Ma Chau Loop development and recommended mitigation measures. With the implementation of the mitigation measures, the Lok Ma Chau Loop development would be environmentally acceptable.

***Policy Direction: Developing the Lok Ma Chau Loop as the Hong Kong-Shenzhen Innovation and Technology Park***

- 2.5 On 3.1.2017, a “Memorandum of Understanding on Jointly Developing the Lok Ma Chau Loop by Hong Kong and Shenzhen” (2017 MOU) was signed between the Hong Kong and Shenzhen Governments, agreeing to jointly develop the Lok Ma Chau Loop as the Hong Kong-Shenzhen Innovation and Technology Park (IT Park), setting up a key base for scientific research, as well as relevant higher education, C&C and other complementary facilities. On 6.3.2017, the Government briefed the Panel on Commerce and Industry, Panel on Development, and Panel on Information Technology and Broadcasting of the Legislative Council on the policy direction and latest situation of the development of the IT Park at the Lok Ma Chau Loop.

*R&D, Higher Education and C&C Uses*

- 2.6 A key base for co-operation in top-notch scientific research will be established in the IT Park. Through liaising with top-tier enterprises, R&D institutions and higher education institutions in the Mainland and overseas, a base for co-operation in scientific research will be established for exchanging and co-operating with international research talents. The 2017 MOU also states that an ‘Integrated Advanced Training Platform’ will be set up in the IT Park through soliciting proposals from the world’s top higher education institutions (including higher education institutions in Hong Kong, the Mainland and overseas) for operating branches or new institutions in the IT Park. These branches or new institutions will focus on the provision of postgraduate programmes and professional training courses on new or advanced technology, aiming to nurture talents and engender synergy and clustering effects with the facilities in the IT Park. Relevant C&C supporting facilities will also be provided to complement with the scientific projects and activities in the IT Park.
- 2.7 As per the policy direction under the 2017 MOU, the Lok Ma Chau Loop would be developed for the three main uses of R&D, higher education, and C&C uses as recommended under the LMCL P&E Study. Development in the IT Park would still be subject to a maximum total GFA of 1.2 million m<sup>2</sup> with a flexible allocation of GFA among the three uses where appropriate to meet the changing situation and needs of the economic development. A technical review has been undertaken by Civil Engineering and Development Department (CEDD) and Planning Department

(PlanD) to confirm the technical feasibility of the flexible development mix among the three main uses. Other supporting commercial, government, institution and community, and infrastructure facilities would also be provided. Taken into account the recommendations of the LMCL P&E Study and the policy direction of 2017 MOU, the draft OZP was prepared to provide the statutory land use framework for the Lok Ma Chau Loop. On 19.5.2017, the Board considered and agreed that the OZP was suitable for exhibition for public inspection under section 5 of the Ordinance. An extract of the minutes of the Town Planning Board meeting on 19.5.2017 is attached at **Annex IV**.

### 3. Local Consultation

3.1 San Tin Rural Committee (STRC), Yuen Long District Council (YLDC), Sheung Shui District Rural Committee (SSDRC) and North District Council (NDC) were consulted on the OZP on 26.5.2017, 27.6.2017, 13.7.2017 and 27.7.2017 respectively. They generally support the Lok Ma Chau Loop development and the OZP. A summary of their comments and Government's responses at the meetings and extracts of the minutes of the YLDC and NDC meetings are attached at **Annexes V to VII** respectively. Their major comments and Government's responses made at the meetings are as follows:

#### 3.2 Major comments

- (a) With the implementation of the Lok Ma Chau Loop development, the surrounding areas in the Yuen Long District and North District should also be developed and their development potential should be unleashed.
- (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. At present, there is traffic congestion at Lok Ma Chau Road and area near Lok Ma Chau Spur Line Control Point. In North District, the traffic, in particular in Castle Peak Road, is congested. The traffic problem would be worsened when the implementation works of the Kwu Tung North & Fanling North New Development Areas are commenced.
- (c) There is concern on whether relevant Government departments would communicate with villagers before the commencement of implementation works in order to ensure the works would not affect the daily lives of villagers.

