

DRAFT SAN TIN TECHNOPOLE OUTLINE ZONING PLAN NO.
S/STT/1

Notes

Schedule of Uses

Explanatory Statement

DRAFT SAN TIN TECHNOPOLE OUTLINE ZONING PLAN NO. S/STT/1

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) For any land or building falling within the boundaries of this Plan and also previously falling within the boundaries of the plans for the San Tin Interim Development Permission Area (IDPA), the Ngau Tam Mei IDPA (these two IDPAs hereafter referred to as “IDPA areas”), and/or the Ngau Tam Mei Development Permission Area (DPA) where the area not falling within the boundaries of the Ngau Tam Mei IDPA (hereafter referred to as “DPA area”) –
 - (a) no action is required to make the use of such land or building conform to this Plan, if the use of such land or building was in existence immediately before the first publication in the Gazette of the notice of the IDPA plan for San Tin, the IDPA plan for Ngau Tam Mei, or the DPA plan for Ngau Tam Mei, whichever the case may be, covering such land or building, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board;
 - (b) within the “IDPA areas” or “DPA area”, a use or development of any land or building permitted under an earlier draft or approved plan including the IDPA plan for San Tin, the IDPA plan for Ngau Tam Mei, or the DPA plan for Ngau Tam Mei, whichever the case may be, and effected or undertaken during the effective period of that plan, is always permitted under this Plan. Alternatively, a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan or plans prevailing at the time when the use or change of use was approved, is also always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board; and

- (c) except to the extent that subparagraph (a) or (b) above applies, any use or development falling within the “IDPA areas” or “DPA area”, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of first publication in the Gazette of the notice of the IDPA plan for San Tin, the IDPA plan for Ngau Tam Mei, or the DPA plan for Ngau Tam Mei, whichever the case may be, without permission from the Town Planning Board.
- (4) For any land or building falling within the boundaries of this Plan but not previously falling within the boundaries of the “IDPA areas” or “DPA area”–
- (a) no action is required to make the existing use of such land or building conform to this Plan until there is a material change of use or the building is redeveloped;
- (b) in relation to subparagraph (a) above, any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board;
- (c) for the purposes of subparagraph (a) above, “existing use of such land or building” means -
- (i) before the publication in the Gazette of the notice of the first plan covering the land or building (hereafter referred to as ‘the first plan’),
- a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved; or
 - a use or a change of use of an existing building in respect of which a certificate of exemption has been issued under the Buildings Ordinance (Application to the New Territories) Ordinance for the relevant building works and such use or change of use was permitted under a plan prevailing at the time when the use or change of use was approved; and
- (d) except to the extent that subparagraph (a) or (b) above applies, any use or development of such land or building, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date when such land or building was first

included within the boundaries of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/4 published by notice in the Gazette without permission from the Town Planning Board.

- (5) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (6) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned “Conservation Area” or “Conservation Area (1)”:
 - (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus/light rail/green transit system stop or lay-by, cycle track, light rail track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer, drain and grave;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of a draft plan including the San Tin IDPA Plan and/or the Ngau Tam Mei IDPA Plan covering such building, whichever the case may be, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.

- (8) In areas zoned “Conservation Area” or “Conservation Area (1)”,
- (a) the following uses or developments are always permitted:
- (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (iii) provision of amenity planting by Government; and
- (b) the following uses or developments require permission from the Town Planning Board:
- provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.
- (9) In any area shown as ‘Road’, all uses or developments except those specified in paragraphs (7)(a) to (7)(d) and (7)(g) above and those specified below require permission from the Town Planning Board:
- road, toll plaza, on-street vehicle park, railway station and railway track.
- (10) (a) Except in areas zoned “Conservation Area” or “Conservation Area (1)”, temporary use or development of any land or temporary use of an existing building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:
- structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.
- (b) Except as otherwise provided in subparagraph (a) above, and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned “Conservation Area” or “Conservation Area (1)”, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.
- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (11) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (12) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

“Existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

“New Territories Exempted House” means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as ‘Shop and Services’ or ‘Eating Place’, the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

DRAFT SAN TIN TECHNOPOLE OUTLINE ZONING PLAN NO. S/STT/1

Schedule of Uses

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RESIDENTIAL (GROUP A)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|---|---|
| Ambulance Depot Flat Government Refuse Collection Point Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project | Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre |

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) 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:

- Eating Place
- Educational Institution
- Institutional Use (not elsewhere specified)
- Off-course Betting Centre
- Office
- Place of Entertainment
- Private Club
- Public Convenience
- Recyclable Collection Centre
- School
- Shop and Services
- Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) On land designated “Residential (Group A)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.8, or the plot ratio of the existing building, whichever is the greater.
- (b) On land designated “Residential (Group A)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.5, or the plot ratio of the existing building, whichever is the greater.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker’s office and caretaker’s quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities, railway facilities and Government, institution and community facilities, as required by the Government, may be disregarded.
- (f) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) or (b) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (a) and (b) above may thereby be exceeded.
- (g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (h) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|--|
| Agricultural Use Government Refuse Collection Point Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Public Convenience Religious Institution (Ancestral Hall only) Rural Committee/Village Office | Burial Ground Eating Place Field Study/Education/Visitor Centre Flat Government Use (not elsewhere specified)# Hotel (Holiday House only) House (not elsewhere specified) Institutional Use (not elsewhere specified)# Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Transport Terminus or Station Public Utility Installation# Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified)# Residential Institution# School# Shop and Services Social Welfare Facility# Utility Installation for Private Project |

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

- Eating Place
- Library
- School
- Shop and Services

Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. 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. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board. For land designated “Village Type Development (1)”, the planning intention is to provide land considered suitable for reprovisioning of village houses affected by Government projects.

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) On land previously falling within the “Village Type Development” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8 or the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the San Tin Interim Development Permission Area Plan No. IDPA/YL-ST/1 or the draft Ngau Tam Mei Development Permission Area Plan No. DPA/YL-NTM/1, whichever the case may be, without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (d) On land not previously falling within the “Village Type Development” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8 or the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 as set out in paragraph (c) above, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft San Tin Technopole Outline Zoning Plan No. S/STT/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|--|
| Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarters only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade | Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Firing Range Flat (not elsewhere specified) Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services (not elsewhere specified) Utility Installation for Private Project Zoo |

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (a) On land designated “Government, Institution or Community (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|--|
| Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Utility Installation (underground only) Public Vehicle Park (excluding container vehicle) (underground only) Sitting Out Area Zoo | Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project |

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
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|-----------------------------------|---|

For "Mixed Use" Only

Schedule I: for non-residential building or non-residential portion of a building upon development/redevelopment/conversion

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|--|---|
| <p>Ambulance Depot Commercial Bathhouse/ Message Establishment (in non-residential building only) Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project Wholesale Trade</p> | <p>Broadcasting, Television and/or Film Studio Commercial Bathhouse/ Message Establishment (not elsewhere specified) Flat Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution Social Welfare Facility (not elsewhere specified)</p> |
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
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|-----------------------------------|---|

For "Mixed Use" Only (Cont'd)

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

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|--|---|
| Flat Government Refuse Collection Point Government Use (Police Reporting Centre, Post Office only) House Public Convenience Residential Institution Social Welfare Facility (residential care facility only) Utility Installation for Private Project | Eating Place Educational Institution Government Use (not elsewhere specified) Hotel Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School Shop and Services Social Welfare Facility (not elsewhere specified) Training Centre |
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Planning Intention

This zone is intended primarily for high-density residential development and commercial development in close proximity to the railway station. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 7, or the plot ratio of the existing building, whichever is the greater.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefits of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as railway facilities, public transport facilities and public vehicle parks, as required by the Government, may also be disregarded.
- (d) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (a) above may thereby be exceeded.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (f) Upon development/redevelopment/conversion of a building to a mixed use development, the residential and non-residential portions within a building shall be physically segregated through appropriate building design. Based on the individual merits of a development or redevelopment proposal, relaxation of the requirement for physical segregation may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (g) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
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For "Innovation and Technology" Only

- | | |
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| Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facilities Creative Industries Eating Place Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Staff Quarters only) Government Refuse Collection Point Government Use Hotel Industrial Use Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Refuse Disposal Installation Religious Institution Research, Design and Development Centre Residential Institution | Animal Quarantine Centre (not elsewhere specified) Dangerous Goods Godown Flat (not elsewhere specified) Gas Works Helicopter Landing Pad Sewage Treatment/Screening Plant |
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
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For “Innovation and Technology” Only (Cont'd)

Resource Recovery Park
 School
 Shop and Services
 Social Welfare Facility
 Training Centre
 Utility Installation for Private Project
 Vehicle Repair Workshop
 Warehouse (excluding Dangerous Goods Godown)
 Wholesale Trade

Planning Intention

This zone is intended primarily to provide development space for accommodating a variety of innovation and technology uses, including research and development, production activities, data centre, staff accommodation/talent apartment, supporting commercial/retail facilities and other complementary infrastructure.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) On land previously falling within “Conservation Area”, “Green Belt”, “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area”, “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area”, or “Undetermined” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8, any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except all works as required/co-ordinated/implemented by the Government), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the San Tin Interim Development Permission Area Plan No. IDPA/YL-ST/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|---|---|
| <u>For "Logistics, Storage and Workshop" Only</u> | |
| Cargo Handling and Forwarding Facility Container Storage/Repair Yard Container Vehicle Park/Container Vehicle Repair Yard Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use (not elsewhere specified) Information Technology and Telecommunications Industries Office Open Storage (not elsewhere specified) Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Rural Workshop Shop and Services (Service Trades only) Training Centre Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown) Wholesale Trade Vehicle Repair Workshop Vehicle Staging Vehicle Stripping/Breaking Yard | Ambulance Depot Asphalt Plant/Concrete Batching Plant Bus Depot Broadcasting, Television and/or Film Studio Cement Manufacturing Creative Industries Dangerous Goods Godown Eating Place (not elsewhere specified) Exhibition or Convention Hall Open Storage of Cement/Sand Open Storage of Chemical Products/ Dangerous Goods Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Research, Design and Development Centre Refuse Disposal Installation Shop and Services (not elsewhere specified) |

Planning Intention

This zone is intended primarily for logistics, storage and workshop uses and development of multi-storey buildings for modern industries, which may also accommodate brownfield operations affected by Government projects.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Logistics, Storage and Workshop" Only

Remarks

- (a) On land designated "Other Specified Uses" annotated "Logistics, Storage and Workshop (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.
- (b) On land designated "Other Specified Uses" annotated "Logistics, Storage and Workshop (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 2, or the plot ratio of the existing building, whichever is the greater.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|--|
| <u>For "Cultural and Community Uses with Supporting Uses and Facilities" Only</u> | |
| Ambulance Depot | Animal Boarding Establishment |
| Broadcasting, Television and/or Film Studio | Animal Quarantine Centre |
| Eating Place | Columbarium |
| Educational Institution | Correctional Institution |
| Exhibition or Convention Hall | Crematorium |
| Field Study/Education/Visitor Centre | Driving School |
| Government Refuse Collection Point | Firing Range |
| Government Use (not elsewhere specified) | Flat |
| Institutional Use (not elsewhere specified) | Funeral Facility |
| Library | Helicopter Landing Pad |
| Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances | Helicopter Fuelling Station |
| Place of Entertainment | Holiday Camp |
| Place of Recreation, Sports or Culture | Hospital |
| Public Clinic | Hotel |
| Public Convenience | House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) |
| Public Transport Terminus or Station | Off-course Betting Centre |
| Public Utility Installation | Office |
| Public Vehicle Park (excluding container vehicle) | Petrol Filling Station |
| Recyclable Collection Centre | Private Club |
| Religious Institution | Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation |
| Research, Design and Development Centre | Refuse Disposal Installation (Refuse Transfer Station only) |
| School | Residential Institution |
| Shop and Services | Sewage Treatment/Screening Plant |
| Social Welfare Facility | Utility Installation for Private Project |
| Training Centre | Zoo |
| Wholesale Trade | |

Planning Intention

The zone 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. Retail, dining, recreational, entertainment and other uses and facilities in support of the complex may also be included and are always permitted.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|-----------------------------------|---|
|-----------------------------------|---|

For "Green Fuel Station" Only

Government Use
Green Fuel Station

Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is primarily for the provision of green fuel stations for vehicles.

For "Refuse Transfer Station and Resource Recovery Facilities" Only

Government Use
Refuse Disposal Installation
Resource Recovery Park

Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is primarily for the provision of refuse transfer station and resource recovery facilities.

For All Other Sites (Not Listed Above)

As Specified on the Plan
Government Use

Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

GREEN BELT

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|---|
| Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area | Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Firing Range Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo |

(Please see next page)

GREEN BELT (Cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban 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.

Remarks

- (a) On land previously falling within the “Green Belt” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the San Tin Interim Development Permission Area Plan No. IDPA/YL-ST/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (b) On land previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 and within the boundary of the Ngau Tam Mei Interim Development Permission Area Plan No. IDPA/YL-NTM/1, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Development Permission Area Plan No. DPA/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (c) On land previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 but not within the boundary of the Ngau Tam Mei Interim Development Permission Area Plan No. IDPA/YL-NTM/1, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/4 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (d) On land previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12, any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/9 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

GREEN BELT (Cont'd)

Remarks (Cont'd)

- (e) On land not previously falling within the “Green Belt” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8 or the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 as set out in paragraphs (a) to (d) above, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works coordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft San Tin Technopole Outline Zoning Plan No. S/STT/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|---|
| Agricultural Use (Fish Pond Culture only) Nature Reserve On-Farm Domestic Structure Wetland Habitat Wild Animals Protection Area | Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) House (Redevelopment only) Nature Trail Public Convenience Public Utility Installation Utility Installation for Private Project |

Planning Intention

The planning intention of this zone is to conserve the ecological value of wetland and fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area. The “no-net-loss in wetland” principle is adopted for any change in use within this zone. The primary intention is to discourage new development unless it is required to support the conservation of the ecological integrity of the wetland ecosystem or the development is an essential infrastructure project with overriding public interest.

Remarks

- (a) On land previously falling within the “Conservation Area” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8, no redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the San Tin Interim Development Permission Area Plan No. IDPA/YL-ST/1.
- (b) On land previously falling within the “Conservation Area” zone on the approved San Tin Outline Zoning Plan No. S/YL-ST/8, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the San Tin Interim Development Permission Area Plan No. IDPA/YL-ST/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA (1)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|--|
| Agricultural Use (other than Plant Nursery) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Wild Animals Protection Area | Barbecue Spot Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House (Redevelopment only) Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Tent Camping Ground Utility Installation for Private Project |

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area 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.

