

For discussion
on 22 October 2024

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

Funding Applications for San Tin Technopole

PURPOSE

This paper briefs Members on the following funding applications to the Legislative Council's Finance Committee ("FC") in relation to development of San Tin Technopole ("STT"):

Phase 1 Stage 1 Works of STT – Site Formation and Engineering Infrastructure

- (a) To upgrade part of **7852CL** to Category A, as **7899CL** entitled "Phase 1 Stage 1 Works of San Tin Technopole – Site Formation and Engineering Infrastructure", for carrying out site formation and engineering infrastructure works to support the Phase 1 Stage 1 development of STT, at a preliminary estimated cost of around **\$30,000 million** in money-of-the-day ("MOD") prices (**Enclosure 1**); and

Establishment of Sam Po Shue Wetland Conservation Park ("WCP") – Detailed Design for First Phase

- (b) To upgrade part of **5484RO** to Category A, as **5485RO** entitled "Establishment of Sam Po Shue Wetland Conservation Park – Detailed Design for First Phase", for the engagement of consultants to carry out the detailed design for the first phase of Sam Po Shue WCP ("the Park (Phase 1)"), at an estimated cost of **\$84.90 million** in MOD prices (**Enclosure 2**).

OVERVIEW

2. With the support of the National 14th Five-Year Plan, Hong Kong is making every effort to develop into an international innovation and technology ("I&T") centre. Hong Kong has strong research and development ("R&D") capabilities. It is the only city in the world having five of the world's top 100 universities, and it also has two of the world's top 40 medical schools. As of 2023, the number of start-ups in Hong Kong has reached about 4 300, which is an increase of one-third as compared with 2019. The current I&T development

centres in Hong Kong include Hong Kong Science Park and Cyberport. Nevertheless, shortage of land has restrained I&T development. The Hong Kong-Shenzhen Innovation and Technology Park (“HSITP”) of 87 hectares (“ha”) located at the Loop is the only major I&T land supply in recent years. The Hong Kong I&T Development Blueprint released in December 2022 specifically mentioned that the development of STT is to be expedited for supplying I&T land as soon as possible so as to support the development of the technology industry of Hong Kong. During the two-month public engagement activities held last year, members of the public generally supported the development of the STT.

Enhancing Quantity and Speed to Expand the Capacity for I&T Development

3. In order to actively respond to the mission assigned to Hong Kong under the National 14th Five-Year Plan to develop into an international I&T centre and to enhance the cooperation between the I&T Zones of Hong Kong and Shenzhen, STT being strategically located at the boundary of the two technologically advanced cities will supply a large amount of I&T land, thus creating synergy effect. STT, with the 87-ha HSITP at the Loop as its core, will provide an additional 210 ha of land at the proximity to develop into an I&T hub. The total of 300 ha of I&T land can accommodate a total floor area of no less than 7 million square metres, which is equivalent to 17 number of Hong Kong Science Parks. The first three buildings under Batch 1 of HSITP will be completed progressively from end of this year and the remaining five buildings are expected to be completed progressively within the next five years. The Innovation, Technology and Industry Bureau is conducting a consultancy study on the planning of industry development over the other 210 ha of I&T land in STT, and will release the findings in 2025. STT can accommodate a large number of I&T enterprises of different scale and technological expertise, leveraging the clustering effect of I&T facilities and fostering I&T cooperation between Hong Kong and Shenzhen as well as international community. This will develop Hong Kong with the new industry pattern of “South-North dual engine (finance - I&T)”.

4. Given the rapid development of I&T, we need to have maximum flexibility in planning to cope with future changes. Therefore, we have designed different sizes of I&T sites including some larger ones to accommodate I&T facilities of different scale (e.g. leading technology giants and start-ups), different fields (e.g. life and health technology, artificial intelligence and data science, advanced manufacturing, new energy technology, etc.), as well as different stages (e.g. R&D, prototyping, trial production, mass production, etc.). We have also proposed more permitted uses within the I&T zones in the statutory outline zoning plan, including R&D, product development, mass production, talent accommodation and other supporting facilities, to help cultivate a more comprehensive I&T ecosystem. Subject to FC’s funding approval, works will

commence at end of this year, with the first batch of I&T sites to be formed in end-2026.

San Tin Town Centre

5. STT is not only a place where I&T talents would work hard, but also a self-sufficient community under planning with comprehensive community facilities. The San Tin Town Centre, located south of San Tin Highway, will be built around the proposed San Tin Station of the Northern Link Main Line, and will provide about 50 000 public and private housing units. The town centre will be equipped with a full range of supporting facilities, including an iconic cultural and recreational hub as well as a comprehensive network of government and institutional facilities as well as open space, providing daily living support for I&T talents and improving home-job balance.

Co-existence of Development and Conservation

6. The Government has been adhering to the vision of “Co-existence of Development and Conservation” in planning the development of STT. Noting the ecological significance of nearby areas, we adopted the avoidance-based principle during the planning stage and made use of developed areas, including brownfield sites, the boundary control point, etc., as far as possible to minimise the need for pond filling. However, due to geographical constraints, including the surrounding mountains at the east and at the south, some fish ponds or wetlands (half of which being inactive or abandoned) are inevitably required in order to provide the necessary land to promote the cluster of I&T development.

7. As far as conservation is concerned, apart from preserving the Mai Po Inner Deep Bay Ramsar Site in its totality, the project will reserve a 300-metre-wide bird flight corridor in an east-west direction to the north of the Lok Ma Chau Boundary Control Point, and will convert the existing Mai Po Lung Village Egretty, being the third-largest egretty in Hong Kong, as well as the brownfield in the vicinity into green open space. We will also revitalise the San Tin Eastern Main Drainage Channel and the San Tin Western Main Drainage Channel to enhance biodiversity through incorporating diversified habitats.

8. In addition, the Government proposes to establish Sam Po Shue WCP. Through active conservation, not only can no-net-loss in the ecological function and capacity of the wetland concerned under the STT project be achieved, it will also enhance the ecological value of the existing wetland. We have also established the Environmental Committee, comprising of members including relevant government departments, academics and green groups, to provide advice on the preparation of implementation plan on various ecological mitigation and enhancement measures and monitor their effectiveness. As committed earlier, we will not carry out pond filling works before the commencement of works for Sam Po Shue WCP in 2026/2027. We will

arrange all land within the Park to come under Government's ownership to facilitate Government-led operation of the Park. Since the majority of land in the remaining phase(s) is under private ownership and in order to contain the Government's expenditure on compensation for land resumption for establishing the Park, the Government will, before invoking the statutory resumption power, explore possible schemes to incentivise private land owners to voluntarily surrender their land to the Government, such as allowing the land value of the surrendered land to be deducted from land premium in land exchange/lease modifications being/to be pursued by the same land owners elsewhere.

Transport Infrastructure

9. The public transportation facilities of STT will be backed by three major railway lines (i.e. the proposed Northern Link Main Line, Northern Link Spur Line and the existing Lok Ma Chau Spur Line). As for road transport, STT and surrounding areas will be connected by four major external highways (i.e. San Tin Highway, Fanling Highway, San Sham Road and the proposed Northern Metropolis Highway). The Northern Link Main Line will be completed in 2034 and the Northern Metropolis Highway (San Tin Section) is anticipated for commissioning in 2036.

10. STT (excluding the Loop) covers a total area of about 540 ha. Upon full development, it will provide about 160 000 employment opportunities and about 50 000 flats, as well as comprehensive transport infrastructures and community facilities. It will become a modern new development area with industrial development, ecological conservation and a livable environment.

Phase 1 Stage 1 Works of STT – Site Formation and Engineering Infrastructure (Public Works Programme (“PWP”) Item No. 7899CL)

11. In addition to the HSITP under construction, STT will be developed in two phases, with Phase 1 further subdivided into two stages. The Phase 1 Stage 1 development covers an area of about 158 ha, mainly involving the I&T sites at the east of San Sham Road near Fanling Highway and the land occupied by the Lok Ma Chau Boundary Control Point which will be released when the new Huanggang Port is commissioned, the first batch of sites for residential and supporting facilities, as well as some key roads and engineering infrastructure. The Phase 1 Stage 1 Works will not include pond filling.

