

**SAN TIN TECHNOPOLE
OUTLINE DEVELOPMENT PLAN
No. D/STT/1**

EXPLANATORY STATEMENT

February 2026

**Fanling, Sheung Shui & Yuen Long East
District Planning Office
Planning Department**



San Tin Technopole Outline Development Plan

No. D/STT/1

Explanatory Statement

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(All plans are for indicative purpose only and subject to detailed design.)

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1. Background

- 1.1 In October 2023, the Government promulgated the Northern Metropolis Action Agenda (NMAA) and amongst the four major development zones proposed for the Northern Metropolis (NM), San Tin Technopole (the Technopole) comprising the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop and the San Tin area forms part of the ‘Innovation and Technology (I&T) Zone’¹. Under the NMAA, the Technopole is positioned as the core of industry development of NM and a hub of clustered I&T development that creates synergy with Shenzhen’s I&T Zone and contributes to the development of the ‘South-North dual engine (finance-I&T)’ industry pattern for the territory, and become a new community for quality, healthy and green living. For simplicity, “the Technopole (excluding HSITP)” is referred to as “the Technopole” hereafter in this Explanatory Statement.
- 1.2 The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned an Investigation Study, namely “First Phase Development of the New Territories North – San Tin/Lok Ma Chau Development Node” (the Study), in October 2021 to formulate a Recommended Outline Development Plan (RODP) for the area of the Technopole outside the Loop. Public engagement was carried out for the RODP in June to August 2023. Taking into account the public views, planning and engineering considerations, technical assessments as well as comments from relevant bureaux/departments (B/Ds), a Revised RODP² was formulated and promulgated on 2 February 2024. The Environmental Impact Assessment (EIA) Report of the Study was then approved with conditions by the Director of Environmental Protection under the Environmental Impact Assessment Ordinance (EIAO) on 17 May 2024. The statutory planning process for relevant Outline Zoning Plans (OZPs) was also completed in September 2024. It is anticipated that the first batch of I&T sites will be formed in end 2026, enabling the first population intake in 2031. The whole Technopole is

¹ Under the NMAA, the NM is divided into four major zones, each with distinctive strategic positioning and development theme. The four major zones from west to east are ‘High-end Professional Services and Logistics Hub’, ‘I&T Zone’, ‘Boundary Commerce and Industry Zone’ and ‘Blue and Green Recreation, Tourism and Conservation Circle’.

² According to the land use proposals under the Revised RODP, the Technopole could accommodate a total population of about 147,000 to 159,000, while creating 165,000 jobs (including over 120,000 jobs on I&T sites).

expected to be fully completed in 2039.

2. Objectives and Authority of the Plan

- 2.1 The Outline Development Plan (ODP) is a departmental plan which serves to provide a comprehensive planning framework to guide the future development of the Technopole in an integrated and co-ordinated manner by providing a comprehensive picture of the proposed land use patterns and major infrastructures within the area. It serves to supplement the relevant statutory plan for planning and development control and provides the basis for the preparation of detailed layout plans for the area; the planning for Government works, site reservation for open spaces, government, institution and community (GIC) facilities, transport and other infrastructures, residential, commercial, I&T and other development proposals; and the detailed design and implementation of engineering works.
- 2.2 Formulated on the basis of the proposals for the Technopole prepared under the Study, the proposed land use patterns and development parameters of the ODP generally follow those of the Revised RODP, taking into account the latest comments and advice from relevant B/Ds and planning circumstances.
- 2.3 The ODP shows greater details of the layout of roads, footpath and cycle track network³, development sites, GIC facilities/reserves, drainage/utility/waterworks reserves, railway facilities⁴ and the urban design concept and landscape framework (such as non-building areas (NBAs), setbacks, view corridors and breezeways) for the area when compared with the Revised RODP.
- 2.4 All development and redevelopment in the area covered by the ODP should conform with the statutory requirements of the relevant statutory plan(s). Given that the relevant OZP shows only the broad principles of development, broad land use zonings and major transport network within the planning scheme area, the proposed land use zonings, planning intentions and planning requirements stipulated under the OZP and ODP should be followed in the

³ The layout of roads, footpaths and cycle track network shown on the Plan are mainly based on the latest recommendations from the “First Phase Development of the New Territories North– San Tin/Lok Ma Chau Development Node – Design and Construction (D&C)” Studies under Agreement Nos. CE15/2023 (CE), CE 16/2023 (CE) and CE19/2024 (CE). As the D&C Studies are on-going, the details are subject to review and modifications, and will be updated when available. Project proponent(s) should also refer to the latest gazetted alignments and/or consult relevant B/Ds for any latest update(s), where appropriate.

⁴ The railway alignment, station location and associated railway facilities of the planned Northern Link (NOL) Spur Line are subject to study. Its alignment as indicated on the Plan is indicative only and will be subject to change.

course of development which include land grants/lease conditions (including lease modification under in-situ land exchange (i.e. under Enhanced Conventional New Town Approach (ECNTA) subject to specified criteria)) for implementation of the Technopole. These criteria will ensure that such applications can allow early delivery of land for housing and economic uses without compromising comprehensive planning and balanced development, as well as safeguarding fair treatment to tenants/occupants. These applications should be confined to sites planned/suitable for private developments on the ODP as specified in the relevant Practice Notes issued by the Lands Department (LandsD).

- 2.5 On 18 December 2025, the ODP incorporating comments from relevant B/Ds, was endorsed by the Committee on Planning and Land Development. The endorsed ODP, numbered D/STT/1, was adopted by the Secretary for Development on 25 February 2026.

3. **The Planning Scheme Area**

Location and Coverage

- 3.1 The Planning Scheme Area (the Area) of the ODP covers about 1,004 hectares (ha), including the project boundary of the development of the Technopole (i.e. the area covered by the Revised RODP); and the immediate surrounding areas, comprising mainly the existing recognized villages, vegetated areas near Tai Law Hau and Hadden Hill (Ki Lun Shan), and Lok Ma Chau Ecological Enhancement Area. It is located in the central part of NM, adjoining the Kwu Tung North New Development Area (KTN NDA) and Ngau Tam Mei New Development Area (NTM NDA) (**Plan 1**). It is bounded by Shenzhen River and HSITP at the Loop to the north-east, the planned Sam Po Shue Wetland Conservation Park (SPS WCP) to the north-west, KTN NDA and Hadden Hill (Ki Lun Shan) to the east, NTM NDA (including the proposed NM University Town, integrated hospital and third medical school), San Tin Barracks and Tam Mei Barracks to the south, and Mai Po area to the west.
- 3.2 The boundary of the Area is shown by a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan (**Plan 2**).

Existing Land Uses

- 3.3 The Area is bisected by San Tin Highway and Fanling Highway into northern

and southern portions. The northern portion of the Area is mainly occupied by existing fishponds and wetland which connect to the same in Mai Po and Sam Po Shue (SPS) to the west and north respectively, clusters of recognised villages between San Tin Highway and San Tin Tsuen Road and to the east of Lok Ma Chau Road, rural settlements along Ha Wan Tsuen East Road, brownfield sites along Lok Ma Chau Road and Castle Peak Road – San Tin and Castle Peak Road – Chau Tau, and some permitted burial grounds (PBGs) on both sides of Ha Wan Tsuen East Road. The southern portion of the Area is mainly occupied by brownfield sites intertwined with rural settlements, a recognised village and some PBGs.

- 3.4 Mai Po Lung Village Egrettry (MPLV Egrettry) is located in the western part of the Area, whereas Mai Po Village Egrettry (MPV Egrettry) and a major part of the Mai Po Village Site of Special Scientific Interest (SSSI) are located to the west of the Area.
- 3.5 Two major drainage channels, namely San Tin Eastern Main Drainage Channel (STEMDC) and San Tin Western Main Drainage Channel (STWMDC), run through the Area from south to north. Some patches of active farmland are located in the north-eastern, central and south-western parts of the Area.
- 3.6 There are 11 recognised villages in the Area, namely Shek Wu Wai, Tung Chun Wai, Yan Sau Wai, On Loong Tsuen, Wing Ping Tsuen, Fan Tin, San Loong Tsuen, Ching Loong Tsuen, Chau Tau, Poon Uk Tsuen and Lok Ma Chau.

Development Opportunities

Strategic Location

- 3.7 Being located at the central part of NM, neighbouring the HSITP at the Loop and the Shenzhen's I&T Zone, and connected by a number of existing and planned strategic transport links to other parts of the territory, the Area will be developed as a hub of clustered I&T development that creates synergy with the Shenzhen's I&T Zone, implementing the concept of 'one river, two banks' and 'one district, two parks' under the auspices of 'One Country, Two Systems'. Besides, with the adjoining NTM NDA with the NM University Town, the two areas could jointly promote "research, academic and industry" collaboration.

Good Accessibility

- 3.8 In terms of cross-boundary connections, the Area has San Sham Road (to be upgraded and realigned) connecting to Huanggang, Shenzhen via Lok Ma Chau

Boundary Control Point (LMC BCP)⁵, and a Direct Road Link between the Loop and Lok Ma Chau Station connecting to Futian District, Shenzhen via Lok Ma Chau Spur Line BCP. In terms of the connection to other parts of the territory, the Area connects with the San Tin Highway and Fanling Highway, which run in an east-west direction linking to the strategic road network of the territory. The new strategic NM Highway under planning could further augment the accessibility to and from the Area⁶.

- 3.9 The Area will be served by three existing or planned rail links (i.e. the existing Lok Ma Chau Spur Line, as well as the planned Northern Link (NOL) Main Line and NOL Spur Line⁷). The planned NOL Main Line from Kam Sheung Road Station to Kwu Tung Station with an intermediate station in San Tin will enhance railway coverage in the Area and connectivity with existing East Rail Line and Tuen Ma Line, whereas the planned NOL Spur Line terminating at the new Huanggang Port with intermediate stations in Chau Tau and in the HSITP at the Loop could facilitate convenient cross-boundary travel. Apart from the planned rail links which would serve as the backbone of the public transport network connecting the Area to other parts of the territory, multi-tier public transport services are also planned to complement the railway services. A comprehensive public transport network, including but not limited to two transport interchange hubs (TIHs) and a public transport interchange (PTI), are also planned at various locations to support the future developments in the Area. The network will also be an integral part of the smart and green mobility system reducing the private vehicle trips generated by the Area and alleviating the traffic pressure on adjacent strategic roads.

Plentiful Natural and Landscape Features

- 3.10 A number of natural and landscape features are identified in and around the Area. They include woodlands, upland landscape, green knolls, ridgeline/mountain backdrops of Ngau Tam Shan, Ki Lun Shan and Tit Hang, egrettries, fishponds/wetland in SPS, etc. which provide a unique setting for creating a distinct identity embracing urban-rural integration (URI) and a pleasant living

⁵ The existing Huanggang Port will be redeveloped to adopt the co-location arrangement for BCP and implement the new clearance mode of collaborative inspection and joint clearance to further enhance passenger efficiency. The new Huanggang Port is expected to be commissioned in 2026. The existing LMC BCP will then be vacated for future uses, including I&T uses.

⁶ According to the latest programme, San Tin Section of the NM Highway under planning (between San Tin Highway and KTN NDA) is anticipated to be commissioned in or before 2036, with a view to completing the remaining sections in phases in 3 to 4 years after the commissioning of the San Tin Section.

⁷ The detailed planning and design of NOL Spur Line is currently underway. The NOL Spur Line is intended to be taken forward in combination with the NOL Main Line as one project, and the target is to commission the NOL Spur Line together with the NOL Main Line concurrently by 2034 or earlier.

environment with integrated green network. The two major drainage channels, namely STEMDC and STWMDC, running through the Area offer good opportunities for revitalisation and upgrading to naturalised embankment to maximise greening opportunities and form part of the blue-green infrastructure, improving the aesthetics and ecological values, creating distinct local character and providing a pleasant and water-friendly experience.

Ecological Resources

3.11 There are a number of ecologically significant resources within and in the vicinity of the Area, including two egrettries near MPLV and MPV, various day and night roosts, major birds' flight paths, and the wetland area in SPS. For the area of fishponds to be filled, comprehensive wetland conservation measures have been formulated and would be implemented, including through the planned SPS WCP to the north and north-west of the Area, for creating environmental capacity to support the future developments of the Area. A summary of the ecological conservation measures is in paragraphs 6.1.5 to 6.1.9.

Rich Cultural Heritage

3.12 The Area and its vicinity comprise a significant collection of cultural heritage resources including declared monuments, graded historic buildings, the Mai Po Site of Archaeological Interest (SAI), Archaeological Sensitive Areas and 11 recognised villages (see paragraphs 7.4.2 and 10.1 for details). With appropriate planning and proper land use zoning designation, these valuable resources could be integrated with the future developments to enhance cultural diversity.

Development Constraints

Environmental Constraints

3.13 The elevated section of the Lok Ma Chau Spur Line and the two expressways traversing the Area (i.e. San Tin Highway and Fanling Highway) will pose environmental constraints to the nearby developments. Other existing major distributors including Castle Peak Road – Mai Po and Castle Peak Road – San Tin, etc. are also potential air pollution and noise sources, while the two existing firing ranges falling outside of the Area (i.e. the San Tin Barracks and Tam Mei Barracks) will also generate potential firing noise impacts to the nearby developments. Respective environmental impacts have been assessed to be within respective standards with reference to the findings of the approved EIA Report for the Study. In addition, there is potential land contamination for the

existing brownfield and industrial activities in the Area which may require remedial measures for the future developments.

- 3.14 There is an existing pig farm falling outside of the Area to the east of Chau Tau and a sewage treatment works within the San Tin Barracks in close proximity of the Area. The future developments should observe relevant requirements on odour impacts, with reference to the findings of the approved EIA Report for the Study.

Infrastructural Constraints

- 3.15 The 400kV overhead power lines (with pylons), extending from Yuen Long to Sheung Shui, traverse the south-eastern and north-eastern parts of the Area. Future developments within or near the 50m wayleave corridor of these overhead power lines should observe relevant requirements in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and other work safety requirements.

Existing Brownfield Operations

- 3.16 Considerable parts of the Area are being occupied by brownfield operations. While recognising that there may be opportunities to accommodate some of the operations through developing multi-storey buildings (MSBs) at the reserved sites in the Area or other NDAs, this process is likely to be incremental. The interface of new developments with the existing brownfield operations during the intervening period needs to be addressed.

Flooding Risk

- 3.17 Areas adjoining Shek Wu Wai, Chau Tau, Wing Ping Tsuen and Yan Sau Wai are in the flood plain where flooding is evident. Site formation and the drainage system should be well designed to minimise flooding risk to the planned developments and the existing settlements nearby.

4. Population

- 4.1 According to the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 7,100 persons. Upon full development, it is estimated that the total planned population of the Area will be about 151,300 persons. The first population intake for the Area is expected to commence in 2031.

5. Planning Vision and Positioning

- 5.1 With the support of the “Outline of the 14th Five-Year Plan for National Economic and Social Development of the People’s Republic of China and the Long-Range Objectives Through the Year 2035” (the National 14th Five-Year Plan) and the recommendations under the National 15th Five-Year Plan, Hong Kong is making every effort to develop into an international I&T centre. To take forward this national strategy, the NM aims to be developed into an international I&T hub. Located at the central part of NM and in close proximity to Shenzhen’s I&T zone in Huanggang and Futian, the Technopole (including HSITP) is strategically positioned to serve as the core of industry development of NM and be a hub for clustered I&T development that creates synergy with Shenzhen’s I&T zone. It will contribute to the development of the ‘South-North dual engine (finance - I&T)’ industry pattern for the territory, and become a new community for quality, healthy and green living.

6. Planning, Urban Design and Landscape Design Framework

Planning Themes

- 6.1 The planning of the Area will adhere to the vision of ‘co-existence of development and conservation’. The development area comprises mainly the I&T Park and the San Tin Town Centre. The majority of the I&T Park is located to the north of San Tin Highway and Fanling Highway, with the remaining portion at the south-eastern part of the Area. The San Tin Town Centre is mainly located to the south of San Tin Highway and Fanling Highway. The Area is envisaged to provide diverse employment opportunities, residential and commercial uses, open space and community and infrastructural facilities. Major planning themes adopted in the planning and design stage are as follows:

Developing a World-Class I&T Hub

- 6.1.1 Together with the HSITP at the Loop, the Technopole will supply about 300 ha of I&T land, which is capable of accommodating a total gross floor area (GFA) of about 7 million m². Excluding HSITP at the Loop, the portion within the Technopole is planned to have an area of about 210 ha and a total GFA of about 5.7 million m², with a view to creating a critical mass to foster I&T advancement, driving the development of an international I&T hub and deepening the I&T collaboration with Shenzhen and the world.
- 6.1.2 The planned NM University Town in NTM NDA, which will only be

one station away from the planned San Tin Station of NOL Main Line located in the Technopole, will also complement and support the I&T developments at the Technopole by offering space for activities related to research and development (R&D) and grooming high-calibre talents. The synergy between the Technopole and the NM University Town in NTM NDA will foster and strengthen development of the industry, academic and research sectors.

- 6.1.3 The majority of the I&T sites are strategically located to the north of San Tin Highway and Fanling Highway in close proximity to the HSITP at the Loop to create synergy with Shenzhen's I&T Zone in Huanggang and Futian. It will be served by two cross-boundary railway services, namely the existing Lok Ma Chau Spur Line connecting to the Lok Ma Chau Spur Line BCP, and the planned NOL Spur Line connecting to the new Huanggang Port, with two intermediate stations near Chau Tau and in the HSITP at the Loop. The remaining portion of I&T land is planned in the south-eastern part of the Area near the connection to the strategic NM Highway under planning, which would greatly enhance the accessibility to other parts of NM and Hong Kong.
- 6.1.4 The I&T sites are demarcated into connected land parcels to cater for the diversified needs of different industry players (e.g. start-ups and leading technology enterprises), different I&T fields (e.g. life and health technology, artificial intelligence and robotics, microelectronics and smart devices, advanced industries (e.g. new materials, energy and green technology, etc.)), and different stages of I&T value chain (e.g. R&D, prototype, pilot test, mass production, etc.). To this effect, a wider range of permitted uses is incorporated under the zoning for I&T land, including R&D, product development, mass production, talent accommodation and other ancillary facilities to help nurture a more complete I&T ecosystem.

Ecological Conservation

- 6.1.5 The Chief Executive's 2023 Policy Address stipulated that the Government would establish the SPS WCP. The proposed location of the park is situated along the core section of the flight path for migratory birds, in close proximity to the Mai Po Nature Reserve and other wetlands, and has large areas of productive fishponds. Establishing this park with the theme of 'Biodiversity and Aquaculture in Harmony' would enable the protection of the flight path for migratory birds as a matter of priority, while creating synergy with the existing conservation areas, thereby conserving the wetland ecosystem in the Deep Bay area more effectively; facilitating the

modernisation of aquaculture industry; as well as providing eco-education and eco-recreation facilities and experiences for public enjoyment. At the same time, the planned SPS WCP could also compensate for the impacts on ecology and fisheries resources arising from the development at the Technopole.

6.1.6 The planned SPS WCP will have an area of about 338 ha⁸, which is about five times the size of the existing Hong Kong Wetland Park. Within this park, 328 ha will be used for implementation of ecological and fisheries enhancement measures, while about 10 ha will be tentatively reserved for eco-education and eco-recreation facilities. Details of the park will be planned and designed in the on-going investigation study and the detailed design study. The park will be established in phases, with the first phase covering about 150 ha. The construction works for the first phase is expected to commence in 2026/2027 the earliest for completion in 2031. The entire park is expected to be completed by 2039 to align with the estimated time for full operation of the Technopole.

6.1.7 According to the approved EIA Report for the Study, among the above-mentioned 328 ha in the planned SPS WCP to be used for implementation of ecological and fisheries enhancement measures, the ecological function and capacity of 288 ha of wetlands and fisheries resources of 40 ha of fishponds will be enhanced with active conservation management and modernised aquaculture, with a view to compensating for the loss in wetland habitats as well as fisheries resources arising from the development of the Technopole and achieving no-net-loss in ecological function and capacity of the wetlands concerned. Enhancement measures proposed in the approved EIA Report for the Study could include:

- (a) increase in pond area and enhance connectivity;
- (b) physical modification of pond habitats to increase environmental carrying capacity;
- (c) managing and sequencing pond drain down across multiple ponds in the dry season to maximise feeding opportunities for avifauna and other wildlife;

⁸ The existing wetland compensation area of around 10 ha in total on Government land in Lok Ma Chau, which is currently managed by the Agriculture, Fisheries and Conservation Department (AFCD), is recommended to be incorporated into the planned SPS WCP for management. This would further increase the area of the planned SPS WCP, which falls within the Mai Po and Fairview Park OZP, to 348 ha.

- (d) providing fencing/controlling access to reduce disturbance from human activities and also prevent disturbance and predation of wildlife by feral dogs;
- (e) removal of existing bird scaring devices at actively managed ponds, where appropriate; and
- (f) stocking ponds with suitable prey items (i.e. trash-fish) for target wildlife species.

6.1.8 As required under the approval conditions of the EIA Report for the Study, a working group has been formed between CEDD (as works agent of the Technopole) and AFCD (sponsoring department of the planned SPS WCP) to coordinate the programme and progress of pond filling of the Technopole and the implementation of the planned SPS WCP to ensure that potential adverse impacts to the wetlands due to construction activities of the Technopole can be minimised. Additional enhancement measures including improvement of the tidal channels near Mai Po Nature Reserve and removal of exotic mangrove species in the Deep Bay area will also be implemented. Besides, interim wetland enhancement works will be conducted at suitable ponds in the Inner Deep Bay area prior to the commencement of pond filling works in the Technopole. It is also committed in and required under the approval conditions of the EIA Report for the Study that no pond filling works shall be allowed prior to commencement of construction of the ecologically enhanced fish ponds at the planned SPS WCP.

6.1.9 Apart from wetland, due considerations have been paid to the other ecologically significant resources within and in the vicinity of the Technopole, including two egretries near MPLV and MPV and various day and night roosts as identified in the approved EIA Report for the Study. Future developments in close proximity to the egretries and various day and night roosts will observe the recommended ecological mitigation measures. Egrettries are preserved, and non-building areas (NBAs) and building height restrictions with the stepped building height concept, as recommended in the approved EIA Report for the Study, are designated not only to preserve birds' flight corridor/paths, but also to serve as the ecological buffer and respect the ecologically sensitive areas. Besides, to preserve and enhance ecological connectivity for terrestrial mammals in the Technopole, wildlife corridors are incorporated to facilitate movement of terrestrial mammals and provide ecological linkages between habitats.

Balanced, Vibrant and Liveable Community

- 6.1.10 The Area will provide about 48,600 new flats in San Tin Town Centre, with a public/private housing split of about 33:67. Besides, about 6,400 talent accommodation units would be provided to support the proposed I&T development and provide a more diverse housing choice. Also, two sites near the planned San Tin Stations of NOL Main Line and planned Chau Tau Station of NOL Spur Line are planned for mixed use developments comprising a mix of residential and commercial uses with TIHs to enhance urban vibrancy. A wide range of community, recreational and cultural facilities are also planned within the Area to meet community needs.
- 6.1.11 Comprehensive open space, pedestrian and cycle track networks are planned (**Plan 3**) to enhance greenery and increase liveability, while various types of GIC, recreational and cultural facilities would be provided to support the future developments. The provisions of land for GIC facilities and open space have adopted the ratio of 3.5m² per person each recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) and in accordance with the requirements of the HKPSG. The requirements and provision of major GIC facilities and open space within the Area is at **Appendix I**.
- 6.1.12 In addition, to realise the ‘15-minute neighbourhood’ concept, the siting of GIC facilities has taken due consideration the locations of the population clusters including the existing villages, which enable residents to reach the GIC facilities for daily necessities, open space and major transport facilities within 15 minutes by walking or cycling.

Urban-Rural Integration (URI)

- 6.1.13 Traditional rural townships in the NM possess rich historical and cultural resources and can be integrated with the future developments in harmony, standing out as characteristics of the NM. The existing villages in “Village Type Development” (“V”) zones on the San Tin Technopole OZP are retained and will benefit from the comprehensively planned GIC facilities, open space networks, and improved connectivity and infrastructure services arising from the new development. In particular, some village facilities with significant values to the villages (e.g. shrines and important trees) are recommended to be retained and integrated with the future developments.

- 6.1.14 To achieve harmonious transition between the villages and the neighbouring developments, suitable open space/amenity areas are planned in the bordering areas of the “V” zones where appropriate, which could provide space for village festivals or ritual performances for the inheritance of intangible cultural heritage. Lower development intensities and requirements of building setback and stepped building height profile have been incorporated for I&T and mixed use developments adjoining the villages. Sensible built form and at-grade active frontage are also encouraged on the edge of the future developments facing the existing villages. In addition, breezeways to facilitate wind penetration to villages and view corridors to preserve the vista from the villages to the scenic ponds/wetland in the north-west and mountain backdrop in the south are preserved.
- 6.1.15 In the detailed design of site formation and infrastructure, the Government will maintain close communications with the local villagers on existing village facilities which may be affected. If demolition or relocation of such facilities are anticipated, the Government will endeavour to work out the way forward in consultation with the villagers. Future project proponent(s) should also note that the Government is conducting a consultancy study on formulating the policy and approaches on implementation of URI in the NM and should refer to the findings and/or recommendations of the consultancy study.

A Smart, Green and Resilient (SGR) Exemplar

- 6.1.16 To align with the call for green planning and developing carbon neutral community under the Hong Kong’s Climate Action Plan 2050 and address climate change, various SGR initiatives are proposed (**Plan 4**). Initiatives include adopting a 15-minute neighbourhood concept, creating blue-green network, aligning breezeways with prevailing wind directions, maximising greenery, establishing modernised urban farms⁹ in suitable locations (such as rooftop, parks and open space), adopting the principle of “Single Site, Multiple Uses” to maximise the use of land resources, reserving sites to promote recycling and recovery of recyclables, provision of effluent polishing plant (EPP) with food waste pre-treatment facilities to achieve energy saving, water reclamation facilities to raise the quality of treated effluent for non-potable use, common utility enclosures

⁹ The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.

(CUE) to accommodate various types of cable and pipes and the adoption of District Cooling System (DCS) through encouraging private participation, etc.

- 6.1.17 In addition, the ‘sponge city’ concept is adopted with initiative to revitalise the existing drainage channel systems to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience.
- 6.1.18 Smart and sustainable mobility with green transport modes would also be pursued. These include railway as backbone of sustainable transport, comprehensive pedestrian and cycling network, provision of TIHs/PTI, charging facilities for electric vehicles (EVs) and green fuel stations, etc.

Urban Design and Landscape Framework

- 6.2 A comprehensive urban design and landscape framework responding to the physical environment and abovementioned planning themes has been formulated. The key elements are summarised below and illustrated in **Plans 3 and 5 to 7**:

Blue-Green Network (Plan 5)

- 6.2.1 Within the Area, the river/drainage channels, retention ponds, wetland, open space and knolls are knitted together to create a blue-green network. Major landscaped corridors are proposed along the planned SPS WCP and the two revitalised drainage channels (i.e. STEMDC and STWMDC) in the east and west. These landscaped corridors together with open spaces of varying sizes will form a comprehensive open space network linking up the San Tin Town Centre and I&T Parks. The blue-green network will also create ecological linkages to enhance biodiversity.

Building Height Profile (Plan 6)

- 6.2.2 The Area is situated at the transitional area between the low-lying fishponds to the north and north-west and the hilly and mountainous area of Ngau Tam Shan and Ki Lun Shan to the south and south-east. Apart from the birds’ flight paths/corridors in the north and west, there are also some existing villages in the centre of the Area. The natural features, particularly fishponds and mountains, create a unique setting for the Area.

- 6.2.3 A stepped building height concept is recommended in the Area, giving due regard to the physical landform and setting of existing villages, while framing key destinations as vantage points which create an interesting skyline for the Area. High-rise development clusters are concentrated at the south-western and north-eastern parts of San Tin Town Centre. To create focal points of the Area, the maximum building height of the mixed use developments in the vicinity of the planned San Tin Station of NOL Main Line and planned Chau Tau Station of NOL Spur Line is proposed at 200mPD for the development of landmark buildings. From these high-rise clusters, the proposed building heights gradually descend towards the wetland and fishponds (including the planned SPS WCP in the north and north-west), village clusters (north of San Tin Highway and in the north-east), the proposed cultural and community complex in the central part, and then gradually climb up to the I&T sites near the mountain slopes in the south-east. Specific building heights are also proposed in areas with ecological concerns, and to provide visual and spatial relief to the Area.

Enhancing Air Ventilation and Celebrating Views (Plan 7)

- 6.2.4 According to the findings of the Air Ventilation Assessment – Detailed Study (AVA-DS), the majority of the prevailing annual wind in the Area is along the north-east to south-west direction. A number of major breezeways/air paths are incorporated throughout the Area to ensure effective wind penetration and to improve the pedestrian wind of the proposed urban environment. Breezeways along the annual prevailing wind direction will be provided along major roads, open spaces and low-rise GIC facilities, including the breezeway along San Tin Highway and Fanling Highway towards KTN NDA to the east; and that along Road D1 through the Riverside Park towards Ki Lun Shan, etc. In addition, there are also north-west to south-east breezeways to facilitate wind penetration which generally follow the two revitalised drainage channels, major roads, open space and low-rise GIC developments.
- 6.2.5 To enhance air ventilation based on the AVA-DS and for completeness of open space network, the following NBAs are designated on the Plan:
- (a) a 40m-wide NBA in Area 1D to provide a strategic air path to facilitate wind penetration into San Tin Town Centre along Road D1;
 - (b) a 34m-wide NBA is designated in Area 2A to form part of

the open space network connecting the “O” zone in Area 2B. It will also facilitate penetration of prevailing wind from the south-east quadrant to reach the inner parts of the Area; and

- (c) a 15m-wide NBA in Area 16B to facilitate air flow from Ki Lun Shan to the existing village of Chau Tau to the north.

6.2.6 The urban design of the Area also recognises the need to respect important visual resources, which include the mountains to the east and south and the fishponds to the north-west. The mountains serve as a natural backdrop framing the eastern and southern edges of the Area, whereas the fishponds would create a unique foreground for the I&T Park. View corridors are proposed to capture these important visual resources and the proposed landmark developments for appreciation of the distinctive townscape and reinforcing district image as follows and indicated on **Plan 7**:

- (a) between the landmark mixed use development in Area 23 near the planned Chau Tau Station of NOL Spur Line and the skyline of Shenzhen to the north;
- (b) between the landmark mixed use development in Area 23 near the planned Chau Tau Station of NOL Spur Line and the I&T Park in the south-eastern part of the Area through the Riverside Park in Area 11D along the revitalised STEMDC;
- (c) between the planned SPS WCP and the scenic backdrop of Ngau Tam Shan through the revitalised STWMDC. This view corridor also captures the view of the landmark cultural and community complex in Area 7;
- (d) between the planned SPS WCP and the scenic backdrop of Ngau Tam Shan through the existing village of Shek Wu Wai in Area 6C and planned open space in Area 2B;
- (e) between the southern entrance to the Area near Shek Wu Wai Interchange and the mountain backdrop of Ngau Tam Shan, providing those visitors who enter San Tin Town Centre via Shek Wu Wai Interchange with a view of the high-rise cluster with the landmark mixed use development at the planned San Tin Station of NOL Main Line in Area 2A; and
- (f) between the planned SPS WCP and the existing villages in Area 22. These view corridors are subject to detailed design

by the project proponent(s) of the I&T sites.

Creating Landmark Developments

6.2.7 To create focal points and anchor destinations at strategic locations, while promoting social interaction and adding diversity to the local characters, the following landmark developments, which also serve as activity nodes, are proposed:

- (a) capitalising on the planned San Tin Station of NOL Main Line, the mixed use development (comprising residential developments, offices, hotels, retail, dining and entertainment (RDE) facilities with a TIH) planned in the south-western part of the Area in Area 2A would serve as a landmark development with commercial elements which enhance the vibrancy of the town centre. Together with the Town Park in Area 2B and various GIC facilities in Areas 2E and 2F, a vibrant community hub providing the main living support for the residents and working population with convenient access to public transport services would be created.
- (b) leveraging the close proximity to the planned Chau Tau Station of NOL Spur Line, a mixed use development is planned in Area 23 as another landmark development signifying the convergent point of the I&T Park (North) and San Tin Town Centre. Taking into account its strategic location of being close to the I&T Park, HSITP at the Loop and Shenzhen's I&T zone with enhanced cross-boundary transport connection to Huanggang through the planned NOL Spur Line and San Sham Road (to be upgraded and realigned), the proposed development will provide not only upgraded transport services (including a TIH with public park-and-ride facilities serving private car users making cross-boundary trips), but also offices and hotels providing business support to the I&T developments and complementary RDE facilities for local and cross-boundary visitors. Marking the eastern entrance to I&T Park (North) and San Tin Town Centre, the development will incorporate pedestrian and cycling connections to the landscaped deck which integrates seamlessly with the Riverside Park in Area 11D on the other side of San Tin Highway.
- (c) The proposed cultural and community complex in Area 7, occupying about 15 ha of land in the central part of the Area,

will be another landmark development to accommodate cultural and community facilities such as a major museum, a major performing arts venue, a major library, a swimming pool complex, other sports facilities and flexible public/event spaces. The development will not only serve the neighbouring communities, but also bring together a diverse range of local, regional and international exhibitions and performances that strengthen Hong Kong's role as an East-meets-West centre for international cultural exchange. This cultural and community complex, together with the adjoining River Valley Park, will be a cluster drawing people together and fostering district identity.

- 6.2.8 Subject to detailed design, a landmark building, preferably at the centre of I&T site in Area 19B, is also recommended to facilitate visual orientation.

Connecting the Neighbourhoods (Plan 7)

- 6.2.9 It is vital to connect the newly planned neighbourhoods with the existing communities. The planned open space network, radiating from San Tin Town Centre and stretching from south to north along the revitalised STWMDC and STEMDC, together with the landscaped NBAs in Areas 19A, 19B and 19C serves as major connecting green spines linking different parts of the Area.
- 6.2.10 The Living Avenue, which is a continuous pedestrian-friendly corridor with the provision of pocket open spaces, active frontage, soft landscaping and green features at various locations, is planned to connect the landmark developments, residential clusters and GIC facilities in the San Tin Town Centre. Together with the planned pedestrian and cycling networks, a vibrant and vivid corridor featuring residential neighbourhoods, major public transport facilities, community uses, leisure and recreational facilities could be formed, which resembles an east-west Living Avenue where the residents and workers in the Area could navigate easily for points of interest and community services. The Living Avenue starts from the south-western end of the Town Park in Area 2B, then runs along the residential and mixed use developments near the planned San Tin Station of NOL Main Line, and extends towards the north-east to the proposed cultural and community complex and the River Valley Park in Area 7. It continues to the Riverside Park in Area 11D and the surrounding residential developments, finally reaches the mixed use development in Area 23 near the planned Chau Tau Station of NOL Spur Line via the landscaped deck across San Tin Highway. It may

continue to reach the I&T Park (North) through the mixed use development site in Area 23.

Active Frontage

- 6.2.11 To inject street vibrancy, at-grade active frontage with a minimum width of 10m should be adopted along the edges of residential and mixed use developments adjoining the open spaces along the Living Avenue. The height of this part of the development within the active frontage should be restricted to not exceeding two storeys (excluding any basement level) or 10m (aboveground). In general, in addition to railway facilities and essential facilities/connection points to the surrounding uses such as residential lobby entrance and emergency access, a continuous active frontage intended for non-industrial and non-residential uses (such as commercial and leisure facilities, RDE facilities, etc.) should be provided on ground and first floor levels as far as practicable. To ensure that the active frontage is continuous, at least 60% of the GFA allocated to the active frontage area should be constructed. To ensure an inclusive building design, at least 3.5m-wide setback on the ground level at the outer part of the active frontage abutting the open space should be provided to facilitate a 24-hour covered public pedestrian walkway. Each unit within the active frontage area should provide a direct access to the pedestrian walkway and open space.

Permeable Frontage

- 6.2.12 To further enhance the visual permeability and porosity along the Living Avenue and the open spaces, developments facing open spaces are encouraged to adopt fence-free design as far as practicable. If boundary fence/wall is unavoidable, permeable frontage should be provided to enhance pedestrian experience and reduce visual impact of open space, i.e. a minimum of 50% visual and physical porosity from 1m and above (measured from the formation level of the immediate level of the open space/pedestrian walkway) should be adopted.
- 6.2.13 The requirements and the sites which should provide active frontage and permeable frontage are detailed in **Appendix II**.

Pedestrian-Friendly Environment and Comprehensive Cycling Network (Plan 3)

- 6.2.14 To promote healthy and active lifestyle, a comprehensive pedestrian and cycling networks are planned throughout the Area to link up key destinations and activity nodes such as the planned railway stations,

residential and mixed use developments, I&T sites, open spaces and GIC facilities. Pedestrian walkways within the Area will be pedestrian-friendly, continuous, and landscaped (e.g. footpaths along major roads will generally be tree-lined, and sufficient space will be reserved for amenity strips along the streets for the provision of street furniture such as seating areas) to provide a pleasant walking environment. Besides, in order to strengthen street vibrancy extended from key nodes, at-grade active frontage and permeable frontage should be provided for developments adjoining major open spaces as mentioned in paragraphs 6.2.11 and 6.2.12 above.

- 6.2.15 The planned cycle network in the Area will be connected to the existing cycle tracks between Yuen Long and KTN NDA, and the planned cycle network under the Loop development, providing a continuous cycling environment that extends to other destinations beyond the Area.
- 6.2.16 In general, cycle tracks in the Area will be provided in parallel to major roadways for commuting purpose. To enhance the overall cycling experience, other cycle tracks may be provided within major open spaces (e.g. Areas 2B and 11D) under a shared use approach for leisure experience where appropriate subject to detailed design and further liaison amongst relevant departments. Major public cycle parking facilities are proposed close to the planned railway stations, TIHs, PTI, GIC facilities and major activity nodes. Adequate ancillary cycling facilities for different land uses should also be provided in future developments in accordance with HKPSG and to the satisfaction of relevant department(s).
- 6.2.17 To facilitate movements across San Tin Highway and Fanling Highway, three new crossings for pedestrians and cyclists are planned in addition to four existing underpasses/footbridges across these highways. Amongst the new crossings, a landscaped deck is proposed to span above San Tin Highway, as a distinguished gateway feature for the Area (**Plan 3**). It will establish a connection between the mixed use development near Chau Tau and the planned open space to the south of San Tin Interchange.
- 6.2.18 Within the three sizeable I&T sites in Areas 19A, 19B and 19C, which provide opportunity for creating a high-quality campus-like environment, consideration could be given to establishing a conducive environment for talents and innovators to interact, share knowledge and exchange ideas, thus stimulating creativity, collaboration and the overall vitality of the I&T Park. This may be achieved by connecting these I&T sites through continuous

pedestrian walkways with the provision of pocket open space(s), active frontage(s), soft landscaping and green features, thus creating diversified and vibrant pedestrian environments.

Landscape Design Framework

- 6.2.19 The landscape design framework for the Area emphasises an integrated landscape network for both human and wildlife that caters for both human enjoyment and wildlife conservation, with a view to maximising biodiversity potential through optimising existing ecological capital wherever possible. It aims to maximise green coverage, create linkages for wildlife through spatial design, diversify landscape typologies, and promote a mutually respected culture between people and nature through design. Landscape areas and open space to the north of San Tin Highway and Fanling Highway adopt more natural characteristics, while those to the south integrate more urban and human-centric elements.
- 6.2.20 Blue-green network forms a defining feature of the Area (**Plan 5**). The landscape network is structured along two revitalised drainage channels, namely STEMDC and STWMDC, with enhanced spatial experiences.
- 6.2.21 The primary outdoor space mainly includes the Town Park in Area 2B, Village Plaza in Area 6B, River Valley Park in Area 7 and Riverside Park in Area 11D which serve as major nodes of activities for gatherings, events and various communal uses. The Town Park, River Valley Park and Riverside Park also form part of the Living Avenue and synergise with adjacent land uses to create local landmarks and incorporate multifunctional designs for all-day vibrancy.
- 6.2.22 The framework also maximises integration of natural elements through context-responsive softscape and hardscape strategies. The intensity of the naturalistic to ornamental features depends on the landscape area's function and proximity to sensitive ecosystems. Where appropriate, native species and a good mix of different tree species that have been proven to be beneficial to wildlife as well as to the local community and ecosystem should be prioritised to enhance ecological continuity and vegetation diversity. Nature-based Solutions (NbS) are encouraged to be adopted in future development, and reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future. Besides, at-

grade planting, landscape integration with building, vertical greening, green roof and screen planting in future development sites should be considered where appropriate.

Open Space Provision

- 6.2.23 About 57.9 ha of open space would be provided in the Area, including the existing open spaces which are mostly located in the villages. The provision of land for open space has adopted the standard of 3.5m² per person as recommended under the “Hong Kong 2030+” and HKPSG. Additional open spaces will be provided within the public housing estates and private housing developments, as well as I&T sites for the enjoyment of the residents and workers. The open space provided in the Area would serve both the new and existing residents and workers in the Area and visitors.

Sustainable Building Design and Green Coverage

- 6.2.24 Developments in the Area are required to comply with the Sustainable Building Design Guidelines promulgated by the Buildings Department. The guidelines on building separation, building setback and site coverage of greenery aim to achieve better air ventilation, enhance the environmental quality of living and working spaces, provide more greenery, and mitigate heat island effect.
- 6.2.25 Concerted efforts should be made to incorporate as many greening opportunities as possible in the Area and project proponent(s) should refer to the relevant guidelines. Greening opportunity should be maximised within the future developments at grade, podium, rooftop and/or vertical façade as appropriate. For eco-interface, which should be in form of a landscape buffer, the greenery provision should be maximised to provide visual relief and serve as buffer to the ecologically sensitive areas.
- 6.2.26 NbS design should also be incorporated for areas with ecological concerns. Sensible landscape treatments, including water features, should be incorporated in the open space and landscape design to enhance the visual and design connections with the planned SPS WCP and create favourable environment.

Development Character Areas

- 6.3 Based on the planning design concept and urban design framework, the Area comprises mainly I&T Park (North), I&T Park (South) and San Tin Town Centre

(Plan 8), while the 11 existing recognised villages within the Area are preserved.

I&T Park (North)

6.3.1 The I&T Park (North) comprises mainly a majority of the I&T sites (i.e. Areas 16A, 16B, 17, 19A, 19B and 19C) to the north of San Tin Highway and Fanling Highway, which are in close proximity to the HSITP at the Loop to create synergy with the Shenzhen's I&T Zone in Huanggang and Futian. Given the close proximity to the planned SPS WCP and existing villages, the I&T sites are generally intended to accommodate relatively more environmentally friendly uses with lower development intensities. The three more sizeable areas (i.e. Areas 19A, 19B and 19C) abutting the planned SPS WCP provide opportunity for creating a high-quality campus-like environment where integrated design could be adopted to create a network of public space conducive to walking, cycling and promoting talents' interaction and exchange of ideas. A stepped building height profile descending towards the planned SPS WCP and village clusters is adopted to achieve design harmony of the proposed development with the wetland setting while striving for urban-rural integration with the neighbouring villages.

I&T Park (South)

6.3.2 The I&T Park (South) comprises mainly the remaining portion of I&T site (i.e. Area 13A) near the connection to the strategic NM Highway under planning, which serves to greatly enhance the accessibility to other parts of NM and Hong Kong. Open spaces are proposed as buffers to minimise any potential land use interface between the I&T development and the nearby residential community.

6.3.3 A Planning and Design Brief for Sites zoned "Other Specified Uses" annotated "Innovation and Technology" on San Tin Technopole Outline Zoning Plan (the PDB), which is an administrative document setting out the broad planning parameters, key development requirements and urban design considerations for guiding the design and implementation of the future developments has been formulated and endorsed by the Town Planning Board on 3 October 2025 (**Appendix III**). Future developments of I&T sites should refer to the endorsed PDB for the detailed planning and design requirements for the preparation and submission of Master Plans to the Designated Committee set up under the Development Bureau (DEVB) for consideration and approval. The condition of requiring project proponent(s) of I&T site(s) concerned to submit Master Plan(s) according to the endorsed PDB will be stipulated in the concerned

land documents (such as lease) and the coverage area of the Master Plan(s) will be determined during the preparation of the concerned land documents subject to agreement amongst the relevant B/Ds.

San Tin Town Centre

- 6.3.4 San Tin Town Centre can be broadly divided into three parts. Encompassing the planned San Tin Station of NOL Main Line with a TIH, the western part of San Tin Town Centre is characterised by a mixed use development in Area 2A (comprising residential developments, offices, hotels, RDE facilities). It is surrounded by high-density residential developments, which are knitted together with low- to medium-rise GIC facilities by open space networks to promote community vibrancy.
- 6.3.5 In the eastern part of San Tin Town Centre, residential developments and GIC facilities are planned along STEMDC, which will be revitalised and integrated with the Riverside Park to enhance the flood retention capability. The Riverside Park and the active frontages on the lower floors of residential blocks will also create a leisure ambience. Pedestrians and cyclists could utilise the landscaped deck across San Tin Highway to reach another mixed use development (comprising residential developments, offices, hotels and RDE facilities) in Area 23, the planned Chau Tau Station of NOL Spur Line and a TIH.
- 6.3.6 Key community and living support to the residential and working population will be provided in the central portion of San Tin Town Centre. STWMDC will be revitalised as a landscaped river course, flanked by a proposed cultural and community complex, which may accommodate different cultural and community facilities, such as a major museum, a major performing arts venue, a major library, a swimming pool complex, other sports facilities and flexible public/event spaces. Sites are also reserved for educational facilities, healthcare facilities, youth facilities, a GIC complex, clinics, Government joint-user office building, police station, fire station cum ambulance depot and other essential infrastructures.
- 6.3.7 To ensure integrated design of the landmark developments at the two mixed use sites in Areas 2A and 23 and at the cultural and community complex in Area 7, specific design requirements are formulated and outlined in the Urban Design Scheme Plans (UDSP) attached to this ODP (**Appendices IV-1 to IV-3**). Future development of the mixed use sites in Areas 2A and 23 should be governed by Master Layout Plan (MLP) submission by the project proponent(s) to the satisfaction

of the Director of Planning under future land leases, to ensure proper design of the development before the development proceeds. For the cultural and community complex in Area 7, relevant project proponent(s) should duly observe and follow the requirements in the UDSP in its design stage.

7. Land Use Proposals

7.1 Development parameters of the major development sites in the Area are summarised in **Appendix V**.

7.2 Special Residential (“RS”): Total Area 13.41 ha

7.2.1 The planning intention of “RS” zone is primarily for high-density subsidised housing developments which may include compatible non-domestic uses, including retail, community, social welfare and ancillary recreational uses, on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. “RS” sites are reserved for public rental housing (PRH), subsidised sale flat (SSF), other forms of subsidised housing, or a mix of them to cater for the future demand for subsidised housing. The mix of PRH, SSF or other subsidised housing units within individual sites could be further considered in consultation with the Housing Bureau, Hong Kong Housing Authority, Hong Kong Housing Society or other relevant agents upon implementation of the development, subject to further technical assessment if necessary.

7.2.2 Five sites in Areas 1B, 1C, 2C, 2D and 2I are zoned “RS”. All sites are located within a 15-minute walking and cycling distance of the planned San Tin Station of NOL Main Line and the proposed TIH at Area 2A, so as to maximise the utilisation of the high-capacity public transport system.

7.2.3 All “RS” sites are subject to a maximum domestic plot ratio (PR) of 6.5 and a maximum non-domestic PR of 0.3, with maximum building height of 170mPD as specified on the Plan. Various community, social welfare and recreational facilities may be included in these sites. Details of the social and community facilities proposed within these “RS” sites, including type, location, GFA and design of the facilities would be considered in detailed design stage taking account of the latest circumstances and departmental requirements. An area

equivalent to about 5% of the attainable domestic GFA of the future public housing developments in all “RS” sites will be set aside for the provision of social welfare facilities subject to Social Welfare Department’s advice on the provision, confirmation on funding and detailed design in accordance with the prevailing policy and practice as far as practicable.

- 7.2.4 Planning Briefs, if applicable, setting out the planning parameters and the special design requirements of individual sites will be prepared to guide the future developments in the “RS” sites.

“RS” site in Area 1B

- 7.2.5 There is a planned electricity substation (ESS) to the immediate south-west of the public housing development at Area 1B. The power company should observe the interface of the planned ESS with the public housing development at Area 1B, and that the vehicular and maintenance access to the ESS, designation of utility reserve (if necessary) and provision of cable routing should all be located outside the public housing site boundary of Area 1B.

Dedicated Rehousing Estate in Area 1C

- 7.2.6 A site in Area 1C is zoned “RS” for the development of a dedicated rehousing estate for the residents affected by NDA projects.

“RS” sites in Areas 2C and 2D near the proposed San Tin Station

- 7.2.7 The Town Park adjoining Areas 2C and 2D will serve as a major gathering space outside the planned San Tin Station of NOL Main Line. To provide design flexibility, developments of these sites should provide at-grade active frontages along the edges facing the Town Park (as defined in paragraph 6.2.11) as far as practicable to enhance street vibrancy. If the provision of active frontage is not possible, permeable frontage (as defined in paragraph 6.2.12) facing the adjoining Town Park should at least be provided as an alternative. The requirements of active frontage and/or permeable frontage will be stipulated in the Planning Brief as appropriate.

“RS” site in Area 2I

- 7.2.8 Future development in Area 2I should take into account the adjoining open space for integrated design with permeable frontage (as defined in paragraph 6.2.12). The requirements of permeable frontage will

be stipulated in the Planning Briefs as appropriate.

7.3 Residential Zone 1 (“R1”): Total Area 31.38 ha

- 7.3.1 The planning intention of “R1” zone is primarily for high-density private residential developments which may include compatible non-domestic uses, including retail, community, social welfare and ancillary recreational uses, on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room.
- 7.3.2 There are nine “R1” sites in Areas 1D, 2G, 4B, 4D, 6A, 11A, 11B, 12B and 12D, which are subject to a maximum domestic PR of 6, a maximum non-domestic PR of 0.5, and maximum building heights ranging from 160mPD to 200mPD. These high-density developments are located within a 15-minute walking and cycling distance of the planned San Tin Station of NOL Main Line and the planned Chau Tau Station of NOL Spur Line, and the proposed TIHs in Areas 2A and 23 so as to maximise the utilisation of the high-capacity public transport system.

“R1” sites in Area 1D

- 7.3.3 As part of the “R1” site in Area 1D is situated on a higher level, development up to a maximum building height of 200mPD is allowed. A 40m-wide NBA is designated on the Plan to provide a strategic air path to facilitate wind penetration from the south-west to the town centre along Road D1. Within the NBA, underground structures are allowed. No aboveground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structures for footbridge connection or covered walkway may be allowed. The NBA generally follows the authorised scheme of the planned NOL Main Line. Development at the site should observe the interface with the planned NOL Main Line.

“R1” sites in Areas 2G, 4B, 4D and 6A

- 7.3.4 Four “R1” sites in Areas 2G, 4B, 4D and 6A are located within 500m of the planned San Tin Station of NOL Main Line. Developments

of these sites are subject to a maximum building height of 170mPD.

- 7.3.5 As Area 2G abuts the Town Park which will serve as a major gathering space outside the planned San Tin Station of NOL Main Line, development of the site should provide at-grade active frontage (as defined in paragraph 6.2.11) along the edges facing the Town Park, and take account of the Town Park for integrated design with permeable frontage (as defined in paragraph 6.2.12). Future development in Area 2G should also observe the potential interface with the planned NOL Spur Line, as part of the north-western edge of the site may fall within the non-building area to be reserved for NOL Spur Line tunnel.
- 7.3.6 Areas 4D and 6A abut the planned San Tin Station of NOL Main Line. Future developments of Areas 4D and 6A should integrate with the possible entrances/exits and related railway structures of the planned San Tin Station of NOL Main Line. Besides, future developments should take into account the adjoining open space for integrated design with permeable frontage (as defined in paragraph 6.2.12).

“R1” sites in Areas 11A, 11B, 12B and 12D

- 7.3.7 Four “R1” sites in Areas 11A, 11B, 12B and 12D are subject to a maximum building height of 160mPD.
- 7.3.8 The two “R1” sites in Areas 11A and 11B adjoin the Riverside Park integrated with the revitalised STEMDC. In order to enhance vibrancy and vitality of the Riverside Park, developments of these sites should provide at-grade active frontages (as defined in paragraph 6.2.11) along the edges facing the Riverside Park and shall take account of the Riverside Park for integrated design with permeable frontage (as defined in paragraph 6.2.12).

7.4 **Village Type Development (“V”): Total Area 78.48 ha**

- 7.4.1 The planning intention of “V” zone is to reflect existing recognised villages. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. In order to ensure that any future development or redevelopment within the “V” zone will retain a village character, a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater, is

imposed.

- 7.4.2 The “V” zones cover 11 recognised villages (i.e. Shek Wu Wai in Area 6C; Tung Chun Wai, Yan Sau Wai, On Loong Tsuen, Wing Ping Tsuen, Fan Tin, San Loong Tsuen and Ching Loong Tsuen in Area 22; Chau Tau and Poon Uk Tsuen in Area 29 and Lok Ma Chau in Area 30). The boundaries of the “V” zones are drawn up having regard to the existing village ‘environs’, outstanding small house demands for the next ten years, topography and site constraints. Areas of difficult terrain, dense vegetation, stream courses and burial grounds have been avoided.
- 7.4.3 The existing Declared Monuments including Man Lun Fung Ancestral Hall and Tai Fu Tai are protected under the Antiquities and Monuments Ordinance, and other graded historic buildings which are available on the website of the Antiquities Advisory Board (<https://www.aab.gov.hk>) in the “V” zones remain unaffected.
- 7.4.4 The “V(1)” zone in Area 9C covers a village resite area to the south of San Tin Highway. It is intended for re-provisioning of the affected village houses/building lots under the Village Removal Terms due to the implementation of Government projects. Development within the “V(1)” zone is subject to a maximum building height of 3 storeys (8.23m).

7.5 Government (“G”): Total Area 42.47 ha

- 7.5.1 The planning intention of “G” zone is to reserve sites for provision of Government or social welfare facilities in support of the work of the Government and/or to provide services meeting community needs. The GIC facilities in the Area are planned on the basis of HKPSG and in consultation with relevant B/Ds under the Study, as summarised in **Appendix I**.
- 7.5.2 The GIC complex is proposed in Area 2E to house an indoor sports centre under the Leisure and Cultural Services Department (LCSD), a public market under the Food and Environmental Hygiene Department (FEHD), a refuse collection point (RCP) under FEHD / Environmental Protection Department (EPD), and an EcoHub under EPD. Development of this site should take into account the planned open space in Area 2B for integrated design with permeable frontage (as defined in paragraph 6.2.12). The proposed RCP should be located further from the planned open space to avoid affecting the latter’s general amenity or imposing odour impact on the users at the planned open space. Suitable buffer/building setback between the

proposed RCP, EcoHub and public market in Area 2E and the proposed clinic facilities in Area 2F should be considered at detailed design.

- 7.5.3 Apart from the proposed indoor sports centre in the GIC complex in Area 2E, two more indoor sports centres are proposed in Areas 1A and 10. The three indoor sports centres are evenly distributed in the eastern, central and western parts of the Area to serve the future population clusters and existing villages.
- 7.5.4 For the indoor sports centre in Area 10, it will be co-located with a public vehicle park for commercial vehicles where a minimum of 50 parking spaces shall be provided, subject to the advice of the Transport Department (TD). The detailed co-location arrangement will be subject to further liaison between LCSD and TD. As the authorised scheme of the NOL Main Line and the indicative alignment of the planned NOL Spur Line would pass through Area 10, future developments should observe the potential interface with the proposed railway development. Future development should also explore the possible connections to the landscaped deck to facilitate accessibility of the site.
- 7.5.5 In addition to the planned RCP in the GIC complex in Area 2E, two RCPs are proposed in Areas 4D and 15. The proposed RCP in Area 4D has room for future co-location with other facilities. Part of Area 15 is underneath 400kV overhead power lines (with pylons). Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed. Besides, an existing memorial pavilion of the village of Chau Tau is located at the north-western part of the planned RCP site in Area 15. Subject to further liaison between relevant Government B/Ds and the local villagers, the memorial pavilion is recommended to be retained/reprovisioned in-situ as far as practicable. Interface with the memorial pavilion should be observed in the future detailed design of the RCP.
- 7.5.6 Area 2F is reserved for a Joint-user General Office Building, which will also accommodate a family medicine clinic and a Chinese medicine clinic cum training and research centre. Development at this site is subject to a maximum building height of 120mPD. Subject to detailed design, consideration should be given to accommodating the proposed clinic facilities on the lower floors to facilitate easy access by patients. Suitable buffer/building setback of the proposed clinic facilities from the proposed RCP and public market in Area 2E should be considered at detailed design. Besides, development should take account of the surrounding open space for

integrated design with permeable frontage (as defined in paragraph 6.2.12).

- 7.5.7 A “G” site in Area 8 is reserved for the development of proposed healthcare facilities by the Health Bureau. Development at this site is subject to a maximum building height of 100mPD.
- 7.5.8 A “G” site in Area 1A is reserved for a proposed New Territories workshop and related facilities of the Fire Services Department (FSD).
- 7.5.9 Two “G” sites in Area 12A are reserved by FSD for developing a divisional fire station and ambulance depot cum staff quarters, and an operational base for tactical support unit; and by the Home and Youth Affairs Bureau for developing youth facilities respectively. Developments at the two sites are subject to a maximum building height of 110mPD.
- 7.5.10 A “G” site in Area 21 is reserved by the Hong Kong Police Force (HKPF) for developing a divisional police station cum operational base, and reprovisioning of an existing petrol station and dangerous goods storage (currently located within LMC BCP which need to be vacated when the existing LMC BCP ceases operation). Taking into account its close proximity to the MPLV Egretry in Area 20, development at this site is subject to a maximum building height of 8 storeys.
- 7.5.11 Two “G” sites in Area 18 are reserved for HKPF’s weigh station and the Customs and Excise Department’s customs dog base. As these sites are located along a 300m-wide birds’ flight corridor in east-west direction, developments at these sites are subject to a maximum building height of 15mPD. Future developments of these two sites should observe the possible constraints posed by the viaduct of the existing Lok Ma Chau Spur Line which passes through the site.
- 7.5.12 Area 24 is reserved by AFCD for developing a wetland conservation park management office. Taking into account the proximity to the MPV Egretry, the site is subject to a maximum building height of two storeys.
- 7.5.13 A “G” site in Area 23 is reserved for Highways Department (HyD)’s depot. Future development should observe the potential interface with the planned NOL Spur Line passing through the site.

- 7.5.14 A “G” site in Area 13A is reserved for a PTI to serve the I&T and logistics, storage and workshop sites at Pang Loon Tei. Development should take into account the 400kV overhead power lines (with pylons) passing through the site. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.
- 7.5.15 A “G” site in Area 25 to the south of the Area is reserved for the provision of fresh and reclaimed water service reservoirs.
- 7.5.16 Three “G” sites in Areas 5, 12A and 18 are reserved for the provision of sewage pumping stations for collecting sewage flows from the Area and pumping to the planned EPP for treatment. As the site in Area 18 is along the 300m-wide birds’ flight corridor in east-west direction, development is subject to a maximum building height of 15mPD, and the possible constraints posed by the viaduct of the existing Lok Ma Chau Spur Line should be observed.
- 7.5.17 Two “G” sites in Areas 15 (western part) and 19A (northern part) are reserved for the provision of stormwater pumping stations for flood protection purpose.
- 7.5.18 Two “G” sites in Area 30 are to reflect the existing uses of the Lok Ma Chau Police Station and Lok Ma Chau Operation Base of Hong Kong Police Force at Ngau Kok Shan.
- 7.5.19 Apart from the existing Mai Po Substation in Area 1A, 10 “G” sites (Areas 1B, 2B, 4D, 5, 8, 12A, 13C, 15, 16A and 21) are reserved for the provision of ESSs. One ESS is also proposed in Area 19B under the “OU(I&T)” zone as mentioned in paragraph 7.9.9(h).
- 7.5.20 11 sites in Areas 1A, 2B, 4C, 5, 8, 9B, 10, 13C, 15, 16A and 20 are designated as government reserve to meet the future demand for unforeseen government and community uses. Of which, development at the “G” sites in Areas 9B, 10 and 16A should observe the potential interface with the planned NOL Spur Line. In particular, a minor part of the southern portion of the government reserve in Area 10 may be developed with the railway associated facility of the planned NOL Spur Line. As the “G” site in Area 20 abuts MPLV Egretty located in the “O” zone to its immediate north, low-rise development and bird-friendly design should be considered taking into account its potential interface with MPLV Egretty, so as to avoid and minimise disturbance on MPLV Egretty and its flight line, as well as minimising risks of bird collision. Part of the “G” site designated as government reserve in Area 15 may be used for the

in-situ reprovisioning of the existing railway emergency repair material storage yard.

7.6 Education (“E”): Total Area 13.91 ha

- 7.6.1 The planning intention of this zone is to reserve sites for the provision of educational facilities including primary and secondary schools, or other educational uses that the Education Bureau (EDB) considers appropriate and suitable for the Area. The provision of educational facilities has been planned in accordance with HKPSG and advice of EDB. A total of eight primary and six secondary school sites are reserved in the Area to meet the needs of the planned population and for future educational use. Based on standard design of school, development of school sites is subject to a maximum building height of eight storeys.
- 7.6.2 Primary and secondary school sites are distributed in Areas 1C, 1D, 2B, 2H, 6D, 8, 9C, 11C and 12C in close proximity to residential developments for students’ convenience. These locations are also close to sports facilities and open spaces. Future design of the school building should consider favourable orientation and adopt good measures to take account of the local setting of individual sites. As the authorised scheme of the NOL Main Line and the indicative alignment of the planned NOL Spur Line would encroach upon the western part of the primary school site in Area 11C, future developments should observe the potential interface with the proposed railway development.
- 7.6.3 A site in Area 5 is reserved for development of other educational facilities, e.g. international school, on the advice of EDB.

