

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

APPLICATION NO. Y/NE-MKT/1

- Applicants** : Hong Kong International Innovation and Technology Hub Limited and Greater China Development Limited represented by Arup Hong Kong Limited
- Plans** : Draft Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/5
(currently in force)

Approved Man Kam To OZP No. S/NE-MKT/4 (at the time of submission)
- Site** : Various Lots in D.D. 82 and 86 and Adjoining Government Land (GL), Man Kam To, New Territories
- Site Area** : About 125,863m² (including GL of about 34,992m², or about 27.8% of the Site)
- Lease** : (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)
- Zonings** : (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)

[No changes to the “AGR”, “GB” and “G/IC” zones under the current OZP]
- Proposed Amendments** : 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 School ¹ are within the Site (**Plan Z-2**).

- 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 170,400m² and maximum building heights (BHs) of 90mPD, 80mPD, 110mPD and 120mPD for four sub-areas 1, 2, 3 and 4 respectively (**Drawing Z-1**). A set of Notes and Explanatory Statement (ES) for the "OU(I&T Hub)" zone as proposed by the applicants are at **Appendices II and III**.
- 1.3 As outlined in the indicative scheme submitted by the applicants (**Drawings Z-3 to Z-5b**), the proposed development consists of 16 blocks with a total domestic GFA of not more than 170,400m² and non-domestic GFA of not more than 365,180m² and an overall BH profile ranging from 80mPD to 120mPD. Among them, there will be three 16-storey R&D Centres and one six-storey Commercial Centre in the northern portion, and three 12-storey Data Centres in the central portion. In addition, there will be three blocks of Ancillary Dormitories (each with 31 to 32 storeys) for workers and their families, and five private residential towers (each with 31 to 33 storeys) with a standalone 4-storey clubhouse over a 1 to 3-storey ancillary basement carpark in the southern portion. The applicants also propose a transport interchange and a six-classroom kindergarten, both of which will be constructed, owned and operated by them². The target completion year of the proposed development is 2028. Currently, the applicants own about 38% of the Development Site³.
- 1.4 Major development parameters of the indicative scheme are summarised below:

Key Development Parameters (for indicative purpose only)	
Site Area ⁽ⁱ⁾	About 125,863m²
Development Site Area	About 102,461m²
Total Plot Ratio (PR) ⁽ⁱⁱ⁾	5.23
Domestic PR	1.66
Non-domestic PR	3.57
Total GFA	535,580m²
Domestic GFA	170,400m²
(a) Ancillary Dormitories (i.e. Blocks AD1 to AD3)	63,900m ²
(b) Other Residential Uses (i.e. Blocks R1 to R5)	106,500m ²
Non-Domestic GFA ⁽ⁱⁱⁱ⁾	365,180m²
(a) R&D Centres (i.e. Blocks R&D1 to R&D3)	268,780m ² ^(iv)

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.

² The applicants also propose to disregard any floor space for use solely for public transport interchange as required by the Government, and government, institution or community (GIC) facilities including school(s) from GFA calculation in the Notes of the proposed "OU(I&T Hub)" zone. Nonetheless, there is no public transport interchange required by the Government under the indicative scheme.

³ The figure is in accordance with the records of the Land Registry as at 18.12.2024. According to the applicants, they have been proactive in land acquisition, making good progress and securing additional private land lots within the Site since the submission of the planning application. They have entered into sales agreement with the majority of the private landowners. It is anticipated that all the private land lots will be acquired by 2025. However, no supporting information regarding land ownership status of the Site is provided by the applicants.

Key Development Parameters (for indicative purpose only)		
(b) Data Centres (i.e. Blocks DC1 to DC3)		86,400m ²
(c) Commercial Centre (i.e. Block C1)		9,276m ²
(d) Kindergarten (6-classroom)		724m ²
Site Coverage (SC) ⁽ⁱⁱ⁾		
Non-Domestic Portion		Not more than 60%
Domestic Portion		Not more than 17.67%
BH		
Ancillary Dormitories		110mPD (31 – 32 storeys) ^(v)
Other Residential Uses		120mPD (31 – 33 storeys) ^(v)
R&D Centres		90mPD (16 storeys) ^(v)
Data Centres		80mPD (12 storeys) ^(v)
Commercial Centre		37mPD (6 storeys) ^(v)
No. of Units		3,712
(a) Ancillary Dormitories		1,392
(b) Other Residential Uses		2,320
Average Flat Size ^(vi)		37.7m²
Anticipated Population ^(vii)		10,022
Anticipated No. of Working Population		6,207
Local Open Spaces		Not less than 13,126m²
Ancillary Car Parking Provision ^(viii)		
Non-Domestic Portion	Private Car	1,577 (including 11 accessible car parking spaces)
	Motorcycle	159
	Loading/Unloading (L/UL) Bay	165
	Taxi/Private Car Lay-by	18
	School Bus Lay-by for Kindergarten	2
Domestic Portion ^(ix)	Private Car	796 (including 10 accessible car parking spaces and 40 visitor car parking spaces)
	Motorcycle	35
	L/UL Bay	8
Target Completion Year		2028

