

For discussion  
on 23 May 2023

**Legislative Council Panel on Development**  
**Land Use Proposal of San Tin Technopole**

**PURPOSE**

This paper briefs Members on the land use proposal of San Tin Technopole and highlights certain planning features for attention.

**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. 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.

**LAND USE PROPOSAL**

**Recommended Outline Development Plan**

3. With funding approval from the Finance Committee (FC) of the Legislative Council (LegCo), the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned a Study in October 2021 to formulate a Recommended Outline Development Plan (RODP)<sup>1</sup> proposing land uses for San Tin

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<sup>1</sup> In September 2019, CEDD and PlanD jointly commissioned an initial feasibility study on the first phase development of New Territories North, with the aim to formulate a Preliminary Outline Development Plan for San Tin / Lok Ma Chau Development Node. An Initial Land Use Plan for San Tin / Lok Ma Chau was presented to the Legislative Council (LegCo) during funding application for the Study in mid-2021. Comments from LegCo members have been taken into account in formulating the RODP.

Technopole. The RODP is at Annex A. As the land use for the Lok Ma Chau (LMC) Loop has already been formulated, the current study and the RODP only cover the area outside of LMC Loop. Together with 87 ha of the LMC Loop, San Tin Technopole covers a development area of 627 ha. San Tin Technopole comprises mainly the **I&T Park** and **San Tin Town Centre**.

### ***I&T Park***

4. The **I&T Park** is located mostly to the north of San Tin Highway/Fanling Highway (land parcels coloured yellowish brown at Annex A). Underlining Government's strong commitment to I&T development, the I&T Park and the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the LMC Loop will **collectively provide 300 ha I&T land**, accounting for **half** of the total development area of over 600 ha in 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, and **comparable to the size of the 300 ha I&T zone in Shenzhen** on the other side of the Shenzhen River.

5. Within the I&T Park, **land parcels of various sizes**, are designed to meet I&T facilities of varying scales and purposes, including a piece of 20 ha of government land to be released from the LMC Control Point when the co-located new Huanggang Control Point commences operation. To provide flexibility to respond to the ever-changing I&T needs, **flexible zonings** permitting multiple uses and **non-conventional land disposal** means may be adopted (see paragraph 15 below). The I&T Park will be served by two major cross-boundary rail links, namely the proposed Northern Line (NOL) Spur Line connecting to the future co-located Huanggang Control Point, with new stations near Chau Tau and the HSITP at LMC Loop and the existing LMC Spur Line with LMC Station. On current planning, **the first batch of unformed I&T land is expected to be available in the latter half of 2024 for works to start and become formed sites in 2026**. The proposed Sam Po Shue Wetland Conservation Park (SPS WCP) outside but adjoining San Tin Technopole provides a unique wetland backdrop for the I&T hub while creating environmental capacity for its development.

### ***San Tin Town Centre***

6. **San Tin Town Centre** is located to the south of San Tin Highway/Fanling Highway. Built around the proposed San Tin Station of the NOL Main Line, San Tin Town Centre will supply about 50 000 public

and private housing units, mostly within 500m walking distance from the station, starting from 2031 onward. The area is planned as a self-sufficient, integrated neighbourhood with comprehensive public and community facilities including an iconic recreational and cultural complex, comprehensive G/IC facilities and open space network. It can also provide daily support to those working and residing in the I&T Park.

### ***Development Parameters***

7. To put the land resources into optimal use, higher development parameters have been adopted for San Tin Technopole, including domestic plot ratio (PR) 6.5 for public housing sites and a maximum PR 6 for I&T land. Indigenous villages will be preserved and urban design will be adopted to foster urban-and-rural integration. Open spaces of varying sizes are also planned throughout San Tin Technopole to increase vibrancy of the community and make the outdoor environment more enjoyable. 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 reducing burden on public transportation to and from the traditional urban area.

8. As shown at **Annex A**, three major rail links (viz. NOL Main Line, NOL Spur Line and the existing LMC Spur Line) form the backbone of San Tin Technopole's public transport facilities. The NOL Main Line is undergoing detailed planning and design and is expected to commission in 2034, while the detailed planning and design of NOL Spur Line will commence in 2024. As for road transportation, there are four major external connections linking San Tin Technopole with the surrounding areas (viz. San Tin Highway, Fanling Highway, San Sham Road and the proposed NM Highway). San Tin Highway and San Sham Road will be upgraded and realigned as part of the development of San Tin Technopole. The proposed NM Highway is being planned by the Transport and Logistics Bureau in the context of the Strategic Studies on Railways and Major Roads Beyond 2030.

