

**Minutes of 1356th Meeting of the
Town Planning Board held on 6.3.2026**

Present

Permanent Secretary for Development
(Planning and Lands)
Ms Doris P.L. Ho

Chairperson

Mr Stephen L.H. Liu

Vice-chairperson

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Mr Stanley T.S. Choi

Mr K.W. Leung

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Mr Vincent K.Y. Ho

Mr Ben S.S. Lui

Mr Timothy K.W. Ma

Professor Bernadette W.S. Tsui

Ms Kelly Y.S. Chan

Dr C.M. Cheng

Mr Daniel K.W. Chung

Dr Tony C.M. Ip

Mr Ryan M.K. Ip

Professor B.S. Tang

Professor Simon K.L. Wong

Mr Simon Y.S. Wong

Mr Derrick S.M. Yip

Principal Assistant Secretary (Transport and Logistics) (a.m.)
Transport and Logistics Bureau
Mr Melvin K.H. Ng

Chief Traffic Engineer/New Territories West (p.m.)
Transport Department
Ms Vilian W.L. Sum

Principal Environmental Protection Officer (Territory North) (a.m.)
Environmental Protection Department
Ms Clara K.W. U

Principal Environmental Protection Officer (Territory South) (p.m.)
Environmental Protection Department
Ms Marlene Y.H. Ho

Chief Engineer (Works)
Home Affairs Department
Mr Karl K.L. Kwan

Director of Lands
Mr Maurice K.W. Loo

Director of Planning
Mr C.K. Yip

Deputy Director of Planning/District
Ms Donna Y.P. Tam

Secretary

Absent with Apologies

Dr Venus Y.H. Lun

Mr Rocky L.K. Poon

In Attendance

Assistant Director of Planning/Board
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board
Mr K.K. Lee (Items 1 to 3)
Ms Anny P.K. Tang (Items 4 to 6)

Senior Town Planner/Town Planning Board
Mr Jeff K.C. Ho (Items 1 to 3)
Ms Joan S.Y. So (Items 4 to 6)

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1355th Meeting

[The item was conducted in Cantonese.]

1. The draft minutes of the 1355th meeting held on 13.2.2026 were confirmed without amendment.

Agenda Item 2

[Open Meeting]

Matters Arising

[The item was conducted in Cantonese.]

Reference Back of Approved Outline Zoning Plans

2. The Secretary reported that on 10.2.2026, the Secretary for Development referred the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2 and the approved Sai Kung Town OZP No. S/SK-SKT/6 to the Town Planning Board for amendment under section 12(1A)(a)(ii) of the Town Planning Ordinance. The reference back of the OZPs was notified in the Gazette on 20.2.2026.

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 3

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations in respect of the Draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15

(TPB Paper No. 11048)

[The item was conducted in Cantonese and English.]

3. The Secretary reported that the proposed amendments were to take forward the recommendations of the Ngau Tam Mei (NTM) Land Use Review Study (the Study) jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) with AECOM Asia Company Limited (AECOM) as the consultant. The development of the NTM New Development Area (NDA) in the Northern Metropolis (NM) would involve rezoning of sites for, amongst others, a proposed Dedicated Rehousing Estate (DRE) to be developed by the Hong Kong Housing Society (HKHS), as well as the development of the planned NTM Station and Depot of the Northern Link (NOL) Main Line which might involve MTR Corporation Limited (MTRCL). Representations were submitted by Hantec Investment Limited (R1) with Arup Hong Kong Limited (ARUP) as its representative, the Conservancy Association (R10), Kadoorie Farm and Botanic Garden (R11) and the Hong Kong Bird Watching Society (HKBWS) (R14). The following Members had declared interests on the item:

- | | |
|---|--|
| Mr C.K. Yip
(as Director of Planning) |] being ex-officio members of the Supervisory Board of HKHS; |
| Mr Maurice K.W. Loo
(as Director of Lands) |] |
| Mr Timothy K.W. Ma | - being a member of the Supervisory Board of HKHS and a member of the Advisory Committee on the NM; |
| Ms Sandy H.Y. Wong | - being an independent non-executive director of MTRCL; |
| Mr Daniel K.S. Lau |] being members of HKHS; |
| Mr Ricky W.Y. Yu |] |
| Mr K.W. Leung | - being a former executive committee member of HKBWS and a former chairman of Crested Bulbul Club Committee under HKBWS; |
| Dr Tony C.M. Ip | - having current business dealings with AECOM and the Conservancy Association, and past business dealings with ARUP; |

- | | |
|------------------------------|--|
| Mr Vincent K.Y. Ho | - having current business dealings with AECOM; |
| Mr Daniel K.W. Chung | - being a former Director of CEDD; |
| Professor Jonathan W.C. Wong | - being a member of the Advisory Committee on the NM; |
| Mr Ryan M.K. Ip | - being a member of the Advisory Committee on the NM and the vice-president cum co-head Public Policy Institute of Our Hong Kong Foundation which had received donations from Kadoorie family; and |
| Ms Vilian W.L. Sum | - her spouse being an employee of CEDD. |

4. Members noted that Ms Sandy H.Y. Wong and Ms Vilian W.L. Sum would join the meeting after this item. As the interests of Messrs C.K. Yip, Maurice K.W. Loo and Timothy K.W. Ma were considered direct, they were invited to leave the meeting temporarily for the item.

5. As the interest of Professor Jonathan W.C. Wong was indirect, Messrs Daniel K.S. Lau and Ricky W.Y. Yu had no involvement in the amendment items, Mr K.W. Leung had no involvement in the submission of the relevant representations, Messrs Vincent K.Y. Ho and Daniel K.W. Chung had no involvement in the Study, Dr Tony C.M. Ip had no involvement in the Study and submission of the relevant representations, and Mr Ryan M.K. Ip had no involvement in the project(s) under the sponsorship of Kadoorie family, Members agreed that they could stay in the meeting.

[Messrs C.K. Yip, Maurice K.W. Loo and Timothy K.W. Ma left the meeting temporarily at this point.]

Presentation and Question Sessions

6. The following government representatives (including the consultants), representers and/or their representatives were invited to the meeting at this point:

Government Representatives

Development Bureau (DEVB)

- Ms Pecvin P. W. Yong - Deputy Secretary for Development
(Planning and Lands) 1 ((DS(PL)1)
- Mr Edwin C.H. Lee - Assistant Secretary, Northern Metropolis
Co-ordination Office

Education Bureau (EDB)

- Mr C.T. Lau - Planning Coordinator

PlanD

- Ms Josephine Y.M. Lo - District Planning Officer/Fanling, Sheung
Shui and Yuen Long East (DPO/FSYLE)
- Mr Kimson P.H. Chiu - Senior Town Planner/Fanling, Sheung Shui
and Yuen Long East (STP/FSYLE)
- Ms Erin S.L. Yeung - Senior Town Planner/Studies and Research
- Ms Jessie S.Y. Lau - Town Planner/Fanling, Sheung Shui and
Yuen Long East
- Ms Jane C.K. Lau - Assistant Town Planner/Fanling, Sheung
Shui and Yuen Long East

CEDD

- Mr Benjamin K.H. Chan - Project Manager (West) (PM(W))
- Mr Horace C.H. Lee - Chief Engineer
- Mr Henry H.Y. Tse] Senior Engineers
- Ms Esther C.Y. Lou]
- Ms Iris K.W. Sin - Project Coordinator
- Mr Ray C.W. CHOI - Engineer

Agriculture, Fisheries and Conservation Department (AFCD)

- Mr Boris S.P. Kwan - Senior Nature Conservation Officer

AECOM

Mr Igor W.L. Ho]
Ms Pearl P.Y. Hui]
Ms Angela K.L. Tong] Consultants
Mr Martin M.T. Law]
Ms Becky S.M. Wong]
Ms Zoe H.Y. Yeung]

Representers and Representers' Representatives

R3 – Choong Yin Lee

Mr Choong Yin Lee	- Representer
Mr Koon Sun Fai	- Representer's Representative

R6 – Dr Poomintr Sooksripaisarnkit

Mr Lee Chun Kit]
Mr Fong Kin On] Representer's Representatives
Mr Lai Hoi Man]

R7 – 吳日章

Mr Ng Yat Cheung	- Representer
------------------	---------------

R8 – 吳燦輝

Mr Ng Chan Fai	- Representer
Mr Ng Fai Wah	- Representer's Representative

R9 – 吳業能

Mr Ng Yip Nang	- Representer
----------------	---------------

R10 – The Conservancy Association

Mr Ng Hei Man	- Representer's Representative
---------------	--------------------------------

R11 – Kadoorie Farm and Botanic Garden

Mr Nip Hin Ming - Representer's Representative

R12 – World Wide Fund For Nature Hong Kong

Mr Chan Pui Lok Bosco]
Mr Hui Chung Hong] Representer's Representatives
Mr Lau Shiu Keung]

R13 – The Hong Kong Institute of Landscape Architects

Mr Chan Yin Lun Jeremy - Representer's Representative

R14 – The Hong Kong Bird Watching Society

Ms Wong Suet Mei - Representer's Representative

7. The Chairperson extended a welcome and briefly explained the procedures of the hearing. She said that PlanD's representatives would be invited to brief Members on the representations. The representers and/or their representatives would then be invited to make oral submissions. To ensure efficient operation of the hearing, each representer would be allotted 10 minutes for making presentation. There was a timer device to alert the representers and/or their representatives two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held after the representers and/or their representatives had completed their oral submissions. Members could direct their questions to the government representatives, the representers and/or their representatives. After the Q&A session, the government representatives, the representers and/or their representatives would be invited to leave the meeting. The Town Planning Board (the Board/TPB) would then deliberate on the representations in closed meeting and inform the representers of the Board's decision in due course.

8. At the invitation of the Chairperson, Ms Pecvin P.W. Yong, DS(PL)1, DEVB introduced that NTM NDA was a strategic component of the NM development, with 52 hectares (ha) of land to form part of the NM University Town (NMUT), including accommodation of Hong Kong's Third Medical School together with an Integrated Medical Teaching and Research Hospital (the Integrated Hospital).

9. With the aid of a PowerPoint presentation, Mr Kimson P.H. Chiu, STP/FSYLE,

PlanD briefed Members on the representations, including the background of the amendment items on the NTM OZP (OZP), the major grounds/views of the representers, government responses and PlanD's views on the representations as detailed in TPB Paper No. 11048 (the Paper). The amendment items on the OZP included:

- (a) Item A1 – rezoning of various sites to take forward the NTM NDA development (Item A1 Site) from “Comprehensive Development Area” (“CDA”), “Residential (Group C)” (“R(C)”), “Residential (Group D)” (“R(D)”), “Green Belt” (“GB”), “Industrial (Group D)” (“I(D)”) and “Recreation” to “Residential (Group A) 1” with stipulation of building height (BH) restriction, “Residential (Group A) 2” with stipulation of BH restrictions and designation of non-building area (NBA), “Government, Institution or Community” (“G/IC”), “Government, Institution or Community (1)” (“G/IC(1)”) with stipulation of BH restrictions, “Open Space” (“O”), “Open Space (1)” (“O(1)”), “Other Specified Uses” (“OU”) annotated “University Town” (“OU(UT)”) with stipulation of BH restriction and designation of NBAs, “OU” annotated “Railway Station and Depot with Commercial and Residential Development and Public Open Space” (“OU(RSD with CRD and POS)”) with stipulation of Area (a) and Area (b) and BHRs, “OU” annotated “Amenity Area”, “GB”, and area shown as ‘Road’;
- (b) Item A2 – rezoning of a site to the south of NTM NDA (Item A2 Site) from “I(D)” to “G/IC”;
- (c) Item A3 – rezoning of a site to the south-east of Wai Tsai from “R(D)” to “Village Type Development” (“V”);
- (d) Item A4 – rezoning of a site to the south of NTM NDA from “CDA” to “GB”; and
- (e) Item A5 – rezoning of a site to the east of Sheung Chuk Yuen from “CDA” to “V”.

10. There were also amendments to the Notes of the OZP to reflect the above rezonings, and incorporate other amendments to align with the latest Master Schedule of Notes to Statutory Plans and other technical amendments, including amending the covering Notes to keep pace with modern needs.

11. The Chairperson then invited the representers and/or their representatives to elaborate on their representations.

R3 – Choong Yin Lee

12. With the aid of a PowerPoint presentation, Mr Choong Yin Lee made the following main points:

Integration with Surrounding Areas

- (a) NTM NDA was surrounded by existing low-rise and low-density residential developments and mature communities that were established well before the fruition of the NDA. While the NDA was planned as a contemporary urban neighbourhood with medium to high-density developments and an iconic University Town/medical school cluster, it should not be viewed in isolation but should take into account the circumstances of its surrounding neighbourhoods;
- (b) there was concern about the abrupt transition in urban form between the planned high-density developments atop and around the planned NTM Station, with BH up to 220 metres above Principal Datum (mPD) and PR up to 6.8, and the surrounding existing developments within the “R(C)” zones subject to a maximum BH of 3 storeys (9m) and a maximum PR of 0.4. A coherent and integrated urban design framework that would allow a more gradual transition through greater variation in BHs and densities within the NDA, together with relaxation of development density in the surrounding areas to encourage their redevelopment, should be established. Such measures would enable the provision of a wider housing mix to meet diverse market needs, attract young residents and talent, particularly for the

University Town, and enhance the vibrancy of the area for existing residents;

- (c) community facilities within the NDA were expected to serve both the NDA residents and those living in the surrounding communities, supporting a “work-live-learn-play” environment for young people and enhancing social inclusiveness and cohesion;

Expanding Connectivity

- (d) expanded and efficient connectivity was essential for liveability. While the NDA’s road network was designed to connect to San Tin Technopole and San Tin Highway, connectivity with surrounding neighbourhoods was currently inadequate. A comprehensive road network covering and linking the surrounding developments should be proposed to facilitate seamless connectivity and movement;
- (e) the planned pedestrian and cycling network within the NDA was largely isolated from the surrounding areas. Extension of this network was recommended to enhance accessibility for neighbouring communities;
- (f) at the territorial level, NTM NDA would be served by the NOL Main Line and NM Highway under planning. While these infrastructures were expected to alleviate existing congestion, they would also exert pressure on the traffic network by serving extensive catchment areas. The Government was therefore urged to conduct a comprehensive traffic review to ensure long-term adequacy of traffic capacity;

Future-proofing Infrastructures

- (g) anticipatory, infrastructure-led and capacity creating planning was vital. Noting that the assumed average flat size of 85m² was significantly larger than the market average of about 50m², there might be a risk of underestimating sewerage system capacity. A similar issue occurred in Tung Chung Town Lot No. 55, where the assumed average flat size of 90m²

resulted in inadequate sewerage capacity due to underestimation of the population; and

- (h) a forward-looking approach should extend planning beyond the NDA boundary to accommodate potential extension and integration with San Tin Technopole and Au Tau NDA. Timely completion of key infrastructures was imperative, and upgrading of essential infrastructures in the surrounding areas was necessary to support regeneration and keep pace with the NDA development.

