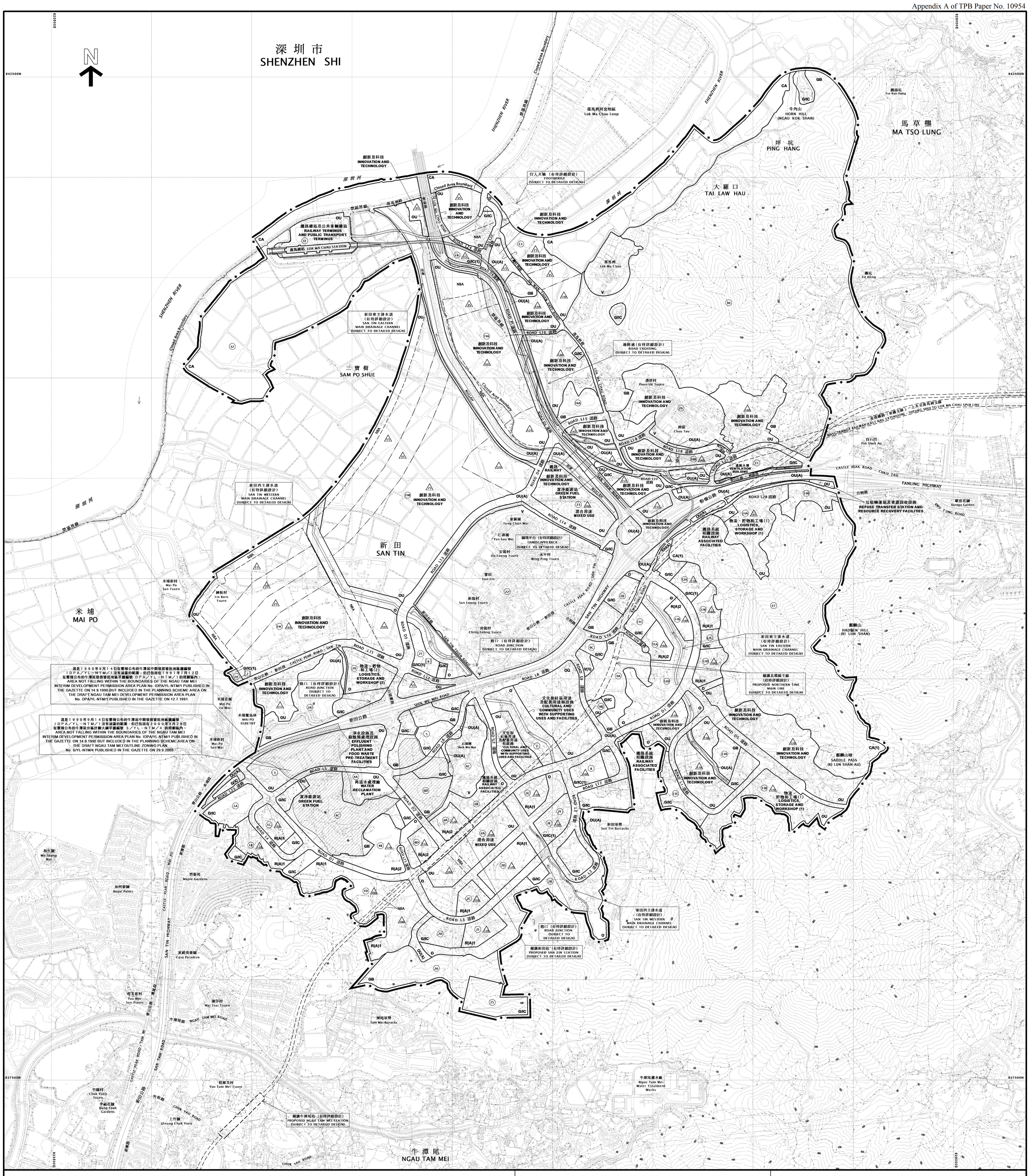

圖例
NOTATION

ZONES		地帶
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)	其他指定用途（美化市容地帶）
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區

COMMUNICATIONS	交通
RAILWAY AND STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	鐵路及車站（高架）
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路

MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
PLANNING AREA NUMBER	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度（樓層數目）
NON-BUILDING AREA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
RESIDENTIAL (GROUP A)	44.78	4.46	住宅（甲類）
VILLAGE TYPE DEVELOPMENT	78.48	7.82	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	56.52	5.63	政府、機構或社區
OPEN SPACE	55.88	5.57	休憩用地
OTHER SPECIFIED USES	284.63	28.35	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	28.61	2.85	其他指定用途（美化市容地帶）
GREEN BELT	207.29	20.65	綠化地帶
CONSERVATION AREA	139.36	13.88	自然保育區
MAJOR ROAD ETC.	108.45	10.79	主要道路等
TOTAL PLANNING SCHEME AREA	1004.00	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

按照城市規劃條例第5條公開展示的草圖
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF TOWN PLANNING ORDINANCE ON

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的新田科技城分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
SAN TIN TECHNOPOLE - OUTLINE ZONING PLAN

SCALE 1:7 500 比例尺

米 METRES 200 0 200 400 600 800 1 000 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/STT/C

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

(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;

(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/C

Schedule of Uses

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RESIDENTIAL (GROUP A)	1
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OPEN SPACE	7
OTHER SPECIFIED USES	8
GREEN BELT	17
CONSERVATION AREA	20
CONSERVATION AREA (1)	21

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 San Tin Outline Zoning Plan No. S/YL-ST/8 or the 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 San Tin Outline Zoning Plan No. S/YL-ST/8 or the 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

For "Mixed Use" Only

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

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 Commercial Bathhouse/ Massage 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	Broadcasting, Television and/or Film Studio Commercial Bathhouse/ Massage 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)

(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 "Mixed Use" Only (Cont'd)

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

Flat	Eating Place
Government Refuse Collection Point	Educational Institution
Government Use (Police Reporting Centre, Post Office only)	Government Use (not elsewhere specified)
House	Hotel
Public Convenience	Institutional Use (not elsewhere specified)
Residential Institution	Library
Social Welfare Facility (residential care facility only)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Utility Installation for Private Project	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

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) 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.

(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)

For "Innovation and Technology" Only

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 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

(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 "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 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)

For "Logistics, Storage and Workshop" Only

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

For "Cultural and Community Uses with Supporting Uses and Facilities" Only

Ambulance Depot
Broadcasting, Television and/or Film Studio
Eating Place
Educational Institution
Exhibition or Convention Hall
Field Study/Education/Visitor Centre
Government Refuse Collection Point
Government Use (not elsewhere specified)
Institutional Use (not elsewhere specified)
Library
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Place of Entertainment
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
School
Shop and Services
Social Welfare Facility
Training Centre
Wholesale Trade

Animal Boarding Establishment
Animal Quarantine Centre
Columbarium
Correctional Institution
Crematorium
Driving School
Firing Range
Flat
Funeral Facility
Helicopter Landing Pad
Helicopter Fuelling Station
Holiday Camp
Hospital
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
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
Utility Installation for Private Project
Zoo

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 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 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 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 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 San Tin Outline Zoning Plan No. S/YL-ST/8 or the 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 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.

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 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 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 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 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 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 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 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.

Appendix C of
TPB Paper No. 10954

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

EXPLANATORY STATEMENT

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

Explanatory Statement

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

(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/C. 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 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 Ngau Tam Mei Development Permission Area (DPA) Plan No. DPA/YL-NTM/1, the 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. The land of the approved San Tin OZP No. S/YL-ST/8 except the north-western part, and the land in the northern part of the approved Ngau Tam Mei OZP No. S/YL-NTM/12 were excised for incorporation into the new San Tin Technopole OZP. The new OZP also includes 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 XX XX 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 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-North dual engine

[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'.

(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 connecting 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 the 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 accessibility to and from the Area[2]. 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, egretries, 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 egretries 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) would 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 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 ha of I&T land, which is capable of accommodating a total gross floor area (GFA) of about 7 million m^2. 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 m^2 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 egretries 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 egretries 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 3.5m^2 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. Egretries 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 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 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 "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 egretries 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

Egretry; and

(e) a 70m-wide NBA is designated in Area 19C to preserve the birds' flight path of the Mai Po Lung Village Egretry.

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 "V(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 Egretry. 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 m^2. 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 268,000m^2) 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 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 Egretry. 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 egretry. Any development should observe the potential interface with the adjacent Mai Po Village Site of Special Scientific Interest, Mai Po Village Egretry and the Mai Po Lung Village Egretry.

(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 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 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 25,000m^2 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(LSW)(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(LSW)(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 Egretry 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.

Cultural and Community Uses with Supporting Uses and Facilities

12.5.24 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

12.5.25 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 electric vehicle 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

12.5.26 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

12.5.27 "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)

12.5.28 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 serves 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 pedestrian and cycling crossing

between Areas 16A and 19A underneath the elevated roads. 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, one Site of Archaeological Interest (SAI), namely 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 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
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Figure 5 – Urban Design Features
Figure 6 – Building Height Concept

Figure 7 – Transport Network
Figure 8 – Pedestrian and Cycling Network

TOWN PLANNING BOARD
XXX 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/2
LOK MA CHAU LOOP OUTLINE ZONING PLAN No. S/LMCL/2

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

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

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

林村郊野公園
LAM TSUEN COUNTRY PARK

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
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

SCALE 1 : 25 000 比例尺

米 METRES 500 0 500 1000 1500 2000 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖 解 FIGURE
1

N

31 32 18 17 30 19A 16A 29 16B 19B 15 23 14B 14A 12A 22 10 19C 12B 11B 11C 27 12C 11A 9C 21 20 12D 9A 11D 24 28 9B 7 5 3 6C 13A 8 4A 6D 6B 2G 13B 13C 1A 4C 2F 1C 6A 2E 1B 4D 2A 4B 2D 2B 1D 2C 2I 2H 26 25

圖 例 LEGEND

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

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

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

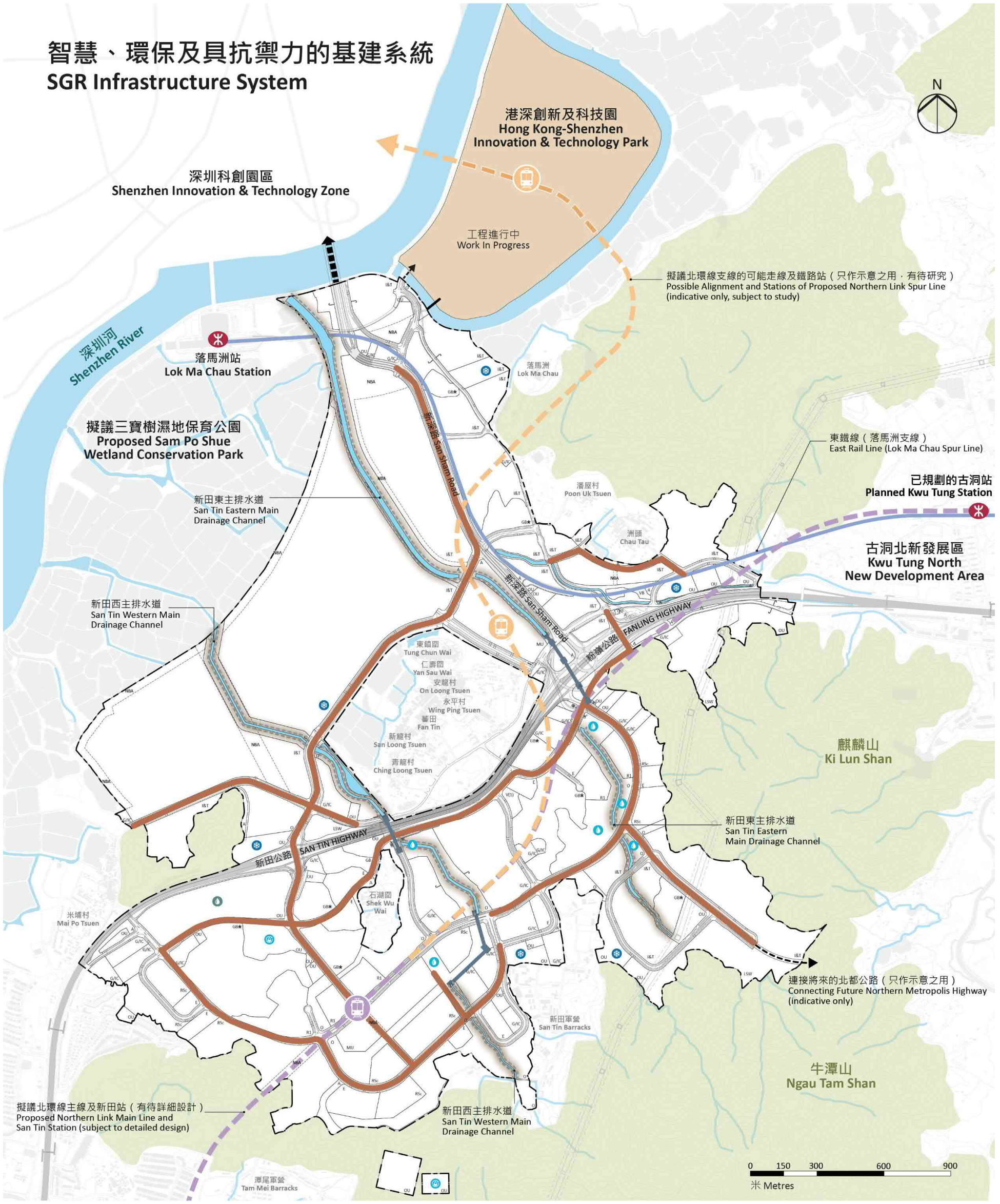
米 METRES 200 0 200 400 600 800 1 000 1 200 1 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖 解 FIGURE
2

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
- 港深創新及科技園（工程進行中） Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 自然活化河道 Revitalisation of Major Drainage Channel
- 公用設施共用溝 Common Utility Enclosure
- 箱形暗渠 Box Culvert
- 淨水設施和廚餘預處理設施 Effluent Polishing Plant and Food Waste Pre-treatment Facilities
- 蓄洪設施 Flood Attenuation Facilities
- 再造水設施 Water Reclamation Facilities
- 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

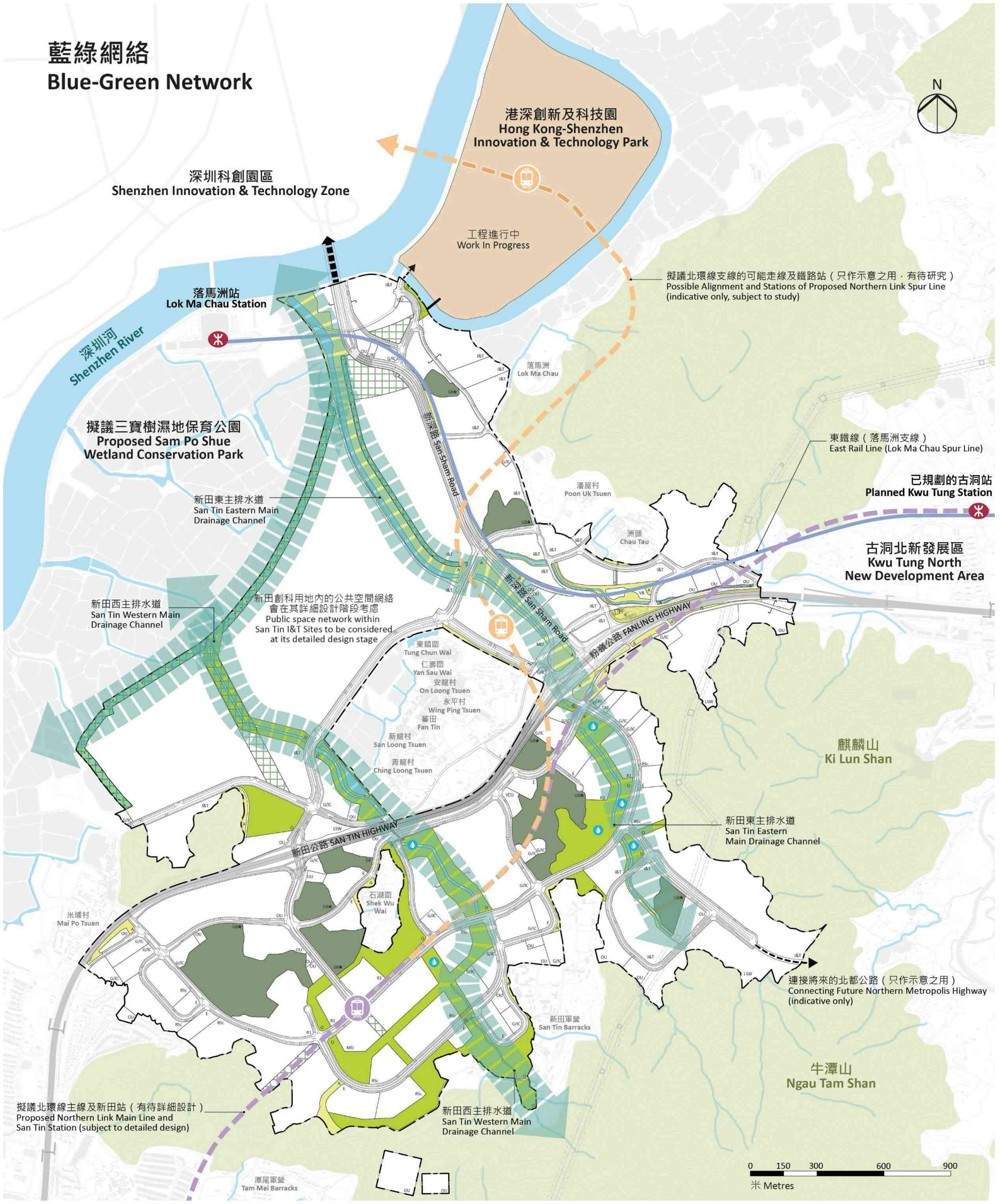
智慧、環保及具抗禦力的基建系統
SGR Infrastructure System
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

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



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

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

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
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖解 FIGURE
4

城市設計特色
Urban Design Features

港深創新及科技園
Hong Kong-Shenzhen Innovation & Technology Park

深圳科創園區
Shenzhen Innovation & Technology Zone

工程進行中
Work In Progress

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)

落馬洲站
Lok Ma Chau Station

深圳河
Shenzhen River

落馬洲
Lok Ma Chau

架空電纜
Overhead Transmission Lines

擬議三寶樹濕地保育公園
Proposed Sam Po Shue Wetland Conservation Park

新深路 San Sham Road

東鐵線（落馬洲支線）
East Rail Line (Lok Ma Chau Spur Line)

已規劃的古洞站
Planned Kwu Tung Station

新田東主排水道
San Tin Eastern Main Drainage Channel

潘屋村
Poon Uk Tsuen

洲頭
Chau Tau

古洞北新發展區
Kwu Tung North New Development Area

新田西主排水道
San Tin Western Main Drainage Channel

混合土地用途發展
Mixed Use Development

粉嶺公路 FANLING HIGHWAY

東鎮圍
Tung Chun Wai

仁壽圍
Yan Sau Wai

安龍村
On Loong Tsuen

永平村
Wing Ping Tsuen

番田
Fan Tin

新龍村
San Loong Tsuen

青龍村
Ching Loong Tsuen

麒麟山
Ki Lun Shan

河畔公園
Riverside Park

新田東主排水道
San Tin Eastern Main Drainage Channel

新田公路 SAN TIN HIGHWAY

文化和社區設施綜合項目
Cultural and Community Complex

石湖圍
Shek Wu Wai

米埔村
Mai Po Tsuen

河谷公園
River Valley Park

市鎮公園
Town Park

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

新田軍營
San Tin Barracks

牛潭山
Ngau Tam Shan

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)

新田西主排水道
San Tin Western Main Drainage Channel

混合土地用途發展
Mixed Use Development

潭尾軍營
Tam Mei Barracks

0 150 300 600 900
米 Metres

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
- 地標性發展 Landmark Development
- 擬議運輸交匯樞紐 / 公共運輸交匯處 Proposed Transport Interchange Hub / Public Transport Interchange
- 現有 / 已規劃的公共運輸交匯處 Existing / Planned Public Transport Interchange
- 樂活大道 Living Avenue

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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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

城市設計特色
Urban Design Features

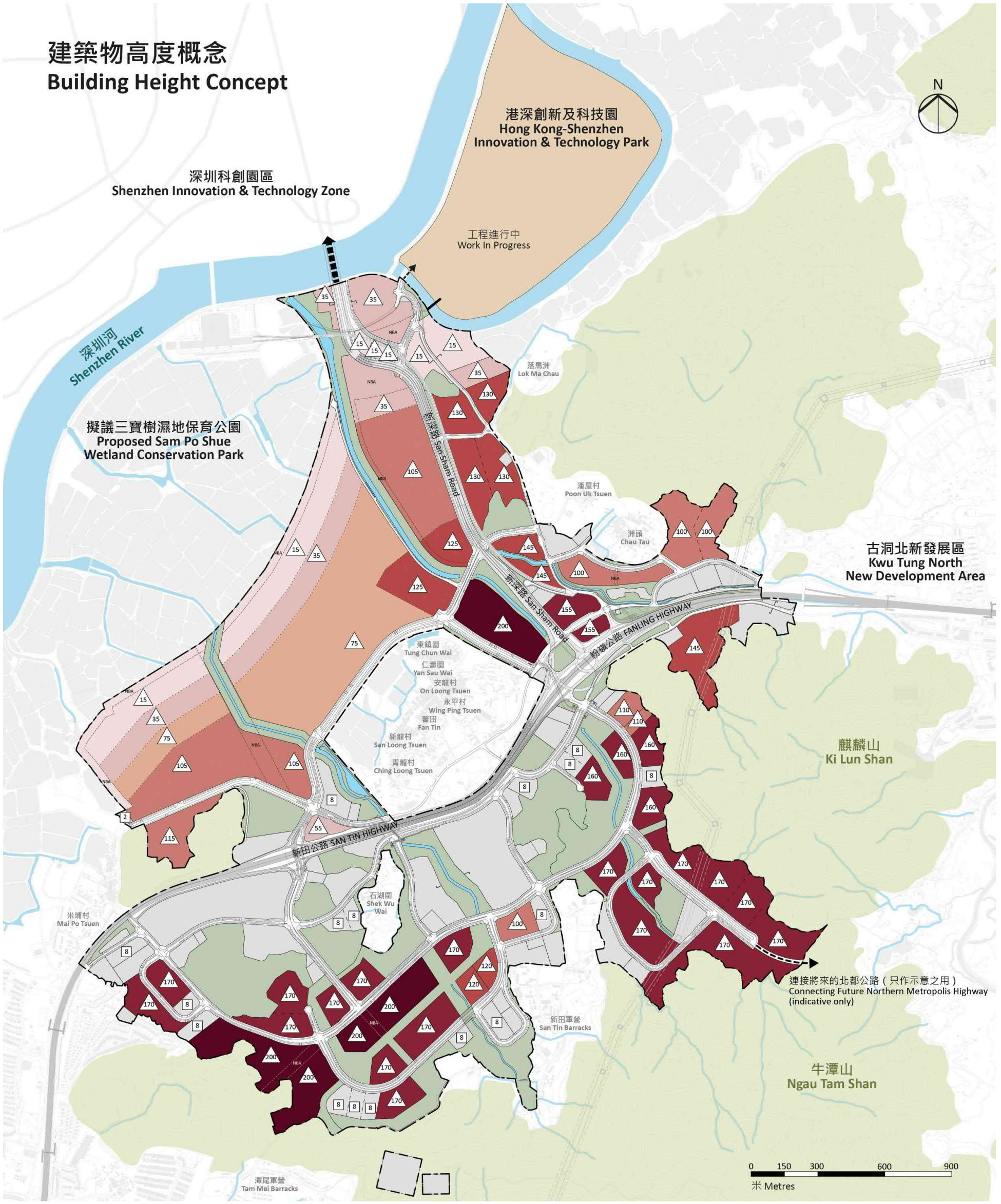
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖 解 FIGURE
5

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
- NBA 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

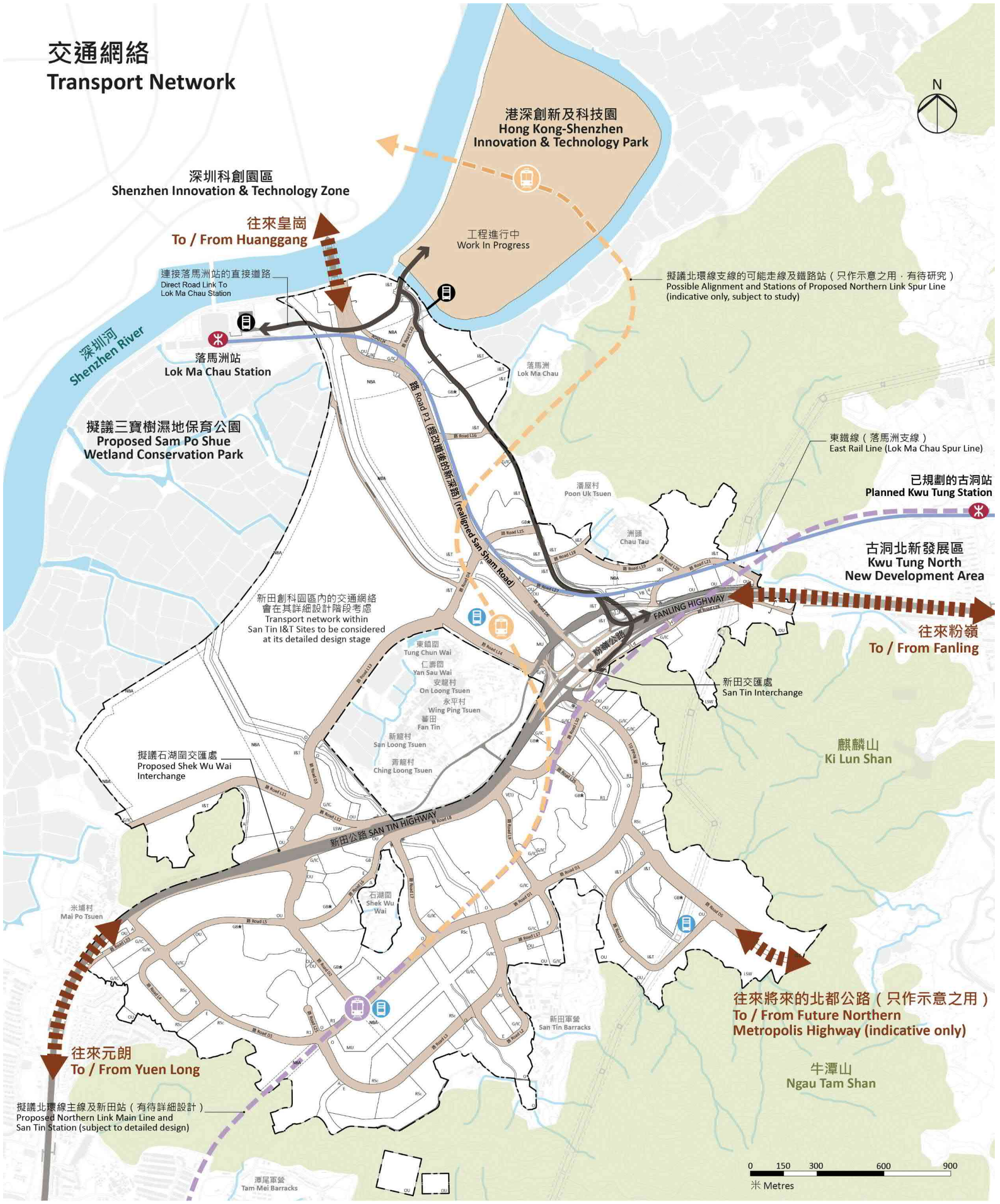
建築物高度概念
Building Height Concept
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

規劃署
PLANNING DEPARTMENT

參考編號
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

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

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

交通網絡
Transport Network

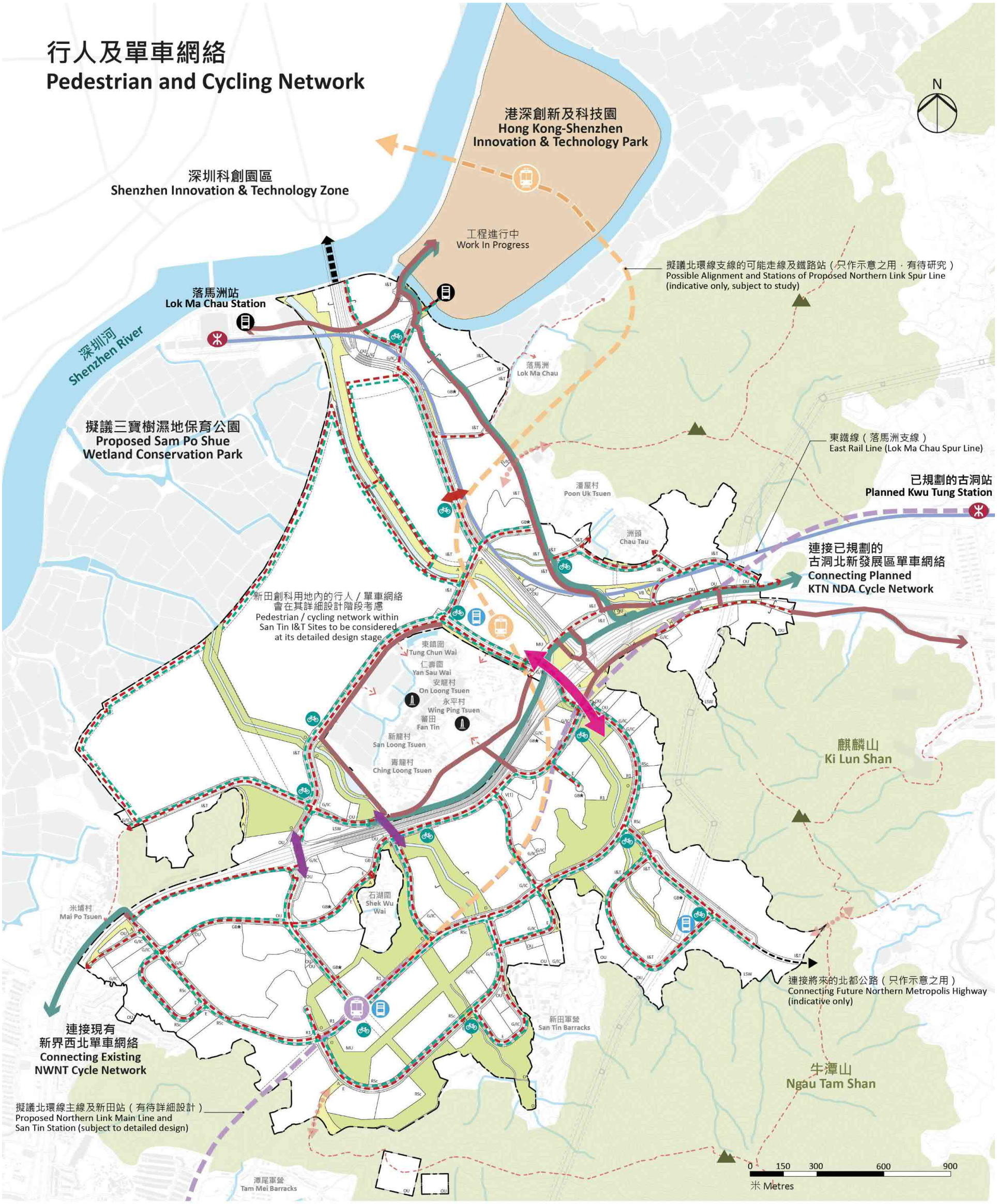
摘自新田 / 落馬洲發展樞紐勘查研究
Extracted from San Tin / Lok Ma Chau Development Node Investigation Study

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/YLE1/23/57

圖 解 FIGURE
7

行人及單車網絡
Pedestrian and Cycling Network



圖示 LEGEND

- 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)
- 現有 / 已規劃的公共運輸交匯處 Existing / Planned Public Transport Interchange
- 擬議運輸交匯樞紐 / 公共運輸交匯處 Proposed Transport Interchange Hub / Public Transport Interchange
- 特色高架園景平台（供行人及單車使用） Iconic Landscaped Deck for Pedestrians and Cyclists
- 擬議天橋 / 地下通道（供行人及單車使用） Proposed Bridge / Underpass for Pedestrians and Cyclists
- 擬議行人走廊 Proposed Pedestrian Corridor
- 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
- 擬議單車停泊設施 Proposed Cycle Parking Facilities
- 法定古蹟 Declared Monument
- 自然遊徑 Nature Excursion

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於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

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
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
8

TOWN PLANNING BOARD

TPB Paper No. 10906

For Consideration by
The Town Planning Board on 16.6.2023

LAND USE PROPOSAL OF SAN TIN TECHNOPOLE

TPB Paper No. 10906
For Consideration by the
Town Planning Board
on 16.6.2023

LAND USE PROPOSAL OF SAN TIN TECHNOPOLE

PURPOSE

1. This paper briefs Members on the land use proposal of San Tin Technopole and certain key features in taking forward the development.

PLANNING VISION AND POSITIONING

2. With the National 14th Five-Year Plan supporting Hong Kong to develop into an international innovation and technology (I&T) centre, we aspire to develop the Northern Metropolis (NM) into a "new international I&T city". The NM Development Strategy released in 2021 put forward the proposal for San Tin Technopole. Located at the heart of NM and in close proximity to Shenzhen's I&T zone in Huangang and Futian, San Tin Technopole is strategically positioned to be a hub for clustered I&T development that creates synergy with Shenzhen's I&T zone. It will contribute to the development of the South-North dual engine (finance - I&T), and become a new community for quality, healthy and green living.

RECOMMENDED OUTLINE DEVELOPMENT PLAN

3. San Tin Technopole covers the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) under construction at the Loop and the San Tin / Lok Ma Chau area. The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned an Investigation Study in October 2021 to formulate a Recommended Outline Development Plan (RODP) for the area outside the Loop. The RODP is at **Plan 1**. San Tin Technopole covers a development area of 627 hectares (ha). Apart from the 87 ha of the Loop, the development area comprises mainly (1) an I&T Park and (2) San Tin Town Centre.

I&T Park

4. The majority of the I&T Park is located to the north of San Tin Highway/Fanling Highway, with a portion at the southeastern part of the new development area (land parcels coloured yellowish brown at **Plan 1**). Underlining Government's strong commitment to I&T development, the I&T Park

and HSITP at the Loop will **collectively provide 300 ha I&T land**, **comparable to the I&T zone in Shenzhen** with a size of 300 ha on the other side of Shenzhen River. Accounting for about **half of the total development area** of San Tin Technopole, the 300 ha I&T land are capable of accommodating **7 million sqm** of gross floor area, equivalent to 17 Science Parks.

5. Within the I&T Park, **connected land parcels of different sizes** (including a piece of 20-ha government land to be released from Lok Ma Chau (LMC) Control Point when the co-located new Huanggang Control Point commences operation) are designed to meet the needs of I&T facilities and uses of varying scales and purposes. The I&T Park will be served by two cross-boundary rail links, namely the proposed Northern Link (NOL) Spur Line connecting to the future co-located new Huanggang Control Point, with new stations near Chau Tau and HSITP, and the existing LMC Spur Line with LMC Station. The proposed Sam Po Shue Wetland Conservation Park (WCP) adjoining San Tin Technopole provides a unique wetland backdrop for the I&T Park while creating environmental capacity for its development.

6. In close proximity to the I&T Park, three sites near Fanling Highway and the proposed Shek Wu Wai Interchange, and at the southeastern part of the development area are proposed for logistics, storage and workshop uses. The sites may be developed into multi-storey buildings for modern industries (MSBs) or used for open air operation.

San Tin Town Centre

7. San Tin Town Centre, which is mainly located to the south of San Tin Highway/Fanling Highway, will supply about 50 000 public and private housing units, mostly within 500m walking distance from the railway stations. It is planned as an integrated neighbourhood with comprehensive public and community facilities. Two “mixed use” zones at the railway stations, and the cultural and recreational complex in the central part of San Tin Town Centre will be the landmarks of the area.

(a) Encompassing the proposed San Tin Station with a transport interchange hub, **San Tin Town Centre West** is characterised by a mixed use development (comprising residential developments, offices, hotels, retail, dining and entertainment facilities) which is surrounded by public/private housing, and government, institution and community (GIC) facilities. The proposed developments near the future railway station are mostly high-density development, which are knitted together with low to medium-rise GIC facilities by a network of open space.

(b) **San Tin Town Centre East** is located along the San Tin Eastern Main Drainage Channel. It is mainly composed of residential developments and GIC facilities. The drainage channel will be revitalised and

integrated with the Riverside Park to enhance robustness of flood retention capability. The Riverside Park and the shopfronts on the lower floors of the residential blocks will create a leisure ambience. Pedestrians and cyclists could make use of the iconic landscape deck across San Tin Highway to reach the proposed railway station near Chau Tau with transport interchange hub. A mixed use development comprising residential developments, offices, hotels, retail, dining and entertainment facilities is planned in the area.

(c) Key community and living support to the residential and working population will be provided in the **central portion of San Tin Town Centre**. The San Tin Western Main Drainage Channel will be revitalised as a landscaped river course. On its two sides there is a landmark Cultural and Recreational Complex with major performance venues, museum, library, swimming pool complex, and flexible public and event spaces. Sites are also reserved for educational facilities, healthcare facilities, youth facilities, a GIC complex (including market, indoor sports centre, ecohub, etc.), clinics, Government joint-user office building, police station, fire station cum ambulance depot and other essential infrastructures.

Land Use Budget and Major Development Parameters

8. To put the land resources into optimal use, higher development parameters have been adopted for San Tin Technopole, including maximum domestic plot ratio (PR) 6.5 for housing sites and a maximum PR 6 for I&T land. San Tin Technopole will provide about 50 000 housing units and 6 400 talent accommodation units. In addition to the 50 000 jobs in HSITP, the I&T Park and San Tin Town Centre will together create 165 000 jobs or above (including 120 000 or more on I&T sites), improving home-job balance in the New Territories and alleviating the traffic pressure to and from the urban areas.

9. The proposed land use budget for San Tin Technopole (including the Loop) is summarised as follows –

Land Uses	**Area (ha)**
I&T Park	300
Residential and Mixed Uses[@]	60
Logistics, Storage and Workshop	16
Public Facilities	91
Open Space	55
Amenity and New Roads	105
Total Development Area	**627**

@ Two sites at the proposed San Tin Station and the proposed station near Chau Tau are considered for mixed use developments composed of residential developments, offices, hotels, retail, dining, entertainment facilities and transport interchange hub

10. The major development parameters of the development area covered by the RODP are tabulated below –

Total Population	about 147 000 – 159 000
No. of New Flats	about 50 000 – 54 000 (public/private housing split is about 70:30[#])
Talent Accommodation within I&T Park	about 6 400 units[##]
Employment	165 000 or more (including 120 000 or more within I&T sites)

 # The 70:30 split has been adopted for planning purpose. It will become 62:38 if counting the assumed 6 400 talent accommodation units as well. Actual public/private housing ratio will be decided upon implementation

As a planning assumption, it is expected that about 10% of the employees in the I&T sites will be residing in Talent Accommodation. They have been counted in the Total Population

KEY PLANNING FEATURES

I&T sites

11. We are mindful of the prospect of I&T land in San Tin Technopole being allocated to enterprises which may carry out cutting-edge research and development (R&D) and production activities. Their operation may also call for co-location of research, production, staff accommodation and other facilities on the same site. **Connected land parcels of different sizes**, including some sizable ones, have been designed within the I&T Park to provide flexibility in allocation of land for I&T facilities of different scales (start-ups, 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 (R&D, prototype, test production, mass production etc.).

12. In order to nurture a more complete I&T ecosystem, San Tin Technopole will have to cater for the land uses of different I&T fields and different stages of I&T value chain, as well as the needs for talent accommodation and other supporting facilities. Hence, we suggest formulating **a wider range of permitted uses which are compatible with each other for I&T land under the zoning**. Necessary restrictions if any (such as how much talent accommodation may be allowed, or whether they may be situated alongside I&T use with manufacturing elements) may be imposed through administrative means (e.g. land grant conditions) in order to forestall abuse.

13. The Innovation, Technology and Industry Bureau (ITIB) will soon commence shortly a consultancy study on the development plan for San Tin Technopole with a view to recommending specific I&T uses in the I&T value chain (i.e. upstream (R&D), midstream (prototype or application development) or downstream (manufacturing) processes) for development on different land parcels in San Tin Technopole.

Blue-Green Network

14. Within San Tin Technopole, the river/drainage channels, retention ponds, wetland, open space and knolls are knitted closely together to create a blue-green network **(Plan 2)**. Major landscaped corridors are proposed along Sam Po Shue WCP and the two revitalised drainage channels in the east and west. Open spaces of varying sizes are proposed as activity nodes. The blue-green network also creates ecological linkages to enhance biodiversity. Within the sizable I&T land, a public space network conducive to walking, cycling and promoting talents' interaction and exchange of ideas can be created, so as to make it a livable environment while promoting I&T development.

15. Adjoining the San Tin Technopole, a Sam Po Shue Wetland Conservation Park is being studied[1], under the Government's New Proactive Conservation Policy where private wetlands and fishponds with ecological value will gradually be resumed and developed into a park system. While some 90 ha of fishponds will be filled for the development of San Tin Technopole, through wetland and fishpond restoration and conservation, the Sam Po Shue WCP will create environmental capacity and make up for the loss in ecological functions due to the development, and provide a uniquely green and blue setting for the I&T Park. Design harmony between the I&T Park and Sam Po Shue WCP will also 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.

Smart, Green and Resilient (SGR) Initiatives

16. To align with Hong Kong's Climate Action Plan 2050's call for green planning and developing carbon neutral community and to address climate change, San Tin Technopole would adopt SGR initiatives proposed under the following three aspects –

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[1] The Agriculture, Fisheries and Conservation Department (AFCD) is conducting a strategic feasibility study to determine the exact locations, areas and management model etc. of the various parks proposed to be established under the Wetland Conservation Park (WCP) System, including the proposed Sam Po Shue WCP. EEB/AFCD will consult the public in due course on the Sam Po Shue WCP project.

(a) **Planning and urban design** (include 15-minute neighbourhood, blue-green network, breezeways aligning with prevailing wind directions, maximising greenery, etc.) **(Plans 2 and 3)**;

(b) **SGR infrastructure system** (include floodable landscape with flood attenuation facilities, district cooling system, effluent polishing plant and food waste pre-treatment facilities, common utility enclosure, water reclamation facilities, etc.) **(Plan 4)**; and

(c) **Smart and sustainable mobility** with green transport modes (include railway as backbone of sustainable transport, comprehensive pedestrian and cycling network, provision of transport interchange hub/public transport interchange, charging facilities for electric vehicles and green fuel stations, etc.).

Transport Connection

17. **External Connection** (**Plan 5**) – The proposed transport infrastructure will enhance the connection of San Tin Technopole with other parts of Hong Kong and foster cross-boundary travel with Shenzhen –

(a) there are three mass transit rail links to San Tin Technopole, including the existing LMC Spur Line with LMC Station, the planned NOL Main Line with San Tin Station, and the proposed NOL Spur Line to Huanggang with stations near Chau Tau and at HSITP; and

(b) there are four major road connections linking San Tin Technopole with the surrounding areas. San Tin Technopole will be served by San Tin Highway (with proposed widening between San Tin Interchange and the proposed Shek Wu Wai Interchange) and Fanling Highway in the east-west direction, connected to the Huanggang Port to the north via the re-aligned San Sham Road, and linked to a future Northern Metropolis Highway connection in the southeast.

18. **Pedestrian and Cycling Network** (**Plan 6**) – There will be a comprehensive network of cycle track and pedestrian walkway system connecting various development sites, public spaces and activity nodes of San Tin Technopole, with a view to realising the 15-minute neighbourhood concept and promoting a healthy and active lifestyle. To facilitate movements across San Tin Highway/Fanling Highway, 3 new crossings for pedestrians and cyclists will be constructed in addition to 4 existing underpasses/footbridges.

Integration of New Developments with Rural Neighourhoods

19. The concept of embracing urban-rural integration has been adopted in the planning of San Tin Technopole. The surrounding village zones in San Tin

will be retained and benefit from the comprehensively planned GIC facilities and improved infrastructure services including transport connectivity brought about by the project, while the cultural heritage resources of the villages will add cultural diversity to San Tin Technopole. To achieve harmony in design between the villages and neighbouring developments, suitable open space or amenities will be provided in the bordering area. I&T development adjoining the villages will be of a lower density, and breezeways have been taken into account in preparing the land use plan.

TECHNICAL ASSESSMENTS

20. In parallel with the formulation of the RODP for San Tin Technopole, technical impact assessments covering aspects on transport and traffic, environment, sewerage, drainage, water supply, utilities, geotechnical, socio-economic, air ventilation, sustainability, etc. have been conducted. Overall, the project is considered technically feasible without insurmountable engineering and environmental problems.[2]

COMPENSATION AND REHOUSING

21. The planning for San Tin Technopole has minimised impacts on the existing developments as far as possible. However, it is unavoidable that some existing structures, brownfield operations, farming activities, fishpond culture, graves and burial grounds will be affected. The Government has recently enhanced the ex-gratia allowances and rehousing arrangements which will be offered to eligible squatter occupants and business operators affected.[3] The Government will also provide proactive assistance to the affectees during the land clearance process.

22. We have planned a Dedicated Rehousing Estate near San Tin Station to accommodate domestic occupants in squatters affected by government developments who are eligible for rehousing, with first population intake expected in 2031. Three pieces of logistics land (around 16 ha, see also paragraph 6 above) on which MSBs may be developed have been proposed at the fringe of the I&T Park to promote development of industries and accommodate brownfield operations displaced by government developments. This will supplement the 72 ha of land reserved in Hung Shui Kiu/Ha Tsuen (HSK/HT) and Yuen Long South New Development Areas (NDA) for industrial and logistics uses, as well as the MSB developments being planned near Yuen Long InnoPark.

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[2] The statutory environmental impact assessment for the San Tin Technopole project is on-going and expected to be completed by Q3 2023.

DIVERSIFIED MEANS OF LAND DISPOSAL AND TAPPING MARKET FORCES

23. Various forms of public-private partnership will be considered. When granting land for I&T uses in the area, **land disposal methods other than open tendering** may be considered taking into account the industry-specific policy of ITIB. On current planning, the first batch of unformed I&T land is expected to be available in Q4 2024 for works to start and will become formed sites in 2026. The Government may also consider allowing the prospective enterprises to carry out site formation works.

24. Besides, consideration may be given to applying the Enhanced Conventional New Town Approach (ECNTA) adopted in Kwu Tung North/Fanling North and HSK/HT NDA under which the Government may allow **in-situ land exchange applications** from lot owner-developers to carry out developments in NDAs (which may include the relevant site formation works) which accord with Government's planning intention. This would not only leverage market forces to enhance quantity and speed of the developments, but may also allow better management of the cash flow of development projects.

NEXT STEP AND IMPLEMENTATION PROGRAMME

25. We have commenced a 2-month public engagement exercise starting from 6 June 2023. A series of publicity events and activities including roving exhibitions and briefing sessions with relevant stakeholders, etc. are being conducted.

26. The RODP may be refined taking into account the public comments collected during the public engagement. PlanD will then prepare the statutory plan of San Tin Technopole for Members' consideration. The associated statutory procedures will commence in Q1 2024. We aim to start site formation works in Q4 2024, subject to funding approval from the Finance Committee of Legislative Council.

27. Works for the development area covered by the RODP are planned to be implemented in two phases. Phase 1 mainly covers the I&T land parcels to the north of San Tin Highway/Fanling Highway, some residential land to the south and the key infrastructure areas with road connections. Phase 2 covers the remaining area. On present showing, site formation for I&T land will commence in Q4 2024 with formed sites coming on stream in 2026 the earliest. The timing for business intake will depend on the progress of disposal or allocation of I&T land parcels and subsequent developments. The first population intake will start from 2031, while bulk population intake will start

from 2034, around the time when the NOL Main Line commences operation. A tentative development phasing plan of San Tin Technopole is at **Plan 7**.

ADVICE SOUGHT

28. Members are invited to offer views on the land use proposal of San Tin Technopole.

ATTACHMENTS

Plan 1	Recommended Outline Development Plan
Plan 2	Blue-Green Network
Plan 3	Urban Design Features
Plan 4	SGR Infrastructure System
Plan 5	Transport Network
Plan 6	Pedestrian and Cycling Network
Plan 7	Development Phasing

DEVELOPMENT BUREAU
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
PLANNING DEPARTMENT
JUNE 2023

建議發展大綱圖
Recommended Outline Development Plan

圖 Plan 1

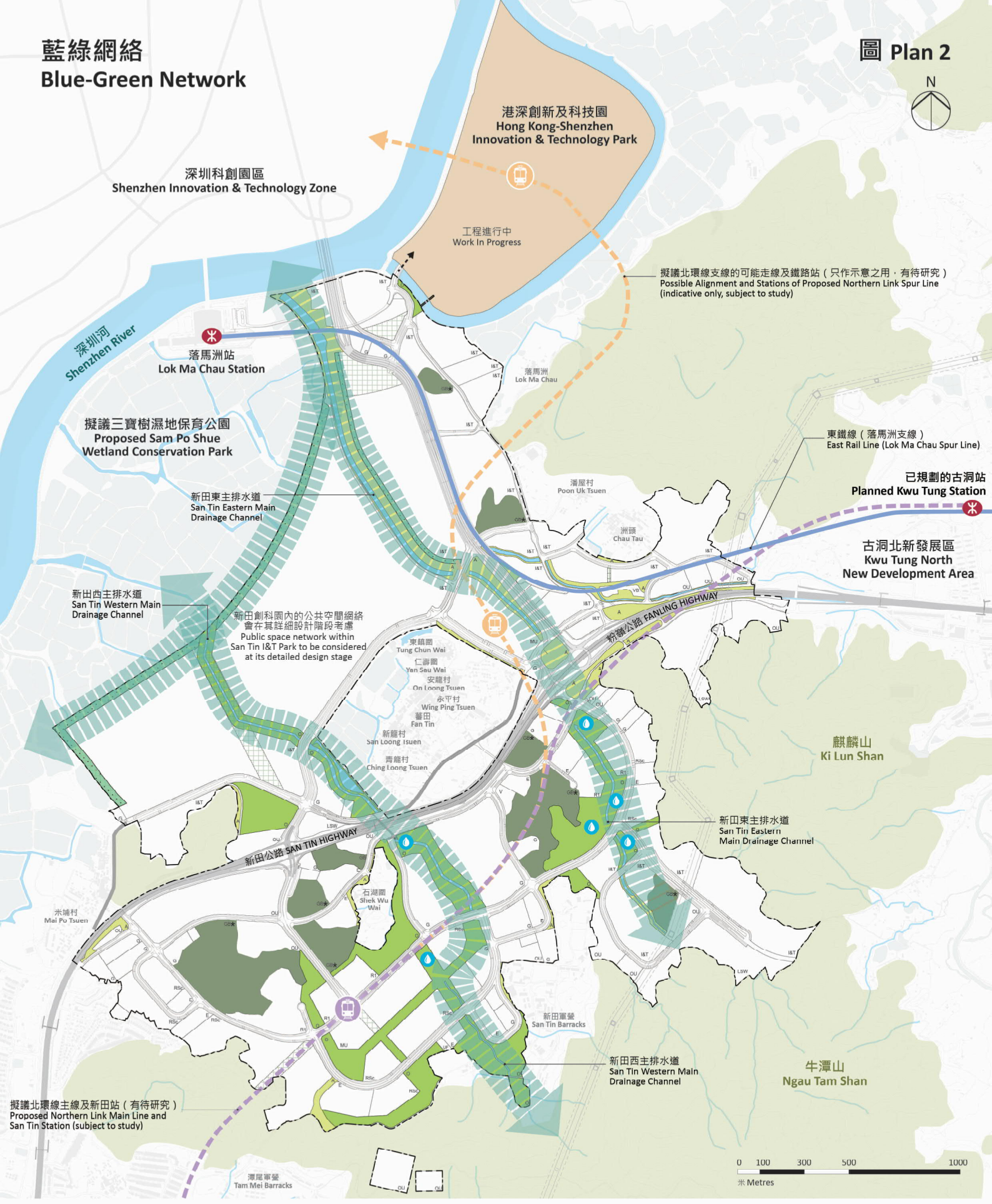


圖示 LEGEND

- 項目範圍 Project Boundary
- RSc 公營房屋（住用地積比率：6.5） Public Housing (Domestic Plot Ratio: 6.5)
- R1 私營房屋（住用地積比率：6） Private Housing (Domestic Plot Ratio: 6)
- MU 混合用途（總地積比率：7） Mixed Use (Total Plot Ratio: 7)
- I&T 創新科技 Innovation and Technology
- LSW 物流、貯物和工場（地積比率：2 / 5） Logistics, Storage and Workshop (Plot Ratio: 2 / 5)
- G 政府、機構或社區 Government, Institution or Community
- E 教育 Education
- OU 其他指定用途 Other Specified Uses
- VB 通風大樓 Ventilation Building
- UF 都市農場 Urban Farm
- O 休憩用地 Open Space
- A 美化市容地帶 Amenity
- V 鄉村式發展 Village Type Development
- GB 綠化地帶（*包含認可殯葬區） Green Belt (*with Permitted Burial Ground)
- 港深創新及科技園（工程進行中） Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 道路 Road
- NBA 非建築用地 Non-building Area
- 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
- 表演場地及博物館 Performance Venues and Museum
- 圖書館 Library
- 室內運動中心 Indoor Sports Centre
- 游泳館 Swimming Pool Complex
- 街市 Market
- 蓄洪設施 Flood Attenuation Facilities
- 環保回收站 EcoHub
- C 垃圾收集站 Refuse Collection Point
- 潔淨能源站 Green Fuel Station
- 電力支站 Electricity Substation
- 區域供冷系統 District Cooling System
- S 雨水 / 污水泵房 Stormwater / Sewage Pumping Station

藍綠網絡
Blue-Green Network

圖 Plan 2

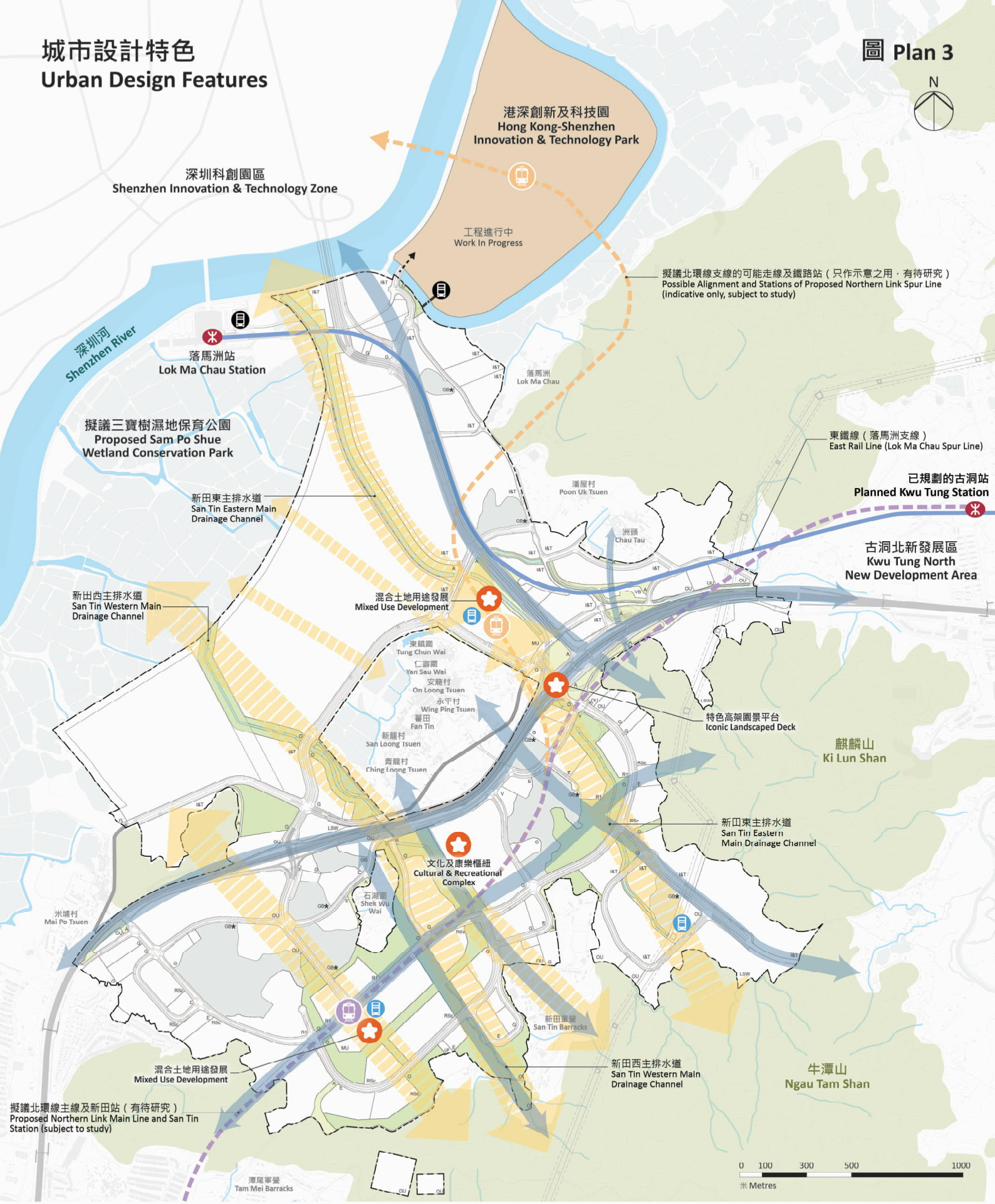


圖示 LEGEND

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

城市設計特色
Urban Design Features

圖 Plan 3

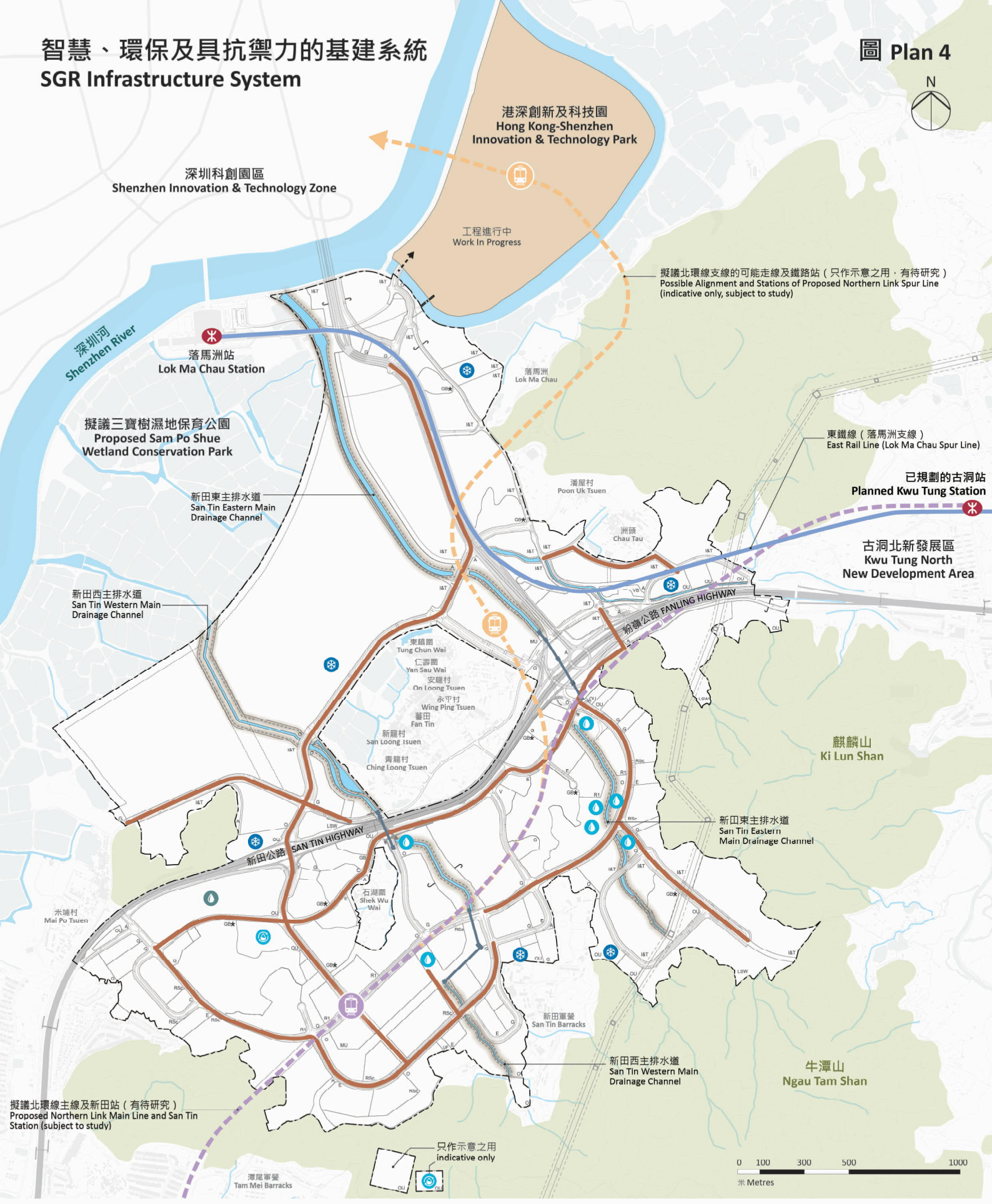


圖示 LEGEND

- 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)
- 通風廊 Breezeway / Airpath
- 觀景廊 Visual Corridor
- 地標性發展 Landmark Development
- 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

