

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

1. Purpose

This paper is to seek Members’ views and endorsement of the draft Planning and Design Brief (PDB) for sites zoned “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) (I&T Sites) on the approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 (STT OZP) at **Annex A**, which is formulated to guide the design and implementation of future developments at the I&T Sites and to facilitate the preparation of Master Plan(s) by project proponent(s) of development(s) at the I&T Sites which will be considered by a Designated Committee to be set up under the Development Bureau (DEVB).

2. Background

2.1 In October 2023, the Government promulgated the Northern Metropolis Action Agenda (NMAA) and amongst the four major development zones proposed for the Northern Metropolis (NM), the San Tin Technopole (the Technopole) forms part of the ‘Innovation and Technology (I&T) Zone’¹. Under the NMAA, the Technopole is positioned as the core of industry development of NM and a hub of clustered I&T development that creates synergy with Shenzhen’s I&T Zone and contributes to the development of the ‘South-North dual engine (finance-I&T)’ industry pattern for the territory. To achieve the greatest synergy effect, the Technopole is planned to provide a total of about 300 hectares (ha) of I&T land, comprising the 87-ha Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop² as its core and an additional about 210 ha of I&T land in the San Tin/Lok Ma Chau (STLMC) area centred around and radiated from the Loop, to accommodate a total gross floor area (GFA) of about 7 million square metres (m²) which is equivalent to 17 Hong Kong Science Parks. In addition to about 6,400 talent accommodation units within the I&T Sites, future I&T developments will also be supported by a vibrant community at the San Tin Town Centre where various types of flats and mixed use developments comprising residential and commercial uses, as well as open space and Government, institution and community (GIC) facilities, will be provided. On the other

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

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

hand, the existing natural, landscape, ecological and cultural resources as well as local villages in the expanded STLMC area also provide a unique setting for creating a distinct identity embracing urban-rural integration (URI) and a pleasant living environment with integrated green network.

- 2.2 On 8.3.2024, the draft STT OZP No. S/STT/1 and two other relevant draft OZPs (i.e. Mai Po and Fairview Park OZP (MP OZP) and Ngau Tam Mei OZP (NTM OZP)) were gazetted for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the two-month statutory exhibition period, 1,543, 1,101 and three valid representations were received in respect of the draft STT OZP, MP OZP and NTM OZP respectively. After giving consideration to the representations in respect of the three draft OZPs, the Town Planning Board (the Board/TPB) on 19.7.2024³ decided not to uphold the representations and that no amendment should be made to the three draft OZPs to meet the representations. Meanwhile, in respect of the STT OZP, the Board agreed that while flexibility should be allowed for development of the I&T Sites, detailed planning and appropriate control should be achieved through a PDB for I&T Sites, and some suggestions from the representations could be suitably taken into account in the PDB. Apart from stipulating the planning, engineering and urban design requirements for individual I&T sites, the PDB will also cover other aspects such as wetland connectivity, birds' flight paths, wildlife corridor, URI, nature-based solutions (NbS), smart, green and resilient (SGR) measures, etc. in response to the views of the Board and the representations. The Board also noted that the Government will prepare the PDB and submit it to the Board for approval after consultation with relevant stakeholders⁴. The draft STT OZP was subsequently approved by the Chief Executive in Council on 17.9.2024 and the approved STT OZP No. S/STT/2 was gazetted on 20.9.2024.
- 2.3 Site formation and engineering infrastructure works for the STLMC area are being taken forward in two phases: Phase 1 and Phase 2 (**Annex B**). Works under Phase 1 Stage 1 has commenced in December 2024 for substantial completion in 2031, and land for I&T development is targeted to be available from 2026/27 onwards. The detailed design for Phase 1 Stage 2 and Phase 2 is in progress, and it is targeted to complete all the site formation and engineering infrastructure works by 2039.
- 2.4 On I&T industry development strategy side, the Innovation, Technology and Industry Bureau (ITIB) has promulgated the "Hong Kong I&T Development Blueprint" and "Development Outline for the Hong Kong Park of the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone" (for the Loop area of the Technopole) in 2022 and 2024 respectively. A consultancy study on the overall strategy for I&T developments at the STLMC area, such as spatial strategy, development phasing and implementation modes, is being undertaken by ITIB (ITIB's Consultancy Study). Under these I&T development strategies, the Technopole is envisioned to be an indispensable part

³ The relevant TPB paper and minutes can be viewed at https://www.tpb.gov.hk/en/uploads/TPB/general/R_STT-MP-NTM_MainPaper.pdf and https://www.tpb.gov.hk/en/meetings/TPB/Minutes/m1321tpb_e5.pdf respectively

⁴ The Board issued a press release on 20.7.2024, which is available at <https://www.info.gov.hk/gia/general/202407/20/P2024072000047.htm>.

of the Hong Kong's emerging I&T industry and an important base for the development of new quality productive forces.