R6 – Dr Poomintr Sooksripaisarnkit

13. With the aid of a PowerPoint presentation, Mr Lee Chun Kit made the following main points:

- (a) R6 requested the in-situ preservation of Wat Buddhathamaram (泰國佛堂) (the Thai Temple);

Recognition and Significance

- (b) the Thai Temple was formally recognised by the Thai Government and was the only temple in Hong Kong that hosted royal merit ceremonies officiated by the Royal Thai Consulate-General, including the commemoration of the passing of Queen Mother Sirikit of Thailand (詩麗吉王太后). It was also the only temple in Hong Kong that annually received the Royal Kathina robe offering (獲賜「皇家袈裟布施」) and held Royal Merit Ceremonies (「皇家功德法會」), marking its representative status for the Thai community in Hong Kong. Its public nature and representative role distinguished it from other smaller or less accessible Thai temples dispersed across the territory;

Social and Cultural Functions

- (c) the Thai Temple commenced operation in 1997 and had continuously served

the Thai community in Hong Kong for about 30 years. It functioned as a focal node for regular worship and community gatherings, including major Buddhist festivals and observances, such as the Songkran Festival (潑水節), Kathina Festival (袈裟節), Makabucha Day (萬佛節), Visakha Bucha Day (佛誕日), Buddhist Lent Retreat (守夏節) and the Rain Retreat (雨季安居). These events provided a vital platform for religious practice, cultural cohesion, mutual aid and moral support for Thai nationals living overseas. The loss of the temple at its present location would dismantle existing community networks and deprive the community of a recognised venue for cultural exchange;

Heritage Consideration

- (d) although the temple was not graded by the Antiquities Advisory Board (AAB), the lack of such grading should not be taken to imply an absence of heritage significance. A holistic approach should be adopted to assess its cultural and heritage value, having regard to its long-standing community function, its potential to evolve into a religious tourism asset, and the need to provide community facilities to sustain ongoing social activities;

Contribution to NDA Vision

- (e) in-situ preservation of the temple would contribute to urban-rural integration by maintaining an authentic cultural anchor within a transforming district. The planned University Town cluster within the NDA was expected to attract a significant population of students and academics. The temple's connections with Thai students and professionals could support the positioning of Hong Kong as an international education hub, fostering cultural exchange and reinforcing inclusivity and diversity;

Proposed Amendments to the OZP

- (f) to facilitate in-situ preservation of the Thai Temple, amendments to the OZP

were proposed, including revising the alignment of the planned Road D1 to exclude the temple site and rezoning part of the land currently shown as ‘Road’ for the planned Road D1 and “GB” to “G/IC(2)” for in-situ preservation of the temple use, while the “G/IC(1)” zone in Area 3D and the “OU(RSD with CRD and POS)” zone in Area 3A could be expanded southwards; and

- (g) the original and proposed alignments of the planned Road D1 might not differ substantially, although the proposed realignment would affect a private lot.

R7 – 吳日章

14. Mr Ng Yat Cheung made the following main points:

- (a) he was the village representative of Ping Shan Heung Ng Uk Tsuen;
- (b) while the San Tin Rural Committee and Yuen Long District Council were consulted on the NTM NDA development, Ping Shan Heung Ng Uk Tsuen was not included in the consultation. Villagers only became aware of the situation after they received a notice regarding the removal of their ancestral graves, which prompted them to approach the relevant government departments directly;
- (c) while the Wai Cheung Ancestral Hall (WCAH) and the former Yau Tam Mei Primary School were recognised for preservation, the Ping Shan Heung Ng Uk Tsuen ancestral graves were overlooked. The graves dated back to 1877 (the 3rd year of the Guangxu reign), which conferred significant historical and cultural value that warranted in-situ preservation. Given its longevity and cultural significance, the graves should be accorded Grade 2 status by AAB;
- (d) the heritage value of the Ping Shan Heung Ng Uk Tsuen ancestral graves were highly significant to the indigenous villagers. The graves formed an integral part of the village and had direct implications for *feng shui* and the overall well-being of the community; and

- (e) the Fanling Golf Course, where graves had been preserved during development, was a good example of similar preservation practice that could be applied to the Ping Shan Heung Ng Uk Tsuen ancestral graves.

R8 – 吳燦輝

15. Mr Ng Fai Wah said that as Mr Ng Yat Cheung (R7) had already expressed all his views, he had no further supplement.

R9 – 吳業能

16. Mr Ng Yip Nang said that as Mr Ng Yat Cheung (R7) had already expressed all his views, he had no further supplement.

[The meeting was adjourned for a 15-minute break.]

[Mr Vincent K.Y. Ho left the meeting during the break.]

R10 – The Conservancy Association

17. With the aid of a PowerPoint presentation, Mr Ng Hei Man made the following main points:

- (a) to align with the overarching principles of urban-rural integration, the rural elements of NTM, including trees/woodland and cultural heritage, should be enhanced and incorporated into the future urban design so as to preserve the area's identity;

Trees and Woodland

- (b) according to the Environmental Impact Assessment (EIA), there were about 19,000 existing trees within the project boundary of NTM NDA, of which about 90% would inevitably be affected. About 3,200 trees were proposed to be compensated by CEDD within the project site, leaving about 80% of the

affected trees needed to be addressed at a later stage, with no concrete compensation arrangement currently in place. Early planning for a detailed tree compensation arrangement for NTM NDA and the wider NM was considered important to secure proper compensation;

- (c) insights from past “GB” rezoning cases suggested that biodiversity and ecology could be better upheld by advocating the creation of woodland-scale tree clusters to replicate ecological and landscape functions rather than planting individual trees. Longer establishment periods should also be adopted to ensure the survival and maturity of compensatory planting. Moreover, holistic mechanisms such as off-site compensation and tree banks should be developed to provide structured options for projects unable to achieve full on-site tree compensation;

Cultural Heritage

- (d) the in-situ preservation of the WCAH and the former Yau Tam Mei Primary School was appreciated. It should be emphasised that conservation should not be limited to buildings with grading, as cultural and heritage values extended beyond such formal recognition. Agricultural relics, such as buildings, plaques/gates, vegetable stations and farmland, collectively reflected the area’s agricultural history and were considered equally important;
- (e) in addition to the cultural heritage sites mentioned in the EIA Report, the Temple of Saint Yiu (姚聖母廟) should be highlighted as a rare and culturally significant site. The temple was one of only three such temples in Hong Kong, with the other two located at Fu Yung Shan and Ha Fa Shan in Tsuen Wan. Its role extended beyond religious worship and served as a focal point for community cohesion. Annual festivities, including banquets, unicorn dances and rituals, were organised, with youth participation in the unicorn dance considered vital for the transmission of intangible heritage. The temple had undergone three major renovations in 2005, 2015 and 2021, each funded by community members and donors. While its architectural value

might be diminished by rebuilding, this demonstrated its enduring social importance to the community; and

- (f) it was suggested that comprehensive research into historical structures and features should be conducted at the desktop research stage of the Cultural and Heritage Impact Assessment (CHIA) under the EIA Study to better understand the history of the area. Design alternatives should also be explored to avoid or minimise impacts on cultural heritage during construction and operation. Contingency measures should be prepared to address any discoveries of historical or archaeological significance during construction.

18. The Secretary reported that Mr Vincent K.Y. Ho indicated that he had current business dealings with HKHS, and Mr Ho had left the meeting.

R11 – Kadoorie Farm and Botanic Garden (KFBG)

19. With the aid of a PowerPoint presentation, Mr Nip Hin Ming made the following main points:

- (a) many lowland streams in Hong Kong, including the main drainage channel in NTM, had been channelised for flood prevention or to facilitate development. The proposal to revitalise the Ngau Tam Mei Drainage Channel (NTM DC) was welcomed, while greater priority should be given to protecting the remaining natural watercourses, which were rare across the territory and should be regarded as valuable resources;
- (b) the current NTM NDA proposal subsumed many watercourses within development footprints, such as “G/IC” or “OU(UT)” zone, with only some sections falling within the NBA. As noted in other major government development projects, such as Yuen Long South, San Tin Technopole and Lung Kwu Tan – Tuen Mun West “Smart and Green Industrial Port”, lowland streams had been designated as “O” or “GB” zone to facilitate conservation. Considering the rarity of natural watercourses and that the loss of natural

resources would be irreplaceable, similar approach should be adopted in NTM for stream protection, particularly for those with natural river beds and dense riparian vegetation, such as the natural watercourses annotated as ‘W10’ in the EIA Report;

- (c) semi-natural stream alignment should be retained. It should be emphasised that ecological compensation could not practically restore a natural river, hence preservation of the existing alignment of natural watercourses was considered critical. The current meandering form of streams should be respected and realignment should be avoided. Relevant guidelines promulgated by the Drainage Services Department (DSD), such as the two-stage channel concept or polder systems, should be adopted to safeguard the drainage channel while addressing flood risk;
- (d) nature and human well-being were closely connected. Referring to international discussions on nature-based solutions and a document on Assessment of the Environmental, Ecological and Social Impacts of River Restoration Projects in Hong Kong (Chen 2024), it was noted that significant positive impacts on emotional well-being were derived from the naturalness of sites, particularly their biodiversity. Retaining and enhancing natural habitats would contribute directly to community health and quality of life, as people consistently valued views of nature over built structures. Preserving such habitats would also save time and resources;
- (e) agricultural activities should be incorporated within the NBA and along the revitalised NTM DC. Soil-based farming, rather than container-form farming, was essential to achieve biodiversity enhancement, preserve rural character and align with the “sponge city” concept. Such integration would also support flood resilience and ecological diversity;
- (f) their proposals were considered consistent with government policies, including the Biodiversity Strategy and Action Plan (BSAP) and the Blueprint for Sustainable Development of Agriculture and Fisheries, both of which emphasised integrating biodiversity conservation into all sectors of

society. NTM NDA was an appropriate location to demonstrate how biodiversity and agriculture could be embedded in the NDA development; and

- (g) their proposal for a Greenway Network in the NM would connect areas from east to west and from mountains to sea, integrating rivers, natural habitats and parks into a coherent ecological and recreational network. Precedents in Shenzhen (the Kunpeng Trail (鯤鵬徑)) and Singapore were examples of similar blue-green infrastructure. NTM could form part of this network, promoting the well-being of both humans and wildlife.

R12 – World Wide Fund For Nature Hong Kong

20. With the aid of a PowerPoint presentation, Mr Hui Chung Hong made the following main points:

- (a) the representation was jointly submitted by World Wide Fund for Nature Hong Kong (WWF) (R12) and the Hong Kong Institute of Landscape Architects (HKILA) (R13);

Background

- (b) NTM possessed rich cultural and historical heritage, and had reasonably high ecological value. Recent interviews with locals confirmed that Eurasian otters and various wetland birds were recorded in the area;
- (c) NTM had once been a major base for ornamental fish aquaculture. In the 1970s and 1980s, the industry thrived in Hong Kong. In 1967, Hong Kong was one of the world's leading ornamental fish exporters, supplying packed ornamental fish to many European and American markets, with the annual export value reaching about HK\$10 million. Throughout the 1980s and early 1990s, Hong Kong remained among the world's top five ornamental fish exporters;

- (d) currently, NTM continued to be a major koi farming base in Hong Kong. In East Asia, koi symbolised good fortune, harmony and wealth. Hong Kong and other Asian regions continued to host many koi competitions, where koi were regularly displayed. There were more than 10 koi farms operating in NTM. Interviews with the operators indicated that NTM was the only area in Hong Kong still engaged in this industry;
- (e) government policy in recent years had focused on biodiversity conservation and the promotion of ecological and rural tourism. On this basis, WWF (R12) and HKILA (R13) proposed that NTM should be positioned as a rural eco-tourism township within NM by conserving the history of koi aquaculture, promoting urban-rural integration and applying a ‘single site, multiple use’ principle to create spaces that would serve as both public open space and thematic tourism attractions. The four major proposals included (i) a Koi Park, (ii) a water-themed park at Station Plaza in Area 3G, (iii) a north-south green corridor, and (iv) restoration of connectivity between the planned Sam Po Shue Wetland Conservation Park (SPS WCP) and Deep Bay Area;

Proposal 1: Koi Park

- (f) the Koi Park would serve as a key public open space. The proposed location was between the NTM Water Treatment Works and the University Town. This area was currently home to the largest wetland cluster within NTM and the largest active koi farm. The site was located close to the breezeway. If the NBAs on both sides of NTM DC were extended by about 0.75 ha, they could cover about 7 ha of wetland and pond habitat, which would be sufficient to accommodate the proposed Koi Park. Interviews and documentary sources also indicated that Eurasian otters were recorded in the area. WWF considered that classifying the fish ponds there as having low ecological value was inappropriate;

Proposal 2: Water-themed Park at Station Plaza

- (g) the proposed water-themed park was inspired by Lingnan water-village

landscapes. The water-themed park was an excellent example of ‘single site, multiple use’. It would provide flood storage and detention, public recreational space and wildlife habitat within one integrated design;

- (h) lotus and water-lily habitats were recommended. There were breeding sites of *pheasant-tailed jacana* (水雉) near the NTM area in the past. However, owing to the loss of their breeding habitats, they were no longer breeding in Hong Kong. With suitable new habitats, they might resume breeding locally in the future;
- (i) WWF welcomed the Government’s intention to revitalise NTM DC. Although the channel currently had a concrete bottom, it was originally a natural river with ecological value. Restoring it to a more natural state would create a typical nature-based solution, i.e. a river that would function both as a drainage and flood-storage channel and as an ecological and landscape asset;

Proposal 3: North-South Green Corridor

- (j) there were about 6 ha of farmland and fish ponds along the planned blue-green spine. Consideration should be given to integrating those existing farmlands and ponds into the planned blue-green spine at the detailed design stage, so that they would become an integral part of the landscape. Within the 80m-wide river corridor, landscapes and public spaces, flood storage and areas for recreational farming could be provided;

Proposal 4: Connectivity between the Planned SPS WCP and Deep Bay Area

- (k) NTM had strong potential linkages with the planned SPS WCP, both visually and functionally. Before channelisation, the NTM River flowed directly into the Mai Po and Deep Bay wetlands. There were opportunities to restore some degree of hydrological connectivity and re-establish a continuous ecological corridor. In addition, the BHs of the residential developments in Areas 4A to 4C should be moderately reduced, and a section of the river near

Fairview Park should be incorporated into the proposed NTM river park system; and

Overall Vision

- (l) the intention of the proposals was to promote urban-rural integration and eco-tourism, provide high-quality ecological public spaces for the city, and create synergy with the planned SPS WCP and the broader wetland network in the Deep Bay Area. WWF had taken into account the overall planning framework and development parameters for NTM NDA, and considered that the proposals would not cause significant adverse impacts on the NDA's planning scheme.

R13 – The Hong Kong Institute of Landscape Architects

21. With the aid of a PowerPoint presentation, Dr Chan Yin Lun Jeremy made the following main points:

- (a) HKILA agreed with the Government's current policy and planning intentions for NTM NDA. They looked forward to the genuine implementation of urban-rural integration, ecological and cultural tourism, and sustainability elements such as nature-based solutions in the area. They considered that NTM should not become merely another generic new town or university town lacking distinctive character. Instead, it should be developed as a university campus with cultural and ecological characteristics integrated with its surroundings, thereby fostering a strong sense of place;
- (b) the current planning scheme could not fully reflect the design quality of NTM NDA. The design details should be articulated through urban design guidelines, especially for the University Town, which covered a large area. In addition to PR and BH restrictions as set out in the OZP, clear design principles could be specified to guide future project proponents and government departments, ensuring that high-quality design would be pursued consistently;

- (c) along the east-west direction, HKILA proposed enhancements at four locations (corresponding to the proposals and locations raised by R12), i.e. to the east of the University Town, the interface between the University Town and the Integrated Hospital, the Station Plaza in Area 3G and the drainage channel extending westwards towards the planned SPS WCP and Kam Tin River;

Proposal 1: To the East of the University Town - Koi Park

- (d) the concerned area with existing wetland and fish ponds was currently zoned “GB” and partly overlapped with the alignment of the NM Highway under planning, which would be elevated along that section. It was considered technically feasible to make minor adjustments to the alignment, without compromising the alignment or safety, and to develop the concerned area into a Koi Park, which would serve as a thematic public open space with ecological features. The Koi Park would provide flood storage, enhance ecological value and offer existing economic, tourism and recreational functions;
- (e) some local fish farm operators were interviewed. They kept competition-grade fish, which were worth several million Hong Kong dollars each, in inner ponds, while outer ponds were used to rear fish at their growing stages. If exhibition spaces, food and beverage outlets, and leisure facilities were provided, the Koi Park could naturally become a cultural-tourism destination in Hong Kong. The proposal would not only avoid constraining development but would also support the local economy and tourism, thereby helping NTM to establish a clear identity;

Proposal 2: The Interface between the University Town and the Integrated Hospital – Blue-Green Spine

- (f) HKILA fully supported the naturalisation of NTM DC. Green corridors should be extended from the main blue-green spine into the urban area to form

an integrated green network. Some locations currently intended as paved plazas could instead be designed as green spaces that combined recreational and flood-storage functions;

- (g) within the University Town, it was estimated that about 60% to 70% of the area would be green or outdoor space. Holistic urban design guidelines would therefore be required to guide spatial and functional integration across river-edge areas. Moreover, if the site formation levels and slopes on both sides of the river were too steep or too narrow, it would be difficult to create usable landscapes or activity spaces;

Proposal 3: The Station Plaza in Area 3G – Water-themed Park

- (h) HKILA proposed the creation of a Lingnan-style park with river and water features at the Station Plaza fronting the planned NTM Station. The river, ponds and farmland nearby should be incorporated into the design, rather than being converted into large lawns, ball courts and extensive hard paving;
- (i) there were some good examples of wetland parks worldwide, including Haizhu National Wetland Park in Guangzhou, Benjakitti Park in Bangkok, and Bishan-Ang Mo Kio Park and the Kallang Riverside Park in Singapore. These examples provided useful precedents for NTM. A water-themed central park, directly connected to the main drainage channel, could become a recognisable city landmark, stimulating the local economy;
- (j) naturalised rivers did not need to be fenced off with wire mesh. Safety concerns could be addressed through monitoring systems and planted buffers as part of nature-based solutions. Riverbanks and parks should therefore be designed as soft, floodable and resilient landscapes;

Proposal 4: Drainage Channel Extending Westwards towards the Planned SPS WCP and Kam Tin River

- (k) the proposed maximum BH of 180mPD at Area 3F, surrounded by green

areas, was considered inappropriate. If BHs within the site could be arranged through planning guidance, the overall PR could be maintained while improving the urban skyline and creating a smoother transition to adjacent blue-green spaces; and

- (l) regarding the drainage systems, they should form a continuous system linking the proposed upstream Koi Park, through the blue-green spine within the University Town, down to the water-themed park and further downstream to the planned SPS WCP and Kam Tin River. The river should not be regarded as an isolated project confined within the NTM OZP boundary because water flowed naturally from upstream to downstream and animals moved along watercourses.