7.7 Open Space (“O”): Total Area 55.34 ha

- 7.7.1 The planning intention of this zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of both the local residents, workers, as well as the general public.
- 7.7.2 Major open spaces are provided in Areas 2B, 6B, 7 and 11D. Town Park in Area 2B is a major open space as well as a pedestrian and cycling connector for the mixed use development, residential sites and GIC facilities around the planned San Tin Station of NOL Main Line. The design of the open space should integrate with the revitalised STWMDC, with attractive recreational and leisure uses

and landscape features provided within the open space. To allow a continuous open space along the revitalised STWMDC, a section of Road L3 may be provided as an elevated road, subject to detailed design. In the southern part of this “O” zone, the existing road connecting to San Tin Barracks will be upgraded and realigned. The Village Plaza in Area 6B to the north of the Town Park is intended to integrate with the existing village of Shek Wu Wai and the surrounding neighbourhood. To foster urban-rural integration, green buffer and space for village festivals or ritual performances should be provided. Together with the open space in Area 4D, they form a continuous open space network in the western part of San Tin Town Centre.

- 7.7.3 Another major open space is the River Valley Park in Area 7. The design of the open space should integrate with the revitalised STWMDC and the adjoining cultural and community complex, with attractive recreational and leisure uses and landscape features provided within the open space. The project proponent may consider whether it is possible to take into account the existing agricultural landscape and incorporate elements of agriculture, such as urban farm and/or community farm, in the open space. As the authorised scheme of NOL Main Line and the indicative alignment of the planned NOL Spur Line will pass through Area 7 as indicated on the Plan, the open space design should observe the interface with the railway development.
- 7.7.4 Riverside Park in Area 11D is another major open space serving the residential cluster in the eastern part of the Area. It also provides a landing point of the proposed landscaped deck across San Tin Highway for both pedestrians and cyclists. The design of the open space should integrate with the revitalised STEMDC.
- 7.7.5 Three “O” zones are proposed at the northern part of Area 13A as green buffers to minimise the interface of the I&T developments with the residential developments in Area 12D in the north and San Tin Barracks in the west.
- 7.7.6 The “O” zones in Areas 19C and 21 reserved spaces for revitalisation of the existing STWMDC. Part of the “O” zone in Area 19C falls within an NBA for preserving the birds’ flight paths of the MPLV Egret. A roosting site of ardeids affected by proposed development of the Technopole will be relocated to this “O” zone. Due care should be taken in the design and implementation of this site in accordance with the recommended ecological mitigation/enhancement measures in the approved EIA Report for the

Study. The management of the “O” zone should be developed in a holistic manner to take good care of the ardeids and egretty. The future design of “O” zone in Area 21 should also consider the interface with the existing village clusters to its east to foster urban-rural integration, while serving as a green buffer between the existing villages and the high-density developments.

- 7.7.7 The “O” zone in Area 20 is intended to protect the MPLV Egretty and the related birds’ flight paths. Only low-intensity activities such as plant nursery would be allowed, while other sports and recreational activities would not be allowed to minimise disturbance to the MPLV Egretty and the birds’ flight paths. Detailed design of the open space should incorporate enhancement features such as preservation of trees currently within the egretty, incorporation of water features adjacent to the egretty, planting of mature trees adjacent to the water features with native species that are currently used as egretty substratum, and maintaining a buffer area between the water features and the established mature trees from the adjacent land uses, etc. Due care should be taken in the design and implementation of this site in accordance with the recommended ecological mitigation/enhancement measures in the approved EIA Report for the Study. The management of the “O” zone in Area 20 should be developed in a holistic manner to take good care of the egretty.
- 7.7.8 To facilitate pedestrian and/or cycling connections, the “O” zones in Areas 6B, 7 and 21 may provide landing point/entrance of the planned footbridge with cycle track to facilitate connection between the open spaces on both sides of San Tin Highway. The “O” zone in Area 17 is intended to provide a small strip of waterfront promenade with a landing point of a planned footbridge which connects to the Loop. Besides, pedestrian walkways and cycle tracks (with appropriate cycling facilities) should be introduced within the open spaces particularly across the revitalised STEMDC and STWMDC and along the riverside promenade allowing a continuous pedestrian and cycling network connecting major activity nodes to promote healthy and active lifestyle.
- 7.7.9 Subject to detailed design and consultation with relevant B/Ds, floodable landscape treatments and flood attenuation facilities should integrate with open space facilities and may be provided at grade and/or underground to serve as part of the overall sustainable drainage system.
- 7.7.10 Urban farming proposed by AFCD with policy support from Environment and Ecology Bureau (EEB) could be incorporated in the

open spaces where appropriate to promote commercial crop production with ancillary public elements such as sale of local farm produce, guided farm tours and educational and leisure facilities. AFCD should be consulted on the design and development of the open space for urban farming.

7.8 **Amenity (“A”): Total Area 27.36 ha**

- 7.8.1 Amenity strips will be provided at roadside as far as possible to enhance the amenity value by landscaping and tree planting and to serve as visual buffers between existing villages and new developments. Pedestrian footpaths and/or cycle tracks may be provided within the amenity strips for a continuous pedestrian and/or cycle track network in the Area. Amenity strips are also designated along some development sites to reflect or cater for formed slopes.
- 7.8.2 The amenity strips along STEMDC are intended to reflect the existing and the future compensatory wetland habitats in the Area and to reserve space for revitalisation of the existing STEMDC, including the provision of a wildlife corridor for terrestrial mammal species to preserve the habitat continuity along the northern section of Road D6 in Area 19A.
- 7.8.3 For the amenity strip abutting Shek Wu Wai in Area 6C, vehicular access from Road L6 to the village should be allowed.
- 7.8.4 For the amenity area near the existing Mai Po Substation in Area 1A, a portion of the area is preliminarily identified for the reprovisioning of a memorial pavilion of Mai Po Tsuen.

7.9 **Other Specified Uses (“OU”): Total Area 284.47 ha**

- 7.9.1 This zone denotes land allocated or reserved for different specified uses.

Innovation and Technology (I&T) (210.7 ha) – Areas 13A, 16A, 16B, 17, 19A, 19B and 19C

- 7.9.2 The planning intention of the “OU” annotated “I&T” (“OU(I&T)”) zone is to provide space for I&T development to cater for the diversified needs of different industry players (e.g. start-ups and leading technology enterprises), different I&T fields (e.g. life and health technology, artificial intelligence and robotics, microelectronics and smart devices, advanced industries (e.g. new

materials, energy and green technology, etc.)), and different stages of I&T value chain (e.g. R&D, prototype, pilot test, mass production, etc.).

- 7.9.3 To promote the concept of ‘work-live-learn-play’ and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business (e.g. office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. school, educational institution, etc.) are allowed in the zone. The provision of complementary non-I&T uses should be at reasonable scale.
- 7.9.4 The “OU(I&T)” zone would accommodate a total GFA of about 5.7 million m². Under the Study, about 6,400 talent accommodation units (with a total GFA of 268,000m²) are proposed within the I&T sites to the north of San Tin Highway and Fanling Highway. The exact provision and location of talent accommodation to be provided will be contingent on the nature and scale of the I&T industries to be developed, development/operational model, business needs of prospective I&T enterprises, technical feasibility and other relevant factors. Also, the provision of talent accommodation should duly observe the possible constraints posed by the nearby less environmentally friendly manufacturing processes, if any. Further increase in the GFA for I&T development and/or the number of units/GFA for talent accommodation in the “OU(I&T)” zone would be subject to confirmation of technical feasibility to the satisfaction of relevant departments by the project proponent(s).
- 7.9.5 As mentioned in paragraph 6.3.3 above, project proponent(s) of the I&T sites should refer to the endorsed PDB (**Appendix III**) for the detailed planning and design requirements for the preparation and submission of Master Plans to the Designated Committee set up under DEVB for consideration and approval. The condition of requiring project proponent(s) of “OU(I&T)” site(s) concerned to submit Master Plan(s) according to the endorsed PDB will be stipulated in the concerned land documents (such as lease) and the coverage area of the Master Plan(s) will be determined during the preparation of the concerned land documents subject to agreement amongst the relevant B/Ds. Detailed design of the “OU(I&T)” sites, including the layout of internal roads, cycle tracks (with appropriate cycling facilities and parking or storage facilities) and public space, are subject to study by the project proponent(s) and technical advice by relevant departments, which should be included in the Master Plan submission according to the requirements as set out in the endorsed PDB.

7.9.6 In addition, the Innovation, Technology and Industry Bureau (ITIB) promulgated the “Conceptual Outline of the Development Plan for the Innovation and Technology Industry in the San Tin Technopole” (the Conceptual Outline) in November 2025, which provides a design framework for these I&T sites in terms of development vision, objectives and positioning, industrial spatial layout, and development model. The project proponent(s) of the I&T sites should take into account the Conceptual Outline.

7.9.7 The “OU(I&T)” zones to the north of San Tin Highway and Fanling Highway (Areas 16A, 16B, 17, 19A, 19B and 19C) are located in close proximity to the planned SPS WCP and existing villages. They are generally intended to accommodate more environmentally friendly uses with lower development intensities. For the “OU(I&T) zones in Area 13A at the south-eastern part of the Area, higher development intensity and a wider range of industrial uses which may involve less environmentally friendly processes are allowed, taking into account the separation from residential areas. According to the endorsed PDB, the I&T sites could be further divided into five clusters as tabulated below (**Plan 9**):

I&T Clusters	Planning Areas	Site Area (about)	GFA* (about)
I&T Park (North)			
1	16A (Part), 16B	20 ha	820,000m ²
2	16A (Part), 17, 19A	51 ha	1,530,700m ²
3	19B	70 ha	909,300m ²
4	19C	47 ha	1,123,500m ²
I&T Park (South)			
5	13A	22 ha	1,337,500m ²
Total:		210 ha	5,721,000m²
*Note: Indicative only. Subject to review/change in the course of development.			

Cluster 1 – Areas 16A(Part) and 16B

7.9.8 The “OU(I&T)” sites in Cluster 1 are subject to maximum building heights ranging from 100mPD to 155mPD as indicated on the Plan. A stepped building height profile is adopted to serve as a gradual transition of the townscape between the high-rise clusters around the planned Chau Tau Station of NOL Spur Line to its south-west and the existing villages to the east and north-east. The Cluster will be developed and operated by the Hong Kong Science and Technology Parks Corporation (HKSTPC). The following should be observed:

- (a) A 15m-wide NBA is designated at the “OU(I&T)” site in Area 16B to facilitate air flow from Ki Lun Shan to the existing village of Chau Tau.
- (b) Development should observe the interface with the existing Lok Ma Chau Spur Line (for the sites on both sides of this existing railway), the potential interface with the indicative alignment of the planned NOL Spur Line, and the potential interface with the indicative alignment of the NM Highway under planning.
- (c) Reference should be made to the PDB for the detailed planning and design requirements, particularly on the provision of building setback adjoining villages and NBA, stepped building height profile and preservation of village facilities (e.g. shrines and trees in Chau Tau in Area 16B).

Clusters 2, 3 and 4 – Areas 16A(Part), 17, 19A, 19B and 19C

7.9.9 The “OU(I&T)” sites are subject to maximum building heights ranging from 15mPD to 130mPD as indicated on the Plan. A stepped building height profile descending towards the planned SPS WCP is adopted to achieve design harmony. Besides, the more sizeable sites in Areas 19A, 19B and 19C abutting the planned SPS WCP provide opportunity for creating a high quality campus-like environment where integrated design could be adopted to create a network of public space conducive to walking, cycling and promoting talents’ interaction and exchange of ideas. The following should be observed:

- (a) To preserve a 300m-wide birds’ flight corridor between the old Shenzhen River meander and SPS in an east-west direction, NBAs and stringent building height of 15mPD are stipulated in the northern part of Area 19A. Developments adjacent to the 300m-wide birds’ flight corridor are restricted to a maximum building height of 35mPD.
- (b) A 70m-wide NBA in Area 19C is designated to preserve the birds’ flight path of the MPLV Egret. Due care should be taken in the design and implementation of this site in accordance with the recommended ecological mitigation/enhancement measures in the approved EIA Report for the Study. Any development should observe the potential interface with the adjacent MPV SSSI, MPV Egret and MPLV Egret.

- (c) A 35m-wide NBA along the development boundary abutting the planned SPS WCP in Areas 19B and 19C is designated to serve as an eco-interface, in form of a landscape buffer, to minimise human disturbance to the planned SPS WCP. The PDB has required some existing ponds along the development boundary abutting the planned SPS WCP to be retained and restored as appropriate, with a further 35m-wide buffer from the edges of these retained and/or restored ponds. The exact configuration of the eco-interface taking into account the retained and/or restored ponds is subject to detailed design.
- (d) A 20m-wide NBA along the western boundary of Area 19A is designated as another eco-interface, in form of a landscape buffer, for passive recreational uses to minimise human disturbance on the adjacent wetland habitats and associated fauna along the revitalised STEMDC. It could also maximise view and access to the riverside.
- (e) Two NBAs each with a minimum width of 15m aligning in north-west to south-east direction linking the existing village cluster to wetlands in SPS, with at least 300m separation distance in between, and being away from the south-western and north-eastern boundaries of Area 19B, are required. This could enhance wind permeability and penetration and visual permeability to allow a continuous view from the existing village cluster towards the wetlands in SPS. The exact locations of these two NBAs could be subject to further adjustment by the project proponent(s).
- (f) To enhance pedestrian and cycling connectivity of the “OU(I&T)” sites on both sides of Road D6, a 100m-wide at-grade crossing underneath Road P1 will be provided, where appropriate landscaping, street furniture, and cycling facilities should be provided, subject to detailed design.
- (g) Subject to detailed design, pedestrian connections to the Direct Road Link under the development of the Loop should be provided to enhance the connectivity with Lok Ma Chau Station.
- (h) An ESS should be provided in Area 19B to the west of STEMDC to support I&T development.
- (i) A site in Area 19B is reserved for development of a

Government data centre complex with a non-domestic GFA of about 45,000m². The detailed location and size of the site is subject to review by ITIB.

- (j) Future developments in Areas 19A and 19B should observe the potential interface with the indicative alignment of the planned NOL Spur Line.
- (k) Reference should be made to the PDB for the detailed planning and design requirements, particularly on the provision of building setbacks adjoining NBAs, stepped building height profile, preservation of village facilities (e.g. shrine of Ha Wan Tsuen and its associated tree in Area 19A) and pedestrian and cycling network across STEMDC and STWMDC.

7.9.10 Area 17 is reserved for the development of AFCD Fisheries Research Centre, which aims to promote aquaculture research and modernisation of the industry, enhancing the quantity, quality and value of local fisheries products in the long run. To protect the 300m-wide east-west birds' flight corridor between the SPS and the Loop, development at the site is subject to a maximum building height of 15mPD. Besides, a wildlife corridor of no less than 10m wide for aboveground sections and no less than 6m² for underpass sections as indicated on the Plan should be provided along the northern boundary of the zone to maintain the movement corridor for non-flying mammals between Lok Ma Chau and SPS. The roosting area for the Ha Wan Tsuen Night Roost in Area 19A affected by the proposed development will be relocated to this site as recommended in the approved EIA Report for the Study. Besides, no more than 2.86 ha of existing ponds in the northern portion of the Area will be retained according to the approved EIA Report for the Study. The exact area of ponds to be retained will be confirmed in the detailed design stage.

Cluster 5 - Area 13A

7.9.11 The "OU(I&T)" sites in Area 13A in the south-eastern part of the Area are conveniently connected to the NM Highway under planning through Roads L1 and D5. A higher development intensity is proposed, leveraging their direct access to the strategic highway and their location, which is further away from the ecologically sensitive area in SPS to the north of the Area. Developments are subject to a maximum building height of 170mPD. While the two "O" zones in the northern part of Area 13A would serve as a buffer between the "OU(I&T)" sites and the "R1" site in Area 12D, I&T uses which may

involve less environmentally friendly manufacturing processes should be sited as far away from the residential development in Area 12D as practicable. For the sites close to the 400kV overhead power lines (with pylons), relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed. Development should also observe the interface with the indicative alignment of the NM Highway under planning.

Mixed Use (14.77 ha) – Areas 2A and 23

- 7.9.12 Two sites zoned “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) are located in Areas 2A and 23 near the planned San Tin Station of NOL Main Line and Chau Tau Station of NOL Spur Line. This zone is intended primarily for mixed use development comprising a mix of residential and commercial (office, hotel, RDE facilities) uses incorporated with a TIH. As mentioned in paragraph 6.3.7 above, project proponent(s) of the “OU(MU)” sites should refer to the UDSP (**Appendices IV-1 and IV-2**) for the detailed requirements for preparation of MLP. Future development of the sites should be governed by MLP submission by the project proponent(s) to the satisfaction of the Director of Planning under future land leases, to ensure proper design of the development before the development proceeds.
- 7.9.13 The “OU(MU)” site in Area 2A, which is in close proximity to the planned San Tin Station of NOL Main Line, is subject to a maximum total PR of 7 (including a maximum domestic PR of 4.5 and a maximum non-domestic PR of 2.5), and a maximum building height of 200mPD. A TIH and public park-and-ride car parking spaces should be provided. Future developments should integrate with the possible entrances/exits and related railway structures of the planned San Tin Station of NOL Main Line. Besides, at-grade active frontage at the southern edge facing the planned open space in Area 2B, and permeable frontage at the two sides of the 34m-wide NBA and at the eastern edge abutting the planned open space should be provided to enhance vibrancy and vitality. An all-weather at-grade pedestrian walkway should be provided to facilitate connection between the planned open spaces in Areas 2B and 6B. To facilitate air ventilation according to the AVA-DS and provide a view corridor from the Shek Wu Wai Interchange to Ngau Tam Shan, a 34m-wide NBA is designated. Future development should observe the potential interface with the alignment of the planned NOL Main Line and San Tin Station. Reference should be made to the UDSP (**Appendix IV-1**) for the detailed design requirements on the provision of active and permeable frontages and connectivity with the

surrounding areas.

- 7.9.14 The “OU(MU)” zone in Area 23, which is in close proximity to the planned Chau Tau Station of NOL Spur Line, is subject to a maximum total PR of 7 (including a maximum domestic PR of 3 and a minimum non-domestic PR of 2.5), and a maximum building height of 200mPD. A TIH and public park-and-ride car parking spaces, mainly serving private car users making cross-boundary trips, shall be provided. To foster urban-rural integration and design harmony with the nearby villages, a stepped building height profile descending towards the villages to the south-west of site should be adopted and at-grade active frontage should be provided at the southern and northern edges of the development facing the villages and STEMDC respectively. Besides, all-weather and barrier-free public accesses for pedestrians and cyclists connecting the planned landscaped deck across San Tin Highway and the riverside promenade should be provided to enhance connectivity. Development of this site is encouraged to take account of the riverside promenade of the revitalised STEMDC for integrated design. An all-weather public pedestrian walkway should also be provided connecting the site to the I&T sites in Area 16A across San Sham Road and STEMDC. Besides, the layout of the development will require special consideration to mitigate the traffic and railway noise impact from San Tin Interchange, San Sham Road and the existing Lok Ma Chau Spur Line. Future development should observe the potential interface with the indicative alignment of the planned NOL Spur Line. Subject to detailed design of the planned NOL Spur Line including the planned Chau Tau Station, part of the site would be required for accommodating the station structures and their subsequent operation. In addition, part of the site would serve as temporary works areas for construction of the planned NOL Spur Line including the planned Chau Tau Station, and would only be available for handover to the future project proponent(s) of the site upon completion of the works of the NOL Spur Line. Reference should also be made to the UDSP (**Appendix IV-2**) for the detailed design requirements on the stepped height profile, provision of active frontage and connectivity with the surrounding areas, and the mitigation to possible traffic and railway noise impacts.

Cultural and Community Uses with Supporting Uses and Facilities (14.93 ha) – Area 7

- 7.9.15 A site in Area 7 is reserved for the provision of a cultural and community complex serving the needs of the local residents and/or a wider district, region or the territory. It will serve as a landmark

development for accommodating cultural and community facilities such as a major performing arts venue, a major museum, a major library, a swimming pool complex, other sports facilities and flexible public/event spaces. Retail, dining, recreational, entertainment and other uses and facilities in support of the complex may also be included and are always permitted.

- 7.9.16 While the proposed swimming pool is a population-based facility required by HKPSG, the proposed cultural facilities are intended to serve not only the new population in the Technopole, but the territory-wide population. The proposed cultural facilities are key facilities sustaining Hong Kong's role as an East-meets-West centre for international cultural exchange. A comprehensive design should be adopted for the development with special landscape features which integrates with the River Valley Park lying between the eastern and western portions of the site, with a view to developing it into a cultural and community focal point and a landmark development showcasing the distinctive character of the surrounding region. Fence-free design should be adopted as far as practicable to ensure seamless connection with the River Valley Park. Greening opportunity should be maximised within the proposed development at grade, podium, rooftop and/or vertical façade as appropriate. The project proponent may consider whether it is possible to take into account the existing agricultural landscape and incorporate elements of agriculture, such as urban farm and/or community farm, in the development.
- 7.9.17 As the authorised scheme of the planned NOL Main Line and the indicative alignment of the planned NOL Spur Line will pass through Area 7, development of the cultural and community complex should observe the interface with the proposed railway development, including the adjoining site zoned "OU" annotated "Railway Associated Facilities".
- 7.9.18 Reference should be made to the UDSP (**Appendix IV-3**) for the detailed design requirements on the cultural and community complex.

Logistics, Storage and Workshop (16.51 ha) - Areas 13B, 14A and 21

- 7.9.19 Three sites zoned "OU" annotated "Logistics, Storage and Workshop" ("OU(LSW)") are located in Areas 13B, 14A and 21. This zone is intended primarily for logistics, storage and workshop uses. The sites could be used for development of MSBs for modern industries, which may also accommodate brownfield operations affected by Government projects. Open-air operations are also

allowed to suit the operational needs of various kinds of logistics, storage and workshop uses. These sites are located close to San Tin Highway, Fanling Highway and the connection point to the NM Highway under planning, thus capturing the advantage of easy accessibility to the strategic highways linking other parts of NM and the territory.

- 7.9.20 For the two sites in Areas 13B and 14A, development is subject to a maximum non-domestic PR of 5 and a maximum building height of 170mPD and 145mPD respectively. Development at both sites should take into account the 400kV overhead power lines (with pylons) passing through the sites. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.
- 7.9.21 For the site in Area 14A, a non-building zone should be reserved at the southern edge of the site as one of the natural terrain hazard mitigation measures.
- 7.9.22 The site in Area 21 is in close proximity to the MPLV Egretry to its north-west. To minimise the impact on the egretry, development within this site is subject to a maximum non-domestic PR of 2 and a maximum building height of 55mPD.

Effluent Polishing Plant and Food Waste Pre-treatment Facilities (11.71 ha) – Area 3

- 7.9.23 Area 3 is reserved for the provision of an EPP and Food Waste Pre-treatment Facilities to cater for the sewage flows and the food waste arising from the existing and planned developments in the Area and the surrounding areas.

Green Fuel Station (0.31 ha) – Areas 4C and 16A

- 7.9.24 Two sites are reserved for the provision of green fuel stations for vehicles. They could be EV charging station, hydrogen filling station, or station supplying other kinds of green vehicle fuel, subject to the advice of relevant B/Ds and future needs. Development may be subject to quantitative risk assessment (QRA).

Railway (0.56 ha) – Area 16A

- 7.9.25 A site is zoned “OU” annotated “Railway” to reflect the existing Lok Ma Chau Spur Line.

Railway Associated Facilities (1.73 ha) – Areas 7, 9B and 14A

- 7.9.26 Three sites in Areas 7, 9B and 14A are reserved for railway associated facilities (RAF) including ventilation shafts to support railway development of the planned NOL Main Line. The exact location of the RAFs for supporting the planned NOL Spur Line will be further reviewed during the detailed planning and design stage.

Railway Terminus and Public Transport Terminus (6.37 ha) – Area 31

- 7.9.27 A site is zoned “OU” annotated “Railway Terminus and Public Transport Terminus” to reflect the existing Lok Ma Chau Railway Terminal of the Lok Ma Chau Spur Line and PTI.

Refuse Transfer Station and Resource Recovery Facilities (2.98 ha) – Area 14B

- 7.9.28 A site in Area 14B is reserved for the development of a refuse transfer station (RTS) and resource recovery facilities (RRF) to cope with the municipal waste generated by the new population. Facilities for collecting, sorting, recovering of waste and recyclables will be co-located within the site to enhance resource recovery.
- 7.9.29 A maintenance access should be provided throughout the construction and operational stages for the Water Supplies Department (WSD) to access the Pak Shek Au Water Portal to the south of the site.

Ventilation Building (0.67 ha) – Area 15

- 7.9.30 A site is zoned “OU” annotated “Ventilation Building” to reflect the existing Chau Tau Ventilation Building of the Lok Ma Chau Spur Line. To facilitate air flow from Ki Lun Shan to the village of Chau Tau, the building height for any future redevelopment of this site should be comparable to that of the existing Chau Tau Ventilation Building.

Water Reclamation Plant (3.23 ha) – Area 4A

- 7.9.31 A site in Area 4A to the south of the EPP and Food Waste Pre-treatment Facilities is reserved for the development of a Water Reclamation Plant. It will receive treated effluent from the EPP for further treatment to raise the quality of treated effluent for non-potable use.

7.10 Green Belt (“GB”): Total Area 206.2 ha

7.10.1 The planning intention of this zone is primarily for defining the limits of development areas by natural features, and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. The “GB” zone mainly reflects the existing permitted burial grounds (i.e. Areas 4C, 5 (the south-western “GB” zone only), 6D, 9A, 10, 13A, 16A, 17, 26, 28, and part of the “GB” zone in Area 30), and areas densely occupied by existing graves (i.e. the north-eastern “GB” zone in Area 5), low-rise buildings, temporary on-farm domestic structures, agricultural land, knolls, natural features and mature vegetation. With reference to the recommendations of the approved EIA Report for the Study, an aboveground wildlife corridor of 6m connecting the “GB” in Area 5, and three wildlife corridors as underpasses connecting the “GB” zones across Road L10, Road D2 and Road L6 as indicated on the Plan are proposed to maintain the movement corridors of non-flying mammal species of conservation importance and provide ecological linkages between habitats (subject to detailed design).

7.11 Conservation Area (“CA”): Total Area 139.36 ha

7.11.1 A “CA” zone in Area 32 covers the existing Lok Ma Chau Ecological Enhancement Area, which is mitigation wetland for the construction of Sheung Shui to Lok Ma Chau Spur Line, and Clean-up Reedbed, while another “CA” zone in Area 30 reflects the existing contiguous and continuous, active or abandoned fish ponds to the south of Shenzhen River. The existing fish pond culture within these areas should be maintained and its continuous operation is encouraged. Conservation management activities which will enhance the overall Deep Bay wetland ecosystem are also promoted. New development is discouraged unless it is required to support the conservation of the ecological integrity of the wetland ecosystem or the development is an essential infrastructural project with overriding public interest.

7.11.2 The “CA” zone in Area 27 is intended to protect and retain the existing natural landscape, ecological or topographical features near Hadden Hill (Ki Lun Shan) for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park 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 existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

8. Transport

- 8.1 The Area will be connected with different parts of Hong Kong and surrounding areas by a comprehensive existing and planned road and rail transport network (**Plan 10**). The traffic impacts of the proposed developments within the Area have been assessed. With the implementation of the proposed improvement works, no significant adverse traffic impact is envisaged. The improvement works are subject to detailed design.

Road

- 8.2 Current principal accesses to and from the Area include San Tin Highway and Fanling Highway with secondary accesses such as Castle Peak Road, San Tam Road and Kwu Tung Road. The planned improvement works under other major projects (e.g. San Tin Interchange improvement schemes under the Development of the Loop, widening of Fanling Highway under the Remaining Phase of Site Formation and Engineering Infrastructure Works at KTN/Fanling North NDA), and the NM Highway under planning, will form a comprehensive road network, strengthening the Area's connection with different parts of Hong Kong and the Mainland. The proposed road network for the Area also enhances linkages between developments located to the north and south of San Tin Highway and Fanling Highway.
- 8.3 Connecting to the San Tin Highway and Fanling Highway, San Tin Interchange and Shek Wu Wai Interchange are located in the eastern and western sides of the Area respectively. The existing Shek Wu Wai Interchange currently connects Shek Wu Wai Road and Mai Po Lung Road to San Tin Highway's westbound lanes via slip roads, without connection to eastbound lanes. To improve the accessibility of the Area, a pair of new slip roads is proposed at the eastern side of Shek Wu Wai Interchange, alongside improvement to the slip roads from San Tin Interchange towards the westbound of San Tin Highway. The proposed Shek Wu Wai Interchange will be utilised as the key access to the Area for traffic coming from the west of San Tin Highway, whereas the existing San Tin Interchange will be maintained and transformed into another key access to the Area for traffic coming from the east of Fanling Highway. These interchanges will integrate the Area's internal road network with San Tin Highway and Fanling Highway, ensuring efficient connectivity.
- 8.4 A hierarchy of primary and district distributors and local roads is planned to provide convenient connection among various development areas and activity nodes as indicated in **Plan 11**.

- 8.5 The primary distributor Road P1 (i.e. an elevated road at the re-aligned San Sham Road) will be a dual 2-lane carriageway located adjacent to the existing LMC BCP and connected to the San Tin Interchange to convey cross-boundary traffic to/from Shenzhen to San Tin Highway and Fanling Highway via San Tin Interchange. It is proposed as a viaduct to bypass the traffic junctions along the at-grade Road D6 underneath.
- 8.6 There will be six district distributors, namely Road D1 to Road D6, which serve major linkages between the external connections and major activity nodes within the Area:
- (a) Road D1 is a single two-lane/dual two-lane carriageway running in the east-west direction at the southern part of the Area. It is connected to Roads D2 and D5 where Road D5 is a dual two-lane carriageway that connects the Area with the NM Highway under planning at the south-eastern part of the Area.
 - (b) Roads D2 and D3 are dual two-lane carriageways that connect Road D1 with the planned I&T developments at the northern part of the Area via the Shek Wu Wai Interchange.
 - (c) Road D6, which is a dual two-lane carriageway under San Sham Road (and its realigned Road P1 section), is the key access road to/from Shenzhen for developments at the northern part of the Area. A section of Road D6 will be raised to form a double-decked bridge with Road P1 to provide a 100m-wide at-grade crossing between Areas 16A and 19A underneath the elevated road. Subject to detailed design, appropriate landscaping, street furniture and cycling facilities shall be provided at the crossing area.
 - (d) Road D4 is a dual two-lane carriageway that branches off from Road D6 to the mixed use development in Area 23.
- 8.7 Local distributors will connect the proposed developments and existing developments, including villages, with the proposed district distributors/existing road network. Vehicular accesses for the existing villages and developments will be maintained or reprovisioned.
- 8.8 Existing local road system in the vicinity will be largely demolished, realigned or upgraded apart from the section of Castle Peak Road fronting the village clusters to the north of San Tin Highway, Ha Wan Tsuen East Road, and a section of Lok Ma Chau Road.

Railway

- 8.9 The railway system is planned as the backbone of passenger transport system. The Area will be served by the planned NOL Main Line and NOL Spur Line, as well as the existing Lok Ma Chau Spur Line. Two new railway stations, namely planned San Tin Station of NOL Main Line and planned Chau Tau Station of NOL Spur Line are within the Area.
- 8.10 The planned NOL Main Line will provide interchange service with the existing Tuen Ma Line and East Rail Line at Kam Sheung Road Station and Kwu Tung Station respectively connecting to the metro areas of Hong Kong. The planned San Tin Station is located at the south-western part of the Area surrounded by planned residential, mixed use developments and GIC facilities.
- 8.11 Subject to further study, the planned NOL Spur Line will run through HSITP at the Loop to connect the Area with the new Huanggang Port, where co-location arrangement will be implemented. Chau Tau Station is planned at the northern part of the Area near where a mixed use development is planned in Area 23.

Other Transport Facilities

- 8.12 Road-based public transport services such as long-haul bus services for external connections will be provided with public transit infrastructures planned at strategic locations to supplement the railway system. Two TIHs with park-and-ride facilities in Areas 2A and 23, and one PTI in Area 13A will be provided. To optimise the potential of the planned Chau Tau Station of NOL Spur Line as a major interchanging hub between cross-boundary and domestic transport in the northern portion of the Area, a strategic TIH which will be integrated with the planned mixed use development together with park-and-ride facilities is planned in Area 23. Another regional TIH which will be integrated with the planned mixed use development abutting the planned San Tin Station of NOL Main Line is planned in Area 2A. A district PTI is proposed in Area 13A near Pang Loon Tei, for interchanging of road-based public transport services.
- 8.13 The TIHs and PTI aim at improving the overall transport connectivity and enhancing passengers' travel experience through the provision of improved passenger interchange facilities and a pleasant environment. In addition, park-and-ride services with EV charging facilities will be made available near TIHs as far as possible for private car users to park their vehicles and continue their journeys by public transport. For the provision of EV charging-enabling facilities and/or EV chargers in car parks and TIH/PTI, the latest Technical Guidelines for EV Charging-enabling for Car Parks of New Building

Developments issued by EEB and the latest Requirements of Charging-enabling Infrastructure for Electric Franchised Buses, Electric Public Light Buses and Electric Taxis in New Public Transport Interchanges and Bus Termini issued by EPD should be observed and followed.

- 8.14 To encourage the use of the railway system, a possible intra-district Smart Green Feeder System (SGFS) in the form of bus transit is proposed to serve the population and employment clusters located away from the railway catchment areas and the transport demand arising from the Area's internal circulation under the Study. The separation between stations would be designed with adequate distance to serve the patronage efficiently between activity nodes. Flexibility has also been made in the layout design of relevant sections of carriageway and roadside amenity areas to allow for the potential introduction of the inter-district green transport to the Area.

Pedestrian and Cycle Track Connections

- 8.15 A comprehensive pedestrian and cycle track network is planned throughout the Area (**Plan 3**). Key destinations and activity nodes such as the proposed railway stations, TIHs and PTIs, the residential and mixed use developments, employment nodes, open spaces and GIC/recreational facilities would be linked up by the planned footpaths and cycle tracks. Pedestrian and cycling facilities will be provided in accordance with HKPSG and the Transport Planning and Design Manual (TPDM), and subject to the satisfaction of TD.
- 8.16 In general, footpaths would be provided along both sides of the road network in accordance with the guidelines published by TD for preparation of outline pedestrian plans under the pedestrian planning framework. The proposed footpaths will connect to the existing footpath network at the periphery of the Area, and link with the Living Avenue and pedestrian corridors within various development sites, forming a continuous, comfortable and landscaped pedestrian network. Elevated crossings will be avoided where possible to enhance universal barrier-free access. Three new crossings for pedestrians and cyclists including a landscaped deck will be constructed in addition to four existing underpasses/footbridges across the San Tin Highway and Fanling Highway.
- 8.17 The proposed cycle tracks will be provided along all roads designed in accordance with TPDM. Subject to detailed design, arterial cycle tracks have been identified to connect major developments and railway stations and they will be connected to the existing cycle tracks between Yuen Long and KTN NDA and the planned cycling network under the Loop to create a continuous

cycling environment that extends to other destinations beyond the Area. With this comprehensive network, cycling will be a supplementary mode of transport for internal feeder service between developments or activity nodes. Public cycle parking areas shall be provided across the Area where appropriate and sufficient ancillary cycle parking spaces shall be provided according to different land uses. The Plan only shows the indicative location of cycle parks at major destinations with significant number of parking spaces, such as railway stations and open spaces.

- 8.18 Further to on-going liaison with TD, a 20% buffer space has been considered in the design of cycle tracks to allow and facilitate the use of Electric Mobility Devices, such as electric scooters, electric unicycles, electric hoverboards, electric bicycles, etc., after a regulatory framework has been established in the future.

9. Environmental Considerations

- 9.1 Reference should be made to the approved EIA Report for the Study for detailed environmental mitigation measures.

Noise and Air

- 9.2 Given the constraints of the Area, some noise and air quality impacts mitigation measures would be required as recommended in the approved EIA Report for the Study and outlined as follows:

- 9.2.1 Potential air quality impact arising from vehicular emission and potential odour impact from emission sources such as the planned sewage pumping stations, EPP, food waste pre-treatment facilities and RTS are assessed in the approved EIA Report for the Study. The mitigation measures in respect of air quality and odour impact as recommended in the EIA Report shall be implemented. For example, air sensitive uses close to existing odour sources (e.g. the existing sewage treatment works at San Tin Barracks and an existing pig farm at Chau Tau) and planned odour sources are recommended to be air-conditioned and with suitable building designs to mitigate odour impact. No air-sensitive uses shall be located within the exceedance zones with respect to air quality and odour unless proper mitigation measures (such as locating the fresh air intake at a location with no Air Quality Objectives or odour exceedance) will be implemented.

- 9.2.2 Potential noise impact arising from road traffic is anticipated and assessed in the approved EIA Report for the Study. To mitigate the excessive traffic noise impact, mitigation measures as recommended in the approved EIA Report for the Study shall be implemented, including adoption of at source direct mitigation measures such as noise barriers and low noise road surfacing and other direct noise mitigation measures at the proposed residential development such as acoustic windows/balconies, etc. Further Noise Impact Assessment (NIA) and Environmental Assessment Study (EAS) will be required for the private and public housing sites respectively, as identified in the approved EIA Report for the Study.
- 9.2.3 According to the approved EIA Report for the Study, proposed educational institutions, talent accommodation and social welfare facilities were assumed to be supported by DCS and opened windows for ventilation are not required. Subject to the implementation of the DCS, further NIA may be required if opened windows are required for these facilities in the detailed design stage.
- 9.2.4 The noise impact posed by the existing firing ranges at San Tin Barracks and Tam Mei Barracks on future developments have been assessed to be complying with the relevant noise criteria with reference to the findings of the approved EIA Report for the Study.

Ecology

- 9.3 The approved EIA Report for the Study and pre-construction surveys have identified two egretries near MPLV and MPV, various day and night roosts, an extensive wetland area in SPS and some woodlands with ecological significance. Relevant requirements for protecting these ecologically sensitive areas have been incorporated on the Plan and are outlined as follows:
- 9.3.1 The MPLV Egretty will be preserved within the “O” zone in Area 20 and the associated birds’ flight paths will be protected by the designation of a 70m-wide NBA in Area 19C.
- 9.3.2 The birds’ flight paths from MPV Egretty will be preserved by the 35m-wide NBA along the western boundary of Area 19C and restricting the building height of AFCD’s wetland conservation park management office in Area 24 to 2 storeys.
- 9.3.3 Two night roosts (namely Ha Wan Tsuen Night Roost in Area 19A and San Tin Open Storage Area Night Roost in Area 19C as identified in the approved EIA Report for the Study) will be reprovisioned at the

planned AFCD Fisheries Research Centre in Area 17 and the “O” zone in Area 19C respectively.

- 9.3.4 The developments in close proximity to the egrettries and various day and night roosts should observe the recommendations regarding ecological mitigation measures in the approved EIA Report for the Study and the Environmental Permit issued for the construction and operation of the Project.
- 9.3.5 A 300m-wide birds’ flight corridor between the old Shenzhen River Meander and SPS in east-west direction is preserved by the designation of NBA in the northern part of Area 19A and stringent building height control of 15mPD for some GIC facilities in Areas 17 and 18. The “OU(I&T)” zones adjoining the 300m-wide birds’ flight corridor to the north and south are restricted to a maximum building height of 35mPD.
- 9.3.6 35m-wide NBAs along the northern boundary of Areas 19B and 19C are designated with stepped building height restrictions of 35mPD and 15mPD descending towards the NBAs to minimise human disturbance to the adjoining wetland in SPS.
- 9.3.7 A 20m-wide NBA abutting the revitalised STEMDC in Area 19A is designated to minimise human disturbance to the adjacent wetland habitats.
- 9.3.8 A wildlife corridor of no less than 10m wide for aboveground sections and no less than 6m² for underpass sections in Areas 17 and 19A (partly underneath Ha Wan Tsuen East Road and Road D6); an aboveground wildlife corridor of 6m wide connecting the “GB” in Area 5; and three wildlife corridors as underpasses connecting the “GB” zones across Road L10, Road D2 and Road L6 as indicated on the Plan are proposed to maintain the movement corridors of non-flying mammal species of conservation importance and provide ecological linkages between habitats (subject to detailed design). Various “GB” zones are preserved to protect the woodland habitats identified in the Area.
- 9.3.9 Reference should be made to the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report under the Study to ensure that the development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions.

Fisheries

- 9.4 According to the approved EIA Report for the Study, the proposed development of the Technopole would result in a loss of active fishponds (about 53 ha) and inactive fishponds (about 30 ha), which is considered to be of potentially moderate and minor impacts respectively. To compensate for the direct permanent loss of active and inactive fishponds, a fisheries enhancement area of 40 ha has been recommended within the planned SPS WCP, with the incorporation of modernised aquaculture technologies which have been adopted in the Mainland and overseas and proven effective in improving both the yield and quality of aquaculture production (e.g. recirculating aquaculture system). AFCD Fisheries Research Centre in Area 17 will also be established under the initial phase to provide technical support to fish farmers and to ensure the proper implementation of these practices of modernised aquaculture in enhancing the actual fisheries production.

Land Contamination

- 9.5 According to the approved EIA Report for the Study, potential land contamination resulting from brownfield and industrial activities is identified. Elevated concentrations of arsenic in the soil within the Area are considered to be naturally occurring.
- 9.6 Regarding sites involving land exchange where works shall be implemented by project proponent(s), the project proponent(s) are required, in consultation with the Government, to carry out at their own cost all relevant submissions to EPD, together with site investigation (SI) and appropriate management/treatment of high arsenic containing (HAC) soil.
- 9.7 For sites formed by the Government and disposed for private development, if the project proponent(s) decide to excavate soils below the level treated by the Government, project proponent(s) are required, in consultation with the Government, to carry out at their own cost all relevant submissions to EPD, together with SI and appropriate management/treatment of HAC soil. Project proponent(s) are encouraged to consider alternative HAC soil treatment approach involving HAC treatment by B/Ds and developer(s) in different period to streamline and enhance the efficiency of HAC soil treatment. The project proponent(s) should maintain liaison and coordination with B/Ds and note the requirements of HAC soil treatment during the design and construction stages of the development.
- 9.8 Relevant submissions to EPD should include Contamination Assessment

Plan(s), Contamination Assessment Report(s), Remediation Action Plan(s) (if applicable), Remediation Report(s) (if applicable), and Arsenic Management Plan(s) (AMP) that comprises Arsenic Assessment Plan(s), Arsenic Assessment Report(s), Arsenic Treatment Plan(s) (ATP) and Arsenic Treatment Report(s) (ATR). AMP may be refined to reflect updated findings and design of sub-structures, with excavated HAC soil treated with reference to ATPs.

Landfill Gas

9.9 A small portion of Area 1B in the south-west falls within the 250m consultation zone of the former Ngau Tam Mei Landfill. Part of this area is planned for development of an ESS. Quantitative landfill gas hazard is conservatively assessed as “Very Low” risk for the construction phase and “Low” for the operation phase based on the source, pathway and target risk categories for the planned development located within the Consultation Zone. Precautionary measures with reference to findings of the approved EIA Report for the Study will be required to ensure that the planned developments are safe.

10. Cultural Heritage

10.1 Within the boundary of the Area, there are two declared monuments, namely Man Lun Fung Ancestral Hall and Tai Fu Tai, and a number of historic buildings graded by the Antiquities Advisory Board (AAB) within the Area, namely Tung Shan Temple in Wing Ping Tsuen (Grade 3), Entrance Gate, Enclosing Walls and Shrine in Yan Shau Wai (Grade 3), Ming Yuen Tong Ancestral Hall in Fan Tin Tsuen (Grade 2), Man Ancestral Hall in Fan Tin Tsuen (Grade 1), Man San Ye Ancestral Hall in Fan Tin Tsuen (Grade 2), No. 21 San Lung Tsuen (Grade 3), No. 22 San Lung Tsuen (Grade 3), Main Block and Ancillary Building of Mi Tak Study Hall (Grade 2) and Lok Ma Chau Police Station (Grade 2). As identified in the approved EIA Report for the Study, Mai Po SAI partly falls within the Area, while some Archaeological Sensitive Areas are situated in the Area.

10.2 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the AAB, new items for grading assessment, Government historic sites identified by the Antiquities and Monuments Office of the Development Bureau (AMO) and SAIs are published on AMO’s website <https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html>. The lists will be updated from time to time.

10.3 Prior consultation with AMO should be made if any works, development,

redevelopment or rezoning proposals may affect declared monuments, proposed monuments, historic buildings and sites graded by AAB, new items for grading assessment, Government historic sites identified by AMO, SAIs or any other buildings/structures identified with heritage value, both at grade and underground, and the immediate environs of the aforementioned items; or the Archaeological Sensitive Areas identified in the approved EIA Report for the Study and their immediate environs. Reference should be made to the recommendations of the approved EIA Report for the Study.

- 10.4 Based on the recommendations of the approved EIA Report for the Study, archaeological fieldwork such as archaeological watching brief, further archaeological surveys should be conducted in the area(s) with archaeological potential after land resumption with recommendations of appropriate mitigation measures for consideration by AMO, if necessary. The scope and methodology of the archaeological fieldwork such as archaeological surveys and archaeological watching brief should be agreed with AMO prior to commencement, and to be implemented to the satisfaction of AMO. Appropriate mitigation measures should be recommended, if necessary, based on the outcome of the archaeological fieldwork results for consideration and agreement by AMO, and to be implemented to the satisfaction of AMO.

11. Utility Services

Water Supply

- 11.1 The fresh water supply zones of Sheung Shui Water Treatment Works (WTW) will be rearranged after the implementation of the proposed project “Improvement of Water Supply to Northern New Territories” by 2030. Afterwards, Sheung Shui WTW will have surplus capacity to supply fresh water to the Area. Fresh water will be jointly supplied from Sheung Shui WTW and Ngau Tam Mei WTW to the Area via the proposed fresh water service reservoir in Area 25.
- 11.2 A proposed water reclamation plant will be constructed in Area 4A to supply reclaimed water to the Area for non-potable uses. The treated effluent from the proposed EPP in Area 3 will be further processed at the proposed water reclamation plant to produce reclaimed water which will then be supplied to consumers within the Area for non-potable uses such as toilet flushing, irrigation and DCS usage via the proposed reclaimed water service reservoir in Area 25.

Sewerage and Sewage/Food Waste Treatment

- 11.3 Area 3 is reserved for the provision of an EPP and food waste pre-treatment facilities to handle the sewage and food waste generated from the Area. The planned EPP will be designed up to tertiary level treatment standard.
- 11.4 Three sewage pumping stations are planned in Areas 5, 12A and 18 for collecting sewage flows from the Area and pumping to the planned EPP for treatment.

Drainage

- 11.5 The blue-green infrastructure concept is adopted in the drainage system design to improve flood resilience and adaptation to climate change of the Area. The two main drainage channels, STEMDC and STWMDC, will be revitalised to create attractive landscape, biodiversity, connectivity and multi-functional benefits. Flood retention facilities will be provided in the “O” zones in Areas 2B, 7, 11D and 13A, which will blend in with the open space environment and promote water-friendly culture for public enjoyment. The planned flood retention facilities also comprise three underground storage tanks to cater for the increase of surface runoff under the development of the Area and the climate change effect.

Electricity

- 11.6 To provide adequate and reliable electricity supply, eleven new ESSs are planned in the Area, in addition to the existing Mai Po Substation in Area 1A. The eleven planned ESS include two Extra High Voltage substations at 400kV located near to the existing 400kV overhead line in the north-eastern and south-eastern parts of the Area, and nine 132kV bulk in-feed/primary substations.
- 11.7 The new ESSs as well as the electrical power supply cable network will be constructed and commissioned in pace with the electricity demand growth in the Area. In principle, all the electric power supply cables will be buried underground or laid in the CUE as far as possible to reduce the environmental and visual impacts on the surrounding areas.

Gas

- 11.8 Currently, gas pipelines operating at high pressure have already been laid along Fanling Highway. For any development that will result in a significant increase in population in the vicinity of a high pressure gas pipeline, a QRA

would be required from the project proponent(s) to assess the potential risks associated with the gas pipeline, subject to the advice of relevant authorities. The project proponent(s) should maintain liaison/coordination with the gas services providers in respect of the exact location of existing or planned gas pipe routes/gas installations in the vicinity of the proposed works area and the minimum setback distance away from the gas pipes/gas installations if any excavation works are required during the design and construction stages of the development. The project proponent(s) shall also note the requirements of the Electrical and Mechanical Services Department (EMSD)'s Code of Practice on Avoidance of Damage to Gas Pipes.

- 11.9 To strive towards carbon neutrality by conserving energy, two sites in Areas 4C and 16A are reserved for the provision of green fuel stations for vehicles. The kind of green vehicle fuel which will be supplied at these green fuel stations will be subject to the advice of relevant B/Ds and future needs. One of the options is the provision of hydrogen filling station, for which QRA may be required, subject to EMSD's advice. Besides, for hydrogen filling station, the recommendations stipulated in the Code of Practice for Hydrogen Filling Stations should be observed, particularly on the minimum area of the hydrogen filling station and the minimum separation distance between the hydrogen filling station and the surrounding land uses.

Telecommunications

- 11.10 Telecommunications will be laid along the proposed roads and distributed to the development sites. Optic fibres cables can be branched off from the existing network.

12. Implementation

- 12.1 The Plan provides detailed information which will be used as the basis for public works planning and site reservation purposes. It includes information on detailed land uses, development parameters and boundaries of individual sites, setbacks, NBAs, drainage/utility/waterworks reserves, site formation levels, road alignment and dimensions, locations of pedestrian and cycling facilities, public utility facilities as well as other environmental, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the Plan together with the relevant statutory plans, will serve as the basis for processing the lease modification applications and land sales. Besides, relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administration guidelines/

standards/ practice notes/ technical circulars¹⁰ etc. promulgated by the Government should be observed. All future developments should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned.

- 12.2 The development of the Area and associated engineering infrastructure will be implemented in two phases, with Phase 1 further subdivided into two stages. Site formation and infrastructure works for Phase 1 Stage 1 development have commenced progressively from end 2024 with a view to completing the formation of the first batch of I&T sites in end 2026 and enabling the first population intake in 2031. The major works to the south of San Tin Highway are planned to commence from 2026/2027 to support bulk population intake starting from 2034, which is also the target commissioning date of the planned NOL Main Line and NOL Spur Line. The remaining batch of land for I&T use will be available in this later phase. The detailed phasing and packaging of works and the implementation programme are subject to review.
- 12.3 The Government will resume and clear the private land planned for public works projects, public and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes, including disposal of land planned for private developments in the market. Land formation and the provision of infrastructure will be implemented in accordance with the development programme prepared by CEDD, subject to liaison with the Lands Department on land resumption and clearance schedule. Flexibility will be provided for modification of lease including in-situ land exchange applications meeting a set of criteria by specified deadline(s) having regard to the phased development of the Area. The Government will also actively leverage market forces and adopt diverse development modes, including adopting the large-scale land disposal approach on a pilot basis.
- 12.4 For the I&T sites, the Plan provides a broad land use framework, whereas the endorsed PDB attached to this Plan sets out the broad planning parameters, key development requirements and urban design considerations for guiding the design and implementation of the future developments. The condition of requiring project proponent(s) of I&T site(s) concerned to submit Master Plan(s) according to the endorsed PDB will be stipulated in the concerned land documents. Besides, ITIB promulgated the Conceptual Outline in November 2025, which provides a design framework for these I&T sites in terms of development vision, objectives and positioning, industrial spatial layout, and

¹⁰ Reference should be made to the latest version(s) of any relevant document(s) or any new relevant document(s) as applicable.

development model.

- 12.5 In the follow-up detailed design of land formation and infrastructure, the Government will maintain close communications with the local villagers on those existing village facilities which may be affected. If demolition or relocation of such facilities are anticipated, the Government will endeavour to work out the way forward in consultation with the villagers.
- 12.6 The relevant implementation agents of various facilities/developments that may have interface with the planned NOL Main Line and NOL Spur Line including the planned San Tin Station and Chau Tau Station, as well as the NM Highway under planning, shall keep close liaison with the relevant authorities for any interface issues.
- 12.7 Necessary development and technical requirements for the developments in the Area on private or leased land could be controlled through the lease or contract with end-users as appropriate (such as requirements for submission of master plan, detailed technical assessments, building setback, power supply and other associated supporting facilities, etc. as appropriate), and the Buildings Ordinance via building plan submission. Land formation will be arranged by CEDD or other possible agents as appropriate. Open space, schools, social welfare and other community facilities will be constructed by the appropriate Government departments on the basis of the Capital Works Programme, School Building Programme and other Public Works Programme where appropriate. Subsidised housing together with the ancillary facilities will be built by Hong Kong Housing Authority, Hong Kong Housing Society or other relevant agents.

PLANNING DEPARTMENT
FEBRUARY 2026

Appendix I

Schedule of Requirement and Provision of Open Space and Major Government, Institution and Community Facilities in the Planning Scheme Area

**Schedule of Requirement and Provision of
Open Space and Major Government, Institution and Community (GIC) Facilities#
within San Tin Technopole Outline Development Plan (ODP) No. D/STT/1**

Planned Population upon full development: about 151,300 persons

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<u>EDUCATION</u>					
1. Nursery Classes and Kindergartens (Unit: classroom)	34 classrooms for 1,000 children aged 3 to under 6	82	86	4	Assuming 1.6% of population at 3-5 years.
2. Primary Schools (30-classroom) (Unit: school)	1 whole classroom for 25.5 persons aged 6-11	7	9	2	- Assuming 3.8% of population at 6-11 years. - 1 existing primary school (Tun Yu School) in Area 22.
3. Secondary Schools (30-classroom) (Unit: school)	1 whole day classroom for 40 persons aged 12-17	5	6	1	Assuming 4.4% of population at 12-17 years.
4. Other Educational Facilities	No set standard	N/A	1	N/A	Requested by Education Bureau.
<u>FIRE, AMBULANCE & POLICE SERVICES</u>					
1. District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	0	
2. Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	0	2	2	- 1 existing divisional police station in Area 30. - Requested by Hong Kong Police Force for a divisional police station plus a petrol station, a dangerous goods storage in Area 21; and a weigh station in Area 18.

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
3. Divisional Fire Station	No set standard	N/A	1	N/A	Requested by Fire Services Department for a divisional fire station cum ambulance depot and staff quarters.
4. Ambulance Depot/ Station	No set standard	N/A	1	N/A	
<u>MEDICAL & HEALTH SERVICES</u>					
1. Hospital (Unit: bed)	5.5 beds per 1,000 persons (assessed by Hospital Authority (HA) on a regional/ cluster basis)	832	0	-832 [@]	A site in Area 8 is reserved for healthcare facilities as requested by Health Bureau (HHB).
2. Clinics/Health Centre	1 per 100,000 persons (assessed on a district basis)	1	1	0	To be co-located within the Joint-user General Office Building (JUB) in Area 2F.
3. Chinese Medicine Clinic cum Training and Research	No set standard	N/A	1	N/A	- Requested by HHB. - To be co-located with the JUB in Area 2F.
<u>MARKET</u>					
1. Market	No set standard. Provision of new public markets should be considered on a case-by-case basis.	N/A	1	N/A	- Requested by Food and Environmental Hygiene Department. - To be co-located within the GIC Complex in Area 2E.
<u>SOCIAL WELFARE SERVICES*</u>					
1. Child Care Centre (CCC) (Unit: place)	100 aid places for 25,000 persons (assessed by Social Welfare Department (SWD) on a local basis)	605	300	- 305	Three 100-place CCCs are required by SWD.
2. Integrated Children and Youth Services Centre (ICYSC)	1 for 12,000 persons aged 6-24 (assessed by SWD on a local basis)	1	2	1	- Assuming 14.8% of population at 6-24 years. - Two ICYSCs are required by SWD.

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
3. Integrated Family Service Centre (IFSC)	1 per 100,000 to 150,000 persons (assessed by SWD on a service boundary basis)	1	1	0	One IFSC is required by SWD.
4. District Elderly Community Centre (DECC)	1 in each new development area with a population of around 170,000 or above (assessed by SWD)	N/A	1	N/A	One DECC is required by SWD.
5. Neighbourhood Elderly Centre	1 in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing (assessed by SWD)	N/A	0	N/A	
6. Community Care Services (CCS) Facilities (Unit: place)	17.2 subsidised places per 1,000 elderly persons aged 65 or above (assessed by SWD on a district basis)	728	40	-688	
7. Residential Care Homes for the Elderly (RCHE) (Unit: bed)	21.3 subsidised beds per 1,000 elderly persons aged 65+ (assessed by SWD on a cluster basis)	902	250	-652	<ul style="list-style-type: none"> - Assuming 28% of population at 65+ years. - One 250-place RCHE is required by SWD.
8. Pre-School Rehabilitation Services (Unit: place)	23 subvented service places per 1,000 children aged 0-6 (assessed by SWD on a district basis)	112	60	- 52	<ul style="list-style-type: none"> - Assuming 3.24% of population at 0-6 years. - One 60-place Special Child Care Centre is required by SWD.

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
9. Day Rehabilitation Services (Unit: place)	23 subvented service places for every 10,000 persons aged 15 or above (assessed by SWD on a district basis)	279	80	- 199	One 80-place integrated Vocational Rehabilitation Services Centre is required by SWD.
10. Residential Care Services (Unit: place)	36 service places per 10,000 persons aged 15+ (assessed by SWD on a cluster basis)	438	230	- 208	<ul style="list-style-type: none"> - Assuming 80.44% of population at 15+ years. - One 100-place Long Stay Care Home, one 40-place Supported Hostel for Persons in Mental Recovery and one 40-place Halfway House are required by SWD. - One 50-place Hostel for Moderately Mentally Handicapped Person is required by SWD.
11. Community Rehabilitation Day Centre	1 centre for every 420,000 persons (assessed by SWD on a district basis)	0	0	0	
12. District Support Centre for Persons with Disabilities	1 centre for every 280,000 persons (assessed by SWD on a district basis)	0	0	0	
13. Integrated Community Centre for Mental Wellness (ICCMW)	1 standard scale centre per 310,000 persons (assessed by SWD on a district basis)	0.5	0.5	0	- As required by SWD, the ICCMW would have a sub-standard provision of 0.5 team.
<u>MAGISTRACIES</u>					
1. Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<u>OTHER COMMUNITY FACILITIES</u>					
1. Community Hall	No set standard	N/A	0	N/A	
2. Library	1 district library for every 200,000 persons but no standard for major library. To be determined on the basis of need, as assessed and advised by Culture, Sports and Tourism Bureau (CSTB).	N/A	1	N/A	- One major library to be co-located within the Cultural and Community Complex in Area 7 is requested by LCSD.
3. Study Room Provided in Public Libraries	1 in each public major/district library	N/A	1	N/A	- To be provided in the major library as mentioned in item (2) above.
4. Performing Arts Venue	No set standard. To be determined on the basis of need, as assessed and advised by CSTB.	N/A	1	N/A	- One major performing arts venue to be located within the Cultural and Community Complex in Area 7 is requested by LCSD.
5. Museum	No set standard. To be determined on the basis of need, as assessed and advised by CSTB.	N/A	1	N/A	- One major museum to be located within the Cultural and Community Complex in Area 7 is requested by LCSD.
6. Youth Facilities	No set standard	N/A	1	N/A	- A site in Area 12A is reserved for youth facilities as requested by HYAB.

Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<u>RECREATIONAL FACILITIES</u>					
1. Sports Centre	1 per 50,000 to 65,000 persons (assessed on a district basis)	2	3	1	- As agreed with LCSD, the provision of indoor and outdoor facilities for core activities takes into account the recommendations under the Consultancy Study on Provision of Sports Facilities in Hong Kong as presented in LC Paper No. CB(4)1551/20-21(05). - One of the sports centres to be co-located in the GIC Complex in Area 2E.
2. Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons (assessed on a district basis)	0	0	0	
3. Swimming Pool Complex – Standard	1 standard complex per 287,800 persons	0	1	1	- As agreed with LCSD, one standard swimming pool complex to be provided to support the population in Yuen Long East and to be co-located with the Cultural and Community Complex in Area 7.
<u>OPEN SPACE^</u>					
1. Open Space	3.5 m ² per person	529,550 m ²	579,280 m ²	49,730 m ²	

Remarks:

Other GIC facilities are elaborated in the explanatory statement of ODP.

* The deficit in provision is based on the ODP planned population while SWD adopts a wider spatial context/cluster in the assessment of provision of such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the Hong Kong Planning Standards and Guidelines requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the

provision of more welfare services which are in acute demand. In particular, an area equivalent to about 5% of the attainable domestic gross floor area of the future public housing developments in the area will be set aside for the provision of social welfare facilities subject to SWD's advice on the provision, confirmation on funding and detailed design in accordance with the prevailing policy and practice as far as practicable. Provision of welfare facilities will be subject to further review and confirmation of the development parameters and schedule.

- @ The deficit in provision is based on District Council planned population while HA plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. The New Territories West Cluster (NTWC) provides services for residents in Tuen Mun and Yuen Long districts. There are a number of hospital redevelopment projects planned in the First and Second Hospital Development Plans (HDPs), which will provide additional beds for serving the population and meeting projected services demand in NTWC. With the changes in the planning and development situation in Hong Kong and having regard to its territory-wide and regional planning and development strategies with the latest corresponding change in population projections, as well as the population policy of the Government, etc., HHB and HA are currently reviewing the Second HDP by adopting a planning horizon of up to 2041 and beyond, and to project the healthcare services demand and consider the supply and conditions of the land required (including the feasibility of constructing a hospital and the associated supporting facilities on the site concerned), for optimising the Second HDP. Other factors such as the development need of individual hospitals and its cost-effectiveness, and the convenience of public access to healthcare services under various major transport infrastructure development plans are considered for determining the distribution, scale and priority, etc. of various hospital development projects under the Second HDP. Moreover, a site in Area 8 in the San Tin Technopole is reserved for the provision of healthcare facilities.
- ^ The refined criteria on countability for open space promulgated under Chapter 4 of HKPSG on 30.12.2025 are yet to be reflected in this table as the figures are being updated. The changes in countability of open space do not affect the usage and enjoyment of the existing open space by members of the public. The detailed provision of open space will be subject to further review during the detailed design stage.