3. **I&T Sites in the STLMC area of the Technopole**

The STT OZP and the I&T Sites

- 3.1 The about 210-ha I&T Sites are zoned "OU(I&T)" in Planning Areas 13A, 16A, 16B, 17, 19A, 19B and 19C on the approved STT OZP No. S/STT/2 (**Plan 1 of Annex A**). These I&T Sites are strategically located to the north of San Tin Highway/Fanling Highway (i.e. I&T Park (North) comprising Planning Areas 16A, 16B, 17, 19A, 19B and 19C) in close proximity to the HSITP at the Loop to create synergy with the Shenzhen's I&T Zone in Huanggang and Futian; and in the south-eastern part of the STLMC area (i.e. I&T Park (South) comprising Planning Area 13A) near the connection to the planned NM Highway, which serves to greatly enhance the accessibility to other parts of NM and Hong Kong. The planning intention of the "OU(I&T)" zone is primarily to provide development space for accommodating a variety of I&T uses, including research and development (R&D), production activities, data centre, staff accommodation/talent apartment, supporting commercial/retail facilities and other complementary infrastructure.
- 3.2 Given the rapid development of I&T industry, maximum flexibility in planning the Technopole is required to cope with future changes. No statutory restriction on plot ratio/GFA is stipulated for the "OU(I&T)" zone in the Notes of the STT OZP, while it is specified in the Explanatory Statement (ES) of the STT OZP that the "OU(I&T)" zones will accommodate a total GFA of about 5.7 million m², and those to the north of San Tin Highway/Fanling Highway will provide about 6,400 talent accommodation units (with a GFA of about 268,000m²). I&T land in the STLMC area are demarcated into connected I&T land parcels of different sizes to cater for the diversified needs of different industry players (e.g. start-ups and leading technology enterprises), different I&T fields (e.g. life and health technology, artificial intelligence and robotics, microelectronics and smart devices, advanced industries (e.g. new materials, energy and green technology, etc.), and different stages of the I&T value chain (e.g. R&D, prototype, pilot test, mass production, etc.). To this effect, a wider range of permitted uses are allowed for the "OU(I&T)" zone on the OZP, including R&D, product development, mass production, talent accommodation and other ancillary facilities to help nurture a more complete I&T ecosystem.
- 3.3 On the other hand, acknowledging the need to stipulate necessary development controls, building height (BH) restrictions ranging from 15mPD to 170mPD are imposed and non-building areas (NBAs) are designated for the "OU(I&T)" zones (**Plan 1 of Annex A**) to put forward the key urban design attributes such as stepped BH profile, preservation of breezeways/air paths and view corridors, promotion of integrated open space and pedestrian/cycling networks, to achieve the design harmony with wetland in Sam Po Shue (SPS) and adjacent villages, and to preserve ecologically significant resources in the locality.

- 3.4 With a view to achieving a holistic design in developing a world-class I&T hub while adhering to the vision of ‘co-existence of development and conservation’, while suitable flexibility has been allowed for these I&T Sites under the STT OZP, more detailed planning and design control is expected to be achieved through the PDB for I&T Sites.

Five Clusters of I&T Sites

- 3.5 The I&T Sites in the STLMC area of the Technopole can be grouped into **five clusters (Plan 7 of Annex A)** in accordance with planning areas taking into account the locational factor and spatial nature of the recommended planning and design requirements:

Cluster 1: Planning Areas 16A (Part) and 16B (Appendix 1 of Annex A)

- 3.6 **Cluster 1** (about 20ha) comprising Planning Areas 16A (Part) and 16B is located in the eastern portion of the Technopole. It is bounded by Fanling Highway and San Tin Interchange to the south, San Sham Road to the west, the planned Roads L15 and L19 as well as existing villages of Chau Tau and Poon Uk Tsuen to the north, and foothill area of Tit Hang and Kwu Tung North New Development Area (KTN NDA) to the east. The proposed Chau Tau Station of the Northern Link (NOL) Spur Line is located to its south-west across San Sham Road. The HSITP at the Loop is located to its further north.
- 3.7 The Government announced in the 2024 Policy Address (PA) that about 20ha of I&T Sites (i.e. **Cluster 1**) in the STLMC area will be delivered to the Hong Kong Science and Technology Parks Corporation (HKSTPC) from 2026-2027 in phases for development and operation. HKSTPC is carrying out a master planning study, which is expected to be completed in the third quarter of 2025 the earliest.

Cluster 2: Planning Areas 16A(Part), 17 and 19A (Appendix 2 of Annex A)

- 3.8 **Cluster 2** (about 51ha) comprising Planning Areas 16A(Part), 17 and 19A is located at the northern portion of the Technopole. It is bounded by Shenzhen River to its north, the HSITP at the Loop and the foothill of Tit Hang to its east, planned Roads L15 and D4 as well as the 20-ha I&T Sites at Chau Tau (i.e. Cluster 1) to its south, and the San Tin Eastern Main Drainage Channel (STEMDC), planned Sam Po Shue Wetland Conservation Park (SPS WCP), Lok Ma Chau (LMC) Ecological Enhancement Area and the MTR LMC Station to its west. The future alignment of NOL Spur Line also cuts through this Cluster, and the exact alignment of the NOL Spur Line is subject to detailed design. The proposed Chau Tau Station of the NOL Spur Line is located to its south.
- 3.9 A major part of this Cluster is currently occupied by the existing LMC Boundary Control Point (BCP) which will be redeveloped at the new Huanggang Port to adopt the co-location arrangement for BCP and implement the new clearance mode of collaborative inspection and joint clearance to further enhance passenger efficiency. The existing LMC BCP will therefore be vacated for future uses after the commissioning of the new Huanggang Port tentatively in 2026.

