

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/NE-MKT/2

<u>Applicants</u>	: Hong Kong International Innovation and Technology Hub Limited, Greater China Development Limited and GBA Digital Twin Solution Co. Limited represented by Arup Hong Kong Limited
<u>Plan</u>	Approved Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/7
<u>Site</u>	: Various Lots in D.D. 82 and 86 and Adjoining Government Land (GL), Man Kam To, New Territories
<u>Site Area</u>	: About 125,863m ² (including GL of about 35,117m ² , or about 27.9% of the Site)
<u>Lease</u>	: (a) Lot 1499 in D.D. 82 held under New Grant No. 5423 (for agricultural purpose only) (b) Lots 279 and 285 in D.D. 82: Short Term Waiver for a non-profit making (Government aided) primary school (c) Remaining Lots: Block Government Lease (demised for agricultural use)
<u>Zonings</u>	: (i) "Agriculture" ("AGR") (about 96.7% of the Site) (ii) "Green Belt" ("GB") (about 2% of the Site) (iii) "Government, Institution or Community" ("G/IC") (about 1.3% of the Site)
<u>Proposed Amendments</u>	: To rezone the application site from "AGR", "GB" and "G/IC" to "Other Specified Uses" ("OU") annotated "Innovation and Technology Hub" ("OU(I&T Hub)")

1. The Proposal

- 1.1 The applicants propose to rezone the application site (the Site) near Lo Shue Ling from "AGR" (about 96.7%), "GB" (about 2%) and "G/IC" (about 1.3%) to "OU(I&T Hub)" on the OZP (**Plan Z-1**) to facilitate the development of an international I&T hub. The Site is largely vacant and covered with vegetation including clusters of tree groups and active/fallow farmland with some temporary structures. Besides, portions of local access roads from Lin Ma Hang Road leading to the existing River Ganges Pumping Station and the Ta Ku Ling Ling Ying Public School¹ are within the Site (**Plan Z-2**).

¹ The existing River Ganges Pumping Station and the Ta Ku Ling Ling Ying Public School both zoned "G/IC" together with a vegetated knoll zoned "GB" are excluded from the boundary of the Site.

- 1.2 According to the applicants' submission, the proposed "OU(I&T Hub)" zone is primarily for establishing an I&T Hub which accommodates a variety of I&T uses, including research and development (R&D), office, data centre, commercial and other related business and complementary facilities with a landscaped, high-quality living and working environment to promote high technology business development. Development within this zone is subject to a maximum non-domestic gross floor area (GFA) of 365,180m², a maximum domestic GFA of 138,450m² and maximum building heights (BHs) of 90mPD, 80mPD, 110mPD and 120mPD for four sub-areas 1, 2, 3 and 4 respectively (**Drawing Z-1**). The applicants also propose to incorporate a GFA exemption clause on public transport interchange and government, institution or community (GIC) facilities including school(s) under the Remarks of the Notes for the "OU(I&T Hub)" zone. A set of Notes and Explanatory Statement (ES) as proposed by the applicants are at **Appendices III and IV** respectively.
- 1.3 According to the indicative scheme (**Drawings Z-3 to Z-5c**), the proposed development consists of 16 blocks with a total domestic GFA of not more than 138,450m² and non-domestic GFA of not more than 365,180m², and an overall BH profile ranging from 29.7mPD to 120mPD. Among them, there will be three 16-storey R&D Centres (i.e. Blocks R&D1 to R&D3) and one six-storey Commercial Centre (i.e. Block C1) in the northern portion, and three 12-storey Data Centres (i.e. Blocks DC1 to DC3) in the central portion. In addition, there will be three blocks of Ancillary Dormitories² (i.e. Blocks AD1 to AD3) of 31 to 32 storeys each, and five private residential towers (i.e. Blocks R1 to R5) of 16 to 31 storeys each together with a standalone 3-storey clubhouse over a 1 to 2-storey ancillary basement carpark in the southern portion. The target completion year of the proposed development is 2029 to 2032. According to the applicants, they currently fully or partially own about 57% of the private lots within the Development Site³, and have also entered sale and purchase agreements with a majority of the remaining private owners, with letter of intent executed. Together with an additional approximately 19% of private land (involving 11 target lots) currently under active negotiation, the applicants have secured or are in progress of securing up to about 76% of the private land within the Development Site. According to the applicants, it is anticipated that the remaining private land parcels will be assembled by 2027.
- 1.4 In support of the proposed development, an on-site sewage treatment plant (STP) is proposed in the northern portion for treatment and subsequent discharge of treated effluent to Ping Yuen River. A transport interchange, accommodating five bus drop-off/pick-up bays and 12 stacking bays, and a green minibus stand and a taxi stand, and a six-classroom kindergarten, located on G/F of Block R&D2 and between Blocks AD1 and AD2 respectively (**Drawings Z-5a and 5b**) are also proposed, both of which will be constructed, owned and operated by the applicants. A 10m-wide riverside promenade with provision of greenery, sitting-out area, and leisure facilities such as viewing decks will be provided near the R&D Centres fronting Ping Yuen River for public enjoyment (**Drawing Z-3**). The applicants will also be responsible to construct, maintain and manage the proposed northern access to the Site at their own costs. In order to maintain the "right of access" for the Ta Ku Ling Ling Ying Public School, an access road leading to the school at the eastern part of the Site (**Drawing Z-3**) would be maintained for the daily operation of the school.

² According to the applicants, the target occupants of the Ancillary Dormitories, in the form of talent homes, are workers, researchers, students, and personnel directly associated with the operation of the proposed I&T facilities.

³ According to the records of the Land Registry (LR) as of 18.12.2024, the applicants owned about 38% of the Development Site (or about 46% of the private land within the Development Site). The applicants state that they have acquired an additional 11% of the private land within the Development Site since then.

- 1.5 The Site is the subject of a previous application (No. Y/NE-MKT/1) (**Plan Z-1**) submitted by two of the same applicants as the current application to rezone the Site from “AGR”, “GB”, “G/IC” to “OU(I&T Hub)”, which was rejected by the Rural and New Town Planning Committee (the Committee) of the Town Planning Board on 28.3.2025, as detailed in paragraph 5 below. Compared with the previous application, the current application mainly involves a reduction of about 6% in total plot ratio (PR)/GFA, about 19% in domestic PR/GFA, and about 30% in both GFA and number of units for private residential use, with no other major change to the development layout and maximum BH while a stepped BH profile has been adopted for private residential portion. A comparison of the major development parameters of the current application and the previous application is summarised as follows:

Major Development Parameters (for indicative purpose only)	Previous Indicative Scheme under Application No. Y/NE-MKT/1 (a)	Proposed Indicative Scheme under Current Application (b)	Differences (b) – (a)
Site Area (about) ⁽ⁱ⁾	125,863m ²	125,863m ²	No change
Development Site Area (about)	102,461m ²	102,461m ²	No change
Total PR ⁽ⁱⁱ⁾	5.23	4.92	-0.31 (-6%)
Domestic PR	1.66	1.35	-0.31 (-18.7%)
Non-domestic PR	3.57	3.57	No change
Total GFA ⁽ⁱⁱ⁾	535,580m²	503,630m²	-31,950m² (-6%)
Domestic GFA	170,400m²	138,450m²	-31,950m² (-18.8%)
(a) Private Residential Use	106,500m ² <i>(about 19.9% of the total GFA)</i>	74,550m ² <i>(about 14.9% of the total GFA)</i>	-31,950m ² (-30%)
(b) Ancillary Dormitories	63,900m ²	63,900m ²	No change
Non-domestic GFA ⁽ⁱⁱⁱ⁾	365,180m²	365,180m²	No change
(a) R&D Centres ^(iv)	268,780m ²	268,780m ²	No change
(b) Data Centres	86,400m ²	86,400m ²	No change
(c) Commercial Centre	9,276m ²	9,276m ²	No change
(d) Kindergarten	724m ²	724m ²	No change
Clubhouse GFA ⁽ⁱⁱⁱ⁾	3,500m ²	2,982m ²	-518m ² (-14.8%)
BH ^(v)			
(a) Private Residential Use	120mPD (31-33 storeys)	66.45-120mPD (16-31 storeys)	No change to maximum BH
(b) Ancillary Dormitories	110mPD (31-32 storeys)	110mPD (31-32 storeys)	No change
(c) R&D Centres	90mPD (16 storeys)	90mPD (16 storeys)	No change
(d) Data Centres	80mPD (12 storeys)	80mPD (12 storeys)	No change
(e) Commercial Centre	37mPD (6 storeys)	37mPD (6 storeys)	No change