12. Subject to the FC's funding approval, the Civil Engineering and Development Department (“CEDD”) will commence works progressively from end 2024 with a view to completing the formation of the first batch of I&T sites

in end 2026 and enabling the first population intake in 2031¹. Details of the above project are set out in **Enclosure 1**.

13. Key figures of STT Phase 1 Stage 1 development are tabulated below–

	Phase 1 Stage 1 Development
Development area	about 158 ha
Area of I&T sites	about 43 ha
I&T floor areas that can be provided	about 1 560 000 m ²
Area of logistics sites	about 8.5 ha
Logistics floor areas that can be provided	about 384 000 m ²
Other commercial floor areas	about 15 350 m ²
New population	18 000 – 20 000
Housing yield (all being public housing)	5 500 – 6 000 units
Private land to be resumed ^{2*}	about 54 ha
Government land to be developed ^{2*}	about 142 ha
No. of households to move out*	about 216 no.
No. of business undertakings to move out*	about 236 no.
Fish ponds to be affected	0 ha
Active farmland to be affected*	about 3 ha
No. of livestock farms to be affected	0 no.
Programme for site formation and engineering infrastructure works	2024 to 2031

*Remarks: The figures are concluded from the pre-clearance survey. The no. of households and business undertakings to move out and the area of active farmland to be affected are subject to further verification.

14. The Government is actively planning to set up a gallery at the waterfront of Wan Chai North to showcase major development projects including the Northern Metropolis and the Kau Yi Chau Artificial Islands³. We are conducting technical studies and examining the development scale and overall layout, etc. The above funding application includes the design and construction works of the gallery. We will commence works in 2025 with a view to commissioning the gallery in 2027 at the earliest. The gallery will be a long-term setup and the exhibition contents will be updated as appropriate.

¹ The first batch of housing units will be the Dedicated Rehousing Estate located near the proposed San Tin Station of the Northern Link Main Line for housing eligible residents affected by government development projects.

² The area of private and government land that has to be resumed and/or developed (196 ha in total) is different from the development area (158 ha). This is because the former includes land outside the development (such as the land covered by the construction of service reservoirs), land required for the works (such as works area) and existing roads, etc.

³ There are also community liaison centres in New Development Areas (“NDAs”) of the Northern Metropolis to showcase the construction of the NDAs.

Establishment of Sam Po Shue Wetland Conservation Park – Detailed Design for First Phase (PWP Item No. 5485RO)

15. The Government commissioned a consultant to conduct the “Strategic Feasibility Study on the Development of Wetland Conservation Parks System”, which recommended the area of the proposed Sam Po Shue WCP to be approximately 338 ha. It also recommended incorporating the existing wetland compensation areas (around 10 ha in total) on Government land in Lok Ma Chau currently managed by the Agriculture, Fisheries, and Conservation Department (“AFCD”) into the Park for management⁴. Therefore, the total area of the Park could further increase to about 348 ha. The Park will be established in phases. Phase 1 covers an area of about 150 ha, all being Government land. The Phase 1 works are expected to commence in 2026/2027 the earliest for completion in 2031. The majority of the remaining land is under private ownership and will be covered in the works for the remaining phase(s). The entire Park is scheduled for completion by 2039, to align with the estimated time for full operation of STT.

16. The investigation study for the establishment of the Park is in progress. The study covers a series of technical assessments, including traffic and transport, ecology and aquaculture, sewerage, drainage, water supply, landscaping and visual, geology and land decontamination, etc. To meet the implementation programme of the Park, we plan to engage consultants in the second half of 2025 to commence the detailed design for the Park (Phase 1) after the substantial completion of the relevant investigation study. The design will be completed in stages in 24 months. Details of this item are set out in **Enclosure 2**.

FINANCIAL IMPLICATIONS

17. We preliminarily estimate that the total costs in MOD prices of the proposed works/detailed design are as follows:-

⁴ The design and construction works of the existing wetland compensation areas, which are proposed to be incorporated into the Park for management, have been completed and handed over to AFCD for management. Therefore, extra funding for the design and construction works is not required.

	<u>\$ million</u> <u>(in MOD prices)</u>
(a) 7899CL – Phase 1 Stage 1 Works of STT – Site Formation and Engineering Infrastructure	about 30,000
(b) 5485RO – Establishment of Sam Po Shue Wetland Conservation Park – Detailed Design for First Phase	84.90
Total	<u>about 30,000</u>

WAY FORWARD

18. We plan to consult the Public Works Subcommittee and seek funding approval from the FC on the funding application in relation to development of STT as set out in paragraph 1 above.

Development Bureau
Environment and Ecology Bureau
Agriculture, Fisheries and Conservation Department
Civil Engineering and Development Department

October 2024

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT

Civil Engineering – Land Development

PWP Item No. 7852CL – Development of San Tin Technopole

PROJECT SCOPE AND NATURE

We propose to upgrade part of 7852CL to Category A, as 7899CL entitled “Phase 1 Stage 1 Works of San Tin Technopole — Site Formation and Engineering Infrastructure”. The works comprise –

- (a) site clearance and formation (including geotechnical works and land decontamination works) for about 158 hectares (“ha”) of land, to supply land for development of innovation and technology (“I&T”) uses, logistics, housing, Government, Institute or Community (“GIC”) facilities, open spaces, etc.;
- (b) upgrading part of San Tin Highway, construction of associated district distributors and local roads of about 8 kilometres (“km”) long in total, cycle tracks of about 8.5 km long and footpaths, and associated junction / road improvements;
- (c) construction of other engineering infrastructure works including drainage system, sewerage system (including 2 sewage pumping stations); water supply systems (including a fresh water service reservoir and a reclaimed water service reservoir with capacity of about 132 000 cubic metres (“m³”) and 72 000 m³ respectively); revitalisation of drainage channels of around 2 400 metres long, greening and landscape works for open space and amenity area, as well as other associated works;
- (d) implementation of the environmental mitigation measures, environmental monitoring and audit (“EM&A”) programme and construction supervision for the works mentioned in sub-paragraphs (a) to (c) above;
- (e) detailed design for the expansion in development area after the Northern Metropolis Development Strategy was announced¹; and

¹ At the time the Legislative Council approved the funding application for the detailed design in mid-2021, the development area was about 273 ha. Subsequently, following the announcement of the Northern Metropolis Development Strategy, the development area was enlarged to around 540 ha (excluding the Loop).

- (f) establishing a gallery for showcasing major construction projects such as the Northern Metropolis at a harbourfront site in Wan Chai North.
2. The above works do not include pond filling works. The development phasing plan of San Tin Technopole (“STT”) is at **Annex 1** to this Enclosure. Layout plans for the Phase 1 Stage 1 development and the gallery are at **Annex 2** and **3** respectively.

BACKGROUND

3. Subject to the funding approval by the Finance Committee (“FC”), we plan to commence works for Phase 1 Stage 1 development progressively from end 2024 for substantial completion in 2031. Detailed design of Phase 1 Stage 2 development is in progress. With a view to completing the remaining site formation and engineering infrastructure works by 2039, the detailed design for Phase 2 development will commence in end 2024.

4. To meet the works programme, the Civil Engineering and Development Department (“CEDD”) has simultaneously invited tenders for the first batch of construction works contracts for Phase 1 Stage 1 development and detailed design for Phase 2 development in September 2024. Both the works contracts and consultancies will only be awarded upon obtaining funding approval from the FC.

5. We will retain the remainder of **7852CL** for the construction works under Phase 1 Stage 2 and Phase 2 development in Category C. Funding for the remainder of **7852CL** will be sought upon substantial completion of the detailed design.

JUSTIFICATIONS

6. STT with an area of about 540 ha (excluding the Loop) will be implemented in two phases: Phase 1 and Phase 2, with Phase 1 further subdivided into two stages. We will form 158 ha of land under Phase 1 Stage 1 development of STT, amounting to 29% of the total development area of STT. This stage of works will give priority to producing I&T sites to facilitate relevant bureau in attracting businesses and investments early, as well as sites for housing such as Dedicated Rehousing Estate (“DRE”) and sites for logistics facilities. Some formed land will be used for constructing roads and other engineering infrastructure such as drainage system to improve the transport connectivity and lower the flooding risks, benefiting existing and future residents. Details are set out below.