[Mr Ryan M.K. Ip left the meeting during the presentation of R13's representative.]

R14 – The Hong Kong Bird Watching Society

22. With the aid of a PowerPoint presentation, Ms Wong Suet Mei made the following main points:

- (a) she supported many of the recommendations raised by other representers earlier;
- (b) the ecological survey in the EIA Report was considered inadequate as it had not sufficiently covered extensive areas of farmland and ponds, leading to an underestimation of ecological value. Active farmland could support diverse bird species for foraging and roosting. A recent joint report prepared by other organisations (including HKBWS and WWF) and ecological experts revealed that certain local species were facing high extinction risks, while some nationally protected animals had also been recorded. This demonstrated that agricultural lands and ponds were ecologically significant, warranting proper conservation attention;
- (c) effective zoning should be designated to retain ecologically valuable habitats,

such as farmland, rivers, riparian woodlands and orchards, rather than adopting a broad-brush zoning approach that might overlook their ecological importance. She expressed support for KFBG's proposal to delineate such valuable habitats more precisely, thereby allowing greater flexibility and better integration with the new developments;

- (d) while the adoption of NBA and stepped BH concepts was appreciated, the proposed scale was considered insufficient when compared with the more comprehensive arrangements under the San Tin Technopole development and the wetland protection guidelines adopted in Shenzhen. In Shenzhen, the first 50m adjacent to key ecological habitats was designated as NBA, followed by stepped BH restrictions. It was therefore urged that BH restrictions should be applied more systematically along both sides of NTM DC, with parallel stepped profiles to safeguard ecological corridors and ensure effective habitat protection; and
- (e) regarding the mitigation measures for bird-window collision, while the submission of Bird-friendly Design Guideline was included as one of the approval conditions of the EIA Report, the measures might remain non-compulsory. Statutory requirements for anti-collision measures should be applied across all land use zones for glass structures, including building façades, windows, railings, bridges and noise barriers. Such requirements should be incorporated into the statutory Schedule of Uses of the Notes of the OZP or the Explanatory Statement (ES) to guide future developments.

23. As the presentations of PlanD's representative, the representers and/or their representatives had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions to the representers, their representatives and/or the government representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board nor for cross-examination between parties. The Chairperson then invited questions from Members.

Existing Cultural Facilities

24. Noting that some representers (R6 to R10) raised concerns regarding the demolition of certain existing cultural facilities, including the Thai Temple, the Temple of Saint Yiu and the Ping Shan Heung Ng Uk Tsuen ancestral graves, within NTM NDA, some Members asked about details of these cultural facilities and the planning considerations for their removal.

25. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, and Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) in considering whether certain existing cultural facilities should be retained or removed, the decision would depend on the overall development needs of NTM NDA and the identified value of the facilities concerned. The Temple of Saint Yiu, located at the north-eastern corner of NTM NDA, was originally built by local worshippers. Under the planning for NTM NDA, the areas covering the temple site would be required for the development of the University Town. The temple's structure, which had undergone several rounds of renovation works over the past decades, possessed relatively low architectural value. Since most villagers of Yau Tam Mei Tsuen, which was not a recognised village, would inevitably be relocated due to the development of the NDA, retaining the temple on-site might not be able to continue its function as a gathering place for the villagers and local worshippers. Nevertheless, should there be any request from the villagers and local worshippers on the relocation of the temple, a site search for relocation could be conducted based on existing mechanism with policy support;
- (b) the Thai Temple was located partly in an area zoned "G/IC(1)", with its northern portion planned for a fire station cum ambulance depot with potential staff quarters atop, an area shown as 'Road' for the planned Road D1 in its central portion, as well as an area zoned "GB" in its southern portion. In consultation with the Fire Services Department, the site planned for the fire station cum ambulance was considered suitable in terms of the overall planning of NTM NDA and its direct access to the planned Road D1. The alignment of the planned Road D1 was also considered optimal from engineering and technical perspectives, having regard to the overall road

network of NTM NDA, physical constraints including the 400kV overhead power line and hilly terrain in the south, as well as its impacts on the surrounding environment. Besides, the current site level of the Thai Temple did not match the future road level. Nevertheless, a site search for relocation could be conducted under the existing mechanism with policy support, if requested; and

- (c) records showed that the ancestral graves of Ping Shan Heung Ng Uk Tsuen had been repaired relatively recently. As the graves were located near one of the access points to the University Town site, relocation was recommended in accordance with the prevailing policy. Preserving the graves in-situ might affect the overall planning of the University Town. The Government would continue to liaise with relevant stakeholders on the relocation of any affected graves.

26. In response to a Member's question on whether the Thai Temple would consider relocation and reprovisioning elsewhere, Mr Lee Chun Kit, R6's representative, said that R6 strongly preferred the temple to remain in its current location due to the long-standing social ties established with the community. It was considered that the time required for the realignment of planned Road D1 by the Government for in-situ preservation of the Thai Temple might be shorter than the time needed for the Thai Temple to undergo the relevant relocation and reprovisioning procedures, including identifying a new site and obtaining policy support.

27. In response to the same Member's enquiry on the desire to preserve the Temple of Saint Yiu in-situ, Mr Ng Hei Man, R10's representative, with the aid of some PowerPoint slides, made the following main points:

- (a) as he was not a local villager, he could not speak on behalf of the villagers as to whether the temple should be relocated. Nevertheless, based on his observation and from heritage and cultural research perspectives, local villagers considered the temple significant. While the EIA Report included a CHIA, the assessment did not contain detailed record of the temple. The Conservancy Association (R10) considered it necessary to draw Members' attention to the existence and characteristics of the temple;

- (b) through dialogues with villagers and local stakeholders, he learnt that the temple hosted festive activities and played a key role in strengthening cohesion with village community, including holding traditional marriage ceremonies in the past. These factors should be taken into account in the planning and future design of the NDA. Besides, the views of local villagers should be sought on any potential preservation proposal for the temple, including reprovisioning the temple within the University Town or preserving the existing temple in-situ;
- (c) he concurred with the point raised by DPO/FS&YLE, PlanD that when the village was removed, the function of the temple and the associated gathering activities might also cease. Nevertheless, he considered that local villagers and worshippers should be consulted on the actual value and function of the temple, even if the village was to be removed; and
- (d) recalling the previous example of Ha Wan Tsuen in San Tin Technopole , where some important village assets had been retained to form a multi-purpose open space to enable the continuation of festive events in the future, a similar approach might be considered for the Temple of Saint Yiu.

28. At the invitation of the Chairperson to provide background information on the Thai Temple, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the Thai Temple was located on government land (GL). In the 1970s, a temple formerly known as Nam Shan Monastery once existed on that site, which was covered by an ex-Government Land Licence. Subsequent to the termination of the land licence, the Thai Temple was established using some of the original structures of the former Nam Shan Monastery. The presence of the Thai Temple at the site was not backed by any formal government legal documentation explicitly permitting such use;
- (b) while the Government acknowledged local circumstances and no

enforcement action had been taken over the years, the temple had sought to regularise its use by submitting two planning applications in 2005 and 2014 to TPB respectively. Nevertheless, TPB previously considered the site unsuitable for the Thai Temple, and suggested the temple to seek formal policy support for relocating to a more suitable location; and

- (c) based on PlanD's records, the Thai Temple had not subsequently approached PlanD or other relevant government departments to pursue the relocation matter further. Nonetheless, should the temple wish to relocate and obtain policy support from relevant policy bureau, PlanD would assist in identifying a suitable relocation site.

29. In response to two Members' questions on when the Thai Temple was established and whether compensation would be provided for the relocation of the temple, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD made the following main points:

- (a) based on PlanD's records and information from the Lands Department (LandsD), records of the former Nam Shan Monastery could be traced back to 1971. As the Thai Temple submitted a planning application to regularise its use in 2005, it could be inferred that the temple had existed on the site at least since 2005. Moreover, some of the existing temporary structures on the site were recorded in the Housing Department's 1982 Squatter Control Survey; and
- (b) as the Thai Temple was located on GL without valid land permission, there was no issue of land resumption and no compensation would be payable upon termination of its occupation.

30. A Member asked about the approaches generally adopted for handling cultural facilities in public works projects. In response, Mr Benjamin K.H. Chan, PM(W), CEDD said that local consultations had been carried out, including with the District Council and through public engagement, on issues including the handling of existing graves affected by the NDA. In November 2025, CEDD, LandsD and the Home Affairs Department (HAD) met with relevant parties to discuss the situation concerning the ancestral graves of Ping Shan Heung Ng

Uk Tsuen. In general, where public works projects affected existing graves, relevant government departments would liaise with the concerned parties. If the villagers of Ping Shan Heung Ng Uk Tsuen wished to relocate their ancestral graves, it would be dealt with by the Government in accordance with the prevailing policies and mechanisms.

31. Two Members asked the following questions:

- (a) whether those existing cultural facilities would be cleared immediately upon approval of the draft OZP or whether there would be flexibility for their retention subject to detailed design at subsequent stages; and
- (b) whether the Government would hand over a cleared site to the future project proponent or leave it with the existing cultural facilities, thereby requiring the project proponent to deal with them.

32. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD made the following main points:

- (a) if the draft OZP was approved, future developments in NTM NDA would have to follow the designated land use zonings on the OZP. Nevertheless, at the detailed design stage, there would be opportunities to discuss whether the ancestral graves of Ping Shan Heung Ng Uk Tsuen and the Temple of Saint Yiu needed to be relocated or could be retained. The OZP served to provide a framework for land use and overall development direction but should not be regarded as pre-empting the ultimate treatment of individual features. Existing mechanisms for compensation and relocation of graves still applied. Any decisions regarding the temples would require policy support and adherence to established procedures; and
- (b) after the OZP was approved, there would still be time to address various matters, including land resumption and liaison with villagers on relocation and compensation. Discussions about village-related facilities would continue during the process before the commencement of site formation works.

33. Mr Benjamin K.H. Chan, PM(W), CEDD supplemented that if demolition of cultural facilities, such as the Temple of Saint Yiu, became necessary in the course of development, CEDD would preserve detailed records of the cultural facilities including the use of 3D scanning technology for documentation. Besides, the Government was committed to actively promoting urban-rural integration, and was conducting a consultancy study to formulate policies and approaches for the implementation of urban-rural integration in the NM.

Traffic, and Infrastructure and GIC Facilities Provisions

34. Noting that the Thai Temple was partly located on the planned Road D1, a Member asked whether the alignment of the planned Road D1 and the boundary of NTM NDA were constrained by high-voltage overhead power lines in the area. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) a number of new roads had been planned to enhance the overall transport connectivity in the area, including a new connection road to San Tin Technopole. Moreover, four new internal roads would be constructed, including the planned Road D1 which would run along the southern boundary of NTM NDA and connect to the NM Highway under planning. To the south, there was an existing 400 kV overhead power line, as well as the NM Highway under planning. These represented significant constraints, making it challenging to shift the alignment of Road D1 further;
- (b) other new roads, including planned Roads L1, L2 and L3, would interconnect different development parcels within the NDA. Some existing roads, including Chuk Yau Road and NTM Road, would be improved to connect the new roads to the existing village; and
- (c) a comprehensive pedestrian and cycle track network had been proposed in NTM NDA, connecting different parts of the area and promoting green transport. The cycle track would further connect to the 60 km New Territories cycle track network on the other side of San Tin Highway.

35. Noting that R3 raised concerns about the capacity for sewage discharge, a Member asked about the assumptions made when estimating sewage flows. In response, Mr Benjamin K.H. Chan, PM(W), CEDD said that the Government had projected both the sewerage demand of residential and employment populations subject to review at the design stage while allowing for some flexibility to accommodate different scenarios. Regarding sewerage design, a sewage pumping station would be built in the western part of the NDA. Sewage would be pumped to the San Tin Effluent Polishing Plant. Subject to the design stage, sewage may be redirected to the Nam Sang Wai Sewage Pumping Station and then to the Yuen Long Treatment Works if needed. Detailed sewerage scheme would be developed in consultation with DSD and the Environmental Protection Department (EPD).

36. In response to a follow-up question from another Member, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that the assumed average flat size of the Study was based on the Government's latest vision of a more spacious living environment, which assumed an average flat size of about 82.5m² with home space enhancement for private residential development. Acknowledging that market outcomes might vary, sensitivity tests were also conducted under the Study. Smaller flat sizes had been tested to confirm that the planned infrastructures could accommodate the increased number of flats and the associated population.

37. Noting that secondary schools in the Yuen Long district were currently oversupplied and the school-age population in the territory was declining, two Members asked the following questions:

- (a) the rationales for allocating a secondary school site in NTM NDA; and
- (b) the considerations of EDB when planning a new secondary school in the area in light of the broader demographic trends.

38. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD made the following main points:

- (a) NTM NDA was expected to introduce a new population of about 38,000. Based on the Hong Kong Planning Standards and Guidelines (HKPSG), one secondary school classroom was required for every 40 students aged 12 to 17.

The planned population of NTM NDA alone would justify the establishment of one secondary school (with around 32 classrooms). The provision of secondary school in NTM NDA was planned in consultation with EDB during the Study stage; and

- (b) while PlanD and EDB were aware of the declining demand for secondary schools in some areas, it remained necessary to address the future needs in NDAs. Reserving a site for a secondary school in NTM NDA was considered reasonable at this stage.

Development Programme

39. Noting that R3 raised concern about the development programme, a Member asked for details and whether the programme could be expedited. In response, Mr Benjamin K.H. Chan, PM(W), CEDD said that NTM NDA covered about 130 ha of land with the first population intake expected to commence from 2033 progressively. Land resumption and site formation would proceed in phases. The first batch of land would be targeted for handover to the future project proponent(s) in phases starting from 2028.

40. Ms Pecvin P. W. Yong, DS(PL)1, DEVB supplemented that R3 mentioned a 6-year gap between the availability of the first batch of formed land for the University Town and the planned commissioning of NOL Main Line in 2034. On this, Ms Yong pointed out that it would take a few years for construction after the formed land was handed over to the relevant institution(s). Hence the buildings would only be gradually completed from 2030s onwards, which might dovetail with the commissioning of the NOL Main Line. In any case, the Government would ensure that adequate road-based transport could be provided to support the University Town, especially if any institutions commenced operation before the commissioning of the NOL Main Line.