Major Development Parameters (for indicative purpose only)	Previous Indicative Scheme under Application No. Y/NE-MKT/1 (a)	Proposed Indicative Scheme under Current Application (b)	Differences (b) – (a)
No. of Units	3,712	3,010	-702 (-18.9%)
(a) Private Residential Use	2,320	1,618	-702 (-30.3%)
(b) Ancillary Dormitories	1,392	1,392	No change
Average Flat Size ^(vi)	37.7m ²	37.7m ²	No change
Anticipated Private Residential Use & Dormitory Population ^(vii)	10,022	8,126	-1,896 (-18.9%)
Anticipated Working Population	6,207	6,207	No change
Local Private Open Spaces (Not less than)	13,126m ²	11,230m ²	-1,896m ² (-14.4%)
Ancillary Car Parking Provision ^(viii)			
<i>Domestic Portion</i>			
Private Car	796 (including 40 visitor car parking spaces)	641 (including 40 visitor car parking spaces)	-155 (-19.5%)
Motorcycle	35	28	-7 (-20%)
Loading/Unloading (L/UL) Bay	8	8	No change
<i>Non-Domestic Portion</i>			
Private Car	1,577	1,577	No change
Motorcycle	159	159	No change
L/UL Bay	165	165	No change
Taxi/Private Car Lay-by	18	18	No change
School Bus Lay-by for Kindergarten	2	2	No change
Target Completion Year	2028	2029-2032	-

Notes:

- (i) According to the applicants, the Site comprises the Development Site and the residual adjacent land parcels for better rationalisation of site boundary and land use zoning (**Drawing Z-2**).
- (ii) PR and GFA calculations are based on Development Site area.
- (iii) The GFA of clubhouse (intended for use by residents of Private Residential Use) and the on-site STP are exempted/disregarded from GFA calculation, as proposed by the applicants, subject to consideration by relevant authorities at the detailed design stage.
- (iv) Including GFA of transport interchange on G/F of Block R&D2 (i.e. about 7,200m²) as proposed by the applicants.
- (v) The no. of storeys excludes basement carparks.
- (vi) Average flat size is calculated excluding area required for corridor, lift shaft, lobby, staircase, etc., as proposed by the applicants.
- (vii) A person per flat ratio of 2.7 is assumed, according to the average household size of the Territory and North District in 2021 Census, as proposed by the applicants.
- (viii) The car parking spaces at basement levels are exempted from the GFA calculation.

- 1.6 In support of the application, the applicants have submitted a new Traffic Impact Assessment (TIA) to demonstrate the technical feasibility of the indicative scheme. In addition, the applicants have submitted various technical assessments based on the previous indicative scheme under the previous application No. Y/NE-MKT/1 (the previous scheme), including Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA), Water Supply Impact Assessment (WSIA), Geotechnical Planning Review Report (GPRR), Visual Impact Assessment (VIA), Landscape and Tree Preservation Proposals (LTPP), Air Ventilation Assessment – Initial Study (AVA-IS), Environmental Assessment Study (EA) and Ecological Impact Assessment (EcoIA). The applicants claim that the other technical assessments conducted under the previous application have already presented a worst-case scenario for the proposed development, and that no insurmountable impacts would be anticipated. The technical assessments are at **Appendix Ia** and summarised in paragraphs 1.7 to 1.19 below.

Traffic Aspects

- 1.7 A TIA with a two-tier transport model⁴ has been conducted in support of the application. It is concluded that, with the proposed junction improvement works, the implication to the road network from the indicative scheme will be minimal. Currently, there is no direct vehicular access or footpath connecting the Site to Lin Ma Hang Road. The applicants propose to widen and extend the existing access road of the River Ganges Pumping Station at the northern part of the Site. A new standard single two-lane carriage way, with a minimum width of 10.5m (including 2.5m-wide footpaths on both sides), is proposed to connect the Site to Lin Ma Hang Road to the north⁵ (**Drawing Z-6**). Besides, five key road/junction improvement and/or modification schemes outside the Site⁶ are proposed, including road widening, provision of flare lane and junction configuration/road marking modification works (**Drawings Z-7a to Z-7e**). The applicants will be responsible for design, implementation and associated costs of the proposed traffic improvement measures.
- 1.8 Internal transport facilities for the proposed development will be provided in accordance with the high-end requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). The applicants also propose to provide a transport interchange, with a floor area of about 7,200m², located on G/F of Block R&D2 with five bus drop-off/pick-up bays and 12 stacking bays, and a green minibus stand and a taxi stand to accommodate 3 minibuses and 10 taxis respectively (**Drawing Z-8**). In addition, it is proposed to increase the service frequencies of existing bus services; relocate the terminus and extend the existing KMB Route 73K from Man Kam To (San Uk Ling) to the Site with employing double-decked bus (**Drawing Z-9a**); extend the bus route of KMB Route 79K to the Site with the terminus maintained at Ta Kwu Ling (Tsung Yuen Ha) (**Drawing Z-9b**); and introduce a new cross-district franchised bus route from the Site⁷ (**Drawing Z-9c**). Two

⁴ According to the applicants, two levels of transport models, namely, Strategic Transport Model at the upper tier and Local Area Traffic Model at the lower tier, are adopted in TIA.

⁵ The proposed road works involve the relocation of the access point for the River Ganges Pumping Station and the existing electricity substation. In addition, a signalised junction is proposed to accommodate the anticipated traffic demand resulting from the proposed development. The road markings on the westbound carriageway of Lin Ma Hang Road will also be modified to provide two traffic lanes at the junction, and further widening of a section of the eastbound carriageway of Lin Ma Hang Road is proposed.

⁶ The five key road/junction improvement and/or modification schemes comprise (i) Lin Ma Hang Road/Man Kam To Road, (ii) Lin Ma Hang Road/Ping Che Road, (iii) Po Shek Wu Road/Po Wan Road, (iv) San Wan Road/Fanling Station Road, and (v) Man Kam To Road/unnamed road near Sheung Shui Treatment Works and Fresh Water Pumping Station.

⁷ According to the applicants, the exact destination of the new cross-district franchised bus route will be further discussed with relevant government departments at later stage.

sets of en-route bus stops are planned outside the Ancillary Dormitories and residential towers, as well as data centres, to enhance the efficiency of the proposed bus services enhancement. The applicants will be responsible for the design, construction and implementation of the transport interchange, taxi stand, en-route bus stops, charging facilities for bus bays and taxi stand as well as bus ancillary facilities at their own costs, while the responsibility for future management, maintenance and ownership arrangements of the transport interchange would be further confirmed with relevant departments in later stage.

- 1.9 Based on the preliminary alignment illustrated in the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint), the applicants assert that the Northern Link Eastern Extension (NOLE) will run along the southern edge of the Site without encroaching on its boundary (**Plan Z-5**). Therefore, no interface issues are anticipated. Furthermore, sufficient area and flexibility have been reserved in the proposed development for any potential access road and/or junction connections in the future.
- 1.10 The applicants have committed to further reviewing the road layout and reserving sufficient flexibility to accommodate and, where appropriate, enhance future connectivity with the planned road network of the NTN New Town at the detailed design stage. The applicants will maintain close liaison and coordination with relevant departments during the detailed design stage to ensure that the transport arrangements and connectivity of the proposed development are adequately addressed.