Notes:

- (i) According to the applicants, the Site comprises the Development Site and the remaining adjacent land parcels for better rationalisation of site boundary and land use zoning (**Drawing Z-2**).
- (ii) PR, GFA and SC calculations are based on Development Site area.
- (iii) The GFA of clubhouse (intended for use by residents of Other Residential Uses) and the on-site STP are disregarded from GFA calculation, as proposed by the applicants.
- (iv) Including GFA of transport interchange on G/F of Block R&D2 as proposed by the applicants.
- (v) The no. of storeys excludes basement carparks.
- (vi) Average flat size of 37.7m² is assumed which has excluded area required for corridor, lift shaft, lobby, staircase, etc., as proposed by the applicants.
- (vii) A person per flat (PPF) 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 to be provided at basement levels are not included in the GFA calculation, as proposed by the applicants.
- (ix) According to the applicants, it is anticipated that the employees living in Ancillary Dormitories will commute within the Site during weekday peak period and the associated parking demand would be low. Therefore, low-end parking provision rate are adopted for one-person units to avoid over-provision of parking spaces, whereas high-end parking provision are adopted for family units.

- 1.5 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 the treated effluent to Ping Yuen River. 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 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.
- 1.6 The applicants have submitted the Master Layout Plan (**Drawing Z-3**), Floor Plans (**Drawings Z-4a to Z-4d**) and Section Plans (**Drawings Z-5a and Z-5b**) to support the indicative scheme for the proposed development under the “OU(I&T Hub)” zone⁴. Technical assessments including Landscape and Tree Preservation Proposals, Traffic Impact Assessment (TIA), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA), Water Supply Impact Assessment (WSIA), Geotechnical Planning Review Report (GPRR), Visual Impact Assessment (VIA), Environmental Assessment Study (EA), Air Ventilation Assessment – Initial Study (AVA-IS) and Ecological Impact Assessment (EcoIA) submitted by the applicants to demonstrate the technical feasibility of the indicative scheme are at **Appendix Ia** and summarised in paragraphs 1.7 to 1.18 below.

Traffic Aspect

- 1.7 A TIA with a two-tier transport model⁵ 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 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 north (**Drawing Z-6**)⁶. Besides, five key road junction improvement and/or modification schemes outside the Site 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 located on the ground floor of one of the R&D Centres with five bus drop-off/pick-up bays and 12

⁴ For the provision of a transport interchange, a riverside promenade, right-of-way requirements, an access road to the Site and compensatory planting under the indicative scheme as proposed by the applicants, as advised by LandsD, the requirements for such facilities will not be imposed in the lease conditions unless the facilities are required by the Government and monitored by the relevant bureau/departments (B/Ds).

⁵ 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.

⁶ 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.

stacking bays, and a taxi stand to accommodate 10 taxis (**Drawing Z-8**). In addition, it is proposed to extend the existing KMB 73K and KMB 79K bus services and increase their frequency to the Site and surrounding areas (**Drawings Z-9a and Z-9b**). Two 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 design and construction 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 of management and maintenance would be further confirmed 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 has been reserved in the proposed development for any potential access road and/or junction proposed in the future.

Drainage, Sewerage and Water Supply Aspects

- 1.10 A DIA has been conducted 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. A polder scheme has also been adopted, including the provision of a drainage storage tank (**Drawing Z-10**) and a flood wall along the riverbank of Ping Yuen River, to mitigate the potential flooding risks. Access to the U-channel and drains will be provided to the Drainage Services Department (DSD) for future operation and maintenance.
- 1.11 A SIA has been conducted 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 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.
- 1.12 A WSIA has been conducted to evaluate the potential impact 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 flush 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/the general building plan submission stage.