Appendix II

Requirements for Active Frontage and Permeable Frontage

**Summary of Requirements⁽¹⁾ for Active Frontage and Permeable Frontage
Within the San Tin Technopole Outline Development Plan (ODP)**

Concerned Development Site (Plan 1)	ODP Zoning	Active Frontage⁽²⁾ (location along the site boundary, if applicable) (Plans II-1, II-2a and II-2b)	Permeable Frontage⁽³⁾ (location along the site boundary, if applicable) (Plans II-1 and II-3)
Area 2C	“Special Residential”	Northern and western ⁽⁴⁾	Northern and western ⁽⁴⁾ , and eastern
Area 2D		Northern ⁽⁴⁾	Northern ⁽⁴⁾ , eastern and western
Area 2I		-	Southern and eastern
Area 2G	“Residential Zone 1”	Southern and eastern	Western
Area 4D		-	Northern and western
Area 6A		-	Northern and eastern
Area 11A		Eastern	Southern
Area 11B		Western	Northern and southern
Area 2A	“Other Specified Uses” annotated “Mixed Use”	Southern	Eastern and two sides of the non-building area
Area 23		Northern and southern ⁽⁵⁾	-
Area 7	“Other Specified Uses” annotated “Cultural and Community Uses with Supporting Uses and Facilities”	-	Two sides fronting the planned open space ⁽⁶⁾
Area 2E	“Government”	-	Northern and western ⁽⁶⁾
Area 2F		-	Northern ⁽⁶⁾

Remarks:

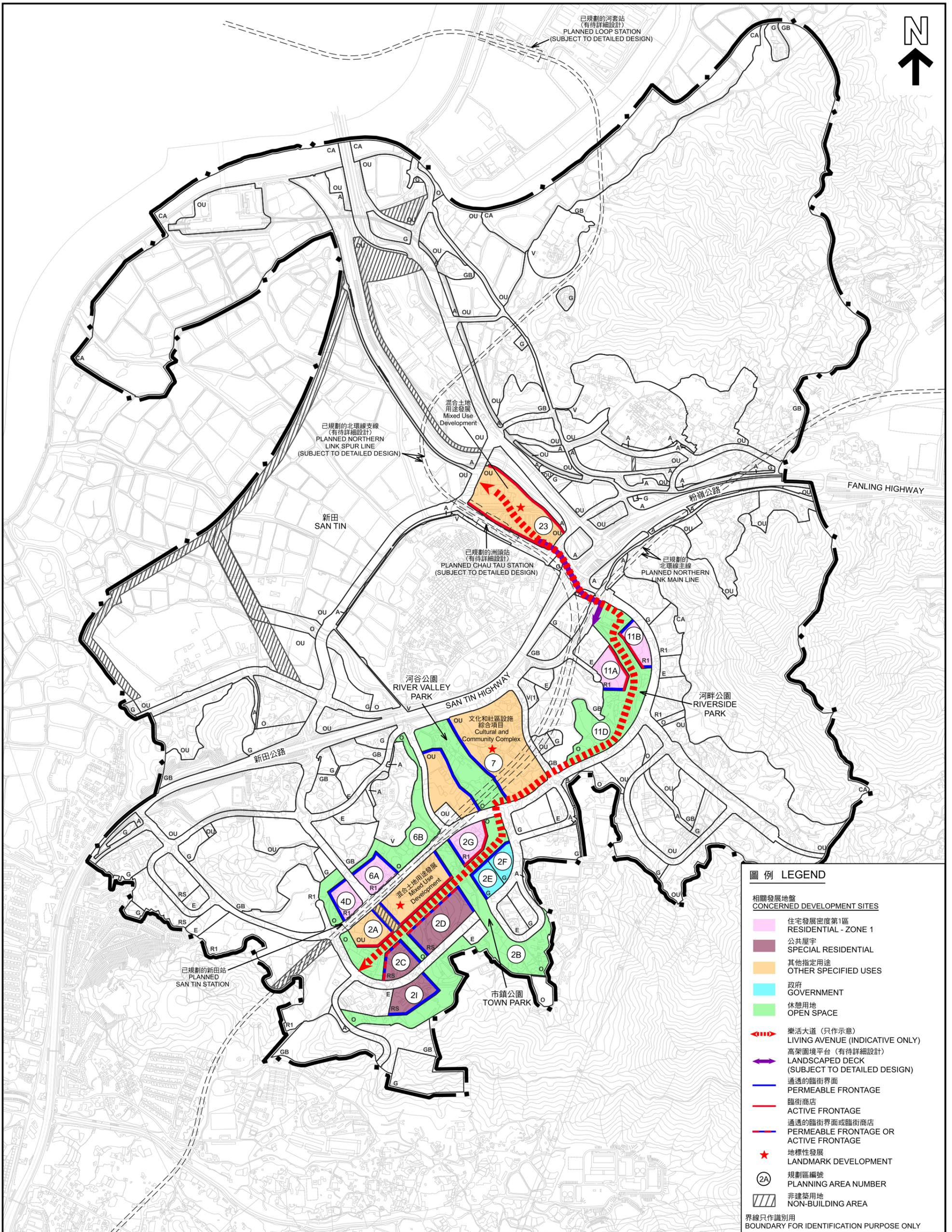
- (1) If deviations from the requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by relevant bureau(x)/department(s), to demonstrate that the original design concept would not be jeopardised.

- (2) Areas designated as ‘Active Frontage’ are subject to the following requirements:
 - (A1) at least 10m-wide along the site boundary;
 - (A2) building height restricted to not exceeding 2 storeys (excluding any basement level) or 10m (aboveground);
 - (A3) provision of at least 3.5m-wide setback on the ground level abutting the open space to facilitate a 24-hour covered public pedestrian walkway[#];
 - (A4) to construct at least 60% of the gross floor area (GFA)* allocated to the active frontage area;
 - (A5) intended for non-industrial and non-residential uses; and
 - (A6) each unit within the active frontage area should provide a direct access to the pedestrian walkway as defined in (A3) and open space.

** the allocated GFA refers to the estimated maximum GFA that could be accommodated within a two-storey structure within the area designated as 'Active Frontage'.*

the form of the covered public pedestrian walkway is subject to the design by developer. The area covered by the 3.5m-wide setback for the covered public pedestrian walkway may be exempted from GFA calculation.

- (3) Areas required with permeable frontage are subject to the following requirement:
A minimum of 50% visual and physical porosity from 1m and above (measured from the formation level of the immediate level of the open space/pedestrian walkway) should be adopted.
- (4) To provide design flexibility for public housing developments which may also need to provide social welfare facilities, the northern and western boundaries of the public housing site in Area 2C and northern boundary of the public housing site in Area 2D should provide active frontage as far as practicable. If active frontage could not be provided, permeable frontage facing the adjoining open space should at least be provided as an alternative.
- (5) The requirements for active frontage under (2) above should be followed as far as practicable. Taking into account the potential interface of the mixed use development in Area 23 with the planned Chau Tau Station of Northern Link Spur Line, design flexibility will be allowed for active frontages at the southern edge facing the existing village cluster and northern edge facing the revitalised San Tin Eastern Main Drainage Channel.
- (6) Fence-free design is encouraged to be adopted for these sites abutting the open space as far as practicable. If boundary fence/wall is unavoidable, the requirement under (3) above should be followed.



圖例 LEGEND

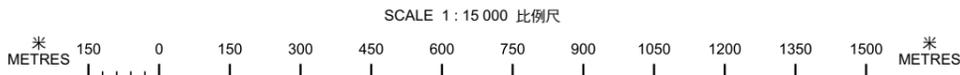
相關發展地盤 CONCERNED DEVELOPMENT SITES

- 住宅發展密度第1區
RESIDENTIAL - ZONE 1
- 公共屋宇
SPECIAL RESIDENTIAL
- 其他指定用途
OTHER SPECIFIED USES
- 政府
GOVERNMENT
- 休憩用地
OPEN SPACE
- 樂活大道 (只作示意)
LIVING AVENUE (INDICATIVE ONLY)
- 高架園境平台 (有待詳細設計)
LANDSCAPED DECK (SUBJECT TO DETAILED DESIGN)
- 通透的臨街界面
PERMEABLE FRONTAGE
- 臨街商店
ACTIVE FRONTAGE
- 通透的臨街界面或臨街商店
PERMEABLE FRONTAGE OR ACTIVE FRONTAGE
- 地標性發展
LANDMARK DEVELOPMENT
- 2A
規劃區編號
PLANNING AREA NUMBER
- 非建築用地
NON-BUILDING AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**建議設有臨街商店及通透的臨街界面的相關發展地盤
CONCERNED DEVELOPMENT SITES RECOMMENDED WITH
ACTIVE FRONTAGE AND PERMEABLE FRONTAGE**

本摘要圖於2026年2月23日擬備
EXTRACT PLAN PREPARED ON 23.2.2026



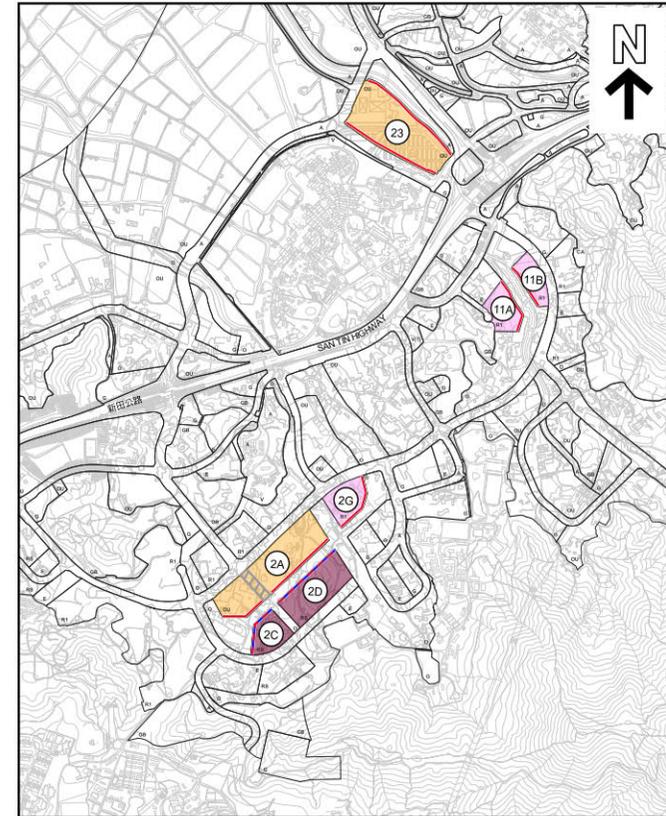
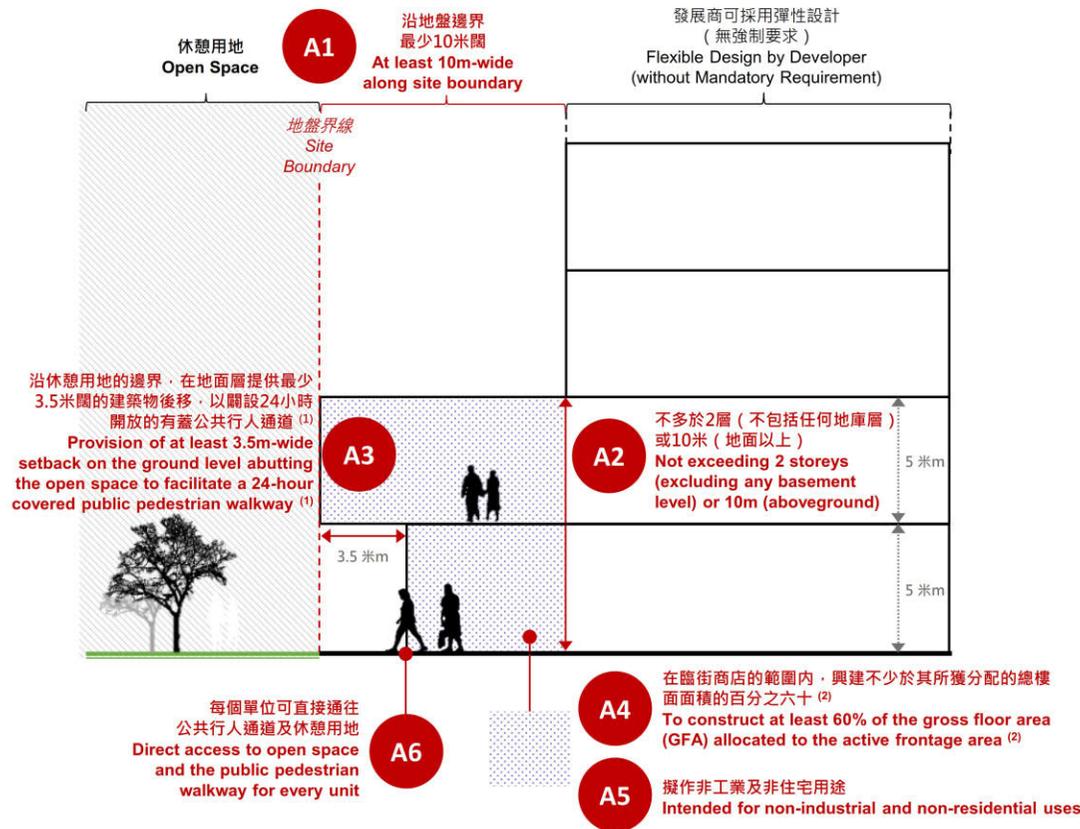
參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
II - 1

臨街商店 Active Frontage - 示意方案 Illustrative Scenario (A)

相關發展地盤
Concerned Development Sites

要求 Requirements A1 to A6



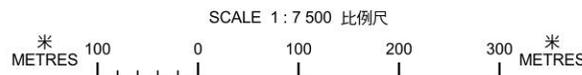
臨街商店
ACTIVE FRONTAGE
透視的臨街界面或臨街商店 (3)
PERMEABLE FRONTAGE
OR ACTIVE FRONTAGE (3)

備注 Remarks:

- 有蓋公共行人通道的形式可由發展商決定。該預留作有蓋公共行人通道的3.5米闊建築物後移範圍所覆蓋的面積或可獲豁免計算入總樓面面積之內。
The form of the covered public pedestrian walkway is subject to the design by the developer. The area covered by the 3.5m-wide setback for the covered public pedestrian walkway may be exempted from GFA calculation.
- 所獲分配的總樓面面積是指在劃為「臨街商店」的範圍內，一座兩層高構築物所能容納的估計最高總樓面面積。
The allocated GFA refers to the estimated maximum GFA that could be accommodated within a two-storey structure within the area designated as 'Active Frontage'.
- 就公營房屋發展用地而言，在切實可行情況下應盡量提供臨街商店。如無法提供臨街商店，應至少提供面向毗鄰休用地的通透的臨街界面。
For public housing development sites, active frontage should be provided as far as practicable. If active frontage could not be provided, permeable frontage facing the adjoining open space should at least be provided.
- 上圖只展示了符合上述 A1 至 A6 項要求的其中一種可能方案，僅供說明之用。在符合所有要求的前提下，臨街商店亦可採用其他形式的設計。
The above diagram only presents one of the possible scenarios for fulfilling the abovementioned requirements A1 to A6 and is for illustration purpose only. There may be other form of active frontage which could fulfill all the requirements.

本摘要圖於2026年2月23日擬備
EXTRACT PLAN PREPARED ON 23.2.2026

臨街商店的示意圖 ILLUSTRATION OF ACTIVE FRONTAGE



規劃署
Planning Department

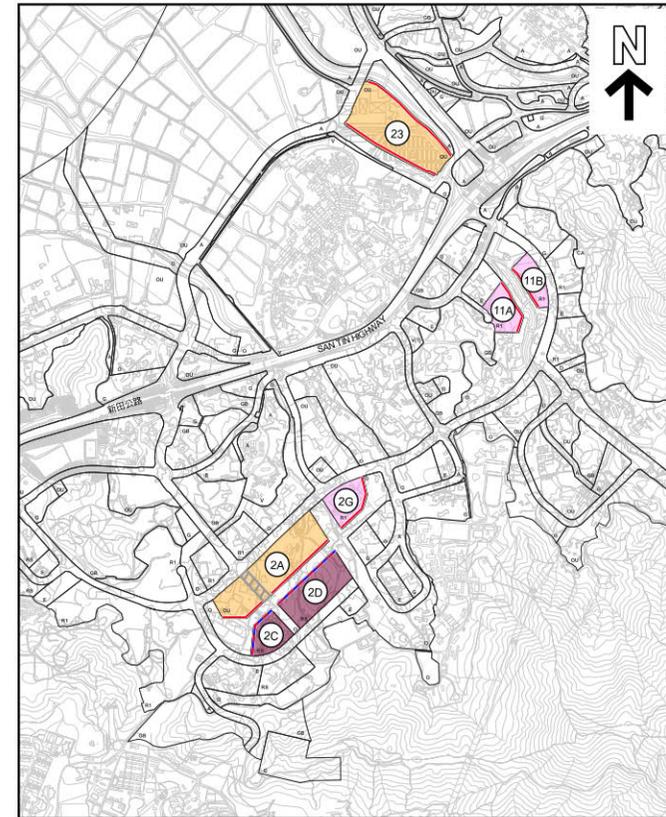
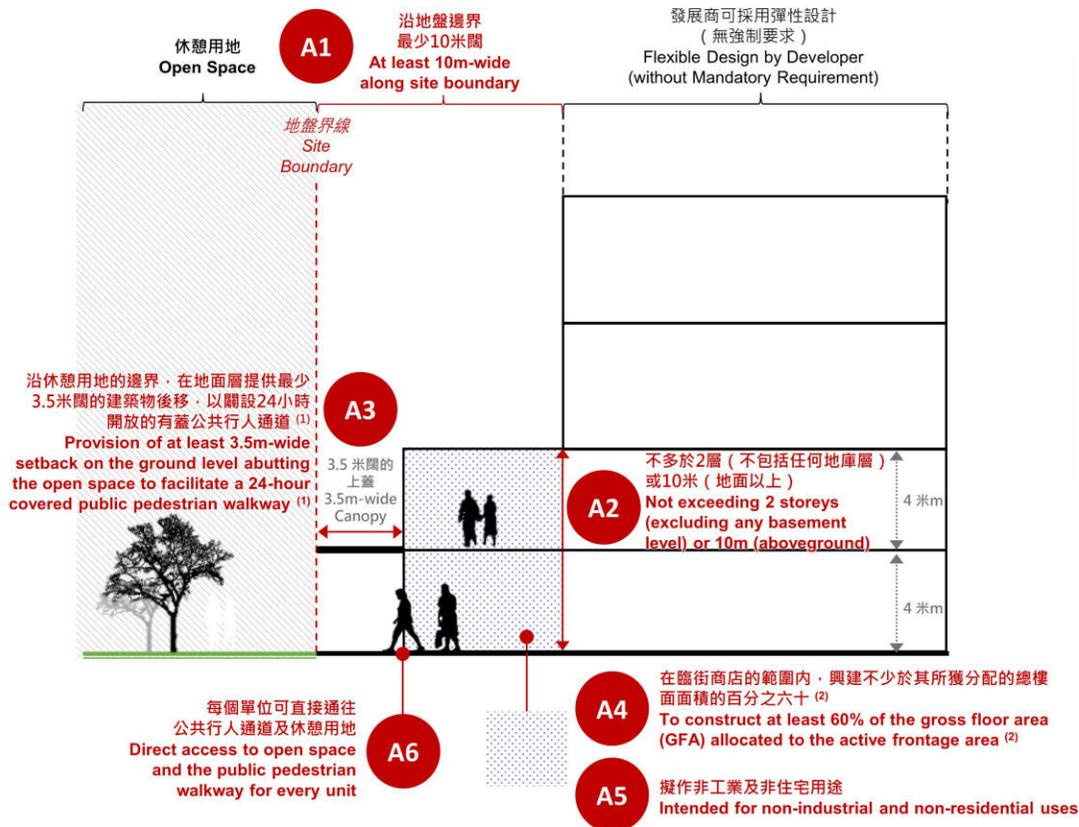
參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
II -2a

臨街商店 Active Frontage - 示意方案 Illustrative Scenario (B)

相關發展地盤
Concerned Development Sites

要求 Requirements A1 to A6



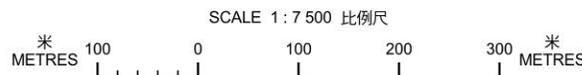
臨街商店
ACTIVE FRONTAGE
通透的臨街界面或臨街商店 (3)
PERMEABLE FRONTAGE
OR ACTIVE FRONTAGE (3)

備注 Remarks:

- 有蓋公共行人通道的形式可由發展商決定。該預留作有蓋公共行人通道的3.5米闊建築物後移範圍所覆蓋的面積或可獲豁免計算入總樓面面積之內。
The form of the covered public pedestrian walkway is subject to the design by the developer. The area covered by the 3.5m-wide setback for the covered public pedestrian walkway may be exempted from GFA calculation.
- 所獲分配的總樓面面積是指在劃為「臨街商店」的範圍內，一座兩層高構築物所能容納的估計最高總樓面面積。
The allocated GFA refers to the estimated maximum GFA that could be accommodated within a two-storey structure within the area designated as 'Active Frontage'.
- 就公營房屋發展用地而言，在切實可行情況下應盡量提供臨街商店。如無法提供臨街商店，應至少提供面向毗鄰休憩用地的通透的臨街界面。
For public housing development sites, active frontage should be provided as far as practicable. If active frontage could not be provided, permeable frontage facing the adjoining open space should at least be provided.
- 上圖只展示了符合上述 A1 至 A6 項要求的其中一種可能方案，僅供說明之用。在符合所有要求的前提下，臨街商店亦可採用其他形式的設計。
The above diagram only presents one of the possible scenarios for fulfilling the abovementioned requirements A1 to A6 and is for illustration purpose only. There may be other form of active frontage which could fulfill all the requirements.

本摘要圖於2026年2月23日擬備
EXTRACT PLAN PREPARED ON 23.2.2026

臨街商店的示意圖 ILLUSTRATION OF ACTIVE FRONTAGE



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Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

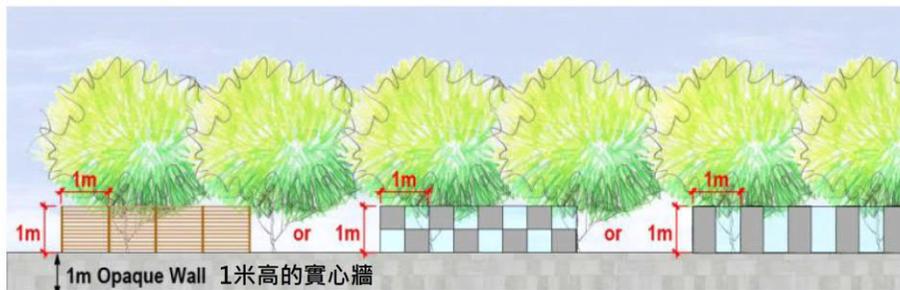
圖 PLAN
II -2b

通透的臨街界面 Permeable Frontage

要求 Requirement

面向休憩用地的圍欄或圍牆須具有不少於百分之五十的視覺及實體通透度
(從休憩用地/行人路的水平起計1米或以上)

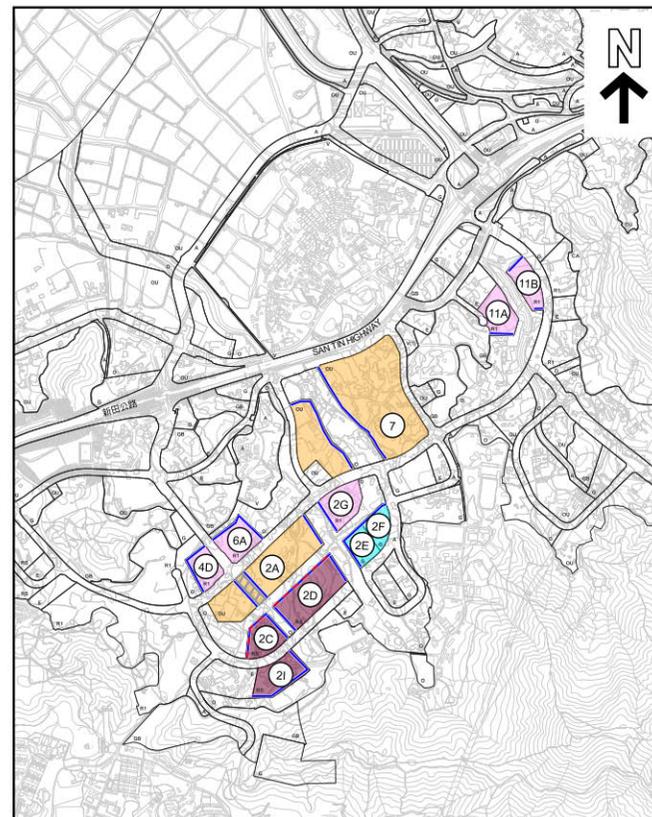
Minimum 50% Visual and Physical Porosity for Fence or Boundary Wall Fronting the Open Space
(at 1m and above measured from the formation level of pedestrian path / open space)



備注 Remarks:

- 就公營房屋發展用地而言，在切實可行情況下應盡量提供臨街商店。如無法提供臨街商店，應至少提供面向毗鄰休憩用地的通透的臨街界面。
For public housing development sites, active frontage should be provided as far as practicable. If active frontage could not be provided, permeable frontage facing the adjoining open space should at least be provided.
- 上圖僅供說明之用。
The above diagrams are for illustr.

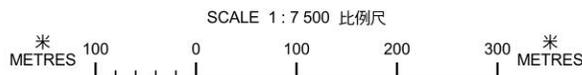
相關發展地盤 Concerned Development Sites



- 通透的臨街界面
PERMEABLE FRONTAGE
- 通透的臨街界面或臨街商店⁽¹⁾
PERMEABLE FRONTAGE OR ACTIVE FRONTAGE⁽¹⁾

本摘要圖於2026年2月23日擬備
EXTRACT PLAN PREPARED ON 23.2.2026

通透的臨街界面的示意圖 ILLUSTRATION OF PERMEABLE FRONTAGE



規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
II-3

Appendix III

Endorsed Planning and Design Brief for Sites zoned “Other Specified Uses” annotated “Innovation and Technology” on San Tin Technopole Outline Zoning Plan

**PLANNING AND DESIGN BRIEF
FOR
SITES ZONED “OTHER SPECIFIED USES” ANNOTATED “INNOVATION AND
TECHNOLOGY” ON SAN TIN TECHNOPOLE OUTLINE ZONING PLAN**

1. PURPOSE OF THE PLANNING AND DESIGN BRIEF

- 1.1 The Planning and Design Brief (PDB), as endorsed by the Town Planning Board (the Board) on 3 October 2025, is an administrative document which sets out the broad planning parameters, key development requirements and urban design considerations for guiding the design and implementation of the future developments at the sites zoned “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) (I&T Sites) in Planning Areas 13A, 16A, 16B, 17, 19A, 19B and 19C on the approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 (STT OZP), which covers the San Tin/Lok Ma Chau (STLMC) area of the San Tin Technopole (the Technopole) (**Plan 1**); and for facilitating the preparation of Master Plan(s) by project proponent(s) of development(s) at the I&T Sites which will be considered by a Designated Committee set up under the Development Bureau (DEVB).
- 1.2 The PDB should be read in conjunction with the relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administrative guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government.

2. BACKGROUND

- 2.1 In October 2023, the Government promulgated the Northern Metropolis Action Agenda (NMAA) and amongst the four major development zones proposed for the Northern Metropolis (NM), the San Tin Technopole (the Technopole) forms part of the ‘Innovation and Technology (I&T) Zone’¹. Under the NMAA, the Technopole is positioned as the core of industry development of NM and a hub of clustered I&T development that creates synergy with Shenzhen’s I&T Zone and contributes to the development of the ‘South-North dual engine (finance-I&T)’ industry pattern for the territory. To achieve the greatest synergy effect, the Technopole is planned to provide a total of about 300 hectares (ha) of I&T land, comprising the 87-ha Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop² as its core and an additional about 210 ha of I&T land in the STLMC area centred around and radiated

¹ The NMAA divided the whole NM into four major zones, each with distinctive strategic positioning and development theme. The four major zones from west to east are ‘High-end Professional Services and Logistics Hub’, ‘I&T Zone’, ‘Boundary Commerce and Industry Zone’ and ‘Blue and Green Recreation, Tourism and Conservation Circle’.

² The HSITP together with the 300-ha Shenzhen’s I&T Zone on the other side of the Shenzhen River collectively form the Shenzhen-Hong Kong I&T Co-operation Zone which has been raised to the national strategic level under the Development Plan for Shenzhen Park of Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone.

from the Loop, to accommodate a total gross floor area (GFA) of about 7 million square metres (m²) which is equivalent to 17 Hong Kong Science Parks.

- 2.2 In addition to the talent accommodation and a variety of supporting facilities to be provided at the I&T Sites, the future I&T developments at the Technopole will be supported by a vibrant community at the San Tin Town Centre where various types of flats and mixed use developments comprising residential and commercial uses, as well as open space and Government, institution and community (GIC) facilities, will be provided. On the other hand, the existing natural, landscape, ecological and cultural resources as well as local villages in the expanded STLMC area also provide a unique setting for creating a distinct identity embracing urban-rural (URI) integration and a pleasant living environment with integrated green network.
- 2.3 The planned University Town in Ngau Tam Mei, which will only be one station away from the proposed San Tin Station of the Northern Link (NOL) connecting the University Town in Ngau Tam Mei, I&T Parks in STLMC area and HSITP at the Loop, will also complement and support the I&T developments at the Technopole by offering space for activities related to research and development (R&D) and grooming high-calibre talents. The synergy between the Technopole and the University Town in Ngau Tam Mei will foster and strengthen development of the industry, academic and research sectors.
- 2.4 The technical feasibility of the Technopole development is ascertained under the “First Phase Development of the New Territories North – STLMC Development Node” (the Investigation Study) jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD), and the development proposals have been translated onto the STT OZP which was approved by the Chief Executive-in-Council in September 2024. The Environmental Impact Assessment (EIA) Report (No. AEIAR-261/2024) of the Investigation Study (the EIA Report) with recommended environmental mitigation and enhancement measures to support the development of the STLMC area of the Technopole was also approved with conditions under the EIA Ordinance in May 2024.
- 2.5 On I&T industry development strategy side, the Innovation, Technology and Industry Bureau (ITIB) has promulgated the “Hong Kong I&T Development Blueprint” and “Development Outline for the Hong Kong Park of the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone” (for the Loop area of the Technopole) in 2022 and 2024 respectively. A consultancy study for developing the Conceptual Outline of the Development Plan for the I&T Industry in the Technopole, covering top-level planning, industry positioning and layout, the coordinated development of land parcels, and the strategies for channelling market resources to invest in the development, is being undertaken by ITIB (ITIB’s Development Outline Consultancy Study). Under these I&T development strategies, the Technopole is envisioned to be an indispensable part of the Hong Kong’s emerging I&T industry and an important base for the development of new quality productive forces.

3. PLANNING THEMES

- 3.1 Premised on the principle of “co-existence of development and conservation” in planning the development of the STLMC area of the Technopole, major planning themes are set out in the Explanatory Statement (ES) of the STT OZP and those relevant to the I&T Sites are as follows:

Developing a World Class I&T Hub

- 3.2 Together with the HSITP at the Loop, the Technopole will supply about 300 ha of I&T land to accommodate a total GFA of about 7 million m². For the STLMC area, a total area of about 210 ha of land is zoned “OU(I&T)” on the STT OZP. The planning intention of the “OU(I&T)” zone is primarily to provide development space for accommodating a variety of I&T uses, including R&D, production activities, data centre, staff accommodation/talent apartment, supporting commercial/retail facilities and other complementary infrastructure. Given the rapid development of I&T industry, maximum flexibility is required in planning for the Technopole to cope with future changes. No statutory restriction on plot ratio/ GFA is stipulated for the “OU(I&T)” zones in the Notes of the STT OZP, while it is specified in the ES of the STT OZP that the “OU(I&T)” zones (or “I&T Sites”) all together will accommodate a total GFA of about 5.7 million m², and those to the north of San Tin Highway/Fanling Highway will provide about 6,400 talent accommodation units (with a GFA of about 268,000m²). This is intended to create a critical mass to foster I&T advancement, driving the development of an international I&T hub and deepening the I&T collaboration with Shenzhen and the world.
- 3.3 Besides, I&T Sites in the STLMC area are demarcated into connected land parcels to cater for the diversified needs of different industry players (e.g. start-ups and leading technology enterprises), different I&T fields (e.g. life and health technology, artificial intelligence and robotics, microelectronics and smart devices, advanced industries (e.g. new materials, energy and green technology, etc.)), and different stages of I&T value chain (e.g. R&D, prototype, pilot test, mass production, etc.). To this effect, a wider range of permitted uses is incorporated for the “OU(I&T)” zone on the STT OZP, including R&D, product development, mass production, talent accommodation and other ancillary facilities to help nurture a more complete I&T ecosystem.
- 3.4 Majority of the I&T Sites in STLMC area are strategically planned to the north of San Tin Highway/Fanling Highway (i.e. I&T Park (North) comprising Planning Areas 16A, 16B, 17, 19A, 19B and 19C) in close proximity to the HSITP at the Loop to create synergy with the Shenzhen’s I&T Zone in Huanggang and Futian. It will be served by two cross-boundary rail links, namely the existing Lok Ma Chau (LMC) Spur Line connecting to the LMC Spur Line Boundary Control Point, and the planned NOL Spur Line connecting to the new Huanggang Port with two intermediate stations near Chau Tau and the HSITP at the Loop. Before the commissioning of NOL Main Line and NOL Spur Line tentatively in 2034, feeder services (e.g. potential Smart Green Feeder System) will be provided for passengers to nearby railway station such as Kwu Tung

Station on East Rail Line (to be commissioned in 2027) in the nearby Kwu Tung North New Development Area (NDA). The remaining portion of I&T land is planned in the south-eastern part of the STLMC area (i.e. I&T Park (South) comprising Planning Area 13A) near the connection to the strategic NM Highway under planning, which serves to greatly enhance the accessibility to other parts of NM and Hong Kong (**Plan 2**). This echoes with the spatial strategy and development phasing being examined in ITIB's Development Outline Consultancy Study, which recommends that I&T developments of relatively larger scale and intensity will be concentrated at the Loop, radiating towards the area near Chau Tau in the I&T Park (North), and those of relatively lower intensity will be located in the north-western part of the I&T Park (North) near the planned Sam Po Shue Wetland Conservation Park (SPS WCP), whereas the I&T Park (South) will be a reserve to support the continual growth of I&T industry.

Ecological Conservation

- 3.5 Noting the ecological significance of nearby areas, avoidance-based principle has been adopted during the planning stage, and developed areas, including brownfield sites, boundary control point, etc., have been used as far as possible to minimise the need for pond filling. However, due to geographical constraints, including the surrounding mountains at the east and south, some ponds or wetland are inevitably required for development in order to provide the necessary land to form a critical mass for clustered I&T development. Notwithstanding this, under the principle of “co-existence of development and conservation”, the Government will establish the SPS WCP of about 338 ha³, which adjoins the north-western boundary of the STLMC area, in order to preserve the ponds or wetland in-situ and enhance their ecological value through active conservation (**Plan 3**). Not only can no-net-loss in the ecological function and capacity of the wetland concerned be achieved as ecological compensation to pond filling, the overall ecological value of the wetland in the Deep Bay area will also be enhanced.
- 3.6 Apart from wetland conservation through the establishment of the SPS WCP, due considerations have been paid to the ecologically significant resources within and in the vicinity of the I&T Sites, including two egrettries near Mai Po Lung Village (MPLV) and Mai Po Village (MPV) and various day and night roosts as identified in the approved EIA Report. Egrettries are preserved, and non-building areas (NBAs) and building height (BH) restrictions with the stepped BH concept are designated on the STT OZP for the concerned I&T Sites not only to preserve birds' flight corridor/paths, but also to serve as the ecological buffer and respect the ecologically sensitive areas (**Plans 1, 3 and 5**).
- 3.7 To preserve and enhance ecological connectivity for terrestrial mammals in the STLMC area, it is also recommended in the Explanatory Statement (ES) of the STT OZP that

³ The existing wetland compensation area of around 10 ha in total on Government land in LMC, which is currently managed by the Agriculture, Fisheries and Conservation Department (AFCD), is recommended to be incorporated into the SPS WCP for management. This would further increase the area of the SPS WCP, which falls within the Mai Po and Fairview Park OZP, to 348 ha.

wildlife corridors to facilitate movement of terrestrial mammals should be suitably provided in the concerned areas.

Balanced, Vibrant and Liveable Community

- 3.8 In addition to about 6,400 talent accommodation units within the I&T Sites, the future I&T developments will also be supported by a vibrant community, i.e. San Tin Town Centre to the south of San Tin Highway/Fanling Highway where various types of flats and mixed use developments comprising residential and commercial uses will be provided. Comprehensive open space, pedestrian and cycle track networks are planned to enhance greenery, liveability and connectivity within the STLMC area, while various types of GIC, recreational and cultural facilities would be provided to support the future working population (**Plans 3 and 6**). The provisions of land for GIC facilities and open space have adopted the ratio of 3.5m² per person each recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (“Hong Kong 2030+”). To realise the ‘15-minute neighbourhood’ concept, the siting of GIC facilities has taken due consideration to the locations of the population clusters.

Urban-rural Integration

- 3.9 Traditional rural townships in the NM possess rich historical and cultural resources and can be integrated with the future developments in harmony, standing out as characteristics of the NM. Some of the existing recognised villages being retained are located in close proximity to the I&T Sites. Some village facilities with significant values to the villages (e.g. shrines and important trees) located within the I&T Sites are recommended to be preserved and integrated with the future developments on the premises that the in-situ preservation and co-location would not cause insurmountable difficulties to the planned I&T developments.
- 3.10 To achieve harmonious transition between the villages and the neighbouring developments, suitable open space/amenity areas are planned in the bordering areas of the “Village Type Development” (“V”) zones where appropriate, which could provide space for village festivals or ritual performances for the inheritance of intangible cultural heritage. Lower development intensities and requirements of building setback and stepped BH profile have been incorporated for I&T Sites adjoining the existing villages. Sensible built form and at-grade active frontage are also encouraged on the edge of the future developments facing the existing villages at these I&T Sites. In addition, breezeways to facilitate wind penetration to villages and view corridors to preserve the vista from the villages to the scenic ponds/wetland in the north-west and mountain backdrop in the south are preserved. Project proponent(s) should also note that the Government is conducting a consultancy study on formulating the policy and approaches on implementation of URI in the NM and should refer to the findings and/or recommendations of the consultancy study in planning the development(s) at the I&T Sites.

A Smart, Green, Resilient (SGR) Exemplar

- 3.11 To align with the call for green planning and developing carbon neutral community under the Hong Kong's Climate Action Plan 2050 and to address climate change, various SGR initiatives are proposed, such as adopting a '15-minute neighbourhood' concept, creating blue-green network, aligning breezeways with prevailing wind directions, maximising greenery, optimising the use of land resources through 'Single Site, Multiple Use', pursuing smart and sustainable mobility with green transport modes, etc. The 'sponge city' concept is also adopted to revitalise the existing drainage channel systems to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience.

4. URBAN DESIGN AND LANDSCAPE FRAMEWORK

- 4.1 The overall urban design and landscape framework is set out in the ES of the STT OZP and the key urban design features pertaining to the I&T Sites are summarised below and illustrated in **Plans 3 to 6**:

Blue-Green Network and Open Space Network (Plan 3)

- 4.2 Within the STLMC area, the river/drainage channels, retention ponds, wetland, open space and knolls are knitted closely together to create a blue-green network. Major landscaped corridors are proposed along the boundary of Planning Areas 19B and 19C abutting the planned SPS WCP and along the two revitalised drainage channels (i.e. San Tin Eastern Main Drainage Channel (STEMDC) and San Tin Western Main Drainage Channel (STWMDC)) abutting Planning Areas 19A, 19B and 19C. These corridors together with open spaces of varying sizes will form a comprehensive open space network linking up the San Tin Town Centre and I&T Sites. The blue-green network will also create ecological linkages to enhance biodiversity.
- 4.3 Open space provisions for workers and residents (where talent accommodation is included) should be achieved in the respective developments on the I&T Sites in accordance with the prevailing requirements under Hong Kong Planning Standards and Guidelines (HKPSG).

Major View Corridors and Breezeways (Plan 4)

- 4.4 Major view corridors running through the I&T Sites are preserved to capture the important visual resources (i.e. the scenic backdrop of Ngau Tam Shan to the south, skyline of Shenzhen to the north, and the ponds in SPS to the north-west) and the proposed landmark mixed use development near Chau Tau for appreciation of the distinctive townscape and reinforcing district image.
- 4.5 According to the findings of the Air Ventilation Assessment – Detailed Study undertaken under the Investigation Study, majority of the prevailing annual wind in the STLMC area flows in north-east to south-west direction. Breezeways aligning with

the annual prevailing wind direction are preserved along major roads, open spaces and low-rise GIC facilities. There are also north-west to south-east breezeways to facilitate wind penetration which generally follow the two revitalised drainage channels, major roads, open space and low-rise GIC developments. In addition, as specified in the ES of the STT OZP, a number of major breezeways/air paths have been incorporated as NBAs within the I&T Sites to ensure effective wind penetration and to improve the pedestrian wind of the urban environment.

BH Profile (Plan 5)

- 4.6 STLMC area is situated at the transitional area between the low-lying ponds to the north and north-west and the hilly and mountainous area of Ngau Tam Shan and Ki Lun Shan to the south and south-east. A stepped BH concept is recommended in the STLMC area, giving due regard to the physical landform and setting of existing villages, while framing key destinations as vantage points which create an interesting skyline for the STLMC area.
- 4.7 For the I&T Park (North), special considerations should be given to the birds' flight corridor/paths and ecologically sensitive areas for design harmony and minimise disturbance on the wetlands. The overall BH ranging from 15mPD to 155mPD generally descends from the high-rise development cluster near the proposed Chau Tau Station of NOL Spur Line, where a mixed use development will be a focal point of the STLMC area, towards the wetland and ponds in SPS in the north-west. In particular, low-rise profiles and stepped down approach should be adopted along ecologically sensitive areas and important birds' flight corridor/paths, including the 300m-wide birds' flight corridor between the old Shenzhen River meander and SPS in east-west direction and the birds' flight path of the MPLV Egrettry protected by a 70m-wide NBA. In addition, the BH generally descends towards the existing village clusters to the north and south of the I&T Park (North) to foster URI and ensure a gradual and visually pleasing transition towards these villages.
- 4.8 For the I&T Park (South), considering the higher site formation level with due regard to the topography, the BH could reach 170mPD.

Pedestrian-friendly Environment and Comprehensive Cycling Networks (Plan 6)

- 4.9 To promote healthy and active lifestyle, comprehensive pedestrian and cycling networks are planned to link up key destinations and activity nodes such as the proposed railway stations, I&T Sites, residential and mixed use developments, open spaces and GIC facilities in the STLMC area. Pedestrian walkways within the STLMC area should be pedestrian-friendly, continuous and landscaped in order to provide a pleasant walking environment. In order to strengthen street vibrancy, at-grade active frontage should be provided.
- 4.10 Future pedestrian and cycling networks within the I&T Sites should be connected internally and externally with those outside the I&T Sites to form part of the comprehensive pedestrian and cycling networks of the STLMC area, which would

further connect to the existing cycling track in Yuen Long and the planned cycle track in Kwu Tung North NDA and the Loop. Adequate ancillary cycling facilities and public bicycle parking spaces should be provided in the integrated design of the future developments in accordance with HKPSG and Transport Planning and Design Manual and to the satisfaction of relevant departments. To promote smart mobility, various modes of transport (e.g. personal rapid transit, autonomous vehicles) may be explored to connect within and among the Clusters.

- 4.11 Within the three sizeable I&T Sites in the I&T Park (North) (i.e. Planning Areas 19A, 19B and 19C), which provides opportunity for creating a high quality campus-like environment, consideration could be given to establishing a conducive environment for talents and innovators to interact, share knowledge and exchange ideas, thus stimulating creativity, collaboration and the overall vitality of the I&T Park. This may be achieved by connecting these Planning Areas through continuous pedestrian walkways with the provision of pocket open space(s), active frontage(s) (e.g. food and beverage services at pedestrian level of buildings), soft landscaping and green features, thus creating diversified and vibrant pedestrian environments.

Integrated Landscape Network

- 4.12 The landscape design framework for the STLMC area emphasises an integrated landscape network for both human and wildlife. To maximise biodiversity potential, the landscape design should ensure that the existing ecological capital is optimised wherever possible.
- 4.13 Project proponent(s) of the I&T Sites are encouraged to maximise greening opportunity within the future developments at grade, podium, rooftop and/or vertical façade as appropriate. For the eco-interface, which should be in form of a landscape buffer along ecologically sensitive areas, the greenery provision should be maximised to provide visual relief and serve as buffer to the I&T Sites.
- 4.14 Nature-driven design should also be incorporated for areas with ecological concerns. Sensible landscape treatments, including water features, should be incorporated in the open space and landscape design to enhance the visual and design connections with the planned SPS WCP and create favourable environment.

5. THE PLANNING AND DESIGN BRIEF

- 5.1 In addition to the statutory planning controls stipulated under the STT OZP as well as the planning themes and urban design and landscape framework as mentioned above, the planning and design requirements in the PDB are also intended to achieve the following aspects:
- (a) while flexibility has been allowed for a number of always permitted uses, the I&T land must be used for purposes in line with its planning intention;
 - (b) improvement/enhancement of the connectivity of wetland habitats and the design

of birds' flight corridor/paths;

- (c) formulation of design requirements for wildlife corridors and bird-friendly buildings;
- (d) reduction/variation of BHs and/or provision of setbacks for sites adjacent to NBAs or planned SPS WCP or "V" zones;
- (e) promotion of URI through preservation of historical monuments and respect to traditional village culture;
- (f) integration of blue-green elements into the I&T Sites;
- (g) encouragement of urban agriculture and diverse landscape;
- (h) incorporation of nature-based solutions and 'sponge city' concept to enhance flood resilience; and
- (i) adoption of smart, green and resilient measures to address extreme weather conditions and climate change.

5.2 To this end, the PDB is formulated taking into account relevant statutory, policy and administrative documents and study reports under relevant regimes of national development policy, I&T development strategy, planning and urban design, environment and conservation, as well as transport and other infrastructures, including the statutory planning controls and the urban design and landscape framework stipulated on the STT OZP and its ES as summarised in the above paragraphs; the conditions and recommendations of the approved EIA Report; the mitigation/enhancement measures proposed in the approved EIA Report; technical assessments undertaken and relevant urban design requirements recommended under the Investigation Study; and in the ongoing ITIB's Development Outline Consultancy Study. Views of the Board and the representations in respect of the draft STT OZP No. S/STT/1, as well as those of the relevant government bureaux and departments, village representatives and concerned institutes/associations sought at the consultations undertaken during the process of formulating the key planning and design requirements have also been suitably considered.

5.3 The I&T Sites are grouped into five clusters (**Plan 7**) in accordance with the planning areas taking into account the locational factor of the I&T Sites and spatial nature of the recommended planning and design requirements. Specific requirements for each cluster are set out in **Appendices 1 to 5**.

5.4 In addition to the PDB, project proponent(s) should also observe the relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administrative guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government. All future developments at the I&T Sites should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned. Some of the planning and design

requirements may be incorporated into the future land documents where appropriate, taking into account the respective site circumstances. The details of the requirements for individual sites would be subject to such terms and conditions as imposed or required by the Government in its absolute discretion.

- 5.5 Project proponent(s) are also reminded of the interface issue(s) with the Government's site formation and engineering infrastructure works for the STLMC area, as well as other construction works/ projects in the vicinity, including but not limited to the existing LMC Spur Line, NOL Main Line, NOL Spur Line, NM Highway, STEMDC, STWMDC and the planned SPS WCP. Development(s) at some of the I&T Sites may be affected due to the occupation of the underground strata by railway tunnels and associated railway facilities which may conflict with the foundations of the proposed buildings within these I&T sites. While the exact alignment and station location of the NOL Spur Line is subject to the detailed design at a later stage, project proponent(s) should liaise with Highways Department (HyD) and MTR Corporation Limited (MTRCL) to resolve any interface issues. In addition, project proponent(s) should observe other relevant technical requirements, such as utility reserve(s) and/or drainage reserve(s)⁴, as well as archaeological sensitive areas as demarcated on the plan for each cluster. In view of the above, project proponent(s) are reminded to maintain close liaison with relevant parties (such as Antiquities and Monuments Office, CEDD, HyD and MTRCL) during the design, construction and operation phases.

6. IMPLEMENTATION

- 6.1 The planning and design requirements under the PDB will be implemented via the submission of Master Plan(s). The condition of requiring project proponent(s) of I&T Site(s) concerned to submit Master Plan(s) according to the PDB will be stipulated in the concerned land documents and the coverage area of the Master Plan(s) will be determined during the preparation of the concerned land documents subject to agreement amongst the relevant bureaux/departments (B/Ds)⁵. Each Master Plan will be considered and approved by the Designated Committee set up under the Development Bureau.
- 6.2 After the land document is executed, project proponent(s) should submit a Master Plan to the Designated Committee before commencement of substantive works. Upon receiving the Master Plan, the secretariat of the Designated Committee will circulate the submission to relevant B/Ds for comment as appropriate. If required, project proponent(s) will be invited to submit additional information or revisions to the Master Plan(s) to the Designated Committee, and/or to attend the meeting(s) with the

⁴ The alignment of the utility reserve(s) and/or drainage reserve(s) may be subject to further changes in the detailed design stage.

⁵ Master Plan submission may not be required for individual small-scale and/or government project/development. Project proponent(s) are required to approach the Designated Committee for any queries.

Designated Committee.

- 6.3 The Master Plan submission should be prepared according to the requirements set out in the PDB. The emphasis should be on the overall development proposal and how the proposal could fulfill the requirements in the PDB. If deviations from the PDB requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by the Designated Committee and/or relevant B/Ds. Major components of a Master Plan submission are recommended for reference at **Appendix 6**. To facilitate the comprehension of the PDB for the preparation of Master Plan and the future implementation, a table indicating the planning and design requirements applicable under each cluster and the relevant documents that need to be referenced are summarised in **Appendix 7**.

7. ATTACHMENTS

Appendix 1	PDB for Cluster 1 – Planning Areas 16A (Part) and 16B
Appendix 2	PDB for Cluster 2 – Planning Areas 16A (Part), 17 and 19A
Appendix 3	PDB for Cluster 3 – Planning Area 19B
Appendix 4	PDB for Cluster 4 – Planning Area 19C
Appendix 5	PDB for Cluster 5 – Planning Area 13A
Appendix 6	Recommended Major Components of the Master Plan Submission
Appendix 7	Summary Table on the Planning and Design Requirements under each Cluster and Relevant Documents to be Referenced
Plan 1	I&T Sites on STT OZP
Plan 2	Transport Network
Plan 3	Blue-Green Network
Plan 4	Major View Corridors and Breezeways/Air Paths
Plan 5	Building Height Concept
Plan 6	Pedestrian and Cycling Network
Plan 7	Clusters of I&T Sites in the Technopole

**PLANNING DEPARTMENT
OCTOBER 2025**

**PLANNING AND DESIGN BRIEF
FOR
CLUSTER 1 – AREAS 16A (PART) AND 16B (Plans 1-1a to 1-1c)**

Cluster 1 (Plans 1-1a and 1-1b)

- **Cluster 1** comprising **Planning Areas 16A (Part) and 16B** is located in the eastern portion of the San Tin Technopole (the Technopole). It is bounded by Fanling Highway and San Tin Interchange to the south, San Sham Road to the west, the planned Roads L15 and L19 as well as existing villages of Chau Tau and Poon Uk Tsuen to the north, and foothill area of Tit Hang and Kwu Tung North New Development Area to the east. The Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop is located at its further north. Besides, the proposed Chau Tau Station of the Northern Link (NOL) Spur Line is located to its south-west across San Sham Road. The exact alignment and station location of the NOL Spur Line is subject to detailed design at a later stage.
- Cluster 1 can be subdivided into seven sub-areas, including **Areas 16A-1 to 16A-4** and **16B-1 to 16B-3**, by planned Roads L18, L19, L20 and L27, an existing nullah, Lok Ma Chau Road, Castle Peak Road – Chau Tau and the Lok Ma Chau (LMC) Spur Line (**Plan 1-1c**).
- This Cluster will be delivered in phases, starting from 2026-27, for development and operation by the Hong Kong Science and Technology Parks Corporation (HKSTPC). The 2025-26 Budget announced that HKSTPC is carrying out a master planning study on this 20-ha Innovation and Technology (I&T) Site, which is expected to be completed in the third quarter of 2025.

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	<p style="text-align: center;">Total: 205,100m², including:</p> <p>Area 16A-1: 17,700m² Area 16A-2: 12,700m² Area 16A-3: 25,000m² Area 16A-4: 10,700m² Area 16B-1: 18,300m² Area 16B-2: 38,000m² Area 16B-3: 82,700m²</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Based on the zoning boundaries as delineated on the Outline Zoning Plan (OZP). • Included non-building area(s) (NBA(s)) designated on the OZP and building setback(s)/open space(s) required in this Planning and Design Brief (PDB).
2.	Proposed Site Formation Level (about)	<p>Area 16A-1: 6.5mPD Area 16A-2: 6.5mPD Area 16A-3: 6.5mPD Area 16A-4: 6.5mPD</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.

	Item	Particulars	Remarks
		<p>Area 16B-1: 6.5mPD Area 16B-2: 7mPD Area 16B-3: 8 to 16mPD</p>	
3.	I&T Development Phasing	<p>Phase 1 Stage 1: Areas 16A-1, 16A-2, 16A-3 and 16A-4 Phase 1 Stage 2: Areas 16B-1, 16B-2 and 16B-3</p>	<ul style="list-style-type: none"> • Based on the Development Outline Consultancy Study undertaken by the Innovation, Technology and Industry Bureau (ITIB). Subject to review/change in the course of development. • Phase 1 Stage 1 development aims to be the initial development of the Technopole, with a view to kick-starting the preliminary introduction of Innovation and Technology (I&T) industries through collaboration with the Hong Kong Science and Technology Park (HKSTP). • Phase 1 Stage 2 development aims to provide additional space for different stages within the I&T industrial chain (e.g. research and development, pilot testing, prototyping and trial production), through collaborating with the HKSTP. • Both stages may also help cater for the expansion of the I&T ecosystem from the HSITP at the Loop.
B. Major Development Parameters			
4.	Major Uses	<p><u>Potential I&T Uses</u></p> <ul style="list-style-type: none"> • Life and health technology • Artificial intelligence and robotics • Microelectronics and smart devices • Advanced industries (e.g. new materials, energy and green technology) 	<ul style="list-style-type: none"> • Indicative only. • It is intended to provide spaces to cater for the diversified needs of different industry players, different I&T fields, and different stages of the I&T value chain. • To allow flexibility, project proponent(s) can determine the I&T

	Item	Particulars	Remarks
			<p>use(s) or a mix of I&T uses to be accommodated, subject to ITIB's agreement. Details on major land uses should be provided in the Master Plan submission for the consideration of the Designated Committee.</p> <ul style="list-style-type: none"> • I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the existing villages, planned residential developments and talent accommodation, if any, as practicable.
5.	Supporting infrastructure	<p><u>Supporting Facilities</u></p> <ul style="list-style-type: none"> • Exhibition and venture capital platform • Data centre and computing facilities • Professional services • Research and academic institutions • Knowledge exchange venues • Retail and dining facilities • Other appropriate supporting facilities and other uses for specific industries as may be required <p><u>Talent Accommodation</u></p> <ul style="list-style-type: none"> • Exact provision and location of talent accommodation in each cluster will be contingent on the nature and scale of I&T industries to be developed, development/operational model, business needs of prospective I&T enterprises, technical feasibility and other relevant factors. 	<ul style="list-style-type: none"> • Indicative only. • To promote the concept of 'work-live-learn-play' and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business (e.g. office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. educational supporting facilities) are allowed at the I&T Sites. The provision of complementary non-I&T uses should be at a reasonable scale. • Other uses for specific industries may include cooling and storage facilities for life and health technology, reclaimed water treatment and reuse facilities for microelectronics and smart devices, new materials and new energy, as well as electricity substation, scenario incubation and experience centre and logistics centre to be used by various I&T uses. • To allow flexibility, project

	Item	Particulars	Remarks
			<p>proponent(s) can determine the complementary non-I&T use(s) or a mix of such uses to be accommodated, subject to ITIB's agreement. Details on the supporting facilities should be provided in the Master Plan submission for the consideration of the Designated Committee.</p> <ul style="list-style-type: none"> • For talent accommodation, home space enhancement recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” should be observed to encourage enhanced flat sizes for improving liveability. Excessively small flat size should be avoided as far as practicable.
6.	Gross Floor Area (GFA) (about)	Total: 820,000m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • To allow flexibility, project proponent(s) can determine the GFA mix of I&T uses, talent accommodation and other supporting/ancillary uses, subject to ITIB's agreement. Details on GFA mix should be provided in the Master Plan submission for the consideration of the Designated Committee. • Any increase in total GFA dedicated for this Cluster would be subject to ITIB's agreement and confirmation of technical feasibility to the satisfaction of the Designated Committee and relevant bureaux/departments (B/Ds) by the project proponent(s).

	Item	Particulars	Remarks
7.	Building Height (BH)	<p style="text-align: center;">Statutory Restrictions on OZP (Plan 1-1a)</p> <p>Area 16A-1: 145mPD Area 16A-2: 145mPD Area 16A-3: 155mPD Area 16A-4: 155mPD Area 16B-1: N/A Area 16B-2: 100mPD Area 16B-3: 100mPD</p> <p style="text-align: center;">Requirements under PDB (Plan 1-1c)</p> <p><u>Area 16B-1</u> <ul style="list-style-type: none"> • BH restriction of 120mPD is required. <u>Areas 16B-1 to 16B-3</u> <ul style="list-style-type: none"> • Lower BH (-10% to -30%) for building(s) fronting the existing villages is required to achieve stepped BH profile within the I&T Site(s) descending towards the existing villages. </p>	<ul style="list-style-type: none"> • Stepped BH profile is adopted for this Cluster through the imposition of BH restrictions on the OZP, with Areas 16B-2 to 16B-3 fronting existing villages of Chau Tau and Poon Uk Tsuen subject to a BH restriction of 100mPD, and Areas 16A-1 to 16A-4 subject to BH restrictions ranging from 145mPD to 155mPD. This could serve as a gradual transition of the townscape between the high-rise clusters around the proposed Chau Tau Station of NOL Spur Line (with BH up to 200mPD) to its southwest and the existing villages to the east and northeast. • BH(s) should be further lowered for building(s) within I&T Sites in Areas 16B-1 to 16B-3 fronting the existing villages. This is to foster urban-rural integration and to ensure a gradual and visually pleasing transition towards nearby existing villages of Chau Tau and Poon Uk Tsuen.
8.	Site Coverage	<ul style="list-style-type: none"> • As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> • N/A
C. Urban Design and Landscape Requirements			
9.	NBA	<p><u>Area 16B-2</u></p> <ul style="list-style-type: none"> • A 15m-wide NBA at the central portion of Area 16B-2 is stipulated on the OZP (Plan 1-1a). 	<ul style="list-style-type: none"> • The 15m-wide NBA stipulated on the OZP is intended to facilitate air flow from Ki Lun Shan to the existing village of Chau Tau to the north (to be elaborated under <u>item 9</u> below). • Within the NBA, underground structures will be allowed under the planning regime, while such structures should also conform to other relevant ordinances/regulations. Aboveground structure is not allowed, except for landscape

	Item	Particulars	Remarks
10.	Building Setback	<p><u>Area 16B-1</u></p> <ul style="list-style-type: none"> Building setback with a minimum width of 10m (above ground) along the northern boundary of Area 16B-1 fronting the adjoining “Village Type Development” (“V”) zone of Chau Tau and Poon Uk Tsuen is required (Plan 1-1c). <p><u>Area 16B-3</u></p> <ul style="list-style-type: none"> Building setback with a minimum width of 10m (above ground) along the western boundary of Area 16B-3 fronting the adjoining “V” zone of Chau Tau and Poon Uk Tsuen is required (Plan 1-1c). <p><u>Area 16B-2</u></p> <ul style="list-style-type: none"> Minimum of 10m building setbacks (aboveground) from the eastern and western sides of the NBA (as defined under <u>item 9</u> above) at the central portion of Area 16B-2 are required. 	<p>features, boundary fence/boundary wall with high porosity for air permeability purpose, and minor structures, such as footbridge connection or covered walkway.</p> <ul style="list-style-type: none"> Building setbacks are required to ensure design harmony between the proposed I&T development and the existing villages of Chau Tau and Poon Uk Tsuen. According to the Air Ventilation Assessment – Expert Evaluation (AVA-EE) of the ‘First Phase Development of New Territories North – San Tin/Lok Ma Chau Development Node – Investigation’ (the Investigation Study), building setback along the northern boundary of Area 16B-1 will help alleviating the potential impact of induced wind wakes to Poon Uk Tsuen and Chau Tau. According to Report on Air Ventilation Assessment – Detailed Study (AVA-DS) of the Investigation Study, building separations within Area 16B-2 are recommended to be widened to enhance the effectiveness of the breezeway. A wider building separation could also facilitate a sense of visual access and connection to the “V” zone of Chau Tau.
11.	Urban-rural Integration	<p><u>Area 16B-3: Preservation of Village Facilities</u></p> <ul style="list-style-type: none"> Existing shrines (i.e. 盤古王) and a tree located at the western part of Area 16B-3 should be preserved in-situ (Plan 1-1c). 	<ul style="list-style-type: none"> Project proponent(s) are encouraged to preserve/revitalise natural and cultural elements identified as far as practicable.