Remarks

- (a) On land previously falling within the “Conservation Area” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12, no redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the Ngau Tam Mei Interim Development Permission Area Plan No. IDPA/YL-NTM/1.
- (b) On land previously falling within the “Conservation Area” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12, any excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

CONSERVATION AREA (1) (Cont'd)

Remarks (Cont'd)

- (c) On land previously falling within the “Conservation Area” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12, any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/9 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (d) On land not previously falling within the “Conservation Area” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 as set out in paragraph (a) above, no redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft San Tin Technopole Outline Zoning Plan No. S/STT/1.
- (e) On land not previously falling within the “Conservation Area” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 as set out in paragraphs (b) and (c) above, any excavation of land or filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft San Tin Technopole Outline Zoning Plan No. S/STT/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

DRAFT SAN TIN TECHNOPOLE OUTLINE ZONING PLAN NO. S/STT/1

EXPLANATORY STATEMENT

Draft San Tin Technopole Outline Zoning Plan No. S/STT/1

Explanatory Statement

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DRAFT SAN TIN TECHNOPOLE OUTLINE ZONING PLAN
NO. S/STT/1

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/1. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 The OZP covers the San Tin/Lok Ma Chau (STLMC) area of the San Tin Technopole (the Technopole) which includes some of the areas previously covered by the San Tin Interim Development Permission Area (IDPA) Plan No. IDPA/YL-ST/1, the Ngau Tam Mei IDPA Plan No. IDPA/YL-NTM/1, the draft Ngau Tam Mei Development Permission Area (DPA) Plan No. DPA/YL-NTM/1, the draft Ngau Tam Mei OZP No. S/YL-NTM/4 and some pieces of land previously not covered by any statutory plan (**Figure 1**).
- 2.2 On 17 August 1990, the San Tin IDPA Plan No. IDPA/YL-ST/1 prepared by the Director of Planning was notified in the Gazette. The land within the IDPA Plan was subsequently included in the draft San Tin DPA Plan No. DPA/YL-ST/1. On 22 February 1994, the draft San Tin DPA Plan was approved by the then Governor in Council under section 9(1)(a) of the Town Planning Ordinance (the Ordinance) and renumbered as No. DPA/YL-ST/2.
- 2.3 On 17 May 1993, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP for the San Tin area.
- 2.4 On 24 June 1994, the draft San Tin OZP No. S/YL-ST/1 was exhibited for public inspection under section 5 of the Ordinance. The draft OZP was subsequently amended three times to reflect the changing circumstances. On 30 April 2002, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft San Tin OZP, which was subsequently renumbered as S/YL-ST/5.
- 2.5 On 8 July 2003, the CE in C referred the approved San Tin OZP No. S/YL-ST/5 to the Board for amendment under section 12(1)(b)(ii) of the

Ordinance. On 10 December 2004, the draft San Tin OZP No. S/YL-ST/6 was exhibited for public inspection under section 5 of the Ordinance. The draft OZP was subsequently amended once to reflect the changing circumstances. On 5 December 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft San Tin OZP, which was subsequently renumbered as S/YL-ST/8. On 15 December 2006, the approved San Tin OZP No. S/YL-ST/8 was exhibited for public inspection under section 9(5) of the Ordinance.

- 2.6 On 31 January 2024, under the power delegated by the Chief Executive, the Secretary for Development directed the Board, under section 3(1)(a) of the Ordinance, to prepare a draft plan for the STLMC area of the Technopole, i.e. the new San Tin Technopole OZP. The new OZP covers the land of the approved San Tin OZP No. S/YL-ST/8 except the north-western part, the land in the northern part of the approved Ngau Tam Mei OZP No. S/YL-NTM/12, and some pieces of land near Siu Hum Tsuen, Shek Wu Wai San Tsuen, San Tin Barracks and Tam Mei Barracks previously not covered by any statutory plan (**Figure 1**).
- 2.7 On 8 March 2024, the draft San Tin Technopole OZP No. S/STT/1 (the Plan) was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks for the STLMC area of the Technopole so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.
- 3.2 The Plan is to illustrate the broad principles of development and planning control only. It is a small-scale plan and the road and railway alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning and development proceed.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Area and not to overload the transport networks in the Area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.tpb.gov.hk/>.

5. THE PLANNING SCHEME AREA

The Area covered by the San Tin Technopole OZP is about 1,004 ha. The Area is bounded by Shenzhen River and the proposed Sam Po Shue Wetland Conservation Park (SPS WCP) to the north, the Loop of the Technopole to the north-east, Kwu Tung North New Development Area (KTN NDA) and Hadden Hill (Ki Lun Shan) to the east, Ngau Tam Mei area, San Tin Barracks and Tam Mei Barracks to the south, and Mai Po area to the west. 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 (**Figure 2**).

6. STRATEGIC PLANNING CONTEXT

- 6.1 The National People's Congress approved 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) in March 2021 supporting Hong Kong to enhance, establish and develop into, amongst others, an international innovation and technology (I&T) centre. The Government in October 2021 promulgated the Northern Metropolis (NM) Development Strategy putting forward the proposal of developing the NM into an international I&T hub which included a comprehensive San Tin Technopole comprising the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop and the area around STLMC. The Government further promulgated the NM Action Agenda 2023 in October 2023 to include the Technopole as part of the 'I&T Zone'¹. Under the Action Agenda, the Technopole is positioned to serve as the core of industry development of the NM and a hub for clustered I&T development that creates synergy with Shenzhen's I&T zone. The Technopole would also contribute to the development of the 'South-

¹ The NM Action Agenda 2023 divided the 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'.

North dual engine (finance-I&T)' industry pattern for the territory, and become a new community for quality, healthy and green living.

- 6.2 The Technopole is well-connected to Huanggang and Futian in Shenzhen to the north, as well as other parts of Hong Kong through a number of existing and planned strategic transport links including three major rail links (Lok Ma Chau (LMC) Spur Line, Northern Link (NOL) Main Line and NOL Spur Line), and four major roads (San Tin Highway, Fanling Highway, San Sham Road and NM Highway). The Technopole will continue coordinating with Shenzhen's I&T zone to create synergy effect and actively responding to and capitalising on the national development strategy of supporting Hong Kong to develop into an international I&T centre as outlined in the National 14th Five-Year Plan, and implementing the concept of 'one river, two banks' and 'one district, two parks' under the auspices of 'One Country, Two Systems'.
- 6.3 The STLMC area is planned to comprise mainly an I&T Park and a San Tin Town Centre. As announced by the Government in October 2023, the STLMC area will be one of the major land sources for the total of 3,370 ha developable land (i.e. spade-ready sites) estimated to be available in 10 years from 2024-2025 to 2033-2034.

7. HOUSING MIX

- 7.1 To provide a balanced population profile for the Area, a mix of housing land has been allocated for public housing and private housing to provide a wide range of housing choices for different social sectors. The overall public to private housing ratio in terms of number of flats for the Area is about 70:30.
- 7.2 To cater for possible changing planning circumstances, social aspiration and development needs, the public and private housing mix in the Area may be further reviewed.

8. POPULATION

Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 7,100 persons. It is estimated that the total planned population would be about 165,600 persons.

9. OPPORTUNITIES AND CONSTRAINTS

9.1 Opportunities

Strategic Location with Good Accessibility

- 9.1.1 Being located at the heart 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 for clustered I&T development that creates synergy with Shenzhen.

- 9.1.2 In terms of cross-boundary connections, the Area has San Sham Road (to be upgraded and realigned) connecting to Huanggang, Shenzhen via LMC Boundary Control Point (BCP), and a Direct Road Link between the Loop and LMC Station connecting to Futian District, Shenzhen via LMC 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 planning of the new strategic NM Highway proposed under the Hong Kong Major Transport Infrastructure Development Blueprint in December 2023 could further augment the accessibility to and from the Area². Regarding railway connection, the proposed NOL Main Line from Kam Sheung Road Station to Kwu Tung Station with an intermediate station in San Tin will greatly unleash the development potential of the Area, whereas the proposed NOL Spur Line will further enhance cross-boundary travel.
- 9.1.3 A comprehensive public transport network, including but not limited to two transport interchange hubs (TIHs) and a district public transport interchange (PTI) is also planned 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

- 9.1.4 A number of natural and landscape features are identified in and around the Area. They include woodlands, uplands landscape, green knolls, ridgeline/mountain backdrops of Ngau Tam Shan, Ki Lun Shan and Tit Hang, egeries, fishponds and wetland in Sam Po Shue, etc. which provide a unique setting for creating a distinct identity embracing urban-rural integration and a pleasant living environment with integrated green network. The two major drainage channels, namely San Tin Eastern Main Drainage Channel (STEMDC) and San Tin Western Main Drainage Channel (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.

² According to the Hong Kong Major Transport Infrastructure Development Blueprint, the implementation timing of NM Highway will be subject to the land use planning and works schedule of the New Territories North New Town (including Lo Wu/Man Kam To).

Ecological Resources

- 9.1.5 There are ecologically significant resources within and in the vicinity of the Area, including two egrettries near Mai Po Lung Village and Mai Po Village, various night roosts, and the wetland area in Sam Po Shue. For the extensive area of fishponds to be filled, comprehensive wetland conservation measures have been formulated and would be implemented including the proposed SPS WCP of about 338 ha to the north and north-west of the Area for creating sufficient environmental capacity to support the future developments of the Area. A summary of the ecological conservation measures is in paragraphs 10.1.4 to 10.1.8.

Rich Cultural Heritage

- 9.1.6 The Area and its vicinity comprises a significant collection of cultural heritage resources which encompass two declared monuments (Man Lun Fung Ancestral Hall and Tai Fu Tai), graded historic buildings, a Site of Archaeological Interest (SAI) (namely Mai Po SAI), some Archaeological Potential Areas and 11 recognised villages (see details in paragraphs 12.2.2 and 15.1). With appropriate planning and proper land use zoning designation, these valuable resources could be integrated into the future developments to enhance cultural diversity.

9.2 Constraints

Environmental Constraints

- 9.2.1 The elevated section of LMC Spur Line and the two expressways traversing the Area (i.e. the San Tin Highway and Fanling Highway) will pose environmental constraints to the nearby developments. Other existing major distributors including Castle Peak Road – San Tin, San Tam Road, Kwu Tung Road, LMC Road and Ha Wan Tsuen East Road 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 to the nearby developments. 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.
- 9.2.2 There is an existing pig farm to the east of Chau Tau within the Area, and a sewage treatment plant within 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 Environmental Impact Assessment (EIA) Report of the related “First Phase

Development of the New Territories North – San Tin/Lok Ma Chau Development Node” (the Study) commissioned by the Government in October 2021.

- 9.2.3 A small portion of the Area in the south-west falls within the 250m consultation zone of the former Ngau Tam Mei Landfill. 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. Some precautionary measures with reference to findings of the EIA Report for the Study will be required to ensure that the planned developments are safe.

Infrastructural Constraints

- 9.2.4 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 and other work safety requirements.

Existing Brownfield Operations

- 9.2.5 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 New Development Areas (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

- 9.2.6 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.

10. PLANNING THEMES AND URBAN DESIGN AND LANDSCAPE FRAMEWORK

10.1 Planning Themes

The planning of the Area will strike a balance between development and nature conservation. The development area comprises mainly the I&T Park and the San Tin Town Centre. Majority of the I&T Park is located

to the north of San Tin Highway/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/Fanling Highway. The Area is envisaged to provide diverse employment opportunities and various types of housing, as well as 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

- 10.1.1 Together with the HSITP at the Loop, the Technopole will supply about 300 hectares (ha) of I&T land, which is capable of accommodating a total gross floor area (GFA) of about 7 million m². The portion within the STLMC area 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.
- 10.1.2 Majority of the I&T development is strategically planned to the north of San Tin Highway/Fanling Highway 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 LMC Spur Line connecting to the LMC Spur Line BCP, and the proposed 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.
- 10.1.3 Planning areas of various sizes are planned to provide flexibility in allocation of land for I&T facilities of different scales (start-ups and leading tech firms), different I&T fields (life and health technology, artificial intelligence and data science, advanced manufacturing and new energy technology, etc), and different stages of the I&T value chain (research and development (R&D), prototype, test production, mass production, etc). In order to nurture a more complete I&T ecosystem, a wide range of permitted uses is formulated under the zoning for I&T land.

Ecological Conservation

- 10.1.4 The Chief Executive's 2023 Policy Address stipulated that the Government would establish the SPS WCP. The "Strategic Feasibility Study on the Development of the Wetland Conservation Parks System under the Northern Metropolis Development Strategy" (the WCP Study) commissioned by

the Agriculture, Fisheries and Conservation Department (AFCD) recommended to develop this park first, given that its proposed location 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 first with the theme 'Biodiversity and Aquaculture in Harmony' would enable the protection of the flight path for migratory birds as soon as possible, 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, and providing eco-education and eco-recreation facilities and experiences for public enjoyment. At the same time, the SPS WCP could also compensate for the impact on ecological and fisheries resources arising from the development at STLMC area of the Technopole, in order to achieve no-net-loss in ecological function and capacity of the wetlands concerned as suggested in the EIA Report for the Study.

- 10.1.5 The WCP Study proposed the area of the SPS WCP to be approximately 338 ha, subject to further studies, which is five times the size of the existing Hong Kong Wetland Park. Within the proposed area, 328 ha will be used for implementation of ecological and fisheries enhancement measures for the development at the STLMC area of the Technopole, while the remaining 10 ha is tentatively reserved for eco-education, eco-recreation and eco-tourism facilities. Examples of eco-education and eco-recreation facilities include visitor centre, outdoor classrooms, bird hides, visitor trails, restaurants, and public spaces (e.g. picnic areas), etc. Relevant details of these facilities would be planned and designed during the next stage of studies for SPS WCP. According to the Environment and Ecology Bureau (EEB) and AFCD, the SPS WCP will be developed in phases, where the first phase is suggested to start with the fishponds and wetlands in the northern part of the park, thereby conserving the core birds' flight path as a matter of priority. The construction works for the first phase of the SPS WCP is expected to commence in 2026/2027 the earliest for completion in 2031. The Government's target is to complete the works for the entire SPS WCP before or at the same time as the full operation of the Technopole (tentatively scheduled for 2039).
- 10.1.6 According to the EIA Report for the Study, among the above-mentioned 328 ha of SPS WCP proposed to be used for implementation of ecological and fisheries enhancement measures, the Government will enhance the ecological function and capacity of 288 ha of wetlands and fisheries resources of 40 ha of fishponds with active conservation management and modernised aquaculture to compensate for

the loss of wetland habitats and fisheries resources arising from the development of the STLMC area of the Technopole and to achieve no-net-loss in ecological function and capacity of the wetlands concerned. Enhancement measures proposed in the EIA Report 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;
- (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.