Ecological, Environmental and Landscape Aspects

41. Noting that R3 raised concern about the greenway network, a Member asked the following questions:

- (a) how the greenway network within NTM NDA would be connected to the surrounding areas; and
- (b) what specific facilities would be provided to strengthen linkages to adjacent hillsides.

42. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) connectivity to existing recognised villages in the surrounding areas would mainly be provided via NTM Road and Chuk Yau Road. The Government would improve some existing junctions, and where necessary, minor local works would be carried out to further improve access for existing village settlements. The Government also intended to encourage more green modes of transport by providing a comprehensive pedestrian and cycle track network in NTM NDA. Trees would be planted along the routes to create a comfortable and shaded environment for future users; and
- (b) regarding connections to hillsides, a new connection road to the north would be provided to link up with San Tin Technopole. Existing hiking trails near Ngau Tam Shan would also connect to the new connection road. Nevertheless, the southern side at Kai Kung Leng was characterised by cliffs, making access more difficult.

43. Noting that R11 raised concern on the ecological value of existing streams, a Member asked whether the Government would strive to retain some tributaries and whether compensation would be provided. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) about 98% of habitats in the area were of low ecological value, mainly consisting of abandoned land or storage yards. The remaining 2% (about 2.5 ha) were of low-to-medium impact significance, including marsh/reed and natural watercourse. The EIA had quantified the affected area, and the project would provide wetland compensation of an equivalent area in Nam

Sang Wai near Kam Tin River. Existing conditions showed that most natural watercourses were within the planned University Town. CEDD had conservatively assumed that all tributaries might not be retained, thus the affected streams would be treated as wetland loss, which would be fully compensated through the wetland compensation area in Nam Sang Wai near Kam Tin River. This conservative assumption avoided excessive constraints on the future university design;

- (b) if an existing natural stream could be integrated into the campus design, the project proponent(s) of the University Town could further discuss this with the Government. If the existing natural stream could not be retained in-situ, CEDD would assess whether its natural materials were unpolluted, and would reuse the unpolluted natural materials in the revitalised NTM DC to maximise resource utilisation and maintain a natural habitat. With the establishment of Environmental Committee (EC) required as an approval condition of the EIA Report, CEDD would consult relevant stakeholders, including green groups and academics, to achieve a nature-based design for the revitalised NTM DC;
- (c) NTM DC was an upstream tributary of Kam Tin River. The channel currently measured about 15m to 25m wide at the channel top, with a concrete bottom and relatively low ecological value. The future design would adopt a blue-green corridor concept based on DSD's Practice Notes No. 3/2021 Guidelines on Design for Revitalisation of River Channel. Moreover, AFCD and CEDD had recently promulgated the Hong Kong Nature-based Solutions Design Guidelines, which would also be applied to the channel design of the revitalised NTM DC. Along the about 2.2 km drainage channel, blue-green spaces would be provided on both sides, with trees and native plantings for public enjoyment;
- (d) for the riverbed of the revitalised NTM DC, existing concrete would be removed and replaced with natural substrate. Its future design aimed to encourage public enjoyment of the riverbanks where possible. Modern technologies, such as CCTV cameras and sensors, would be deployed to issue

warnings in the event of rapid water level rises due to intense rainfall. The design of the entire channel would take into account the extreme weather and climate change impacts;

- (e) after obtaining the Environmental Permit (EP) from EPD, CEDD would establish an EC which included representatives of green groups and academics to advise on the detailed design of the revitalised NTM DC and the associated greening and ecological enhancements; and
- (f) there were small patches of wetlands of low to medium ecological impact significance, including some tributaries, amounting to about 2.5 ha in total. To compensate for the loss, an equivalent area of wetland would be provided near the downstream section of Kam Tin River, where could serve as a potential habitat for Eurasian otters, through a wetland compensation scheme. The wetland design would be prepared in collaboration with the EC. Although baseline surveys did not record Eurasian otters at NTM, CEDD would work with EPD and AFCD to install CCTV cameras for monitoring. If otters were found in NTM, efforts would be made to avoid disturbing them, and appropriate design features would be incorporated to create suitable habitats.

44. In response to an enquiry from the Chairperson and a Member about how the Government would incorporate the proposals from the representers relating to enhancing the design of the revitalised NTM DC without affecting the overall development programme of the NDA, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, said that along NTM DC, an “O” zone was designated at its western section, serving as a buffer between new residential sites and the revitalised NTM DC, while the remaining eastern section at the University Town were zoned “OU(UT)”. Since the details of the University Town were still under Government’s study, zoning these sections of the revitalised NTM DC as “OU(UT)” would allow greater flexibility for future planning. That said, NBAs were designated along both sides of the revitalised NTM DC within the “OU(UT)” zone to ensure appropriate control. Upon release of further details for the University Town, PlanD and CEDD would liaise with relevant B/Ds, including EDB and NMCO/DEVB on applying the planning and design principles as set out in the Notes and ES of the OZP in the detailed design of the University

Town.

45. Two Member asked the following questions:

- (a) how long the EC would remain in place;
- (b) whether individual buildings or sites would be bound by the EC's requirements; and
- (c) whether the ECs for NTM and San Tin Technopole would be the same or different, and whether their membership would differ.

46. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) the EP conditions stipulated that the EC would focus mainly on providing advice on the detailed Habitat Creation and Management Plan (HCMP) for wetland compensation and the Implementation Plan for Ecological Enhancement Features Design (IPEEFD) for the revitalisation of NTM DC. The EC would consist of representatives from government departments, such as DSD, EPD and AFCD, green groups and academics, and would provide input primarily at the design stage. The EP did not specify the duration of the EC. Whether the continuity of EC into the operation stage for ongoing monitoring would depend on whether the Government and stakeholders considered it necessary;
- (b) under the EP conditions, the EC shall advise on the preparation of the HCMP and the IPEEFD, and the effectiveness of implementation of the proposed ecological mitigation/enhancement measures of the Project according to the EIA Report and the approved HCMP and IPEEFD. Individual development projects would not require separate EC approval and would follow existing procedures, with circulation to relevant departments for comment; and

- (c) the ECs for NTM and San Tin Technopole would be separate bodies, and they would comprise different members. The expert composition might differ as NTM's EC would focus mainly on river revitalisation and wetland compensation.

47. Noting that R14 raised concern on the birds' flight path, two Member raised the following questions:

- (a) whether there was information on migratory bird flight routes in the area; and
- (b) whether the implementation of bird-friendly design was uncertain.

48. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) baseline ecological surveys of the EIA Report indicated that NTM was an inland area. Migratory birds tended to follow Shenzhen River and San Tin before moving towards coastal areas such as Tsim Bei Tsui. Within the NTM area, most birds identified were waterbirds, which mainly used NTM DC for foraging; and
- (b) in accordance with DSD Practice Notes No. 3/2021 Guidelines on Design for Revitalisation of River Channel, measures to minimise impacts on birds would be considered at the detailed design stage. For example, building façades near the river and noise barriers along highways would be designed with different tones or markings to prevent bird collisions.

49. Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, supplemented that the areas of about 20m on the north bank and about 30m on the south bank of NTM DC had been designated as NBAs on the OZP. Together with the water bodies of the revitalised NTM DC, which would be widened to 26m to 40m at the channel top in the future, the total width of the corridor would be about 80m, which should provide sufficient space for birds to fly through the area.

50. Noting that about 19,000 trees would be affected by the NTM NDA development, a Member asked how the remaining trees would be handled and whether a tree bank would be established for compensation purpose. In response, Mr Benjamin K.H. Chan, PM(W), CEDD said that CEDD would implement compensatory planting as far as practicable. For trees affected by development projects, compensatory planting would be determined on a project-by-project basis, either within the same district or at other suitable locations.

Integration and Interface with Existing Activities

51. Noting that some representers (R11 to R13) had made proposals, including a Koi Park to the east of NTM NDA and incorporating water features in the design of the open space in Area 3G fronting the planned NTM Station, two Members raised the following questions:

- (a) the Government's response to the proposals; and
- (b) the locations and history of the existing koi farms.

52. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the OZP provided only a broad planning framework. CEDD could draw on those ideas, particularly for the proposed park design and its integration with NTM DC, during the detailed design stage. However, the location of the proposed Koi Park site suggested by the representers was within a "GB" zone outside NTM NDA, and there was currently no proposal to rezone the concerned "GB" to "O" for a park; and
- (b) most of the existing koi farms were located to the south of NTM DC within the University Town sites. During public engagement, the Government did not receive strong requests to retain ornamental fish farming operations. Therefore, no specific alternative site had been reserved for fish pond reprovisioning. Given that the University Town required a substantial land area for development, it appeared unavoidable that existing fish farms would be affected.

53. In response to a Member's question on the details of the Koi Park proposal, Mr Hui Chung Hong, R12's representative, with the aid of some PowerPoint slides, made the following main points:

- (a) there were more than 10 active ornamental fish farms remaining in the NTM area, which was one of the last remaining clusters of such operations in Hong Kong. They had met the largest koi farm owner in the area, whose site covered about 6 ha. These farms bred Koi for local sale, export to overseas markets and for competitions in the Mainland and other places. Based on their assessment, the proposed Koi Park overlapped with the University Town site for only about 1 ha in area. Most of the proposed park fell within an area zoned "GB" outside NTM NDA. The additional area overlapping with the University Town would partly overlap with the NBA along the revitalised NTM DC. They believed that the impact on the development of University Town would be minimal, particularly given the absence of detailed campus design at this stage. A Koi Park would also provide a strong focal point for the area;
- (b) the proposal was to rezone the site from "GB" to "O" and develop a park with several sub-areas, including an area retaining active koi farming operations, where the public could learn about the industry's history and practices, a recreation and leisure area, and a quiet area reserved for wildlife; and
- (c) R12 and R13 had previously submitted joint proposals for the development of San Tin Technopole. Their suggestions had eventually been taken into consideration when formulating a Planning and Design Brief for the Innovation and Technology Sites in San Tin Technopole. Such an approach might also be workable for the Koi Park proposal.

54. Mr Chan Yin Lun Jeremy, R13's representative, with the aid of some PowerPoint slides, supplemented the following main points:

- (a) whether the concerned area was rezoned to “O” or remained zoned as “GB” would not significantly affect the Koi Park proposal, as the existing operation could continue in the “GB” zone. The Koi Park would allow public access while maintaining commercial operations. The 6-ha site proposed for the Koi Park still had sufficient capacity to retain and operate a profitable business; and
- (b) the revitalised NTM DC, together with the NBAs along both sides, which ranged from about 60m to 100m in width, presented an opportunity for ecological enhancement. There would be room for retaining the existing natural watercourses or meanders for ecological enhancement. A Planning and Design Brief, similar to that of San Tin Technopole, would be an appropriate way to record the suggestions and encourage their implementation.

55. In response to the same Member’s follow-up question, Mr Hui Chung Hong, R12’s representative, said that the proposed Koi Park was envisaged as a demonstration park showcasing the industry and public education would be one of the primary objectives. It would be beneficial if active koi farming operations could be retained.

56. A Member asked whether the BH profile of NTM NDA had taken into account the surrounding context. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, said that the revitalised NTM DC formed a central axis of NTM NDA. The highest building cluster (around 200mPD to 220mPD) would be positioned at or around the planned NTM Station, and the BHs would then step down towards the east and west. Towards San Tin Highway, BHs would reduce to about 180mPD for residential sites, with open space and government, institution and community (GIC) uses located at the periphery of the NDA as a buffer between the planned high-rise clusters within the NDA and existing low-rise developments in the surrounding areas. To the east, BHs would step down towards the Integrated Hospital and the University Town at about 100mPD and 140mPD, and would then further descend to 50mPD near the Tam Mei Barracks.

57. In response to a Member’s question about the interface between NTM NDA and Tam Mei Barracks, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that the University Town site

close to the barracks was subject to a BH restriction of 50mPD to avoid the overlooking issue. A similar approach had been applied near the barracks in San Tin Technopole. Generally, GIC uses were preferred near military sites, as the Government could exercise greater control over their land use and design. Although the BH restriction of the concerned area was only 50mPD, there would be scope for the university to accommodate lower-rise facilities such as student and staff amenities there.

Incorporation of Public's View into the Plan

58. Some Members asked the following questions:

- (a) whether the requirement for bird-friendly design could be explicitly included in the ES of the OZP;
- (b) how the constructive views of the representers could be systematically taken on board without amending the OZP, and whether formulating a planning and design brief was an option;
- (c) whether the Government or PlanD could list out the representers' proposals that had been taken into account after the hearing meeting; and
- (d) whether the existing fish farming and other rural activities could be incorporated into the proposed Koi Park and whether the concept could be included in future guidelines.

59. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD made the following main points:

- (a) paragraph 9.1.11 of the ES of the OZP, under the section 'Smart, Green and Resilient Community', had stated the intention that NTM NDA should incorporate bird-friendly elements. PlanD would remind project proponents to incorporate the relevant principles when working on future development proposals. Moreover, there was an EP condition under the EIA, requiring the permit holder to ensure that the BFDG would be incorporated through the

relevant administrative process for adoption by future land users. The purpose was to embed bird-friendly design into the overall system so that future project proponents would follow them;

- (b) there was scope to refine the ES of the OZP. If Members agreed that further amendments to the OZP were not necessary, more detailed design elements could still be added to the ES of the OZP without affecting the development programme. The ES of the OZP already included broad descriptions about how NTM would be developed into a blue-green oriented NDA. For individual sites, the ES of the OZP could incorporate site-specific guidance for future design. Elements previously not elaborated in the ES of the OZP could be reviewed. This would provide important references for the project proponents in the future;
- (c) in the planning of San Tin Technopole, a press release had been issued after the hearing meeting and more detailed elaborations had been added to the ES of the OZP. A similar approach might be considered; and
- (d) urban-rural integration had been an important consideration in the overall layout and urban design of NTM NDA. Buffers, open spaces, public transport and commercial facilities had been arranged to benefit both future residents and existing villagers. Detailed design for each land parcel, such as the theme of parks or the detailed campus layout, would be addressed during the detailed design stage. A high-level urban design framework and principles had been set out in the ES of the OZP. Ideas such as integrating existing features of local characteristics into open space could be reflected in the revised ES of the OZP where appropriate.

60. In response to a Member's view that the Koi Park and urban-rural integration proposals could be outlined in a planning and design brief without amending the OZP as in the approach of San Tin Technopole, the Chairperson explained that the circumstances of NTM NDA were different. San Tin Technopole was identified as having high ecological sensitivity, with some fish ponds that TPB wished to retain, as well as recognised villages and associated village-related facilities. Therefore, a planning and design brief was prepared to address

various design issues and was presented to TPB for endorsement. By comparison, the ecological sensitivity of NTM was much lower than that of San Tin Technopole. It might be sufficient to incorporate more detailed design principles into the ES of the OZP and a summary of the representers' views/proposals and the Government's major considerations could be prepared for easy reference, if necessary.

61. Two Members expressed appreciation to the government representatives and all representers. In particular, the joint proposal from R12 and R13 was considered creative, bringing out functional possibilities that did not alter the overall NTM NDA development concept. Together with constructive input from the public and professional bodies, the Government might achieve better outcomes in the development of the NDA.

[Professor Bernadette W.S. Tsui and Messrs Mr Simon Y.S. Wong and Derrick S.M. Yip left the meeting during the Q&A session.]

62. As Members had no further questions to raise, the Chairperson said that the hearing procedures for the presentation and Q&A sessions had been completed. The Board would deliberate on the representations in closed meeting and would inform the representers of the Board's decision in due course. The Chairperson thanked the representers, their representatives and the government representatives for attending the meeting. They left the meeting at this point.

[The meeting was adjourned for lunch break at 1:40 p.m., and the deliberation session of Item 3 would resume after Item 4.]