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

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

<sup>@</sup> Two sites at the proposed San Tin Station and the proposed station near Chau Tau are suggested for mixed use composed of residential development, office, hotel, retail, dining, entertainment facilities and transport interchange hub

10. The major planning 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)  Note: 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 reviewed upon implementation.
Talent Accommodation within San Tin I&T Park (North and South)	about 6 400 units <sup>2</sup>
Employment	165 000 or more (including 120 000 or more within San Tin I&T sites)

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<sup>2</sup> As a planning assumption, it is expected that about 10% of the employees in the I&T sites will be residing in the Talent Accommodation within San Tin I&T Park. They have been counted in the Total Population.

## KEY PLANNING FEATURES

11. We would like to highlight the following key features for the planning of San Tin Technopole for Members' attention.

### **Connected Land Parcels of Different Sizes**

12. 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 that may not fit well into our traditional planning regime. The scale and operation of these enterprises may also call for co-location of research, production and staff accommodation and facilities on the same site. As illustrated in **Annex A**, we have designed **connected land parcels of different sizes**, including some sizable ones, within the I&T Park to provide flexibility so as to cater 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 I&T stages (R&D, prototype, test production, mass production etc.).

### **Flexi-Zoning**

13. We will provide **maximum flexibility** to allow different I&T stages and facilities (including R&D, product development, mass production, talent accommodation and other ancillary facilities) **within the zoning** for I&T land in San Tin Technopole to nurture a more complete I&T ecosystem, by **accommodating a larger range of permitted uses under the zoning**. Necessary restrictions if any (such as whether and how much talent accommodation may be allowed alongside I&T use with manufacturing elements) may be imposed through administrative means (e.g. land grant conditions) in order to forestall abuse (e.g. the use of I&T land disproportionate for private residential purposes).

14. While the statutory zoning will provide for flexibility, the Innovation, Technology and Industry Bureau (ITIB) will 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.

## **Diversified Means of Land Disposal and Tapping Market Forces**

15. We will consider comprehensively the overall financing arrangement for NM, and consider various forms of public-private partnership. When granting land for I&T uses in the area, we may consider **land disposal methods other than open tendering** taking into account the industry-specific policy of ITIB. We may also consider applying the Enhanced Conventional New Town Approach (ECNTA) which has been adopted in Kwu Tung North/Fanling North (KTN/FLN) and Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Areas (NDA)<sup>3</sup> under which the Government may allow **in-situ land exchange applications** from lot owner-developers to carry out developments (which may include the relevant site formation works) in NDAs 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.

## **OTHER ISSUES**

### **Support for Clearees and Operators Affected by Government Development**

16. 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. **Logistics land** (around 16 ha) on which multi-storey buildings for modern industries (MSBs) may be developed has been provided at the fringe of San Tin Town Centre to promote development of industries and accommodate brownfield operations displaced by government developments. This will supplement the 72 ha of land reserved in HSK/HT and Yuen Long South NDA for industrial and logistics use, as well as the planning of MSB developments near Yuen Long InnoPark.

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<sup>3</sup> ECNTA applies to private residential development in KTN/FLN NDA, and private residential and commercial development in HSK/HT NDA. No commercial site has been planned in KTN/FLN NDA.

## **Proactive Conservation to Create Environmental Capacity**

17. Led by the Environment and Ecology Bureau (EEB), the Government will implement a New Proactive Conservation Policy under which private wetlands and fish ponds with ecological value will gradually be resumed and developed into a Wetland Conservation Parks System (including the SPS WCP). The Agriculture, Fisheries and Conservation Department (AFCD) has commenced a strategic feasibility study to determine the exact locations/areas and management model etc. of the various parks proposed to be established under the WCPs System, including the proposed SPS WCP adjoining San Tin Technopole. While some 90 ha of fishponds will be filled for the development of San Tin Technopole, through wetland and fishpond restoration and conservation, the SPS WCP will create environmental capacity to make up for the loss in ecological functions due to filling of some fish ponds for and ecological impact caused by the development of San Tin Technopole. EEB/AFCD will consult the public in due course on the SPS WCP project.

## **NEXT STEPS AND IMPLEMENTATION PROGRAMME**

18. We will commence a 2-month public engagement exercise starting from early June 2023 onwards. A series of publicity events and activities including roving exhibitions and briefing sessions with relevant stakeholders, etc. will be conducted.