Visual and Landscape Aspects

- 1.13 A VIA is prepared 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 conditions⁷. 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)) (**Drawings Z-11b, Z-11e to Z-11j**). 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 (**Drawings Z-11c, Z-11d and Z-11k**). 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-12a and Z-12b**), the proposed development is considered acceptable in terms of visual impact.
- 1.14 Landscape Master Plan and Tree Preservation Proposal (**Drawings Z-13 and Z-14**) are prepared in support of the application. Accordingly, there are 323 trees within the Site, 279 of which are proposed to be felled, including four undesirable species. To compensate the loss of the trees, 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. To further maximise the planting opportunities, another 292 seedling trees will be planted at the proposed woodland compensatory areas (**Drawing Z-14**). Local open space of not less than 13,126m² and greenery area of not less than 30,739m² will be provided in the proposed development (**Drawings Z-15 and Z-16**).

Air Ventilation Aspect

- 1.15 An AVA-IS with additional qualitative analysis 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-17**).

Environmental Aspect

- 1.16 An EA has been conducted 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. For the fixed plant noise sources within the proposed development, including the proposed STP and chillers to be installed on the facades or rooftops of the R&D Centres or Data Centres, the maximum permissible total Sound Power Levels (SWLs) will be adopted, and no adverse noise impact is anticipated.

⁷ The Reference Scheme shown in VIA is based on the proposed land uses and development parameters of the Preliminary Feasibility Study on Developing the New Territories North promulgated in 2018, which is included for reference only.

- 1.17 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

- 1.18 An EcoIA has been conducted 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 the same size (compensation ratio of 1:1) (**Drawing Z-13**). Therefore, the proposed development is considered acceptable from ecological perspective.
- 1.19 In support of the application, the applicants have submitted the following documents:
- (a) Application Form with attachments received on 24.4.2024 (**Appendix I**)
 - (b) Consolidated Supplementary Planning Statement received on 7.2.2025⁸ (**Appendix Ia**)
- 1.20 On 16.8.2024 and 6.12.2024, the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) decided to defer making a decision on the application as requested by the applicants for two months each.

2. Justifications from the Applicants

The justifications put forth by the applicants in support of the application are detailed in the Application Form and Consolidated Supplementary Planning Statement at **Appendices I and Ia**, as summarised below:

- (a) located within the Eastern Knowledge and Technology Corridor under the conceptual spatial framework of Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 and the “Boundary Commerce and Industry Zone” under the Northern Metropolis (NM) Action Agenda, and in response to the national 14th Five-Year Plan, the proposed development aims to enhance cross-boundary collaboration between Hong Kong and Shenzhen in terms of I&T industry, commerce, and talent development, and to enhance the supply of high-tier, purpose-built data centres to support the I&T industry in a timely manner. By leveraging its geographical location, the proposed development seeks to capitalise on the opportunities arising from the rapid economic growth and I&T development of the Greater Bay Area, supported by strong regional and national policies

⁸ A total of 12 previous further information (FI) submissions (received on 14.6.2024[#], 17.6.2024^{*}, 24.6.2024[#], 11.9.2024^{*}, 4.10.2024[#], 16.10.2024[#], 9.12.2024[#], 16.12.2024^{*}, 24.12.2024[#], 9.1.2025^{*}, 27.1.2025^{*} and 6.2.2025[#]) were received in response to departmental comments with relevant assessments. Among them, seven (marked with [#]) were accepted and not exempted from recounting requirement and five (marked with ^{*}) were accepted and exempted from recounting requirement. The consolidated supplementary planning statement in **Appendix Ia** supersedes the original supplementary planning statement and all FIs and hence they are not attached to this paper.

aimed at establishing an international I&T Hub in the NM. It will create additional floor spaces and job opportunities for R&D uses and data centres in support of the Government's policy to strengthen the I&T development;