63. The meeting was resumed at 2:05 p.m.

64. The following Members and the Secretary were present in the afternoon session:

Permanent Secretary for Development
(Planning and Lands)
Ms Doris P.L. Ho

Chairperson

Mr Stephen L.H. Liu

Vice-chairperson

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Mr Stanley T.S. Choi

Mr K.W. Leung

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Mr Ben S.S. Lui

Ms Kelly Y.S. Chan

Dr C.M. Cheng

Mr Daniel K.W. Chung

Dr Tony C.M. Ip

Professor B.S. Tang

Professor Simon K.L. Wong

Chief Traffic Engineer/New Territories West
Transport Department
Ms Vilian W.L. Sum

Chief Engineer (Works)

Home Affairs Department
Mr Karl K.L. Kwan

Principal Environmental Protection Officer (Territory South)
Environmental Protection Department
Ms Marlene Y.H. Ho

Director of Lands
Mr Maurice K.W. Loo

Director of Planning
Mr C.K. Yip

[Messrs C.K. Yip and Maurice K.W. Loo rejoined the meeting at this point.]

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 4

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations in respect of the Draft Shek Kong Outline Zoning Plan No. S/YL-SK/10

(TPB Paper No. 11049)

[The item was conducted in Cantonese.]

Presentation and Question Sessions

65. The Chairperson said that reasonable notice had been given to the representers inviting them to attend the hearing, but other than those who were present or had indicated that they would attend the hearing, the rest had either indicated not to attend or made no reply. As reasonable notice had been given to the representers, Members agreed to proceed with the hearing of the representations in their absence.

66. The following representatives of the Planning Department (PlanD), representers and/or their representatives were invited to the meeting at this point:

PlanD

- | | |
|-----------------------|---|
| Ms Josephine Y.M. Lo | - District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE) |
| Mr Alexander W.Y. Mak | - Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE) |
| Mr Jason S.H. Wong | - Assistant Town Planner/Fanling, Sheung Shui and Yuen Long East |

Representers and Representer's Representatives

R1 – Tenox Development Limited

Ms Lam Bo Yin 1 Representer's Representatives

Ms Lam Tsz Kwan 1

R3 – 梁業鵬議員

Mr Leung Yip Pang - Representer

R5 – 張運球

Mr Cheung Wan Kau - Representer

R6 – 黎永添

Mr Lai Wing Tim - Representer

R7 – Ng Ka Yiu

Mr Ng Ka Yiu - Representer

Ms Elinor Ming Man Tam - Representer's Representative

R25 – Lo Ho Chung

Mr Lo Ho Chung - Representer

R27 – 黎添棠

Mr Lai Tim Tong - Representer

67. The Chairperson extended a welcome and briefly explained the procedures of the hearing. She said that PlanD's representatives would be invited to brief Members on the representations. The representers and/or their representatives would then be invited to make oral submissions. To ensure efficient operation of the hearing, each representer would be allotted 10 minutes for making presentation. There was a timer device to alert the representers and/or their representatives two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held after the representers and/or their representatives had completed their oral submissions. Members could direct their questions to PlanD's representatives, the representers and/or their representatives. After the Q&A session, PlanD's representatives, the representers and/or their

representatives would be invited to leave the meeting. The Town Planning Board (the Board/TPB) would then deliberate on the representations in closed meeting and inform the representers of the Board's decision in due course.

[Mr Timothy K.W. Ma rejoined the meeting at this point.]

68. The Chairperson invited PlanD's representatives to brief Members on the representations. With the aid of a PowerPoint presentation, Mr Alexander W.Y. Mak, STP/FSYLE, PlanD briefed Members on the representations, including the background of the amendment item on the draft Shek Kong Outline Zoning Plan (OZP), the grounds/views of the representers, government responses and PlanD's views on the representations as detailed in TPB Paper No. 11049 (the Paper). The amendment item on the OZP involved rezoning of an area to the south of Kam Sheung Road and west of Lai Uk Tsuen (the Site) from "Residential (Group D)" ("R(D)") to "Residential (Group C)" ("R(C)") with stipulation of a maximum plot ratio (PR) of 0.8 and a maximum building height (BH) of 6 storeys and 45 metres above Principal Datum (mPD) (Item A).

69. There were also amendments to the Notes of the OZP in relation to the above rezonings and other technical amendments including those to align with the latest Master Schedule of Notes to Statutory Plans.

[Ms Sandy H.Y. Wong joined, and Messrs Karl K.L. Kwan and Mr Stanley T.S. Choi rejoined the meeting during PlanD's presentation.]

70. The Chairperson then invited the representers and their representatives to elaborate on their representations.

R1 – Tenox Development Limited

71. Ms Lam Bo Yin made the following main points:

- (a) the representer, being the applicant of the s.12A application No. Y/YL-SK/1 (the s.12A application), expressed support for Item A as the rezoning would facilitate implementation of the proposed development and unlock the

development potential of the residential land parcels outside the s.12A application site; and

- (b) the irregularity of the application site boundary was acknowledged, and the project proponent would continue to undertake land assembly so as to enable a more comprehensive and integrated residential development.

R3 – 梁業鵬議員

72. Mr Leung Yip Pang made the following main points:

- (a) he was a Yuen Long District Council (DC) member;
- (b) the existing traffic conditions in the Pat Heung and Kam Tin areas were already at a breaking point. As future residents of the proposed development under the s.12A application (the Proposed Development) would likely rely on private cars for daily commuting, they would generate substantial traffic flows on the existing road network, thereby worsening congestion on Kam Sheung Road and Pat Heung Road. Reliance on single-lane sections of these roads for access to Tsing Long Highway and Tai Lam Tunnel was considered unsustainable. He received frequent complaints from Pat Heung villagers about daily traffic congestion;
- (c) public transport services and capacity were inadequate. Kam Sheung Road Station of MTR Tuen Ma Line (TML) was already severely congested during peak hours. It was common for existing residents to wait for three to four trains before boarding during peak hours. The future extension of TML and the nearly completed residential developments near Kam Sheung Road Station, whose residents were anticipated to rely on the railway, would further aggravate the situation; and
- (d) local consultation had been inadequate. Communication with the Rural Committee (RC) had been limited to email, without any face-to-face meetings. More in-depth consultation with local residents was suggested so as to ensure

fairness and responsiveness to community needs throughout the public engagement process.

R5 – 張運球

73. Mr Cheung Wan Kau made the following main points:

- (a) he was the village representative of Shui Tsan Tin Tsuen in Pat Heung, and the owner of Lot 931 in D.D.112, which was an agricultural lot;
- (b) while the “Agriculture” zone of the OZP allowed farming with no erection of houses, the boundary walls of the Proposed Development would enclose and obstruct the access to the existing farmland, including his farmland. Proper access route to the agricultural land should be provided;
- (c) Kam Sheung Road was narrow and had remained largely unchanged for about 60 years, while population along the road had been increasing. The proposed rezoning would bring at least 4,000 additional residents and worsen the congestion problem in the area. Students and commuters already struggled to board buses during peak hours, resulting in daily inconvenience. Improvement works to Kam Sheung Road were therefore needed;
- (d) the Proposed Development would introduce septic effluent into the newly constructed drains, with the effluent flowing towards the Shui Tsan Tin Tsuen Office area, causing odours, environmental pollution, and adverse health impacts on villagers; and
- (e) the developer was considered to prioritise profit, while the villagers would bear the negative impacts. Local concerns on traffic congestion, drainage and environmental issues should be addressed before the commencement of the Proposed Development.

R6 – 黎永添

74. Mr Lai Wing Tim made the following main points:

- (a) he was the vice-chairperson of Pat Heung RC and a village representative, had served the rural community for over 20 years and previously served as a DC member;

History and Identity

- (b) he expressed strong objection to the use of the term “Shek Kong” for the OZP, considering it historically inaccurate and carrying colonial connotations. The Pat Heung villagers had experienced hardship during the British military takeover of the New Territories in 1898, and the continued use of “Shek Kong” was regarded as disregarding local history and the identity of Pat Heung residents. He urged that local history should be respected and the planning scheme area should be renamed from “Shek Kong” to “Pat Heung”;

Development Intensity and Impacts

- (c) the proposed zoning extended significantly beyond the site boundary of the s.12A application, with the site area and population doubled, further heightening community concerns;
- (d) the indicative scheme of the Proposed Development, with 19 residential towers of up to 6 storeys, would overwhelm the existing 3-storey village houses, which could not be considered as “not incompatible” with the surroundings, but would affect the harmony of the rural landscape. The area was also a popular scenic hiking route during the pandemic, and the Proposed Development would undermine its tourism potential;
- (e) reliance on the developer to carry out road improvement works was considered unrealistic. Traffic conditions had shown no significant improvement even when a Legislative Council member had previously been mobilised to press for improvements to the Kam Sheung Road/Kam Tin Road connections, yet no

follow-up actions were taken by relevant government departments. While the Transport Department (TD) had no adverse comments on the concerned rezoning from traffic and transport perspectives, villagers continued to suffer from severe traffic congestions and unreliable green minibus services;

- (f) local villagers were rooted in Pat Heung and had no choice but to remain, whereas new residents would have the choice to move, and it was therefore unfair for existing villagers to suffer the anticipated impacts arising from the Proposed Development;

Planning Process and Public Consultation

- (g) the repeated submissions of Further Information (FI) by the applicant between 2022 and 2024 were considered an abuse of the s.12A application process. He had mobilised hundreds of people on multiple occasions to oppose the s.12A application. The objectors had used standard letters to express their views to demonstrate their unity and consistency in objections, while the term “similar standard format” used in the TPB papers appeared to disparage these as ‘template’ submissions, which was perceived as dismissive;
- (h) consultation was inadequate and perceived as a sneaky move, with reliance on emails and letters to the RC and DC. The RC had not been properly informed, particularly during a period of chairmanship transition. He, as a village representative, did not receive any letter regarding the consultation on the proposed amendments to the OZP;
- (i) the Pat Heung community had contributed to addressing Hong Kong’s housing needs by cooperating with the Government in other developments, such as Kong Ha Wai and Tsat Sing Kong, where extensive consultations had been conducted and a more constructive approach was demonstrated; and
- (j) the procedure adopted by the Secretariat of the Board in handling the appointment of authorised representative was considered bureaucratic. Six representatives had granted him authorisation, yet staff from the Secretariat of the

Board still requested each representer to provide the reason for not attending the hearing in person and repeatedly contacted them to enquire about the reasons.

[Professor Simon K.L. Wong left the meeting at this point.]

R7 – Ng Ka Yiu

75. With the aid of a PowerPoint presentation, Ms Elinor Ming Man Tam made the following main points:

- (a) they lived in Wah Yuen, represented the Wah Yuen residents and strongly objected to the Proposed Development;
- (b) Wah Yuen had been overlooked in the initial consultation documents, and the consultancy reports submitted during the s.12A application were seen as favouring the applicant without providing accurate and adequate information to reflect the anticipated impacts brought by the Proposed Development on Wah Yuen. For example, the distance from the Proposed Development to Kam Sheung Road Station was cited as 2.4km instead of the actual 4.3km, which required over 20 minutes' travel during peak hours. The PR of 0.8 under the "R(C)" zone could not be considered as minor relaxation from the original PR of 0.2 under the then "R(D)" zone. The proposed green buffer would primarily serve the Proposed Development rather than providing relief to the existing residents in the surroundings;
- (c) the Proposed Development, which would be about twice the height of the existing 3-storey houses in Wah Yuen, and with some building spans exceeding 60m, would induce wall effect, cause adverse air ventilation impact and reduce visual permeability of Wah Yuen. Reference was made to the comments of the Chief Architect of Architectural Services Department in 2022, as reflected in Rural and New Town Planning Committee (RNTPC) Paper No. Y/YL-SK/1 of the s12A application that the proposed BH was about 200% higher than that of the adjacent developments in the then "R(D)" zone and was undesirable from visual impact perspective, raising concerns about compatibility with the

surrounding character;

- (d) the indicative scheme of the Proposed Development would surround Wah Yuen on three sides with 6-storey residential towers and a 3-storey car park without setback. The proximity of the residential towers to Wah Yuen was expected to significantly reduce natural lighting, with about 2 hours less sunlight in summer afternoon and no direct sunlight in winter afternoon, which would be detrimental to the living environment of Wah Yuen;
- (e) concerns were raised about air quality and noise impacts. The 3-storey car park and clubhouse adjoining Wah Yuen under the indicative scheme of the Proposed Development would generate exhaust emissions and odours. The 24-hour operation of the car park, together with the ventilation systems of clubhouses and the activities of future residents, would generate persistent noise nuisance, disrupting the tranquillity of Wah Yuen and undermining the rural character of the area;
- (f) Wah Yuen had not experienced flooding in the past 50 years. However, since the emergence of brownfield operations in the vicinity, flooding incidents had occurred, particularly in 2018 and 2023. The narrow watercourse between Wah Yuen and the Proposed Development had been consistently overlooked in the s.12A application, despite 16 rounds of FI having been submitted by the applicant. The Proposed Development, with a raised platform about 1.4m to 1.9m higher than Wah Yuen and extensive hard-paved surfaces, would exacerbate surface runoff. The drainage design capacity was considered inadequate to cope with extreme rainfall particularly under climate change, and more robust hydrological modelling and sensitivity tests were required;
- (g) without repeating the points on traffic constraints mentioned by earlier representers, the Traffic Impact Assessment (TIA) submitted by the s.12A applicant was considered inaccurate and incomplete. The survey methodology failed to capture the constraints in the actual capacity of existing public transport services and peak-hour congestion;

- (h) given the close proximity of the Proposed Development to the existing houses of Wah Yuen, construction works would affect structural safety and cause nuisance and pollution including dust, debris, noise and drainage impacts; and
- (i) they requested sufficient setbacks and relocation of the car park and other undesirable facilities of the Proposed Development away from Wah Yuen, the inclusion of the watercourse between Wah Yuen and the Proposed Development in the Drainage Impact Assessment (DIA), and the BH restriction should be consistent with adjoining low-rise rural settlements.

R25 – Lo Ho Chung

76. Mr Lo Ho Chung made the following main points:

- (a) he was a committee member of the Pat Heung RC and the village representative of Wang Toi Shan Lo Uk Tsuen, and would express his views on Item A with reference to various government documents;
- (b) the proposed BH of 6-storey of the Proposed Development, which would be about twice the height of the surrounding 3-storey village houses, was considered visually incompatible with the rural character. While the minutes of the RNTPC meeting on 19.9.2025 recorded that such BH would ensure visual compatibility with the surrounding areas and the visual appraisal assessed the impact as negligible to slight, the change would fundamentally alter the landscape and character of Pat Heung and result in visual intrusion;
- (c) the minutes of the RNTPC meeting on 19.9.2025 also mentioned about flooding incidents in the locality. Nearby areas such as Lin Fa Tei and Lai Uk Tsuen had long suffered from flooding. The DIA of the Proposed Development had underestimated the flooding risks, particularly in light of global warning. The proposed site formation level of 26mPD, about 2.4m higher than the existing site level, would alter surface runoff and exacerbate flooding in low-lying areas including Wah Yuen and Lin Fa Tei. Concerns were raised about the convoluted alignment of the proposed box culvert and the reliance on private

owners for future maintenance, which could increase flood risks;

- (d) traffic impacts were inadequately assessed. The TIA, which was based on 2022 data, covered only some major junctions and failed to account for the cumulative effects on minibus and bus services. The Proposed Development with about 1,670 flats accommodating about 4,400 residents would worsen congestion, particularly if junction improvement works were delayed, taking into account the statutory procedures and time required for public consultation, thereby risking traffic paralysis by the planned population intake in 2031;
- (e) several residential towers and the car park of the Proposed Development would be located immediately adjacent to Wah Yuen, creating wall effect and adversely affecting air ventilation, sunlight and visual openness;
- (f) government, institution and community (GIC) facilities in Yuen Long were already in serious shortfall, including hospital beds, child care centre, residential care homes for the elderly, pre-school rehabilitation services and community care services facilities. Without new GIC facilities to support the additional population, the situation would be unfair to existing residents;
- (g) the rationale for rezoning the entire “R(D)” zone to “R(C)” was questioned, noting that the amendment was not merely a technical exercise to rationalise the irregular site boundary of the s.12A application, but involved a substantial relaxation that would facilitate large-scale, high-density development far beyond what had originally been envisaged; and
- (h) the rezoning would sacrifice the quality of life and safety of nearby residents and should not proceed at the expense of the existing local community.

77. As the presentations of PlanD’s representative, the representers and their representatives had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions to the representers, their representatives and/or PlanD’s representatives to answer. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board or for cross-examination

between parties. The Chairperson then invited questions from Members.