Cluster 3: Planning Area 19B (Appendix 3 of Annex A)

- 3.10 **Cluster 3** (about 70ha) comprising Planning Area 19B is located in the north-western portion of the Technopole. It is bounded by the planned SPS WCP to the north, the STEMDC to the east, planned Roads L13 and D4, as well as the existing San Tin ‘Seven Villages’ to the south, and the San Tin Western Main Drainage Channel (STWMDC) to the west. Most area of this Cluster is currently occupied by ponds. The proposed Chau Tau Station of the NOL Spur Line is also proposed to be located to its south-east.

Cluster 4: Planning Area 19C (Appendix 4 of Annex A)

- 3.11 **Cluster 4** (about 47ha) comprising Planning Area 19C is located in the south-western portion of the Technopole. It is bounded by the planned SPS WCP and Agriculture, Fisheries and Conservation Department (AFCD)’s WCP Management Office to the north and west, the STWMDC to the east, the Mai Po Lung Village (MPLV) Egrettry to the south-east, and the Mai Po Village (MPV) Site of Special Scientific Interest (SSSI) as well as the MPV Egrettry to the south-west. Most area of this Cluster is currently occupied by ponds and brownfield operation.

Cluster 5: Planning Area 13A (Appendix 5 of Annex A)

- 3.12 **Cluster 5** (about 22ha) comprising Planning Area 13A is located in the south-eastern portion of the Technopole. It is bounded by areas zoned “Open Space” and “Residential (Group A)1” (“R(A)1”) on the STT OZP to the north, the foothill area of Hadden Hill (Ki Lun Shan) and Saddle Pass (Ki Lun Shan Au) to the north-east and east, Road L1 and San Tin Barracks to the south and south-west, as well as Road D1 to the north-west. It will be connected to the planned NM Highway at its south-east through Roads L1 and D5. A 400kV overhead power lines (with pylons) runs through this Cluster.
- 3.13 Part of the Cluster falls within the large-scale land disposal (LSLD) pilot area of the Technopole⁵, in which future developer(s) of the LSLD are required to carry out site formation works and then hand back the sites to the Government.

4. Draft PDB for I&T Sites (Annex A)

Purpose

- 4.1 The PDB is an administrative document for guiding the design and implementation of future developments at the I&T Sites in the STLMC area of the Technopole. It sets out broad planning parameters, as well as key development requirements and urban design considerations, rather than very prescriptive controls such that the project proponent(s) would have sufficient flexibility to cater for innovative design according to the site

⁵ The Chief Executive announced in the 2024 PA to adopt, on a pilot basis, a LSLD approach to expedite development of the NM. One of the pilot areas being identified is the Technopole (18.6 ha), which involves 10 sites, including three private housing sites, three I&T Sites, three GIC sites and one open space site.

circumstances. The PDB is also aimed to facilitate the preparation of Master Plan(s) by project proponent(s) of development(s) at the I&T Sites to be considered by the Designated Committee to be set up under DEVB.

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

Major Planning and Design Requirements

- 4.3 In addition to the statutory planning controls stipulated under the STT OZP as well as the planning themes and urban design and landscape framework as laid down in the ES of the OZP (recapitulated in paragraphs 3 and 4 of the PDB at **Annex A**), the planning and design requirements in the PDB are also intended to achieve the following aspects:
- (a) while flexibility has been allowed for a number of always permitted uses, the I&T land must be used for purposes in line with its planning intention;
 - (b) improvement/enhancement of the connectivity of wetland habitats and the design of birds' flight paths;
 - (c) formulation of design requirements for wildlife corridors and bird-friendly buildings;
 - (d) reduction/variation of BHs and/or provision of setbacks for sites adjacent to NBAs or proposed SPS WCP or "Village Type Development" zones;
 - (e) promotion of URI through preservation of historical monuments and respect to traditional village culture;
 - (f) integration of blue-green elements into the I&T Sites;
 - (g) encouragement of urban agriculture and diverse landscape;
 - (h) incorporation of NbS and 'sponge city' concept to enhance flood resilience; and
 - (i) adoption of SGR measures to address extreme weather conditions and climate change.
- 4.4 In response to the above, relevant planning and design requirements are incorporated in the PDB for the I&T Sites (**Annex A**) and the major ones are highlighted below and illustrated in **Annex C**:

(a) *Flexible uses catering for changing circumstances*

The “OU(I&T)” zone on the STT OZP is intended primarily to provide development space for accommodating a variety of I&T uses. The stipulated planning intention of the “OU(I&T)” zone, as well as the major I&T uses, development phasing and the supporting infrastructure taking into account the ongoing ITIB’s Consultancy Study⁶ have been incorporated for **all clusters**. In general, it is not intended to specify the types of I&T uses for each cluster or individual I&T Sites in order to allow maximum flexibility to cope with rapid development of I&T industry. To promote the concept of ‘work-live-learn-play’ and to nurture a comprehensive I&T development, a range of complementary non-I&T uses which could provide business support (e.g. office, convention facilities, hotel, etc.), living support (e.g. staff/talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. school, educational institution, etc.) are allowed in the “OU(I&T)” zone. While complementary non-I&T uses may be allowed, their provision should be at reasonable scale. To allow flexibility, project proponent(s) can determine the I&T use(s), complementary non-I&T use(s) or a mix of such uses to be accommodated at the I&T Sites, subject to ITIB’s agreement. Such details should also be provided in the Master Plan submission for the consideration by the Designated Committee to be set up under DEVB.

(b) *Design requirements for ecologically sensitive areas near wetland and birds’ flight paths*

Achieving natural interface with planned SPS WCP

- i. A 35m-wide NBA along the boundary abutting the planned SPS WCP of the I&T Sites in Planning Areas 19B and 19C in **Clusters 3 and 4** is designated on the STT OZP. For a more natural interface and better wetland connectivity, some of the existing ponds along the boundary of planned SPS WCP and I&T Sites are recommended to be retained, taking into account the configuration of the existing ponds, as well as the potential impacts on the development of the I&T Sites (**Plan 3-3c and 4-4c of Appendices 3 and 4 in Annex A**). A 35m-wide buffer from the edges of the planned SPS WCP or the retained existing ponds are intended to serve as an eco-interface⁷, which is recommended to be in the form of landscape buffer, to minimise disturbance on the adjoining wetlands in planned SPS WCP. As a result, instead of a linear division as currently shown

⁶ ITIB’s ongoing Consultancy Study, which focuses mainly on the positioning and general development plan of I&T industries at the STLHC area, has already been suitably taken into consideration in formulating the PDB with agreement from ITIB. While ITIB’s Consultancy Study is yet to be finalised, subsequent updates in the findings of ITIB’s Consultancy Study, if any, should not cause substantial implications on the PDB given the very distinctive nature and scope of the two documents. Nevertheless, project proponent(s) should observe the subsequent findings of ITIB’s Consultancy Study in preparation for the Master Plan submission.

⁷ According to the approved EIA report for the Investigation Study, an eco-interface with a width of about 35m was proposed between the I&T Sites and the wider pond habitats in SPS. The eco-interface would be established in the form of a landscape buffer via landscape planting, comprising native tree species, shrub mix and riparian vegetation, and incorporating a gentle slope interface, with an aim to minimise disturbance by providing a buffer between the proposed development and the adjacent wetland habitats and associated fauna.

on the STT OZP, a more natural interface between planned SPS WCP and I&T Sites following the natural configuration of the existing ponds could be achieved, while reducing the magnitude of wetland fragmentation and improving the connectivity of wetland habitats. This could also provide a smoother transition between natural habitats of the Mai Po Inner Bay Ramsar Site and the future I&T developments for the area near Lin Barn Tsuen.

Achieving design harmony with birds' flight paths

- ii. A stepped BH concept has been adopted through imposition of BH restrictions for the I&T Sites on the STT OZP with special consideration given to the overall BH profile of the Technopole, as well as birds' flight paths and ecologically sensitive areas with a view to achieving design harmony and minimising disturbance on the wetlands. For I&T Sites adjoining major birds' flight corridor/paths, NBAs have been designated and more stringent BH restrictions have been imposed on the STT OZP, including:
 - (1) the 300m-wide birds' flight corridor between the old Shenzhen River meander and SPS in east-west direction preserved by the designation of NBA in the northern part of Planning Area 19A and stringent BH control of 15mPD for some GIC facilities in Planning Areas 17 ~~and 18~~ of **Cluster 2 and Planning Area 18**. The "OU(I&T)" zones adjoining the 300m-wide birds' flight corridor to the north and south are also restricted to a maximum BH of 35mPD;
 - (2) the birds' flight path from MPLV Egrettry preserved by a 70m-wide NBA in Planning Area 19C of **Cluster 4**; and
 - (3) the birds' flight path from MPV Egrettry preserved by a 35m-wide NBA along the western boundary of Planning Area 19C of **Cluster 4**.
- iii. In addition, the following major requirements are specified in the PDB to further reinforce design harmony between the I&T Sites and major birds' flight corridor/paths:
 - (1) for building(s) fronting the BH tier of 35mPD or the "Green Belt" ("GB") zone in Planning Areas 16A and 19A in **Cluster 2**, the BH should be further lowered (e.g. -10% to -30% as compared to the stipulated BH restrictions of 105mPD and 130mPD on the STT OZP), so as to accentuate a stepped BH profile within the Cluster descending towards the 300m-wide birds' flight corridor between the old Shenzhen River meander and SPS in the north (**Plan 2-2c of Appendix 2 in Annex A**);
 - (2) for the area abutting planned Roads D3 and L11 at the south-eastern corner of Planning Area 19C in **Cluster 4**, BH of the buildings(s) fronting the 70m-wide NBA should be further lowered (e.g. -10% to -30% as compared to the stipulated BH restriction of 105mPD on the STT OZP) to achieve stepped BH profile within the I&T Sites. This is to facilitate a sense of visual

access and connection towards the planned SPS WCP along the birds' flight path from MPLV Egrettry (**Plan 4-4c of Appendix 4 in Annex A**);

