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Section 16 Planning Application

Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services, Warehouse (excluding Dangerous Goods Godown)) at Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, N.T.

Planning Statement

Applicant

Kenwell Limited (信佳租務管理有限公司)

Prepared by

Lawson David & Sung Surveyors Limited

May 2025

Executive Summary

This planning statement is submitted to the Town Planning Board (the “Board”) in support of a planning application for Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services, Warehouse (excluding Dangerous Goods Godown)) (“the proposed development”) at Lot 764 RP (Part) in D.D.99 San Tin, Yuen Long, N.T. (“the Application Site”).

The Application Site, covering an area of about 163,181 sq.m., falls within an area zoned “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 gazetted on 20.9.2024. According to the Notes of the OZP, the applied uses of the proposed development are all Column 1 uses of the “OU(I&T)” zone, which is always permitted by the Board. However, since the Application Site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8, any filling of ponds, including that to effect a change of use to any of the Column 1 or 2 uses, requires planning permission from the Board.

Under the Chief Executive’s 2024 Policy Address, the government has pushed forward the concept of creating new quality productive forces thorough technological empowerment, in which both the I&T and low-altitude economy are the two of the highlighted industries for future development. Meanwhile, the existing operation sites of the Applicant in various lots in D.D.98, 99 and 102, San Tin, falls within recently announced the San Tin Technopole Pilot Area of large-scale land disposal area and the San Tin Technopole area, which are subject to future land government resumption and the existing operators are required to relocate.

To support the government’s initiatives, the proposed development is intended to foster the I&T development in the San Tin Technopole and become a large-scale pioneer base for low-altitude cross-boundary interface between Hong Kong and mainland China. With a proposed total GFA of about 691,498 sq.m. and a plot ratio of about 4.24, the proposed development will include seven 12-storey I&T blocks (including warehouse, industrial uses, R&D labs and offices), three 19-storey commercial and staff quarter blocks (including shops / restaurants, supermarket, commercial uses and staff quarters), one 9-storey data centre (with automatic parking system on G-1/F), one 3-storey visitors and education centre, one 2-storey cooling centre and one 2-storey sub-station. The ground floors of the I&T blocks will also allow relocation of existing logistics operations affected by land resumption of San Tin Technopole.

The ingress/egress points for the proposed development will be provided at the eastern boundary of the Application Site, connecting to the proposed road L13 under the San Tin Technopole OZP. An internal road will be provided leading to different portions of the proposed development with holding areas and adequate spaces reserved to allow smooth manoeuvring of vehicles within the Application Site. Vehicle manoeuvring with emergency vehicle access at ground floor of the building blocks have been reserved to allow seamless operation for loading/unloading of goods from container/goods vehicles to the storage area at individual building block. AI-coordinated traffic systems will be applied to ensure no traffic and long queuing times will arise within the Application Site.

The justifications of this application are:

1. The proposed development is in line with the future planning intention of San Tin Technopole and Northern Metropolis;
2. The proposed development is in line with government policy to foster I&T and low-altitude economy development;
3. The proposed development will take forward development of San Tin Technopole by private initiatives;

4. The proposed development will facilitate I&T development and create new job opportunities in Hong Kong;
5. The proposed development will promote agglomeration effect of I&T development in San Tin Technopole;
6. The Application Site is the best location choice for relocation of the existing logistics operators;
7. The proposed development is in line with the planning intention of "OU(I&T)" zone;
8. The proposed development allows optimization of valuable land resources;
9. The proposed development can generate premium income for the Government;
10. The proposed development is responding to changing planning circumstances; and
11. The proposed development will not create undesirable precedent.

In view of the justifications and planning merits as presented in this planning statement, we sincerely request the Board to give favourable consideration to this application.

行政摘要

此規劃報告書向城市規劃委員會(“城規會”)呈交，旨在支持在新界元朗新田丈量約份第 99 約地段第 764 號餘段(部分)(“申請地點”)，作擬議填塘工程以作准許的創新科技中心用途(包括准許的貨物裝卸及貨運設施、創意產業、食肆、分層住宅(只限員工宿舍)、工業用途、資訊科技及電訊業、辦公室、公用事業設施裝置、研究所、設計及發展中心、商店及服務行業及貨倉(危險品倉庫除外)用途) (“擬議發展”)的規劃申請。

申請地點的面積約 163,181 平方米，座落於在 2024 年 9 月 20 日刊憲的新田科技城分區計劃大綱核准圖(圖則編號：S/STT/2)上的「其他指定用途」註明「創新及科技」地帶。根據該大綱圖的註釋，擬議發展的用途屬「其他指定用途」註明「創新及科技」地帶內的第一欄用途。然而，由於申請地點先前座落於新田分區計劃大綱核准圖編號(圖則編號：S/YL-ST/8)的「其他指定用途」註明「綜合發展包括濕地修復區」地帶，在進行任何為改作第一欄或第二欄用途的填塘工程前，須先向城規會提出申請。

根據 2024 年行政長官施政報告，政府計劃通過科技賦能發展新質生產力，其中創新科技和低空經濟是未來經濟發展的兩大重點行業。申請人現時管理的大型物流中心位於新田丈量約份第 98、99 及 102 約多個地段，這些土地已被納入政府最新公佈的新田科技城「片區開發」試點及新田科技城範圍內，將受政府發展收地影響，而現有作業者須搬遷重置。

擬議發展旨在促進新田科技城的創新科技發展，並成為香港與內地之間低空跨境接口的首個試點。擬議發展總樓面面積約為 691,498 平方米，地積比約 4.24，將包括七幢 12 層高的創新及科技大樓(包括倉庫、工業用途、研發中心及辦公室)，三幢 19 層高的商住大樓(包括商店/餐廳、超市、商業用途及員工宿舍)，一幢 9 層高的數據中心(包括位於地下及一樓的自動泊車系統)，一幢 3 層高的遊客及教育中心，一幢 2 層高的冷卻中心及一幢 2 層高的變電站。擬議創新及科技大樓的地下樓層將會用作安置受政府新田科技城發展收地影響的物流作業者。

申請地點的出入口將設於場地東面，連接到新田科技城分區計劃大綱圖下擬議 L13 道路。申請地點同時將提供一條內部通道，通往擬議發展的不同部分，並預留車輛等候區，和足夠空間以確保車輛在申請地點內的順暢操作。擬議大樓的地下樓層亦已預留了車輛調度和緊急車輛通道，以便貨櫃車/貨車到各個建築物進行貨物裝卸及無縫運作。擬議發展同時將應用人工智能協調的交通系統，以確保申請地點內不會出現交通擁堵和長時間排隊的情況。

本規劃申請的理據為：

1. 擬議發展符合新田科技城及北部都會區未來的規劃意向；
2. 擬議發展符合政府促進創新科技和低空經濟發展的政策；
3. 擬議發展能以私營參與方式推動新田科技城的發展；
4. 擬議發展促進香港創新科技發展及創造新的就業機會；
5. 擬議發展會為新田科技城的創新科技發展創造聚集效應；
6. 申請地點是申請人安置現有物流業作業者的最佳地點；
7. 擬議發展符合「其他指定用途」註明「創新及科技」地帶的規劃意向；
8. 擬議發展可有效利用寶貴的土地資源；
9. 擬議發展能為政府帶來地價收入；
10. 擬議發展能回應現時規劃情況的轉變；及
11. 擬議發展不會被定為不良的先例。

以本規劃報告書闡述的理據及規劃增益，敬希城規會從優考慮這宗規劃申請。

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1. Introduction

A. Purpose

- 1.1 Pursuant to Section 16 of the Town Planning Ordinance, this Planning Statement Report is submitted to the Town Planning Board (“the Board”) in support of a planning application for Proposed Filling of Ponds for Permitted Innovation and Technology Hub (including Permitted Cargo Handling and Forwarding Facilities, Creative Industries, Eating Place, Flat (Staff Quarters only), Industrial Use, Information Technology and Telecommunications Industries, Office, Public Utility Installation, Research, Design and Development Centre, Shop and Services, Warehouse (excluding Dangerous Goods Godown) (the “proposed development”) at Lot 764 RP (Part) in D.D. 99, San Tin, Yuen Long, N.T. (hereafter referred to as “the Application Site”). **Figure 1** shows the location of the Application Site and the Lot Index Plan indicating the concerned lots is shown per **Figure 2**.
- 1.2 The Application Site, covering an area of about 163,181 sq.m., falls within an area zoned “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 gazetted on 20.9.2024. According to the Notes of the OZP, the uses included in the proposed I&T hub are all Column 1 uses of the “OU(I&T)” zone, which are always permitted by the Board. However, since the Application Site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8, any filling of pond, including that to effect a change of use to any of the Column 1 or 2 uses, requires planning permission from the Board.
- 1.3 The Application Site is located within the project boundary of the future San Tin Technopole, in which the planning theme of the locality is to foster I&T development in Hong Kong. In view of future development of the San Tin Technopole and planning intention of the subject “OU(I&T)” zone, the Applicant intends to develop the Application Site into a I&T hub with the core focus on developing information, innovation and Artificial Intelligence (AI) technologies of the recently announced low-altitude economy in the Chief Executive’s 2024 Policy Address. Since the Application Site is mainly occupied by ponds and partly filled, the Applicant applies for filling of ponds to facilitate the development of the proposed I&T hub.

B. Policy Background

Northern Metropolis (NM)

- 1.4 NM, which was announced in 2021 covering the Tin Shui Wai, Lau Fau Shan, Yuen Long District, San Tin, Ngau Tam Mei, Fanling/Sheung Shui and North District, is envisioned to be a new engine to inject new economic impetus for the future development of Hong Kong, with the emphasis on provision of new land for development of I&T industry. With the continuous growing I&T sector in Hong Kong, the NM will be a driving force for Hong Kong to become an international I&T centre under the new industrial pattern of “South-North dual engine (finance-I&T)” (南金融、北創科).
- 1.5 One of the key components of the NM is the San Tin Technopole, which includes the Hong Kong-Shenzhen Innovation and Technology Park (HSITP) in the Lok Ma Chau Loop and San Tin Town Centre. In the 2023 NM Action Agenda, this area is further identified and included in the “Innovation and Technology Zone”, which serves as the core of industry development of the entire NM. It is designed to create synergy with Shenzhen’s I&T zone, fostering a collaborative environment for technological advancements. The development of San Tin Technopole will provide over 600

hectares of land dedicated to I&T, capable of accommodating about 7 million square meters of gross floor area.

- 1.6 At the completion of the San Tin Technopole, it is envisioned that the San Tin Technopole will be able to deepen the I&T collaboration of Hong Kong with Greater Bay Area (GBA) in Mainland China and worldwide, and thereby eventually cultivate a world class I&T hub in Hong Kong.

Action Plan on Modern Logistics Development (2023)

- 1.7 Prepared by the Transport and Logistics Bureau in November 2023, the Action Plan on Modern Logistics Development has provided an overview of the modern logistics development in Hong Kong, in which the demand for logistics services has become more diversified and advanced with the rapid development from globalization of the industry. It is highlighted that a higher degree of specialization and provision of comprehensive services such as supply chain management and customized high value-added services are required to retain Hong Kong's competitive edges in the global logistics sector.
- 1.8 To enhance and promote Hong Kong's advantages as an international logistics hub, eight strategies have been formulated towards the directions of smart development, modernization, green and sustainability, internationalization, and facilitation of the logistics industry to meet the short, medium and long-term development needs of the logistics industry in Hong Kong. Some of the major recommendations highlighted in the Action Plan are to increase the supply of logistics land to support the growing demand for logistics facilities, as well as to promote digitalization and smart logistics development in the industry.

Chief Executive's 2024 Policy Address

- 1.9 To further reinforce the I&T development of the NM, the Policy Address announced on 16.10.2024 sees the introduction of low-altitude economy, which refers to economic activities in airspace below 1,000 metres focusing on rescues, surveys and delivery of goods and passengers. The future direction for the low-altitude economy emphasizes a robust commitment to research and development (R&D) as a cornerstone for fostering innovation and ensuring sustainable growth in this emerging sector as a new quality productive force of Hong Kong. Recognizing the significant potential of low-altitude airspace for various applications, the government aims to create a conducive environment for technological advancements that will drive economic benefits and improve operational efficiency.
- 1.10 The government will be formulating a management system of low-altitude economy and development strategies and inter-departmental action plans with measures on:-
 - a) Technological Innovation
- 1.11 The government plans to prioritize investment in cutting-edge technologies related to drones and low-altitude vehicles. This includes advancing automation, artificial intelligence, and machine learning applications to enhance operational capabilities for application in multiple sectors, in particular logistics, trading, and telecommunication. By supporting R&D initiatives, the policy seeks to improve flight safety, navigation systems, and data analytics, which are crucial for the effective management of low-altitude airspace.

b) Collaboration with Academia and Industry

- 1.12 A significant aspect of the R&D strategy involves fostering partnerships between government bodies, academic institutions, and private enterprises, especially with the Mainland China authorities. The policy encourages collaborative research projects that combine theoretical insights with practical applications. This synergy is expected to yield innovative solutions tailored to local needs, thereby enhancing the competitiveness of the low-altitude economy. Such partnerships may also facilitate knowledge transfer and skill development, ensuring a well-prepared workforce for the future.

c) Regulatory Framework and Standardization

- 1.13 To ensure the safe integration of new technologies, the policy will emphasize the development of a regulatory framework that supports innovation while maintaining safety standards. The government will explore with the Mainland China authorities on joint establishment of low-altitude cross-boundary air routes, immigration and customs clearance arrangements and supporting infrastructure.
- 1.14 On 20 March 2025, the Government has also announced the list of the first batch of low-altitude economy Regulatory Sandbox pilot projects, which allow the Government and relevant sectors to simulate diversified scenarios, multiple air routes and overarching low-altitude airspace management matters while collecting relevant data to guide the work on revising and reviewing relevant regulations, infrastructure and applications.
- 1.15 It is also highlighted that low-altitude economy would become one of the crucial new quality productive forces in strengthening city management and business efficiency as an important growth engine of the local economy to create a new era of a “smart sky.”

Large-scale Land Disposal Approach (片區開發)

- 1.16 The Chief Executive has also announced in the 2024 Policy Address on the adaptation of large-scale land disposal approach to expedite the development of NM, in which 3 pilot areas in Hung Shui Kiu New Development Area (NDA), Fanling North NDA and San Tin Technopole have been identified and announced in November 2024.
- 1.17 The 3 selected land parcels which would be selected for open tender and granted to success bidders for collective development for residential, industrial and public facilities in the NDAs. The developers would be required to carry out site formation and engineering infrastructure works for all the sites in the land parcel and pass the other sites back to Government for management after completion of public facilities such as roads and open spaces. Before awarding the tender for the pilot areas, the Government will resume the private lands in the three pilot areas and provide compensation and relocation arrangements.
- 1.18 According to tender invitation document issued by Development Bureau on 31.12.2024, the San Tin Technopole pilot area will cover a site area of about 18.6 ha with various proposed uses, including residential uses (Sites S1 - 3), I&T uses (Sites S4 - 6), government or institutional uses (Sites S7 - 9) and open space (Site S10).

C. Relocation Need of the Applicant

- 1.19 The Applicant is the sole management company appointed by the land owner of the Application Site for the development of the proposed I&T hub. The Applicant has been an operation management group of 5 major logistics sites (see **Appendix 1**) in the San Tin area for over 25 years, in which they have been managing between different lot owners (private owners and Tso/Tong representatives) and tenants (private enterprises) over the years.
- 1.20 All 5 logistics sites are subject to future land resumption by the government for the development of San Tin Technopole (Phase 1). In particular, the large-scale logistics hub (Site 5) managed by the Applicant and located at various lots in D.D. 99 and 102, partially falls within the San Tin Technopole pilot area of the above large-scale land disposal approach of the government (see **Appendix 1**), and would be subject to land resumption by the government.
- 1.21 This logistics hub has an influential status in the local logistics industry, in which the Applicant has collaborated with local leading logistics companies like Monkey Logistics Company Limited, Kerry Logistics, Crystal Logistics Group Limited, as well as international logistics giants such as Maersk and DB Schenker to build up this logistics hub with a site area of over 167,877 sq.m. They play an important role in the local logistics industry as they are responsible for the supply of assorted goods in the market, including but not limited to, food, fresh produces, sport shoes, clothes and textiles, fashion items, specialty goods and exhibition displays etc.
- 1.22 Under the current land resumption practice, the existing operators would have to vacate and relocate to other areas or close down their businesses. Although the government has offered other assistance for operators and tenants to relocate their businesses, it is extremely difficult for the existing tenants of the Applicant to search for suitable sites in the market with similar size and accessibility that can fit the tenants' existing operations.
- 1.23 While the government has provided and introduced assorted measures and policies to assist the operators' relocation (e.g. development of purpose-built multi-storey industrial buildings in NDAs and designating sites in Hung Shui Kiu/Ha Tsuen NDA and Yuen Long South Development Area for industrial and logistics use), the limited available logistics land supply in the market has caused stiff competition among all affected operators and the Applicant faces tremendous difficulties to search for suitable land that can fit in the entire operations of their existing operators.
- 1.24 Upon the land resumption of the existing sites, it is very likely that the Applicant's existing operators and international tenants would relocate to other nearby countries to continue their operations without any suitable relocation sites in Hong Kong. It could lead to a significant loss in existing jobs and exodus of businesses of the local logistics industry, and subsequently the drop in the competitiveness of Hong Kong in the global logistics market.
- 1.25 In consideration of the future development and planning intention of the San Tin Technopole area, the Applicant, being the authorized representative of the subject lot (i.e. Lot 764 RP in D.D.99), has reached an agreement with the owner to develop the Application Site for the proposed I&T hub. The Applicant intends to advocate for the I&T development of Hong Kong, as well as upgrade the existing logistics operation procedure with input from advance modern logistics technologies, especially with emphasis on low-altitude economy technology. Such would plant a "seed of profit-running business" to sustain and feed the implementation of related technological development on site as proposed by the Government.

- 1.26 On the other hand, based on the current schedule of the Government, the Phase 1 Development of San Tin Technopole will only start its population intake from 2031. Upon land resumption of the subject locality, the government will begin with the infrastructure works while undergoing other planning and land administration procedures with the land tending out to interested developers in mid-2030s for further development. Instead of the long administrative procedures of tendering out the site for future development, the Applicant would like to assist the Government in transforming the existing logistics operation into the Application Site while simultaneously implementing the proposed I&T hub (i.e. the proposed development).
- 1.27 To support the proposed development, the Applicant has already gathered supports from various professionals from the fields of logistics and IT industries, as well as investors to finance the entire development. To help facilitate the development of the future San Tin Technopole, the Applicant is also willing to coordinate with the government on the site formation, provision of government, institution and community (GIC) / public facilities and infrastructure of the Application Site.
- 1.28 In consideration of the aforementioned future planning intention of the Application Site, government policy direction and the relocation needs of the Applicant, the Applicant seeks the Board's permission for the proposed filling of ponds for proposed I&T hub. The proposed development will allow better utilization of scarce land resources and facilitate the long-term development of technology and modern logistics industries in Hong Kong to produce new quality productive force to foster Hong Kong's economy.

D. Organization of the Planning Statement

Following this introductory chapter, this planning statement contains five further chapters:

- Chapter 2 presents the background details of the Application Site in terms of current land-use characteristics and neighbouring developments;
- Chapter 3 discusses the planning context of the Application Site;
- Chapter 4 outlines the development proposal;
- Chapter 5 gives account to the justifications of the proposed development;
- Chapter 6 is the conclusion of the planning statement.

2. Site Context

The Application Site and Its Existing Condition

- 2.1 The Application Site, with an area of about 163,181 sq.m., is located at San Tin, Yuen Long, N.T. and the north of San Tin Highway. The Application Site falls within the project area of the future San Tin Technopole. Majority of the Application Site is currently used as fish ponds with scattered residential dwellings. The southwestern portion of the Application Site has been filled and using as storage / open storage yards, vehicles repair workshops, container vehicle park and logistics centre for over 20 years (see **Photo Plate 1**).

Surrounding Land Use

- 2.2 The surrounding area of the Application Site is predominantly intermixed with storage / open storage yards, vehicle repair workshops, container vehicle park, logistics centre, scattered residential dwellings, village settlements, some unused land / vacant land and ponds. To the south and southwest of the Application Site sees clusters of storage yards, vehicle repair workshops and logistics centres along Castle Peak Road – San Tin. Meanwhile, the village settlements of Wing Ping Tsuen, San Lung Tsuen, Tsing Lung Tsuen, On Lung Tsuen and Yan Shau Wai are situated

to the east and southeast of the Application Site. The proposed Sam Po Shue Wetland Conservation Park under the Northern Metropolis is situated at the northwest whilst the HSITP in the Lok Mak Chau Loop is located at the further northeast.