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

圖 Plan 4

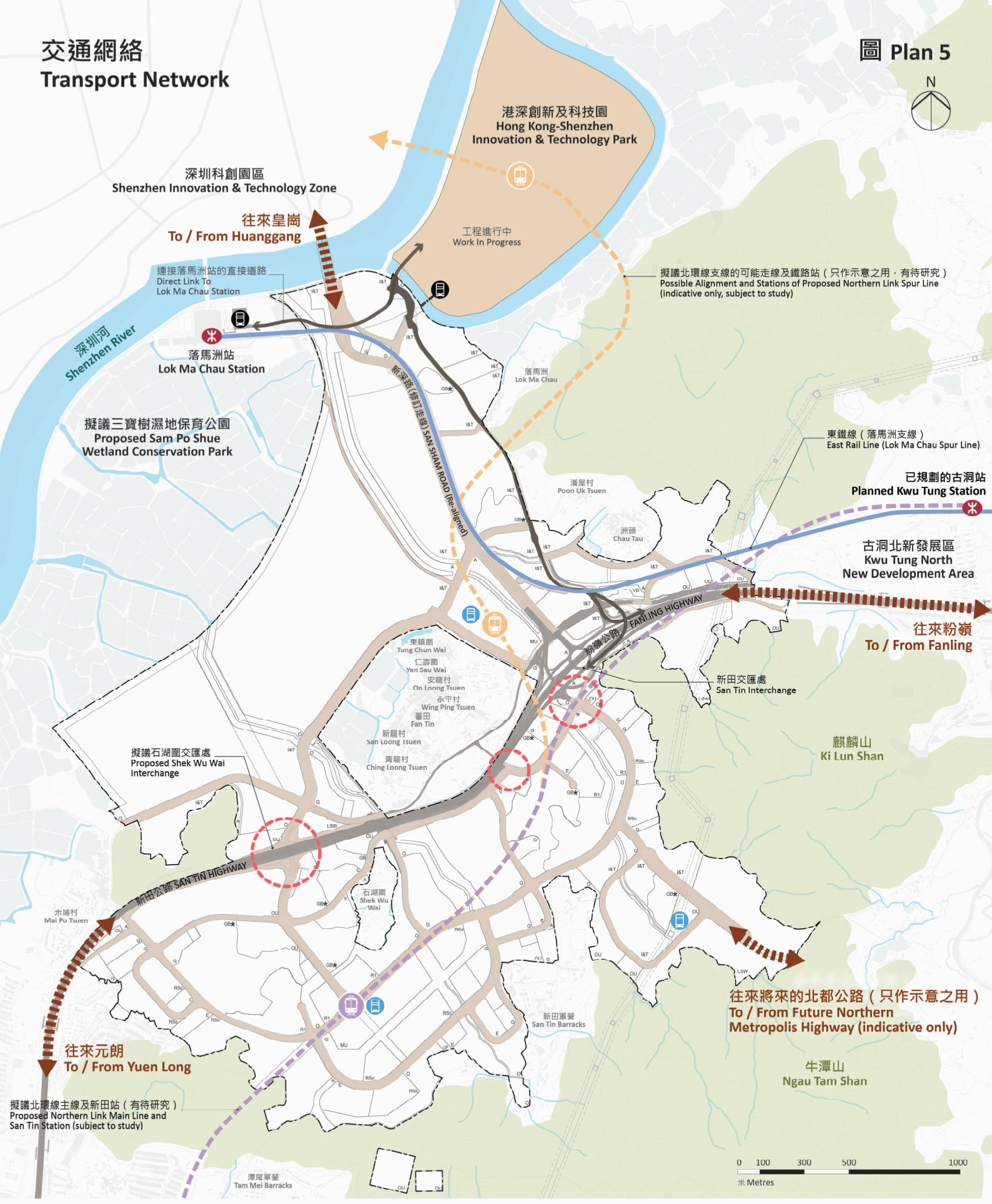


圖示 LEGEND

- 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)
- 具泛洪功能的活化河道 Revitalisation of Drainage Channel with Floodable Landscape
- 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

交通網絡
Transport Network

圖 Plan 5

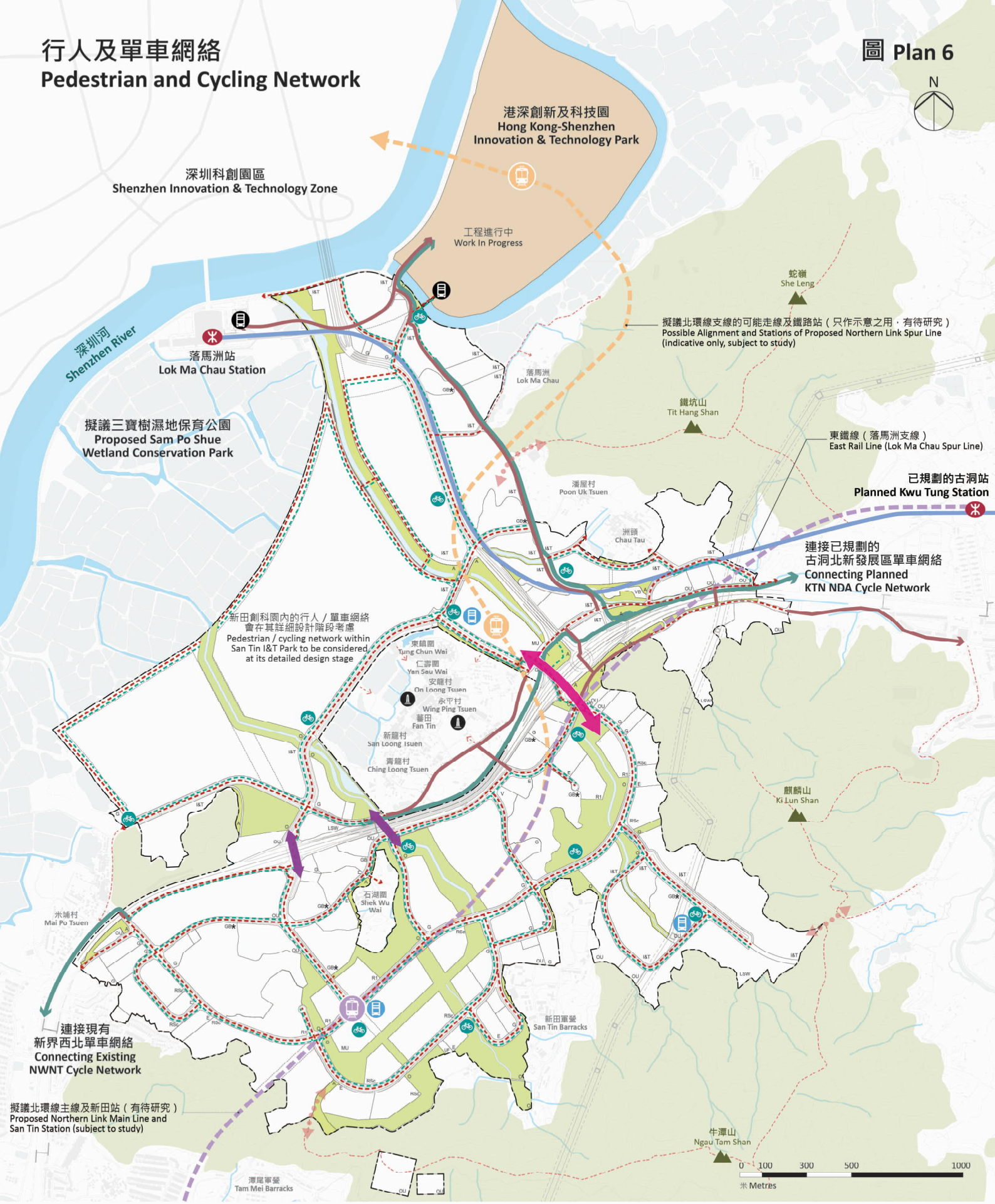


圖示 LEGEND

- 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)
- 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
- 擬議道路 Proposed Road
- 擬議路口改善計劃 Proposed Junction Improvement Scheme
- 落馬洲河套地區道路網絡（興建中） Road Network under Lok Ma Chau Loop (under construction)
- 現有道路 Existing Road

行人及單車網絡
Pedestrian and Cycling Network

圖 Plan 6

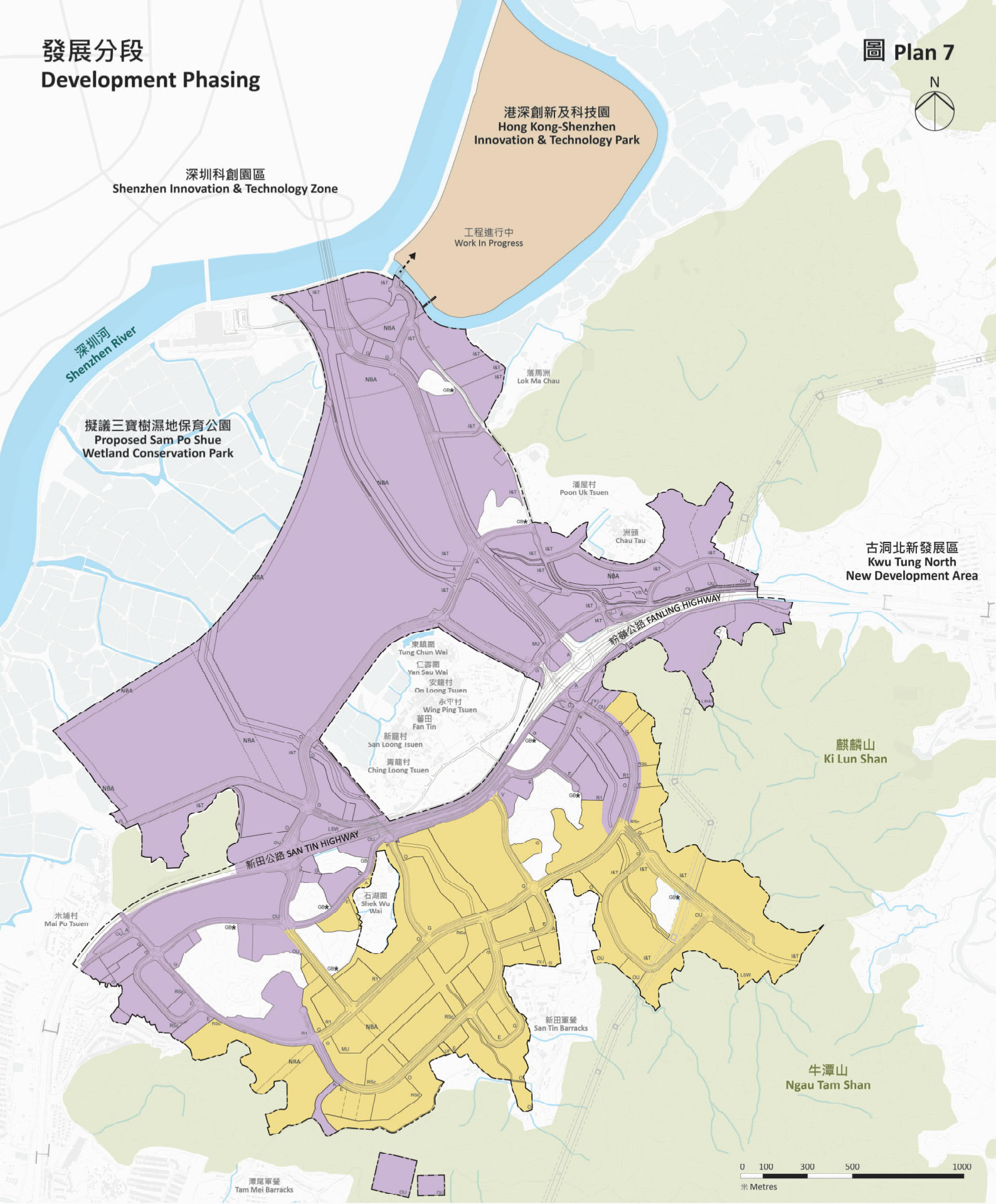


圖示 LEGEND

- 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)
- 現有／已規劃的公共運輸交匯處 Existing / Planned Public Transport Interchange
- 擬議運輸交匯樞紐／公共運輸交匯處 Proposed Transport Interchange Hub / Public Transport Interchange
- 特色高架園景平台（供行人及單車使用） Iconic Landscaped Deck for Pedestrians and Cyclists
- 擬議天橋／地下通道（供行人及單車使用） Proposed Bridge / Underpass for Pedestrians and Cyclists
- 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
- 擬議單車停泊設施 Proposed Cycle Parking Facilities
- 法定古蹟 Declared Monument
- 自然遊徑 Nature Excursion

發展分段
Development Phasing

圖 Plan 7



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)
- 現有道路
  Existing Road

- 第一階段發展
  Phase 1 Development
  - 預計收回土地時間表：從2024年底起
    Estimated Land Resumption Schedule : From End 2024 Onwards
  - 預計人口遷入時間表：從2031年起
    Anticipated Population Intake Schedule: From 2031 Onwards

- 第二階段發展
  Phase 2 Development
  - 預計收回土地時間表：從2026年起
    Estimated Land Resumption Schedule : From 2026 Onwards
  - 預計人口遷入時間表：從2034年起
    Anticipated Population Intake Schedule: From 2034 Onwards

Extract of the Minutes of 1297th Meeting of the Town Planning Board held on 16.6.2023

General

Agenda Item 6

[Open Meeting]

Land Use Proposal of San Tin Technopole
(TPB Paper No. 10906)

[The item was conducted in Cantonese.]

76. The Secretary reported that the Feasibility Study on the First Phase Development of the New Territories North (NTN) - San Tin/Lok Ma Chau Development Node (the Study) was jointly commissioned by the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) with AECOM Asia Company Limited (AECOM) as the consultant. The following Members had declared interests on the item:

Dr C.H. Hau	-	being a member of the Urban Forestry and Diversity Focus Group of CEDD on the study related to the Artificial Islands in the Central Waters; being an honorary professional advisor on wetland conservation and biodiversity enhancement associated with the development of NTN of CEDD; conducting contract research projects with CEDD; and having past business dealings with AECOM;
Dr Conrad T.C. Wong	-	having current business dealings with AECOM; and
Mr Vincent K.Y. Ho	-	having current business dealings with AECOM.

77. Members noted that Dr Conrad T.C. Wong and Mr Vincent K.Y. Ho had tendered apologies for being unable to attend the meeting. As the item was a briefing to Members on

the land use proposal for the San Tin Technopole, the interests of Dr C.H. Hau only needed to be recorded and he could stay in the meeting and participate in the discussion.

78. The following government representatives and the consultants (the Study team) were invited to the meeting:

Northern Metropolis Coordination Office, Development Bureau (NMCO, DevB)

Mr Vic C.H. Yau	-	Director

CEDD

Mr Chris K. P. Wong	-	Project Manager (North)
Mr Gavin C.P. Wong	-	Chief Engineer/North 4(CE/N4)

PlanD

Ms Ginger K.Y. Kiang	-	Deputy Director of Planning/Territorial (DD/T)
Ms April K.Y. Kun	-	Assistant Director of Planning/Territorial
Ms Irene W.S. Lai	-	Chief Town Planner/Studies and Research 1 (CTP/SR1)

AECOM

Mr Kelvin Cheng	]	
Mr Kelvin Law	]	Consultants
Mr Martin Law	]	
Mr Andrew Ip	]	

79. The Secretary reported that a letter was received from the Hong Kong Bird Watching Society in respect of the land use proposal of San Tin Technopole (the Technopole) on 15.6.2023, and the letter had been tabled at the meeting for Members' reference.

80. The Chairman extended a welcome and invited the Study team to brief Members on the TPB Paper No. 10906 (the Paper).

81. Mr Vic C.H. Yau, Director/NMCO, DevB, gave an introduction saying that the Technopole, located at the heart of the Northern Metropolis (NM), was one of the major developments within the NM. The planning vision and position of the Technopole were to support Hong Kong to be developed into an international Information and Technology (I&T) centre and as a hub for clustered I&T development that would create synergy with Shenzhen's I&T zone. It would contribute to the development of I&T enterprises in Hong Kong.

82. With the aid of a PowerPoint presentation, Ms Irene W.S. Lai, CTP/SR1, PlanD, and Mr Gavin C.P. Wong, CE/N4, CEDD, briefed Members on the planning vision and positioning of the Technopole, the Recommended Outline Development Plan (RODP), land use budget and key planning parameters, the key planning features, Smart, Green and Resilient (SGR) Initiatives, transport connection, technical assessments and development schedule as detailed in the Paper.

[Ms Carrie K.Y. Leung left the meeting during the presentation.]

83. As the presentation by PlanD and CEDD had completed, the Chairperson invited questions and comments from Members.

Planning and Urban Design

84. The Vice-chairperson and some Members had the following views and questions:

(a) while the good urban design objectives for the Technopole were appreciated, how these design objectives, such as developing carbon neutral community and enhancing internal walkability, would be achieved, and how the unique identity of the Technopole could be nurtured through planning and design;

(b) noting that San Tin Highway and Fanling Highway would segregate the Technopole into northern and southern parts, which were planned as I&T Park and San Tin Town Centre (STTC) respectively, whether there were any design measures to ensure such physical segregation would not hinder the connectivity and integration within the Technopole;

(c) noting that there were existing villages in the central part of the Technopole, how the new developments could integrate with these villages;

(d) noting that the sites in Phase 1 (mainly I&T Park) would be occupied in 2031 while the anticipated population intake in Phase 2 (STTC) would only commence in 2034, whether there would be a mismatch in employment opportunity and population intake given the three-year gap, and whether there were measures to bridge the gap; and

(e) whether there was a plan to provide underground recycling or refuse collection facilities within the Technopole.

85. In response, Mr Vic C.H. Yau, Director/NMCO, DevB, Ms Ginger K.Y. Kiang, DD/T, PlanD and Mr Gavin C.P. Wong, CE/N4, CEDD, made the following main points:

(a) the existing developments and physical constraints in the area had been taken into account in formulating the broad land use planning and urban design framework for the Technopole. Although San Tin Highway and Fanling Highway lied between the northern and southern portions of the Technopole, efforts had been made to enhance the north-south connection through a comprehensive network of pedestrian walkway and cycle track system and public spaces. These design elements would be further studied during the detailed planning and design stage following the framework outlined under the RODP;

(b) the concept of embracing urban-rural integration had been adopted in the planning of the Technopole. The existing village zones in the surroundings would be retained and benefit from the comprehensively planned government, institution and community (GIC) facilities and improved infrastructure services brought about by the development. To achieve harmony in design between the villages and neighbouring developments, open space, cycle tracks and amenities would be provided in the bordering areas of the villages to minimise the interface issue. The

cultural heritage resources of the existing villages could also add cultural diversity and create an unique character for the Technopole;

(c) the Technopole would be implemented in two phases, with first population intake starting from 2031 for Phase 1 (I&T Park and some residential sites) and bulk population intake starting from 2034 for Phase 2 (STTC). Notwithstanding this, the improved transport connection, e.g. Kwu Tung Station of the Northern Link (NOL) to be commissioned around 2027, and the population of the Kwu Tung North New Development Area, with intake starting from 2026/27, would support the I&T Park. The proposed talent accommodation within the Technopole would also provide accommodation support; and

(d) the suggestion to incorporate recycling facility was noted. With the concept of 'Single Site, Multiple Uses' advocated in the planning and design of infrastructure facilities in the Technopole, CEDD could proactively liaise with relevant bureaux/departments on any possible options to incorporate the suggested recycling facility which could be accommodated underground or in the form of semi-sunken design such that the aboveground space could be developed for other uses to optimise land utilization.

Transport Connection

86. Some Members had the following views and questions:

(a) whether the proposed transport infrastructure could facilitate the external connection of the Technopole with the Shenzhen I&T zone and wider areas;

(b) whether there were measures to facilitate cross-boundary travel at various control points near the Technopole;

(c) the rationale for the s-shaped alignment of the proposed NOL Spur Line as shown on the RODP and the location of the proposed station near Chau

Tau which was not at the central part of the Technopole; and

(d) noting the large area (about 627 ha) of the Technopole with a planned population of about 165,000, whether it was necessary to provide an internal mass transit system to supplement the pedestrian and cycling network.

87. In response, Mr Vic C.H. Yau, Director/NMCO, DevB, and Mr Gavin C.P. Wong, CE/N4, CEDD, made the following main points:

(a) in terms of external connection, the Technopole would be connected with other parts of Hong Kong and Shenzhen with a comprehensive railway network (including the existing Lok Ma Chau (LMC) Spur Line with LMC Station, the planned NOL Main Line with San Tin Station, and the proposed NOL Spur Line to Huanggang with stations near Chau Tau and at the Hong Kong-Shenzhen Innovation and Technology Park) and major road connections (including San Tin Highway and Fanling Highway in the east-west direction, San Sham Road to Huanggang Port in the north and future Northern Metropolis Highway connection in the southeast);

(b) the existing cross-boundary facility at the Futian Control Point / LMC Spur Line Control Point provided convenient connection with Shenzhen for the Technopole, and co-location arrangement of immigration and custom control would be implemented at the new Huanggang Port to facilitate cross-boundary travel. The Government was also considering an additional cross-boundary facility at the Loop to facilitate cross-boundary movements;

(c) the alignment, location of station and feasibility of implementing the proposed NOL Spur Line were subject to study by the Highways Department (HyD). While detailed information on the proposed NOL Spur Line was not available at the current stage, the proposed NOL Spur Line might be put underground according to HyD's preliminary advice; and

(d) there would also be a comprehensive network of cycle track and pedestrian walkway system connecting various development sites, public spaces and activity nodes of the Technopole. Besides, major residential clusters of STTC would be located near the planned railway stations in San Tin and near Chau Tau. These railway stations would be within walking distance of the residential clusters. Future residents could make use of the mass transit system for commuting. In addition, talent accommodation units were proposed in the I&T Park to minimise travelling of employees of the enterprises.

I&T Park

88. Some Members had the following views and questions :

(a) the demand for I&T land should be policy-driven and the planning process for which should not be supply-led. Noting that the consultancy study on the development plan of the Technopole (ITIB's Study) to be conducted by the Innovation, Technology and Industry Bureau (ITIB) had not yet commenced, what the justifications were for reserving a large area of land (about 300 ha) for the I&T Park comparable to that of the I&T zone in Shenzhen;

(b) at present, there was a lack of manufacturing industry in Hong Kong. The I&T Park could provide land for downstream industrial production to support the I&T enterprises and optimise land utilization within the Park. The presence of an industrial base would be essential to the success of the I&T Park;

(c) whether supporting infrastructure such as road network would be in place before the enterprises commenced operation in the I&T Park. In addition to availability of land and infrastructure, whether there were incentives to attract the enterprises to invest at the I&T Park;

(d) whether the proposed plot ratio (PR) of 6 was appropriate for the I&T Park, noting that the proposed PR was much higher than that of the Science Park and similar developments overseas where I&T developments were often of low-rise character;

(e) whether there would be connection between the I&T Park and local universities with a view to creating synergy. Considerations should be given to promote commercialization so as to provide opportunities for the universities to apply their research findings;

(f) whether the I&T Park and the I&T zone in Shenzhen were competing or creating synergy with each other. Noting that the Technopole would contribute to the development of the South-North dual engine in Hong Kong(finance – I&T), it was necessary to clearly define the role of the Technopole as a hub for I&T development to avoid confusion. The role of the Technopole should also be differentiated from the existing local I&T developments such as Science Park and Cyberport to avoid potential competition;

(g) whether the target potential enterprises at the I&T Park would be homegrown or international;

(h) whether the proposed talent accommodation at the I&T Park would be provided by the Government or by the relevant enterprises; and

(i) the theme of the I&T Park should be clearly defined to achieve the vision of the Technopole, which could be realised through land disposal. Noting that the land disposal methods other than open tendering would be considered taking into account the industry-specific policy of ITIB, whether there was information on land disposal methods.

89. In response, Mr Vic C.H. Yau, Director/NMCO, DevB, made the following main points:

(a) the ITIB had been consulted during the planning of the I&T Park. In view of the current shortage of land for I&T development, particularly space for downstream stages of I&T value chain such as testing and production activities, ITIB advised that the proposed 300 ha was reasonable. The area of the I&T zone in Shenzhen as a neighbouring city where the I&T industry had seen good development served as a reference. ITIB's Study would identify the specific I&T uses to be accommodated within the I&T park. While ITIB's Study would soon commence, it was necessary to kick-start the planning process in parallel to ensure timely supply of land for I&T developments, taking into account that the time required for other procedures in the development process, such as statutory environmental impact assessment (EIA) procedures, funding approval from the Finance Committee of Legislative Council, and design and construction, would be substantial;

(b) the proposed I&T Park was designed to provide flexibility in land allocation for I&T developments of different scale and fields (e.g. research, education and advanced manufacturing), as well as different stages of the I&T value chain (e.g. research and development and test production). It was intended that a wider range of permitted uses which were compatible with I&T uses could be allowed under the relevant zonings to allow land use flexibility;

(c) it was agreed that provision of infrastructure was essential to developments. Accordingly, the essential infrastructure such as roads would be in place in a timely manner to support the I&T Park. Although the planning and construction of railway facilities would involve a longer timeframe, the NOL Main Line, with San Tin Station connecting to Kwu Tung Station, would commence operation in 2034, and that was around the time the bulk population intake started;

(d) the proposed PR of 6 was the upper limit for developments within the I&T Park and development intensity for individual land parcel might be varied and was subject to further study. One of the principles was that the land

parcels adjoining the existing villages and the proposed Sam Po Shue Wetland Conservation Park (WCP) would have lower development intensity for better integration with the surroundings;

(e) there could be education facilities within the proposed I&T Park. It could be further explored in ITIB's Study to consider whether there could be scope for cooperation between I&T enterprises and universities/ educational institutions. It was one of the visions of the NM to provide land for development of tertiary education facilities, which could create synergy with the I&T Park;

(f) the I&T Park and the I&T zone in Shenzhen could create synergy for development of a collaborative innovation system of the I&T industry. Developments within the I&T Park would be of a larger scale and in different nature from those in the Science Park or other local I&T developments. The role of the Technopole in I&T development of Hong Kong and its complementarity with the existing local I&T developments could be dealt with under ITIB's Study;

(g) ITIB's study would also address the target potential enterprises or industries for the I&T Park;

(h) the nature of the talent accommodation in the I&T Park was akin to staff quarters; and

(i) the land disposal methods for the Technopole would be subject to the recommendations of ITIB's Study. As an alternative to open tendering, restricted tendering for enterprises with relevant experience in specific I&T uses, or direct land grant to selected enterprises might also be considered.

Ecological Aspect

90. Some Members had the following views and questions:

(a) whether there was information on wetland/fishponds affected by development of the Technopole including their locations, area, and whether there were compensation arrangements for the loss of wetland and fishponds;

(b) whether there was information on the key conservation elements of the proposed Sam Po Shue WCP, and whether there were special features that needed to be conserved;

(c) noting that wetland/fishponds (about 90 ha) within the Wetland Conservation Area (WCA) designated under the Town Planning Board Guidelines No. 12C for 'Application for Developments within Deep Bay Area under section 16 of the Town Planning Ordinance' would be affected by the Technopole development, the Government should demonstrate to the Board that there would be "no-net-loss in wetland" arising from the Technopole development. Although the planning of the Technopole would safeguard the flight path of migratory birds, it would destroy some habitats of migratory birds. Information should be provided to justify the need for affecting a large area within WCA;

(d) noting that the relevant EIA process had already gone halfway, whether the project area shown in the EIA Project Profile submitted to the Director of Environmental Protection (DEP) had included the wetland/fishponds to be affected by the development of Technopole, and whether it was necessary to adjust the assessment period and sampling method to cater for the latest increase in project area and the study area (i.e. the area within 500m from the project boundary); and

(e) as part of the public engagement exercise, the Government should provide more information on the proposed Sam Po Shue WCP such as its indicative boundary and proposed measures to follow the 'no-net-loss in wetland' principle.

91. In response, Mr Vic C.H. Yau, Director/NMCO, DevB, and Mr Gavin C.P. Wong, CE/N4, CEDD, made the following main points:

(a) about 90 ha of fishponds would be affected by the development of the Technopole and they were mainly located at the northern part of the Technopole near Sam Po Shue and LMC Control Point. According to the Government's New Proactive Conservation Policy, private wetlands and fishponds with ecological value would be resumed and developed into a WCP System. The Agriculture, Fisheries and Conservation Department (AFCD) was conducting a strategic feasibility study to determine the exact locations, areas, management model and key conservation elements of the various parks proposed to be established under the WCP System, e.g. the proposed Sam Po Shue WCP, extension of the Hong Kong Wetland Park, etc. Subject to the findings of AFCD's study, some abandoned fishponds near Sam Po Shue might be rehabilitated for inclusion into the WCP System. It was envisaged that AFCD would announce details on the proposed WCPs around late 2023; and

(b) the formulation of the proposed boundary of the I&T Park had taken into account the flight path of migratory birds as well as topography of the surroundings with hilly areas to the east and south. An EIA was being conducted for the development of the Technopole and the EIA report would be submitted to EPD in due course. According to statutory procedures under the EIA Ordinance, the EIA report would be arranged for public inspection as part of the process.

92. Mr Terence S.W. Tsang, Assistant Director (Environmental Assessment), EPD, said that the proposed project area of the Technopole had been increased from about 350 ha to 610 ha. According to the EIA study brief, the assessment area for ecological impact should cover an area within 500m from the project boundary. Hence, with the increase in the project area, the assessment area would be expanded accordingly in order to fulfill the requirements of the Study Brief. In addition, despite the increase in project area of the Technopole, all the potential environmental issues to be assessed in the EIA study had already been covered in the current Study Brief, whereas the study approach and details of the methodology such as

sampling, duration and frequency of the survey, still remained valid. It was noted that CEDD and AFCD were working closely during the EIA process on measures to compensate wetland/fishponds affected by the Technopole development. In considering ecological compensation under the EIAO, one should not only focus on the area of wetland/fishponds but also on their ecological functions. The Government would take a proactive role in the strategic planning of the proposed Sam Po Shue WCP with a view to enhancing the overall ecological functions of the wetland/fishponds in the area.

Cultural Aspect

93. Noting that there would be a landmark Cultural and Recreational Complex with major performance venues, museum, library, swimming pool complex, and flexible public event spaces in the central part of San Tin Town Centre, a Member enquired about the nature and scale of those facilities. Ms Ginger K.Y. Kiang, DD/T, PlanD, responded that the proposed Cultural and Recreational Complex (about 15 ha) would provide various cultural facilities to create a cultural hub. The planned uses included a museum (about 4 ha), a performance venue (about 5 ha), an outdoor performance area (about 3 ha), a major library and a swimming pool complex. According to LCSD's advice, the proposed cultural facilities in the NM would sustain Hong Kong's role as an East-meets-West centre for international cultural exchange.

94. In view of a large number of existing/planned cultural facilities in West Kowloon and East Kowloon, the same Member doubted the need for large-scale cultural facilities in the Technopole, and enquired whether the proposed landmark Cultural and Recreational Complex would be sustainable. Otherwise, resources should be allocated to other more suitable uses. In addition, it would be necessary to define the position and relative importance of the cultural, recreational and sports elements in the planning process. The Government should not focus solely on physical entities such as performance and sports facilities but also on the cultural spirit representing the area.

95. A Member opined that I&T and cultural uses were not incompatible. Consideration might be given to developing cultural facilities to complement the unique local characteristics, e.g. ecological aspect. From the regional planning perspective, the proposed cultural facilities should not only cater for the needs of the planned population (about 165,000)

in the Technopole but those in the NM as a whole. Mr Vic C.H. Yau, Director/NMCO, DevB, supplemented that according to the Culture, Sports and Tourism Bureau (CSTB)'s advice, cultural facilities should be provided in the NM to enrich the metropolitan life and to complement the residential and industrial developments. The Study team would follow up with CSTB regarding the positioning and target group of individual facility.

Others

96. Some Members had the following questions and comments:

(a) whether there was information on the proposed urban farm shown on the RODP;

(b) the provision of medical facilities should be district-based to avoid over-dependence on the Northern Hospital and problems associated with transport connection; and

(c) planning of GIC facilities should be based on the age profile of the future population in the Technopole.

97. In response, Ms Ginger K.Y. Kiang, DD/T, PlanD, said that the proposed urban farm was AFCD's new initiative to set up high-tech green houses and related facilities to increase agricultural production, assist agricultural development and promote greening. The proposed urban farm in an open environment in the Technopole was a pilot scheme. AFCD would also explore incorporation of urban farms on rooftop or podium of buildings.

98. A Member opined that the development of Technopole should be articulated from a regional planning perspective. Given its strategic location in the NM being in the "Hong Kong-Shenzhen Close Interaction Circle" of the "Twin Cities, Three Circles" under the Northern Metropolis Development Strategy, the planning of the Technopole should not be defined or justified solely from the perspective of demand and supply of I&T land. The role of the Technopole could be defined taking into account the role of Hong Kong as an international I&T hub and the need for cooperation among I&T developments in Technopole and Shenzhen. Besides, from regional planning perspective, the wetlands/fishponds affected by the Technopole, for instance, could be compensated in other parts of the NM. The Study

Team should introduce such concept clearly during the public engagement process.

99. Mr Andrew C.W. Lai, Director of Lands, said that the subject briefing was to seek Members' views on the broad development framework for the Technopole. The ITIB had been consulted on the planning of the Technopole. Detailed assessments on the demand for I&T land and specific cultural facilities would be conducted by relevant policy bureaux and departments prior to consideration of the rezoning proposals by the Town Planning Board (the Board). He added that the ITIB announced in December 2022 the 'Hong Kong I&T Development Blueprint' which set out medium-term and long-term targets for development in different I&T fields, e.g. artificial intelligence and life technology. At present, Hong Kong's gross domestic expenditure on research and development was less than 1% of gross domestic product. The ITIB had already formulated various policies to attract I&T enterprises from the Mainland and overseas to Hong Kong. Hence, much more I&T land would need to be provided for meeting the upcoming demand.

Conclusion

100. The Chairperson said that details of various facilities to be provided within the Cultural and Recreational Complex would be subject to further study by CSTB which would consider how best such facilities should be positioned and planned to strengthen cooperation and create synergy with other cities of the Greater Bay Area. Regarding the I&T Park, the ITIB would soon commence their study and details on the specific I&T uses would be available around late 2023 tentatively. The subject briefing was an integral part of the public engagement exercise to gauge views from Members. Following that, the land use proposals would be refined and translated into the statutory plan for submission to the Board for consideration in early 2024. Timing wise, it was necessary to start the preparatory work including public engagement and EIA to facilitate subsequent amendments to plan and land resumption in order to provide land for I&T development in a timely manner. Site formation works in the Technopole were expected to commence in late 2024 with formed sites coming on stream in 2026 the earliest.

101. The Chairperson concluded the discussion. The Board noted the land use proposal of the Technopole.

102. The Chairperson thanked the Study team for attending the meeting. They left the meeting at this point.

[Ms Sandy H.Y. Wong and Mr Wilson Y.W. Fung left the meeting during the discussion session.]

土木工程拓展署
Civil Engineering and Development Department

規劃署
Planning Department

Agreement No. CE 20/2021 (CE)

First Phase Development of the New Territories North - San Tin / Lok Ma Chau Development Node – Investigation

Consolidated Report (Final)

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1 INTRODUCTION

1.1 Background

1.1.1 The 2013 Policy Address first stated the need to take forward further development of the New Territories North (NTN) with a view to developing a modern new town there on a similar scale of the Fanling or Sheung Shui New Towns. In 2014, the Government commissioned the Preliminary Feasibility Study on Developing NTN (referred hereafter as "the Preliminary Study") and an area in San Tin / Lok Ma Chau (STLMC) was identified as having potential for further development. In October 2016, a Broad Land Use Concept Plan (BLCP) of the area was promulgated in the public engagement of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+).

1.1.2 Following the announcement of advancing the studies on developing brownfield sites in the NTN in the 2018 Policy Address and the acceptance of the eight land supply options recommended by the Task Force on Land Supply in February 2019, the Feasibility Study on STLMC Development Node (STLMC FS) as the first phase development of NTN was jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in September 2019 to further develop the BLCP into a Preliminary Outline Development Plan (PODP) and confirm its feasibility. The PODP was presented to the Legislative Council in mid-2021 in the form of an Initial Land Use Plan.

1.1.3 In October 2021, the 2021 Policy Address announced the Northern Metropolis Development Strategy (NMDS) which proposed, amongst others, to expand STLMC Development Node into San Tin Technopole together with the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop. By making use of the land to be released by the Lok Ma Chau (LMC) Boundary Control Point (BCP) upon commissioning of the new Huanggang Port with co-location arrangement, and replanning the rural areas and fishponds around LMC BCP, NMDS proposed to increase the land supply for innovation and technology (I&T) development so as to achieve industry clustering effect with economy of scale. NMDS also proposed to increase the housing supply in San Tin Technopole to help address the housing shortage in the territory, in which some of the units can be used as talent apartments for I&T enterprises and research institutes. The Northern Metropolis (NM) has been incorporated into the Conceptual Spatial Framework promulgated in the Final Report of Hong Kong 2030+.

1.1.4 In the same month, CEDD and PlanD jointly commissioned AECOM Asia Co. Ltd. (AECOM) to undertake the Investigation Study on STLMC Development Node (the Project) to take forward the San Tin Technopole initiative and formulate the Recommended Outline Development Plan (RODP) for the STLMC area (the Project Area), carry out engineering and technical assessments including the statutory Environmental Impact Assessment (EIA), and conduct public engagement (PE) to facilitate public discussions and foster consensus building. A 2-month PE was conducted between June and August 2023 to solicit public views on the RODP. Taking into account the public views collected in the PE, planning and engineering considerations, technical assessments as well as departmental comments and advice, a Revised RODP was formulated.

1.1.5 According to the Revised RODP, the Project Area will be developed into an I&T hub and a new community providing about 50,000 to 54,000 flats for a new population of about 147,000 to 159,000. It will generate about 165,000 jobs including 120,000 jobs on I&T sites. It will be an integral part of San Tin Technopole, providing ample amount of I&T land in various sizes for different I&T uses, as well as an integrated community with wide range of commercial, retail, community, recreational and cultural facilities.

1.2 The Project

1.2.1 The Project Area is located to the west of Kwu Tung North (KTN) and Fanling North (FLN) New Development Areas (NDAs) and Fanling/Sheung Shui New Town, and to the northeast of Yuen Long and Tin Shui Wai New Towns. The Project Area is bisected by San Tin Highway into northern and southern parts, and bounded by the Shenzhen River and the proposed Sam Po Shue Wetland Conversation Park to the north; LMC Loop to the northeast; some village settlements and Ki Lun Shan to the east; San Tin Barracks and Ngau Tam Shan to the south; and Tam Mei Barracks and some residential developments to the southwest. The two "Village Type Development" ("V") zones covering the existing Shek Wu Wai village and the village clusters bounded by San Tin Highway, San Tin Tsuen Road and Tung Wing On Road are in vicinity of the Project Area.

1.2.2 As compared with the PODP released in March 2021, the project boundary under the Revised RODP has been extended from about 320 ha to about 610 ha. The expanded area mainly covers (i) the formed land at LMC BCP which will be released for development upon commissioning of the new Huanggang Port with colocation arrangement on the Shenzhen (SZ) side, (ii) the fish ponds and rural land adjacent to the existing LMC BCP, and (iii) a "Green Belt" ("GB") south of Ki Lun Shan at Pang Loon Tei, which is also a response to the suggestion raised by Legislative Council members during funding application of the subject Study in 2021. The project boundary is at **Appendix A**.

1.3 Purpose of this Report

1.3.1 The objective of the Consolidated Report is to present the summary findings, proposals, recommendations and conclusions during the Project process of the RODP Stage in support of the preparation of the statutory Outline Zoning Plan (OZP).

1.3.2 This report includes:

(a) a brief summary of the overall study process;

(b) findings, proposals and recommendations of the Services;

(c) details of RODP, including the proposed land use with development parameters, urban design and landscape framework, vehicular, cycling and pedestrian circulation networks for the Project Area and its surrounding areas; and

(d) the approach, methodology and results of the planning and technical assessment.

1.4 Abbreviations

1.4.1 The following table lists out the abbreviated titles of Government bureaux, departments, offices, statutory bodies, public organisations and expressions mentioned in this Report:

Abbreviation	Full title
AFCD	Agriculture, Fisheries and Conservation Department
AOI	Area of Influence
AQOs	Air Quality Objectives
ASA	Archaeologically Sensitive Area
ASRs	Air Sensitive Receivers
B/Ds	Bureaux/departments
BCP	Boundary Control Point
BGI	Blue-Green Infrastructure
BLCP	Broad Land Use Concept Plan
C&D	Construction and Demolition
CA	Conservation Area
CAP2050	Hong Kong's Climate Action Plan 2050
CD	Channelised
CEDD	Civil Engineering and Development Department
COCs	Chemicals of Concern
CUE	Common Utility Enclosure
DCA	Development Character Area
DCM	Deep Cement Mixing
DCS	District Cooling System
DEA	Design Event Approach
DEVB TC(W)	Development Bureau Technical Circulars (Works)
DN	Development Node
DSD	Drainage Services Department
DPTI	District Public Transport Interchange
EIA	Environmental Impact Assessment
EIAO-TM	Technical Memorandum on Environmental Impact Assessment Process
ELF	Electric Field
EMF	Electro-Magnetic Field
EM&A	Environmental Monitoring & Audit
EMDs	Electric Mobility Devices
EPD	Environmental Protection Department
EPP	Effluent Polishing Plant
ETWB TC	Environment, Transport and Works Bureau Technical Circulars
FLN	Fanling North
FSP	Fine Suspended Particulates
FWPF	Food Waste Pre-treatment Facilities
FWSR	Fresh Water Service Reservoir
GB	Green Belt
GBA	Greater Bay Area
GEO	Geotechnical Engineering Office of Civil Engineering and Development Department
GFA	Gross Floor Area
GI	Ground Investigation
G/IC	Government, Institution or Community
GL	Ground Level
GTS	Green Transit System
ha	Hectare
HKPSG	Hong Kong Planning Standards and Guidelines

Abbreviation	Full title
HK2030+	Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030
HSITP	Hong Kong-Shenzhen Innovation and Technology Park
I&T	Innovation & Technology
ICNIRP	International Commission on Non-Ionizing Radiation Protection
ICT	Information and Communication Technologies
IVs	Indigenous Villagers
KTN	Kwu Tung North
LandsD	Lands Department
LCA	Landscape Character Area
L/UL	Loading / Unloading
LMC	Lok Ma Chau
LMP	Landscape Master Plan
LNRS	Low Noise Road Surfacing
LSW	Logistics, Storage and Workshop
MPLV	Mai Po Lung Village
MPV	Mai Po Village
MSBs	Multi-Storey Buildings
MSW	Municipal Solid Waste
MUDP	Master Urban Design Plan
NBA	Non-building Area
NDA	New Development Area
NENT	North East New Territories
NIA	Noise Impact Assessment
NM	Northern Metropolis
NMDS	Northern Metropolis Development Strategy
NOL	Northern Link
NRSs	Noise Sensitive Receivers
NTHS	Natural Terrain Hazard Study
NTM	Ngau Tam Mei
NTN	New Territories North
OH	Open Hillslope
OZP	Outline Zoning Plan
PBGs	Permitted Burial Grounds
PCBs	Polychlorinated Biphenyls
PCRs	Petroleum Carbon Ranges
PDA	Potential Development Area
PE	Public Engagement
PODP	Preliminary Outline Development Plan
PPF	Person per Flat
PlanD	Planning Department
PTI	Public Transport Interchange
PU/DO	Pick-up / Drop-off
PVD	Prefabricated Vertical Drains
QPME	Quality Powered Mechanical Equipment
RC	Reserve Capacity
RCPs	Refuse Collection Points
RDE	Retail, Dining and Entertainment
ReWSR	Reclaimed Water Service Reservoir
RMR 2030+	Strategic Studies on Railways and Major Roads beyond 2030
RODP	Recommended Outline Development Plan
RSP	Respirable Suspended Particulates
RTS	Refuse Transfer Station
R&D	Research and Development
SAI	Site of Archaeological Interest

Abbreviation	Full title
SBD	Sustainable Building Design
SCA	Sewage Catchment Area
SDM	Storm Water Manuel
SGFS	Smart Green Feeder System
SGR	Smart, Green and Resilient
SIS	Slope Information System
SPS	Sewerage Pumping Station
SPS WCP	Sam Po Shue Wetland Conservation Park
SSSI	Site of Special Scientific Interest
SS WTW	Sheung Shui Water Treatment Works
STI	San Tin Interchange
STEMDC	San Tin Eastern Main Drainage Channel
STWMDC	San Tin Western Main Drainage Channel
STLA	Simplified Temporary Land Allocation
STLMC DN	San Tin / Lok Ma Chau Development Node
STLMC FS	Agreement No. CE 28/2019 (CE) – Study on Phase One Development of New Territories North – San Tin / Lok Ma Chau Development Node – Feasibility Study
SVOCs	Semi-volatile Organic Chemicals
SWHSTW	Shek Wu Hui Sewage Treatment Plant
SWL	Sound Power Level
SWWI	Shek Wu Wai Interchange
SZ	Shenzhen
TD	Transport Department
TGN	Technical Guidance Note
TIHs	Transport Interchange Hubs
TPDM	Transport Planning and Design Manual
TPI	Tree of Particular Interest
TTSS	Traffic and Transport Strategy Study
UDSP	Urban Design Scheme Plan
V/C	Volume to Capacity Ratio
VOCs	Volatile Organic Chemicals
VSR	Visually Sensitive Receiver
WBA	Wetland Buffer Area
WCA	Wetland Conservation Area
WCP	Wetland Conservation Park
WCZ	Water Control Zone
WENT	West New Territories
WPCO	Water Pollution Control Ordinance
WRP	Water Reclamation Plant
WSD	Water Supplies Department
WTW	Water Treatment Works
YLSTW	Yuen Long Sewage Treatment Plant

2 EXISTING CONDITIONS, KEY OPPOTUNITIES AND KEY CONSTRAINTS

2.1 Appreciation of Existing Environment

2.1.1 The Project Area has a mixed urban-rural character and is bisected by San Tin Highway and Fanling Highway into northern and southern portions. The land in the northern portion is predominantly occupied by existing fish ponds and wetland in various conditions, which connect to the fish ponds and wetland in Mai Po to the west. Besides, there are rural settlements, including clusters of recognised villages, brownfield sites and port back-up uses, and some permitted burial grounds (PBGs) located to the east of San Sham Road and to the immediate north of Castle Park Road – San Tin. The southern portion of the Area is mainly occupied by brownfield sites intertwined with rural settlements, a recognised village and some PBGs.

2.1.2 The Mai Po Lung Village Egretry (MPLV Egretry) is located in the western part of the Project Area. Besides, the wooded habitats to the south of a junction between Tam Kon Chau Road and Castle Peak Road (Mai Po section), where the Mai Po Village Site of Special Scientific Interest (SSSI) is located, is outside the Project Area[1]. The latter is zoned "SSSI" on the extant Mai Po and Fairview Park OZP to conserve the undisturbed woodland that support the community of nesting and breeding ardeids at Mai Po Village Egretry (MPV Egretry). They hold combined ecological importance that should be taken into consideration.

2.1.3 Two major drainage channels, namely San Tin Eastern Main Drainage Channel (STEMDC) and San Tin Western Main Drainage Channel (STWMDC), run through the Project Area from south to north. In particular, the STEMDC and its associated wetlands are designed to compensate for the loss of wetland habitat from the adjacent construction work. Some patches of active farmland are situated in the north-eastern, central and south-western parts of the Area.

2.1.4 There are a number of recognised villages in the vicinity of the Project Area, namely Shek Wu Wai, Tung Chun Wai, Yan Sau Wai, On Loong Tsuen, Wing Ping Tsuen, Fan Tin, San Loong Tsuen, Ching Loong Tsuen, Chau Tau, Poon Uk Tsuen, Lok Ma Chau, and Mai Po Tsuen.

2.2 Key Development Opportunities

2.2.1 Strategic Location

2.2.1.1 Being located at the heart of NM, neighbouring HSITP at the Loop and the SZ I&T Zone, and connected by a number of existing and planned strategic transport links to other parts of the territory, the Project Area will be developed as a hub for clustered I&T development that creates synergy with SZ.

2.2.2 Good Accessibility

2.2.2.1 In terms of cross-boundary road connections, the Project Area covers San Sham Road (part of which will be realigned), which leads to Huanggang Port via LMC BCP, and the proposed Direct Road Link between the Loop and LMC Station, which leads to Futian of SZ via LMC Spur Line BCP.

2.2.2.2 For road connections to other parts of the territory, the Project Area connects with San Tin Highway and Fanling Highway, which run in an east-west direction connecting to the rest of the territories' strategic road network. The planning of the strategic NM Highway under the Strategic Studies on Railways and Major Roads beyond 2030 (RMR 2030+) and the Hong

[1] Except a tiny corner of this "SSSI" zone, which is occupied by some structures, is included in the Project Area.

Kong Major Transport Infrastructure Development Blueprint promulgated in December 2023 could further augment accessibility to and from the Project Area.

2.2.2.3 Regarding railway connection, the planning of the Northern Link (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. Besides, the proposed NOL Spur Line with a potential station at the area near Chau Tau will further enhance cross-boundary travel. While the proposed railways would serve as the backbone of the public transport network enabling the Project Area to connect with other parts of the New Territories and the urban areas, multi-tier public transport systems would be needed to meet both external and internal public transport demands. A comprehensive public transport network as an integral part of the smart and green mobility system would reduce private vehicle trips generated by the Project Area, thus further alleviating the traffic pressure on adjacent strategic roads and allowing for the further potential development within the Project Area.

2.2.3 **Plentiful Natural and Landscape Features**

2.2.3.1 A number of natural and landscape features are identified in and around the Project Area, such as woodlands, uplands landscape, green knolls, ridgeline/mountain backdrops of Ngau Tam Shan, Ki Lun Shan and Tit Hang, egretries, 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 STEMDC and STWMDC, running through the Project 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.

2.2.4 **Rich Cultural Heritage**

2.2.4.1 The Project Area and its vicinity comprise a significant collection of cultural heritage resources, which encompass several Declared Monuments, graded historic buildings, the Mai Po Site of Archaeological Interest (SAI) and a number of recognised villages. With appropriate planning, proper land use zoning designations and suitable planning strategies, these valuable resources can be integrated into the Project Area to enhance its cultural diversity.

2.2.5 **Sam Po Shue Wetland Conservation Park (SPS WCP)**

2.2.5.1 The Agriculture, Fisheries and Conservation Department (AFCD) has commenced the "Strategic Feasibility Study on the Development of Wetland Conservation Parks System under the Northern Metropolis Development Strategy", which proposed the SPS WCP as the first park to be developed. The Government will establish the SPS WCP first given that its proposed location is situated along the core section of the flight paths 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 is considered able to protect the flight paths 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 of the San Tin Technopole, in order to achieve no-net-loss in ecological functions and the capacity of the wetland concerned as suggested in the EIA Report.

2.2.5.2 The SPS WCP has a proposed area of approximately 338 ha. Within it, the Government will enhance the ecological function and capacity of 288 ha of wetlands (including 253 ha of ecologically enhanced fishponds compensating for pond habitat loss, 35 ha of enhanced freshwater wetland habitat compensating for other freshwater wetland habitat loss) and fisheries resources of 40 ha of fishponds with active conservation management and

modernised aquaculture, to compensate for the loss in wetland habitats and fisheries resources arising from the development of San Tin Technopole and to achieve no-net-loss in ecological function and capacity of the wetlands concerned. As for the remaining 10 ha of land is tentatively reserved for eco-education, eco-recreation and eco-tourism facilities, it would include various facilities such as visitor centre, outdoor classrooms, bird hides, visitor trails, restaurants, and public spaces (e.g. picnic areas), etc., in which the details would be planned and designed during the next stage of studies for the SPS WCP. According to AFCD, the SPS WCP will be developed in phases, where the first phase is suggested to start with the fishpond wetlands in the northern part of the park, thereby conserving the core bird path as a matter of priority. It is expected to commence the construction works for the first phase of SPS WCP in 2026/2027 the earliest for completion in 2031. The target is to complete the works for the entire SPS WCP before or at the same time as the full operation of the San Tin Technoople (tentatively scheduled for 2039). The impact on these wetlands concerned, and the derivation of the enhancement area is further elaborated under the EIA.

2.3 Key Development Constraints

2.3.1 Environmental Constraints

2.3.1.1 A number of constraints posed by the existing infrastructures require careful consideration in the planning of the Project Area.

2.3.1.2 The elevated section of LMC Spur Line and the two major distributors traversing the Area, i.e. San Tin Highway and Fanling Highway, will pose environmental constraints to the nearby developments. Other existing major distributors including Castle Peak Road – San Tin, San Tam Road, Kwu Tung Road, Lok Ma Chau Road and Ha Wan Tsuen East Road are also potential air pollution and noise sources that will likely generate environmental impacts to the nearby developments.

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

2.3.1.4 There is an existing pig farm falling outside the Project Area to the east of Chau Tau. Besides, a sewage treatment plant is located within San Tin Barracks in close proximity of the Project Area. The future developments should observe relevant requirements on odour impacts, with reference to the findings of the EIA report of this Project.

2.3.1.5 There are two existing firing ranges, the San Tin Barracks and Tam Mei Barracks, falling outside of the Project Area posing potential firing noise to the future developments.

2.3.2 Retention of the Villages

2.3.2.1 To respect the recognised villages in close vicinity of the Project Area, the “Village Type Development” (“V”) zones on the approved San Tin OZP No. S/YL-ST/8 and the approved Ngau Tam Mei OZP No. S/YL-NTM/12 are retained and reserved for village development. Whilst the villagers will be benefitted by the future development in the vicinity, potential interface issues between the villages and the proposed developments, such as differences in site formation levels and drainage and flooding risks, should be carefully addressed.

2.3.3 Proliferation of Brownfield Operations

2.3.3.1 At present, considerable parts of the Project Area are occupied by brownfield operations and port back-up uses including logistics, vehicle repair, vehicle parking, open storage and warehouse etc. While recognising that there may be opportunities to accommodate some brownfield operations through developing multi-storey buildings (MSBs) at the reserved sites

in the Project Area or other NDAs, this process is likely to be incremental. The interface between new developments and the existing brownfield operations during the intervening period needs to be addressed.

2.3.4 Preservation of Ecological, Natural and Landscape Features

2.3.4.1 Due considerations should be given to avoid/minimise adverse impacts of the future developments on the existing ecological, natural and landscape features.

2.3.5 Flooding Risk

2.3.5.1 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 designed to minimise flooding risk to the planned developments and the nearby existing settlements.

3 PUBLIC ENGAGEMENT

3.1 Summary of Public Engagement Activities

3.1.1 A 2-month PE was conducted from 6 June to 5 August 2023 (the PE Period) to solicit public views on the RODP. During the PE period, a total of 13 briefings sessions/meetings were conducted. Apart from various statutory and advisory bodies (including Town Planning Board, Sub-committee on Planning, Land and Conservation under the Advisory Committee on NM, Planning Sub-committee of the Land and Development Advisory Committee, Yuen Long District Council and Heung Yee Kuk), the Project Team met the I&T sector, professional institutes and green groups. Briefing sessions were also arranged for local stakeholders with over 500 attendees, including San Tin Rural Committee, villagers, operators and owners of affected brownfields, fishponds and agricultural/livestock farms. Moreover, to ensure effective dissemination of information related to San Tin Technopole, a Project Website (https://nm-santintech.hk/) was launched. Leaflets were delivered to more than 4,300 mailboxes/ addresses within and around the Project Area through the postal circular service. In addition to the above, seven roving exhibitions in Hong Kong and SZ were conducted, and mobile exhibition centre was arranged at various locations.

3.2 Overview of Public Comments

3.2.1 The Project was generally welcomed as a flagship project in NM supporting the development of Hong Kong as an international I&T centre in future. Organisations including Yuen Long District Council and Heung Yee Kuk expressed support for the San Tin Technopole project. The media reports and news commentaries on the project were generally positive[2].

3.2.2 During the PE Period, a total of 174 written comments were received. Comments collected during PE, including written comments and views/suggestions raised in the briefing sessions, are categorised into the following five aspects, including 1) I&T development, 2) land use planning and urban design, 3) transport and infrastructure, 4) environment, ecology and landscape and 5) implementation arrangement.

3.2.3 Among the aspects involved in these 174 written comments, about 10% touch on I&T development, about 30% on land use planning and urban design, about 10% on transport and infrastructure, about 80% on environment, ecology and landscape, and about 20% on implementation arrangement (some comments touch on more than one aspect). A summary of comments and the relevant responses have been set out in the PE Report, which is available at the Project Website (https://nm-santintech.hk/).

3.2.4 Taking into account the public comments received and the latest circumstances including the comments from relevant Bureaux/Departments (B/Ds), changes were made to the RODP, which include refining the project boundary to avoid encroachment onto the Ramsar Site, deleting the “Urban Farm” site and incorporating it as part of the “Open Space” (“O”) zone, rezoning part of a road to “O” zone to reflect the continuous open space beneath it, rezoning a site near the alignment of NOL Spur Line to “Government, Institution or Community” (“G/IC”) and minor adjustment of zoning boundaries, as incorporated into the Revised RODP. A comparison of the RODP and Revised RODP of the Project Area is at **Figure 3.1**.

[2] The analysis of media reports and news commentaries was from 23 May 2023 (i.e. the briefing to the Development Panel of the Legislative Council on the RODP of San Tin Technopole) until completion of the PE exercise on 5 August 2023.

4 REVISED RODP

4.1 Planning Vision and Positioning

4.1.1 With the National 14th Five-Year Plan supporting Hong Kong to develop into an international I&T centre, the NM aims to be developed into a "new international I&T city". Located at the heart of NM and in close proximity to SZ's I&T zone in Huangang and Futian, San Tin Technopole is strategically positioned to be a hub for clustered I&T development that creates synergy with SZ's I&T zone. It will contribute to the development of the South-North dual engine (finance - I&T), and become a new community for quality, healthy and green living.

4.2 Planning, Urban Design and Landscape Framework

4.2.1 Adjoining the proposed SPS WCP, the planning of the Area will strike a balance between development and nature conservation. As a major component of San Tin Technopole, the development objectives of the Area is to become a world-class I&T hub, a balanced and vibrant community and a smart, green and resilient (SGR) exemplar. A set of guiding principles (**Figure 4.1**) have been developed accordingly.

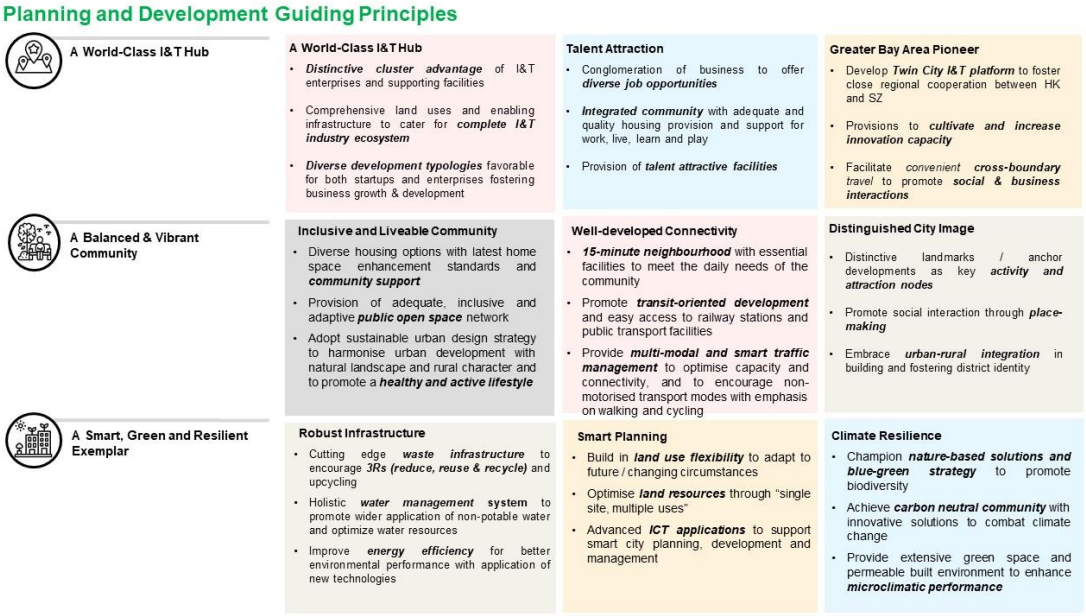

Figure 4.1 Planning and Development Guiding Principles

4.2.2 A World-Class I&T Hub

4.2.2.1 *Critical Mass* - To foster the long-term I&T development and the competitiveness of Hong Kong, a total of about 212 ha of I&T land is proposed in the Project Area, which will achieve a gross floor area (GFA) of about 5.7 million m^2. Together with the development of the Loop, about 299 ha of land will be provided for I&T development, creating a critical mass to foster innovation and technological advancement, driving the development of an international I&T hub and deepening the I&T collaboration with SZ and the world.