Drainage, Sewerage and Water Supply Aspects

- 1.11 A DIA has been conducted under the previous scheme to evaluate the impact of stormwater flow generation resulting from the proposed development. As the proposed catchment area for surface run-off discharging to the existing drainage pipe increases, and some catchment areas are converted from unpaved to hard-paved surfaces, diversions of the existing drainage system are proposed. The u-channels and drains will be constructed, operated and maintained by the applicants. Access to the U-channel and drains will be provided to the Drainage Services Department (DSD) for future operation and maintenance. In addition, a polder scheme has also been adopted, including the provision of a drainage storage tank (25m (W) x 35m (L) x 4m (H)) with a volume of 2,541m³ (**Drawing Z-4b**) and a flood wall along the riverbank of the Ping Yuen River, to mitigate potential flooding risks. Flood barrier is also proposed at the northern part of the Site during extreme rainfall situation. Detailed design of the flood wall will be further considered at the detailed design stage.
- 1.12 A SIA has been conducted under the previous scheme to assess the sewerage impact arising from the proposed development on existing and planned public sewerage works. Sewage generated by the proposed development will be conveyed to the proposed on-site STP, with an installed capacity of 4,056m³/day, for treatment and subsequently discharge to Ping Yuen River to mitigate potential sewerage impacts. Detailed design of the proposed STP and internal sewerage system will be further considered at the detailed design stage.
- 1.13 A WSIA has been conducted under the previous scheme to evaluate the potential impacts of the proposed development on the existing water mains and installations maintained by the Water Supplies Department (WSD). While the Ping Che Fresh Water Service Reservoir (FWSR) does not have spare capacity to meet the additional fresh and flushing

water demands from the proposed development, it is recommended to switch the water source to the Table Hill FWSR and the Table Hill Reclaimed Water Service Reservoir as an interim measure. In long term, it is proposed that new water infrastructure planning under the “Remaining Phase Development of the New Territories North (NTN) – Planning and Engineering Study for NTN New Town and Man Kam To – Investigation” (the P&E Study) will be utilised for the proposed development. The proposed fresh and reclaimed water mains will be constructed by the applicants and handover to WSD for future maintenance. Detailed design of the proposed water supply scheme will be carried out at the detailed design/general building plan submission stage.

Visual, Air Ventilation and Landscape Aspects

- 1.14 A VIA has been conducted under the previous scheme to evaluate the visual compatibility and degree of anticipated visual impacts of the proposed development in the vicinity of the surrounding areas in comparison with the existing conditions⁸. The overall visual impact of the proposed development is generally negligible to slightly adverse (i.e. VP1 and VP4 to VP9, seven out of 10 viewpoints (VPs)). Owing to the high visual sensitivity and close proximity to the Site, the visual change caused by the proposed development is moderately adverse when viewed from VP2 – Ta Ku Ling Ling Ying Public School, VP3 – Lo Shue Ling, and VP10 – the bridge across Ping Yuen River. With the incorporation of design/mitigation measures such as stepped BH profile and building separations of width varying from 15m to 40m to optimise the overall building mass and wind penetration (**Drawings Z-10a and Z-10b**), the proposed development is considered acceptable in terms of visual impact.
- 1.15 An AVA-IS with additional qualitative analysis for the indicative scheme has been conducted to assess the pedestrian-level air ventilation performance of the proposed development. Several wind enhancement features including four 30m-wide and one 40m-wide breezeways, three 15m-wide air paths and six 18m-wide by 10.8m-high empty bays are proposed to mitigate potential impacts on the surrounding pedestrian wind environment (**Drawing Z-11**).
- 1.16 A LTPP has been conducted under the previous scheme in support of the application. A 3m-to-9m wide soft edge will be set along the Development Site boundary, and some screening treatments, including tree planting and green walls, are proposed between the Development Site and Ta Ku Ling Ling Ying Public School to minimise the visual intrusion generated from the proposed development (**Drawing Z-12**). Regarding the compensatory tree planting, there are 323 trees within the Site, 279 of which are proposed to be felled, including four undesirable species. Accordingly, a total of 275 new trees would be planted, involving 219 trees at the ground level and podium gardens and 56 seedling trees at the proposed woodland compensatory areas within the Development Site (about 0.87ha) (**Drawing Z-13**). To further maximise the planting opportunities, another 292 seedling trees will be planted at the proposed woodland compensatory areas (with a total of 384 seedling trees). The overall greenery area of not less than 30,739m² (or not less than 30% of the Development Site) with multi-level provisions in accordance with Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) will be provided in the proposed development (**Drawing Z-14**).

⁸ The Reference Scheme shown in VIA is based on the proposed land uses and development parameters of the Preliminary Feasibility Study on Developing the NTN promulgated in 2018, which is included for reference only.

Environmental Aspect

- 1.17 An EA has been conducted under the previous scheme to evaluate potential environment impacts on the proposed development, in accordance with HKPSG Chapter 9 – Environment. The proposed development is not classified as a Designated Project under the Environmental Impact Assessment Ordinance. Given significant separation distance from Lin Ma Hang Road and the screening provided by buildings, adverse road traffic noise impacts are not anticipated. Meanwhile, two potential fixed sources, including the River Ganges Pumping Station and Ta Ku Ling Ling Ying Public School, have been identified within 300m assessment area of proposed residential towers and Ancillary Dormitories, and no noticeable fixed noise was perceived. To mitigate the noise impact from fixed plant sources within the proposed development, plant room exhausts should be installed at the facades facing the internal roads, be equipped with silencers/acoustic louvers. Absorptive lining will be provided on ceiling and interior walls of the transport interchange and no adverse noise impact is anticipated.
- 1.18 With the implementation of appropriate mitigation measures, for example sufficient setback distances from the nearby roads to meet the minimum requirements (i.e. 5m setback from local distributor) as stipulated in HKPSG, and proper connection with public drainage and sewerage network, significant adverse impacts on other environmental aspects, including air quality, land contamination, waste management and water quality are not anticipated.

Ecological Aspect

- 1.19 An EcoIA has been conducted under the previous scheme to evaluate the potential ecological impacts of the proposed development. Ecological and field surveys were carried out covering both wet and dry seasons. The assessment results identified two flora species of conservation importance (SCI), three butterfly SCI, and one odonata SCI recorded at the Site. The woodland adjoining to the Ta Ku Ling Ling Ying Public School, where butterfly SCI is recorded, will be preserved. Moreover, for the loss of 0.87ha of woodland, it will be mitigated by two on-site compensatory areas of 0.42ha and 0.45ha respectively at a compensation ratio of 1:1 (**Drawing Z-13**). Therefore, the proposed development is considered acceptable from ecological perspective. According to the submission, the project proponent/future property management of the proposed development will be responsible for the management and maintenance of the proposed compensatory woodland planting.
- 1.20 In support of the application, the applicants have submitted the following documents:
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|-----|---|------------------------|
| (a) | Application Form received on 5.6.2026 | (Appendix I) |
| (b) | Supplementary Planning Statement (SPS) | (Appendix Ia) |
| (c) | Supplementary Information (SI) dated 9.6.2026 | (Appendix Ib) |
| (d) | Further Information (FI) dated 9.7.2026, 10.7.2026 and 14.7.2026 [^] | (Appendix Ic) |
| (e) | FI dated 16.7.2026 [^] | (Appendix Id) |

[^] *accepted and exempted from the publication and recounting requirements*

2. Justifications from the Applicants

The justifications put forth by the applicants in support of the application are detailed in the Application Form, SPS, SI and FIs at **Appendices I to Id**, as summarised below:

Addressing Previous Concerns and Enhanced Implementation Certainty

- (a) in response to the key issues raised by the Committee on the previous application (No. Y/NE-MKT/1), the applicants have refined the indicative scheme in the current application, including reducing the scale of private residential use, refining the stepped BH profile for residential component, and making substantial progress in land assembly, etc. It demonstrates the applicants' responsiveness to the Board's previous concerns regarding implementation feasibility, residential proportion, and compatibility with the comprehensive planning of the NTN New Town;
- (b) the proposed development envisions the significant role of Man Kam To as a New Development Area (NDA) in the northeastern New Territories neighbouring Shenzhen, and the convenient cross-boundary facility in Liantang/Heung Yuen Wai Boundary Control Point (BCP), with high potential for developing the I&T industry. In particular, the proposed development has been carefully designed to accommodate various uses essential or the effective operation of an I&T hub. The proposed development will be delivered by the China Civil Engineering Construction Corporation with strong capabilities in construction, and operation of industrial park development, with top-notch enterprises committed as the anchor tenants with signed 'Memorandum of Understanding'. It is anticipated to attract investment exceeding HK\$10 billion and generate significant employment opportunities for the local workforce;
- (c) according to the Broad Land Use Concept under the Preliminary Development Proposal (PDP) for NTN New Town released by the Development Bureau (DEVB), the Site is partly reserved for emerging industries and partly reserved for Boundary Mixed Use Areas designated for gateway economy uses. As the Site is located outside the Priority Development Area (PDA) of the NTN New Town, the Government intends to leverage the market forces for the remaining phases of the NTN New Town. The proposed development would help streamline land assembly, expedite implementation, and allow delivery ahead of the overall NTN programme without jeopardising comprehensive planning;