Accessibility

- 2.3 The subject lot (i.e. Lot 764 RP in D.D.99) currently has direct access to San Tin Tsuen Road and local tracks which connect to Castle Peak Road – San Tin. Meanwhile, the eastern portion of the subject lot adjacent to the existing San Tin Tsuen Road is subject to the future road widening and zoned “Road” under the Approved San Tin Technopole OZP No. S/STT/2 (see **Figure 1**). Upon the completion of the proposed “Road L13”, the Application Site will enjoy good accessibility to strategic road network with direct access to Road L13, which would further be connected to San Tin Highway, as well as the nearby Lok Ma Chau Boundary Control Point (BCP) to Mainland China and other parts of the New Territories. A plan showing the existing and proposed vehicular access to the Application Site is provided at **Figure 3**.

Land Status

- 2.4 According to the records of Land Registry, the subject lot is held under Block Government Lease and demised for agricultural use with a lease term for 75 years, commenced from 1.7.1898, and are renewable for a further term of 24 years. The ownership particulars of the subject lot is as below:-

Lot No.	Lot No. 764 RP in D.D.99
Registered Owners	Man Shui Tong Wui (文水堂會) – Man Ping-Nam (Manager) and Man Tai-Sang (Manager)

- 2.5 The Applicant is the authorized representative of the registered owners. The lot owners had submitted a land exchange application to the Lands Department on 4.7.2024.

3. Planning Context

Outline Zoning Plan

- 3.1 The Application Site falls within an area zoned “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 gazetted on 20.9.2024 (see **Figure 1**). The planning intention of “OU(I&T)” zone is “primarily to provide development space for accommodating a variety of innovation and technology uses, including research and development, production activities, data centre, staff accommodation/talent apartment, supporting commercial/retail facilities and other complementary infrastructure.”
- 3.2 Before the exhibition of the first San Tin Technopole OZP, the Application Site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8. The proposed development, which includes “Cargo Handling and Forwarding Facilities”, “Creative Industries”, “Eating Place”, “Flat (Staff Quarters only)”, “Industrial Use”, “Information Technology and Telecommunication Industries”, “Office”, “Public Utility Installation”, “Research, Design and Development Centre”, “Shop and Services” and “Warehouse (excluding Dangerous Goods Godown)” are all Column 1 uses under the Schedule of Uses for the subject “OU(I&T)” zone, which is always permitted by the

Board. However, any filling of pond, including that to effect a change of use to any of the Column 1 or 2 uses, requires planning permission from the Board.

Previous Application

- 3.3 The Application Site, or part of it, is subject to a previous planning application as below:

Application No.	Applied Use	Location	TPB's Decision (Date)
A/YL-ST/91	Container Vehicle Parking and Container Storage	Lots 733 RP and 764 RP in D.D.99	Dismissed on Appeal (14.6.2002)

Similar Application

- 3.4 There is no similar application for filling of ponds within the same "OU(I&T)" zone of the San Tin Technopole OZP.

4. Development Proposal

Development Objectives

- 4.1 As highlighted in Action Plan on Modern Logistics Development, the demand for advanced logistics services in Hong Kong is on the rising trend whilst there is currently insufficient R&D space for such technologies in Hong Kong. More resources on the research of modern logistics and innovation technologies development and supply of logistics land are required to retain Hong Kong's advantages as an international logistics hub.
- 4.2 Meanwhile, the existing logistics hub managed by the Applicant falls within the San Tin Technopole pilot area of the large-scale land disposal approach and would have to relocate for continuation of their operations.
- 4.3 To promote the I&T development in Hong Kong and assist the government in relocating the existing operations for the said pilot area, the Applicant seeks planning permission for proposed filling of ponds proposed I&T hub. The concept and vision of the proposed I&T hub will focus on the development of "Eco-Govern-Greenopolis" (E.G.G.), which conveys a strong message of environmental responsibility, sustainable governance and a commitment to creating a green and eco-friendly community. The terminology of E.G.G. also suggests the proposed I&T hub will place environment concerns and sustainable living central to the urban development.

Development Scheme

- 4.4 The Application Site, with a site area of 163,181 sq.m., is proposed to be developed as a I&T hub catering for I&T development and low-altitude economy. The Applicant aims to establish a large-scale I&T base for the emerging low-altitude economy interface in Hong Kong with a point-to-point low-altitude logistics linkage with Futian Free Trade Zone in Shenzhen. Together with the future I&T uses at the San Tin Technopole and HSITP at the Lok Ma Chau Loop, it is aimed to create synergy effect to develop a World Class I&T hub for the San Tin Technopole.
- 4.5 The application area for the proposed development has mainly referred to the development parameter of the San Tin Technopole pilot area of the Large-scale Land Disposal approach

announced on 31.12.2024, with the aim to complement the pilot area of San Tin Technopole and foster the I&T development of Hong Kong.

- 4.6 Similar to the San Tin Technopole pilot area of Large-scale Land Disposal Approach, the proposed development will also include various proposed uses (see the Development Proposal (including Master Layout Plans, Development Schedule and Design Concepts) prepared by Llewelyn-Davies Hong Kong Limited at **Appendix 2**) as follows:-

- a) Seven 12-storey I&T blocks (including warehouses, industrial uses, R&D labs and offices)
- b) Three 19-storey commercial and staff quarters blocks (including shops / restaurants, supermarket, commercial uses and staff quarters)
- c) 1 9-storey automatic parking system / data centre
- d) One 3-storey visitor & education centre
- e) One 2-storey cooling centre
- f) One 2-storey sub-station

- 4.7 The major development parameters of the proposed development are summarized as follows:-

Site Area	:	163,181 sq.m. (about)
Proposed Development	:	I&T Hub
Total GFA	:	691,498 sq.m. (about)
Plot Ratio	:	4.24 (about)
Site Coverage	:	41% (about)
Building Heights	:	2-19 storeys (Not more than 75mPD)
No. of Blocks	:	14

The proposed building height (i.e. not exceeding 75mPD) complies with the restriction on the STT OZP, so as to ensure a smooth and harmonious transition between the San Tin Technopole and the Sam Po Shue Wetland Conservation Park.

- (a) I&T Blocks (W1-W7, I1-I7, L1-L7 and O1-O7)

With a total GFA of about 583,396 sq.m., 7 I&T blocks will be proposed within the Application Site to allow continuous interconnected operations of different stages of the I&T value chain, from upstream (R&D), midstream (prototype development) to downstream (manufacturing processes). All buildings will be 12-storeys with different uses dedicated at different levels as follows:-

I&T Blocks		
Floor	Proposed Uses	GFA (sq.m.) (about)
G/F (W1-W7)	: Smart Warehouse for Storage of Goods / Stocks, Testing Areas for modern logistics / low-altitude economy operations	56,198
1/F-2/F (I1-I7)	: Industrial Floors (Operation and Testing Areas for modern logistics / Low-altitude economy operations)	107,890
3/F-6/F (L1-L7)	: R&D Labs	200,068
7/F-11/F (O1-O7)	: R&D Offices	219,240
Total:		583,396

These cluster of advanced warehouse & industrial blocks will be the main operations area of the

proposed development to foster I&T development and low-altitude economy, which are intended to create a new landmark for San Tin Technopole and to create synergy effect with the surrounding I&T uses, especially with HSITP and San Tin Technopole pilot area. G/F of these blocks also allows relocation of the existing logistics operations affected by land resumption of San Tin Technopole.

(b) Commercial (C1-C3) and Staff Quarter (S1-S3) Blocks

Three 19-storey commercial and staff quarters blocks, with a total GFA of about 72,954 sq.m., will be placed at northeastern portion of the proposed development. The G/F and 1/F of the blocks will be reserved for various commercial uses such as shops, supermarkets and restaurants etc., with a GFA of about 13,410 sq.m.. Meanwhile, staff quarters will be provided at the upper floors (2/F-18/F) with a GFA of about 59,544 sq.m. as below:-

Commercial and Staff Quarter Blocks		
Floor	Proposed Uses	GFA (sq.m.) (about)
G/F-1/F (C1-C3)	Commercial Uses (including shops, supermarkets and restaurants etc.)	13,410
2/F-18/F (S1-S3)	Staff Quarters	59,544
Total:		72,954

(c) Automatic Parking System (A1) / Data Centre (D1)

A 9-storey automatic parking system / data centre, with a total GFA of about 27,693 sq.m., will be placed next to proposed ingress/egress point at the eastern boundary. Ground floor and first floor of the proposed data centre will be used as an automatic parking system for incoming private vehicles for staff and visitors to divert the traffic from the main entrance. The upper floors (2/F-8/F) of the data centre will be designated for data halls and labs to complement the proposed I&T hub. The development particulars are as follows:-

Automatic Parking System / Data Centre		
Floor	Proposed Uses	GFA (sq.m.) (about)
G/F-1/F (A1)	Automatic Parking System	16,290
2/F-8/F (D1)	Data Centre (including data halls and labs)	11,403
Total:		27,693

(d) Visitor and Education Centre (E1) & GIC Facilities (G1-G2)

GIC facilities and public utility installations such as cooling centre (about 3,904 sq.m.) and sub-station (about 1,430 sq.m.) have been reserved at the proposed development to assist the government in developing the San Tin Technopole. In the meantime, a 3-storey visitor and education centre of about 2,121 sq.m. will be placed at southern boundary to allow visitors to enjoy the natural landscape of the future Sam Po Shue Wetland Conservation Area.

(e) Landscape & Leisure Zone

With respect to the adjacent Sam Po Shue Wetland Conversation Park, the Application Site will be bounded by landscape plantings along the site boundary, which would act as the natural hedges bounding the edge of the proposed development and thus soften the building footprint of the proposed development. This zone is to promote the concept of 'work-live-learn-play' and support the conservation of the existing natural landscape. It is aimed to create an ecological view corridor

with the existing natural landscapes in the area, as well as further advocate ecological linkages to enhance biodiversity of the locality. The Applicant will undergo and implement appropriate mitigation measures to ensure the proposed development will not cause any adverse environmental and ecological impacts to the surrounding natural habitats.

Proposed Pond / Land Filling

- 4.8 The proposed development will involve filling of pond and land of about 163,181 sq.m. According to the land survey conducted by C K Lau Surveyors Limited, the existing levels of ponds are ranging from +0.1mPD to +3.19mPD while the existing level of lands are ranging from +0.82mPD to +5.36mPD. It is proposed to undergo filling of ponds (about 117,445 sq.m.) and land (about 45,736 sq.m.) to a level of not more than +6mPD. A plan showing the proposed pond / land filling area of the Application Site is shown in **Figure 4**.

Financial and Operational Arrangement

- 4.9 The Applicant has obtained supports from investors and professionals in the I&T and logistics fields to co-develop the proposed development. Financially, the entire development phase of the proposed development, from various applications to Government departments, ponds filling to the later construction stages, will be funded by a local prestige developer. The developer has rich experiences in developing / management of residential, commercial, industrial and warehouse developments in both Mainland China and Hong Kong. They will take the lead to invite other potential investors to participate in this landmark development project.
- 4.10 From the operational perspective, upon the completion of the proposed development, the Applicant, on behalf of the land owner, will continue their managerial role in operation of the Application Site. The Applicant also intends to collaborate with different stakeholders, including but not limited to Hong Kong and Mainland China governments, I&T professionals, Mainland China technology giants, logistics operators, as well as different emerging startups and enterprises of assorted fields in the GBA etc.

Vehicular Access and Traffic Arrangement

- 4.11 In view of the future road widening of Proposed Road L13 under the Approved San Tin Technopole OZP No. S/STT/2 (see **Figure 1**), the Applicant will provide the ingress / egress point at the eastern boundary, connecting to the proposed Road L13. Separate entrances have been designated for container / goods vehicles for ground floors operation use and private vehicles respectively to divert the vehicle flow, in which private vehicles could only enter the automatic parking area at Block A1.
- 4.12 The automatic parking system at the G/F and 1/F of Block A1 would adopt AI systems to sort and divert parking spaces for incoming vehicles. Parking spaces for private vehicles, bicycles, motorcycles and different goods vehicles will also be provided throughout the entire proposed development.
- 4.13 To encourage the use of public transport, a transport lay-by is also reserved for Green Minibus (GMB) service pick-up / drop-off between the proposed development and nearby future transport interchange station e.g. San Tin MTR station. Upon completion of the proposed development, the transport lay-by could also be converted into a bus terminus for further connections with other public transport.

- 4.14 The internal access for goods vehicles and private vehicles will be different. No private car will be allowed at the warehouse G/F level to reduce queuing time to allow smooth traffic; whilst an internal road catered for only container / goods vehicles will be provided leading to different sections of the proposed I&T hub with holding areas and adequate spaces reserved to allow smooth manoeuvring of vehicles within the Application Site. Vehicle manoeuvring with emergency vehicular access (EVA) have been reserved at ground floor to allow seamless operation for loading/unloading of goods from container/goods vehicles to the goods storage at the individual building block.
- 4.15 Sufficient loading/unloading spaces for goods vehicles will be provided throughout the entire development for transportation of goods/stocks, as well as to facilitate the operations of G/F logistics operations. Additionally, the loading/unloading bays on ground floors will be incorporated with AI systems, which would provide real-time traffic data analysis and stock distribution to direct and divert the traffic flow instantly with smart street and road signs. It is aimed to allow seamless operation to avoid any long queuing times at peak hours. There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is reserved within each building blocks and the Application Site such that no waiting or queuing of goods vehicles along San Tin Tsuen Road or the proposed future road will arise under any circumstances.
- 4.16 The numbers of proposed parking and loading/unloading spaces for different vehicles throughout the entire proposed development comply with the requirements of Hong Kong Planning Standards and Guidelines (HKPSG) and are shown as below (detailed breakdowns see **Appendix 2**):-

Block No.	Proposed No. of Parking Spaces					Proposed No. of Loading/Unloading Spaces				
	PCPS	MPS	LGVPS	HGVPS	BPS	TS	CS	LGVS	HGVS	C
Warehouse (W1-W7)	57	-	40	22	-	-	-	40	22	7
Industrial (I1-I7)	108	-	77	42	-	-	-	77	42	
R&D Lab (L1-L7)	334	-	75	41	-	-	-	75	41	7
R&D Office (O1-O7)	366	-	82	45	-	8	-	82	45	
Commercial (C1-C3)	90	-	-	-	-	2	2	20	-	-
Staff Quarter (S1-S3)	131	10	-	-	50	2	2	5	-	-
Data Centre (D1)	15	-	4	3	-	-	-	8	5	-
Visitor & Education Centre (E1)	15	-	-	-	-	3	3	4	-	-
Cooling Centre (G1)	2	-	-	-	-	-	-	2	-	-
Sub-station (G2)	2	-	-	-	-	-	-	2	-	-
Sub-total:	1,120	10	278	153	50	15	7	315	155	14
Total:	1,611					506				

Remarks:

Parking Spaces		Loading/Unloading Spaces	
PCPS	Private Car Parking Spaces	TS	Taxi Spaces
MPS	Motorcycle Parking Spaces	CS	Coach Spaces
LGVPS	Light Goods Vehicle Parking Spaces	LGVS	Light Goods Vehicle Spaces
HGVPS	Heavy Goods Vehicle Parking Spaces	HGVS	Heavy Goods Vehicle Spaces
BPS	Bicycle Parking Spaces	C	Container Vehicle Spaces

- 4.17 To promote a more smart and sustainable transport mode, comprehensive pedestrian and cycling networks are provided within the proposed development to advocate a more green and healthy well-being. In addition, green transport modes such as electrical Auto-Passenger Movers will also

be provided for visitor and staff to travel within the proposed I&T hub to reinforce the concept.

- 4.18 Upon further announcement on relevant policy and regulation of low-altitude cross-boundary transport arrangement by the government, the Applicant will also incorporate landing zones for low-altitude transportation within the proposed development.

Environmental Impact Assessment

- 4.19 The application for Approval of Environmental Impact Assessment (EIA) Report submitted by the Civil Engineering and Development Department (CEDD) for San Tin / Lok Ma Chau Development Node (Application No. EIA-302/2023) has been approved with conditions by Environmental Protection Department (EPD) on 17.5.2024.
- 4.20 The approval of the EIA report by the EPD is subject to certain conditions, including the requirement for the CEDD to submit to Director of Environmental Protection (DEP) a Habitat Creation and Management Plan and a Detailed Design Plan for Establishment of Wildlife Corridors as recommended in the submitted EIA report, as well as to formulate a Bird-friendly Design Guideline. Moreover, the CEDD will set up a working group with the Agriculture, Fisheries, and Conservation Department (AFCD) to coordinate the progress of pond filling and the implementation of the wetland conservation park, and will regularly report the progress to the Advisory Council on the Environment.
- 4.21 As the project area of the approved EIA report covers the Application Site, the Applicant will follow the recommendation and requirements as listed in the approval conditions of the EIA report and coordinate with relevant Government departments to conduct pond filling. Upon approval of this application, the Applicant would implement the mitigation and conservation measures to safeguard and upgrade the existing ecosystem along with the submission of technical assessments.

5. Planning Justifications

In Line with the Future Planning Intention of San Tin Technopole and Northern Metropolis

- 5.1 As identified in the NM Action Agenda, San Tin Technopole, covering the Application Site, will serve as the core of I&T industry development of the entire NM, which is envisaged to create synergy effect with the I&T zone in Shenzhen. As the development objectives of the proposed development are to incubate Hong Kong's I&T development and create an interface for low-altitude economic activities between Hong Kong and Shenzhen, the proposed development will emerge as the prominent location in San Tin Technopole for R&D of modern logistics technology and low-altitude economy. As such, the proposed development is considered to be in line with the future planning intention of San Tin Technopole to cultivate a world class I&T hub in Hong Kong, and deepen the economic and I&T interactions between Hong Kong and GBA.

In Line with Government Policy to foster I&T and Low-Altitude Economy Development

- 5.2 As highlighted in the 2024 Policy Address, both I&T industries and low-altitude economies are identified as the major uprising quality productive forces for Hong Kong future economic development. As the proposed I&T hub would focus on supporting the development of both I&T and low-altitude economy technologies, with the aim of becoming the first pilot location of low-altitude cross-boundary interface in Hong Kong, the proposed development is considered in line

with the government policy direction to accelerate the development of both sectors.

To Take Forward Development of San Tin Technopole by Private Initiatives

- 5.3 One of the main objectives of the proposed development is to accommodate the existing operators at the Applicant's logistics hub, which are partly within the San Tin Technopole pilot area for large-scale land disposal approach of the government.
- 5.4 As the major concern for the existing operators in facing the government land resumption is to find a suitable relocation site, the Applicant will arrange all the existing affected operators to relocate to the Application Site upon approval of this application and completion of the proposed development, which would expedite the site clearance of the existing operation sites for the site formation and other infrastructure construction of San Tin Technopole. It could save the government time and resources from undergoing the traditional land resumption procedures on administrative works, site clearance exercises, relocation of existing occupiers and most importantly, compensation payments on the resumption of private lots, which aligns with the Government's intention to facilitate development in NDAs. The proposed development could therefore expedite and take forward the entire development progress of San Tin Technopole.

Facilitate I&T Development and Create New Job Opportunities in Hong Kong

- 5.5 The trading and logistics industry, accounting for 18.8% of Hong Kong's GDP in 2023, serves as the second largest of the four main economic pillars in Hong Kong, in which the logistics industry itself also contributed 3.6% of Hong Kong's GDP and 171,500 jobs. To sustain Hong Kong's economic growth, it is crucial to upgrade and transform traditional industries while actively nurturing emerging ones as emphasized in the 2024 Policy Address.
- 5.6 While the proposed I&T hub serves to create R&D spaces for the emerging I&T sector, especially with the modern logistics technologies and low-altitude economy, it also intends to gather and upgrade the existing logistics operations of the Applicant, as well as other affected businesses. As a result, different job positions of the existing logistics operations could be retained while new job opportunities could be created with the emerging I&T sectors at the proposed development. The proposed development could therefore enable the upgrading of the existing logistics industry whilst providing spaces to nurture I&T development of Hong Kong.

Promote Agglomeration Effect of I&T Development in San Tin Technopole

- 5.7 While the Government has dedicated a pilot area for large-scale land disposal approach in San Tin Technopole to foster I&T development in the locality, the proposed development, which is initiated purely by the private sector, could create an agglomeration effect of I&T industries by concurrent development from both the Government and private sector. Since the Applicant has already obtained supports from various investors and I&T professionals worldwide, especially within the GBA of Mainland China, the proposed development could attract even more operators and professionals in the field to start up their business / operations in the San Tin Technopole. As such, the proposed development could accelerate the overall development of San Tin Technopole, as well as the entire NM development strategy. Ultimately, the San Tin Technopole could further deepen the I&T collaboration with GBA in Mainland China and emerge as a world class I&T hub.