4.2.2.2 *Strategic Location* - Majority of the I&T land is strategically planned to the north of San Tin Highway/Fanling Highway in close proximity to HSITP of the Loop to create synergy with SZ's I&T Zone in Huanggang and Futian. It will be served by two cross-boundary rail links, namely the existing LMC Spur Line with LMC Station connecting to the LMC Spur Line BCP, and the

proposed NOL Spur Line connecting to the future Huanggang Port, with two intermediate stations near Chau Tau and HSITP of the Loop. The remaining portion of I&T land is planned in the south-eastern part of the Project 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.

4.2.2.3 *Maximum Flexibility* - I&T sites of various size are planned to provide flexibility in allocation of land for I&T facilities of different scales (from start-ups to 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.).

4.2.2.4 In order to nurture a more complete I&T ecosystem, a wide range of permitted uses which are compatible with each other shall be formulated under the zoning for I&T land, so as to cater for the land uses of different I&T fields and different stages of I&T value chain, as well as the needs for talent accommodation and other supporting facilities.

4.2.2.5 To further promote the concept of “work-live-play-learn”, complementary uses which could provide business support, living support and other uses which could attract talents and businesses would be considered in the I&T land during formulation of permitted uses for the zoning for I&T land under the “flexi-zoning” approach, whereas further cultural and recreational as well as government, institution and community (GIC) facilities will be available in San Tin Town Centre.

4.2.3 A Balanced and Vibrant Community

4.2.3.1 To help address the shortage of housing land in the territory, about 50,000 to 54,000 new flats will be provided in San Tin Town Centre, which is planned as an integrated neighbourhood with comprehensive public and community facilities.

4.2.3.2 Spatially, San Tin Town Centre can be broadly divided into 3 parts. Encompassing the proposed San Tin Station of the NOL Main Line with a transport interchange hub (TIH), the **western part of San Tin Town Centre** is characterised by a mixed use development (comprising residential developments, offices, hotels, retail, dining and entertainment (RDE) facilities) which is surrounded by public/private housing and GIC facilities. The proposed developments near the future railway station of the NOL Main Line are mostly high-density development, which are knitted together with low to medium-rise GIC facilities by a network of open space.

4.2.3.3 In the **eastern part of San Tin Town Centre**, residential developments and GIC facilities are planned along STEMDC. The drainage channel will be revitalised and integrated with the Riverside Park to enhance the robustness of flood retention capability (**Figure 4.10.1** and **Figure 4.10.2**). The Riverside Park and the shopfronts on the lower floors of residential blocks will create a leisure ambience. Pedestrians and cyclists could make use of the iconic landscaped deck across San Tin Highway to reach the possible railway station of the proposed NOL Spur Line near Chau Tau with a TIH. A mixed use development comprising residential developments, offices, hotels and RDE facilities is planned in the area.

4.2.3.4 Key community and living support to the residential and working population will be provided in the **central portion of San Tin Town Centre**. STWMDC will be revitalised as a landscaped river course (**Figure 4.10.3**). On its two sides there is a landmark Cultural and Recreational Complex (**Figure 4.10.4**) with a major performance venue, museum, library, swimming pool complex, and flexible public and event spaces. Sites are also reserved for educational facilities, healthcare facilities, youth facilities, a GIC complex (including market, indoor sports centre, EcoHub, etc.), clinics, Government joint-user general office building, police station, fire station cum ambulance depot and other essential infrastructures.

Urban Design Framework

4.2.3.5 The Urban Design Framework seeks to enhance the quality of life for residents, promote economic growth, and ensure that the urban environment is both functional and aesthetically pleasing. The following urban design principles are adopted to shape the future development, fostering a sense of place, community and identity, while addressing the challenges and opportunities of urban development:

(a) Adopt the "15-minute neighbourhood" planning concept.

(b) Promote active transport and foster a well-connected and interactive community.

(c) Promote urban-rural integration to embrace the existing rural and natural assets, support sustainable development and create a diverse living environment.

(d) Enhance the blue-green network to synergise with the existing green and blue assets, strengthen climate resilience and create a quality living environment.

(e) Establish a unique city image to create a sense of place, enhance the sense of belonging of the community and strengthen the attractiveness of the area.

(f) Enhance the view and air corridors to celebrate existing views of the natural backdrop, promote visual interest, and improve pedestrian comfort and living quality.

4.2.3.6 *Development Character Areas (DCA)* – There are three DCAs within the Project Area as illustrated in **Figure 4.2**, each reflecting varying development themes and functionalities.

(a) **I&T Park (North) –** Located north of San Tin Highway / Fanling Highway, this DCA enjoys clear advantages in having direct connections to HSITP of the Loop and convenient access to SZ's I&T Zone in Huanggang and Futian, with unique setting fronting the proposed SPS WCP and SZ River with the skyline of SZ.

Given the close proximity to the proposed SPS WCP and existing villages, the I&T land is generally intended to accommodate relatively more environmentally friendly uses with lower development intensities. I&T sites of various sizes are proposed to provide ample space to accommodate a wide range of I&T development typologies and other complementary uses, such as talent accommodation, retail spaces, F&B establishments etc., to foster a dynamic environment that encourages vibrant activities and interactions. The three more sizeable 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 space conducive to walking, cycling and promoting talents' interaction and exchange of ideas. The smaller pieces of land to the east of San Sham Road (and the realigned Road P1) could serve as an extension of the development of the larger sites, or for smaller scale I&T developments. A stepped building height profile is adopted to achieve design harmony of the proposed development with the wetland setting while striving for urban-rural integration with the neighbouring villages.

Non-building areas (NBAs) are also proposed along the development boundary fronting the proposed SPS WCP and abutting the revitalised STEMDC to minimise the disturbance to the adjacent wetland habitats. A 300m-wide bird flight corridor between the LMC Meander and Sam Po Shue across the northern part of the Project Area will be preserved through NBAs with imposition of stringent building height control (not higher than 15mPD). Areas adjacent to the 300m-wide bird flight corridor are also restricted to a maximum building height of 35mPD. Besides, the bird flight paths of MPLV and MPV Egretries are preserved by NBAs.

Along the San Tin Highway / Fanling Highway, two sites are proposed for logistics, storage and workshops (LSW) uses and development for multi-storey buildings (MSBs)

for modern industries, which may also accommodate brownfield operations affected by Government projects.

(b) **I&T Park (South) –** Another cluster of I&T land is proposed at the Pang Loon Tei area in the south-eastern part of the Project Area to further support I&T development. Leveraging on the advantage with direct access to the strategic NM Highway and their location being further away from the ecologically sensitive area in SPS WCP, higher development intensity is proposed. Open spaces are proposed as buffers to minimise any potential land use interface between the I&T development and the nearby residential community. Besides, some areas are designated for LSW use to complement the I&T development, taking advantage of convenient access to the potential NM Highway.

(c) **San Tin Town Centre –** The San Tin Town Centre, primarily situated south of San Tin Highway / Fanling Highway, aims to foster integrated neighbourhoods supported by comprehensive public and community facilities. This DCA covers two major residential clusters around the proposed San Tin Station of the NOL Main Line and the possible railway station near Chau Tau of the NOL Spur Line, along with a GIC hub at the central part of the Project Area for shared convenience. It will accommodate a total of about 50,000 to 54,000 public and private housing flats. More details are discussed in paragraphs 4.2.3.2 to 4.2.3.4 above.

15-Minute Neighbourhood Concept

4.2.3.7 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. Besides, a comprehensive pedestrian and cycle track network is planned to enable the residents to reach the GIC facilities for daily necessities, open space and major transport facilities within 15 minutes by walking or cycling.

4.2.3.8 Apart from the provision of population-based facilities in accordance with HKPSG, sites are also reserved in the Project Area for policy-driven uses on the request of relevant B/Ds and provision of essential infrastructures to support the proposed developments.

4.2.3.9 Besides GIC facilities, the Project Area has adopted the enhanced open space provision as recommended under Hong Kong 2030+ by providing no less than 3.5m^2 of open space per person for new population. A total of about 56 ha open space has been proposed in the Project Area, which would serve both the residents and workers in the Project Area.

Connecting Neighbourhoods

4.2.3.10 To optimise development potential and maximise land use efficiency, higher density developments are proposed around the future railway stations. New developments and existing villages are connected by an integrated open space network which stretches from southwest to northeast across San Tin Town Centre, and from south to north along the revitalised STWMDC linking up San Tin Town Centre and the I&T Park. The public space network within the sizable I&T Park (North) is subject to study by the project proponent, while pedestrian routes and cycle tracks shall be provided along the development edge of I&T Park (North) fronting the proposed SPS WCP.

4.2.3.11 *Iconic Landscaped Deck* – To facilitate movements across San Tin Highway / Fanling Highway, 3 new crossings for pedestrians and cyclists are planned in addition to 4 existing underpasses / footbridges across these highways. Amongst the new crossings, an iconic landscaped deck is proposed to span above San Tin Highway, as a distinguished gateway feature for the Project Area (see **Figure 4.3**). It will establish a connection between the mixed use landmark development at the possible railway station near Chau Tau and the proposed open space to the south of San Tin Interchange.

4.2.3.12 *Pedestrian-Friendly and Comprehensive Cycle Track* (**Figure 4.3**) – To promote healthy and active lifestyle, a comprehensive pedestrian and cycle track network is proposed throughout

the Project Area to link up key destinations and activity nodes such as the proposed and possible railway stations, residential and mixed use developments, employment nodes, open spaces and GIC facilities. Footpaths within the Project Area will be pedestrian-friendly, continuous, and landscaped (e.g. footpaths along major roads will generally be tree-lined, and sufficient space will be reserved for amenity strips along the streets) to provide a comfortable walking environment.

4.2.3.13 In general, cycling route will be provided in parallel to major roadways for commuting purpose. To enhance the overall cycling experience, other cycle routes should be provided within major open spaces under a shared use approach for leisure purpose where appropriate subject to detailed design and further liaison amongst relevant departments. Major cycling parking facilities are proposed close to the proposed railway stations, TIHs, public transport interchange (PTI), GIC facilities and major activity nodes.

4.2.3.14 The proposed cycle network will be linked to the existing cycling track between Yuen Long and KTN NDA, and the planned cycling network under the Loop development, providing a continuous cycling environment that extends to other destinations beyond the Project Area.

Urban-Rural Integration

4.2.3.15 The planning of the Area fully embraces the concept of urban-rural integration. The existing "V" zones in the prevailing San Tin OZP and Ngau Tam Mei OZP in close vicinity of the Project Area are retained and will be benefitted from the comprehensively planned GIC facilities, open space network, and improved connectivity and infrastructure services brought about by the Project, while the cultural heritage resources of the villages will add cultural diversity to San Tin Technopole.

4.2.3.16 To achieve harmony in design between the villages and the neighbouring developments, suitable open space/amenity areas will be provided in the bordering areas of the "V" zones where appropriate. Lower development intensities will be adopted for the I&T development adjoining the villages and the proposed SPS WCP. Breezeways to facilitate wind penetration to villages have been incorporated in the Project Area. Various view corridors are also proposed to preserve the vista from the villages to the scenic fishponds/wetland in the northwest and mountain backdrop in the south.

4.2.3.17 Design harmony between the I&T development and the proposed SPS WCP will also 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. Egretries are preserved, and wildlife corridors are proposed to protect and enhance the ecological connectivity within the Project Area.

Urban Design Features

4.2.3.18 *Blue-Green Network* (**Figure 4.4**) - Within the Project 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. As mentioned in paragraph 4.2.3.6 above, within the sizable I&T Park (North), a public space network conducive to walking, cycling and promoting talents' interaction and exchange of ideas shall be created, so as to make it a liveable environment while promoting I&T development.

4.2.3.19 *Living Avenue and Major Activity Nodes* (**Figure 4.5**) - To inject street vibrancy, active frontage is proposed, where developments adjoining major open spaces should provide shopfronts with commercial and leisure facilities such as café, restaurants and retail shops on ground level. Together with the planned pedestrian and cycling network, a vibrant and vivid corridor featuring residential communities, major public transport areas, civic uses, leisure and recreational facilities could be formed, which resembles an east-west Living Avenue

where the residents and working population could navigate easily for points of interest and community services.

4.2.3.20 The highlights of the Living Avenue are 3 activity nodes promoting social interaction and adding diversity to the local character:

(a) Capitalising on the proposed San Tin Station, the proposed mixed use development (comprising residential developments, offices, hotels, RDE facilities with a TIH) in the south-western part of the Project Area would serve as a landmark in the area. Together with the surrounding Town Park and various GIC facilities, 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.

(b) Around the possible railway station of the proposed NOL Spur Line in the north-eastern part of the Project Area, a mixed use site is proposed as another landmark development signifying the convergent point of the I&T Park (North) and 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 for local and cross-boundary visitors. Marking the eastern entrance to I&T Park (North) and San Tin Town Centre, the development will incorporate pedestrian and cycling connections to the iconic landscaped deck which integrates seamlessly with the large Riverside Park on the other side of San Tin Highway. To ensure design harmony with the villages to the west, such design measures as stepped building heights and active frontage along the western edge of the development shall be considered by the project proponent at detailed design stage.

(c) The Cultural and Recreational Complex, occupying about 15 ha of land in the central part of the Project Area, will be another landmark accommodating 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. The cultural and recreational complex, together with the adjoining River Valley Park, will be another landmark and iconic cluster drawing people together and fostering district identity.

4.2.3.21 *Building Height Profile* (see **Figure 4.6**) - The Project Area is situated at the transitional area between the low-lying fishponds to the north and northwest and the hilly and mountainous area of Ngau Tam Shan and Ki Lun Shan to the south and southeast. There are birds' flight paths/corridors in the north and west and existing villages in the centre. These natural features, particularly fishponds and mountains, create a unique setting for the Project Area (**Figure 4.7**). Sense of place is created by (i) groups of buildings of lower building heights and development intensities along the birds' flight paths/corridors and fishponds to complement these prominent and unique natural features, and (ii) groups of buildings of higher building heights and development intensities to optimise land potential around future railway stations and PTI, with landmarks signifying nodal points and providing a sense of direction, and the surrounding mountains as backdrop delineating the development boundary.

4.2.3.22 The building height concepts are shown in **Figure 4.6**. The proposed building heights have taken into account the setting of the Project Area, the proposed site formation levels, the findings of the Air Ventilation Assessment (AVA), as well as relevant visual, environmental and/or ecological concerns. High-rise development clusters are concentrated at the north-eastern and south-western parts of San Tin Town Centre. To create focal points, the maximum building height of the mixed use developments in the vicinity of the two proposed railway stations is set at 200mPD for the development of landmark buildings. From these landmark buildings, the proposed building heights gradually descend towards the

fishponds/wetland and the proposed SPS WCP (in the north and northwest), village clusters (north of San Tin Highway / Fanling Highway and in the northeast), the landmark Cultural and Recreational Complex in the central part, and then gradually climb up to the I&T developments near the mountain slopes in the southeast. In consideration of ecological concerns and preservation of significant bird flight path located in I&T Park (North), the proposed building heights adopt a stepped profile that inclines from north to south, this translates into the proposed building height bands. The actual building heights of GIC and infrastructure facilities should be subject to detailed design, which would take into account the above considerations, to preserve the overall townscape, and to provide visual and spatial relief to the Project Area.

4.2.3.23 *Enhancing Air Ventilation and Celebrating Views* (**Figure 4.5**) – Breezeways are incorporated throughout the Project Area to ensure effective wind penetration and to improve the pedestrian wind of the proposed urban environment. In the Project Area, the majority of the annual prevailing wind is along the northeast-southwest (NE/SW) direction. Breezeways along the annual prevailing wind direction will be provided along major roads, open spaces, green belts and low-rise GIC facilities, including the breezeway along San Tin Highway and Fanling Highway towards KTN NDA to the east; and that along Road D1 through the Riverside Park towards Ki Lun Shan.

4.2.3.24 Apart from the breezeways aligning the annual prevailing wind, there are also NW/SE breezeways to facilitate summer wind. These breezeways generally follow the two revitalised drainage channels, major roads, open spaces, green belts and low-rise GIC facilities. The major breezeways identified under the Study are illustrated on **Figure 4.5**.

4.2.3.25 AVA has been conducted to assess the existing wind environment and the likely impact of the future developments in the Project Area, with recommendations (please refer to Chapter 7 for more details).

4.2.3.26 The mountains to the east and south and the fishponds to the northwest are identified as important visual resources. The mountains serve as a natural backdrop framing the eastern and southern edges of the Project Area, whereas the fishponds would create a unique foreground for the I&T Park. View corridors are proposed to capture these important visual resources and the proposed landmark developments for appreciation of the distinctive townscape and reinforcing district image as follows and indicated in **Figure 4.5**:

(a) between the proposed landmark mixed use development in the vicinity of the possible railway station near Chau Tau and the skyline of SZ to the north;

(b) between the landmark mixed use development in the vicinity of the possible railway station near Chau Tau and the I&T Park in the south-eastern part of the Project Area through the “Riverside Park” 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 proposed landmark Cultural and Recreational Complex;

(d) between the proposed SPS WCP and the green backdrop of Ngau Tam Shan through the existing village of Shek Wu Wai and adjacent proposed open space;

(e) between the southern entrance to the Project Area near Shek Wu Wai Interchange and the mountain backdrop of Ngau Tam Shan, providing those visitors who enter San Tin Town Centre via Shek Wu Wai Interchange with a view of the proposed high-rise cluster with the landmark development at the proposed San Tin Station; and

(f) between the proposed SPS WCP and the existing villages. These view corridors are subject to detailed design by the project proponent of the I&T sites.

4.2.3.27 To enhance air ventilation and for completeness of open space network, the following NBAs are designated in various development sites:

(a) a 40m-wide NBA in the housing site in the western part of the Project Area is designated to provide a strategic air path to facilitate wind penetration from the southwest into San Tin Town Centre along Road D1;

(b) a 34m-wide NBA is designated in the mixed use development site near the proposed San Tin Station to form part of the open space network around the railway station. With the same width as the open space between the housing sites in the south, this NBA will also facilitate penetration of prevailing wind from the southeast quadrant to reach the inner parts of the Project Area and provide a view corridor between the southern entrance to the San Tin Town Centre at Shek Wu Wai Interchange and the mountain backdrop of Ngau Tam Shan; and

(c) a 15m-wide NBA is designated at the I&T site to the north of the existing Chau Tau Ventilation Building of LMC Spur Line to facilitate air flow from Ki Lun Shan to the existing village of Chau Tau to the north.

Landscape Design Framework

4.2.3.28 The landscape design framework for the Project 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 framework aims to maximise green coverage, create linkages for wildlife through spatial design, diversify landscape typologies, and promote a mutually respected culture between people and nature through design. In effect, the landscape areas and open space to the north of San Tin Highway / Fanling Highway take on more natural characteristics while those on the southern side of San Tin Highway / Fanling Highway integrate more urban and human-centric elements.

4.2.3.29 The landscape design framework is driven by four key landscape character components as illustrated on **Figure 4.8**: (i) Nature-driven, (ii) Urban Nature Transition, (iii) Urban Parkland, and (iv) Urban Plaza and Garden. These character components are blended seamlessly across the Project Area and respond to the environmental context and adjacent land uses to create diverse spatial experiences across the Project Area catering for both human and wildlife communities.

4.2.3.30 Four key major landscape typologies are proposed and distributed across the Project Area as illustrated on **Figure 4.9**: (i) Primary Outdoor Spaces which synergise with adjacent land uses to create local landmarks and embody multifunctional design for day long usage. These include the proposed open spaces which form part of the Living Avenue. (ii) Secondary Outdoor Space which is designed to extend the outdoor experiences for gatherings, events and various communal uses. (iii) Landscape Connectors which provide continuity for the overall landscape network, serving as seamless spatial transitions and aiding in navigation for both humans and wildlife. Such landscape connectors are mainly constituted by “GB” and “Amenity” (“A”) zones. (iv) Natural Interfaces are proposed to provide transition between ecological capital and the proposed developments. One example is the landscape buffer which is also an eco-interface to be provided at the 35m-wide NBA abutting the proposed SPS WCP and the 20m-wide NBA abutting the revitalised STEMDC. Apart from the landscape purpose, these buffers also serve important ecological function by providing a transition from urban development and hence minimises human disturbance impact on the adjacent wetland habitats. Another example is the proposed open spaces intended to preserve MPLV Egretry and birds’ flight path (**Figure 4.10.5**).

4.2.3.31 Blue-green infrastructures are defining features of the Project Area. The landscape network is structured along two revitalised drainage channels, namely STEMDC and STWMDC (**Figure 4.10.1** to **Figure 4.10.3**), with enhanced spatial experiences. Overall, their designs strive to support ecological functions, incite interaction with nature, promote socialisation, and prioritise pedestrian experiences over cars.

4.2.3.32 The landscape design also aims to maximise the integration of natural elements. The softscape strategy primarily responds to the surrounding contexts. The intensity of naturalistic ornamental features depends on the landscape area's function and its adjacency to sensitive natural systems. Overall, native species are prioritised in order to maintain the ecological continuity between the Project Area and the broader environment.

4.2.3.33 Sustainable Building Design and Green Coverage - Developments in the Project Area are encouraged to follow the Sustainable Building Design (SBD) Guidelines promulgated by the Buildings Department by providing building separation, building setback and site coverage of greenery to achieve better air ventilation, enhance the environmental quality of living and working spaces, provide more greenery, and mitigate heat island effect.

4.2.3.34 Concerted efforts have been made to incorporate as many greening opportunities as possible in the Project Area and project proponents shall refer to the relevant guidelines. In addition to existing guidelines, for outdoor spaces along the two revitalised drainage channels, a greening ratio of more than 30% is recommended. Project proponents are encouraged to provide more greenery, especially at-grade tree planting, in the development sites. The Recommended Landscape Master Plan under the Study is shown in **Figure 4.7**.

4.2.4 A Smart, Green and Resilient Exemplar

4.2.4.1 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, SGR initiatives under the following three aspects are proposed.

4.2.4.2 Planning and Urban Design - Initiatives include adopting a 15-minute neighbourhood concept, creating blue-green network, aligning breezeways with prevailing wind directions, maximising greenery, adopting the principle of "Single Site, Multiple Use" to maximise the use of land resources, reserving sites to promote recycling and recovery of recyclables, etc.

4.2.4.3 SGR Infrastructure System (**Figure 4.11**) - The "sponge city" concept is 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. Other initiatives include provision of effluent polishing plant (EPP) with food waste pre-treatment facilities (FWPF) to achieve energy saving, water reclamation facilities to raise the quality of grey water for non-potable use, wide adoption of District Cooling System (DCS) for non-domestic developments and common utility enclosures (CUE) to accommodate various types of cables and pipes, etc.

4.2.4.4 Smart and Sustainable Mobility with Green Transport Modes - These include railway as backbone of sustainable transport, comprehensive pedestrian and cycling network, provision of TIH / PTI, charging facilities for electric vehicles and green fuel stations, etc.

4.2.4.5 Based on the carbon appraisal, zero net carbon emissions within the Project can be achieved by 2050, with measures including DCS, Resource Recovery Facilities, CUE, Reclaimed Water Treatment Plant and Green Building, etc., echoing Hong Kong's Climate Action Plan 2050 to achieve carbon neutrality before 2050.

4.3 Major Planning Parameters

4.3.1 The Project Area will provide about 50,000 to 54,000 public and private housing flats and accommodate a new population of about 147,000 to 159,000. Besides, about 165,000 jobs (including over 120,000 jobs on I&T sites) will be created. (See **Table 4.1** for details)

Table 4.1 Major Planning Parameters of the Revised RODP

New Housing	50,000 – 54,000 flats (about) (Public: 35,200 – 38,400 flats (~70%) (about)) (Private: 14,300 – 15,600 flats (~30%) (about))
Talent Accommodation	6,400 units (about)
Staff Quarter	490 units (about)
Village Resite	27 houses (about)
New Population	147,000 – 159,000 (about)
New Jobs	165,000 (about) (including about 120,000 jobs on I&T sites)

Remarks:
(1) The assumed average flat size for both private and public housing has followed the 10 - 20% home space enhancement recommended under Hong Kong 2030+.
(2) An average of 2.7 persons per flat or house is assumed for public housing, private housing, staff quarters and village houses.
(3) As a planning assumption, it is expected that 10% of the employees in the I&T sites will be residing in the Talent Accommodation within the I&T Park.
(4) For the flat yield, the figures may not add up precisely due to rounding.

4.3.2 Under the Study, a 70:30 public/private housing split has been adopted for estimating the land requirement and technical assessment. The actual allocation of land for public or private housing will be determined upon implementation. The Revised RODP as well as infrastructure planning and provision have built in flexibility for adjusting the housing split if needed.

4.4 Land Use Budget

4.4.1 The Project Area covers a total area about 610 ha. Excluding the existing uses/developments (such as green belt and existing roads) to be retained, the total development area is about 539 ha. The land use budget of the development area on the Revised RODP is tabulated as follows:

Table 4.2 Land Use Budget of the Revised RODP

Land Uses	Area (ha)	Percentage
Mixed Use	**15**	**3%**
Residential	**45**	**8%**
Public Housing	33	6%
Private Housing	12	2%
Village Resite	0.6	0.1%
Innovation & Technology	**212 ***	**39%**
Logistics, Storage and Workshop	**16**	**3%**
Public Facilities	**91**	**17%**
Open Space	**56**	**10%**
New Roads	**77**	**15%**
Amenity	**27**	**5%**
Total Development Area	**539 ***	**100%**

Remarks:
(1) Due to rounding, the figures may not add up precisely to the "Total".
(2) The actual allocation of land for public or private housing will be determined in due course.
(3) The provision of open space is about 3.5 - 3.8 m^2 per person and the GIC land is about 5.7 - 6.2 m^2 per person.

(4) Public Facilities include:
   a. Population-based GIC Facilities, including Primary and Secondary Schools, Divisional Police Station and Related Facilities, Divisional Fire Station cum Ambulance Depot and Staff Quarters, Indoor Sports Centres and Refuse Collection Points. Premises-based social welfare facilities will be provided at public housing sites or other appropriate developments, which will be considered at implementation stage;
   b. Infrastructure Facilities, including railway-related facilities, DCS, PTI, EPP and FWPF, Electricity Substations, Green Fuel Stations, Refuse Collection Points, Stormwater Pumping Stations, Sewage Pumping Stations, Water Reclamation Plant, and Reclaimed and Fresh Water Service Reservoirs;
   c. Policy-driven Special Uses, including Customs Dog Base, HKPF Weight Station, AFCD Wetland Conservation Park Management Office, Fisheries Research Centre, Government Data Centre Complex, HyD Depot, Youth Facilities, Joint-user General Office Building, Clinics and Related Facilities, FSD NT Workshop and Related Facilities, Cultural & Recreational Complex (including a major performance venue, a major museum, a major library and a population-based swimming pool complex), Healthcare Facilities, Educational Facilities, Refuse Transfer Station and Resource Recovery Facilities, Ecohub and Market; and
   d. Other Government Reserves.

* Subsequent to the formulation of Revised RODP, further refinement to the land uses near Chau Tau has been made as incorporated in **Figure 16.1**. About 0.3 ha of land has been rezoned to "V" to reflect existing developments. The total development area is corresponding reduced to about 538 ha, with the amount of I&T land revised to about 211 ha. For details, please refer to **Section 16**.

5 TRANSPORT AND TRAFFIC IMPACT ASSESSMENT

5.1 Traffic Survey

5.1.1 To appraise the existing traffic condition in the Project Area, vehicle traffic count surveys in the form of manual classified count surveys had been conducted to identify the existing traffic volume and to provide a basis for the traffic model validation process.

5.1.2 Based on the survey results, weekday morning (AM) and evening (PM) peak hours were identified to be 07:45 to 08:45 and 17:15 to 18:15 respectively. Traffic flows within these periods will be determined as the peak hour traffic volumes.

5.2 Existing Junction Performance

5.2.1 Junction capacity analysis has been carried out for the key junctions identified to appraise the existing traffic condition based on the observed peak hour traffic flows. The results reveal that most key junctions are currently operating within their design capacities except the junction of Kwu Tung Road / Slip Road from San Tin Interchange.

5.3 Road Network

5.3.1 There are four major external connections linking the Project Area to the surrounding area. It will be served by the existing San Tin Highway and Fanling Highway in the east – west direction, joined to the Huanggang Port at the north by a primary distributor road, i.e. San Sham Road, and linked to the proposed NM Highway recommended under RMR2030+ and the Hong Kong Major Transport Infrastructure Development Blueprint to the south-east of the Project Area.

5.3.2 San Tin Highway and Fanling Highway are the major external road links between the Project Area and the rest of Hong Kong's strategic road network. San Tin Highway and Fanling Highway are currently dual 3-lane carriageway. San Tin Interchange (STI) and Shek Wu Wai Interchange (SWWI) are located at the east and west of the Project Area respectively. There will be improvement schemes undertaken by other projects in the area for improving the road network, e.g. the STI improvement schemes under the Development of Lok Ma Chau Loop – Main Works Package 1, and widening of Fanling Highway under the Remaining Phase of Site Formation and Engineering Infrastructure Works at KTN and FLN NDAs – Detailed Design and Site Investigation.

5.3.3 The proposed NM Highway is expected to significantly improve transport efficiency of the strategic road network in the northern part of the New Territories while laying a solid foundation for transport infrastructure development in the NDAs, and in turn drives and expedites the implementation of development projects within these areas and fully unleashes the development potential. The NM Highway will provide an alternative option for traveling through NM and is anticipated to alleviate the traffic pressure on San Tin Highway, Fanling Highway and Yuen Long Highway between the New Territories East and New Territories West.[3]

5.3.4 With the future implementation of the "East-in East-out, West-in West-out" cross-boundary strategy, LMC BCP would carry much less cross-boundary goods vehicles' traffic.

5.3.5 The proposed internal road network of the Project Area seeks to provide better linkage between developments located to the north and south of San Tin Highway / Fanling Highway.

[3] https://www.legco.gov.hk/yr2024/english/panels/tp/papers/tp20240216cb4-180-2-e.pdf

The existing SWWI provides slip roads at its western side connecting Shek Wu Wai Road and Mai Po Lung Road to San Tin Highway but does not allow connection to San Tin Highway at its eastern side. To enhance the accessibility of the Project Area, a pair of new slip roads is proposed at the eastern side of SWWI to facilitate traffic movement. At the same time, improvement to the slip roads from STI towards westbound San Tin Highway is proposed to strengthen future connectivity. With the close proximity of the proposed improvement works and other adjacent slip road accesses, simultaneous merging and diverging along San Tin Highway between SWWI and STI may lead to the convergence of merging and diverging traffic at the nearside lane of San Tin Highway which is considered not desirable in terms of road safety. To reduce safety risks, a lane-gain arrangement is proposed at the end of the merging slip roads such that the traffic lane continues towards the adjoining diverging lane. Such widening of San Tin Highway between SWWI and STI is achieved by utilising the amenity area and no additional traffic is anticipated to be generated from such lane-gain arrangement. Noise mitigation measures will be incorporated along San Tin Highway to facilitate the development if necessary.

5.3.6 The proposed SWWI shall be utilised as the key access to the development area for traffic coming from the west of San Tin Highway. The existing STI will be maintained and transformed into another key access to the Project area for traffic coming from east of San Tin Highway, and from the proposed NM Highway to the northern part of the Project Area. The overall road network shall make use of these two interchanges as the main connection points to integrate the Project Area's internal road network with San Tin Highway, Fanling Highway and the proposed NM Highway in the future.

5.3.7 The major components of the proposed road hierarchy for the Project Area are as follows and illustrated under **Figure 5.1**:

Primary Distributor (Dual 2-lane Standard)

5.3.8 Primary Distributor (**Road P1**) is located adjacent to the existing LMC BCP. It connects STI and San Sham Road at the northern part of the Project Area providing direct access to / from SZ. It is proposed as a viaduct with an aim to bypass the traffic junctions along the at-grade Road D6 underneath.

District Distributor (Single 2-lane / Dual 2-lane Standard)

5.3.9 A total of 6 district distributors are proposed serving as the major linkage between the four external connections as described in Section 5.3.1 and the local road network of the Project Area. In particular, Road D6 which runs parallel and underneath Road P1 connecting the existing Castle Peak Road and future Road L22 will provide connectivity to the nearby I&T developments at the northern part of the Project Area.

Local Distributor (Single 4-lane / Single 2-lane Standard)

5.3.10 A total of 28 local distributors serve a major role in linking up the proposed development parcels and existing developments (such as existing villages) with the proposed district distributors / existing road network.

Existing Roads

5.3.11 Apart from the section of Castle Peak Road fronting the existing village clusters, Ha Wan Tsuen East Road and a section of LMC Road, the existing road system is to be largely demolished / realigned / upgraded. The construction of the proposed new roads and realignment / improvement of existing roads will be implemented progressively in accordance with the proposed development programme.

5.4 Public Transport Provision

5.4.1 The proposed NOL Main Line and NOL Spur Line along with the existing LMC Spur Line will provide passenger services for the Project. These railways will serve as the backbone of the Project's public transport services. Two proposed railway stations will be provided within the Project Area, including the proposed San Tin Station of the NOL Main Line and possible railway station of the NOL Spur Line near Chau Tau.

5.4.2 Road-based public transport services are proposed with public transit infrastructures planned at strategic locations. Upon full development, the population and employment within the Project Area is anticipated to be approximately 147,000 to 159,000 and 165,000 respectively. Additional bus routes will be required to meet local demand with current bus routes servicing the Project Area expected to be maintained.

5.4.3 According to the modal split information extracted from the Project's strategic transport model, the daily passenger demand on bus routes to different destinations has been estimated. And the number of bus trips required in the peak hour along with their peak vehicle requirement for each bus route has been further projected for each design year.

5.4.4 Seven to ten service routes are proposed to support the external demand arising from the Project for road-based public transport to cater for the progressive intake programme.

5.4.5 Further to the above-mentioned major public transport facilities to be provided in the Project and to promote the use of rail services, population and employment are planned to cluster within or close to the railway catchments. Smart Green Feeder System (SGFS) is also proposed as feeder services for population and employment clusters sited away from the railway catchment areas. The proposed SGFS traverses the core of residential, commercial, and I&T sites within the Project Area. SGFS will also serve the demand arising from the Project's internal circulation.

5.4.6 As the planned NOL will not be in operation by the time this Project receives its first population and employment intake in 2031, SGFS is proposed to convey passengers to nearby railway stations including Kwu Tung Station and Kam Sheung Road Station in 2031.

5.4.7 SGFS in the form of bus transit has been identified to be the most fitting option for the Project. Based on the current forecasted transport demand, SGFS in the form of clean-energy bus is considered sufficient to cater for the Project's internal circulation requirement. With an excellent expansion capability, the potential for system expansion in terms of line capacity can be achieved with the adoption of articulated bus, it is anticipated that only stations will need to be enlarged to accommodate the longer vehicles, modification of large-scale infrastructures is not likely required.

5.5 Public Transport Facilities Provision

5.5.1 To cope with the road-based public transport demands proposed above and taking into account comments received from on-going coordination with the Agreement No. CE51/2021 (TT) Traffic and Transport Strategy Study – Feasibility Study (TTSS), two TIHs[4] providing last mile connections from railway stations and one PTI are proposed in the Project Area (**Figure 5.2**).

5.5.2 As the possible railway station near Chau Tau will be a major interchanging hub between cross-boundary and domestic transport at the northern portion of the Project Area, a Strategic

[4] https://www.ttss.gov.hk/en/futurepublictransportservices/transport-interchange-hub/

TIH is proposed to be located at the mixed use development near Chau Tau, together with park and ride facilities, to provide for a convenient and pleasant setting for multi-modal transport interchange activities. At the mixed use development adjacent to the proposed San Tin Station, another Regional TIH is proposed considering its convenient location at the southern portion of the Project Area. An additional District PTI is also proposed at Pang Loon Tei for interchanging of road-based public transport services. Bus stops will be distributed onto the Project's internal road network with radius of approximately 400m apart to facilitate last mile connections.

5.5.3 Apart from the above mentioned external and internal road based public transport services proposed for the Project, an inter-district Green Transit System (GTS) is being explored under the TTSS. From on-going liaison with the Transport Department (TD), the potential route for the GTS has been identified within the Project Area to connect the proposed I&T sites, existing villages, and the possible station near Chau Tau in the northern part of the Project Area. The carriageway and roadside amenity areas along the potential GTS route have been designed to allow for the introduction of the potential GTS to the Project Area by TD in future.

5.6 Car Parking Provision

5.6.1 The provision of car parking spaces, loading / unloading (L/UL) facilities for goods vehicles, and pick-up / drop-off (PU/DO) facilities has been made in accordance with the upper end rates of each land use stated in Chapter 8 of HKPSG. For public housing development, the parking and L/UL facilities are generally provided in accordance with Chapter 8 of HKPSG as well as special requirements for social welfare facilities. The provision of ancillary parking facilities for public housing developments is subject to further review and liaison with TD and relevant departments at detailed design stage.

5.6.2 On top of the parking demand of each land parcel, a public vehicle park for commercial vehicles is proposed to be co-located with the proposed indoor sports centre located adjacent to Road L10. As recommended by TD, 1,500 public park and ride spaces (mainly for private car users making cross-boundary trips) will be provided at the Strategic TIH near the possible railway station near Chau Tau and 200 park-and-ride spaces will be provided in the Regional TIH near San Tin Station.

5.7 Strategic Road Links Assessment (Design Scenario)

5.7.1 The performance of key strategic road links in years 2031 (planned first intake), 2034 (planned second major intake), 2039 (planned full intake), 2041, 2046 and post-2046 under the design scenario have been assessed.

5.7.2 Assessment results show that all key strategic road links would operate within their capacities in the design years, except for a section of San Tin Highway between Shek Wu Wai and Fairview Park Interchange. For the aforesaid section of San Tin Highway, onset of congestion is anticipated in 2034 and the congestion will become more serious with traffic speeds deteriorating progressively as a result of further increase in traffic in 2039. With the operation of NM Highway, the congestion of the concerned section of San Tin Highway will be relieved from 2041 onwards.

5.7.3 Although assessment results indicate that the section of San Tin Highway between Shek Wu Wai and Fairview Parking Interchange would have more serious congestion in 2039, the TTIA has been conducted with an assumption that the operation of the NM Highway would commence from year 2041 onwards. According to the Hong Kong Major Transport Infrastructure Development Blueprint published recently in December 2023, the Government targets to implement the NM Highway – San Tin Section between 2034 and 2038. It is

therefore anticipated that the congestion on San Tin Highway between Shek Wu Wai and Fairview Park Interchange in 2039 as mentioned in above paragraph 5.7.2 could be relieved by then.

5.8 Junction Assessment Results (Design Scenario)

5.8.1 The performance of key junctions in years 2031, 2034, 2039, 2041, 2046 and post-2046 have been assessed. All junctions will operate with adequate capacities in all of the design years. This is achieved by the adoption of different cycle times and various methods of control under different design years focusing on the traffic pattern at individual junctions.

5.9 Pedestrian Network

5.9.1 The future pedestrian network proposed for the Project Area aims to link up the major planned and proposed activity nodes, including the proposed San Tin Station of the NOL Main Line and the possible railway station near Chau Tau of the proposed NOL Spur Line, TIHs, residential and I&T areas, open spaces and GIC facilities. In general, footpaths would be provided along both sides of the road network in accordance with the Transport Planning and Design Manual (TPDM).

5.9.2 The proposed footpaths will join the existing footpath network at the periphery of the project boundary. As a preliminary allocation of footpath width, 3m are allocated for all street furniture and greening zones, 1m is reserved for all building frontage zones, and through zone widths of 4.5m shall address land uses such as residential, mixed use and I&T uses, while through zone widths of 3.5m are proposed along other land uses. Carriageways have been designed on a “need-to-have” basis with an aim to minimise conflicts between vehicles and pedestrians in the area. Elevated crossings will be avoided where possible to enhance universal barrier free access.

5.9.3 However, as the Project Area is dissected by the San Tin Highway / Fanling Highway, underpass and footbridges have been proposed to strengthen the pedestrian connectivity between the northern and southern parts of the Project Area. Initiated by the construction of the future SWWI and the widening of San Tin Highway (between SWWI and STI), two existing crossings across San Tin Highway are proposed to be reconstructed. The section of pedestrian path and cycle track along Shek Wu Wai Road (beneath San Tin Highway) will be reconstructed. Besides, the footbridge between Shek Wu Wai Road and Castle Peak Road will be reconstructed to a footbridge cum cycle track. Moreover, an iconic landscaped deck for both pedestrians and cyclists is proposed to the west of STI to further enhance connectivity between the northern and southern parts of the Project Area. Together with the other four existing footbridges / underpasses, there will be seven bridges / underpass across San Tin Highway / Fanling Highway for enhancing pedestrian connectivity as listed in **Table 5.1**.

Table 5.1 Pedestrian and Cycling Connections across San Tin Highway / Fanling Highway

Location	Structure	Target Users
San Tam Road (beneath San Tin Highway)	Underpass	Pedestrian and Cyclist
Shek Wu Wai Road (beneath San Tin Highway)	Underpass **(new)**	Pedestrian and Cyclist
Between Shek Wu Wai Road and Castle Peak Road	Bridge **(new)**	Pedestrian and Cyclist
Kwu Tung Road	Bridge	Pedestrian
San Tin Interchange	Bridge	Pedestrian
Between Kwu Tung Road and Castle Peak Road	Underpass	Pedestrian
West of San Tin Interchange	Iconic Landscaped Deck **(new)**	Pedestrian and Cyclist

5.9.4 Another pedestrian corridor of some 100m wide is also proposed across Road D6 to enhance the connection of the I&T sites at both sides of the road.

5.9.5 The proposed pedestrian network for the Project Area is illustrated in **Figure 5.3**.

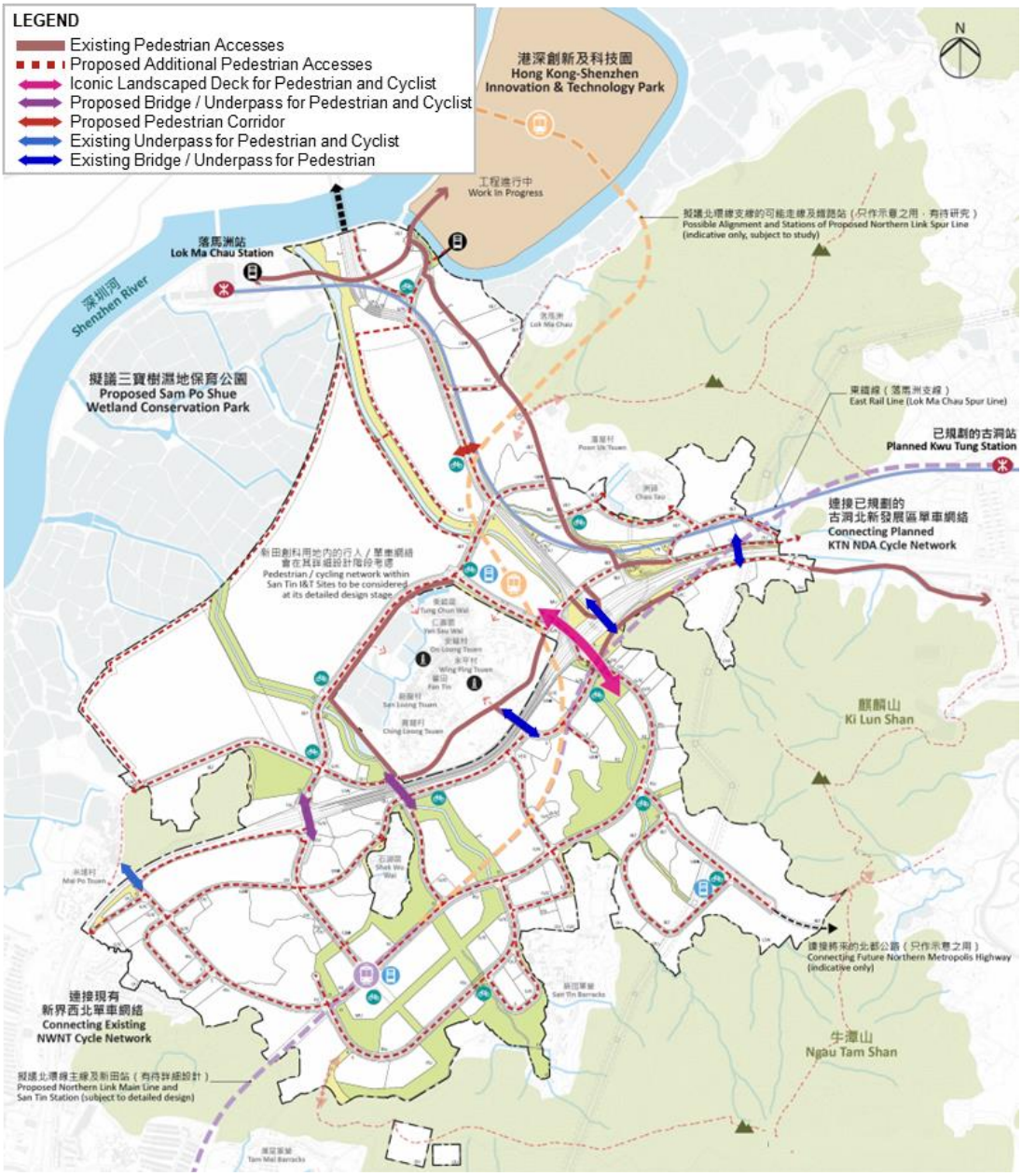

Figure 5.3 Proposed Pedestrian Network in the Project Area

5.10 Cycling Network

5.10.1 To encourage the use of active transport modes, a comprehensive cycling network will be provided along all roads to link up the major planned and proposed activity nodes and transport nodes same as the pedestrian network. Cycle tracks are designed in accordance with TPDM with the desirable standard width of 4m to allow 2-way cycling movements.

5.10.2 The proposed cycle track network has been designed to connect with the existing 60km-long cycle track between Tuen Mun and Ma On Shan. With tie in points at San Tam Road to the west and Castle Peak Road to the east of the Project Area, cyclists will be able to ride to various locations along the existing cycle track between Tuen Mun and Ma On Shan.

5.10.3 As discussed in paragraph 5.9.3, the cycle track along Shek Wu Wai Road (beneath San Tin Highway) will be reconstructed, and the existing footbridge between Shek Wu Wai Road and

Castle Peak Road will be reconstructed to a footbridge cum cycle track. Moreover, an iconic landscaped deck is proposed to the west of STI to further enhance cycling connection between the northern and southern parts of the Project Area (**Table 5.1**).The proposed cycle track network for the Project Area is illustrated in **Figure 5.4**.

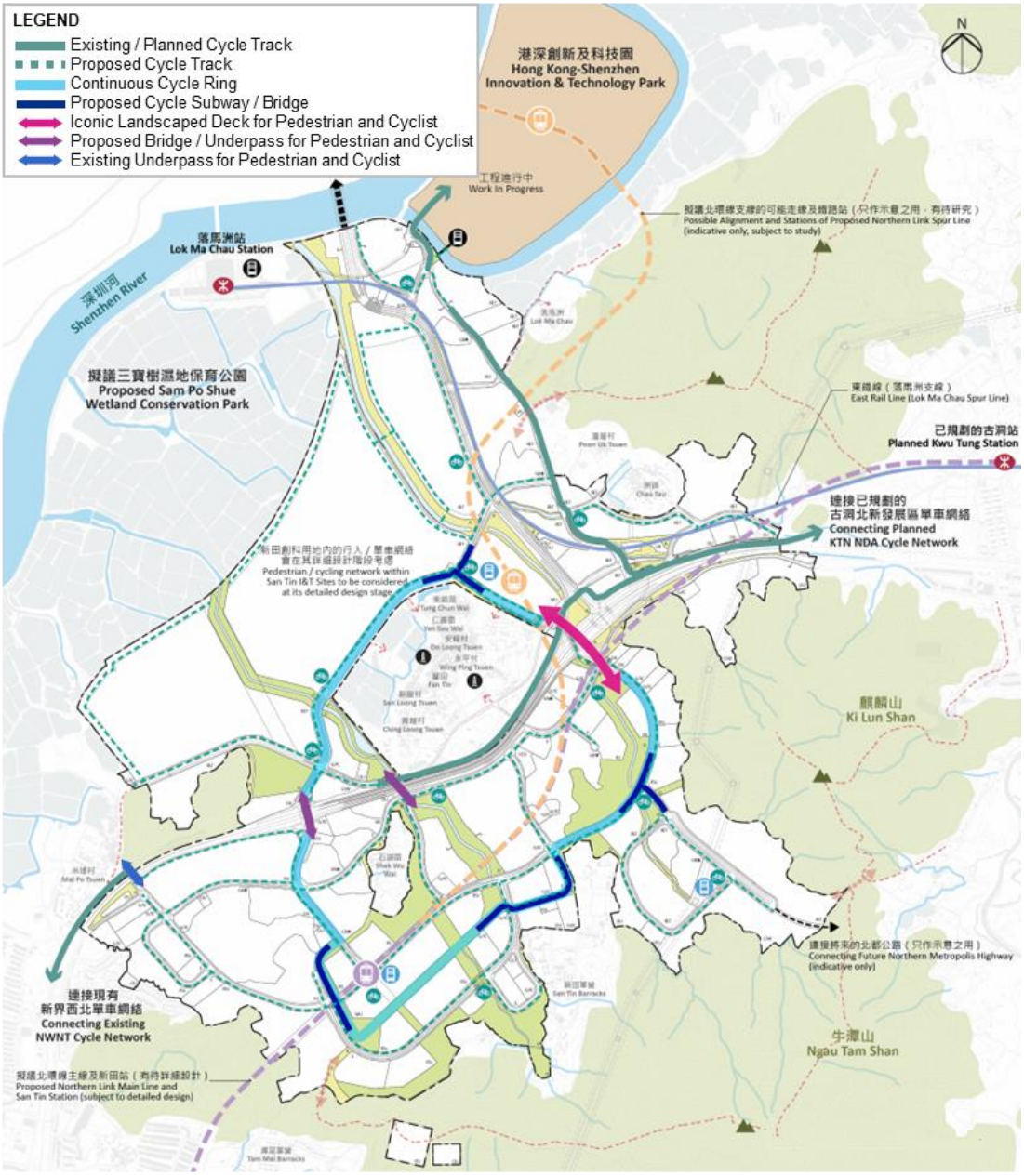

Figure 5.4 Proposed Cycle Track Network in the Project Area

5.10.4 To enhance cycling experience and minimise cycle dismount at junctions, cycle underpass / bridge will be provided at strategic locations to form a continuous cycling ring within the Project Area as illustrated in **Figure 5.4**. Without the need to dismount and wait for crossing at junctions, cycling between activity nodes becomes faster and safer, further motivating commuters in the Project Area to switch to cycling as a mode of transport.

5.10.5 Adequate supporting facilities including cycle parking spaces will be provided to encourage cycling. The provision of cycle parking spaces has referred to the provision rates suggested in the Agreement No. CE 86/2017 (CE) Fostering a Pedestrian and Bicycle-friendly Environment in Hung Shui Kiu/Ha Tsuen NDA and Yuen Long South Development –

Feasibility Study with the cycling modal share to be 3% and 5% of mechanised trips at the southern and northern parts of the Project Area respectively.

5.10.6 Electric Mobility Devices (EMDs) such as electric scooters, electric unicycles, electric hoverboards, electric bicycles, etc. have become increasingly popular for recreational usage and short-distance commuting. Further to on-going liaison with the TD, a 20% buffer space has been considered in the design of cycle parks to allow and facilitate the planning of EMDs in the future.

5.11 Conclusion

5.11.1 To summarise the findings of the Transport and Traffic Impact Assessment, it is considered that no insurmountable impacts will arise affecting the existing / future performance of road links and junctions. Adequate transport provisions including public transport infrastructure, public transport services, parking facilities, pedestrian walkways, and cycle tracks have been provided to cater for the future demand arising from the Project Area.

6 ENVIRONMENTAL IMPACT ASSESSMENT

An EIA study has been conducted for the Project based on the Revised RODP in accordance with the relevant requirements of the EIA Study Brief (SB) (No. ESB-340/2021) and the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM). The purpose of the EIA Study is to provide information on the nature and extent of environmental impacts arising from the construction and operation of the Project. The key findings and recommendations are presented as below[5].

6.1 Air Quality Impact

Construction Phase

6.1.1 Potential air quality impact from the construction works of the Project would mainly relate to construction dust from excavation, material handling, spoil removal and wind erosion. Construction activities of the concurrent projects within 500m assessment area would also pose cumulative dust impact. With the implementation of mitigation measures specified in the Air Pollution Control (Construction Dust) Regulation together with the recommended dust suppression measures including frequent watering on active works areas, exposed areas and unpaved haul roads and other site management measures such as good site practices, and environmental monitoring and audit (EM&A) programme, no adverse air quality impact on the air sensitive receivers (ASRs) in the vicinity of the work sites would be anticipated during the construction stage.

Operation Phase

6.1.2 Cumulative air quality impact arising from the vehicular emissions from existing, planned and proposed open roads within 500 m assessment area, emission from biogas facilities of the proposed EPP, and 4-km major point source has been evaluated. The prediction results reveal that the cumulative nitrogen dioxide (NO2), RSP and FSP concentration at all existing and planned ASRs would comply with the Air Quality Objectives (AQOs), with no planned air sensitive use to be located within the exceedance zones at 5mAG or below.

6.1.3 Cumulative odour impact arising from operation of proposed facilities including EPP, FWPF, Sewage Pumping Stations (SPSs), Refuse Transfer Station (RTS), and existing sources within 500m assessment area including a retained pig farm near Chau Tau and San Tin Barracks Sewage Treatment Works have been evaluated. With specific building considerations incorporated such as design of central air-conditioning for the buildings at the sites mentioned in the EIA report, such as the proposed Healthcare Facilities (Site G.5.8), the two Government Reserve sites (Site G.5.9 and G.5.12), the proposed Joint-User General Office Building and Clinics and Related Facilities (Site G.5.10), the proposed GIC Complex (Site G.5.11) and the I&T site to the east of Chau Tai (Site OU(I&T)3.1.8) and the fresh air intake of these buildings being positioned 20mAG or above, and appropriate positioning of school blocks at Site E.5.1 and E.5.2, the prediction reveals that the cumulative odour concentrations at all planned ASRs would comply with the criterion stipulated in EIAO-TM, and no adverse odour impact on the planned ASRs is anticipated from these facilities. Also, the prediction shows that the cumulative odour impact would comply with the odour criterion at existing ASRs except some existing ASRs located in the vicinity of the retained pig farm at Chau Tau and San Tin Barracks Sewage Treatment Works. However, the implementation of the Project would bring improvement in odour impact on the existing ASRs with exceedance of odour criterion. No adverse residual odour impact arising from the proposed facilities is anticipated.

[5] The full EIA report is at https://www.epd.gov.hk/eia/register/report/eiareport/eia_3022023/Index.htm

6.2 Noise Impact

Construction Phase

6.2.1 Assessment on potential construction noise impact arising from the Project has been conducted. The predicted noise levels at the representative NSRs would be in the range of 60 dB(A) to 93 dB(A) which would exceed the noise criteria by up to 18 dB(A). The assessment results indicate that with the implementation of appropriate mitigation measures, including good site practices, adoption of quality powered mechanical equipment (QPME) / quieter construction methods including silent piling by press-in method, bursting system and quieter type blade saw, use of temporary noise barriers and enclosures and proper grouping of PME for some construction activities at critical work areas, the predicted construction noise levels at all representative noise sensitive receivers (NSRs) would comply with the noise criteria stipulated in the EIAO-TM and no adverse construction noise impact would be anticipated. Subject to the actual site conditions, as an enhancement measure to further improve the environmental performance of the construction of the Project, other quieter construction methods, such as use of hydraulic crusher or chemical expansion agent, would also be considered where practicable. A construction noise management plan, to verify the inventory of noise sources, and to assess the effectiveness and practicality of all identified measures for mitigating the construction noise impact of the Project, would be prepared before tendering and before commencement of the construction works. Regular site environmental audit during construction phase is recommended to ensure proper implementation of mitigation measures and good site practices.

Operation Phase

6.2.2 Road traffic noise impact assessment has been conducted. The predicted overall noise levels at the representative NSRs would be up to 84 dB(A) which would exceed the respective noise criteria by up to 14 dB(A) in the unmitigated scenario during the assessment year 2046+. Direct noise mitigation at-source measures such as low noise road surfacing (LNRS), vertical noise barriers and cantilevered noise barriers have been considered to alleviate the potential road traffic noise impact. At-receiver noise mitigation measures such as acoustic window and acoustic balcony are recommended for those planned NSRs with noise exceedances under the scenario with the proposed direct noise mitigation at-source measures. With the proposed noise mitigation measures in place, predicted noise levels of all planned NSRs proposed in this Project would comply with noise criteria stipulated in the EIAO-TM and no adverse road traffic noise impact would be anticipated. For existing NSRs, the predicted noise impacts from "Project roads" at all representative existing NSRs would comply with the relevant noise criteria and the "Project roads" contributions to the overall noise levels at all representative NSRs would be insignificant, i.e. less than 1.0 dB(A). No further mitigation measures would be required. Mitigation measures for road traffic noise are shown in **Figure 6.1**. No insurmountable road traffic noise impact would be anticipated.

6.2.3 Noise impact assessment (NIA) for the planned residential sites is proposed to be conducted by future developers at the detailed design stage to study whether the future development layout would avoid exposing excessive traffic noise levels so as to minimise the scale/extent of the proposed noise mitigation measures. The requirement of NIA would be included in the lease condition or planning briefs of the sites.

6.2.4 Fixed noise impact assessment and railway noise impact assessment have been conducted. The maximum allowable sound power levels (SWLs) of planned fixed noise sources would be specified in the tender specification to ensure the operational noise impact complying with relevant noise criteria. The relevant government department/future operator shall also take into account the latest available information at the time of detailed design to review and update the maximum allowable SWL as appropriate. For railway noise impact arising from LMC Spur

Line, the predicted rail noise levels at all representative NSRs would comply with the noise criteria stipulated in the EIAO-TM. No adverse impact from proposed and existing fixed noise sources of the Project and airborne and ground-borne railway noise would be anticipated.

6.3 Water Quality Impact

Construction Phase

6.3.1 Water quality impacts from the construction works are associated with the general construction activities, construction site run-off, accidental spillage, and sewage effluent from construction workforce. The site practices as outlined in the ProPECC PN 2/23 "Construction Site Drainage" and the ETWB TC (Works) No. 5/2005 "Protection of natural streams / rivers from adverse impacts arising from construction works" are recommended to minimise the potential water quality impacts from the construction activities. Proper site management and good site practices are also recommended to ensure that construction wastes and other construction-related materials would not enter the nearby watercourses. Sewage effluent arising from the construction workforce would be handled through provision of portable toilets. Water quality monitoring and regular site inspection will be implemented for the construction works to ensure that the recommended mitigation measures are properly implemented.

6.3.2 An Emergency Response Plan is recommended to minimise the potential water quality impact from construction site discharges under failure of treatment facilities during emergency situations or inclement weather. With the implementation of the recommended mitigation measures, the construction works for the Project would not result in unacceptable impacts on water quality.

Operation Phase

6.3.3 As the existing sewerage network would not be able to cater for the additional sewage from the Project, a new STLMC EPP with capacity of 125,000 cum/d will be constructed.

6.3.4 All sewage generated from the Project will be discharged to the public sewerage system and diverted to STLMC EPP for proper tertiary treatment. The treated sewage effluent from the EPP will be treated at the proposed STLMC Water Reclamation Plant (WRP) and pumped to the Reclaimed Water Service Reservoir (RWSR). The Project would induce water quality beneficial effect by providing new sewerage to the existing unsewered areas.

6.3.5 In view of the potential adverse effect of emergency sewage bypass and sewage leakage on the quality of the nearby watercourses, various precautionary measures are proposed to be incorporated in the design of the SPSs and rising mains to avoid emergency bypass and leakage of sewage to the maximum practicable extent. A Contingency Plan is also recommended to deal with the remote occurrence of emergency discharge. With the incorporation of the precautionary measures and Contingency Plan as recommended in the EIA, the possibility of emergency sewage bypass and sewage leakage would be remote and the potential water quality impacts in the unlikely event that an overflow / leakage does occur would be minimised.

6.3.6 Another source of potential impact during the operation phase will be the run-off or non-point source pollution from road surfaces and developed areas. Stormwater control measures including adequate stormwater drainage system with suitable pollutant removal devices, blue-green infrastructure and best stormwater management practices are recommended for the Project to minimise the non-point source pollution. With proper implementation of the recommended mitigation measures, it is anticipated that the water quality impacts associated with the non-point source discharge from road surfaces and developed areas would be minimised.

6.4 Sewerage and Sewage Treatment Implications

6.4.1 There is no existing sewerage system within the vicinity of the Project. The Shek Wu Hui Sewage Treatment Works (SWHSTW) and Yuen Long Sewage Treatment Works (YLSTW) being upgraded would not have sufficient treatment capacity to cater for the additional sewage arising from the proposed development.

6.4.2 To cater for the sewage discharge in the Project and the sewage collected from unsewered areas, it is proposed to construct a tertiary EPP with 125,000 cum/d capacity, WRP with 112,500 cum/d, and three SPSs in 2031. Reuse of reclaimed water is recommended for non-potable uses such as toilet flushing, cooling water for DCS plants and landscape irrigation. The reclaimed water will be provided from the STLMC EPP with tertiary treatment to ensure a higher water quality standard. The rest of treated sewage effluent will be discharged to Deep Bay.