Strategic Policy Alignment & Regional I&T Cluster Synergy

- (d) the Site is strategically located in the Boundary Commence and Industry Zone under the Northern Metropolis (NM) Action Agenda which has strong potential to develop into a BCP business district and a base for emerging industries, and the strategic location within the NTN New Town. The proposal fully aligns with the national 14th and 15th Five-Year Plan, the Guangdong-Hong Kong-Macao Greater Bay Area Outline Development Plan and the Hong Kong Innovation and Technology Development Blueprint;
- (e) supported by a clear positioning of NM under a 'industry-driven, infrastructure-led' approach, the proposed development will expedite the development of NM, and reinforce synergy with the planned and committed I&T initiatives in the surrounding NDAs, including the Hong Kong-Shenzhen Innovation and Technology Park, San Tin Technopole, Ngau Tam Mei area and the proposed NM University Town, to strengthen university-industry collaboration and applied research, while complementing cross-boundary I&T coordination with the neighbouring Luohu areas in Shenzhen at the eastern part of NM;

Response to Changing Planning Circumstances

- (f) with reference to the OZP amendments for the development of Sandy Ridge data facility cluster on the same OZP in 2024 and 2025, the changing planning circumstances of the area warrant a review of its land uses and development potential. In particular the Site has already been designated under the policy direction of developing an international I&T hub, in view of the evolution of the NTN area from the former the Frontier Closed Area;
- (g) the proposed tailor-made “OU(I&T Hub)” zone is appropriate for the Site as it allows the necessary flexibility for innovative design and proposals, as well as sensitive responses to fluid community aspirations and market demands to accommodate different uses under the I&T industries, which is critically important to the vision of developing an I&T Hub;
- (h) given the considerable number of job opportunities available in the proposed development, the provision of Ancillary Dormitories in a form of talent homes supports a high-quality working and living environment. The provision of Ancillary Dormitories and residential development could offer diversified quality housing options in the NM;

Land Use Compatibility

- (i) the proposed development is compatible with the existing and planned development of similar nature, for example Cyberport, the planned Enterprise and Technology Park in Hung Shui Kiu NDA and PDA of the NTN New Town;
- (j) given the Site’s proximity to the indigenous villages, including Chow Tin Tsuen, Fung Wong Wu and Lei Uk, the proposed development will adopt sensitive design, including careful landscape treatment along boundaries, to minimise visual and environmental impacts on the surroundings while fully respecting the traditional rights of indigenous villagers, and creating a harmonious interface with the surrounding rural setting;
- (k) the existing operation of the River Ganges Pumping Station and the existing electricity substation, and Ta Ku Ling Ling Ying Public School zoned “G/IC” would not be affected by the rezoning proposal;
- (l) the proposed development will not encroach upon or create interface issues with planned NOLE; and

Technical Feasibility

- (m) the proposed development is technically feasible and relevant government bureaux/departments (B/Ds) had no objection to the previous application. No adverse traffic, landscape and tree preservation, visual, air ventilation, environmental, drainage, sewerage, water supply, ecological and geotechnical impacts at the Site and on the surrounding environment are anticipated with the implementation of the proposed mitigation measures and improvement works.

3. Compliance with the “Owner’s Consent/Notification” Requirements

Two of the applicants (i.e. Hong Kong International Innovation and Technology Hub Limited, Greater China Development Limited) are among the “current land owners” of the private lots

within the Site while the remaining applicant (i.e. GBA Digital Twin Solution Co. Limited) has obtained consent from at least one of the “current land owners”. In respect of the remaining private lots, the applicants have complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by publishing notices in local newspapers and posting notice in a prominent position or near the Site. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the “Owner’s Consent/Notification” requirements are not applicable.

4. **Background**

- 4.1 The Site was zoned mainly “AGR” with a minor portion of “GB” and “G/IC” on the draft Man Kam To Development Permission Area Plan No. DPA/NE-MKT/1 gazetted on 30.7.2010. The zonings of the Site have remained the same since then.
- 4.2 The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the P&E Study on 29.10.2021. The Site falls within the proposed development area at NTN New Town under the P&E Study. In October 2023, the NM Action Agenda promulgated by the Government outlines that the NTN New Town and Lo Wu/Man Kam To (LW/MKT) area, covering three BCPs, can be developed into a BCP business district and a base for emerging industries. According to the Broad Land Use Concept Plan under the PDP for NTN New Town released by the DEVB in late December 2024, the Site falls within an area mainly proposed for ‘Industries’⁹ with a small portion designated for ‘Mixed Use/Residential’ uses (**Plan Z-5**). The Site falls outside the PDA for development of the Heung Yuen Wai Boundary Mixed Use Area, Enterprise Park and University Town¹⁰. The two-month public consultation exercise was conducted in January to March 2025. Taking into account the public views received, the relevant land use proposals are being refined and the Recommended Outline Development Plans (RODP) for NTN New Town will be formulated with relevant technical assessments/engineering design. Given the vast scale of NTN New Town, the Government has indicated intention to first proceed with a PDA covering the Heung Yuen Wai Area and the University Town. Area falling outside the PDA could be considered for phased development in the medium and long term.
- 4.3 The Blueprint was promulgated by the Transport and Logistics Bureau in December 2023, which recommends new railway projects in the vicinity of the Site including the NOLE which will extend the Northern Link eastward from Kwu Tung Station to Ping Che passing through various development nodes in NTN New Town, including LW/MKT area. The preliminary commissioning target of NOLE is in 2039 or beyond.
- 4.4 The Site is currently not subject to any active enforcement action.

⁹ According to the PDP, the areas near Hung Lung Hang and Man Kam To BCP will provide land mainly for construction of public facilities, and development of gateway economic uses, advanced construction (including research and development, certification, storage and training facilities and high productivity construction) and green industries (including EcoPark II, yard waste treatment and recycling facilities).

¹⁰ According to the current programme under the PDP, the food control facilities within the PDA of NTN New Town could be implemented earlier so as to transform Man Kam To BCP into a passenger only BCP by relocating its food control function to Heung Yuen Wai BCP as early as possible. Government-initiated works for the remaining parts of the PDA may commence as early as 2028/29.

5. Previous Application

- 5.1 The Site is the subject of a previous application (No. Y/NE-MKT/1) submitted by two of the same applicants as the current application to rezone the Site from “AGR”, “GB” and “G/IC” to “OU(I&T Hub)” to facilitate the development of an international I&T hub, which was rejected by the Committee on 28.3.2025 mainly on the grounds that the prospect for comprehensive implementation of the proposed development at the Site was uncertain taking into account the current land ownership pattern, and that the proposal was considered not acceptable given the disproportionate residential component for the proposed I&T hub, approval of the rezoning application would impose major constraints on the more comprehensive land use planning of the area as part of a NDA, and undermined the efficient use of the surrounding land. During the meeting, Members generally considered the proposal not acceptable in view of the high proportion of residential component, the uncertain implementation prospect and the potential constraints posed on the Government’s planning of the area. However, if the applicants could acquire the remaining private lots within the Site and suitably revise their proposal to address the Committee’s concerns, they might submit another section 12A application for consideration of the Committee.
- 5.2 Details of the previous application are summarised at **Appendix II** and its location is shown on **Plan A-1**.

6. Similar Application

There is no similar application involving rezoning of a site from “AGR”, “GB” and “G/IC” zones to “OU(I&T Hub)” within the same OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-4d)

7.1 The Site is:

- (a) largely vacant and covered with vegetation including clusters of tree groups and active/fallow farmland with some temporary domestic/agricultural structures;
- (b) encircling the Ta Ku Ling Ling Ying Public School zoned “G/IC” and a densely vegetated knoll zoned “GB”;
- (c) abutting Ping Yuen River to the immediate northeast and adjoining the foothill of Lo Shue Ling to the immediate west; and
- (d) abutting Lin Ma Hang Road to the north. There is a local access road leading to the Ta Ku Ling Ling Ying Public School, a part of which falls within the eastern part of the Site.