Best Location Choice of the Proposed Development

- 5.8 As the development of assorted NDAs of the NM is underway, existing storage / port back-up / logistics uses operators within the land resumption limits are required to relocate to allow development of the NDAs. Without any readily available alternative sites for operators in Hong Kong, the existing operators might consider relocating to other nearby countries and shut down their operational bases in Hong Kong, which would have a significant impact on the entire supply chain of the relevant industries, as well as the local logistics industry. The financial loss from the breakdown of the supply chain of all the affected industries and loss of business and job opportunities of the logistics industry would be substantial to the recovering economy in Hong Kong.
- 5.9 In view of the location and future planning intention of the Application Site, the Application Site is considered the best available option. Firstly, it is located at the heart of the future San Tin Technopole and close to the Lok Ma Chau Boundary Control Point (BCP), which could be considered the best location to develop low-altitude technology, including incorporation of modern logistics and AI technologies into the existing logistics system, as well as to provide a production base for the pilot test of these new technologies, which could create synergy effect with the surrounding future I&T developments and the HSITP.
- 5.10 Secondly, the Application Site is easily accessible via the future proposed Road L13, which would be able to fit with the operational requirements of the existing tenants. Next, the Application Site is located very close to the existing logistics hub of the Applicant, which would allow easy relocation to the Application Site. The existing operations sites could then be vacated earlier for government's site formation works for San Tin Technopole. Last but not least, with the limited supply of logistics land in the market, the size of the Application Site could meet the immediate need of the Applicant to accommodate business operation of the tenants and the tenants could continue their operation without compromising for shrinking their operations or relocating to other countries.

In Line with the Planning Intention of "OU(I&T)" Zone

- 5.11 The Application Site falls within the "OU(I&T)" zone under Approved San Tin Technopole OZP No. S/STT/2. The uses of the proposed I&T hub are all Column 1 uses under the subject "OU(I&T)" zone, which is intended for accommodating I&T development. As the proposed development is catered for future I&T and low-altitude economy development of Hong Kong, it is coherent with the planning intention of the subject "OU(I&T)" zone.

Optimization of Valuable Land Resources

- 5.12 While the future development of the San Tin Technopole is still undergoing, the proposed development could be considered as a viable development option for the Application Site. The proposed development could take full advantage of the geographical location i.e. near the border of the Lok Ma Chau Control Point, and facilitate prompt stock flows between Mainland China and Hong Kong, especially with the low-altitude flight delivery given the close proximity to the border.
- 5.13 It should also be noted that the surrounding adjacent areas are also mostly zoned "OU(I&T)" under the San Tin Technopole OZP, which could agglomerate with similar nearby I&T developments and HSITP to create a prominent landmark in the San Tin Technopole. The proposed development could therefore be considered compatible with its future surrounding development. Therefore, it would be able to benefit both the I&T and low-altitude logistics sectors from the synergy effects with the nearby I&T clusters in the vicinity, which could optimize the land utilization of the Application Site.

Generate Premium Income for the Government

- 5.14 A land exchange application will be submitted to the Lands Department upon approval of this planning application. The Government could earn premium income from executing the land exchange of the proposed development, and save the substantial compensation payment from undergoing the land resumption procedures of the entire Application Site.
- 5.15 Additionally, the Applicant and the collaborating developer will also be responsible for construction of infrastructure (e.g. pond / land filling, site formation, road, power lines and drainage system etc.) of the Application Site. The Government could therefore save construction costs for infrastructure provision of the Application Site.

Responding to Changing Planning Circumstances

- 5.16 While the Application Site previously fell within the “Other Specified Uses” annotated “Comprehensive Development and Wetland Enhancement Area” zone on the Approved San Tin OZP No. S/YL-ST/8, the updated San Tin Technopole OZP sees the Application Site zoned under “OU(I&T)” with the planning intention to foster I&T development in Hong Kong.
- 5.17 The recent Policy Address has emphasized on sustaining economic growth of Hong Kong by investing on technology advancement with the San Tin Technopole being the core I&T hub of the entire NM territory. As the Government intends to transform the existing San Tin territory into a world class I&T hub, the Application Site, which falls within the “OU(I&T)” zone, would undergo site formation and pond filling procedures by the Government upon land resumption of the area.
- 5.18 In view of the changing planning circumstances with the updated planning intention, the Applicant would like to take this opportunity to assist the government to expedite the development of the entire San Tin Technopole with the proposed development. The Government could then divert resources for other aspects of San Tin Technopole.

No Creation of Undesirable Precedent

- 5.19 Having realized the Board is entitled to consider planning applications, there may be concerns about setting an undesirable precedent by approving the current application. The proposed development is an exceptional case which is justified on the compliance with the government initiatives to develop the I&T and low-altitude sectors in Hong Kong, as well as to satisfy the relocation needs of the existing operators due to land resumption to support the logistics industry in Hong Kong. The proposed development at the Application Site would be able to support the I&T and logistics industry, especially with the increasing government directives to expand on both sectors in the coming years. Therefore, it is proposed that the permission is only given to the development under this application.
- 5.20 As the Board will consider each planning application on its individual merits, which in a sense, physical states of and surrounding the Application Site are always assessed individually and differently even if they are of similar nature. Approving the current application should therefore not entail to the approval of other similar applications under any circumstances.

6. Conclusion

The Application Site falls within “OU(I&T)” zone on the approved San Tin Technopole OZP No. S/STT/2. While the proposed uses of the I&T hub are all Column 1 uses of the subject “OU(I&T)” zone, any filling of ponds requires planning permission from the Board. In view of the future planning intention of the San Tin Technopole and low-altitude economy announced in the Policy Address 2024, the Applicant would like to develop the Application Site into a I&T hub, which will be a large-scale pioneer base for low-altitude economy development in Hong Kong.

In the meantime, as part of the existing operation of the Applicant's logistics hub in various lots in D.D. 98 and 102, San Tin falls within the San Tin Technopole Pilot Area for large scale land disposal, the Applicant also intends to gather and relocate the affected operations to the Application Site with incorporation of advanced logistics technologies.

The Application Site is considered fully in line with the government policy to foster I&T and low-altitude economy development, as well as the future planning intention of San Tin Technopole and its strategic position as a world class I&T hub in the NM. The proposed development could also promote optimize the utilization of valuable land resource with its locational advantage of proximity to the border and aligns with the planning intention of the subject “OU(I&T)” zone, which will favour agglomeration effect of I&T development in San Tin Technopole.

The proposed development could be considered a timely response to the changing planning circumstances with the increasing demand for I&T development in Hong Kong and would assist the government in generating premium income and facilitating the land resumption procedures, and accelerating the development of the entire San Tin Technopole by relocating the existing operations within the resumption limit of San Tin Technopole. Upon approval of this application, the Applicant would implement the mitigation and conservation measures, as well as coordinate with various government departments to safeguard and upgrade the existing ecosystem along the submission of technical assessments.

As a result, the Application Site is the best location choice for the proposed development. It should be considered an exceptional case with its unique background and nature, in which its approval would not create an undesirable precedent, but complement and flourish the future I&T development in the San Tin Technopole instead.

Last but not least, the market has shown high interest in participating future development in NDAs as reflected by the recent 22 expression of interest submissions by developers for the three large-scale land disposal pilot areas, as well as the ongoing Enhanced Conventional New Town Approach Land Exchange applications in Fanling North, Hung Shui Kiu and Yuen Long South (See **Appendix 3**). The proposed development, which is also fully supported by developers with similar development parameters as the pilot areas, could be therefore considered in line with the Government's initiatives to utilize private market force to take forward the development of San Tin Technopole.

In view of the justifications as presented in this planning statement, we sincerely seek the favourable consideration from members of the Board and relevant Government departments to approve this planning application.

Lawson David & Sung Surveyors Ltd.
May 2025

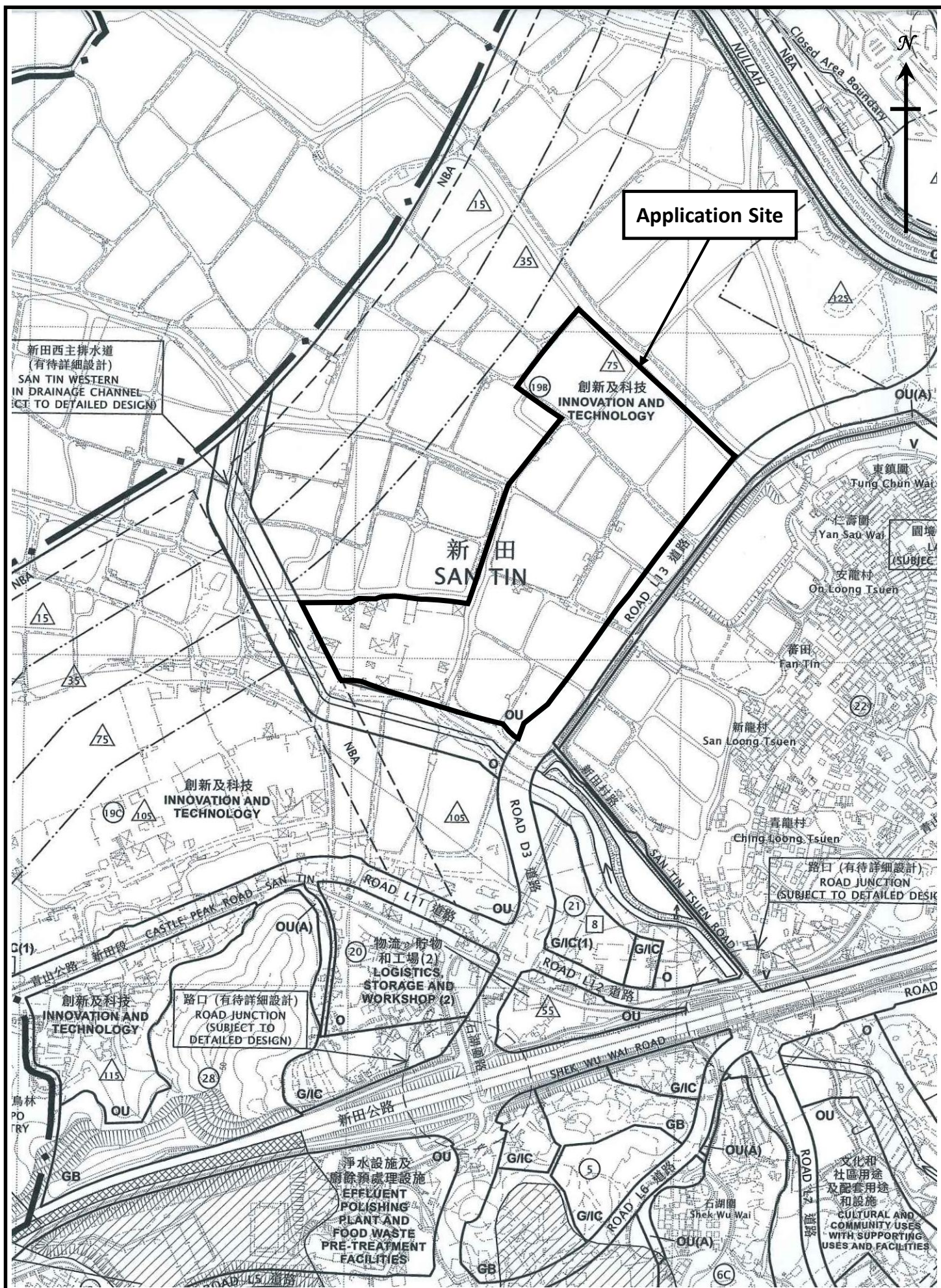
Figures

Figure 1 Location Plan

Figure 2 Lot Index Plan

Figure 3 Existing and Proposed Vehicular Access to the Site

Figure 4 Proposed Pond/Land Filling Plan



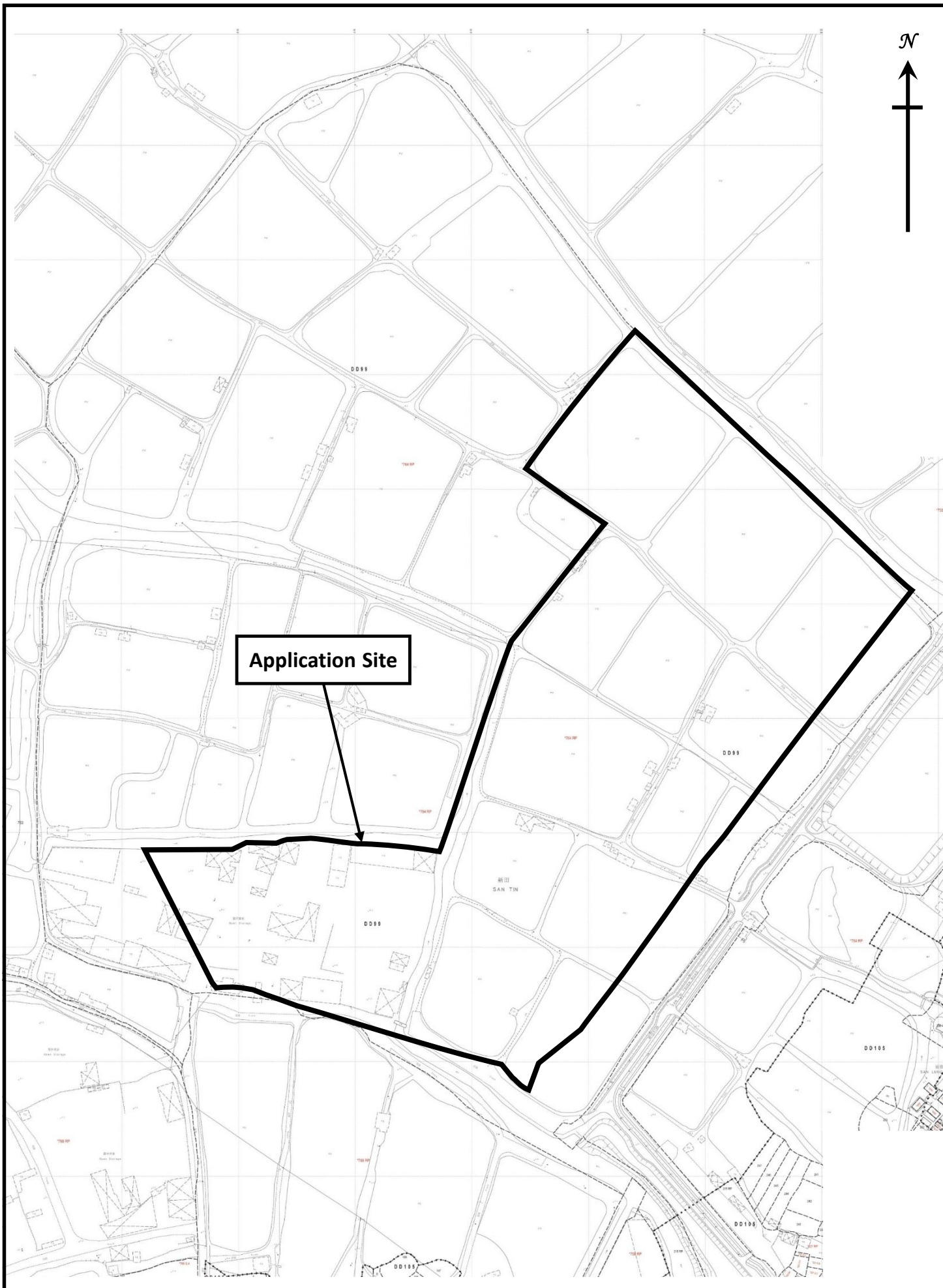
Location Plan
(Extract from Approved San Tin Technopole
Outline Zoning Plan No. S/STT/2)

Figure 1A

1 : 7500



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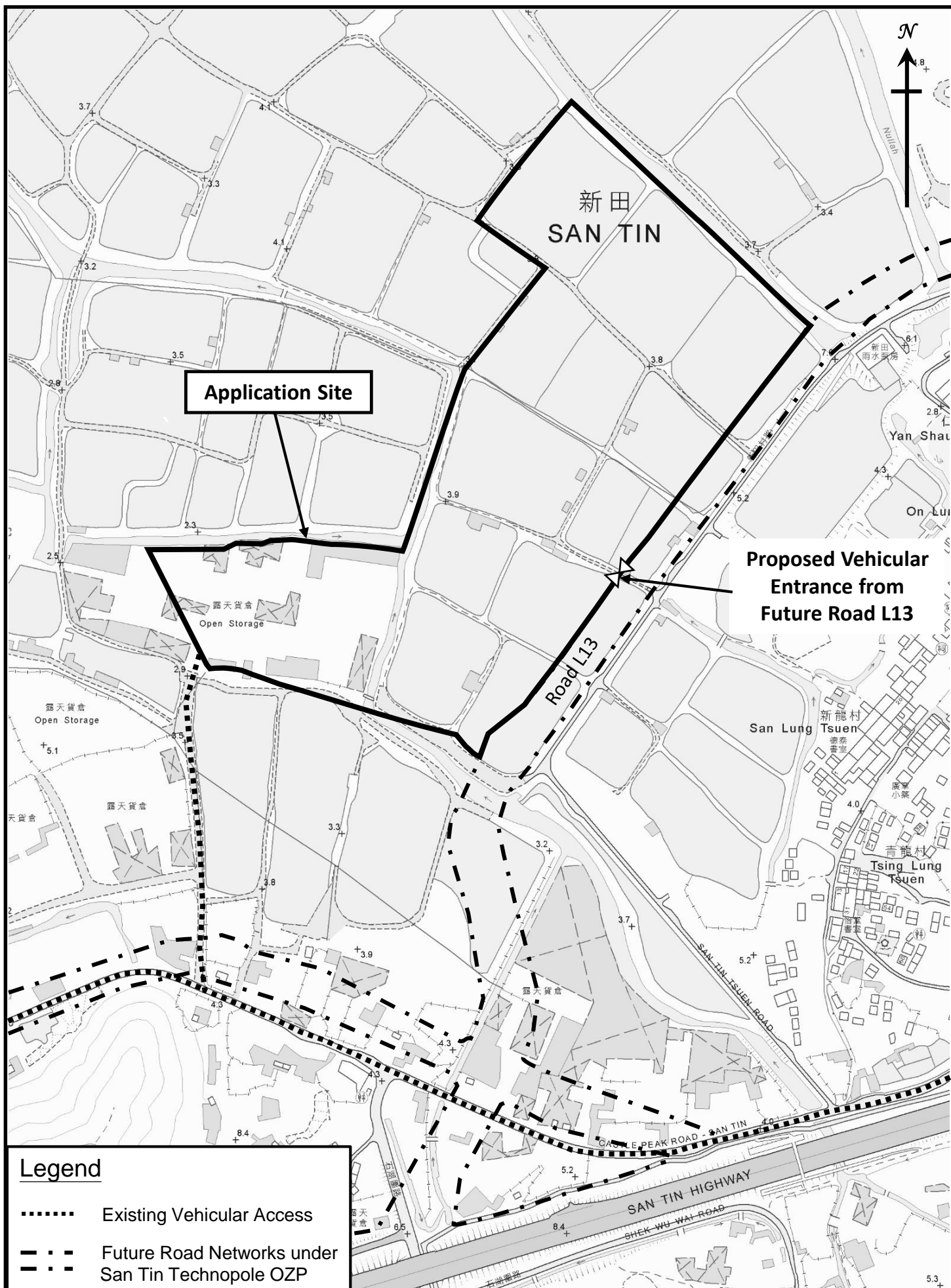
Lot Index Plan

Figure 2A

Not to Scale



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 Estate Agency Licence No. C-006328