Providing Land for I&T Park

7. I&T Park in STT is mostly situated to the north of San Tin Highway/Fanling Highway. Phase 1 Stage 1 development will form around 43 ha of I&T land, which is around 20% of the total development area of new I&T sites. These I&T sites are mainly those located to the east of San Sham Road and near Fanling Highway, as well as those at the Lok Ma Chau Boundary Control Point which will be released upon commissioning of the new Huanggang Port. We plan to commence works in end 2024 with the first batch of formed sites for I&T use available in end 2026.

Providing Land for Housing

8. In Phase 1 Stage 1 development, we will form sites near San Tin Station for the construction of public housing and DRE, the latter to house eligible residents affected by government development projects. The formed land will provide around 5 500 to 6 000 units in total, equivalent to about 11% of the total housing supply of STT. It is estimated that the first population intake will commence in 2031.

Providing Land for Logistics and Other Economic Activities

9. Two sites with a total area of about 8.5 ha are reserved for the logistics, storage and workshop uses, which can be developed into multi-storey buildings for modern industries (“MSB”) to promote development of industries. We will consider whether it is appropriate to utilise part of the floor area to accommodate business operators affected by development.

10. To meet the needs of future residents of STT and in the vicinity, ancillary commercial uses such as restaurants, retail and services, etc., are planned in some of the housing sites within the development. The estimated commercial floor area within the housing sites in Phase 1 Stage 1 is about 15 350 square metres (“m²”).

Providing Land for GIC Facilities and Open Space

11. This stage of development will also provide land for various types of GIC facilities, to provide support to the daily lives of talents working and residing in the I&T Park. The locations of GIC facilities has taken into consideration the locations of the population clusters including the villages. To develop a green and liveable community, we will provide under Phase 1 Stage 1 development people-centric pedestrian and cycling networks. Open space and amenity area of varying sizes are also planned throughout STT to increase vibrancy of the community and make the outdoor environment more enjoyable. Besides, we will preserve the existing Mai Po Lung Village (“MPLV”) egretty, the third-largest egretty in Hong Kong, and transform the brownfields in the vicinity into green open space in a comprehensive manner.

Providing Land for Engineering Infrastructure Facilities

12. Phase 1 Stage 1 development will also form land for subsequent construction of infrastructure supporting STT, including the effluent polishing plant, water reclamation plant, electricity substations, etc. Besides, drainage system (including drains and box culverts), sewerage system (including sewage pumping stations, gravity sewers and rising mains), and water supply system (including a fresh water service reservoir, a reclaimed water service reservoir, fresh water mains and flushing water mains) will be provided.

13. This stage of development will also provide land for construction of the district distributors and local roads, including widening of a section of San Tin Highway. The site formation works will also provide land for the construction of the Northern Link (“NOL”) and associated works. Construction of the NOL Main Line is scheduled for completion in 2034.

14. Apart from serving STT, the provision of engineering infrastructure will also bring improvements to existing traffic conditions and neighbouring environment. For example, the proposed road network will connect to the existing villages, improving accessibility of the villagers. In addition, the proposed drainage system will enhance flood resilience of existing villages such as Shek Wu Wai village within or adjacent to the development area. The Government will also continue to maintain close communication with local villagers at all stages of development, provide the latest project information and collect their opinions.

15. STT has incorporated design elements of “Blue-Green Infrastructure”. We will revitalise the existing San Tin Eastern Main Drainage Channel (“STEMDC”) and San Tin Western Main Drainage Channel (“STWMDC”), and provide open space with flood retention functions and green landscape to enhance the flood protection and resilience to climate change. The development has adopted the latest flood protection standards as stipulated in the Stormwater Drainage Manual, with due consideration of the relevant rainfall intensities, ground surface conditions, as well as the characteristics and size of catchments in the analysis. In addition, we will take due consideration of extreme weather and climate change in the design of appropriate site formation levels for STT to cope with heavy rains and rise in water levels of river courses under extreme weather.

16. Upon completion of site formation works, the formed land will be handed over to relevant parties for I&T, housing and other development uses, while the infrastructure will be handed over to relevant government departments for management and maintenance.

Gallery to Showcase Major Development Projects

17. The 2023 Policy Address proposed to set up a gallery to showcase the major construction projects including the Northern Metropolis and Kau Yi Chau Artificial Islands. For this, the Government is actively planning for the construction of a gallery at a waterfront site in Wan Chai North². The site is located at Fenwick Pier Street, opposite to the Hong Kong Academy for Performing Arts, with an area of approximately 5 000 m². The chosen location is supported by the Sub-committee on Promotion and Public Engagement under the Advisory Committee on the Northern Metropolis, which considers that the location in the town centre can facilitate local, Mainland and overseas visitors.

18. We are currently conducting technical studies, reviewing the development scale and overall layout, etc. The gallery is preliminarily proposed to be of 3 to 4 storeys, with a total gross floor area of approximately 8 000 to 10 000 m². The gallery will adopt a modern and minimalist style and sustainable design concept, fitted with several exhibition areas, allowing visitors to experience the internal and external connectivity and unlimited potentials of the two strategic development projects in an innovative, interactive and diversified manner. We will commence in 2025 the construction works for target commissioning in 2027 at the earliest. The gallery will be a long-term setup and the exhibition contents will be updated as appropriate.

FINANCIAL IMPLICATIONS

19. We preliminarily estimate that the total cost in money-of-the-day (“MOD”) prices of the proposed works under Phase 1 Stage 1 development is about **\$30,000 million**. The table below summarises the respective percentage of the major works items –

(a) Site Clearance and Formation	About 25%
(b) Road Works	About 20%
(c) Other Engineering Infrastructure Works	About 35%
(d) Other Expenses (such as the gallery to showcase major development projects, implementation of the environmental mitigation measures and EM&A programme, consultancy fees, remuneration of the resident site staff and contingencies)	About 20%

² There are also community liaison centres in New Development Areas (“NDAs”) of the Northern Metropolis to showcase the construction of the NDAs.

20. The construction fees of the gallery to showcase major development projects is about \$600 to \$700 million, which mainly include the expenditure on the gallery's design, construction and system installation.

AFFECTED HOUSEHOLDS AND BUSINESS UNDERTAKINGS

21. Phase 1 Stage 1 development will require clearance and resumption of about 142 ha of government land and about 54 ha of private land. According to the information obtained from the pre-clearance survey ("PCS"), there are a total of 216 households and 236 business operators to be affected. Based on the current project schedule of Phase 1 Stage 1 development, the affected households and business operators are scheduled to depart in batches starting from the third quarter of 2025 to the second quarter of 2027. The Lands Department ("LandsD") have sent letters in March 2024 to all households and business undertakings to be affected by Phase 1 Stage 1 development, informing them of the scheduled departure dates as well as the compensation and rehousing arrangements, for their early preparation. LandsD and the Compensation and Rehousing Service Teams engaged by it will maintain communication with the affected households and business undertakings, and provide updated information as appropriate. Notices will be posted on site about three months before the departure deadlines of the affected households and business undertakings.

22. The Government is handling the compensation and rehousing matters of the relevant land owners, households and business undertakings at full steam, and will endeavour to arrange rehousing or release compensation for all eligible persons before the works commence³.