7.2 The surrounding areas are of rural character with the following characteristics:

- (a) to the immediate north is the River Ganges Pumping Station and the existing electricity substation zoned “G/IC” and to its further north across Shenzhen River is the existing urbanised areas with medium to high-rise developments in Shenzhen mainly for commercial and residential uses;

- (b) to the northeast across Ping Yuen River are sites covered with valid planning permissions under applications No. A/NE-MKT/54 and 58 for temporary open storage of construction materials and construction machinery with ancillary facilities and temporary logistics centre with ancillary facilities respectively (**Plan A-2**). To the further northeast is the Ta Kwu Ling Village zoned “Recreation” mainly comprising temporary domestic structures, fallow agricultural farmland and storages;
- (c) to its east is the rural settlements of Chow Tin Tsuen, Fung Wong Wu and Lei Uk zoned “Village Type Development” (“V”); and
- (d) to the immediate west is a vegetated hillslope, namely Lo Shue Ling (with level up to about 85mPD) zoned “GB”, which is also a permitted burial grounds for indigenous villagers.

8. Planning Intentions

- 8.1 The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- 8.2 The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.
- 8.3 The planning intention of the “G/IC” zone is primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

9. Comments from Relevant B/Ds

- 9.1 The following B/Ds have been consulted and their views on the application are summarised as follows:

Long-Term Planning

9.1.1 Comments of the Secretary for Development (SDEV):

- (a) the Site is within NTN New Town, but outside its PDA of the NTN New Town. The land ownership (including those wholly or partially owned by the applicants and those with consent obtained from the respective landowners by the applicants) has claimed to have increased from the previous 46% to the current 76%, which includes the northern part of the Site where the major access point is proposed; and

- (b) it is subject to relevant departments' (e.g. Transport Department (TD), PlanD, CEDD) advice on various technical aspects of the proposed development, for example transport arrangement, holistic planning and design of an efficient road network to serve the NTN New Town as a whole, etc.

9.1.2 Comments of the Chief Town Planner/Studies and Research, PlanD (CTP/SR, PlanD) and Project Manager (North), CEDD (PM(N), CEDD):

- (a) the Site falls within the proposed NTN New Town under the P&E Study commenced in October 2021. The P&E Study provides guidance for the detailed planning and implementation of the future developments within the NTN New Town;
- (b) the PDP of the NTN New Town, with a Broad Land Use Concept, was announced in December 2024 and a two-month public engagement exercise was conducted in January to March 2025. Due to the vast spatial scale of the NTN New Town, it is proposed to first proceed with a PDA covering Heung Yuen Wai area and the proposed NTN Campus of the NM University Town (NMUT). The remaining development land in NTN New Town could be considered for phased development in the medium to long term. The Site falls outside the initial PDA boundary indicated on the Broad Land Use Concept (**Plan Z-5**);
- (c) under the Broad Land Use Concept of the P&E Study, living communities with higher density developments and community facilities are generally proposed to concentrate around the future railway stations to enhance the utilisation of land. The Site, situated far away from the proposed living communities and railway stations, is mainly located at the area designated as 'Industrial' on the Broad Land Use Concept reserved for development of diverse industries, including green industries, to leverage the proximity to the connection to the future NM Highway, as well as to minimise the possible environmental impacts of the industries-related vehicles on the living communities within the core area of the NTN New Town;
- (d) the proposed development is predominantly for I&T uses, with a non-domestic to domestic GFA split of 73:27. Supporting facilities including shop and services, and kindergarten will be provided within the Site to serve the proposed working population and residents. The proposed development may not be considered entirely in conflict with the Broad Land Use Concept, as well as the strategic positioning of NTN New Town as a BCP business district and a base for emerging industries;
- (e) according to the NM Action Agenda 2023, the NOLE and Northeastern New Territories Line (NENTL) are proposed to promote the development of the eastern part of the NM with the possible railway alignments/stations passing through Lo Shue Ling area where the Site is located. The proposed NOLE and NENTL connecting to the NTN New Town with existing and planned railway network have also been included in the Blueprint released in December 2023. From planning study perspective, given the irregular shape and change of land uses of the Site, the long-term development

potential of Lo Shue Ling area would need to be holistically reviewed with regard to all relevant planning factors, should the application be approved;

- (f) in any case, the proposed development should not impose any unacceptable constraint to the comprehensive planning of the NTN New Town in particular PDA including the NTN Campus of the NMUT which is expected to have an earlier implementation programme. If the applicants consider the proposal has its own merits in relation to all relevant Government policies, the applicants should demonstrate the technical feasibility of the proposal, particularly sufficient infrastructure capacity, to support the proposed development in view of the remoteness of the Site and before those infrastructure works under the P&E Study are in place; and
- (g) in terms of the future road network, it will be advantageous if a north-south connection road could be provided through the Site. If there will be a connection to the future road system of the NTN New Town at the south, the proposed 'Driveway/Emergency Vehicle Access (EVA)' (or part of it) inside the Site will need to be open for public use and more traffic will be attracted southward to other areas of the NTN New Town and the potential interchange with the future NM Highway at the further south. In this connection, widening of the southern section of the 'Driveway/EVA' to the same width as the northern section (10.5m) and the associated roundabouts may need to be considered to accommodate the traffic demand during the future development of the NTN New Town. This would accommodate the possibility of the proposed 'Driveway/EVA' connecting to the future road system of the NTN New Town and opening for public use. Should the application be approved, the applicants are reminded to further review the road layout and reserve sufficient flexibility to accommodate and enhance future connectivity with the wider road network of the NTN New Town when proceeding with the proposed development in the future.

9.1.3 Comments of the Principal Government Engineer/Railway Development, HyD (PGE/RD, HyD):

- (a) he has no adverse comment on the application from railway development viewpoint; and
- (b) the Site is in the proximity to the preliminary alignment of the NOLE which is now under planning.

I&T Development

9.1.4 Comments of the Secretary for Innovation, Technology and Industry (SITI):

- (a) he has no objection to the application for the Site for I&T Hub development but not in the position to support the proposed rezoning if it aligns with the Government's land use policy;
- (b) data centre is key information and communication technologies infrastructure to drive the development of digital economy and technology innovation in Hong Kong. The Government is committed to promoting

Hong Kong as the prime location for data centres in the Asia-Pacific region. The proposed application to rezone the Site from “AGR”, “GB” and “G/IC” zones to a new “OU(I&T Hub)” zone with Information Technology and Telecommunications Industries use as always permitted would make available more potential data centre floor space. Subject to the approval of the application, if materialised, it would contribute to addressing the growing demand for high-tier data centres in Hong Kong and benefit the I&T sector development at large;

- (c) the applicants are advised to assess the availability and request for sufficient provision of water, power supply and sewerage as well as the telecommunications network for the proposed data centre development, to ensure smooth implementation of the proposal; and
- (d) as for the provision of R&D Centres, the Government is committed to enhancing Hong Kong’s I&T ecosystem by consolidating Hong Kong’s R&D strengths. The proposed application would provide more space for R&D activities in Hong Kong.

Land Administration

9.1.5 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- (a) the applicants have advised that the land parcels, which consist of private land and GL, adjoining the Development Site are included to form the Site with the planning intention to better rationalise the boundary and land use zoning and indicated that they would submit land exchange proposals to LandsD to facilitate the proposal upon the rezoning application has been approved. There is no guarantee that the land exchange application if submitted will be approved and such application will be considered by LandsD acting in the capacity of the Landlord at its sole discretion. The rezoning application or approval (if given) shall not pre-empt the consideration and decision of the approving authority for the land exchange, if submitted by the applicants, and given that GL is involved, there should be no assumption that the inclusion of GL in the land exchange application would be approved;
- (b) as there is no confirmation that the proposed transport interchange and kindergarten are required by the Government and no relevant B/Ds have confirmed to be the approval authority and take up the monitoring role both at the development/operational stages, the requirements for those facilities will not be imposed in the lease conditions unless the facilities are required by the Government and monitored by relevant B/Ds;
- (c) the applicants have proposed “right of access” as the Development Site would affect the existing River Pumping Station/existing electricity substation and would land-lock the Ta Ku Ling Ling Ying Public School/’Fung Shui Woodland’. Instead of constructing a public road, only a right-of-way would be given to existing occupiers. As there is no confirmation that TD/HyD will take up the management and maintenance responsibilities of the above proposed “right of access” upon completion,

the right-of-way requirements as proposed by the applicants will not be imposed under lease;

- (d) some GL on the northern side would be included in the Development Site so as to obtain vehicular access towards Lin Ma Hang Road. There should be no commitment on using GL for vehicular access serving the proposed private development. And in case any proposed access is for public use, comments from TD and the Highways Department (HyD) should be sought on the design and implementation of such public access;
- (e) some road works are proposed along Lin Ma Hang Road. Noting that the works are outside the Site and along Lin Ma Hang Road being a public road, such requirement would not be incorporated under lease. Notwithstanding this, as the necessity of such provision falls outside the purview of her office, she has no particular comment on it if it is to be provided at the applicants' initiatives; and
- (f) his other comments are at **Appendix V**.