10.1.7 After undertaking technical evaluations and assessments, it is concluded in the EIA Report for the Study that the SPS WCP, with implementation of the proposed ecological and fisheries enhancement measures, is anticipated to improve the connectivity of wetland habitats in the region, and enhance the ecological and fisheries functions of the wetlands. To this end, a working group is committed to be formed between the Civil Engineering and Development Department (CEDD) (as works agent of the STLMC area of the Technopole) and AFCD (sponsoring department of the SPS WCP) to coordinate the progress of pond filling for the STLMC area and the implementation of SPS WCP. Additional enhancement measures including improvement of the tidal channel 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 STLMC area.

10.1.8 Apart from wetland conservation, due considerations would be paid to the ecologically significant resources within and in the vicinity of the Technopole, including two egrettries near Mai Po Lung Village and Mai Po Village and various night roosts as identified in the EIA Report for the Study. Future developments in close proximity to the egrettries and night roosts will observe the recommended ecological mitigation measures. Non-building Areas (NBAs) are designated to preserve birds' flight corridor/paths in the north and west to serve as the ecological buffer. Moreover, stepped building height (BH) gradually decreasing towards the SPS WCP to the north of the Area is recommended to minimise impacts on ecological sensitive area. Lower BH restrictions would be

imposed in areas with ecological concerns. Wildlife corridors will be incorporated to facilitate movement of non-flying mammals.

Balanced, Vibrant and Liveable Community

- 10.1.9 The Area will provide about 50,000 to 54,000 new flats of different housing types to help address the housing shortage in the territory. The assumed average flat size adopted has followed the home space enhancement standards recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (the Hong Kong 2030+). 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 proposed railway stations of the NOL Main Line/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.
- 10.1.10 The provisions of land for government, institution and community (GIC) facilities and open space have also adopted the ratio of 3.5m² per person each recommended under the Hong Kong 2030+. A comprehensive open space network is planned to enhance greenery and increase liveability, while various types of GIC facilities would be provided to support the future developments. Amongst which, a landmark cultural and community complex is proposed to bring together comprehensive public and community facilities for creating a balanced and vibrant community. To realise the ‘15-minute neighbourhood’ concept, the siting of GIC facilities has taken due consideration to the locations of the population clusters including the villages.

Urban-Rural Integration

- 10.1.11 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 “Village Type Development” (“V”) zones will be benefitted from the comprehensively planned GIC facilities, open space networks, and improved connectivity and infrastructure services. Open space and amenities will be provided in the bordering areas of “V” zones where appropriate. Breezeways and view corridors are proposed to facilitate wind penetration and preserve vista between the villages and the surrounding wetland and mountain backdrop. Design harmony between the I&T development and the proposed SPS WCP will be achieved through sensible built form, reduced density and ecologically-sensitive landscape

treatment along the edge of the wetland, and preservation of birds' flight corridors. Egrettries are preserved, and wildlife corridors are proposed to protect and enhance the ecological connectivity within the Area.

A Smart, Green and Resilient (SGR) Exemplar

10.1.12 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, including adopting a '15-minute neighbourhood' concept, creating blue-green network, aligning breezeways with prevailing wind directions, maximising greenery, maximising the use of land resources through 'Single Site, Multiple Use', etc. Smart and sustainable mobility with green transport modes, including railway, comprehensive pedestrian and cycling networks, provision of TIH/PTI, charging facilities for electric vehicles (EVs) and green fuel station, etc. would also be pursued. Various SGR infrastructure system including the provision of effluent polishing plant (EPP), food waste pre-treatment facilities, water reclamation facilities and District Cooling System (DCS) will be incorporated to achieve energy saving and recycling (**Figure 3**). The 'sponge city' concept is also adopted with initiative to revitalise the existing drainage channel systems to include floodable landscape with flood attenuation facilities to enhance flood protection and increase climate resilience.

10.2 Urban Design and Landscape Framework

Key urban design features adopted in the Plan are summarised below and illustrated in **Figures 4 to 8**:

Blue-Green Network (**Figure 4**)

10.2.1 Within the 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 with SPS WCP and the two revitalised drainage channels in the east and west. Open spaces of varying sizes are proposed. The blue-green network also creates ecological linkages to enhance biodiversity. Within the sizable I&T Park in the north, a public space network conducive to walking, cycling and promoting talents' interaction and exchange of ideas would be created, so as to make the area a liveable environment while promoting I&T development.

Major View Corridors (Figure 5)

- 10.2.2 The following major view corridors are proposed to capture the important visual resources (i.e. the mountains to the east and south, and the fishponds to the north-west) and the proposed landmark developments in the Area for appreciation of the distinctive townscape and reinforcing district image:
- (a) between the landmark mixed use development near the proposed railway station of the NOL Spur Line near Chau Tau in Area 23 and the skyline of Shenzhen to the north;
 - (b) between the landmark mixed use development near the proposed railway station of the NOL Spur Line near Chau Tau in Area 23 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 proposed 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 proposed 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 the San Tin Town Centre via Shek Wu Wai Interchange a view of the high-rise cluster with the landmark mixed use development at the proposed San Tin Station of the NOL Main Line in Area 2A; and
 - (f) between the proposed 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 Development (Figure 5)

- 10.2.3 Capitalising on the proposed San Tin Station of the 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. 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 (including railway) services would be created.

- 10.2.4 Around the railway station of the proposed NOL Spur Line near Chau Tau in the north-eastern part of the Area, a mixed use site is planned in Area 23 as another landmark development signifying the convergent point of the northern I&T Park and the San Tin Town Centre. This mixed use development, standing near to the existing San Tin PTI featuring the cross-boundary shuttle bus services to Huanggang Port, will provide not only upgraded transport services (including a TIH with public coach park and public parking spaces for park-and-ride by private car users making cross-boundary trips, etc), 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 the northern I&T Park and the San Tin Town Centre, the development will incorporate pedestrian and cycling connections to the landscaped deck which integrates seamlessly with the large Riverside Park in Area 11D on the other side of San Tin Highway. To ensure design harmony with the villages to the west, design measures such as stepped BHs and active frontage (see paragraph 10.2.7 below) along the western edge of the development shall be considered by the project proponent at detailed design stage.
- 10.2.5 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 to accommodate a major museum, a major performing arts venue, a major library, a swimming pool complex 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.

Connecting the Neighbourhoods (Figure 7)

- 10.2.6 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. Besides, the Living Avenue would link up major open spaces, various civic uses, residential communities

and core public transport areas of the proposed railway stations of the NOL Main Line/NOL Spur Line in San Tin and near Chau Tau.

Pedestrian-friendly Environment (Figure 8)

10.2.7 Footpaths within the Area will be pedestrian-friendly, continuous and landscaped in order to provide a pleasant walking environment. Other leisure and recreational pedestrian connections are also proposed within the designated open spaces. In order to strengthen street vibrancy extended from the key nodes, at-grade active frontage (e.g. shopfronts with commercial and leisure facilities such as café, restaurants and retail shops on ground level) should be provided for developments adjoining major open spaces. Besides, various connections across San Tin Highway, such as landscaped deck, footbridges and underpasses are proposed to provide easy access for pedestrians between the different parts of the Area.

Comprehensive Cycling Track Network (Figure 8)

10.2.8 The planned cycle network will be linked to the existing cycling track from Yuen Long to KTN NDA and the proposed cycling network in the Loop. Subject to detailed design, part of the cycle routes may be provided within open space for leisure experiences and enhancing the overall cycling experience and network. Cycle parking facilities are proposed close to the railway stations in San Tin and near Chau Tau, the planned TIHs, PTI and major activity nodes to facilitate the use of public transport.

Integrated Landscape Network

10.2.9 The landscape design framework for the 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. The landscape areas and open space to the north of San Tin Highway/Fanling Highway take on more natural characteristics while those to the south of it integrate more urban and human-centric elements.

Comprehensive Open Space Network

10.2.10 A comprehensive open space network is planned in the Area. To increase liveability and to create a balanced and vibrant community, the Area has adopted the enhanced open space provision as recommended under the Hong Kong 2030+. The planned open space would serve both the residents and workers in the Area.

11. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 11.1 In order to provide better control on the BH of developments in the Area and to preserve some key urban design attributes, BH restrictions are imposed for most of the development zones on the Plan.
- 11.2 Based on the urban design framework mentioned under section 10.2, a stepped BH concept is recommended. 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. The BHs in the Area give due regard to the physical landform and settings of the existing villages, while it frames key destinations as vantage points creating an interesting skyline for the Area. The proposed BH profile is also configured to prioritise key nodes and enhance points of the congregation within the Area. High-rise development clusters are concentrated at the south-western and north-eastern parts of the San Tin Town Centre to reflect their visual prominence. To create focal points of the Area, the BH restriction of the planned mixed use developments near the two proposed railway stations of the NOL Main Line/NOL Spur Line in San Tin and near Chau Tau is proposed at 200 metres above Principal Datum (mPD) for the development of landmark buildings. From these high-rise clusters, the proposed BHs gradually descend towards the wetland and fishponds (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 developments near the mountain slopes in the south-east. The general concept of BH restrictions is shown on **Figure 6**.
- 11.3 Specific BH restrictions for the “Government, Institution or Community (1)” (“G/IC(1)”) and most of the “Other Specified Uses” (“OU”) zones in terms of mPD and/or number of storeys, which mainly reflect the planned BHs of developments (subject to detailed design), have been incorporated into the Plan to provide visual and spatial relief to the Area. Specific BH restrictions are also incorporated in areas with ecological concerns.
- 11.4 An Air Ventilation Assessment – Detailed Study (AVA-DS) had been undertaken to assess the existing wind environment and the likely impact of the proposed building mass layouts within the Area on the pedestrian wind environment. The BH restrictions shown on the Plan have already taken the findings of the AVA-DS into consideration.
- 11.5 A minor relaxation clause on planning application in respect of the BH restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to address individual circumstances of each development/redevelopment proposal. Each application will be considered under section 16 of the Ordinance on its own merits.

Non-building Areas (NBAs)

- 11.6 According to the findings of the AVA-DS, the prevailing annual wind is along the north-east to south-west direction. A number of major breezeway/air paths have been incorporated to ensure effective wind penetration throughout the Area and to improve the pedestrian wind of the urban environment. Breezeways along the prevailing wind direction include: (1) along San Tin Highway and Fanling Highway and towards KTN NDA to the east; and (2) along Road D1 through Riverside Park towards the planned low-rise school site in Area 12C and Ki Lun Shan, etc (**Figure 5**).
- 11.7 There are also north-west to south-east breezeways to facilitate summer wind. These breezeways generally follow the revitalised drainage channels – STEMDC and STWMDC, major roads and open space including San Sham Road, Road D5, as well as planned open space in Areas 2B and 7.
- 11.8 NBAs are imposed to enhance air ventilation based on the AVA-DS and for completeness of the open space network. NBAs designated on the Plan are as follows:
- (a) a 40m-wide NBA in Area 1D is designated to provide a strategic air path to facilitate wind penetration into San Tin Town Centre along Road D1;
 - (b) a 34m-wide NBA in Area 2A to form part of the open space network connecting the “open space” zone in Area 2B. This NBA also serves the purposes of facilitating air ventilation; 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.
- 11.9 Moreover, the EIA Report for the Study has identified two egrettries near Mai Po Lung Village and Mai Po Village, various night roosts, and an extensive wetland area in Sam Po Shue with ecological significance. NBAs are also designated on the Plan as follows:
- (a) a 20m-wide NBA abutting the revitalised STEMDC in Area 19A is designated to minimise human disturbance to the adjacent wetland habitat;
 - (b) a 300m-wide birds’ flight corridor between the old Shenzhen River meander and Sam Po Shue in east-west direction is preserved by designation of NBA in the northern part of Area 19A and stringent BH control of 15mPD for some GIC facilities in Areas 17 and 18. Development in the “OU(I&T)” zone adjoining the 300m-wide bird flight corridor to the north and south is restricted to a maximum BH of 35mPD;
 - (c) 35m-wide NBAs along the northern boundary of Areas 19B and 19C are designated with stepped BHs of 35mPD and 15mPD

descending towards the NBAs to minimise human disturbance to the adjoining wetland in Sam Po Shue;

- (d) a 35m-wide NBA along the western boundary of Area 19C is designated to preserve the birds' flight paths from Mai Po Village Egrettry; and
- (e) a 70m-wide NBA is designated in Area 19C to preserve the birds' flight path of the Mai Po Lung Village Egrettry.

11.10 As the designation of NBAs is primarily for the purpose of above ground air ventilation or protection to areas with ecological significance, the NBA requirements will not apply to underground developments. No above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Moreover, minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the NBA restrictions as shown on the Plan which may be considered by the Board on application under section 16 of the Ordinance under exceptional circumstances.

12. LAND USE ZONINGS

12.1 “Residential (Group A)” (“R(A)”): Total Area 44.78 ha

12.1.1 Land zoned “R(A)” is intended primarily for high-density residential developments. All the sites are located within a 15-minute walking and cycling distance of the proposed railway stations and TIHs to maximise the utilisation of the high-capacity public transport system. Commercial uses are always permitted 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. Various community, social welfare and ancillary recreational facilities may be included in these sites.

12.1.2 This zone includes two sub-zones which are subject to the following development restrictions:

“Residential (Group A)1” (“R(A)1”): 32.49 ha

- (a) The “R(A)1” sub-zone is subject to a maximum PR of 6.8 with maximum BHs ranging from 160mPD to 200mPD as specified on the Plan. One site in Area 1C is designated for Dedicated Rehousing Estate. In determining the maximum PR, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities, railway facilities and

GIC facilities, as required by the Government, may be disregarded.

- (b) “R(A)1” zones in Areas 1B, 1C, 2C, 2D, 2G and 2I are subject to a maximum BH of 170mPD, while those in Areas 12B and 12D are subject to a maximum BH of 160mPD. As for developments of “R(A)1” zones in Areas 2C, 2D and 2G, the provision of active frontage at the ground level of the development along the edges facing the open space is encouraged. More details on the planning and design requirements for the active frontages of these sites will be set out in the departmental Outline Development Plan (ODP) to be prepared, or at the Planning Brief preparation stage.
- (c) For Area 1D, a 40m-wide NBA is designated on the Plan to provide a strategic air path to facilitate wind penetration from the southwest to the town centre along Road D1. Within the NBA, underground structures will be allowed. As part of Area 1D is situated on a higher level, development up to a maximum BH of 200mPD is allowed.