Public Consultation

78. Regarding the allegation made by Mr Lai Wing Tim, R6, in his oral submission on the public consultation arrangement, the Chairperson said that the allegation was unfounded and invited PlanD's representatives to explain. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, said that both the s.12A application, including the FI submissions, and the subsequent amendments to the OZP, which were to take forward RNTPC's decision on the s.12A application and follow-up review conducted by PlanD, had been handled in strict accordance with the statutory and administrative procedures, and proper public consultation had been conducted, including publication of the s.12A application and FIs for public comments, notification of the relevant DC(s) and RC(s) upon gazettal of the draft OZP to invite comments, and exhibition of the draft OZP for representations as well as the subsequent invitation of representers to attend the hearing session.

Site Context and Indicative Scheme

79. Noting the concerns of representers regarding the accuracy of information in the applicant's submissions and PlanD's documents, a Member invited PlanD's representatives to provide further details and clarifications. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, reiterated the following main points which had been clearly set out in PlanD's documents and covered during RNTPC's considerations of the s.12A application and the proposed amendments to the OZP:

- (a) the area, where the Site was located, was mainly occupied by open storage/storage yards, rural workshops, plant nurseries, a low-rise residential development named Wah Yuen, scattered residential dwellings, cultivated/fallow agricultural land and unused land. Wah Yuen was located adjacent to the s.12A application site on the north-east;
- (b) the s.12A application was received in 2022 under the pre-amended Town Planning Ordinance. The applicant submitted 16 rounds of FI, of which 14 were published for public inspection. The s.12A application was processed strictly in accordance with the statutory and administrative procedures. The

applicant's technical assessments on drainage, traffic and other aspects had been thoroughly reviewed by relevant government departments and technical clarifications had been sought where necessary and hence the applicant had revised, updated and enhanced the assessments and the indicative scheme;

- (c) PlanD had conducted a planning review for the entire "R(D)" zone. Upon review, rather than merely rationalising the irregular boundary of the s.12A application site, it was considered appropriate to rezone the entire "R(D)" zone to "R(C)". As the s.12A application site occupied the dominant portion of the zone, the remaining area outside the application site boundary was relatively limited in planning significance. From district planning perspective, a comprehensive rezoning was considered more coherent than piecemeal adjustments, with the intention of improving the local environment;
- (d) PlanD undertook the visual appraisal based on public viewpoints and consulted relevant government departments on other technical aspects, including traffic and drainage, in accordance with established practice;
- (e) to ensure technical feasibility of future development within the "R(C)" zone, it had been specified in the Explanatory Statement (ES) of the OZP for the "R(C)" zone that the implementation of the mitigation/improvement measures and/or facilities committed under the s.12A application, including the provision of on-site sewage treatment plant, provision of new drainage system with associated drainage facilities and an underground storage tank, and various sensitive design measures such as building setback, green buffer and sensible façade/boundary wall design, would be incorporated as conditions in the future land documents as considered appropriate by relevant government department(s);
- (f) it had also been specified in the ES that should there be any future development(s) in the "R(C)" zone that were outside the s.12A application site boundary and exceeded the assessed technical capacity under the s.12A application, requirements for conducting further technical assessments and implementing additional mitigation/improvement measures and/or facilities could be incorporated as conditions under land documents as considered

appropriate by relevant government department(s); and

- (g) importantly, RNTPC Members had been provided with accurate and factual information when considering the s.12A application in March 2025 and the subsequent proposed amendments to the OZP in September 2025. Issues such as visual compatibility, drainage and traffic impacts were fully discussed at the RNTPC meetings.

80. Noting that brownfield operations were located within the Site, a Member enquired whether such uses would continue and potentially have adverse impacts on Wah Yuen if the Proposed Development did not proceed. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, said that some brownfield operations were currently located within and adjacent to the Site, particularly in the area fronting Kam Sheung Road. Some fell within the s.12A application site boundary, while others were located outside the boundary. Certain brownfield operations were existing uses that could be tolerated under the statutory planning regime. If the sites of such operations were not included into the future development(s) within the “R(C)” zone, they might continue to persist.

81. The Member further enquired whether Wah Yuen, which fell within the then “R(D)” zone subject to a lower development intensity, would now be subject to the higher PR of 0.8 under the “R(C)” zone. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that Wah Yuen was regarded as an “existing use” (i.e. it was in existence at the time before the first publication in the Gazette of the notice of the interim development permission area of Shek Kong area). Its inclusion in the “R(C)” zone would provide an opportunity for future redevelopment in accordance with the development restrictions of the “R(C)” zone, i.e. a maximum PR of 0.8 and a maximum BH of 6 storeys and 45mPD.

82. Noting the concerns of some representers regarding the indicative scheme of the s.12A application, in particular the location of the car park, some Members enquired about the proposed buffer between Wah Yuen and the Proposed Development, and whether the project proponent of the s.12A application would be willing to further liaise with the residents of Wah Yuen to address their concerns.

83. At the invitation of the Chairperson, Mr Ng Ka Yiu and Ms Elinor Ming Man Tam, R7

and R7's representative, said that the proposed 3-storey car park buildings of the Proposed Development would be located immediately adjacent to some of the existing houses of Wah Yuen. With the spiral ramp design, the car park would result in a wall effect, and the associated traffic, lighting and air quality impacts brought by the Proposed Development would be significant. The car park should therefore be located further away, noting that other parts of the development site were adjacent to agricultural land, which was considered less sensitive.

84. In response, Ms Lam Bo Yin, R1's representative, acknowledged the concerns of the representers, and with the aid of a visualiser, explained that under the indicative scheme, there was a setback of 5m between the car park structure and the development site boundary. The concerns raised by Members and the representers at the meeting would be conveyed to the project proponent for further consideration at the detailed design stage, with a view to minimising the sense of encroachment.

Traffic Aspect

85. Noting that some representers raised concerns regarding traffic, a Member asked whether the TIA submitted under the s.12A application had taken into account the surrounding traffic conditions and future developments in the area. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, said that the applicant had submitted multiple rounds of FI, including an updated TIA in early 2025, which incorporated the latest traffic data and post-COVID traffic conditions. TD had no adverse comments on the TIA, including the assessment methodologies and the recommended traffic mitigation measures.

86. A Member invited R1 to elaborate on the traffic improvement measures proposed under the s.12A application and their anticipated effectiveness. In response, Ms Lam Bo Yin, R1's representative, with the aid of a PowerPoint slide, said that the TIA had been conducted over several years with multiple submissions of FI to address departmental comments. The assessment and the identified mitigation measures were accepted by TD. The proposed mitigation measures were intended to meet the needs of future residents without causing adverse impact on the surrounding areas. The assessment covered eight junctions and identified potential congestion at the Kam Sheung Road/Kam Tin Road junction. A series of junction improvement works were therefore recommended, including permanent improvement works to be implemented by the Highways Department (HyD) and interim measures to be carried out by the project proponent

should the said improvement works by the Government be delayed. Other local improvement works committed by the project proponent included widening of an existing footpath along Kam Sheung Road from 1m to 2m and provision of a new pedestrian crossing to the north of the s.12A application site.

87. A Member enquired about the timing of the junction improvement works, noting that such works would require gazettal under the relevant statutory procedures. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, said that according to the available information, the junction improvement works by HyD were targeted for completion in 2028.

Drainage and Flooding

88. Noting the concerns of representers regarding flooding, a Member raised the following questions to R1 and R7:

- (a) the existing flooding situation in the area; and
- (b) whether the proposed drainage measures, in particular the stormwater storage tank proposed by R1, would be capable of accommodating both the existing flooding conditions and additional surface runoff arising from the Proposed Development.

89. In response, Mr Ng Ka Yiu and Ms Elinor Ming Man Tam, R7 and R7's representative, said that severe flooding incidents had occurred repeatedly in recent years following the emergence of brownfield operations within the Site. The water level could rise by about 1m to 1.5m within an hour during heavy rain, requiring the use of multiple pumps. Emergency assistance from the Fire Services Department was even sought in 2018. The stream was clean with unobstructed water flow back in 2011, but had subsequently deteriorated into stagnant water following the presence of brownfield operations. The narrow stream had been consistently overlooked despite repeated objections and had ultimately become a "no man's land". Raising the site level of the Proposed Development by more than 2m would further aggravate inundation in the adjacent areas.

90. Ms Lam Bo Yin, R1's representative, with the aid of a visualiser, explained that there

were currently three main drainage channels serving the area, one of which was blocked, thereby exacerbating the flooding situation. Even in the absence of blockage, the existing system would still be unable to cope with heavy rainfall, and flooding would occur during a 10-year return period rainfall event. To address this, as shown in the DIA Report of the s.12A application, an underground box culvert would be constructed to divert flows westward to the northern engineering channel, together with five separate sets of new channels to intercept catchment flows near Wah Yuen. A stormwater storage tank with a capacity of 12,000m³, supported by interception pipes, was also proposed to capture excess flows during extreme rainfall events. The design had taken into account both the existing flooding capacity and the additional runoff generated by the Proposed Development, with modelling conducted for 10-year, 50-year, 200-year return period rainfall events as well as climate change scenarios. These measures would improve the overall drainage capacity and provide a more resilient drainage system to mitigate future flooding risks.

91. Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, supplemented that the project proponent of the s.12A application had recognised drainage as a key issue and had proposed various improvement works, including provision of stormwater storage tank within the s12A application site and channel diversions to direct water east-west through the development site to connect with the existing drainage pipelines, together with further improvement works by the relevant government departments. Further consultation with the Drainage Services Department (DSD) would be required at the subsequent land administration stage to determine whether additional drainage installations would be necessary for any future development outside the s.12A application site within the “R(C)” zone. Besides, the original intention of the “R(D)” zone was to improve and upgrade the existing temporary structures within the rural areas through redevelopment into permanent buildings. Certain brownfield operations were existing uses tolerated under the planning regime. The s.12A application was considered consistent with the said planning intention, as it could improve the rural environment by phasing out incompatible brownfield operations with planned residential development supported by infrastructure provision, including drainage systems.

Air Ventilation

92. Noting the concern of a representer regarding air ventilation and that Wah Yuen was located to the east and northeast of the s.12A application site, where prevailing winds in Hong

Kong generally originated, a Member asked whether any assessment had been conducted to evaluate the impact of the rezoning and the Proposed Development on Wah Yuen in terms of local air ventilation. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, said that while no specific air ventilation assessment had been undertaken, it was noted that the prevailing summer winds were generally from the east, southeast or northeast, and the 6-storey residential towers under the Proposed Development, when compared with the surrounding 3-storey village houses, were still regarded as low-rise. Under the indicative scheme of the s.12A application, design measures such as building separation and green buffer had been incorporated to facilitate air flow. Significant air ventilation impacts were not expected, and relevant design requirements, such as building setback and green buffers, had been specified in the ES of the “R(C)” zone and could be incorporated into the relevant land documents as considered appropriate by relevant government departments at the land administration stage.

Agricultural Land

93. In response to a Member’s enquiry about future access to the agricultural land, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, explained that the existing footpaths from Kam Sheung Road currently provided access to the farmland, and these footpaths would remain accessible prior to the implementation of the Proposed Development. Recognising that parts of the adjoining site comprised private land for agricultural use, the project proponent, as shown in the indicative layout plan of the s.12A application, had reserved passageways to ensure continued access for surrounding farmland and village users. If adjoining sites within the “R(C)” zone were developed in the future, similar requirements could be incorporated in the relevant land documents to safeguard the existing pedestrian routes, as considered appropriate by relevant government departments.

94. As Members had no further questions to raise, the Chairperson said that the hearing procedures for the presentation and Q&A sessions had been completed. The Chairperson thanked the representers, their representatives and PlanD’s representatives for attending the meeting. The Chairperson further said that the Secretary would clarify the procedure for handling requests for authorisation to attend the hearing. The representers and their representatives could remain to listen to the explanation and the information would also be recorded in the meeting minutes. The Board would then deliberate on the representations in closed meeting and would inform the representers of the Board’s decision in due course.

95. Mr Cheung Wan Kau, R5, and Mr Lai Wing Tim, R6, expressed a wish to engage directly with the relevant authorities to resolve long-standing issues, and reiterated their concerns about the traffic capacity of Kam Sheung Road, provision of bus services and the local traffic congestions. The Chairperson confirmed that their views would be duly recorded. The representers, their representatives and PlanD's representatives left the meeting at this point.

96. At the invitation of the Chairperson, the Secretary explained the procedure for handling requests made by representers to authorise a representative to attend the hearing. Under the Town Planning Ordinance (TPO), each representer was entitled to attend the hearing in person. If the Board was satisfied that a representer (a natural person) was unable to attend the meeting, he/she might authorise another natural person to attend the meeting because of exceptional circumstances. According to the Guidance Notes on Attending the Meeting for Consideration of Representations under the TPO, exceptional circumstances that would normally be accepted included, for example, medical ground, not in Hong Kong (studying abroad or having business trip), being taken into custody or under quarantine. The TPB Secretariat was required to follow up with the representer who indicated a wish to appoint an authorised representative, to ascertain the reason for being unable to attend in person and to obtain supporting documents for verification. Follow-up action by the Secretariat would be necessary if the reasons for authorisation were not provided and/or supporting documents were not submitted. In response to a Member's enquiry, the Secretary confirmed that a standard form was available for the representers to indicate their attendance and the reasons for authorising a representative to attend, where applicable.

Deliberation Session

97. The Chairperson invited views from Members. Members unanimously supported Item A and considered that the Proposed Development would provide opportunities to improve the local environment and address long-standing problems, including flooding and traffic issues, for the benefits of the community.

Traffic Aspect

98. A Member observed that traffic congestion frequently occurred at certain junctions,

which were bottlenecks requiring improvement works by HyD. Such works would be subject to funding and gazettal procedures and would take time to implement. Members generally welcomed the commitment by the project proponent of the s.12A application to undertake certain junction improvement works in advance should government works not be completed in time. A Member remarked that traffic issues were common territory-wide and could be addressed through road improvement works and monitoring by relevant government departments, including provision/adjustment of public transport services, as appropriate. Two Members considered that the source of the transport concerns appeared to relate to peak-hour public transport demand, such as boarding difficulties and scheduling of feeder services, rather than solely to road capacity.

99. At the request of the Chairperson, Ms Vilian W.L. Sum, Chief Traffic Engineer/New Territories West (CTE/NTW), TD, explained that earlier traffic issues had been linked to on-street bus stops along Kam Sheung Road, which caused obstruction during pick-up and drop-off of passengers. Over recent years, eight bus stops had been upgraded to bus bays, with a ninth under construction, thereby reducing congestion and improving traffic flow. A Member expressed that the progressive conversion of on-street bus stops along Kam Sheung Road into bus bays had brought noticeable improvements to traffic flow.

Drainage and Flooding

100. Some Members acknowledged the flooding concerns raised by the representers and considered that the Proposed Development would provide an opportunity to address the long-standing problems. The proposed drainage improvement works, including the underground box culvert and stormwater storage tank, were expected to alleviate flooding and bring long-term improvement to the wider district.

101. A Member noted that farmers in the area had suffered recurrent flooding for many years, and considered that without the Proposed Development, the problem would likely persist, whereas the project proponent had both the incentive and resources to implement improvements, including removing blockages and upgrading drainage infrastructure.

102. Another Member remarked that the project proponent's willingness to commit significant resources to construct a large underground stormwater storage tank was notable. Such a tank was costly but effective in managing extreme rainfall events, and was being increasingly

adopted by DSD in urban areas. The proposed stormwater storage tank under the Proposed Development was regarded as a practical and efficient solution for delivering substantial improvement to the district.

The “R(C)” Zone and the Proposed Development

103. A Member considered that rationalising the irregular site boundary of the s.12A application by rezoning the entire “R(D)” zone to “R(C)” was a reasonable arrangement. The rezoning would enhance the development potential of the Site, including Wah Yuen.

104. Members generally considered that the development parameters of a maximum PR of 0.8 and a maximum BH of 6 storeys and 45mPD for the Site were acceptable. Two Members said that while the surrounding area was predominantly low-rise in character, the 6-storey development would not cause significant impact on the surrounding areas.