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • An area around the preserved shrines and the tree should be designated as a multi-functional public space with sufficient worshipping/gathering space provided in front of the shrines for villagers (see also open space design under <u>item 12</u> below). Direct access to the village of Chau Tau in a western to north-western direction should be provided, with a view to maintaining a visual connection between the ancestral hall (i.e. Ting Si Study Hall (廷士家塾)) of Chau Tau and the shrines. • Sufficient space should be allowed between the existing shrines and the tree, and the surrounding developments of the I&T Sites. • Preservation of the tree should follow the requirements specified under <u>item 15</u> below. <p><u>Interface between Development(s) and the Surrounding Areas</u></p> <ul style="list-style-type: none"> • Design harmony between new developments and the surrounding areas, such as the preserved villages/village assets and the rural/natural environment, should be achieved through sensible building design and layout (see also <u>items 7 and 10</u> above on stepped BH profile and building setback, <u>item 12</u> below on open space design, as well as <u>item 13</u> below on enhanced connectivity). 	<ul style="list-style-type: none"> • To avoid over-shadowing the shrines and the tree preserved within the multi-functional public space, sensible building design for future developments in Area 16B-3 should be adopted (see also open space design under <u>item 12</u> below). • Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
12.	Open Space	<p><u>Open Space Provision and Design for I&T Sites</u></p> <ul style="list-style-type: none"> • A minimum of 0.5m² open space per worker should be achieved as far as practicable in accordance 	<ul style="list-style-type: none"> • As this Cluster is located close to existing villages of Poon Uk Tsuen and Chau Tau, the design of any

Item	Particulars	Remarks
	<p>with the prevailing Hong Kong Planning Standards and Guidelines (HKPSG).</p> <ul style="list-style-type: none"> • If talent accommodation is provided in the development, ancillary open space of 1m² per person should be achieved as far as practicable within the development to serve its residents in accordance with the prevailing HKPSG. • Seamless connections between the open space(s) and the surrounding areas should be provided through pedestrian/cycling network. Fence-free design and sense of openness should be adopted as far as practicable to promote visual permeability, as well as air and natural light penetration. • At-grade greenery, in particular tree planting, should be provided along the boundary of open space(s) adjoining pedestrian walkway(s) as far as practicable to enhance the streetscape and provide amenity for the pedestrians. • All-inclusive and inter-generational design are encouraged for co-sharing of open space among I&T Sites users and the general public. <p><u>Area 16B-3: Multi-functional Public Space (related to item 11 above)</u></p> <ul style="list-style-type: none"> • The multi-functional public space (Plan 1-1c) should be provided at-grade and be designed to integrate with the existing tree to be 	<p>possible open space(s) should take into consideration the needs of the local villagers as far as practicable.</p> <ul style="list-style-type: none"> • The open space(s) should be open at appropriate hours for public use as far as practicable. • Reference should be made to the prevailing Government's requirements/guidelines, such as Design Manual: Barrier Free Access 2008 promulgated by the Buildings Department and the Universal Accessibility – Best Practices and Guidelines promulgated by the Architectural Services Department, where applicable, for provision of universal access. • Reference should be made to the Design Guidelines for Open Space under “Reimagining Public Spaces in Hong Kong – Feasibility Study” promulgated by the Planning Department for broad design principles and guidelines to create more enjoyable, stayable and welcoming open spaces. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles in formulating NbS measures for a sustainable future. <ul style="list-style-type: none"> • It is recommended to design the public space as a multi-purpose and flexible space for the use of the general public including villagers.

	Item	Particulars	Remarks
		<p>preserved in-situ.</p> <ul style="list-style-type: none"> • The multi-functional public space should be located close to and integrated well with the existing villages by way of convenient pedestrian connectivity and visual connections. • Please refer to <u>item 15</u> below for landscape and tree preservation. 	<p>For example, the public space could be used for village festivals or ritual performances by the villagers on special occasions, while serving as a social hub for the surrounding I&T Sites users and general public on regular days.</p> <ul style="list-style-type: none"> • The multi-functional public space should be opened 24 hours a day and free of charge. • The planning, design, management and maintenance of the multi-functional public space is recommended to follow relevant guidelines/requirements, including the “Public Open Space in Private Developments Design and Management Guidelines” promulgated by the Development Bureau (DEVB) and HKPSG Chapter 4 - Recreation, Open Space and Greening.
<p>13.</p>	<p>Accessibility, Pedestrian and Cycling Network</p>	<p><u>Pedestrian and Cycling Network</u></p> <ul style="list-style-type: none"> • Pedestrian walkways (at-grade and multi-level) and cycle tracks should be well connected between developments within the Cluster and with the networks outside to form an integrated pedestrian- and cyclist-friendly environment. • Quality streetscape with at-grade greening and/or tree planting, eco-friendly paving and street furniture should be provided in accordance with the HKPSG and Transport Planning and Design Manual for a pedestrian-friendly environment. • The Transport Department (TD) should be consulted in formulating the pedestrian and cycling network. 	<ul style="list-style-type: none"> • Pedestrian walkways and cycle tracks should be open at appropriate hours for public use as far as practicable. • All-weather and barrier-free designs should be adopted for pedestrian walkways. Multi-level pedestrian networks comprising both at-grade walkways and grade-separated footbridges are encouraged. Provision of canopies above pedestrian walkways are also encouraged. • Pedestrian walkways should be connected with open space(s) and amenity area(s) to create a pleasant and continuous pedestrian environment.

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • In order to enhance the accessibility of existing villages to the surrounding areas, project proponent(s) are encouraged to provide public accesses between building blocks of the future developments as far as practicable. <p><u>Areas 16B-1 and 16B-3: Existing Accesses to Villages and their Surrounding Areas</u></p> <ul style="list-style-type: none"> • The existing local access road at the northern periphery of Area 16B-1 connecting to Poon Uk Tsuen should be retained. The project proponent(s) should explore extending this access road to connect to Chau Tau West Road along the periphery of Area 16B-1, which also serves as a building setback area with a minimum width of 10m (as defined under <u>item 10</u>) (Plan 1-1c). • The existing footpath at the north-western periphery of Area 16B-3 should be retained, so as to maintain the existing connection between villages and the surrounding areas in the “GB” area to its north (Plan 1-1c). 	<ul style="list-style-type: none"> • Consideration could be given to providing shared path(s) for pedestrian walkway and cycle track, subject to agreement by relevant B/Ds. • Project proponent(s) are advised to maintain close liaison with those of the same Cluster and/or neighbouring development(s) in design, implementation and operation of the pedestrian and cycling networks to ensure integrity and continuity. • To foster urban-rural integration, the project proponent(s) should ensure that the existing local access roads connecting the villages and the surrounding areas are retained. If affected, the project proponent(s) should construct alternative accesses as far as practicable with agreement from relevant stakeholders.
14.	Air Ventilation, View Corridor and Site Permeability	<p><u>Air Ventilation and View Corridor</u></p> <ul style="list-style-type: none"> • The 15m-wide NBA is stipulated on the OZP in the central portion of Area 16B-2 (as defined in <u>item 9</u> above) (Plan 1-1c) to facilitate air flow from Ki Lun Shan to existing village of Chau Tau to the north. 	<ul style="list-style-type: none"> • The 15m-wide NBA stipulated on the OZP is intended to enhance air ventilation of the area as recommended in AVA-DS of the Investigation Study.

Item	Particulars	Remarks
	<ul style="list-style-type: none"> • Strengthened air ventilation design measures should be further explored by the project proponent(s), such as incorporating additional permeable elements in the building design; adopting empty bay designs at-grade; avoiding long continuous façades; minimising/breaking down podium bulk; adopting podium-free design or small ground coverage or adopting terraced podium designs; varying BH profiles; providing building separations and setbacks, etc. <p><u>Site Permeability</u></p> <ul style="list-style-type: none"> • Fence-free design should be considered as far as practicable to promote visual permeability. If boundary fence/wall is unavoidable, soft treatment or a minimum of 50% visual permeability at 1m and above (measured from the formation level of the pedestrian walkway) should be adopted for these boundary 	<ul style="list-style-type: none"> • The multi-functional public space in Area 16B-3 (as defined under <u>item 12</u> above) could also serve as a breathing space which may be advantageous in directing southerly and south-westerly prevailing wind towards the existing houses near Chau Tau and nearby areas, leading to a better wind availability. • According to the AVA-DS of the Investigation Study, disturbances on the wind environment are relatively observable at LMC and Ha Wan Fisherman San Tsuen under summer wind directions as well as Poon Uk Tsuen and Chau Tau under both annual and summer wind direction as compared to other potential wind sensitive areas. The wind weakening at these existing villages are mainly due to the induced wind wakes from the proposed I&T blocks in the Cluster. Strengthened air ventilation design measures are therefore required. • Local road networks, open spaces and greening areas, as well as building separations should align with the prevailing wind directions as far as practicable to form effective breezeways/air paths, as well as view corridors. • Sensible massing and spatial configuration should be considered to improve porosity and physical and visual permeability. • To enhance integration and social interaction between the existing villages and the future I&T developments, segregation between the two by solid fence walls should be

	Item	Particulars	Remarks
		structure(s).	<p>avoided.</p> <ul style="list-style-type: none"> Reference should be made to the Sustainable Building Design Guidelines (SBDG) as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152), and HKPSG on the building separation requirement for future developments and to minimise negative air ventilation impacts.
15.	Landscape and Tree Preservation	<ul style="list-style-type: none"> Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with SBDG (PNAP APP-152) based on the areas of individual sites. Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. According to the Tree Group Assessment Schedule under the Tree Preservation and Removal Proposal, the tree (<i>Cinamomum Camphora</i>) related to the shrines (盤古王) in Area 16B-3 is regarded as a Tree of Particular Interest (TPI) and should be retained as far as practicable. There is also another TPI (<i>Cinamomum Camphora</i>) to the north of the abovementioned TPI. Project proponent(s) should observe the Tree Preservation and Removal Proposal for TPI(s) within this Cluster to be retained and the Tree Compensatory Planting Implementation Plan to be prepared by the Civil Engineering and 	<ul style="list-style-type: none"> Reference should be made to DEVB's relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. Landscape and visual mitigation measures in the approved EIA Report (No. AEIAR-261/2024) and the Letter of Approval of the EIA Report dated 17 May 2024 should be followed. Tree Compensatory Planting Implementation Plan to be prepared by CEDD for fulfilling the respective condition for the approval of the EIA Report should be followed in order to enhance the interface between the development sites and the government projects. Usage of native species/existing riparian vegetation species in favour of wildlife is recommended to be optimised.

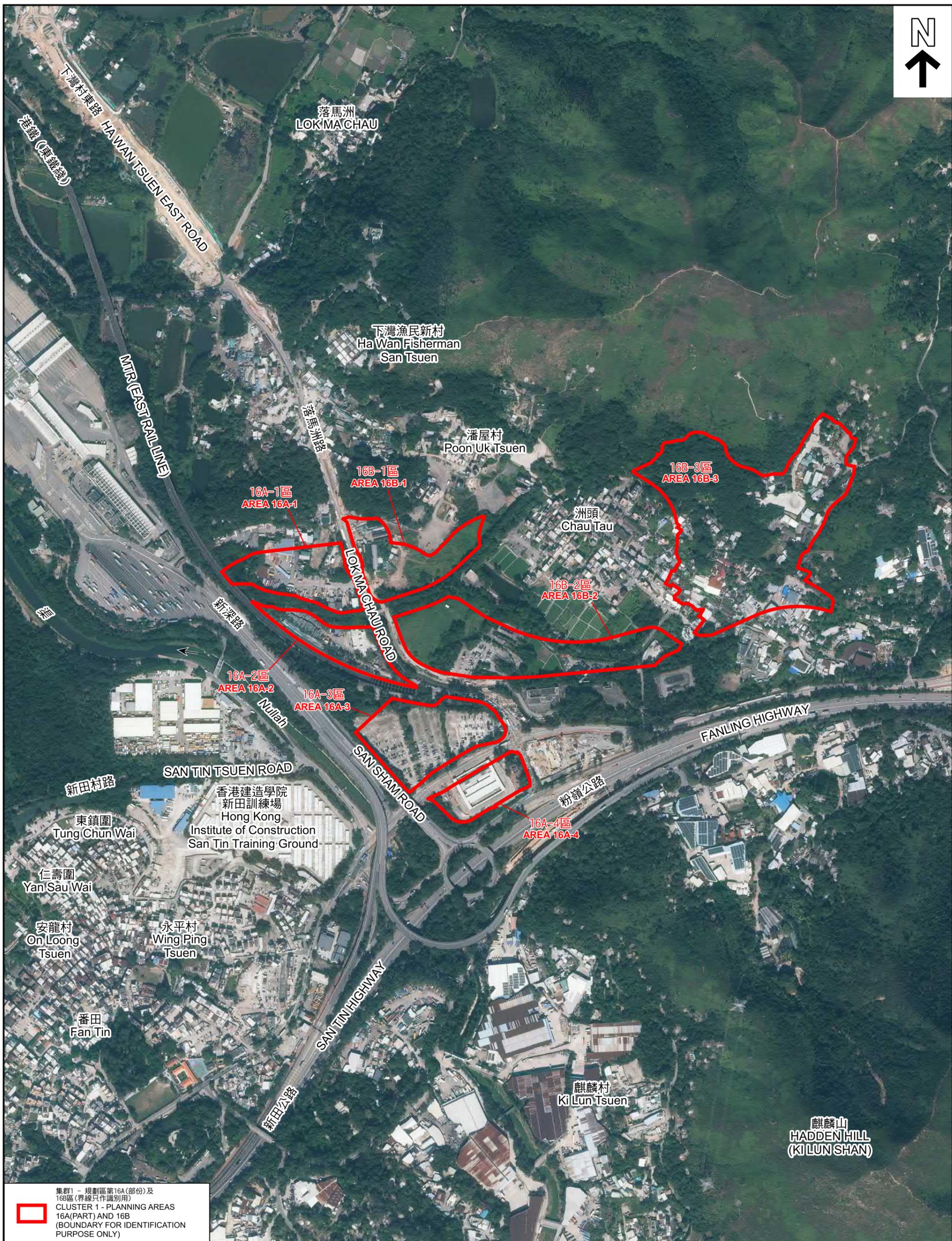
	Item	Particulars	Remarks
		<p>Development Department (CEDD).</p> <ul style="list-style-type: none"> • Detailed tree survey and assessment should be carried out at the design and construction phases for review and approval by relevant B/Ds. • Provision of integrated landscape design should take into account the requirements on urban-rural integration (<u>item 11</u> above), provision of open space (<u>item 12</u> above), pedestrian walkway (<u>item 13</u> above), urban farming (<u>item 16</u> below), treatments of existing ecological capital, and blue-green infrastructure. • Adequate independent irrigation system should be provided for soft landscape areas. <p><u>Areas 16B-1 and 16B-3</u></p> <ul style="list-style-type: none"> • The project proponent(s) are encouraged to provide buffer planting along the building setback as defined under <u>item 10</u>. 	<ul style="list-style-type: none"> • Priority is recommended to be given to adopting environmental-friendly materials/finishes for hard landscape works.
16.	Urban Farming	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in their development(s) for establishing modernised urban farms. 	<ul style="list-style-type: none"> • The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries ¹ in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.

¹ Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

	Item	Particulars	Remarks
17.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus. • Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> • Building disposition with shorter façade facing east and west is recommended to enhance energy efficiency. • Project proponent(s) should properly maintain the implemented green building design features to ensure sustainability in the performance.
D. Ecological and Environmental Requirements			
18.	Pond Filling	<ul style="list-style-type: none"> • As one of the conditions of approval under the EIA Report, no pond filling works should be allowed prior to commencement of construction of the ecologically enhanced fish ponds at the planned SPS WCP. 	<ul style="list-style-type: none"> • Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.
19.	Bird-friendly Design	<ul style="list-style-type: none"> • Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions as recommended in the approved EIA Report and the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> • Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. • Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
20.	Smart, Green and Resilient (SGR) Measures	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to adopt SGR measures in their proposed development. • Small-scale district cooling system/centralised multi-building cooling systems are encouraged to be provided within the Cluster or individual sub-areas. These 	<ul style="list-style-type: none"> • With reference to the recommendations from the Advisory Council on the Environment in approving the EIA Report, project proponent(s) should explore the feasibility of SGR measures such as automatic refuse systems and biomass management by reusing and upcycling of felled trees; and to adopt

	Item	Particulars	Remarks
		<p>facilities should be located away from the ecologically sensitive areas, such as birds' flight path/corridor, as far as practicable to minimise disturbance.</p>	<p>an integrated SGR framework achieving carbon neutrality during both construction and operation phases.</p> <ul style="list-style-type: none"> Reference should be made to the SGR report prepared by CEDD as design reference.
21.	Stormwater Management/ Flood Prevention	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt 'Sponge City' concept to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience. 	<ul style="list-style-type: none"> Reference should be made to the Drainage Services Department's Stormwater Drainage Manual Corrigendum No. 1/2024 for the latest requirements to cater for the potential flooding risk especially at extreme weather and climate change. Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

Note: The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.




 集群1 - 規劃區第16A(部份)及16B區(界線只作識別用)
 CLUSTER 1 - PLANNING AREAS 16A(PART) AND 16B (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

航攝照片 AERIAL PHOTO

集群1 - 規劃區第16A(部份)及16B區
 CLUSTER 1 - PLANNING AREAS 16A(PART) AND 16B

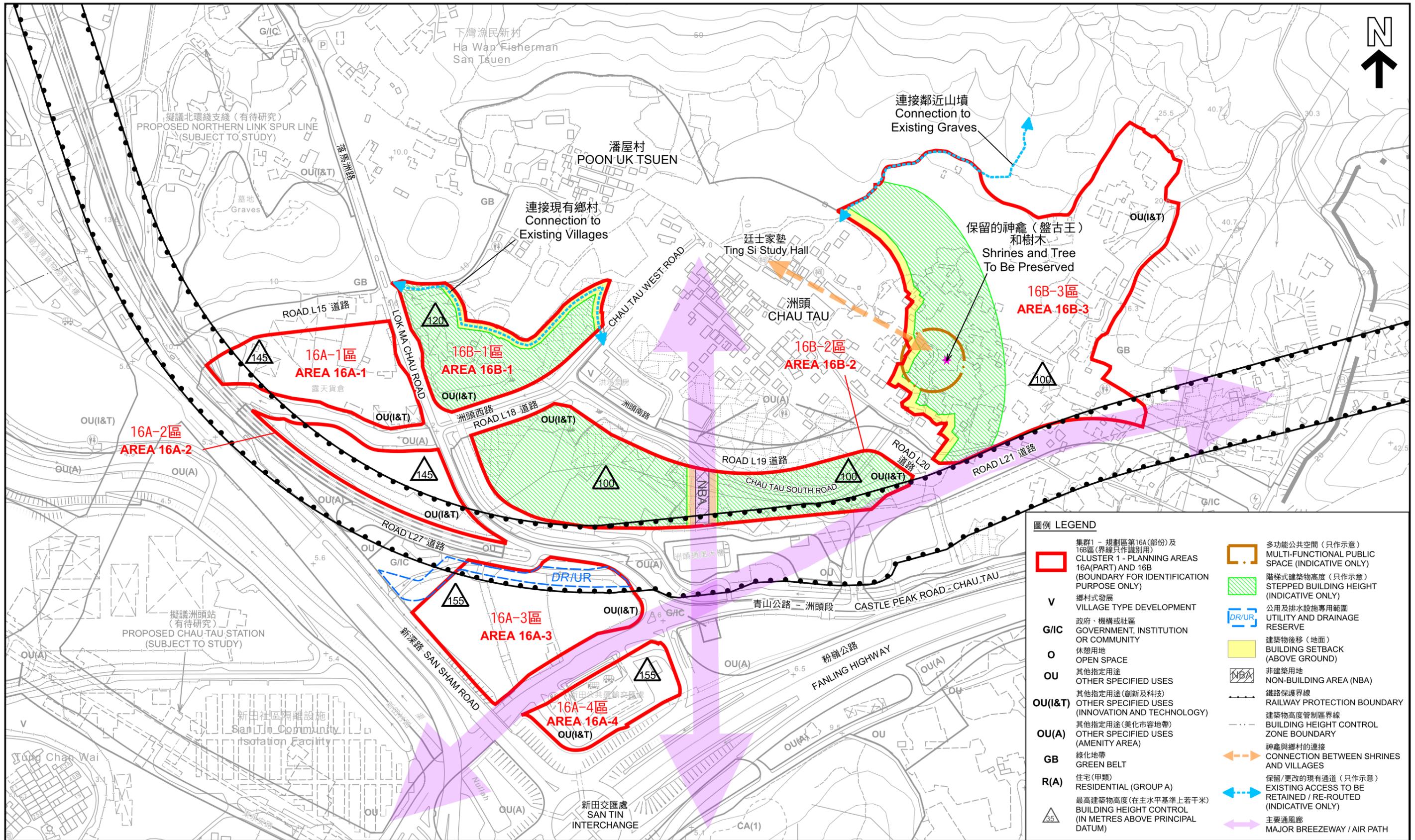
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 PLANNING
 DEPARTMENT



本摘要圖於2025年8月14日擬備，所根據的資料為地政總署於2023年11月拍得的數碼正射影像圖DOP5000
 EXTRACT PLAN PREPARED ON 14.8.2025 BASED ON DIGITAL ORTHOPHOTO DOP5000 TAKEN IN 11.2023

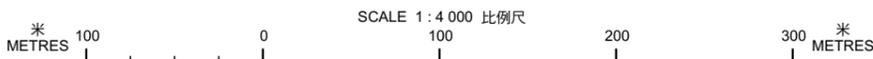
參考編號
 REFERENCE No.
 M/YLE1/25/6

圖 PLAN
 1-1b



規劃及設計要求 PLANNING AND DESIGN REQUIREMENTS

集群1 - 規劃區第16A(部份)及16B區
CLUSTER 1 - PLANNING AREAS 16A(PART) AND 16B



本摘要圖於2025年9月26日擬備，所根據的資料為測量圖編號2-SE-B
EXTRACT PLAN PREPARED ON 26.9.2025
BASED ON SURVEY SHEET No. 2-SE-B

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
1-1c

**PLANNING AND DESIGN BRIEF
FOR
CLUSTER 2 – AREAS 16A (PART), 17 AND 19A (Plans 2-2a to 2-2c)**

Cluster 2 (Plans 2-2a and 2-2b)

- **Cluster 2** comprising **Planning Areas 16A (Part), 17 and 19A** is located at the northern portion of the San Tin Technopole (the Technopole). It is bounded by Shenzhen River to its north, the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop and the foothill of Tit Hang to its east, planned Roads L15 and D4 as well as the 20-ha innovation and technology (I&T) Sites at Chau Tau under the master planning of Hong Kong Science and Technology Park Corporation (i.e. Cluster 1) to its south, and the San Tin Eastern Main Drainage Channel (STEMDC), the planned Sam Po Shue Wetland Conservation Park (SPS WCP), Lok Ma Chau (LMC) Ecological Enhancement Area and the MTR LMC Station to its west. The future alignment of Northern Link (NOL) Spur Line will cut through this Cluster and the proposed Chau Tau Station will be located to its south. The exact alignment and station of the NOL Spur Line is subject to detailed design at a later stage.
- Cluster 2 can be subdivided into six sub-areas, including **Areas 16A-5 to 16A-7, Area 17 and Areas 19A-1 and 19A-2**, by the planned Roads P1, D6, L16, L22, existing Ha Wan Tsuen East Road and LMC Spur Line (**Plan 2-2c**).

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	<p style="text-align: center;">Total: 512,400m², including:</p> <p>Area 16A-5: 42,100m² Area 16A-6: 28,800m² Area 16A-7: 77,100m² Area 17: 53,900m² Area 19A-1: 71,400m² Area 19A-2: 239,100m²</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Based on the zoning boundaries as delineated on the Outline Zoning Plan (OZP). • Included non-building area(s) (NBA(s)) designated on the OZP and building setback(s)/open space(s) required in this Planning and Design Brief (PDB).
2.	Proposed Site Formation Level (about)	<p>Area 16A-5: 6.5mPD Area 16A-6: 6.5mPD Area 16A-7: 6.5mPD Area 17: 6.5mPD Area 19A-1: 5.5mPD Area 19A-2: 6.5mPD</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.

	Item	Particulars	Remarks
3.	I&T Development Phasing	<p>Phase 1 Stage 2: Areas 16A-5, 16A-6, 16A-7, 17 and 19A-1</p> <p>Phase 1 Stage 3: Area 19A-2</p>	<ul style="list-style-type: none"> • Based on the Development Outline Consultancy Study undertaken by the Innovation, Technology and Industry Bureau (ITIB). Subject to review/change in the course of development. • Phase 1 Stage 2 development aims to provide additional space for different stages within the I&T industrial chain. It would help cater for the expansion of the I&T ecosystem from HSITP at the Loop. • Phase 1 Stage 3 development aims to develop the iconic launch area of the Technopole, creating a highly integrated zone for core industries and urban development.
B. Major Development Parameters			
4.	Major Uses	<p><u>Potential I&T Uses</u></p> <ul style="list-style-type: none"> • Life and health technology • Artificial intelligence and robotics • Microelectronics and smart devices • Advanced industries (e.g. new materials, energy and green technology) <p><u>Reserved Government Use</u></p> <ul style="list-style-type: none"> • Area 17 is reserved for Agriculture, Fisheries and Conservation Department (AFCD)'s Fisheries Research Centre (Plan 2-2c). 	<ul style="list-style-type: none"> • Indicative only. • It is intended to provide spaces to cater for the diversified needs of different industry players, different I&T fields, and different stages of the I&T value chain. • To allow flexibility, project proponent(s) can determine the I&T use(s) or a mix of I&T uses to be accommodated, subject to ITIB's agreement. Details on major land uses should be provided in the Master Plan submission for the consideration of the Designated Committee. • I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the birds' flight path, wildlife corridor, existing villages, planned residential developments and talent

	Item	Particulars	Remarks
			<p>accommodation, if any, as practicable.</p> <ul style="list-style-type: none"> As stated in the Explanatory Statement of the OZP, a high-quality campus-like environment with integrated design to create a network of public spaces conducive to walking, cycling and promoting talents' interaction and exchange of ideas is recommended.
5.	Supporting Infrastructure	<p><u>Supporting Facilities</u></p> <ul style="list-style-type: none"> Exhibition and venture capital platform Data centre and computing facilities Professional services Research and academic institutions Knowledge exchange venues Retail and dining facilities Other appropriate supporting facilities and other uses for specific industries as may be required <p><u>Talent Accommodation</u></p> <ul style="list-style-type: none"> Recommended to be located at the southern part of the Cluster. Exact provision and location of talent accommodation in each cluster will be contingent on the nature and scale of I&T industries to be developed, development/operational model, business needs of prospective I&T enterprises, technical feasibility and other relevant factors. 	<ul style="list-style-type: none"> Indicative only. To promote the concept of 'work-live-learn-play' and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business (e.g. office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. educational supporting facilities) are allowed at the I&T Sites. The provision of complementary non-I&T uses should be at a reasonable scale. Other uses for specific industries may include cooling and storage facilities for life and health technology, reclaimed water treatment and reuse facilities for microelectronics and smart devices, new materials and new energy, as well as electricity substation, scenario incubation and experience centre and logistics centre to be used by various I&T uses. To allow flexibility, project proponent(s) can determine the complementary non-I&T use(s) or a mix of such uses to be accommodated, subject to ITIB's agreement. Details on the supporting facilities should be provided in the Master Plan submission for the consideration of the Designated

	Item	Particulars	Remarks
			<p>Committee.</p> <ul style="list-style-type: none"> For talent accommodation, home space enhancement recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” should be observed to encourage enhanced flat sizes for improving liveability. Excessively small flat size should be avoided as far as practicable.
6.	Gross Floor Area (GFA) (about)	Total: 1,530,750m ²	<ul style="list-style-type: none"> Indicative only. Subject to review/change in the course of development. To allow flexibility, project proponent(s) can determine the GFA mix of I&T uses, talent accommodation and other supporting/ancillary uses, subject to ITIB’s agreement. Details on GFA mix should be provided in the Master Plan submission for the consideration of the Designated Committee. Any increase in total GFA dedicated for this Cluster would be subject to ITIB’s agreement and confirmation of technical feasibility to the satisfaction of the Designated Committee and relevant bureaux/departments (B/Ds) by the project proponent(s).
7.	Building Height (BH)	<p style="text-align: center;">Statutory Restrictions on OZP (Plan 2-2a)</p> <p>Area 16A-5: 35mPD/ 130mPD Area 16A-6: 130mPD Area 16A-7: 130mPD Area 17: 15mPD Area 19A-1: 35mPD Area 19A-2: 35mPD/ 105mPD/ 125mPD</p>	<ul style="list-style-type: none"> Stepped BH profile is adopted for this Cluster through the imposition of BH restrictions on the OZP, with Areas 16A-5, 17, 19A-1 and 19A-2 in the northern part of the Cluster subject to BH restrictions ranging from 15mPD to 35mPD, in order to respect the 300m-wide birds’ flight corridor (partially designated as NBA as elaborated under <u>item 9</u>) between the old Shenzhen

	Item	Particulars	Remarks
		<p style="text-align: center;">Requirements under PDB (Plan 2-2c)</p> <p><u>Areas 16A-5, 16A-6 and 19A-2</u></p> <ul style="list-style-type: none"> For the areas falling within 105mPD or 130mPD BH tier, lower BH (-10% to -30%) for building(s) fronting the 35mPD BH tier or the “Green Belt” (“GB”) zone is required to achieve stepped BH profile within the I&T Site(s) descending towards the 300m-wide birds’ flight corridor. 	<p>River meander and Sam Po Shue (SPS) in an east-west direction.</p> <ul style="list-style-type: none"> BH(s) should be further lowered for building(s) fronting the ecologically sensitive areas and important birds’ flight corridor to accentuate the stepped BH profile. Reference should be made to the approved EIA Report (No. AEIAR-261/2024) for details of the ecologically sensitive areas and important birds’ flight corridor/path(s).
8.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A
C. Urban Design and Landscape Requirements			
9.	NBA	<p><u>Area 19A-2</u></p> <ul style="list-style-type: none"> A 20m-wide NBA along the western boundary abutting the revitalised STEMDC is stipulated on the OZP (Plan 2-2a). <p><u>Areas 19A-1 and 19A-2</u></p> <ul style="list-style-type: none"> NBAs in the southern part of Area 19A-1 abutting planned Road L22 and northern part of Area 19A-2 abutting planned Road D6 is stipulated on the OZP (Plan 2-2a). 	<ul style="list-style-type: none"> The 20m-wide NBA in Area 19A-2 abutting the revitalised STEMDC stipulated on the OZP is intended to serve as an eco-interface, which is recommended to be in a form of landscape buffer, to minimise human disturbance to the adjacent wetland. The NBAs stipulated on the OZP in the northern part of Area 19A-2 and southern part of Area 19A-1, together with the stringent BH restriction of 15mPD in Area 17 stipulated on the OZP, are intended to preserve the 300m-wide birds’ flight corridor between the old Shenzhen River meander and SPS in east-west direction. Within the NBAs, underground structures will be allowed under the planning regime, while such structures should also conform to other relevant ordinances/regulations. Aboveground structure is not allowed, except for landscape features, boundary fence/boundary wall with high porosity for air permeability purpose, and minor

	Item	Particulars	Remarks
			structures, such as footbridge connection or covered walkway.
10.	Urban-rural Integration	<p><u>Area 19A-1: Preservation of Village Facilities</u></p> <ul style="list-style-type: none"> • An existing shrine (i.e. Earth God (土地公)) of Ha Wan Tsuen and a tree are located at the north-eastern corner of the NBA of Area 19A-1 should be preserved in-situ (Plan 2-2c). • An area around the preserved shrine and tree should be designated as a multi-functional public space with sufficient worshipping/gathering space provided in front of the shrines for villagers (see also open space design under <u>item 11</u> below). • Sufficient space should be allowed between the existing shrines and the tree, and the surrounding developments of the I&T Sites. • Preservation of the tree should follow the requirements specified under <u>item 14</u> below. <p><u>Interface between Development(s) and the Surrounding Areas</u></p> <ul style="list-style-type: none"> • Design harmony between new developments and the surrounding areas, such as the preserved villages/village assets and the rural/natural environment, should be achieved through sensible building design and layout (see also open space design under <u>item 11</u> below). 	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to preserve/revitalise the natural and cultural elements identified as far as practicable. • To avoid over-shadowing the shrine and tree preserved within the multi-functional public space, sensible building design for future developments in Area 19A-1 should be adopted (see also open space design under <u>item 11</u> below). • Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
11.	Open Space	<p><u>Open Space Provision and Design for I&T Sites</u></p> <ul style="list-style-type: none"> • A minimum of 0.5m² open space per worker should be achieved as far as practicable in accordance with the 	<ul style="list-style-type: none"> • As this Cluster is located close to the planned SPS WCP, sensible landscape treatments, including water features,

Item	Particulars	Remarks
	<p>prevailing Hong Kong Planning Standards and Guidelines (HKPSG).</p> <ul style="list-style-type: none"> • If talent accommodation is provided in the development, ancillary open space of 1m² per person should be achieved as far as practicable within the development to serve its residents in accordance with the prevailing HKPSG. • Active and passive open spaces should be provided in a balanced way, taking into account the tranquillity of the natural environment and to allow undisturbed thriving of the natural life. • Seamless connection between the open space(s) and the surrounding areas should be provided through pedestrian/cycling network. Fence-free design and sense of openness should be adopted as far as practicable to promote visual permeability, as well as air and natural light penetration. • At-grade greenery, in particular tree planting, should be provided along the boundary of the open space(s) adjoining the pedestrian walkway(s) as far as practicable to enhance the streetscape and provide amenity for the pedestrians. • All-inclusive and inter-generational design are encouraged for co-sharing of open space among I&T Sites users and the general public. 	<p>should be incorporated in the open space(s) and landscape design to enhance visual and design connections with the planned SPS WCP and create favourable environment for birds.</p> <ul style="list-style-type: none"> • The open space(s) should be open at appropriate hours for public use as far as practicable. • Reference should be made to the prevailing Government's requirements/guidelines, such as Design Manual: Barrier Free Access 2008 promulgated by the Buildings Department and the Universal Accessibility – Best Practices and Guidelines promulgated by the Architectural Services Department, where applicable, for provision of universal access. • Reference should be made to the Design Guidelines for Open Space under “Reimagining Public Spaces in Hong Kong – Feasibility Study” promulgated by the Planning Department for broad design principles and guidelines to create more enjoyable, stayable and welcoming open spaces. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles in formulating NbS measures for a sustainable future.

	Item	Particulars	Remarks
		<p><u>NBAs in Areas 19A-1 and 19A-2 (related to item 9 above):</u></p> <ul style="list-style-type: none"> • Provision of pocket sitting-out areas with pavilion for passive use are encouraged at the NBAs in Areas 19A-1 and 19A-2 which form part of the 300m-wide birds' flight corridor and the eco-interface at the 20m-wide NBA. <p><u>Area 19A-1: Multi-functional Public Space (related to item 10 above)</u></p> <ul style="list-style-type: none"> • The multi-functional public space (Plan 2-2c) should be provided at-grade and be designed to integrate with the existing tree to be preserved in-situ. • Please refer to <u>item 14</u> below for landscape and tree preservation. 	<ul style="list-style-type: none"> • It is recommended to design the public space as a multi-purpose and flexible space for the use of the general public including villagers. For example, the public space could be used for village festivals or ritual performances by the villagers on special occasions, while serving as a social hub for the surrounding I&T Sites users and general public on regular days. • The multi-functional public space should be opened 24 hours a day and free of charge. • The planning, design, management and maintenance of the multi-functional public space is recommended to follow relevant guidelines/requirements, including the "Public Open Space in Private Developments Design and Management Guidelines" promulgated by the Development Bureau (DEVB) and HKPSG Chapter 4 - Recreation, Open Space and Greening.
12.	Accessibility, Pedestrian and Cycling Network	<p><u>Pedestrian and Cycling Network</u></p> <ul style="list-style-type: none"> • Pedestrian walkways (at-grade and multi-level) and cycle tracks should be well connected between developments within the Cluster and with the networks outside to form an 	<ul style="list-style-type: none"> • Pedestrian walkways and cycle tracks should be open at appropriate hours for public use as far as practicable. • All-weather and barrier-free designs

Item	Particulars	Remarks
	<p>integrated pedestrian- and cyclist-friendly environment.</p> <ul style="list-style-type: none"> • Quality streetscape with at-grade greening and/or tree planting, eco-friendly paving and street furniture should be provided in accordance with the HKPSG and Transport Planning and Design Manual for a pedestrian-friendly environment. • The Transport Department (TD) should be consulted in formulating the pedestrian and cycling networks. <p><u>Area 19A-2</u></p> <ul style="list-style-type: none"> • A continuous pedestrian walkway with a minimum width of 3.5m and public cycle track with a minimum width of 4m should be provided across the NBA in the northern part of Area 19A-2 connecting STEMDC and Road D6, and along the 20m-wide NBA abutting STEMDC (as defined under <u>item 9</u> above) (Plan 2-2c). • Three 24-hour public pedestrian and/or cycling connections should be provided across STEMDC (connecting Area 19A-2 and Cluster 3) (Plan 2-2c). These connections should be separated with a reasonable distance, e.g. at least 200m, in between. They should be connected to and form part of the pedestrian walkway/cycle track network(s) of the Technopole. • A 100m-wide at-grade crossing beneath Road P1, connecting Areas 19A-2 and 16A-6 should be provided and incorporated with landscaping and street furniture, subject to detailed design (Plan 2- 	<p>should be adopted for pedestrian walkways. Multi-level pedestrian networks comprising both at-grade walkways and grade-separated footbridges are encouraged. Provision of canopies above pedestrian walkways are also encouraged.</p> <ul style="list-style-type: none"> • Pedestrian walkways should be connected with open space(s) and amenity area(s) to create a pleasant and continuous pedestrian environment. • Consideration could be given to providing shared path(s) for pedestrian walkway and cycle track, subject to agreement by relevant B/Ds. • Consideration should be given to providing at-grade setback for allowing sufficient spaces for future conversion of bicycle-friendly crossings along Ha Wan Tsuen East Road and Lok Ma Chau Road. The area required will be subject to the advice of relevant B/Ds. • Project proponent(s) are advised to maintain close liaison with those of the same Cluster and/or neighbouring development(s) in design, implementation and operation of the pedestrian and cycling networks to ensure integrity and continuity. • This Cluster is located within 500m catchment area of the proposed Chau Tau Station of NOL Spur Line. While the exact alignment and station location of the NOL Spur Line is subject to detailed design at a later stage, project proponent(s) are encouraged to explore connections with the proposed station in consultation with relevant B/Ds, e.g. Highways Department and MTR Corporation Limited.

	Item	Particulars	Remarks
		<p>2c).</p> <p><u>Area 19A-2: Eco-interface</u></p> <ul style="list-style-type: none"> • Consideration may be given to providing cantilever decking and boardwalk on the pedestrian walkway along the eco-interface (as defined under <u>item 9</u> above). Liaison with project proponent(s) of the revitalisation of STEMDC is required to ensure a smooth edge treatment. 	
13.	<p>Air Ventilation, View Corridor and Site Permeability</p>	<p><u>Air Ventilation and View Corridor</u></p> <ul style="list-style-type: none"> • The 300m-wide NBA stipulated on the OZP at the northern part of Area 19A-2 and southern part of Area 19A-1 (as defined under <u>item 9</u> above) (Plan 2-2c) will serve as a major breezeway/air path. • The planned Road D4 and the “GB” zone to the southeast of Area 19A-2 and 16A-6 will form a breezeway (Plan 2-2c) connecting the villages of San Tin ‘Seven Villages’ and Ha Wan Fisherman San Tsuen/Poon Uk Tsuen. • The 20m-wide NBA stipulated on the OZP, abutting the revitalised STEMDC along the western boundary of Area 19A-2 (as defined under <u>item 9</u> above) (Plan 2-2c), together with the revitalised STEMDC, will form a major view corridor. <p><u>Site Permeability</u></p> <ul style="list-style-type: none"> • Fence-free design should be considered as far as practicable to promote visual permeability. If boundary fence/wall is unavoidable, soft treatment or a minimum of 50% visual permeability at 1m and above 	<ul style="list-style-type: none"> • Local road networks, open spaces and greening areas, as well as building separations should align with the prevailing wind directions as far as practicable to form effective breezeways/air paths, as well as view corridors. • Further air ventilation design measures could be explored in building design, such as incorporating permeable elements for buildings; adopting empty bay designs at-grade; avoiding long continuous façades; minimising/breaking down podium bulk; adopting podium-free design or small ground coverage or terraced podium designs; varying BHs; providing building separations and setbacks, etc. • Sensible massing and spatial configuration should be considered to improve porosity and physical and visual permeability. • Reference should be made to the

	Item	Particulars	Remarks
		<p>(measured from the formation level of the pedestrian walkway) should be adopted for these boundary structure(s), particularly for those fronting the existing villages and STEMDC.</p>	<p>Sustainable Building Design Guidelines (SBDG) as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152), and HKPSG on the building separation requirement for future developments and to minimise negative air ventilation impacts.</p>
<p>14.</p>	<p>Landscape and Tree Preservation</p>	<ul style="list-style-type: none"> • Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with SBDG (PNAP APP-152) based on the areas of individual sites. • Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. • Project proponent(s) should observe the Tree Preservation and Removal Proposal for Trees of Particular Interest within this Cluster to be retained and the Tree Compensatory Planting Implementation Plan to be prepared by the Civil Engineering and Development Department (CEDD). • Detailed tree survey and assessment should be carried out at the design and construction phases for review and approval by relevant B/Ds. • Provision of integrated landscape design should take into account the requirements on provision of open space (<u>item 11</u> above), pedestrian walkway (<u>item 12</u> above), urban farming (<u>item 15</u> below), treatments of existing ecological capital, and blue-green infrastructure. 	<ul style="list-style-type: none"> • Reference should be made to DEVB’s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. • Seamless greenery connection with STEMDC should be considered, such as including gentle slope treatment for plantation. • The 20m-wide NBA (as defined under <u>item 9</u> above) serves as eco-interface, which should be in form of a landscape buffer via landscape planting, comprising native tree species, shrub mix and riparian vegetation, and incorporating a gentle slope interface. • Landscape and visual mitigation measures in the approved EIA Report and the Letter of Approval of the EIA Report dated 17 May 2024 should be followed. • Tree Compensatory Planting Implementation Plan to be prepared by CEDD for fulfilling the respective condition for the approval of the EIA

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • Adequate independent irrigation system should be provided for soft landscape areas. <p><u>Areas 19A-1 and 19A-2: Eco-interface and NBAs (as defined under item 9 above)</u></p> <ul style="list-style-type: none"> • Greenery provision should be maximised as far as practicable¹, taking into account practical circumstances and circulation requirements. • Sensible landscape treatments should be adopted at the eco-interface and NBAs to create favourable environment for the birds and the proposed wildlife corridor, as well as to minimise human disturbance to the adjacent wetland. Nature-driven design approach should be considered with a view to promote biodiversity. 	<p>Report should be followed in order to enhance the interface between the development sites and the government projects.</p> <ul style="list-style-type: none"> • Usage of native species/existing riparian vegetation species in favour of wildlife is recommended to be optimised. • Priority is recommended to be given to adopting environmental-friendly materials/finishes for hard landscape works.
15.	Urban Farming	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in their development(s) for establishing modernised urban farms. 	<ul style="list-style-type: none"> • The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries² in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.
16.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental 	<ul style="list-style-type: none"> • Building disposition with shorter façade facing east and west is recommended to enhance energy efficiency.

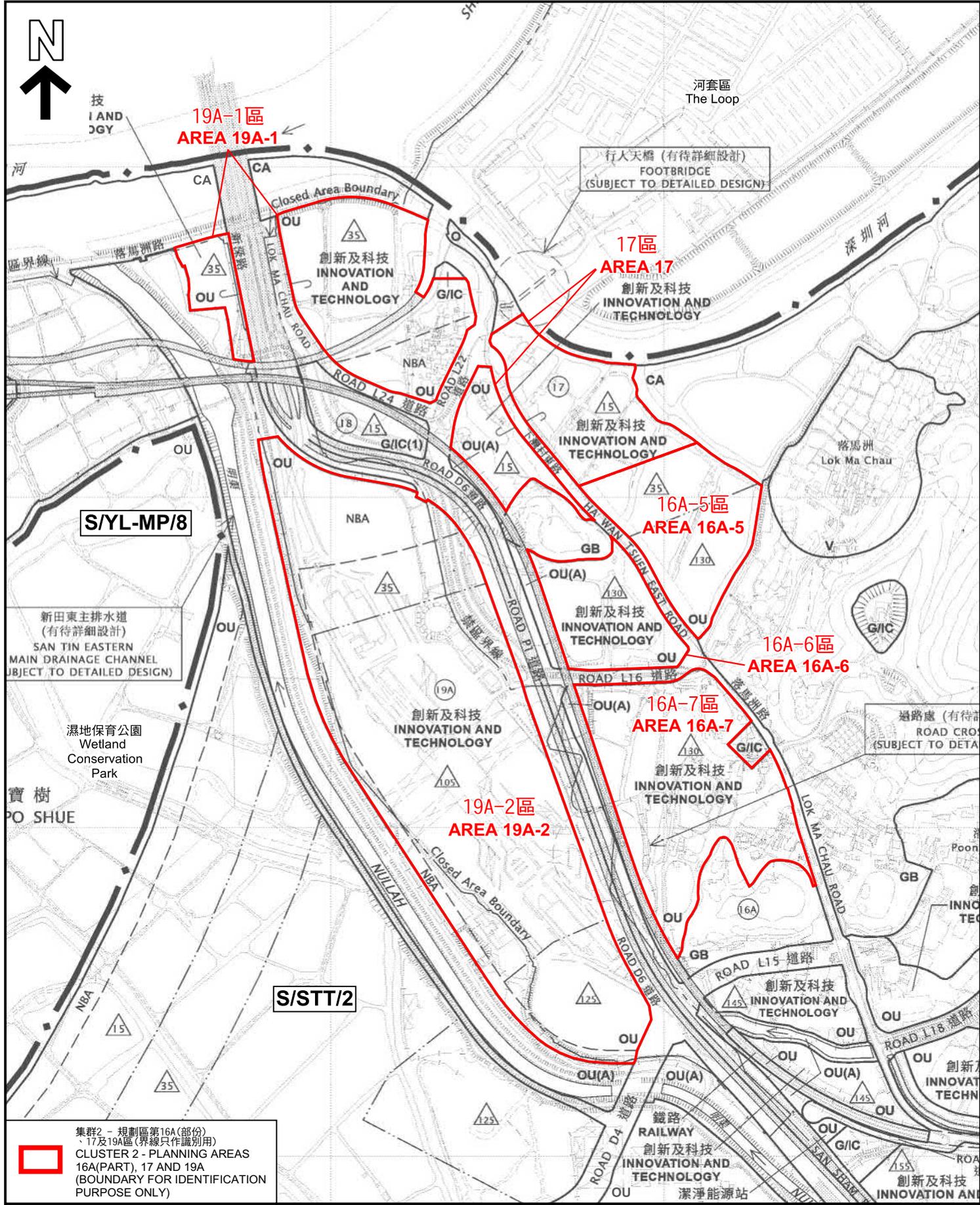
¹ With reference to HKPSG, for passive open space, 70% of land should be used for soft landscaping, out of which 60% should be used for planting trees.

² Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

	Item	Particulars	Remarks
		<p>Assessment Method Plus.</p> <ul style="list-style-type: none"> Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> Project proponent(s) should properly maintain the implemented green building design features to ensure sustainability in the performance.
D. Ecological and Environmental Requirements			
17.	Pond Filling	<ul style="list-style-type: none"> As one of the conditions of approval under the EIA Report, no pond filling works should be allowed prior to commencement of construction of the ecologically enhanced fish ponds at the planned SPS WCP. Some existing pond habitats within the AFCD's Fisheries Research Centre will be retained for subsequent usage during operation phase. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.
18.	Bird-friendly Design	<ul style="list-style-type: none"> Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions as recommended in the approved EIA Report and the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report. The existing Ha Wan Tsuen Night Roost in Area 19A will be relocated to the AFCD's Fisheries Research Centre in Area 17. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.

	Item	Particulars	Remarks
19.	Wildlife Corridor	<ul style="list-style-type: none"> A wildlife corridor should be provided along the northern boundary of Areas 17 and 19A-2. The project proponent(s) are encouraged to closely liaise with CEDD and observe the interface with the future wildlife corridor. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.
20.	Smart, Green and Resilient (SGR) Measures	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt SGR measures in their proposed development. Small-scale district cooling system/centralised multi-building cooling systems are encouraged to be provided within the Cluster or individual sub-areas. These facilities should be located away from the ecologically sensitive areas, such as birds' flight path/corridor, as far as practicable to minimise disturbance. 	<ul style="list-style-type: none"> With reference to the recommendations from the Advisory Council on the Environment in approving the EIA Report, project proponent(s) should explore the feasibility of SGR measures such as automatic refuse systems and biomass management by reusing and upcycling of felled trees; and to adopt an integrated SGR framework achieving carbon neutrality during both construction and operation phases. Reference should be made to the SGR report prepared by CEDD as design reference.
21.	Stormwater Management/ Flood Prevention	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt 'Sponge City' concept to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience. 	<ul style="list-style-type: none"> Reference should be made to the Drainage Services Department's Stormwater Drainage Manual Corrigendum No. 1/2024 for the latest requirements to cater for the potential flooding risk especially at extreme weather and climate change. Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

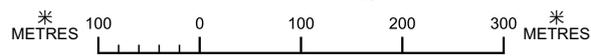
Note: The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.



 集群2 - 規劃區第16A(部份)、17及19A區(界線只作識別用)
CLUSTER 2 - PLANNING AREAS 16A(PART), 17 AND 19A (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

位置圖 LOCATION PLAN
 集群2 - 規劃區第16A(部份)、17及19A區
 CLUSTER 2 - PLANNING AREAS 16A(PART), 17 AND 19A

SCALE 1:7 500 比例尺



規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
2-2a

本摘要圖於2025年8月14日擬備，所根據的資料為於2024年9月17日核准的分區計劃大綱圖編號 S/STT/2 EXTRACT PLAN PREPARED ON 14.8.2025 BASED ON OUTLINE ZONING PLAN No. S/STT/2 APPROVED ON 17.9.2024



深圳市
SHENZHEN

SHENZHEN RIVER
深圳河

19A-1區
AREA 19A-1

港深創新及科技園
(第一期)
HONG KONG-SHENZHEN
INNOVATION AND
TECHNOLOGY PARK (PHASE 1)

17區
AREA 17

SHENZHEN RIVER

下灣村
HA WAN
TSUEN

深圳河

港鐵(東鐵綫)

下灣村東路
HA WAN TSUEN EAST ROAD

落馬洲
LOK MA CHAU

16A-5區
AREA 16A-5

16A-6區
AREA 16A-6

19A-2區
AREA 19A-2

落馬洲管制站
LOK MA CHAU
CONTROL POINT

MTR (EAST RAIL LINE)

下灣漁民新村
Ha Wan Fisherman
San Tsuen

16A-7區
AREA 16A-7

潘屋村
Poon Uk Tsuen

Muloh

落馬洲路

LOK MA CHAU ROAD

新深路

SAN SHAM ROAD

新田
SAN TIN

SAN TIN TSUEN ROAD

香港建造學院
新田訓練場
Hong Kong
Institute of Construction
San Tin Training Ground

東鎮圍
Tung Chun Wai

仁壽圍
Yan Sha Wai

新田村路

航攝照片 AERIAL PHOTO

集群2 - 規劃區第16A(部份)、17及19A區
CLUSTER 2 - PLANNING AREAS 16A(PART), 17 AND 19A

規劃署
PLANNING
DEPARTMENT

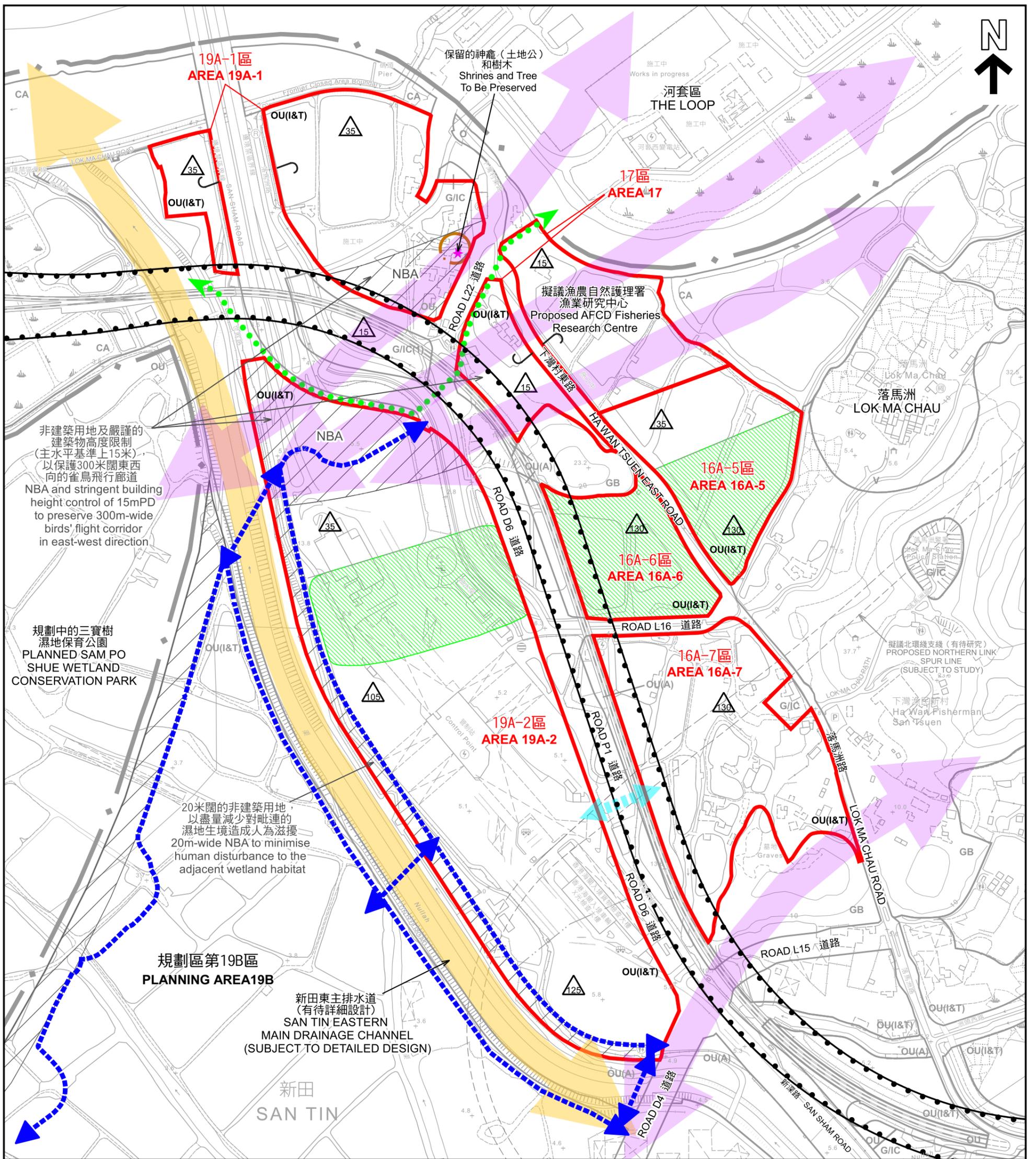


參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
2-2b

Cluster 2 - Planning Areas 16A (part), 17 and 19A (boundary for identification purpose only)

本摘要圖於2025年8月14日擬備，所根據的資料為地政總署於2023年11月拍得的數碼正射影像圖DOP5000
EXTRACT PLAN PREPARED ON 14.8.2025 BASED ON DIGITAL ORTHOPHOTO DOP5000 TAKEN IN 11.2023



圖例 LEGEND	
<p>Cluster 2 - Planning Areas 16A(PART), 17 AND 19A (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)</p>	<p>最高建築物高度(在主水平基準上若干米) BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)</p>
<p>階梯式建築物高度(只作示意) STEPPED BUILDING HEIGHT (INDICATIVE ONLY)</p>	<p>建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY</p>
<p>多功能公共空間(只作示意) MULTI-FUNCTIONAL PUBLIC SPACE (INDICATIVE ONLY)</p>	<p>主要景觀廊 MAJOR VIEW CORRIDOR</p>
<p>NBA 非建築用地 NON-BUILDING AREA (NBA)</p>	<p>行人道及/或單車徑(只作示意) PEDESTRIAN WALKWAY AND / OR CYCLE TRACK (INDICATIVE ONLY)</p>
	<p>100米闊的過路處(有待詳細設計) 100m-WIDE CROSSING (SUBJECT TO DETAILED DESIGN)</p>
	<p>野生動物走廊(有待詳細設計) WILDLIFE CORRIDOR (SUBJECT TO DETAILED DESIGN)</p>
	<p>鐵路保護界線 RAILWAY PROTECTION BOUNDARY</p>
	<p>主要通風廊 MAJOR BREEZEWAY / AIR PATH</p>
	<p>GB 綠化地帶 GREEN BELT</p>
	<p>CA 自然保育區 CONSERVATION AREA</p>
	<p>V 鄉村式發展 VILLAGE TYPE DEVELOPMENT</p>
	<p>G/I/C 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY</p>
	<p>O 休憩用地 OPEN SPACE</p>
	<p>OU 其他指定用途 OTHER SPECIFIED USES</p>
	<p>OU(I&T) 其他指定用途(創新及科技) OTHER SPECIFIED USES (INNOVATION AND TECHNOLOGY)</p>
	<p>OU(A) 其他指定用途(美化市容地帶) OTHER SPECIFIED USES (AMENITY AREA)</p>

本摘要圖於2025年9月26日擬備，所根據的資料為測量圖編號2-SE-A
EXTRACT PLAN PREPARED ON 26.9.2025
BASED ON SURVEY SHEET No. 2-SE-A

規劃及設計要求 PLANNING AND DESIGN REQUIREMENTS

集群2 - 規劃區第16A(部份)、17及19A區
CLUSTER 2 - PLANNING AREAS 16A(PART), 17 AND 19A

SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
2-2c

**PLANNING AND DESIGN BRIEF
FOR
CLUSTER 3 – AREA 19B (Plans 3-3a to 3-3c)**

Cluster 3 (Plans 3-3a and 3-3b)

- **Cluster 3** comprising **Planning Area 19B** is located in the north-western portion of the San Tin Technopole (the Technopole). It is bounded by the planned Sam Po Shue Wetland Conservation Park (SPS WCP) to the north, the San Tin Eastern Main Drainage Channel (STEMDC) to the east, planned Roads L13 and D4, as well as the existing San Tin ‘Seven Villages’ to the south, and the San Tin Western Main Drainage Channel (STWMDC) to the west. The future alignment of Northern Link (NOL) Spur Line will cut through the south-eastern corner of this Cluster and the proposed Chau Tau Station will be located to its south-east. The exact alignment and station of the NOL Spur Line is subject to detailed design at a later stage.

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	700,500m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Based on the zoning boundaries as delineated on the Outline Zoning Plan (OZP). • Included non-building area(s) (NBA(s)) designated on the OZP and building setback(s)/open space(s) required in this Planning and Design Brief (PDB).
2.	Proposed Site Formation Level (about)	6.5mPD	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.
3.	Innovation and Technology (I&T) Development Phasing	Phase 1 Stage 4	<ul style="list-style-type: none"> • Based on the Development Outline Consultancy Study undertaken by the Innovation, Technology and Industry Bureau (ITIB). Subject to review/change in the course of development. • Phase 1 Stage 4 development aims to provide large-scale developments in the core area of the Technopole, forming its own industrial

	Item	Particulars	Remarks
			agglomeration effect.
B. Major Development Parameters			
4.	Major Uses	<p><u>Potential Innovation and Technology (I&T) Uses</u></p> <ul style="list-style-type: none"> • Life and health technology • Artificial intelligence and robotics • Microelectronics and smart devices • Advanced industries (e.g. new materials, energy and green technology) <p><u>Reserved Government Use</u></p> <ul style="list-style-type: none"> • A site should be reserved for the development of a Government Data Centre Complex in consultation with ITIB. 	<ul style="list-style-type: none"> • Indicative only. • It is intended to provide spaces to cater for the diversified needs of different industry players, different I&T fields, and different stages of the I&T value chain. • To allow flexibility, project proponent(s) can determine the I&T use(s) or a mix of I&T uses to be accommodated, subject to ITIB's agreement. Such details should also be provided in the Master Plan submission for the consideration of the Designated Committee. • I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the birds' flight path and egretries, existing villages, planned residential developments and talent accommodation, if any, as practicable. • As stated in the Explanatory Statement of the OZP, a high-quality campus-like environment with integrated design to create a network of public spaces conducive to walking, cycling and promoting talents' interaction and exchange of ideas is recommended.
5.	Supporting Infrastructure	<p><u>Supporting Facilities</u></p> <ul style="list-style-type: none"> • Exhibition and venture capital platform • Data centre and computing facilities • Professional services • Research and academic 	<ul style="list-style-type: none"> • Indicative only. • To promote the concept of 'work-live-learn-play' and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business (e.g.