23. About 236 business operators will be affected, including warehouses, recycling, vehicle repair, workshops, etc. Where the programme of development permits, we will arrange brownfield operations to depart by phases so that they could operate until the works commence at the relevant sites. At the same time, the Government will continue to provide the following assistance to business operators who wish to relocate their business –

- (a) LandsD will reach out to affected operators at the soonest possible juncture, and offer appropriate assistance;
- (b) providing early monetary compensation to allow affected operators to plan ahead for departure. In May 2022, LandsD has enhanced the arrangements for the EGA for Open-air/Outdoor Business Undertakings, including relaxing the eligibility criteria concerning the

³ The rehousing and ex-gratia allowances ("EGAs") for households were significantly enhanced in mid-2018, including the introduction of a new non-means-tested rehousing option and relaxation of eligibility criteria and EGA amounts. The ex-gratia compensation arrangements for land owners and business undertakings were also enhanced in 2022.

operation duration (from seven years preceding the PCS to two years preceding the PCS), and removing the payment ceiling of not exceeding 5 000 m² for open areas that could be taken into account in calculating the EGA amount. Affected operators may apply for early disbursement of EGAs after LandsD posts the land resumption notice, without having to wait until the departure date;

- (c) the revised Guidelines for Application for Open Storage (“OS”) and Port Back-up (“PBU”) under Section 16 of the Town Planning Ordinance were promulgated in April 2023 by the Town Planning Board (“TPB”) with a view to, among others, expanding the areas under Category 2 to 600 ha (among which 135 ha of additional land were not occupied at the time of the Government’s review) where planning permission may be considered for OS/PBU uses⁴;
- (d) identifying more government land suitable for letting specifically to affected brownfield operators by way of short-term tenancy through restricted tender. Up to September 2024, 20 land parcels have been let under this arrangement;
- (e) a dedicated multi-disciplinary team under the Development Bureau to coordinate different departments to assist operators seeking relocating in planning applications and obtaining relevant approvals from other departments; and
- (f) developing MSBs, where the developer/owner would be required through specific land sale conditions to hand over certain floor space to the Government for leasing to operators affected by government projects at concessionary rent for an initial period of 5 to 10 years, so as to allow relocated brownfield operations to adapt to an MSB setting and preferably upgrade their operations. The first such site near Yuen Long InnoPark has been put up for tender in March 2024. The second site located at Hung Shui Kiu / Ha Tsuen NDA has been tendered on 18 October 2024. The tender closing date for both sites are on 21 March 2025.

24. Under the existing mechanism, farmers affected by public works projects will, upon completion of assessment and verification of their eligibility, be offered relevant EGAs, which include EGA for crops, disturbance allowance for cultivators, allowance for qualified farm structures on private land, and allowance for miscellaneous permanent improvements to farms.

PUBLIC CONSULTATION

⁴ The Guidelines classify the rural areas into four categories (Category 1 to Category 4), and set out the criteria for assessing planning application for OS/PBU uses. Lands under Category 2 are those where planning permission may be given for OS/PBU uses.

25. The Preliminary Outline Development Plan and Recommended Outline Development Plan for STT were presented to the Legislative Council in 2021 and 2023 respectively. Subsequently, we completed a two-month public engagement exercise from June to August 2023, which included roving exhibitions and briefings sessions for relevant stakeholders. Members of the public generally supported the STT development, whilst some expressed concerns on issues such as the urban-rural integration and ecological conservation, etc.

26. We consulted Yuen Long District Council and San Tin Rural Committee on the proposed works under Phase 1 Stage 1 in February 2024 and obtained support in general.

27. The draft Outline Zoning Plans (“OZPs”) related to STT were exhibited for public inspection in March 2024 and about 1450 representations and comments were received. In July 2024, after giving consideration to the representations and comments, TPB decided not to amend the draft OZPs but agreed to revise the Explanatory Statement of the STT OZP, adding the requirement of preparing a Planning and Design Brief for providing detailed development guidelines for the I&T sites. The Chief Executive in Council (“CE in C”) has approved the relevant draft OZPs in September 2024.

28. The proposed road works under Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the proposed sewerage works under Cap. 370 as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) for the Phase 1 development were gazetted on 8 March 2024 and 15 March 2024. A total of 32 and 8 objections were received against the proposed road and sewerage works respectively during the statutory objection period. These objections were mainly related to overall planning of STT, the design of the proposed works and the potential impacts during the construction and operation stages. Upon resolution, one objection against the proposed road works was unconditionally withdrawn, while others were remained unresolved. The relevant Executive Council paper will be submitted for CE in C’s consideration.

ENVIRONMENTAL IMPLICATIONS

29. The development of STT is a designated project (“DP”) under Schedule 3 of the Environmental Impact Assessment Ordinance (“EIAO”) (Cap. 499). Some of the proposed works for the development of STT are DPs under Schedule 2 of the EIAO and Environmental Permits (“EPs”) are required for their construction and operation.

30. In May 2024, the Environmental Impact Assessment (“EIA”) report of STT was approved with conditions under the EIAO⁵. The EIA report concluded that the environmental impacts of the STT can be controlled to within the standards under the EIAO and the Technical Memorandum on EIA process. We will comply with the relevant conditions under the EIA report’s approval and EPs, and implement the measures recommended in the approved EIA report. For example, we will establish the Sam Po Shue Wetland Conservation Park (“SPS WCP”) to achieve no-net-loss in the ecological function and capacity of the wetland concerned, implement direct noise mitigation at-source measures such as low noise road surfacing and noise barriers to alleviate the potential road traffic noise impact, provide wildlife corridors to maintain the movement corridor for non-flying mammals species of conservation importance, establish “Open Space” with enhancement features to preserve the MPLV egret, as well as ecological enhancement measures for revitalisation of STEMDC and STWMDC. Moreover, pond filling works will not start until 2026/2027 before commencement of construction of the ecologically enhanced fish ponds at SPS WCP. We have included the cost of implementing the environmental mitigation measures as well as the EM&A programme in the overall project estimate for Phase 1 Stage 1.

31. For controlling other short-term environmental impacts caused by the proposed works during construction, we will incorporate the recommended mitigation measures and implementation of EM&A programme into the relevant works contracts to control environmental impacts arising from the construction works to comply with established standard and guidelines. These measures mainly include the use of quiet powered mechanical equipment and movable noise barriers or enclosures to minimise the construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and use of temporary drains to collect site run-off for on-site treatment before discharge. We will also implement wetland enhancement measures at Mai Po as well as restoration of abandoned ponds and fish stocking at suitable ponds to enhance the ecological value of wetland habitats in the Deep Bay area in the interim.

32. At the planning and design stages, we have considered the proposed works for the Phase 1 Stage 1 development and the construction sequences to reduce generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste to public fill reception facilities⁶. We

⁵ On 1 August 2024, a Hong Kong citizen applied to the High Court for judicial review, requesting to overturn the Director of Environmental Protection's decision to approve the EIA report of the San Tin/Lok Ma Chau Development Node. On 12 August 2024, the High Court granted written permission for the judicial review. Hearing for the case is scheduled for June 2025.

⁶ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at public fill reception facilities requires a license issued by the Director of Civil Engineering and

will encourage the contractors to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

33. At the construction stage, we will require the contractors to submit for approval the plans setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plans and will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

34. We estimate that the Phase 1 Stage 1 development will generate about 9.7 million tonnes of inert construction waste, but will reuse all of them on site and in remaining phases development, resulting in no surplus inert construction waste for disposal to public fill reception facilities. On the other hand, the Phase 1 Stage 1 development will generate in total about 168 600 tonnes⁷ of non-inert construction waste which will be disposed of at landfills. The total cost for disposal of the construction waste at public fill reception facilities and landfill sites is estimated to be about \$33.72 million for the Phase 1 Stage 1 works (based on a unit rate of \$200 per tonne for delivery to landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

TRAFFIC IMPLICATIONS

35. Based on the Traffic and Transport Impact Assessment conducted and a recent traffic review, it is anticipated that the traffic and transport impact due to the proposed works for the Phase 1 Stage 1 would be acceptable.

36. Temporary traffic arrangements (“TTAs”) will be implemented during construction to facilitate implementation of the proposed works for the Phase 1 Stage 1 development. We will establish a Traffic Management Liaison Group comprising representatives of CEDD, the Transport Department, the Hong Kong Police Force and other stakeholders to discuss, scrutinise and review the TTAs proposed by the contractors with a view to minimising traffic impact arising from the proposed works. In addition, we will set up a telephone hotline to respond to public enquiries or complaints.

Development.

⁷ The figures are approximate only and could only be confirmed after land resumption/clearance.