Education

9.1.6 Comments of the Principal Education Officer (Kindergarten Education), EDB (PEO(KGE), EDB):

- (a) she has no view on the planned provision of kindergarten for private housing developments;
- (b) the applicants are advised to follow HKPSG on the requirement of provision of kindergarten. While kindergartens in Hong Kong are privately run and the provision of kindergarten places is market driven all along, it could be taken into account the existing provision of kindergarten in the Tertiary Planning Unit concerned to allow flexibility for better utilisation of the planned kindergarten premises for alternative gainful uses to meet the more pressing demands for other community services, if need be;
- (c) her other comments regarding Schedule of Accommodation, GFA and parking and L/UL spaces for the proposed kindergarten are at **Appendix V**.

9.1.7 Comments of the Chief School Development Officer (North), EDB (CSDO(N), EDB):

- (a) she has no comment on the application;
- (b) as the operating aided primary school named Ta Ku Ling Ling Ying Public School will be sandwiched between sub-area 2 and sub-areas 3 and 4 (**Drawing Z-3**) of the proposed development, the route(s) to get access to the school should be preserved. On the other hand, noise disturbance and air quality issues created by the construction works are of concern. Mitigation measures should be taken so as not to affect the lessons and other teaching and learning activities; and

- (c) it is noted that the school's views on the application would be sought in later stage. The school's views, as a major stakeholder, should be duly taken into account in the overall consideration, should the application be approved.

Traffic Aspects

9.1.8 Comments of the Commissioner of Transport (C for T):

- (a) she has no comment on the application;
- (b) the proposed road and junction design located on proposed road(s) and the transport facilities to be provided within private lots, as proposed by the applicants, would be detailed designed and constructed by the applicants' own cost;
- (c) for the ownership of the transport interchange, at this stage, provided there is guaranteed, unrestricted use by TD and public transport operators, her preference is for the facility to be funded, designed, constructed, provided, managed, and maintained by the private developer(s); and
- (d) she notes the applicants' openness and flexibility regarding future management, maintenance, and ownership arrangements. While private ownership is her preferred approach, should unrestricted use by TD and transport operators is not feasible under a private model, she is open for further discussion regarding the conditions and mechanisms for handing the facility over to the Government upon completion; and
- (e) her other comments are at **Appendix V**.

9.1.9 Comments of the Chief Highway Engineer/New Territories East, HyD (CHE/NTE, HyD):

- (a) he has no comment on the application from public road maintenance perspective; and
- (b) if any future public roads will be handed over to TD for management and HyD for maintenance, it should be designed and constructed in accordance with relevant highway standard drawings, guidelines, guidance notes, road notes, etc., and sufficient recurrent consequence to HyD will be required unless prior approvals have been obtained from his office.

Drainage

9.1.10 Comments of the Chief Engineer/Mainland North, DSD (CE/MN, DSD):

- (a) he has no in-principle objection to the application from public drainage viewpoint;
- (b) the future lease condition shall require the applicants to submit an updated DIA for review; and

- (c) it should be noted that drainage improvement works at Lower Ping Yuen River currently under Consultancy Agreement No. CE67/2022(DS) “Drainage Improvement Works at North District (Phase 2) – Design and Construction” may interface with the proposed development. Interface coordination will be necessary at a later stage.

Sewerage

9.1.11 Comments of CE/MN, DSD:

- (a) he has no in-principle objection to the application from public drainage viewpoint; and
- (b) the future lease condition shall require the applicants to submit an updated SIA for review.

9.1.12 Comments of DEP:

- (a) he considered no insurmountable environmental problem is associated with the proposed development and hence has no objection to the application;
- (b) in view that there is no change in major development parameters and only involves reduction in domestic GFA and number of units, the applicants submitted the SIA under the previous scheme in support of the application; and
- (c) his other comments are at **Appendix V**.

Water Supply

9.1.13 Comments of the Chief Engineer/Construction, WSD (CE/C, WSD):

- (a) he has no objection to the application;
- (b) it is noted that part of the Site overlaps with the WSD land allocation for the River Ganges Lowland Raw Water Pumping Station (**Attachment 1**). The applicants shall take note and closely liaise with WSD and CLP Power Hong Kong Limited regarding land requirement issues; and
- (c) his other comments are at **Appendix V**.

Urban Design, Air Ventilation and Landscape

9.1.14 Comments of the Chief Town Planner/UD&L, PlanD (CTP/UD&L, PlanD):

Urban Design

- (a) she has no adverse comment on the application from visual perspective;
- (b) the Site is situated in the northmost rural area of the North District. Its locality mainly comprises rural settlements with BHs ranging from 10 to 18mPD, vegetated hillslopes and fallow agricultural land. In a wider

context, Shenzhen which is highly urbanised located to the further north. Although the building mass and height of the proposed development (with maximum BHs of 80/90/110/120mPD) are not fully in keeping with the existing rural character, it is considered not entirely incompatible with the existing urban developments in Shenzhen in the wider context;

- (c) as compared to the previous application No. Y/NE-MKT/1, a reduction in domestic GFA is noted. While maintaining the overall layout and maximum BH of 120mPD, the applicants have refined the building design for four residential towers from a uniform height of 120mPD to a stepped building profile with BHs ranging from 66.45mPD to 120mPD. Additionally, BH of the proposed clubhouse block has been reduced from 34.7mPD to 29.7mPD;
- (d) according to the applicants, the VIA submitted under the previous scheme demonstrated the worst-case scenario for the proposed development. As the indicative scheme only involves reduction in development intensity, the visual impact evaluation from the previous VIA is considered still applicable. Under the VIA, the proposed development would cause negligible to moderately adverse visual impacts to the selected public VPs as compared with the existing condition; and
- (e) the design measures proposed under the indicative scheme, including varying BH profile, provision of building separations/setbacks, avoiding podium structure, provision of wind corridors and promenade are considered to have design merits;

Air Ventilation

- (f) the applicants provide qualitative analysis on the air ventilation performance of the proposed development based on the simulation results of an AVA-IS using computational fluid dynamics to compare the pedestrian-level air ventilation performance of the existing condition and the indicative scheme;
- (g) in general, the ventilation performance of the existing condition is better than the indicative scheme due to the empty condition of the existing condition. According to the simulation results, some impacts are noted at Ta Kwu Ling Village and the roads to the east and south of the Site when compared the performances of the indicative scheme on pedestrian wind environment with the existing condition under both annual and summer conditions, and at Ta Ku Ling Ling Ying Public School under annual condition and Lin Ma Hang Road under summer conditions; and
- (h) the applicants have proposed several breezeways, air paths and permeable elements have been incorporated in the previous scheme in order to alleviate the potential impact on the surrounding pedestrian wind environment. The indicative scheme has a lower BH for some residential towers and made some minor changes to the wind enhancement features (i.e. the empty bay on the ground floor). The additional wind enhancement features would expect to enhance the wind permeability of the Site. Some localized benefit to the aforementioned location is expected. Generally,

the overall ventilation performance of the previous scheme and the indicative scheme will be similar;

Landscape

- (i) she has no adverse comment on the application from landscape planning perspective;
- (j) based on the aerial photo taken in 2025, the Site is located in an area of rural inland plains landscape character comprising village houses, woodland, vegetated areas and tree clusters;
- (k) with reference to **Appendix Ia** and the LTPP, 323 trees were found within the Site. Among them, 44 trees will be felled by the proposed development, including four undesirable species. To compensate for the loss, 275 new trees will be planted. Additionally, woodland planting with 292 seedling trees is proposed. The proposed tree compensation ratio would achieve 1:1 in terms of tree number;
- (l) according to Appendix A of the LTPP, no distinctive landscape resources (for example Old and Valuable Tree, Trees of Particular Interest and rare species) were recorded; and
- (m) in view of the above, significant adverse landscape impact arising from the application is not anticipated.