- (3) building setbacks with a minimum width of 10m from both eastern and western sides of the 70m-wide NBA in Planning Areas 19B and 19C in **Clusters 3 and 4** along the revitalised STWMDC and the birds' flight path of MPLV Egrettry are specified to further soften the physical and visual deterrence to the birds' flight path (**Plans 3-3c and 4-4c of Appendices 3 and 4 in Annex A**); and
 - (4) building setback with a minimum width of 10m from MPV Egrettry to the immediate west of the I&T Site in Planning Area 19C in **Cluster 4** is specified to further minimise the potential interface issue (**Plan 4-4c of Appendix 4 in Annex A**).
- iv. In addition, a landscaping area is proposed at the western side of the 70m-wide NBA connecting the planned SPS WCP and MPLV Egrettry abutting planned Road L11 in Planning Area 19C in **Cluster 4 (Plan 4-4c of Appendix 4 in Annex A)**, so as to enhance the harmony between future developments and birds' flight paths. Water features are recommended to be provided at the landscaping area to echo with the natural habitats of MPLV Egrettry, and create a smoother transition between them and the future developments at the I&T Sites. Human activity should also be limited to passive usage in the landscaping area so as to minimise disturbance to the birds' flight paths.

(c) Enhancing design for wildlife corridors and bird-friendly buildings

- i. In addition to the recommendations along birds' flight paths as mentioned in paragraph 4.4(b) above, the PDB specifies that the future developments of I&T Sites in **all clusters** should comply with relevant mitigation measures under the approved EIA Report and the Bird-friendly Design Guideline (BFDG)⁸ under the approval condition of the EIA Report, which provides measures to minimise the risk of bird collisions and the impacts on birds.

⁸ As one of the conditions of the approved EIA Report, a BFDG for buildings within the proposed development shall be submitted by CEDD, in consultation with AFCDD, to the Director of Environmental Protection (DEP) within 12 months from commencement of construction of the proposed development of the Technopole. The BFDG will include practices and design standards of the whole development of the STLMD area of the Technopole to minimise the risk of bird collisions and the impacts on birds, e.g. avoiding bird trap from structures of building, minimising the quantity of glass, increasing the visibility of building/structure, reducing reflections of landscape, creation of bird friendly landscape, reducing site and building light pollution, etc. The BFDG is currently under preparation and is expected to be submitted to DEP by end 2025.

- ii. A wildlife corridor⁹ for non-flying mammals is recommended under the approved EIA Report along the northern section of Road D6 and the northern periphery of the site reserved for AFCD Fisheries Research Centre in Planning Areas 19A and 17 in **Cluster 2 (Plan 2-2c of Appendix 2 in Annex A)**. The PDB has included requirements for the future development to comply with relevant mitigation measures under the approved EIA Report and the DDP for Establishment of Wildlife Corridors under the approval condition of the EIA Report. Project proponent(s) are also encouraged to closely liaise with CEDD and observe the interface with the future wildlife corridor.

(d) Promoting URI through creating more harmonious environment

- i. BH restrictions of I&T Sites on the STT OZP are stipulated taking into account a stepped BH profile descending towards the existing village clusters to foster URI and ensure a gradual and visually pleasing transition towards these villages. In addition, the following major requirements are specified in the PDB to further enhance transitional and harmonious design between I&T Sites and the surrounding village developments:
 - (1) for building(s) fronting the existing villages of Chau Tau and Poon Uk Tsuen in Planning Area 16B in **Cluster 1**, the BH should be further lowered (e.g. -10% to -30% as compared to the stipulated BH restriction of 100mPD on the STT OZP or BH of 120mPD recommended in PDB¹⁰), so as to achieve a stepped BH profile within the I&T Sites descending towards nearby existing villages (**Plan 1-1c of Appendix 1 in Annex A**);
 - (2) building setbacks with a minimum width of 10m are specified along boundaries of the I&T Sites in Planning Area 16B in **Cluster 1** fronting the existing villages of Chau Tau and Poon Uk Tsuen. In particular, the setback along the edge between the I&T Sites in Planning Area 16B and Poon Uk Tsuen could also serve as local access connecting to the surrounding villages as mentioned in (4) below (**Plan 1-1c of Appendix 1 in Annex A**);
 - (3) building setbacks with a minimum width of 10m from eastern and western sides of the 15m-wide NBA designated on the STT OZP in Planning Area

⁹ As one of the conditions of the approved EIA Report, a Detailed Design Plan (DDP) for Establishment of Wildlife Corridors for non-flying mammals and related measures shall be submitted by CEDD to the DEP for approval three months before commencement of construction of relevant parts of the proposed development. To facilitate the movement of Eurasian Otters across LMC, SPS and the Inner Deep Bay Area, the DDP shall devise measures such as widening of the gaps in the grille of the water channel connecting the Shenzhen River, and modifying the inflatable dam at STEMDC and the flap valve at LMC Meander with provision of passages (e.g. ladder) across the flap valve and the inflatable dam. The DDP is currently under preparation in consultation with the Environmental Protection Department.