- (b) complementing the Hong Kong-Shenzhen Innovation and Technology Park and San Tin Technopole, the proposed development will help establish a comprehensive I&T ecosystem comprising a range of industries in I&T, scientific research, talent training and support services, thereby fostering a favourable environment for I&T development. In particular, the rezoning proposal has been carefully designed to accommodate various uses essential for the effective operation of an I&T hub;
- (c) the proposed development is compatible with the existing and planned development of similar nature, for example Cyberport and the planned Enterprise and Technology Park in Hung Shui Kiu New Development Area (NDA);
- (d) the proposed development is in line with the Government's promise of a steady supply of private residential units in 2023 Policy Address and complements the Government's effort in addressing the acute housing demand. In addition, the proposed development includes the provision of Ancillary Dormitories in a form of talent homes to support a high-quality working and living environment. The provision of Ancillary Dormitories could facilitate long-term development of the I&T industry and offer diversified quality housing options in the NM;
- (e) located adjacent to the future NTN New Town and forming part of the Ta Kwu Ling Potential Development Area under the Preliminary Feasibility Study on Developing the New Territories North, the proposed development has the potential to unlock the developable land resources for I&T development and housing supply. It will enhance the local environment while ensuring that the traditional rights of indigenous villagers are not impacted. Careful landscape treatment will be implemented along the boundary of the Development Site near the Fung Shui Woodland to create a harmonious interface between the new development, natural resources, and existing villages;
- (f) the proposed tailor-made "OU(I&T Hub)" zone is appropriate for the Site and allow for flexibility in innovative design and proposals, as well as sensitive responses to fluid community aspiration and market demands to accommodate different uses under the I&T industries, which are critically important to the vision of developing an I&T Hub;
- (g) the proposed development will not encroach upon or create interface issues with planned NOLE; and
- (h) the proposed development is technically feasible. No adverse traffic, landscape, environmental, drainage, sewerage, 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

The applicants are one of the "current land owners" of the private lots in the Site and has 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 within the Site, TPB PG-No. 31B is 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 Northern Metropolis Action Agenda promulgated by the Government outlines that the NTN New Town and Lo Wu/Man Kam To (LW/MKT) area, covering three boundary control points, can be developed into a Boundary Control Point business district and a base for emerging industries. According to the Broad Land Use Concept Plan under the Preliminary Development Proposal (PDP) for NTN New Town released by the Development Bureau (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 Priority Development Area (PDA) for development of the Heung Yuen Wai Boundary Area, Enterprise Park and University Town¹⁰. The two-month public consultation exercise has been launched in mid-January 2025. Taking into account the public views received, the relevant land use proposals will be refined and the Recommended Outline Development Plans (RODP) for NTN New Town will be formulated with relevant technical assessments/engineering design.
- 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 (NOL) eastward from Kwu Tung Station to Ping Che passing through various development nodes in NTN New Town, including LW/MKT area.
- 4.4 The Site is currently not subject to any active enforcement action.

5. Previous Application

There is no previous application covering the Site.

6. Similar Application

There is no similar section 12A application on the same OZP.

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.

7. The Site and Its Surrounding Areas (Plans Z-1 and Z-2, aerial photo on Plan Z-3 and site photos on Plans Z-4a 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 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 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 ground 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 Government Bureaux/Departments

- 9.1 The following government bureaux/departments 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 falls within the study area of the NTN New Town, one of the NDAs in the NM. The development proposal of NTN New Town announced in December 2024 adopts a pragmatic approach to implement NTN New Town by phases and proposes to first proceed with a PDA which may commence as early as 2028/29. Since the development of the PDA relies on the existing infrastructure (e.g. existing road network and water supply), approval of the application for the Site, which is outside the PDA, will impose constraints on the PDA development; and
- (b) there is doubt and uncertainty as to the prospect and timing of the delivery of the proposed development of the Site, as it is noted that the applicants appear to own mainly the land in the southern part of the Site (which on its own has no road connection to Lin Ma Hang Road which is the Site's main access point). It still has to acquire a large area of private land in the north to realise the development. The Site is also irregular in shape. Approval of the application will impose constraints on the more comprehensive land use planning of the area as part of a NDA, and a more holistic design of an efficient road network to serve the NTN New Town as a whole. The P&E Study for the NTN New Town is now underway. While the PDA will proceed ahead of the rest of the NDA, there are demands that the Government expedite the development of NDAs in the NM in general as far as possible. There is no certainty that the proposed development, given its current land ownership pattern, will necessarily realise before the Government-led planning and development of the broader area. Approving the application now would unduly pre-empt the Government-led planning and a more reasonable layout of the area without clear benefits in terms of implementation timing.

9.1.2 Comments of the Chief Town Planner/Studies and Research 1, PlanD (CTP/SR1, PlanD):

- (a) the Site falls within the proposed NTN New Town under the P&E Study commenced in October 2021. The P&E Study will guide the detailed planning and implementation of the future developments of the proposed NTN New Town. The PDP of NTN New Town, with a Broad Land Use Concept, was announced in December 2024 and a 2-month public engagement exercise ended on 16.3.2025. Taking into account the public views received and other relevant factors, the detailed land use proposal will be refined and formulated to guide the developments in the area.