#### 3.3 Major responses of the Government

- (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 Development Node in proximity to the Lok Ma Chau Control Point and Lok Ma Chau Spur Line Control Point is one of the Potential Development Areas. 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+" (**Plan H-8**). Subject to the outcome of "Hong Kong 2030+",

detailed planning and engineering feasibility study on the New Territories North development would be conducted, if appropriate.

- (b) A 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. 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.
- (c) To take forward the IT Park, CEDD will undertake detailed study on the site formation and infrastructure works for commissioning of Lok Ma Chau Loop development. Concerned departments will closely liaise with district councils, rural committees and local people on the implementation works.

#### **4. The Representations**

##### **4.1 Subject of Representations**

- 4.1.1 A total of eight representations (i.e. **R1** to **R8**) were submitted by STRC (**R1**), five green groups including The Hong Kong Bird Watching Society (**R2**), The Conservation Association (**R3**), World Wide Fund for Nature Hong Kong (**R4**), Designing Hong Kong (**R5**), Kadoorie Farm & Botanic Garden Corporation (**R6**), and two private individuals (**R7** and **R8**).

##### ***Supportive Representation***

- 4.1.2 **R1** supports the Lok Ma Chau Loop development which would benefit the development of San Tin, New Territories North and North East New Territories.

##### ***Adverse Representations and Representations Offering Comments and Raising Concerns***

- 4.1.3 **R3** objects to the OZP whereas **R6** to **R8** specifically object to the designation of “OU” and “O” zones next to the EA.
- 4.1.4 **R2** to **R8** generally raised concerns on environmental, ecological and infrastructure provision issues, including the high ecological value of the Lok Ma Chau Loop and its surrounding area; the proposed development intensity and building height are too high; in-situ preservation of the existing reedbed; extension of the EA and its buffer zone; and the ECR is unnecessary.
- 4.1.5 The representations and a summary of the grounds of representations/representers’ proposals and PlanD’s responses are at **Annexes I** and **III**.

## 4.2 Grounds of Representations and Representers' Proposals

### ***Supportive Representation***

4.2.1 **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:

- (a) the IT Park would provide education and employment opportunities for students and youngsters interested in scientific research.
- (b) Lok Ma Chau Loop development can bring synergy to adjacent areas in San Tin. The development potential of these areas should be fully optimized.
- (c) 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.

### ***Adverse Representations and Representations Offering Comments and Raising Concerns***

4.2.2 **R3** objects to the OZP whereas **R6** to **R8** specifically object to the designation of "OU" and "O" zones next to the EA.

### ***Ecological Importance of Lok Ma Chau Loop and Deep Bay Area (R2, R4 to R6)***

4.2.3 **R2** stated that the Lok Ma Chau Loop development would threaten the Deep Bay wetland ecosystem and lead to an irreversible impact. 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. **R4** to **R6** considered that the Lok Ma Chau area is of environmental and ecological value and the surroundings of the Lok Ma Chau Loop are important ecological resources including fishponds and reedbeds.

### ***Ecological Corridor and Birds' Flight Path (R2, R3 and R4)***

4.2.4 **R2** commented that Lok Ma Chau Loop development would fragment the Deep Bay wetland system. The Wetland Conservation Area 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 500m (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.

4.2.5 Both **R3** and **R4** commented that the building height of the development should be reduced. According to 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 along the 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 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.

**Buffer Zone adjoining EA (R2 to R8)(Plan H-5)**

- 4.2.6 **R2 to R6** requested a full length 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.
- 4.2.7 Regarding the width 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.
- 4.2.8 **R2, R3 and R5** requested that no development should be allowed within the buffer zone. They considered that the EIA report has underestimated the impact and 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.
- 4.2.9 **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.

*Zoning for Buffer Zone (R2 to R8)*

- 4.2.10 **R4, R6 to R8** commented that the buffer zone falls within the “OU(Research and Development, Education, and Cultural and Creative Industries)” (“OU(R&D, Edu and C&C)”) zone with planning intention and schedule of uses allowing development is not appropriate. **R7 and R8** specifically object to the “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. **R2, R4 and R6** further requested that the buffer areas should be designated for nature conservation/ecological protection.
- 4.2.11 **R6’s Proposal (Plan H-1)**:

- (a) The ‘internal 25m-wide 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.