HERITAGE IMPLICATIONS

37. We have completed a cultural heritage impact assessment under the EIA for STT. It is concluded that the Phase 1 Stage 1 development would not affect heritage sites including declared monuments, proposed monuments, graded historic sites/buildings/structures, all sites/buildings/structures in the new list of proposed grading items, and Government historic sites identified by the Antiquities and Monuments Office.

38. However, Phase 1 Stage 1 works may affect the Mai Po Site of Archaeological Interest (“SAI”) and some archeologically sensitive areas (“ASAs”) at Mai Po, Mai Po Lung (South) and Shek Wu Wai as identified in the EIA. We will comply with the recommendations of the EIA report to conduct archaeological surveys at Mai Po SAI and Mai Po ASA after land resumption and before construction, and to carry out Archaeological Watching Brief at Mai Po Lung (South) ASA and Shek Wu Wai ASA which have already had the archaeological surveys conducted, to ensure the protection and preservation of any potential archaeological deposits.

39. Moreover, we will also comply with the recommendations of the EIA report to carry out monitoring of ground-borne vibration, tilting and ground settlement, baseline condition survey and baseline vibration impact assessment, as appropriate, for built heritage adjacent to the work sites before commencement of the works to safeguard the built heritage as assessed in the EIA report.

BACKGROUND INFORMATION

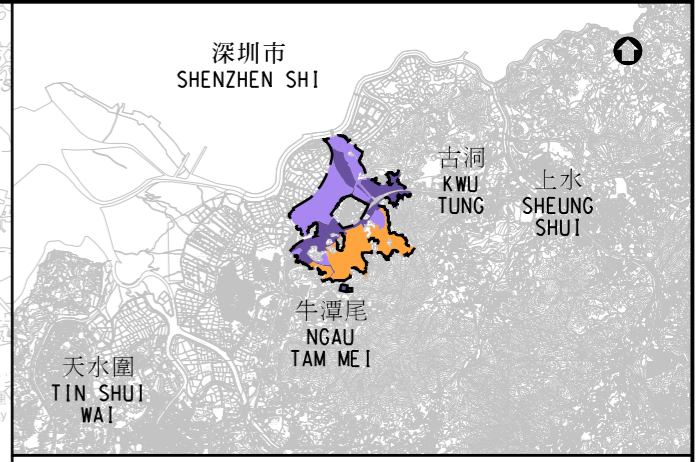
40. In July 2021, the FC approved the upgrading of part of **7852CL** to Category A as **7864CL**, entitled “First Phase Development of the New Territories North – San Tin/Lok Ma Chau Development Node (STLMC DN)”, at approved project estimate of **\$793.8 million** in MOD prices, for the investigation and detailed design as well as the site investigation works for the development of STLMC DN. We have substantially completed the detailed design of the proposed works for Phase 1 Stage 1 development.

Development Bureau
Civil Engineering and Development Department
October 2024

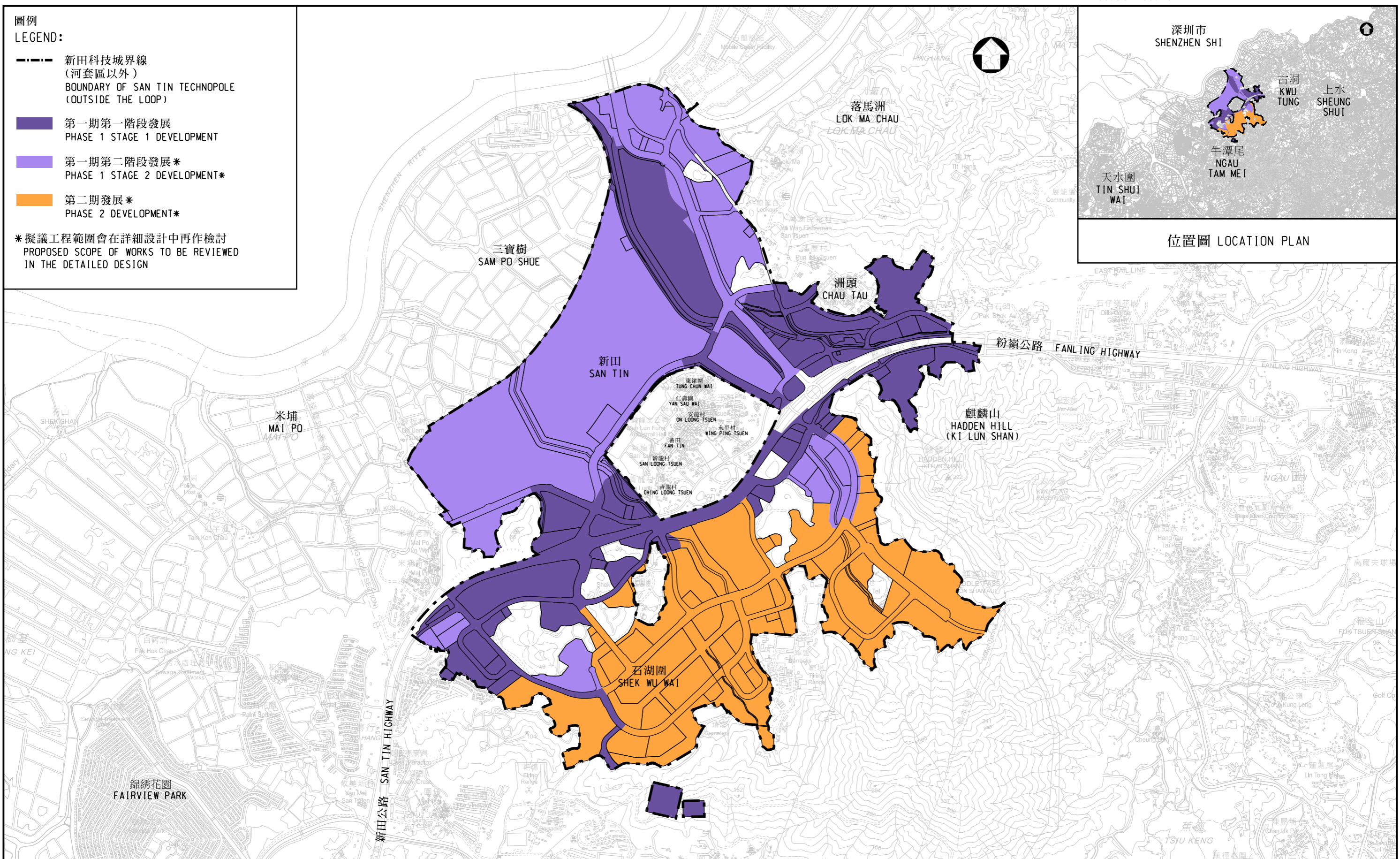
圖例
LEGEND:

-  新田科技城界線
(河套區以外)
BOUNDARY OF SAN TIN TECHNOPOLE
(OUTSIDE THE LOOP)
-  第一期第一階段發展
PHASE 1 STAGE 1 DEVELOPMENT
-  第一期第二階段發展*
PHASE 1 STAGE 2 DEVELOPMENT*
-  第二期發展*
PHASE 2 DEVELOPMENT*

* 擬議工程範圍會在詳細設計中再作檢討
PROPOSED SCOPE OF WORKS TO BE REVIEWED
IN THE DETAILED DESIGN