“Residential (Group A)2” (“R(A)2”): 12.29 ha

- (d) The “R(A)2” sub-zone is subject to a maximum domestic PR of 6.5 and maximum BHs ranging from 160mPD to 170mPD. In determining the maximum PR, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities, railway facilities and GIC facilities, as required by the Government, may be disregarded.
- (e) “R(A)2” zones in Areas 4B, 4D and 6A are located within 500m of the proposed San Tin Station of the NOL Main Line. Development of these sites are subject to a maximum BH of 170mPD. Future developments of Areas 4D and 6A shall integrate with the possible entrances/exits and related railway structures of the proposed San Tin Station of the NOL Main Line.
- (f) Developments of “R(A)2” zones in Areas 11A and 11B are subject to a maximum BH of 160mPD. Developments of these sites are encouraged to provide active frontage at the ground level of development along the edges facing the planned open space and shall take account of the planned open space for integrated design. More details on the planning and design requirements for the active frontages of these sites will be set out in the departmental ODP to be prepared, or at the Planning Brief preparation stage.

- 12.1.3 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses. The PR control under this zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the Joint Practice Note (JPN) No. 4 on ‘Development Control Parameters PR/GFA’, and shall be subject to the streamlining arrangements stated therein.
- 12.1.4 Minor relaxation of PR and/or BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 above would be relevant for the assessment of minor relaxation of BH restrictions. Each application will be considered on its own merits.
- 12.1.5 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance.
- 12.1.6 For individual subsidised housing sites, planning briefs setting out the planning parameters and the special design requirements will be provided to guide the future development of the sites.

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

- 12.2.1 The planning intention of this zone is to designate both existing recognised villages and areas of land considered suitable for village extension. 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. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board. In order to ensure that any future development or redevelopment within the “V” zone will retain a village character, a maximum BH of three storeys (8.23m) or the height of the existing building, whichever is the greater, is imposed under this zone.
- 12.2.2 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. Village expansion areas and other infrastructural improvements will be guided by detailed layout plans whenever applicable.

- 12.2.3 A site of about 0.6 ha in Area 9C to the south of San Tin Highway is zoned “Village Type Development (1)”. The zone is intended for the re-provisioning of the affected village houses/building lots under the Village Removal Terms due to the Government projects. Development within the zone is also subject to a maximum BH of 3 storeys (8.23m).
 - 12.2.4 Minor relaxation of BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 above would be relevant for the assessment of such application. Each application will be considered on its own merits.
 - 12.2.5 Since the areas along Castle Peak Road and adjacent to the San Tin Highway would be subject to traffic noise impact, any proposed development near these roads should provide adequate mitigation measures to minimise such impact.
 - 12.2.6 As filling of pond or excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.
- 12.3 “Government, Institution or Community” (“G/IC”) : Total Area 56.52 ha
- 12.3.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments. Local community facilities are also provided within the other land use zones.
 - 12.3.2 Within the “G/IC” zone, GIC facilities include two sites for indoor sports centre in Areas 1A and 10, one site for fresh and reclaimed water service reservoirs in Area 25, and a workshop and related facilities of the Fire Services Department at Area 1A. Besides, other GIC facilities include a Highways Department’s depot in Area 23 and a PTI in Area 13A.
 - 12.3.3 The indoor sports centre in Area 10 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).

- 12.3.4 Eight primary schools and six secondary schools are planned in Areas 1C, 1D, 2B, 2H, 6D, 8, 9C, 11C and 12C in close proximity to residential developments, sports facilities and open space to increase students' convenience. Also, a site in Area 5 is reserved for development of other educational facilities on the advice of the Education Bureau.
- 12.3.5 Two sites are proposed for refuse collection point (RCP) in Areas 4D and 15. The site in Area 4D has room for future co-location with other facilities. Four sites are proposed for the provision of DCS plants in Areas 8, 13C, 15 and 20. Besides, 10 sites in Areas 1B, 2B, 4D, 5, 8, 12A, 13C, 15, 16A and 21 are proposed for the provision of electric substations (ESSs). Two sites in Areas 15 and 19A are proposed for stormwater pumping stations. Three sites in Areas 5, 12A and 18 are proposed for the provision of sewage pumping stations.
- 12.3.6 Eight sites in Areas 1A, 2B, 4C, 5, 8, 9B, 10 and 16A are designated as government reserve purpose. Three sites are also designated as "G/IC" to reflect the existing uses for the LMC Sub-divisional Police Station and the police post at Ngau Kok Shan in Area 30, as well as the Mai Po ESS in Area 1A.
- "Government, Institution or Community (1)" ("G/IC(1))" :
10.39 ha
- 12.3.7 Within the "G/IC(1)" zone, specific BH restrictions are incorporated due to ecological or visual concerns.
- 12.3.8 For sites with ecological concerns, Area 18 reserved for Hong Kong Police Force's weight station and the Customs and Excise Department's customs dog base is subject to a maximum BH of 15mPD as it is along the birds' flight corridor in east-west direction. A divisional police station cum operational base in Area 21 and a site for developing a wetland conservation park management office under AFCD in Area 24 are subject to a maximum BH of 8 storeys and 2 storeys respectively taking into account the proximity to the birds' flight corridor between the LMC Meander and Sam Po Shue in an east-west direction.
- 12.3.9 For sites with visual concerns, the sites for a GIC complex and a Joint-user General Office Building in Areas 2E and 2F are subject to a maximum BH of 120mPD. A site reserved for healthcare facilities in Area 8 is subject to a maximum BH of 100mPD. Other sites in Area 12A for youth facilities and a divisional fire station and ambulance depot cum staff quarters and an operational base for tactical support unit and

community emergency preparedness experiential learning are subject to a maximum BH of 110mPD.

- 12.3.10 The GIC complex in Area 2E is planned to house an indoor sports centre, a public market, a RCP and an EcoHub. The Joint-user General Office Building in Area 2F is planned to house a general clinic and a Chinese medicine clinic cum training and research centre. Suitable buffer/building setback between the proposed RCP, indoor sports centre and public market in Area 2E and the proposed clinic facilities in Area 2F would be considered at detailed design stage. Besides, the two developments would take account of the surrounding open space for integrated design.
- 12.3.11 Developments and/or redevelopments in the “G/IC(1)” zone are subject to BH restrictions in term of mPD and or/ number of storeys (excluding basement floor(s)) as stipulated on the Plan, or the height of the existing building, whichever is the greater. Minor relaxation of the BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 above would be relevant for the assessment of such application. Each application will be considered on its individual merits.
- 12.3.12 When detailed planning and development for the Area proceeds, local community facilities such as social welfare facilities and kindergartens will also be provided within the public housing estates and the private residential developments as proposed by concerned bureau/department.
- 12.4 “Open Space” (“O”) : Total Area 55.88 ha
- 12.4.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of both the local residents, workers, as well as the general public.
- 12.4.2 Three major open spaces are provided in Areas 2B, 7 and 11D. The open space in Area 2B would also perform as a pedestrian and cycling connector for the mixed use development, residential sites and GIC facilities around the proposed San Tin Station of the NOL Main Line. As for the open space in Area 7, the design should integrate with the adjoining cultural and community complex. The open space in Area 11D would serve as a landing point of the proposed landscaped deck across San Tin Highway for both pedestrians and cyclists. The open spaces in Areas 6B, 7 and 21 may provide a landing point/entrance of a planned footbridge with cycle track across San Tin Highway.
- 12.4.3 Open spaces are also provided in Areas 19C and 20 to preserve birds’ flight paths and the Mai Po Lung Village Egretty. Due

care would be taken in the design and implementation of these sites as per the recommended ecological mitigation/enhancement measures in the EIA Report for the Study.

- 12.4.4 The open spaces in Areas 6B and 13A would serve as green buffer between the village of Shek Wu Wai and the high-density developments to the south, and between the I&T development with the residential developments in the north and San Tin Barracks in the west respectively. The open space in Area 4D continues the open space network and provides visual connections to the “O” zone in Area 6B to the north-east and Area 2B to the south-east. Moreover, the open space 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.
- 12.4.5 Subject to detailed design, there will be pedestrian walkways and cycle tracks introduced within the open spaces particularly across the revitalised STWMDC and STEMDC, and along the riverside promenade allowing a continuous pedestrian and cycling network and connecting major activities nodes. Appropriate cycling facilities would be considered in the integrated design of the open spaces. Besides, floodable landscape treatments and flood attenuation facilities would integrate with open spaces.
- 12.4.6 Urban farming proposed by AFCD with policy support from EEB could be incorporated in the open spaces where appropriate to promote farming activities including selling of fresh produce and providing the public with agriculture-related experience and spaces for education to raise public awareness on sustainability.
- 12.5 “Other Specified Uses” (“OU”) : Total Area 313.24 ha

- 12.5.1 This zone is intended for specific development(s) and/or uses, which is/are specified in the annotation of the zone.

Innovation and Technology (I&T)

- 12.5.2 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 needs of different industry players (e.g. start-ups and leading technology enterprises) and to develop different I&T fields (e.g. life and health technology, artificial intelligence and data science, advanced manufacturing, new energy technology, etc) at different stages of the I&T value chain (e.g. R&D, prototype, pilot test, mass production etc). The “OU(I&T)” zone would accommodate a total GFA of about 5.7 million m². A consultancy study is being conducted by the Innovation, Technology and Industry Bureau

(ITIB) to formulate recommendations on the distribution and layout of specific I&T uses and supporting facilities and mode of operation to be developed for individual land parcels in the Area. To promote the concept of ‘work-live-learn-play’ and to nurture I&T development, a range of complementary uses which could provide business support (e.g. office, convention facilities, hotel, etc), living support (e.g. talent accommodation, retail, dining, etc) and other talent attractive uses (e.g. school, educational institution, etc) are allowed in the “OU(I&T)” zone.

12.5.3 Under the Study, about 6,400 talent accommodation units (with a total GFA of about 268,000m²) are proposed within the “OU(I&T)” zones to the north of San Tin Highway and Fanling Highway. The exact location and number of talent accommodation units to be provided will be contingent on the nature and scale of I&T industries to be developed, as well as the operational and business needs of the prospective I&T enterprises. Also, provision of talent accommodation should duly observe the possible constraints posed by the nearby less environmentally friendly manufacturing processes, if any. Centralised air-conditioning system with chilled water supplied by DCS is assumed to be adopted by the talent accommodation units under the Study.

12.5.4 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 subject to confirmation of technical feasibility to the satisfaction of relevant departments by the project proponent. Necessary restrictions may be imposed through administrative means (e.g. land grant conditions) in order to ensure proper control. A departmental ODP would also be prepared to set out the planning and urban design requirements for each planning areas of the “OU(I&T)” zone.

Areas 19A (about 31 ha), 19B (about 70 ha) and 19C (about 47 ha)

12.5.5 The “OU(I&T)” zone in these planning areas are subject to maximum BHs ranging from 15mPD to 125mPD as stipulated on the Plan. A stepped BH profile is adopted to achieve design harmony of the proposed development with the neighbouring villages and wetland setting to realise the concept of urban-rural integration. These planning areas abutting the proposed SPS WCP provide opportunity for creating a high quality campus-like environment where integrated design could be adopted to create a network of public spaces conducive to walking, cycling and promoting talents’ interaction and exchange of ideas. The following requirements should be observed:

- (a) A DCS plant and an ESS should be provided in Area 19B for the I&T development.
- (b) Due to the close proximity of wetland, birds' flight corridor and birds' flight paths, developments in Areas 19A, 19B and 19C shall adopt bird-friendly building design (e.g. avoiding transparent or reflective façades). To preserve a 300m-wide birds' flight corridor between the LMC Meander and Sam Po Shue in an east-west direction, NBAs and stringent BHs are stipulated in the northern part of Area 19A. Within the NBAs, underground structures will be allowed. Sensible landscape treatments should be considered for the area to create a favourable environment to preserve the birds' flight path.
- (c) As for Area 19C, a 70m-wide NBA is designated on the Plan to preserve the birds' flight path of the Mai Po Lung Village Egretty. Due care should be taken in the design and implementation of this site as per the recommended ecological mitigation/enhancement measures in the EIA Report for the Study. The management of the site should be developed in a holistic manner to take good care of the egretty. Any development should observe the potential interface with the adjacent Mai Po Village Site of Special Scientific Interest, Mai Po Village Egretty and the Mai Po Lung Village Egretty.
- (d) Along the development boundary fronting the proposed SPS WCP, a 35m-wide NBA is designated in Areas 19B and 19C with stepped BH (35mPD and 15mPD) descending towards the NBA to address the interface with the SPS WCP and to minimise the disturbance to the SPS WCP. The design of the 35m-wide NBA should be in harmony with the proposed SPS WCP. Sensible landscape treatments should be adopted to create a favourable buffer between the wetland and the development area.
- (e) A 20m-wide NBA along the western boundary of Area 19A as indicated on the Plan is designated 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.
- (f) Subject to detailed design, suitable view corridors shall be provided in Area 19B to the north of Road L13 to retain a continuous view from the existing village clusters to the wetland in Sam Po Shue. According to the AVA under the Study, provision of at least two effective breezeways/ air paths aligned in north-west to south-east

direction across Area 19B is recommended.

- (g) Detailed design of the “OU(I&T)” zones, including the layout of internal roads and public space, are subject to study by the project proponent(s) and technical advice by relevant departments. In particular, pedestrian and cycling routes shall be provided across the revitalised STWMDC and STEMDC and along the edges fronting the proposed SPS WCP, and they shall form part of the comprehensive pedestrian and cycling network of the Area. Appropriate cycling facilities shall be considered in the integrated design of the future development.
- (h) To enhance pedestrian and cycling connectivity of the “OU(I&T)” zones on both sides of Road D6, a 100m-wide at-grade crossing will be provided, which will be underneath Road P1, where appropriate landscaping, street furniture, and cycling facilities shall be provided, subject to detailed design.
- (i) 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 LMC Station.
- (j) For the “OU(I&T)” zone in Area 19A to the north of Road D4, development should observe the potential interface with the railway reserve for the proposed NOL Spur Line.