- (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.
- (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.

#### **Retention of Existing Reedbed (R2)**

- 4.2.12 **R2** stated that 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.

#### **Development Intensity of the Lok Ma Chau Loop Development (R2 and R3)**

- 4.2.13 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 surrounding areas. **R2** further commented that the proposed building height up to about 54mPD (12 storeys) is too high comparing to the developments in the 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.

#### **ECR (R2)(Plan H-7)**

- 4.2.14 **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 OZP.

#### **Development Pressure in Surrounding Areas (R2 and R5)**

- 4.2.15 **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. The Government should strengthen the enforcement actions.

### **5. Comments on Representations**

- 5.1 Comment **C1** submitted by Green Sense 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. **C1** also submitted the following comments:

- (a) For 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 existing reedbeds.
  - (b) 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. 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.
  - (c) 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.
- 5.2 Both Comment **C2** and **C3** submitted by private individuals support **R2** to **R8**. They commented that the surrounding areas of Lok Ma Chau Loop are environmentally sensitive. Yet, the necessity of Lok Ma Chau Loop development is questionable.
- 5.3 The comments and a summary of the comments on representations and PlanD's responses are at **Annexes II and III**.

## **6. Planning Considerations and Assessments**

### **6.1 The Representation Sites and the Surrounding Area**

6.1.1 The representation sites cover the whole OZP.

#### ***Planning Scheme Area (Plans H-2, H-12 and H-13)***

6.1.2 The Planning Scheme Area (the Area) of the OZP is about 104 ha. It covers the Lok Ma Chau Loop (about 87.7 ha) and the meander section of the Old Shenzhen River (about 16.3 ha). The Lok Ma Chau Loop area is a piece of flatland which is covered mainly by grass, scattered tree clusters and some marshes with reed.

6.1.3 The Area is located in a transition zone between the highly urbanized commercial / residential development in Shenzhen and the rural hinterland of Hong Kong. It is bounded by the bank of Shenzhen River in the northwest, fishponds of Hoo Hok Wai in the northeast, Lok Ma Chau and Tai Law Hau in the south, the Lok Ma Chau Control Point and Lok Ma Chau Spur Line Control Point in the southwest. To the further north, across the Shenzhen River, is the Futian commercial area and Huanggang Port of Shenzhen. The Kwu Tung North New Development Area is located approximately 920m to the southeast of the Lok Ma Chau Loop.

## 6.2 The Major Planning Themes and Key Features of the OZP

### *Major Planning Themes*

6.2.1 The Lok Ma Chau Loop would be developed as the IT Park with a mix of R&D, higher education, and C&C uses. Apart from these three major land uses, supporting commercial, as well as government, institution and community facilities would be provided to serve the development. The major land use framework for the Lok Ma Chau Loop (**Plan H-4**) are as follows:

- (a) Innovation/Education/Cultural and Creative Zone – The Zone comprises the core development parcels of the Lok Ma Chau Loop. In view of the rapid advancement of technology and complementary nature of the uses, a flexible mix of the development including teaching and research facilities, offices, research/design and development centres, lecture and exhibition facilities, etc. is allowed in this Zone. Supporting commercial facilities such as retail, general office accommodation, hotel and residential institution, etc. would also be provided within the Lok Ma Chau Loop. Within this Zone, sufficient local open space would be provided for creating a pleasant environment fostering interaction between users and enhance visual openness of the Lok Ma Chau Loop.
- (b) Interaction Zone – The Interaction Zone in the form of amenity/activity corridors runs through the middle of the Area in a northwest-southeast direction. It is intended to provide a people-oriented environment for promoting social interaction and economic vibrancy for the IT Park. It would provide a platform for exchange of ideas and cultural/recreational activities through organization of various activities.
- (c) 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 developments in the Lok Ma Chau Loop and the surrounding rural landscape to its south.
- (d) Riverside Promenade Zone – The two kilometre long Riverside Promenade Zone offers panoramic view and long vistas across the Shenzhen River, and provides passive recreation opportunity to its users and a pleasant waterfront landscape setting for the educational, high-tech R&D and C&C uses. It also echoes with the future riverside area across the Shenzhen River.