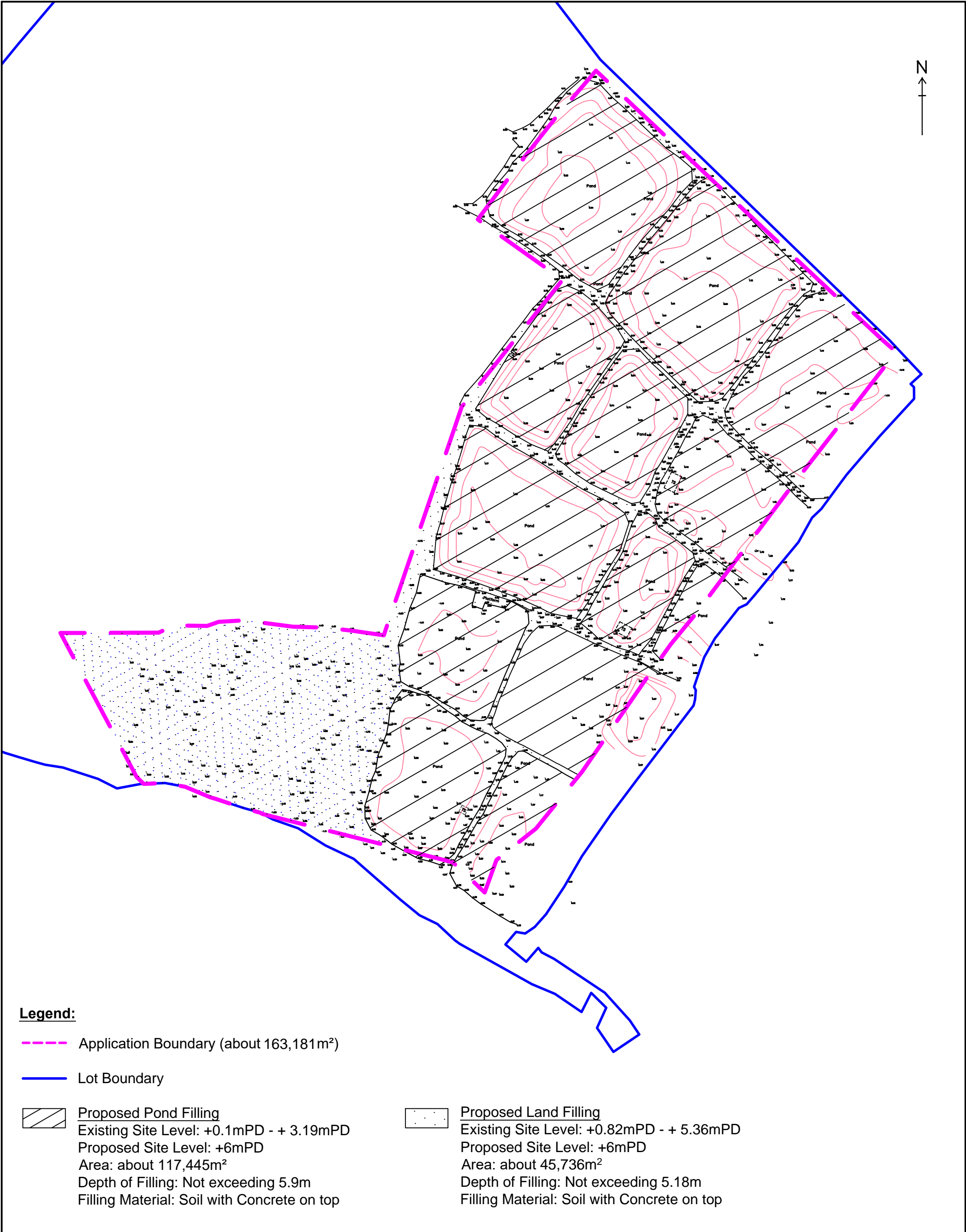
Existing and Proposed
Vehicular Access to the Application Site

Figure 3A

1 : 5000



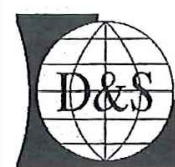
羅迅測計師行
Lawson David & Sung
SURVEYORS LIMITED
Property Consultants • Planning • Valuers • Auctioneers
Estate Agency Licence No. C-006328



Proposed Pond/Land Filling Plan

Figure 4

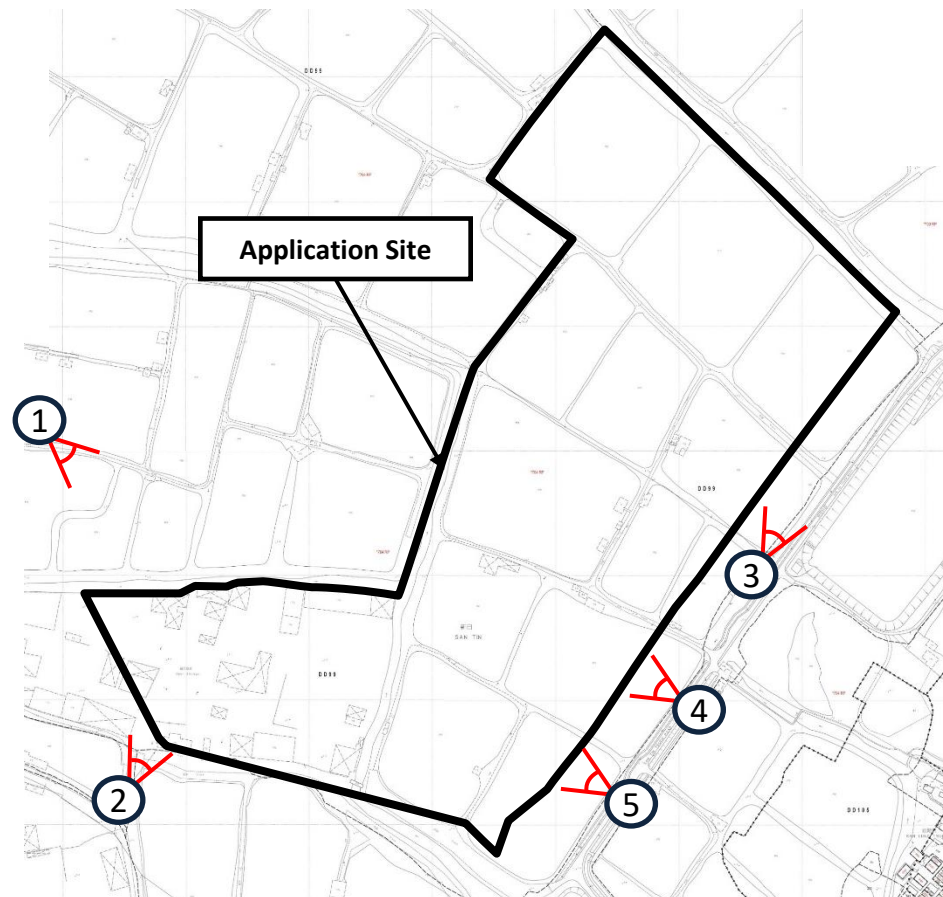
Not to Scale



羅迅測計師行
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Estate Agency Licence No. C-006328

Site Photos

Photo Plate 1 Existing Condition of the Application Site



Legend:



Viewpoint of the Photo



Photo No.



Existing Condition of the Application Site

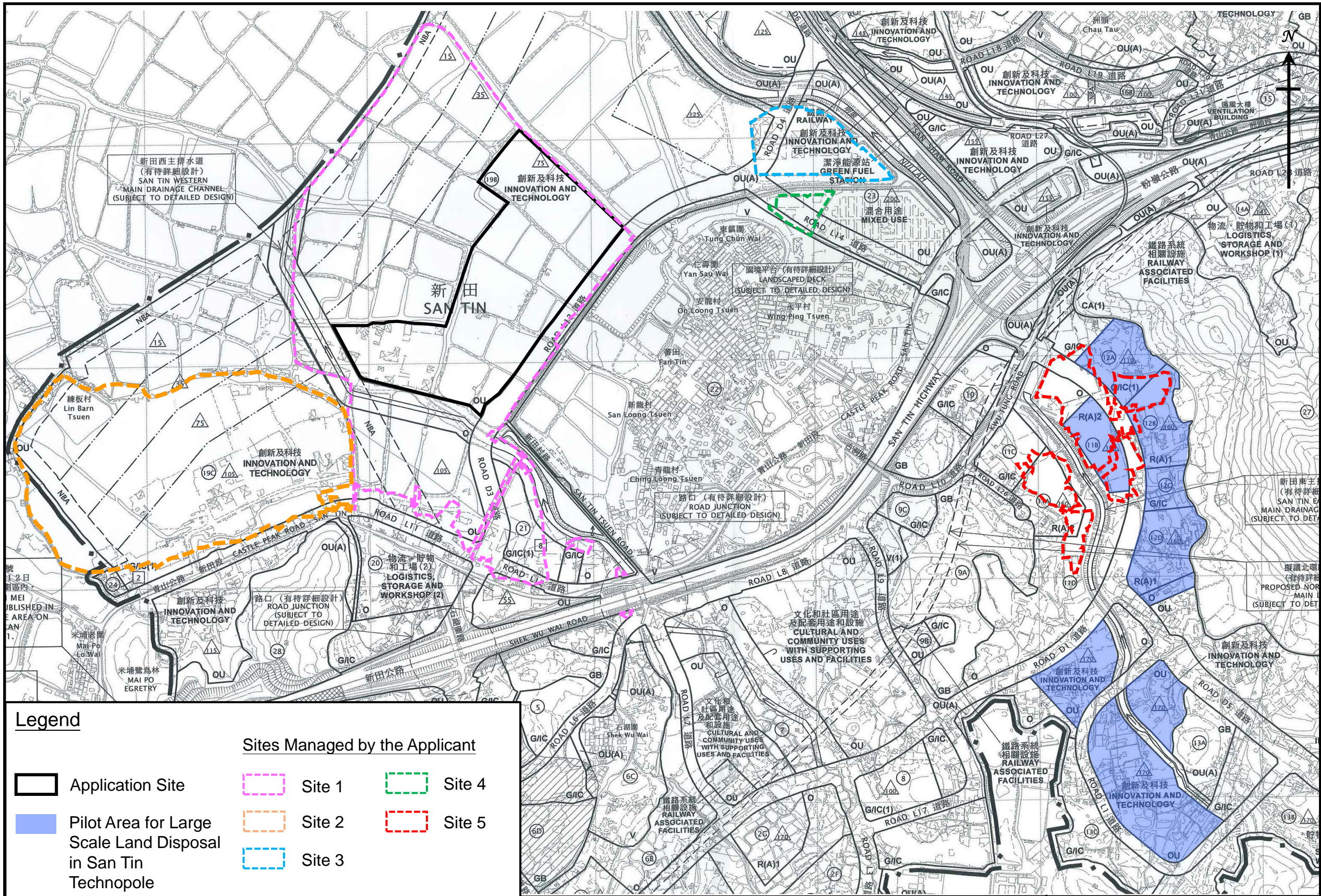
Photo Plate 1



羅迅測計師行
Lawson David & Sung
SURVEYORS LIMITED
Property Consultants • Planning • Valuers • Auctioneers
Estate Agency Licence No. C-006328

Appendix 1

Location Plan (Existing Logistics Sites Managed by the Applicant)



Application Site

Pilot Area for Large Scale Land Disposal in San Tin Technopole


Site 1

Site 2

Site 3

Site 4

Site 5

Location Plan (Sites Managed by the Applicant)	Appendix 1	 <div>羅迅測計師行 Lawson David & Sung SURVEYORS LIMITED Property Consultants • Planning • Valuers • Auctioneers Estate Agency Licence No. C-006328</div>
	Not to Scale	

Particulars of Sites under Applicant's Management

Site No.	Lot No(s).	Site Area (about)	Existing Uses	Existing Tenant(s) / Operator(s)
1	Lots 764 RP (Part), 768 RP (Part) in D.D. 99 and Lots 183, 185, 186, 187, 188, 202 RP, 204 RP, 212, 293 S.B RP and 295 in D.D.102 (Total: 12 Lots)	106,117 sq.m.	Logistics Centre, container vehicle park and car repair workshop, warehouse for cold storage and car beauty service, cargo handling and forwarding facilities and open storages	Various tenants under management of Kenwell Limited
2	Lot 769 RP (Part) in D.D.99 (Total: 1 Lot)	107,341 sq.m.	Various Port back-up uses	Most Rich Investment Limited
3	Lots 372 S.D RP (Part), 743 RP (Part) and 744 RP (Part) in D.D.99 (Total: 3 Lots)	35,290 sq.m.	Vehicle Park (including Container Vehicles), Container Storage Area, Storage of New Unlicensed Container Tractors, Storage of Construction Materials, Tyre Repair, Shop and Services (Sale of Container Vehicles and the Related Parts/Accessories), Vehicle Repair and Services, Eating Place and Ancillary Offices	Howan Limited
4	Lots 733 S.F (Part), 737 RP (Part), 738 RP, 741 (Part), 742 RP (Part) and 744 RP (Part) in D.D.99 (Total: 6 Lots)	7,858 sq.m.	Shop and Services (Motor Vehicle Showroom)	Smart Union Motors (Asia) Company Limited
5	Lots 161, 162, 165, 166, 168, 169, 170, 171, 172, 173, 174, 175, 176, 178, 179, 180, 181, 190, 191, 192, 193, 195 in D.D.98 and Lots 2327, 2328, 2329, 2330, 2331, 2344, 2345, 2346, 2347, 2348, 2349, 2356, 2357, 2358 RP, 2359, 2360, 2361, 2362, 2363 RP, 2366 RP, 2369, 2371, 2373, 2374, 2375 RP, 2376, 2377, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711 RP, 2712, 2713, 2714, 2715, 2716, 2718, 2829 RP, 2830, 2833, 2834, 2835, 2836, 2837, 2838, 2839 RP, 2840 RP, 2841, 2844 RP, 2845, 2849, 2850, 2851 RP, 2854, 2855, 2856, 2857, 2858 RP, 2859 RP, 2861, 2863, 2864, 2866, 2867, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2882, 2883, 2884, 2885, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2908, 2909, 2910, 2911, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2922, 2923, 2932 RP, 2935 RP, 2937 RP, 2938 RP, 2939 RP, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952 and 2953 RP in D.D.102 (Total: 148 Lots)	61,760 sq.m.	Large-scale Logistics Hub with 7 warehouses (A, B, B1, C, D, E and F)	A) Maersk B) Maersk B1) Monkey Logistics Co. Ltd. & DB Schenker A) Kerry Logistics B) Maersk C) Maersk D) Dynamic Supply Solution & Crystal Logistics Group Ltd.
Total	170 Lots	318,366 sq.m.	/	/

Appendix 2

Development Proposal

SAN TIN TECHNOPOLE

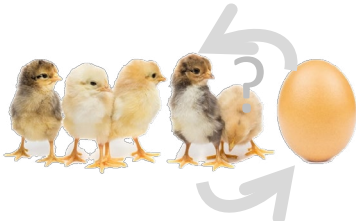
Development Proposal for
San Tin Technopole
Lot 764 RP (Part) in D.D.99, San Tin, Yuen Long, N.T.
26 March 2025



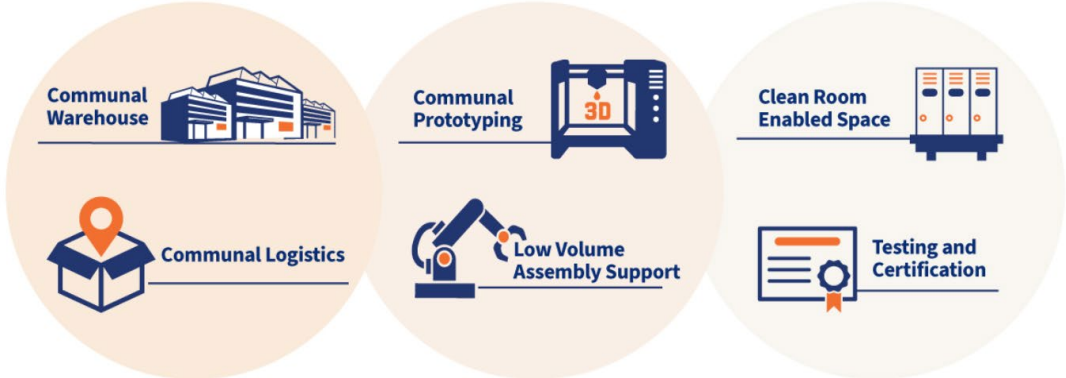
SAN TIN TECHNOPOLE

Eco-Govern-Greenpolis
a compelling name that highlights the key aspects of city's vision and values. It conveys a strong message of **ENVIRONMENTAL** responsibility, sustainable **GOVERNANCE**, and a commitment to creating a green and eco-friendly community.

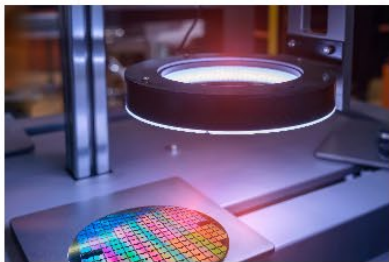
"GREENPOLIS" - "Green" refers nature, sustainability, and environmental consciousness. **It represents eco-friendliness, renewable resources, and the reduction of carbon emissions.**- **E.G.G.** suggests a place where environmental concerns and sustainable living are central to the urban development.



SMALL WONDERS, BIG IMPACT
MAKING A REAL IMPACT



The I&T land in San Tin Technopole will be allocated to enterprises to carry out research and development (R&D) and production activities. These enterprises may also call for co-location of research, production, staff accommodation and other facilities on the same site. Connected land parcels of different sizes, including some sizable ones, have been designed within the I&T Park to provide flexibility in allocation of land for I&T facilities of different scales (start-ups, leading tech firms), different I&T fields (life and health technology, artificial intelligence and data science, advanced manufacturing and new energy technology, etc.), and different stages of I&T value chain (upstream (R&D), midstream (prototype or application development) or downstream (manufacturing) processes).



Advanced Manufacturing



Life and Health Technology



Artificial Intelligence and Data Science



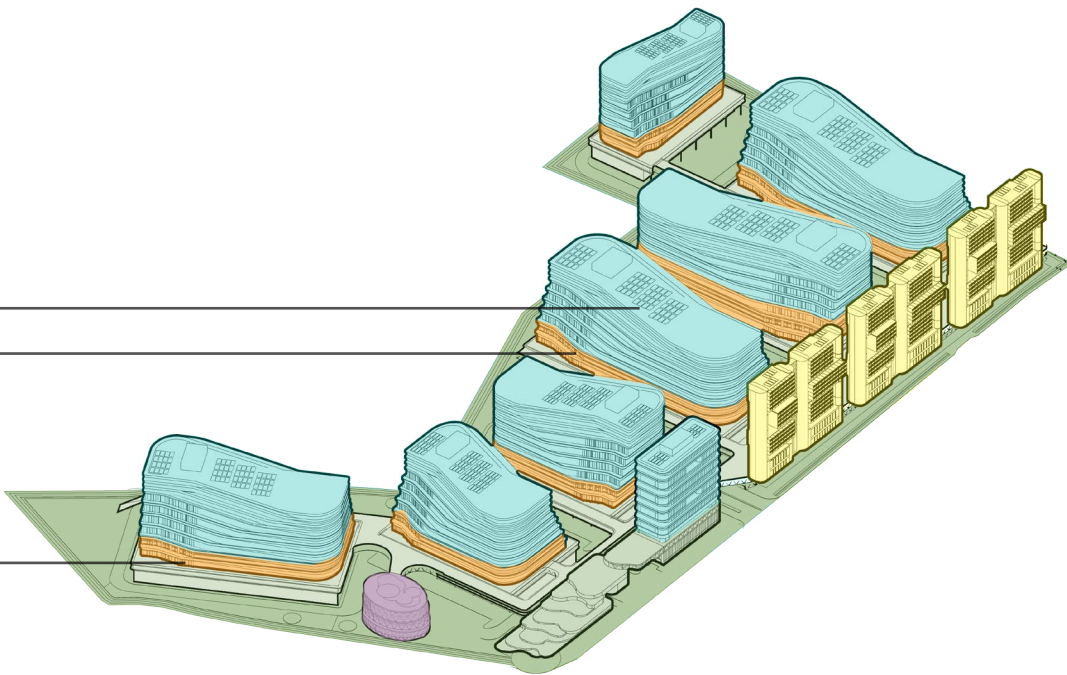
New Energy Technology

San Tin Technopole stands as a leading hub of technology, showcasing a pioneering approach to urban development in Hong Kong. This initiative seamlessly integrates economic growth with environmental sustainability. By fostering innovation in green technologies and renewable resources, it attracts investment in sustainable industries, entrepreneurship, and job creation, all of which are essential for Hong Kong's long-term economic resilience. Ultimately, this project embodies a comprehensive strategy that harmonizes economic development with ecological responsibility, paving the way for a vibrant and sustainable future for the city.