Environment

9.1.15 Comments of the Director of Environmental Protection (DEP):

- (a) there is no insurmountable environmental impact associated with the proposed development at the Site and hence he has no objection to the application from environmental planning perspective;
- (b) from the information provided, it is noted that the applicants have provided a revised scheme which mainly involve a decrease of about 30% in both domestic GFA and the number of units for private residential use, with no major change to the development layout and maximum BH as compared with the previous scheme. In view that there is no change in major development parameters and only involve reduction in domestic GFA and numbers, the applicants submitted the EA and SIA under the previous scheme in support of the application;
- (c) in the detailed design, the applicants shall ensure no direct line of sight from the noise sensitive receivers to the proposed exhausts and also reconfirm those assumption, for example enclosing all mechanical plant, including chiller plant, etc.; and Noise Impact Assessment (NIA) should be carried out by the future developer(s) under the lease requirement.

Agriculture and Nature Conservation

9.1.16 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

Agriculture

- (a) the Site falls within “AGR” zone, amongst other zones, and is generally vacant or abandoned with some structures. The agricultural activities are active in the vicinity, and agricultural infrastructures such as road access and water source are also available. The Site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the Site possesses potential for agricultural rehabilitation, the proposed rezoning is not supported from agricultural perspective; and

Nature Conservation

- (b) he has no strong view on the application from nature conservation perspective.

9.2 The following departments have no objection to/no adverse comment on the application:

- (a) Head of the Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (b) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
- (c) Director of Electrical and Mechanical Services (DEMS);
- (d) Director of Fire Services (D of FS); and
- (e) District Officer (North), Home Affairs Department (DO(N), HAD).

10. Planning Considerations and Assessments

The Proposal

- 10.1 The application is for rezoning the Site from “AGR” (about 96.7%), “GB” (about 2%) and “G/IC” (about 1.3%) to “OU(I&T Hub)” on the OZP (**Plan Z-1**) to facilitate the development of an international I&T Hub, subject to a maximum non-domestic GFA of 365,180m², a maximum domestic GFA of 138,450m² and maximum BHs of 80mPD to 120mPD across four sub-areas to be stipulated under the OZP (**Drawing Z-1**). According to the proposed Notes and ES of the OZP submitted by the applicants at **Appendices III** and **IV**, the planning intention of the proposed “OU(I&T Hub)” is primarily for establishing an I&T hub which accommodates a variety of I&T uses, including R&D, office, data centre, commercial and other related business and complementary facilities with a landscaped, high-quality living and working environment to promote high technology business development. A range of relevant uses including but not limited to ‘Information Technology and Telecommunications Industries’, ‘Research, Design and Development Centre’ and ‘Office’, as well as ‘Flat’, ‘Residential Institution’, ‘School’ and ‘Shop and Services’ are proposed as Column 1 uses (which will always be permitted) under the proposed “OU(I&T Hub)” zone. In addition, the applicants also propose to incorporate a GFA exemption clause on public transport interchange and GIC facilities.
- 10.2 The applicants submitted an indicative scheme (**Drawings Z-3 to Z-5c**) comprising 16 blocks, including three R&D Centres, a Commercial Centre, three Data Centres, three Ancillary Dormitories, five private residential towers, and a standalone clubhouse with ancillary basement car parks. Besides, a six-classroom kindergarten, a transport interchange and an on-site STP will also be provided in the proposed development. A

10m wide promenade will be provided at the northern part of the Site along a section of Ping Yuen River for public enjoyment.

- 10.3 The Site is the subject of a previous application (No. Y/NE-MKT/1) submitted by two of the same applicants as the current application for the same rezoning proposal, which was rejected by the Committee on 28.3.2025 as detailed in paragraph 5.1 above. To address the Committee's concerns on the previously rejected application, the applicants have reduced the scale of residential component by reducing both GFA and number of units for private residential use by about 30%¹¹; refined the BH profile to achieve a stepped and visually responsive height profile for private residential portion; and demonstrated improved implementation prospect through increased land ownership at the Site and a committed timeline for project delivery as detailed in paragraph 10.13 below. Other key development parameters, development layout and maximum BH remain unchanged under the current application.

Planning Intention

- 10.4 The Site currently falls within an area largely zoned "AGR" (about 96.7%) (**Plan Z-1**). The planning intention of "AGR" zone is to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes, and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. While the Site is currently largely vacant and covered with vegetation including clusters of tree groups and active/fallow farmland with some temporary domestic/agricultural structures (**Plans Z-3 to Z-4d**), and DAFC does not support the application from agricultural perspective as the Site possess potential for agricultural rehabilitation, the Site and its surrounding areas are located within the extent of remaining phase of proposed NTN New Town under the P&E Study, which is tasked to provide guidance on the detailed planning and implementation of the future developments of the proposed NTN New Town (**Plan Z-5**). Noting that portions of local access roads from Lin Ma Hang Road leading to the existing River Ganges Pumping Station and the Ta Ku Ling Ling Ying Public School are within the Site (**Plan Z-2**), the applicants confirm that the existing operation of the River Ganges Pumping Station and the existing electricity substation, and Ta Ku Ling Ling Ying Public School zoned "G/IC" would not be affected by the rezoning proposal. CE/C, WSD and CSDO(N), EDB have no objection to/no comment on the application from water supply and school development perspectives. Taking into account the nature of the proposed I&T hub development, the planning context of the proposed NTN New Town under the P&E Study and the planning assessments below, the rezoning proposal may help unleash the development potential of the Site.

Long-Term Planning of NTN New Town

- 10.5 According to the Broad Land Use Concept Plan under PDP for NTN New Town released by DEVB in late December 2024 (**Plan Z-5**), the Site falls outside the initial PDA boundary. Given the vast spatial scale of the NTN New Town, it is proposed to first proceed with a PDA covering Heung Yuen Wai area and the proposed NTN Campus of the NMUT. The remaining development land in NTN New Town, including the Site, could be considered for phased development in the medium to long term. While SDEV has no adverse comment on the application, CTP/SR, PlanD and PM(N), CEDD advise that the proposed development, which predominantly accommodates a variety of I&T uses, may not be considered entirely in conflict with the Broad Land Use Concept, as well

¹¹ According to the applicants, the proportion of non-domestic to domestic uses has been adjusted from 68:32 to 73:27 as compared to the previous application, reinforcing the predominantly I&T-led nature of the proposed development.

as the strategic positioning of the NTN New Town as a BCP business district and a base for emerging industries. Regarding the potential connection to the future road system of the NTN New Town, the applicants have committed to further reviewing the road layout and reserving sufficient flexibility to accommodate and, where appropriate, enhance future connectivity with the planned road network at the detailed design stage. Given the irregular shape and change of the land uses of the Site, the long-term development potential of Lo Shue Ling area will need to be holistically reviewed with regard to all relevant planning factors, should the application be agreed.

- 10.6 While the concrete implementation programme for the remaining phase of NTN New Town is not yet available, the applicants claim that their private initiative provides a timely development option that could help expedite the remaining phases by leveraging market forces and streamlining land assembly, without compromising the comprehensive planning of the wider district. Furthermore, SITI is of the view that the proposed development, if materialised, would contribute to addressing the growing demand for high-tier data centres, benefit the I&T sector development at large, and align with the Government's aspiration to enhance Hong Kong's I&T ecosystem by consolidating its R&D strengths.
- 10.7 The applicants assert that the NOLE will run along the southern edge of the Site without encroaching on its boundary. Though PGE/RD, HyD considers that the Site may have interface with the NOLE, which is currently under planning, he has no adverse comment on the application from railway development viewpoint.