	Item	Particulars	Remarks
		<p>institutions</p> <ul style="list-style-type: none"> • Knowledge exchange venues • Retail and dining facilities • Other appropriate supporting facilities and other uses for specific industries as may be required <p><u>Talent Accommodation</u></p> <ul style="list-style-type: none"> • Recommended to be located at the southern part of the Cluster. • Exact provision and location of talent accommodation in each cluster will be contingent on the nature and scale of I&T industries to be developed, development/operational model, business needs of prospective I&T enterprises, technical feasibility and other relevant factors. 	<p>office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. educational supporting facilities) are allowed at the I&T Sites. The provision of complementary non-I&T uses should be at a reasonable scale.</p> <ul style="list-style-type: none"> • Other uses for specific industries may include cooling and storage facilities for life and health technology, reclaimed water treatment and reuse facilities for microelectronics and smart devices, new materials and new energy, as well as electricity substation, scenario incubation and experience centre and logistics centre to be used by various I&T uses. • To allow flexibility, project proponent(s) can determine the complementary non-I&T use(s) or a mix of such uses to be accommodated, subject to ITIB's agreement. Details on the supporting facilities should be provided in the Master Plan submission for the consideration of the Designated Committee. • For talent accommodation, home space enhancement recommended under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" should be observed to encourage enhanced flat sizes for improving liveability. Excessively small flat size should be avoided as far as practicable.
6.	Gross Floor Area (GFA) (about)	Total: 909,300m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • To allow flexibility, project

	Item	Particulars	Remarks
			<p>proponent(s) can determine the GFA mix of I&T uses, talent accommodation and other supporting/ancillary uses, subject to ITIB's agreement. Details on GFA mix should be provided in the Master Plan submission for the consideration of the Designated Committee.</p> <ul style="list-style-type: none"> Any increase in total GFA dedicated for this Cluster would be subject to ITIB's agreement and confirmation of technical feasibility to the satisfaction of the Designated Committee and relevant bureaux/departments (B/Ds) by the project proponent(s).
7.	Building Height (BH)	<p>Statutory Restrictions on OZP (Plan 3-3a)</p> <p>(a) 15mPD (b) 35mPD (c) 75mPD (d) 125mPD</p>	<ul style="list-style-type: none"> Stepped BH profile is adopted for this Cluster through the imposition of BH restrictions of 15mPD to 125mPD on the OZP, descending from the south-east to the north-west towards the planned SPS WCP (Plan 3-3a). Reference should be made to the approved EIA Report (No. AEIAR-261/2024) for details of the ecologically sensitive areas and important birds' flight corridor/path(s). BH variation is recommended within the Cluster or individual I&T Sites to avoid monotonous profile. To foster urban-rural integration and to ensure a gradual and visually pleasing transition towards the San Tin 'Seven Villages', stepped BH is encouraged in the BH tier of 75mPD under this PDB for building(s) descending towards the existing village to the south-west of this Cluster.
8.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A

	Item	Particulars	Remarks
C. Urban Design and Landscape Requirements			
9.	NBA	<p>Statutory Restriction on OZP (Plan 3-3a)</p> <ul style="list-style-type: none"> 35m-wide NBA along the north-western boundary abutting the planned SPS WCP is stipulated on the OZP. <p>Requirements under PDB (Plan 3-3c)</p> <ul style="list-style-type: none"> Two NBAs each with a minimum width of 15m aligning in north-west to south-east direction linking the San Tin ‘Seven Villages’ to wetlands in Sam Po Shue (SPS), with at least 300m separation distance in between, and being away from the south-western and north-eastern boundaries of this Cluster, are required (to be elaborated under <u>item 14</u> below). 	<ul style="list-style-type: none"> The 35m-wide NBA along the northern boundary of this Cluster abutting the planned SPS WCP is intended to serve as an eco-interface (Plan 3-3c) (to be elaborated under <u>item 18</u> below), which is recommended to be in the form of landscape buffer, to minimise human disturbance to the adjoining wetlands in the planned SPS WCP. Within the NBAs, underground structures will be allowed under the planning regime, while such structures should also conform to other relevant ordinances/regulations. Aboveground structure is not allowed, except for landscape features, boundary fence/boundary wall with high porosity for air permeability purpose, and minor structures, such as footbridge connection or covered walkway.
10.	Building Setback	<ul style="list-style-type: none"> Building setback with a minimum width of 10m (above ground) from the 70m-wide NBA along the STWMDC in Cluster 4 (which is also the birds’ flight path of Mai Po Lung Village Egretty) at the south-western periphery of this Cluster is required (Plan 3-3c). 	<ul style="list-style-type: none"> Building setback is required to further soften the physical and visual deterrence along the birds’ flight path.
11.	Urban-rural Integration	<ul style="list-style-type: none"> Design harmony between new developments and the surrounding areas, such as the San Tin ‘Seven Villages’ and the rural/natural environment should be achieved through sensible building design and layout (see also stepped BH profile under <u>item 7</u> above and NBA under <u>item 9</u> above). 	<ul style="list-style-type: none"> Project proponent(s) are encouraged to preserve/revitalise natural and cultural elements identified as far as practicable. Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.

	Item	Particulars	Remarks
12.	Open Space	<p><u>Open Space Provision and Design for I&T Sites</u></p> <ul style="list-style-type: none"> • A minimum of 0.5m² open space per worker should be achieved as far as practicable in accordance with the prevailing Hong Kong Planning Standards and Guidelines (HKPSG). • If talent accommodation is provided in the development, ancillary open space of 1m² per person should be achieved as far as practicable within the development to serve its residents in accordance with the prevailing HKPSG. • Active and passive open spaces should be provided in a balanced way, taking into account the serenity and tranquillity of the natural environment and to allow undisturbed thriving of the natural life. • Seamless connection between the open space(s) and with the surrounding areas should be provided through pedestrian/cycling network. Fence-free design and sense of openness should be adopted as far as practicable to promote visual permeability, as well as air and natural light penetration. • At-grade greenery, in particular tree planting, should be provided along the boundary of the open space(s) adjoining pedestrian walkway(s) as far as practicable to enhance the streetscape and provide amenity for the pedestrians. 	<ul style="list-style-type: none"> • As this Cluster is located close to the planned SPS WCP, sensible landscape treatments, including water features, should be incorporated in the open space(s) and landscape design to enhance the visual and design connections with the planned SPS WCP and create favourable environment for birds. • The open space(s) should be open at appropriate hours for public use as far as practicable. • Reference should be made to the prevailing Government's requirements/guidelines, such as Design Manual: Barrier Free Access 2008 promulgated by the Buildings Department and the Universal Accessibility – Best Practices and Guidelines promulgated by the Architectural Services Department, where applicable, for provision of universal access. • Reference should be made to the Design Guidelines for Open Space under “Reimagining Public Spaces in Hong Kong – Feasibility Study” promulgated by the Planning Department for broad design principles and guidelines to create more enjoyable, stayable and welcoming open spaces. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles in

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • All-inclusive and inter-generational design are encouraged for co-sharing of open space among I&T Site users and the general public. <p><u>Eco-interface</u></p> <ul style="list-style-type: none"> • Provision of pocket sitting-out area(s) with pavilion for passive activities are encouraged at the eco-interface (as defined under <u>item 18</u> below). • Please refer to <u>item 15</u> below for particulars on landscape and tree preservation. 	<p>formulating NbS measures for a sustainable future.</p>
13.	Accessibility, Pedestrian and Cycling Network	<p><u>Pedestrian and Cycling Network</u></p> <ul style="list-style-type: none"> • Pedestrian walkways (at-grade and multi-level) and cycle tracks should be well connected between developments within the Cluster and with the networks outside to form an integrated pedestrian- and cyclist-friendly environment. • Quality streetscape with at-grade greening and/or tree planting, eco-friendly paving and street furniture should be provided in accordance with the HKPSG and Transport Planning and Design Manual for a pedestrian-friendly environment. • The Transport Department (TD) should be consulted in formulating the pedestrian and cycling networks. • A continuous public pedestrian walkway with a minimum width of 3.5m and a public cycle track with a minimum width of 4m should be provided along (i) the eco-interface (as defined under <u>item 18</u> 	<ul style="list-style-type: none"> • Pedestrian walkways and cycle tracks should be open at appropriate hours for public use as far as practicable. • All-weather and barrier-free designs should be adopted for pedestrian walkways. Multi-level pedestrian networks comprising both at-grade walkways and grade-separated footbridges are encouraged. Provision of canopies above pedestrian walkways are also encouraged. • Pedestrian walkways should be connected with open space(s) and amenity area(s) to create a pleasant and continuous pedestrian environment. • Consideration could be given to providing shared path(s) for pedestrian walkway and cycle track, subject to agreement by relevant B/Ds. • Project proponent(s) are advised to maintain close liaison with those of the same Cluster and/or neighbouring development(s) in design,

	Item	Particulars	Remarks
		<p>below) adjoining the planned SPS WCP; and (ii) the STEMDC at the north-eastern boundary of this Cluster (Plan 3-3c).</p> <ul style="list-style-type: none"> • Three 24-hour public pedestrian and/or cycling connections should be provided across STEMDC and three across STWMDC (connecting to Areas 19A-2 of Cluster 2 and 19C-1 of Cluster 4) (Plan 3-3c). These connections should be separated with a reasonable distance, e.g. at least 200m in between. They should be connected to and form part of the pedestrian walkway/cycle track networks of the Technopole. • Connections should be provided to connect to the proposed Chau Tau Station of NOL Spur Line. <p><u>Eco-interface</u></p> <ul style="list-style-type: none"> • Consideration may be given to provide cantilever decking and boardwalk along the eco-interface (as defined under <u>item 18</u> below). Liaison with the project proponent(s) of the planned SPS WCP is required to ensure a smooth edge treatment. 	<p>implementation and operation of the pedestrian and cycling networks to ensure integrity and continuity.</p> <ul style="list-style-type: none"> • This Cluster is located within 500m catchment area of the proposed Chau Tau Station of NOL Spur Line. While the exact alignment and station location of the NOL Spur Line is subject to detailed design at a later stage, project proponent(s) are encouraged to explore connections to the proposed station in consultation with relevant B/Ds, e.g. Highways Department, and MTR Corporation Limited.
14.	Air Ventilation, View Corridor and Site Permeability	<p><u>Air Ventilation and View Corridor</u></p> <ul style="list-style-type: none"> • The two NBAs required under the PDB with a minimum width of 15m (as defined under <u>item 9</u> above) aligning in north-west to south-east direction will be the major breezeways/air paths and major view corridors to avoid a continuous span of buildings fronting the village cluster, and enhance wind permeability and penetration and visual 	<ul style="list-style-type: none"> • Local road network, open space and greening areas, as well as building separations should align with the prevailing wind directions as far as practicable to form effective breezeways and air paths, as well as view corridors. • Further air ventilation design measures could be explored in building design, such as incorporating permeable

Item	Particulars	Remarks
	<p>permeability to allow a continuous view from the existing village cluster towards the wetlands in SPS (Plan 3-3c).</p> <ul style="list-style-type: none"> • The 70m-wide NBA in Cluster 4 stipulated on the OZP together with the building setback with a minimum width of 10m along STWMDC at the south-western periphery of this Cluster (as defined under <u>item 10</u> above) will serve as one of the major breezeways (Plan 3-3c). • Road D4 to the southeast of this Cluster will form a breezeway connecting San Tin ‘Seven Villages’ and Ha Wan Fisherman San Tsuen/Poon Uk Tsuen (Plan 3-3c). • The STEMDC and STWMDC adjoining the north-eastern and south-western sides of this Cluster will also form major view corridors towards the wetlands in SPS (Plan 3-3c). <p><u>Visual Orientation</u></p> <ul style="list-style-type: none"> • A landmark building, preferably at the centre of this Cluster, is recommended to facilitate visual orientation. <p><u>Site Permeability</u></p> <ul style="list-style-type: none"> • Fence-free design should be considered as far as practicable to promote visual permeability. If boundary fence is unavoidable, soft treatment or a minimum of 50% visual permeability at 1m and above (measured from the formation level of the pedestrian path) should be adopted for these 	<p>elements for buildings; adopting empty bay designs at-grade; avoiding long continuous façades; minimising/breaking down podium bulk; adopting podium-free design, small ground coverage or terraced podium designs; varying BHs; providing building separations and setbacks, etc.</p> <ul style="list-style-type: none"> • Sensible massing and spatial configuration should be considered to improve porosity and physical and visual permeability. • Reference should be made to the Sustainable Building Design Guidelines (SBDG) as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152), and HKPSG on the building separation requirement for future developments and to minimise negative air

	Item	Particulars	Remarks
		<p>boundary structure(s), particularly for those fronting the planned SPS WCP, STEMDC, STWMDC and the existing village cluster.</p>	<p>ventilation impacts.</p>
15.	<p>Landscape and Tree Preservation</p>	<ul style="list-style-type: none"> • Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with SBDG (PNAP APP-152) based on the areas of individual sites. • Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. • Project proponent(s) should observe the Tree Preservation and Removal Proposal for Trees of Particular Interest within this Cluster to be retained and the Tree Compensatory Planting Implementation Plan to be prepared by the Civil Engineering and Development Department (CEDD). • Detailed tree survey and assessment should be carried out at the design and construction phases for review and approval by relevant B/Ds. • Provision of integrated landscape design should take into account the requirements on provision of open space (<u>item 12</u> above), pedestrian walkway (<u>item 13</u> above), urban farming (<u>item 16</u> below), treatments of existing ecological capital, and blue-green infrastructure. • Adequate independent irrigation system should be provided for soft 	<ul style="list-style-type: none"> • Reference should be made to Development Bureau (DEVB)'s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. • Seamless greenery connection with STEMDC, STWMDC and the planned SPS WCP should be considered, such as including gentle slope treatment for plantation. • The 35m-wide NBA and its extended area (as defined under <u>item 9</u> above and <u>item 18</u> below) is intended to serve as an eco-interface, which is recommended to be in the form of landscape buffer with landscape planting, comprising native tree species, shrub mix and riparian vegetation, and incorporating a gentle slope interface. • Landscape and visual mitigation measures in the approved EIA Report and the Letter of Approval of the EIA Report dated 17 May 2024 should be followed. • Tree Compensatory Planting Implementation Plan to be prepared by CEDD for fulfilling the respective condition for the approval of the EIA Report should be followed in order to

	Item	Particulars	Remarks
		<p>landscape areas.</p> <p><u>Eco-interface (as defined under item 18 below)</u></p> <ul style="list-style-type: none"> Greenery provision should be maximised¹ as far as practicable, taking into account practical circumstances and circulation requirements. Sensible landscape treatments should be adopted at the eco-interface to minimise human disturbance to the adjacent wetland habitats. Nature-driven design approach should be considered with a view to promote biodiversity. 	<p>enhance the interface between the development sites and the government projects.</p> <ul style="list-style-type: none"> Usage of native species/existing riparian vegetation species in favour of wildlife is recommended to be optimised. Priority is recommended to be given to adopting environmental-friendly materials/finishes for hard landscape works.
16.	Urban Farming	<ul style="list-style-type: none"> Project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in their development(s) for establishing modernised urban farms. 	<ul style="list-style-type: none"> The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries ² in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.
17.	Green Building Design	<ul style="list-style-type: none"> Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus. Project proponent(s) should adopt 	<ul style="list-style-type: none"> Building disposition with shorter façade facing east and west is recommended to enhance energy efficiency. Project proponent(s) should properly maintain the implemented green building design features to ensure sustainability in the performance.

¹ With reference to HKPSG, for passive open space, 70% of land should be used for soft landscaping, out of which 60% should be used for planting trees.

² Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

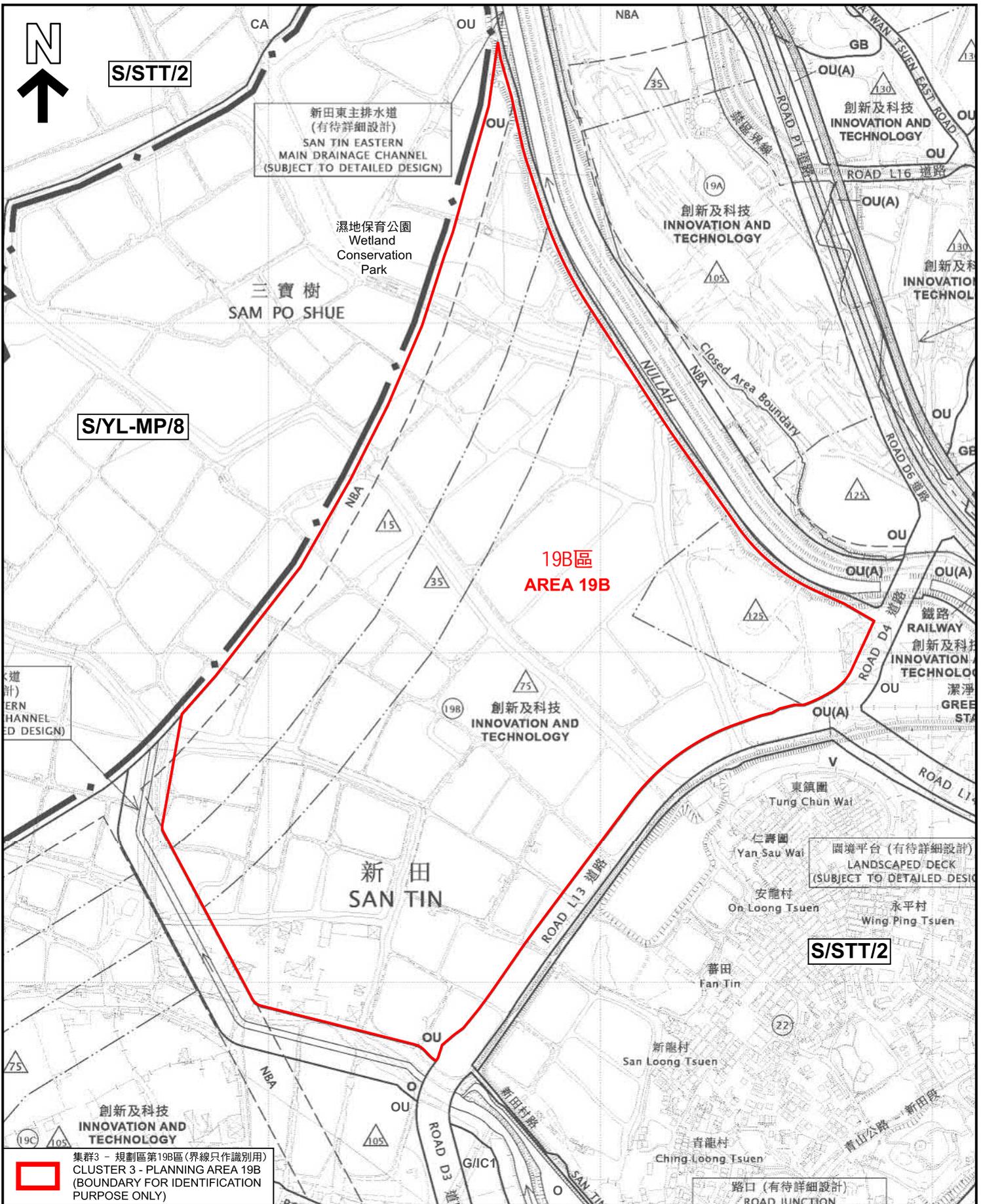
	Item	Particulars	Remarks
		<p>green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms.</p>	
D. Ecological and Environmental Requirements			
18.	Wetland Connectivity	<ul style="list-style-type: none"> • Taking into account the configuration of the existing ponds and without adversely affecting the I&T land availability, some existing ponds along the north-western periphery of this Cluster abutting the planned SPS WCP are recommended to be retained and restored as appropriate (Plan 3-3c). • For a continuous eco-interface abutting the planned SPS WCP, in addition to the 35m-wide NBA (as defined under <u>item 9</u> above), 35m-wide buffers from the boundaries of the retained ponds will also be reserved for eco-interface, which is recommended to be in the form of landscape buffer (dotted green on Plan 3-3c). Please refer to <u>item 15</u> above for more details of the landscaping requirements. • The exact location of ponds to be retained and the alignment of the eco-interface are subject to detailed design. The project proponent(s) are reminded to closely liaise with relevant B/Ds. • Retaining structures should be avoided at area interfacing ponds and wetlands. Gentle slope treatment for tree and lush shrub planting (minimum of 1:6 slope) 	<ul style="list-style-type: none"> • Retaining some existing ponds along the boundary of this Cluster abutting the planned SPS WCP is intended to reduce the magnitude of wetland fragmentation and improve the connectivity of wetland habitats in the SPS area. This also allows a smoother transition between natural habitats of the Mai Po Inner Bay Ramsar Site and the future I&T developments. • A more natural interface between the planned SPS WCP and the I&T Sites in this Cluster following the natural configuration of the ponds is recommended. • The project proponent(s) should liaise with the project proponent(s) of the planned SPS WCP to ensure a smooth edge treatment. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

	Item	Particulars	Remarks
		should be adopted.	
19.	Pond Filling	<ul style="list-style-type: none"> As one of the conditions of approval under the EIA Report, no pond filling works should be allowed prior to commencement of construction of the ecologically enhanced ponds at the planned SPS WCP. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.
20.	Bird-friendly Design	<ul style="list-style-type: none"> Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions as recommended in the approved EIA Report and the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
21.	Smart, Green and Resilient (SGR) Measures	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt SGR measures in the proposed development. Small-scale district cooling system/ centralised multi-building cooling systems are encouraged to be provided within the Cluster or individual sub-areas. These facilities should be located away from the ecologically sensitive areas, such as birds' flight path/corridor, as far as practicable to minimise disturbance. 	<ul style="list-style-type: none"> With reference to the recommendations from the Advisory Council on the Environment in approving the EIA Report, project proponent(s) should explore the feasibility of SGR measures such as automatic refuse systems and biomass management by reusing and upcycling of felled trees; and to adopt an integrated SGR framework achieving carbon neutrality during both construction and operation phases. Reference should be made to the SGR report prepared by CEDD as design reference.
22.	Stormwater Management/ Flood Prevention	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt 'Sponge City' concept to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance 	<ul style="list-style-type: none"> Reference should be made to the Drainage Services Department's Stormwater Drainage Manual Corrigendum No. 1/2024 for the latest requirements to cater for the potential flooding risk especially at extreme weather and climate change.

	Item	Particulars	Remarks
		flood protection and increase climate resilience.	<ul style="list-style-type: none">• Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

Note: The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.

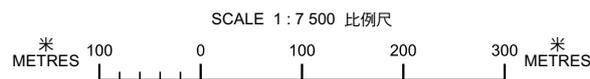
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位置圖 LOCATION PLAN

集群3 - 規劃區第19B區
CLUSTER 3 - PLANNING AREA 19B

本摘要圖於2025年8月14日擬備，
所根據的資料為於2024年9月17日
核准的分區計劃大綱圖編號 S/STT/2
EXTRACT PLAN PREPARED ON 14.8.2025
BASED ON OUTLINE ZONING PLAN No.
S/STT/2 APPROVED ON 17.9.2024



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
3-3a



19B區
AREA 19B

三寶樹
SAMPO SHUE

新田
SAN TIN

落馬洲管制站
LOK MA CHAU
CONTROL POINT

SAN TIN TSUEN ROAD

香港建造學院
新田訓練場
Hong Kong
Institute of Construction
San Tin Training Ground

東鎮圍
Tung Chun Wai

仁壽圍
Yan Sau Wai

安龍村
On Loong
Tsuen

永平村
Wing Ping
Tsuen

番田
Fan Tin

新龍村
San Loong
Tsuen

青龍村
Tsing Loong
Tsuen

米埔隴村鷺鳥林
Mai Po
Lung Village
Egrety

航攝照片 AERIAL PHOTO

集群3 - 規劃區第19B區
CLUSTER 3 - PLANNING AREA 19B

規劃署
PLANNING
DEPARTMENT

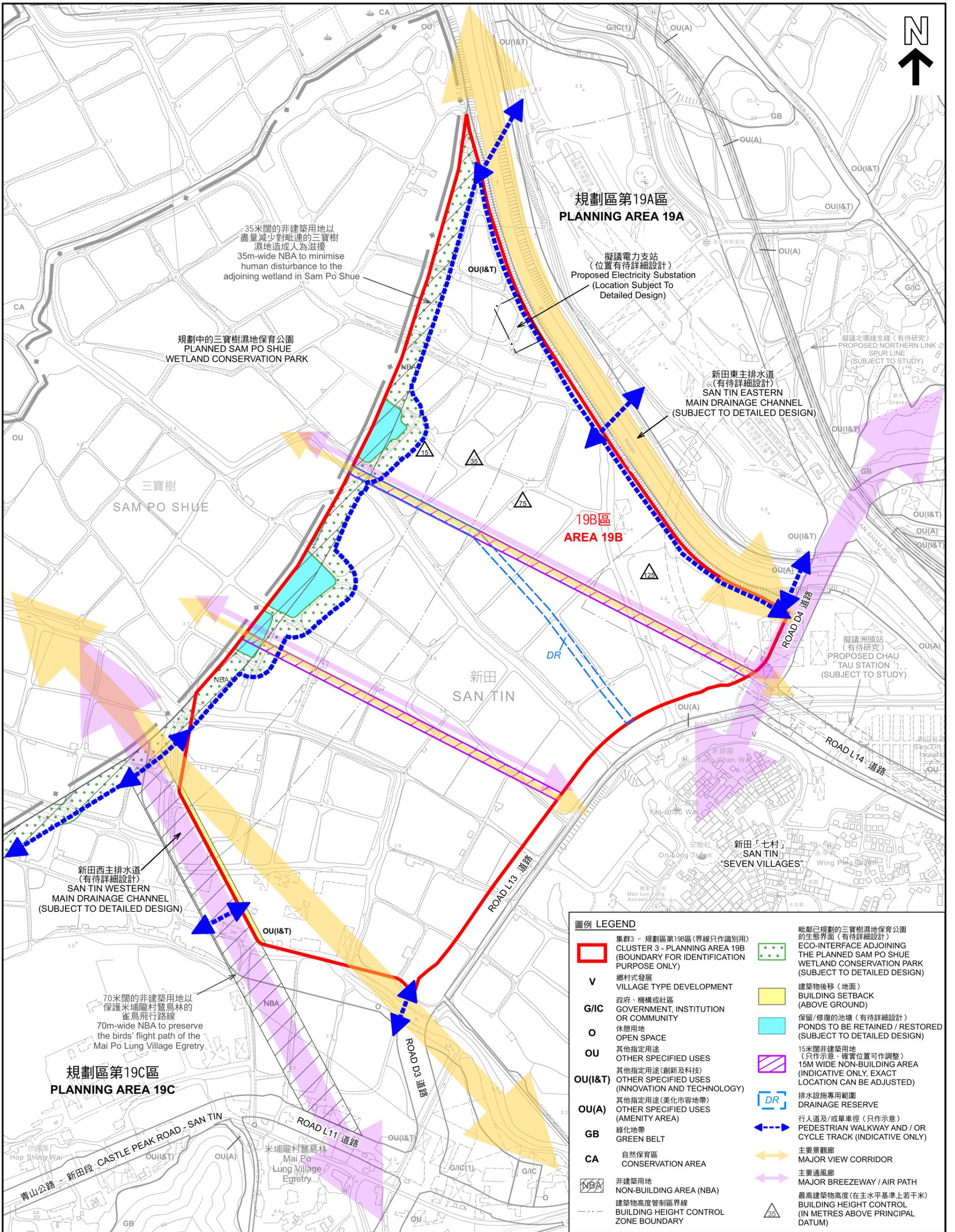


參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
3-3b

集群3 - 規劃區第19B區(界線只作識別用)
CLUSTER 3 - PLANNING AREA 19B
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

本摘要圖於2025年8月14日擬備，所根據
的資料為地政總署於2023年11月拍得的
數碼正射影像圖DOP5000
EXTRACT PLAN PREPARED ON
14.8.2025 BASED ON
DIGITAL ORTHOPHOTO DOP5000
TAKEN IN 11.2023



35米闊的非建築用地以盡量減少對毗連的三寶樹濕地造成人為滋擾
35m-wide NBA to minimise human disturbance to the adjoining wetland in Sam Po Shue

規劃中的三寶樹濕地保育公園
PLANNED SAM PO SHUE WETLAND CONSERVATION PARK

規劃區第19A區
PLANNING AREA 19A

19B區
AREA 19B

新田西主排水道
(有待詳細設計)
SAN TIN WESTERN MAIN DRAINAGE CHANNEL
(SUBJECT TO DETAILED DESIGN)

擬議電力支站
(位置有待詳細設計)
Proposed Electricity Substation
(Location Subject To Detailed Design)

新田東主排水道
(有待詳細設計)
SAN TIN EASTERN MAIN DRAINAGE CHANNEL
(SUBJECT TO DETAILED DESIGN)

擬議北環線支線
(有待研究)
PROPOSED NORTHERN LINK SPUR LINE
(SUBJECT TO STUDY)

擬議洲頭站
(有待研究)
PROPOSED CHAU TAU STATION
(SUBJECT TO STUDY)

70米闊的非建築用地以保護米埔離村鷺鳥林的雀鳥飛行路線
70m-wide NBA to preserve the birds' flight path of the Mai Po Lung Village Egrettry

規劃區第19C區
PLANNING AREA 19C

圖例 LEGEND	
	集群3 - 規劃區第19B區(界線只作識別用) CLUSTER 3 - PLANNING AREA 19B (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
	毗鄰已規劃的三寶樹濕地保育公園的生態界面 (有待詳細設計) ECO-INTERFACE ADJOINING THE PLANNED SAM PO SHUE WETLAND CONSERVATION PARK (SUBJECT TO DETAILED DESIGN)
	鄉村式發展 VILLAGE TYPE DEVELOPMENT
	建築物後移(地面) BUILDING SETBACK (ABOVE GROUND)
	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
	休憩用地 OPEN SPACE
	其他指定用途 OTHER SPECIFIED USES
	其他指定用途(創新及科技) OTHER SPECIFIED USES (INNOVATION AND TECHNOLOGY)
	其他指定用途(美化市容地帶) (AMENITY AREA)
	綠化地帶 GREEN BELT
	自然保育區 CONSERVATION AREA
	非建築用地 NON-BUILDING AREA (NBA)
	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
	排水設施專用範圍 DRAINAGE RESERVE
	行人道及/或單車徑(只作示意) PEDESTRIAN WALKWAY AND / OR CYCLE TRACK (INDICATIVE ONLY)
	主要景觀廊 MAJOR VIEW CORRIDOR
	主要通風廊 MAJOR BREEZEWAY / AIR PATH
	最高建築物高度(在主水平基準上若干米) BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)

規劃及設計要求 PLANNING AND DESIGN REQUIREMENTS

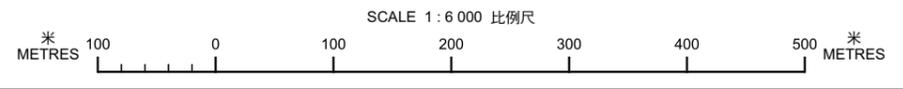
集群3 - 規劃區第19B區
CLUSTER 3 - PLANNING AREA 19B

規劃署
PLANNING DEPARTMENT

本摘要圖於2025年9月26日擬備，所根據的資料為測量圖編號2-SE-A
EXTRACT PLAN PREPARED ON 26.9.2025 BASED ON SURVEY SHEET No. 2-SE-A

參考編號
REFERENCE No. M/YLE1/25/6

圖 PLAN
3-3c



**PLANNING AND DESIGN BRIEF
FOR
CLUSTER 4 – AREA 19C (Plans 4-4a to 4-4c)**

Cluster 4 (Plans 4-4a and 4-4b)

- **Cluster 4** comprising **Planning Area 19C** is located in the south-western portion of the San Tin Technopole (the Technopole). It is bounded by the planned Sam Po Shue Wetland Conservation Park (SPS WCP) and Agriculture, Fisheries and Conservation Department (AFCD)'s WCP Management Office to the north and west, the San Tin Western Main Drainage Channel (STWMDC) to the east, the Mai Po Lung Village (MPLV) Egrettry to the south-east, and the Mai Po Village (MPV) Site of Special Scientific Interest (SSSI) as well as the MPV Egrettry to the south-west.
- Cluster 4 can be subdivided into two sub-areas, including **Areas 19C-1 to 19C-2**, by Castle Peak Road – San Tin and planned Road L11 (**Plan 4-4c**).

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	Total: 467,000m², including: Area 19C-1: 421,000m² Area 19C-2: 46,000m²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Based on the zoning boundaries as delineated on the Outline Zoning Plan (OZP). • Included non-building area(s) (NBA(s)) designated on the OZP and building setback(s)/open space(s) required in this Planning and Design Brief (PDB).
2.	Proposed Site Formation Level (about)	6.5mPD	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.
3.	Innovation and Technology (I&T) Development Phasing	Phase 1 Stage 4	<ul style="list-style-type: none"> • Based on the Development Outline Consultancy Study undertaken by the Innovation, Technology and Industry Bureau (ITIB). Subject to review/change in the course of development. • Phase 1 Stage 4 development aims to provide large-scale developments in

	Item	Particulars	Remarks
			the core area of the Technopole, forming its own industrial agglomeration effect.
B. Major Development Parameters			
4.	Major Uses	<u>Potential I&T Uses</u> <ul style="list-style-type: none"> • Life and health technology • Artificial intelligence and robotics • Microelectronics and smart devices • Advanced industries (e.g. new materials, energy and green technology) 	<ul style="list-style-type: none"> • Indicative only. • It is intended to provide spaces to cater for the diversified needs of different industry players, different I&T fields, and different stages of the I&T value chain. • To allow flexibility, project proponent(s) can determine the I&T use(s) or a mix of I&T uses to be accommodated, subject to ITIB's agreement. Details on major land uses should be provided in the Master Plan submission for the consideration of the Designated Committee. • I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the birds' flight path and egeries, existing villages and talent accommodation, if any, as practicable. • As stated in the Explanatory Statement of the OZP, a high-quality campus-like environment with integrated design to create a network of public spaces conducive to walking, cycling and promoting talents' interaction and exchange of ideas is recommended.
5.	Supporting Infrastructure	<u>Supporting Facilities</u> <ul style="list-style-type: none"> • Exhibition and venture capital platform • Data centre and computing facilities • Professional services 	<ul style="list-style-type: none"> • Indicative only. • To promote the concept of 'work-live-learn-play' and to nurture a comprehensive I&T development, a range of complementary non-I&T

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • Research and academic institutions • Knowledge exchange venues • Retail and dining facilities • Other appropriate supporting facilities and other uses for specific industries as may be required <p><u>Talent Accommodation</u></p> <ul style="list-style-type: none"> • Recommended to be located at the southern part of the Cluster. • Exact provision and location of talent accommodation in each cluster will be contingent on the nature and scale of I&T industries to be developed, development/ operational model, business needs of prospective I&T enterprises, technical feasibility and other relevant factors. 	<p>uses which could provide business (e.g. office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. educational supporting facilities) are allowed at the I&T Sites. The provision of complementary non-I&T uses should be at a reasonable scale.</p> <ul style="list-style-type: none"> • Other uses for specific industries may include cooling and storage facilities for life and health technology, reclaimed water treatment and reuse facilities for microelectronics and smart devices, new materials and new energy, as well as electricity substation, scenario incubation and experience centre and logistics centre to be used by various I&T uses. • To allow flexibility, project proponent(s) can determine the complementary non-I&T use(s) or a mix of such uses to be accommodated, subject to ITIB's agreement. Details on the supporting facilities should be provided in the Master Plan submission for the consideration of the Designated Committee. • For talent accommodation, home space enhancement recommended under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" should be observed to encourage enhanced flat sizes for improving liveability. Excessively small flat size should be avoided as far as practicable.
6.	Gross Floor Area (GFA) (about)	Total: 1,123,500m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.

	Item	Particulars	Remarks
			<ul style="list-style-type: none"> To allow flexibility, project proponent(s) can determine the GFA mix of I&T uses, talent accommodation and other supporting/ancillary uses, subject to ITIB's agreement. Details on GFA mix should be provided in the Master Plan submission for the consideration of the Designated Committee. Any increase in total GFA dedicated for this Cluster would be subject to ITIB's agreement and confirmation of technical feasibility to the satisfaction of the Designated Committee and relevant bureaux/departments (B/Ds) by the project proponent(s).
7.	Building Height (BH)	<p style="text-align: center;">Statutory Restrictions on OZP (Plan 4-4a)</p> <p><u>Area 19C-1:</u> (a) 15mPD (b) 35mPD (c) 75mPD (d) 105mPD</p> <p><u>Area 19C-2:</u> 115mPD</p> <p style="text-align: center;">Requirements under PDB (Plan 4-4c)</p> <p><u>Area 19C-1:</u></p> <ul style="list-style-type: none"> Lower BH (-10% to -30%) for the building(s) fronting the 70m-wide NBA (as defined under <u>item 9</u> below) is required to achieve stepped BH profile within the I&T Site abutting planned Roads D3 and L11 at the south-eastern corner of this Cluster. 	<ul style="list-style-type: none"> Stepped BH profile is adopted for this Cluster through the imposition of BH restrictions of 15mPD to 115mPD on the OZP, descending from the south to the north towards the planned SPS WCP (Plan 4-4a). BH(s) should be further lowered for building(s) fronting the 70m-wide NBA within the I&T Site(s) abutting planned Roads D3 and L11 at the south-eastern corner of this Cluster. This is to facilitate a sense of visual access and connection to the planned SPS WCP. Reference should be made to the approved EIA Report (No. AEIAR-261/2024) for details of the ecologically sensitive areas and important birds' flight corridor/path(s). BH variation is recommended within the Cluster or individual I&T Sites to avoid monotonous profile.
8.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A

	Item	Particulars	Remarks
C. Urban Design and Landscape Requirements			
9.	NBA	<p><u>Area 19C-1</u></p> <ul style="list-style-type: none"> • The NBAs below are stipulated on the OZP (Plan 4-4a): <ul style="list-style-type: none"> (a) 70m-wide NBA near and along STWMDC connecting the planned SPS WCP and MPLV Egrettry at the eastern part of Area 19C-1; and (b) 35m-wide NBAs along the northern and western boundaries of Area 19C-1 abutting the planned SPS WCP. 	<ul style="list-style-type: none"> • The 70m-wide NBA at the eastern part of Area 19C-1 near and along the STWMDC is intended to preserve the birds' flight path of MPLV Egrettry. • The 35m-wide NBAs along the northern and western boundaries of Area 19C-1 abutting the planned SPS WCP are intended to serve as an eco-interface (Plan 4-4c) (to be elaborated under <u>item 18</u> below), which is recommended to be in the form of landscape buffer, to minimise human disturbance to the adjoining wetlands in the planned SPS WCP and to preserve the birds' flight paths of MPV Egrettry along the western boundary of Area 19C-1. • Within the NBAs, underground structures will be allowed under the planning regime, while such structures should also conform to other relevant ordinances/regulations. Aboveground structure is not allowed, except for landscape features, boundary fence/boundary wall with high porosity for air permeability purpose, and minor structures, such as footbridge connection or covered walkway.
10.	Building Setback	<p><u>Area 19C-1</u></p> <ul style="list-style-type: none"> • Building setbacks each with a minimum width of 10m (above ground) from eastern and western sides of the 70m-wide NBA along the STWMDC (which is also the birds' flight path of MPLV Egrettry as defined under <u>item 9</u> above) in the eastern part of Area 19C-1 are required (Plan 4-4c). 	<ul style="list-style-type: none"> • Building setback is required to further soften the physical and visual deterrence along the birds' flight path(s).

	Item	Particulars	Remarks
		<p><u>Area 19C-2</u></p> <ul style="list-style-type: none"> Building setback with a minimum width of 10m (above ground) from MPV Egrettry (i.e. “SSSI” zone on the Mai Po and Fairview Park OZP to the immediate west of Area 19C-2) is required (Plan 4-4c). 	<ul style="list-style-type: none"> Building setback is required to further minimise potential interface issue between the development(s) and the adjacent MPV Egrettry to its immediate west.
11.	Urban-rural Integration	<ul style="list-style-type: none"> Design harmony between new developments and the surrounding areas should be achieved. <p><u>Area 19C-2</u></p> <ul style="list-style-type: none"> Area 19C-2 falls within the Hop Shing Wai Archaeological Sensitive Area (ASA) (Plan 4-4c) with high archaeological potential as identified in the approved EIA Report. The project proponent(s) should observe and comply with the recommendations of the approved EIA Report. 	<ul style="list-style-type: none"> Project proponent(s) are encouraged to preserve/revitalise natural and cultural elements identified as far as practicable. Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis. <p><u>Area 19C-2</u></p> <ul style="list-style-type: none"> King Tak Lo (瓊德廬) at No. 280 Mai Po San Tsuen; a pair of buildings next to King Tak Lo; and a pair of buildings near King Tak Lo, which were built in the 1960s, are located within Area 19C-2 (Plan 4-4c). In view of their comparatively longer history, the project proponent(s) should make a photographic record of the three items before and after works that may affect the buildings and share with Antiquities and Monuments Office for documentation purposes and future uses.
12.	Open Space	<p><u>Open Space Provision and Design for I&T Sites</u></p> <ul style="list-style-type: none"> A minimum of 0.5m² open space per worker should be achieved as far as practicable in accordance with the prevailing Hong Kong Planning Standards and Guidelines (HKPSG). 	<ul style="list-style-type: none"> As this Cluster is located close to the planned SPS WCP, sensible landscape treatments, including water features, should be incorporated in the open space(s) and landscape design to enhance visual and design

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • If talent accommodation is provided in the development, ancillary open space of 1m² per person should be achieved as far as practicable within the development to serve its residents in accordance with the prevailing HKPSG. • Active and passive open spaces should be provided in a balanced way, taking into account the serenity and tranquillity of the natural environment and to allow undisturbed thriving of the natural life. • Seamless connection between the open space(s) and the surrounding areas should be provided through pedestrian/cycling network. Fence-free design and sense of openness should be adopted as far as practicable to promote visual permeability, as well as air and natural light penetration. • At-grade greenery, in particular tree planting, should be provided along the boundary of the open space(s) adjoining the pedestrian walkway(s) as far as practicable to enhance the streetscape and provide amenity for the pedestrians. • All-inclusive and inter-generational design are encouraged for co-sharing of open space among villagers, I&T Sites users and the general public. • Please refer to <u>item 15</u> below for 	<p>connections with the planned SPS WCP and create favourable environment for birds.</p> <ul style="list-style-type: none"> • The open space(s) should be open at appropriate hours for public use as far as practicable. • Reference should be made to the prevailing Government's requirements/guidelines, such as Design Manual: Barrier Free Access 2008 promulgated by the Buildings Department and the Universal Accessibility – Best Practices and Guidelines promulgated by the Architectural Services Department, where applicable, for provision of universal access. • Reference should be made to the Design Guidelines for Open Space under “Reimagining Public Spaces in Hong Kong – Feasibility Study” promulgated by the Planning Department for broad design principles and guidelines to create more enjoyable, stayable and welcoming open spaces. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles in formulating NbS measures for a sustainable future.

	Item	Particulars	Remarks
		<p>particulars on landscape and tree preservation.</p> <p><u>Area 19C-1: Eco-interface</u></p> <ul style="list-style-type: none"> • Provision of pocket sitting-out area(s) with pavilion for passive activities are encouraged at the eco-interface (as defined under <u>item 18</u> below). <p><u>Area 19C-1: Landscaping Area</u></p> <ul style="list-style-type: none"> • Landscaping area is recommended to the immediate west of the 70m-wide NBA (Plan 4-4c). Water features should be incorporated where appropriate. • Human activity should be limited to passive usage so as to minimise disturbance to the birds' flight paths/wetlands. 	<ul style="list-style-type: none"> • To provide a smoother transition between natural habitats of the MPLV Egretty and the future I&T developments, landscaping area is proposed near the 70m-wide NBA (as defined under <u>item 9</u> above).
13.	Accessibility, Pedestrian and Cycling Network	<p><u>Pedestrian and Cycling Network</u></p> <ul style="list-style-type: none"> • Pedestrian walkways (at-grade and multi-level) and cycle tracks should be well connected between developments within the Cluster and with the networks outside to form an integrated pedestrian- and cyclist-friendly environment. • Quality streetscape with at-grade greening and/or tree planting, eco-friendly paving and street furniture should be provided in accordance with the HKPSG and Transport Planning and Design Manual for a pedestrian-friendly environment. • The Transport Department (TD) should be consulted in formulating the pedestrian and 	<ul style="list-style-type: none"> • Pedestrian walkways and cycle tracks should be open at appropriate hours for public use as far as practicable. • All-weather and barrier-free designs should be adopted for pedestrian walkways. Multi-level pedestrian networks comprising both at-grade walkways and grade-separated footbridges are encouraged. Provision of canopies above pedestrian walkways are also encouraged. • Pedestrian walkways should be connected with open space(s) and amenity area(s) to create a pleasant and continuous pedestrian environment. • Consideration could be given to

	Item	Particulars	Remarks
		<p>cycling networks.</p> <p><u>Area 19C-1</u></p> <ul style="list-style-type: none"> • A continuous public pedestrian walkway with a minimum width of 3.5m and a public cycle track with a minimum width of 4m should be provided along the eco-interface (as defined under <u>item 18 below</u>) adjoining the planned SPS WCP (Plan 4-4c). • Three 24-hour public pedestrian and/or cycling connections should be provided across STWMDC (connecting to Cluster 3) (Plan 4-4c). These connections should be separated with a reasonable distance, e.g. at least 200m in between. They should be connected to and form part of the pedestrian walkway/cycle track networks of the Technopole. <p><u>Area 19C-1: Eco-interface</u></p> <ul style="list-style-type: none"> • Consideration may be given to provide cantilever decking and boardwalk along the eco-interface (as defined under <u>item 18 below</u>). Liaison with the project proponent(s) of the planned SPS WCP and STWMDC is required to ensure a smooth edge treatment. <p><u>Access to SPS WCP</u></p> <ul style="list-style-type: none"> • Subject to the detailed design of the SPS WCP and advice from relevant B/Ds, access (e.g. vehicular road, pedestrian walkway, cycle track) between (i) SPS WCP and Castle Peak Road – San Tin; and (ii) management office of SPS WCP 	<p>providing shared path(s) for pedestrian walkway and cycle track, subject to agreement by relevant B/Ds.</p> <ul style="list-style-type: none"> • Project proponent(s) are advised to maintain close liaison with those of the same Cluster and/or neighbouring development(s) in design, implementation and operation of the pedestrian and cycling networks to ensure integrity and continuity.

	Item	Particulars	Remarks
		and Castle Peak Road – San Tin should be provided.	
14.	Air Ventilation, View Corridor and Site Permeability	<p><u>Air Ventilation and View Corridor</u></p> <ul style="list-style-type: none"> The 70m-wide NBA in the eastern part of Area 19C-1 stipulated on the OZP (as defined under <u>item 9</u> above) together with the building setbacks along the STWMDC and the birds' flight path of MPLV Egretty (as defined under <u>item 10</u> above) and STWMDC will serve as one of the major breezeways/air paths (Plan 4-4c). The STWMDC will also form a major view corridor towards the wetlands in SPS (Plan 4-4c). <p><u>Site Permeability</u></p> <ul style="list-style-type: none"> Fence-free design should be considered as far as practicable to promote visual permeability. If boundary fence/wall is unavoidable, soft treatment or a minimum of 50% visual permeability at 1m and above (measured from the formation level of the pedestrian walkway) should be adopted for these boundary structure(s), particularly for those fronting the STWMDC and the planned SPS WCP. 	<ul style="list-style-type: none"> Local road networks, open spaces and greening areas, as well as building separations should align with the prevailing wind directions as far as practicable to form effective breezeways/ air paths, as well as view corridors. Further air ventilation design measures could be explored in building design, such as incorporating permeable elements for buildings; adopting empty bay designs at-grade; avoiding long continuous façades; minimising/breaking down podium bulk; adopting podium-free design or small ground coverage or terraced podium designs; varying BHs; providing building separations and setbacks, etc. Sensible massing and spatial configuration should be considered to improve porosity and physical and visual permeability. Reference should be made to the Sustainable Building Design Guidelines (SBDG) as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152), and HKPSG on the building separation requirement for future developments and to minimise negative air ventilation impacts.

	Item	Particulars	Remarks
15.	Landscape and Tree Preservation	<ul style="list-style-type: none"> • Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with SBDG (PNAP APP-152) based on the areas of individual sites. • Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. • Project proponent(s) should observe the Tree Preservation and Removal Proposal for Trees of Particular Interest within this Cluster to be retained and the Tree Compensatory Planting Implementation Plan to be prepared by the Civil Engineering and Development Department (CEDD). • Detailed tree survey and assessment should be carried out at the design and construction phases for review and approval by relevant B/Ds. • Provision of integrated landscape design should take into account the requirements on provision of open space (<u>item 12</u> above), pedestrian walkway (<u>item 13</u> above), urban farming (<u>item 16</u> below), treatments of existing ecological capital and blue-green infrastructure. • Adequate independent irrigation system should be provided for soft landscape areas. 	<ul style="list-style-type: none"> • Reference should be made to Development Bureau (DEVB)'s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), Guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. • Seamless greenery connection with STWMDC and the planned SPS WCP should be considered, such as including gentle slope treatment for plantation. • The 35m-wide NBA and its extended area (as defined under <u>item 9</u> above and <u>item 18</u> below) is intended to serve as eco-interface, which is recommended to be in the form of landscape buffer with landscape planting, comprising native tree species, shrub mix and riparian vegetation, and incorporating a gentle slope interface. • Landscape and visual mitigation measures in the approved EIA Report and the Letter of Approval of the EIA Report dated 17 May 2024 should be followed. • Tree Compensatory Planting Implementation Plan to be prepared by CEDD for fulfilling the respective condition for the approval of the EIA Report should be followed in order to enhance the interface between the development sites and the government projects. • Usage of native species/existing

	Item	Particulars	Remarks
		<p><u>Area 19C-1: Eco-interface (as defined under item 18 below) and NBAs (as defined under item 9 above)</u></p> <ul style="list-style-type: none"> • Greenery provision should be maximised¹, taking into account practical circumstances and circulation requirements. • Sensible landscape treatments should be adopted at the eco-interface and the 70m-wide NBA to minimise human disturbance to the adjacent wetland habitats, and to create a favourable environment to preserve the bird's flight corridor for the MPLV and MPV Egrettries. Nature-driven design approach is recommended with a view to promote biodiversity. 	<p>riparian vegetation species in favour of wildlife is recommended to be optimised.</p> <ul style="list-style-type: none"> • Priority is recommended to be given to adopting environmental-friendly materials/finishes for hard landscape works.
16.	Urban Farming	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in their development(s) for establishing modernised urban farms. 	<ul style="list-style-type: none"> • The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries ² in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.
17.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building 	<ul style="list-style-type: none"> • Building disposition with shorter façade facing east and west is recommended to enhance energy efficiency.

¹ With reference to HKPSG, for passive open space, 70% of land should be used for soft landscaping, out of which 60% should be used for planting trees.

² Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

	Item	Particulars	Remarks
		<p>Environmental Assessment Method Plus.</p> <ul style="list-style-type: none"> Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> Project proponent(s) should properly maintain the implemented green building design features to ensure sustainability in the performance.
D. Ecological and Environmental Requirements			
18.	Wetland Connectivity	<ul style="list-style-type: none"> Taking into account the configuration of the existing ponds and without adversely affecting the I&T land availability, some existing ponds along the north-western boundary of Area 19C-1 abutting the planned SPS WCP are recommended to be retained and restored as appropriate. (Plan 4-4c). For a continuous eco-interface abutting the planned SPS WCP, in addition to the 35m-wide NBA (as defined under <u>item 9</u> above), 35m-wide buffers from or within the boundaries of the retained ponds will also be reserved. The eco-interface is recommended to be established in the form of landscape buffer (dotted green on Plan 4-4c). Please refer to <u>item 15</u> above for more details of the landscaping requirements. The exact location of ponds to be retained and the alignment of the eco-interface are subject to detailed design. The project 	<ul style="list-style-type: none"> Retaining some existing ponds along the boundary of Area 19C-1 abutting the planned SPS WCP is intended to reduce the magnitude of wetland fragmentation and improve the connectivity of wetland habitats in the SPS area. This also allows a smoother transition between natural habitats of the Mai Po Inner Bay Ramsar Site and the future I&T developments. A more natural interface between the planned SPS WCP and the I&T Sites at Area 19C-1 following the natural configuration of the ponds is recommended. The project proponent(s) should liaise with the project proponent(s) of the planned SPS WCP to ensure a smooth edge treatment. Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

	Item	Particulars	Remarks
		<p>proponent(s) are reminded to closely liaise with relevant B/Ds.</p> <ul style="list-style-type: none"> Retaining structures should be avoided at area interfacing ponds and wetlands. Gentle slope treatment for tree and lush shrub planting (minimum of 1:6 slope) should be adopted. 	
19.	Pond Filling	<ul style="list-style-type: none"> As one of the conditions of approval under the EIA Report, no pond filling works should be allowed prior to commencement of construction of the ecologically enhanced fish ponds at the planned SPS WCP. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.
20.	Bird-friendly Design and Protection of Egrettries	<ul style="list-style-type: none"> South-eastern corner and south-western corner of Area 19C-1 fall within the 100m buffer area from the footprint of MPLV Egrettry and MPV Egrettry respectively. North-western corner of Area 19C-2 falls within the 100m buffer area from the footprint of MPV Egrettry (Plan 4-4c). Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions as recommended in the approved EIA Report and the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> The project proponent(s) should closely liaise with CEDD on the updated boundary of the buffer area to egrettry based on the findings of pre-construction survey. Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
21.	Smart, Green and Resilient (SGR) Measures	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt SGR measures in their proposed development. 	<ul style="list-style-type: none"> With reference to the recommendations from the Advisory Council on the Environment in approving the EIA Report, project

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> Small-scale district cooling system/ centralised multi-building cooling systems are encouraged to be provided within the Cluster or individual sub-areas. These facilities should be located away from the ecologically sensitive areas, such as birds' flight path/corridor, as far as practicable to minimise disturbance. 	<p>proponent(s) should explore the feasibility of SGR measures such as automatic refuse systems and biomass management by reusing and upcycling of felled trees; and to adopt an integrated SGR framework achieving carbon neutrality during both construction and operation phases.</p> <ul style="list-style-type: none"> Reference should be made to the SGR report prepared by CEDD as design reference.
22.	Stormwater Management/ Flood Prevention	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt 'Sponge City' concept to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience. 	<ul style="list-style-type: none"> Reference should be made to the Drainage Services Department's Stormwater Drainage Manual Corrigendum No. 1/2024 for the latest requirements to cater for the potential flooding risk especially at extreme weather and climate change. Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

Note: The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.



S/YL-MP/8

新田西主排水道
(有待詳細設計)
SAN TIN WESTERN
MAIN DRAINAGE CHANNEL
(SUBJECT TO DETAILED DESIGN)

濕地保育公園
WETLAND CONSERVATION PARK

19C-1區
AREA 19C-1

新田
SAN TIN

S/STT/2

米埔新村
Mai Po
San Tsuen

練板村
Lin Barn
Tsuen

創新及科技
INNOVATION AND
TECHNOLOGY

中期發展審批地區圖編號
包括在1991年7月12日
S/YL-NTM/1的規劃區內。
S/STT/2 OF THE NGAU TAM MEI
PERMISSION AREA PLAN
PUBLISHED IN THE PLANNING SCHEME AREA ON
PERMISSION AREA PLAN
AZETTE ON 12.7.1991.

19C-2區
AREA 19C-2

發展審批地區圖編號
2000年9月29日
S/YL-NTM/4的規劃區內。
S/STT/2 OF THE NGAU TAM MEI
PERMISSION AREA PLAN
PUBLISHED IN THE PLANNING SCHEME AREA ON
PERMISSION AREA PLAN
AZETTE ON 29.9.2000.

米埔老圍
Mai Po
Lo Wai

米埔鷺鳥林
MAI PO
EGRETRY

創新及科技
INNOVATION AND
TECHNOLOGY

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

物流、貯物
和工場 (2)
LOGISTICS,
STORAGE AND
WORKSHOP (2)

淨水設施及
廚餘預處理設施
EFFLUENT
POLISHING
PLANT AND
FOOD WASTE
PRE-TREATMENT
FACILITIES

集群4 - 規劃區第19C區(界線只作識別用)
CLUSTER 4 - PLANNING AREA 19C
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

位置圖 LOCATION PLAN

集群4 - 規劃區第19C區
CLUSTER 4 - PLANNING AREA 19C

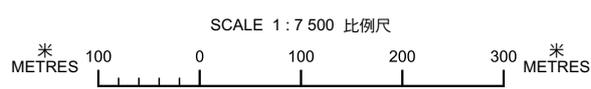
規劃署
PLANNING
DEPARTMENT



本摘要圖於2025年8月14日擬備，
所根據的資料為於2024年9月17日
核准的分區計劃大綱圖編號S/STT/2
EXTRACT PLAN PREPARED ON 14.8.2025
BASED ON OUTLINE ZONING PLAN No.
S/STT/2 APPROVED ON 17.9.2024

參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
4-4a





 集群4 - 規劃區第19C區(界線只作識別用)
CLUSTER 4 - PLANNING AREA 19C
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)

航攝照片 AERIAL PHOTO

集群4 - 規劃區第19C區
CLUSTER 4 - PLANNING AREA 19C

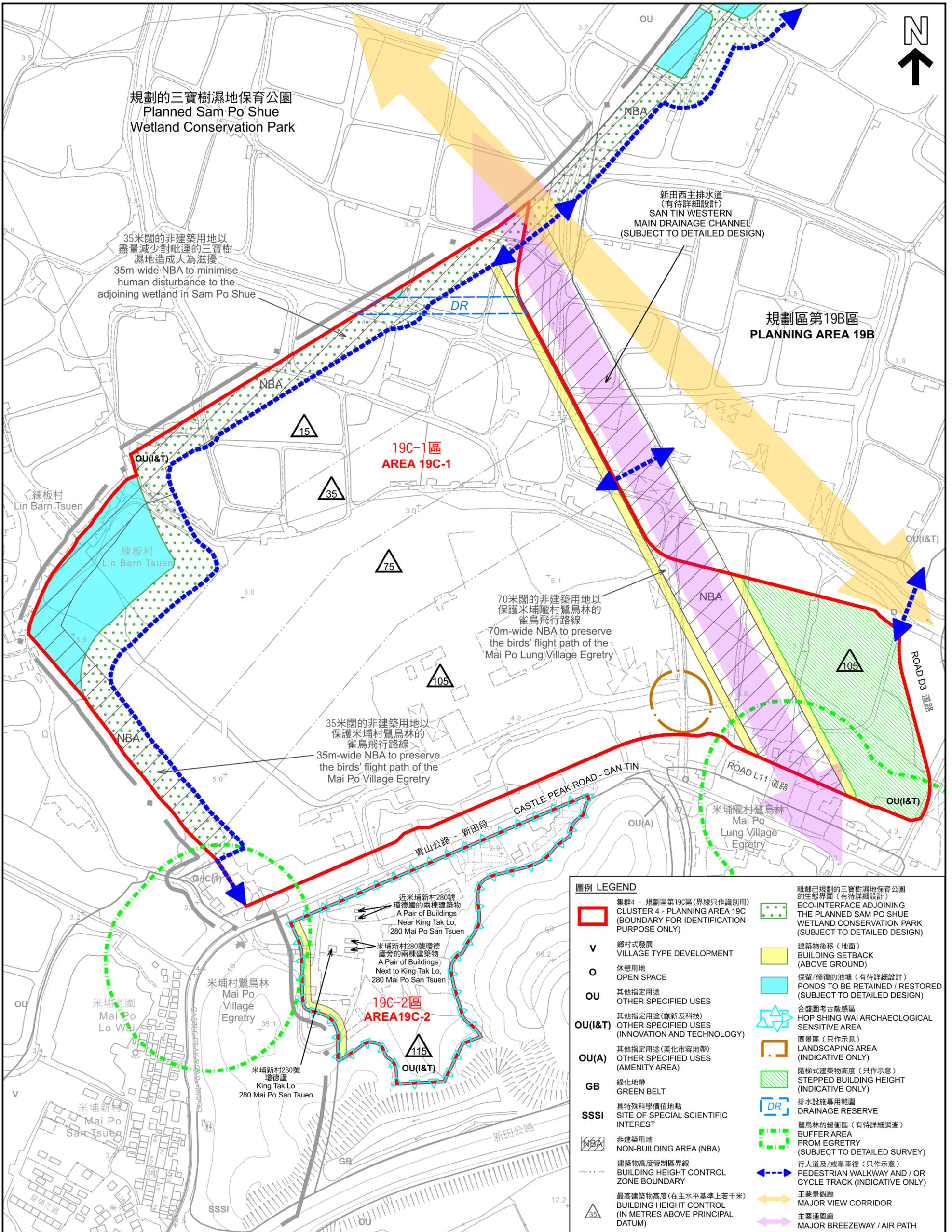
規劃署
PLANNING
DEPARTMENT



本摘要圖於2025年8月14日擬備，所根據
的資料為地政總署於2023年11月拍得的
數碼正射影像圖DOP5000
EXTRACT PLAN PREPARED ON
14.8.2025 BASED ON
DIGITAL ORTHOPHOTO DOP5000
TAKEN ON 11.2023

參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
4-4b



規劃的三寶樹濕地保育公園
Planned Sam Po Shue
Wetland Conservation Park

35米闊的非建築用地以
盡量減少對毗連的三寶樹
濕地造成人為滋擾
35m-wide NBA to minimise
human disturbance to the
adjoining wetland in Sam Po Shue

新田西主排水道
(有待詳細設計)
SAN TIN WESTERN
MAIN DRAINAGE CHANNEL
(SUBJECT TO DETAILED DESIGN)

規劃區第19B區
PLANNING AREA 19B

19C-1區
AREA 19C-1

70米闊的非建築用地以
保護米埔隴村鷺鳥林的
雀鳥飛行路線
70m-wide NBA to preserve
the birds' flight path of the
Mai Po Lung Village Egretty

35米闊的非建築用地以
保護米埔村鷺鳥林的
雀鳥飛行路線
35m-wide NBA to preserve
the birds' flight path of the
Mai Po Village Egretty

近米埔新村280號
瓊德廬的兩棟建築物
A Pair of Buildings
Near King Tak Lo,
280 Mai Po San Tsuen

米埔新村280號瓊德
廬旁的兩棟建築物
A Pair of Buildings
Next to King Tak Lo,
280 Mai Po San Tsuen

19C-2區
AREA 19C-2

米埔村鷺鳥林
Mai Po
Village
Egretty

米埔新村280號
瓊德廬
King Tak Lo
280 Mai Po San Tsuen

圖例 LEGEND	
	集群4 - 規劃區第19C區(界線只作識別用) CLUSTER 4 - PLANNING AREA 19C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
	鄉村式發展 VILLAGE TYPE DEVELOPMENT
	休憩用地 OPEN SPACE
	其他指定用途 OTHER SPECIFIED USES
	其他指定用途(創新及科技) OTHER SPECIFIED USES (INNOVATION AND TECHNOLOGY)
	其他指定用途(美化市容地帶) OTHER SPECIFIED USES (AMENITY AREA)
	綠化地帶 GREEN BELT
	具特殊科學價值地點 SITE OF SPECIAL SCIENTIFIC INTEREST
	非建築用地 NON-BUILDING AREA (NBA)
	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
	最高建築物高度(在主水平基準上若干米) BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)
	毗鄰已規劃的三寶樹濕地保育公園 的生態界面(有待詳細設計) ECO-INTERFACE ADJOINING THE PLANNED SAM PO SHUE WETLAND CONSERVATION PARK (SUBJECT TO DETAILED DESIGN)
	建築物後移(地面) BUILDING SETBACK (ABOVE GROUND)
	保留/修復的池塘(有待詳細設計) PONDS TO BE RETAINED / RESTORED (SUBJECT TO DETAILED DESIGN)
	合盛圍考古敏感區 HOP SHING WAI ARCHAEOLOGICAL SENSITIVE AREA
	園景區(只作示意) LANDSCAPING AREA (INDICATIVE ONLY)
	階梯式建築物高度(只作示意) STEPPED BUILDING HEIGHT (INDICATIVE ONLY)
	排水設施專用範圍 DRAINAGE RESERVE
	鷺鳥林的緩衝區(有待詳細調查) BUFFER AREA FROM EGRETTRY (SUBJECT TO DETAILED SURVEY)
	行人道及/或單車徑(只作示意) PEDESTRIAN WALKWAY AND / OR CYCLE TRACK (INDICATIVE ONLY)
	主要景觀廊 MAJOR VIEW CORRIDOR
	主要通風廊 MAJOR BREEZEWAY / AIR PATH

規劃及設計要求 PLANNING AND DESIGN REQUIREMENTS

集群4 - 規劃區第19C區
CLUSTER 4 - PLANNING AREA 19C

本摘要圖於2025年9月26日擬備，所根據
的資料為測量圖編號2-SE-A
EXTRACT PLAN PREPARED ON 26.9.2025
BASED ON SURVEY SHEET No. 2-SE-A

米 METRES 100 0 100 200 300 METRES
SCALE 1:4 000 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
4-4c

**PLANNING AND DESIGN BRIEF
FOR
CLUSTER 5 – AREA 13A (Plans 5-5a to 5-5c)**

Cluster 5 (Plans 5-5a and 5-5b)

- **Cluster 5** comprising **Planning Area 13A** is located in the south-eastern portion of the San Tin Technopole (the Technopole). It is bounded by areas zoned “Open Space” and “Residential (Group A)1” (“R(A)1”) on the approved San Tin Technopole Outline Zoning Plan No. S/STT/2 (the OZP) to the north, the foothill area of Hadden Hill (Ki Lun Shan) and Saddle Pass (Ki Lun Shan Au) to the north-east and east, the planned Road L1 and San Tin Barracks to the south and south-west, as well as the planned Road D1 to the north-west. It is connected to the future Northern Metropolis Highway at its southeast through the planned Roads L1 and D5. A 400kV overhead power lines (with pylons) runs through this Cluster.
- Cluster 5 can be subdivided into four sub-areas, including **Areas 13A-1 to 13A-4**, by planned Roads L1 and D5, and the San Tin Eastern Main Drainage Channel (STEMDC) (**Plan 5-5c**).