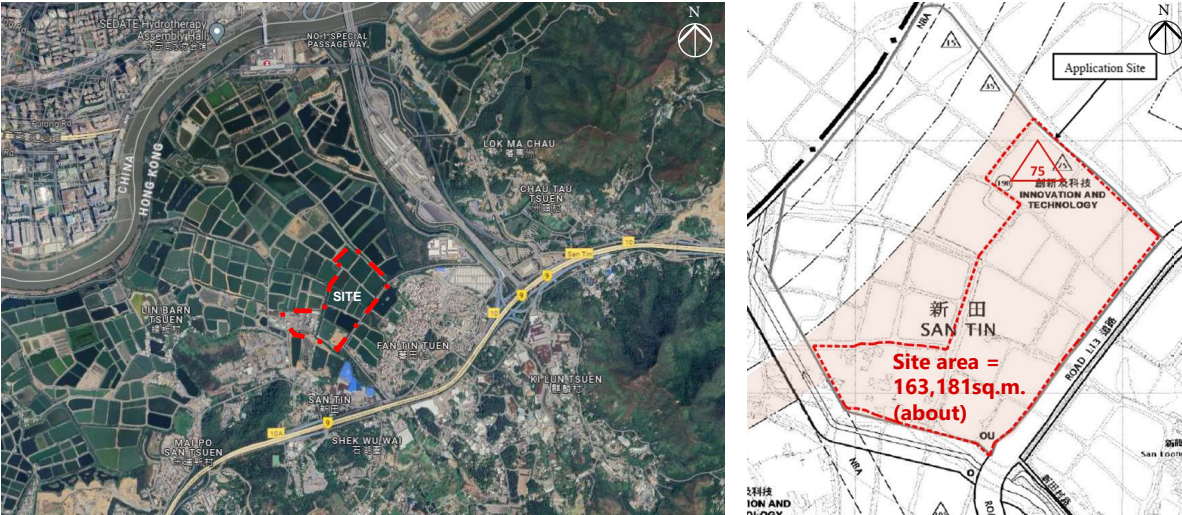
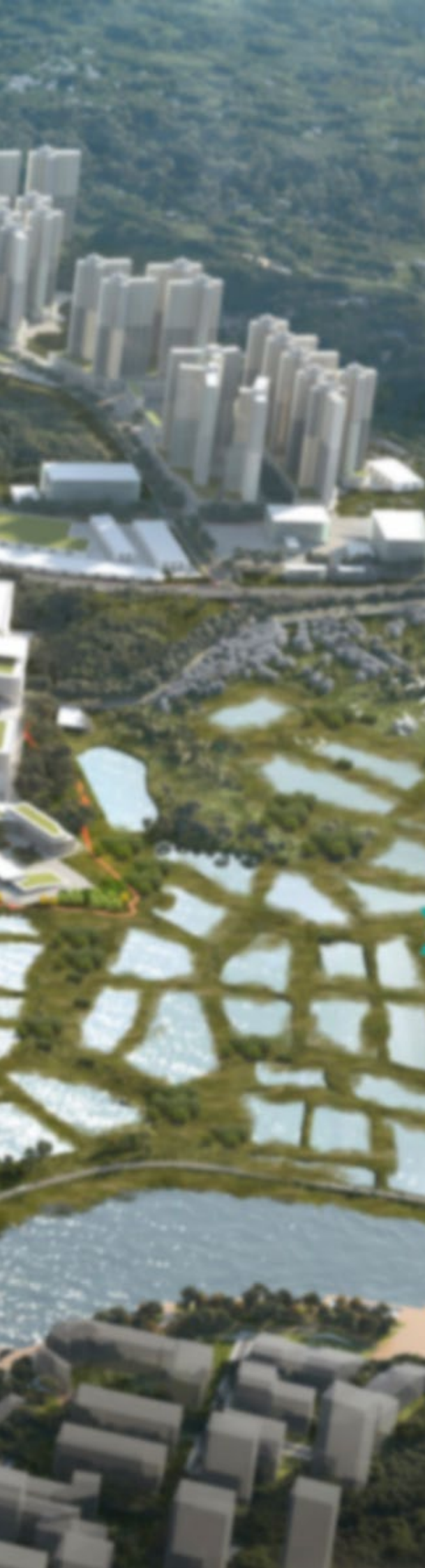
Eco - Govern - Greenpolis

- High-skilled employment creation
- Output as economic value-add contribution
- Product/ service technology
- Advance process applied in the manufacturing of products or delivery of services (road/belt policy)
- R&D activities an capabilities
- Local consumption for stable chain



HKSTP OF INNOFACTURING Guiding Principles - **INNOVATED, DESIGN AND MADE IN HONG KONG** conveys TRUST AND QUALITY. Industrialists can ride on this strength to enter the Greater Bay Area and **the World Markets** with confidence. In support of the Government's New industrialisation "Vision advocated in the Hong Kong Innovation & Technology Development Blueprint. **INTERNATIONAL GATEWAY FROM CHINA AER HERE**





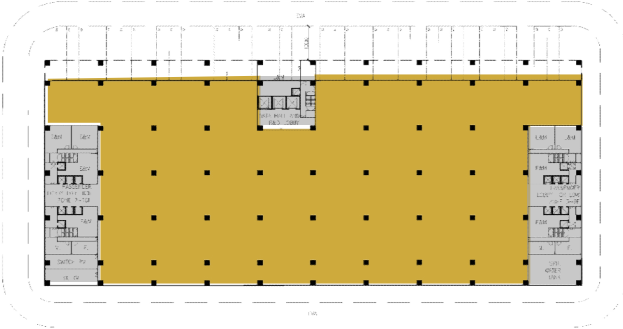
Development Proposal for San Tin Technopole Lot 764 RP (Part) in D.D.99, San Tin, Yuen Long, N.T.

DEVELOPMENT PARAMETR

The Application Site falls within the zoning of “Other Specified Uses” annotated “Innovation and Technology” (“OU(I&T)”) Comprehensive Innovation and Technology Hub



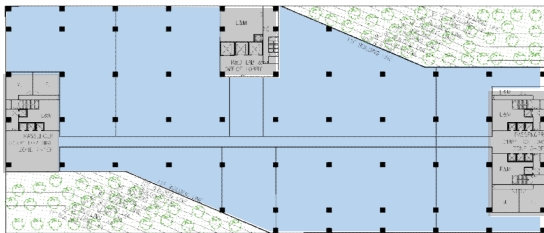
G/F MLP AT +6mPD



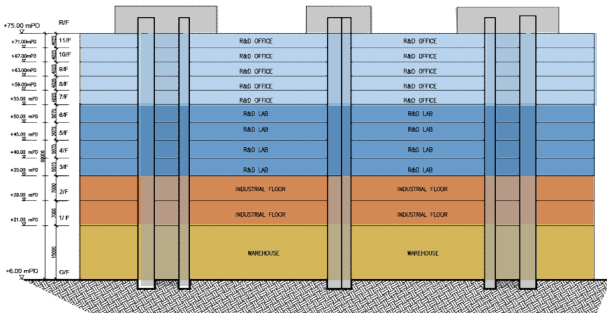
WAREHOUSE GF PLAN



P/F MLP AT +21mPD



WAREHOUSE 11F PLAN



WAREHOUSE SECTION



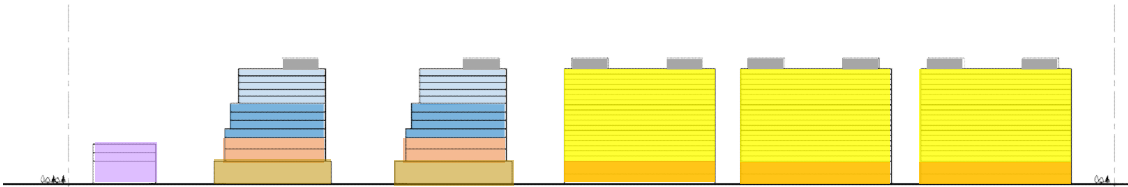
R/F MLP AT +75mPD



STAFF QUARTER



COMMERCIAL



Section A-A'

ITEM	PROPOSED					UNDER OZP
Application Site Area	163,181 sq.m. (about)					COMPLY
Proposed Zoning	“OU (I&T)”					COMPLY
Proposed Development	I&T Hub					INDUSTRY USE I&T
Proposed Plot Ratio	4.24 (about) , 4.50 (proposed)					Suggested P.R. 6
Site Coverage	41%(about)					
Uses	NAME		NO. OF Blocks	NO. OF Storeys	GFA	(Height: Not more than 75mPD in accordance to OZP requirement)
	W1-W7	WAREHOUSE	7	1	56,198	
	I1-I7	INDUSTRIAL	7	2	107,890	
	L1-L7	R&D LAB	7	4	200,068	
	O1-O7	R&D OFFICE	7	5	219,240	
	S1 S2 S3	STAFF QUARTER	3	17	59,544	
	C1 C2 C3	COMMERCIAL	3	2	13,410	
	A1	AUTOMATIC PARKING SYSTEM/	1	2	16,290	
	D1	DATA CENTRE	1	7	11,403	
	E1	VISITOR CENTRE & EDUCATION	1	3	2,121	
	G1	COOLING CENTRE	1	2	3,904	
	G2	SUBSTATION	1	2	1,430	
		PLANT ROOM	-	-	-	
TOTAL GFA	691,498 sq.m. (about)					-



Uses	NAME		NO. OF Blo cks	N O. OF St or ey s	GFA	L/UL												PARKING SPACE											
						REQUIRED by HKPSG (Ch.8)						PROPOSED						REQUIRED by HKPSG (Ch.8)						PROPOSED					
						TS	CS	LG VS	MG VS	HG VS	C	TS	CS	LG VS	MG VS	HG VS	C	PCPS	M P S	LG VP S	MG VP S	HG VP S	BP S	PCP S	M P S	LG VP S	MG VP S	HG VP S	BPS
	W1 - W7	WAREHOUSE	7	1	56,198	-	-	40	-	22	7	-	-	40	-	22	7	57	-	20	-	11	-	57	-	40	-	22	-
	I1- I7	INDUSTRIAL	7	2	107,890	-	-	77	-	42		-	-	77	-	42		108	-	39	-	22	-	108	-	77	-	42	-
	L1- L7	R&D LAB	7	4	200,068	-	-	75	-	41	7	-	-	75	-	41	7	334	-	38	-	21	-	334	-	75	-	41	-
	O1 - O7	R&D OFFICE	7	5	219,240	8	-	82	-	45		8	-	82	-	45		366	-	41	-	23	-	366	-	82	-	45	-
	S1 S2 S3	STAFF QUARTER	3	17	59,544	-	-	3			-	2	2	5			-	126	7	-	-	-	46	131	10	-	-	-	50
	C1 C2 C3	COMMERCIAL	3	2	13,410	-	-	17			-	2	2	20			-	90	-	-	-	-	-	90	-	-	-	-	-
	A1	AUTOMATIC PARKING SYSTEM/	1	2	16,290	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	D1	DATA CENTRE	1	7	11,403	-	-	8	-	5	-	-	-	8	-	5	-	15	-	4	-	3	-	15	-	4	-	3	-
	E1	VISITOR CENTRE & EDUCATION	1	3	2,121	-	-	3			-	3	3	4			-	15	-	-	-	-	-	15	-	-	-	-	-
	G1	COOLING CENTRE	1	2	3,904	-	-	1	1		-	-	-	2	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-
	G2	SUBSTATION	1	2	1,430	-	-	1	1		-	-	-	2	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-
		PLANT ROOM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total					691,498 sq.m. (about)	8	-	464			14	15	7	470			14	1113	7	222			46	1120	10	431			50

Loading/Unloading Space

- TS: Taxi Spaces
CS: Coach Spaces
LGVS: Light Goods Vehicle Spaces
MGVS: Medium Goods Vehicle Spaces
HGVS: Heavy Goods Vehicle Spaces
C: Container Spaces

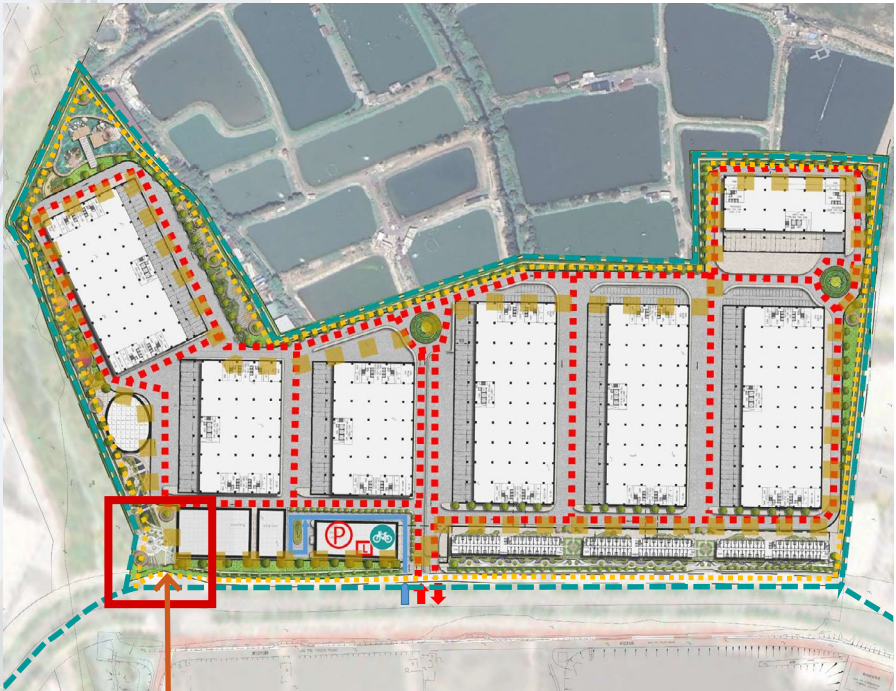
Parking Space

- PCPS: Private Car Parking Spaces
MPS: Motorcycle Parking Spaces
LGVPS: Light Goods Vehicle Parking Spaces
MGVPS: Medium Goods Vehicle Parking Spaces
HGVPS: Heavy Goods Vehicle Parking Spaces
BPS: Bicycle Parking Spaces

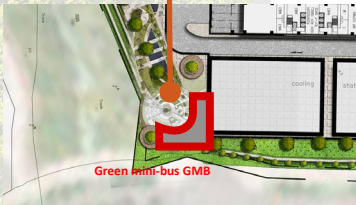
jewelyn
davies



TRANSPORT PLANNING FOR THE SITE



Public Access



Transport lay-bys for Green Mini bus GMB service between the proposed development and Transport interchange Hub station is proposed **to enhance public transport services** . **1 GMB layby** will be provided for passenger pick up/drop off

has potential to provide a terminus for 2 franchised bus routes in the future

- LEGEND:

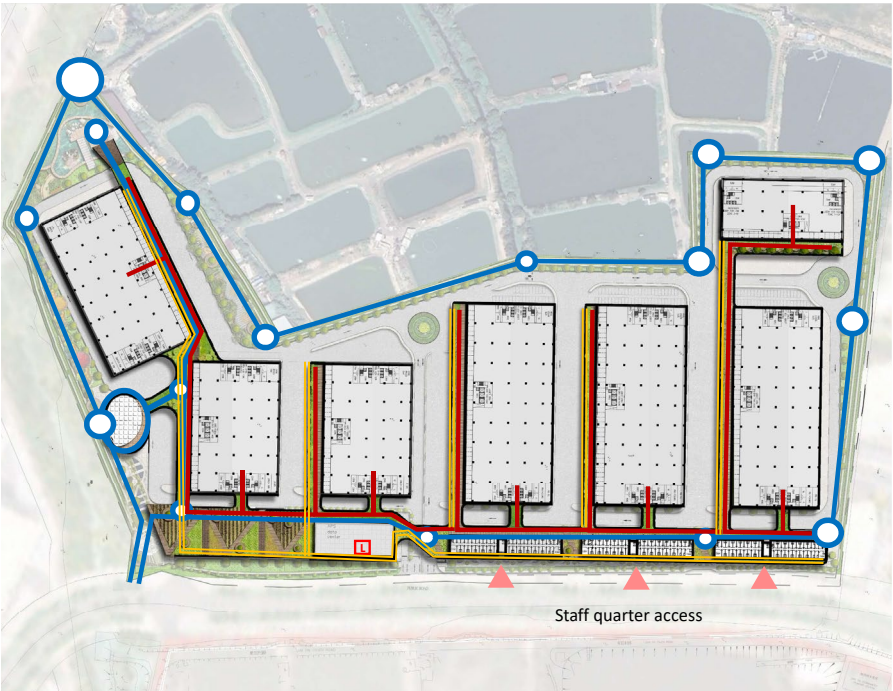
 - Industrial vehicular route & entry
 - Private vehicular route & entry
 - cycle track
- LEGEND:

 - Visitor / resident public access
 - Passengers lift lobby to podium level
 - Private Auto Parking System APS
 - Bicycle Auto parking

To improve public transport, multiple auto-parking structures can be provided for private cars, and bicycle parking areas can be included. This encourages the use of public transportation.

No private car at Warehouse G/F level reduce queuing time for smooth traffic.

Electricity Auto-Passenger Mover are provided for visitor or staff



Staff quarter access



- LEGEND:

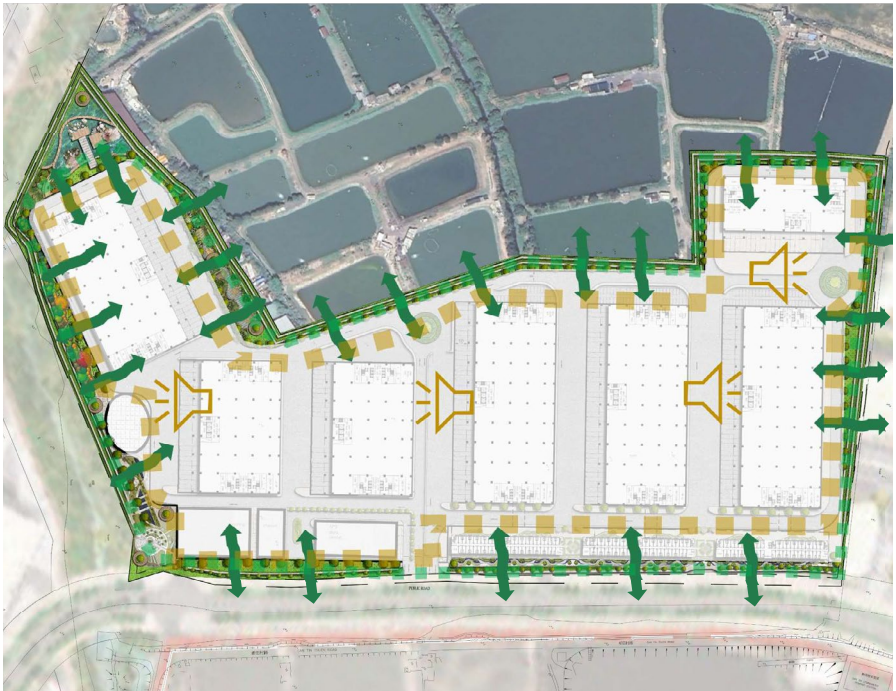
 - ECO loop for public access
 - Electricity auto-passenger mover
- LEGEND:

 - R&D level staff access
 - Passengers lift lobby to podium level

Smart and sustainable mobility with green transport modes.

Comprehensive pedestrian and cycling network are provided for resident and visitor.

Promotion of Green and health living well- being



- LEGEND:

 - Landscape noise barrier
 - Landscape green / blue belt
- LEGEND:

 - 2.5mH Noise absorption fence wall
 - Ground floor traffic

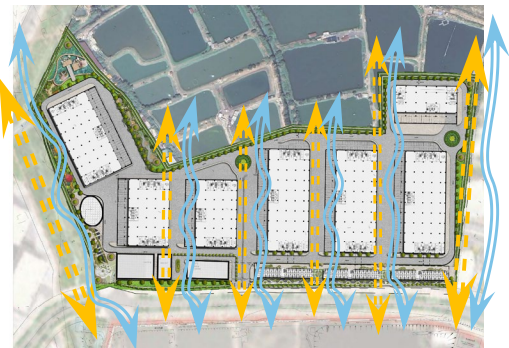
ACTIVE control noise, heavy vehicles can be centralized on the ground. Noise-absorbing materials can be used to fence off the area, and additional noise barriers like landscapes or mangrove zones can be proposed.

No noise and air pollution, private cars can be parked in an auto-parking structure at the entrance. This eliminates noise and emissions from private cars within the development.