Based on the recommendations of the P&E Study, comprehensive developments of the area would be proposed and implemented;

- (b) based on the NM Action Agenda 2023, the NOLE and the 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 NTN New Town (including Lo Wu and Man Kam To) have also been announced in the Blueprint released in December 2023. From the studies and research perspective, the development potential of Lo Shue Ling area, should be holistically reviewed with regard to these factors;
- (c) under the Broad Land Use Concept, living communities with high density developments are generally proposed to concentrate around the future railway stations to enhance the utilisation of land. Comprehensive community facilities would be planned in these living communities to maximise community convenience. However, the Site is not in the vicinity of the proposed railway station. Moreover, the Site is located at the area 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; and
- (d) the subject application is not entirely in line with the Broad Land Use Concept under the P&E Study, as the Site is situated far away from the proposed living communities and railway station. As the Site is irregular in shape, it would undermine the efficient use of the surrounding land and impose constraints on formulating land use proposals under the P&E Study. In view of the above, approving the application would pre-empt the comprehensive planning of the NTN New Town.

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

- (a) he has no comment on the application from railway development viewpoint; and
- (b) the Site is located close to and may have interface with the NOLE mentioned in the Blueprint which was promulgated by the Government in December 2023.

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 (ICT) 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 (IT&T) Industries use as always permitted would make available more potential data centre floor space. Subject to the approval of the amendment of plan, 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 plan; 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 rezoning 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 Kwu 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 the Transport Department (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) based on **Drawings Z-1 and Z-3**, 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 HyD should be sought on the design and implementation of such public access;
- (e) based on **Drawing Z-3**, some road works are proposed along Lin Ma Hang Road. Comments from TD and HyD should be sought on the management and maintenance parties. 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;
- (f) preliminary desktop checking indicates that the Site marginally encroaches onto the adjacent permitted burial ground and some graves are found within the Site. The applicants have to liaise with Home Affairs Department (HAD) and the affected parties to resolve the interface issue of the proposed development with any of the existing graves;
- (g) the applicants are reminded that compensatory plantings should be provided within private lot(s) and no GL should be involved. Unless otherwise specified, LandsD will not process tree preservation and removal proposal submitted for planning application;
- (h) the various requirements under the technical assessments/reports will not be considered to be incorporated under lease unless relevant B/Ds request for or are in support of these requirements and agree to be named as approval authority under lease and be responsible for monitoring the applicants’ compliance both at development and subsequent operation stages; and
- (i) her other comments are at **Appendix IV**.

Agriculture and Nature Conservation

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

Agricultural Perspective

- (a) the Site falls within “AGR”, “GB” and “G/IC” zones and is generally abandoned. The agricultural infrastructures such as road access and water source are available in the vicinity of the Site, which 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 re-zoning is not supported from agricultural perspective; and

Nature Conservation Perspective

- (b) as the watercourses to be directly affected are semi-natural, he has no comment on the application.

Traffic and Transport

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

- (a) she has no comment on the application from traffic engineering perspective;
- (b) the applicants have not provided sufficient information to demonstrate that the proposed development would not generate adverse impact on the public transportation services in the area. She does not agree with the applicants' proposal on extending the routing of KMB 73K and KMB 79K to serve the proposed development and the management and maintenance of the transport facilities being confirmed in the later stage; and
- (c) her other comments on the submitted TIA are at **Appendix IV**.

Public Road Maintenance

9.1.8 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) in case the 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.

9.1.9 Comments of the District Officer (North), HAD (DO(N), HAD):

- his office had completed improvement works for the existing access road near Ta Ku Ling Ling Ying Public School recently.

Environment

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

- (a) there is no insurmountable environmental impact associated with the proposed development at the Site. He has no objection to the application from environmental planning perspective;

- (b) in the detailed design, the applicants shall ensure no direct line of sight from the noise sensitive receivers (NSRs) to the proposed exhausts and also reconfirm those assumption, for example enclosing all mechanical plant, including chiller plant, etc.; and
- (c) Noise Impact Assessment (NIA) should be carried out by the future developer(s) under the lease requirement. The future developer(s) shall review the type of area as low density residential area consisting of low-rise or isolated high-rise developments is considered more appropriate, and shall review and elaborate their recommendations on the criteria for planned NSRs and existing NSRs. Given their proximity, the criteria shall be the same for consistency.