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	<p style="text-align: center;">Total: 222,900m², including:</p> <p>Area 13A-1: 22,000m² Area 13A-2: 16,500m² Area 13A-3: 51,800m² Area 13A-4: 132,600m²</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Based on the zoning boundaries as delineated on the Outline Zoning Plan (OZP).
2.	Proposed Site Formation Level (about)	<p>Area 13A-1: 14mPD to 16mPD Area 13A-2: 15mPD Area 13A-3: 18mPD to 21mPD Area 13A-4: 14mPD to 25mPD</p>	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Areas 13A-1, 13A-2 and 13A-3 fall within the large-scale land disposal (LSLD) pilot area of the Technopole, in which LSLD developer(s) are required to carry out site formation works and then hand back the sites to the Government.
3.	Innovation and Technology (I&T) Development Phasing	Phase 2	<ul style="list-style-type: none"> • Based on the Development Outline Consultancy Study undertaken by the Innovation, Technology and Industry Bureau (ITIB). Subject to

	Item	Particulars	Remarks
			<p>review/change in the course of development.</p> <ul style="list-style-type: none"> • Phase 2 development aims to reserve space for existing and other emerging Innovation and Technology (I&T) industries.
B. Major Development Parameters			
4.	Major Uses	<p><u>Potential I&T Uses</u></p> <ul style="list-style-type: none"> • Life and health technology • Artificial intelligence and robotics • Microelectronics and smart devices • Advanced industries (e.g. new materials, energy and green technology) 	<ul style="list-style-type: none"> • Indicative only. • It is intended to provide spaces to cater for the diversified needs of different industry players, different I&T fields, and different stages of the I&T value chain. • To allow flexibility, project proponent(s) can determine the I&T use(s) or a mix of I&T uses to be accommodated, subject to ITIB's agreement. Details on major land uses should be provided in the Master Plan submission for the consideration of the Designated Committee. • I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the residential development zoned "R(A)1" to the north of this Cluster, as far as practicable.
5.	Supporting Infrastructure	<p><u>Supporting Facilities</u></p> <ul style="list-style-type: none"> • Exhibition and venture capital platform • Data centre and computing facilities • Professional services • Research and academic institutions • Knowledge exchange venues • Retail and dining facilities 	<ul style="list-style-type: none"> • Indicative only. • To promote the concept of 'work-live-learn-play' and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business (e.g. office, convention facilities, hotel, etc.) and/or living support (e.g. staff/talent accommodation, retail,

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> • Other appropriate supporting facilities and other uses for specific industries as may be required 	<p>dining, etc.) and other talent attractive uses (e.g. educational supporting facilities) are allowed at the I&T Sites. The provision of complementary non-I&T uses should be at a reasonable scale.</p> <ul style="list-style-type: none"> • Other uses for specific industries may include cooling and storage facilities for life and health technology, reclaimed water treatment and reuse facilities for microelectronics and smart devices, new materials and new energy, as well as electricity substation, scenario incubation and experience centre and logistics centre to be used by various I&T uses. • To allow flexibility, project proponent(s) can determine the complementary non-I&T use(s) or a mix of such uses to be accommodated, subject to ITIB's agreement. Details on the supporting facilities should be provided in the Master Plan submission for the consideration of the Designated Committee. • For talent accommodation, home space enhancement recommended under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" should be observed to encourage enhanced flat sizes for improving liveability. Excessively small flat size should be avoided as far as practicable.
6.	Gross Floor Area (GFA) (about)	Total: 1,337,500m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • To allow flexibility, project

	Item	Particulars	Remarks
			<p>proponent(s) can determine the GFA mix of I&T uses and other supporting/ancillary uses, subject to ITIB's agreement. Details on GFA mix should be provided in the Master Plan submission for the consideration of the Designated Committee.</p> <ul style="list-style-type: none"> Any increase in total GFA dedicated for this Cluster would be subject to ITIB's agreement and confirmation of technical feasibility to the satisfaction of the Designated Committee and relevant bureaux/departments (B/Ds) by the project proponent(s).
7.	Building Height (BH)	<p>Statutory Restriction on OZP (Plan 5-5a)</p> <hr/> <p>170mPD</p>	<ul style="list-style-type: none"> BH variation or stepped BH is recommended within the Cluster or individual I&T Sites to avoid monotonous profile.
8.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A
C. Urban Design and Landscape Requirements			
9.	Urban-rural Integration	<ul style="list-style-type: none"> Design harmony between new developments and the surrounding areas should be achieved. <p><u>Areas 13A-2, 13A-3 and 13A-4</u></p> <ul style="list-style-type: none"> Part of the Cluster falls within the Pang Long Tei Archaeological Sensitive Area (ASA) (Plan 5-5c) with high archaeological potential identified in the approved EIA (No. AEIAR-261/2024). Project proponent(s) should observe and comply with the recommendations of the approved EIA Report. 	<ul style="list-style-type: none"> Project proponent(s) are encouraged to preserve/revitalise natural and cultural elements identified as far as practicable. Reference should be made to the findings and/or recommendations of the Government's consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
10.	Open Space	<p><u>Open Space Provision and Design for I&T Sites</u></p> <ul style="list-style-type: none"> A minimum of 0.5m² open space per worker should be achieved as 	<ul style="list-style-type: none"> The open space(s) should be open at appropriate hours for public use as far as practicable.

Item	Particulars	Remarks
	<p>far as practicable in accordance with the prevailing Hong Kong Planning Standards and Guidelines (HKPSG).</p> <ul style="list-style-type: none"> • Seamless connection between the open space(s) and the surrounding areas should be provided through pedestrian/ cycling network. Fence-free design and sense of openness should be adopted as far as practicable to promote visual permeability, as well as air and natural light penetration. • At-grade greenery, in particular tree planting, should be provided along the boundary of open space(s) adjoining pedestrian walkway(s) as far as practicable to enhance the streetscape and provide amenity for the pedestrians. • All-inclusive and inter-generational design are encouraged for co-sharing of open space among villagers, I&T Sites users and the general public. 	<ul style="list-style-type: none"> • Reference should be made to the prevailing Government's requirements/guidelines, such as Design Manual: Barrier Free Access 2008 promulgated by the Buildings Department and the Universal Accessibility – Best Practices and Guidelines promulgated by the Architectural Services Department, where applicable, for provision of universal access. • Reference should be made to the Design Guidelines for Open Space under “Reimagining Public Spaces in Hong Kong – Feasibility Study” promulgated by the Planning Department for broad design principles and guidelines to create more enjoyable, stayable and welcoming open spaces. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles in formulating NbS measures for a sustainable future.
11.	<p>Accessibility, Pedestrian and Cycling Network</p> <ul style="list-style-type: none"> • Pedestrian walkways (at-grade and multi-level) and cycle tracks should be well connected between developments within the Cluster and with the networks outside to form an integrated pedestrian- and cyclist-friendly environment. • Quality streetscape with at-grade greening and/or tree planting, eco-friendly paving and street furniture should be provided in accordance with the HKPSG and Transport Planning and Design 	<ul style="list-style-type: none"> • Pedestrian walkways and cycle tracks should be open at appropriate hours for public use as far as practicable. • All-weather and barrier-free designs should be adopted for pedestrian walkways. Multi-level pedestrian networks comprising both at-grade walkways and grade-separated footbridges are encouraged. Provision of canopies above pedestrian walkways are also encouraged.

	Item	Particulars	Remarks
		<p>Manual for a pedestrian-friendly environment.</p> <ul style="list-style-type: none"> The Transport Department (TD) should be consulted in formulating the pedestrian and cycling networks. 	<ul style="list-style-type: none"> Pedestrian walkways should be connected with open space(s) and amenity area(s) to create a pleasant and continuous pedestrian environment. Consideration could be given to providing shared path(s) for pedestrian walkway and cycle track, subject to agreement by relevant B/Ds. Project proponent(s) are advised to maintain close liaison with those of the same Cluster and/or neighbouring development(s) in design, implementation and operation of the pedestrian and cycling networks to ensure integrity and continuity.
12.	<p>Air Ventilation, View Corridor and Site Permeability</p>	<p><u>Air Ventilation and View Corridor</u></p> <ul style="list-style-type: none"> Planned Road D5 adjoining the Cluster will form a breezeway connecting the San Tin ‘Seven Villages’ and the valley between Ki Lun Shan and Ngau Tam Shan (Plan 5-5c). The STEMDC will form a major view corridor between the mixed use development near the proposed Chau Tau station of the Northern Link Spur Line and the I&T Park in the Cluster (Plan 5-5c). <p><u>Site Permeability</u></p> <ul style="list-style-type: none"> Fence-free design should be considered as far as practicable to 	<ul style="list-style-type: none"> Local road networks, open spaces and greening areas, as well as building separations should align with the prevailing wind directions as far as practicable to form effective breezeways/air paths, as well as view corridors. Further air ventilation design measures could be explored in building design, such as incorporating permeable elements for buildings; adopting empty bay designs at-grade; avoiding long continuous façades; minimising/breaking down podium bulk; adopting podium-free design, small ground coverage or terraced podium designs; varying BHs; providing building separations and setbacks, etc. Sensible massing and spatial configuration should be considered to

	Item	Particulars	Remarks
		<p>promote visual permeability. If boundary fence/wall is unavoidable, soft treatment or a minimum of 50% visual permeability at 1m and above (measured from the formation level of the pedestrian walkway) should be adopted for these boundary structure(s).</p>	<p>improve porosity and physical and visual permeability.</p> <ul style="list-style-type: none"> Reference should be made to the Sustainable Building Design Guidelines (SBDG) as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152), and HKPSG on the building separation requirement for future developments and to minimise negative air ventilation impacts.
<p>13.</p>	<p>Landscape and Tree Preservation</p>	<ul style="list-style-type: none"> Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with SBDG (PNAP APP-152) based on the areas of individual sites. Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. Project proponent(s) should observe the Tree Preservation and Removal Proposal for Trees of Particular Interest within this Cluster to be retained and the Tree Compensatory Planting Implementation Plan to be prepared by the Civil Engineering and Development Department (CEDD). Detailed tree survey and assessment should be carried out at the design and construction phases for review and approval by relevant B/Ds. Provision of integrated landscape design should take into account 	<ul style="list-style-type: none"> Reference should be made to the Development Bureau (DEVB)'s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. Landscape and visual mitigation measures in the approved EIA Report and the Letter of Approval of the EIA Report dated 17 May 2024 should be followed. Tree Compensatory Planting Implementation Plan to be prepared by CEDD for fulfilling the respective condition for the approval of the EIA Report should be followed in order to enhance the interface between the development sites and the government projects. Usage of native species/existing riparian vegetation species in favour of wildlife is recommended to be

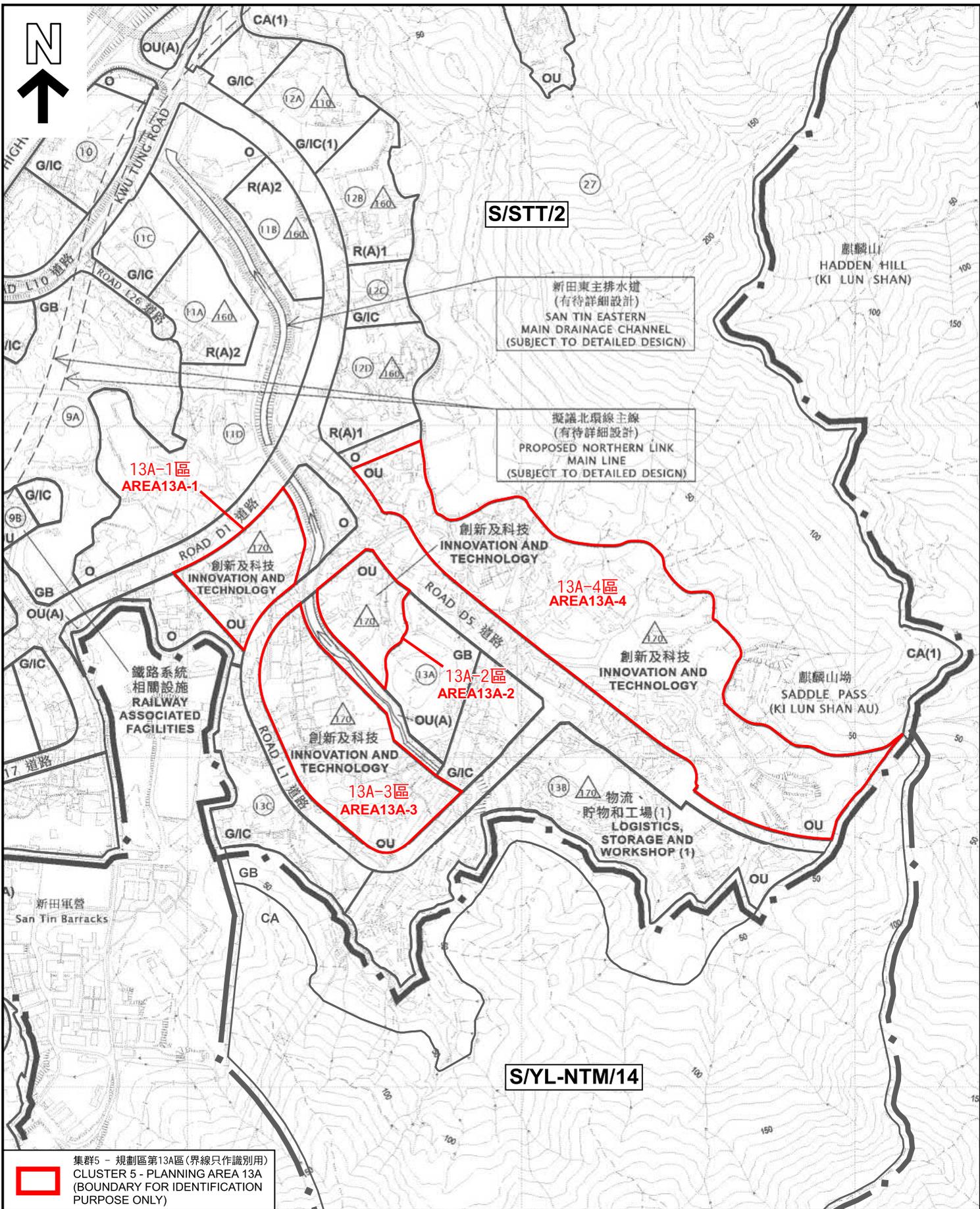
	Item	Particulars	Remarks
		<p>the requirements on provision of open space (<u>item 10</u> above), pedestrian walkway (<u>item 11</u> above), urban farming (<u>item 14</u> below), treatments of existing ecological capital, and blue-green infrastructure.</p> <ul style="list-style-type: none"> • Adequate independent irrigation system should be provided for soft landscape areas. <p><u>Area 13A-4</u></p> <ul style="list-style-type: none"> • Buffer planting together with nectar plants and host plants is recommended for developments in close proximity to Hadden Hill (Ki Lun Shan) zoned “Conservation Area(1)” to the immediate east of Area 13A-4 (Plan 5-5c), where a high diversity of butterfly species is recorded. 	<p>optimised.</p> <ul style="list-style-type: none"> • Priority is recommended to be given to adopting environmental-friendly materials/finishes for hard landscape works.
14.	Urban Farming	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in their development(s) for establishing modernised urban farms. 	<ul style="list-style-type: none"> • The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries ¹ in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects.
15.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building 	<ul style="list-style-type: none"> • Building disposition with shorter façade facing east and west is recommended to enhance energy efficiency.

¹ Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

	Item	Particulars	Remarks
		<p>Environmental Assessment Method Plus.</p> <ul style="list-style-type: none"> Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> Project proponent(s) should properly maintain the implemented green building design features to ensure sustainability in the performance.
D. Ecological and Environmental Requirements			
16.	Bird-friendly Design	<ul style="list-style-type: none"> Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures for minimising potential impacts on birds and the risk of bird collisions as recommended in the approved EIA Report and the Bird-friendly Design Guideline formulated under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
17.	Smart, Green and Resilient (SGR) Measures	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt SGR measures in their proposed development. Small-scale district cooling system/ centralised multi-building cooling systems are encouraged to be provided within the Cluster or individual sub-areas. These facilities should be located away from the ecologically sensitive areas, such as birds' flight path/corridor, as far as practicable to minimise disturbance. 	<ul style="list-style-type: none"> With reference to the recommendations from the Advisory Council on the Environment in approving the EIA Report, project proponent(s) should explore the feasibility of SGR measures such as automatic refuse systems and biomass management by reusing and upcycling of felled trees; and to adopt an integrated SGR framework achieving carbon neutrality during both construction and operation phases. Reference should be made to the SGR report prepared by CEDD as design reference.
18.	Stormwater Management/	<ul style="list-style-type: none"> Project proponent(s) are encouraged to adopt 'Sponge City' 	<ul style="list-style-type: none"> Reference should be made to the Drainage Services Department's

	Item	Particulars	Remarks
	Flood Prevention	concept to include floodable landscape with flood attenuation facilities to mitigate storm surge impacts under extreme weather due to climate change, enhance flood protection and increase climate resilience.	Stormwater Drainage Manual Corrigendum No. 1/2024 for the latest requirements to cater for the potential flooding risk especially at extreme weather and climate change. • Reference should be made to the findings and/or recommendations of the consultancy study on the formulation of standardised and systematic NbS design guiding principles in formulating NbS measures for a sustainable future.

Note: The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.

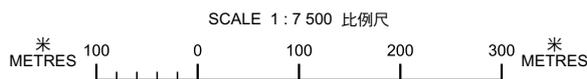



 集群5 - 規劃區第13A區(界線只作識別用)
 CLUSTER 5 - PLANNING AREA 13A
 (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

位置圖 LOCATION PLAN

**集群5 - 規劃區第13A區
CLUSTER 5 - PLANNING AREA 13A**

本摘要圖於2025年8月14日擬備，
 所根據的資料為於2024年9月17日
 核准的分區計劃大綱圖編號 S/STT/2
 EXTRACT PLAN PREPARED ON 14.8.2025
 BASED ON OUTLINE ZONING PLAN No.
 S/STT/2 APPROVED ON 17.9.2024

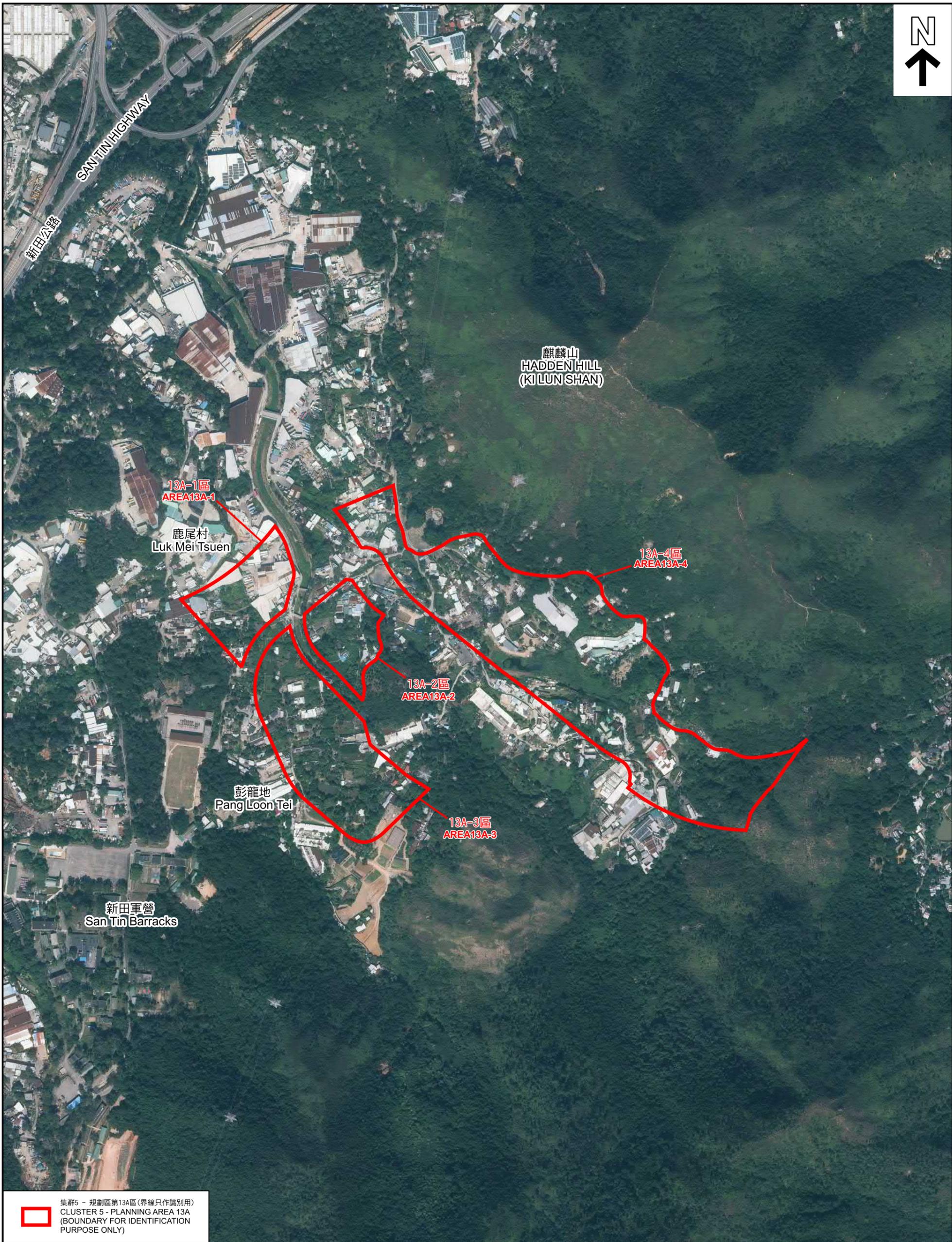


**規劃署
PLANNING
DEPARTMENT**



參考編號
 REFERENCE No.
M/YLE1/25/6

圖 PLAN
5-5a



 集群5 - 規劃區第13A區(界線只作識別用)
CLUSTER 5 - PLANNING AREA 13A
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

航攝照片 AERIAL PHOTO

集群5 - 規劃區第13A區
CLUSTER 5 - PLANNING AREA 13A

規劃署
PLANNING
DEPARTMENT



本摘要圖於2025年8月14日擬備，所根據的資料為地政總署於2023年11月拍得的數碼正射影像圖DOP5000
EXTRACT PLAN PREPARED ON
14.8.2025 BASED ON
DIGITAL ORTHOPHOTO DOP5000
TAKEN IN 11.2023

參考編號
REFERENCE No.
M/YLE1/25/6

圖 PLAN
5-5b

**Recommended Components in Master Plan Submission for
Development at Sites Zoned “Other Specified Uses” annotated “Innovation and Technology”
on San Tin Technopole Outline Zoning Plan**

The Master Plan submission should be prepared according to the requirements set out in the Planning and Design Brief (PDB). The emphasis should be on the overall development proposal and how the development proposal could fulfill the requirements in the PDB. Major components that can be included in the Master Plan submission to illustrate a development proposal are recommended for reference:

A. **Plan(s)** (such as layout plan, sections, elevations and/or perspective drawings) showing the location and general layout of the proposed development, including, where appropriate, such elements as:

- (i) major site formation levels (in metres above Principal Datum (mPD));
- (ii) number and disposition of building blocks, and the associated main uses and building heights (in mPD and number of storeys) including podium levels and/or maximum height of major roof-top features;
- (iii) locations and widths of non-building areas, setbacks and building separations;
- (iv) locations and types of open space, greening and/or landscaping arrangement;
- (v) locations and widths of wildlife corridors;
- (vi) treatment of frontages facing existing villages and/or ecologically sensitive areas;
- (vii) pedestrian facilities, such as subway and footbridges (including connections);
- (viii) locations of ingress/egress points and internal and/or public transport facilities;
- (ix) layout and widths of internal roads and utility reserves;
- (x) development phasing; and
- (xi) any other information as may be required by the Designated Committee.

B. **Development Schedule** showing the main development parameters including, where appropriate, such information as:

- (i) site area (in square metres (m²));
- (ii) total gross floor area (in m²) and breakdown of main land uses (in m²), such as major I&T uses, talent accommodation, and/or supporting/ commercial/ government/ community/ social welfare/ internal or public transport facilities;
- (iii) number of building blocks and building heights in terms of storeys and mPD;
- (iv) provision of open space (in m²) and greening/landscaping areas (in m²);
- (v) provision of internal and/or public transport facilities, such as parking spaces, loading/unloading facilities and transport terminus, and smart mobility initiative(s);
- (vi) provision of other infrastructure facilities
- (vii) development programme and phasing;
- (viii) estimated number of working and/or residing population;

- (ix) brief information on green building design (e.g. initiatives adopted and implementation arrangement); and
- (x) any other information as may be required by the Designated Committee.

C. **Supporting Statement** containing an adequate explanation of the development proposal against the PDB requirements or any other information as may be required by the Designated Committee. If deviations from the PDB requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, adequate justifications should be provided and supported with technical information, if applicable or if required by the Designated Committee and/or relevant government bureaux/departments.

**Summary Table on the Planning and Design Requirements under each Cluster and
Relevant Documents to be Referenced**

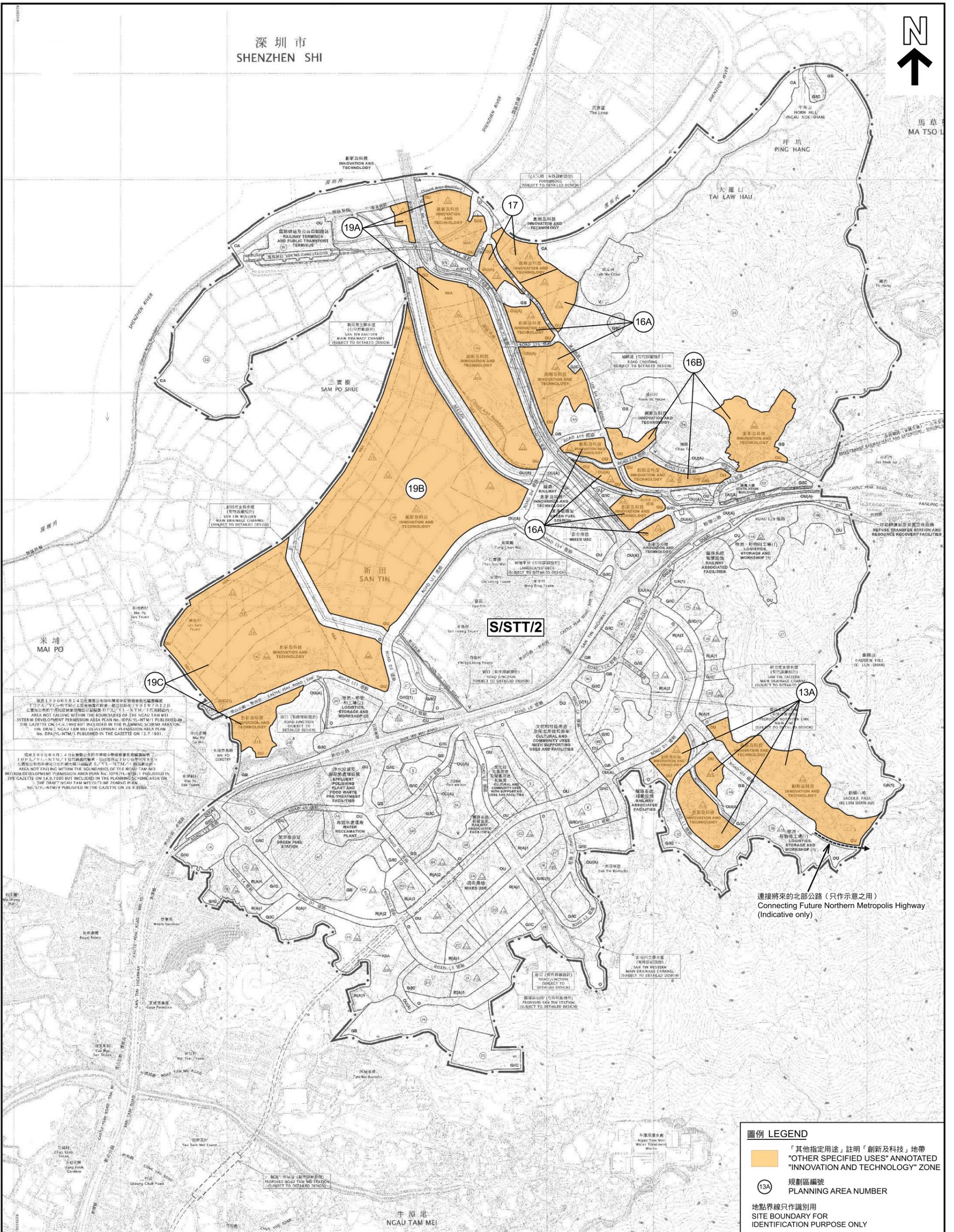
	Item Number					Relevant Documents for Reference ⁽¹⁾⁽²⁾
	Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5	
A. Site Information						
Site Area	1	1	1	1	1	• San Tin Technopole Outline Zoning Plan (STT OZP)
Proposed Site Formation Level	2	2	2	2	2	-
Innovation and Technology Development Phasing	3	3	3	3	3	• Innovation, Technology and Industry Bureau (ITIB)'s Development Outline Consultancy Study
B. Major Development Parameters						
Major Uses	4	4	4	4	4	• STT OZP • ITIB's Development Outline Consultancy Study
Supporting Infrastructure	5	5	5	5	5	
Gross Floor Area	6	6	6	6	6	• STT OZP
Building Height	7	7	7	7	7	• STT OZP
Site Coverage	8	8	8	8	8	• Building (Planning) Regulations
Non-building Area	9	9	9	9	-	• STT OZP
Building Setback	10	-	10	10	-	-
C. Urban Design and Landscape Requirements						
Urban-rural Integration	11	10	11	11	9	• Consultancy Study on Urban-rural Integration in the Northern Metropolis • Approved Environmental Impact Assessment Report (No. AEIAR-261/2024) (Approved EIA Report) (for Clusters 4 and 5)
Open Space	12	11	12	12	10	• Hong Kong Planning Standards and Guidelines (HKPSG) • Design Manual: Barrier Free Access 2008 • Universal Accessibility – Best Practices and Guidelines

	Item Number					Relevant Documents for Reference ⁽¹⁾⁽²⁾
	Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5	
						<ul style="list-style-type: none"> • Design Guidelines for Open Space under Planning Department's "Reimagining Public Spaces in Hong Kong – Feasibility Study" • Civil Engineering and Development Department (CEDD)'s Consultancy Study on the formulation of standardised and systematic Nature-based Solution (NbS) design guiding principles (NbS Consultancy Study) • Public Open Space in Private Developments Design and Management Guidelines (for Clusters 1 and 2)
Accessibility, Pedestrian and Cycling Network	13	12	13	13	11	<ul style="list-style-type: none"> • HKPSG • Transport Department's Transport Planning and Design Manual
Air Ventilation, View Corridor and Site Permeability	14	13	14	14	12	<ul style="list-style-type: none"> • STT OZP • Sustainable Building Design Guidelines (Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152)) (SBDG) • HKPSG
Landscape and Tree Preservation	15	14	15	15	13	<ul style="list-style-type: none"> • SBDG • Development Bureau Technical Circular (Works) Nos. 4/2020, 5/2020, and 3/2024 • Guidelines on Soil Volume for Urban Trees • Guidelines on Soil Improvement • Proper Planting Practices • Street Tree Selection Guide • Approved EIA Report and Letter of Approval of EIA Report • CEDD's Tree Compensatory Planting Implementation Plan • HKPSG (for Clusters 2, 3 and 4)

	Item Number					Relevant Documents for Reference ⁽¹⁾⁽²⁾
	Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5	
Urban Farming	16	15	16	16	14	<ul style="list-style-type: none"> • Blueprint for the Sustainable Development of Agriculture and Fisheries
Green Building Design	17	16	17	17	15	<ul style="list-style-type: none"> • Building Environmental Assessment Method Plus • SBDG
D. Ecological and Environmental Requirements						
Wetland Connectivity	-	-	18	18	-	<ul style="list-style-type: none"> • Approved EIA Report and Letter of Approval of EIA Report
Pond Filling	18	17	19	19	-	
Bird-friendly Design (and Protection of Egrettries)	19	18	20	20	16	<ul style="list-style-type: none"> • Approved EIA Report and Letter of Approval of EIA Report • Bird-friendly Design Guideline
Wildlife Corridor	-	19	-	-	-	<ul style="list-style-type: none"> • Approved EIA Report and Letter of Approval of EIA Report
Smart, Green and Resilient (SGR) Measures	20	20	21	21	17	<ul style="list-style-type: none"> • Approved EIA Report and Letter of Approval of EIA Report • CEDD's SGR Report under the Investigation Study, i.e. "First Phase Development of the New Territories North – San Tin / Lok Ma Chau Development Node"
Stormwater Management/ Flood Prevention	21	21	22	22	18	<ul style="list-style-type: none"> • Stormwater Drainage Manual Corrigendum No. 1/2024 • NbS Consultancy Study

Note:

- (1) The above list of relevant documents for reference is not exhaustive. The PDB should be read in conjunction with the relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administrative guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government.
- (2) The project proponent(s) should refer to the latest version(s) of these relevant document(s) or any new relevant document(s) as applicable.



地帶 13A 於 2024 年 12 月 14 日公佈的《新田東部主要排水渠》(S/STT/2) 內，位於新田東部主要排水渠範圍內，但不包括在該區劃圖範圍內的土地，其用途為「其他指定用途」，註明「創新及科技」地帶。

AREA NOT FALLING WITHIN THE BOUNDARIES OF THE SAN TIN EASTERN MAIN DRAINAGE CHANNEL (S/STT/2) BUT INCLUDED IN THE PLANNING SCHEME AREA ON THE DATE OF PUBLICATION OF THE ZONING PLAN. THE USES OF SUCH LAND ARE "OTHER SPECIFIED USES" ANNOTATED "INNOVATION AND TECHNOLOGY" ZONE.

地帶 13A 於 2024 年 9 月 4 日公佈的《新田西部主要排水渠》(S/STT/2) 內，位於新田西部主要排水渠範圍內，但不包括在該區劃圖範圍內的土地，其用途為「其他指定用途」，註明「創新及科技」地帶。

AREA NOT FALLING WITHIN THE BOUNDARIES OF THE SAN TIN WESTERN MAIN DRAINAGE CHANNEL (S/STT/2) BUT INCLUDED IN THE PLANNING SCHEME AREA ON THE DATE OF PUBLICATION OF THE ZONING PLAN. THE USES OF SUCH LAND ARE "OTHER SPECIFIED USES" ANNOTATED "INNOVATION AND TECHNOLOGY" ZONE.

圖例 LEGEND

- 「其他指定用途」註明「創新及科技」地帶
"OTHER SPECIFIED USES" ANNOTATED "INNOVATION AND TECHNOLOGY" ZONE
- 13A 規劃區編號
PLANNING AREA NUMBER
- 地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於 2025 年 9 月 26 日備圖，所根據的資料為於 2024 年 9 月 17 日核准的分區計劃大綱圖編號 S/STT/2 EXTRACT PLAN PREPARED ON 26.9.2025 BASED ON OUTLINE ZONING PLAN No. S/STT/2 APPROVED ON 17.9.2024

位置圖 LOCATION PLAN

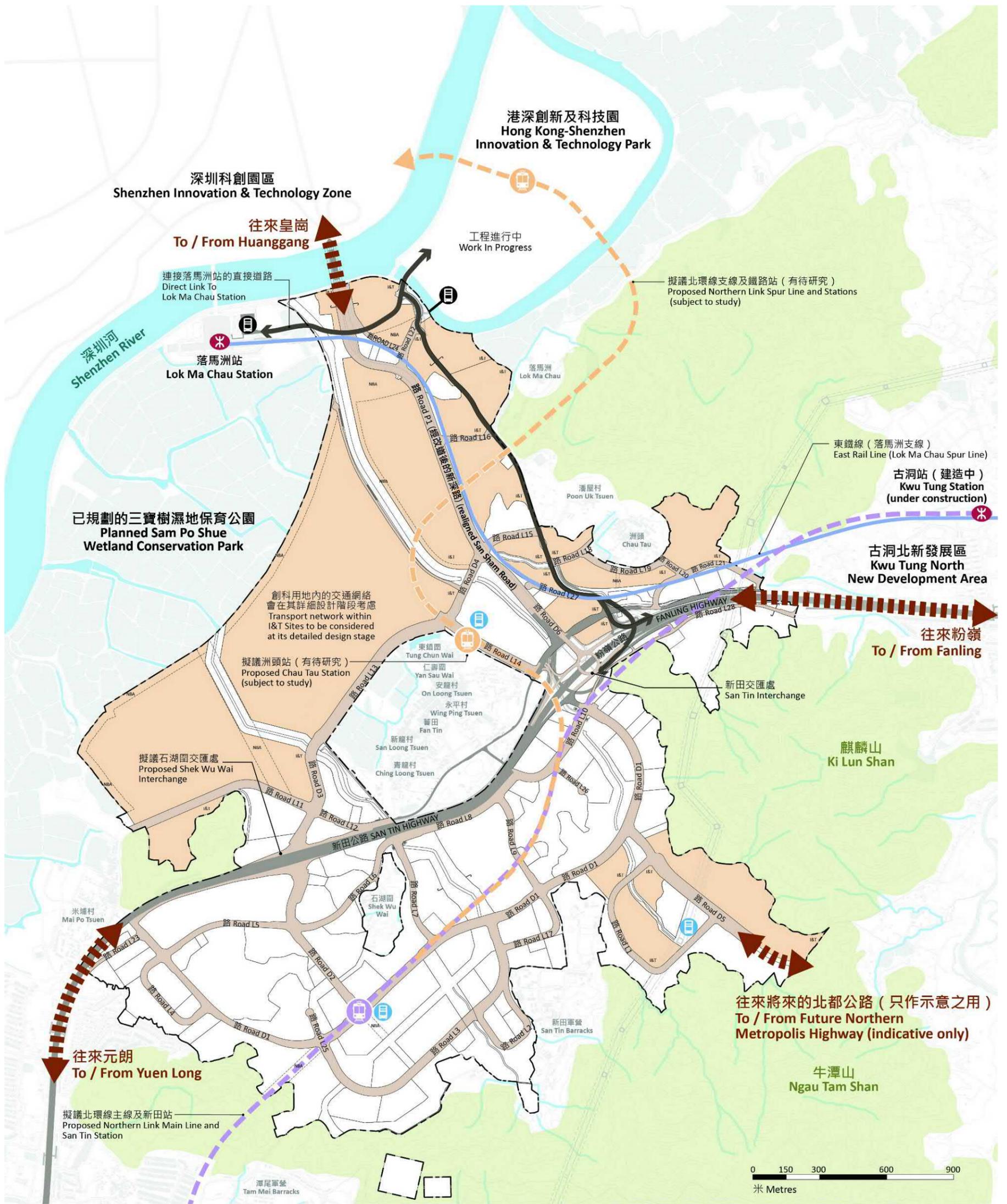
新田科技城分區計劃大綱圖上的創新及科技用地
INNOVATION AND TECHNOLOGY SITES ON
SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

SCALE 1 : 16 000 比例尺

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
1



圖示 LEGEND

- 新田科技城界線 (河套區以外)
Boundary of San Tin Technopole (Outside the Loop)
- 創新及科技用地
Innovation & Technology (I&T) Sites

- 擬議運輸交匯樞紐 / 公共運輸交匯處
Proposed Transport Interchange Hub / Public Transport Interchange
- 現有 / 已規劃的公共運輸交匯處
Existing / Planned Public Transport Interchange

- 擬議道路
Proposed Road
- 河套地區道路網絡 (興建中)
Road Network under The Loop (under construction)
- 現有道路
Existing Road

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年9月26日擬備
EXTRACT PLAN PREPARED ON 26.9.2025

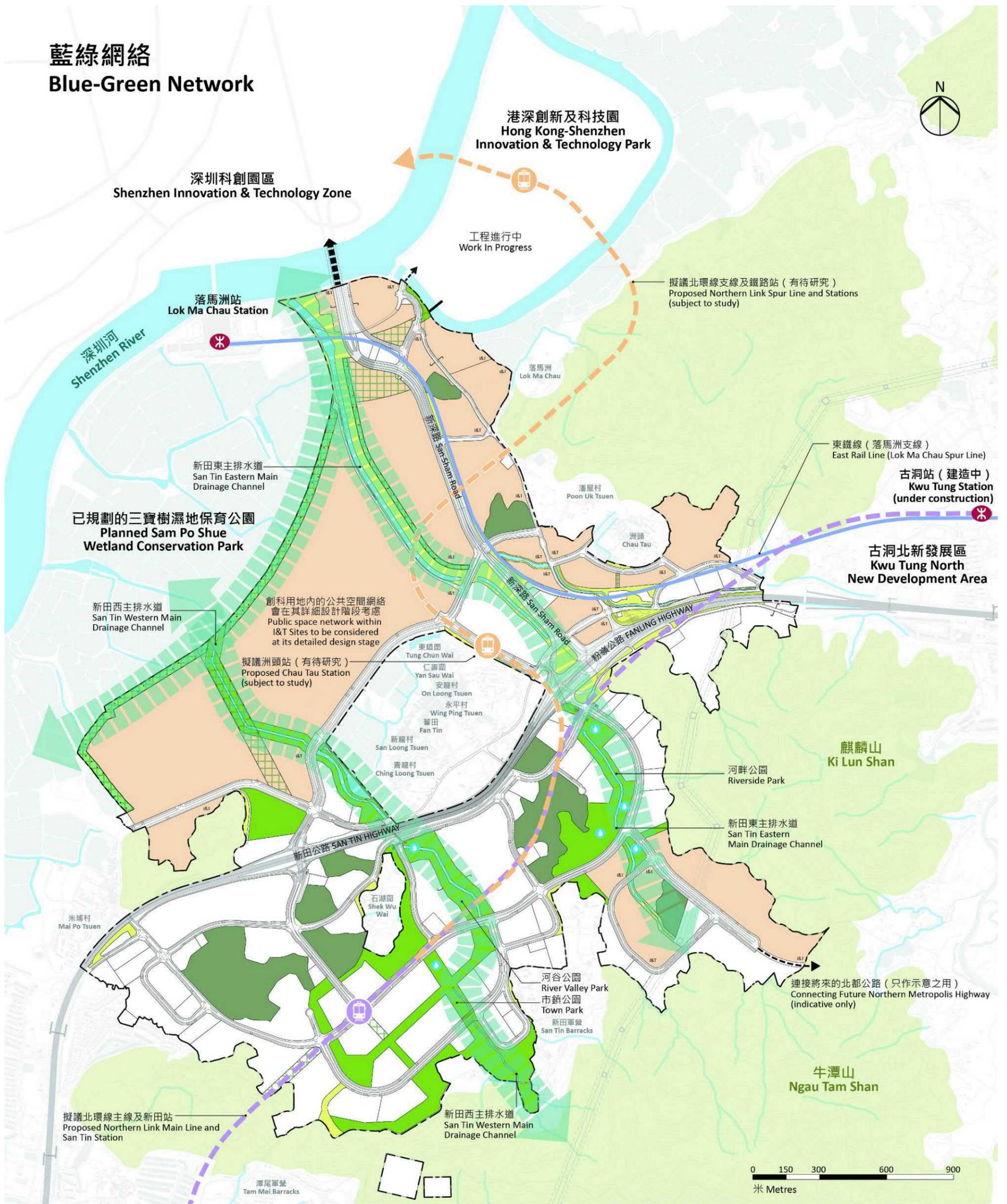
交通網絡 Transport Network

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
2

藍綠網絡 Blue-Green Network



圖示 LEGEND

- [- - -] 新田科技城界線 (河套區以外)
Boundary of San Tin Technopole (Outside the Loop)
- [Orange Box] 創新及科技用地
Innovation & Technology (I&T) Sites
- [Blue-Green Corridor Icon] 藍綠走廊
Blue-Green Corridor
- [Green Grid Icon] 非建築用地
Non-building Area
- [Green Buffer Icon] 園景緩衝帶
Landscape Buffer
- [Green Box] 休憩用地
Open Space
- [Yellow Box] 美化市容地帶
Amenity
- [Green Hill Icon] 山丘
Knoll
- [Blue Circle Icon] 蓄洪設施
Flood Attenuation Facilities

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年9月26日擬備
EXTRACT PLAN PREPARED ON 26.9.2025

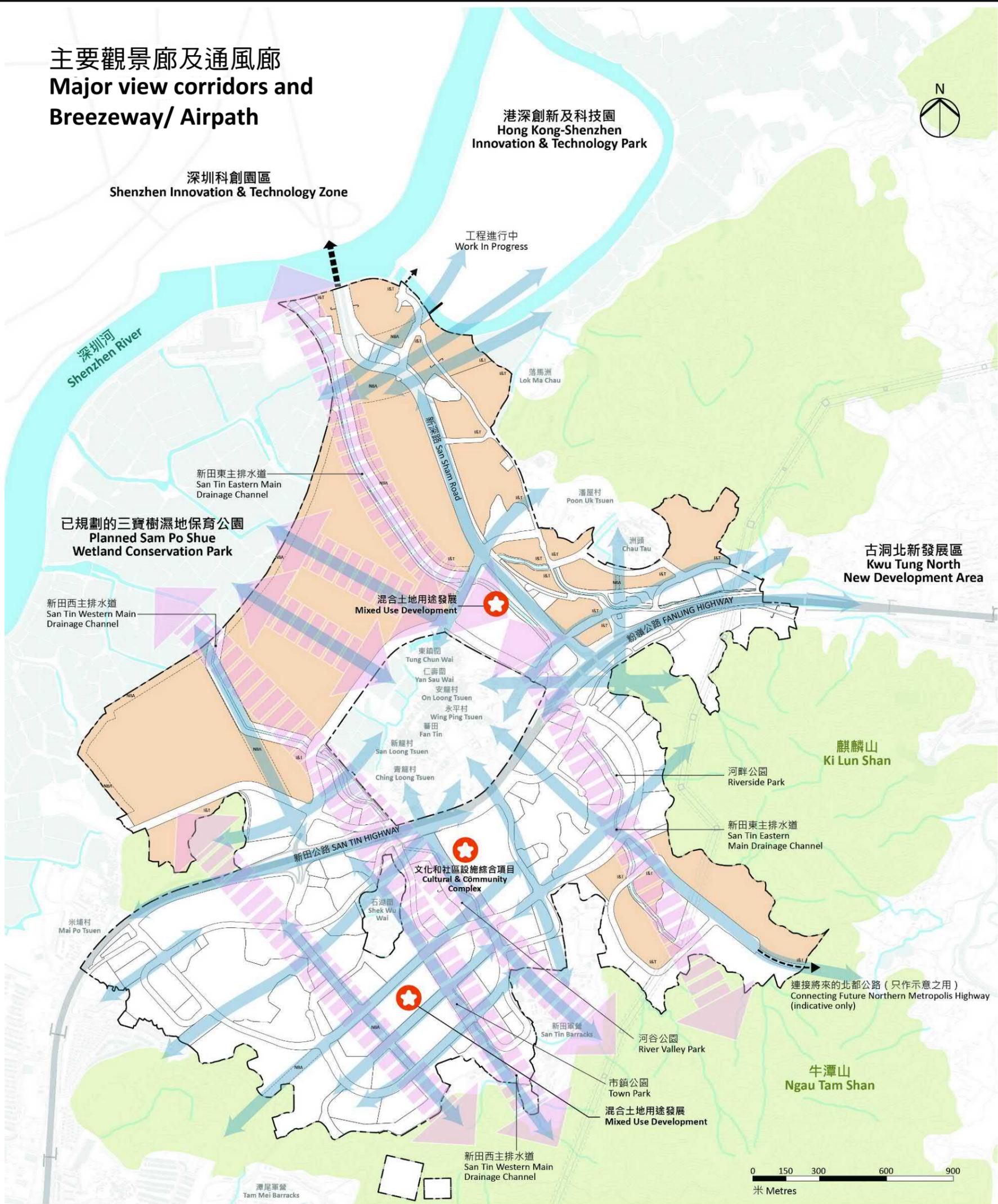
藍綠網絡 Blue-Green Network

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
3

主要觀景廊及通風廊 Major view corridors and Breezeway/ Airpath



圖示 LEGEND

- 新田科技城界線 (河套區以外)
Boundary of San Tin Technopolis (Outside the Loop)
- 創新及科技用地
Innovation & Technology (I&T) Sites
- 非建築用地
Non-building Area
- ↔ 主要通風廊
Major Breezeway / Airpath
- ▬▬▬ 主要觀景廊
Major View Corridor
- ★ 地標性發展
Landmark Development

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年9月26日擬備
EXTRACT PLAN PREPARED ON 26.9.2025

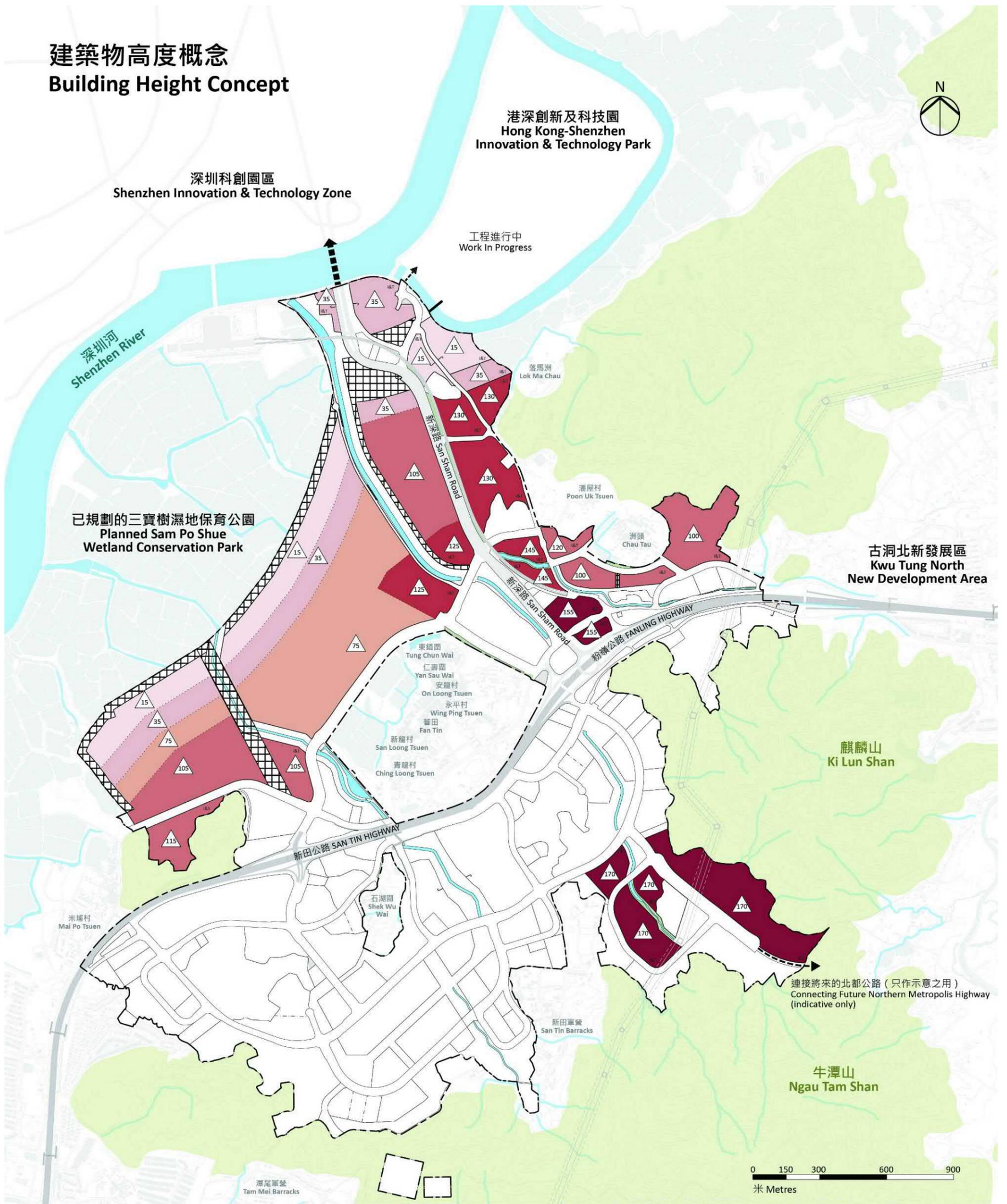
主要觀景廊及通風廊 Major view corridors and Breezeway/ Airpath

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
4

建築物高度概念 Building Height Concept



圖示 LEGEND

新田科技城界線 (河套區以外)
Boundary of San Tin Technopole (Outside the Loop)

- 主水平基準上170米
170 mPD
- 主水平基準上75米
75 mPD
- 主水平基準上155米
155 mPD
- 主水平基準上35米
35 mPD
- 主水平基準上125 - 145米
125 - 145 mPD
- 主水平基準上15米
15 mPD
- 主水平基準上100 - 120米
100 - 120 mPD
- 非建築用地
Non-building Area

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年9月26日擬備
EXTRACT PLAN PREPARED ON 26.9.2025

建築物高度概念 Building Height Concept

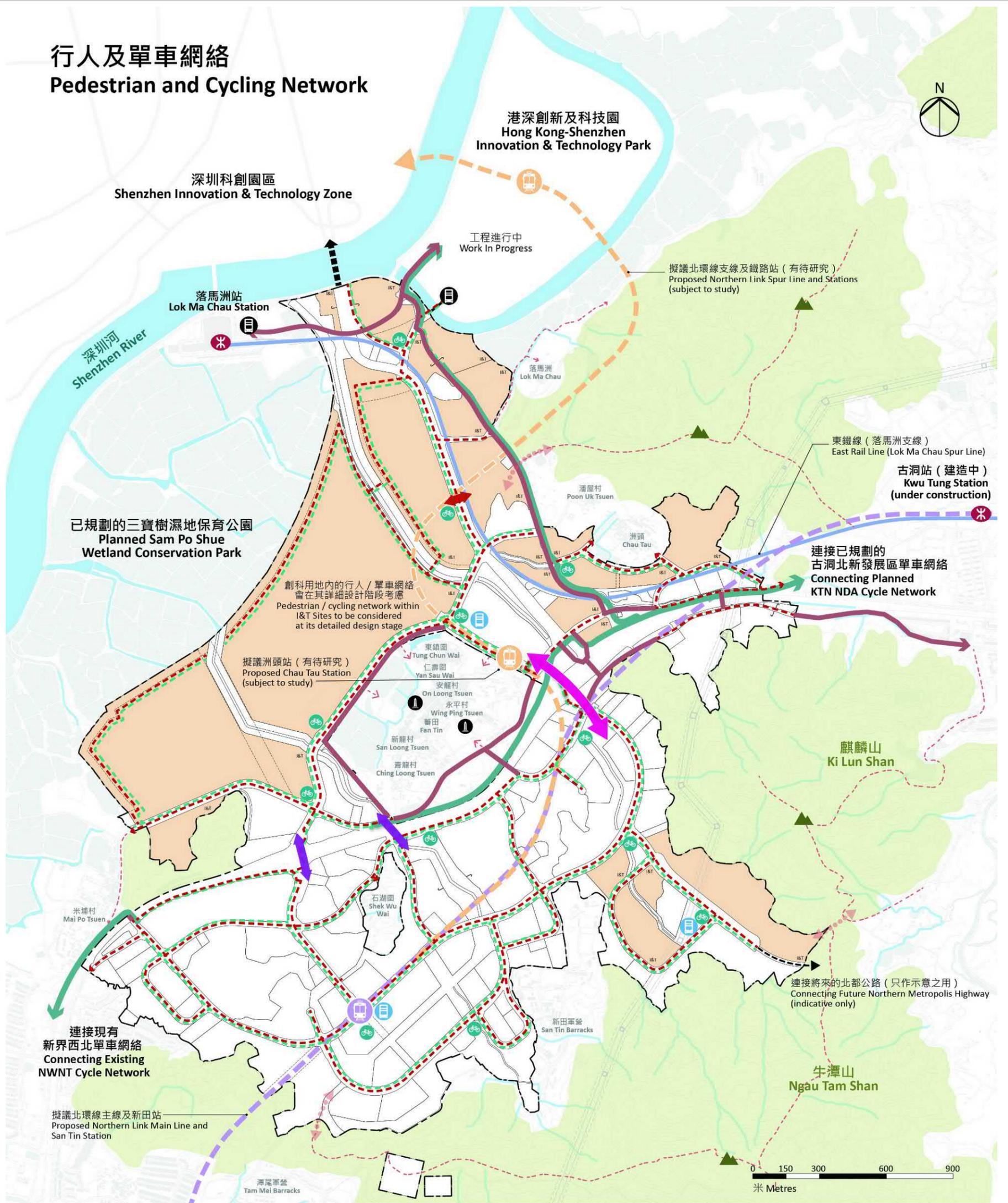


規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
5

行人及單車網絡 Pedestrian and Cycling Network



圖示 LEGEND

- | | | | |
|--|---|---|---|
| <ul style="list-style-type: none"> 新田科技城界線 (河套區以外)
Boundary of San Tin Technopole (Outside the Loop) 創新及科技用地
Innovation & Technology (I&T) Sites | <ul style="list-style-type: none"> 現有 / 已規劃的公共運輸交匯處
Existing / Planned Public Transport Interchange 擬議運輸交匯樞紐 / 公共運輸交匯處
Proposed Transport Interchange Hub / Public Transport Interchange 特色高架園景平台 (供行人及單車使用)
Iconic Landscaped Deck for Pedestrians and Cyclists 擬議天橋 / 地下通道 (供行人及單車使用)
Proposed Bridge / Underpass for Pedestrians and Cyclists 擬議行人走廊
Proposed Pedestrian Corridor | <ul style="list-style-type: none"> 現有 / 已規劃的行人道
Existing / Planned Pedestrian Walkway 現有鄉郊 / 步行徑
Existing Rural / Walking Trail 擬議行人道
Proposed Pedestrian Walkway 現有 / 已規劃的單車徑
Existing / Planned Cycle Track 擬議單車徑
Proposed Cycle Track | <ul style="list-style-type: none"> 擬議單車停泊設施
Proposed Cycle Parking Facilities 法定古蹟
Declared Monument 自然遊徑
Nature Excursion |
|--|---|---|---|

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

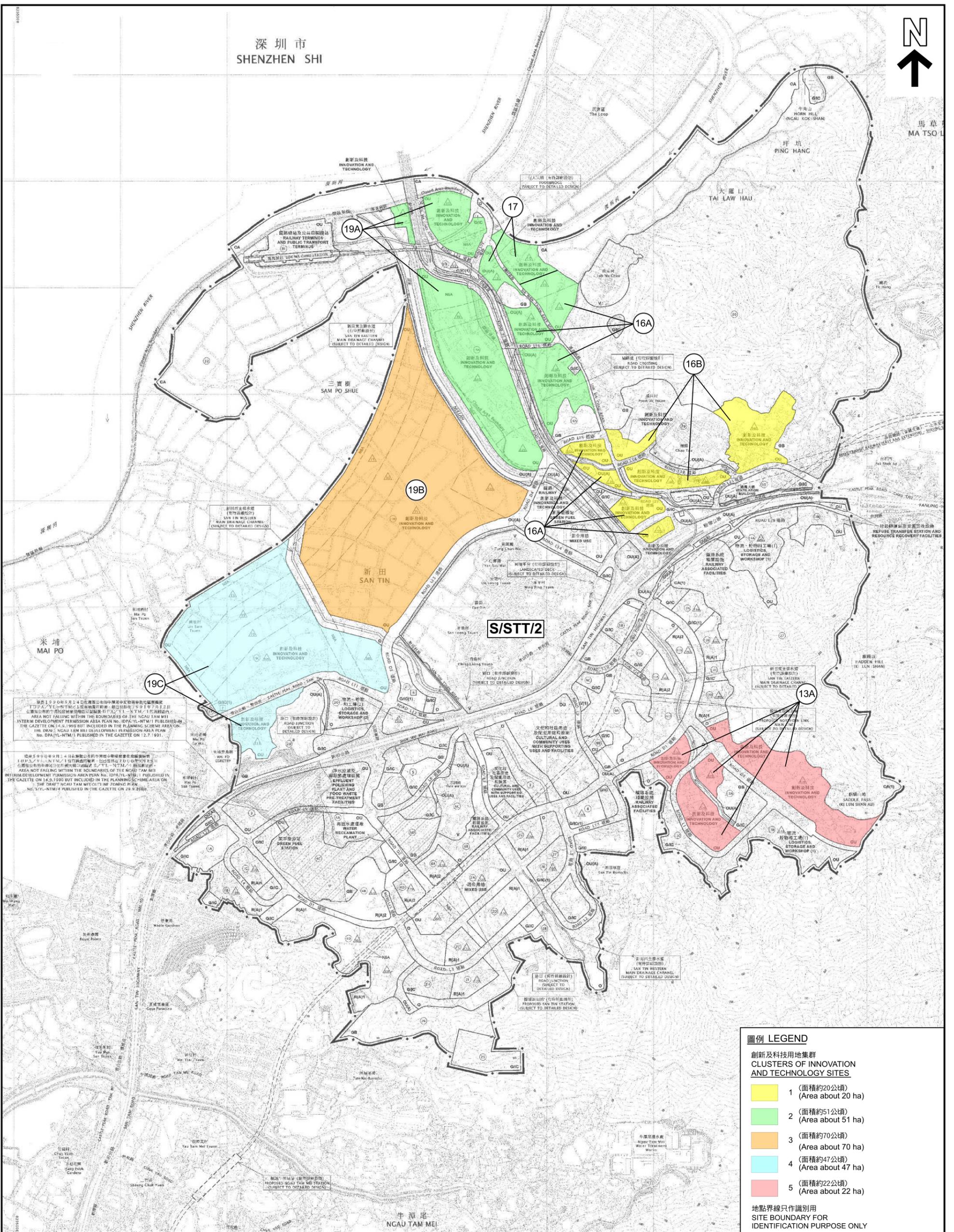
本摘要圖於2025年9月26日擬備
EXTRACT PLAN PREPARED ON 26.9.2025

行人及單車網絡 Pedestrian and Cycling Network

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
6



圖例 LEGEND

創新及科技用地集群 AND TECHNOLOGY SITES

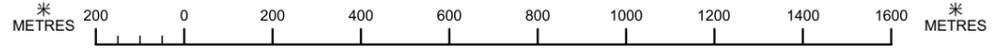
- 1 (面積約20公頃) (Area about 20 ha)
- 2 (面積約51公頃) (Area about 51 ha)
- 3 (面積約70公頃) (Area about 70 ha)
- 4 (面積約47公頃) (Area about 47 ha)
- 5 (面積約22公頃) (Area about 22 ha)

地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

新田科技城創新及科技用地集群
CLUSTERS OF INNOVATION AND TECHNOLOGY SITES IN SAN TIN TECHNOPOLE

SCALE 1 : 16 000 比例尺



本摘要圖於2025年9月26日備圖，
所根據的資料為於2024年9月17日
核准的分區計劃大綱圖編號 S/STT/2
EXTRACT PLAN PREPARED ON 26.9.2025
BASED ON OUTLINE ZONING PLAN No.
S/STT/2 APPROVED ON 17.9.2024



規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/47

圖 PLAN
7

Appendix IV

Urban Design Scheme Plans for Sites zoned “Other Specified Uses” annotated “Mixed Use” and “Other Specified Uses” annotated “Cultural and Community Uses with Supporting Uses and Facilities”

**Urban Design Scheme Plan (UDSP) for
“Other Specified Uses” annotated “Mixed Use” Site
in Area 2A, San Tin Technopole
(Plans IV-1a to IV-1b)**

	Item	Mandatory Requirements	Remarks
A. Site Information			
1.	Site Area (about)	72,140m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Included non-building area(s) (NBA(s)) designated on the Outline Zoning Plan (OZP) and building setback(s)/open space(s) required in this UDSP.
2.	Proposed Site Formation Level (about)	12mPD to 13mPD	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.
B. Major Development Parameters			
3.	Major Uses	<p><u>Mixed Use Development</u></p> <ul style="list-style-type: none"> • This site is intended primarily for mixed use development comprising a mix of residential and commercial (office, hotel, retail, dining and entertainment) uses incorporated with a transport interchange hub (TIH). <p><u>TIH and Other Transport Facilities</u></p> <ul style="list-style-type: none"> • A TIH and public park-and-ride car parking spaces should be provided. • The design of the TIH, the planned San Tin Station of NOL Main Line and the mixed use development should take into account each other to ensure convenient access amongst them. • The floor space constructed or intended for use solely as public transport facilities and public car parking spaces as required by Transport Department (TD) and solely as railway facilities as agreed by the Government may be disregarded for gross floor area (GFA) calculation. 	<ul style="list-style-type: none"> • Reference should be made to the OZP for details. • To enhance passenger interchange experience and amplify business potential of the commercial portion of the site, the waiting area of TIH may be designed and constructed to be contemporary and compatible with the design and construction of the development. • Detailed requirements of the TIH and public park-and-ride car parking spaces should be confirmed by TD.