6.4.3 Based on the sewerage impact assessment, it can be concluded that the proposed development is sustainable from sewerage collection, treatment and disposal prospective. There is no identified insurmountable sewerage and sewage treatment implications arising from the Project.

6.5 Waste Management Implications

Construction Phase

6.5.1 Construction and demolition (C&D) materials, chemical waste, general refuse, excavated sediment and floating refuse would be generated from the construction of the Project. Reduction measures have been recommended to minimise the amount of materials generated by the Project by reusing C&D materials as far as practicable before off-site disposal. Provided that the waste is handled, transported and disposed of using approved methods, adverse waste management implications, including potential hazards, air and odour emissions, noise, wastewater discharge, ecology and public transport, associated with handling, storage and disposal of wastes during the construction phase of the Project are not expected.

6.5.2 The non-inert and inert (including soft materials, artificial hard materials and rock materials) C&D materials generated from the Project will be reused within the sites as much as possible. It is estimated that around 22,800 m^3 of non-inert C&D materials, 7,148,500 m^3 of soft materials, 18,300 m^3 of artificial hard materials and 2,181,800 m^3 of rock materials will be generated from site clearance and site formation works. Some non-inert C&D materials generated from the Project will be suitable for reuse on-site and some will be reused in other projects. Disposal at the North East New Territories (NENT) / West New Territories (WENT) Landfill should only be considered as the last resort. 8,250,300 m^3 of inert C&D materials generated from the Project are assumed to be suitable for reuse on-site as backfilling materials and only 1,098,300 m^3 of inert C&D materials generated from site clearance and site formation works will be transported to other concurrent projects for reuse. Potential concurrent projects such as Remaining Phase of Site Formation and Engineering Infrastructure Works at KTN and FLN NDAs shall be sourced for reuse of inert C&D materials. It is estimated that around 2,568,000 m^3 of fill materials will need to be imported during the site clearance and site formation works of the Project. For construction of new buildings and infrastructures, it is estimated that around 74,400 m^3 and 988,900 m^3 of non-inert and inert C&D materials will be generated respectively. It is estimated that 646,400 m^3 of inert C&D materials generated from the construction of new buildings and infrastructures will be reused on-site, and approximately 1,921,600 m^3 of imported fill will be acquired from other concurrent projects. However, as the construction of new buildings is carried out by different entities based on land use, the reuse of construction and demolition materials on-site is subject to

further coordination with the respective parties involved. With proper implementation of good construction site practices and mitigation measures, the on-site handling and reuse of site clearance waste would not cause adverse environmental impacts.

Operational Phase

6.5.3 The main waste types to be generated during the operation phase of the Project will include municipal solid waste (MSW), chemical waste, screenings, grits and sewage sludge. A new RTS co-located with resource recovery facilities and new refuse collection points (RCPs) are included in the Revised RODP in preparation for the increased quantity of waste in the district. The proposed waste infrastructure will provide convenient collection of recyclables from the local community, and achieve better operational efficiency and environmental sustainability. Provided that the waste is handled, transported and disposed of using approved methods, adverse waste management implications, including potential hazards, air and odour emissions, noise, wastewater discharge, ecology and public transport, associated with handling, storage and disposal of wastes during the operation phase of the Project are not expected.

6.6 Land Contamination

6.6.1 The potential contaminative land use within the Project boundary and their potential impacts to future land use is examined. Based on the findings of the assessment, 195 potentially contaminated sites are identified from land uses including container storage, equipment/machinery storage, recycling facilities, vehicle repair/maintenance workshops, diesel refuelling facilities, waste dumping grounds, metal workshops, etc.

6.6.2 At all potentially contaminated sites, contamination (if any) is anticipated to be localised as the types of operations are not large-scale polluting installations / facilities, such as oil depots and power plants, where the nature of those operations has greater potential to result in widespread contamination.

6.6.3 Chemicals of concern (COCs) with potential to be present at potentially contaminated sites include metals, volatile organic chemicals (VOCs), semi-volatile organic chemicals (SVOCs), petroleum carbon ranges (PCRs) and polychlorinated biphenyls (PCBs). These COCs are treatable using established physical, chemical and biological techniques and have been successfully remediated using proven remediation techniques in Hong Kong. By implementing the recommended further works, all contaminated soil and groundwater within the Project boundary would be identified and treated properly.

6.6.4 The majority of 195 potentially contaminated sites were inaccessible for detailed reconnaissance at the time of reporting. As the identified potentially contaminated sites are still in operation and the development will only commence in phases from 2024, potential exists for changes in land use or the nature of operations prior to development within both the potentially contaminated site and other surveyed sites.

6.6.5 Further works, including site re-appraisal, SI works as well as submission of supplementary Contamination Assessment Plan(s) (CAP(s)) and Contamination Assessment Report(s) (CAR(s)) for endorsement by the Environmental Protection Department (EPD) are recommended to be carried out after the sites are handed over to the Project Proponent for development. If contaminated soil and/or groundwater is identified, remediation should be carried out according to the Remediation Action Plan(s) (RAP(s)) approved by EPD and Remediation Report(s) (RR(s)) should be submitted to EPD for agreement after completion of the remediation works. No development works shall commence prior to EPD's agreement

of the RR. The further works would need to follow EPD's guidelines and the recommendations in the EIA Report.

6.6.6 The recommended further works would not only minimise health risk to future occupants, but also demonstrate sustainable reuse of treated soils as useful materials (such as backfill), thereby minimising the amount of waste disposed to landfill.

6.6.7 Furthermore, the Project would allow the conversion of the contaminated site(s) into land that is safe for more optimal development (e.g. residential development).

6.6.8 High levels of naturally occurring arsenic in soil is confirmed by ground investigation works. Health Impact Assessment has calculated a risk based arsenic threshold of 571 mg/kg which acts as a remedial threshold concentration. Further arsenic assessment and a detailed treatment approach has been proposed based on the Revised RODP.

6.6.9 Further arsenic assessment should be carried out during site formation and during construction of foundation. The Project Proponent will treat the high arsenic containing soil in the shallow region before land allocation or land lease to ensure no adverse health impact to future occupants. The treatment depth will depend on the future land use. Subsequent developer/works departments will treat high arsenic content (HAC) soil in deep regions for excavations required for basements, piles and utilities.

6.7 Landfill Gas Hazard

6.7.1 A small portion of the Project lies within Ngau Tam Mei Landfill Consultation Zone, as shown in **Figure 6.2**. 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 proposed development located within the Consultation Zone of the Ngau Tam Mei Landfill. Some precautionary measures will be required to ensure that the planned development is safe.

6.7.2 Generic measures may be limited to passive gas control such as provision of barriers to the movement of gas or high permeability vents such as no-fines gravel in trenches between the landfill and development.

6.7.3 The designer of the building works should undertake detailed design of the mitigation measures during the detailed design stage. Provided that the construction and operation phase protection measures are appropriately designed and properly implemented, safety will be safeguarded, and landfill gas impacts will be mitigated.

6.8 Ecological Impact (Terrestrial and Aquatic)

6.8.1 A total of 16 habitat types were identified within the Assessment Area (which covers an area of 500 m from the Project boundary), with wetland habitats including mitigation wetland, pond (includes fishponds), marsh / reed, natural watercourse, modified watercourse, semi-natural watercourse, seasonally wet grassland, wet agricultural land, and non-wetland habitats including dry agricultural land, woodland, mixed woodland, plantation, shrubland, grassland, village / orchard, and developed area / wasteland. Wetland habitats were mostly concentrated on the northern portion while wooded habitats were mostly on the southern portion.

6.8.2 Within the Project boundary, sites of conservation importance were identified, including the Wetland Conservation Area (WCA), Wetland Buffer Area (WBA), Conservation Area (CA), Priority Site for Enhanced Conservation (Priority Site), and small corner of Mai Po Village SSSI. All of these encroached sites of conservation importance are located on the northern

portion of the Project site. Direct impacts on these sites of conservation importance and associated wetland habitats would arise from the proposed development. More specifically, among some 610 ha of Project Area, although 150 ha are located in the WCA and 97 ha in the WBA making a total of 247 ha, about 158 ha among them (64%) are already brownfield sites, filled fishponds and developed areas including traditional villages and the BCP. The remaining area of about 89 ha are fishponds proposed to be filled for development, and about half of them no longer have any fish farming activities or have been abandoned for years.

6.8.3 A wetland compensation strategy has been developed to achieve the compensation requirement in accordance with the EIAO and EIAO-TM, by enhancement of ecological function and capacity of the existing wetland habitats to sufficiently compensate the wetland loss arising from the development of San Tin Technopole, and to achieve no-net-loss in ecological function and capacity of the wetlands concerned. The proposed enhanced wetland will be located within the future SPS WCP and is anticipated to provide ecological enhancement and improve the connectivity of wetland habitats in the region through proactive conservation and management.

6.8.4 Permanent loss of some habitats would arise from the proposed development. Habitats within the Project site are mainly made up of developed area / habitat (which is generally of very low ecological value), followed by ponds (which is assessed to range from low to high ecological values, depending on the location and the conditions of the ponds). Considering the size of the potential impact on pond habitats (direct permanent loss of contiguous pond habitat on the northern portion of Project site of about 89 ha, and indirect disturbance impact to adjacent contiguous pond habitat of about 63 ha), adverse ecological impacts may arise without mitigation measures. Other freshwater wetland habitats (including relatively scattered ponds of about 3 ha on the southern portion, marsh / reed, watercourses, etc.) within the Project site would also be subject to direct loss. The Government will develop the SPS WCP with a proposed area of approximately 338 ha to create environmental capacity for the development of San Tin Technopole. Among the 338 ha, while 10 ha is reserved for supporting facilities such as visitor centre and other basic infrastructure, the Government will enhance the ecological function and capacity of 288 ha of wetlands and fisheries resources of 40 ha of fishponds by establishing the SPS WCP with active conservation management and modernised aquaculture to compensate for the loss in wetland habitats and fisheries resources arising from the development of San Tin Technopole and to achieve no-net-loss in ecological function and capacity of the wetlands concerned. Among the 288 ha, there will be 253 ha of “ecologically enhanced fishponds” compensating for pond habitat loss, and 35 ha of “enhanced freshwater wetland habitat” compensating for other freshwater wetland habitat loss. Specific ecological enhancement measures proposed include (a) increasing pond area and enhancing connectivity; (b) modifying pond habitats physically 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 prevent disturbance and predation of wildlife by feral dogs; and (e) stocking ponds with suitable prey items (e.g. trash-fish) for target wildlife species. Potential area for wetland and fisheries enhancement is shown in **Figure 6.3**. The Government aims to start the development of SPS WCP in around 2026/2027 for completion by 2039 or earlier to tie in with the full operation of San Tin Technopole. For the site formation works of the first batch of land at San Tin Technopole targeted for commencement in late 2024, no pond filling will be involved. On current planning, pond filling works will not start until 2026/2027, and the pace of pond filling will tie in with the development progress of the SPS WCP. To this end, a working group will be formed between CEDD (as San Tin Technopole’s works agent) and AFCD (as SPS WCP’s sponsoring department) to coordinate the progress of pond filling and SPS WCP implementation. Enhancement measures in the form of improvement of tidal channel near Mai Po Nature Reserve and removal of exotic mangrove species in the Deep Bay area will also be implemented. Furthermore, interim wetland enhancement works would be conducted

at suitable ponds in the Inner Deep Bay area prior to the commencement of pond filling works. Mitigation measures are proposed to minimise construction disturbance to the wetlands and waterbirds with high bird usage, such as hoardings that are non-transparent and superimposed with dark patterns or stripes.

6.8.5 Aside from wetland habitat, small areas of woodland (about 1.70 ha) would be subject to direct loss under the proposed development. A woodland compensation plan would be formulated and submitted prior to the commencement of construction at the woodland habitat. The potential location for woodland compensation is shown in **Figure 6.4**. With the proposed compensation measures, no unacceptable ecological impact is anticipated to arise from the loss of habitats under the proposed development.

6.8.6 A total of two egretries and five night roosts were observed to be active within the Assessment Area, including the MPLV Egretry, San Tin Open Storage Area Night Roost and Ha Wan Tsuen Night Roost, which were recorded within the Project boundary; while MPV Egretry was recorded immediately adjacent to the west of the Project boundary. Other night roosts (namely Sam Po Shue Night Roost, Lin Barn Tsuen Night Roost, and Tam Kon Chau Night Roost) were recorded at considerable distances from the Project site and are not anticipated to be subject to adverse ecological impacts. Mitigation measures have been proposed for the direct impacts on the MPLV Egretry and both night roosts within the Project site. For the encroachment of the MPLV Egretry, an “Open Space” is proposed under the Revised RODP, preserving the core area of the MPLV Egretry, the roosting substratum, and the associated vegetation. Enhancement measures (e.g. water features and planting of mature trees) are also proposed at the “Open Space” located adjacent to the MPLV Egretry to promote ardeid usage. To further minimise construction disturbance on both MPLV and MPV Egretries, a 100 m buffer area should be set up around both egretries, as shown in **Figure 6.5**. The breeding season at the egretries lasts from March to early-September. Construction activities within this 100 m buffer area for the egretries should only be conducted outside the breeding season, from late-September to February in the following year, unless AFCD’s prior approval on construction method has been obtained and appropriate mitigation measures have been proposed and adopted. While the loss of San Tin Open Storage Area Night Roost and Ha Wan Tsuen Night Roost would be unavoidable, roosting areas would be re-provided in the open space along the diverted STWMDC and at the nearby site of the proposed AFCD Fisheries Research Centre respectively under the Revised RODP. The re-provided night roost would comprise water features and mature individuals of native tree species that are currently used as a roosting substratum. These features should be established prior to the dry season (prior to the arrival of overwintering birds) in order to provide suitable roosting opportunities. To further minimise construction disturbance on the night roosts, similar minimisation measures should be implemented, with a 100 m buffer area to be set up around the existing night roosts (prior to removal of roosting substratum), and around the re-provision night roosts (upon the re-provision of roosting substratum). During dry season (October to March), timing control of construction activities would be implemented within this 100 m buffer area for night roosts. Noisy construction activities (with the use of PME) should cease at least an hour before sunset, and shall commence at least an hour after sunrise on the following day, making reference to the time of sunrise and sunset from the Hong Kong Observatory (HKO). Potential ecological impacts on the egretries and night roosts would be mitigated with the above measures.

6.8.7 Major flight paths were observed traversing through the Project site, including flight paths from the MPLV Egretry, and an east-west flight corridor across LMC BCP. These flight corridors will be maintained under the Project, with the incorporation of NBA (about 70 m wide flight corridor) connecting the MPLV Egretry to the wetland habitats on the north; and about 300 m wide east-west flight corridor across the LMC BCP by NBA and stringent building height control, and associated limitation of building heights (e.g. stepped height of the building structures adjacent to the 300m wide flight corridor), in order to avoid obstruction and

minimise the potential disturbance of the recorded flight corridors. Flight lines recorded at the MPV Egretry would also be preserved via a 35m wide NBA (in the form of an "eco-interface") along the northwest of the project boundary, with landscape buffer between the proposed development and the wetland habitats on the northwest; while building height of the proposed AFCD Wetland Conservation Park Management Office (located near the MPV Egretry) will also be restricted to two storeys.

6.8.8 Plant species of conservation importance (Cycad-fern, Incense Tree and Luofushan Joint-fir) were recorded within the Project boundary. A detailed vegetation survey should be conducted prior to the commencement of construction works to identify potentially affected plant individuals. All identified individuals would be labelled and fenced off on-site for better preservation, or in case of unavoidable loss, for transplantation or seedling planting according to the Protection and Transplantation / Seedling Planting Proposal. Fauna species of conservation importance with low mobility, two amphibian species (Chinese Bullfrog and Spotted Narrow-mouthed Frog), freshwater fish species Rose Bitterling, and two freshwater crab species (Cryptopotamon anacoluthon and Somanniathelphusa zanklon) and breeding / nesting behaviour of three avifauna species (Little Ringed Plover, White-shouldered Starling, and White-throated Kingfisher) were also recorded within the Project boundary. Due to the low mobility of these species and/or potential breeding individuals, translocation or nest control measures should be implemented to ensure the preservation of these individuals. Detailed pre-construction surveys should be conducted for these species, followed by translocation of the low mobility species, or nest control measures for the potential breeding / nesting avifauna, in accordance with the Translocation Proposal and Nest Control Proposal.

6.8.9 Movement corridors of wildlife (including non-flying mammal species) have also been considered and maintained under the Revised RODP, in both northern and southern portions of the Project site to mitigate for potential impacts due to habitat fragmentation. Wildlife corridors (that comprise both above-ground and underpass elements) have been incorporated in the Revised RODP between the Loop and the SPS WCP (on the north) and between wooded habitats (on the south). These wildlife corridors would provide opportunity for ecological linkage, allowing movement of non-flying mammals. Furthermore, while there were no recent records of Eurasian Otters from recent surveys and monitoring under this Study, a literature has revealed records of otter spraints, suggesting their historical presence and potential activity range across the Project Area.Locations of the proposed wildlife corridors are illustrated in **Figure 6.6 to Figure 6.8**. The proposed wetland enhancement at SPS WCP and the incorporation of wildlife corridors would provide benefit to otters and promote potential usage. Pre-construction site check for Eurasian Otters is also proposed to minimise potential impact to the species.

6.8.10 With the implementation of the aforementioned mitigation measures, no unacceptable ecological impacts are anticipated to arise from the Project on the ecological resources recorded within the Project site and the assessment area.

6.9 Fisheries Impact

6.9.1 Key fisheries resources within the Assessment Area mainly includes active fishponds, which are mainly located at the northern portion (near San Tin, Sam Po Shue, LMC, and Ha Wan Tsuen), as well as small area of fishponds at Shek Wu Wai and Ngau Tam Mei. Inactive fishponds and abandoned fishponds were also observed within the Project boundary, but were not observed to contribute to aquaculture activities from recent site visits. Nevertheless, inactive fishponds are considered as key fisheries resources owing to its potential in converting into active fishponds for aquaculture activities.

6.9.2 Under a conservation approach, impact on aquaculture activities is anticipated from the Project, arising from the loss of active fishponds (about 53 ha) and inactive fishponds (about 30 ha) within the Project boundary, which is considered to be of potentially moderate and minor impacts respectively. Taking into account the cumulative loss of fisheries resources in the wider area, fisheries compensation would be implemented for the loss of active and inactive fishponds.

6.9.3 Secondary impact may also arise from ecological enhancement measures proposed under the wetland enhancement, to be implemented at the proposed SPS WCP. Direct loss of fishpond areas is not expected within the proposed SPS WCP, but the ecological enhancement or management regime (e.g. re-profiling and/or partial drain-down of ponds) may result in secondary impact due to slightly reduced aquaculture production at existing active fishponds, which would result in potentially minor impact. On the other hand, conversion of inactive fishponds, abandoned fishponds, and brownfield within the proposed SPS WCP into active "ecologically enhanced fishponds" would result in an increase of aquaculture production. The secondary impact will not result in significant impact on aquaculture activities.

6.9.4 A fisheries enhancement area of 40 ha has been recommended to compensate for the direct permanent loss of active and inactive fishponds, located within the proposed SPS WCP, with measures to enhance fisheries resources (**Figure 6.3**). These measures include the incorporation of modernised aquaculture, the establishment of Fisheries Research Centre under the initial phase of the Project, and proper planning of aquaculture activities in the proposed SPS WCP. This area for fisheries enhancement would also be delineated separately from the "ecologically enhanced fishponds" to minimise conflict with foraging birds.

6.9.5 Upon the implementation of the recommended measures, no adverse impact on fisheries resources is anticipated from the construction and operation of the Project, as well as the secondary impact arising from wetland enhancement measures.

6.10 Impact on Cultural Heritage

6.10.1 No Site of Cultural Heritage falls within the Project Area and therefore there is no direct impact on any Site of Cultural Heritage. Hence, no mitigation measure is required for the conservation and preservation of Sites of Cultural Heritage and the requirements in Annexes 10 and 19 of the EIAO-TM have been met. In addition, no direct impact is anticipated on any declared monument, graded historic building and Government historic site.

6.10.2 The cultural heritage impact assessment (CHIA), which covers Built Heritage Impact Assessment (BHIA) and Archaeological Impact Assessment (AIA), has been conducted in accordance with the requirements given in Clause 3.4.13 and Appendix L of the EIA SB.

6.10.3 Twelve (12) built heritage resources (including two declared monuments, one grade 1 historic building, five grade 2 historic buildings and four grade 3 historic buildings), 164 other identified items and one Site of Archaeological Interest are located within the Project Area or within 500m assessment area of the Project. Their locations are shown in **Figure 6.9**. Beneficial impact is anticipated on Man Lun Fung Ancestral Hall, Tai Fu Tai and Gurkha Cemetery (**Figure 6.10**) as opportunities on heritage promotion and cultural tourism could be enhanced by the Project.

6.10.4 Potential adverse indirect impacts of ground borne vibration, settlement and tilting during construction phase is anticipated on the Entrance Gate, Enclosing Walls and Shrine, Yan Shau Wai (grade 3 historic building) (**Figure 6.10**) due to its vibration-sensitive and dilapidated structures. Monitoring of ground-borne vibration, tilting and ground settlement

shall be employed during the construction phase. The monitoring should be incorporated with a set of Alert, Alarm and Action (3As) system strictly following Antiquities and Monuments Offices (AMO)'s monitoring requirements for grade 3 historic building.

6.10.5 Direct impact of demolition is anticipated for Tin Tak Heroes Temple, Mai Po Lung Vegetable Marketing Co-operative Society Ltd. and Sun Tin Vegetable Marketing Co-operative Society Ltd. (**Figure 6.10**) A comprehensive record through 3D scanning, video recording and cartographic and photographic recording should be conducted prior to any construction works for record purpose and future use, such as research, exhibition and educational programmes.

6.10.6 Potential adverse impacts of ground borne vibration, settlement and tilting are anticipated at nine other identified items including Yeung Hau Temple (San Tin), Structure Between No. 5 and No. 7 of Shek Wu Wai, Gurkha Cemetery, Man's Boundary Stone, Grave of Man Lun Fung, Grave of Man Chung Luen, Grave of Man Chu Shui, Grave of Mrs Man Leung and Grave of Chong Yin Kei (**Figure 6.10**) due to their close proximity to the development sites. Damages of building fabrics via contacting with construction machineries and construction trucks may be anticipated for Yeung Hau Temple which is located right next to the Project boundary close to Castle Peak Road – San Tin. Temporary change of access would be required for Yeung Hau Temple (San Tin) and five graves (i.e. Gurkha Cemetery, Grave of Man Lun Fung, Grave of Man Chung Luen, Grave of Man Chu Shui and Grave of Mrs Man Leung) during construction phase. Yeung Hau Temple (San Tin) and Grave of Chong Yin Kei would have potential dust accumulation due to their close proximity to the works area nearby. Appropriate mitigation measures including baseline condition survey, baseline vibration impact assessment, monitoring of ground-borne vibration, tilting and ground settlement, provision of physical protective barriers/ covers or intervention/ cushioning materials, provision of safe access and implementation of dust suppression measures have been recommended to avoid and minimise any potential impacts to these other identified items.

6.10.7 No impact to the remaining cultural heritage resources is anticipated during operation phase, no mitigation measure is required.

6.10.8 Eight archaeologically sensitive areas (ASA) are identified within the Project boundary, namely Shek Wu Wai ASA, Hop Shing Wai ASA, Mai Po ASA, Mai Po Lung (North) ASA, Mai Po Lung (South) ASA, Siu Hum Tsuen (West) ASA, Siu Hum Tsuen (East) ASA and Pang Loon Tei ASA, as shown in **Figure 6.11**. Mai Po Lung (North) ASA is planned to be reserved for an egretry, hence no direct impact is anticipated, subject to the detailed design of this area. Should construction works involving soil disturbance are anticipated during the detailed design stage, project proponent should review the impact assessment and propose adequate mitigation measures to AMO for approval. For the remaining seven ASAs, direct impact would be anticipated should works involve soil disturbance occur (such as site formation) during the construction phase.

6.10.9 Archaeological Watching Brief is recommended to be carried out in Shek Wu Wai ASA and Mai Po Lung (South) ASA should works involving soil disturbance occur (such as site formation) during the construction phase. The other five areas cannot be accessed in the archaeological survey for this Project and further archaeological survey at later stages after land resumption but before site formation works is recommended. No impact to archaeology is anticipated during operation phase, no mitigation measure is required.

6.11 Hazard to Life

6.11.1 The risks associated with operation of the proposed EPP, the high pressure gas pipeline, and the proposed green fuel stations (GFSs) during the construction and operation phases of the Project have been assessed. The results show that both the individual risks and societal risks,

taking into account the population induced by the Project, would be in compliance with the risk criteria stipulated in Annex 4 of the EIAO-TM, risk mitigation measures are therefore not required. However, should usage of the GFS other than LPG filling services, as assumed for assessment purpose, is proposed in the future, the risk assessment should be reviewed.

6.12 Landscape and Visual Impact

6.12.1 Among the approximate 64,490 nos. existing trees within the Project Area, potentially approximately 56,350 nos. (87%) of existing trees will be felled or transplanted, while 8,140 nos. (13%) of them would be retained, subject to detailed design. Among the identified 17 nos. of tree of particular interest (TPI), 8 nos. are proposed to be retained in-situ and 9 nos. are proposed to be felled or transplanted, subject to detailed design.

6.12.2 Within the Project boundary, as far as practicable, compensation and new tree planting will be provided at a 1:1 ratio when appropriate and applicable to compensate for the tree loss due to site development works. Compensatory planting would be considered in accordance with DEVB TC(W) No. 4/2020, with due regard to the planting guidelines promulgated by the Greening, Landscape and Tree Management Section of the Development Bureau (DEVB). The compensatory planting shall be selected based on the principle of "Right Plant, Right Place", i.e. to select suitable plants for planting in appropriate places, and with reference to Guiding Principles on Use of Native Plant Species in Public Works Projects promulgated by DEVB to improve the vegetation diversity, enhance ecological value and re-creation of vegetation habitat particular for areas adjoining the hillside area. Tree Preservation and Removal Proposals including compensation planting scheme shall be submitted in accordance with DEVB TC(W) No. 4/2020. To compensate for the unavoidable loss of woodland, a suitable area has been identified near the compensatory woodland for the Loop. Details of preliminary woodland compensation plan are discussed in Ecological Section of the EIA Report. Mix of native tree species will be proposed in reference to Guiding Principles on Use of Native Plant Species in Public Works Projects promulgated by DEVB.

6.12.3 Under this Project, before mitigation, there would be substantial significance of impact on the following landscape resources (**Figure 6.12**). They are mainly permanent and irreversible loss. This includes approx. 41% of ponds near San Tin and Sam Po Shue (LR3.1), 83% of ponds in Siu Hum Tsuen and Shek Wu Wai San Tsuen area (LR3.2), all Wet Agricultural Land (LR8.0) and approx. 76% of dry Agricultural Land (LR9.0) are to be affected. Upon completion of works, this area will become new planned development including open space, residential development, mixed use development and GIC uses. With appropriate mitigation measures, it is considered that the residual impacts on these landscape resources will remain as “substantial” residual impact during construction stage. It will be reduced to “moderate” at day 1 of operation and further reduced to “slight” impact at year 10 of operation. For the loss in high sensitivity landscape resources such as LR3.1, Woodland (LR10.0) and Mixed Woodland (LR11.0), they are well incorporated in the design process to minimise their impact as far as practicable within the landscape framework. However, in view of the potential loss due to the Project, it would be infeasible to include these compensation areas on-site (within Project site) due to the large area requirement for compensating these landscape resources. As such, wetland enhancement in the future SPS WCP and offsite woodland planting are anticipated to mitigate the aforementioned landscape impact. Other landscape resources are either not affected or can minimise their residual impact from slight to insubstantial during operation phase from Day 1 to Year 10 respectively by full implementation of the mitigation measures proposed.

6.12.4 For landscape character area (LCA) as shown in **Figure 6.13**, most permanent works are located within the Rural Inland Plain Landscape (LCA 4) and Rural Coastal Plain Landscape (LCA 3). During the construction phase, due to the proposed works in these LCAs, their predicted landscape impact would be substantial. For Settled Valley Landscape (LCA 1),

some works are proposed within this LCA and moderate predicted landscape impact is anticipated.

6.12.5 For LCA 3 and LCA 4, there would be substantial residual landscape impact. The residual impact will be further reduced to moderate and slight respectively from Day 1 to Year 10 of operation phase due to the maturing of tree planting and vertical greening of mitigation measures proposed.

6.12.6 For LCA 1, there would be moderate residual landscape impact. The residual impact will be further reduced to slight and insubstantial respectively from Day 1 to Year 10 of operation phase due to the maturing of tree planting and vertical greening of mitigation measures proposed. Other landscape character areas (i.e. LCA 2, LCA 5 – LCA 10) are either not affected or are able to reduce their residual impact from slight to insubstantial during operation phase from Day 1 to Year 10 respectively by full implementation of mitigation measures proposed.

6.12.7 Despite the residual landscape impact during the operation phase is perceived to be adverse for all the LR, some LRs are enhanced in the long run. For LR5.0 (Modified Watercourse) and some of the LR17.0 (Waste land/Open storage), due to implementation of the proposed landscape framework, the overall impact on these resources would be enhanced via new amenity and native plantings and enhanced naturalised river/channel.

6.12.8 For visual impact assessment, the photomontages of the corresponding viewpoints are shown in **Figure 6.14.2 to Figure 6.14.19** with the corresponding visual envelopes and locations shown in **Figure 6.14.1**. The visual envelope is mainly confined by the vegetated hillside at north and east, Mai Po wetland to the west and residential cityscape to the south, including the comprehensive development of Palm Spring, Fairview Park, and natural landscape resources such as Mai Po wetland, Ki Lun Shan and Ngau Tam Shan.

6.12.9 Visually sensitive receivers (VSRs) are identified within the visual envelopes. There would be substantial visual impacts on the recreational VSR of REC1 (Hikers along Ngau Tam Shan Hiking Trail), REC3 (Hiker of Ki Lun Shan) and Residential VSR R3 (Residents of San Tin Seven Villages). They are VSRs located near the proposed development, surrounded by the development, or viewed from an elevated position. The proposed development has significantly altered the existing visual context such as open view of San Tin and SZ skyline for REC1 and REC3 ridgeline of Ngau Tam Shan and Kai Kung Leng, open sky view for R3. During construction phase, the substantial visual impact remains with the implementation of mitigation measures. Due to the scale of the proposed development, proximity of these VSRs to the sources of impact, with viewers located either close by or enclosed by the Project, views are full and, in some cases, all-encompassing for those enclosed by the Project. Mitigation measures are not able to adequately compensate for such a substantial magnitude of change for these VSRs. Nonetheless, when the proposed landscape mitigations including roadside and amenity planting, vertical green and compensatory trees become mature, these landscape mitigations would help soften the building masses at year 10 of operation and visually blend in with the well-developed cityscape of SZ at the backdrop in Day 1 and Year 10 of operation phase.

6.12.10 Generally, GIC users located in proximity, residential VSR or travelling VSR through the Project Area have a moderate residual impact at Day 1 of operation after implementation of mitigation measures such as the users of Tam Mei Barracks (GIC4) and low-rise residents of Maple Garden, Palm Springs and Royal Palm (R1). Although their visual context are altered, their medium to low sensitivity to change contribute to the residual impact. There are also moderate residual impact at Day 1 operation on recreational VSR REC2 and REC4. As such, the visual context is partially altered. Subject to the geographical location, some of these

VSRs are located relatively far away and hence the potential blockage are partial and scale of development is of small scale. With appropriate mitigation measures applied, the residual impact would be slight in Day 1 and further reduced to insubstantial in Year 10 of operation after the implementation of the mitigation measures. For T1, T2, R2, R9, R10, R11, O3, O6, REC5, REC6, GIC2 and GIC3, due to their relative closer distance from the source of impact and long viewing duration, despite the lower building profile as proposed in the design consideration and the mentioned mitigation measures, their residual impact at before mitigation, Day 1 of operation and year 10 will remain at moderate. This is due to the partial blockage of open sky view and view toward ridgeline is blocked by the development.

6.12.11 Residual impact on other VSRs are considered as slight to insubstantial (i.e. insubstantial for R4, R7, R8, O2 and slight for R5, T3, O1, O4, O5, GIC1) during construction phase. This is due to the relative far viewing distance, partial to no blockage of view and small scale of development in view. Hence there is no significant impact on existing visual context. Therefore, the residual impact in Day 1 would be slight to insubstantial and would be further reduced to insubstantial in Year 10 when the proposed landscape and visual mitigation measures are established and mature. For R5, due to its long viewing duration and proximity to source of visual impact and the size of development, its residual impact at year 10 will remain at slight.

6.12.12 With the aims to improve the overall quality of development within the Project, mitigation against adverse impacts, and to enhance existing landscape resources and visual environments, a number of key planning, urban design and landscape concepts are proposed in the Revised RODP, Master Urban Design Plan and Landscape Master Plan. With guiding principles set out in early stage, the mitigation measures during construction stage could optimise their effect by minimisation of the footprint of the works area, avoidance of significant topographical changes together with the retention, protection and compensatory planting of trees / vegetation. These measures if deployed, will have the capacity to reduce, in most cases, the level of residual impact experienced by the VSRs, LRs and LCAs at the construction stage.

6.12.13 Under the Project, the present large brownfield operations set within a rural landscape setting will be changed. The proposed planning, urban design and landscape framework will enhance the visual outlook and landscape characters of the proposed new town while ensuring ample green space, vibrant community and green initiatives are considered throughout the Project. Considering the scale of the Project, it will inevitably result in some landscape and visual impact. It is not possible to fully mitigate all landscape impacts in relation to the loss of agriculture land, woodlands, ponds or tree planting for affected LRs and LCAs in the construction period and early operational stage due to the long establishment period to sufficiently compensate for the associated impacts. Nevertheless, trees to be felled or transplanted will be in phases over the course of construction phases. Hence, the trees will not be affected all at once. This allows the establishment of some of the planting prior the first population intake and their positive impacts would be felt before the completion of the Project.

6.12.14 Furthermore, the urban design and landscape framework is an intrinsic part of the Project that must be viewed in connection with proposed mitigation measures. While it is mentioned that not all impacts can be fully reduced or eliminated through the implementation of mitigation measures, the design principles provide enhancement by specifically outlining and dedicating areas for open space, blue-green network, green belt, breezeway, view corridor, massing control, aesthetic above ground structure design, and provision of compensatory planting proposal. It is considered that the overall Project is appropriate to the planned context of the area and in the long term with beneficial landscape and visual impacts.

6.12.15 Cumulative landscape and visual impacts from other concurrent projects are discussed in the Landscape and Visual Impact Assessment (LVIA) Section of the EIA Report. Potential cumulative impact may arise from the proposed NOL. In view of the underground nature of the proposed San Tin Station, insurmountable cumulative landscape and visual impact would not be anticipated.

6.12.16 In view of the above, considering the development need of the Project, though the site's character shall be changed, with the full implementation of the proposed mitigation measures, it is considered that the residual landscape and visual impact is perceived to be acceptable with mitigation measures.

6.13 Impact from Electric and Magnetic Fields

6.13.1 According to the Revised RODP, the 400kV overhead cable and pylons are situated at and/or are close to the eastern portion of the development area, as shown in **Figure 6.15**. As such, the potential Electric Field (ELF) and Electro-Magnetic Field (EMF) impacts to the proposed development at this portion of the development area have been assessed in accordance with the requirements in the EIA SB. On-site measurement of ELF and EMF at the selected locations which represent the proposed land uses of the development areas have been conducted.

6.13.2 The measured ELF and EMF generated from the existing 400 kV overhead cable are well below the stipulated guideline limits issued by the ICNIRP in 1998. Hence, the existing 400 kV overhead cable located within the Project Area would not pose adverse impact to proposed developments of the Project.

6.13.3 A separate EIA study would be conducted for construction and operation of the two 400kV electricity substations.

6.14 Summary of Environmental Outcomes

6.14.1 The EIA has provided an assessment of the potential environmental impacts associated with the construction and operation of the Project, based on the engineering design information available at this stage. This has also included specific assessment for the five Schedule 2 designated projects subject to environmental permit application under this Study. The key outcomes are summarised in **Table 6.1**.

Table 6.1 Summary of Key Environmental Problems Avoided and Sensitive Areas Protected

Design Approaches	Environmental Problems Avoided and Sensitive Areas Protected
Avoidance of impact on core area of MPLV Egretry and protection of the birds' flight path	• The core area of MPLV Egretry would be retained and protected in "O" zone. • A 70m wide NBA to the north of MPLV Egretry would be designated to protect the flight paths for birds.
Avoidance of impact on MPV Egretry and protection of the birds' flight path	• MPV Egretry falling outside of the Project boundary would be retained and not be affected. • Most bird flight paths would not be affected by the Project while some bird flight paths would also be protected by 35m wide NBA at the western fringe of the I&T sites and restricting the building height of AFCD Wetland Conservation Park Management Office to 2 storeys.

Design Approaches	Environmental Problems Avoided and Sensitive Areas Protected
Reprovision of San Tin Open Storage Area Night Roost at the "O" zone along the bank of the diverted STWMDC and Ha Wan Tsuen Night Roost at an area adjacent to the proposed AFCD Fisheries Research Centre	• To compensate the two affected night roosts (San Tin Open Storage Area Night Roost and Ha Wan Tsuen Night Roost) located within the Project Area
Preservation of a 300m-wide bird flight corridor between LMC Meander and SPS (i) Providing NBAs and imposing stringent building height control (≤15mPD) along the 300m wide bird flight corridor (ii) Restricting building height adjacent to the 300m wide bird flight corridor to 35mPD	• To protect the east-west bird flight corridor near the Loop
Provision of 35m wide NBAs along the development boundary fronting SPS with building height restrictions (35mPD / 15mPD) descending towards the NBAs	• NBA serving as "eco-interface" together with descending building height restrictions would minimise the disturbance impact on wetlands in Sam Po Shue
Enhancement of wetlands at Proposed SPS WCP	• The ecological function and capacity of wetlands in Sam Po Shue would be enhanced under the Proposed SPS WCP
Provision of Fisheries Enhancement Area at Proposed SPS WCP	• The fisheries resources of the proposed SPS WCP would be enhanced
Provision of AFCD Fisheries Research Centre	• Allow promotion of scientific research on aquaculture to facilitate the upgrading and transformation of the fisheries industries supporting the proposed SPS WCP
Revitalisation of mitigation wetland and provision of 20m wide NBA along STEMDC	• STEMDC would be revitalised to enhance biodiversity • The NBA could serve as "eco-interface" to minimise disturbance on the revitalised mitigation wetland and promote wildlife usage
Revitalisation of STWMDC	• STWMDC will be revitalised to serve as green buffer and enhance biodiversity

Design Approaches	Environmental Problems Avoided and Sensitive Areas Protected
Provision of wildlife corridors	• Wildlife corridors are proposed to mitigate habitat fragmentation and maintain the movement corridor for non-flying mammals including species of conservation importance
Avoidance of encroachment on the existing recognised villages	• Existing recognised villages including Shek Wu Wai, Chau Tau, Tung Chun Wai, Yan Sau Wai, On Loong Tsuen, Wing Ping Tsuen, Fan Tin, San Loong Tsuen and Ching Loong Tsuen would be preserved
Avoidance of encroachment on cultural heritage resources	• No Declared Monuments and Graded Historic Buildings within the Project boundary • Declared Monuments and Graded Historic Buildings in the vicinity of Project boundary would not be affected
Reuse of treated sewage effluents	• To reduce amount of effluent discharge from the new EPP thus minimise pollution loading to Deep Bay
Clearing of existing odour sources	• All livestock farms within the Project boundary will be removed
Avoidance of direct impacts on natural watercourse	• The natural watercourse near the woodland habitat at Pang Loon Tei would be retained
Providing greening to create natural carbon sink	• Green coverage would be increased to include vertical greening and multi-layered green space
Providing sustainable transport infrastructure to promote low-carbon living	• Pedestrian-friendly environment and robust cycling network are proposed to promote walkability and cycling for low-carbon living

6.15 Conclusion

6.15.1 Overall, the EIA has concluded that the Project would comply with the requirements of the EIA SB and EIAO-TM with the implementation of the proposed mitigation measures during the construction and operation phases. The schedule of implementation of the proposed mitigation measures has been provided in the EIA Report. An EM&A programme has also been recommended to check the effectiveness of the proposed mitigation measures.

7 AIR VENTILATION ASSESSMENT

7.1 Wind Environment under the Existing Condition

7.1.1 Wind data from various sources on the Development Area have been reviewed and based on the Regional Atmospheric Modelling System (RAMS) wind data, it is concluded that the annual prevailing wind is coming from NNE, NE, E and ESE directions, while in summer, the wind environment would dominantly rely on the E, S, SW, and SSW wind. **Figure 7.1** illustrates the prevailing wind directions toward the Development Area.

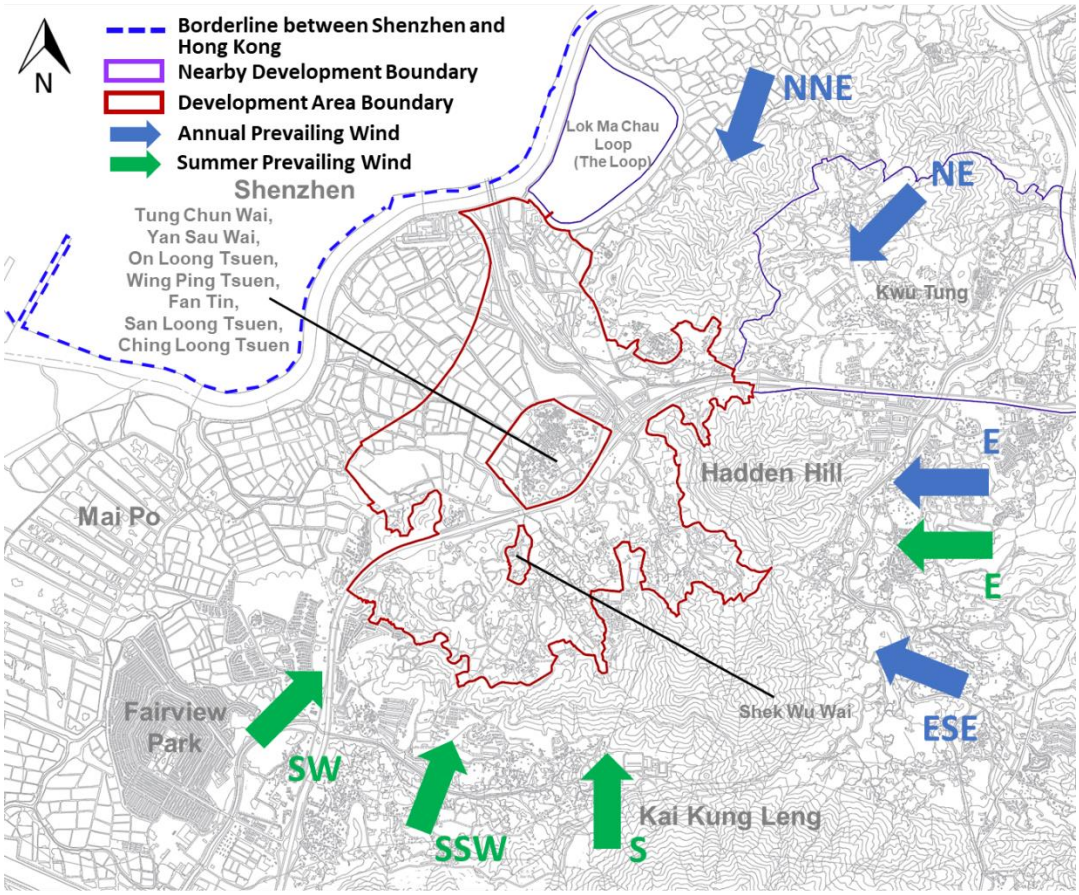

Figure 7.1 Illustration of Prevailing Wind Directions approaching the Development Area

7.2 Land Use

7.2.1 The largest statutory designation across the Development Area currently is “GB”, followed by “Open Storage”, “Conservation Area” (“CA”) and “Other Specified Uses” ("OU"). In addition, there is a “G/IC” zone located near the northern Development Area boundary and land zoned as “Residential (Group C)” and “Comprehensive Development Area” at the southern section of the Development Area. Mainly rural with low-rise developments, green belts and conservation areas currently surround the Development Area. **Figure 7.2** reveals the existing land use zonings within the Development Area.

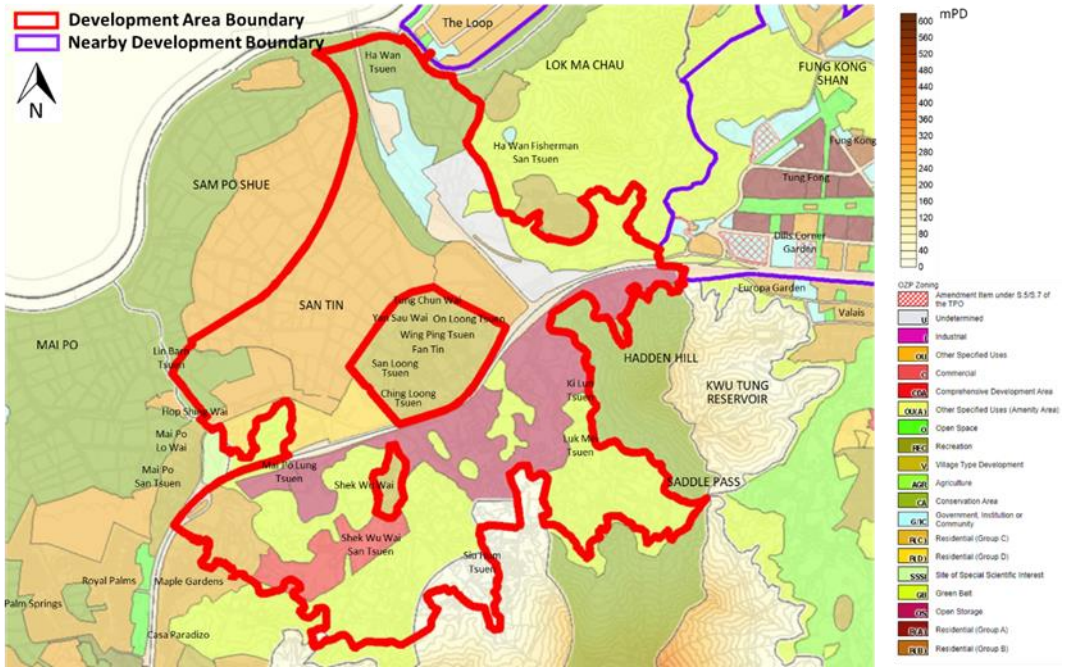

Figure 7.2 Land Use within and near the Development Area

7.3 Identified Potential Wind Sensitive Areas

7.3.1 Potential wind sensitive areas are places among the nearby existing developments with frequent pedestrian access in which the wind environment would be influenced upon full development within the Development Area. The potential wind sensitive areas are usually situated at the near downwind regions of proposed developments in which the wind environment is likely to be covered and influenced by wind wakes induced by these proposed developments.

7.3.2 The wind environment at villages of Mai Po Lo Wai, Mai Po San Tsuen as well as the existing residential buildings belonging to the Scenic Heights, Rolling Hills, Maple Gardens, is anticipated to be under the influence of the wind wakes under the easterly wind. The above-mentioned places are also anticipated to be under the influence of the wind wakes induced by the proposed developments under other prevailing wind directions (i.e., NNE, NE, and ESE), and therefore are identified as potential wind sensitive areas.

7.3.3 There will be future developments appearing within the LMC Loop and the KTN NDA adjacent to the Development Area. In between the LMC Loop and the KTN NDA are existing villages of Chau Tau, Poon Uk Tsuen, Ha Wan Fisherman San Tsuen and the LMC Tsuen, in which the wind wakes induced by the proposed developments within the Development Area would influence the wind environment at these villages under the summer prevailing wind directions (i.e., S, SSW, and SW). Therefore, the mentioned villages are also potential wind sensitive areas.

7.3.4 Last but not least, clusters of village houses belonging to the Tung Chun Wai, Yan Sau Wai, On Loong Tsuen, San Loong Tsuen, Ching Loong Tsuen, Wing Ping Tsuen and Fan Tin (briefly named San Tin Heung) located at the central location, as well as the village of Shek Wu Wai, surrounded by the proposed developments, are identified as potential wind sensitive areas under the prevailing wind directions. **Figure 7.3** illustrates the nearby existing developments and potential wind sensitive areas in the vicinity of the Development Area.

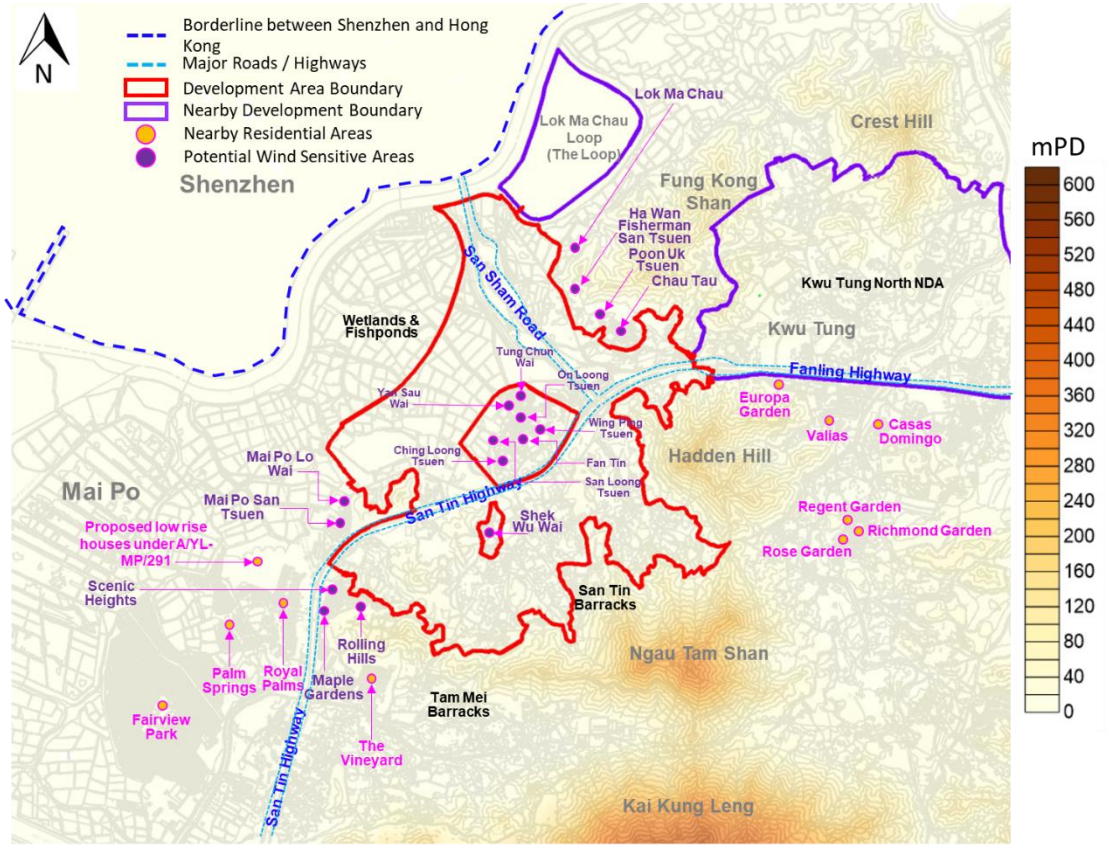

Figure 7.3 Potential Wind Sensitive Areas near the Development Area

7.4 Identified Major Wind Corridors/Breezeways

7.4.1 The major wind corridors/breezeways identified are shown in **Figure 7.4**:

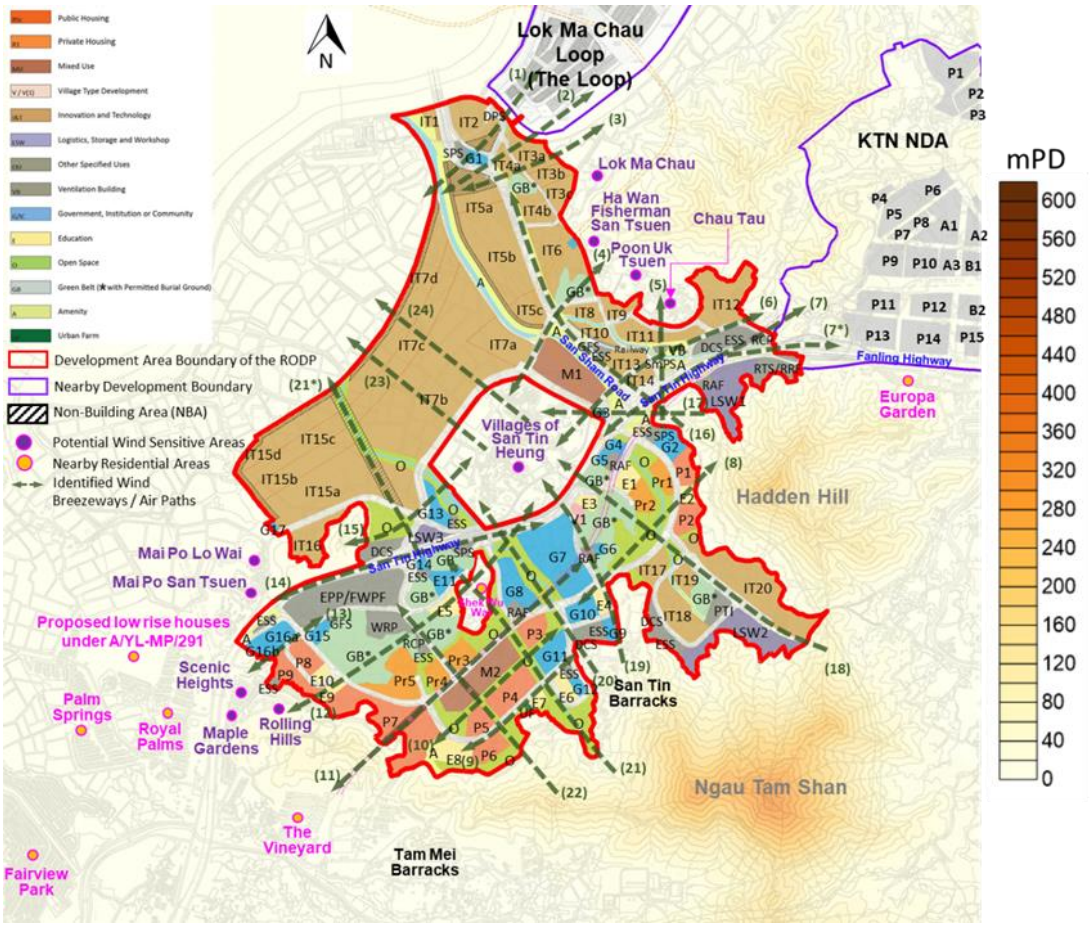

Figure 7.4 Identified Major Wind Corridors/Breezeways within the Development Area

7.5 Detailed AVA Study for RODP

7.5.1 An AVA Detailed Study for RODP has been carried out in accordance with the guidelines stipulated in the Technical Guide for AVA for Developments in Hong Kong with regards to CFD modelling. A 3-dimensional CFD model including topographical features covering the whole ground of the computational domain with building morphologies, noise barriers, elevated highways and walkways which would likely affect the wind flow has been constructed. In this AVA Detailed Study, the test points are placed at pedestrian level at frequent pedestrian access areas within and at the vicinity of the Development Area.

7.5.2 From the findings of this AVA Detailed Study, the SVR_w for the Simulated Scenario according to the RODP is maintained at 0.24 under the annual seasons, while that of under the summer seasons is maintained at 0.25. Thus, better wind environment along the boundary of the Development Area can be experienced during the summer seasons as compared to the annual seasons.

7.5.3 The predicted averaged LVR_w for Simulated Scenario in accordance with the RODP under annual seasons and summer seasons are comparable with an averaged wind VR value of 0.24. The predicted results suggest that the surroundings of the Development Area can maintain a relatively good wind environment upon its full development.

7.5.4 Several major wind corridors within and near the Development Area have been identified. The wind performance along the identified wind corridors/breezeways is satisfactory, in which the prevailing wind would be able to penetrate the Development Area to reach potential wind

sensitive areas via these wind corridors/breezeways. The identified wind corridors/ breezeways are effective in maintaining the wind environment within the Development Area under both the annual and summer seasons.

7.5.5 Potential wind sensitive areas are places with frequent pedestrian access in which the wind environment might need warrant attention upon fill development of the Development Area. These air ventilation sensitive receivers identified near the Development Area include Mai Po San Tsuen and Mai Po Lo Wai located to the west; Chau Tau, Poon Uk Tsuen, Ha Wan Fisherman San Tsuen, and Lok Ma Chau located to the near northeast; existing residential developments of Rolling Hills, Maple Gardens and Scenic Heights located to the southwest directions of the Development Area. Apart from the above identified places, village clusters belonging to San Tin Heung located at the central location of the Development Area and Shek Wu Wai are also identified as one of the potential wind sensitive areas.

7.5.6 Owing to the relatively densely packed existing village houses belonging to the San Tin Heung and Shek Wu Wai, together with the fact that these existing villages would be surrounded by new proposed developments upon the full development within the Development Area, it cannot be avoided there is reduction in wind availability at these existing villages and the vicinity regions. Nevertheless, air ventilation measures such as wind breezeways to facilitate wind penetration in both annual and summer conditions and low-rise “G/IC”, “O” and “GB” zones are planned at the immediate surrounding. In addition, disturbances on the wind environment at Lok Ma Chau, Ha Wan Fisherman San Tsuen, Poon Uk Tsuen, and Chau Tau are relatively observable as compared to other potential wind sensitive areas under the dominant annual and summer wind directions. The wind weakening at these existing villages are mainly due to the induced wind wakes from the proposed I&T blocks within the cluster of Land Parcels IT8 – IT14. Regarding the above, reorientation and repositioning of the proposed building layouts within the mentioned I&T land parcels can be considered if feasible. Strengthened air ventilation design measures such as incorporation of additional permeable elements and adoption of empty bay designs at grade for fine tuning the building designs should be further explored.

7.5.7 Under the simulated indicative layout, within the Development Area, the land parcels at the southwestern directions of Shek Wu Wai are planned for high-rise residential buildings, in which limited the southwestern/southern summer wind approaching the village and its vicinity, which results in a comparatively lower wind velocity ratio value of 0.14 appearing at the peripheral of this existing village during the summer seasons. The near vicinity areas of Shek Wu Wai exist green belts and open spaces located to the immediate southwest and southeast directions as well as proposed Cultural and Recreational Complex developments to the immediate east and northeast directions. The geographical locations suggest these places are surrounded by extensive newly proposed developments, in which the prevailing annual and summer wind would be sheltered by the proposed “I&T” developments or proposed residential developments before approaching these areas, also resulting in a slightly lower annual and summer averaged wind velocity ratio values ranging from 0.16 to 0.18 as compared to majority of other regions within the Development Area. There are also potential Education Facilities and proposed school as well as green belt areas to its immediate west of Shek Wu Wai, in which there is also a slight reduction in wind availability during the summer seasons with an averaged wind velocity ratio value of 0.18.

7.5.8 The wind environment at the northwestern portion of the Land Parcel IT7 is also relatively weak with a relatively low averaged wind velocity ratio value of 0.13 during the annual seasons but slightly better during the summer seasons (0.17). Dominant wind directions during the annual seasons are the easterly, east-south easterly as well as the east north easterly wind, in which under these wind directions, the proposed high-rise developments located within the upwind land parcels (e.g., IT5) would generate wind wakes that would

influence the wind environment at the region. Apart from the northwestern portion of the Land Parcel IT7, the northeastern portion of this land parcel also experience a weakened wind environment during both the annual and summer seasons with averaged wind velocity ratio value of 0.15 and 0.16 respectively. The central to lower portion of the Land Parcel IT7 is also planned for extensive proposed "I&T" buildings located at the leeward of the villages of San Tin Heung under the annual dominant wind directions. This leads to the wind reduction at this land parcel would be more observable under the annual seasons than the summer seasons.

7.5.9 Further to the above, slightly weakened wind environment is experienced within the Land Parcel IT15 under both the annual and summer seasons, with further reduced air ventilation performance appearing at the southeastern portion of it during the summer seasons with an averaged wind velocity ratio value of 0.14. An averaged wind velocity ratio value of 0.18 which is slightly better than the wind environment at the southeastern portion of the Land Parcel IT15 but still comparatively lower than majority of other regions within the Development Area can be seen at Land Parcel IT16 under the annual season, in which there are high-rise "I&T" Developments located within this land parcel.

7.5.10 Last but not least, considering the summer southwestern and western quadrant wind prevailing wind would need to flow past the extensive proposed "I&T" developments within Land Parcel IT5, resulting in sheltering of the summer wind towards these regions and a weakened summer wind environment at the Green Belt and the adjacent Land Parcels IT3b, IT3c and IT4b with obtaining of averaged wind velocity ratio values between 0.16 to 0.18.