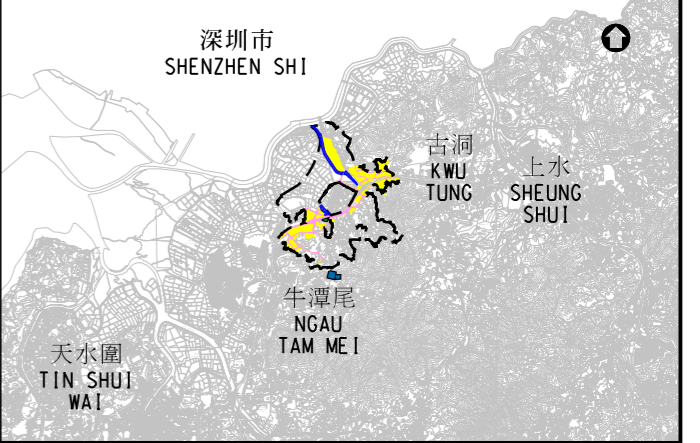
位置圖 LOCATION PLAN



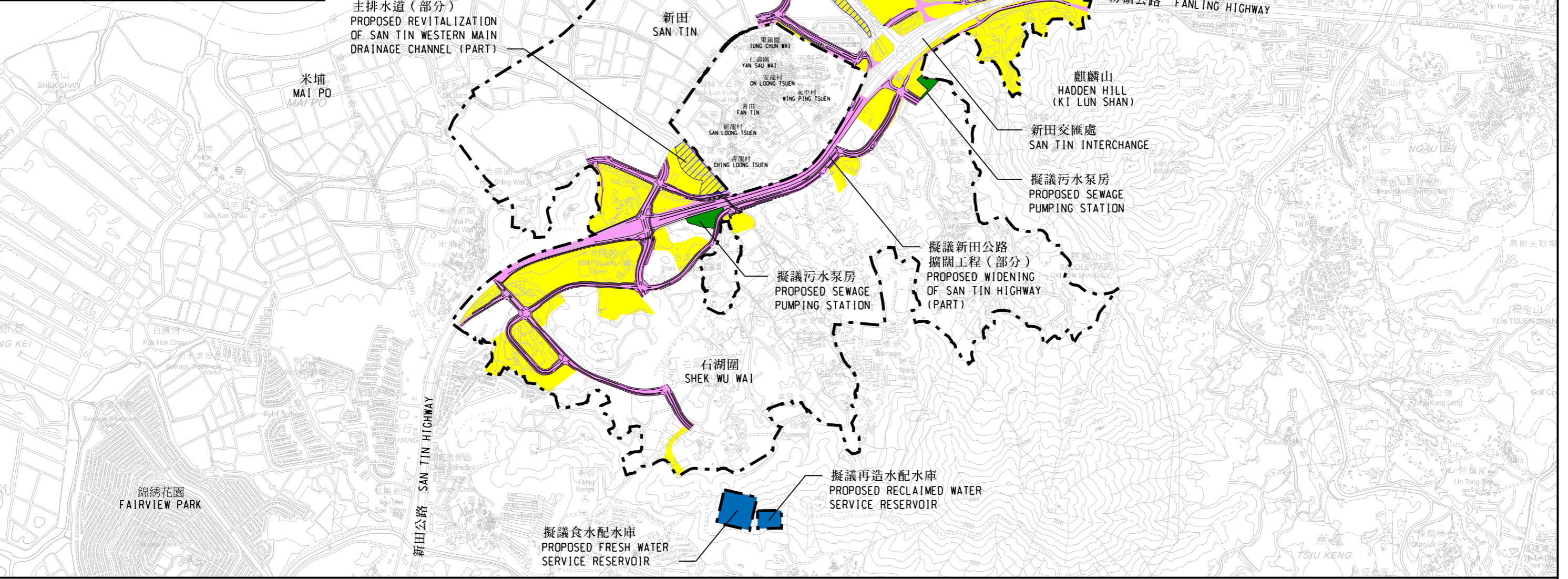
新田科技城各期發展示意圖
SAN TIN TECHNOPOLE DEVELOPMENT PHASING PLAN

圖例
LEGEND:

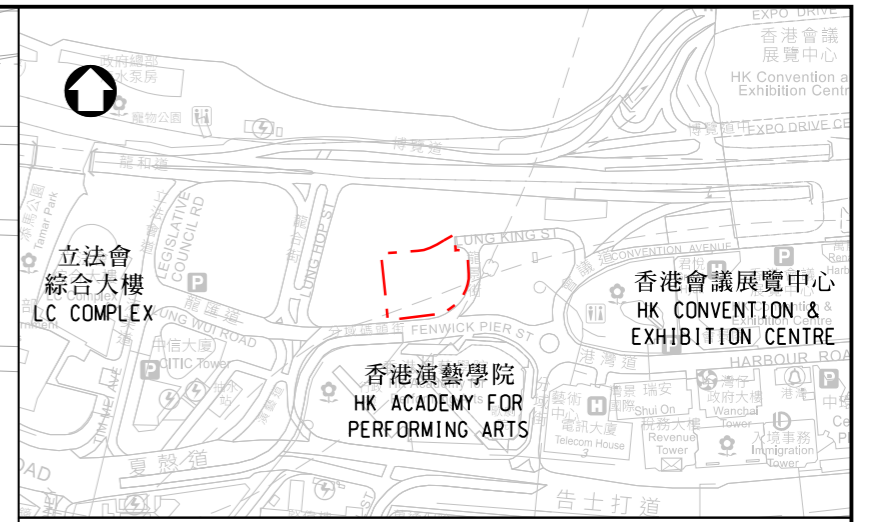
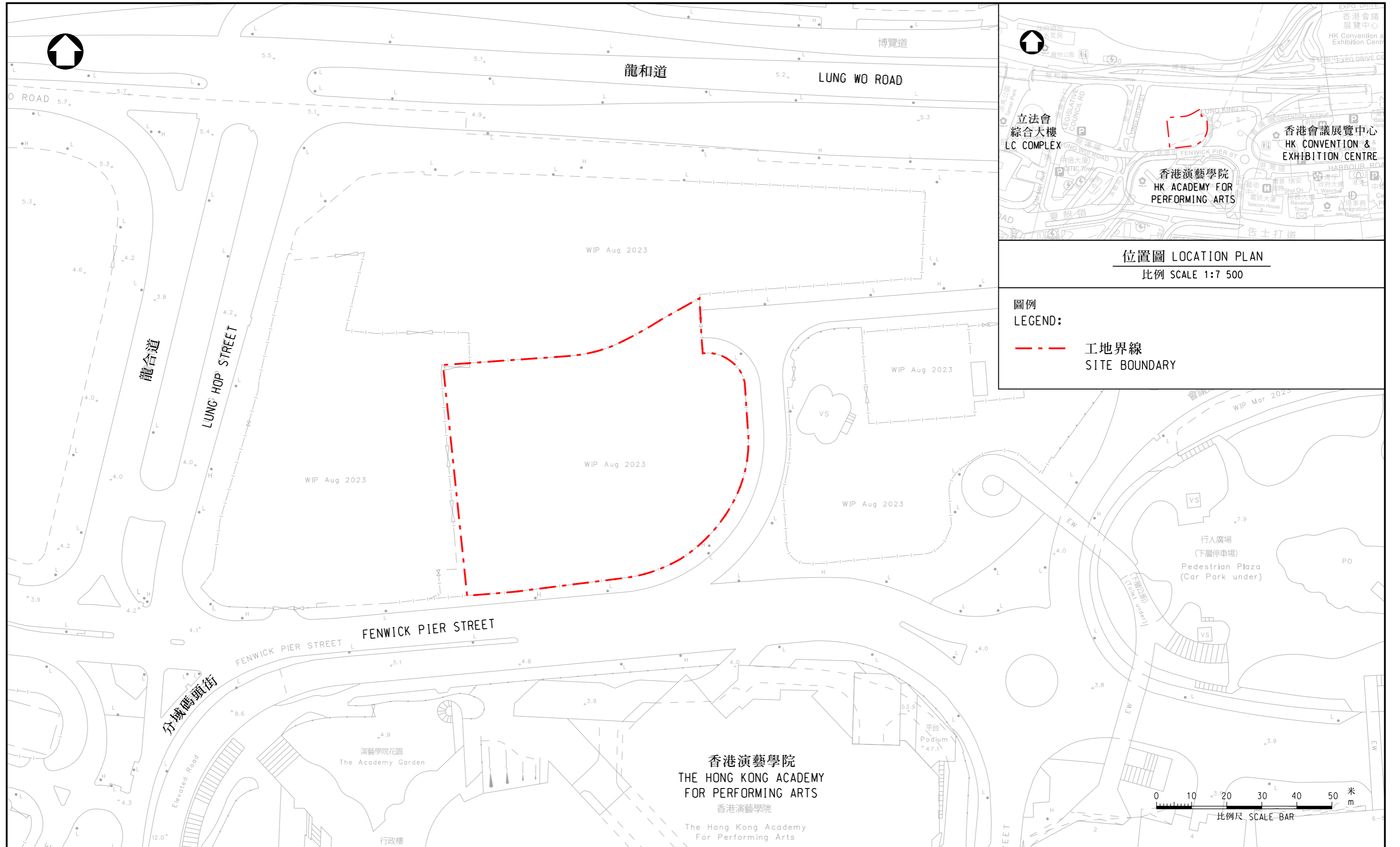
-  新田科技城界線 (河套區以外)
BOUNDARY OF SAN TIN TECHNOPOLE (OUTSIDE THE LOOP)
-  擬議工地平整及相關基礎設施範圍
PROPOSED SITE FORMATION SCHEME AND ASSOCIATED INFRASTRUCTURE WORKS AREA
-  擬議道路及相關工程範圍
PROPOSED ROAD SCHEME AND ASSOCIATED WORKS AREA
-  擬議污水泵房
PROPOSED SEWAGE PUMPING STATION
-  擬議配水庫
PROPOSED SERVICE RESERVOIRS
-  擬議活化現有排水道
PROPOSED REVITALIZATION OF DRAINAGE CHANNEL