	Item	Mandatory Requirements	Remarks
4.	Maximum Plot Ratio (PR)	Statutory Restriction on OZP	<ul style="list-style-type: none"> Any change in the domestic and non-domestic PRs specified on the ODP and UDSP should be subject to confirmation of technical feasibility by the project proponent(s) and agreement by relevant bureau(x)/department(s) (B/D(s)).
Total PR: 7			
Requirement under Outline Development Plan (ODP) and UDSP			
Total PR: 7 (Maximum domestic PR: 4.5; and Maximum non-domestic PR: 2.5)			
5.	Maximum Building Height (BH)	Statutory Restriction on OZP	<ul style="list-style-type: none"> Varied BHs should be considered to create visual interest at the site. Iconic tower(s) should be considered to reinforce the site as a landmark.
200mPD			
6.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A
C. Urban Design and Landscape Requirements			
7.	Breezeway/ Air Path and View Corridor (Plan IV-1b)	<ul style="list-style-type: none"> A 34m-wide NBA (Plan IV-1b) is stipulated on the OZP in the south-western part of the site, to facilitate penetration of prevailing wind from the south-east quadrant to reach the inner parts of San Tin Town Centre. The 34m-wide NBA also serves to provide a view corridor between Shek Wu Wai Interchange (which is the southern entrance to San Tin Technopole) and the mountain backdrop of Ngau Tam Shan. 	<ul style="list-style-type: none"> Long continuous façades should be avoided with shorter frontages of the proposed buildings facing the prevailing wind direction. Efforts should be made to minimise/ breakdown the podium bulk with small ground coverage or adopt podium-free design to enhance visual permeability and facilitate air ventilation. Within the NBA, underground structures will be allowed under the planning regime, while such structures should also conform to other relevant ordinances/regulations. Aboveground structure is not allowed, except for landscape features, boundary fence/boundary wall with high porosity for air permeability purpose, and minor structures, such as footbridge connection or covered walkway.
8.	Connectivity	<ul style="list-style-type: none"> Direct public access(es) should be provided to the planned San Tin Station of Northern Link (NOL) Main Line and the TIH. An at-grade and all-weather 24-hour public pedestrian walkway should be 	<ul style="list-style-type: none"> Underground vehicle parking should be considered to free up above-ground spaces for active use.

	Item	Mandatory Requirements	Remarks
		<p>provided along the 34m-wide NBA (as defined under <u>item 7</u> above) (Plan IV-1b).</p> <ul style="list-style-type: none"> • An at-grade and all-weather 24-hour public pedestrian walkway should be provided in the north-eastern part of the site (Plan IV-1b), to create a shorter and more convenient route for the pedestrians/visitors travelling between the adjoining planned open space in Area 2B to its south-east and the planned open space in Area 6B across Road D1 to its north-west. • To ensure convenient transfer between the development, the TIH, the planned San Tin Station of NOL Main Line and the surrounding areas, an integrated design should be adopted to provide a multi-level pedestrian network (including at-grade, elevated and underground links), with clear signage for wayfinding and display of real-time transport information, to connect different parts (including commercial and residential parts) of the development to the railway station, TIH and the adjoining planned open space. • All-weather and barrier-free design should be adopted for pedestrian walkways. • Provision of adequate cycling facilities not less than the requirements in Transport Planning and Design Manual/Hong Kong Planning Standards and Guidelines, and the number of bicycle parking spaces or storage facilities to be provided, should be agreed by TD. 	
9.	Active Frontage (Plan IV-1b)	<ul style="list-style-type: none"> • At-grade active frontage with a minimum width of 10m should be adopted at the 	<ul style="list-style-type: none"> • The provision of the active frontage aims to strengthen the town centre function of the

	Item	Mandatory Requirements	Remarks
		<p>southern edge of the development facing the Living Avenue along the adjoining planned open space in Area 2B. The height of this part of the development within the active frontage should be restricted to not exceeding two storeys (excluding any basement level) or 10m (aboveground).</p> <ul style="list-style-type: none"> • The active frontage should be intended for non-industrial and non-residential uses (such as commercial and leisure facilities, retail, dining and entertainment facilities, etc.). Except for the part of the active frontage area occupied by railway facilities and essential connection points such as residential lobby entrance, a continuous active frontage should be provided on the ground and first floor levels of the development(s) as far as practicable. • At least 60% of the GFA¹ allocated to the active frontage should be constructed. • Within the active frontage, at least 3.5m-wide setback on the ground level at the outer part of the active frontage abutting the open space should be provided to facilitate a 24-hour covered public pedestrian walkway. • Each unit within the active frontage area should provide a direct access to the pedestrian walkway (as defined above) and open space. 	<p>landmark development at the site and enhance the street vibrancy and vitality of the area.</p> <ul style="list-style-type: none"> • Terraced podium could be considered to create a human-scale public realm. Variations in the form of active frontage could also be considered.
10.	Permeable Frontage (Plan IV-1b)	<ul style="list-style-type: none"> • For the two sides of the 34m-wide NBA (as defined under <u>item 7</u> above) and the eastern edge of the development facing the planned open space in Area 2B, fence-free design should be considered as 	<ul style="list-style-type: none"> • N/A

¹ The allocated GFA refers to the estimated maximum GFA that could be accommodated within a two-storey structure within the area designated as ‘Active Frontage’.

	Item	Mandatory Requirements	Remarks
		<p>far as practicable to promote visual permeability.</p> <ul style="list-style-type: none"> If boundary fence/wall is unavoidable, a minimum of 50% visual and physical porosity from 1m and above (measured from the formation level of the immediate level of the open space/pedestrian walkway) should be adopted. 	
11.	Urban-rural Integration	<ul style="list-style-type: none"> Design harmony between new developments and the surrounding areas, such as the village of Shek Wu Wai to its further north, should be achieved through sensible building design and layout. 	<ul style="list-style-type: none"> Project proponent(s) are encouraged to consider preserving/revitalising the natural and cultural elements identified as far as practicable. Reference should be made to the findings and/or recommendations of the Government's consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
12.	Open Space and Greenery	<ul style="list-style-type: none"> The 34m-wide NBA (as defined under <u>item 7</u> above) should form part of the public open space network connecting the adjoining planned open space. Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with Sustainable Building Design Guidelines as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152) based on the areas of individual sites. Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. 	<ul style="list-style-type: none"> Reference should be made to Development Bureau (DEVB)'s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. Open spaces should be provided for leisure activities and as gathering spaces for curated programmes. Courtyards and green passages through the building blocks could be considered to diversify walking experiences. Planting palette with minimum 50% native species is encouraged. Thematic planting with seasonal display of colour and form should be considered. The planting palette should emphasise the connection between the development, the

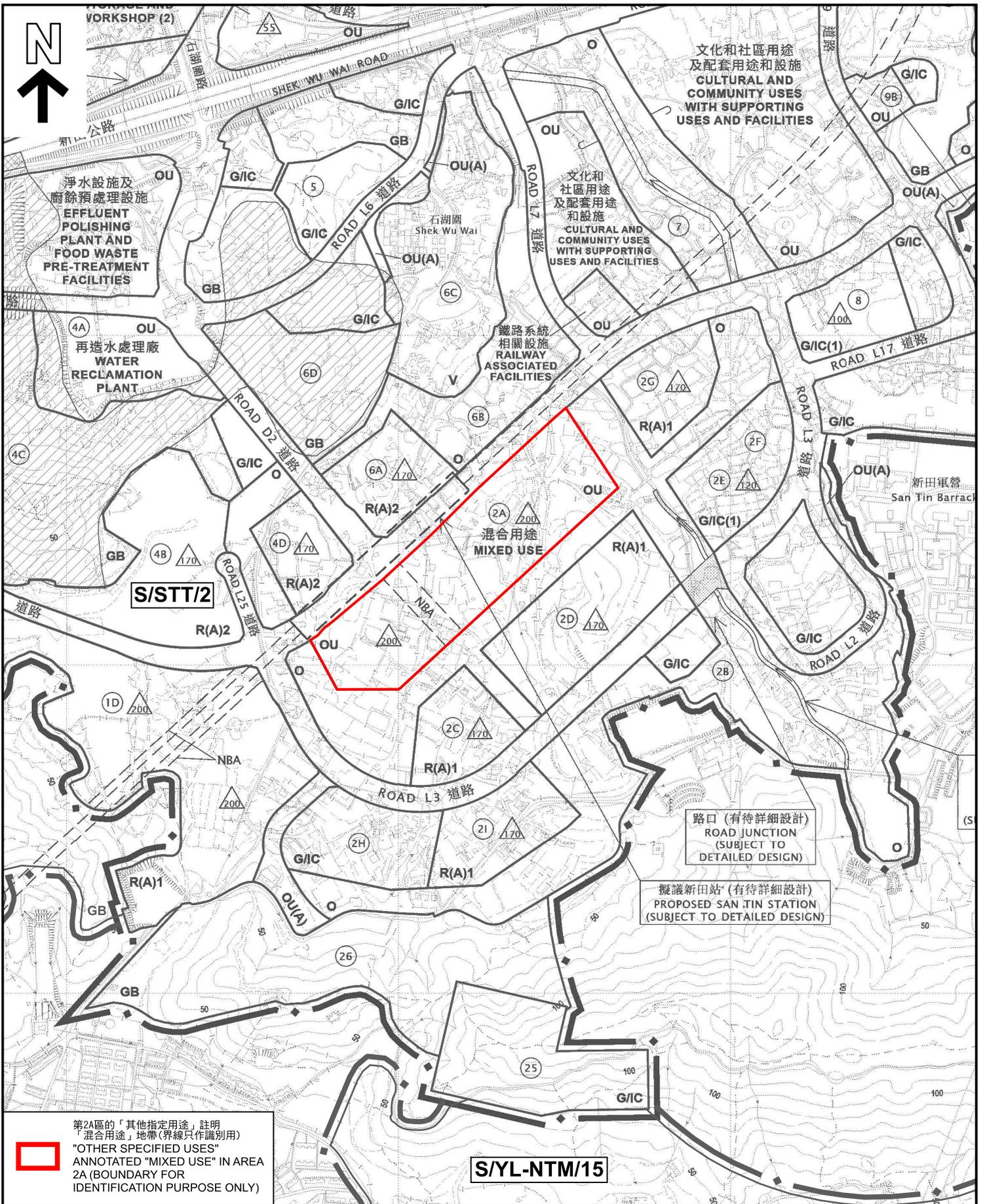
	Item	Mandatory Requirements	Remarks
			<p>open space (including the 34m-wide NBA) and Living Avenue.</p> <ul style="list-style-type: none"> • Harmonious at-grade greening, vertical greening and green roof should be considered to enhance the aesthetic character. • Bespoke street furniture could be introduced to strengthen the sense of place. • The project proponent(s) should liaise with the project proponent(s) of the adjoining planned open space for a coherent landscape design.
13.	Green Building Design	<p>Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus.</p> <ul style="list-style-type: none"> • Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> • Energy efficient building design for sustainability (such as careful building disposition to optimise sunlight exposure and heat gain) should be considered.
14.	Bird-friendly Design	<ul style="list-style-type: none"> • The development should comply with relevant mitigation measures under the approved Environmental Impact Assessment (EIA) Report (No. AEIAR-261/2024) and the Bird-friendly Design Guideline under the approval conditions of the EIA Report, which provides measures to minimise the risk of bird collisions and the impacts on birds. 	<ul style="list-style-type: none"> • Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. • Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
15.	Others	<ul style="list-style-type: none"> • The project proponent(s) should observe relevant documents and any other prevailing relevant legislations/ordinances/ regulations as well as administration guidelines/ standards/ 	<ul style="list-style-type: none"> • The project proponent(s) are reminded of the interface issue(s) with the Government's site formation and engineering infrastructure works for the

	Item	Mandatory Requirements	Remarks
		<p>practice notes/ technical circulars etc. promulgated by the Government. All future development(s) at the site should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned.</p> <ul style="list-style-type: none"> • Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures under the approved EIA Report and the submissions approved under the approval conditions of the EIA Report. 	<p>area, as well as other construction works/ projects in the vicinity.</p> <ul style="list-style-type: none"> • The project proponent(s) should liaise with Highways Department and MTR Corporation Limited to ensure coordination to resolve any project interfaces with the planned NOL Main Line and San Tin Station; and with Civil Engineering and Development Department and Leisure and Cultural Services Department or other relevant B/D(s) on the project interfaces with the adjoining planned open space.

Notes:

- (1) The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.
- (2) If deviations from the requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by relevant B/D(s), to demonstrate that the original design concept would not be jeopardised.

- END -




 第2A區的「其他指定用途」註明「混合用途」地帶(界線只作識別用)
 "OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 2A (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

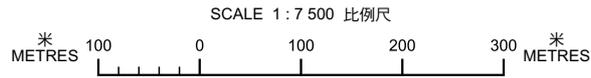
S/YL-NTM/15

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

擬議新田站 (有待詳細設計)
PROPOSED SAN TIN STATION (SUBJECT TO DETAILED DESIGN)

位置圖 LOCATION PLAN

第2A區的「其他指定用途」註明「混合用途」地帶
 "OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 2A

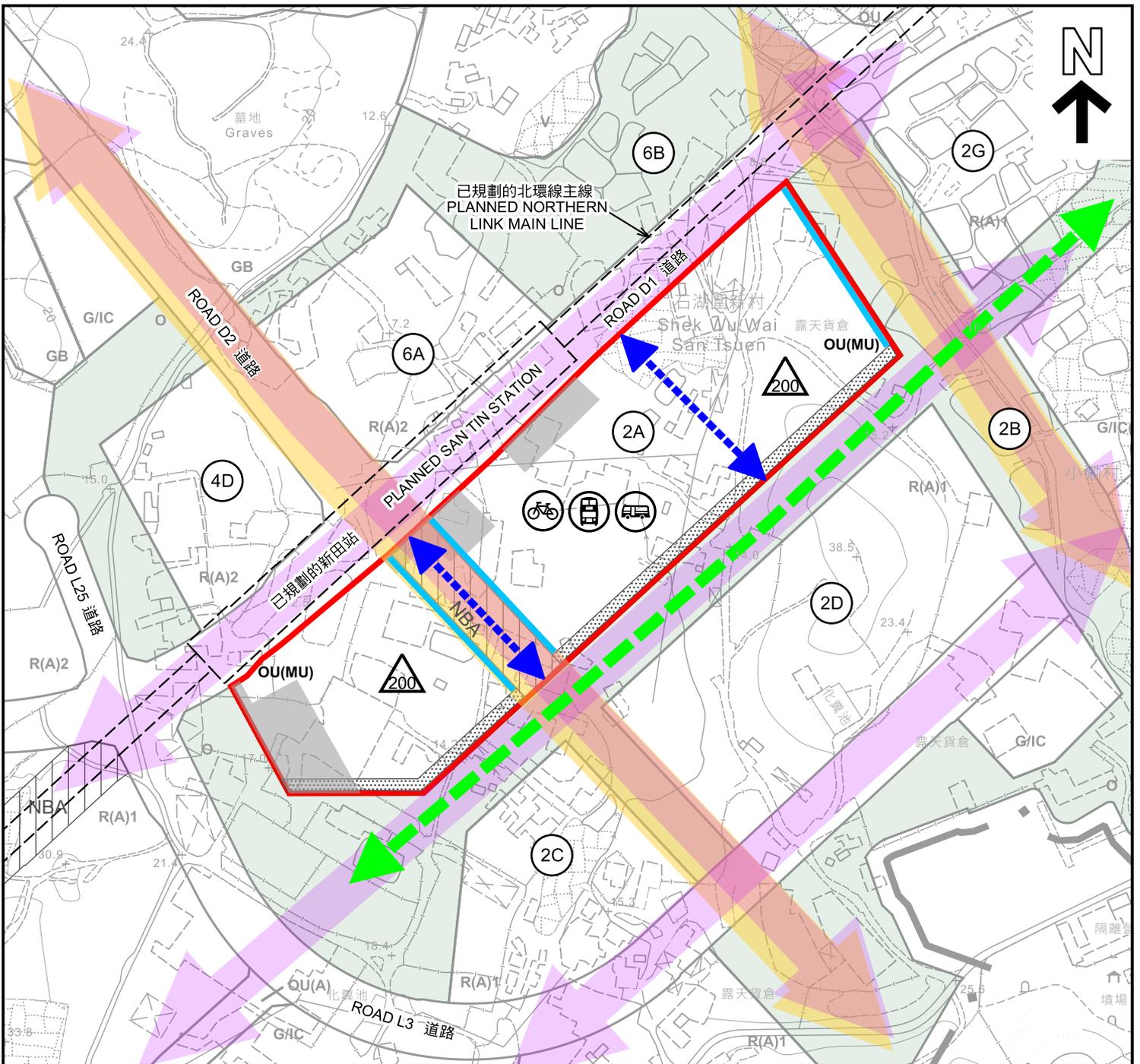



規劃署
 Planning Department

參考編號
 REFERENCE No.
M/YLE1/25/41

圖 PLAN
IV-1a

本摘要圖於2025年12月30日擬備，
 所根據的資料為於2024年9月17日
 核准的分區計劃大綱圖編號 S/STT/2
 EXTRACT PLAN PREPARED ON 30.12.2025
 BASED ON OUTLINE ZONING PLAN No.
 S/STT/2 APPROVED ON 17.9.2024



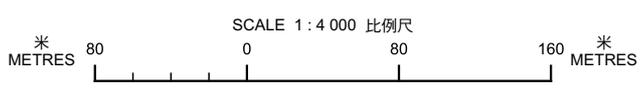
圖例 LEGEND

<p>第2A區的「其他指定用途」註明「混合用途」地帶(界線只作識別用) "OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 2A (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)</p> <p>R(A) 住宅(甲類) RESIDENTIAL (GROUP A)</p> <p>V 鄉村式發展 VILLAGE TYPE DEVELOPMENT</p> <p>G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY</p> <p>O 休憩用地 OPEN SPACE</p>	<p>OU 其他指定用途 OTHER SPECIFIED USES</p> <p>OU(MU) 其他指定用途(混合用途) OTHER SPECIFIED USES (MIXED USE)</p> <p>OU(A) 其他指定用途(美化市容地帶) OTHER SPECIFIED USES (AMENITY AREA)</p> <p>GB 綠化地帶 GREEN BELT</p> <p>NBA 非建築用地 NON-BUILDING AREA</p> <p>35 最高建築物高度(在主水平基準上若干米) BUILDING HEIGHT CONTROL(IN METRES ABOVE PRINCIPAL DATUM)</p>	<p>已規劃的新田站的擬議車站入口、通風井、機房、緊急救援通道及其他鐵路設施(有待詳細設計) PROPOSED STATION ENTRANCE, VENTILATION SHAFTS, PLANT ROOMS, EMERGENCY ACCESS AND OTHER RAILWAY FACILITIES OF THE PLANNED SAN TIN STATION (SUBJECT TO DETAILED DESIGN)</p> <p>臨街商店 ACTIVE FRONTAGE</p> <p>規劃區編號 PLANNING AREA NUMBER</p> <p>行人道(只作示意) PEDESTRIAN WALKWAY (INDICATIVE ONLY)</p> <p>樂活大道(只作示意) LIVING AVENUE (INDICATIVE ONLY)</p>	<p>主要觀景廊 MAJOR VIEW CORRIDOR</p> <p>主要通風廊 MAJOR BREEZEWAY / AIR PATH</p> <p>通透的臨街界面 PERMEABLE FRONTAGE</p> <p>單車停放處 CYCLE PARKING AREA</p> <p>巴士總站 BUS TERMINUS</p> <p>綠色專線小巴總站 / 公共小型巴士總站 GREEN MINI BUS TERMINUS / PUBLIC LIGHT BUS TERMINUS</p>
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本摘要圖於2025年12月30日擬備，
所根據的資料為測量圖編號2-SE-C
EXTRACT PLAN PREPARED ON 30.12.2025
BASED ON SURVEY SHEET No. 2-SE-C

城市設計綱要圖 URBAN DESIGN SCHEME PLAN

第2A區的「其他指定用途」註明「混合用途」地帶
"OTHER SPECIFIED USES" ANNOTATED
"MIXED USE" IN AREA 2A



規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 **PLAN**
IV-1b

**Urban Design Scheme Plan (UDSP) for
“Other Specified Uses” annotated “Mixed Use” Site
in Area 23, San Tin Technopole
(Plan IV-2a to IV-2b)**

	Item	Mandatory Requirements	Remarks
A. Site Information			
1.	Site Area (about)	75,500m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Included building setback(s)/open space(s) required in this UDSP.
2.	Proposed Site Formation Level (about)	6.5mPD	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.
B. Major Development Parameters			
3.	Major Uses	<p><u>Mixed Use Development</u></p> <ul style="list-style-type: none"> • This site is intended primarily for mixed use development comprising a mix of residential and commercial (office, hotel, retail, dining and entertainment) uses incorporated with a transport interchange hub (TIH). <p><u>TIH and Other Transport Facilities</u></p> <ul style="list-style-type: none"> • A TIH and public park-and-ride car parking spaces, mainly serving private car users making cross-boundary trips, should be provided. • The design of the TIH, the planned Chau Tau Station of Northern Link (NOL) Spur Line and the mixed use development should take into account each other to ensure convenient access amongst them. • The floor space constructed or intended for use solely as public transport facilities and public car parking spaces as required by Transport Department (TD) and solely as railway facilities as agreed by the Government may be disregarded for gross floor area (GFA) calculation. 	<ul style="list-style-type: none"> • Reference should be made to the Outline Zoning Plan (OZP) for details. • To enhance passenger interchange experience and amplify business potential of the commercial portion of the site, the waiting area of TIH may be designed and constructed to be contemporary and compatible with the design and construction of the development. • The TIH should be in operation before the commissioning of the planned Chau Tau Station as far as practicable, in consultation with TD. If not possible, adequate temporary transport facilities should be provided subject to agreement amongst relevant parties. • Detailed requirements of the TIH and public park-and-ride car parking spaces should be confirmed by TD.

	Item	Mandatory Requirements	Remarks
4.	Maximum Plot Ratio (PR)	Statutory Restriction on OZP	<ul style="list-style-type: none"> Any change in the domestic and non-domestic PRs specified on the ODP and UDSP should be subject to confirmation of technical feasibility by the project proponent(s) and agreement by relevant bureau(x)/department(s) (B/D(s)).
Total PR: 7			
Requirement under Outline Development Plan (ODP) and UDSP			
Total PR: 7 (Maximum Domestic: 3; and Minimum Non-domestic: 2.5)			
5.	Maximum Building Height (BH)	Statutory Restriction on OZP	<ul style="list-style-type: none"> Stepped BH profile descending towards the village cluster (i.e. the San Tin ‘Seven Villages’) to the south-west of site should be adopted, to foster urban-rural integration and to ensure a gradual and visually pleasing transition towards the village cluster. Iconic tower(s) should be considered to reinforce the site as a landmark.
200mPD			
6.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations 	<ul style="list-style-type: none"> N/A
C. Urban Design and Landscape Requirements			
7.	Breezeway / Air Path and View Corridor (Plan IV-2b)	<ul style="list-style-type: none"> The site forms part of the following two major view corridors: <ul style="list-style-type: none"> (i) between the site and the skyline of Shenzhen to the north through San Tin Eastern Main Drainage Channel (STEMDC); and (ii) between the site and the Innovation and Technology (I&T) Park in the south-eastern part of the San Tin Technopole through the Riverside Park in Area 11D. 	<ul style="list-style-type: none"> Long continuous façades should be avoided with shorter frontages of the proposed buildings facing the prevailing wind direction. Efforts should be made to minimise/ breakdown the podium bulk with small ground coverage or adopt podium-free design to enhance visual permeability and facilitate air ventilation.
8.	Connectivity	<ul style="list-style-type: none"> Direct public access(es) should be provided to the planned Chau Tau Station of the NOL Spur Line and the TIH. A 24-hour all-weather public elevated walkway, across San Sham Road and STEMDC, should be provided connecting the planned Chau Tau Station 	<ul style="list-style-type: none"> Underground vehicle parking should be considered to free up above-ground spaces for active use. Extension of the Living Avenue within the site via the landscaped deck could be considered to link up the I&T Park (North) to enhance the overall connectivity.

Item	Mandatory Requirements	Remarks
	<p>and TIH to the I&T sites in Area 16A (connection point at level from 18mPD to 22mPD²), through the site. Alternative means of this connection, such as subway, may also be considered.</p> <ul style="list-style-type: none"> • The following 24-hour public pedestrian and/or cycling connection points should be provided to improve the overall connectivity (Plan IV-2b): <ul style="list-style-type: none"> (i) between the landscaped deck and the podium of the mixed use development; (ii) connection to the I&T site in Area 19B to the north-west of the site across Road D4; and (iii) connection to the village cluster to the south-west of the site. • To ensure convenient transfer between the development, TIH, the planned Chau Tau Station of the NOL Spur Line and the surrounding areas, an integrated design should be adopted to provide a multi-level pedestrian network (including at-grade, elevated and underground links), with clear signage for wayfinding and display of real-time transport information after wayfinding, to connect different parts (including commercial and residential parts) of the development to the planned Chau Tau Station, TIH, the landscaped deck across San Tin Highway, the revitalised STEMDC to the east of the site, I&T sites to the north and northwest of the site, and the village cluster to the southwest of the site. • All-weather and barrier-free design should be adopted for pedestrian 	<ul style="list-style-type: none"> • The project proponent(s) should liaise with Civil Engineering and Development Department (CEDD) regarding the connection to the landscaped deck (including the location and level of the connection point); and liaise with future project proponent(s) of I&T site(s) for connection (including the location and level of the connection point).

² The connection point may be subject to further review by the project proponent of the I&T site (i.e. Hong Kong Science and Technology Parks Corporation).

	Item	Mandatory Requirements	Remarks
		<p>walkways. In particular, all-weather and barrier-free public accesses for pedestrians and cyclists connecting the planned landscaped deck across San Tin Highway and the riverside promenade should be provided.</p> <ul style="list-style-type: none"> • Provision of adequate cycling facilities not less than the requirements in Transport Planning and Design Manual/Hong Kong Planning Standards and Guidelines, and the number of bicycle parking spaces or storage facilities to be provided, should be agreed by TD. 	
9.	Active Frontage (Plan IV-2b)	<ul style="list-style-type: none"> • At-grade active frontage with a minimum width of 10m should be adopted at the southern edge facing the existing village cluster and northern edge facing the revitalised STEMDC. The height of this part of the development within the active frontage should be restricted to not exceeding two storeys (excluding any basement level) or 10m (aboveground). • The active frontage should be intended for non-industrial and non-residential uses (such as commercial and leisure facilities, retail, dining and entertainment facilities, etc.). Except for the part of the active frontage area occupied by railway facilities and essential connection points such as residential lobby entrance, a continuous active frontage should be provided on the ground and first floor levels of the development(s) as far as practicable. • At least 60% of the GFA³ allocated to the active frontage should be constructed. 	<ul style="list-style-type: none"> • The provision of the active frontage aims to strengthen the town centre function of the landmark development at the site and enhance the street vibrancy and vitality of the area. • Terraced podium could be considered to create a human-scale public realm and to foster urban-rural integration by blending in with the low-rise setting of the villages to the south-west of the site. Variations in the form of active frontage could also be considered. • Consideration should be given to incorporating alfresco dining at the development edge facing the revitalised STEMDC to the north-east.

³ The allocated GFA refers to the estimated maximum GFA that could be accommodated within a two-storey structure within the area designated as 'Active Frontage'.

	Item	Mandatory Requirements	Remarks
		<ul style="list-style-type: none"> • Within the active frontage, at least 3.5m-wide setback on the ground level at the outer part of the active frontage abutting the open space should be provided to facilitate a 24-hour covered public pedestrian walkway. • Each unit within the active frontage area should provide a direct access to the pedestrian walkway (as defined above) and open space. • The requirements for active frontage should be followed as far as practicable. Taking into account the potential interface with the planned Chau Tau Station of NOL Spur Line and its works area, design flexibility will be allowed for active frontages at the southern edge facing the existing village cluster and northern edge facing the revitalised STEMDC. 	
10.	Urban-rural Integration	<ul style="list-style-type: none"> • Design harmony between new developments and the surrounding areas, such as the San Tin ‘Seven Villages’ to its south-west, should be achieved through sensible building design and layout. 	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to consider preserving/revitalising the natural and cultural elements identified as far as practicable. • Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
11.	Open Space and Greenery	<ul style="list-style-type: none"> • Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with Sustainable Building Design Guidelines as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152) based on the areas of individual sites. • Maximising greening opportunity within proposed development(s) at grade, 	<ul style="list-style-type: none"> • Reference should be made to Development Bureau (DEVB)’s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place.

	Item	Mandatory Requirements	Remarks
		<p>podium, rooftop and/or vertical façade as appropriate.</p> <ul style="list-style-type: none"> • A connection space (e.g. in form of an entrance plaza) should be considered at the connection point of the landscaped deck. 	<ul style="list-style-type: none"> • Open spaces should be provided for leisure activities and as gathering spaces for curated programmes. • Planting palette, with minimum 50% native species is encouraged. The planting palette should take into account the revitalised STEMDC to the east of the site. • Thematic planting with seasonal display of colour and form should be considered. • Harmonious at-grade greening, vertical greening and green roof should be considered to enhance the aesthetic character. • Bespoke street furniture could be introduced to strengthen the sense of place. • The project proponent(s) should liaise with the project proponent(s) of the amenity area along STEMDC for a coherent landscape design.
12.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus. • Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and designating areas for establishment of urban farms. 	<ul style="list-style-type: none"> • Energy efficient building design for sustainability (such as careful building disposition to optimise sunlight exposure and heat gain) should be considered.
13.	Bird-friendly Design	<ul style="list-style-type: none"> • The development should comply with relevant mitigation measures under the approved Environmental Impact Assessment (EIA) Report (No. AEIAR-261/2024) and the Bird-friendly Design Guideline under the approval conditions 	<ul style="list-style-type: none"> • Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details.

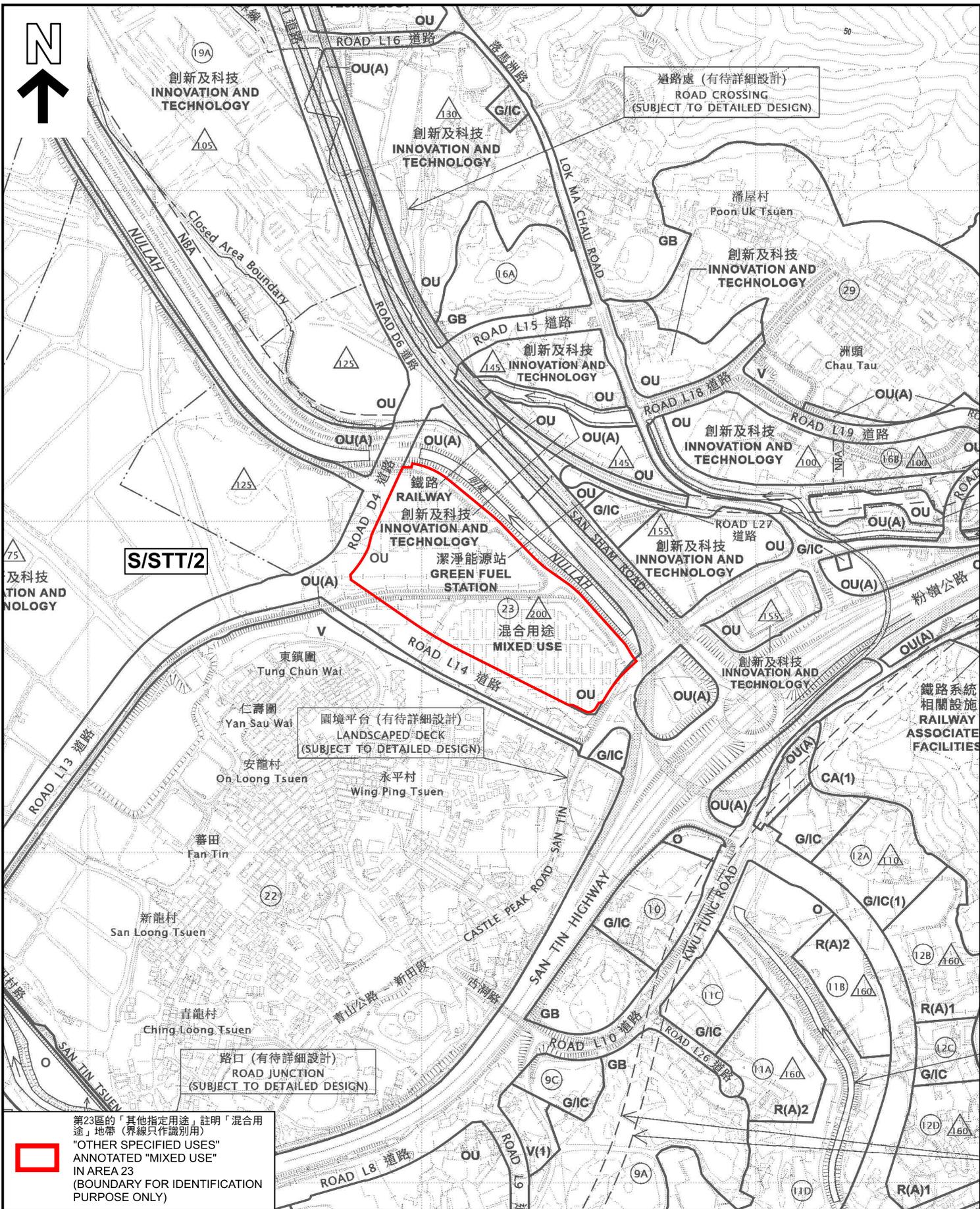
	Item	Mandatory Requirements	Remarks
		<p>of the EIA Report, which provides measures to minimise the risk of bird collisions and the impacts on birds.</p>	<ul style="list-style-type: none"> Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
14.	Others	<ul style="list-style-type: none"> The project proponent(s) should observe relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administration guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government. All future development(s) at the site should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned. Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures under the approved EIA Report and the submissions approved under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> As the site is located in close proximity to San Tin Interchange, San Sham Road (and its realigned section Road P1) and the existing Lok Ma Chau Spur Line, the layout of the development will require special consideration to mitigate the traffic and railway noise impact. The layout of the proposed mixed use development should be suitably arranged to shield the traffic and railway noise by non-noise sensitive uses. The project proponent(s) are reminded of the interface issue(s) with the Government's site formation and engineering infrastructure works for the area, as well as other construction works/projects in the vicinity. Subject to detailed design of the planned NOL Spur Line including the planned Chau Tau Station, part of the site would be required for accommodating the station structures and their subsequent operation. In addition, part of the site would serve as temporary works areas for construction of the planned NOL Spur Line including the planned Chau Tau Station, and would only be available for handover to the future project proponent(s) of the site upon completion of the works of the NOL Spur Line. The project proponent(s) should liaise with Highways Department and MTR Corporation Limited to ensure coordination to resolve any project interfaces with the planned NOL Spur Line and Chau Tau Station. The project proponent(s) should also liaise with CEDD or other relevant B/D(s) on the

	Item	Mandatory Requirements	Remarks
			project interfaces with the adjoining STEMDC to be revitalised.

Notes:

- (1) The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.
- (2) If deviations from the requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by relevant B/D(s), to demonstrate that the original design concept would not be jeopardised.

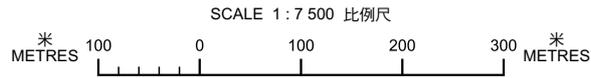
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 第23區的「其他指定用途」註明「混合用途」地帶 (界線只作識別用)
 "OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 23
 (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

位置圖 LOCATION PLAN

第23區的「其他指定用途」註明「混合用途」地帶
 "OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 23

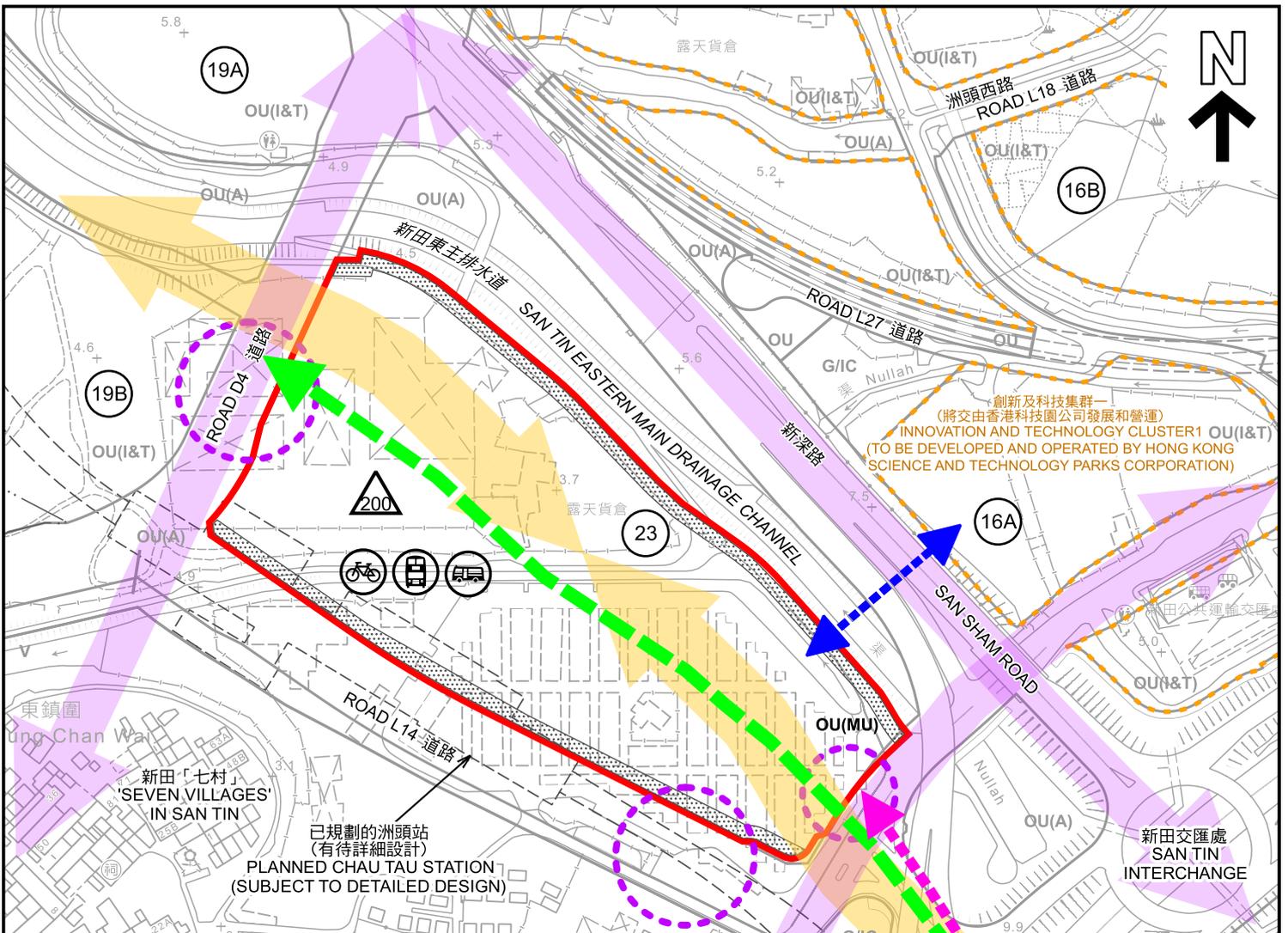



規劃署
 Planning Department

參考編號
 REFERENCE No.
M/YLE1/25/41

圖 PLAN
IV-2a

本摘要圖於2025年12月30日擬備，
 所根據的資料為於2024年9月17日
 核准的分區計劃大綱圖編號 S/STT/2
 EXTRACT PLAN PREPARED ON 30.12.2025
 BASED ON OUTLINE ZONING PLAN No.
 S/STT/2 APPROVED ON 17.9.2024



圖例 LEGEND

- | | | |
|--|---|--|
| <p>23 第23區的「其他指定用途」註明「混合用途」地帶 (界線只作識別用)
"OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 23 (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)</p> <p>R(A) 住宅(甲類)
RESIDENTIAL (GROUP A)</p> <p>V 鄉村式發展
VILLAGE TYPE DEVELOPMENT</p> <p>G/IC 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY</p> <p>O 休憩用地
OPEN SPACE</p> <p>OU 其他指定用途
OTHER SPECIFIED USES</p> <p>OU(MU) 其他指定用途(混合用途)
OTHER SPECIFIED USES (MIXED USE)</p> <p>OU(I&T) 其他指定用途(創新及科技)
OTHER SPECIFIED USES (INNOVATION AND TECHNOLOGY)</p> <p>OU(A) 其他指定用途(美化市容地帶)
OTHER SPECIFIED USES (AMENITY AREA)</p> <p>GB 綠化地帶
GREEN BELT</p> <p>23 規劃區編號
PLANNING AREA NUMBER</p> | <p>200 已規劃的洲頭站 (有待詳細設計)
PLANNED CHAU TAU STATION (SUBJECT TO DETAILED DESIGN)</p> <p>23 最高建築物高度(在主水平基準上若干米)
BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)</p> <p>35 單車停放處
CYCLE PARKING AREA</p> <p>巴士 巴士總站
BUS TERMINUS</p> <p>綠線 綠色專線小巴總站 / 公共小型巴士總站
GREEN MINI BUS TERMINUS / PUBLIC LIGHT BUS TERMINUS</p> | <p>高 高架行人道(只作示意)
ELEVATED WALKWAY (INDICATIVE ONLY)</p> <p>樂 樂活大道(只作示意)
LIVING AVENUE (INDICATIVE ONLY)</p> <p>主 主要觀景廊
MAJOR VIEW CORRIDOR</p> <p>主 主要通風廊
MAJOR BREEZEWAY / AIR PATH</p> <p>高 高架園境平台(有待詳細設計)
LANDSCAPED DECK (SUBJECT TO DETAILED DESIGN)</p> <p>創 創新及科技集群一
INNOVATION AND TECHNOLOGY CLUSTER 1</p> <p>行 行人及/或單車連接點(只作示意)
PEDESTRIAN AND/OR CYCLING CONNECTION POINT (INDICATIVE ONLY)</p> <p>臨 臨街商店
ACTIVE FRONTAGE</p> |
|--|---|--|

城市設計綱要圖 URBAN DESIGN SCHEME PLAN

第23區的「其他指定用途」註明「混合用途」地帶
"OTHER SPECIFIED USES" ANNOTATED "MIXED USE" IN AREA 23



規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
IV-2b



本摘要圖於2025年12月30日擬備，
所根據的資料為測量圖編號2-SE-A
EXTRACT PLAN PREPARED ON 30.12.2025
BASED ON SURVEY SHEET No. 2-SE-A

**Urban Design Scheme Plan (UDSP) for
“Other Specified Uses” annotated “Cultural and Community Uses with
Supporting Uses and Facilities” Site
in Area 7, San Tin Technopole
(Plans IV-3a to IV-3b)**

	Item	Particulars	Remarks
A. Site Information			
1.	Site Area (about)	149,230m ²	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development. • Included open space(s) required in this UDSP.
2.	Proposed Site Formation Level (about)	9mPD to 13mPD	<ul style="list-style-type: none"> • Indicative only. Subject to review/change in the course of development.
B. Major Development Parameters			
3.	Major Uses	<p><u>Cultural and Community Complex</u></p> <ul style="list-style-type: none"> • The site is intended primarily for the provision of a cultural and community complex serving the needs of the local residents and/or a wider district, region or the territory. • Potential cultural and community facilities may include a major performing arts venue, a major museum, a major library, a swimming pool complex, sports facilities and flexible public/event spaces. • Retail, dining, recreational, entertainment and other uses and facilities in support of the complex may also be included. 	<ul style="list-style-type: none"> • The cultural and community complex will not only serve the neighbouring communities, but also bring together a diverse range of local, regional and international exhibitions and performances that strengthen Hong Kong’s role as an East-meets-West centre for international cultural exchange. Together with the planned open space in between (i.e. River Valley Park), the site will be an activity node drawing people together and fostering district identity. • Reference should be made to the Outline Zoning Plan (OZP) for details.
4.	Maximum Plot Ratio (PR)	<p style="text-align: center;">Statutory Restriction on OZP</p> <p style="text-align: center;">-</p>	<ul style="list-style-type: none"> • N/A
5.	Maximum Building Height (BH)	<p style="text-align: center;">Statutory Restriction on OZP</p> <p style="text-align: center;">-</p>	<ul style="list-style-type: none"> • Varied BHs should be considered to create visual interest at the site. • Iconic building(s)/structure(s) should be considered to reinforce the site as a landmark fostering district identity.

	Item	Particulars	Remarks
6.	Site Coverage	<ul style="list-style-type: none"> As stipulated in the Building (Planning) Regulations. 	<ul style="list-style-type: none"> N/A
C. Urban Design and Landscape Requirements			
7.	Breezeway/ Air Path and View Corridor (Plan IV-3b)	<ul style="list-style-type: none"> The site and the planned open space in between forms part of the strategic air path for wind penetration from the south-west. The planned open space together with the revitalised San Tin Western Main Drainage Channel (STWMDC) in between the site will form a breezeway connecting San Tin Barracks to its south and the ‘Seven Villages’ in San Tin Heung to its north. It also serves as a view corridor between the planned Sam Po Shue Wetland Conservation Park (SPS WCP) and the scenic backdrop of Ngau Tam Shan through the revitalised STWMDC. 	<ul style="list-style-type: none"> Long continuous façades should be avoided with shorter frontages of the proposed buildings facing the prevailing wind direction. Efforts should be made to minimise/ breakdown the podium bulk with small ground coverage or adopt podium-free design to enhance visual permeability and facilitate air ventilation.
8.	Connectivity (Plan IV-3b)	<ul style="list-style-type: none"> Direct public access(es) should be provided to the planned open space in between the eastern and western portions of the site. At least two all-weather 24-hour public pedestrian walkways should be provided through the site in an east-west direction, one of which should be connected to the Living Avenue (as defined under <u>item 9</u> below), providing connections between the planned open spaces in Area 6B to its west, Area 2B to its south and Area 11D to its further east. The alignment of these pedestrian walkways should take into account the location of the future connections across the revitalised STWMDC in the River Valley Park, to ensure convenient and short pedestrian routes as far as practicable. At least one all-weather 24-hour public pedestrian walkway should be provided 	<ul style="list-style-type: none"> Underground vehicle parking should be considered to free up above-ground spaces for active use.

	Item	Particulars	Remarks
		<p>through the site in a north-south direction connecting Road L8 and Road D1.</p> <ul style="list-style-type: none"> • All-weather and barrier-free design should be adopted for pedestrian walkways. • Provision of adequate cycling facilities not less than the requirements in Transport Planning and Design Manual/Hong Kong Planning Standards and Guidelines, and the number of bicycle parking spaces or storage facilities to be provided, should be agreed by the Transport Department. 	
9.	Living Avenue (Plan IV-3b)	<ul style="list-style-type: none"> • For areas near/abutting the Living Avenue at the southern edge of the site, pocket open space(s), plazas, activity space(s), active frontage(s) (with commercial uses such as retail, food and beverage, entertainment, etc.), soft landscaping and green features, are encouraged to be provided in order to create diversified and vibrant pedestrian environments. 	<ul style="list-style-type: none"> • The Living Avenue, which is a continuous pedestrian-friendly corridor with the provision of pocket open spaces, active frontage, soft landscaping and green features, is planned to connect the landmark developments, residential clusters and community facilities in the San Tin Town Centre. The cultural and community complex forms part of the Living Avenue connecting the planned open space in Area 2B to its south to the planned open space in Area 11D to its further east.
10.	Permeable Frontage (Plan IV-3b)	<ul style="list-style-type: none"> • For areas abutting the planned open space in between the eastern and western portions of the site, fence-free design should be adopted to ensure integrated design with the planned open space and promote visual permeability. • If boundary fence/wall is unavoidable, a minimum of 50% visual and physical porosity from 1m and above (measured from the formation level of the immediate level of the open space/pedestrian walkway) should be adopted. 	<ul style="list-style-type: none"> • N/A

	Item	Particulars	Remarks
11.	Urban-rural Integration	<ul style="list-style-type: none"> • Design harmony between new developments and the surrounding areas, such as the village of Shek Wu Wai to its further west, should be achieved through sensible building design and layout. 	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to consider preserving/revitalising the natural and cultural elements identified as far as practicable. • Reference should be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis.
12.	Open Space and Greenery	<ul style="list-style-type: none"> • Provision of a minimum 20% to 30% overall site coverage of greenery in accordance with Sustainable Building Design Guidelines as set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152 (PNAP APP-152) based on the areas of individual sites. • Maximising greening opportunity within proposed development(s) at grade, podium, rooftop and/or vertical façade as appropriate. • Integrated design should be adopted to ensure design harmony with the planned open space in between. 	<ul style="list-style-type: none"> • Reference should be made to Development Bureau (DEVB)’s relevant technical circulars (e.g. DEVB Technical Circular (Works) Nos. 4/2020, 5/2020 and 3/2024 or the latest version), guidelines (e.g. soil volume for urban trees, and proper planting practices), and street tree selection guide to achieve proper tree preservation and right plant species at right place. • Open spaces should be provided for leisure activities and as gathering spaces for curated programmes. • Green passages through the building blocks could be considered to diversify walking experiences. • Planting palette with minimum 50% native species is encouraged. The planting palette should take into account the revitalised STWMDC and the planned open space in between the eastern and western portions of the site. • Thematic planting with seasonal display of colour and form should be considered. The planting palette should emphasise the connection between the development, the open space and Living Avenue. • Harmonious at-grade greening, vertical greening and green roof should be

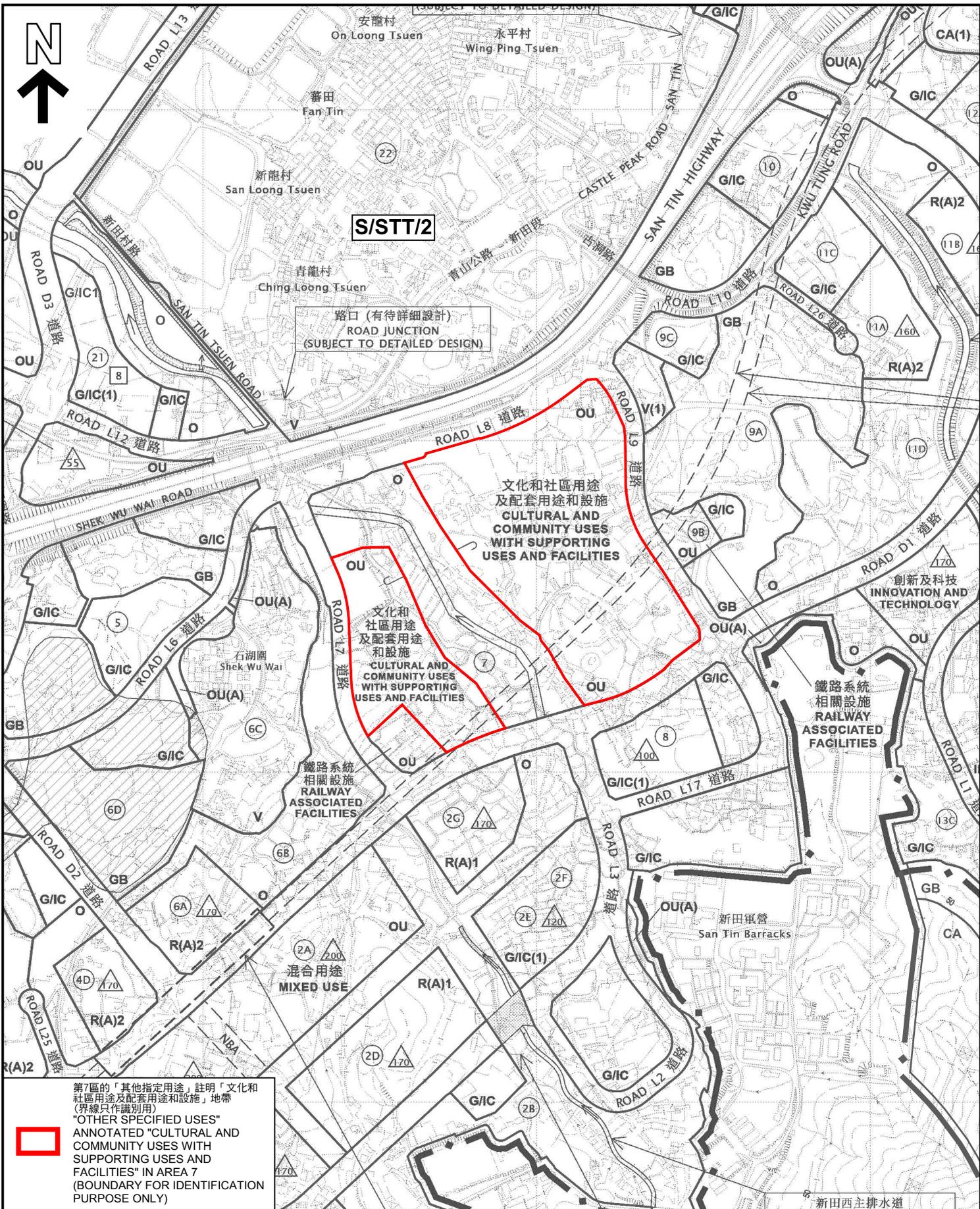
	Item	Particulars	Remarks
			<p>considered to enhance the aesthetic character.</p> <ul style="list-style-type: none"> • Bespoke street furniture could be introduced to strengthen the sense of place. • The project proponent(s) should liaise with the project proponent(s) of the adjoining planned open space for a coherent landscape design.
13.	Urban Farming/Community Farming	<ul style="list-style-type: none"> • Project proponent(s) are encouraged to consider identifying suitable locations, such as open space, for establishing modernised urban farms and/or community farms. 	<ul style="list-style-type: none"> • The Government published the Blueprint for the Sustainable Development of Agriculture and Fisheries¹ in 2023, which promulgated a number of measures to promote the development of urban farming operated on commercial basis, with a view to integrating commercial agriculture into urban districts such as public parks, government buildings and private property development projects. • The development of the modernised urban farms/community farms may take into account elements of the existing agricultural landscape. For example, the project proponent may consider whether it is possible to integrate the existing agricultural land into the community farm.
14.	Green Building Design	<ul style="list-style-type: none"> • Project proponent(s) should implement green building design in their development(s) for attaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus. • Project proponent(s) should adopt green building design features such as green roof and vertical greening, as well as green design features such as tree planting along pedestrian walkways and 	<ul style="list-style-type: none"> • Energy efficient building design for sustainability (such as careful building disposition to optimise sunlight exposure and heat gain) should be considered.