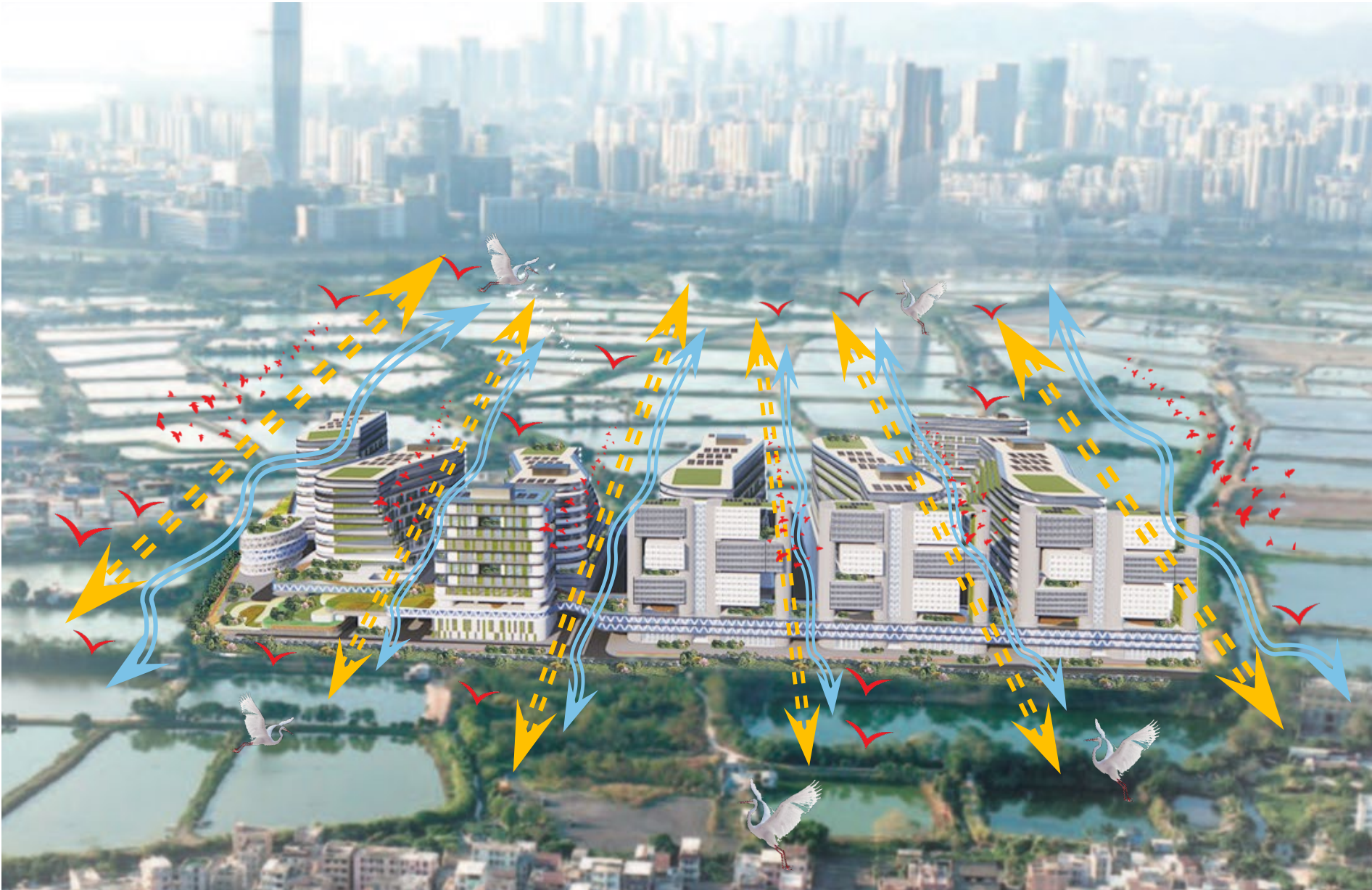


URBAN-RURAL
INTEGRATION

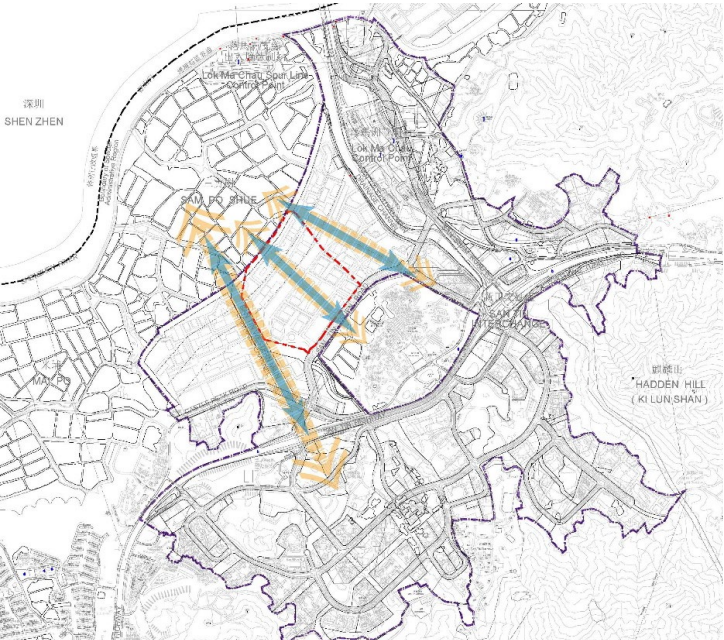
A landscape & leisure zone will be designed to allow conservation of the wetland and existing environment while providing upgrading and maintenance of the area. This zone is to promote the concept of ‘work-live-learn-play’ and support the conservation of the existing natural landscape. It will create a network of public spaces conducive to walking, cycling and promoting talent’s interaction and exchange of idea, as well as utilize the unique nature landscape to create an ecological view corridor.



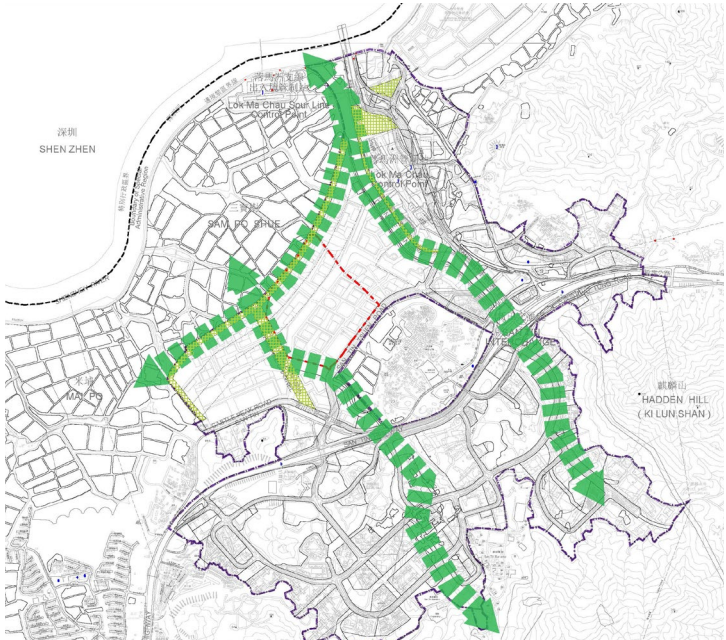
- LEGEND
- Breezeway/Airpath
 - Bird Path
 - Visual Corridor



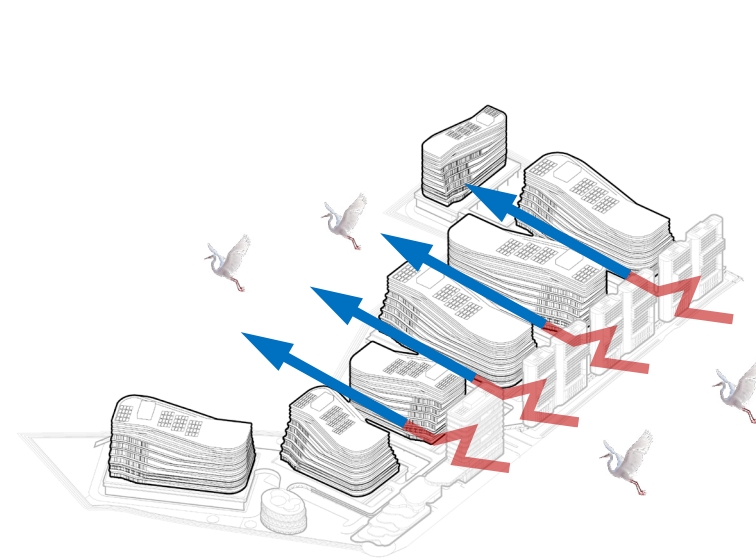
Visual Corridor



Green Belt



Breezeway





SMART, GREEN AND RESILIENT (SGR) INITIATIVES

3-sided landscape providing **natural fence and controlling access** to reduce disturbance from human activities and also prevent disturbance and predation of wildlife by feral dogs.

The developer (the applicant) is local and familiar with the site and the neighbouring wetland/fish pond: -

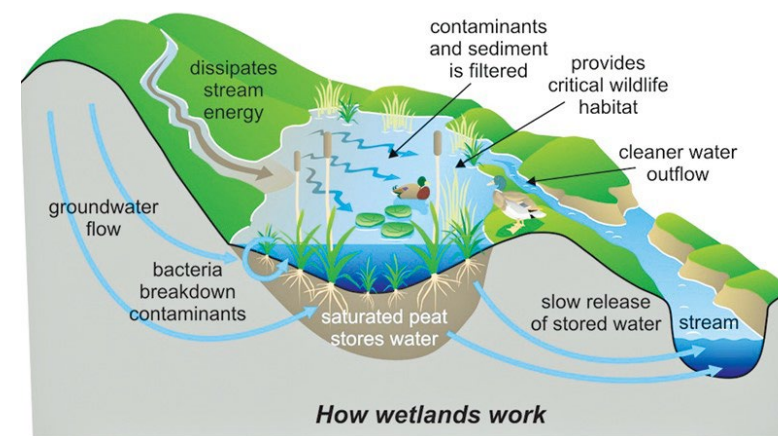
Knowledge exchange with fish farmers: Local developers can learn from fish farmers' expertise and understanding of the local ecosystem.

Collaboration with farmers: Local developers can work together with farmers, utilizing their agricultural knowledge and practices.

Community support: Local developers often receive strong support from villagers and farmers due to shared local roots and trust.

Preserving local livelihoods: Local developers can design projects that respect and preserve local livelihoods.

Sustainable food production: Local developers can integrate sustainable food production practices, such as aquaponics or urban farming initiatives, into their projects.



Educational path – show high /tide

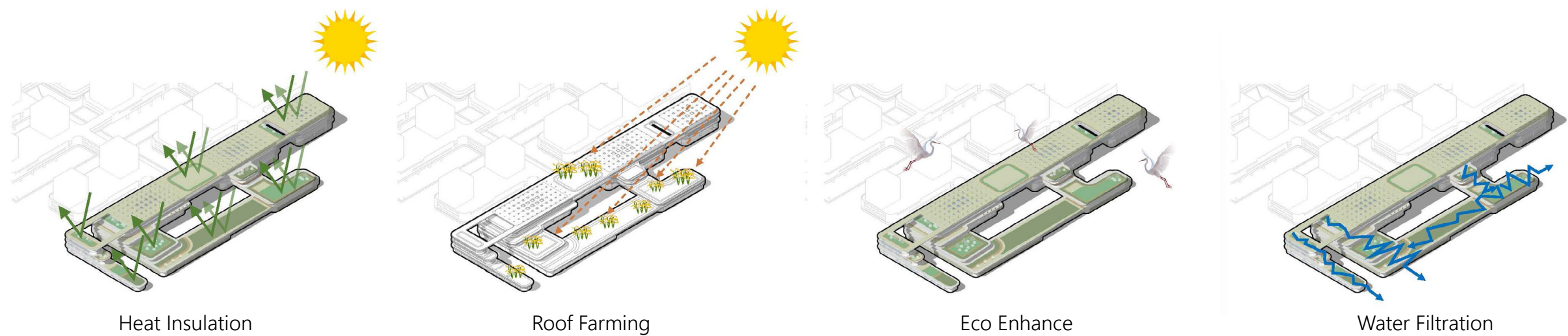


Tide In or flooding



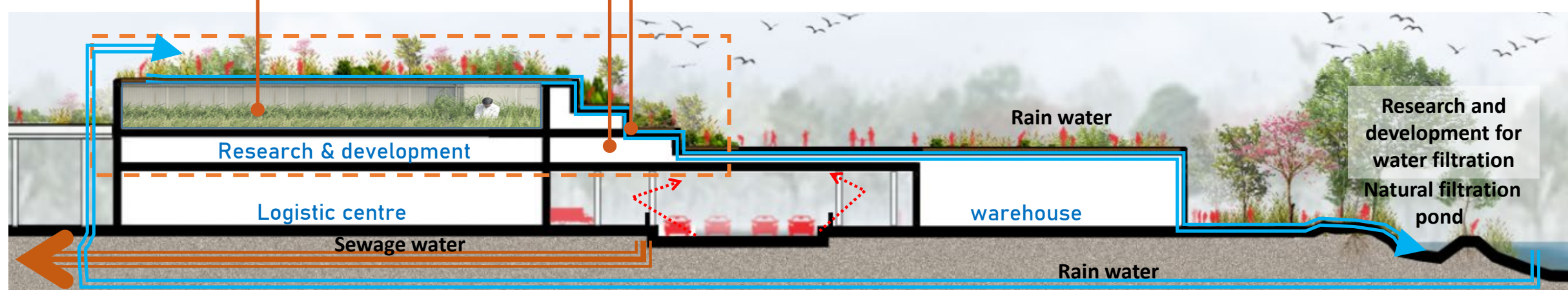
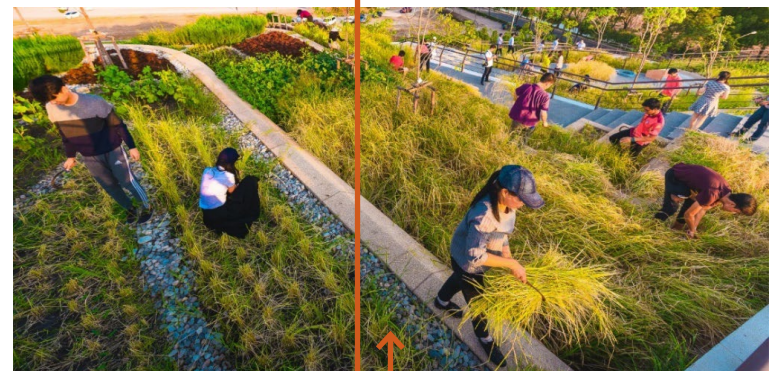
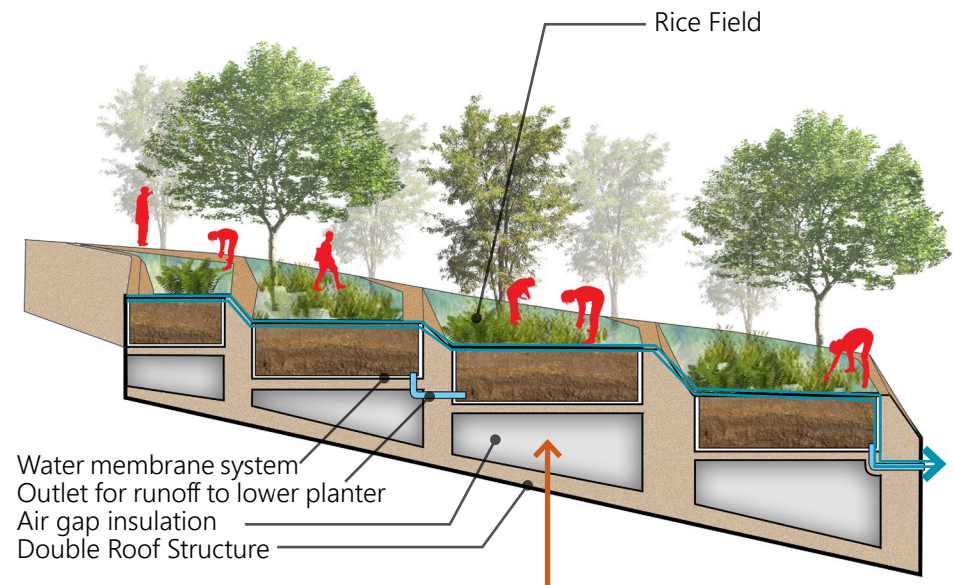
- Flooding
 Floodable landscaping Zone and direct to fish pond
- 1** ECO- PARK PATH **2** ECO- PARK **3** ECO- TOURIST EXHIBIT





**URBAN-RURAL
INTEGRATION**

In cascaded building design, indoor space is extended outdoors, promoting urban-rural integration. This design creates additional open spaces for rooftop farming and allows **ample natural light** to enter the interior. The cascaded terraces also increase the roof surface area, enabling **roof farming and providing insulation benefits**.







SAN TIN TECHNPOLE SPONGE CITY

What is Sponge City?

Sponge City note1 means that a city could function like a sponge that has great “resilience” to environmental changes and natural disaster. The stormwater could be absorbed, stored, infiltrated and cleaned during rainy days, and could be “released” and utilized as needed to enhance the ecological function of the city and reduce the flooding in the city.

Sponge City is a modern stormwater management approach which allows the city to collect rainwater and use the stored rainwater when needed. This concept advocates reducing urban development through natural drainage of rain to avoid largescale artificial channel improvement works.

Retention Pond note1

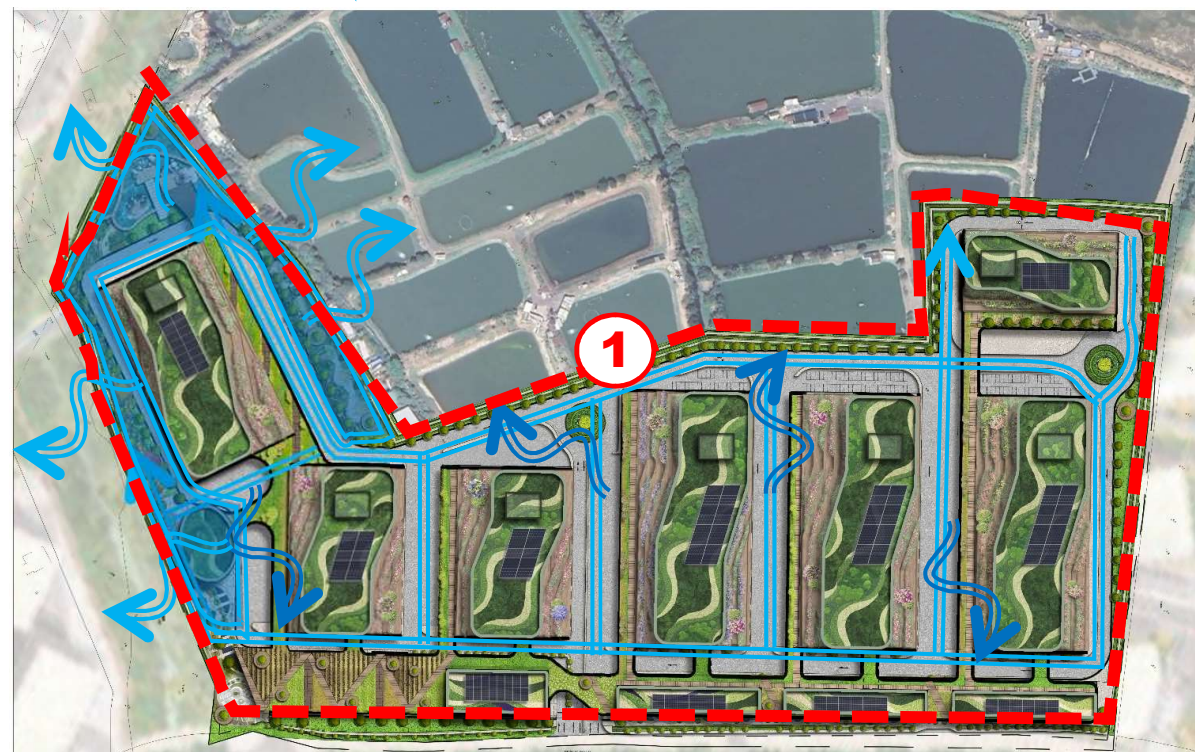
Refer to DSD’s suggested refer design of Development of Anderson Road Quarry Site.

This project will make a reference Retention lake design to will construct the flood retention pond in Hong Kong. The flood retention lake serving flood control, leisure and rainwater harvesting functions. It will store storm water during heavy rains to reduce the flood risk downstream, and some of the lake water will be used as irrigation and other non-potable purposes after suitable treatment. This project also provide scenic waterscape environment to residents for public enjoyment.

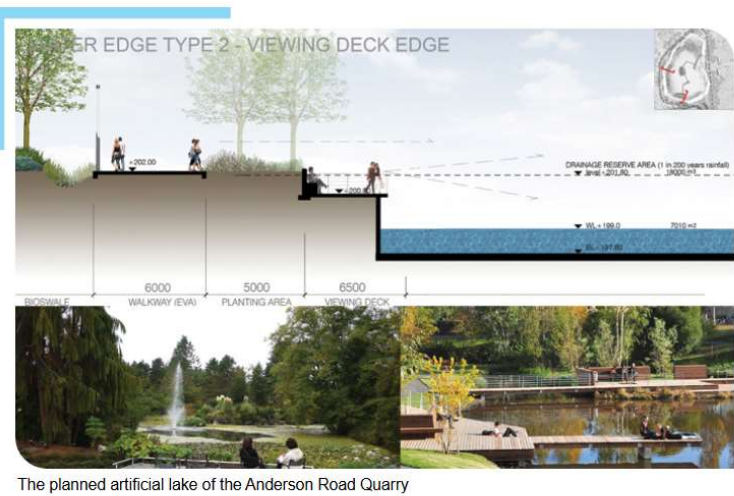
Bioswales

Bioswales are landscape features that collect polluted stormwater runoff, soak it into the ground, and filter out pollution. Bioswales are similar to rain gardens but are designed to capture much more runoff coming from larger areas of impervious surfaces like streets and parking lots.