7.5.11 There are some changes in building design layouts and building heights within certain land parcels under Revised RODP as compared to RODP. The changes include refining the project boundary to avoid encroachment onto the Ramsar Site, deleting the "Urban Farm" site and incorporating it as part of the "O" zone, rezoning part of a road to "O" zone to reflect the continuous open space beneath it, rezoning a site near the alignment of NOL Spur Line to "G/IC", etc. However, it is anticipated that the air ventilation performance at and near the respective land parcels would remain comparable under the RODP and Revised RODP.

7.6 Recommendation and Conclusion

7.6.1 Clusters of accumulated high-rise residential developments have been avoided to appear within the land parcels particularly at the southern sector of the Development Area near San Tin Station to reduce the induced cumulative wind impacts in the future detailed design stages. This can be achieved by strengthening the site permeability with exploration and incorporation of air ventilation design measures into the proposed building designs to sustain the wind availability and maintain the wind environment within the Development Area and nearby potential wind sensitive areas.

7.6.2 Retaining and merging extensive green elements within the Development Area under the Revised RODP are important and essential in the perspective of maintaining air ventilation performance. The AVA Detailed Study has confirmed that the green belts and open spaces not only help to guide the dominant wind towards the village house clusters (i.e., San Tin Heung and Shek Wu Wai) and serve as breathing spaces to maintain the wind environment within the Development Area, but they also create buffer areas between the proposed development clusters to break down the wind wakes and alleviate the cumulative wind impacts induced.

7.6.3 For land parcels with extensive site area, such as "OU(I&T)" sites, it is recommended that the future local road network, open space, and greening areas within these large land parcels should align with the prevailing wind directions as far as practicable to form effective breezeways and air paths within and across the sites. Particularly, for Sites IT7a and IT7b,

the provision of at least two effective breezeways / air paths aligned in NW-SE direction across the sites.

7.6.4 In the simulated scenario, building separations and permeable elements have already been incorporated into the designs of the proposed buildings to avoid long continuous design buildings that would create wall effects. The proposed developments within the Development Area are placed and orientated in a manner which result in an urban grid of interconnected regional, district and local open space network and planned roads throughout the NDA, which would facilitate the wind flow. For the future building development designs, it should meet the requirements in the SBD Guidelines with the land use planning to follow the HKPSG as far as practical. These suggestions include but not limited to the avoidance of long continuous façades and face shorter frontages of proposed buildings to the prevailing wind directions; minimisation/break down of podium bulk with small ground coverage or adoption of podium-free design; enhance site and building permeability; adopt terraced podium designs and varying building height profiles as well as incorporate building setbacks.

7.6.5 The AVA Detailed Study has demonstrated that the good design features (e.g., wind breezeways, air paths, open spaces, and NBAs, etc.) placed at the designated strategic locations would effectively facilitate wind penetration through the whole Development Area. The simulation results suggest that there is no insurmountable air ventilation impacts on the public pedestrian levels near and within the Development Area, in which the air ventilation performance upon its full development with the indicative layout under the Revised RODP could be maintained at a level comparable to other urban areas and districts within Hong Kong.

8 SITE FORMATION, GEOTECHNICAL AND NATURAL TERRAIN HAZARD ASSESSMENT

8.1 Existing Topography

8.1.1 The Project Area is located at the San Tin area, which is bounded by Chau Tau, LMC and LMC Loop to the northeast; Sam Po Shue and Lin Barn Tsuen to the northwest; Ngau Tam Mei and Ngau Tam Shan to the south; Mai Po and Ko Hang to the west; Ki Lun Shan and Ki Lun Shan Au to the east. The village areas bounded by San Tin Tsuen Road in the north and west, San Tin Highway in the southeast and Tung Wing On Road in the east, and the village of Shek Wu Wai are excluded from the Project Area.

8.1.2 The site is divided by San Tin Highway (and a section of Fanling Highway) into the northern part and the southern part. The ***Northern Project Area*** (i.e., the part to the north of San Tin Highway) includes the generally developed areas for LMC BCP, STI and MTR LMC Spur Line in the east. Ponds are observed at the area to the east and west of LMC BCP and to the west and northwest of the aforesaid village areas. Open storage areas are observed especially near Hop Shing Wai and Lin Barn Tsuen at the western portion and near LMC Road and Chau Tau areas in the east.

8.1.3 The ***Southern Project Area*** (i.e. part to the south of San Tin Highway) includes generally vegetated lands, cultivated fields, open storage areas, villages and some hillside areas as well as burial grounds and some ponds. This includes the areas of Pang Loon Tei, Luk Mei Tsuen, Ki Lun Tsuen, Shek Wu Wai, Shek Wu Wai San Tsuen, Siu Hum Tsuen, etc.

8.1.4 The site is bounded by natural hillsides in the south, southeast and east in the southern part, and in the northeast in the northern part. Smaller hillsides are also identified within the site especially in the southern part.

8.1.5 For the ***Northern Project Area***, the ground levels (GL) at LMC BCP (including the LMC BCP area and the surrounding ponds and villages areas) and STI areas generally vary from about +2 mPD to +6.5 mPD and about +4 mPD to +12.5 mPD respectively (including the road embankments but excluding nullahs / ponds / existing portal of LMC Spur Line). At the area of Chau Tau, the GL generally range between +6 and +24mPD. Small hillside with GL up to +28mPD are observed to the east of LMC BCP. For the areas at the west, GL generally range between +3 mPD and +5.5 mPD (excluding ponds bottom which are anticipated to be lower in levels), except for the area surrounding the hillside near Shek Wu Wai Road and Hop Shing Wai where the GL generally vary from about +7 to +16 mPD and up to about +25mPD for the area adjacent to the hillside.

8.1.6 For the ***Southern Project Area***, the GL generally vary between +3 mPD and +35 mPD except for the local small hills which GL are about +35 to +65mPD and locally up to about +94 mPD for the hillside to the southeast of Pang Loon Tei.

8.2 Schematic Design of Geotechnical Works

Slope Works and Retaining Structures and Pond Filling Works

8.2.1 The major site formation works and roadworks include cutting into existing ground or slope and filling of platforms to reach the proposed site formation levels. Generally, soil cut slopes with 30° slope angle or soil fill slopes with 26.5° slope angle will be formed.

8.2.2 Retaining walls and steeper cut slope will be proposed at location where space for site formation works is limited or to ensure spatial requirement of the land parcel. To minimise

intrusion into permitted burial ground delineated as green belt under the RODP, retaining walls will also be proposed at the respective interfaces with proposed roadworks. The preliminary scheme of retaining wall is summarised in **Table 8.1** below.

Table 8.1 Preliminary Retaining Wall Scheme

Criteria	Type
Retaining height ≤8m and with sufficient room for base slab	L-shaped Retaining Wall
Retaining height ≤8m	Permanent Pipe Pile Wall (with Soil Nails if found necessary)
Retaining height >8m and ≤14m	Permanent Pipe Pile + Soldier Pile Wall with Soil Nails
Retaining height >14m and ≤26m	Permanent Bored Pile Wall with Soil Nails

8.2.3 For existing man-made features located wholly or partly within the Project Area, they will either be retained, removed or modified after the site formation. Slope upgrading works such as soil nailing to the existing features to be retained or modified may be required subject to the detailed design of site formation.

8.2.4 CUE will be constructed together with road construction. During site formation, the concerned areas will be excavated to the formation level of the CUE using open cut method, and then the CUE will be constructed. It will be backfilled after the construction of CUE for construction of road pavement. To minimise the site formation works and C&D materials generated, the roadworks and CUE largely follow the existing profile. In case of limited working space, the pipe pile wall system shall be adopted for the temporary works involved in the site formation.

8.2.5 To conclude, the proposed development, with the geological conditions and engineering works required falling within the normal ranges and practices in Hong Kong, is considered geotechnically feasible.

8.2.6 Pond filling works are required in the ***Northern Project Area***. In the presence of soft compressible soil in pond, ground settlement is anticipated. Ground treatment beneath the site formation footprint is essential for the acceleration of consolidation settlement so as to limit the residual settlement over the design life to acceptable limits. The options of ground treatments are summarised below: -

(a) Remove the compressible and loose materials and to be replaced by engineering fill. The proposal will significantly increase the volumes of C&D waste which needs to be treated or disposed of off-site and increase the amount of public fill required.

(b) A combination of surcharging and prefabricated vertical drains (PVD) prior to the site formation works if there is sufficient time within the construction programme. Surcharging with PVD is generally adopted for the site formation works to accelerate the consolidation settlements of soft soil materials and control the residual settlement over the design life. Deep Cement Mixing can be adopted when the ground improvement cost can be justified by the tight construction schedule.

8.3 Fill Management

8.3.1 For the site formation and geotechnical related works included in the Project, cut-fill volume assessment has been conducted.

8.3.2 Most of the excavated materials from proposed site formation works will be inert C&D soft materials and comprises mainly fill material. This material is suitable for reusing as the general fill material on site since the main site formation work is filling. On-site sorting can be arranged

such that the excavated fill materials could satisfy the standard of general fill as stipulated in the General Specification for Civil Engineering Works.

8.3.3 The construction sequence should be reviewed and arranged such that the generation of C&D materials could be minimised and the reuse as general fill material.

8.4 Natural Terrain Hazard Assessment

8.4.1 Based on the GEO Report No. 138 (Second Edition) (GEO, 2016), hillside catchments within the Project Area can be classified as channelised (CD) catchment, topographic depression catchment and open hillslope (OH) catchment. Among the 151 nos. hillside catchments, 23 nos. are channelised catchments, 21 nos. are topographic depression catchments, and 107 nos. are open hillslope catchments.

8.4.2 Detailed field mapping will be undertaken during the forthcoming GI stage to confirm/verify the hazards in respective catchments. Screening of catchments shall be reviewed when the proposed formation level for the Project Area are finalised. Based on preliminary assessment, it is considered that the proposed development(s) is geotechnically feasible as the natural terrain hazards can be mitigated by mitigation measures.

8.4.3 Natural terrain hazard study should be carried out for the catchments which meet “Alert Criteria” in the later stage, to evaluate the design events and the overall impact of the potential hazards to the at-risk facilities, as well as to provide mitigation measures when found necessary.

9 DRAINAGE IMPACT ASSESSMENT

9.1 Existing and Planned Drainage System

9.1.1 The Study Area falls within the catchment boundary of San Tin Basin, which is a sub-basin of the larger SZ Basin and lies at the downstream end of SZ River. This basin is susceptible to frequent flooding and is characterised by a steep upland portion with an abrupt transition to a relatively flat lowland portion. The lowland area comprises fishponds and is the floodplain of SZ River.

9.1.2 The drainage system in the San Tin Basin comprises several watercourses and drainage channels discharging directly into SZ River. The two main drainage channels include STEMDC and STWMDC.

9.2 Proposed Drainage System

9.2.1 A new stormwater drainage system is proposed for source control and conveyance of storm runoff from the Project Area. An entirely new infrastructure system shall be designed and follow the design procedure and guidelines for a new drainage system, to achieve 1 in 200 return period according to 2022 SDM Corrigendum No. 1 with climate change effects up to end-century, while also harnessing the Blue-Green Infrastructure (BGI) value where possible.

9.2.2 The existing stream in the fishponds will be diverted to STWMDC. The reason for the diversion is to improve the flow of flood water through the proposed development without adverse flooding and effects on the natural environment. Besides, the realignment and revised cross-section of the STEMDC is proposed to include a larger slope bank on the eastern side of the channel. This design will further improve the natural aesthetics as it will allow for vegetation growth and habitat creation.

9.2.3 To cater for the increase of surface runoff under the Project, and the climate change effect of SDM Corrigendum No.1/2022, the provision of stormwater storage facilities is required with a total volume of about 279,000m^3, in order to ensure that the drainage system downstream, especially STWMDC and STEMDC, have at least 300mm freeboard.

9.2.4 To mitigate the potential flood risk, two stormwater pumping stations will be provided near the LMC Spur Line ventilation building and near the Loop (Land Parcel OU.1.1), with the pumping rate of 6m^3/s and 6.5m^3/s respectively.

9.2.5 Flood wall of 1m height surrounding the low-lying area is also required to prevent the flood risk at the low-lying area near SZ River. With the implementation of the proposed drainage network, the mitigation measures would be able to provide the flood protection against the rainfall events.

10 SEWERAGE IMPACT ASSESSMENT

10.1 Existing and Planned Sewerage System

10.1.1 There is no existing sewerage system within the vicinity of the Project Area. Furthermore, the Project Area falls at the interface of the Sewage Catchment Area (SCA) of Shek Wu Hui Sewage Treatment Works (SWHSTW) or Yuen Long Sewage Treatment Works (YLSTW). The SWHSTW and YLSTW are being upgraded, but they would not have sufficient treatment capacity to cater for the additional sewage arising from the proposed development.

10.2 Proposed Sewerage System

10.2.1 To cater for the sewage discharge in the Project Area, it is proposed to construct a tertiary EPP with 125,000 m^3/d capacity, WRP with 112,500 m^3/d, and 3 SPSs in 2031. The reclaimed water will be provided from the STLMC EPP with tertiary treatment to ensure a higher water quality standard. The rest of treated sewage effluent will be discharged to Deep Bay.

10.2.2 After considering the relief in the Project Area, there is a need to establish 3 SPSs because of the flat terrain on the eastern part of the Project Area. Most sewage collected within the internal sewerage system will be conveyed to the proposed pumping stations and discharged via twin rising mains to the sewerage system.

10.2.3 An emergency bypass is proposed to prevent the unsewered sewage contaminate the environment by discharging raw sewage to the Ngau Tam Mei Channel, then Deep Bay control zone directly via San Tam Road. The normal discharge route is suggested to share the same pipework with the emergency bypass to save space.

10.2.4 Based upon the sewerage impact assessment, the proposed development is sustainable from sewerage collection, treatment and disposal prospective. There is no identified insurmountable sewerage and sewage treatment implications arising from the Project.

11 WATER SUPPLY IMPACT ASSESSMENT

11.1 Existing and Planned Water Supply System

11.1.1 The Project Area falls partly within the fresh water supply zone of Ngau Tam Mei Water treatment Works (NTM WTW) and Sheung Shui Water Treatment Works (SS WTW).

11.1.2 The existing seawater supply system for current Northern West New Territories is expanded in 2015, which provides seawater supply to Tuen Mun East, Hung Shui Kiu, Tin Shui Wai and Yuen Long Town Centre. However, the Project Area is distant from that salt water supply systems.

11.2 Proposed Fresh and Reclaimed Water Supply System

11.2.1 The existing water supply system does not have enough capacity to feed the additional water demand arising from the Project Area. A new water supply system shall be provided for both fresh and flushing water. In order to meet the water demand, a fresh water service reservoir (FWSR), a RWSR, a WRP, and associated trunk main and distribution mains are proposed to feed the development site.

11.2.2 The potable water and fire-fighting supply will be fed by a proposed FWSR within the Project Area. The proposed FWSR would be located at the Ngau Tam Shan, which is located in the south-western portion of the Project Area.

11.2.3 To cater for the fresh water demands of the Project Area, it is proposed to construct two trunk mains, one from NTM WTW to the proposed STLMC FWSR and one from SS WTW to the proposed STLMC FWSR.

11.2.4 The Project Area is distant from salt water supply systems. Therefore, a new reclaimed water system will be required to supply reclaimed water for non-potable uses such as toilet flushing, potential irrigation and DCS usage for the Project Area. An on-site EPP will be built for collection, treatment and disposal of sewage from the Project Area. The treated sewage effluent will be further treated by the WRP for supply of reclaimed water.

11.2.5 The reclaimed water supply will be fed by a proposed RWSR which will co-located with the FWSR at Ngau Tam Shan.

11.2.6 Both the STLMC FWSR and RWSR will also cater for the fresh water and reclaimed water demands from the potential developments in Ngau Tam Mei Area.

12 UTILITY IMPACT ASSESSMENT

12.1 Existing and Planned Utility System

12.1.1 The existing and planned utility system under the Project Area includes power supply, telecommunications, gas supply, road lighting and CUE are assessed. By consulting relevant authorities and utility undertakers, the capacities of the existing and planned utility services to extend into Project Area, including the power supply, DCS and CUE are identified in the sections below.

12.2 Proposed Power Supply

12.2.1 It is assumed that all non-residential areas will be using DCS such that air-conditioning plant load are excluded in all non-residential site area.

12.2.2 According to CLP, new 400kV and 132kV power substations will be required for the estimated demand. Two sites at the eastern area of the Project Area near the existing 400kV overhead line will be reserved for 400kV power substation and nine sites for 132kV power substation are distributed over the Project Area. The proposed sites reserved for electricity substations are shown in **Appendix A**.

12.3 Proposed Gas Supply

12.3.1 For the gas supply network, the alignment of existing low, medium and high pressure gas main in the vicinity of the Project boundary have been obtained from Hong Kong and China Gas Company Limited (HKCG).

12.3.2 Gas governor kiosks shall be installed inside the Project Area. The typical size of each kiosk is 2.2 x 2m and is usually located at the amenity area of footpath. The minimum clearance with any buildings is 3m and there should be no other major utilities near the kiosk. The location of the kiosk would be liaised with HKGC in detailed design stage.

12.4 Proposed Telecommunications

12.4.1 Information on the existing cable networks within and in the vicinity of the project boundary as obtained from telecommunication companies including providers of telephone, broadband and television services are summarised in the **Table 12.1**.

Table 12.1 Utility Undertakers for Telecommunications

Telecommunications (Fixed Network Operator)	HKBN Enterprise Solutions HK Limited
	Hong Kong Cable Television Limited
	Reach Networks Hong Kong Limited and
	China Telecom Global Limited
	Vodafone Enterprise Global Network HK Limited
	Hong Kong Telecommunications (HKT)
	Telstra International HK Limited and Telstra International Limited
	Verizon Hong Kong Limited
	NTT Com Asia Limited
	21 ViaNet Group Limited
	Equinix Hong Kong Limited
	China Unicom (Hong Kong) Operations
	PCCW Global (HK) Limited
	Easy Tone Network Limited

	Towngas Telecommunications Fixed Network Limited
	Hutchison Global Communications Limited
	TraxComm Limited
	HKC Network Limited
	Village Telephone Limited
	Superloop (Hong Kong) Limited
	China Mobile Hong Kong Company Limited
Telecommunications (Mobile Network Operator)	SmarTone Communications Limited
	China Mobile International Limited
	ComNet Telecom (HK) Limited
	Hong Kong Telecommunications (HKT)
	SmarTone Mobile Communications Limited

12.5 Proposed Road Lighting

12.5.1 Street lightings are required along all public roads in the Project Area.

12.5.2 In general, all road lights fed from the same circuit shall be looped together by turning in and out the lighting cables and terminating them with cable glands at the base section of lighting columns. In addition, ducts/pipes shall be laid under footpaths instead of carriageways where a minimum cover of 450mm from the finished surface of the footpath and 900mm from the finished surface of the carriageway could be provided.

12.5.3 With reference other NDA sites, there is possibility to adopt smart lamppost in the Project Area, to be in line with the blueprint for long-term smart city planning and development in Hong Kong. As promulgated in the 2017 Policy Address, the Government will launch a pilot Multi functional Smart Lampposts scheme (hereinafter referred to as the “Pilot Scheme”) as one of the key infrastructure projects for smart city development. The Pilot Scheme will install multi-functional smart lampposts (hereinafter referred to as “the smart lampposts”) to support the building of a smart city with city-wide coverage of data and network. Smart lampposts with smart devices and an IT support system have been implemented to provide convenient data services and collect various real-time city data, enhance city and traffic management, and complement the future infrastructure development for 5G mobile services in Hong Kong

12.6 Proposed Common Utility Enclosure (CUE)

12.6.1 CUE is a fixed common passage in the form of tunnel, trough or the like in which utilities services can pass without the need of road excavation openings as necessitated by conventional cut and cover method. With the provision to manual access and material delivery points at regular intervals, the utilities inside can be inspected, tested and maintained.

12.6.2 The typical cross section of CUE is shown below:

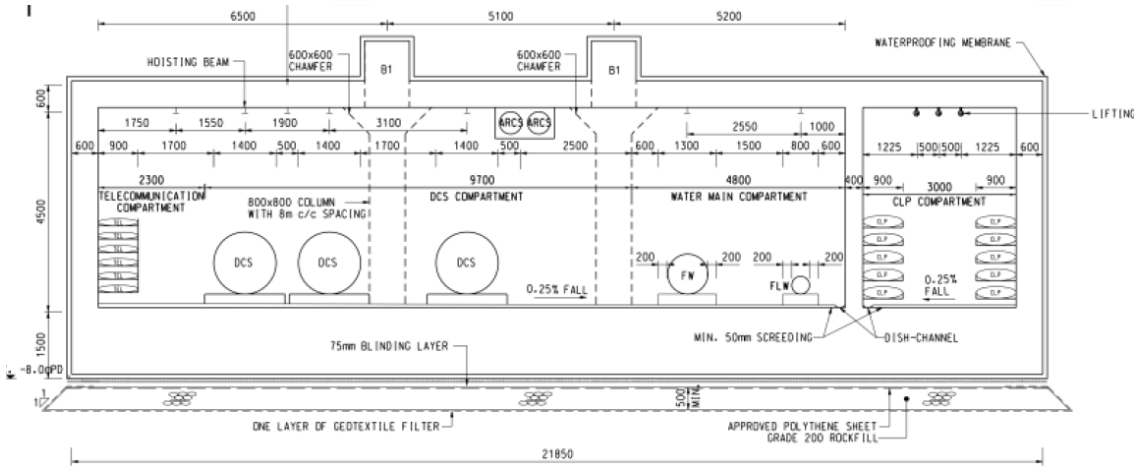

Figure 12.1 Typical Cross Section of Common Utility Enclosure

12.6.3 There are 6 numbers of alignments tentatively proposed for the CUE serving the I&T sites, residential areas and GIC uses etc. These alignments would cover the major roads in the Revised RODP, the utilities service included the following:

- DCS
- High voltage electricity cable (e.g. 132 kV or higher voltage cables)
- Low voltage electricity cable (e.g. lower than 132 kV)
- Water main (portable or flushing water main)
- Telecommunication cable
- Other non-main stream utilities system (ARCS)

12.6.4 Technical feasibility assessments for implementation of CUE in the Project Area has been carried out with consideration of user requirements, construction sequence and methodology, and determine the extent of the adoption of CUE.

12.7 District Cooling System (DCS)

12.7.1 A DCS is a centralised air-conditioning system producing chilled water within a centralised energy plant and distributing the water through underground pipes to the non-domestic buildings connected to the system. Individual buildings hence do not need split systems, chillers and cooling towers. Once used, the water is returned to the central plant to be chilled again and then re-circulated through the closed-loop piping system.

12.7.2 Six DCS plants are proposed within the Project Area as energy efficient infrastructure to reduce carbon emissions. As a general guideline stipulated under Chapter 7 of HKPSG, the distance of targeted customer buildings should not be more than 2 km from the proposed DCS plants. DCS is deemed financially feasible compared to water-cooled air conditioning systems.

13 SOCIO-ECONOMIC IMPACT ASSESSMENT

A socio-economic impact assessment has been undertaken to identify the potential socio-economic impacts arising from the Project and mitigation measures required.

13.1 Potential Socio-Economic Impacts

13.1.1 The proposed development is a strategic project driving Hong Kong's I&T development and economic growth while also meeting the housing and community needs through better utilisation of the land resources. Positive impacts brought by the Project include new housing supply meeting the long-term societal needs for public and private housing; new employment opportunities boosting Hong Kong's economic competitiveness especially the I&T industry; facilitating collaboration with SZ and other GBA cities on social-economic fronts; improving the living environment of existing residents with the comprehensively planned GIC facilities, open space and blue-green network; promoting urban-rural-nature integration and SGR living; and enhancing external and internal connections with the proposed integrated road and railway transportation networks as well as the comprehensive pedestrian and cycling network.

13.1.2 The Revised RODP has minimised negative impacts to the existing developments as far as practicable. Nevertheless, in view of the extensive area of the Project, it is inevitable that some existing rural settlements, brownfield operations, fishponds, agricultural / livestock farms and graves / urns / shrines, etc. scattered across the Project Area would be affected.

13.2 Mitigation Measures

13.2.1 To facilitate the implementation of the Project, mitigation measures have been proposed to address the potential negative impacts. When the Government resumes and clears the land, compensation and rehousing arrangements would be provided to eligible affectees according to the prevailing policy. In addition, the Government has stepped up assistance to operators of the affected brownfields, fishponds, agricultural farms and livestock farms in relocating their operations and supporting the sustainable development of various industries, etc. If the socio-economic impacts could be managed properly, positive impacts could outweigh the negative impacts.

14 LAND REQUIREMENT AND IMPLEMENTATION PROGRAMME

14.1 Land Requirement

14.1.1 For the implementation of the proposed development and infrastructures, the status of lands within the Project boundary has been reviewed and the land required has been worked out.

14.1.2 Among the about 610 ha land area within the Project boundary, the area of private land lots to be resumed due to the development is about 314 ha and the area of government land to be cleared is about 266 ha[6].

14.2 Affected Features

Structures / Buildings

14.2.1 There are about 3,900 structures / buildings falling within / partially within the Project Area to be affected by the development. The affected structures / buildings are categorised into brownfield, domestic and non-domestic uses by desktop study, survey of brownfield sites, site visit, etc. Among the 3,900 structures / buildings, there are about 1,400 numbers for brownfield uses and another about 1,300 numbers for domestic uses. The domestic structures scatter mainly in the 7 non-recognised villages.

Graves, Urns (Kam Taps), Shrines and Permitted Burial Grounds (PBGs)

14.2.2 There are 7 nos. of PBGs, namely YL/1, YL/3, YL/8, YL/9, YL/10, YL/12 and YL/13, and parts of other PBGs including YL/5, YL/7 and YL/15 falling within the Project boundary. The Project Area is also bounded by PBGs to the north at Tit Hang Shan, to the south at Ngau Tam Shan, and to the east at Ki Lun Shan. Most areas of the PBGs falling with the Project Area would be preserved as far as practicable, which are zoned as “GB”. Part of PBG Nos. YL/1, YL/5, YL/7, YL/9, YL/12, YL13 and YL/15 will still be affected.

14.2.3 There are about 562 nos. of graves/urns/shrines in the Project Area, of which about 185 would be affected. About 20 nos. of the affected graves/urns/shrines are within PBGs. A grave survey has been conducted in 2022/2023 to verify the locations of the graves/urns/shrines and the actual affected number is subject to the survey conducted by LandsD.

Agricultural Land, Livestock Farms and Fish Ponds Affected

14.2.4 There are about 9.5 ha of active and 17.9 ha of abandoned agricultural land within the Project Area. The major agricultural land clusters are located at Shek Wu Wai, Pang Loon Tei and Chau Tau. Excluding the agricultural land falling within “GB” zone which would be retained, 9.5 ha of active and 17.6 ha of abandoned agricultural land would be affected by the development.

14.2.5 There is a total of 10 livestock farms within and in the vicinity of the Project Area, including 8 pig farms and 2 chicken farms. One of the pig farms is about 130m away from the Project boundary. The other 9 livestock farms within the Project Area would be affected. The total affected area is about 2.5 ha and their total rearing capacity is 9,700 pigs and 66,000 chicken.

[6] Including areas outside of the about 539 ha of the development area, such as existing road and proposed service reservoirs (including associated engineering works).

14.2.6 There is about 92 ha of fish ponds within the Project Area to be affected of which 89 ha are under Phase 1 and 3 ha are under Phase 2. They concentrate within the wetland conservation area in Sam Po Shue and around the agricultural land to the east of Shek Wu Wai.

14.3 Tentative Implementation Programme

14.3.1 In consideration of the implementation programme, the land resumption/clearance for the proposed development will be performed in 2 phases.

14.3.2 Among the about 314 ha of private land lots to be resumed for the whole development, there are about 220 ha of private lots to be resumed under Phase 1 Development.

14.3.3 A preliminary phasing plan for the development has been formulated, which is shown in **Appendix B**. A tentative implementation programme is presented in **Table 14.1**.

Table 14.1 Preliminary Implementation Programme

	Phase 1	Phase 2
Areas	I&T land parcels to the north of San Tin Highway / Fanling Highway, some residential land to the south, key infrastructure areas with road connections	Remaining areas to the south of San Tin Highway / Fanling Highway
Rationale of Phasing	• Key infrastructures • Areas with road connection from existing road networks	• To commence infrastructure works for targeted population intake
Earliest Date for Commencement of Infrastructure Works	December 2024	2026
Earliest Date for Availability of Land for Building Works	2026	2029
Anticipated First Occupation/ Population Intake Date	2031	2034

Notes:
1 Phasing plan is subject to further liaison with LandsD and further review under Design and Construction Stage.
2 Site formation works will have interface with the construction works of NOL and San Tin Station (in service by 2034).
3 The land under each phase will only be made available in phases by no less than 18 months to complete the site formation depending on the nature and extent of works after taking over of the sites from LandsD.

15 CONCLUSION

15.1.1 This report provides the summary findings, proposals and recommendations of the Revised RODP, technical assessments in respect of transport and traffic, environmental (air quality, noise, water quality, sewerage, waste, land contamination, landfill gas hazard, ecology, fisheries, cultural heritage, hazard to life, landscape and visual, and electric and magnetic fields), air ventilation, site formation, geotechnical, natural terrain hazard, drainage, sewerage, water supply, utilities and socio-economic aspects, land requirement and implementation programme.

15.1.2 With implementation of the proposed and planned infrastructural works, no insurmountable technical problem is anticipated for the Project. The Project is technically feasible for development without generating unacceptable adverse impacts to the surrounding area.

15.1.3 The feasibility of the Project has been assessed, and no insurmountable technical problem is anticipated.

16 ADDENDUM

16.1.1 Subsequent to the formulation of Revised RODP, further refinement to the land uses near Chau Tau has been made as incorporated in **Figure 16.1** below. As a result, about 0.3 ha of land has been rezoned to "V" to reflect existing developments. Amenity area is proposed to the north of Road L19 and L20 as a buffer for the "V" zone for Chau Tau. The total development area is correspondingly reduced to about 538 ha, and the amount of I&T land is revised to about 211 ha.

16.1.2 Given that the magnitude of change to the land uses is not significant, the proposed change in land uses is technically feasible and have no insurmountable impact to relevant aspects.

16.1.3 From geotechnical perspective, the land rezoned to "V**"** is required to keep at +6.2mPD for retaining the existing buildings. At the north-eastern side, the site formation level is required to form at +8.0mPD. A fill slope of 1.8m high will be formed to match with proposed site formation design. The level of the amenity land varies from +5.0mPD at the north to +6.5mPD at south. The level difference between road and amenity can be resolved by the provision of slope/retaining wall. In conclusion, the proposed change is geotechnically feasible and technically valid.

16.1.4 Based on preliminary impact assessment, with provision of mitigation measures including LNRS and 1m tall planter along Road L20, together with 12m setback from Road L20, no insurmountable road traffic noise and air quality impact would be anticipated on the "V" zone for Chau Tau. In view of the localised refinement, no adverse environmental impact would be anticipated, and mitigation measures proposed under the EIA Report would still be applicable.

16.1.5 From landscape and visual impact assessment, in view of the localised scale of change in the land use, the changes are considered minimal. The additional visual and landscape impact is considered negligible. As such, the conclusion under Section 6.12 remains valid. The implementation of landscape and visual mitigation measures as proposed in the latest EIA Report would still be applicable.

16.1.6 From the perspective of air ventilation, the induced changes in building morphologies would not obstruct the identified major wind corridors/breezeways, implying the changes would result in limited alteration to the district wise wind flow patterns. There are no insurmountable air ventilation impacts on the public pedestrian areas near and within the Project Area after the subsequent changes. The air ventilation performance upon its full development could be maintained at a level comparable to other urban areas and districts within Hong Kong.

16.1.7 From the drainage impact assessment, no significant impact is identified due to the localised scale of change in land use. The proposed mitigation and modification works of the existing stream along the Chau Tau West Road will reduce the extent of the potential flooding in the village area, as detailed in the latest DIA Report.

16.1.8 From traffic perspective, it is considered that the change to traffic flows and traffic pattern is minimal and the impact to the future performance of junctions and road links are considered negligible. The assessment findings from the TTIA as discussed under Section 5 remains valid.

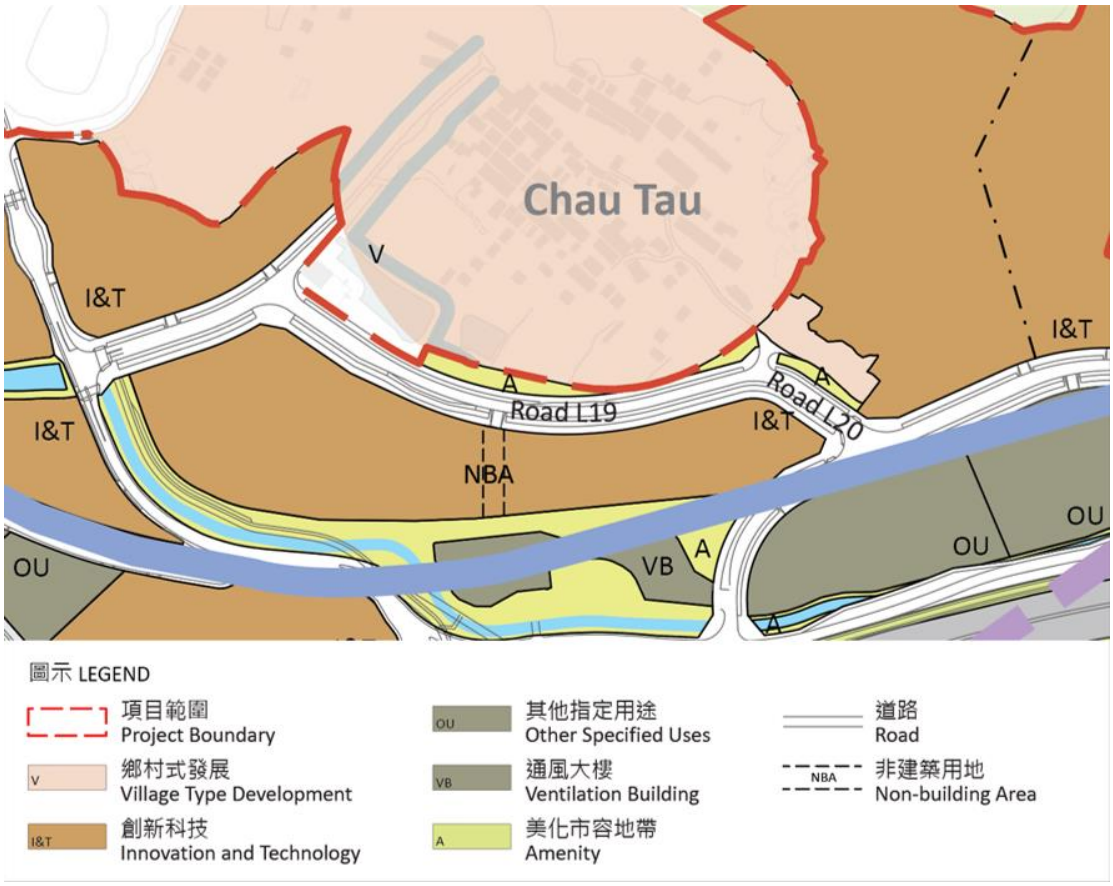

Figure 16.1 Refinement to the land uses near Chau Tau

Appendices

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND

- Project Boundary
- RSc — Public Housing
- R1 — Private Housing
- MU — Mixed Use
- V / V(1) — Village Type Development
- I&T — Innovation and Technology
- LSW — Logistics, Storage and Workshop
- OU — Other Specified Uses
- VB — Ventilation Building
- G/IC — Government, Institution or Community
- E — Education
- O — Open Space
- GB — Green Belt (✱with Permitted Burial Ground)
- A — Amenity
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Road
- NBA — Non-building Area
- PTI — Public Transport Interchange
- TIH — Transport Interchange Hub
- P — Commercial Vehicle Park
- Performance Venues and Museum
- Library
- Indoor Sports Centre
- Swimming Pool Complex
- Market
- Urban Farm
- Flood Attenuation Facilities
- EcoHub
- C — Refuse Collection Point
- Green Fuel Station
- Electricity Substation
- District Cooling System
- SPS — Sewage Pumping Station
- SmPS — Stormwater Pumping Station
- Primary School
- Secondary School
- Nature Excursion
- R — Government Reserve
- 170 — Maximum Building Height (in metres above Principal Datum)
- 8 — Maximum Building Height in Storeys
- 7.0 — Proposed Level (in metres above Principal Datum)

Plot File by: $USER$
PATH: $FILES
$DATE$



Note: The public/private housing as indicated in the plan above is for indicative purposes only. The actual allocation of land for public or private housing use will be determined upon implementation.

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FIRST PHASE DEVELOPMENT OF THE NEW TERRITORIES NORTH – SAN TIN / LOK MA CHAU DEVELOPMENT NODE – INVESTIGATION

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STATUS 階段

SCALE 比例 A3 1:15000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 December 2023

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

Revised Recommended Outline Development Plan

SHEET NUMBER 圖紙編號

APPENDIX A

ISO A1 594mm x 841mm

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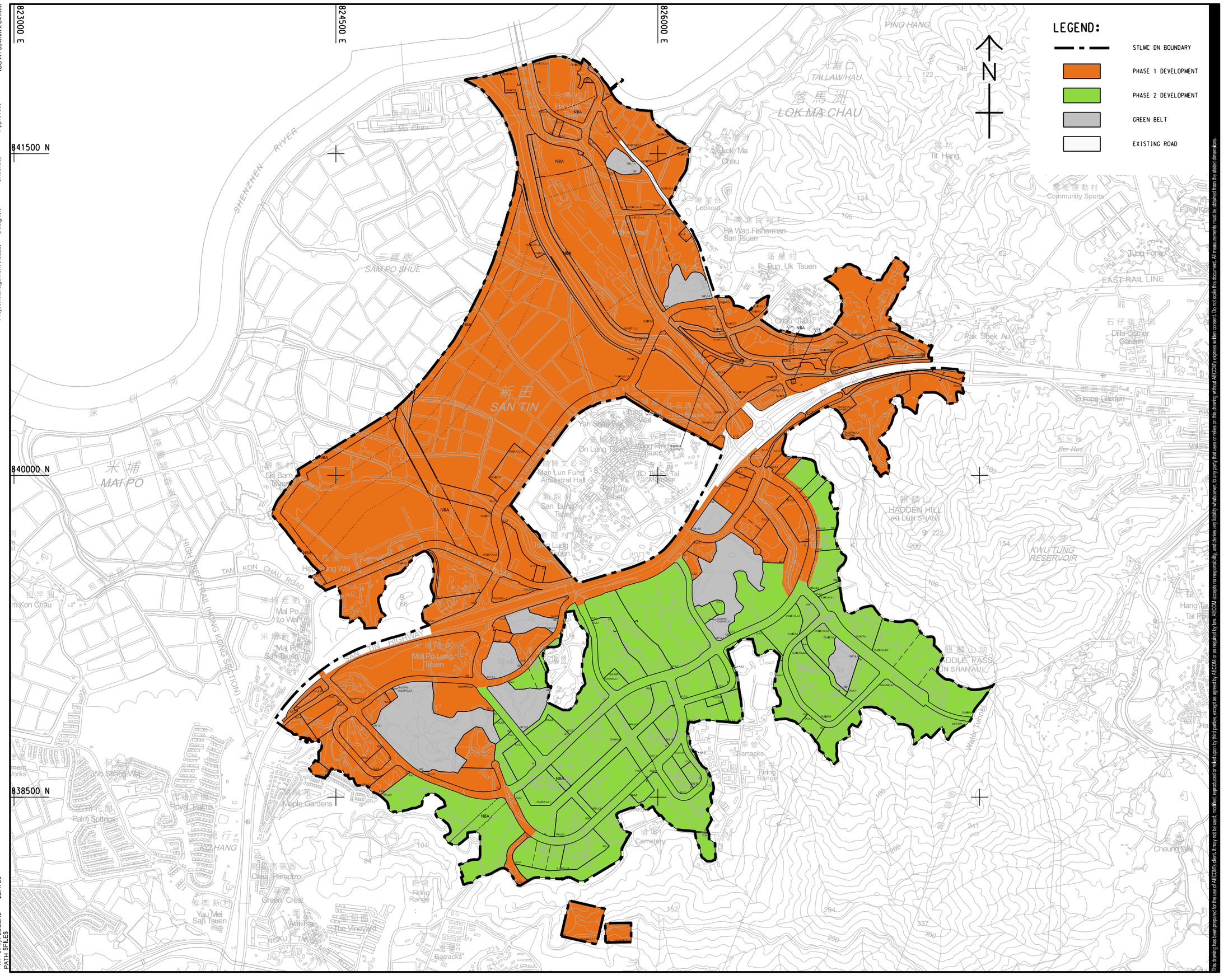
Designer:

Project Management Initials:


823000 E
824500 E
826000 E
841500 N
840000 N
838500 N
LEGEND:
STLMC ON BOUNDARY
PHASE 1 DEVELOPMENT
PHASE 2 DEVELOPMENT
GREEN BELT
EXISTING ROAD
N
SHENZHEN RIVER
深圳河
SAN PO SHUE
新圩
SAN TIN
米埔
MAI PO
LOK MA CHAU
落馬洲
PING HANG
TALLAW HAU
TIT HANG
HA WAN FISHERMAN SAN TSUEN
FANLING HIGHWAY
SAN TIN HIGHWAY
TAM KON CHAU ROAD
HIGH SPEED RAIL (HONG KONG SECTION)
EAST RAIL LINE
KWU TUNG RESERVOIR
HADDEN HILL (KI LUN SHAN)
MIDDLE PASS (SIN SHAN AU)
Mai Po Lung Tsuen
Sha Po
Ha Wan Tsuen
Lok Ma Chau
Lookout
Community Sports
Fung Kong
Tung Fong
Pak Shek Au
Dills Corner Garden
Europe Garden
Ser Res
Yau Tam Mei
Yan Shau Wai
On Lung Tsuen
Wang Toi Shan
Mah Lun Fung Ancestral Hall
Tsiu Lung Tsuen
Hong Sing Wai
Mai Po Lo Wai
Mai Po Sandtsuen
Wo Shang Wai
Royal Palms
Palm Springs
Maple Gardens
Casa Paradizo
Green Crest
Yau Mei San Tsuen
Wang Toi Shan
Barracks
Firing Range
Cemetery
The Vineyard
Cheung Kat
Valais
NBA
GB
OU(HUAT)
OU(HPUC)
OU(MPUC)
OU(SPUC)
OU(SHUC)
OU(TPUC)
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OU(TSUC)A38
OU(TSUC)A39
OU(TSUC)A40

Figures

ISO A3 297mm x 420mm

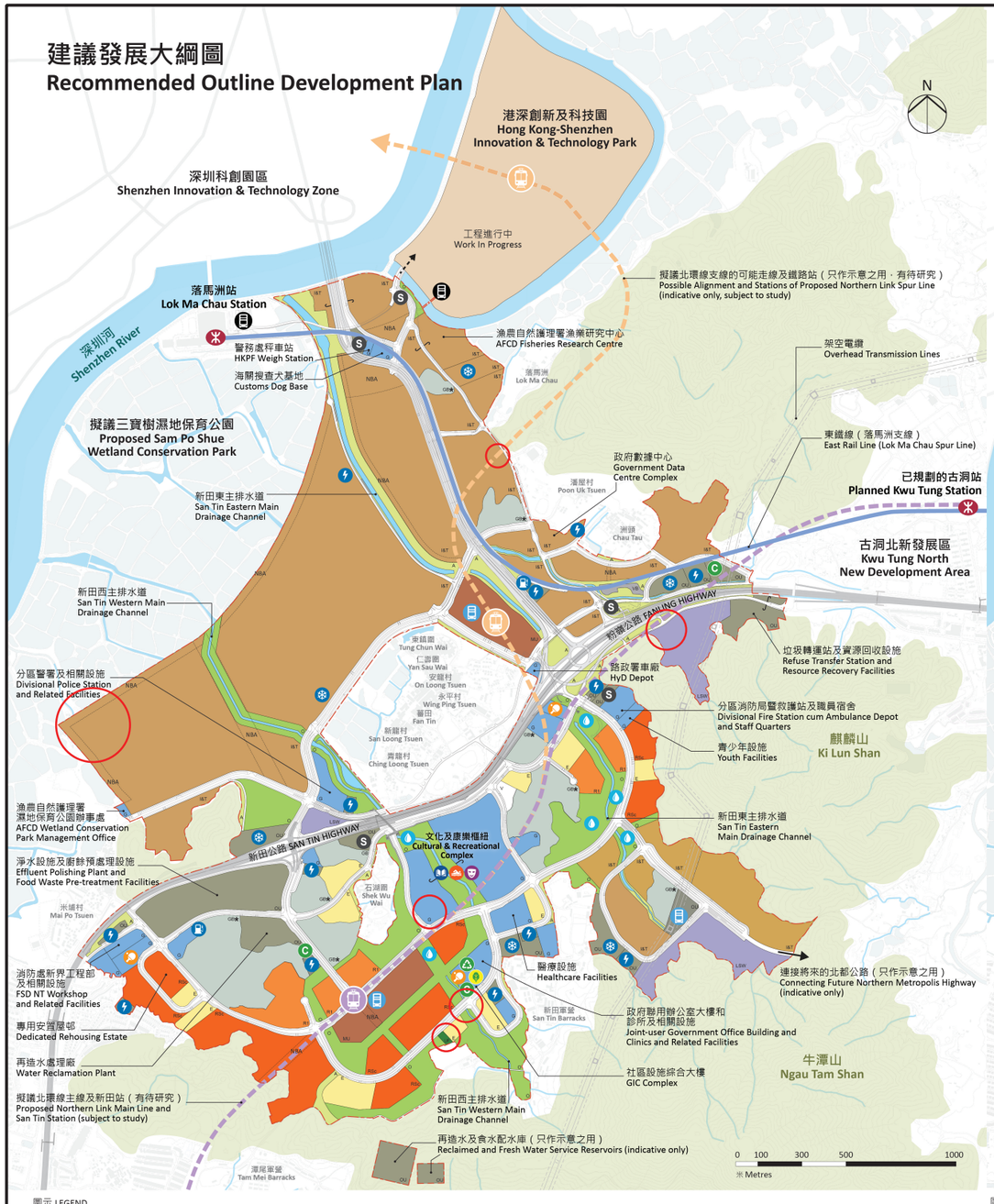
Approved:

Checked:

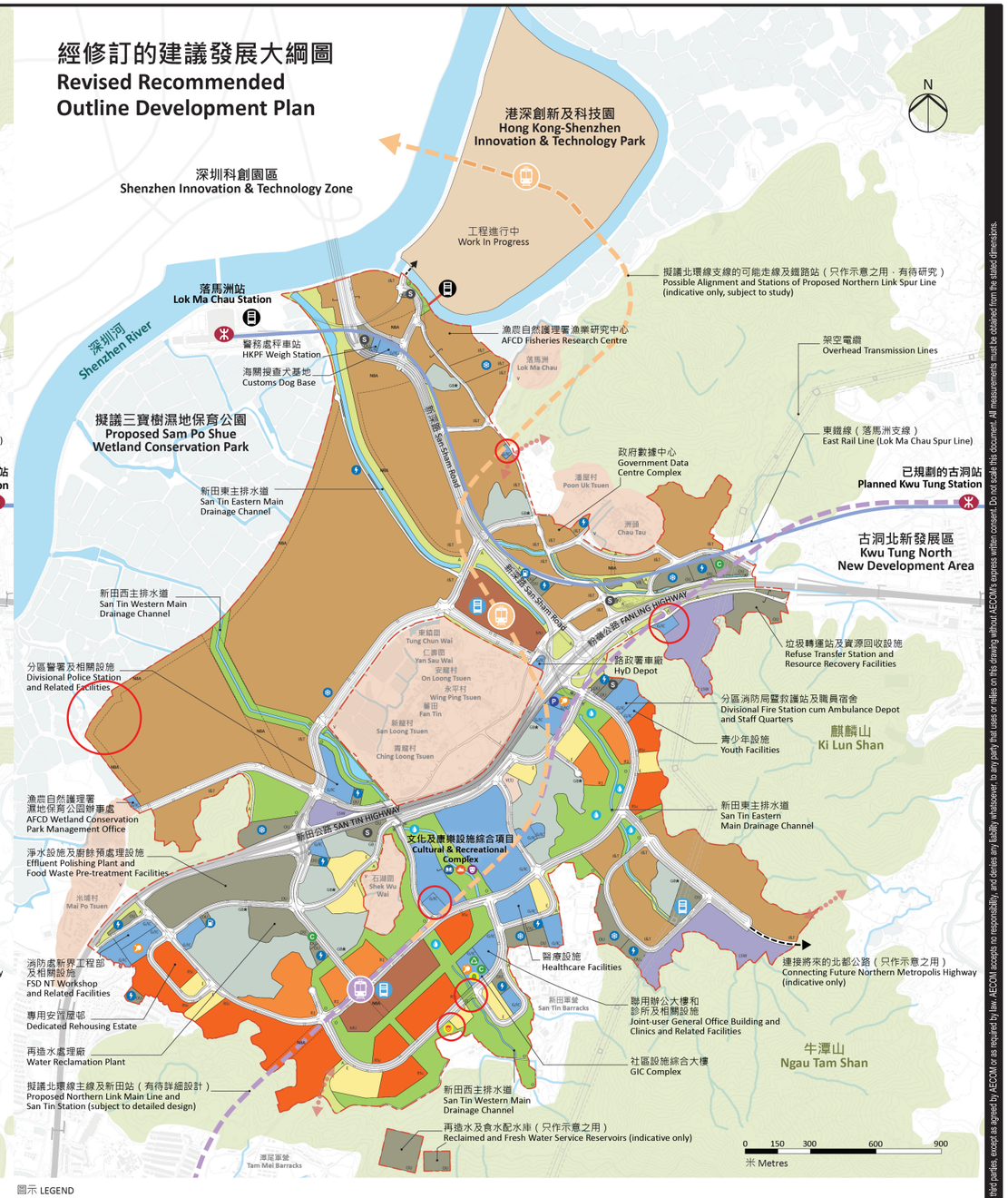
Designer:

Project Management Initials:

建議發展大綱圖
Recommended Outline Development Plan



經修訂的建議發展大綱圖
Revised Recommended Outline Development Plan



圖示 LEGEND

- 項目範圍 Project Boundary
- 公營房屋（住用地積比率：6.5）Public Housing (Domestic Plot Ratio: 6.5)
- 私營房屋（住用地積比率：6）Private Housing (Domestic Plot Ratio: 6)
- 混合用途（總地積比率：7）Mixed Use (Total Plot Ratio: 7)
- 創新科技 Innovation and Technology
- 物流、貯物和工場（地積比率：2 / 5）Logistics, Storage and Workshop (Plot Ratio: 2 / 5)
- 政府、機構或社區 Government, Institution or Community
- 教育 Education
- 其他指定用途 Other Specified Uses
- 通風大樓 Ventilation Building
- 都市農場 Urban Farm
- 休憩用地 Open Space
- 美化市容地帶 Amenity
- 鄉村式發展 Village Type Development
- 綠化地帶（*包含認可殯葬區）Green Belt (*with Permitted Burial Ground)
- 港深創新及科技園（工程進行中）Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- 道路 Road
- 非建築用地 Non-building Area
- 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
- 表演場地及博物館 Performance Venues and Museum
- 圖書館 Library
- 室內運動中心 Indoor Sports Centre
- 游泳館 Swimming Pool Complex
- 街市 Market
- 蓄洪設施 Flood Attenuation Facilities
- 環保回收站 EcoHub
- 垃圾收集站 Refuse Collection Point
- 潔淨能源站 Green Fuel Station
- 電力支站 Electricity Substation
- 區域供冷系統 District Cooling System
- 雨水 / 污水泵房 Stormwater / Sewage Pumping Station

圖示 LEGEND

- 項目範圍 Project Boundary
- 公營房屋（住用地積比率：6.5）Public Housing (Domestic Plot Ratio: 6.5)
- 私營房屋（住用地積比率：6）Private Housing (Domestic Plot Ratio: 6)
- 混合用途（總地積比率：7）Mixed Use (Total Plot Ratio: 7)
- 鄉村式發展 Village Type Development
- 創新科技 Innovation and Technology
- 物流、貯物和工場（地積比率：2 / 5）Logistics, Storage and Workshop (Plot Ratio: 2 / 5)
- 其他指定用途 Other Specified Uses
- 通風大樓 Ventilation Building
- 政府、機構或社區 Government, Institution or Community
- 教育 Education
- 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)
- 道路 Road
- 非建築用地 Non-building Area
- 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
- 商用車輛停車場 Commercial Vehicle Park
- 表演場地及博物館 Performance Venues and Museum
- 圖書館 Library
- 室內運動中心 Indoor Sports Centre
- 游泳館 Swimming Pool Complex
- 街市 Market
- 都市農場 Urban Farm
- 蓄洪設施 Flood Attenuation Facilities
- 環保回收站 EcoHub
- 垃圾收集站 Refuse Collection Point
- 潔淨能源站 Green Fuel Station
- 電力支站 Electricity Substation
- 區域供冷系統 District Cooling System
- 雨水 / 污水泵房 Stormwater / Sewage Pumping Station
- 自然遊徑 Nature Excursion

The changes include refining the project boundary to avoid encroachment onto the Ramsar Site, deleting the “Urban Farm” site and incorporating it as part of the “O” zone, rezoning part of a road to “O” zone to reflect the continuous open space beneath it, rezoning a site near the alignment of NOL Spur Line to “G/IC” and minor boundary adjustment, etc.