19. The RODP may be refined taking into account the public comments collected during the public engagement. The finalised land use proposal for San Tin Technopole will commence statutory procedures in Q1 2024. We aim to start site formation works in Q4 2024, subject to funding approval from LegCo FC.

20. 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. We may also consider allowing the enterprises concerned to carry out site formation works. The first population intake under Phase

1 will start from 2031, while the bulk of population intake will start from 2034, around the time when the NOL San Tin Station commences operation. A tentative phasing development plan of San Tin Technopole is at **Annex B**.

**ADVICE SOUGHT**

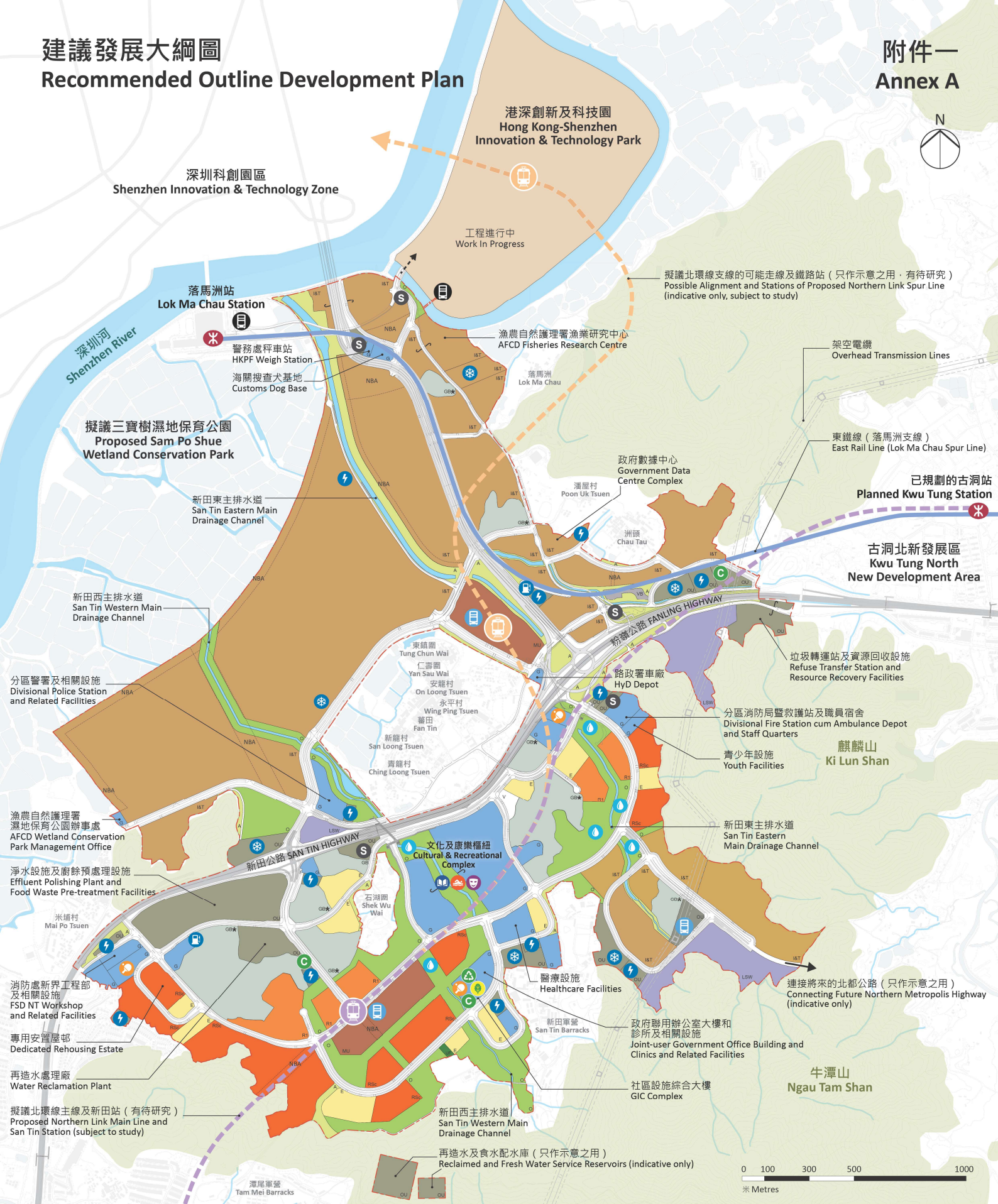
21. Members are invited to offer views on the land use proposal of San Tin Technopole.