位置圖 LOCATION PLAN



工務計劃項目第899CL號
新田科技城發展第一期第一階段工程 - 工地平整和基礎設施 - 平面圖
PWP ITEM NO. 899CL
DEVELOPMENT OF SAN TIN TECHNOPOLE PHASE 1 STAGE 1 WORKS - SITE FORMATION AND ENGINEERING INFRASTRUCTURE - LAYOUT PLAN



位置圖 LOCATION PLAN
比例 SCALE 1:7 500

圖例
LEGEND:

--- 工地界線
SITE BOUNDARY

展館平面圖
GALLERY LAYOUT PLAN

HEAD 705 – CIVIL ENGINEERING

Recreation, Culture and Amenities – Open spaces

PWP Item No. 5484RO – Establishment of Sam Po Shue Wetland Conservation Park

PROJECT SCOPE AND NATURE

We propose to upgrade part of **5484RO** to Category A, as **5485RO** entitled “Establishment of Sam Po Shue Wetland Conservation Park – Detailed Design for First Phase”. The scope comprises –

- (a) detailed design for the facilities and works within the proposed Park (Phase 1) covering approximately 150 hectares (“ha”) ¹. Those facilities and works comprise: –
 - (i) ecological and fisheries enhancement measures²;
 - (ii) eco-education, eco-recreation and eco-tourism facilities³;
 - (iii) Wetland Conservation Park Management Office;
 - (iv) Fisheries Research Centre⁴;
 - (v) other ancillary works (including roadworks, drainage, sewerage, waterworks, utility services, landscaping works, electrical and mechanical, and associated works);
- (b) associated site investigation works as well as supervision; and
- (c) preparation of tender documents and assessment of tenders for the future construction works for the proposed Park (Phase 1).

¹ The first phase of Sam Po Shue Wetland Conservation Park will be developed on the fishponds and wetlands located on Government land in the northern part of the Park, with a total area of approximately 150 ha. The area for the first phase of the Park would be verified under the ongoing investigation study.

² Examples of ecological enhancement measures in the Park (Phase 1) include modification of pond habitats to enhance ecological connectivity (such as consolidating smaller, fragmented ponds into larger waterbodies, creating habitat islands and placing floating platforms/wetlands, etc.), creating ecologically enhanced fish ponds, managing pond drain-down to increase feeding opportunities for waterbirds, fencing/controlling access, remote monitoring system, etc. Examples of fisheries enhancement measures include introduction of modernised and intensive aquaculture facilities and techniques for adopting high-density pond fish culture operation.

³ Eco-education, eco-recreation and eco-tourism facilities in the Park (Phase 1) include visitor trails, bird watching facilities and information panels, etc.

⁴ The Wetland Conservation Park Management Office and Fisheries Research Centre are located within the area of San Tin Technopole. The Fisheries Research Centre can promote aquaculture research and modernisation of the industry, enhancing the quantity, quality and value of local fisheries products in the long run.

2. The layout plan of the proposed Park (Phase 1) is at **Annex**.
3. Subject to funding approval of the Finance Committee (“FC”), we plan to engage consultants in the second half of 2025 to commence the detailed design for the Park (Phase 1) after the substantial completion of the ongoing investigation study. The design for the Park (Phase 1) will be completed in stages in 24 months. To dovetail with the development of San Tin Technopole, we plan to commence the construction works of the Park (Phase 1) immediately after the completion of the detailed design in 2026/2027.
4. We will seek funding for the remainder of **5484RO** at an appropriate timing to dovetail with the detailed design and construction of the remaining phase(s) of the Park.

JUSTIFICATION

5. The Chief Executive's 2023 Policy Address stipulated that the Government would establish the Sam Po Shue Wetland Conservation Park (“WCP”) to enhance the ecological quality and biodiversity of the Northern Metropolis, providing the public with high-quality outdoor eco-education and eco-recreational facilities, as well as to introduce modernised and sustainable aquaculture into the Park. The Government commissioned a consultant to conduct the “Strategic Feasibility Study on the Development of Wetland Conservation Parks System” (“the Feasibility Study”), which also recommended to establish the WCPs System⁵ in phases, with Sam Po Shue WCP to be established first, featuring the theme of “Biodiversity and Aquaculture in Harmony”.
6. The Feasibility Study pointed out that the proposed area of Sam Po Shue WCP is situated along the core section of the flight path for migratory birds, adjacent to the Mai Po Nature Reserve and other wetlands, and covers large extent of fish ponds. Establishing this Park first with the theme of “Biodiversity and Aquaculture in Harmony,” coupled with enhancing and actively managing its fish ponds and wetlands, could enhance the ecological functions of the Deep Bay wetland system, protect bird’s flight corridors and habitats as a matter of priority, and increase biodiversity. The Park will feature various outdoor eco-education and eco-recreational facilities, such as visitor center, outdoor classrooms, bird hides, and eco-lodges, etc., showcasing the beauty of Hong Kong’s natural environment. This will not only raise public awareness towards ecological conservation, but also enrich visitors’ eco-tour

⁵ The WCPs System would compose of existing conservation areas (i.e. Mai Po Nature Reserve, Hong Kong Wetland Park and Long Valley Nature Park) and parks proposed to be established, including Sam Po Shue WCP, Hong Kong Wetland Park Expansion Area, Nam Sang Wai WCP and Hoo Hok Wai WCP (including the part of Sha Ling/Nam Hang).

experience, enhancing the appeal of Hong Kong's countryside. In addition, the Park will implement high-density, high-tech and high-yield aquaculture operations through introducing modernised aquaculture facilities and techniques, with a view to enhancing the productivity, efficiency and quality of aquaculture for greater economic benefits as well as creating job opportunities for the industry.

7. The Feasibility Study recommended that the area of the Sam Po Shue WCP would be approximately 338 ha, of which 328 ha will be used for implementation of ecological and fisheries enhancement measures and to be actively managed for compensating the impact on ecology and fisheries resources caused by the development of San Tin Technopole; while about 10 ha is suggested for implementation of the aforesaid eco-education and eco-recreation facilities, etc. Furthermore, the Feasibility Study recommended incorporating the existing wetland compensation areas (around 10 ha in total) on Government land in Lok Ma Chau currently managed by the Agriculture, Fisheries, and Conservation Department ("AFCD") into the Park for management⁶. Therefore, the total area of the Park could further increase to about 348 ha.

8. According to the Environmental Impact Assessment ("EIA") Report for San Tin Technopole, Sam Po Shue WCP will mitigate the impact on ecology and fisheries resources arising from such development, in order to achieve the target of no-net-loss in ecological function and capacity of the wetlands concerned. The approval condition of the EIA Report required the Government to set up a working group to coordinate the development progress of San Tin Technopole and the Park, and not to commence the pond filling works of San Tin Technopole prior to commencement of construction of the ecologically enhanced fish ponds of the Park. The Park will be developed in phases. Construction of the Park (Phase 1) is expected to commence in 2026/2027 the earliest for completion in 2031. The construction works for the entire Park is scheduled for completion by 2039 to align with the estimated time for full operation of San Tin Technopole.