Land Use Compatibility and Development Intensity

- 10.8 Currently, the Site and its surrounding areas are generally rural in character comprising mainly low-rise rural settlements, active/fallow farmland, vacant land, woodland and clusters of tree groups (**Plans Z-2 and Z-3**). With the PDA of the NTN New Town being in place in short term, the Site is located about 250m away from the PDA, which is planned for Heung Yuen Wai Boundary Mixed Use Area, Enterprise Park and University Town (**Plan Z-5**) subject to proposed maximum PR of 6.5 to 7. The proposed development intensity for the Site with a maximum PR of 4.92 and a maximum BH of 120mPD is considered not inharmony with the evolving and planned development context of the area, which from a wide perspective, would echo with the existing medium to high-rise developments in Shenzhen to the further north across the border (**Plan Z-4a**).

Technical Aspects

- 10.9 In terms of traffic and transport aspects, the applicants have submitted a TIA and proposed to widen and extend the existing access road of the River Ganges Pumping Station, and a signalised junction of Lin Ma Hang Road/proposed widened access road at the northern part of the Site (**Drawing Z-6**) as well as other road junction improvement/modification schemes (**Drawings Z-7a to Z-7e**) to accommodate the anticipated traffic demand resulting from the proposed development. C for T and CHE/NTE, HyD have no comment on the application from traffic aspects, and advise that the transport interchange should preferably be funded, designed, constructed, provided, managed and maintained by the private developer(s). Should unrestricted use by TD and public transport operators not be feasible under a private model, TD is open to further discussion on handing the facility over to the Government upon completion.
- 10.10 The applicants have submitted VIA to illustrate the visual compatibility of the proposed

development with the surrounding areas. The proposed development would cause negligible to moderately adverse visual impacts to the selected VPs, and various design measures (**Drawings Z-10a** and **Z-10b**), including varying BHs profile, provision of building separations, avoiding podium structure and setbacks for peripheral landscaping, are proposed to mitigate visual impacts. Compared with the previous application, while the overall layout and maximum BH of 120mPD is maintained, a more refined building design with a stepped BH profile for the residential towers (with BHs ranging from 66.45mPD to 120mPD instead of a uniform height of 120mPD) has been adopted to enhance visual harmony with the vegetated knoll zoned “GB” situated at the south of the Site. CTP/UD&L, PlanD has no adverse comment on the application from visual perspective.

- 10.11 The Site is largely vacant with vegetation and active/fallow farmland with scattered temporary structures. According to the applicants, there are 323 trees within the Site, 279 of which are proposed to be felled, including four undesirable species. To compensate the loss of trees, 219 new trees are proposed at the ground level and podium gardens, whilst a total of 348 seedling trees will be planted at the proposed woodland compensatory areas (**Drawing Z-13**). CTP/UD&L, PlanD advises that significant adverse landscape impact arising from the application is not anticipated, and DAFC has no strong view on the application from nature conservation perspective.
- 10.12 The applicants have also submitted DIA, SIA, WSIA, GPRR, EA, AVA-IS, GPRR and EcoIA under the previous scheme in support of the application. Regarding air ventilation aspect, while CTP/UD&L advises that some impacts on the overall pedestrian-level ventilation performance in local areas, including Ta Kwu Ling Village, Ta Ku Ling Ling Ying Public School and adjacent roads, are noted, the applicant has incorporated design mitigation measures into the proposed development, including reduced BHs, breezeways, and permeable elements, which are expected to enhance wind permeability and bring localised ventilation benefits. CE/MN, DSD and DEP have no objection to the application from public drainage and environmental perspectives, and further advise that the requirements on submission of new/updated DIA, SIA and NIA be incorporated in land lease condition(s) at land administration stage. Other concerned departments including D of FS, DEMS and CBS/NTW, BD have no objection to or no adverse comments on the application.

Implementation Prospect

- 10.13 While the Site is currently under multiple ownership, the applicants indicates that land acquisition has been on-going and about 57% of the private lots within the Development Site are already fully/partially owned by the applicants and additional approximately 19% of private land currently under active negotiation, amounting to about 76% of the total private lots of the Development Site, which would cover the northern part of the Site, being planned for the proposed major access point under the indicative scheme. The applicants also state that the land acquisition of the remaining land parcels could be assembled by 2027, and the proposed development is anticipated to be completed between 2029 and 2032. It is considered that the proposed development with its targeted delivery timeline, involving operation of an I&T hub, R&D and data centres, would help reinforce synergy with the implementation of the PDA and other developments of the NM under an ‘industry-driven, infrastructure-led’ approach.

Proposed Amendments to the OZP

- 10.14 Taking into account the above planning assessments, it is considered that rezoning the Site to “OU(I&T Hub)” to facilitate the proposed international I&T hub is generally acceptable from land use, technical and implementation perspectives. Nevertheless, noting that the proposed development, with the support of technical assessments, is confined to the Development Site under the indicative scheme, and includes a stepped BH profile along with PR/GFA exemption clauses for public transport interchange and GIC facilities, to ensure proper planning control over the proposed development, further consideration in consultation with relevant B/Ds is required on how the development restrictions, including GFA and BH for sub-areas, specific requirements on the provision of certain facilities, associated PR/GFA exemption clauses, schedule of Column 1 and 2 uses, and design and mitigation measures, shall be translated or incorporated in the OZP and its Notes and/or ES to reflect the proposed development under current application. Should the application be agreed by the Committee, PlanD will review and formulate appropriate zoning amendments, including the details of the development restrictions to be set out in the Notes and/or ES and the land use zoning boundary, for the Committee’s consideration prior to gazetting of the proposed amendments to the OZP under the Town Planning Ordinance (the Ordinance).

11. Planning Department’s Views

- 11.1 Based on the assessments made in paragraph 10 above, PlanD has no in-principle objection to the application, and recommends the Committee to partially agree to the application to rezone the Site to an appropriate zoning with stipulation of appropriate development restrictions and other requirements taking into account the considerations in paragraph 10.14 above.
- 11.2 Should the Committee decide to agree or partially agree to the application, PlanD would work out the appropriate amendments to the OZP, including the zoning, development restrictions and other requirements to be set out in the Notes and/or ES of the OZP for the Committee’s consideration prior to gazetting under the Ordinance.
- 11.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members’ reference:

the Site falls within the study area of the ongoing “Remaining Phase Development of the New Territories North (NTN) – Planning and Engineering Study for NTN New Town and Man Kam To – Investigation”. Approval of the rezoning application will impose constraints on the more comprehensive land use planning of the area as part of a New Development Area, and undermine the efficient use of the surrounding land.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide to not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicants.

13. Attachments

Appendix I	Application Form received on 5.6.2026
Appendix Ia	SPS
Appendix Ib	SI received on 9.6.2026
Appendix Ic	FI received on 9.7.2026, 10.7.2026 and 14.7.2026
Appendix Id	FI received on 16.7.2026
Appendix II	Previous Application
Appendix III	Notes for “OU(I&T Hub)” zone proposed by the applicants
Appendix IV	Explanatory Statement for “OU(I&T Hub)” zone proposed by the applicants
Appendix V	Detailed Departmental Comments
Drawing Z-1	Proposed Amendment to the OZP
Drawing Z-2	Land Status Plan
Drawing Z-3	Indicative Master Layout Plan
Drawings Z-4a to Z-4d	Indicative Floor Plans
Drawings Z-5a to Z-5c	Indicative Section Plans
Drawing Z-6	Proposed Access Road and Signalised Junction at Lin Ma Hang Road
Drawings Z-7a to Z-7e	Proposed Road Junction Improvement and/or Modification Schemes
Drawing Z-8	Proposed Layout of Transport Interchange
Drawings Z-9a to Z-9c	Proposed Bus Service Extensions and New Franchised Bus Route
Drawings Z-10a and Z-10b	Proposed Mitigation Measures and Building Separations
Drawing Z-11	Proposed Air Ventilation Mitigation Measures
Drawing Z-12	Proposed Landscape Master Plan
Drawing Z-13	Proposed Compensatory Tree Planting Plan
Drawing Z-14	Greenery Coverage
Plan Z-1	Location Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plans Z-4a to Z-4d	Site Photos
Plan Z-5	NTN New Town Preliminary Broad Land Use Concept Plan

**PLANNING DEPARTMENT
JULY 2026**