Urban Design, Air Ventilation and Landscape

9.1.11 Comments of the Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD):

Urban Design

- (a) being situated in the northernmost rural area of the North District, the Site is facing the Shenzhen City across Shenzhen River to the north. It is flanked by the vegetated hillslopes of Lo She Ling (with level up to 85mPD) to its west and Ping Yuen River to its northeast, and predominantly fallow agricultural land with rural settlements (mainly in Chow Tin Tsuen with BHs ranging from 10mPD to 18mPD) on the remaining sides. The River Ganges Pumping Station (with BH of 17mPD) is located to its immediate north, and there are a watercourse in its northern portion, Ta Ku Ling Ling Ying Public School (with BHs ranging from 12mPD to 22mPD) and a Fung Shui Woodland at its southern portion. In a wider context, Shenzhen which is characterised by urbanised areas with medium to high-rise development is located further north. Although the building mass and height of proposed development (with maximum BH of 120mPD) are not fully in keeping with the existing rural character of its locality, it may not be considered as totally out of context with the existing urban developments in Shenzhen to the north across the boundary in a wider context;
- (b) the Site falls within the study area of the P&E Study. According to the NTN New Town Broad Land Use Concept Plan in the Administration's Paper on Development Proposals of NTN New Town and Ma Tso Lung submitted to the Panel on Development of the Legislative Council in December 2024, the Site mainly falls within an area proposed for Industries and Mixed Use/Residential uses. However, the planning (and hence urban design context) of the Site and its surrounding area is subject to the recommendations of the P&E Study;
- (c) according to the VIA submitted, as compared with the existing condition, the proposed development would cause negligible to moderately adverse visual impacts to the selected public VPs. Various design measures including varying BH profile, building separations, avoiding podium

structure, setbacks for peripheral landscaping, etc. are proposed to mitigate visual impacts;

- (d) her other comments are at **Appendix IV**;

Air Ventilation

- (e) she has no comment on the application;

Landscape

- (f) based on the aerial photo of 2023, the Site is situated in an area of rural inland plains landscape character comprising vegetated areas, farmlands, clusters of the tree groups, woodland within the “GB” zone to the immediate west, and Small Houses within the “V” zone to the immediate east of the Site;
- (g) 275 new trees are proposed to compensate the loss of 279 existing trees including four undesirable species. Additionally, approximately 0.87ha proposed woodland planting with 348 seedling trees (including 56 compensatory trees) is proposed;
- (h) the proposed development would bring significant changes to the existing rural inland plain landscape character of the “AGR” zone, in particular where “GB” zone is located within and in close proximity to the Site; and
- (i) approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicants are reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.

9.1.12 Comments of the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchsD):

- (a) from the photomontages provided, especially from Figures 4 to 7 and 13 (VP1 to 4 and 10), it appears that the extent of the proposal was not fully shown; and
- (b) detailed comments will be provided at the detailed design/building plan submission stage.

Fire Safety

9.1.13 Comments of the Director of Fire Services (D of FS):

- (a) he has no comment on the application from the fire safety perspective;
- (b) detailed requirements on water supplies for firefighting and fire service installation will be formulated upon receipt of a formal submission of Short Term Tenancy/Short Term Waiver, general building plans or referral of application via relevant licensing authority; and

- (c) the provision of emergency vehicular access shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.

Drainage

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

- (a) it is noted that the site formation level of the promenade along Ping Yuen River is 7mPD. DSD has a proposal of upgrading the riverbank sections adjoining the concerned promenade but without specific programme and level. The applicants are reminded to check with DSD at a later stage for the proposed formation level such that the flood protection standard for the entire length of riverbank could be consistent;
- (b) the applicants shall allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works and conduct maintenance works on drainage facilities under DSD's purview;
- (c) the applicants should be reminded to minimise the possible adverse environmental impacts on the existing streamcourse in the design and during construction; and
- (d) her other comments on the submitted DIA yet to be addressed by the applicants are at **Appendix IV**.

Sewerage

9.1.15 Comments of DEP:

- (a) there is no insurmountable environmental impact associated with the proposed development at the Site; and
- (b) his other comments are at **Appendix IV**.

9.1.16 Comments of CE/MN, DSD:

he has no comment on the application.

Water Supply

9.1.17 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. The applicants shall take note and closely liaise with WSD and CLP regarding land requirement issues; and
- (c) his other comments are at **Appendix IV**.

Electricity Safety

9.1.18 Comments of the Director of Electrical & Mechanical Services (DEMS):

- (a) he has no particular comment on the application from electricity supply safety aspect; and
- (b) however, in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP) for the requisition of cable plans (overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. The applicants should be reminded to observe the Electricity Supply Lines (Protection) Regulations and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

Education

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

- (a) it is noted that no public housing development is involved in the proposed development. 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, PlanD may also take 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; and
- (c) her other comments regarding Schedule of Accommodation (SoA), GFA and parking and L/UL spaces for the proposed kindergarten are at **Appendix IV**.