## ***Key Features of the OZP***

6.2.2 The relevant key features of the OZP<sup>1</sup> are as follows:

### *Development Mix*

- (a) In view of the rapid advancement of technology and complementary nature of the three main uses, namely R&D, higher education, and C&C uses, a special “OU(R&D, Edu & C&C)” zoning is proposed with the intention to allow a flexible mix of the development including research, design and development centre, creative industries, teaching and research facilities, offices, etc.

### *Low to Medium-Rise Building Height Profile*

- (b) In order to respect the ecological and environmental considerations of the Area as well as to allow visual permeability and avoid monotonous visual appearance, developments within the Lok Ma Chau Loop would be in general of low to medium-rise (**Plan H-5**). To minimize any potential impact on the birds’ flight paths, a graduated building height profile allowing for views and linkages across developments and into the surrounding hilly areas is adopted. In this regard, the building height is lowered towards the waterfront in the Lok Ma Chau Loop to respond to the natural settings along the Shenzhen River, then raised to attain a varied building height profile in the inner areas (from 46mPD to 54mPD) along the Pedestrian Boulevard, and gradually lowered again southwards to the EA for a smooth transition to the rural backdrop of Lok Ma Chau.

### *Ecological Area for Provision of Compensatory Reedbeds*

- (c) To compensate for the loss of reedbed due to development of the Lok Ma Chau Loop, about 12.8 ha of land along the southeastern boundary of the Lok Ma Chau Loop has been earmarked as the EA for a purpose-built area of compensatory reed marsh habitat (**Plan H-6**). The recreated reedbed thereat would help preserve the existing flight paths of birds and the terrestrial wildlife corridor connecting the Lok Ma Chau Loop with the adjacent rural habitats. In order to further limit levels of visual and noise disturbance to the reed marsh, there would be a 50m-wide buffer zone abutting the EA, which would constitute an area of passive recreational activity and limited development.

### *In-Situ Preservation of Existing Reedbeds (Plans H-3 and H-6)*

- (d) About 3 ha of existing reedbeds in the central part of Planning Area 8 and within the EA in Planning Area 11 will be preserved in-situ. The retained reedbeds would be hydrologically linked to the EA and will have positive contribution towards enhancing the overall ecological and landscape values. Whilst the retained reedbeds in Planning Area 8 falls within an area designated for open space development, the concerned area is intended for more passive leisure

---

<sup>1</sup> Extracted from the TPB Paper No. 10283 for consideration of Draft Lok Ma Chau Loop Outline Zoning Plan by the Board on 19.5.2017.

and amenity purposes for the Lok Ma Chau Loop users and should be well-integrated into the design of the overall open space framework to its northwest. Use of native planting and boardwalk as access paths should integrate harmoniously with the natural context.

- 6.2.3 The planning intention for various land use zonings of the OZP are outlined in **Annex VIII**.

### 6.3 Responses to Grounds of Representations and Representers' Proposals

#### *Supportive Representation*

- 6.3.1 The supporting views of **R1** are noted. Responses to **R1**'s other comments are summarised below:

#### *Development Potential of the Surrounding Areas*

- 6.3.2 According to the preliminary development concepts for the New Territories North (NTN) which is a strategic growth area proposed under the "Hong Kong 2030+", the San Tin/Lok Ma Chau Development Node is identified as one of the Potential Development Areas (**Plan H-8**), subject to detailed planning and engineering feasibility study.

#### *Traffic Concerns*

- 6.3.3 Under the the LMCL P&E Study, a comprehensive TTIA had been carried out which included recommended road infrastructure works 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.