¹⁰ Area 16B-1 of Cluster 1, which was originally reserved for the development of a government data centre complex, is not subject to any BH restriction on the STT OZP. As advised by ITIB, the data centre complex will be relocated to Cluster 3. As the site is now released for I&T use, a BH of 120mPD is recommended in the PDB taking into account the surrounding context.

16B in **Cluster 1** are specified to enhance the effectiveness of the breezeway and facilitate a sense of visual access and connection to the existing village of Chau Tau (**Plan 1-1c of Appendix 1 in Annex A**);

- (4) project proponent(s) should maintain the existing local access within I&T Sites in **Cluster 1** and explore extending the local access to connect to the surrounding areas as far as practicable; and
 - (5) two NBAs with a minimum of 15m aligned in north-west to south-east direction in Planning Area 19B in **Cluster 3**, linking the San Tin ‘Seven Village’ to wetland in SPS, with at least 300m separation distance in between are specified in the ES of the STT OZP (**Plan 3-3c of Appendix 3 in Annex A**). The two NBAs could avoid a continuous span of buildings fronting the existing village cluster, and enhance the wind permeability and penetration and visual permeability with a continuous view from the existing village cluster to the wetland in SPS.
- ii. Project proponent(s) of **all clusters** should also note that the Government is conducting a consultancy study on formulating the policy and approaches on implementation of URI in the NM and should refer to the findings and/or recommendations of the consultancy study in planning the development(s) at the I&T Sites.

(e) Promoting URI through preservation of important village assets

There are presence of important village assets, including trees and shrines situated within the “OU(I&T)” zones in Planning Area 16B of **Cluster 1** and Planning Area 19A of **Cluster 2** (i.e. 盤古王 in Chau Tau and 土地公 in Ha Wan Tsuen respectively). To promote URI, these important village assets are required to be preserved under the PDB. Areas around the respective trees and shrines are also designated as multi-functional public spaces for the use of the local neighbourhood as well as the workers of the I&T developments (**Plan 1-1c of Appendix 1 and Plan 2-2c of Appendix 2 in Annex A**). Sufficient space should be maintained around the shrines to serve as a gathering/worshipping space for villagers. The multi-functional public spaces should be located close to and integrated well with the existing villages as well as surrounding I&T Sites by way of convenient pedestrian connectivity and visual connections. Sensible building design of the adjoining I&T developments are also recommended to avoid over-shadowing on these village assets.

(f) Integrating blue-green elements

- i. River/drainage channels, retention ponds, wetland, open space and knolls are knitted closely together to create a blue-green network in the STLDC area. In particular, major landscaped corridors are proposed along the boundary with planned SPS WCP abutting Planning Areas 19B and 19C; and the two revitalised drainage channels (i.e. STEMDC and STWMDC) abutting Planning Areas 19A, 19B and 19C, which also form part of a comprehensive open space network

linking up San Tin Town Centre and the I&T Parks. To further promote greenery provision at I&T Sites, project proponent(s) are advised to observe the following:

- (1) to provide a minimum of 20% to 30% overall site coverage of greenery in accordance with the Sustainable Building Design Guidelines based on the areas of individual sites;
 - (2) to provide integrated landscape design and to optimise greening opportunity within proposed developments at grade, podium, rooftop and/or vertical façade as appropriate;
 - (3) to adopt the green building design such as green roof and vertical greening, as well as green design such as tree planning along pedestrian walkways, and designating areas for establishment of urban farms; and
 - (4) to implement green building design features to endeavour obtaining at least Provisional Gold rating under the Building Environmental Assessment Method Plus.
- ii. In terms of open space, the provision of land for open space in the STLMC area of the Technopole has adopted the ratio of 3.5m² per person as recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030”. For the I&T Sites, a minimum of 0.5m² open space per worker should be achieved as far as practicable in accordance with the prevailing requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). If talent accommodation is provided in the I&T developments, ancillary open space of 1m² per person should be achieved as far as practicable within the development to serve its residents in accordance with the prevailing requirements of HKPSG.
- iii. In addition to the aforementioned general requirements, there are major site-specific requirements as follows:
- (1) greenery provision should be maximised as far as practicable, taking into account practical circumstances and circulation requirements, for ecologically sensitive areas, including (a) the eco-interface along the edge of I&T Sites and planned SPS WCP in Planning Areas 19B and 19C of **Clusters 3 and 4**, and along STEMDC in Planning Area 19A of **Cluster 2**; (b) the NBA forming part of the 300m east-west birds’ flight corridor in Planning Areas 17 and 19A of **Cluster 2**; and (c) the 70m-wide NBA connecting to MPLV Egretty in Planning Area 19C of **Cluster 4**. The usage of native species/existing riparian vegetation species in favour of wildlife is recommended to be optimised. NbS and nature-driven design approach should be considered with a view to promoting biodiversity; and

- (2) sensible landscape treatments, including water features, are recommended to be incorporated in the design of eco-interface and landscaping area for Planning Areas 19A, 19B and 19C of **Clusters 2 to 4** located close to the planned SPS WCP and MPLV Egretty, to enhance the visual and design connections with the planned SPS WCP, as well as to minimise human disturbance to ecologically sensitive areas and create a favourable environment for birds.