105. A Member said that new development would inevitably bring changes to the local context, just as earlier developments (including Wah Yuen) had reshaped the local environment at the time. Another Member said that close juxtaposition of buildings was common in the New Territories, where village houses were often built up to the boundary.

106. Some Members acknowledged the concerns of a few representers that the indicative layout under the s.12A application might affect visual permeability and air ventilation. Noting that the indicative scheme included setbacks from the boundary and that the car park was limited to 3 storeys, Members generally considered that the impacts could be managed through appropriate design measures, including a sensible layout, adequate building separation and setbacks. Given the large site area of the Proposed Development, there would be scope for a better layout arrangement to reduce potential visual disturbance to nearby residents.

107. Sharing the concern about the proximity of buildings, particularly in relation to the proposed car park as shown in the indicative layout under the s.12A application being located very close to several existing houses, Members considered that more proactive action should be taken to address residents’ concerns. The Chairperson concurred and said that the District Planning Office of PlanD would be tasked with communicating with the project proponent on possible refinements to the layout of the Proposed Development, including the provision of sufficient

setbacks from development site boundary, to alleviate the possible impact on nearby residents.

108. Two Members emphasised the importance of fostering good neighbourly relations and communication, and suggested that the project proponent should strengthen communication with nearby residents, particularly those in Wah Yuen, to explain the Proposed Development and the associated improvement works.

Conclusion

109. The Chairperson concluded that Members supported the OZP amendments and agreed that the draft OZP should not be amended to meet the adverse representations. All grounds of the representations had been addressed through the departmental responses as detailed in the Paper as well as the presentations and responses made by the PlanD's representatives at the meeting.

110. After deliberation, the Town Planning Board (the Board) noted the supportive views and general views of **R1** and **R2**, and decided not to uphold R3 to R67 and considered that the draft Shek Kong Outline Zoning Plan (OZP) should not be amended to meet the representations for the following reasons:

“Item A and Amendments to the Notes (a)”

- (a) Item A is to take forward the decision of the Board on the agreed section 12A (s.12A) application No. Y/YL-SK/1 with additional area (i.e. remaining area of the previous “Residential (Group D)” (“R(D)”) zone outside the s.12A application site) pursuant to a subsequent planning review on rezoning the entire “R(D)” zone conducted by the Planning Department (PlanD). Various technical assessments with proposed improvement/mitigation measures and/or facilities have been conducted and proposed by the applicant in support of the s.12A application to ensure that no insurmountable adverse impact would be resulted from the proposed development. The subsequent planning review supported with a visual appraisal conducted by PlanD in consultation with relevant government departments also showed that future development(s) at the “Residential (Group C)” (“R(C)”) zone (with a maximum plot ratio of 0.8 and a maximum building height of 6 storeys and 45 metres above Principal Datum)

are considered not incompatible with the surrounding low-rise and low-density residential developments/village settlements and could blend in with the surrounding natural landscape. Relevant government departments consulted have no adverse comments on or no in-principle objection to the s.12A application and the submitted technical assessments as well as Item A on various aspects, including traffic, drainage, sewerage, water supply, environment, landscape, visual, air ventilation and heritage;

- (b) to ensure the technical feasibility of future development(s) at the “R(C)” zone, it has been specified in the Explanatory Statement (ES) that the implementation of the improvement mitigation measures and/or facilities committed under the s.12A application No. Y/YL-SK/1 and the requirement for further assessments as required by relevant government department(s) on the s.12A application will be incorporated as conditions in the future land documents as considered appropriate by relevant government departments. For any future development(s) within the “R(C)” zone that are not covered by the s.12A application, further assessments and additional improvement/mitigation measures and/or facilities may be required by relevant government departments, and such requirements will be incorporated as conditions in the future land documents as considered appropriate by relevant government departments;
- (c) the existing and planned provision of government, institution and community (GIC) and recreational facilities are generally sufficient to meet the planned population in Yuen Long District Council area in accordance with the Hong Kong Planning Standards and Guidelines. The provision of GIC and recreational facilities will be closely monitored, reviewed and planned by relevant government bureaux/departments (B/Ds). PlanD will work closely with relevant B/Ds to facilitate the provision of GIC and recreational facilities in future developments/redevelopments when opportunities arise;
- (d) public consultation in processing s.12A application and the statutory plan-making process were conducted in accordance to the statutory and established administrative procedures;

Amendments to the Notes (b), (d), and (e) for “Village Type Development” Zone

- (e) the incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1, as well as ‘Hotel (Holiday House only)’ and ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “Village Type Development” zone is in line with the latest Master Schedule of Notes to Statutory Plans (MSN) promulgated by the Board. The provision of these facilities will follow the relevant established government procedures and/or require planning permission from the Board; and

Amendments to the Notes (f) for “Conservation Area” Zone

- (f) the incorporation of exemption clause to exempt filling of land or excavation of land pertaining to public works coordinated or implemented by the Government from the requirement for planning application in the “Conservation Area” (“CA”) zone is in line with the latest MSN promulgated by the Board and will streamline the planning application process. The exemption clause is only applicable to public works and minor works in which no major adverse impacts are anticipated. Statutory control over developments in the “CA” zone would not be undermined.”

111. The Board also agreed that the draft OZP, together with its Notes and updated Explanatory Statement, was suitable for submission under section 8(1)(a) of the Town Planning Ordinance to the Chief Executive in Council for approval.

[Ms Sandy H.Y. Wong and Mr Timothy K.W. Ma left the meeting, and Messrs C.K. Yip and Maurice K.W. Loo left the meeting temporarily at this point.]

Agenda Item 3 (Continued)

[Closed Meeting]

Consideration of Representations in respect of the Draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15

(TPB Paper No. 11048)

[The item was conducted in Cantonese and English.]

Deliberation Session

112. Noting Members' concerns raised in the Q&A session, the Chairperson remarked that the OZP had made progress in preserving heritage assets of local significance, including the preservation of the Wai Cheung Ancestral Hall with its surrounding areas zoned "O(1)" and the Former Yau Tam Mei Primary School within the "OU(UT)" zone for adaptive reuse. A comprehensive review had been conducted under the Study regarding the preservation proposals. Although some representers suggested retaining the Temple of Saint Yiu and some farm-related facilities, these were assessed as having relatively lower heritage values. Retaining the temple would be unlikely to be meaningful after the resettlement of the non-indigenous Yau Tam Mei Village. Moreover, while the ancestral graves of Ping Shan Heung Ng Uk Tsuen could date back to the late Qing Dynasty which was historically significant, they were not uncommon in NM. The Government would consult the descendants about relocating their ancestors' graves when needed, following established procedures. Consequently, the preservation of two village-related facilities, namely the Wai Cheung Ancestral Hall and the Former Yau Tam Mei Primary School, had been prioritised, while others were deemed unsuitable.

113. The Chairperson then invited views from Members. Members generally supported the amendments incorporated in the draft OZP, and expressed the following views/suggestions:

Cultural and Heritage Features

- (a) it might be beneficial to preserve the existing Thai Temple, the Temple of Saint Yiu and the Ping Shan Heung Ng Uk Tsuen ancestral graves in situ to respond to the representations (R6 to R10). Nevertheless, with the overall PR of 6.8 for most residential sites, imposing the above requirements would

create significant constraints on the development of NM. Graves from the late Qing Dynasty were not uncommon in Hong Kong, and retaining them could set a precedent for future NM developments, potentially delaying the development programme;

- (b) the Thai Temple included some unauthorised structures on GL and should not receive special privileges, despite serving minority ethnic religious groups. Moreover, the constraints on the planned Road D1 alignment rendered preserving the Thai Temple unfeasible;
- (c) the Temple of Saint Yiu and the Thai Temple did not hold significant historical value. Relocating them without hindering the development of NTM NDA was preferable. For the graves, which were valuable to villagers, integrating them into the landscape might be worth considering, similar to the approach taken at the campus of Hong Kong University of Science and Technology (HKUST) in Clear Water Bay;
- (d) despite its relatively simple architectural style, the Subsidiary Station of San Yau Vegetable Marketing Co-operative Society Limited mentioned by one of the representers, which carried historical significance, was worth preserving;

Ecological, Environmental and Landscape Aspects

- (e) as the main axis of NTM NDA, the revitalised NTM DC should be renamed to reflect its rich characters after revitalisation;
- (f) the representers' suggestions regarding optimisation of the revitalised NTM DC and retention of upstream streams should be considered;
- (g) the management of the revitalised NTM DC by different parties across various land use zones was a major concern. Daily operation and maintenance by a single responsible party would be essential. Robust management would ensure public access without obstacles, supporting the blue-network concept. Management by a university could be a viable option.

For instance, the HKUST Guangzhou campus effectively managed its central water feature, making it a favourite spot for students;

- (h) while the EC would be formed 4 months before construction, the representers had offered many detailed ideas that required further elaboration and integration. More time would be required for this process, and the Government might consider establishing the EC earlier;
- (i) off-site tree compensation should be considered, as planting trees in selected “GB” zones would provide a win-win solution;

GIC Faculties Provision and Interface

- (j) EDB should adopt a more creative approach when planning school provision in NDAs. Cross-district schooling was common, and it was important to assess whether new schools were necessary for each individual NDA in NM. Moreover, fiscal prudence should be considered in the planning process;
- (k) long commutes made cross-district schooling undesirable for children. The current arrangement of providing a new secondary school was preferable;
- (l) regarding the narrow site next to the barracks, civic education or multi-functional facilities might be a better option than a traditional school;

Proposed Koi Park

- (m) the proposal to develop the Koi Park by utilising existing water bodies and ongoing aquaculture operations was attractive. Moreover, most of the proposed Koi Park fell within an area zoned “GB” outside the NTM NDA and it would complement the Station Plaza in Area 3G to the west. A holistic design approach should be adopted for the NTM NDA, spanning from the Station Plaza in the west to the proposed Koi Park in the east. Expectations for public open space in the NTM NDA were high given its large scale, diverse topography and multi-functional areas, such as transport, shopping

and leisure hubs. The proposed Koi Park, if feasible, was anticipated to attract visitors and provide a unique opportunity to create a ‘wow effect’ at the planned NTM station. It could also facilitate exchanges among university students, residents and tech workers, thereby developing into a vibrant cultural hub. Through collaborative efforts, the NDA could achieve high-quality design at a reasonable cost;

- (n) some considered that preserving a koi farm within the future park was worthy for consideration as koi rearing had contributed to the socio-economic history of the area. By focusing on local heritage rather than replicating foreign elements, the character of NTM NDA would be enriched. A different view was that reintroducing koi farming would not enhance biodiversity in the area. If the proposal of Koi Park was taken forward, koi should be kept separately from the revitalised drainage channel to prevent them from straying into Kam Tin River and the planned Sam Po Shue Wetland Conservation Park, which could adversely affect the local ecology;

Incorporation of Public’s View into the Plan

- (o) with frequent references to climate change, guidelines that cited specific years or versions would soon become outdated. The phrase ‘latest applicable version’ was suggested in the ES of the OZP, as the development of the NDA could take many years and involve multiple updates to the guidelines;
- (p) concepts such as urban-rural integration, nature conservation and bird-friendly guidelines should be implemented at site-specific level. The EC mainly addressed infrastructure at a strategic level but would not cover every site. It would therefore be appropriate to explicitly include those requirements in the ES of the OZP for specific sites;
- (q) the ES of the OZP could incorporate the views or suggestions of the representers, using clear wording such as ‘good to have’ rather than mandatory requirements. A rigid ES could sometimes create undue anxiety among government officers, who might perceive them as objections to

building plans or requirements to be incorporated into land leases. By framing them as ‘good to have’, future project proponents could decide, for example, whether to retain a grave in front of a building. Such approach was suitable for the NM development;

Views on NDA Approach and Public Views and Comments

- (r) the blue-green networks of NTM NDA were well planned and well received;
- (s) the NDA planning with blue-green spines was considered somewhat generic and lacked local character. A visionary planner or “mastermind” was needed to develop tourism that highlighted local distinctions. Based on the OZP, some representers proposed an urban-rural integration concept, featuring the proposed Koi Park in the east and a water-themed park in the west. Dividing the land into parcels in a mechanical manner, similar to the previous Kwu Tung North NDA, hindered the expression of local culture. The focus on percentage of green area, stepped BHs, buffers and NBAs from villages was considered formulaic. Integrating existing rural land and farmland into recreation areas and riverside open space should be encouraged. The Government should remain open to public views and suggestions; and
- (t) the representers’ positive shift from criticism to collaborative improvement was highly appreciated, reflecting constructive engagement and signifying meaningful progress in the process.

114. In view of Members’ views and concerns, the Chairperson made the following main points:

- (a) the joint proposals from WWF (R12) and HKILA (R13) represented a constructive approach and the study team could take them into consideration, as appropriate, in taking forward the project;
- (b) renaming of the revitalised NTM DC after revitalisation would be integral, given its role as a core structural and identity element of the area;

- (c) an integrated and comprehensive management model for the revitalised drainage channel would be required. The option of management by an independent agent or a relevant government department could be explored to avoid fragmented operations;
- (d) additional effort should be invested along the entire revitalised drainage channel from the Station Plaza in the west with a proposal for Koi Park, if feasible, in the east, to fully realise the potential of the 2km water-based blue spine;
- (e) the current “G/IC” zoning for the school site allowed flexibility for the Government to provide suitable GIC facilities at the site in the future. Should EDB decide to release the site, the planning framework could allow other GIC use(s); and
- (f) the ES of the OZP would be enhanced to incorporate Members’ views and suggestions raised at the hearing meeting, including the linkage of blue-green resources between the western and eastern parks and the integration of features of local characteristics, such as existing farmland and natural watercourses. This would provide a clearer framework for government departments and future project proponents.

115. The Chairperson concluded that Members generally supported the OZP amendments and agreed that the OZP should not be amended to meet the adverse representations. All grounds of the representations had been addressed by the departmental responses as detailed in the Paper as well as the presentations and responses made by government’s representatives at the meeting.

116. After deliberation, the Town Planning Board (the Board) noted the supportive views of **R1 to R3** and **R4 (part)** and the views provided by **R4 (part)**, and decided not to uphold the remaining part of R4 and R5 to R14 and agreed that the draft Ngau Tam Mei Outline Zoning Plan (OZP) should not be amended to meet the representations for the following reasons:

Item A1

- (a) the land use zonings and development restrictions/requirements imposed on the OZP and set out in the Explanatory Statement (ES) are considered adequate and appropriate to provide suitable control on the future developments, in particular for achieving design harmony within the Ngau Tam Mei New Development Area (NTM NDA) including the revitalised Ngau Tam Mei Drainage Channel (NTM DC) and the surrounding areas, while ensuring sufficient land for future developments. Amendment to the current development control on the OZP is considered not necessary (**R4 to R6 and R10 to R14**);
- (b) various technical assessments, including Environmental Impact Assessment (EIA), have been conducted which demonstrate that the NTM NDA development is technically feasible without causing any insurmountable impacts from traffic, environment, ecological, landscape, visual, air ventilation and cultural perspectives with implementation of mitigation measures. Sufficient infrastructures have also been planned in appropriate phasing to serve NTM NDA. Concerned government bureaux/departments (B/Ds) have no objection to or no adverse comment on the NTM NDA development (**R4, R6, R10 to R14**);
- (c) the EIA Report of the Development at Ngau Tam Mei Area based on the Recommended Outline Development Plan for NTM NDA, which was approved with conditions by the Director of Environmental Protection on 18.12.2025, concluded that with implementation of recommended mitigation measures, the NTM NDA development would be environmentally acceptable (**R4, R6, R10, R12 and R13**);
- (d) an integrated open space and landscape network including the multi-functional blue-green spine of the revitalised NTM DC and various planned open spaces is planned in NTM NDA, coupled with a comprehensive pedestrian and cycling network to link up various residential developments, major transport and government, institution and community (GIC) facilities, open spaces and key

focal points within the NTM NDA, as well as the existing developments in the surrounding areas. Active frontages are also encouraged at selected locations facing the planned open spaces. With these features materialised, a vibrant and multi-functional public realm for living, studying and working would be created for NTM NDA (**R4**);

- (e) urban farm is subsumed under ‘Open Space’ use, which is always permitted in all zones under the OZP, except “Conservation Area” zone. Opportunities for urban farming have been allowed under the OZP, and the implementation of which is subject to detailed design and liaison amongst relevant B/Ds and prospective users (**R10 and R11**);
- (f) the existing and planned provision of GIC facilities is generally sufficient to meet the planned population in Yuen Long District Council area in accordance with the Hong Kong Planning Standards and Guidelines. The provision of GIC facilities will be closely monitored, reviewed and planned by relevant B/Ds. The Planning Department will work closely with relevant B/Ds to facilitate the provision of GIC facilities in future developments/redevelopments when opportunities arise. GIC facilities are also planned in NTM NDA to meet the needs of the local residents in consultation with relevant B/Ds (**R4**);
- (g) the proposals submitted by the representers are considered inappropriate to be taken on board as sufficient details are not available or the proposals are not supported by any technical assessments (**R5, R6, R11 to R13**);
- (h) public engagement for the NTM NDA development and public consultation in the statutory plan-making process were conducted in accordance with the statutory and established administrative procedures (**R7 to R9**);

Items A3 and A5

- (i) the rezoning of the sites to “Village Type Development” zones is to reflect the existing condition of the sites, being occupied by existing New Territories Exempted House(s), for a more cohesive planning (**R4**); and

Amendments to the Notes (m)

- (j) the incorporation of exemption clause to exempt filling of land/pond or excavation of land pertaining to public works coordinated or implemented by the Government from the requirement for planning application in the “Green Belt” (“GB”) zone is in line with the latest Master Schedule of Notes to Statutory Plans promulgated by the Board and will streamline the planning application process. The exemption clause is only applicable to public works and minor works in which no major adverse impacts are anticipated. Statutory control over developments in the “GB” zone would not be undermined (**R4**).”