Areas 16A (about 21 ha) and 16B (about 14 ha)

12.5.6 The “OU(I&T)” zone in these planning areas are subject to maximum BHs ranging from 35mPD to 155mPD as stipulated on the Plan. For the “OU(I&T)” zone near Chau Tau in Area 16B, development is restricted to a maximum BH of 100mPD, balancing development need and local planning context. To ensure design harmony between the proposed I&T development and the village, suitable building setback from the adjoining “V” zone boundary should be considered by the project proponent(s). The followings should be noted:

- (a) A site in Area 16A is reserved for development of a DCS plant which is subject to a maximum BH of 35mPD as it is close to the 300m-wide birds’ flight corridor.
- (b) A site in Area 16B is reserved for development of a Government data centre complex.
- (c) To facilitate air ventilation of the existing village of Chau Tau, a 15m-wide NBA is designated at the “OU(I&T)” zone in Area 16B to the north of the existing LMC Spur

Line Ventilation Building. Within the NBA, underground structures will be allowed.

- (d) To promote active travel and facilitate cycling, provision of appropriate cycling facilities should be considered subject to detailed design. A 100m-wide at-grade crossing underneath Road P1 will be provided.
- (e) Development should observe the interface issue with the existing LMC Spur Line, and the railway reserve for the proposed NOL Spur Line.

Area 13A (about 22 ha)

- 12.5.7 The “OU(I&T)” zone in Area 13A is conveniently connected to the future NM Highway through Roads L1 and D5. Developments are subject to a maximum BH of 170mPD. The two “O” zones in the northern part of Area 13A would serve as a buffer between the “OU(I&T)” zone and “R(A)1” zone in Area 12D, those I&T uses which may involve relatively less environmentally friendly manufacturing processes should be sited as far away from the residential development in Area 12D as practicable.

Area 17 (about 5 ha)

- 12.5.8 An “OU(I&T)” zone is reserved for the development of a fisheries research centre by AFCD. The proposed fisheries research centre aims to support the development of modernised aquaculture and promotion of scientific research. To protect the east-west birds’ flight corridor between Sam Po Shue and the Loop, development at the site is subject to a maximum BH of 15mPD. Subject to detailed design, a wildlife corridor may be provided at the site. Besides, a night roost affected by the development at Ha Wan Tsuen will be relocated to this site with reference to the findings of the EIA Report for the Study.
- 12.5.9 Minor relaxation of the BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 would be relevant for the assessment of such application. Each application will be considered on its own merits.
- 12.5.10 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance.
- 12.5.11 As filling of pond may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

Mixed Use

- 12.5.12 Two sites with a total area of about 14.77 ha (i.e. Areas 2A and 23) located near the proposed railway stations of the NOL Main Line/NOL Spur Line are zoned “OU” annotated “Mixed Use” (“OU(MU)”). This zone is intended primarily for mixed use development comprising a mix of residential and commercial (office, hotel, retail, dining and entertainment) uses incorporated with a TIH. Developments within this zone are subject to a maximum total PR of 7 and a maximum BH of 200mPD. To ensure an integrated design taking into account specific design requirements, a master layout plan should be submitted for approval under lease.
- 12.5.13 For the “OU(MU)” zone in Area 2A, a maximum domestic PR of 4.5, a maximum non-domestic PR of 2.5, and a maximum BH of 200mPD are proposed under the Study. A TIH with a minimum of 200 public park-and-ride car parking spaces shall be provided to the satisfaction of TD. Detailed requirement of the TIH should be confirmed by TD. An integrated design should be adopted to ensure convenient transfer between the TIH, the proposed San Tin Station of the NOL Main Line and the mixed use development. Future developments in Area 2A shall integrate with the possible entrances/exits and related railway structures of the proposed San Tin Station of the NOL Main Line. Besides, active frontage shall be provided at ground level of the development facing the planned open space in Area 2B to enhance vibrancy and vitality. An all-weather at-grade corridor shall be provided in the north-eastern part of the site to facilitate pedestrian 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 on the Plan.
- 12.5.14 For the “OU(MU)” zone in Area 23, a maximum domestic PR of 3, a maximum non-domestic PR of 4, and a maximum BH of 200mPD are proposed under the Study. A TIH with a GFA of 25,000m² for public transport facilities including a public coach park and a minimum of 1,500 public park-and-ride car parking spaces, mainly serving private car users making cross-boundary trips, shall be provided to the satisfaction of TD. An integrated design should be adopted to ensure convenient transfer between the TIH, the proposed station of NOL Spur Line near Chau Tau and the mixed use development. To foster urban-rural integration and design harmony with the nearby villages, a stepped BH profile descending towards the villages to the south-west of site shall be adopted and at-grade active frontage shall be provided on the south-western edge of the development facing the villages. 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 shall be provided to enhance connectivity. Development of this site is encouraged to take account of the riverside promenade for integrated design. 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 LMC Spur Line.

- 12.5.15 To facilitate the above-mentioned provision of active frontage and all-weather accesses and to provide guidance on the mix of domestic and non-domestic portions for future developments, detailed planning and design requirements for the two concerned sites will be set out in the departmental ODP to be prepared.
- 12.5.16 The floor space constructed or intended for use solely as public transport facilities and public car parking spaces as required by TD and solely as railway facilities as agreed by the Government at both “OU(MU)” zones may be disregarded for GFA calculation. Also, to promote active travel and facilitate cycling, appropriate cycling facilities should be considered in the integrated design of the development at the pedestrian level.
- 12.5.17 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 12.5.18 Minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 above would be relevant for the assessment of minor relaxation of BH restrictions. Each application will be considered on its own merits.
- 12.5.19 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance.
- 12.5.20 The PR control under this zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the JPN No. 4 on ‘Development Control Parameters PR/GFA’, and shall be subject to the streamlining arrangements stated therein.

Logistics, Storage and Workshop

- 12.5.21 Three sites with a total area of about 16.56 ha in Areas 13B, 14A and 21 are zoned “OU” annotated “Logistics, Storage and

Workshop” (“OU(LSW)”). 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 future NM Highway, thus capturing the advantage of easy accessibility to the strategic highways linking other parts of NM and the territory.

- 12.5.22 Two sites in Areas 13B and 14A are zoned “OU” annotated “Logistics, Storage and Workshop (1)” subject to a maximum non-domestic PR of 5 and a maximum BH of 170mPD and 145mPD respectively. For the site in Area 21 zoned “OU” annotated “Logistics, Storage and Workshop (2)”, development is subject to a maximum non-domestic PR of 2 and a maximum BH of 55mPD in order to minimise the impact on the Mai Po Lung Village Egrettry to its north-west.
- 12.5.23 Minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 11.5 above would be relevant for the assessment of minor relaxation of BH restrictions. Each application will be considered on its own merits.
- 12.5.24 The PR control under this zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the JPN No. 4 on ‘Development Control Parameters PR/GFA’, and shall be subject to the streamlining arrangements stated therein.

Cultural and Community Uses with Supporting Uses and Facilities

- 12.5.25 A site of about 15 ha in Area 7 is zoned “OU” annotated “Cultural and Community Uses with Supporting Uses and Facilities” 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 planned for accommodating a major performing arts venue, a major museum, a major library, a swimming pool complex, 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. A comprehensive design should be adopted for the development with special landscape features which integrates with the planned open space lying between the eastern and western portions of the site, with a view to developing it into a cultural and recreational focal point and showcasing the distinctive character of the surrounding region. Future development

should also observe the interface issue with the proposed NOL. Detailed planning and design requirements for this zone will be set out in the departmental ODP to be prepared.

Green Fuel Station

- 12.5.26 Two sites with a total area of about 0.33 ha in Areas 4C and 16A are zoned “OU” annotated “Green Fuel Station”. They could be EV charging station, hydrogen refuelling station, or station supplying other kinds of green vehicle fuel, subject to the advice of relevant bureaux/departments and future needs.

Refuse Transfer Station and Resource Recovery Facilities

- 12.5.27 A site of about 2.98 ha in Area 14B is zoned “OU” annotated “Refuse Transfer Station and Resource Recovery Facilities” 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.

Amenity Area

- 12.5.28 “OU” annotated “Amenity” (“OU(A)”) with a total area of about 28.61 ha are 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 cycle tracks may be provided within the amenity strips for a continuous pedestrian and cycle track network in the Area. 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 the revitalisation of the existing STEMDC, including provision of a wildlife corridor for terrestrial mammal species to preserve the habitat continuity along the northern section of Road D6 in Area 19A. For the “OU(A)” zone near Shek Wu Wai, vehicular access to the village should be allowed. The “OU(A)” zone in Area 2H could be converted to a future connection road between the Area and the Ngau Tam Mei area to the south.

All Other Sites (Not Listed Above)

- 12.5.29 Apart from the above, this zone denotes land allocated or reserved for specific uses, including the following:
- (a) Existing LMC Spur Line in Area 16A;
 - (b) Existing Chau Tau Ventilation Building of the LMC Spur Line in Area 15;
 - (c) Existing LMC Railway Terminal of the LMC Spur Line and PTI in Area 31;
 - (d) Railway facilities for the NOL Main Line in Areas 7, 9B

- and 14A;
- (e) EPP and food waste pre-treatment facilities in Area 3;
and
- (f) Water reclamation plant in Area 4A.

12.6 “Green Belt” (“GB”) : Total Area 207.29 ha

- 12.6.1 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. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.
- 12.6.2 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 and 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.
- 12.6.3 As filling of land/pond and excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

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

- 12.7.1 The planning intention of this zone is to conserve the ecological value of wetland and fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area and function as a substantial source of food supply for birds and as an important habitat for roosting and foraging of waterbirds. The ‘no-net-loss in wetland’ principle is adopted for any change in use within this zone. No decline in ecological functions served by the existing fish ponds should occur. Fragmentation of continuous and contiguous fishpond habitats within the “CA” zone should be avoided.
- 12.7.2 The existing fish pond culture within this zone should be maintained and its continuous operation is encouraged. Conservation management activities which will enhance the overall Deep Bay wetland ecosystem are also promoted. The primary intention of this zone is to discourage new development 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. Alternative beneficial uses to fish

ponds such as nature reserve or wetland habitat are permitted as of right within the zone. For those developments which may be permitted on application to the Board, such application should be supported by an ecological impact assessment and a management plan to demonstrate that the development would not result in any net loss in wetland function and negative disturbance impact. Such development should also be compatible with the conservation objectives of the wetland in the Deep Bay Area and should be appropriate as well as be able to enhance the visual and landscape quality of the area. Wetland compensation is required for any development involving pond filling and mitigation measures against any disturbance would be necessary. Certain uses/facilities that are of small scale or necessary to serve the local needs may also be considered on application to the Board.

12.7.3 This zone mostly comprises the existing LMC Ecological Enhancement Area and Clean-up Reedbed in Area 32 which is mitigation wetland for the construction of Sheung Shui to Lok Ma Chau Spur Line, as well as the existing contiguous and continuous, active or abandoned fish ponds to the south of Shenzhen River in Area 30.

12.7.4 Filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the environment. In view of the conservation value of the area within this zone, permission from the Board is required for such activities.

“Conservation Area (1)” (“CA(1)”) : 68.64 ha

12.7.5 The zoning is intended to protect and retain the existing natural landscape, ecological or topographical features in Area 27 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.

12.7.6 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. Uses related to conservation purposes such as natural reserve and natural trail are permitted as of right. Only a selective range of uses such as public convenience and tent camping ground which would have insignificant impact on the environment and infrastructural provision may be permitted with or without conditions on application to the Board.

12.7.7 Filling of land and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the environment. In view of the conservation value of the

area within this zone, permission from the Board is required for such activities.

13. COMMUNICATIONS

The Area will be connected with different parts of Hong Kong and surrounding areas by a comprehensive existing and planned road and rail network. 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.

13.1 Road

13.1.1 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. Taking into account the improvement schemes to be undertaken by 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 new NM Highway proposed under the Hong Kong Major Transport Infrastructure Development Blueprint in December 2023), the Area will be well connected with different parts of Hong Kong and the Mainland by a comprehensive road network. Primary and district distributors and local roads are planned to provide convenient connection among various development areas and landmark developments as indicated in **Figure 7**.

13.1.2 To enhance the accessibility of the Area, a pair of new slip roads is proposed at the eastern side of Shek Wu Wai Interchange to facilitate traffic movement. At the same time, improvement to the slip roads from San Tin Interchange towards the westbound of San Tin Highway is proposed to strengthen future connectivity.

13.1.3 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. The existing San Tin Interchange will be maintained and transformed into another key access to the development area for traffic coming from the east of San Tin Highway. The overall road network will make use of these two interchanges as the main connection points to integrate the internal road network of the Area with San Tin Highway and Fanling Highway.

13.1.4 The primary distributor Road P1 (i.e. an elevated road at the re-aligned San Sham Road) will be in dual 2-lane configuration and is proposed to convey cross-boundary traffic from Shenzhen to San Tin Highway and Fanling

Highway via San Tin Interchange and vice versa. It is proposed as a viaduct with an aim to bypass the traffic junctions along the at-grade Road D6 underneath.

- 13.1.5 There will be six district distributors, namely Road D1 to Road D6, which serve as major linkages between the external connections and major activity nodes. These district distributors are mainly in dual 2-lane configuration. Road D5 would connect the Area with the proposed NM Highway to the south-east of the Area. Besides, 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.
- 13.1.6 Numerous local distributors will serve a major role in linking up the proposed development parcels and existing developments such as local villages with the proposed district distributors/existing road network. Vehicular accesses for the existing villages and developments will be maintained or reprovisioned.
- 13.1.7 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.

13.2 Railway

- 13.2.1 The railway system is planned as the backbone of passenger transport system. The Area will be served by the proposed NOL Main Line, NOL Spur Line, and the existing LMC Spur Line. Two new railway stations are proposed in San Tin Town Centre and near Chau Tau within the Area.
- 13.2.2 The proposed 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 proposed San Tin Station is located at the south-western part of the Area surrounded by planned residential, mixed use developments and GIC facilities.
- 13.2.3 Subject to further study, the proposed NOL Spur Line will run through the HSITP at the Loop to connect the Area with the new Huanggang Port, where co-location arrangement will be implemented. An intermediate station is proposed at the northern part of the Area near Chau Tau where a mixed use development is planned.

13.3 Other Transport Facilities

- 13.3.1 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 and one PTI would be provided within the Area. The TIH aims 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 will be made available at TIHs as far as possible for private car users to park their vehicles and continue their journeys by public transport.
- 13.3.2 To optimise the potential of the proposed railway station of the NOL Spur Line near Chau Tau as a major interchanging hub between cross-boundary and domestic transport in the northern portion of the Area, a TIH is planned in Area 23 to be integrated with the planned mixed use development together with park-and-ride facilities. Another TIH is planned in Area 2A to be integrated with the planned mixed use development abutting the proposed San Tin Station of the NOL Main Line. The PTI is proposed in Area 13A, for interchanging of road-based public transport services. Various form of green transport modes are also proposed to enhance internal connection of the Area.