(g) *Promoting urban farming*

With reference to the Blueprint for the Sustainable Development of Agriculture and Fisheries promulgated by the Government in 2023, project proponent(s) are encouraged to actively consider identifying suitable locations, such as rooftop, parks and open space, in the development and properties for developing modernised urban farms in **all clusters**.

(h) *Adopting NbS and ‘sponge city’ concept*

Project proponent(s) are encouraged to adopt ‘sponge city’ concept by including floodable landscape with flood attenuation facilities to enhance flood protection and increase climate resilience. Project proponent(s) of **all clusters** should also refer to the findings and/or recommendations of the consultancy study on the formulation of standardized and systematic NbS design guiding principles¹¹.

(i) *Adopting SGR Initiatives*

To promote the SGR initiatives in I&T Sites, it is specified in the PDB that project proponent(s) are encouraged to consider SGR measures in the proposed developments in **all clusters**, e.g. the development of small-scale district cooling system/centralised multi-building cooling systems, explore the feasibility of implementation of automatic refuse systems and biomass management by reusing and upcycling of felled trees with reference to the recommendations from the Advisory Council on the Environment for approving the EIA Report; and to adopt an integrated SGR framework for achieving carbon neutrality under both construction and operation phases.

- 4.5 In addition to the above, the following urban design requirement on pedestrian and cycling network is also included in the PDB:

¹¹ The Government has commenced a consultancy study for the formulation of the NbS design guiding principles, which aims to deliver biodiversity enhancement and societal benefits in the new development projects applicable in Hong Kong. It would provide standardised and systematic NbS design guiding principles for project proponent(s) in the planning and design of NbS measures for a sustainable future. The findings/recommendations are targeted to be issued by end 2025.

(a) Pedestrian and cycling networks

- i. Pedestrian walkways (at-grade or multi-level) and cycle tracks should be well connected between developments within and across the Clusters, and with the networks outside the Clusters to form an integrated network and thus a pedestrian and cyclist-friendly environment. Quality streetscape with at-grade tree planting, eco-friendly paving and street furniture should be provided. Adequate ancillary cycling facilities and public bicycle parking spaces should be provided in the integrated design of the future developments in accordance with HKPSG and to the satisfaction of relevant bureaux/departments (B/Ds). Shared path for internal pedestrian walkway and cycle track within the I&T Sites may be considered to promote and prioritise walking and cycling as active travel modes. The pedestrian walkways with all-weather design and cycle track should be open at appropriate hours for public use as far as possible.
- ii. In general, **all clusters** will be connected externally with areas outside the I&T Sites to form part of the comprehensive pedestrian and cycling networks of the STLMC area, which would further connect to the existing cycle track in Yuen Long and the planned cycle track in Kwu Tung North NDA and the Loop. In particular, the following pedestrian and/or cycling networks are recommended within the three sizeable I&T land in Planning Areas 19A, 19B and 19C of **Clusters 2, 3 and 4**:
 - (1) a continuous 24-hour public pedestrian walkway and public cycle track with a minimum width of 3.5m and 4m respectively should be provided along the eco-interface abutting the planned SPS WCP and along STEMDC of **Clusters 2 to 4** in Planning Areas 19A to 19C, as well as across the NBA at the northern part of **Cluster 2** in Planning Area 19A (**Plans 2-2c to 4-4c** of **Appendices 2 to 4** in **Annex A**); and
 - (2) at least three 24-hour public pedestrian and/or cycling connections should be provided across STEMDC and other three across STWMDC to facilitate the ease of movement along the continuous pedestrian and cycling networks. These connection points should be separated for at least 200m in between. They should be connected to and form part of the continuous pedestrian walkway/cycle track along the eco-interface and the wider part of the STLMC area of the Technopole (**Plans 3-3c and 4-4c** of **Appendices 3 and 4** in **Annex A**).

- 4.6 The PDB reminds project proponent(s) to observe the relevant documents and any other prevailing relevant legislations/ ordinances/ regulations as well as administration guidelines/ standards/ practice notes/ technical circulars etc. promulgated by the Government. All future developments at the I&T Sites should conform to all statutory and administrative requirements by the Government, as may be applicable, and the conditions of the Government lease concerned. Project proponent(s) are also reminded of the interface issue(s) with the Government's site formation and engineering infrastructure works for the STLMC area; construction works/projects in the vicinity,

including but not limited to the NOL Main Line, NOL Spur Line, NM Highway, STEMDC, STWMDC and SPS WCP; existing infrastructures such as the LMC Spur Line; as well as other relevant technical requirements. In view of the above, project proponent(s) are reminded to maintain close liaison with relevant parties during the design, construction and operation phases.