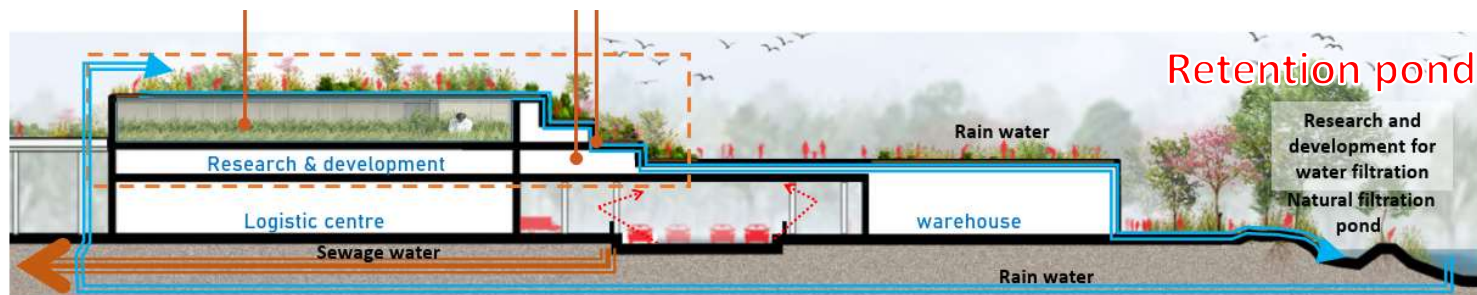
Note 1: https://www.dsd.gov.hk/Documents/SustainabilityReports/1617/en/sponge_city.html



- ① ECO- PARK PATH ② ECO- PARK ③ ECO- TOURIST EXHIBIT



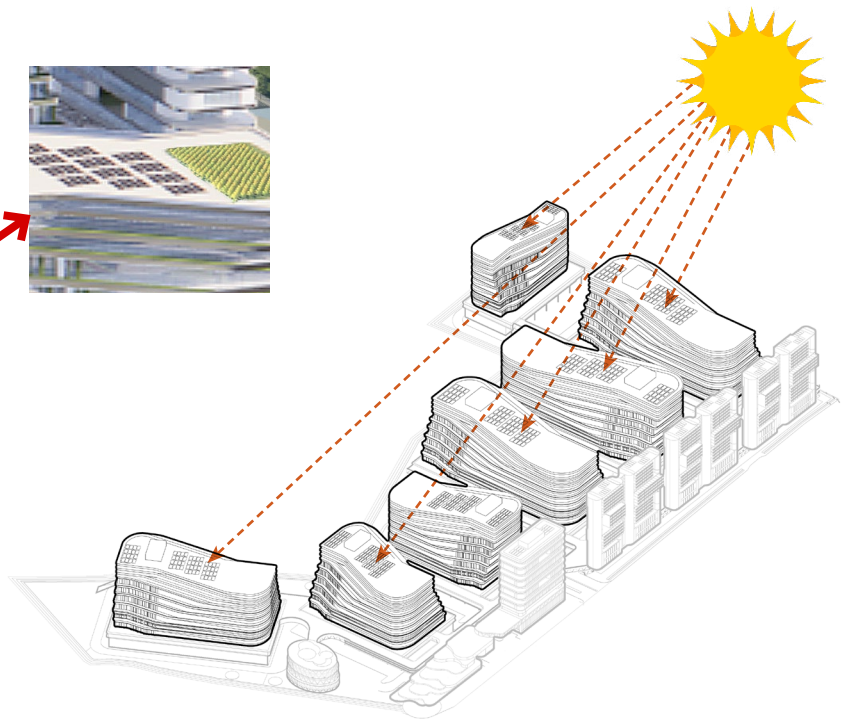
Reference image source : https://www.dsd.gov.hk/Documents/SustainabilityReports/1617/en/sponge_city.html





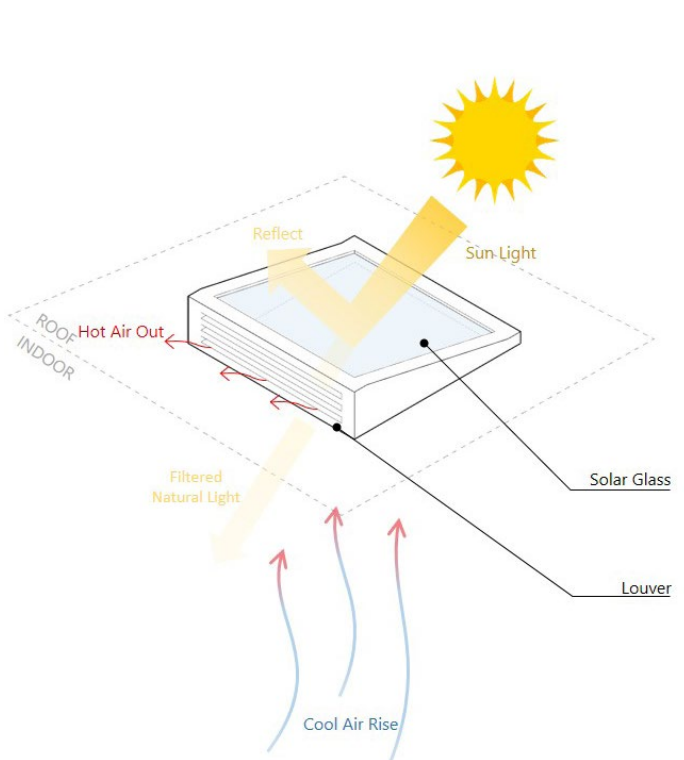
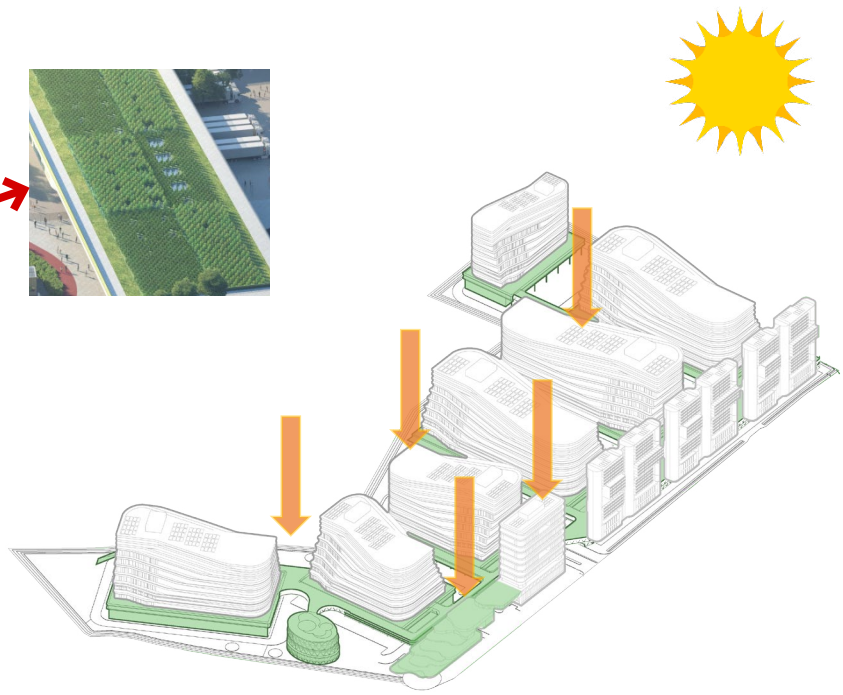
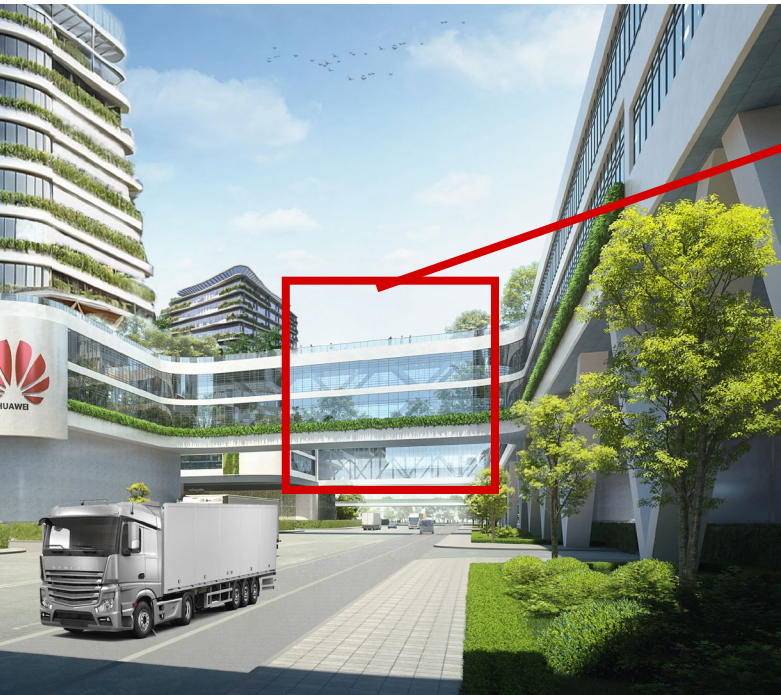
SMART, GREEN AND RESILIENT (SGR) INITIATIVES

Solar Panel



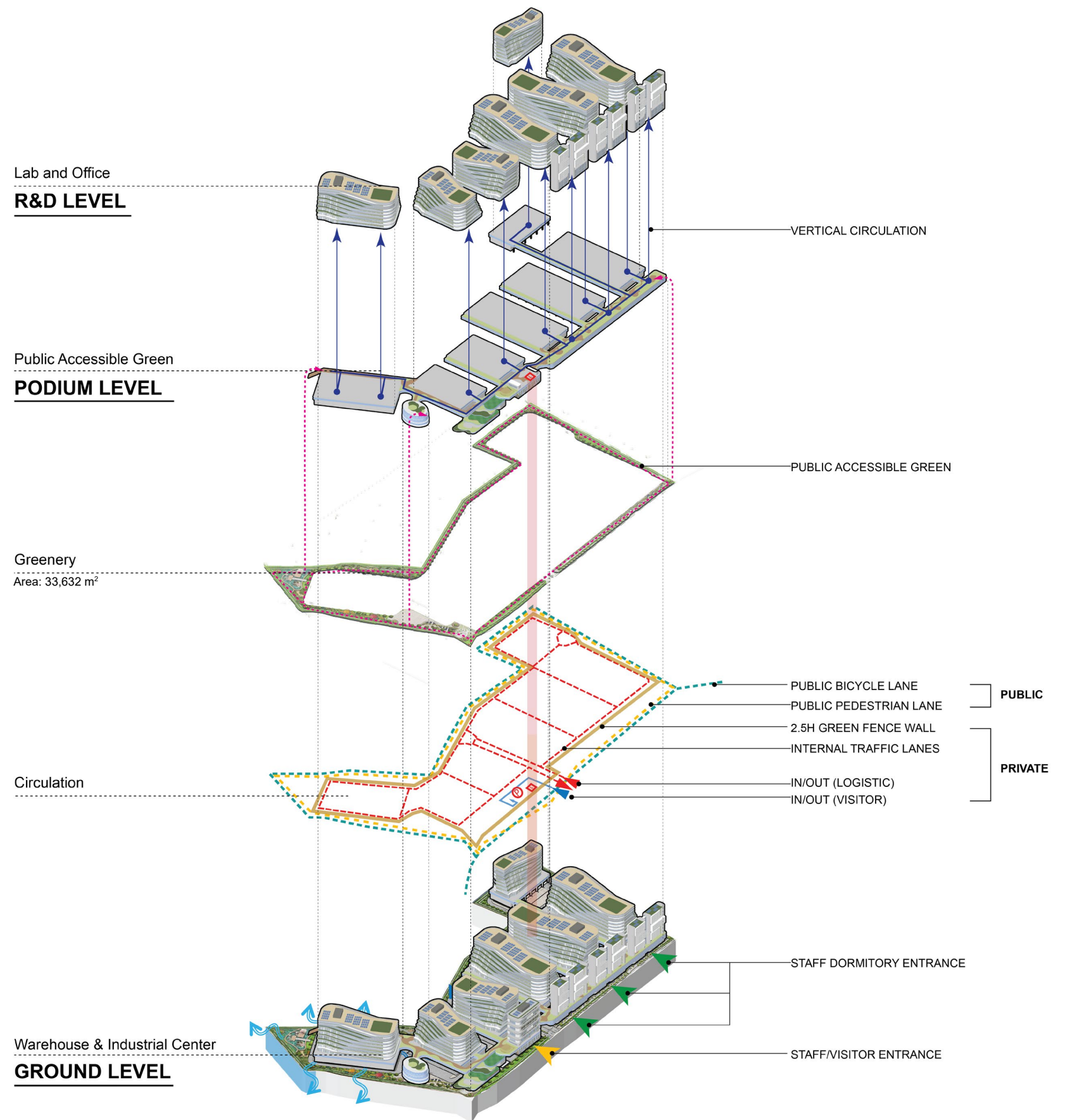
Building Integrated Photovoltaic (BIPV) and Transparent PV – it can be utilized as building façade or installed on roof for power generation.

Sky Light

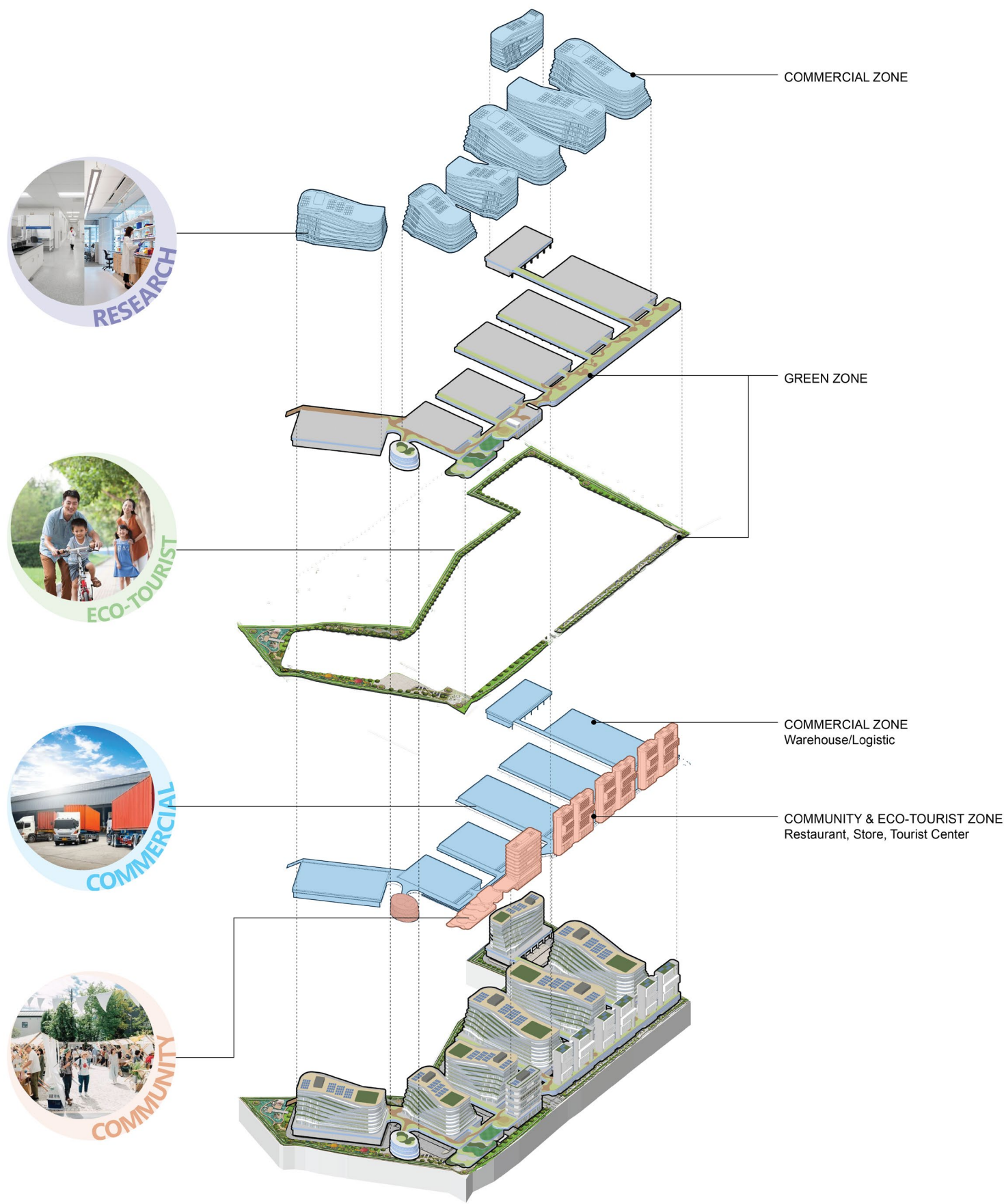


Air Improvement Photovoltaic (AIPV) – it can be utilized as glazing panel in skylight with air purification and disinfection properties. The system could be applied on flat roof as sun-shading.

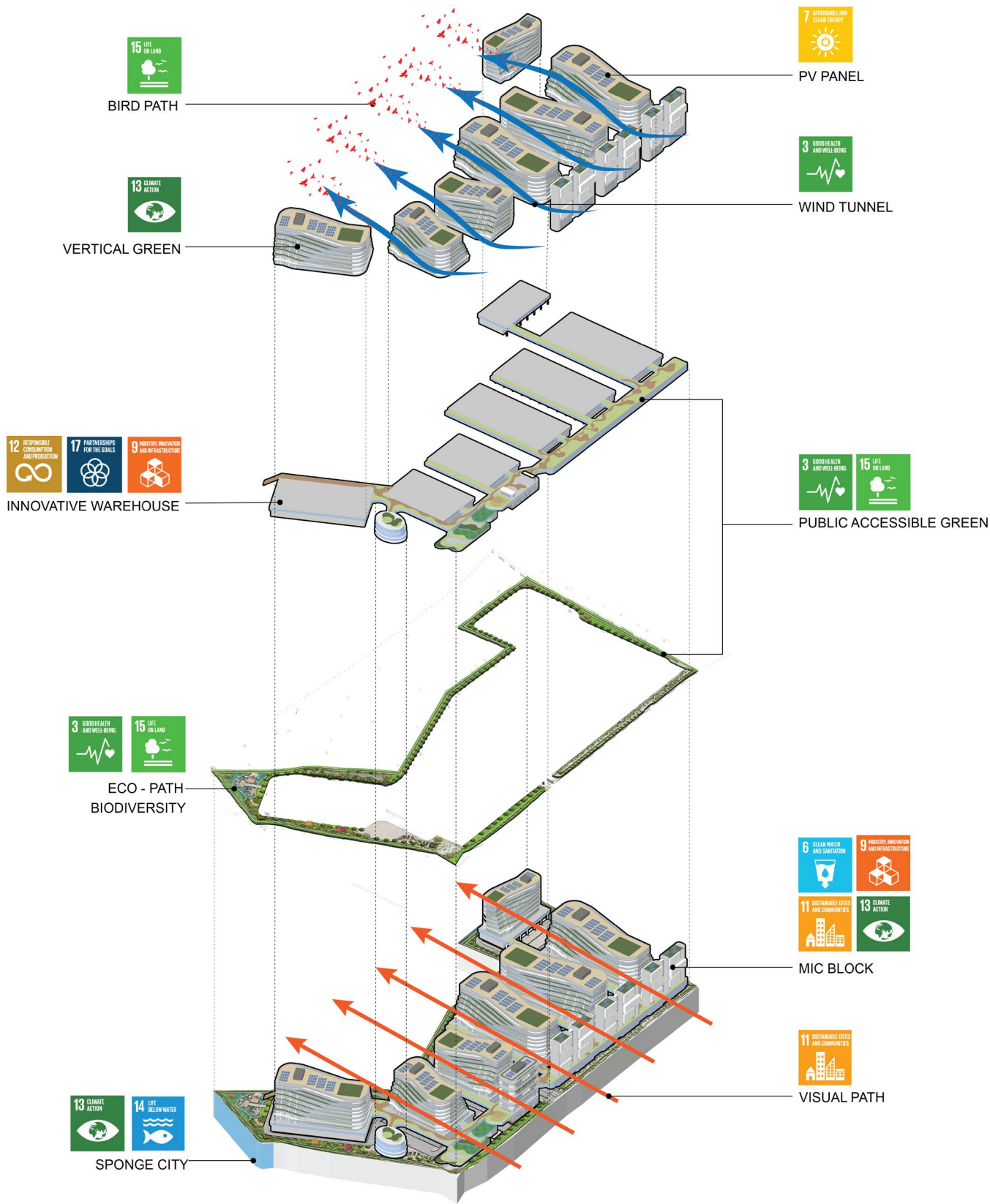
Cadmium Telluride Photovoltaic (CdTe) – it is a photovoltaic technology based on the use of cadmium telluride in a thin semiconductor layer designed to absorb and convert sunlight into electricity. Cadmium telluride PV is the only thin film technology with lower costs than conventional solar cells made of crystalline silicon in multi-kilowatt systems.