13.4 Pedestrian and Cycling Track Connections

- 13.4.1 A comprehensive pedestrian and cycle track network is planned throughout the Area. Key destinations and activity nodes such as the proposed railway stations, the planned TIHs and PTI, 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.
- 13.4.2 In general, footpaths would be provided along both sides of the road network in accordance with the 'Guidelines for Preparation of Outline Pedestrian Plans in application of the New Pedestrian Planning Framework to NDA Projects' published by TD. The proposed footpaths will join with the existing footpath network at the periphery of the Area. 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/Fanling Highway.

13.4.3 The proposed cycling network will be provided along all roads designed in accordance with the Transport Planning and Design Manual and will connect to the existing tracks from Yuen Long to KTN NDA and the planned cycling network in the Loop to create a continuous cycle 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. Cycling supporting facilities such as cycle parking spaces shall be provided across the Area where appropriate.

14. UTILITY SERVICES

14.1 Water Supply

Fresh water will be jointly supplied from Sheung Shui Water Treatment Works (WTW) and Ngau Tam Mei WTW to the Area via the proposed fresh water service reservoir in Area 25. Besides, 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 reservoirs in Area 25.

14.2 Sewage and Sewage/Food Waste Treatment

Area 3 is reserved for 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. Besides, there are three proposed sewage pumping stations in Areas 5, 12A and 18 for collecting sewage flows from the Area and pumping to the planned EPP for treatment.

14.3 Drainage

The blue-green infrastructure concept is adopted in the drainage system design to improve the flood resilience and adaptation to climate change of the Area. In order to enhance the blue-green infrastructure value, 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.

14.4 Electricity

To provide adequate and reliable electricity supply, twelve ESSs (including an existing one) will be provided in the Area. 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 common utility enclosures as far as possible to reduce the environmental and visual impacts on the surrounding areas.

14.5 Gas

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 quantitative risk assessment would be required from the project proponent to assess the potential risks associated with the gas pipeline, subject to the advice of relevant authorities. Moreover, to strive towards carbon neutrality by conserving energy, two sites in Areas 4C and 16A are reserved for provision of green fuel stations for vehicles. These green fuel stations could be in the form of hydrogen refuelling station subject to the advice of relevant bureaux/departments and future needs.

14.6 Telecommunications

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.

15. CULTURAL HERITAGE

15.1 Within the boundary of the Area, there are two declared monuments, namely Man Lun Fung Ancestral Hall and Tai Fu Tai, a number of graded historic buildings in the 'List of the 1,444 buildings'. The list of declared monuments and graded buildings will be updated from time to time. As identified in the EIA Report for the Study, Mai Po SAI partly falls within the Area, while some Archaeological Potential Areas are situated in the Area.

15.2 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 buildings, and accorded grading to some buildings/structures within the Area. The AAB also released a number of new items pending grading assessment by the AAB. Details of the list of 1,444 buildings and the new items have been uploaded onto the official website of AAB at <https://www.aab.gov.hk/en/historic-buildings/results-of-the-assessment/index.html>.

15.3 Prior consultation with Antiquities and Monuments Office (AMO) of Development Bureau should be made if any works, development, redevelopment or rezoning proposals may affect declared monuments,

proposed monuments, historic buildings and sites graded by AAB; SAIs, Government historic sites identified by AMO; the new items mentioned in 15.2 above; any other buildings/structures identified with heritage value, both at grade and underground, and their immediate environs; or the Archaeological Potential Areas identified in the EIA Report for the Study and their immediate environs. Reference should be made to the recommendations of the EIA Report for the Study. Information of the declared monuments, proposed monuments, historic buildings and sites graded by the AAB, sites of archaeological interest and Government historic sites identified by AMO are available on the website of AMO: <https://www.amo.gov.hk/en/historic-buildings/hia/index.html>.

- 15.4 Based on the recommendations of the 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.

16. PLANNING CONTROL

- 16.1 The types of permitted developments and uses within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 16.2 For any land or building falling within the boundaries of this Plan and also previously falling within the boundaries of the “IDPA areas” or “DPA area” –
- (a) uses of land or building as defined under paragraphs (3)(a) and (3)(b) of the covering Notes and which are not in compliance with the terms of the Plan may have adverse impact on the environment, drainage and traffic of the area. Although no action is required to make such use conform to this Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board;

- (b) any development, other than those referred to the above paragraph or in conformity with this Plan or with the permission of the Board, undertaken or continued on or after 17 August 1990 on land included in a plan of the San Tin IDPA, or on or after 14 September 1990 on land included in a plan of the Ngau Tam Mei IDPA, or on or after 12 July 1991 on land not falling within the boundaries of the Ngau Tam Mei IDPA but included in a plan of the Ngau Tam Mei DPA, may be subject to enforcement proceedings under the Ordinance. Any filling of land/pond and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.
- 16.3 For any land or building falling within the boundaries of this Plan but not previously falling within the “IDPA areas” or “DPA area”, no action is required to make the existing use of such land or building conform to this Plan, until there is a material change of use or the building is redeveloped. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an ‘existing use right’ should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zoning control mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 16.4 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental ODP and layout plans, and guidelines published by the Board. The departmental ODP and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning application can be downloaded from the Board’s website and are available from the Secretariat of the Board, and the Technical Services Division and relevant District Planning Offices of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

17. IMPLEMENTATION

- 17.1 The development of the Area and associated engineering infrastructure will be implemented in phases. Site formation and infrastructure works are planned to commence from end 2024 for completion progressively to support the first population intake starting from 2031. The first batch of land for I&T use is targeted to be available from 2026/2027 the earliest for handing over to the implementation agent for development. The major works to the south of San Tin Highway are planned to commence from 2026/2027 to support bulk population intake starting in 2034, which matches the tentative commissioning date of the proposed NOL Main 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.
- 17.2 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.
- 17.3 For the I&T sites, the Plan provides a broad land use framework. A consultancy study is being conducted by ITIB to formulate recommendations on the distribution and layout of specific I&T uses and supporting facilities and mode of operation to be developed in the individual I&T land parcels in the Area. 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 and building setback, etc. as appropriate), and through the Buildings Ordinance via building plan submission. Land formation will be arranged by CEDD or other possible agents as appropriate. ITIB will draw up a development plan on the layout of specific I&T uses on the I&T sites including the internal infrastructure and supporting facilities which will be coordinated by ITIB with relevant agents in consultation/collaboration with relevant departments.
- 17.4 Open spaces, 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. Subsidised housing together with the ancillary facilities will be built by the Hong Kong Housing Authority, Hong Kong Housing Society or other relevant agents.
- 17.5 The OZP provides a broad land use framework within which a more detailed departmental ODP will be prepared in consultation with Government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation purpose. It will include information on detailed land uses, development parameters, boundaries and appropriate planning and urban

design requirements for individual sites, green coverage, railway/waterworks/drainage reserves, site formation levels, road alignment and dimensions, locations of pedestrian facilities, public utility facilities as well as other building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the OZP together with the departmental ODP, where appropriate, will serve as the basis for processing the lease modification applications (including in-situ land exchange) subject to specified criteria promulgated by the Government.

Index of Figures (All figures are for indicative purpose only)

- Figure 1 – Previous Statutory Plans covering San Tin Technopole OZP Area
- Figure 2 – Planning Area
- Figure 3 – SGR Infrastructure System
- Figure 4 – Blue-Green Network
- Figure 5 – Urban Design Features
- Figure 6 – Building Height Concept
- Figure 7 – Transport Network
- Figure 8 – Pedestrian and Cycling Network

TOWN PLANNING BOARD
MARCH 2024



 該區先前屬於一九九零年八月十七日刊憲的
新田中期發展審批地區圖編號IDPA/YL-ST/1的範圍
THIS AREA WAS PREVIOUSLY COVERED BY
SAN TIN INTERIM DEVELOPMENT PERMISSION
PLAN No. IDPA/YL-ST/1 GAZETTE ON 17.8.1990

深圳經濟特區
SHENZHEN SPECIAL ECONOMIC ZONE

落馬洲河套地區分區計劃
大綱圖編號S/LMCL/27
LOK MA CHAU LOOP
OUTLINE ZONING PLAN
No. S/LMCL/27

古洞北分區計劃大綱圖編號S/KTN/4
KWU-TUNG NORTH OUTLINE ZONING
PLAN No. S/KTN/4

新田分區計劃大綱圖編號S/YL-ST/8
SAN TIN OUTLINE ZONING PLAN No.
S/YL-ST/8

深圳經濟特區
SHENZHEN SPECIAL ECONOMIC ZONE


米埔及錦繡花園分區計劃大綱圖編號S/YL-MP/6
MAI PO AND FAIRVIEW PARK OUTLINE ZONING PLAN
No. S/YL-MP/6

 該區先前屬於一九九一年七月十二日公開展示的
牛潭尾發展審批地區圖編號DPA/YL-NTM/1
THIS AREA WAS PREVIOUSLY COVERED BY
NGAU TAM MEI DEVELOPMENT PERMISSION
PLAN No. DPA/YL-NTM/1 EXHIBITED ON 12.7.1991

錦田南分區計劃大綱圖
編號S/YL-KTS/15
KAM TIN SOUTH OUTLINE
ZONING PLAN No.
S/YL-KTS/15


 該區先前屬於一九九零年九月十四日刊憲的
牛潭尾中期發展審批地區圖編號IDPA/YL-NTM/1
THIS AREA WAS PREVIOUSLY COVERED BY
NGAU TAM MEI INTERIM DEVELOPMENT PERMISSION
PLAN No. IDPA/YL-NTM/1 GAZETTE ON 14.9.1990

牛潭尾分區計劃大綱圖編號
S/YL-NTM/12
NGAU TAM MEI OUTLINE ZONING
PLAN No. S/YL-NTM/12

 該區先前屬於二零零零年九月二十九日公開展示的
牛潭尾分區計劃大綱圖編號S/YL-NTM/4
THIS AREA WAS PREVIOUSLY COVERED BY NGAU TAM MEI
OUTLINE ZONING PLAN PLAN No. S/YL-NTM/4
EXHIBITED ON 29.9.2000

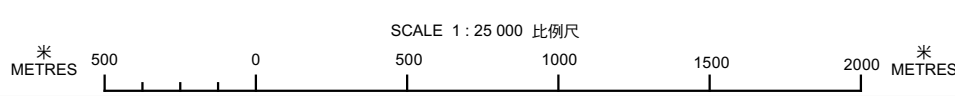
 該區先前沒有被法定圖則覆蓋的地方
THIS AREA WAS PREVIOUSLY NOT COVERED BY
STATUTORY PLAN

此圖則根據《香港規劃條例》(第161章)第16條及《土地用途管制條例》(第121章)第12條而編製。此圖則只供識別用途，並非法定圖則。圖中所示的資料，如有更改，恕不另行通知。此圖則的編製，並不表示政府對圖中所示的資料的準確性或完整性負責。此圖則的編製，亦不表示政府對圖中所示的資料的準確性或完整性負責。此圖則的編製，亦不表示政府對圖中所示的資料的準確性或完整性負責。

圖例 LEGEND
 新田科技城分區計劃大綱圖的界線
BOUNDARY OF THE SAN TIN
TECHNOPOLE OUTLINE ZONING PLAN
界線只作識別用途
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2024年2月7日擬備，所根據的資料為
於2006年12月5日核准的分區計劃大綱圖編號S/YL-ST/8
及S/YL-NTM/12
EXTRACT PLAN PREPARED ON 7.2.2024
BASED ON OUTLINE ZONING PLANS No. S/YL-ST/8
AND S/YL-NTM/12 APPROVED ON 5.12.2006

新田科技城分區計劃大綱圖先前的法定圖則範圍
PREVIOUS STATUTORY PLANS COVERING
SAN TIN TECHNOPOLE OUTLINE ZONING PLAN AREA

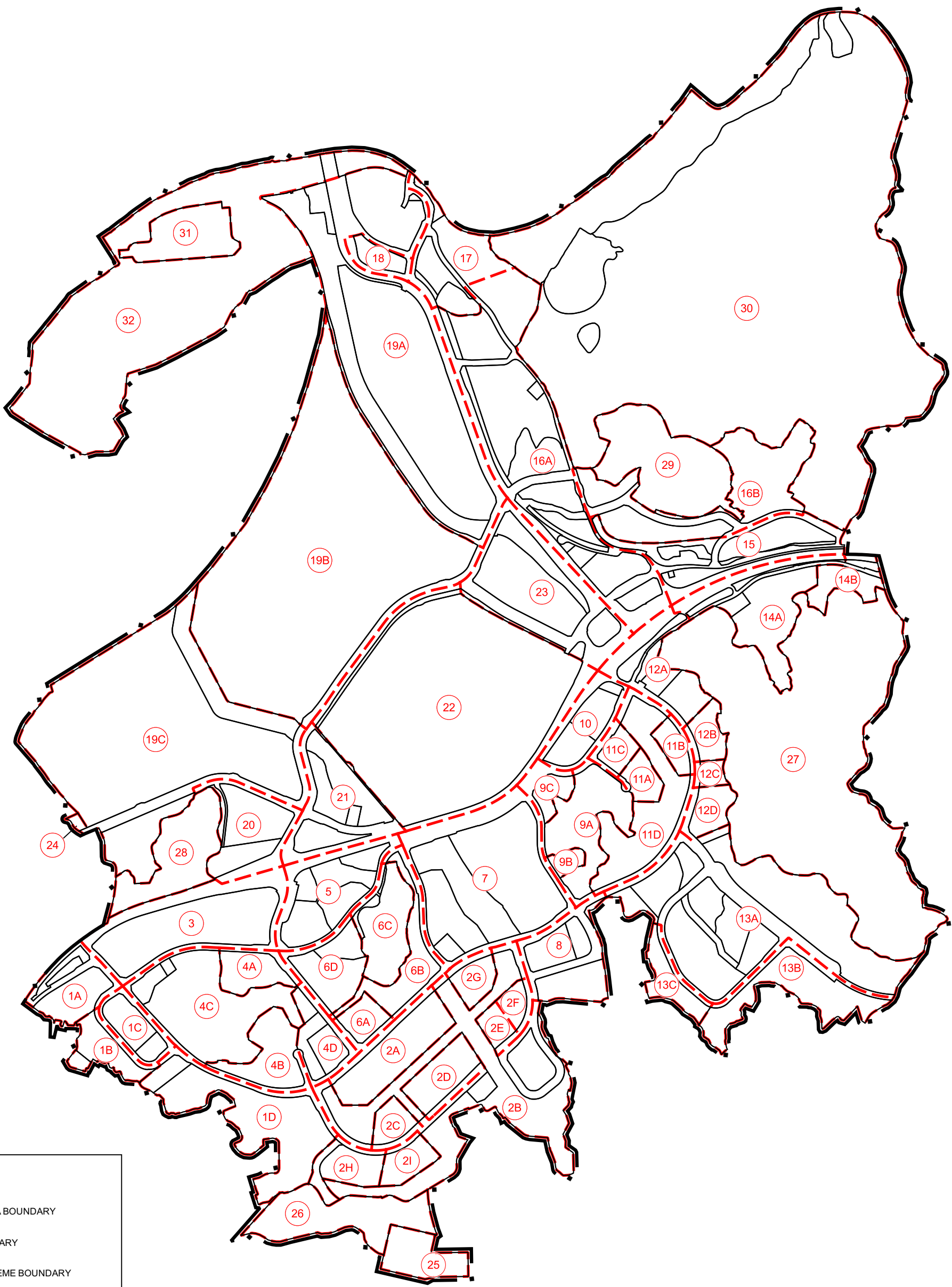


規劃署
PLANNING
DEPARTMENT







參考編號
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M/YLE1/23/57

圖解 FIGURE
1



圖例 LEGEND

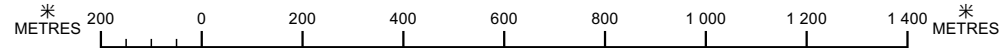
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PLANNING AREA BOUNDARY
-  用途地帶界線
ZONING BOUNDARY
-  規劃範圍界線
PLANNING SCHEME BOUNDARY
-  規劃區編號
PLANNING AREA NUMBER