#### *Adverse Representations and Representations Offering Comments and Raising Concerns*

- 6.3.4 **R2** to **R8** raised concerns on environmental, ecological and infrastructure provision issues (paragraphs 4.2.2 to 4.2.15 above refer). According to CEDD (the project proponent of the Lok Ma Chau Loop development), when the EIA report was published for public inspection, similar concerns including the high ecological value of the Lok Ma Chau Loop and its surrounding area; the proposed development intensity and building height; impacts on ecological corridor and bird's flight path; and necessity of ECR and Lok Ma Chau Loop development have been received and duly considered in consultation with the relevant authorities. Taken into account comments from the public and the recommendations of the ACE, the EIA report was approved by Director of Environmental Protection (DEP) in October 2013 pursuant to the EIAO and the EP was granted in November 2013.

- 6.3.5 The approved EIA report has examined and assessed the potential

environmental and ecological impacts of the Lok Ma Chau Loop development and recommended mitigation measures including the low to medium-rise building height profile, the provision of supporting infrastructure facilities such as sewage treatment works, the 12.78ha EA for provision of compensation reedbeds and the 50m-wide buffer zone. With the implementation of the mitigation measures, the Lok Ma Chau Loop development would be environmentally acceptable. Detailed requirements including the 12.78ha EA, the 50m-wide buffer zone, vegetated setback as the edges of the Lok Ma Chau Loop, submission and deposition of an Ecological Mitigation/Habitat Creation and Management Plan, etc have been set out in the EP, which are statutory requirements under the EIAO. The permit holder should have to implement these measures and detailed design of the measures should be submitted and agreed with the relevant authorities prior to commencement of works.

*Ecological Importance of Lok Ma Chau Loop and Deep Bay Area (R2, R4 to R6)*

- 6.3.6 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. Environmental issues of the Lok Ma Chau Loop development including ecology, landscape and visual quality, noise and air quality have been fully assessed in the EIA report under the LMCL P&E Study. The OZP has already incorporated the recommendations of the approved 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.

*Ecological Corridor and Birds' Flight Path (R2, R3 and R4)*

- 6.3.7 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 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 46mPD 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.
- 6.3.8 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 Outline Zoning Plans. Any unauthorized land/pond filling would be subject to enforcement action by the Planning Authority (see paragraph 6.3.18 for details).

*Buffer Zone adjoining EA (R2 to R8)*

- 6.3.9 According to the approved EIA report, the 12.78 ha EA (instead of the buffer zone) is used to compensate for the loss of reed marsh and fresh water marsh due to the Lok Ma Chau Loop development. The EA would provide an undisturbed natural habitat suitable for protection of the flight line corridor.
- 6.3.10 Based on the approved EIA report, the 50m-wide buffer zone abutting the EA is required to mitigate the visual and noise 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. 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.

*No buffer zone within “OU(STW)”, “G/IC” & “O” zones*

- 6.3.11 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, 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).
- 6.3.12 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 and provide passive leisure and amenity space for the Lok Ma Chau Loop user. Details are in paragraph 6.3.15 below. The recommendations have been incorporated into the ES and would be taken into account in working out the detailed design of the open space.

### *Zoning of Buffer Zone*

- 6.3.13 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, the OZP and the LMCL P&E Study.
- 6.3.14 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.

### *Retention of Existing Reedbed (R2)*

- 6.3.15 According to the EIA report, the ecological value of the existing reedbeds in Lok Ma Chau 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. 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.

### *Development Intensity of the Lok Ma Chau Loop Development (R2 and R3)*

- 6.3.16 The Lok Ma Chau Loop is located in a transition zone between the highly urbanized development in Shenzhen and the rural hinterland of Hong Kong. Taking into account various considerations, amongst others, the locational advantages, optimum use of land resources, ecological/ environmental considerations, the LMCL P&E Study had recommended a development framework with a maximum GFA of 1.2 million m<sup>2</sup> (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.

### *ECR (R2)*

- 6.3.17 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.

*Development Pressure in Surrounding Areas (R2 and R5)*

6.3.18 The fishponds surrounding the Lok Ma Chau Loop mainly fall within the “Conservation Area” (“CA”) zone on the San Tin OZP and “Conservation Area(1)” (“CA(1)”) zone on the Ma Tso Lung and Hoo Hok Wai OZP (**Plan H-2**). The planning intention of which 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 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.