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

- (a) 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 & 4 (**Drawing Z-3**), a route to get access to the school should be preserved. On the other hand, the noise disturbance created by the construction work is concerned. Mitigation measures should be taken so as not to affect the lessons and other teaching and learning activities; and

- (b) given that the change of viewing points upon completion of the project does not affect the daily operation of the school as well as the teaching and learning of students, she has no comment on the application.

Building Matters

9.1.21 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) he has no objection to the application; and
- (b) his other comments are at **Appendix IV**.

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

- (a) Head of the Geotechnical Engineering Office, CEDD (H(GEO), CEDD); and
- (b) Project Manager (North), CEDD (PM(N), CEDD).

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 170,400m² and maximum BHs of 80mPD to 120mPD across four sub-areas to be stipulated under the OZP (**Drawing Z-1**). The applicants submitted an indicative scheme (**Drawings Z-3, Z-4a to Z-4d, Z-5a, Z-5b and Z-10**) 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.

Planning Intentions and Long-Term Planning

- 10.2 While the current planning intentions for the Site are primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes under “AGR” zone; to define 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 under “GB” zone; and to provide GIC facilities serving the needs of the local residents and/or a wider district, region or the territory under “G/IC” zone, the Site and the surrounding areas are located within the 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. According to the Broad Land Use Concept Plan under PDP for NTN New Town released by DEVB in late December 2024, the Site falls within areas designated for ‘Industries’ with a small portion designated for ‘Mixed Use/Residential’ uses (**Plan Z-5**). Taking into account the public views received during the two-month public consultation exercise starting from mid-January 2025, the relevant land use proposals would be refined and RODP for NTN New Town would also be

formulated.

- 10.3 Given that the strategic location of the Site near the alignment of future NOLE to its south, it is prudent to adopt a holistic approach to review the development potential of Lo Shue Ling area including the Site, supporting transport and other infrastructures and community facilities lest the development potential of the area cannot be fully realised. Noting that the Site is irregular in shape and the Site is situated far away from the proposed living communities and railway station, the subject application is not entirely in line with the Board Land Use Concept under the P&E Study. CTP/SR1, PlanD reckons that approval of the rezoning application at this juncture would pre-empt the comprehensive planning of NTN New Town, undermine the efficient use of the surrounding land and impose constraints on formulating land use proposals under the P&E Study. Considering that the development of the PDA relies on the existing infrastructure including existing road network and water supply facilities, SDEV opined that approval of the application for the Site, which is outside the PDA, will impose constraints on the PDA development, which may commence as early as 2028/29, and the more comprehensive planning of the area as part of NDA.
- 10.4 In view that the planning intention of the proposed “OU(I&T Hub)” zone is primarily for establishing an I&T Hub to promote high technology business development, SIT1 has no objection to the application and advises that the proposed development will provide more space for R&D activities in Hong Kong, aligning with the Government’s aspiration to enhance Hong Kong’s I&T ecosystem by consolidating its R&D strengths. Nonetheless, SIT1 further advises that he is not in the position to support the proposed rezoning if it aligns with the Government’s land use policy. Though the applicants assert that the NOLE will run along the southern edge of the Site without encroaching on its boundary, PGE/RD, HyD is of the view that the Site is located close to and may have interface with the NOLE, which is currently under planning.

Land Use Compatibility and Development Scale

- 10.5 The 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**). No large-scale residential, commercial, or mixed use development is found in the vicinity. Noting that the Site is bounded by “GB”, “AGR” and “V” zones to its immediate west, south and east respectively, and the existing Ta Ku Ling Ling Ying Public School zoned “G/IC” is bounded by the Site, the proposed high-rise development at the Site with BHs ranging from 80mPD to 120mPD is considered incompatible with the existing surroundings.
- 10.6 CTP/UD&L, PlanD advises that, while the building mass and height of proposed development (with a PR of about 5.23 and a maximum BH of 120mPD) are not fully in keeping with the existing rural character of its locality, the proposed development may not be considered as totally out of context with the existing medium to high-rise urban developments in Shenzhen to the north, across the boundary in a wider context. The planning (and hence urban design context) of the Site and its surrounding areas are subject to the recommendations of P&E Study. Besides, as demonstrated in the VIA submitted, the proposed development would cause negligible to moderately adverse visual impacts to the selected VPs. Various design measures (**Drawings Z-12a and Z-12b**) including varying BHs profile, building separations, avoiding podium structure and setbacks for peripheral landscaping, are proposed to mitigate visual impacts.