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

新田科技城分區計劃大綱圖
SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

規劃區
PLANNING AREA

SCALE 1 : 15 000 比例尺



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

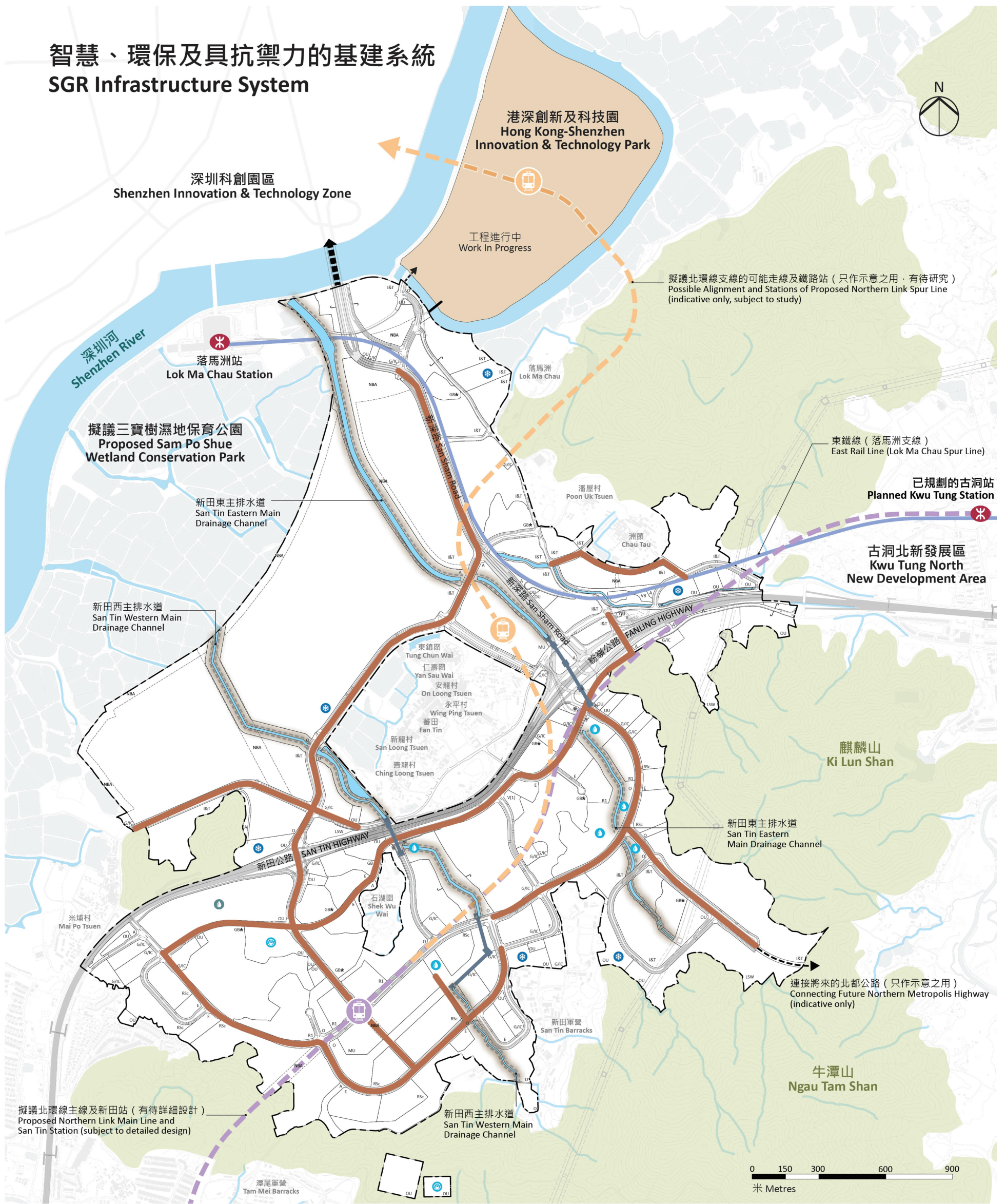
M/YLE1/23/57

圖解 FIGURE

2

本摘要圖於2024年2月21日擬備
EXTRACT PLAN PREPARED ON 21.2.2024

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



圖示 LEGEND

- 項目範圍
Project Boundary
- 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
- 區域供冷系統
District Cooling System
- 潔淨能源站
Green Fuel Station

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2024年2月19日擬備
EXTRACT PLAN PREPARED ON 19.2.2024

新田科技城分區計劃大綱圖
SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

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

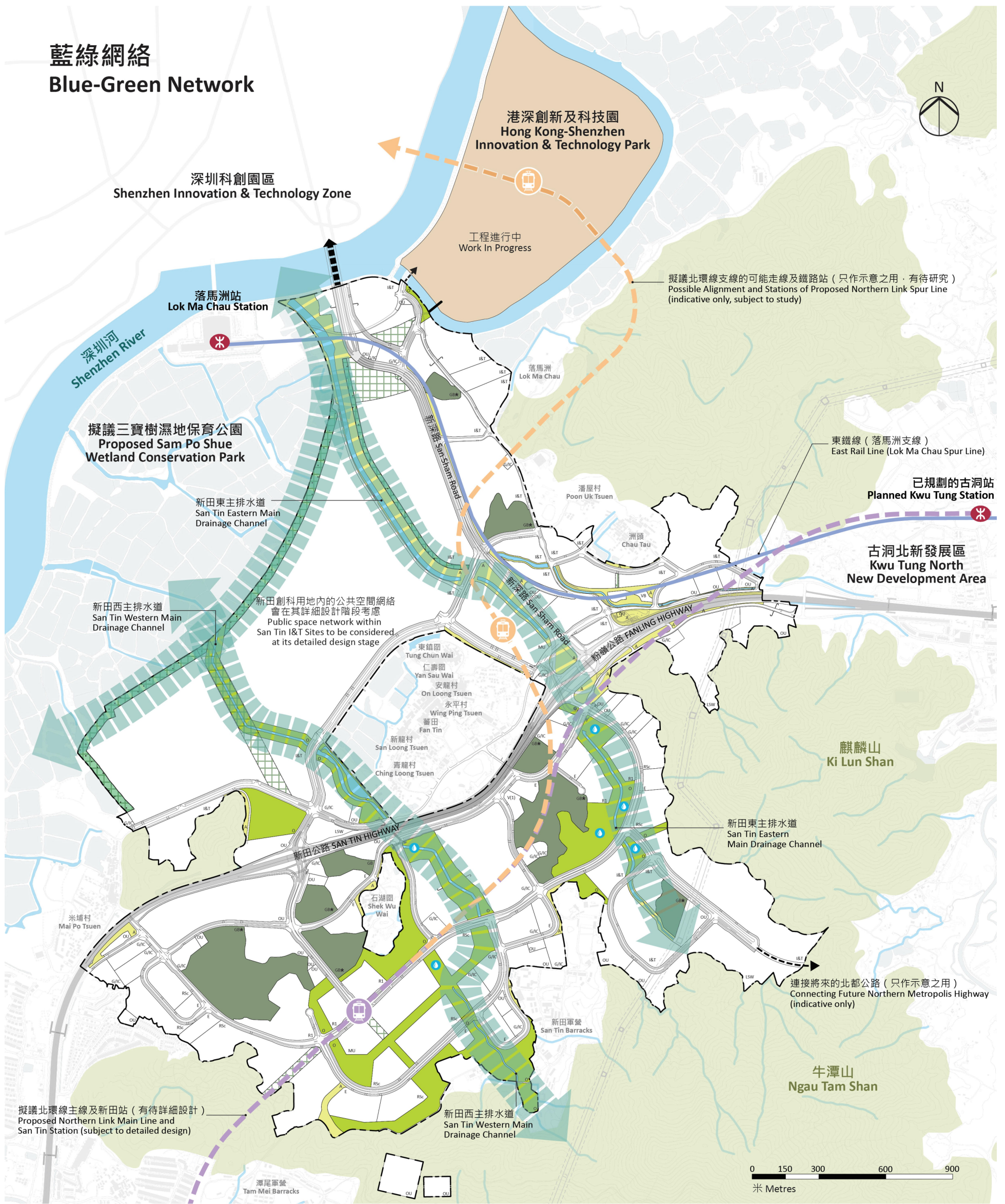
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖解 FIGURE
3

藍綠網絡 Blue-Green Network



擬議北環線主線及新田站 (有待詳細設計)
Proposed Northern Link Main Line and San Tin Station (subject to detailed design)

擬議北環線支線的可能走線及鐵路站 (只作示意之用·有待研究)
Possible Alignment and Stations of Proposed Northern Link Spur Line (indicative only, subject to study)

新田創科用地內的公共空間網絡
會在其詳細設計階段考慮
Public space network within San Tin I&T Sites to be considered at its detailed design stage

連接未來的北都公路 (只作示意之用)
Connecting Future Northern Metropolis Highway (indicative only)

圖示 LEGEND

- 項目範圍
Project Boundary
- 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
- 休憩用地
Open Space
- 美化市容地帶
Amenity
- 園景緩衝帶
Landscape Buffer
- 山丘
Knoll
- 蓄洪設施
Flood Attenuation Facilities

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

新田科技城分區計劃大綱圖 SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

藍綠網絡 Blue-Green Network

摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

規劃署
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DEPARTMENT

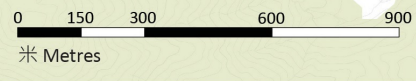
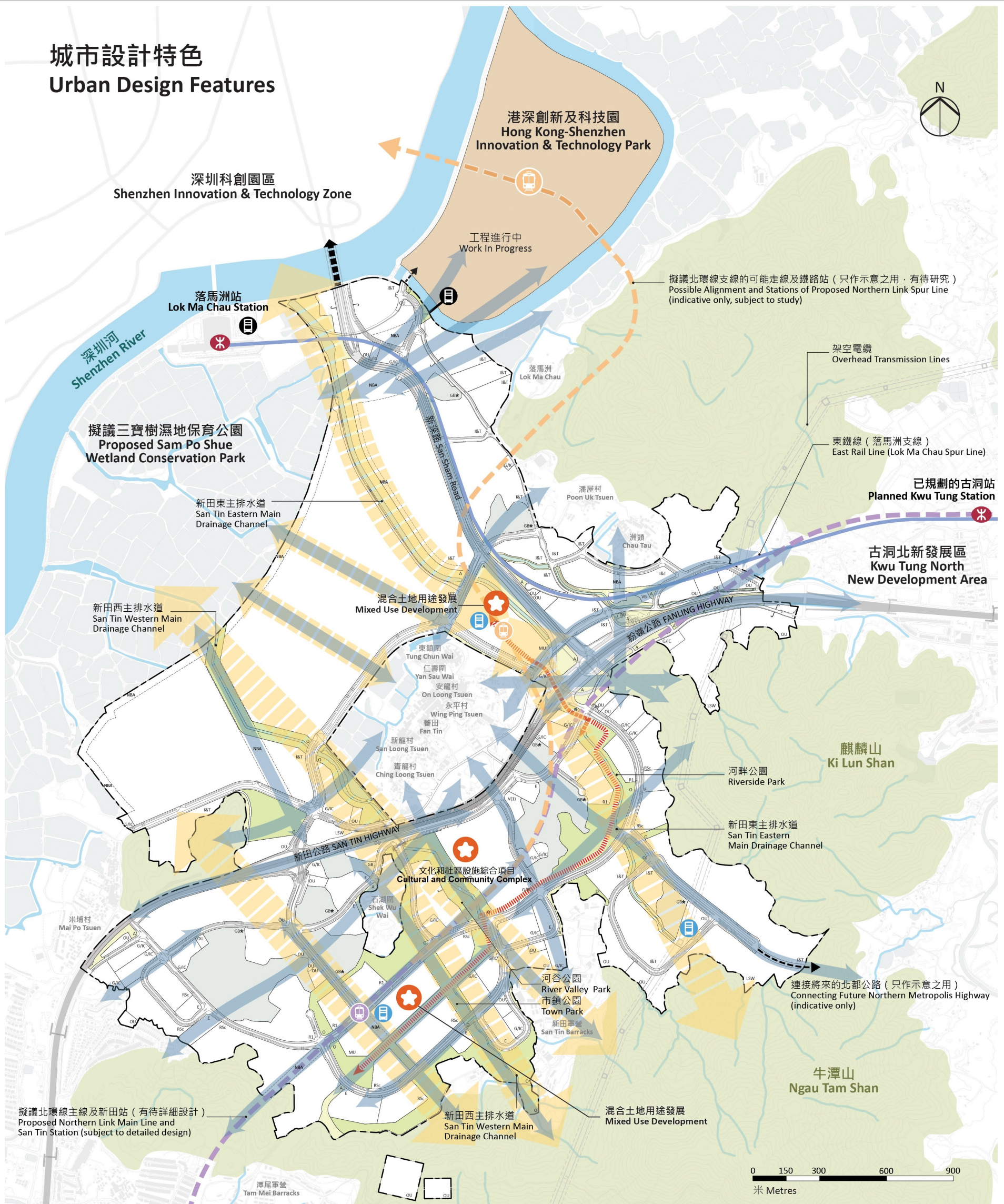