6.4 *Responses to Grounds of Comments*

*Ecological Impact of Lok Ma Chau Loop Development (C1 to C3)*

6.4.1 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.

*Retention of Fragmented Reedbeds (C1)*

6.4.2 The approved EIA report has confirmed that the compensatory reed marsh habitat of 12.78ha 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. Another important function of the EA is that it provides an undisturbed natural habitat for protection of the flight line corridor. This approach can also allow more efficient utilisation for development of the available land area in the Lok Ma Chau Loop.

*Need of IT Park (C1 to C3)*

6.4.3 According to Commissioner for Innovation and Technology (C for IT), 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 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.

- 6.4.4 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.
- 6.4.5 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. 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.

#### ECR (C1)

- 6.4.6 The responses are elaborated in paragraph 6.3.17.

## **7. Consultation**

- 7.1 The following Government departments have been consulted and their comments have been incorporated in the above paragraphs or and the responses in **Annex III**, where appropriate.
- (a) Director of Agriculture, Fisheries and Conservation;
  - (b) C for IT;
  - (c) Project Manager (New Territories West), CEDD;
  - (d) Chief Town Planner/Studies and Research, PlanD; and
  - (e) DEP.
- 7.2 The following Government bureaux/departments have been consulted and they have no major comment on the representations and comments:
- (a) Secretary of Development;
  - (b) Secretary for Innovation and Technology;
  - (c) Secretary for Education;
  - (d) Secretary for Environment;
  - (e) Secretary for Security;
  - (f) Secretary for Constitutional and Mainland Affairs;
  - (g) Secretary for Transport and Housing;
  - (h) Secretary for Financial Services and the Treasury;
  - (i) Commissioner of Customs & Excise;
  - (j) Commissioner of Police;
  - (k) Chief Building Surveyor/New Territories West, Buildings Department;
  - (l) Commissioner for Transport;
  - (m) Chief Engineer/Construction, Water Supplies Department;

- (n) Chief Engineer/Mainland North, Drainage Services Department;
- (o) Chief Highway Engineer/New Territories West, Highways Department;
- (p) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department;
- (q) Director of Immigration;
- (r) Director of Health;
- (s) Director of Fire Services;
- (t) Director of Marine;
- (u) Director of Electrical and Mechanical Services;
- (v) Director of Food and Environmental Hygiene;
- (w) Director-General of Communications;
- (x) Government Economist;
- (y) Director of Leisure and Cultural Services;
- (z) Director of Leisure and Cultural Services (Antiquities and Monuments Office);
- (aa) District Lands Officer/North, Lands Department;
- (bb) District Lands Officer/Yuen Long, Lands Department;
- (cc) District Officer (North), Home Affairs Department;
- (dd) District Officer (Yuen Long), Home Affairs Department;
- (ee) Government Property Administrator;
- (ff) Head of Geotechnical Engineering Office, CEDD;
- (gg) Chief Engineer/Fill Management, CEDD;
- (hh) Director of Social Welfare;
- (ii) Director of Architectural Services;
- (jj) Chief Town Planner/Town Planning Board 2, PlanD;
- (kk) Chief Town Planner/Urban Design and Landscape, PlanD;
- (ll) Chief Town Planner/Strategic Planning, PlanD;
- (mm) Chief Engineer/Cross-boundary Infrastructure and Development, PlanD;  
and
- (nn) District Planning Officer/Shau Tin, Tai Po and North, PlanD.

## **8. Planning Department's Views**

- 8.1 The supportive views of **R1** on the Lok Ma Chau Loop development are noted.
- 8.2 Based on the assessments in Paragraph 6 above and the following reasons, Planning Department does not support **R2** to **R8** and considers that the OZP should not be amended to meet the representations:

### **General (R2 to R6)**

- 8.3 In preparing the OZP, the Board has taken account of all relevant planning considerations including the conservation matters. The OZP is to facilitate the Lok Ma Chau Loop to be developed as the IT Park to meet the economic development needs of Hong Kong. According to the approved EIA report, the development of the Lok Ma Chau Loop is environmentally acceptable.