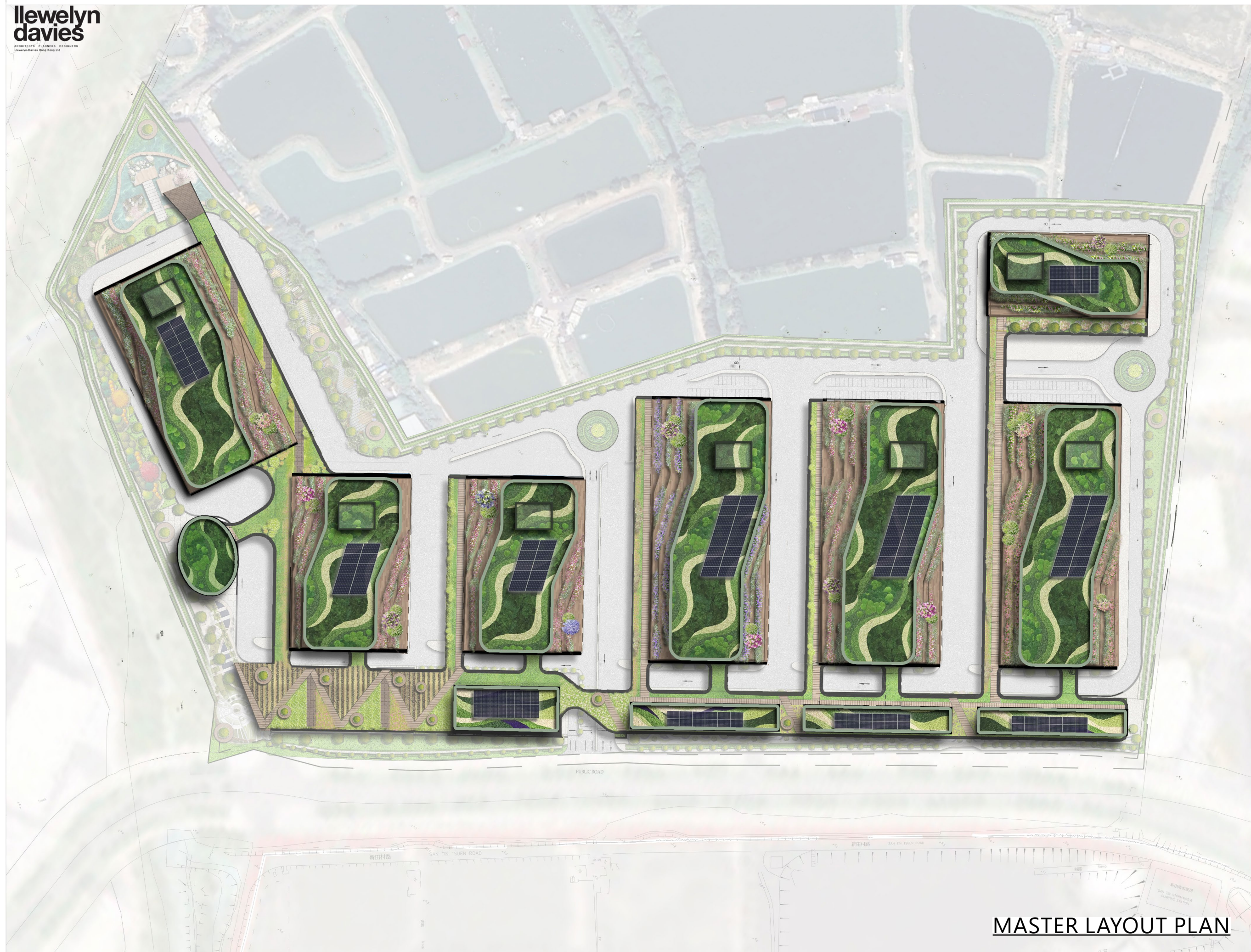
CIRCULATION DIAGRAM



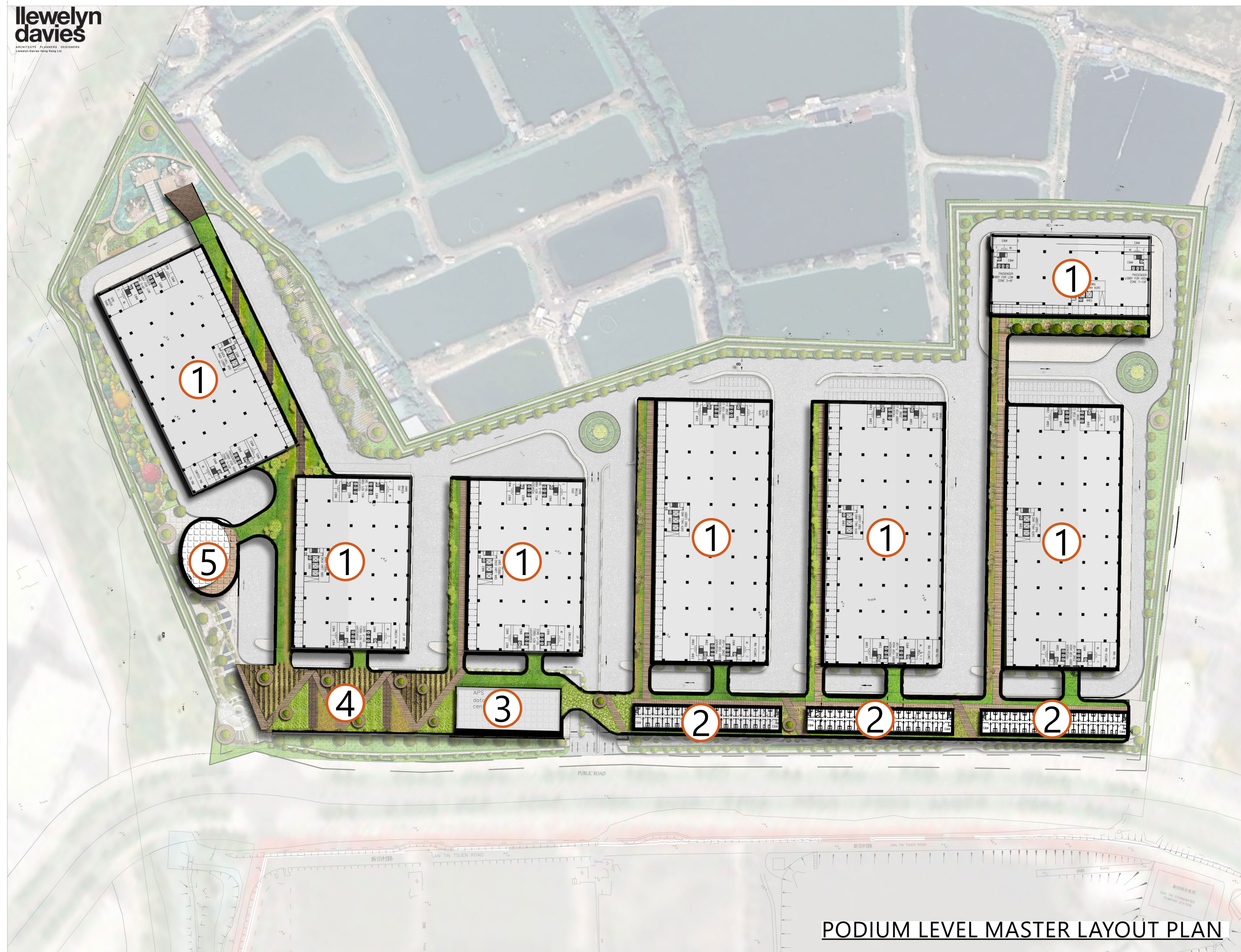
ZONING DIAGRAM



SUSTAINABILITY DESIGN DIAGRAM



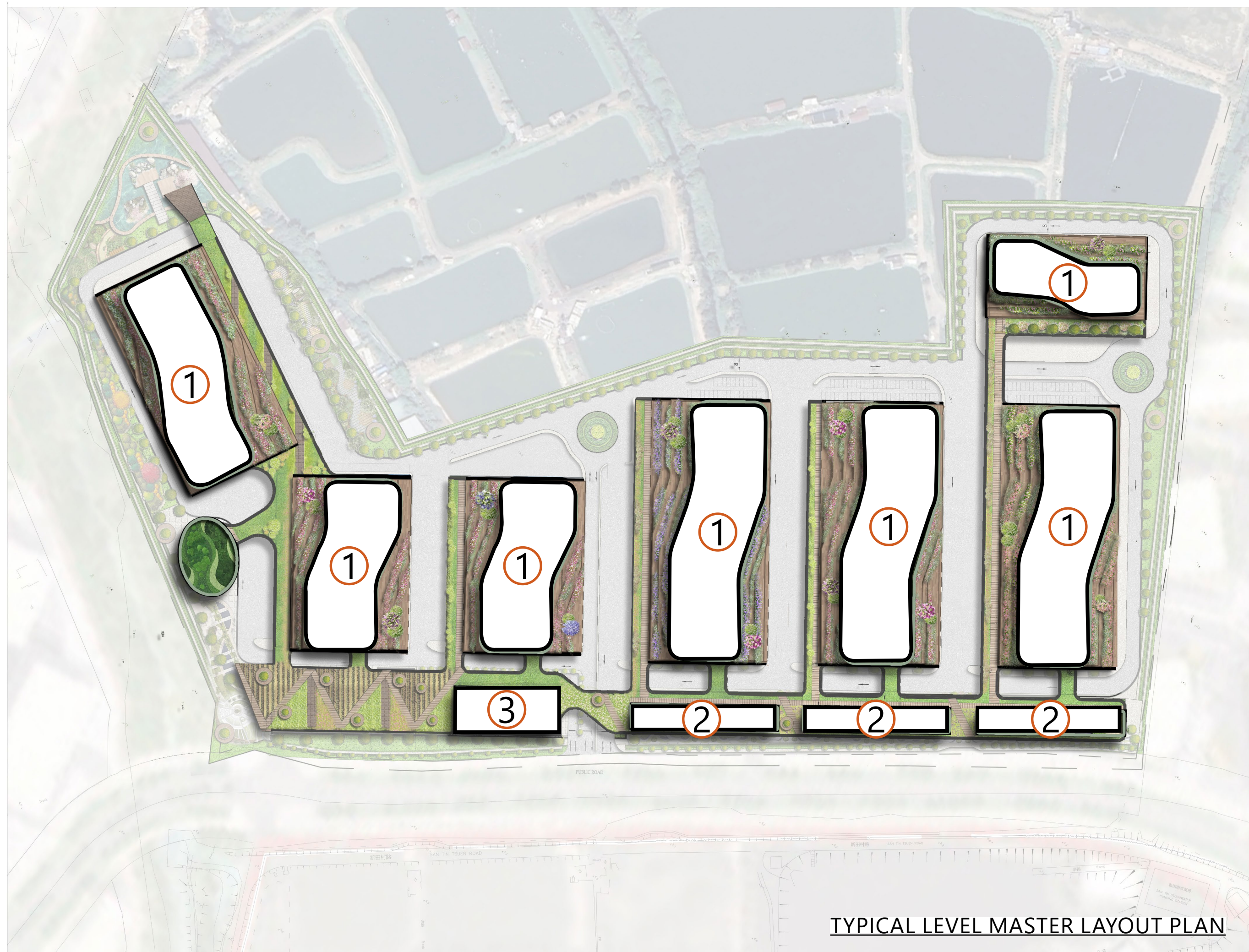




LEGEND

- ① Industrial Floor
- ② Ancillary Office
- ③ DATA Center
- ④ Rice Field
- ⑤ Education Classroom

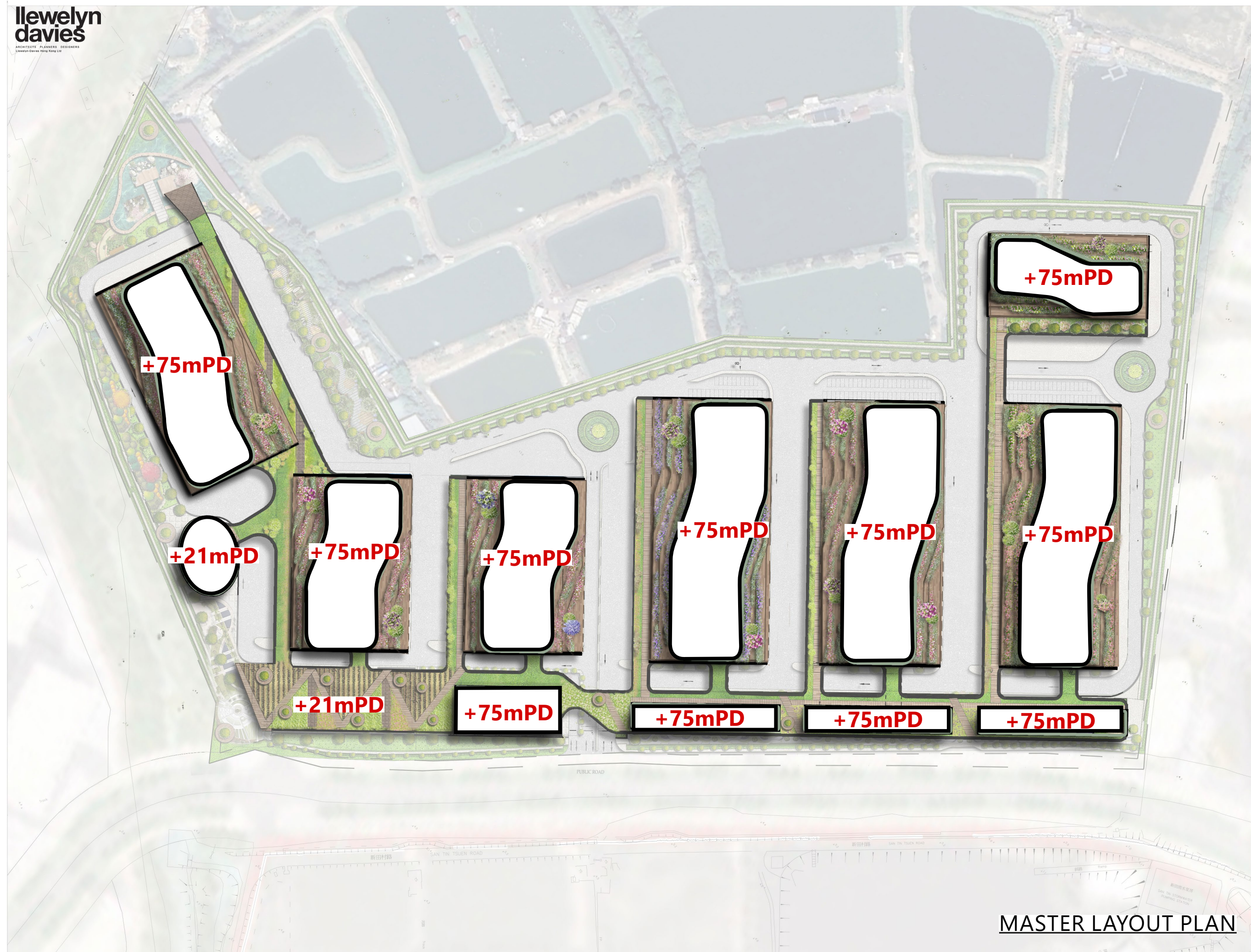
PODIUM LEVEL MASTER LAYOUT PLAN



LEGEND

- ① R&D LAB/
Office
- ② Staff Quarter
- ③ DATA Center

TYPICAL LEVEL MASTER LAYOUT PLAN



MASTER LAYOUT PLAN







Kenwell Limited

**llewelyn
davies**

ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

Appendix 3

Newspaper Cuttings

北都三片區 中港財團遞 22 意向



信報財經新聞 (2025 年 4 月 1 日)

發展局就北部都會區 3 個「片區開發」試點邀請市場提交意向書，昨天中午截止前至少有 12 間公司派代表趕往遞交，發展局表示，去年底至今合共收到 22 份意向書。回應查詢確認有人意向書的發展商包括恒地（0012.HK）、新地（0016.HK）、新世界發展（0017.HK）、信置（0083.HK）、長實（1113.HK）、會德豐地產及華懋集團等。世邦魏理仕香港估值及諮詢服務部主管兼執行董事鄭玄延指出，市場回應超出了該行的預期。

長實新地有份 會地看好發展

發展局發言人表示，是次提交意向書的企業或機構，包括本地和內地的發展商、承建商、綜合企業和電商物流公司等，當局會隨即整理及分析蒐集的意見，以決定「片區開發」試點的範圍、發展參數、工程要求和財務安排等，從而敲定日後招標的細節和條款。由於有關意見涉及來自個別企業的商業敏感資料，不宜公開，但日後招標的條款會適當地反映有關意見。

會德豐地產副主席兼常務董事黃光耀認為，北都發展規模龐大，緊接大灣區及港深創新科技融合發展，勢必成為新經濟增長引擎；集團對各個片區發展均會進行研究，公司在區內亦擁有發展項目，長遠看好北都發展。

3 個試點位於洪水橋/厦村新發展區、粉嶺北新發展區和新田科技城，每個試點均有住宅、產業和公共設施三類土地。政府為引發市場提出創新可行建議，在去年底展開為期 3 個月的市場意向調查，邀請有興趣人士提交意向書，計劃今年下半年起至明年陸續為 3 個試點招標。

是次意向書不設約束力，不屬於正式招標程序一部分，亦非為片區招標進行投標資格預審，如沒有提交意向書不會被禁止參與政府其後就片區試點招標進行的競投，所獲的待遇不會有任何差別。

世邦魏理仕鄭玄延稱，今次意向書的回應超出了該行的預期，儘管投標數目或會其後減少。項目發展其中一個重點考量為發展時間表，在初始階段需要對基礎設施及地盤進行大量前期投資，基本上在項目後期才會出現住宅銷售收入，如此漫長的現金流周期將影響發展商的財務回報。

高力：反應積極 促基建配合

鄭玄延補充，3個試點中新田顯示出更強吸引力，因相鄰地段能展現總體規劃和設計靈活性，類似一個全面的市鎮發展，而發展商可能對洪水橋位置特別感興趣，能透過土地交換計劃獲得現有的大型相鄰土地資產，提供潛在協同作用；因此特定地點的優勢將在決定最終投標策略方面發揮關鍵作用，綜合規劃機會及現有土地儲備，是發展商在這個資本密集而長期的發展計劃中之關鍵因素。

高力香港研究部主管及零售顧問諮詢李婉茵說，是次意向書邀請的反應，反映市場對片區開發的興趣，有正面且積極的訊號；然而，片區外的基建連接方面，目前北都相關並已規劃的主要建設，預期完工日期均離實際設施啟用日期滯後，除了令發展商對投標意欲保守外，更增加發展時人手及物流的難度，建議政府在項目推展上以全速配合的態度，與業界保持步伐一致。為了吸引更多市場力量參與，她建議政府在規劃上賦予私人業界更大的自主權和靈活性，以便更好滿足產業發展的實際需求；政府宜及早落實針對「公私營房屋比例」的靈活安排，以及土地投資可分期繳付的可行性細節外，就項目融資安排上政府可充當擔保人角色，以助私人發展商緩衝風險。

仲量聯行估價諮詢部主管區建強認同，目前商住樓市前景未明朗，住宅新供應仍然龐大，建築成本及利息高企，發展商無論競投片區或其他土地均不會如以往積極；若要利用北都帶動本港經濟，開發宜採取新模式，應由產業帶動，吸引產業落戶最重要，而非以售出地皮為成功指標，政府應思考如何吸引產業落戶北都，有經濟活動後再配合基建，自然能給予發展商更多信心，地價可望看高一線。

洪水橋5商業地 原址換地延至年底

■ 地產要聞

發布時間：2025/04/01

【本報訊】今年財政預算案除了公布，延長洪水橋市中心5幅商業用地原址換地申請限期，地政總署在昨日（3月31日）限期前公布，延長至今年底（12月31日）。

洪水橋第二階段原址換地，在去年有7宗個案涉及8幅用地獲接納作進一步申請，分布在洪水橋站未來市中心的第32區，鄰近天水圍站橋頭圍一帶的第17A區及19B區，原定在昨日須達成換地協議。

不過，據地政總署發出作業備考，將其中位於洪水橋市中心5幅商業用地，即洪水橋第32A、32B、32C及34D區的用地換地期限，延長至今年底。

新地恒地持有 佔地逾百萬呎

資料顯示，該批商業地由新地（00016）及恒地（00012）所持有，佔地達到逾百萬平方呎，未來將會作為商業發展用途，涉及樓面近千萬平方呎，由於寫字樓、商舖市場疲弱，發展商希望將更多樓面撥作住宅發展，成為項目達成補地價的難關之一。

至於另外有3宗申請的原址換地限制不會獲延長期，包括同由新地及恒地共同持有的洪水橋第34B區商住用地，以及由新地持有的第17A區項目，須按規定在昨日限制期達成換地協議。

責任編輯：黃鑠安



▲ 地政總署昨日延長洪水橋市中心5幅商業用地原址換地申請限期，延長至今年底。至於另外3宗申請不獲延長期限。（資料圖片）

洪水橋/厦村第二階段原址換地

項目	用途	發展商	最新換地限制
洪水橋第 32A 區	非工業（商業）	恒地及新地	延期至 2025 年 12 月 31 日
洪水橋第 32B 區			
洪水橋第 32C 區			
洪水橋第 32D 區			
洪水橋第 34B 區	非工業（住宅）	新地	維持 2025 年 3 月 31 日 不變
洪水橋第 17A 區	非工業（商業）		
洪水橋第 19B 區	非工業（非商住）	億京	未有限期

財政預算案 地政總署 洪水橋 土地供應 北部都會區 恒基地產 (00012)

新鴻基地產 (00016) 天水圍