**Development Bureau  
Civil Engineering and Development Department  
Planning Department  
May 2023**



# 建議發展大綱圖 Recommended Outline Development Plan

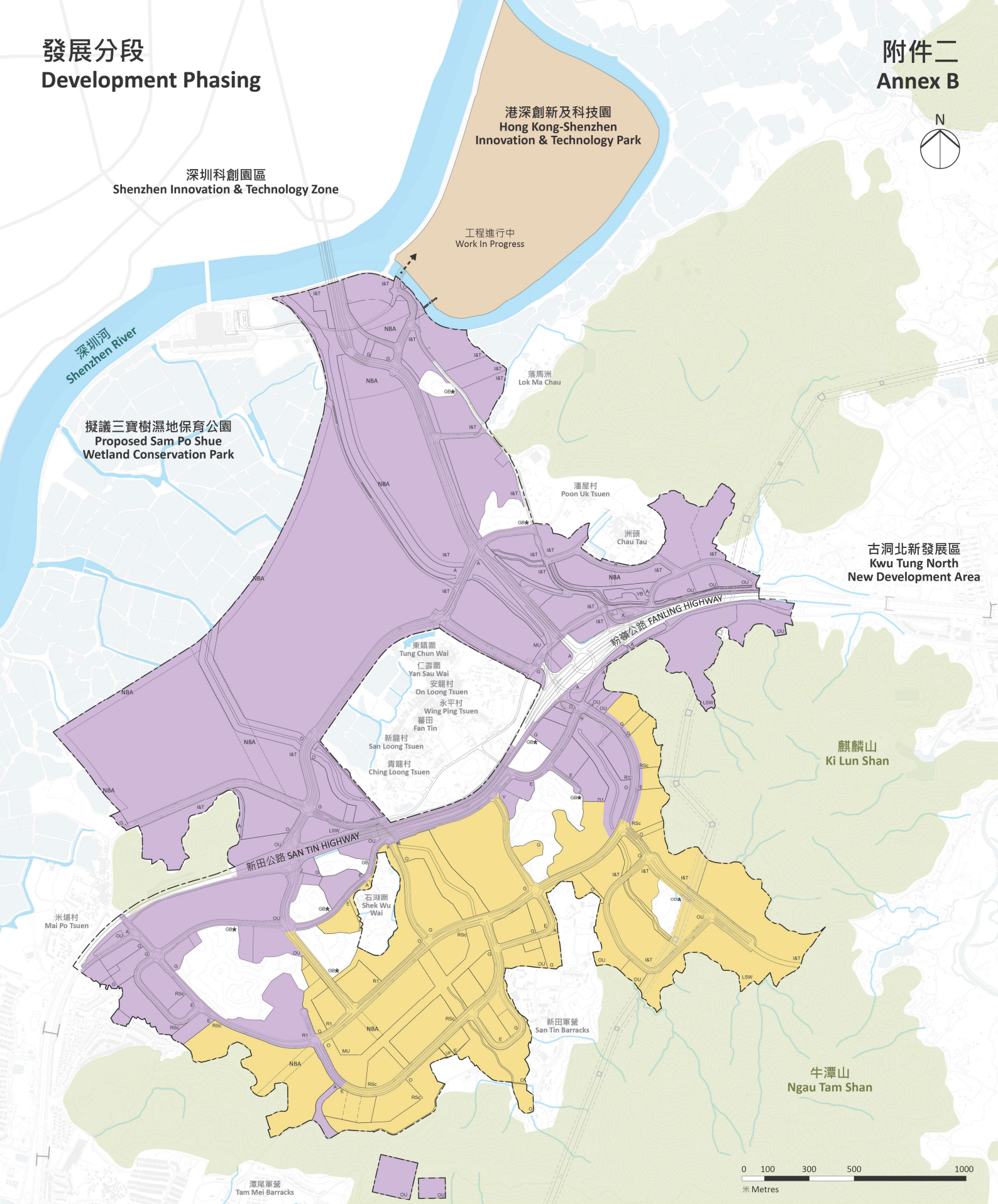
# 附件一 Annex A



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

# 發展分段 Development Phasing

# 附件二 Annex B



## 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