Technical Aspects

- 10.7 On traffic and transport aspects, the applicants propose 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**) are proposed 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 engineering and public road maintenance perspectives.
- 10.8 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 and 56 seedling trees are proposed at the ground level and podium gardens, whilst an additional 292 seedling trees will be planted at the proposed woodland compensatory areas (**Drawing Z-14**). CTP/UD&L, PlanD considers that the proposed development would bring significant changes to the existing rural inland plain landscape character of the “AGR” zone, in particular where “GB” zone is located within and in close proximity to the Site.
- 10.9 On drainage aspect, the applicants propose to divert the existing drainage system and to adopt a polder scheme to mitigate potential flooding risks. CE/MN, DSD considers that her comments on the DIA are not yet addressed by the applicants (**Appendix IV**) and advises that the applicants should check with DSD at a later stage for the proposed formation level such that the flood protection standard for the entire length of riverbank could be consistent.
- 10.10 The applicants have also submitted SIA, WSIA, GPRR, EA, AVA-IS and EcoIA in support of the application. DEP advises that a NIA should be carried out by the future developer(s) under the lease requirement should the application be approved. Other concerned departments including D of FS, DEMS and CBS/NTW, BD have no objection to or no adverse comments on the application.

Implementation Mechanism

- 10.11 The Site is currently under multiple ownership and the applicants propose to develop the Site in a single phase with a target completion year of 2028. Though the applicants claim that all private lots will be acquired by them by 2025 without providing supporting information, only about 38% of the Development Site is currently owned by them and the remaining areas consist of private lots, including Tso/Tong lands, owned by other individual owners and GL, and the implementation prospect of the proposed development is in doubt. SDEV considers that there is high doubt and uncertainty as to the delivery programme for the Site and approval of the application would unduly pre-empt the Government-led planning and a more reasonable layout of the area without clear benefits in terms of implementation timing. According to the applicants, the rezoning proposal is to facilitate development of an I&T Hub which would accommodate various I&T uses including R&D and data centre, office, commercial and other related business as well as supporting facilities, namely transport interchange, kindergartens and a promenade along a section of Ping Yuen River for public enjoyment. However, the applicants neither present any concrete workable mechanism in the submission to ensure the implementation of the proposed development in a holistic manner nor propose to include any requirements of submission of layout proposal for consideration of the Board before carrying out of the

proposed development under the Notes of the OZP. Particularly, the northern part of the Site, where the main access (connecting to Lin Ma Hang Road to the north) is proposed, is currently not owned by the applicants, but under various private lots owned by individual owners and GL. DLO/N, LandsD advises that the proposed access is not viable unless the applicants could demonstrate that they own all the concerned private lots as well as a feasible road scheme implementation plan has obtained agreement from TD and HyD. Since the implementation of the proposed development involving other private lots within the Site would be subject to the decisions of individual owners, there is uncertainty over whether the proposal of the rezoning application would be feasible.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 above, the Planning Department does not support the application for the following reason:

the Site falls within the study 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”. While the prospect for implementation of the proposed development at the Site is uncertain, approval of the rezoning application will impose major 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.

- 11.2 Alternatively, should the Committee decide to agree/partially agree to the application, PlanD will recommend zoning amendments to the OZP for the consideration of the Committee. The proposed amendments to the Man Kam To OZP, together with the revised Notes and Explanatory Statement, will be submitted to the Committee for approval prior to gazetting under the Town Planning Ordinance.

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 with Attachments received on 24.4.2024
Appendix Ia	Consolidated Supplementary Planning Statement received on 7.2.2025
Appendix II	Notes for “OU(I&T Hub)” zone proposed by the applicants
Appendix III	Explanatory Statement for “OU(I&T Hub)” zone proposed by the applicants
Appendix IV	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 and Z-5b	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 and Z-9b	Proposed Bus Service Extensions
Drawing Z-10	Indicative Location of the Proposed Drainage Storage Tank
Drawings Z-11a to Z-11k	Viewpoints and Photomontages
Drawings Z-12a and Z-12b	Proposed Mitigation Measures and Building Separations
Drawing Z-13	Proposed Landscape Master Plan
Drawing Z-14	Proposed Compensatory Tree Planting Plan
Drawing Z-15	Local Open Space Provision
Drawing Z-16	Greenery Coverage
Drawing Z-17	Proposed Air Ventilation Mitigation Measures
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	New Territories North New Town Preliminary Broad Land Use Concept Plan

PLANNING DEPARTMENT
MARCH 2025