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SCALE 比例
A3 1:15000

DIMENSION UNIT 尺寸單位
METRES

DATE 日期
January 2024

KEY PLAN 索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE 圖紙名稱
Amendments to the Recommended Outline Development Plan after Public Engagement

SHEET NUMBER 圖紙編號
FIGURE 3.1

ISO A3 297mm x 420mm

Approved:

Checked:

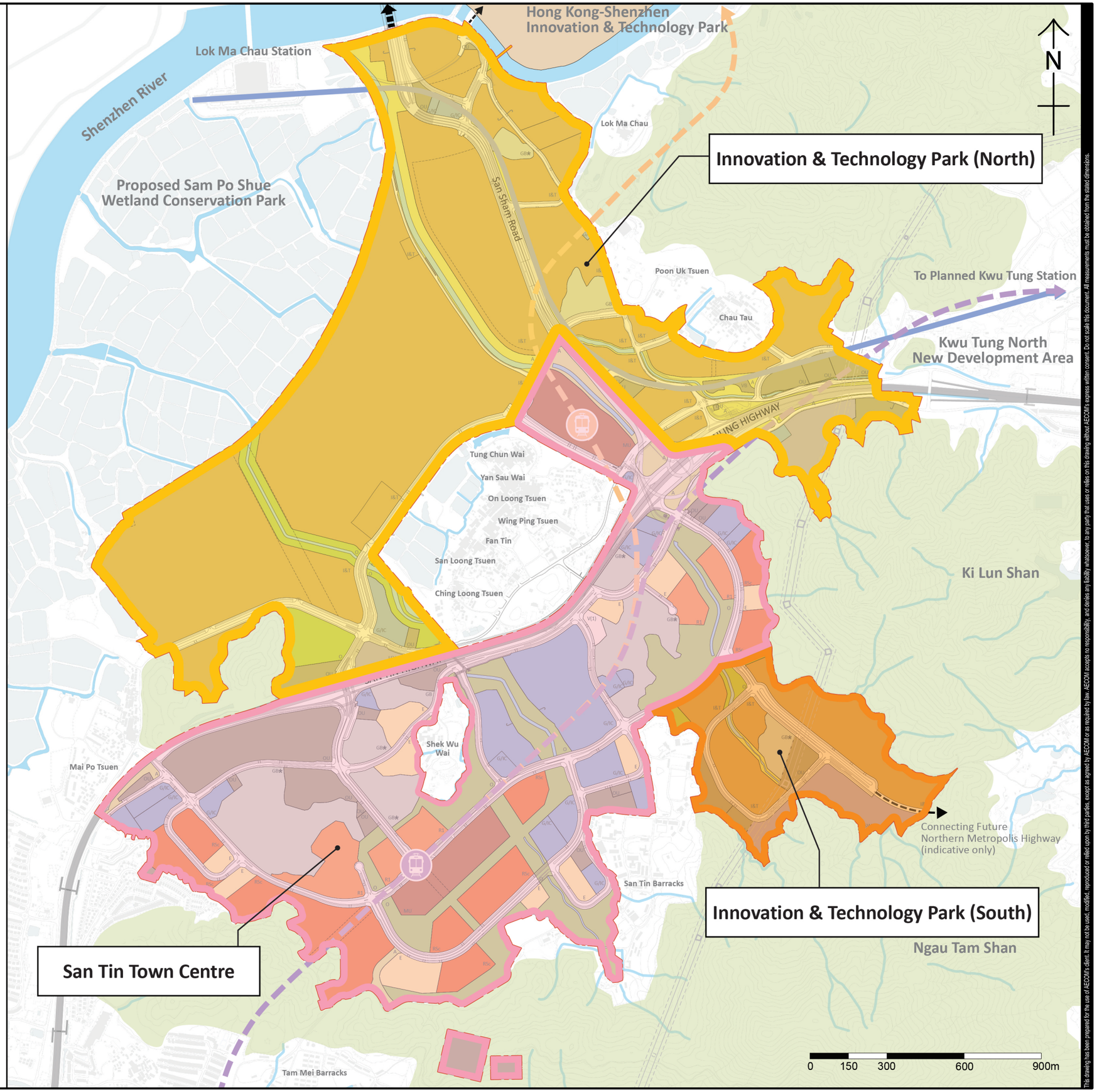
Designer:

Project Management Initials:

Plot File by: $USER$ $DATE$
PATH: $FILE$

LEGEND

- Project Boundary
- Innovation and Technopology Park (North)
- Innovation and Technopology Park (South)
- San Tin Town Centre
- Possible Alignment and Stations of Proposed Northern Link Spur Line (indicative only, subject to study)
- Proposed Northern Link Main Line and San Tin Station (subject to detailed design)
- East Rail Line (Lok Ma Chau Spur Line)



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SCALE 比例: A3 1:15000

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DATE
日期

December 2023

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Development Character Areas

SHEET NUMBER
圖紙編號

FIGURE 4.2

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Open Space
- Amenity
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Public Transport Interchange
- Transport Interchange Hub
- Iconic Landscaped Deck for Pedestrians and Cyclists
- Proposed Bridge / Underpass for Pedestrians and Cyclists
- Proposed Pedestrian Corridor
- Existing / Planned Pedestrian Walkway
- Existing Rural / Walking Trail
- Proposed Pedestrian Walkway
- Existing / Planned Cycle Track
- Proposed Cycle Parking Facilities
- Declared Monument
- Nature Excursion

Hong Kong-Shenzhen Innovation & Technology Park

Possible Alignment and Stations of Proposed Northern Link Spur Line (indicative only, subject to study)

N

Shenzhen River

Lok Ma Chau Station

Lok Ma Chau

Proposed Sam Po Shue Wetland Conservation Park

San Sham Road

East Rail Line (Lok Ma Chau Spur Line)

Poon Uk Tsuen

To Planned Kwu Tung Station

Chau Tau

Connecting Planned KTN NDA Cycle Network

Pedestrian / cycling network within I&T Sites in the I&T Park (North) to be considered at its detailed design stage

FANLING HIGHWAY

Tung Chun Wai

Yan Sau Wai

On Loong Tsuen

Wing Ping Tsuen

Fan Tin

San Loong Tsuen

Ching Loong Tsuen

Ki Lun Shan

SAN TIN HIGHWAY

Shek Wu Wai

Mai Po Tsuen

Connecting Future Northern Metropolis Highway (indicative only)

San Tin Barracks

Connecting Existing NWNT Cycle Network

Ngau Tam Shan

Proposed Northern Link Main Line and San Tin Station (subject to detailed design)

Tam Mei Barracks

0 150 300 600 900m

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STATUS
階段

SCALE 比例	DIMENSION UNIT 尺寸單位
A3 1:15000	METRES

DATE
日期

January 2024

KEY PLAN
索引圖

PROJECT NO. 項目編號	AGREEMENT NO. 協議編號
60670882	CE 20/2021

SHEET TITLE
圖紙名稱

Pedestrian and Cycling Network

SHEET NUMBER
圖紙編號

FIGURE 4.3

Plot File by: $USER$ $DATE$
PATH: $FILE$

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Blue-Green Corridor
- Non-building Area
- Landscape Buffer
- Open Space
- Amenity
- Knoll
- Flood Attenuation Facilities

Hong Kong-Shenzhen Innovation & Technology Park

Possible Alignment and Stations of Proposed Northern Link Spur Line (indicative only, subject to study)

N

Shenzhen River

Lok Ma Chau Station

Lok Ma Chau

Proposed Sam Po Shue Wetland Conservation Park

San Sham Road

East Rail Line (Lok Ma Chau Spur Line)

San Tin Eastern Main Drainage Channel

Poon Uk Tsuen

To Planned Kwu Tung Station

Chau Tau

Kwu Tung North New Development Area

Public space network within I&T Sites in the I&T Park (North) to be considered at its detailed design stage

San Tin Western Main Drainage Channel

FANLING HIGHWAY

Tung Chun Wai

Yan Sau Wai

On Loong Tsuen

Wing Ping Tsuen

Fan Tin

San Loong Tsuen

Ching Loong Tsuen

Ki Lun Shan

SAN TIN HIGHWAY

San Tin Eastern Main Drainage Channel

Shek Wu Wai

Mai Po Tsuen

Connecting Future Northern Metropolis Highway (indicative only)

San Tin Barracks

Ngau Tam Shan

Proposed Northern Link Main Line and San Tin Station (subject to detailed design)

San Tin Western Main Drainage Channel

Tam Mei Barracks

0 150 300 600 900m

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SCALE 比例: A3 1:15000

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DATE
日期

January 2024

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Blue-Green Network

SHEET NUMBER
圖紙編號

FIGURE 4.4

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PATH: $FILE$
$DATE$

ISO A3 297mm x 420mm

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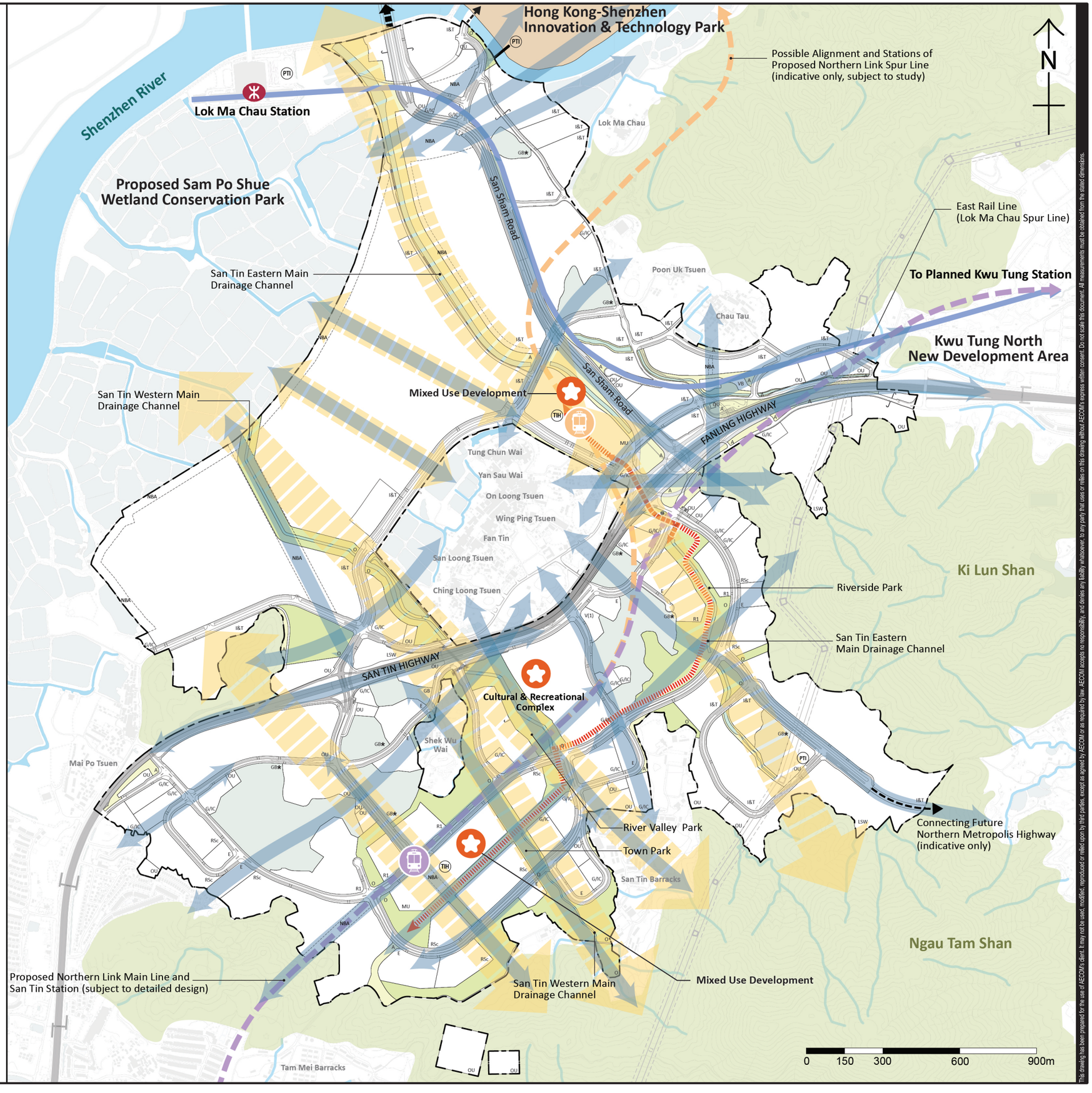
Designer:

Project Management Initials:

LEGEND

- Project Boundary
- O — Open Space
- GB — Green Belt (✱ with Permitted Burial Ground)
- A — Amenity
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Major Breezeway / Airpath
- Major View Corridor
- NBA — Non-building Area
- Landmark Development
- PTI — Public Transport Interchange
- TIH — Transport Interchange Hub
- Living Avenue



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PROJECT
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DATE
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January 2024

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索引圖

PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Urban Design Features

SHEET NUMBER
圖紙編號

FIGURE 4.5

Plot File by: $USER$ $DATE$
PATH: $FILE$

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- ≥180 mPD
- 150 - 179 mPD
- 120 - 149 mPD
- 100 - 119 mPD
- 70 - 99 mPD
- 20 - 69 mPD
- ≤19 mPD
- Subject to detailed design
- NBA — Non-Building Area
- 170 — Maximum Building Height (in metres above Principal Datum)
- 8 — Maximum Building Height in Storeys

Hong Kong-Shenzhen Innovation & Technology Park

Shenzhen River

Proposed Sam Po Shue Wetland Conservation Park

Lok Ma Chau

San Sham Road

Poon Uk Tsuen

Chau Tau

Kwu Tung North New Development Area

FANLING HIGHWAY

Tung Chun Wai

Yan Sau Wai

On Loong Tsuen

Wing Ping Tsuen

Fan Tin

San Loong Tsuen

Ching Loong Tsuen

SAN TIN HIGHWAY

Shek Wu Wai

Mai Po Tsuen

San Tin Barracks

Tam Mei Barracks

Ki Lun Shan

Ngau Tam Shan

Connecting Future Northern Metropolis Highway (indicative only)

N

0 150 300 600 900m

Plot File by: $USER$ $DATE$
PATH: $FILE$

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DATE 日期: January 2024

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PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE 圖紙名稱

Building Height Concept

SHEET NUMBER 圖紙編號

FIGURE 4.6

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND

Project Boundary

- (A) Eastern I&T Park (north) - Verdant Bank
- (B) Eastern I&T Park (north) - North Slope
- (C) Western I&T Park (north) - Channel Bank
- (D) Western I&T Park (north) - Green Alley
- (E) Western I&T Park (north) - Northwest Slope
- (F) Western I&T Park (north) - "The quiet corner"
- (G) Eastern Welcoming Plaza
- (H) Riverside Park- Riverine segment
- (I) Riverside Park- Recreational park segment
- (J) Riverside Park South
- (K) Town Park - Urban Play Street
- (L) Town Park - River Avenue
- (M) Town Park - Garden Lane
- (N) Town Park Plaza
- (O) Town Park South
- (P) Village Plaza
- (Q) River Valley Park



Plot File by: $USER$ $DATE$
PATH: $FILE$

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DIMENSION UNIT 尺寸單位: METRES

DATE 日期: Jan 2024

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索引圖

PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Revised Recommended Landsccape Master Plan

SHEET NUMBER
圖紙編號

FIGURE 4.7

ISO A3 297mm x 420mm

Approved:

Checked:

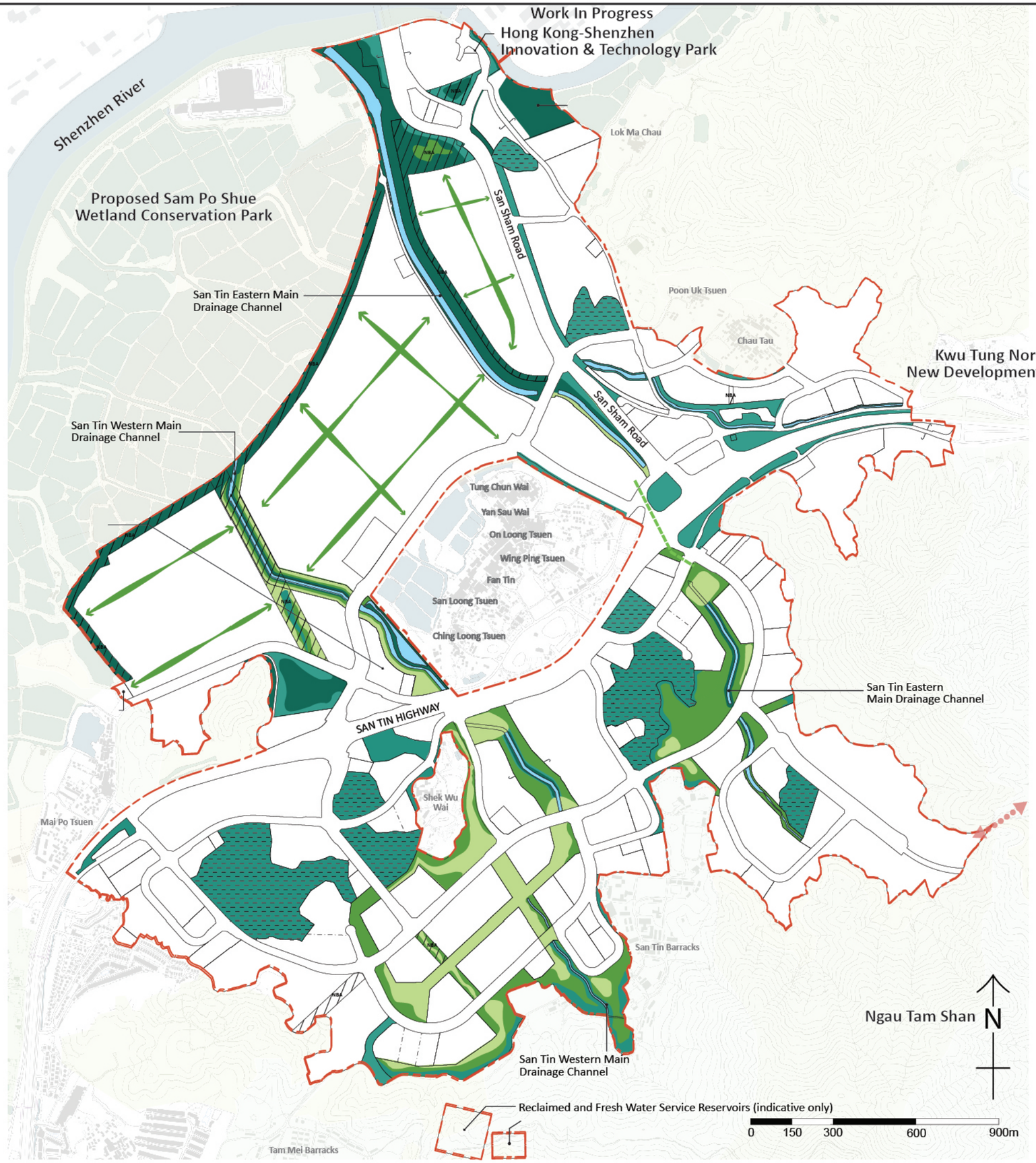
Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Nature-driven
- Urban Nature Transition
- Urban Parkland
- Urban Plaza and Garden
- Non-building Area
- Approximate Area of Permitted Burial Ground
- Iconic Landscaped deck
- Major Open Driange Channel/ Water Course

Note: landscaper design within I&T sites to be considered at its detailed design stage



Plot File by: $USER$ $DATE$
PATH: $FILE$

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DIMENSION UNIT 尺寸單位: METRES

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日期

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KEY PLAN
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PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Landscape Design Characters

SHEET NUMBER
圖紙編號

FIGURE 4.8

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ISO A3 297mm x 420mm

Approved:

Checked:

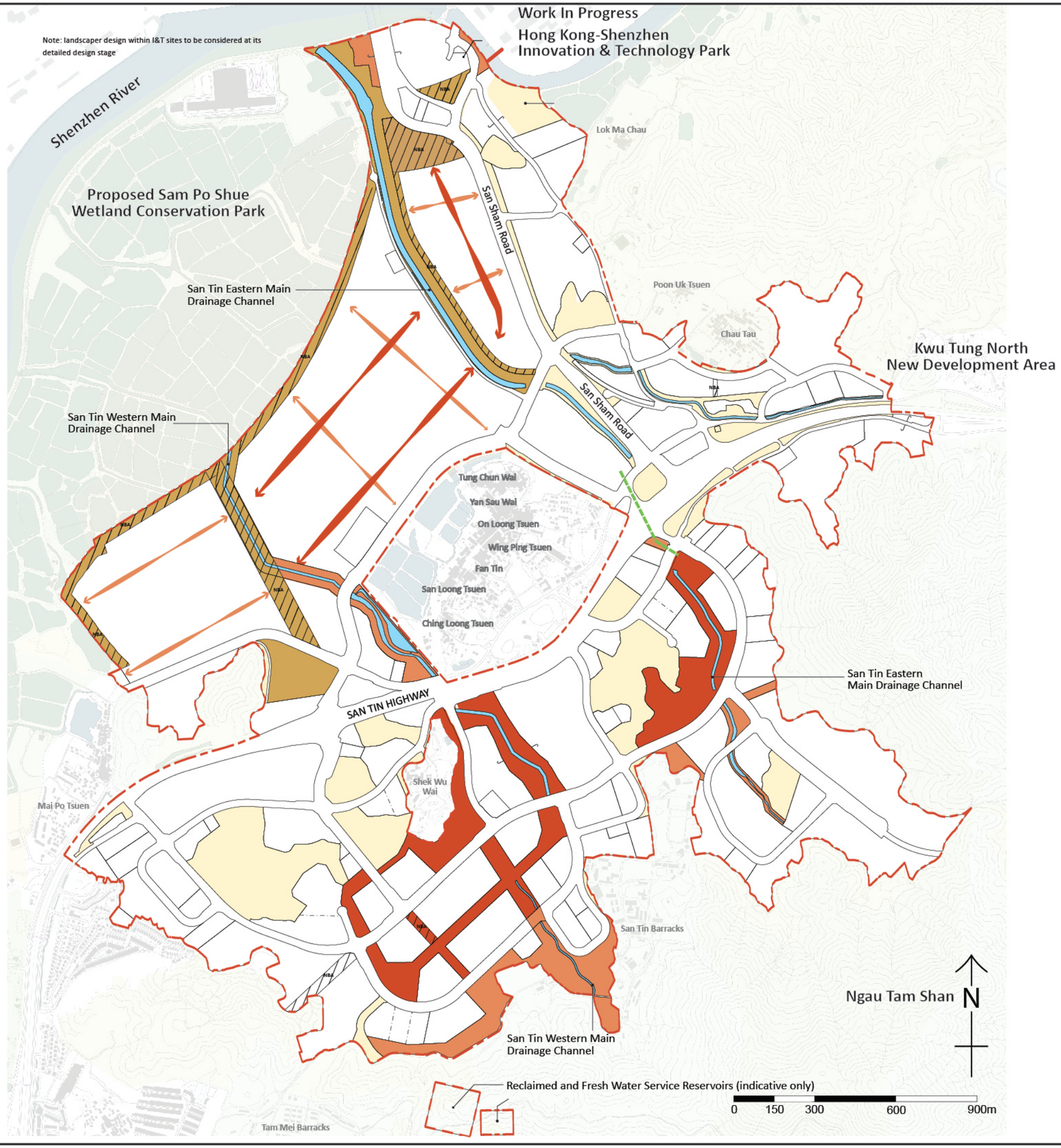
Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Primary Outdoor Spaces
- Secondary Outdoor Spaces
- Landscape connectors
- Natural Interfaces
- Non-building Area
- Iconic Landscaped deck
- Major Open Driange Channel/ Water Course

Note: landscaper design within I&T sites to be considered at its detailed design stage



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PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Landscape Hierarchy and Typology

SHEET NUMBER
圖紙編號

FIGURE 4.9

San Tin East Main Drainage Channel (STEMDC) - Lower stream

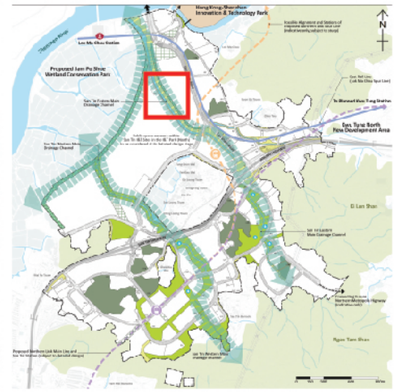
Key Plan (Existing)



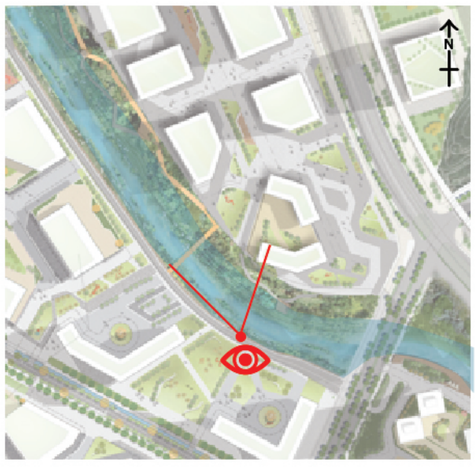
Existing condition- San Tin East Main Drainage Channel



Key Plan



Key Plan (Proposed)



Future improvement - San Tin East Main Drainage Channel



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DATE
日期

January 2024

KEY PLAN
索引圖

PROJECT NO. 項目編號	AGREEMENT NO. 協議編號
60670882	CE 20/2021

SHEET TITLE
圖紙名稱

Existing and future improvement for STEMDC

SHEET NUMBER
圖紙編號

FIGURE 4.10.1

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:

Plot File by: $USER$
PATH: $FILE$
$DATE$

San Tin East Main Drainage Channel (STEMDC) - Mid-stream

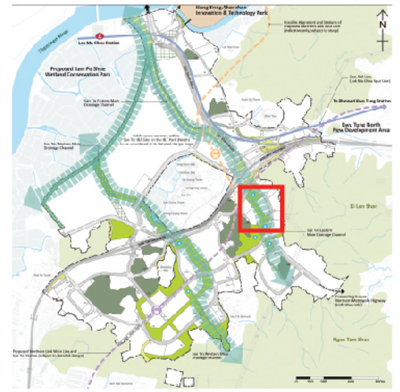
Key Plan (Existing)



Existing condition- San Tin East Main Drainage Channel



Key Plan



Key Plan (Proposed)



Future improvement - San Tin East Main Drainage Channel



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PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Existing and future improvement for mid-stream of STEMDC

SHEET NUMBER
圖紙編號

FIGURE 4.10.2

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:

Plot File by: $USER$
PATH: $FILE$
$DATE$

San Tin West Main Drainage Channel (STWMDC)

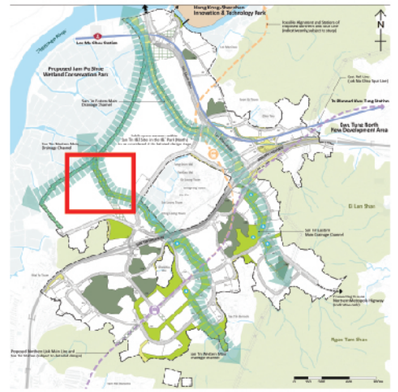
Key Plan (Existing)



Existing condition



Key Plan



Key Plan (Proposed)



Future improvement - Proposed San Tin West Main Drainage Channel



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PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱
Existing and future improvement for STWMDC

SHEET NUMBER
圖紙編號
FIGURE 4.10.3

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: $USER$ $DATE$
PATH: $FILE$

Proposed Cultural and Recreational Complex

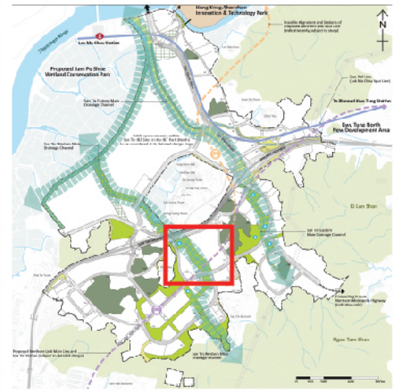
Key Plan (Existing)



Existing condition



Key Plan



Key Plan (Proposed)



Future improvement



ISO A3 297mm x 420mm

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Designer:

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DATE
日期

January 2024

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PROJECT NO. 項目編號	AGREEMENT NO. 協議編號
60670882	CE 20/2021

SHEET TITLE
圖紙名稱

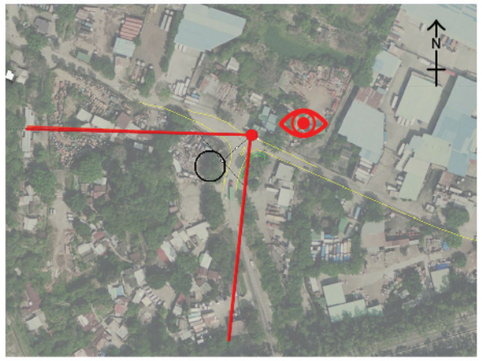
Existing and future improvement for proposed Cultural and Recreational Complex

SHEET NUMBER
圖紙編號

FIGURE 4.10.4

Proposed open space near Mai Po Lung Village Egretry

Key Plan (Existing)

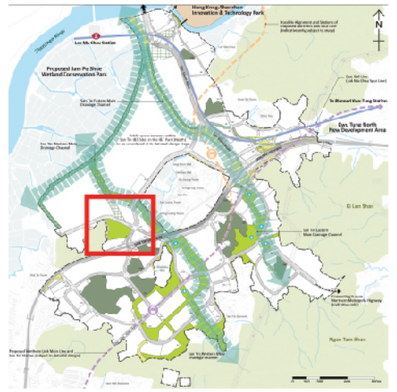




Existing condition- Mai Po Lung Village Egretry



Key Plan



Key Plan (Proposed)



Future improvement - Mai Po Lung Village Egretry



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PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

Existing and future improvement for open space near MPLV Egretry

SHEET NUMBER
圖紙編號

FIGURE 4.10.5

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: $USER$ $DATE$
PATH: $FILE$

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

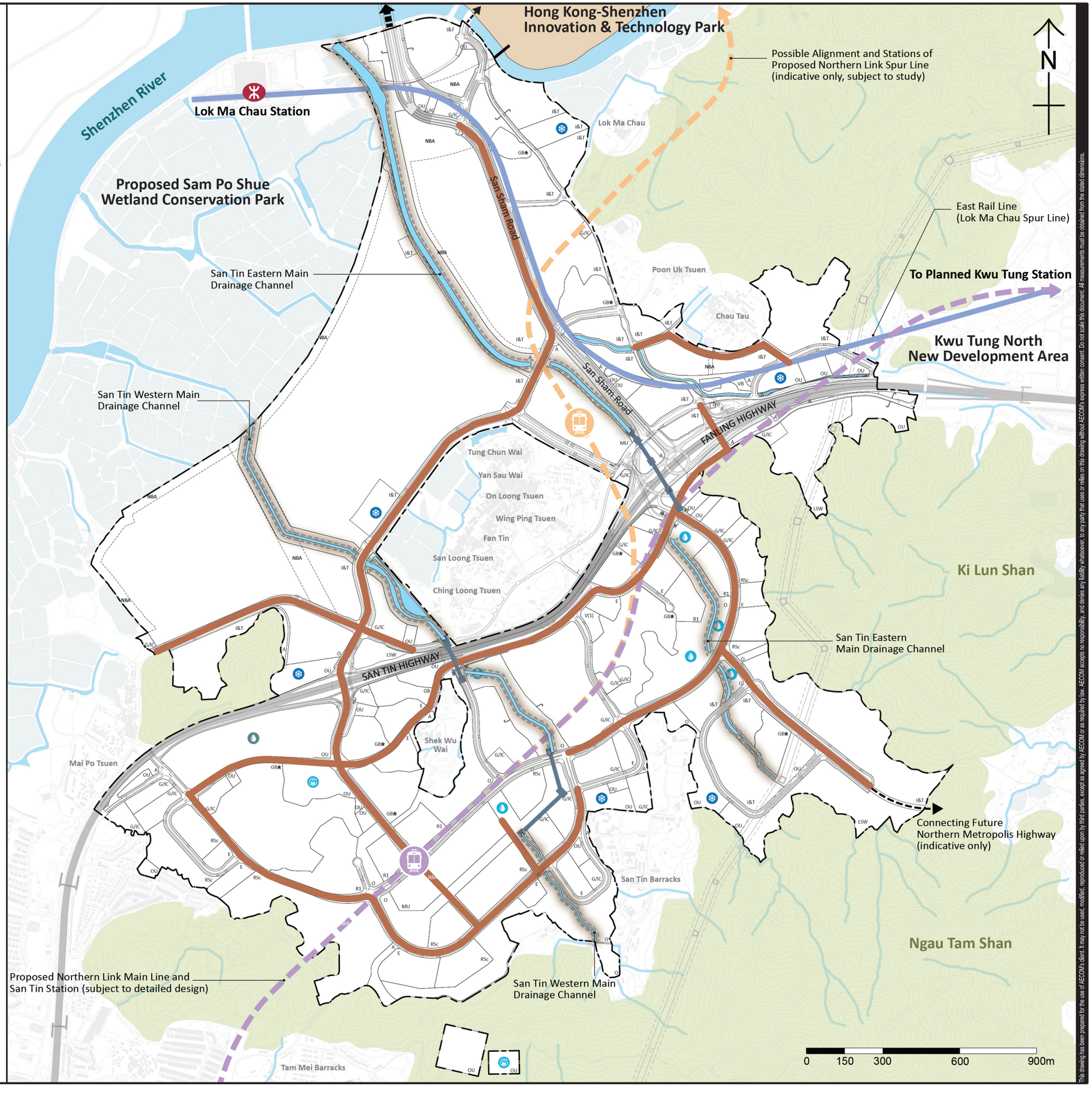
Project Management Initials:

Plot File by: $USER$
PATH: $FILE$

$DATE$

LEGEND

- Project Boundary
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Revitalisation of Major Drainage Channel
- Common Utility Enclosure
- Box Culvert
- Effluent Polishing Plant and Food Waste Pre-treatment Facilities
- Flood Attenuation Facilities
- Water Reclamation Facilities
- District Cooling System
- Green Fuel Station



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DATE 日期: December 2023

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PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

SGR Infrastructure System

SHEET NUMBER
圖紙編號

FIGURE 4.11

ISO A3 297mm x 420mm

Approved:

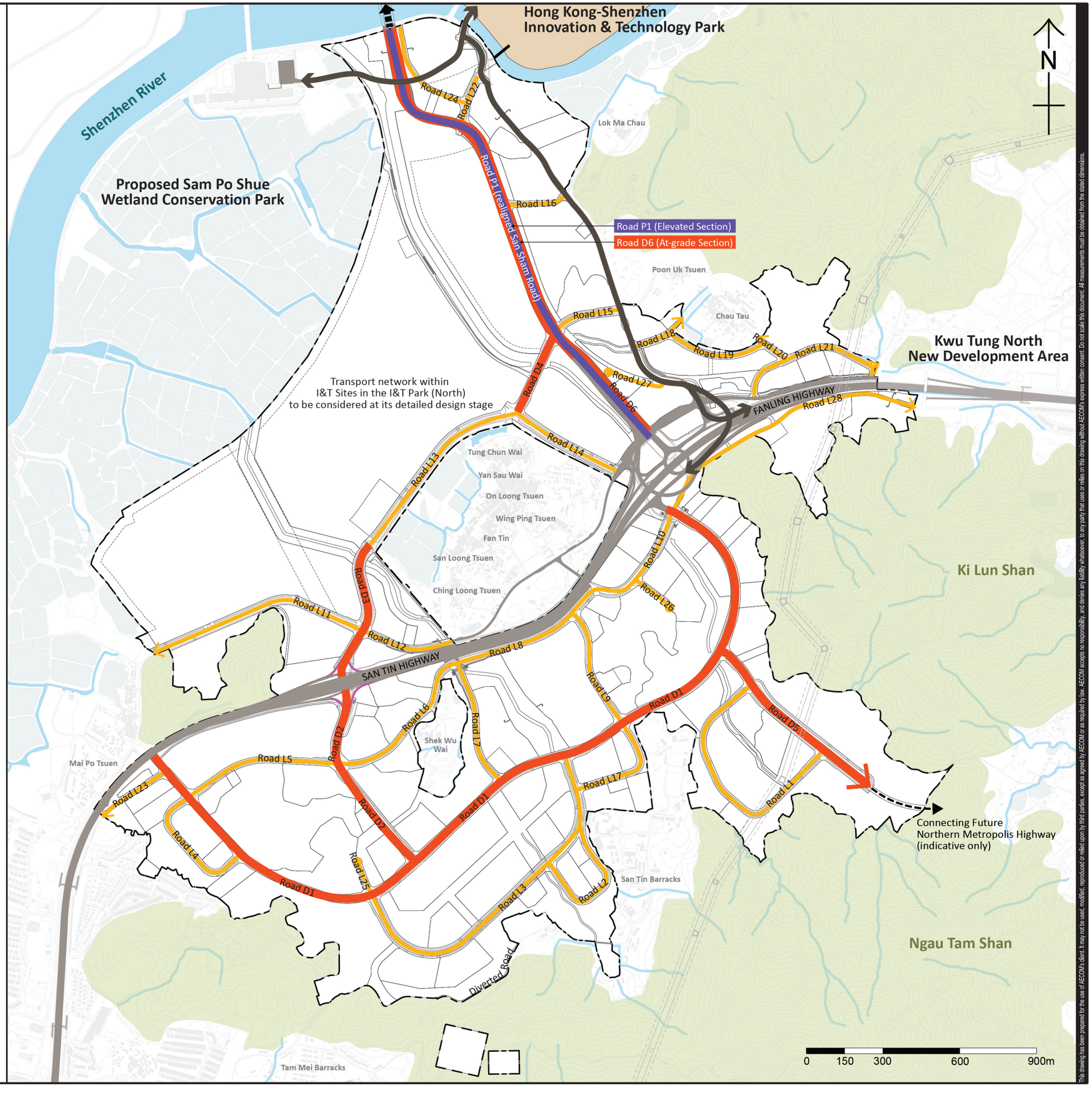
Checked:

Designer:

Project Management Initials:

LEGEND

- Project Boundary
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- Proposed Primary Distributor
- Proposed District Distributor
- Proposed Local Distributor
- Proposed Slip Road
- Road Network under The Loop (under construction)
- Existing Road



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STATUS
階段

SCALE 比例: A3 1:15000
DIMENSION UNIT 尺寸單位: METRES

DATE
日期
December 2023

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱
Road Hierarchy

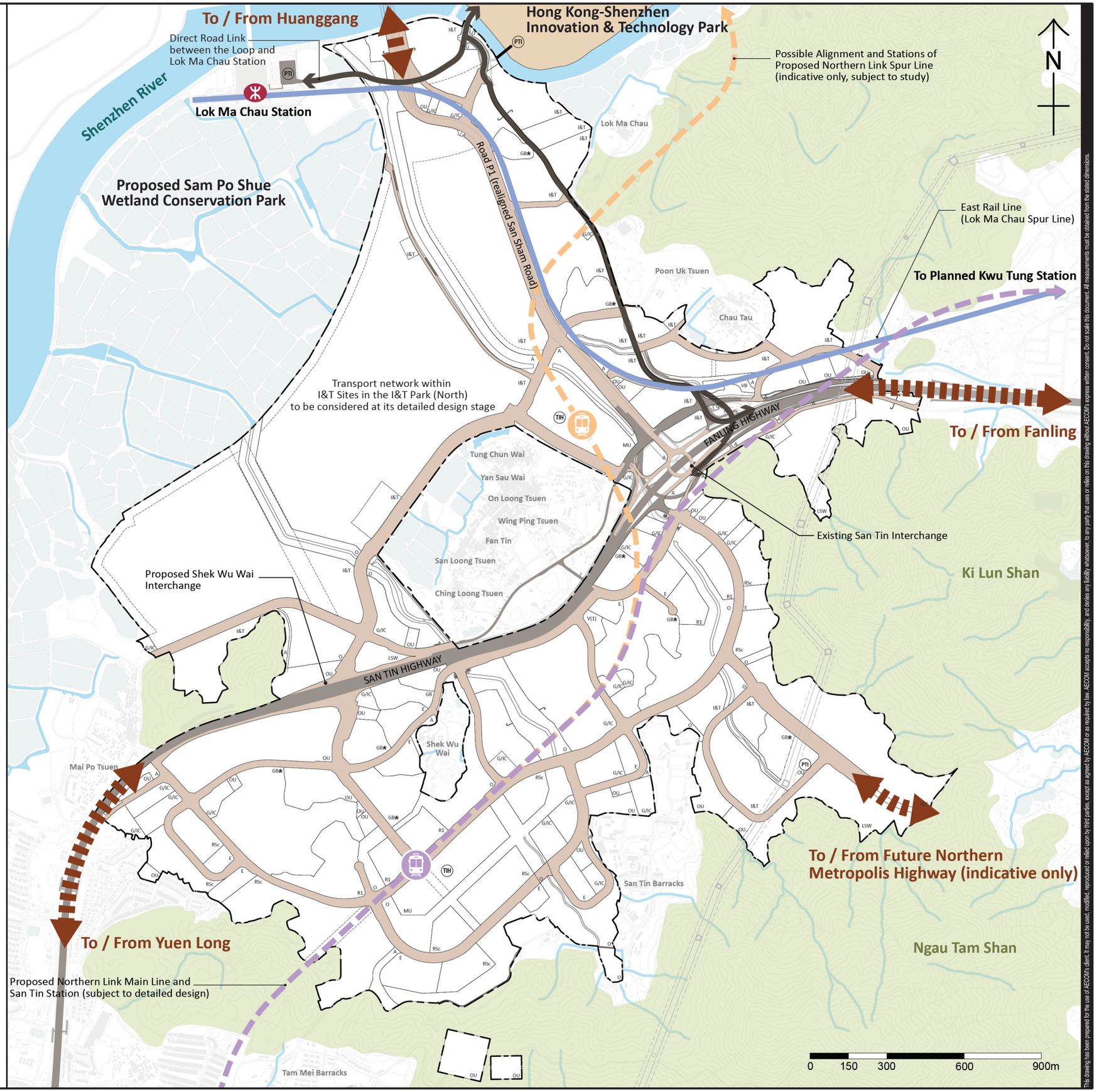
SHEET NUMBER
圖紙編號
FIGURE 5.1

ISO A3 297mm x 420mm

Project Management Initials: Designer: Checked: Approved:

LEGEND

- Project Boundary
- Hong Kong-Shenzhen Innovation & Technology Park (Work In Progress)
- PTI Public Transport Interchange
- TIH Transport Interchange Hub
- Proposed Road
- Road Network under The Loop (under construction)
- Existing Road



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DIMENSION UNIT 尺寸單位: METRES

DATE
日期

January 2024

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

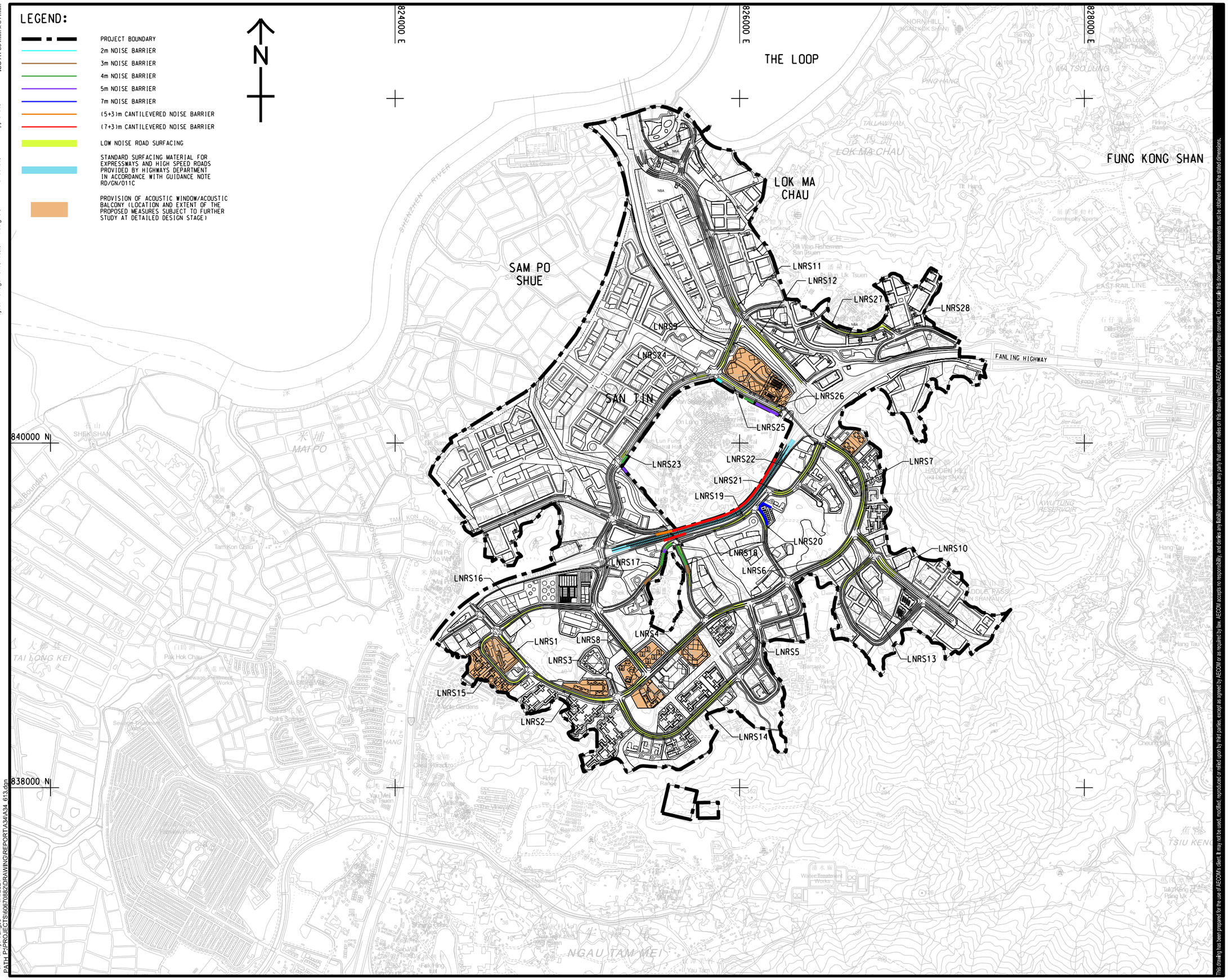
SHEET TITLE
圖紙名稱

Transport Network

SHEET NUMBER
圖紙編號

FIGURE 5.2

Plot File by: $USER$ $DATE$
PATH: $FILE$



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SCALE 比例
A3 1 : 20000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE
圖紙名稱

LOCATIONS OF PROPOSED TRAFFIC NOISE MITIGATION MEASURES

SHEET NUMBER
圖紙編號

FIGURE 6.1

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Designer:
Project Management Initials:
Plot File by: YangJ8 1/4/2024
PATH P:\PROJECTS\60670882\DRAWING\REPORT\A34\A34_613.dgn

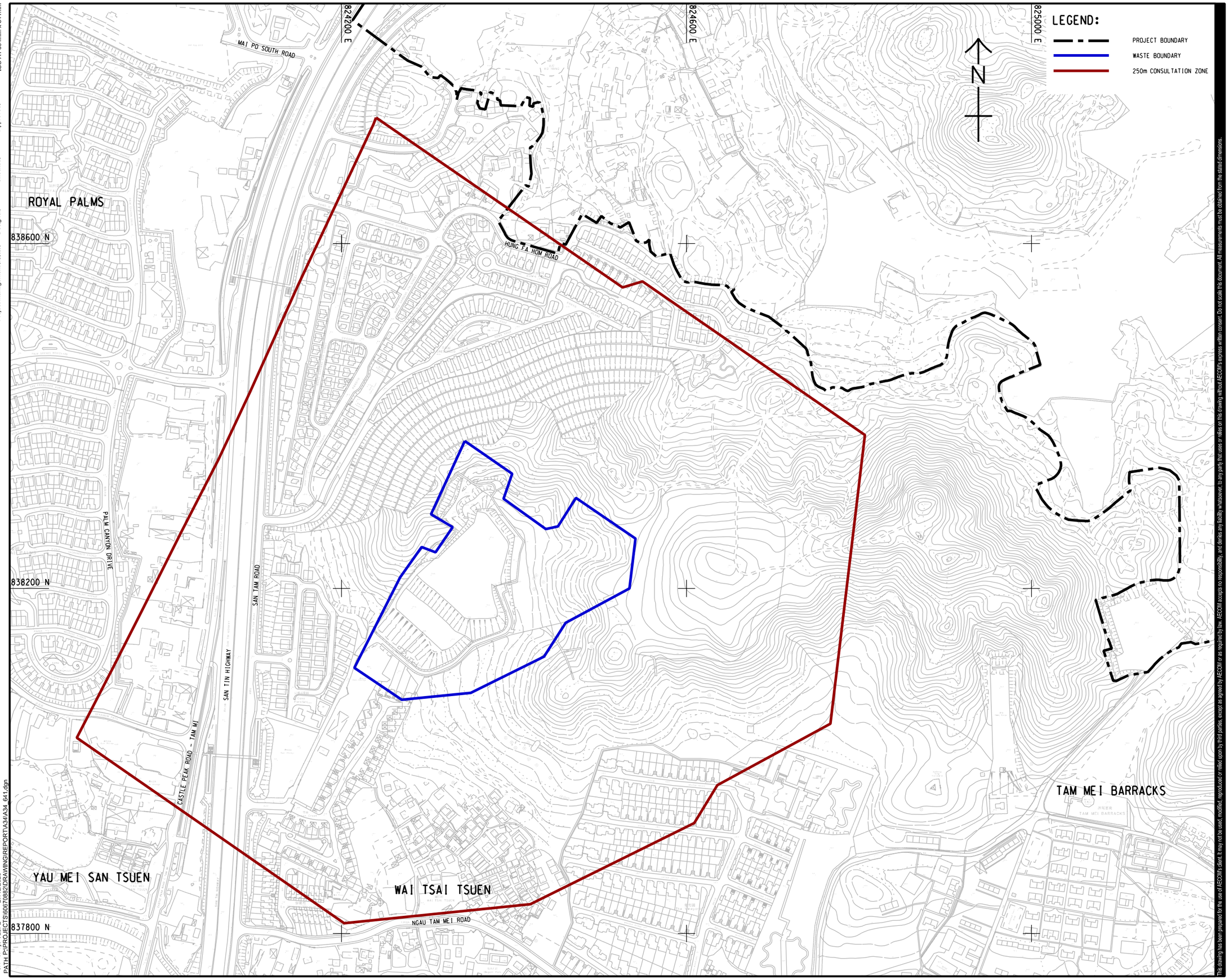
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



Plot File by: YaoFB
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27/12/2023

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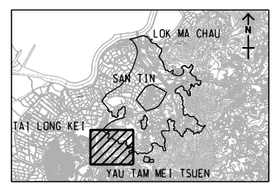
STATUS
階段

SCALE 比例
A3 1 : 20000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖 A3 1 : 200000



PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE
圖紙名稱

LOCATION PLAN OF NGAU TAM MEI LANDFILL

SHEET NUMBER
圖紙編號

FIGURE 6.2

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

PROJECT BOUNDARY
項目範圍

MAI PO NATURE RESERVE
米埔自然護理區

RETAINED EXISTING COMPENSATORY WETLANDS AND CLEAN-UP REEDBEDS
保留現有補償性濕地和蘆葦床

POTENTIAL AREA FOR WETLAND AND FISHERIES ENHANCEMENT
擬議濕地和漁業優化位置

822000 E

824000 E

826000 E

N

842000 N

840000 N

838000 N

THE LOOP
河套區

LOK MA CHAU
落馬洲

SAM PO SHUE
三寶樹

SAN TIN
新田

MAI PO
米埔

FAIRVIEW PARK
錦繡花園

SHENZHEN RIVER

KAM TIN RIVER

Plot File by: JaiW
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2023/12/27

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STATUS
階段

SCALE 比例	DIMENSION UNIT 尺寸單位
A3 1 : 25000	METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號	AGREEMENT NO. 合約編號
60670882	CE 20/2021

SHEET TITLE
圖紙名稱

INDICATIVE LOCATION FOR WETLAND AND FISHERIES ENHANCEMENT

SHEET NUMBER
圖紙編號

FIGURE 6.3

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

826500 E

827000 E

827500 E

842500 N

842000 N

841500 N

LEGEND:

PROJECT BOUNDARY

500m ASSESSMENT AREA (EXCLUDING AREA OUTSIDE HKSAR BOUNDARY)

N

SHENZHEN RIVER

POTENTIAL WOODLAND COMPENSATION UNDER THE PROJECT

PROPOSED WOODLAND COMPENSATION UNDER DEVELOPMENT OF THE LOOP

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STATUS 階段

SCALE 比例
A3 1 : 5000

DIMENSION UNIT 尺寸單位
METRES

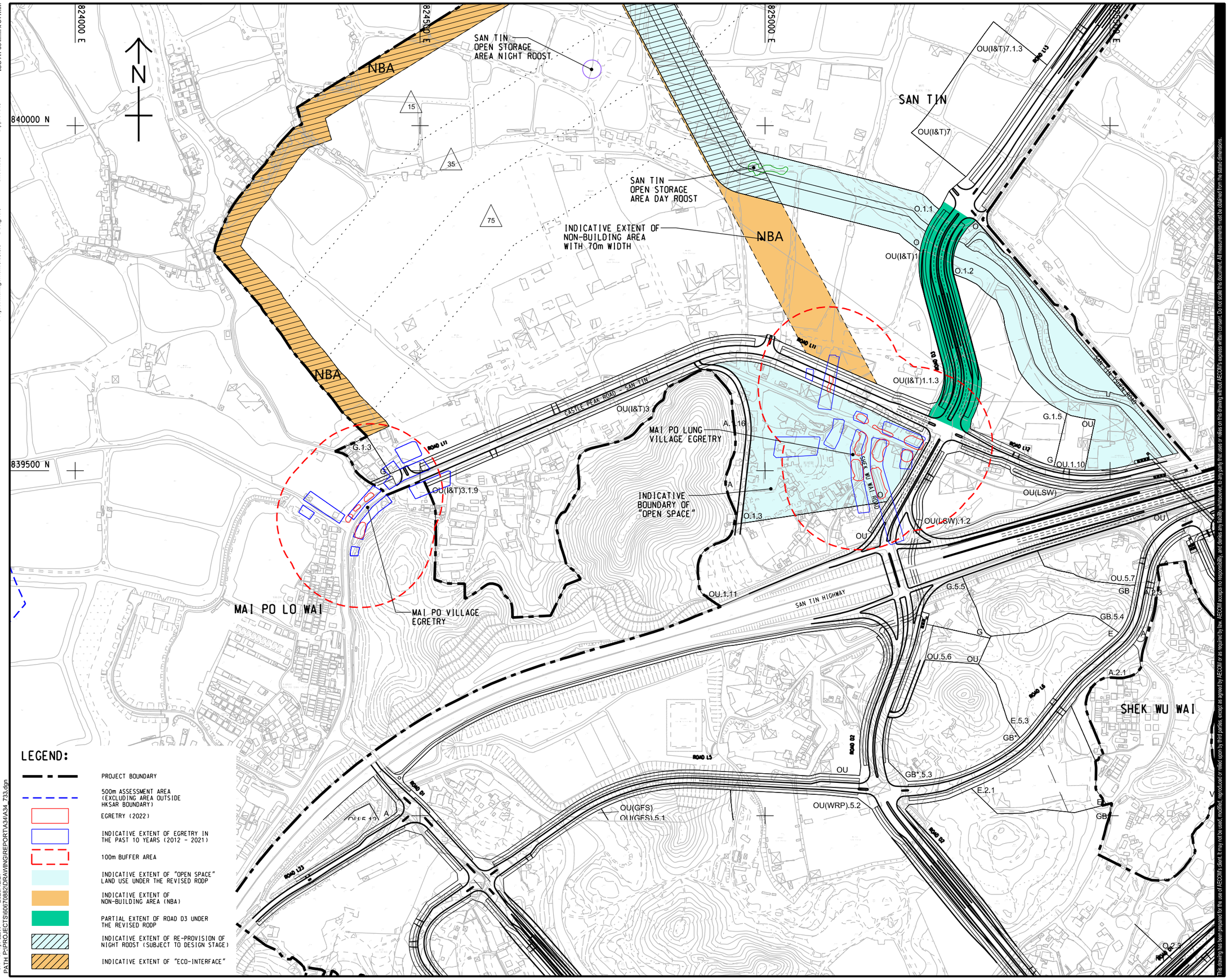
KEY PLAN 索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE 圖紙名稱
POTENTIAL LOCATIONS FOR WOODLAND COMPENSATION

SHEET NUMBER 圖紙編號
FIGURE 6.4



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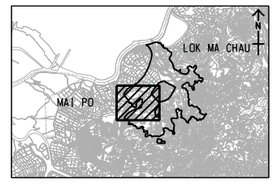
SCALE 比例: A3 1 : 5000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖: A3 1 : 250000



PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

100M BUFFER AREA FOR EGRETRIES

SHEET NUMBER
圖紙編號

FIGURE 6.5

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Designer:
Project Management Initials:
Plot File by: JiaW 2023/12/27
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ISO A1 594mm x 841mm
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Checked:
Designer:
Project Management Initials:

LEGEND:

- PROJECT BOUNDARY
- ASSESSMENT AREA FOR ECOLOGY
- "ECOLOGICAL AREA" UNDER THE LOOP
- INDICATIVE EXTENT OF NON-BUILDING AREA (NBA)
- INDICATIVE EXTENT OF AFCD FISHERIES RESEARCH CENTRE
- INDICATIVE EXTENT OF "ECO-INTERFACE"
- EXISTING WATERCOURSE CONNECTING TO STEMDC (TO BE LOST UNDER THE PROJECT)
- EXISTING WILDLIFE CORRIDOR (TO BE LOST UNDER THE PROJECT)
- EXISTING MAMMAL BARRIER (TO BE LOST UNDER THE PROJECT)
- WILDLIFE CORRIDOR (ABOVEGROUND) (SUBJECT TO DETAILED DESIGN)
- WILDLIFE CORRIDOR (UNDERPASS) (SUBJECT TO DETAILED DESIGN)
- MAMMAL BARRIER (SUBJECT TO DETAILED DESIGN)
- "AMENITY"
- REVITALISATION OF SAN TIN EASTERN MAIN DRAINAGE CHANNEL (STEMDC)



NOTE: EXISTING WILDLIFE CORRIDOR ACROSS LOK MA CHAU ROAD, WITH FENCING AS MAMMAL BARRIER



NOTE: EXISTING CULVERT CONNECTING TO STEMDC (LOCATED UNDER SAN SHAM ROAD), WITH FENCING AS MAMMAL BARRIER





NOTE: EXAMPLES OF WATERCOURSE WITH GABION RIVERBANK

825500 E
842000 N
SHENZHEN SHI
SHENZHEN RIVER
SAN SHAM ROAD
LOK MA CHAU ROAD
MTR (EAST RAIL LINE)
ROAD L24
ROAD L22
ROAD L16
NBA
LOK MA CHAU
MAI PO

ABOVEGROUND WILDLIFE CORRIDOR (WIDTH: 10m) IN AFCD FISHERIES RESEARCH CENTRE INCLUDING LANDSCAPING AND FENCING (SUBJECT TO DETAILED DESIGN)

EXISTING MAMMAL BARRIER (TO BE LOST)

EXISTING WILDLIFE CORRIDOR (UNDERPASS) (TO BE LOST)

EXISTING WILDLIFE CORRIDOR (ABOVEGROUND WATERCOURSE) (TO BE LOST)

RE-PROVISION OF WILDLIFE CORRIDOR (UNDERPASS) WITH BOX CULVERT (WIDTH: 2m, HEIGHT: 1.5m) (SUBJECT TO DETAILED DESIGN)

FENCING AS MAMMAL BARRIER (SUBJECT TO DETAILED DESIGN)

ABOVEGROUND WILDLIFE CORRIDOR (WIDTH: 10m) INCLUDING WATERCOURSE WITH GABION RIVERBANK (SUBJECT TO DETAILED DESIGN)

FENCING AS MAMMAL BARRIER (SUBJECT TO DETAILED DESIGN)

OU(I&T)5.1.1, OU(I&T)5.1.2, OU(I&T)5, OU(I&T)6, OU(I&T)6.1.1, OU(I&T)7, OU(I&T)3, OU(I&T)7.1.1, OU(I&T)3.1.1, OU(I&T)3.1.2, OU(I&T)3.1.3, OU(I&T)7.1.4, OU.1.1, OU.1.2, OU.1.4, GB*.1.1, GB*, A.1.1, A.1.17, A.1.2, G.1.1, G.1.2, G.1.6, 35, 130, 15

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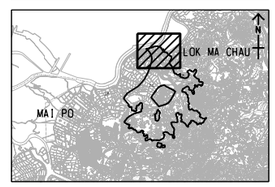
KEY PLAN 索引圖 A3 1 : 250000



PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

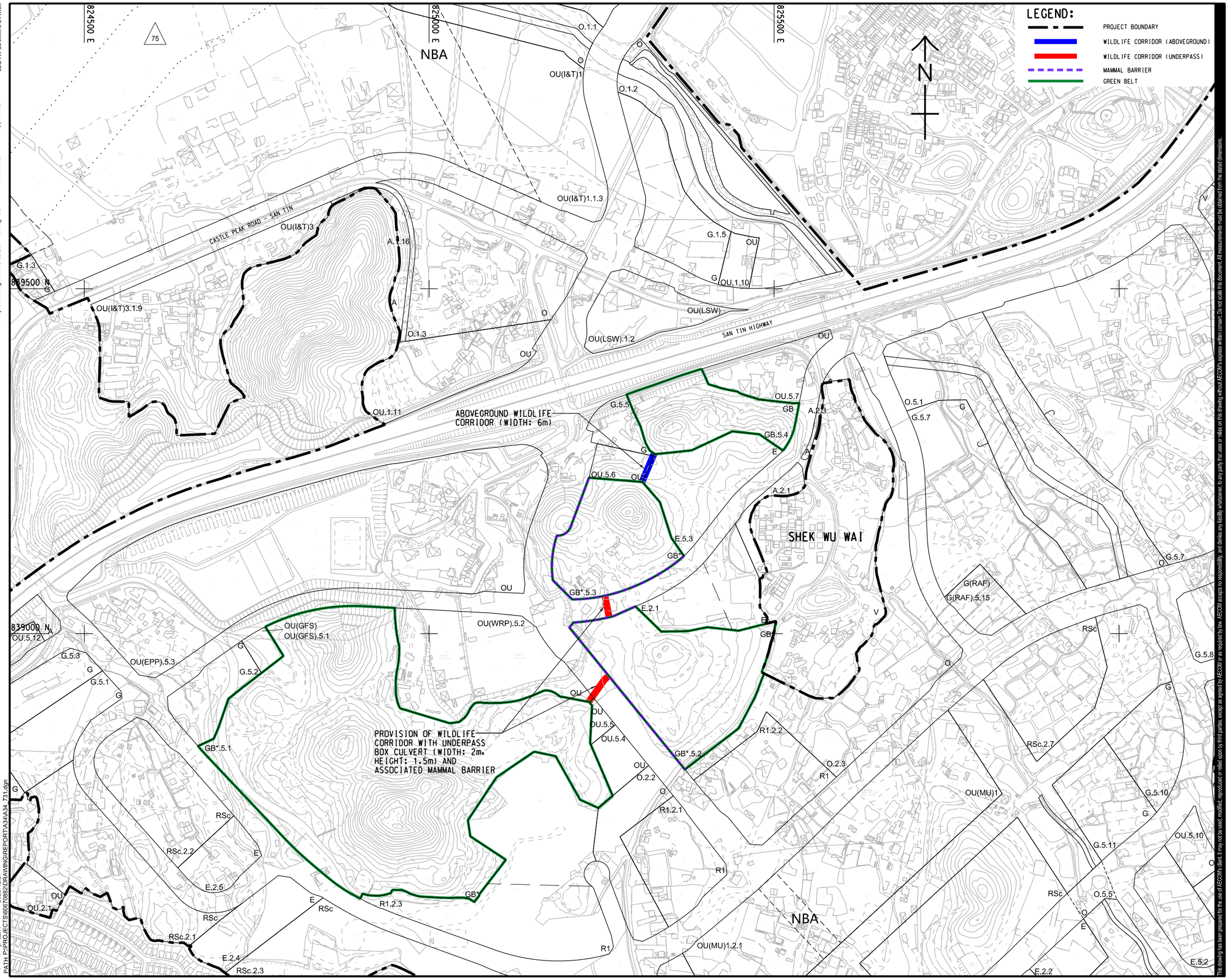
SHEET TITLE 圖紙名稱

EXISTING WILDLIFE CORRIDOR UNDERNEATH SAN SHAM ROAD AND PROPOSED WILDLIFE CORRIDOR

SHEET NUMBER 圖紙編號

FIGURE 6.6

Plot File by: vicky.xk1 1/25/2024
PATH: P:\PROJECTS\60670882\DRAWING\REPORT\A3\A34_730.dgn



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SCALE 比例
A3 1 : 5000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE
圖紙名稱

PROPOSED WILDLIFE CORRIDOR

SHEET NUMBER
圖紙編號

FIGURE 6.7

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Project Management Initials:
Plot File by: JiaW 2023/12/27
PATH P:\PROJECTS\60670882\DRAWING\REPORT\A34\A34_731.dgn

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

825500 E

826000 E

826500 E

840000 N

839500 N

839000 N

ON LUNG TSUEN

TSING LUNG TSUEN

KI LUN TSUEN

LUK MEI TSUEN

CASTLE PEAK ROAD - SAN TIN

SAN TIN HIGHWAY

INDICATIVE CORRIDOR (UNDERPASS) BETWEEN GREEN BELTS TO ENHANCE CONNECTIVITY (SUBJECT TO DETAILED DESIGN)

A.1.10 A.1.9 A.1.12 A.1.13 A.1.14

OU(MU)2 OU(MU)2.1.1

OU(GFS) OU(GFS).1.1

OU(LSW).1.1 OU(LSW)

OU.3.1 OU.3.2

G.1.4 G.3.1 G.3.2 G.3.3 G.5.13 G.5.14 G.5.7 G.5.8

O.5.2 O.5.1 O.4.1 O.4.2 O.4.3 O.3.1

GB* GB*.5.5 GB*.3.1 GB*.4.1 GB.5.4 OU.5.7 OU.5.8

G(RAF) G(RAF).3.4 G(RAF).5.15

E.3.2 E.3.3 E.5.1 E.3.1

V.3.1

R1.3.2 R1.3.1 R1

RSc.3.1 RSc.3.2

A.5.2 OU.4.1 OU.4.3

OU(I&T)4.4.1 OU(I&T)4.4.2 OU(I&T)4.4.3 OU(I&T)4.4.4 OU(I&T)4.4.5 OU(I&T)4

OU(LSW).4.1

LEGEND:

- PROJECT BOUNDARY
- GREEN BELT
- PROPOSED CORRIDOR FOR ENHANCED CONNECTIVITY

N

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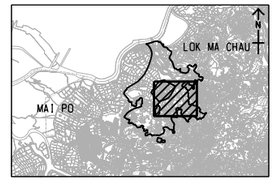
SCALE 比例: A3 1 : 5000
DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖 A3 1 : 250000



PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱
PROPOSED CORRIDOR FOR ENHANCED CONNECTIVITY AT GREEN BELTS

SHEET NUMBER
圖紙編號
FIGURE 6.8

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

- PROJECT BOUNDARY
- 500m ASSESSMENT AREA (EXCLUDING AREA OUTSIDE HKSAR BOUNDARY)
- DECLARED MONUMENT
- GRADE 1 HISTORIC BUILDING
- GRADE 2 HISTORIC BUILDING
- GRADE 3 HISTORIC BUILDING
- OTHER IDENTIFIED ITEM
- SITE OF ARCHAEOLOGICAL INTEREST (SAI)

824000 E

826000 E

828000 E

840000 N

838000 N

N

MAI PO SITE OF ARCHAEOLOGICAL INTEREST

Plot File by: LIQ
PATH P:\PROJECTS\60670882\DRAWING\REPORT\A3\A3_839.dgn
2023/12/7

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FIRST PHASE DEVELOPMENT OF THE NEW TERRITORIES NORTH – SAN TIN / LOK MA CHAU DEVELOPMENT NODE – INVESTIGATION

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核核

STATUS
階段

SCALE
比例

A3 1 : 20000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60670882

AGREEMENT NO.
協議編號

CE 20/2021

SHEET TITLE
圖紙名稱

LOCATION OF CULTURAL HERITAGE RESOURCES (MASTER PLAN)