FINANCIAL IMPLICATIONS

9. We estimate the cost of the proposed detailed design (including site investigation) to be about \$84.90 million in MOD prices.

⁶ The design and construction works of the existing wetland compensation areas, which are proposed to be incorporated into the Park for management, have been completed and handed over to AFCD for management. Therefore, extra funding for the design and construction works is not required.

PUBLIC CONSULTATION

10. The Government conducted consultation timely when studying the development of the WCPs System. Briefing sessions and meetings with relevant stakeholders, including green groups, eco-tourism operators, local agriculture and fisheries associations, local communities and developers were held between January and February 2023 to collect their preliminary views on the establishment of the WCPs System. The Government further collected views from the public and the aforesaid stakeholders on the preliminary recommendations of the Feasibility Study between 21 November 2023 and 20 January 2024. The preliminary recommendations included the phased approach of establishing the WCPs System, starting with establishment of Sam Po Shue WCP first; proposed area, conceptual plan on location, positioning, functions and facilities of Sam Po Shue WCP; and the positioning, functions and management modes of the other proposed WCPs.

11. The Government also reported to and collected views from the Subcommittee on Matters Relating to the Development of the Northern Metropolis of House Committee of the Legislative Council (“Subcommittee”) and Yuen Long District Council (“YLDC”) on the preliminary recommendations of the Feasibility Study, including the aforesaid details of Sam Po Shue WCP, the development programme of the Park (Phase 1) and progress of taking forward the Park⁷, on 29 January and 26 March 2024 respectively. The Subcommittee supported the preliminary findings and recommendations of the Feasibility Study, while some members raised concerns about the positioning and reception capacity of the various proposed WCPs. YLDC took note of the Government’s progress on the establishment of Sam Po Shue WCP and suggested the Government to maintain liaison with stakeholders on the matter, while some raised views about the parks’ management modes, land resumption arrangements and implementation schedule. We will conduct further consultation with relevant stakeholders and provide them with more detailed information in due course.

ENVIRONMENTAL IMPLICATIONS

12. The proposed detailed design for the Park (Phase 1) (including the associated site investigation works as well as supervision) is not a designated project under the Environmental Impact Assessment Ordinance (“EIAO”) (Cap. 499) and would not cause any long-term adverse environmental impacts. We will implement suitable mitigation measures to control short-term environmental impacts arising from the site investigation works. We will confirm through the ongoing investigation study whether the works for the Park (Phase 1) is a designated project under the EIAO. If affirmative, we shall follow the statutory

⁷ Including the next stages of detailed investigation, design and construction study work.

procedure under the EIAO to obtain environmental permit for its construction and operation, and propose corresponding mitigation measures, to ensure that the works are in compliance with the relevant statutory requirements.

HERITAGE IMPLICATIONS

13. The proposed detailed design (including site investigation works) of the Park (Phase 1) will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings/structures, sites of archaeological interest, all sites/buildings/structures on the new list of proposed grading items; and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

14. The proposed detailed design (including site investigation works) of the Park (Phase 1) per se will not require acquisition of private land.

TRAFFIC IMPLICATIONS

15. The proposed detailed design (including site investigation works) of the Park (Phase 1) will not have impact on traffic.

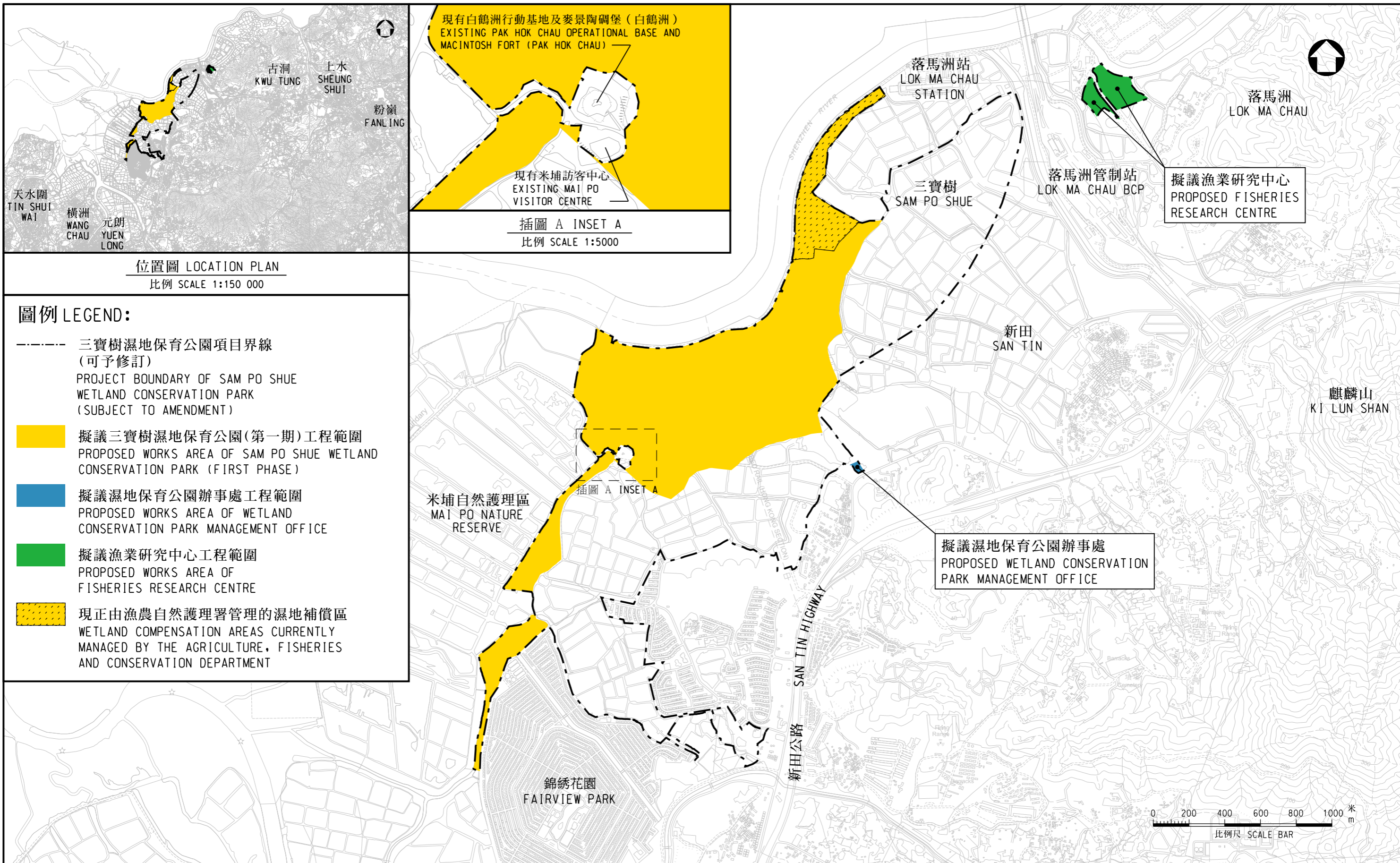
BACKGROUND INFORMATION

16. The Government commenced the Feasibility Study for the establishment of the WCPs System in the Northern Metropolis in August 2022. The Feasibility Study has been completed, and the relevant report will be released to the public shortly.

17. We commissioned consultants to conduct an investigation study for the establishment of Sam Po Shue WCP under block allocation **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme” at a total cost of \$47.47 million in MOD prices. The ongoing investigation study covers a series of technical assessments, including traffic and transport, ecology and aquaculture, sewerage, drainage, water supply, landscaping and visual, geology and land decontamination, etc. The findings from the investigation study will be considered under the proposed detailed design of the Park (Phase 1).

**Environment and Ecology Bureau
Agriculture, Fisheries and Conservation Department
Civil Engineering and Development Department**

October 2024



建立三寶樹濕地保育公園 (第一期) 平面圖
ESTABLISHMENT OF SAM PO SHUE WETLAND CONSERVATION PARK (FIRST PHASE) LAYOUT PLAN