¹ Blueprint for the Sustainable Development of Agriculture and Fisheries is available at: https://www.afcd.gov.hk/english/Blueprint/Blueprint_Main.html.

	Item	Particulars	Remarks
		designating areas for establishment of urban farms.	
15.	Bird-friendly Design	<ul style="list-style-type: none"> The development should comply with relevant mitigation measures under the approved Environmental Impact Assessment (EIA) Report and the Bird-friendly Design Guideline under the approval conditions of the EIA Report, which provides measures to minimise the risk of bird collisions and the impacts on birds. 	<ul style="list-style-type: none"> Reference should be made to the Letter of Approval of the EIA Report dated 17 May 2024 and the approved EIA Report for details. Excessive rooftop structures in terms of covered area and/or height should be avoided to minimise potential impacts on birds.
16.	Others	<ul style="list-style-type: none"> The project proponent(s) should observe relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administration guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government. All future development(s) at the site should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned. Project proponent(s) should ensure their development(s) would comply with relevant mitigation measures under the approved EIA Report (No. AEIAR-261/2024) and the submissions approved under the approval conditions of the EIA Report. 	<ul style="list-style-type: none"> The project proponent(s) are reminded of the interface issue(s) with the Government's site formation and engineering infrastructure works for the area, as well as other construction works/ projects in the vicinity. The project proponent(s) should liaise with Highways Department and MTR Corporation Limited to ensure coordination to resolve any project interfaces with the planned Northern Link (NOL) Main Line and NOL Spur Line; and with Civil Engineering and Development Department and Leisure and Cultural Services Department or other relevant bureau(x)/department(s) (B/D(s)) on the project interfaces with the adjoining planned open space.

Notes:

- (1) The project proponent(s) should refer to the latest version(s) of any relevant document(s) mentioned above or any new relevant document(s) as applicable.
- (2) If deviations from the requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by relevant B/D(s), to demonstrate that the original design concept would not be jeopardised.



S/STT/2

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

文化及社區用途
及配用途和設施
**CULTURAL AND
COMMUNITY USES
WITH SUPPORTING
USES AND FACILITIES**

文化及社區用途
及配用途和設施
**CULTURAL AND
COMMUNITY USES
WITH SUPPORTING
USES AND FACILITIES**

創新及科技
**INNOVATION AND
TECHNOLOGY**

鐵路系統
相關設施
**RAILWAY
ASSOCIATED
FACILITIES**

鐵路系統
相關設施
**RAILWAY
ASSOCIATED
FACILITIES**

混合用途
MIXED USE

新田軍營
San Tin Barracks

新田西主排水道

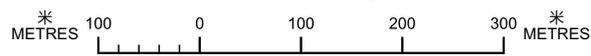
第7區的「其他指定用途」註明「文化和社區用途及配用途和設施」地帶 (界線只作識別用)
"OTHER SPECIFIED USES" ANNOTATED "CULTURAL AND COMMUNITY USES WITH SUPPORTING USES AND FACILITIES" IN AREA 7 (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



位置圖 LOCATION PLAN

第7區的「其他指定用途」註明
「文化和社區用途及配用途和設施」地帶
"OTHER SPECIFIED USES" ANNOTATED "CULTURAL AND
COMMUNITY USES WITH SUPPORTING USES AND
FACILITIES" IN AREA 7

SCALE 1:7 500 比例尺

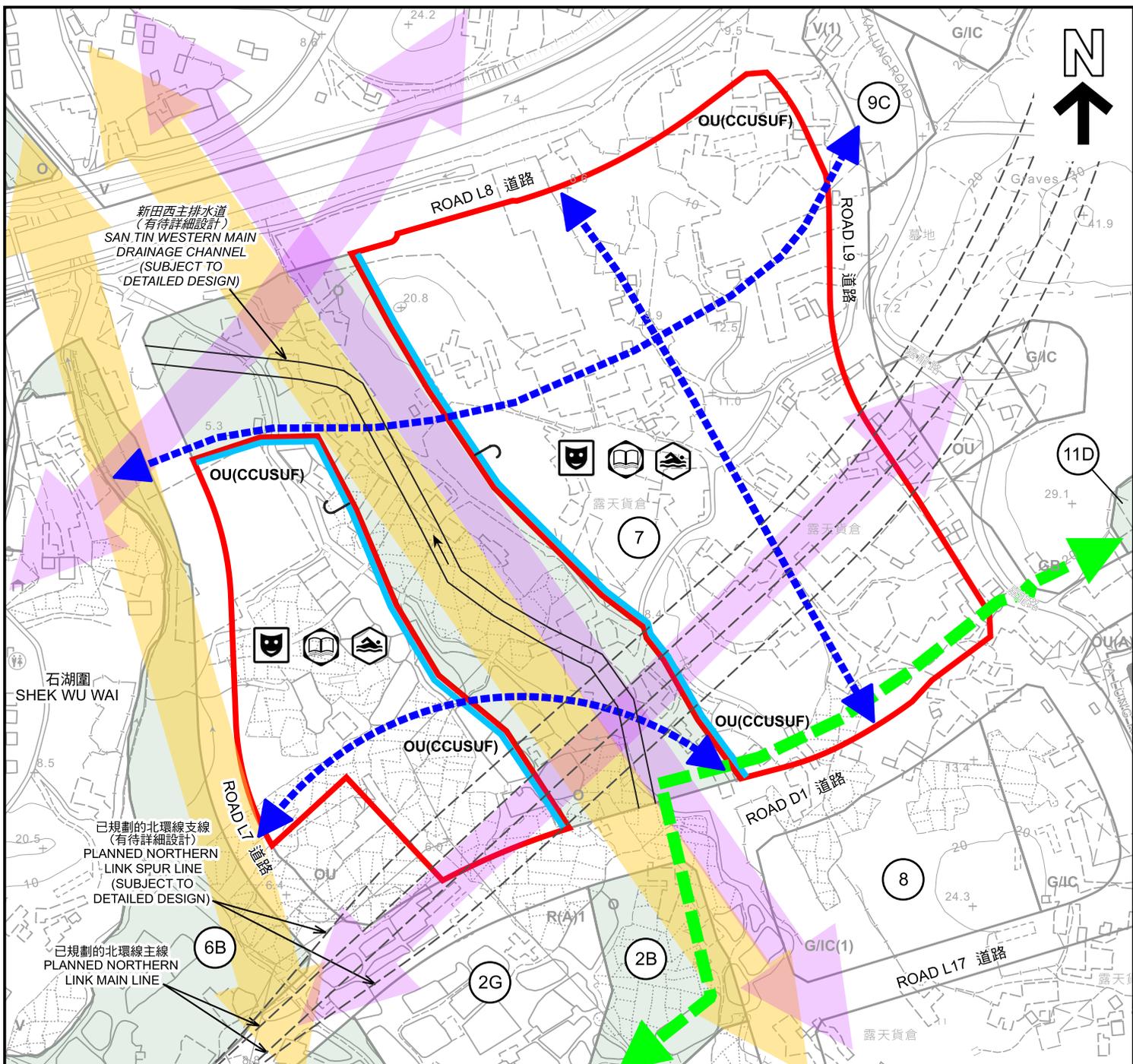


規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
IV-3a

本摘要圖於2025年12月30日擬備，
所根據的資料為於2024年9月17日
核准的分區計劃大綱圖編號 S/STT/2
EXTRACT PLAN PREPARED ON 30.12.2025
BASED ON OUTLINE ZONING PLAN No.
S/STT/2 APPROVED ON 17.9.2024



圖例 LEGEND

<p> 第7區的「其他指定用途，註明「文化和社區用途及配套用途和設施」地帶（界線只作識別用）」 "OTHER SPECIFIED USES" ANNOTATED "CULTURAL AND COMMUNITY USES WITH SUPPORTING USES AND FACILITIES" IN AREA 7 (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)</p> <p> 最高建築物高度（在主水平基準上若干米） BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)</p> <p>R(A) 住宅(甲類) RESIDENTIAL (GROUP A)</p> <p>V 鄉村式發展 VILLAGE TYPE DEVELOPMENT</p>	<p>G/I/C 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY</p> <p>O 休憩用地 OPEN SPACE</p> <p>OU 其他指定用途 OTHER SPECIFIED USES</p> <p>OU (CCUSUF) 其他指定用途（文化和社區用途及配套用途和設施） OTHER SPECIFIED USES (CULTURAL AND COMMUNITY USES WITH SUPPORTING USES AND FACILITIES)</p> <p>OU(A) 其他指定用途（美化市容地帶） OTHER SPECIFIED USES (AMENITY AREA)</p>	<p>GB 綠化地帶 GREEN BELT</p> <p> 行人道（只作示意） PEDESTRIAN WALKWAY (INDICATIVE ONLY)</p> <p> 樂活大道（只作示意） LIVING AVENUE (INDICATIVE ONLY)</p> <p> 主要觀景廊 MAJOR VIEW CORRIDOR</p> <p> 主要通風廊 MAJOR BREEZEWAY / AIR PATH</p> <p> 通透的臨街界面 PERMEABLE FRONTAGE</p>	<p>(2B) 規劃區編號 PLANNING AREA NUMBER</p> <p> 游泳池場館 SWIMMING POOL COMPLEX</p> <p> 圖書館 LIBRARY</p> <p> 文娛館 CULTURAL COMPLEX</p>
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城市設計綱要圖 URBAN DESIGN SCHEME PLAN

第7區的「其他指定用途」註明「文化和社區用途及配套用途和設施」地帶
"OTHER SPECIFIED USES" ANNOTATED "CULTURAL AND COMMUNITY USES WITH SUPPORTING USES AND FACILITIES" IN AREA 7

本摘要圖於2025年12月30日擬備，所根據的資料為測量圖
編號2-SE-A、B、C及D
EXTRACT PLAN PREPARED ON 30.12.2025 BASED ON SURVEY SHEETS No. 2-SE-A, B, C & D



規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
IV-3b

Appendix V

Planning Parameters for Major Development Sites in the
Planning Scheme Area

**PLANNING PARAMETERS FOR MAJOR DEVELOPMENT SITES
WITHIN THE SAN TIN TECHNOPOLE OUTLINE DEVELOPMENT PLAN**

Special Residential (“RS”) [Note 1]

1. **Area 1B**

Maximum Domestic Plot Ratio (DPR)	:	6.5
Maximum Non-Domestic Plot Ratio (NDPR)	:	0.3
Maximum Building Height (BH)	:	170mPD

The site is intended to include non-domestic uses, such as retail and social welfare facilities.

2. **Area 1C (DRE)**

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	170mPD

The site is intended to be developed as a dedicated rehousing estate with non-domestic uses, such as retail and social welfare facilities.

3. **Area 2C**

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	170mPD

The site is intended to include non-domestic uses, such as retail and social welfare facilities. Active frontage with a minimum width of 10m should be provided as designated on the Plan as far as practicable. Permeable frontage should be adopted for the development edge facing the planned open space.

4. **Area 2D**

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	170mPD

The site is intended to include non-domestic uses, such as retail and social welfare facilities. Active frontage with a minimum width of 10m should be provided as designated on the Plan as far as practicable. Permeable frontage should be adopted for the development edge facing the planned open space.

5. Area 2I

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	170mPD

The site is intended to include non-domestic uses, such as retail and social welfare facilities. Permeable frontage should be adopted for the development edge facing the planned open space.

Residential - Zone 1 (“R1”)

6. Area 1D

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	200mPD

The site is intended to include retail use. A 40m-wide non-building area (NBA) as designated on the Plan is required.

7. Area 2G

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	170mPD

The site is intended to include retail use. Active frontage with a minimum width of 10m should be provided as designated on the Plan. Permeable frontage should be adopted for the development edge facing the planned open space.

8. Area 4B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	170mPD

The site is intended to include retail use.

9. Area 4D

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	170mPD

The site is intended to include retail use and railway related facilities to be integrated with the development. Permeable frontage should be adopted for the development edge facing the planned open space.

10. Area 6A

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	170mPD

The site is intended to include retail use and railway related facilities to be integrated with the development. Permeable frontage should be adopted for the development edge facing the planned open space.

11. Area 11A

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	160mPD

The site is intended to include retail use. Active frontage with a minimum width of 10m should be provided as designated on the Plan. Permeable frontage should be adopted for the development edge facing the planned open space.

12. Area 11B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	160mPD

The site is intended to include retail use. Active frontage with a minimum width of 10m should be provided as designated on the Plan. Permeable frontage should be adopted for the development edge facing the planned open space.

13. Area 12B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	160mPD

The site is intended to include retail use.

14. Area 12D

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	160mPD

The site is intended to include retail use.

Other Specified Uses (Mixed Use) (“OU(MU)”) [Notes 2, 3]

15. Area 2A

Total PR, including	:	7
- <i>Maximum DPR</i>	:	4.5
- <i>Maximum NDPR</i>	:	2.5
Maximum BH	:	200mPD

The site is intended to include a mix of residential and commercial (office, hotel, retail, dining and entertainment (RDE)) uses, a transport interchange hub (TIH), public park-and-ride car parking spaces and railway related facilities to be integrated with the development. A 34m-wide NBA as indicated on the Plan is required. Active frontage with a minimum width of 10m should be provided as designated on the Plan. Permeable frontage should be adopted for the development edge facing the planned open space and the two sides of the 34m-wide NBA.

16. Area 23

Total PR, including	:	7
- <i>Maximum DPR</i>	:	3
- <i>Minimum NDPR</i>	:	2.5
Maximum BH	:	200mPD

The site is intended to include a mix of residential and commercial (office, hotel, RDE) uses, a TIH, public park-and-ride car parking spaces and railway related facilities to be integrated with the development. Active frontage with a minimum width of 10m should be provided as designated on the Plan as far as practicable.

Other Specified Uses (Innovation and Technology) [Note 4]

17. Area 13A

Maximum BH	:	170mPD
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18. Areas 16A and 16B

Maximum BH	:	35mPD to 155mPD as indicated on the Plan
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19. Area 17

Maximum BH	:	15mPD
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The site is intended to be developed into the Agriculture, Fisheries and Conservation Department's Fisheries Research Centre.

20. Areas 19A, 19B and 19C

Maximum BH : 15mPD to 125mPD as
indicated on the Plan

Other Specified Uses (Logistics, Storage and Workshop)

21. Area 13B

Maximum BH : 170mPD

Maximum NDPR : 5

22. Area 14A

Maximum BH : 145mPD

Maximum NDPR : 5

23. Area 21

Maximum BH : 55mPD

Maximum NDPR : 2

Notes:

- [1] An area equivalent to about 5% of the attainable domestic GFA of the future public housing developments in the area will be set aside for the provision of social welfare facilities subject to Social Welfare Department's advice on the provision, confirmation on funding and detailed design in accordance with the prevailing policy and practice as far as practicable. Details of the social welfare facilities proposed within "RS" sites, including provision, type, location, GFA and design of the facilities should be subject to further review in detailed design stage taking account of the latest circumstances and departmental requirements.
- [2] For "OU(MU)" sites, reference should be made to the Urban Design Scheme Plans for the detailed design requirements. Master layout plan submission is required.
- [3] Details of the TIH proposed within "OU(MU)" sites, including type, location and design of the facilities should be subject to further review in detailed design stage to be confirmed by Transport Department (TD). Public transport facilities and public car parking spaces as required by TD may be disregarded for GFA calculation.
- [4] Reference should be made to the endorsed Planning and Design Brief for Sites zoned "Innovation and Technology" on San Tin Technopole Outline Zoning Plan for the detailed planning and design requirements. Submission of Master Plan to the Designated Committee is required.

Plans



只供顯示用途
For Indicative Purpose Only

圖例 LEGEND

—◆— 規劃範圍界線
Planning Scheme Boundary

本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

位置圖 LOCATION PLAN

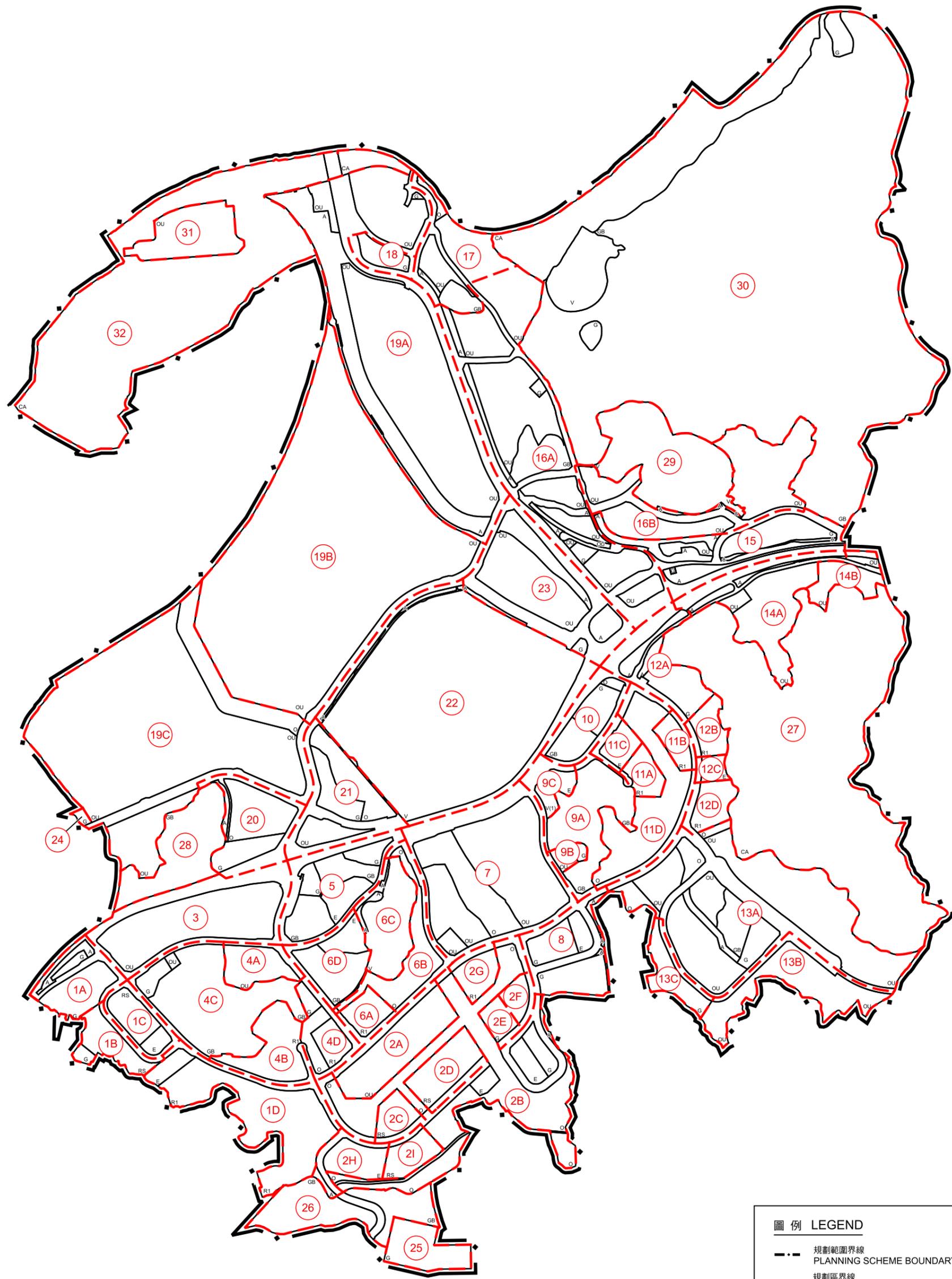
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METRES

 **規劃署**
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
1



- 圖例 LEGEND**
-  規劃範圍界線
PLANNING SCHEME BOUNDARY
 -  規劃區界線
PLANNING AREA BOUNDARY
 -  用途地帶界線
ZONING BOUNDARY
 -  1 規劃區編號
PLANNING AREA NUMBER

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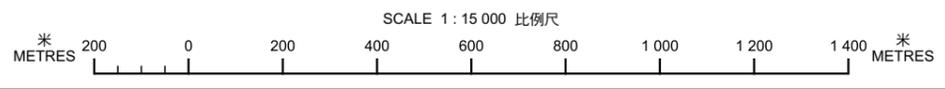
本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

規劃區 PLANNING AREA

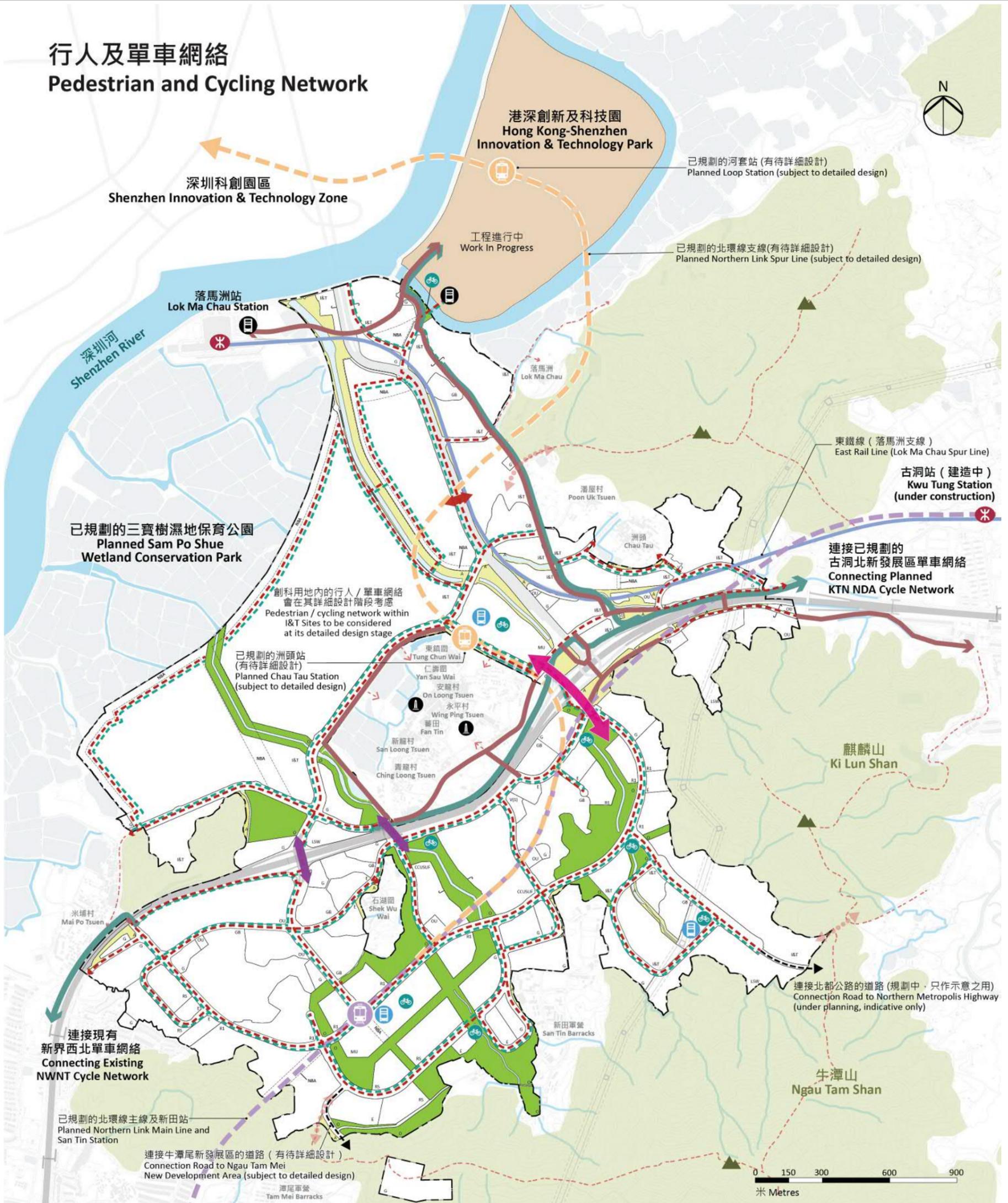


參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
2



行人及單車網絡 Pedestrian and Cycling Network



圖示 LEGEND

- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none"> 新田科技城的项目範圍
Project Boundary of San Tin Technopole 休憩用地
Open Space 美化市容地帶
Amenity 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress) | <ul style="list-style-type: none"> 現有 / 已規劃的公共運輸交匯處
Existing / Planned Public Transport Interchange 擬議運輸交匯樞紐 / 公共運輸交匯處
Proposed Transport Interchange Hub / Public Transport Interchange 地標式高架園境平台 (供行人及單車使用)
Landmark Landscaped Deck for Pedestrians and Cyclists 擬議天橋 / 地下通道 (供行人及單車使用)
Proposed Bridge / Underpass for Pedestrians and Cyclists 擬議行人走廊
Proposed Pedestrian Corridor | <ul style="list-style-type: none"> 現有 / 已規劃的行人道
Existing / Planned Pedestrian Walkway 現有鄉郊 / 步行徑
Existing Rural / Walking Trail 擬議行人道
Proposed Pedestrian Walkway 現有 / 已規劃的單車徑
Existing / Planned Cycle Track 擬議單車徑
Proposed Cycle Track | <ul style="list-style-type: none"> 擬議單車停泊設施
Proposed Cycle Parking Facilities 法定古蹟
Declared Monument 自然遊徑
Nature Excursion |
|--|--|---|---|

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本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

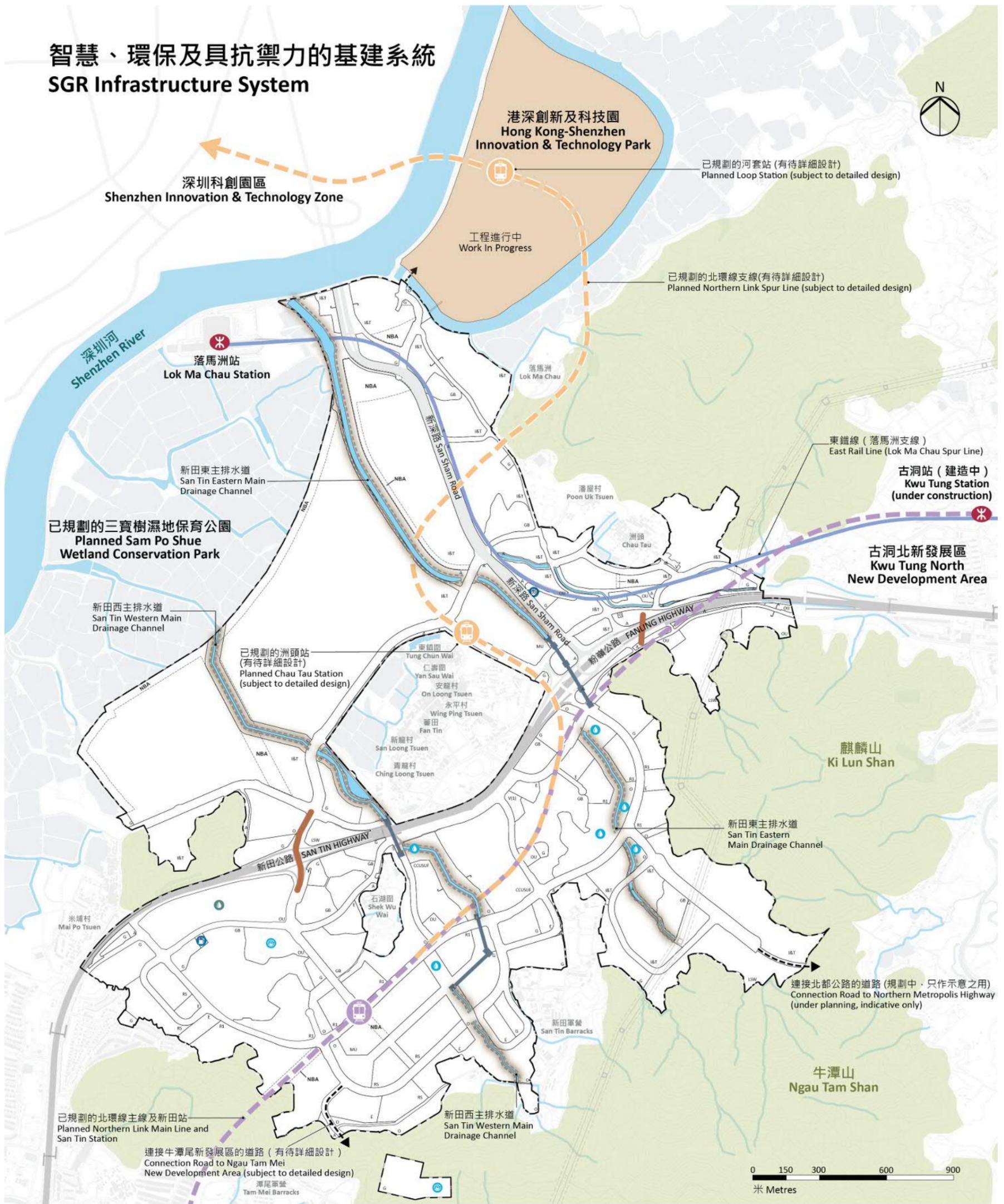
行人及單車網絡 PEDESTRIAN AND CYCLING NETWORK

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
3

智慧、環保及具抗禦力的基建系統 SGR Infrastructure System



圖示 LEGEND

- 新田科技城的项目範圍
Project Boundary of San Tin Technopole
- 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 自然活化河道
Revitalisation of Major Drainage Channel
- 公用設施共用溝
Common Utility Enclosure
- 箱形暗渠
Box Culvert
- 淨水設施和廚餘預處理設施
Effluent Polishing Plant and Food Waste Pre-treatment Facilities
- 蓄洪設施
Flood Attenuation Facilities
- 再造水設施
Water Reclamation Facilities
- 潔淨能源站
Green Fuel Station

只供顯示用途
For Indicative Purpose Only

* 鼓勵非政府機構和私人發展商建設自身的區域供冷系統 Non-governmental organizations and private developers are encouraged to build their own district cooling systems

本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

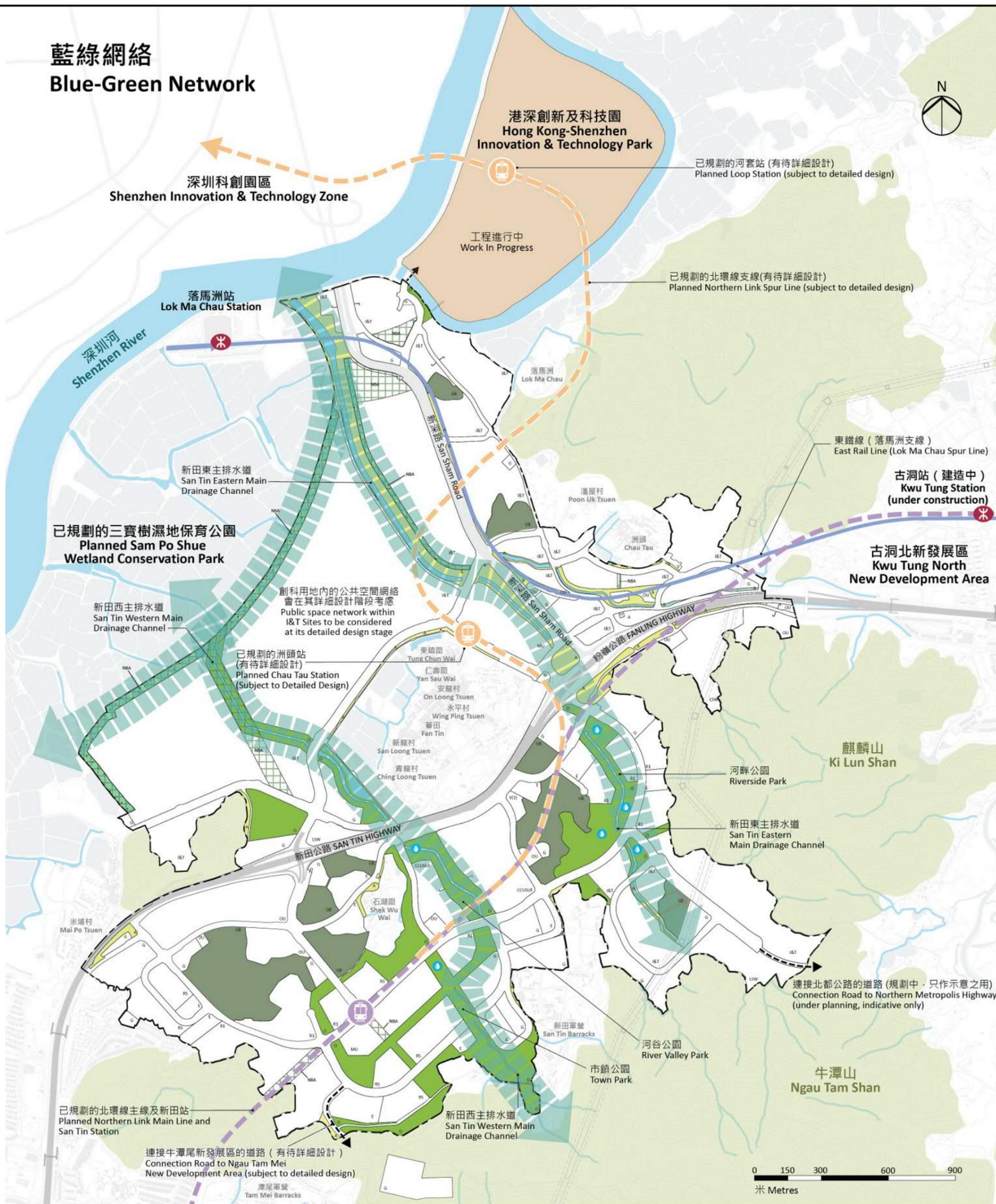
智慧、環保及具抗禦力的基建系統
SMART, GREEN AND RESILIENT INFRASTRUCTURE SYSTEM

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
4

藍綠網絡 Blue-Green Network



圖示 LEGEND

- 新田科技城的项目範圍
Project Boundary of San Tin Technopole
- 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 藍綠走廊
Blue-Green Corridor
- 非建築用地
Non-building Area
- 園景緩衝帶
Landscape Buffer
- 休憩用地
Open Space
- 美化市容地帶
Amenity
- 山丘
Knoll
- 蓄洪設施
Flood Attenuation Facilities

只供顯示用途
For Indicative Purpose Only

本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

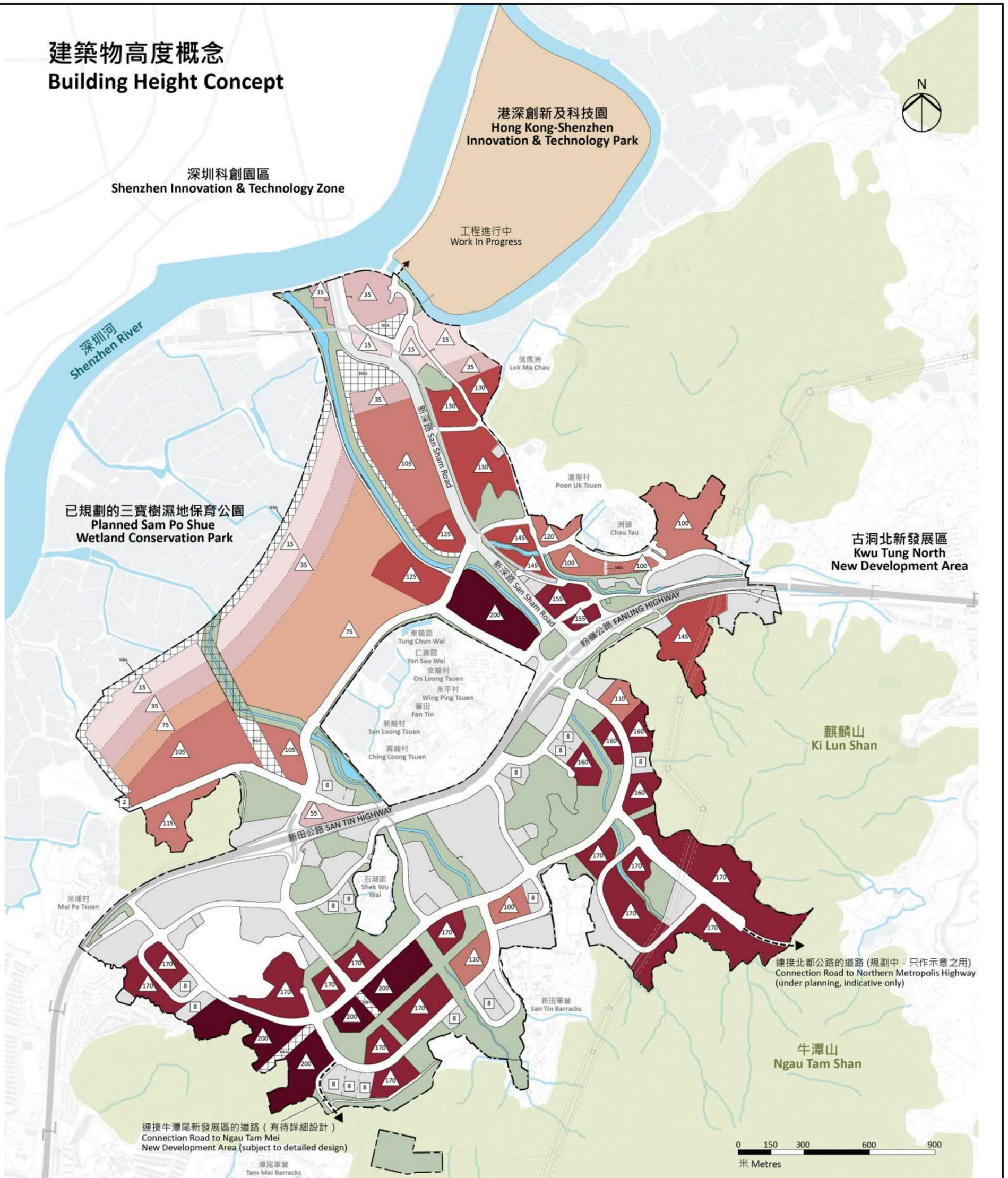
藍綠網絡 BLUE-GREEN NETWORK

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
5

建築物高度概念 Building Height Concept



圖示 LEGEND

新田科技城項目範圍
Project Boundary of San Tin Technopole

港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)

- 主水平基準上200米
200 mPD
- 主水平基準上155 - 170米
155 - 170 mPD
- 主水平基準上125 - 145米
125 - 145 mPD
- 主水平基準上100 - 120米
100 - 120 mPD
- 主水平基準上75米
75 mPD
- 主水平基準上35 - 55米
35 - 55 mPD
- 主水平基準上15米或以下
≤15 mPD

- 主水平基準上75米
75 mPD
- 主水平基準上35 - 55米
35 - 55 mPD
- 主水平基準上15米或以下
≤15 mPD

- △160 最高建築物高度 (主水平基準上)
Maximum Building Height (in metres above Principal Datum)
- 8 最高建築物高度 (層樓)
Maximum Building Height in Storeys
- 非建築用地
Non-building Area

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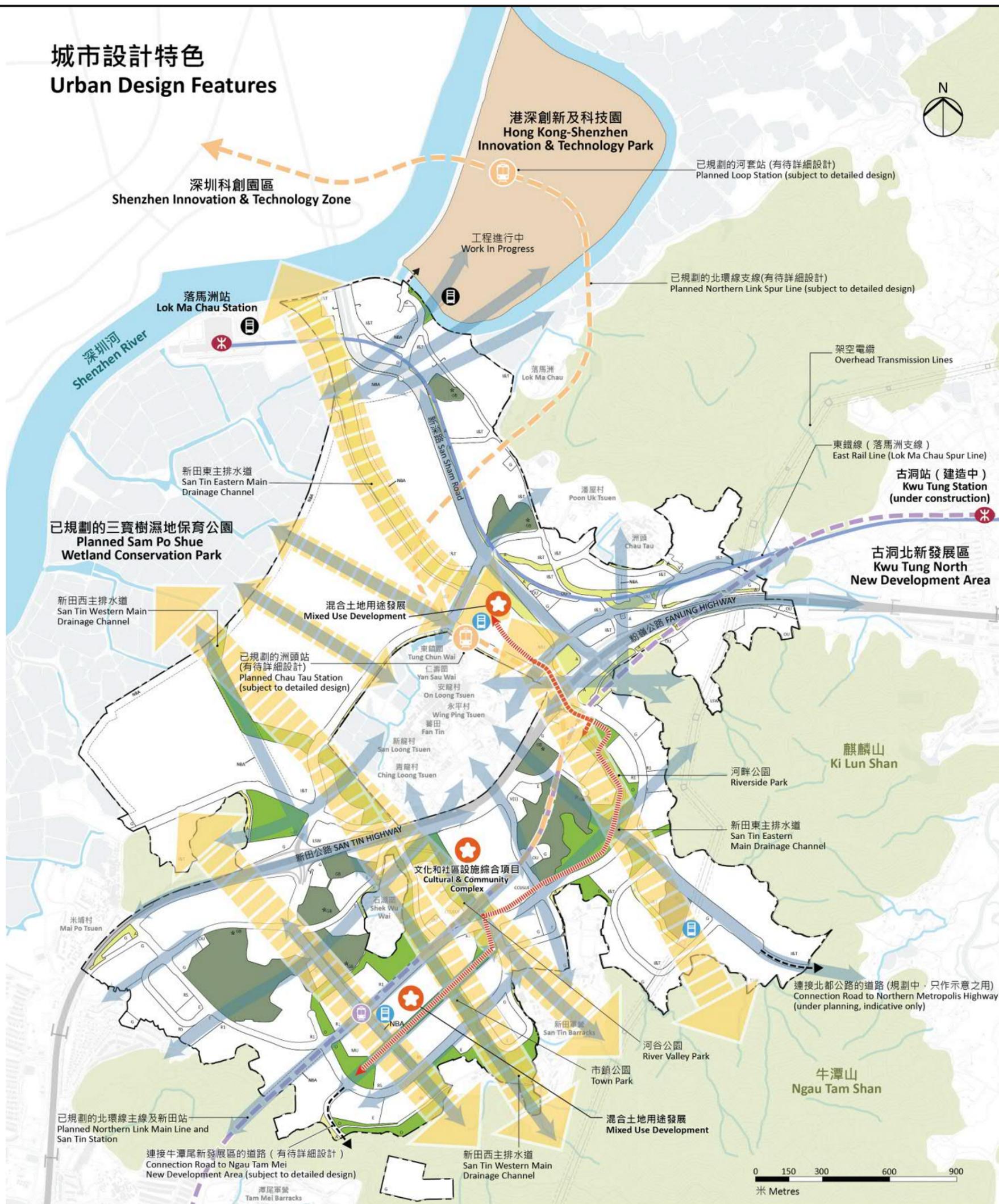
建築物高度概念 BUILDING HEIGHT CONCEPT

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
6

城市設計特色 Urban Design Features



圖示 LEGEND

- 新田科技城的项目範圍
Project Boundary of San Tin Technopole
- 休憩用地
Open Space
- 綠化地帶 (包含認可殯葬區)
Green Belt (with Permitted Burial Ground)
- 美化市容地帶
Amenity
- 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- ↔ 主要通風廊
Major Breezeway / Airpath
- ↔ 主要觀景廊
Major View Corridor
- 非建築用地
Non-building Area
- ★ 地標性發展
Landmark Development
- 擬議運輸交匯樞紐 / 公共運輸交匯處
Proposed Transport Interchange Hub / Public Transport Interchange
- 現有 / 已規劃的公共運輸交匯處
Existing / Planned Public Transport Interchange
- ↔ 樂活大道
Living Avenue
- ↔ 地標式高架園境平台
Landmark Landscaped Deck

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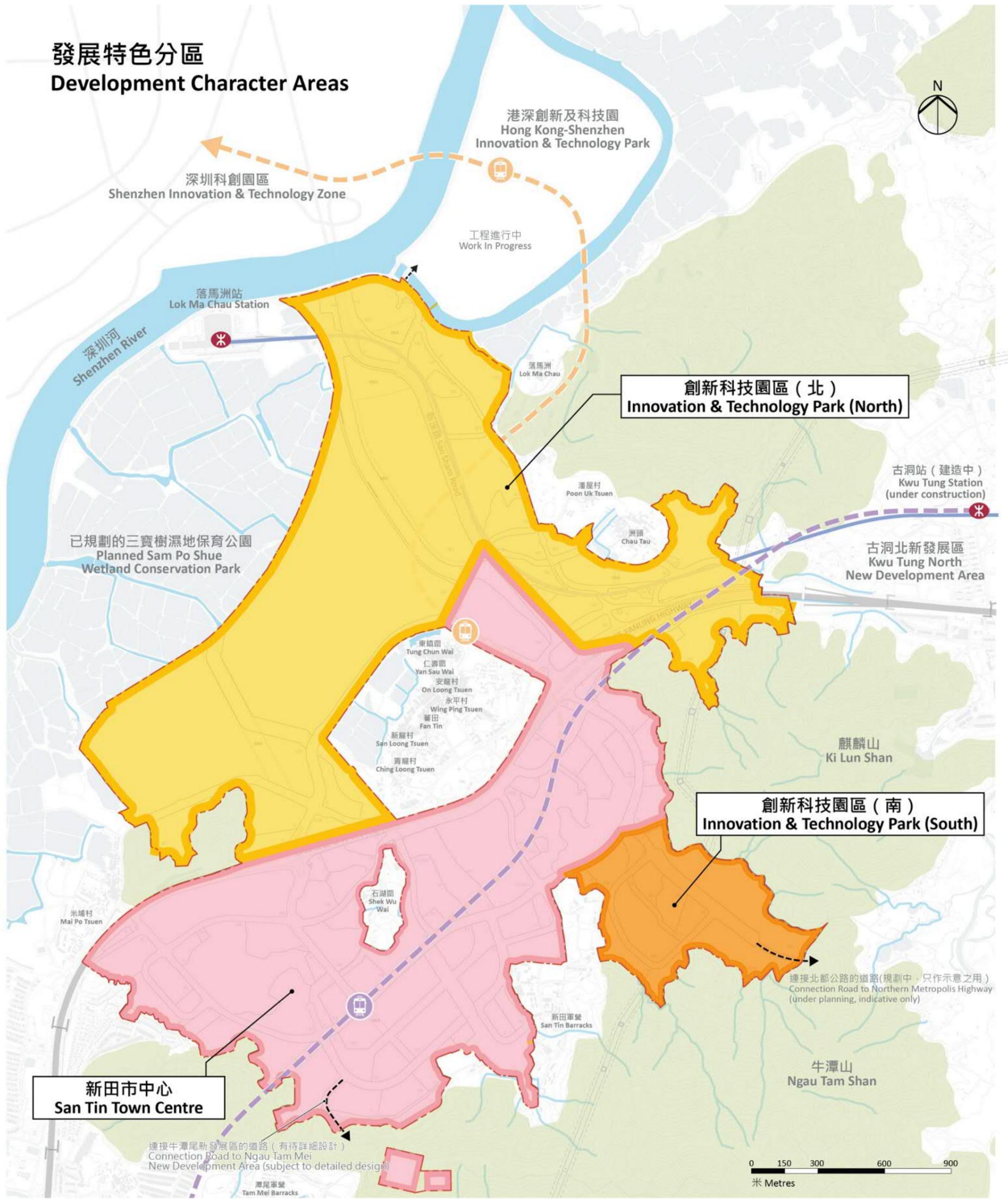
城市設計特色 URBAN DESIGN FEATURES

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
7

發展特色分區 Development Character Areas



圖示 LEGEND

- 新田科技城的项目範圍
Project Boundary of San Tin Technopole
- 創新科技園區 (北)
Innovation and Technology Park (North)
- 創新科技園區 (南)
Innovation and Technology Park (South)
- 新田市中心
San Tin Town Centre
- 已規劃的北環線支線及鐵路站 (有待詳細設計)
Planned Northern Link Spur Line and Stations (subject to detailed design)
- 已規劃的北環線主線及新田站
Planned Northern Link Main Line and San Tin Station
- 東鐵線 (落馬洲支線)
East Rail Line (Lok Ma Chau Spur Line)

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發展特色分區 DEVELOPMENT CHARACTER AREAS



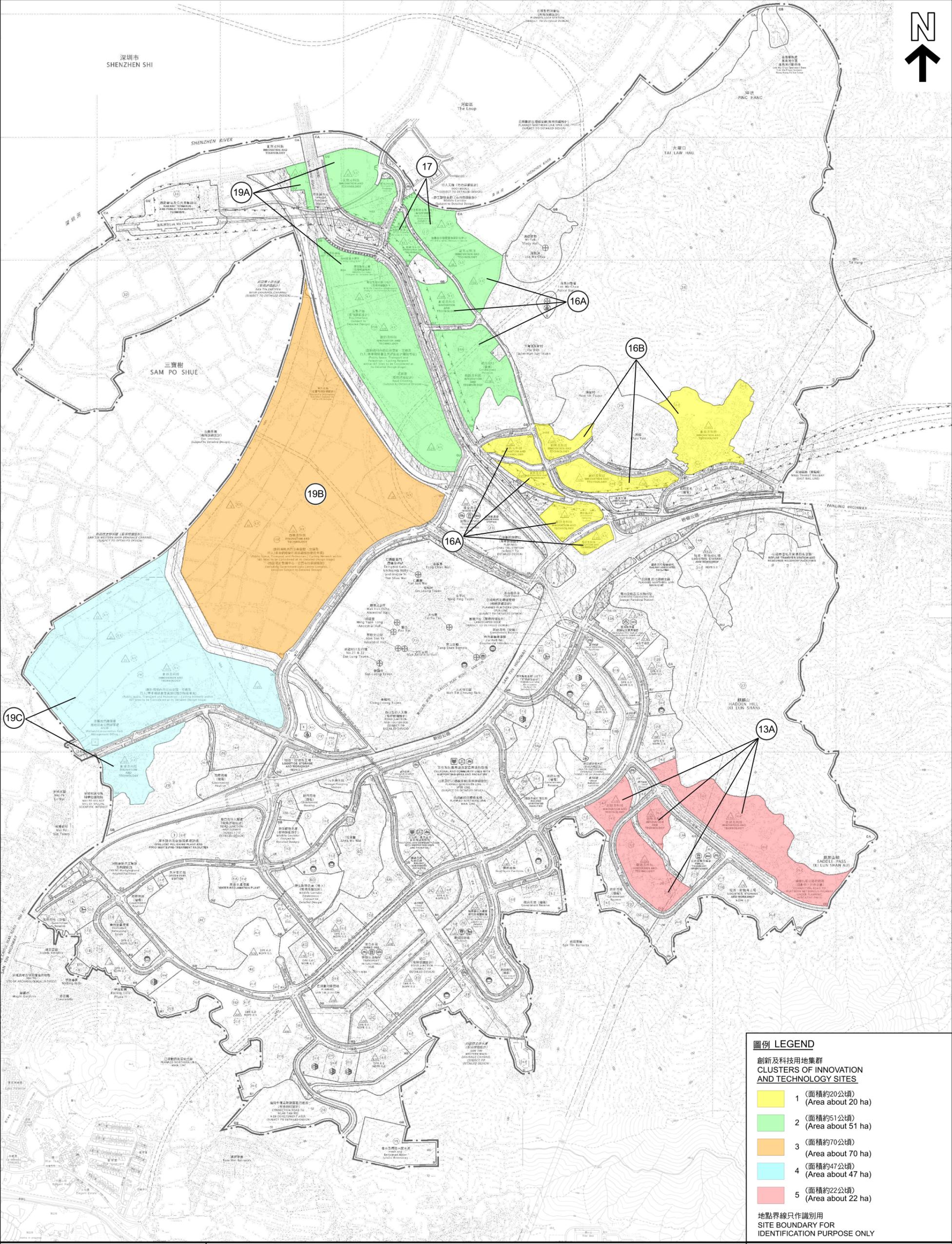
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Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
8



深圳市 SHENZHEN SHI



圖例 LEGEND

**創新及科技用地集群
CLUSTERS OF INNOVATION
AND TECHNOLOGY SITES**

- 1 (面積約20公頃)
(Area about 20 ha)
- 2 (面積約51公頃)
(Area about 51 ha)
- 3 (面積約70公頃)
(Area about 70 ha)
- 4 (面積約47公頃)
(Area about 47 ha)
- 5 (面積約22公頃)
(Area about 22 ha)

地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

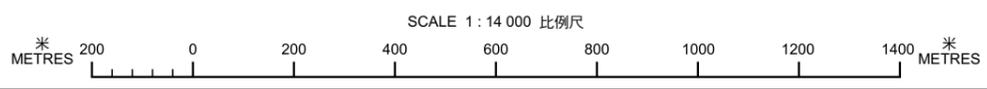
本摘要圖於2025年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2025

**新田科技城創新及科技用地集群
CLUSTERS OF INNOVATION AND TECHNOLOGY SITES IN SAN TIN TECHNOPOLE**

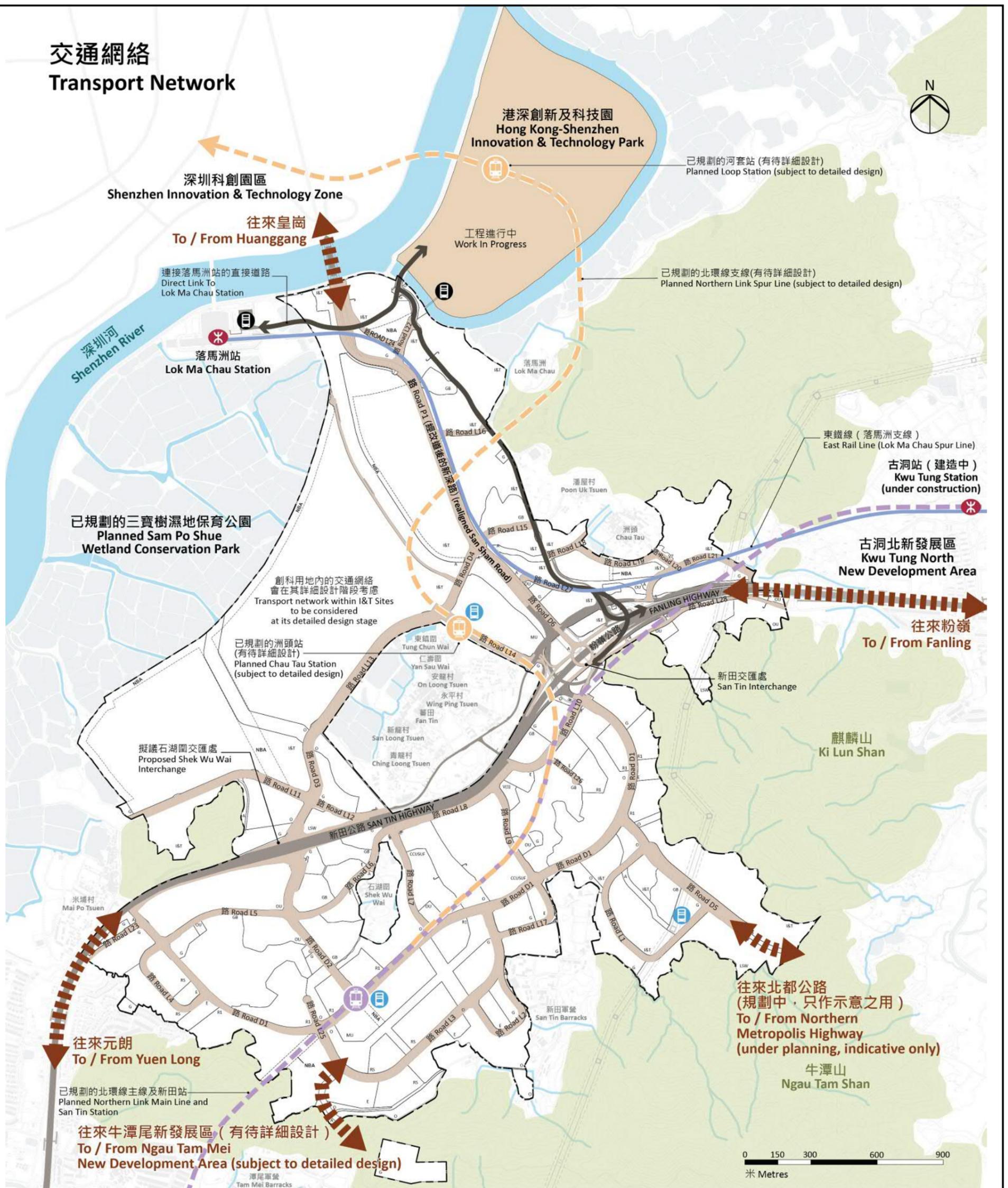
規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 **PLAN**
9



交通網絡 Transport Network



圖示 LEGEND

- 新田科技城項目範圍
Project Boundary of San Tin Technopole
- 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 擬議運輸交匯樞紐 / 公共運輸交匯處
Proposed Transport Interchange Hub / Public Transport Interchange
- 現有 / 已規劃的公共運輸交匯處
Existing / Planned Public Transport Interchange
- 擬議道路
Proposed Road
- 河套地區道路網絡 (興建中)
Road Network under The Loop (under construction)
- 現有道路
Existing Road

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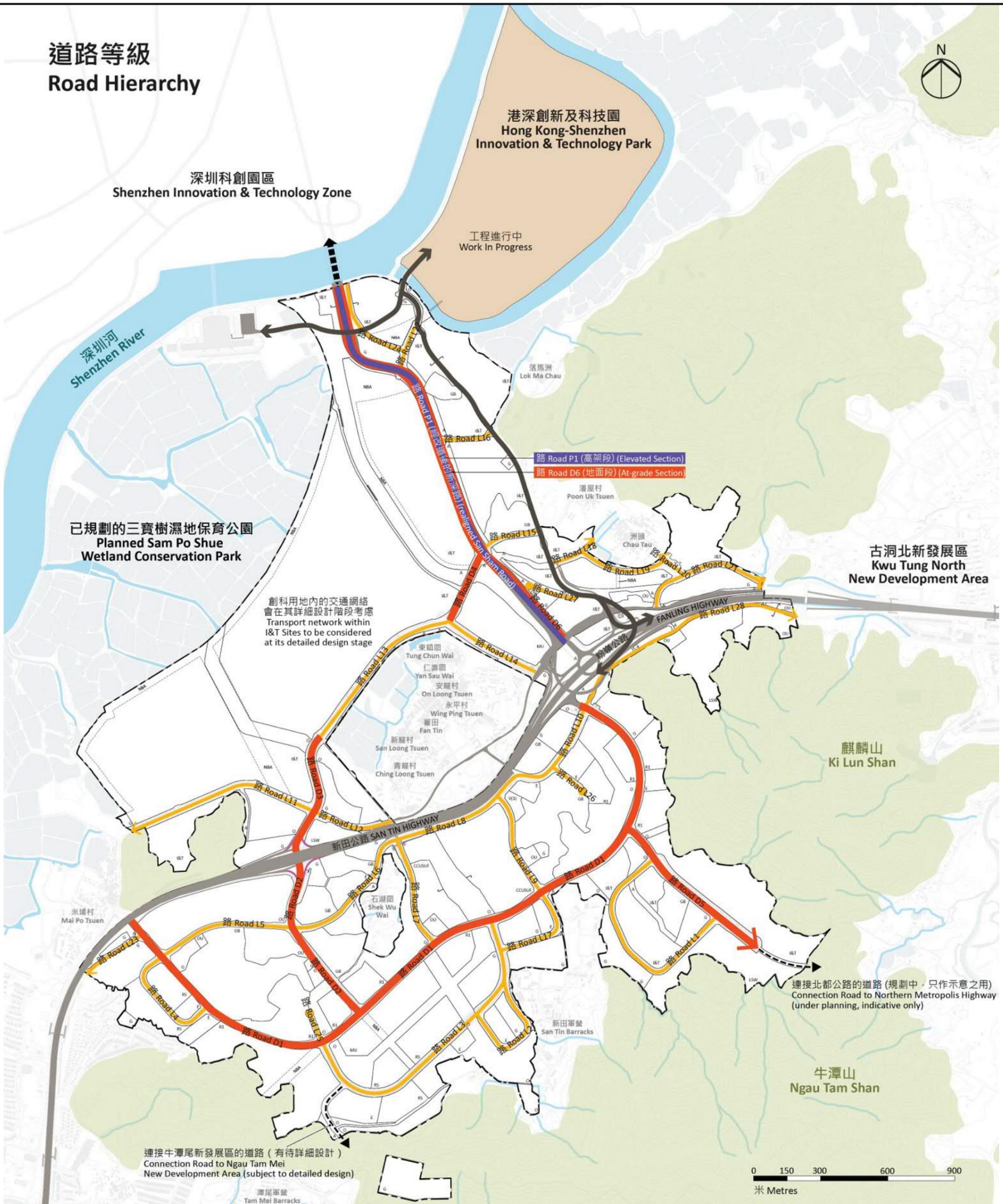
交通網絡 TRANSPORT NETWORK

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
10

道路等級 Road Hierarchy



創科用地內的交通網絡
會在其詳細設計階段考慮
Transport network within
I&T Sites to be considered
at its detailed design stage

連接北都公路的道路 (規劃中，只作示意之用)
Connection Road to Northern Metropolis Highway
(under planning, indicative only)

連接牛潭尾新發展區的道路 (有待詳細設計)
Connection Road to Ngau Tam Mei
New Development Area (subject to detailed design)

圖示 LEGEND

- 新田科技城項目範圍
Project Boundary of San Tin Technopole
- 港深創新及科技園 (工程進行中)
Hong Kong-Shenzhen Innovation & Technology Park
(Work In Progress)
- 擬議主要幹路
Proposed Primary Distributor
- 擬議區域幹道
Proposed District Distributor
- 擬議區內幹路
Proposed Local Distributor
- 擬議支路
Proposed Slip Road
- 河套地區道路網絡 (興建中)
Road Network under The Loop (under construction)
- 現有道路
Existing Road

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道路等級 ROAD HIERARCHY

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLE1/25/41

圖 PLAN
11