SHEET NUMBER
圖紙編號

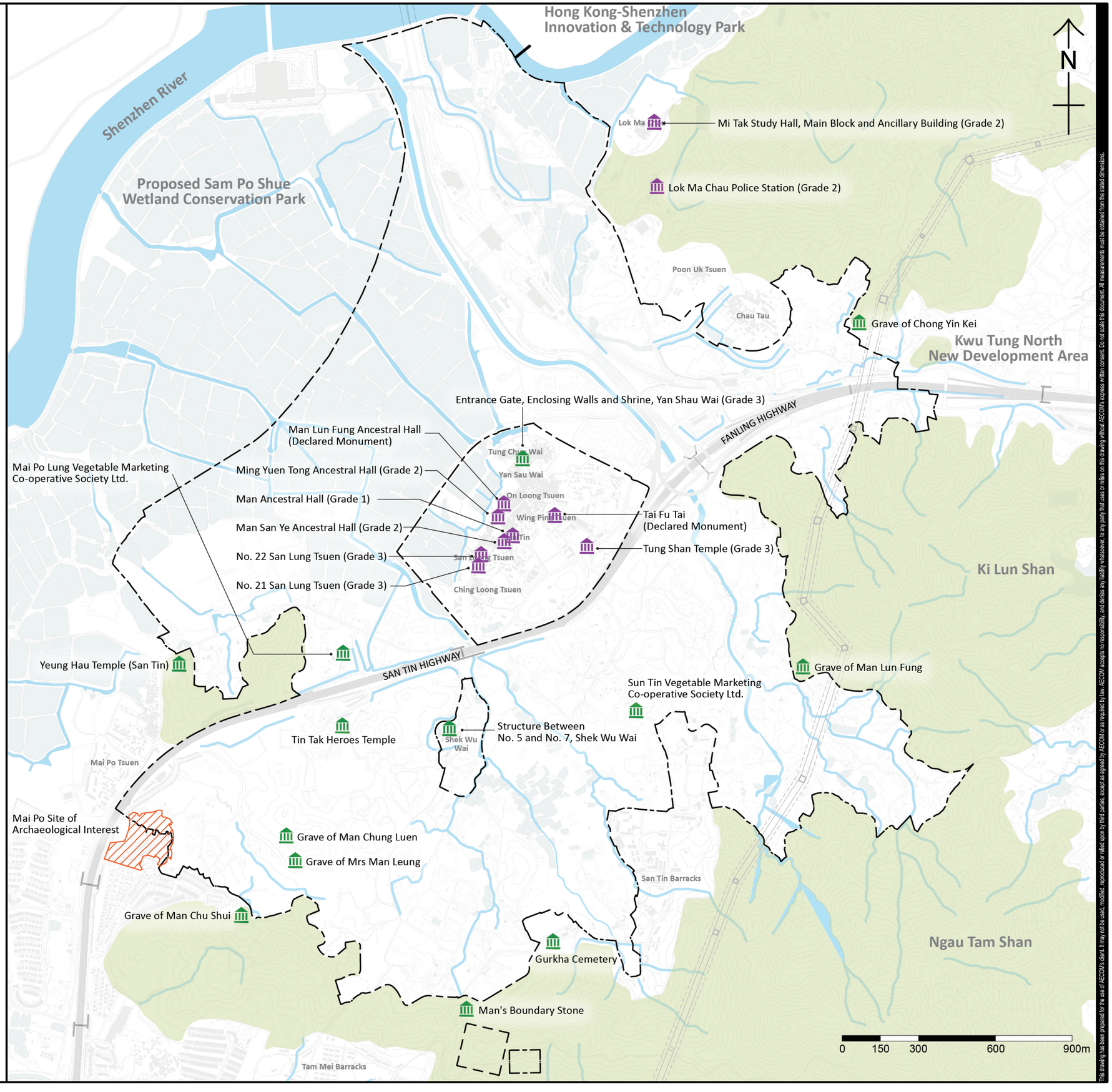
FIGURE 6.9

ISO A3 297mm x 420mm

Project Management Initials: Designer: Checked: Approved:

LEGEND

- Project Boundary
- Subject to Direct / Indirect Impact
- Other Declared Monuments and Graded Historic Buildings
- Site of Archaeological Interest



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階段

SCALE 比例: A3 1:15000
DIMENSION UNIT 尺寸單位: METRES

DATE
日期
December 2023

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱
Location of Cultural Heritage Resources

SHEET NUMBER
圖紙編號
FIGURE 6.10

Plot File by: $USER$ $DATE$
PATH: $FILE$

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

PROJECT BOUNDARY

500m ASSESSMENT AREA (EXCLUDING AREA OUTSIDE OF HKSAR BOUNDARY)

ARCHAEOLOGICAL POTENTIAL IN BOTH PREHISTORIC AND HISTORICAL PERIOD

ARCHAEOLOGICAL POTENTIAL IN PREHISTORIC PERIOD

ARCHAEOLOGICAL POTENTIAL IN HISTORICAL PERIOD

N

824000 E

826000 E

828000 E

840000 N

838000 N

THE LOOP

FUNG KONG SHAN

LOK MA CHAU

SAM PO SHUE

SAN TIN

HOP SHING WAI ASA

MAI PO LUNG (NORTH) ASA

SHEK WU WAI ASA

PANG LOON TEI ASA

MAI PO ASA

MAI PO LUNG (SOUTH) ASA

PAK HOK CHAU

MAI PO SITE OF ARCHAEOLOGICAL INTEREST

SIU HUM TSUEN (WEST) ASA

SIU HUM TSUEN (EAST) ASA

YAU TAM MEI TSUEN

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PATH: P:\PROJECTS\60670882\DRAWING\REPORT\A3\A3_893.dgn
10/17/2024

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STATUS
階段

SCALE
比例

A3 1 : 20000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60670882

AGREEMENT NO.
協議編號

CE 20/2021

SHEET TITLE
圖紙名稱

ARCHAEOLOGICALLY SENSITIVE AREAS

SHEET NUMBER
圖紙編號

FIGURE 6.11

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

PROJECT BOUNDARY

500m ASSESSMENT AREA

LANDSCAPE RESOURCES(LRs)

LR1.0 MARSH / REED

LR2.0 COMPENSATORY WETLAND

LR3.0 POND

LR4.0 NATURAL WATERCOURSE

LR5.0 MODIFIED WATERCOURSE

LR6.0 SEMI-NATURAL WATERCOURSE

LR7.0 SEASONALLY WET GRASSLAND

LR8.0 WET AGRICULTURAL LAND

LR9.0 DRY AGRICULTURAL LAND

LR10.0 WOODLAND

LR11.0 MIXED WOODLAND

LR12.0 PLANTATION

LR13.0 SHRUBLAND

LR14.0 GRASSLAND

LR15.0 VILLAGE / ORCHARD

LR16.0 DEVELOPED AREA

LR17.0 WASTELAND /OPEN STORAGE/ TEMPORARY AREA

MAI PO INNER DEEP BAY RAMSAR SITE

PRIORITY SITE FOR ENHANCED CONSERVATION

MAI PO VILLAGE SSSI

LAM TSUEN COUNTRY PARK

BOUNDARY OF WETLAND CONSERVATION AREA

BOUNDARY OF WETLAND BUFFER AREA

T1 TREE OF PARTICULAR INTEREST

824000 E

826000 E

826000 E

838000 N

N

THE LOOP

SHENZHEN RIVER

SAM PO SHUE

SAN TIN

MAI PO

LOK MA CHAU

CHAU TAU

PAK SHEK AU

KI LUN TSUEN

MAI PO SAN TSUEN

MAI PO LUNG TSUEN

SIU HUM TSUEN

SHEK WU WAI SAN TSUEN

ROYAL PALMS

FAIRVIEW PARK

FANLING HIGHWAY

SAN TIN HIGHWAY

EAST RAIL LINE

T1 T2 T3 T4 T5 T6 T8 T9 T12 T13 T17 T18 T19 T21 T24 T27

3.1 3.2 3.3 8.0 12.1 12.2

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STATUS 階段

SCALE 比例

A3 1 : 20000

DIMENSION UNIT 尺寸單位

METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號

60670882

AGREEMENT NO. 協議編號

CE 20/2021

SHEET TITLE 圖紙名稱

LANDSCAPE RESOURCES

SHEET NUMBER 圖紙編號

FIGURE 6.12

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

- PROJECT BOUNDARY
- 500m ASSESSMENT AREA
- LCA1 SETTLED VALLEY LANDSCAPE
- LCA2 UPLAND AND HILLSIDE LANDSCAPE
- LCA3 RURAL COASTAL PLAIN LANDSCAPE
- LCA4 RURAL INLAND PLAIN LANDSCAPE
- LCA5 URBAN PERIPHERAL VILLAGE LANDSCAPE
- LCA6 MISCELLANEOUS RURAL FRINGE LANDSCAPE
- LCA7 COMPREHENSIVE RESIDENTIAL DEVELOPMENT
- LCA8 INSTITUTIONAL LANDSCAPE
- LCA9 TRANSPORTATION CORRIDOR LANDSCAPE
- LCA10 MISCELLANEOUS URBAN FRINGE LANDSCAPE

824000 E

826000 E

828000 E

840000 N

838000 N

N

THE LOOP

SHENZHEN RIVER

SAM PO SHUE

LOK MA CHAU

CHAU TAU

PAK SHEK AU

SAN TIN

KI LUN TSUEN

MAI PO SAN TSUEN

MAI PO LUNG TSUEN

SHEK WU WAI SAN TSUEN

SIU HUM TSUEN

ROYAL PALMS

FAIRVIEW PARK

SHEK SHAN

MAI PO

TAI SONG KEI

NGAU TAM MEI

SAN TIN HIGHWAY

CASTLE PEAK ROAD

EAST RAIL LINE

KWU TUNG RESERVOIR

Plot File by: Yiling.Qi 11/4/2023
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階段

SCALE 比例
A3 1 : 20000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

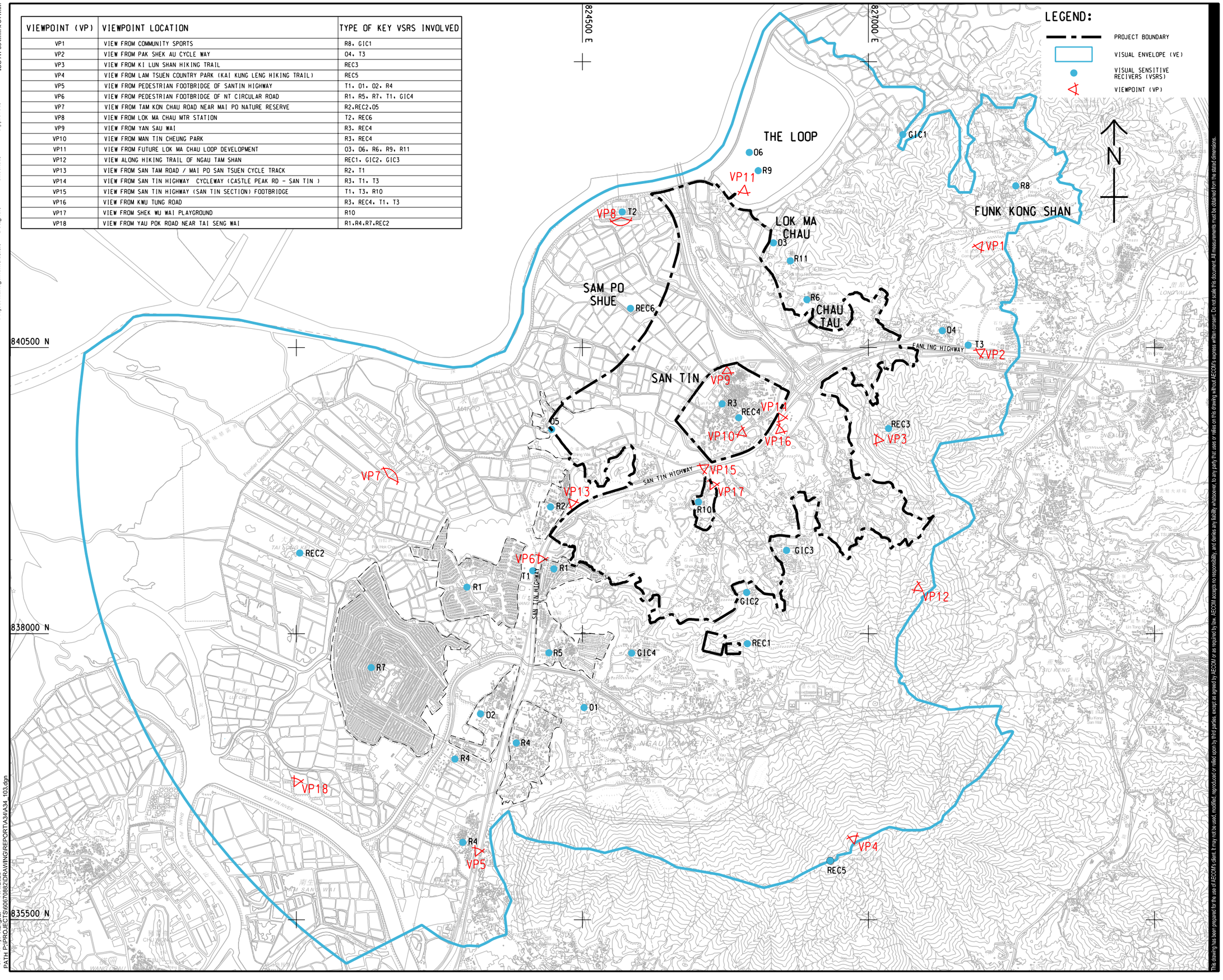
SHEET TITLE
圖紙名稱

LANDSCAPE CHARACTER AREA

SHEET NUMBER
圖紙編號

FIGURE 6.13

VIEWPOINT (VP)	VIEWPOINT LOCATION	TYPE OF KEY VSRS INVOLVED
VP1	VIEW FROM COMMUNITY SPORTS	R8, GIC1
VP2	VIEW FROM PAK SHEK AU CYCLE WAY	O4, T3
VP3	VIEW FROM KI LUN SHAN HIKING TRAIL	REC3
VP4	VIEW FROM LAM TSUEN COUNTRY PARK (KAI KUNG LENG HIKING TRAIL)	REC5
VP5	VIEW FROM PEDESTRIAN FOOTBRIDGE OF SANTIN HIGHWAY	T1, O1, O2, R4
VP6	VIEW FROM PEDESTRIAN FOOTBRIDGE OF NT CIRCULAR ROAD	R1, R5, R7, T1, GIC4
VP7	VIEW FROM TAM KON CHAU ROAD NEAR MAI PO NATURE RESERVE	R2,REC2,O5
VP8	VIEW FROM LOK MA CHAU MTR STATION	T2, REC6
VP9	VIEW FROM YAN SAU WAI	R3, REC4
VP10	VIEW FROM MAN TIN CHEUNG PARK	R3, REC4
VP11	VIEW FROM FUTURE LOK MA CHAU LOOP DEVELOPMENT	O3, O6, R6, R9, R11
VP12	VIEW ALONG HIKING TRAIL OF NGAU TAM SHAN	REC1, GIC2, GIC3
VP13	VIEW FROM SAN TAM ROAD / MAI PO SAN TSUEN CYCLE TRACK	R2, T1
VP14	VIEW FROM SAN TIN HIGHWAY CYCLEWAY (CASTLE PEAK RD - SAN TIN)	R3, T1, T3
VP15	VIEW FROM SAN TIN HIGHWAY (SAN TIN SECTION) FOOTBRIDGE	T1, T3, R10
VP16	VIEW FROM KWU TUNG ROAD	R3, REC4, T1, T3
VP17	VIEW FROM SHEK WU WAI PLAYGROUND	R10
VP18	VIEW FROM YAU POK ROAD NEAR TAI SENG WAI	R1,R4,R7,REC2



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

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SCALE 比例: A3 1 : 30000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

VISUAL ENVELOPE,VISUAL SENSITIVE RECIEVERS AND LOCATION OF VIEWPOINTS

SHEET NUMBER
圖紙編號

FIGURE 6.14.1

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

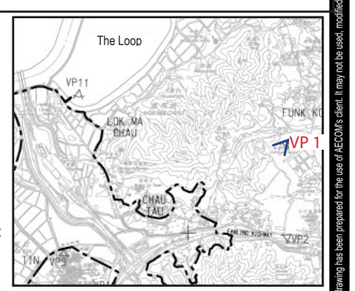
Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project
OM1- Sensitive and aesthetically pleasing design of aboveground structures
OM2- Landscape integration of built development
OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
OM7- Control of night-time lighting glare
OM8- Revitalisation and naturalisation of river to create a blue green network
OM9-Maximise greening on engineering structures and surfaces
OM10-Landscape treatment on slope
OM11-Sensitive design of landscape areas / provision of Open Space
OM12 - Off-site woodland compensation
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor
OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 1
VIEW FROM COMMUNITY SPORTS

SHEET NUMBER 圖紙編號

FIGURE 6.14.2

ISO A3 297mm x 420mm

Approved:

Checked:

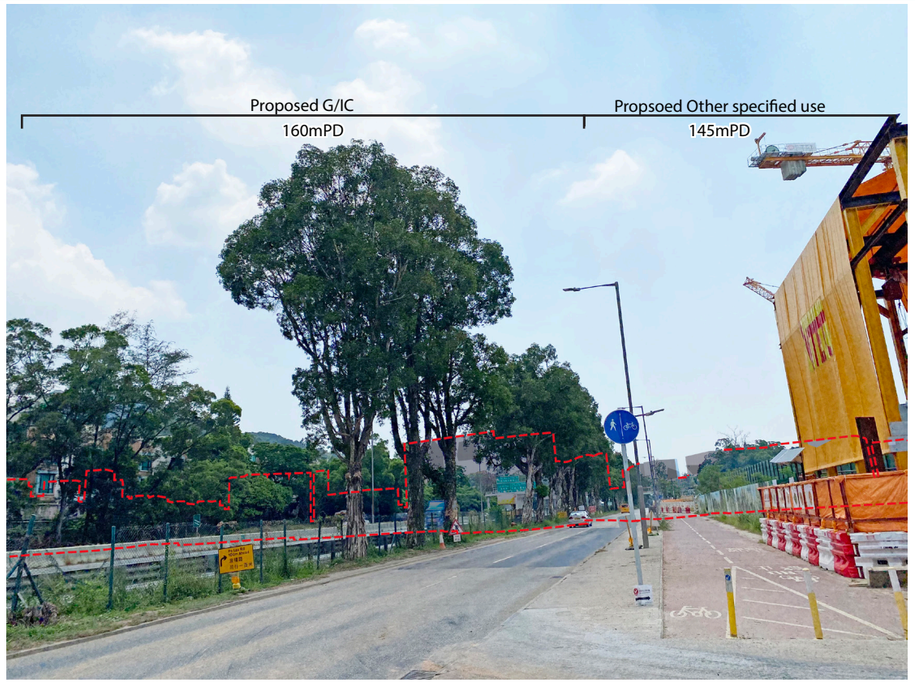
Designer:

Project Management Initials:

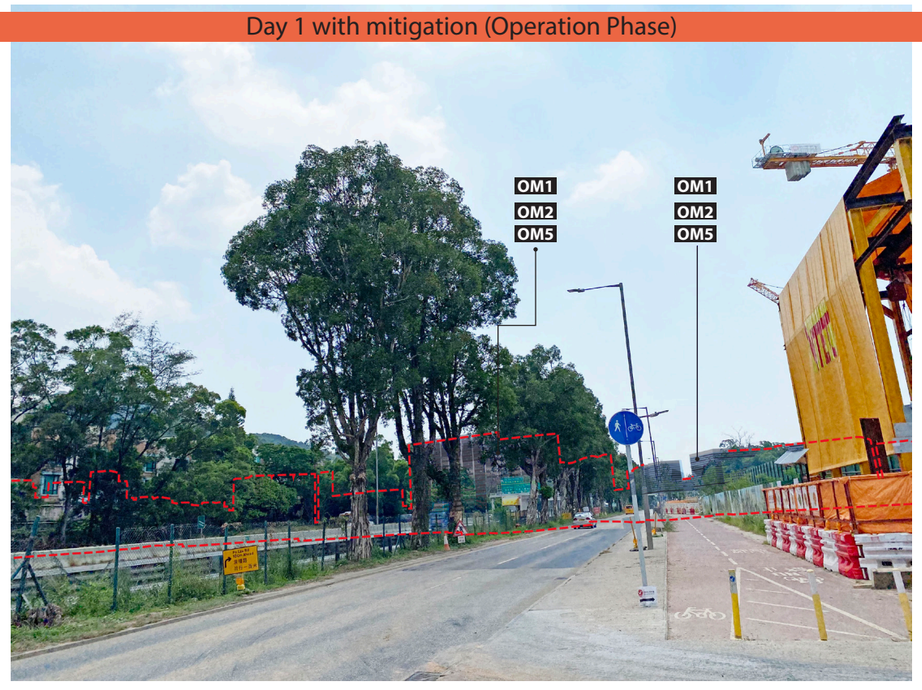
Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

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OM18- Watercourse impact mitigation within Wetland Conservation Area

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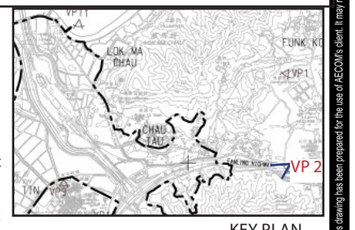

KEY PLAN

Plot File by: $USER$ $DATE$
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STATUS 階段

SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 2- VIEW FROM PAK SHEK AU CYCLEWAY

SHEET NUMBER 圖紙編號

FIGURE 6.14.3

ISO A3 297mm x 420mm

Approved:

Checked:

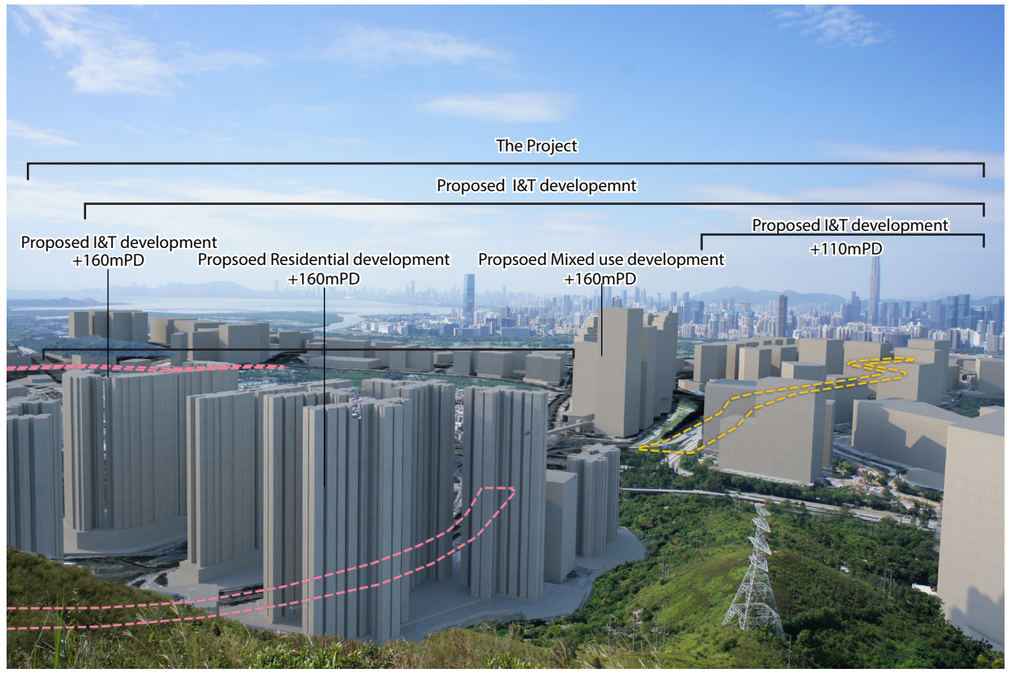
Designer:

Project Management Initials:

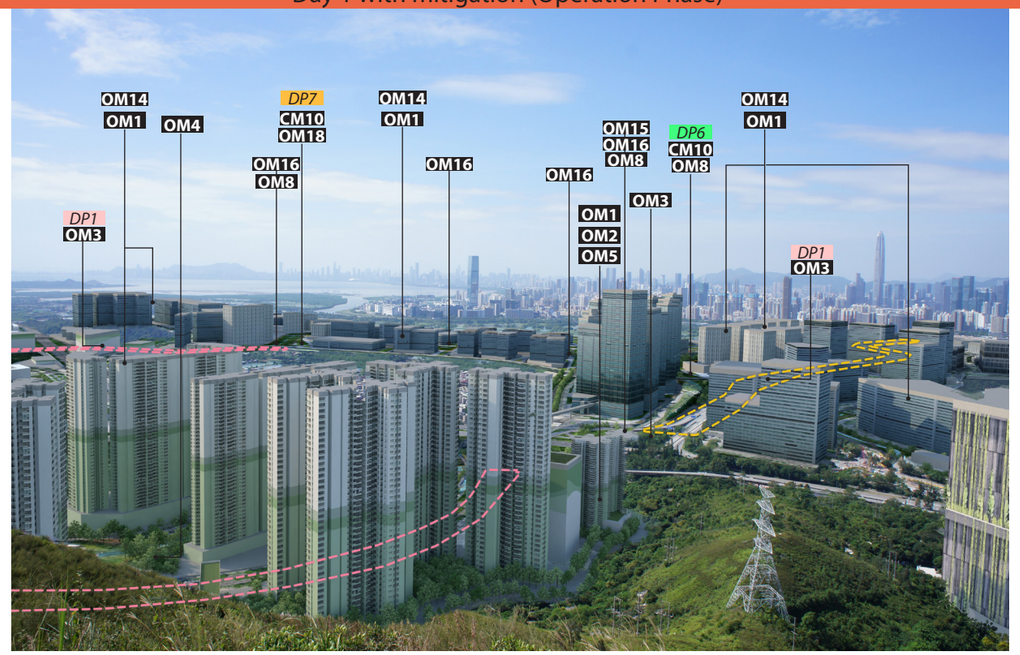
Existing Baseline Condition



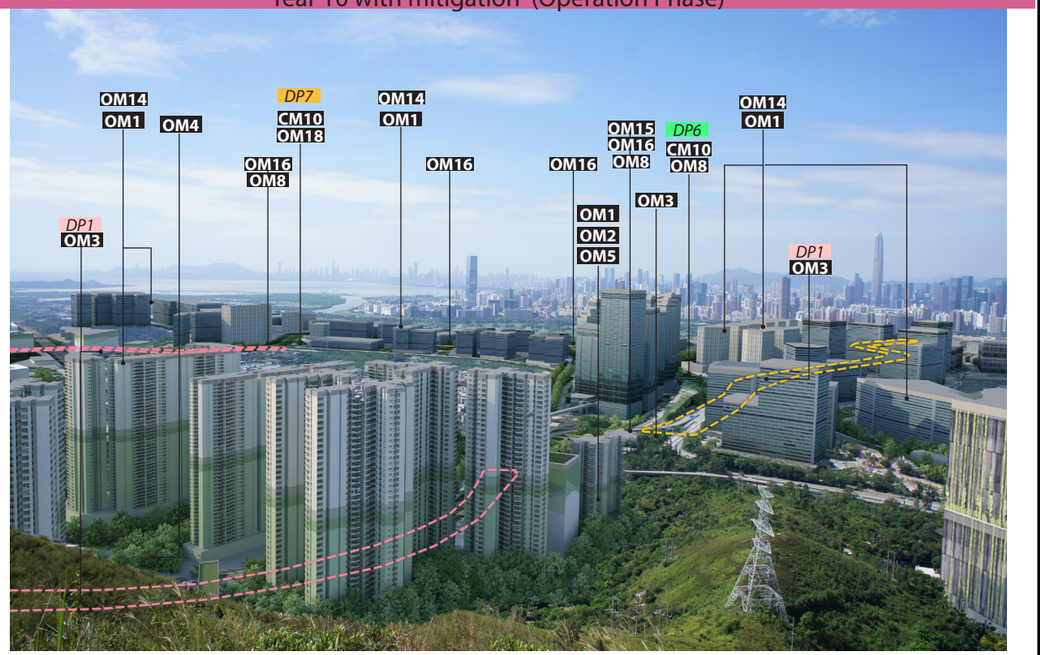
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



DP 1 – Construction and operation of new primary distributor road P1, district distributor road D1, D2, D3, D4 ,D5 and road D6

DP6 – Revitalisation works for San Tin Eastern Main Drainage Channel is located within Conservation Area while the revitalisation works for San Tin Western Main Drainage Channel is located within 300m from the Conservation Area.

DP7– Recreational development for proposed Sites O.1.1, O.1.2, and O.1.3 (as open space) encroach into Deep Bay Buffer Zone 2

- Propsoed development behind existing foreground
- DP1: Road P1/D6
- DP1: Road D1

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
OM2- Landscape integration of built development
OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
OM7- Control of night-time lighting glare
OM8- Revitalisation and naturalisation of river to create a blue green network

OM9-Maximise greening on engineering structures and surfaces
OM10-Landscape treatment on slope
OM11-Sensitive design of landscape areas / provision of Open Space
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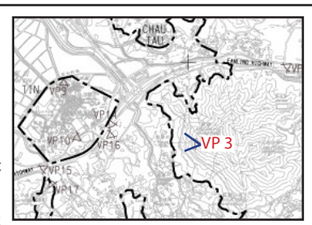
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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SCALE 比例
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DATE
日期
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KEY PLAN
索引圖

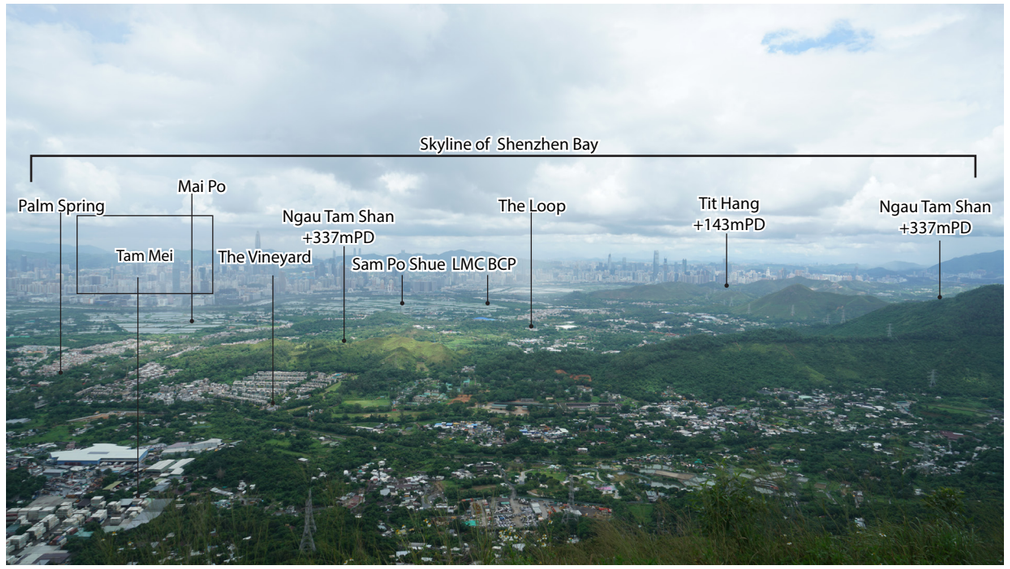
PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

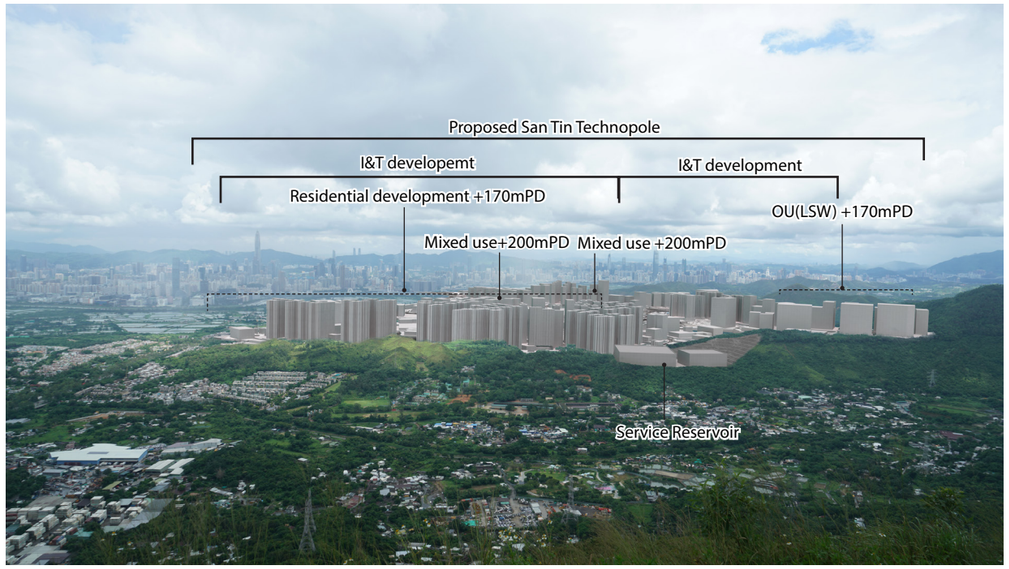
SHEET TITLE
圖紙名稱
PHOTOMONTAGE VIEWPOINT 3- VIEW FROM KI LUN SHAN HIKING TRAIL

SHEET NUMBER
圖紙編號
FIGURE 6.14.4

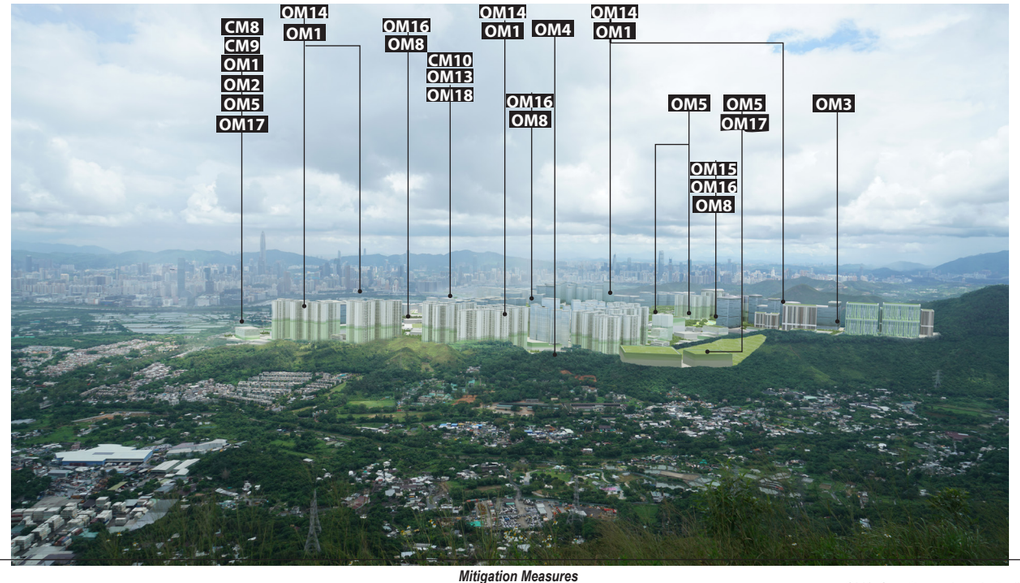
Existing Baseline Condition



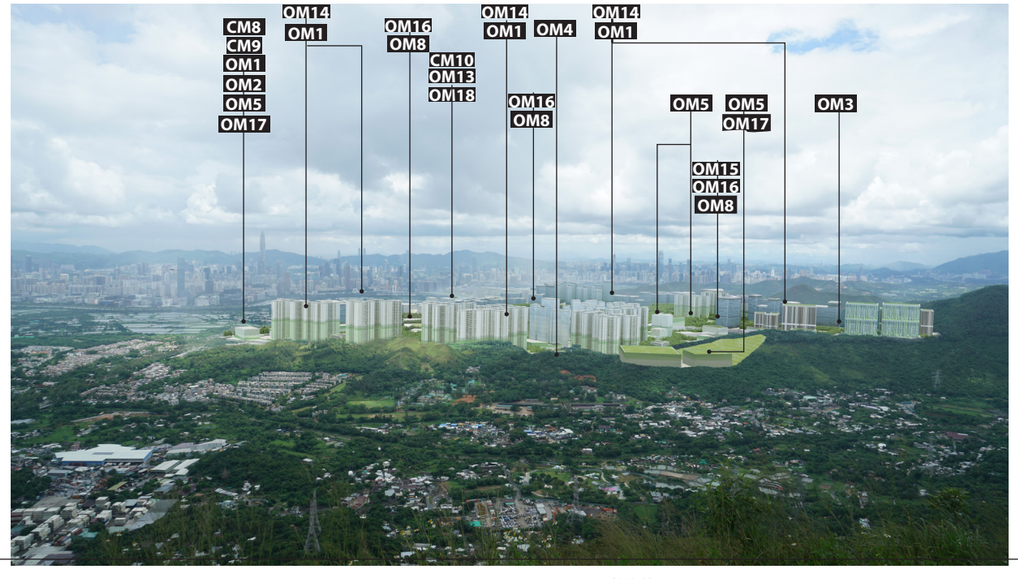
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
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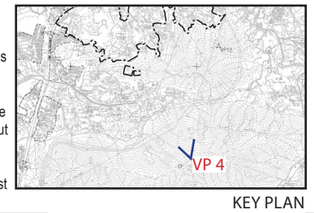
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



KEY PLAN

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SCALE 比例: A3 1:20,000
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DATE
日期

NOV 2022

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱

PHOTOMONTAGE VIEWPOINT 4- VIEW FROM KAI KUNG LENG HIKING TRAIL

SHEET NUMBER
圖紙編號

FIGURE 6.14.5

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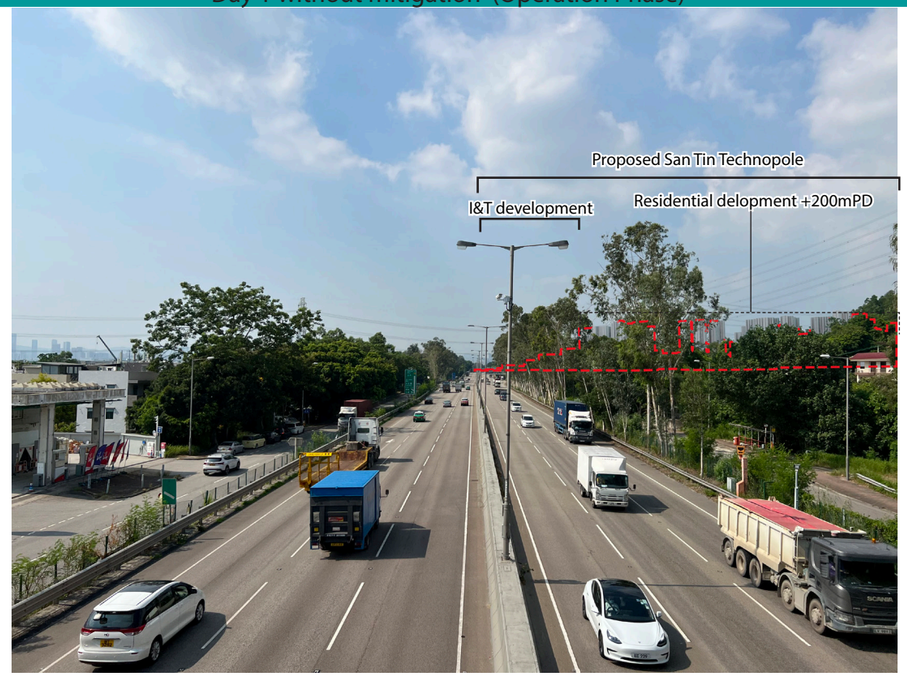
PATH $FILE$

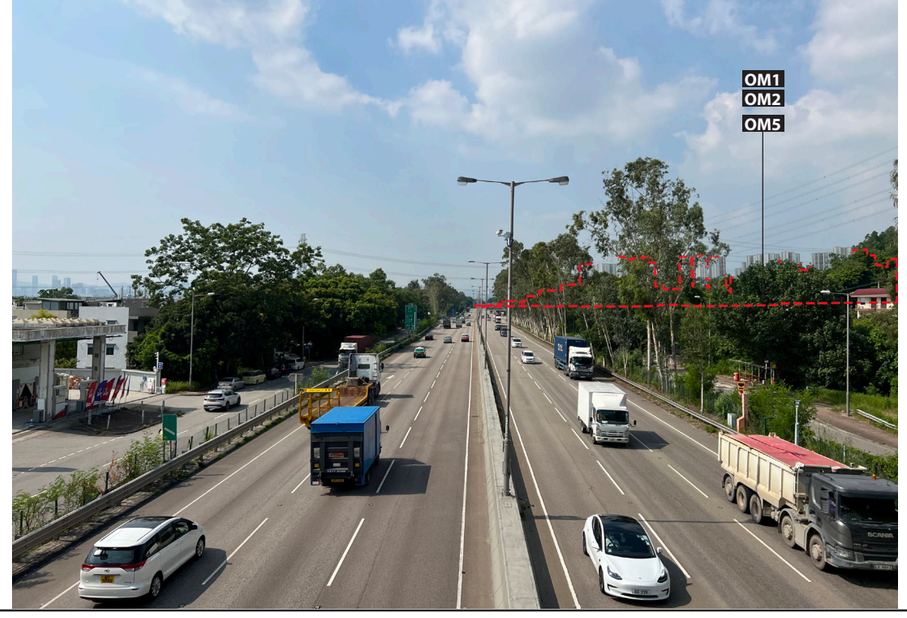
Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
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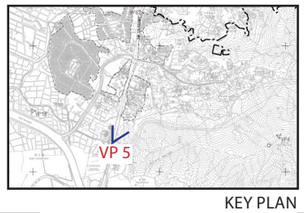
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 5- VIEW FROM PEDESTRIAN FOOT-BRIDGE OF SAN TIN HIGHWAY

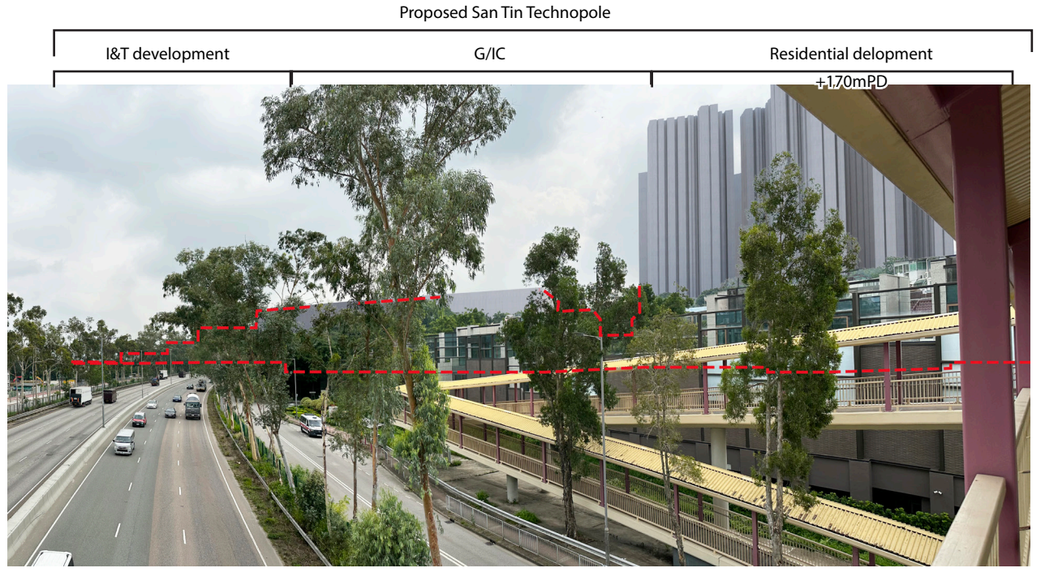
SHEET NUMBER 圖紙編號

FIGURE 6.14.6

Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)

Year 10 with mitigation (Operation Phase)

Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
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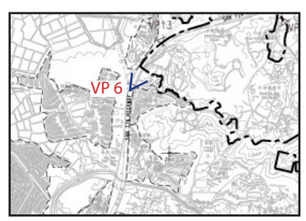

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PROJECT NO. 項目編號: 60670882

AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 6- VIEW FROM PEDESTRIAN FOOT-BRIDGE OF NT CIRCULAR ROAD

SHEET NUMBER 圖紙編號

FIGURE 6.14.7

ISO A3 297mm x 420mm
Approved:
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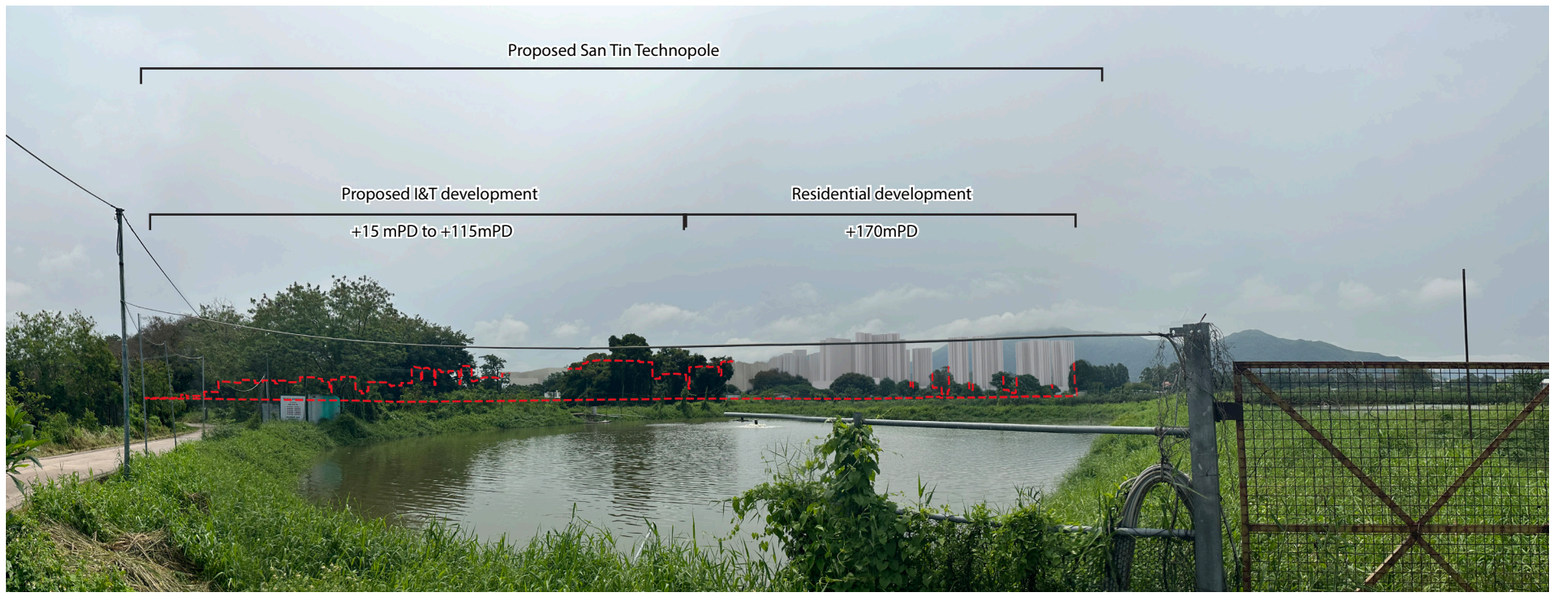
Designer:
Project Management Initials:

Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
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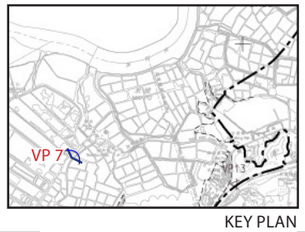

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PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 7- VIEW FROM TAM KON CHAU ROAD NEAR MAI PO NATURE RESERVE

SHEET NUMBER 圖紙編號

FIGURE 6.14.8a

ISO A3 297mm x 420mm

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Designer:

Project Management Initials:

Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
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CM5- Minimise topographical changes
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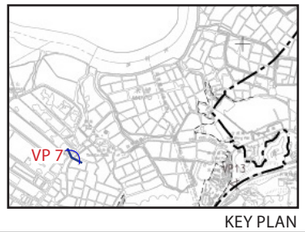

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PROJECT NO. 項目編號
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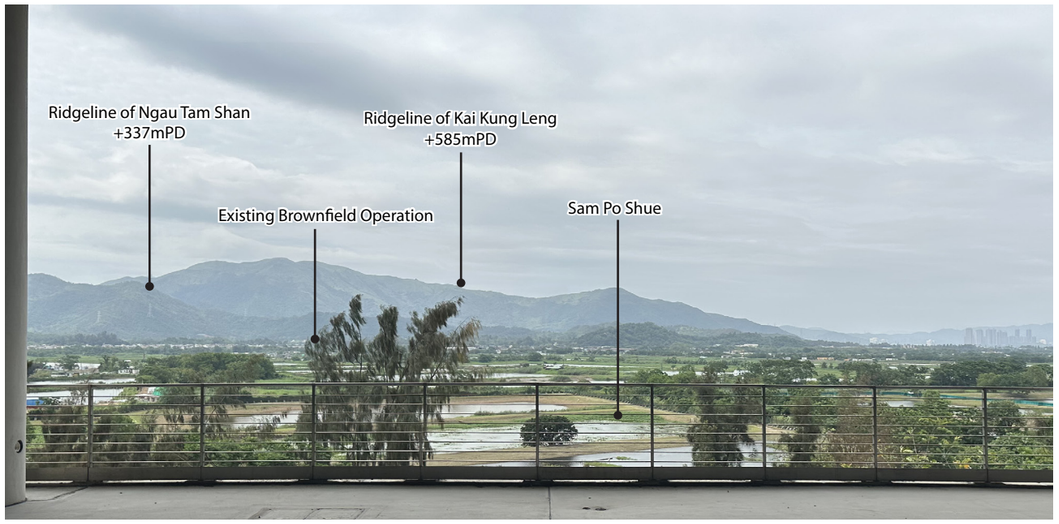
CE 20/2021

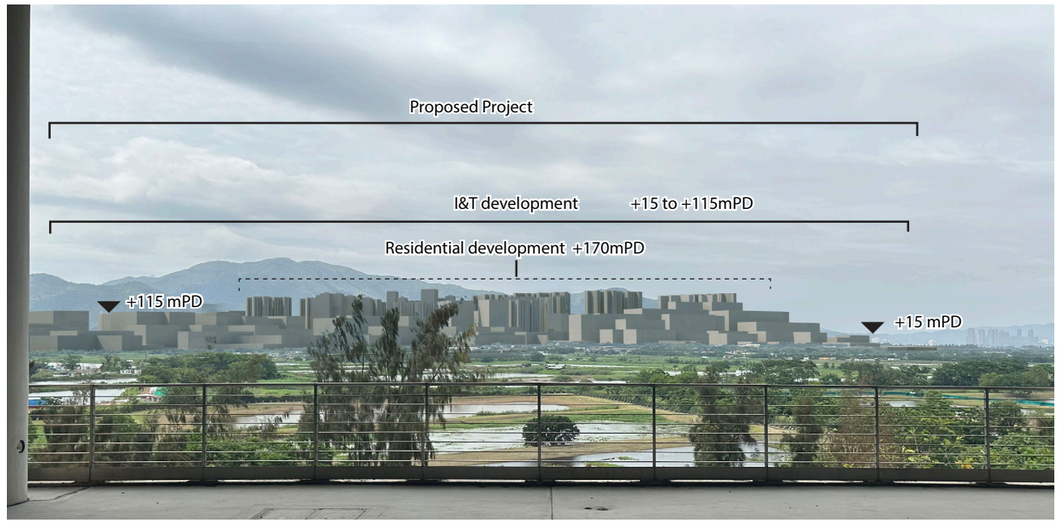
SHEET TITLE 圖紙名稱
PHOTOMONTAGE VIEWPOINT 7- VIEW FROM TAM KON CHAU ROAD NEAR MAI PO NATURE RESERVE

SHEET NUMBER 圖紙編號
FIGURE 6.14.8b

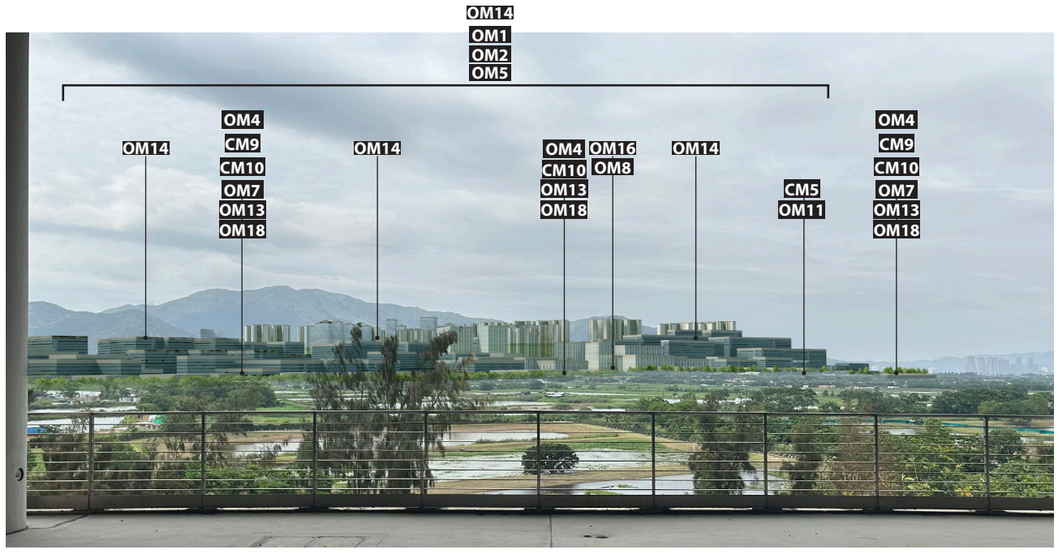
Existing Baseline Condition



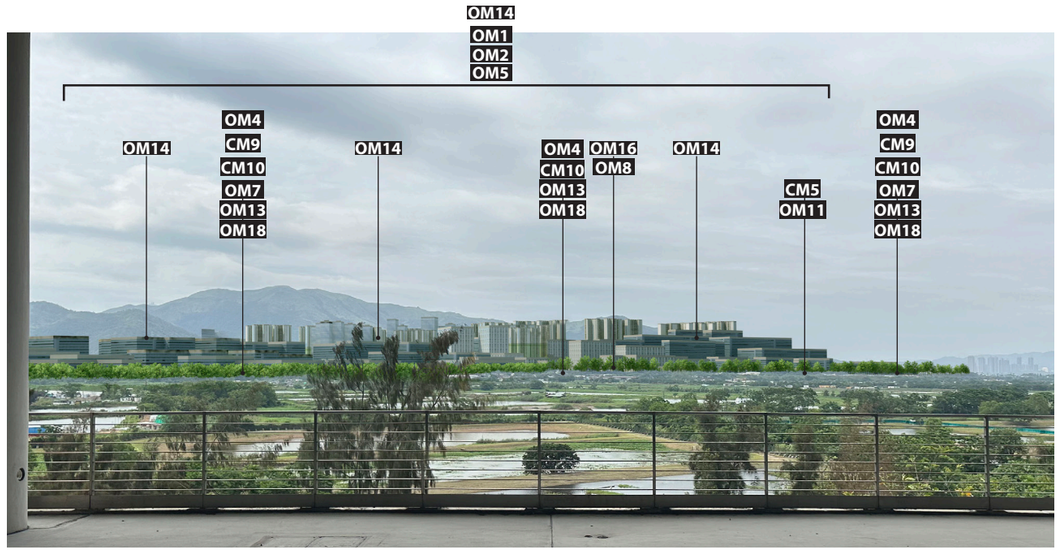
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



DP6 – Revitalisation works for San Tin Eastern Main Drainage Channel is located within Conservation Area while the revitalisation works for San Tin Western Main Drainage Channel is located within 300m from the Conservation Area.
DP7– Recreational development for proposed Sites O.1.1, O.1.2, and O.1.3 (as open space) encroach into Deep Bay Buffer Zone 2

– – Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project
OM1- Sensitive and aesthetically pleasing design of aboveground structures
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OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
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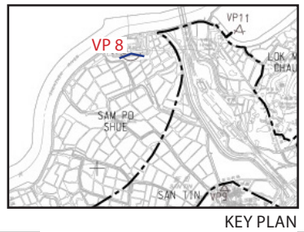
OM12 - Off-site woodland compensation
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor
OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 8- VIEW FROM LOK MA CHAU MTR STATION

SHEET NUMBER 圖紙編號

FIGURE 6.14.9

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:
Plot File by: $USER$ $DATE$
PATH: $FILE$

ISO A3 297mm x 420mm

Approved:

Checked:

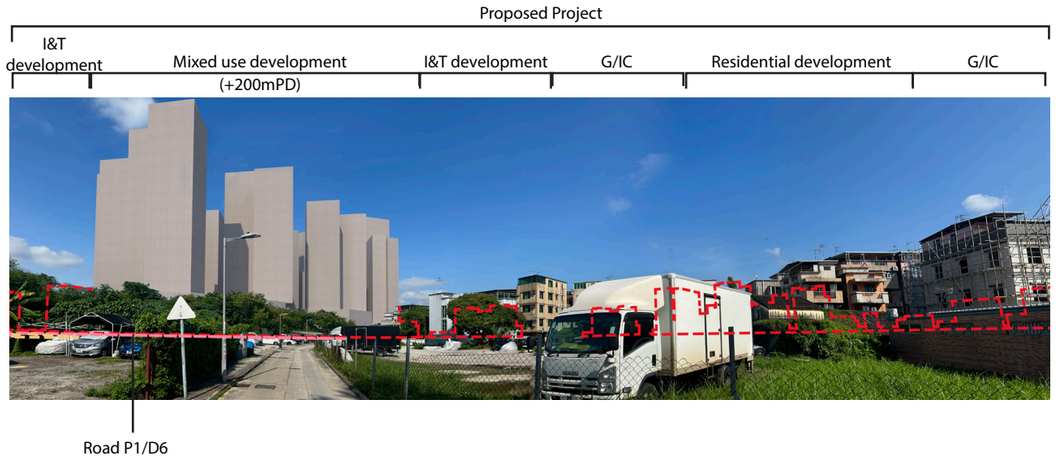
Designer:

Project Management Initials:

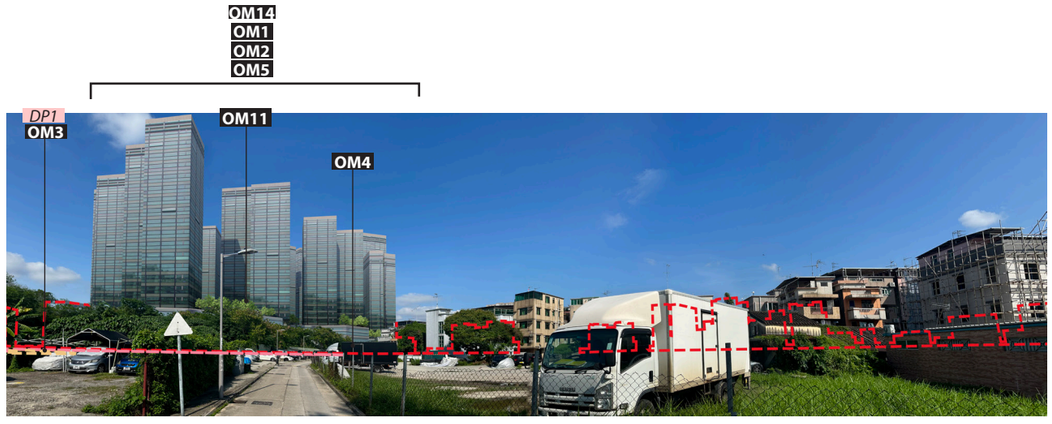
Existing Baseline Condition



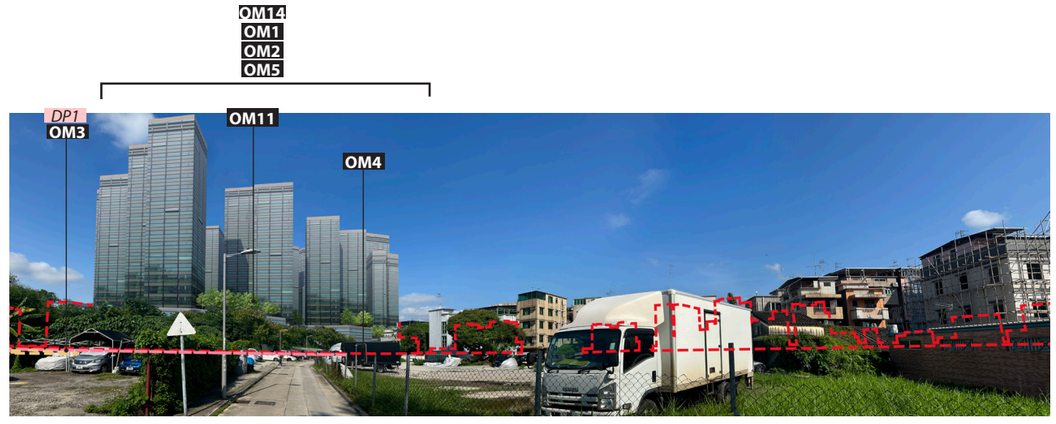
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

DP1: Road P1/D6

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
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OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
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OM13- Creation of landscape buffer
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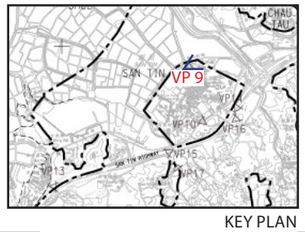
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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STATUS 現況

SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 9- VIEW FROM YAN SAU WAI

SHEET NUMBER 圖紙編號

FIGURE 6.14.10

ISO A3 297mm x 420mm

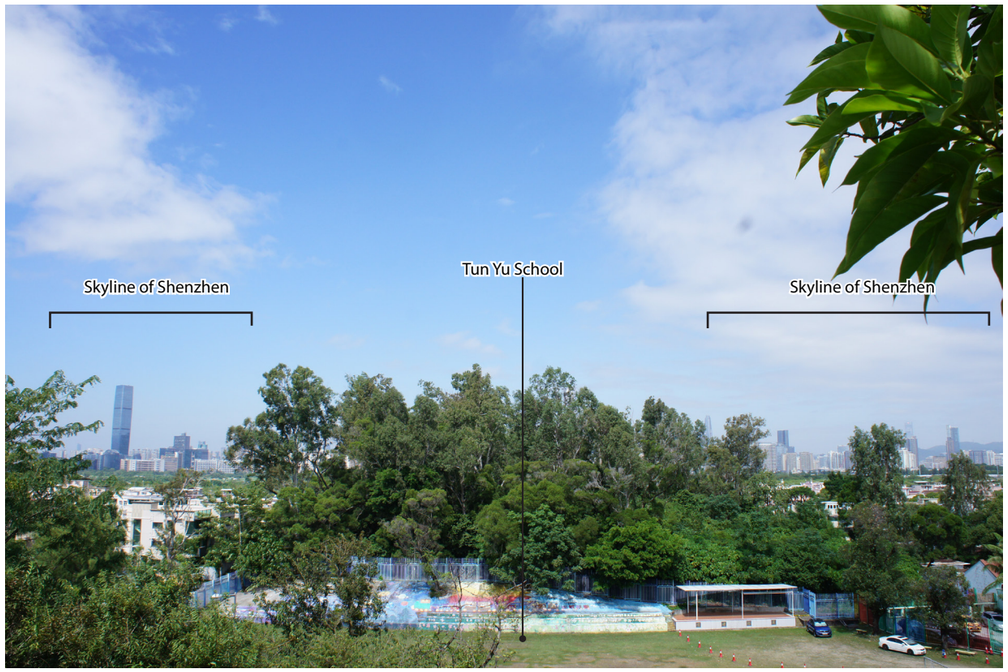
Approved:

Checked:

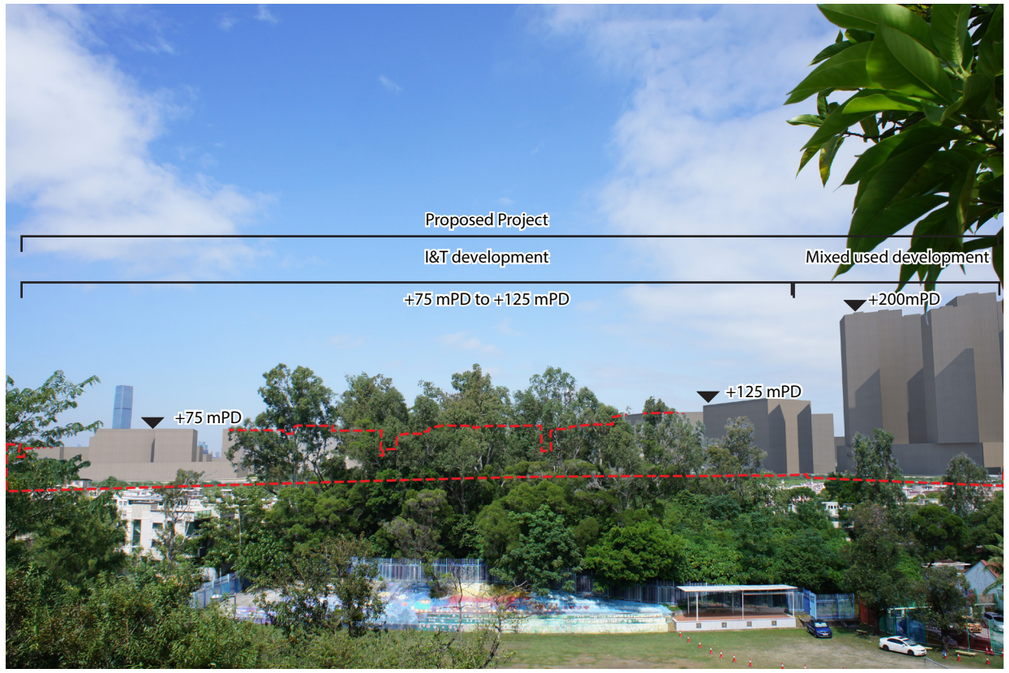
Designer:

Project Management Initials:

Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
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CM10- Creating interface between ponds, wetland and the proposed Project

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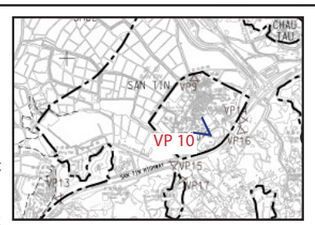
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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STATUS 階段

SCALE 比例
A3 1:20,000

DIMENSION UNIT 尺寸單位
METRES

DATE 日期
NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE 圖紙名稱
PHOTOMONTAGE VIEWPOINT 10- VIEW FROM MAN TIN CHEUNG PARK

SHEET NUMBER 圖紙編號
FIGURE 6.14.11

ISO A3 297mm x 420mm

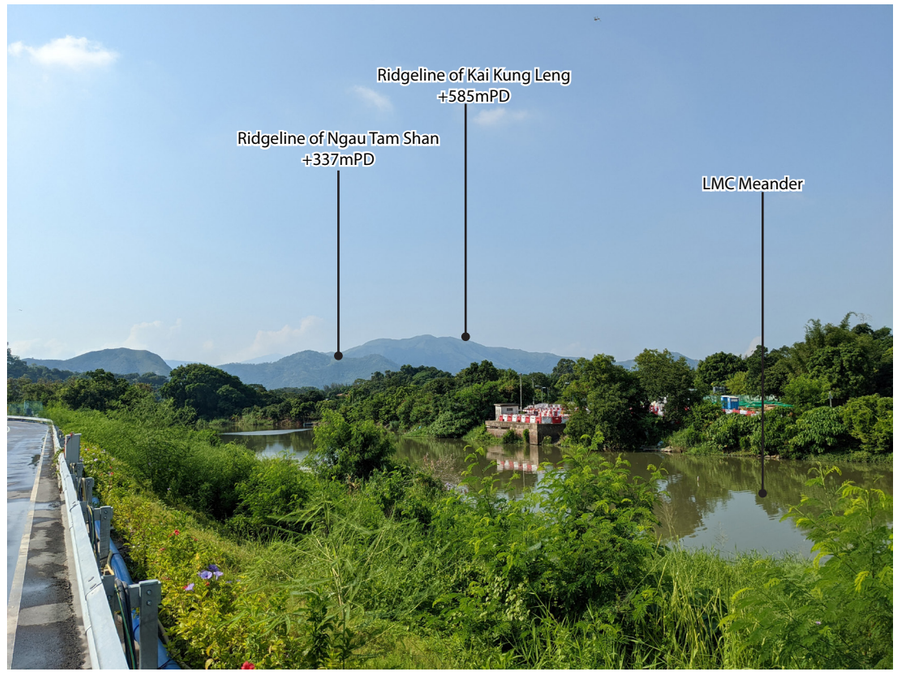
Approved:

Checked:

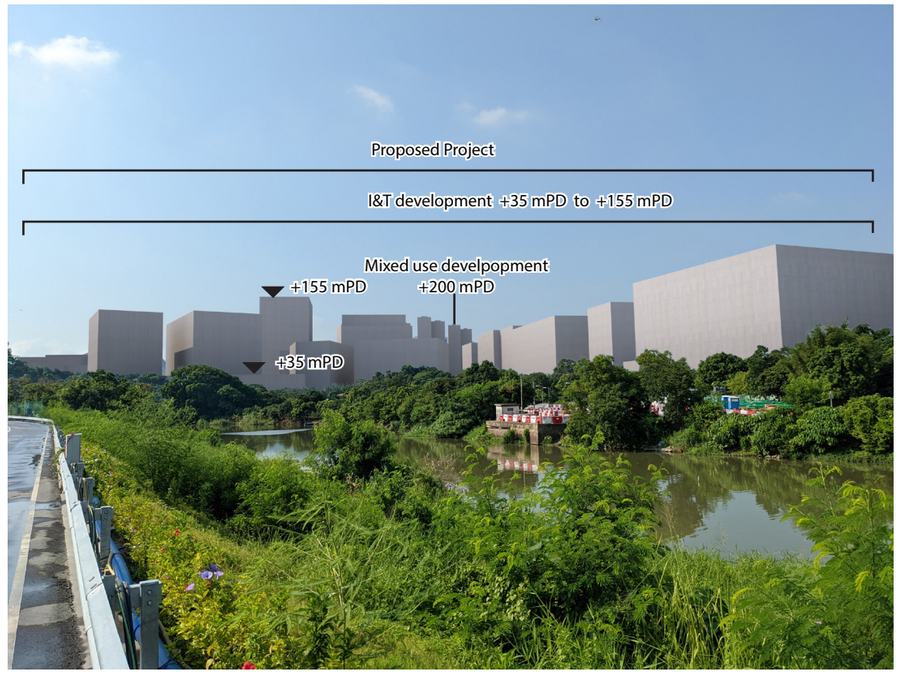
Designer:

Project Management Initials:

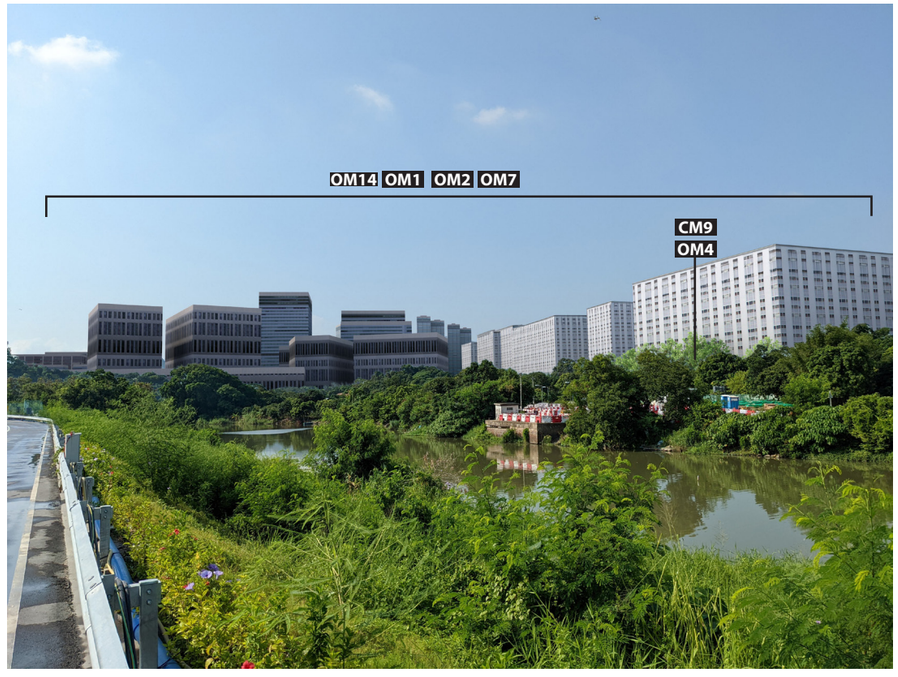
Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
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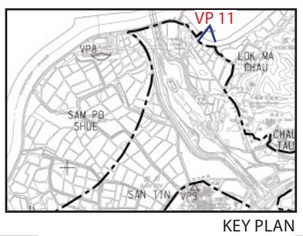
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核核

STATUS 階段

SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

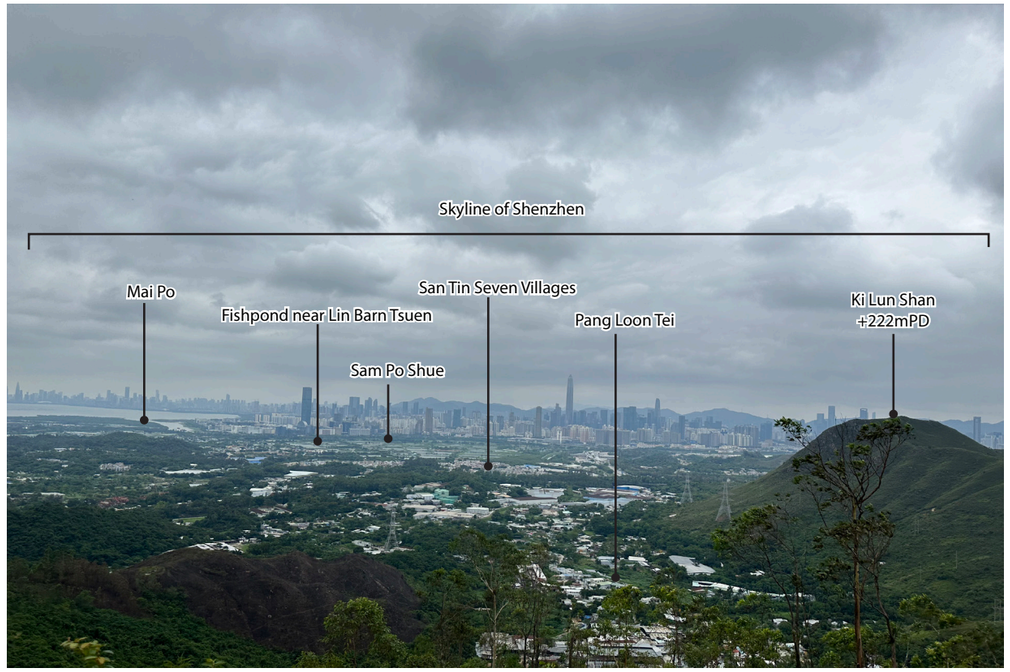
PHOTOMONTAGE VIEWPOINT 11- VIEW FROM PROPOSED LOK MA CHAU LOOP DEVELOPMENT

SHEET NUMBER 圖紙編號

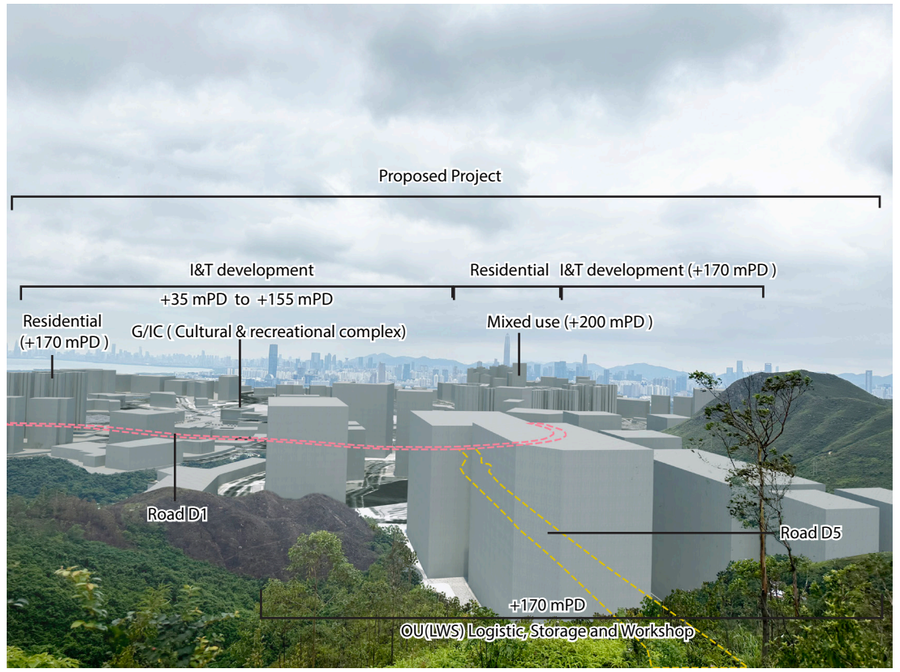
FIGURE 6.14.12

ISO A3 297mm x 420mm
Approved:
Checked:
Designer:
Project Management Initials:

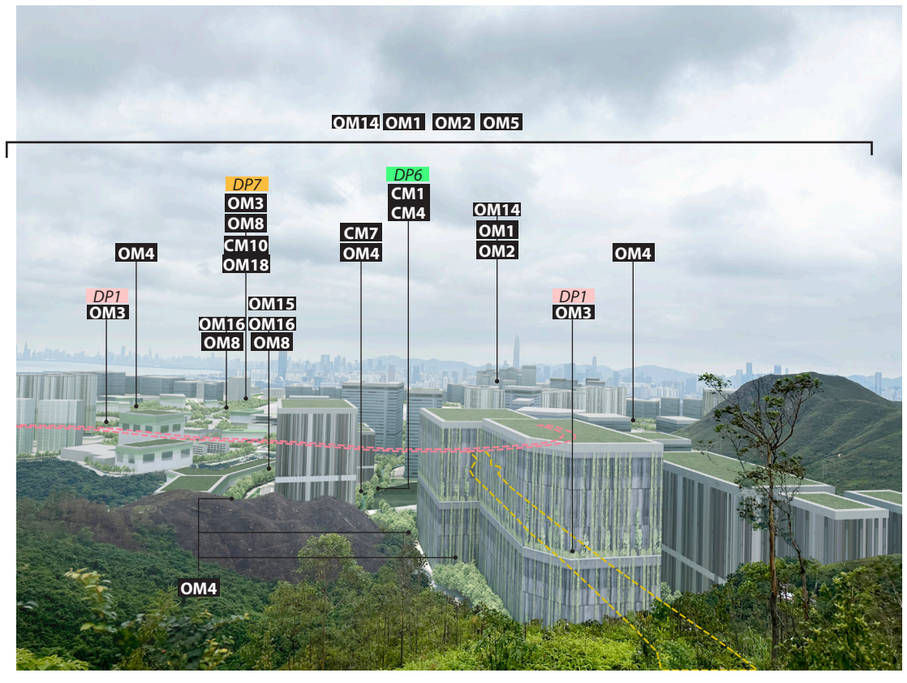
Existing Baseline Condition



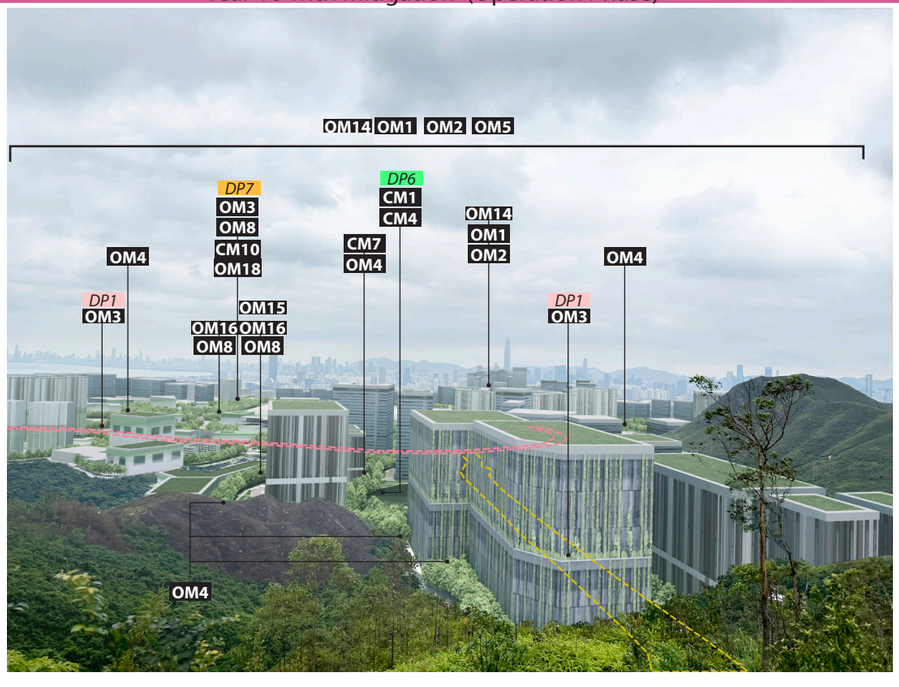
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



DP6 – Revitalisation works for San Tin Eastern Main Drainage Channel and San Tin Western Main Drainage Channel are located less than 300m from Conservation Area

DP7–Recreational development for proposed Sites O.1.1, O.1.2, and O.1.3 (as open space) encroach into Deep Bay Buffer Zone 2

DP1: Road D1
DP1: Road D5

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
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OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

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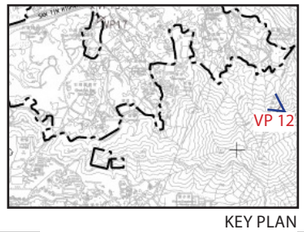

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A3 1:20,000

DIMENSION UNIT 尺寸單位
METRES

DATE 日期
NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

SHEET TITLE 圖紙名稱
PHOTOMONTAGE VIEWPOINT 12- VIEW FROM HIKING TRAIL OF NGAU TAM SHAN

SHEET NUMBER 圖紙編號
FIGURE 6.14.13

ISO A3 297mm x 420mm

Approved:

Checked:

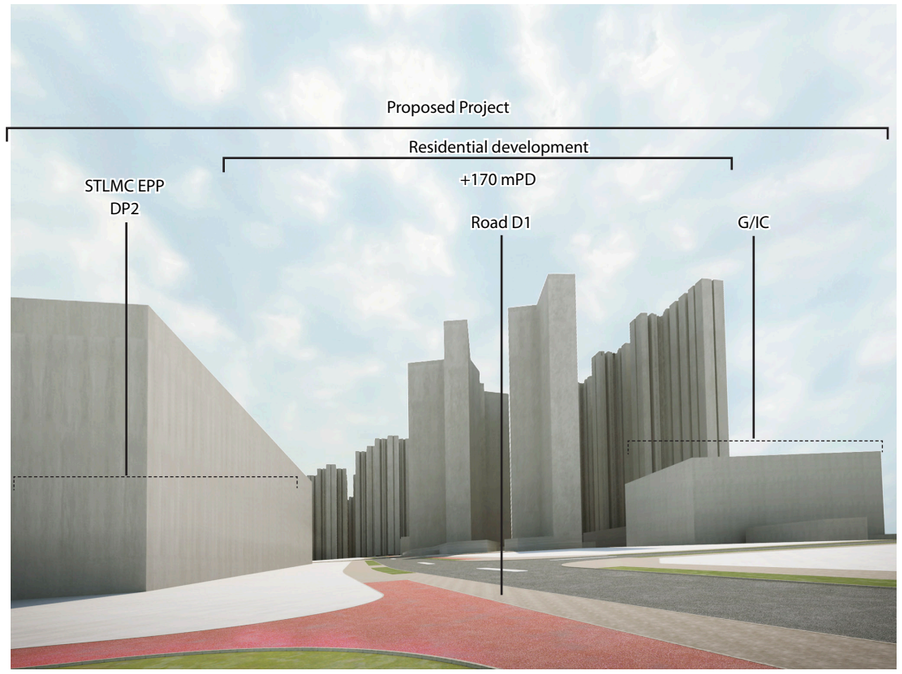
Designer:

Project Management Initials:

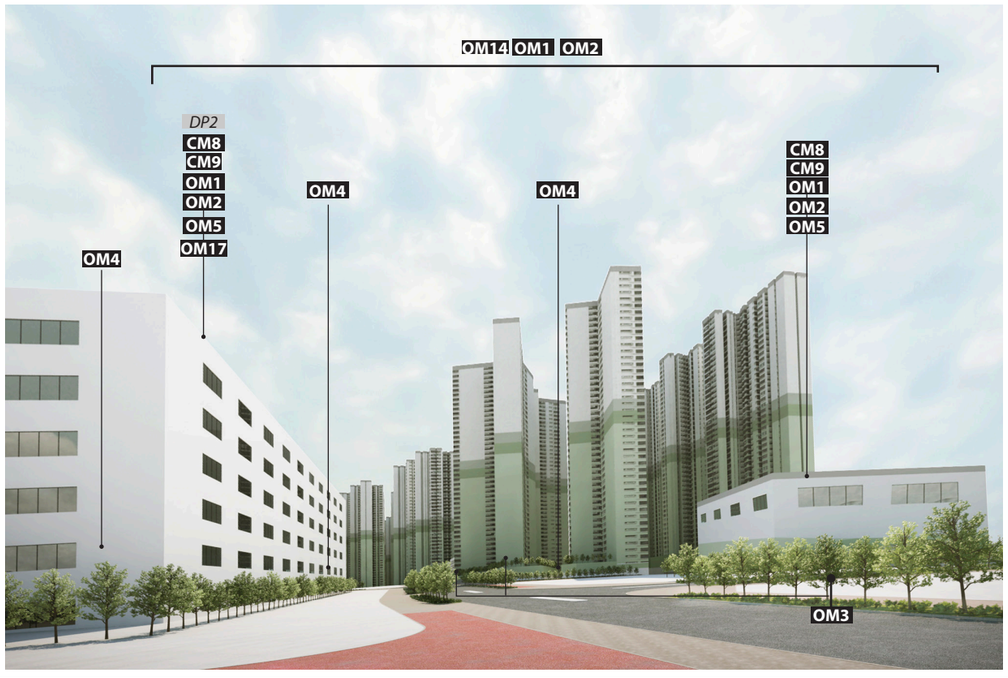
Existing Baseline Condition



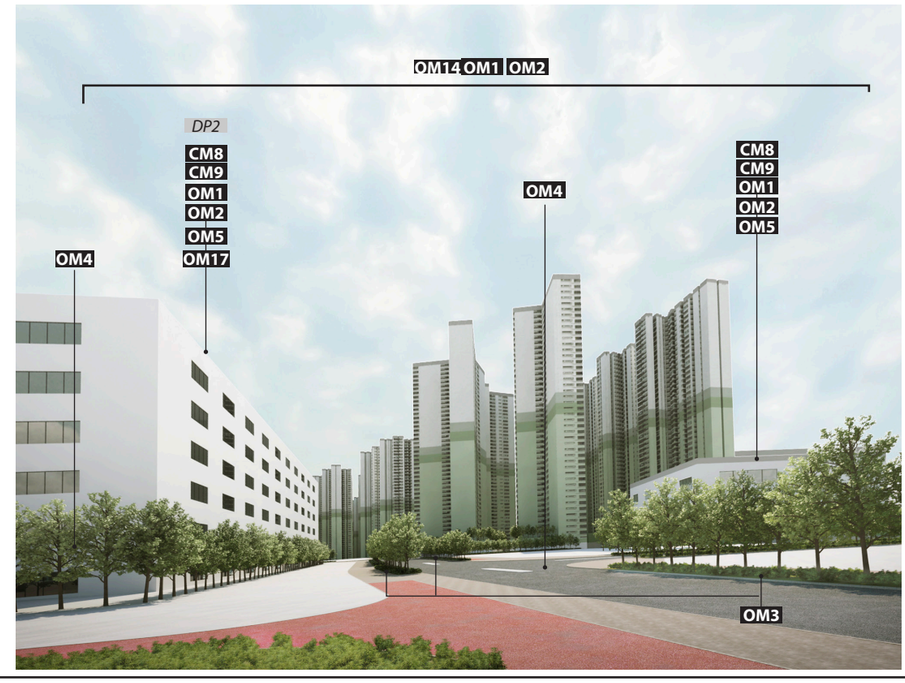
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



DP2– Construction and operation of a new effluent polishing plant (EPP)
DP3 –Construction and operation of a new reclaimed water facility

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
OM2- Landscape integration of built development
OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
OM7- Control of night-time lighting glare
OM8- Revitalisation and naturalisation of river to create a blue green network

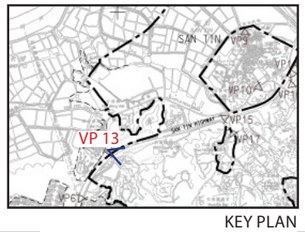
OM9-Maximise greening on engineering structures and surfaces
OM10-Landscape treatment on slope
OM11-Sensitive design of landscape areas / provision of Open Space
OM12 - Off-site woodland compensation
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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PROJECT 項目

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SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 13- VIEW FROM SAN TAM ROAD/ MAI PO SAN TSUEN CYCLE TRACK

SHEET NUMBER 圖紙編號

FIGURE 6.14.14

ISO A3 297mm x 420mm

Approved:

Checked:

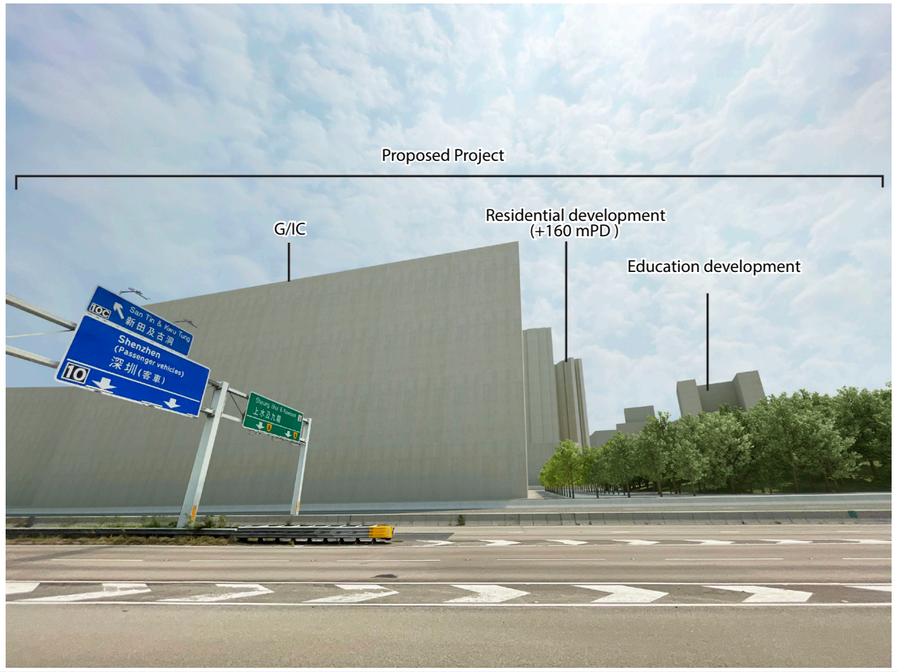
Designer:

Project Management Initials:

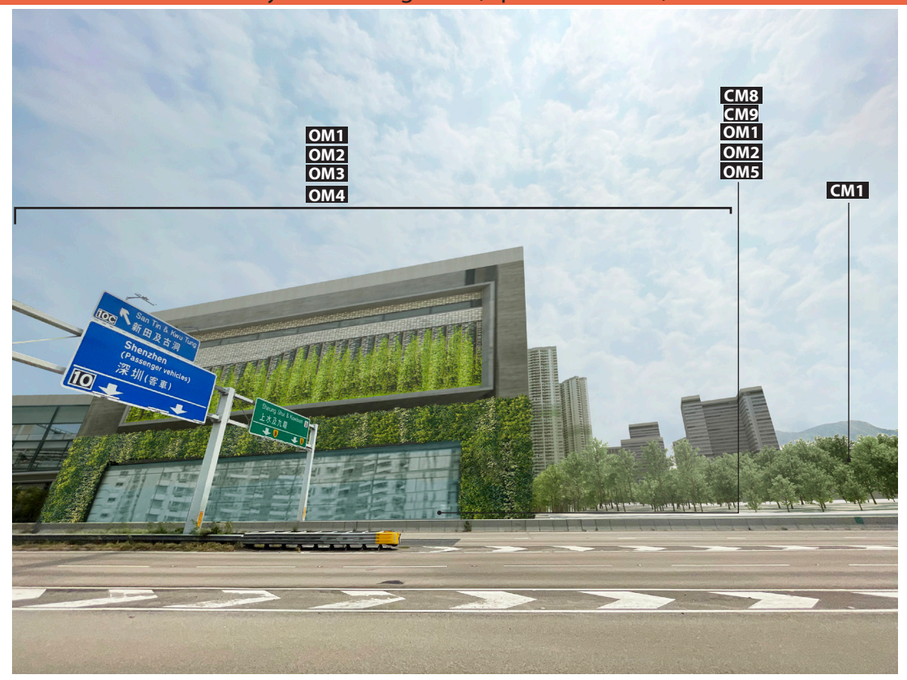
Existing Baseline Condition



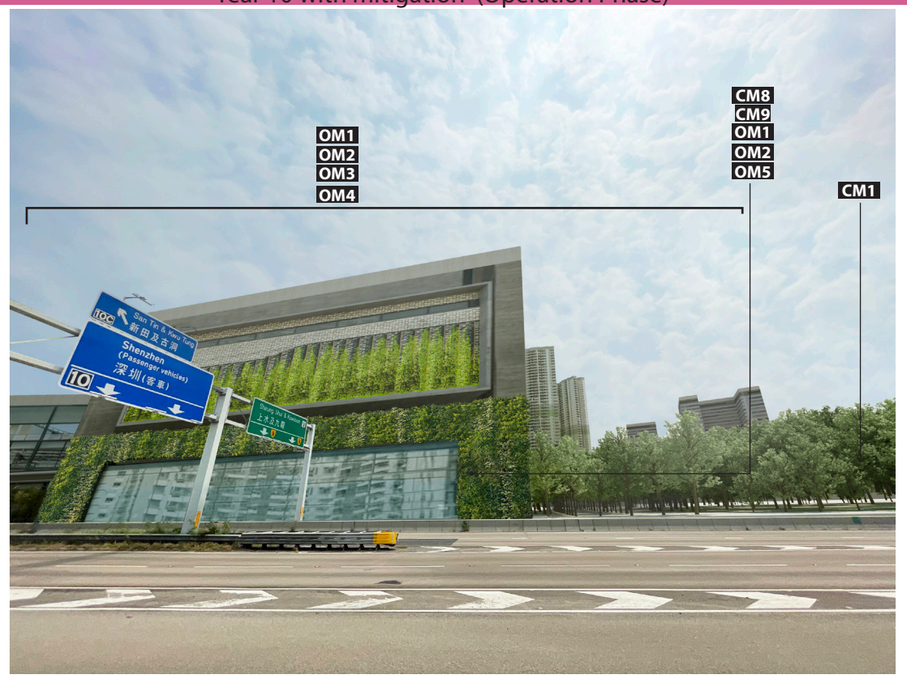
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
OM2- Landscape integration of built development
OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
OM7- Control of night-time lighting glare
OM8- Revitalisation and naturalisation of river to create a blue green network

OM9-Maximise greening on engineering structures and surfaces
OM10-Landscape treatment on slope
OM11-Sensitive design of landscape areas / provision of Open Space
OM12 - Off-site woodland compensation
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

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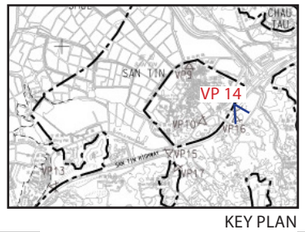

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DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 14- VIEW FROM SAN TIN HIGHWAY CYCLEWAY (CASTLE PEAK RD - SAN TIN)

SHEET NUMBER 圖紙編號

FIGURE 6.14.15

ISO A3 297mm x 420mm

Approved:

Checked:

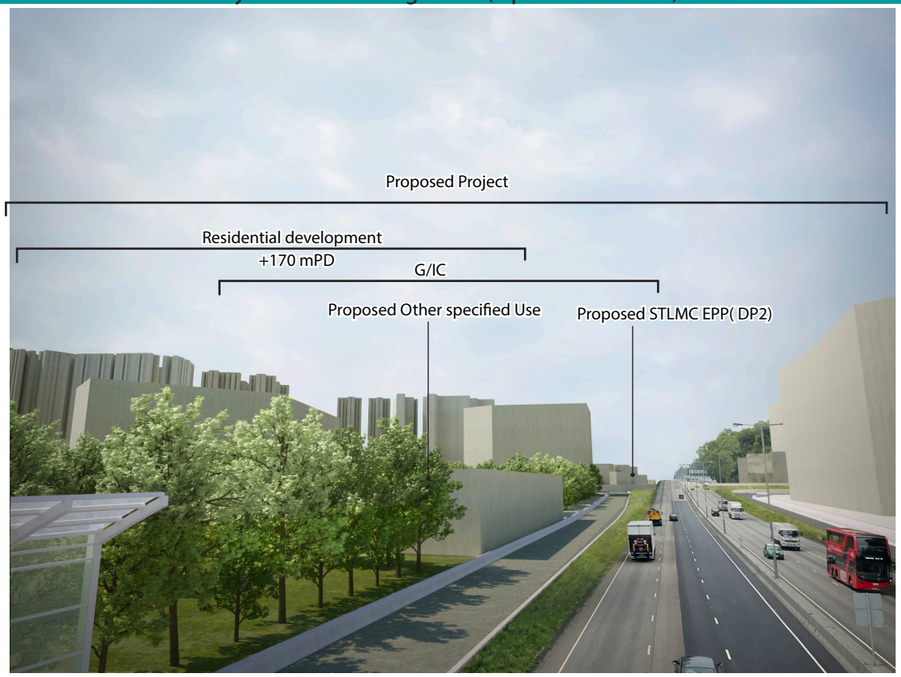
Designer:

Project Management Initials:

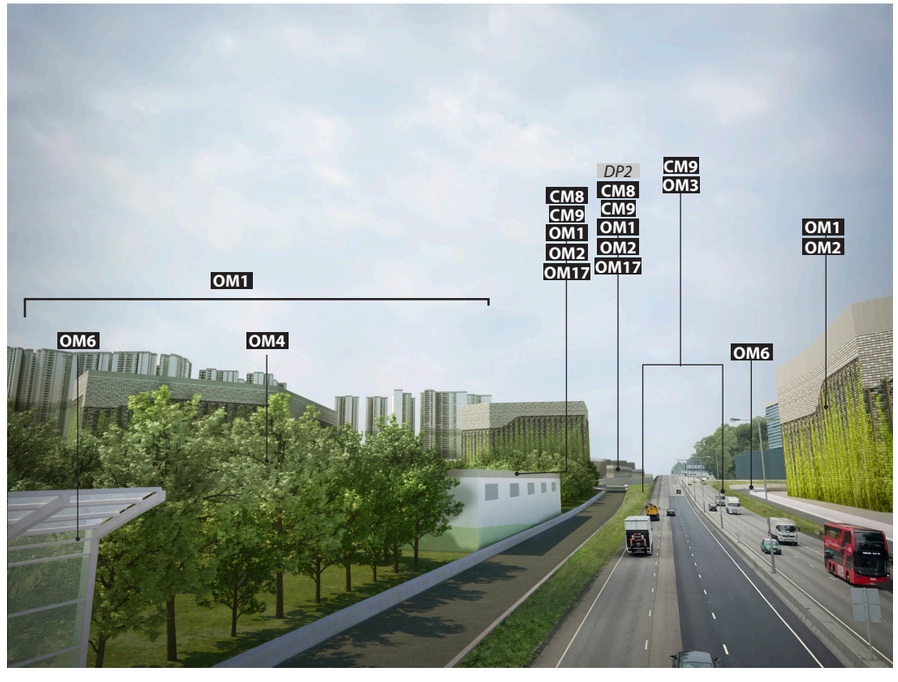
Existing Baseline Condition



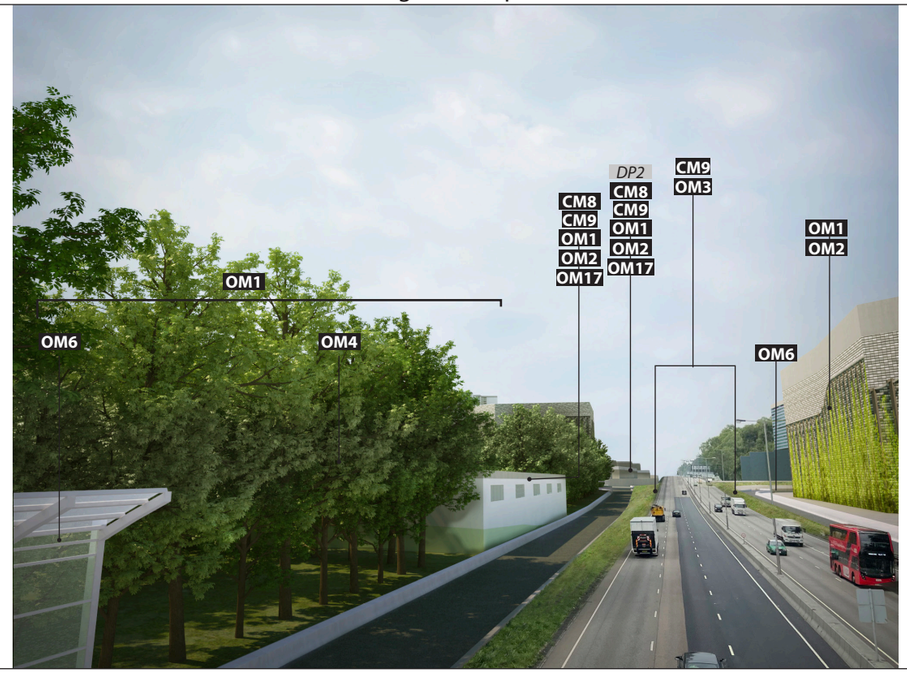
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



DP2– Construction and operation of a new effluent polishing plant (EPP)

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
OM2- Landscape integration of built development
OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
OM4- Provision of new tree planting
OM5- Incorporation of green roof
OM6- Sensitive design of noise barriers
OM7- Control of night-time lighting glare
OM8- Revitalisation and naturalisation of river to create a blue green network

OM9-Maximise greening on engineering structures and surfaces
OM10-Landscape treatment on slope
OM11-Sensitive design of landscape areas / provision of Open Space
OM12 - Off-site woodland compensation
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor

OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

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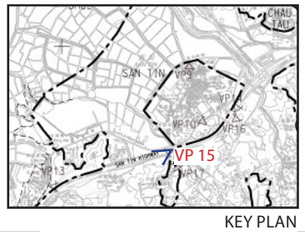

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A3 1:20,000

DIMENSION UNIT 尺寸單位
METRES

DATE 日期
NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號
60670882

AGREEMENT NO. 協議編號
CE 20/2021

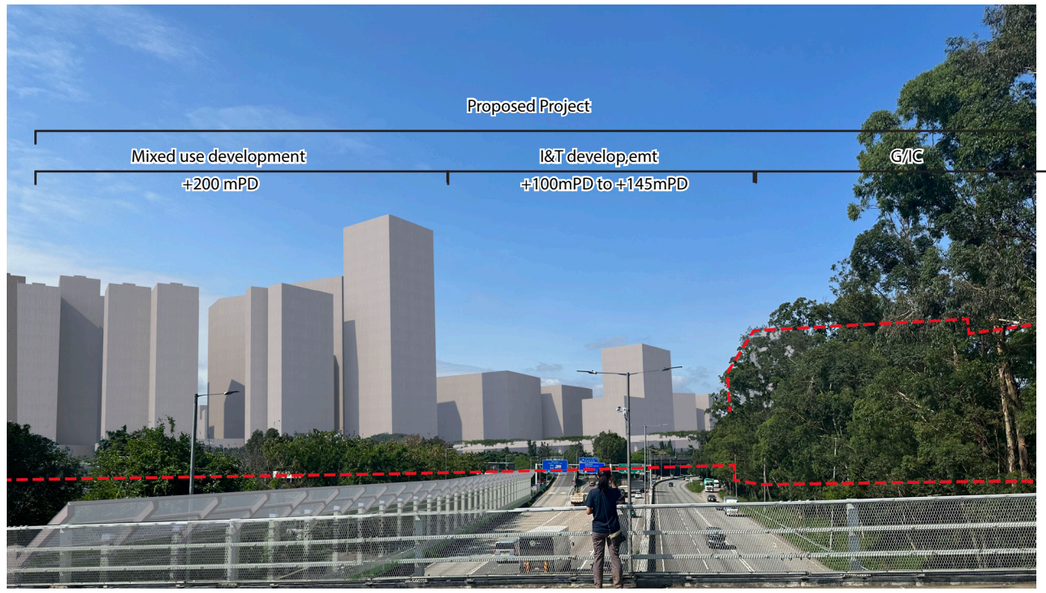
SHEET TITLE 圖紙名稱
PHOTOMONTAGE VIEWPOINT 15- VIEW FROM SAN TIN HIGHWAY FOOTBRIDGE

SHEET NUMBER 圖紙編號
FIGURE 6.14.16

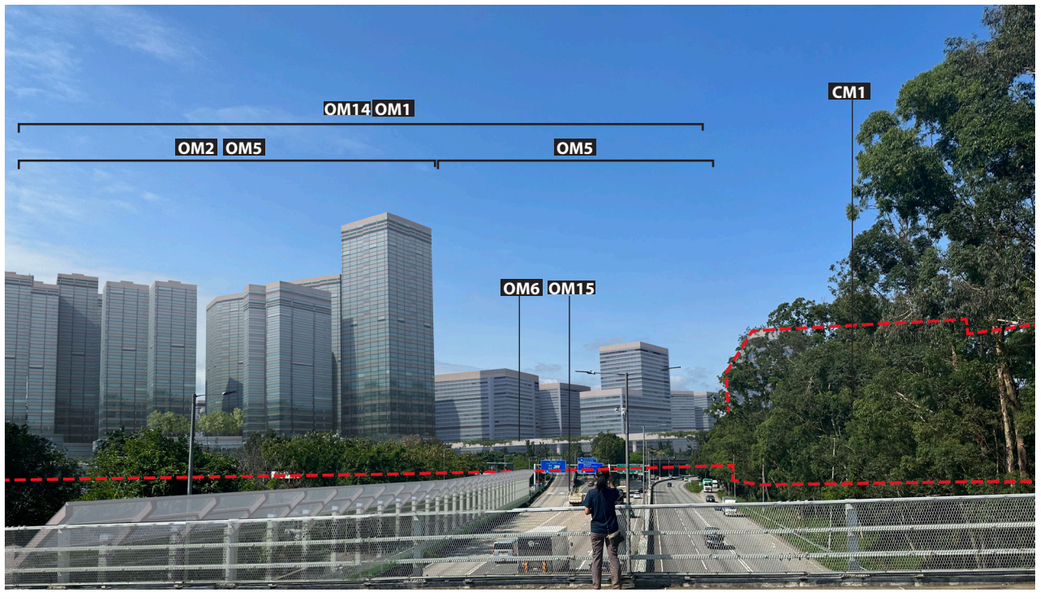
Existing Baseline Condition



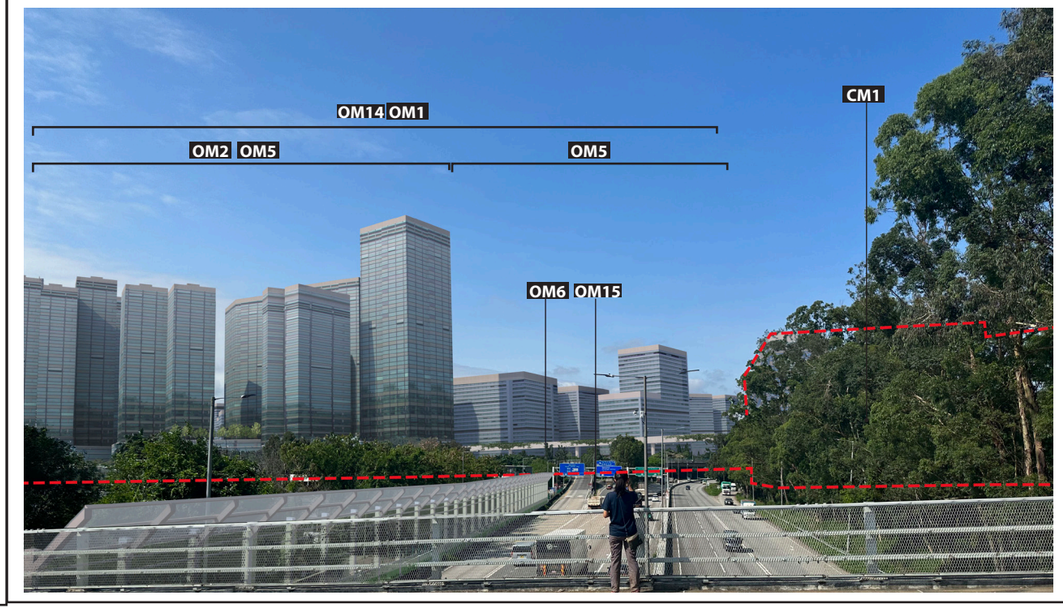
Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
CM9 - Advance planting of screen planting
CM10- Creating interface between ponds, wetland and the proposed Project

OM1- Sensitive and aesthetically pleasing design of aboveground structures
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OM3- Provision of roadside planting/ amenity planting / peripheral screening or planting
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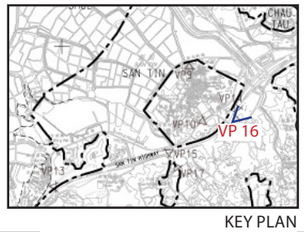
OM13- Creation of landscape buffer
OM14- Stepped building height profile
OM15- Provision of breezeway/ airpaths
OM16- Provision of view corridor
OM17- Sensitive layout design of drainage related above-ground structures
OM18- Watercourse impact mitigation within Wetland Conservation Area

Design Measures

DM1-Provision of wildlife corridor where appropriate and applicable

CM1-10 are considered good site practice and other mitigation measures not shown in these figures are considered best site practices throughout the Project and should be implemented to the fullest extent possible.



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Project Management Initials: Designer: Checked: Approved: ISO A3 297mm x 420mm

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DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 16- VIEW FROM KWU TUNG ROAD

SHEET NUMBER 圖紙編號

FIGURE 6.14.17

ISO A3 297mm x 420mm

Approved:

Checked:

Designer:

Project Management Initials:

Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Plot File by: $USER$ $DATE$
PATH: $FILE$

Propsoed development behind existing foreground

Mitigation Measures

CM1- Preservation of existing vegetation
CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
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Design Measures

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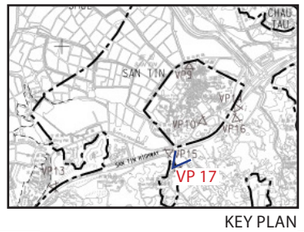

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AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 17- VIEW FROM SHEK WU WAI PLAY-GROUND

SHEET NUMBER 圖紙編號

FIGURE 6.14.18

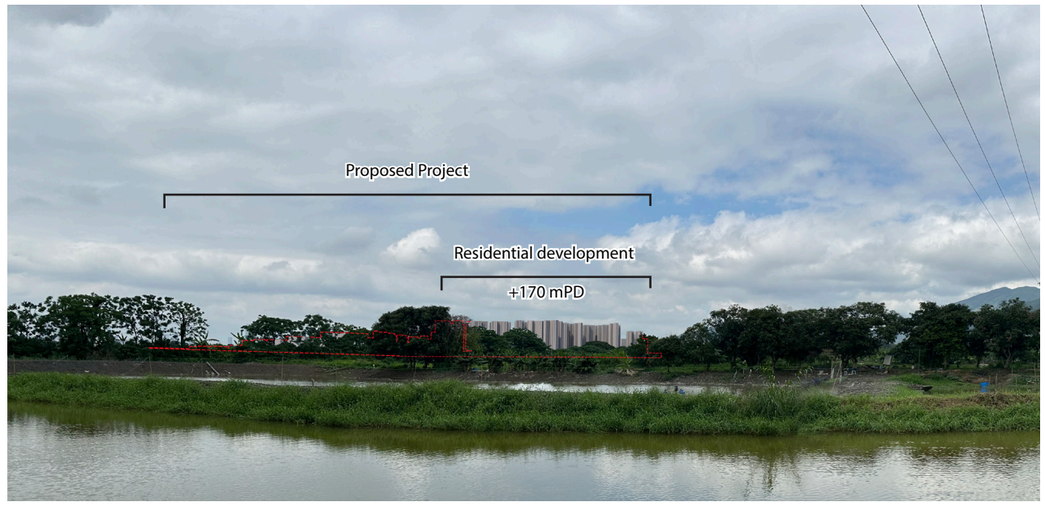
ISO A3 297mm x 420mm

Project Management Initials: Designer: Checked: Approved:

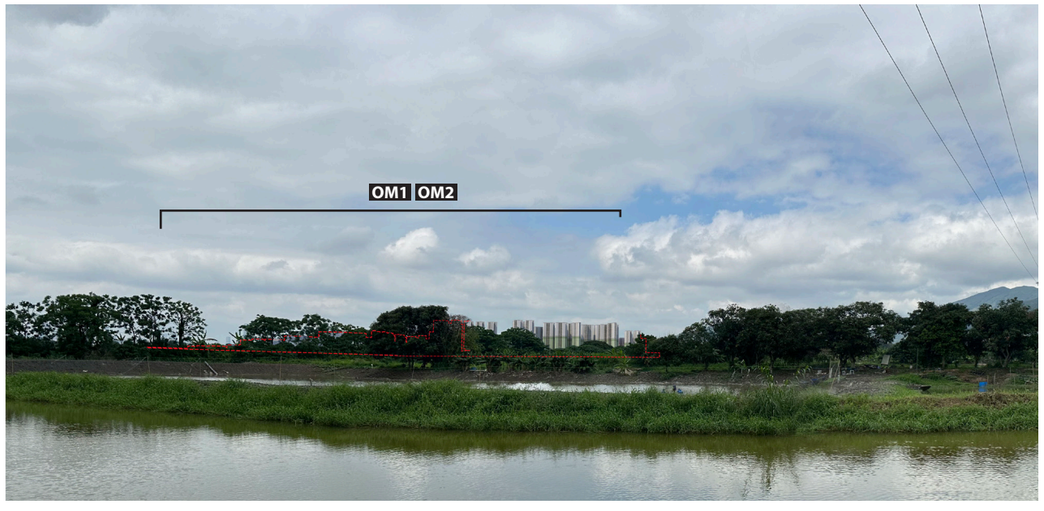
Existing Baseline Condition



Day 1 without mitigation (Operation Phase)



Day 1 with mitigation (Operation Phase)



Year 10 with mitigation (Operation Phase)



Propsoed development behind existing foreground

Mitigation Measures

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CM2- Transplantation of existing trees
CM3- Reinstatement of temporarily disturbed landscape areas
CM4- Minimise disturbance on watercourses
CM5- Minimise topographical changes
CM6- Management of construction activities and facilities
CM7- Control on night- time lighting
CM8- Construction of decorative hoarding around construction works
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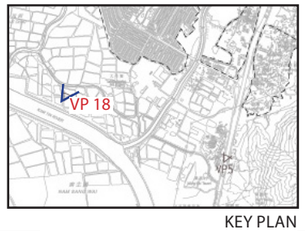

KEY PLAN

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PROJECT 項目

FIRST PHASE DEVELOPMENT OF THE NEW TERRITORIES NORTH – SAN TIN / LOK MA CHAU DEVELOPMENT NODE – INVESTIGATION

CLIENT 業主

土木工程拓展署 Civil Engineering and Development Department

規劃署 Planning Department

CONSULTANT 工程顧問公司

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ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例 A3 1:20,000

DIMENSION UNIT 尺寸單位 METRES

DATE 日期 NOV 2022

KEY PLAN 索引圖

PROJECT NO. 項目編號 60670882

AGREEMENT NO. 協議編號 CE 20/2021

SHEET TITLE 圖紙名稱

PHOTOMONTAGE VIEWPOINT 18- VIEW FROM YAU POK ROAD NEAR TAI SENG WAI

SHEET NUMBER 圖紙編號

FIGURE 6.14.19

ISO A1 594mm x 841mm

Project Management Initials: Designer: Checked: Approved:

LEGEND:

- PROJECT BOUNDARY
- 400kv OVERHEAD LINE TOWER
- 400kv OVERHEAD LINE BUFFER BOUNDARY
- ST01 ELECTRIC AND MAGNETIC FIELD MEASUREMENT POINT

N

824000 E 826000 E 828000 E 840000 N

THE LOOP
LOK MA CHAU
SAM PO SHUE
SAN TIN
FUNG KONG SHAN
FANLING HIGHWAY
SAN TIN HIGHWAY
EAST RAIL LINE
SHENZHEN RIVER
NGAU TAM MEI

ST01 ST02 ST03 ST04 ST05 ST06 ST07 ST08 ST09 ST10 ST11 ST12 ST13 ST14 ST15 ST16 ST17 ST18 ST19 ST20

ELECTRIC AND MAGNETIC FIELD MEASUREMENT POINT

NO.	EASTING	NORTHING
ST01	827195	840661
ST02	826876	840612
ST03	827124	840591
ST04	826996	840507
ST05	827146	840534
ST06	827104	840448
ST07	827109	840320
ST08	826742	840020
ST09	826834	839849
ST10	826826	839696
ST11	826872	839621
ST12	827025	839368
ST13	827032	839194
ST14	826955	839212
ST15	826998	839172
ST16	826924	839030
ST17	826937	838995
ST18	826915	838942
ST19	826895	838949
ST20	826744	838743

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PROJECT
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STATUS
階段

SCALE 比例: A3 1 : 20000
DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60670882
AGREEMENT NO. 協議編號: CE 20/2021

SHEET TITLE
圖紙名稱
LOCATIONS OF ELECTRIC AND MAGNETIC FIELD MEASUREMENT POINTS

SHEET NUMBER
圖紙編號
FIGURE 6.15

Provision of Major Community Facilities and Open Space in San Tin Technopole Outline Zoning Plan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
District Open Space	10 ha per 100,000 persons	16.56 ha	3.36 ha	58.59 ha[#]	+25.47 ha[#]
Local Open Space	10 ha per 100,000 persons	16.56 ha			
Sports Centre	1 per 50,000 to 65,000 persons (assessed on a district basis)	2	0	3	+ 1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons (assessed on a district basis)	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons (assessed on a district basis)	0	0	1	+ 1
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	0	1	2	+ 2

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	0
Community Hall	No set standard	N.A.	0	0	N.A.
Library	1 district library for every 200,000 persons (assessed on a district basis)	0	0	1	+ 1
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	90 classrooms	0 classrooms	86 classrooms	- 4 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 (assessed by EDB on a district/school network basis)	246 classrooms	13 classrooms	253 classrooms	+ 7 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 (assessed by EDB on a territory-wide basis)	182 classrooms	0 classrooms	210 classrooms	+ 28 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	910 beds	0 beds	0 beds	- 910 beds[@]

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	1	0	2	+ 1
Child Care Centre	100 aided places per 25,000 persons (assessed by SWD on a local basis)	662 places	0 places	500 places	- 162 places* (a long-term target assessed on a wider context by SWD*)
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 (assessed by SWD on a local basis)	2	0	2	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons (assessed by SWD on a service boundary basis)	1	0	2	+ 1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above (assessed by SWD)	N.A.	0	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing (assessed by SWD)	N.A.	0	0	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above (assessed by SWD on a district basis)	797 places	6 places	9 places	- 788 places* (a long-term target assessed on a wider context by SWD*)
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above (assessed by SWD on a cluster basis)	987 beds	0 beds	250 beds	- 737 beds* (a long-term target assessed on a wider context by SWD*)
Pre-school Rehabilitation Services	23 subvented service places for every 1,000 children aged 0-6 (assessed by SWD on a district basis)	123 places	0 places	60 places	- 63 places* (a long-term target assessed on a wider context by SWD*)
Day Rehabilitation Services	23 subvented service places for every 10,000 persons aged 15 or above (assessed by SWD on a district basis)	306 places	0 places	0 places	- 306 places* (a long-term target assessed on a wider context by SWD*)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
Residential Care Services	36 subvented service places for every 10,000 persons aged 15 or above (assessed by SWD on a cluster basis)	479 places	0 places	180 places	- 299 places* (a long-term target assessed on a wider context by SWD*)
Community Rehabilitation Day Centre	1 centre for every 420,000 persons (assessed by SWD on a district basis)	0	0	0	0
District Support Centre for Persons with Disabilities	1 centre for every 280,000 persons (assessed by SWD on a district basis)	0	0	0	0
Integrated Community Centre for Mental Wellness	1 standard scale centre for every 310,000 persons (assessed by SWD on a district basis)	0	0	1	+ 1

Note:

The planned residential population in the San Tin Technopole Outline Zoning Plan (OZP) would be about 165,600, including population estimated to be living in the 6,400 talent accommodation units. The population figure has been adjusted to the nearest hundred.

Remarks:

\# The provision standards of open space for the OZP would make reference to (i) the target of a minimum of 3.5m^2 per person as recommended under the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030', and (ii) no categorisation of local open space and district open space as recommended under the Agreement No. CE 31/2019 (TP) 'Reimagining Public Spaces in Hong Kong – Feasibility Study'. Based on a planned population of 165,600, the overall requirement is estimated to be 57.96 ha. The detailed provision of open space will be worked out at detailed design stage.

* About 5% of the gross floor area of the future public housing developments in the Area is anticipated to be set aside for the provision of social welfare facilities in accordance with the prevailing policy and practice. The deficit in provision is based on the OZP planned population while Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision of such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a

long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand. Provision of welfare facilities will be subject to further review and confirmation of the development parameters and schedule.

@ The deficit in provision is based on the OZP planned population while the Hospital Authority plans its services on a cluster basis and takes into account a number of factors in planning and developing various public healthcare services. The New Territories West Cluster (NTWC) provides services for residents in Tuen Mun and Yuen Long Districts. There are a number of hospital redevelopment projects planned in the First and Second Ten-year Hospital Development Plans (HDPs), which will provide additional beds for serving the population in NTWC. The projected service demand will be catered for in the First and Second Ten-year HDPs. Moreover, a site in Area 8 is reserved for provision of healthcare facilities.

% According to the SWD, the proposed Integrated Community Centre for Mental Wellness would have a sub-standard provision of 0.5 team.

February 2024