Master Plan Submission

- 4.7 The planning and design requirements under the PDB will be implemented via the submission of Master Plan(s). The condition of requiring project proponent(s) of I&T Site(s) concerned to submit Master Plan(s) according to the PDB will be stipulated in the concerned land documents and the coverage area of the Master Plan(s) will be determined during the preparation of the concerned land documents subject to agreement amongst the relevant B/Ds. Each Master Plan will be considered and approved by the Designated Committee to be set up under DEVB.
- 4.8 The Master Plan submission should be prepared according to the requirements set out in the PDB. The emphasis should be on the overall development proposal and how the development proposal could fulfill the requirements in the PDB. If deviations from the PDB requirements are inevitable under special circumstances, e.g. to address site constraints or to achieve better design, project proponent(s) should provide adequate justifications supported with technical information, if applicable or if required by the Designated Committee and/or relevant B/Ds. Major components of a Master Plan submission are set out in the PDB (**Appendix 6 of Annex A**) for project proponent(s)' reference.

5. Departmental Consultation

- 5.1 The following B/Ds have been consulted and their comments have been incorporated into the draft PDB where appropriate:
 - (a) Secretary for Development;
 - (b) Secretary for Environment and Ecology;
 - (c) Secretary for Innovation, Technology and Industry;
 - (d) Secretary for Transport and Logistics;
 - (e) Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office, DEVB;
 - (f) Director of Agriculture, Fisheries and Conservation;
 - (g) Project Manager (North), CEDD;
 - (h) Head of Geotechnical Engineering Office, CEDD;
 - (i) Chief Engineer/Mainland North, Drainage Services Department;
 - (j) D EP;
 - (k) Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department (HyD);
 - (l) Chief Engineer 4/Major Works, HyD;
 - (m) District Lands Officer/Yuen Long, Lands Department;

- (n) Director of Leisure and Cultural Services;
- (o) Commissioner for Transport;
- (p) Chief Town Planner/Urban Design and Landscape, PlanD; and
- (q) Chief Town Planner/Strategic Planning, PlanD.

5.2 The following B/Ds have no objection to/no comment on the draft PDB:

- (a) Chief Architect 3, Architectural Services Department;
- (b) Chief Building Surveyor/New Territories West, Buildings Department;
- (c) Project Manager (West), CEDD;
- (d) Director of Electrical and Mechanical Services;
- (e) Director of Fire Services;
- (f) Director of Food and Environmental Hygiene;
- (g) Chief Highways Engineer/New Territories West, HyD;
- (h) District Officer (Yuen Long), Home Affairs Department;
- (i) Commissioner of Police; and
- (j) Chief Engineer/Construction, Water Supplies Department.

6. Consultations of the Draft PDB

To solicit views and concerns from the villagers near the Technopole, CEDD and PlanD conducted various visits to the affected villages¹² and meetings with the village representatives in December 2024, January and February 2025 under the URI initiatives. In addition, in the process of formulating the major planning and design requirements, the Environmental Committee for the Technopole established under the approval of the EIA Report was consulted on 27.3.2025 and stakeholder consultation with relevant professional institutes and real estate group was conducted on 17.4.2025. Attendees of the consultation sessions generally supported the formulation of the PDB which could provide guidance in the implementation of I&T Sites, with views expressed mainly on the design for ecologically sensitive areas (e.g. the egrettries and birds' flight paths), interface with wetlands in SPS, the preservation of tangible and intangible village assets to foster URI, the transportation network and accessibility of I&T Sites, the extent of flexibility provided in the PDB and its promulgation and implementation arrangements. Their views and suggestions have been suitably taken into account in the draft PDB.

7. Decision Sought

Members are invited to consider and endorse the draft PDB at **Annex A** for promulgation in the public domain¹³.

¹² These villages include 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, Ha Wan Tsuen and Mai Po Tsuen.

¹³ The PDB endorsed by the Board will be promulgated in the public domain via PlanD's website, and the websites of the Northern Metropolis and the San Tin Technopole Project.

8. Attachments

Annex A	Draft PDB for Sites zoned “OU(I&T)” on STT OZP
- Appendix 1	PDB for Cluster 1 – Planning Areas 16A (Part) and 16B
- Appendix 2	PDB for Cluster 2 – Planning Areas 16A (Part), 17 and 19A
- Appendix 3	PDB for Cluster 3 – Planning Area 19B
- Appendix 4	PDB for Cluster 4 – Planning Area 19C
- Appendix 5	PDB for Cluster 5 – Planning Area 13A
- Appendix 6	Recommended Major Components of the Master Plan Submission
- Plan 1	“OU(I&T)” zones on STT OZP
- Plan 2	Transport Network
- Plan 3	Blue-Green Network
- Plan 4	Major View Corridors and Breezeways/Airpaths
- Plan 5	Building Height Concept
- Plan 6	Pedestrian and Cycling Network
- Plan 7	Clusters of I&T Sites in San Tin Technopole
Annex B	Development Phasing of the Technopole
Annex C	Major Planning and Design Requirements for Sites zoned “OU(I&T)” on STT OZP

PLANNING DEPARTMENT
AUGUST 2025