參考編號
REFERENCE No.
M/YLE1/23/57

圖解 FIGURE
4

本摘要圖於2024年2月19日擬備
EXTRACT PLAN PREPARED ON 19.2.2024

城市設計特色 Urban Design Features



圖示 LEGEND

- 項目範圍
Project Boundary
- 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
- 地標式發展
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

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

新田科技城分區計劃大綱圖 SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

城市設計特色 Urban Design Features

摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

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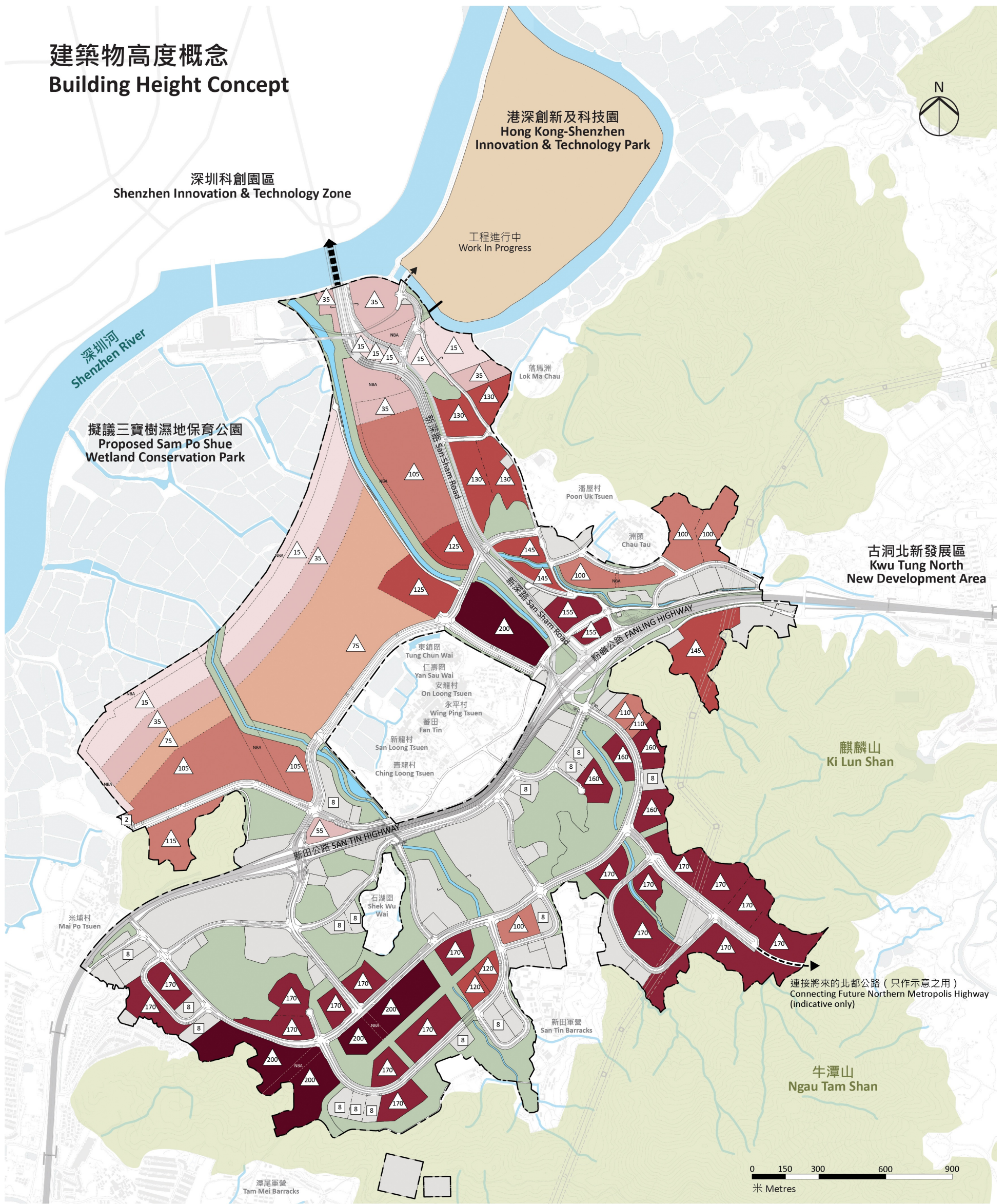


參考編號
REFERENCE No.
M/YLE1/23/57

圖解 FIGURE
5

本摘要圖於2024年2月29日擬備
EXTRACT PLAN PREPARED ON 29.2.2024

建築物高度概念 Building Height Concept



圖示 LEGEND

- 項目範圍
Project Boundary
- 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180米或以上
≥180 mPD
- 主水平基準上150 - 179米
150 - 179 mPD
- 主水平基準上120 - 149米
120 - 149 mPD
- 主水平基準上100 - 119米
100 - 119 mPD
- 主水平基準上70 - 99米
70 - 99 mPD
- 主水平基準上20 - 69米
20 - 69 mPD
- 主水平基準上19米或以下
≤19 mPD
- 非建築用地
Non-building Area
- 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

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2024年2月19日擬備
EXTRACT PLAN PREPARED ON 19.2.2024

新田科技城分區計劃大綱圖
SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

建築物高度概念
Building Height Concept

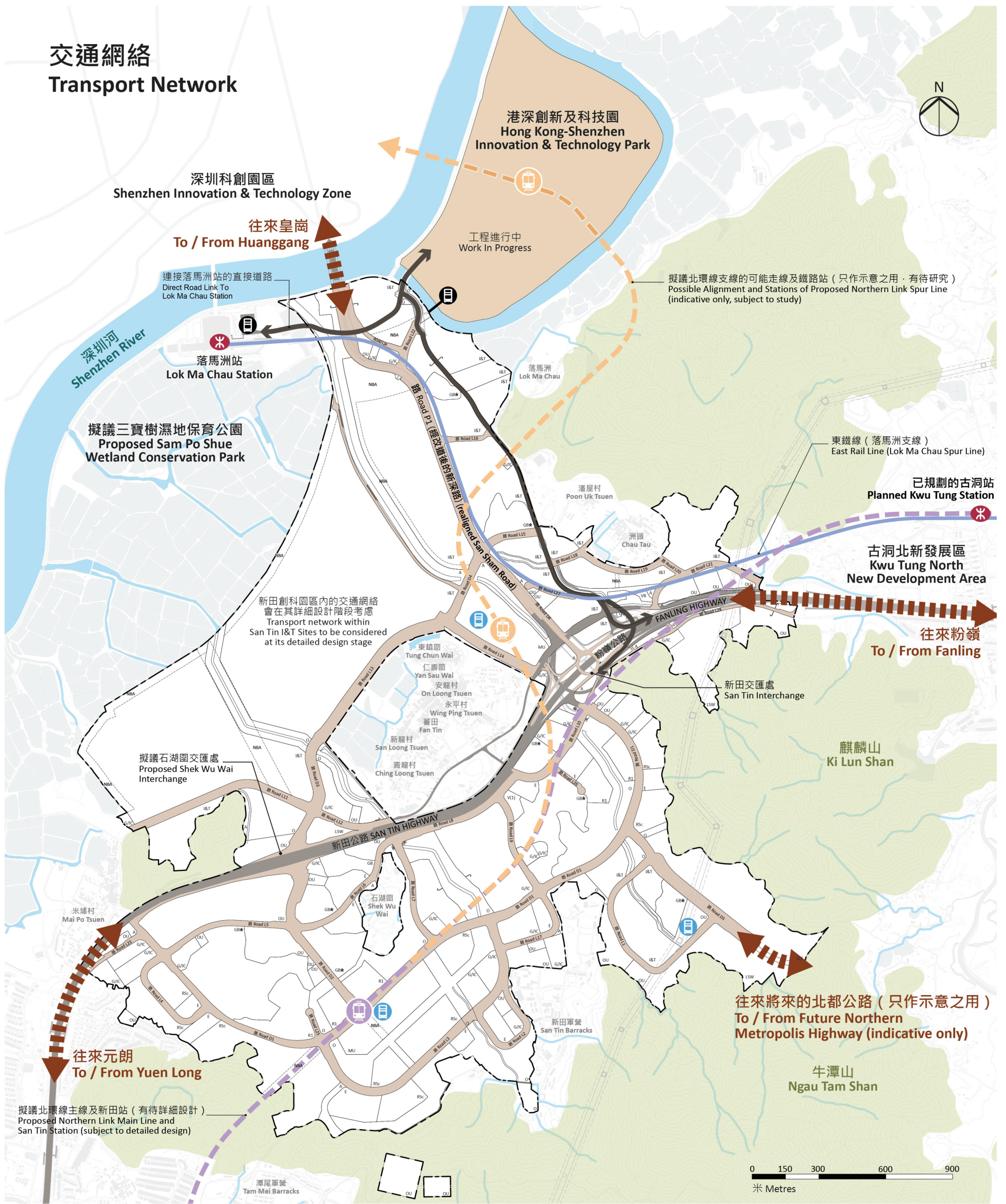
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

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REFERENCE No.
M/YLE1/23/57

圖解 **FIGURE**
6

交通網絡 Transport Network



圖示 LEGEND

項目範圍
Project Boundary

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

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

新田科技城分區計劃大綱圖 SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

交通網絡 Transport Network

摘自新田 / 落馬洲發展樞紐調查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

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REFERENCE No.

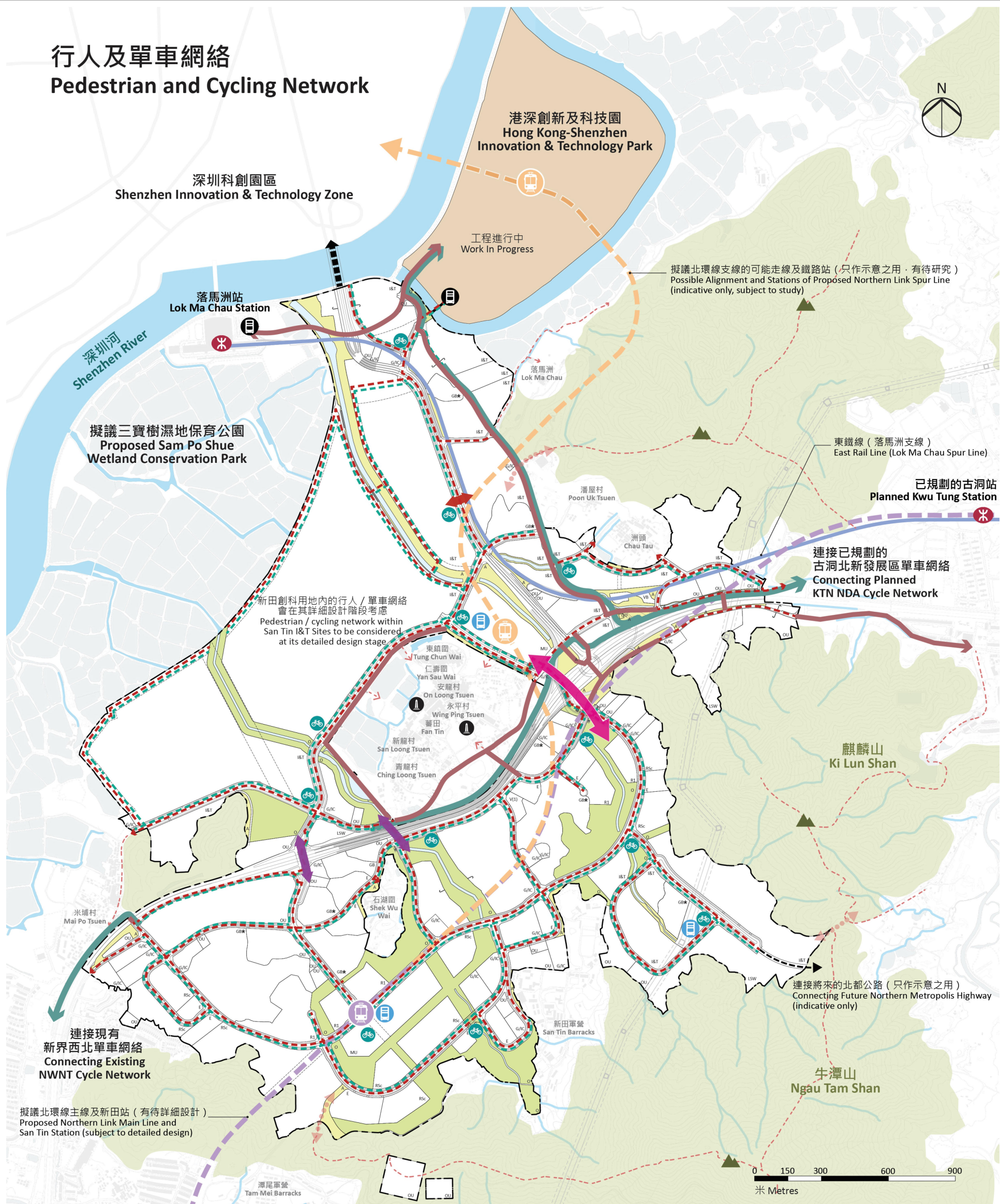
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圖解 FIGURE

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本摘要圖於2024年2月20日擬備
EXTRACT PLAN PREPARED ON 20.2.2024

行人及單車網絡 Pedestrian and Cycling Network



圖示 LEGEND

- | | | | |
|---|--|---|---|
| <ul style="list-style-type: none"> 項目範圍 Project Boundary 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 地標式高架園景平台 (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 |
|---|--|---|---|

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

新田科技城分區計劃大綱圖 SAN TIN TECHNOPOLE OUTLINE ZONING PLAN

行人及單車網絡 Pedestrian and Cycling Network

摘自新田 / 落馬洲發展樞紐勘查研究
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REFERENCE No.
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圖解 FIGURE
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本摘要圖於2024年2月29日擬備
EXTRACT PLAN PREPARED ON 29.2.2024