### **Ecological Corridor and Birds' Flight Path (R2, R3 and R4)**

- 8.4 The approved EIA report has examined and assessed the possible impacts of the

Lok Ma Chau Loop development to the ecological connectivity and flight path of birds. According to the approved EIA report, with the low to medium rise building height profile with due respect to the ecological and environmental considerations of the area, the provision of the compensatory EA of about 12.8ha, the 50m-wide buffer zone and other appropriate mitigation measures, the Lok Ma Chau Loop development would have no significant adverse ecological impact.

*Buffer Zone adjoining EA (R2 to R8)*

- 8.5 According to the approved EIA report, the EA (instead of the buffer zone) is used to compensate for the loss of reed marsh and fresh water marsh. The buffer zone abutting the EA is required to mitigate the visual and noise disturbance impacts of the development. The approved EIA report has assessed and recommended the length and width of a suitable buffer zone to mitigate the potential impacts to the EA.
- 8.6 The buffer zone which does not have high ecological value would be limited for low-density and low-rise development as well as passive recreational activities, with appropriate screen plantings. The proposed conservation zoning is considered not appropriate.

*Retention of Existing Reedbed (R2)*

- 8.7 Based on the approved EIA report, loss of reedbeds would be adequately compensated by the EA. The existing reedbeds in the amenity area would be retained to integrate with the design of the open space. There is no planning justification for rezoning it as a conservation zone.

*ECR (R2)*

- 8.8 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 need and development of the proposed ECR will be subject to a review of traffic condition and a separate EIA Study.

*Development Pressure in Surrounding Areas (R2 and R5)*

- 8.9 The fishponds surrounding the Lok Ma Chau Loop fall within the “CA” and “CA(1)” zones on the San Tin OZP and the Ma Tso Lung and Hoo Hok Wai OZP respectively which are intended to conserve the ecological value of wetland and fishponds. Any land/pond filling shall not be undertaken without the planning permission from the Board.

## **9. Decision Sought**

The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the OZP to meet/partially meet the representations.

## 10. Attachments

<b>Annex I</b>	Submissions of Representations
<b>Annex II</b>	Submission of Comments
<b>Annex III</b>	Summary of Representations and Comments on Representations and Planning Department's Responses
<b>Annex IV</b>	Extract of the Minutes of the Town Planning Board Meeting on 19.5.2017
<b>Annex V</b>	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
<b>Annex VI</b>	Extract of the Minutes of the Meeting of Yuen Long District Council held on 27.6.2017
<b>Annex VII</b>	Extract of the Minutes of the Meeting of North District Council held on 27.7.2017
<b>Annex VIII</b>	Planning Intention of Various Land Use Zonings of the Lok Ma Chau Loop Outline Zoning Plan
<b>Drawing H-1</b>	Drawing submitted by <b>R2</b>
<b>Drawing H-2</b>	Drawing submitted by <b>R2</b>
<b>Drawing H-3</b>	Drawing submitted by <b>R3</b>
<b>Drawing H-4</b>	Drawing submitted by <b>R4</b>
<b>Drawing H-5</b>	Drawing submitted by <b>R5</b>
<b>Plan H-1</b>	Location Plan
<b>Plan H-2</b>	Land Use Zonings of the Lok Ma Chau Loop and the Surrounding Areas
<b>Plan H-3</b>	Lok Ma Chau Loop Planning Areas
<b>Plan H-4</b>	Land Use Framework of the Development of Lok Ma Chau Loop
<b>Plan H-5</b>	Building Height Profile of the Development of Lok Ma Chau Loop
<b>Plan H-6</b>	Overall Urban Design and Landscape Framework of the Development of Lok Ma Chau Loop
<b>Plan H-7</b>	Recommended Outline Development Plan of the LMCL P&E Study
<b>Plan H-8</b>	Conceptual Spatial Framework for Hong Kong 2030+
<b>Plan H-9</b>	Dry and Wet Seasons Flight Lines of All Bird Species and Locations of Ecological Area and Its Buffer Zone
<b>Plan H-10</b>	Location of Existing Reedbeds in the Ecological Area and Amenity Area to be retained
<b>Plan H-11</b>	Aerial Photo
<b>Plan H-12</b>	UVA Photos