117. The Board also agreed that the draft OZP, together with its Notes and updated ES, was suitable for submission under section 8(1)(a) of the Town Planning Ordinance to the Chief Executive in Council for approval.

[Post-meeting note: The Explanatory Statement (ES) of the draft OZP was amended to address Members’ views regarding incorporation of representers’ views/proposals about bird-friendly design as well as detailed design of open space and University Town. The revised ES (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) is in **Annex**.]

[Mr Stanley T.S. Choi left the meeting, and Messrs C.K. Yip and Maurice K.W. Loo rejoined the meeting at this point.]

Kowloon District

Agenda Item 5

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representation in respect of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/28

(TPB Paper No. 11050)

[The item was conducted in Cantonese.]

118. The Secretary reported that the amendments incorporated in the draft Cha Kwo Ling (CKL), Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) involved rezoning of a site at the CKL Road and Shing Yip Street (i.e. Amendment Item A) with a feasibility study (the Study) conducted by the Civil Engineering and Development Department (CEDD) (Amendment Item A); and two other sites in Yau Tong (i.e. Amendment Items B and C). Amendment Item B is to take forward the Metro Planning Committee (MPC) of the Board's decision on 22.9.2023 to partially agree a section 12A (s.12A) application (No. Y/K15/6) with Arup Hong Kong Limited as one of the consultants of the applicant. A representation is submitted by MTR Corporation Limited (MTRCL). The following Members had declared interests on the item:

Professor Simon K.L. Wong - his company owning properties and parking spaces in Yau Tong;

Mr Ricky W.Y. Yu - his company operating a transitional housing in Yau Tong;

Ms Sandy H.Y. Wong - being an independent non-executive director of MTRCL;

Dr Tony C.M. Ip - having past business dealings with Arup Hong Kong Limited;

Mr Daniel K.W. Chung - being a former director of CEDD; and

Ms Vilian W.L. Sum - her spouse being an employee of CEDD.

119. Members noted that Professor Simon K.L. Wong and Ms Sandy H.Y. Wong had left the meeting. As Mr Daniel K.W. Chung had no involvement in the Study, Mr Tony C.M. Ip had no involvement in the s.12A application, and the interests of Mr Ricky W.Y. Yu and Ms Vilian W.L. Sum were indirect, they could stay in the meeting.

Presentation and Question Sessions

120. The Chairperson said that reasonable notice had been given to the representers inviting them to attend the hearing, but all representers had either indicated not to attend or made no reply. As reasonable notice had been given to the representers, Members agreed to proceed with the hearing of the representations in their absence.

121. The following government representatives (including the consultants) were invited to the meeting at this point:

PlanD

Ms Vivian M.F. Lai - District Planning Officer/Kowloon

Ms Florence Y.S. Lee - Senior Town Planner/Kowloon (STP/K)

Mr Kenneth P.C. Wong - Town Planner/Kowloon

CEDD

Mr Stephen C.C. Lo - Chief Engineer/East

Mr Ray L.W. Lau - Senior Architect/East

AtkinsRealis Asia Limited

Mr Louis N.K. Lau

- Consultants

122. The Chairperson extended a welcome and briefly explained the procedures of the hearing. She said that PlanD's representatives would be invited to brief Members on the representations. A question and answer (Q&A) session would be held after PlanD's presentation and members could direct their questions to the government representatives. After the Q&A session, the government representatives would be invited to leave the meeting. The Town Planning Board (the Board/TPB) would then deliberate on the representations in closed meeting and would inform the representers of the Board's decision in due course.

123. The Chairperson invited PlanD's representatives to brief Members on the representations. With the aid of a PowerPoint presentation, Ms Florence Y.S. Lee, STP/K, PlanD briefed Members on the representations, including the background of the amendment items on the draft OZP, the grounds/views of the representers, government responses and PlanD's views on the representations as detailed in TPB Paper No. 11050 (the Paper). The amendment items on the OZP included:

- (a) Item A – rezoning of a site at the junction of CKL Road and Shing Yip Street (Item A Site) from “Commercial” (“C”) to “Residential (Group A)10” (“R(A)10”) subject to a maximum domestic/total plot ratio (PR) of 7.5/9 and a maximum building height (BH) of 140mPD, and provision of a public vehicle park;
- (b) Item B – rezoning of a site at Yau Tong Bay (YTB) (Item B Site) from “Comprehensive Development Area” (“CDA”) to “C(1)” subject to a maximum PR of 11 and a maximum BH of 120mPD; and
- (c) Item C – rezoning of a site at the junction of Shung Shun Street and Yan Yue Wai (Item C Site) from “CDA(5)” to “R(A)11” subject to a maximum domestic and a maximum non-domestic gross floor area (GFA) of 44,750m² and 7,900m² respectively (equivalent to a total PR of 5) and maximum BHs of 80mPD and 100mPD, and designation of the land abutting the waterfront as ‘Waterfront Promenade’.

124. There were also amendments to the Notes of the OZP in relation to the above rezonings and other technical amendments.

125. As the presentations of PlanD's representative had been completed, the meeting proceeded to the Q&A session. The Chairperson then invited questions from Members.

126. As Members had no questions to raise, the Chairperson said that the hearing procedures for the presentation and Q&A sessions had been completed. The Chairperson thanked the government representatives for attending the meeting. The Board would deliberate on the representations in closed meeting and would inform the representers of the Board's decision in due course. The government representatives left the meeting at this point.

Deliberation Session

127. The Chairperson invited views from Members. Members generally considered that the amendments to the OZP could be supported and had no further views on the amendment items.

128. The Chairperson concluded that Members generally supported or had no objection to the OZP amendments, and agreed that the draft OZP should not be amended to meet the adverse representations. All grounds of the representations had been addressed through the departmental responses as detailed in the Paper as well as the presentation made by PlanD's representative at the meeting.

129. After deliberation, the Town Planning Board (the Board) noted the views of **R2** and **R3**, and decided not to uphold R1 and considered that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) should not be amended to meet the representation for the following reasons:

"Item A

- (a) the Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for

housing, including carrying out various land use reviews on an on-going basis. The site is situated at the fringe of Kwun Tong Business Area undergoing transformation to business uses, and next to residential neighbourhood with government, institution and community facilities. The area is mainly characterised by high-rise and high-density developments. It is considered that the site is suitable for residential use to increase housing land supply and optimise the usage of vacant government land. Technical assessments covering various aspects such as traffic, environmental, landscape, visual and air ventilation, have confirmed that there is no insurmountable technical problem in developing the site for residential development;

Item B

- (b) Item B is to take forward the decision of the Board on a section 12A application in facilitating the redevelopment of Wing Shan Industrial Building to commercial/office building with retail and food and beverages uses. The proposed development is in line with planning intention for the Yau Tong Bay, and is not incompatible with the surrounding environment. Relevant technical assessments have been conducted which demonstrate that no insurmountable impacts on the surroundings are anticipated, while the concerned government bureaux/departments had no objection to or no adverse comment on the proposed development at the site. The “Commercial (1)” (“C(1)”) sub-zone and relevant development restrictions are considered appropriate;

Amendments to the Notes of the OZP

- (c) the incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “Village Type Development” (“V”) zone is in line with the latest Master Schedule of Notes to Statutory Plans promulgated by the Board. The provision of these facilities will follow the established government procedures; and
- (d) the incorporation of ‘Field Study/Education/Visitor Centre’ under Column 1 of the Notes for “V” zone is in line with the Development Blueprint for Hong

Kong's Tourism Industry 2.0. As Lei Yue Mun Village is not a recognised village, the amendment will not have any impact on the Small House Policy.”

130. The Board also agreed that the draft OZP, together with its Notes and updated Explanatory Statement, was suitable for submission under section 8(1)(a) of the Town Planning Ordinance to the Chief Executive in Council for approval.

Agenda Item 6

[Open Meeting]

Any Other Business

[The item was conducted in Cantonese.]

131. There being no other business, the meeting was closed at 5:55 p.m.

DRAFT NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/15A

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

DRAFT NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/15A

<u>Contents</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURE	1
3. OBJECT OF THE PLAN	23
4. NOTES OF THE PLAN	3
5. THE PLANNING SCHEME AREA	3
6. STRATEGIC PLANNING CONTEXT	4
7. POPULATION	5
8. OPPORTUNITIES AND CONSTRAINTS	5
9. PLANNING THEMES AND URBAN DESIGN AND LANDSCAPE FRAMEWORK	7
10. BUILDING HEIGHT RESTRICTIONS IN THE AREA	13
11. LAND-USE ZONINGS	
11.1 Residential (Group A)	15
11.2 Residential (Group C)	18
11.3 Village Type Development	18
11.4 Government, Institution or Community	19
11.5 Open Space	21
11.6 Other Specified Uses	22
11.7 Recreation	26
11.8 Green Belt	27
11.9 Conservation Area	27
11.10 Relaxation Clause	27
12. COMMUNICATION	28
13. UTILITY SERVICES	30
14. CULTURAL HERITAGE	31
15. PLANNING CONTROL	31
16. IMPLEMENTATION	32

Draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft Ngau Tam Mei Outline Zoning Plan (OZP) No. S/YL-NTM/15A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 Except a section of San Tin Highway and the former military site at Shek Wu Wai, the land covered by the Ngau Tam Mei OZP was previously included in the Ngau Tam Mei Interim Development Permission Area (IDPA) Plan and the Ngau Tam Mei Development Permission Area (DPA) Plan.
- 2.2 On 14 September 1990, the Ngau Tam Mei IDPA Plan No. IDPA/YL-NTM/1 prepared by the Director of Planning was notified in the Gazette.
- 2.3 On 12 July 1991, the draft Ngau Tam Mei DPA Plan No. DPA/YL-NTM/1 including land previously within the IDPA Plan and the section of San Tin Highway mentioned in paragraph 2.1 above was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). On 22 March 1994, the then Governor in Council under section 9(1)(a) of the Ordinance approved the draft Ngau Tam Mei DPA Plan which was renumbered as DPA/YL-NTM/2.
- 2.4 On 17 May 1993, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP for the Ngau Tam Mei area.
- 2.5 On 24 June 1994, the draft Ngau Tam Mei OZP No. S/YL-NTM/1 was exhibited for public inspection under section 5 of the Ordinance. To reflect changing circumstances, the draft OZP was subsequently amended and exhibited four times, including the incorporation of the former military site at Shek Wu Wai into the draft OZP No. S/YL-NTM/4 on 29 September 2000, under section 7 of the Ordinance. On 18 December 2001, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Ngau Tam Mei OZP, which was subsequently renumbered as S/YL-NTM/6.

- 2.6 On 28 May 2002, the CE in C referred the approved Ngau Tam Mei OZP No. S/YL-NTM/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was then amended four times and exhibited under section 5 or 7 of the Ordinance to reflect the changing circumstances. On 15 December 2006, the approved Ngau Tam Mei OZP No. S/YL-NTM/12 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.7 On 31 January 2024, the Secretary for Development (SDEV) referred the approved Ngau Tam Mei OZP No. S/YL-NTM/12 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 8 March 2024, the draft Ngau Tam Mei OZP No. S/YL-NTM/13 was exhibited for public inspection under section 5 of the Ordinance. Major amendments included excision of the northern part of the approved Ngau Tam Mei OZP No. S/YL-NTM/12 from the planning scheme area for incorporation into the draft San Tin Technopole (STT) OZP No. S/STT/1 to reflect the boundary of the San Tin/Lok Ma Chau area of the STT and rezoning of several sites to facilitate approved developments or to reflect the existing site conditions. During the two-month exhibition period, a total of three valid representations were received. After giving consideration to the representations, the Board on 19 July 2024 decided not to uphold the representations and not to amend the draft OZP to meet the representations. On 17 September 2024, the CE in C, under Section 9(1)(a) of the Ordinance, approved the draft Ngau Tam Mei OZP, which was subsequently renumbered as S/YL-NTM/14.
- 2.8 On 2 September 2025, the SDEV referred the approved Ngau Tam Mei OZP No. S/YL-NTM/14 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 19 September 2025 under section 12(2) of the Ordinance.
- 2.9 On 31 October 2025, the draft Ngau Tam Mei OZP No. S/YL-NTM/15 (~~the Plan~~) was exhibited for public inspection under section 5 of the Ordinance. Major amendments on the Plan are to take forward the land use proposal for the Ngau Tam Mei New Development Area (NTM NDA) formulated under the Land Use Review Study for Ngau Tam Mei Area - Feasibility Study (the Study) jointly commissioned by the Civil Engineering and Development Department and the Planning Department (PlanD), which include rezoning of areas in Ngau Tam Mei for the development of the University Town (including the Third Medical School), the Integrated Medical Teaching and Research Hospital (the Integrated Hospital), as well as a residential neighbourhood with government, institution and community (GIC) facilities and open space, and for rationalising the zonings of various sites and incorporation of relevant technical amendments to the Notes of the OZP. *During the two-month exhibition period, a total of 14 valid representations were received. After giving consideration to the representations, the Board on 6 March 2026 decided not to uphold the representations and not to amend the draft OZP to meet the representations.*
- 2.10 *On XX XXXX 2026, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tam Mei OZP, which was subsequently renumbered as S/YL-NTM/16. On XX XXXX 2026, the approved Ngau Tam Mei OZP No. S/YL-NTM/16 (the Plan) was exhibited for public inspection under section 9D(2) of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks for the Ngau Tam Mei area so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.
- 3.2 The Plan is to illustrate the broad principles of development and planning control only. It is a small-scale plan and the road alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning and development proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage (SC) calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Area and not to overload the transport networks in the Area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of PlanD and can be downloaded from the Board's website at <http://www.tpb.gov.hk/>.

5. THE PLANNING SCHEME AREA

The Area is about 547 hectares (ha). It is bounded by Ki Lun Shan Au (Saddle Pass) in the east, the STT, San Tin Barracks and Tam Mei Barracks in the north, the San Tin Highway and Mai Po area in the west and Lam Tsuen Country Park in the south. The NTM NDA covering an area of about 130 ha is located at the central portion of the Area, and there are existing low-rise residential developments and village settlements to the north and south of the NTM NDA along San Tam Road. The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan (**Figure 1**).

6. STRATEGIC PLANNING CONTEXT

- 6.1 The Northern Metropolis Action Agenda (NMAA), promulgated in October 2023, outlines the development positioning of four major zones in the Northern Metropolis (NM)¹, and amongst them, the Innovation and Technology (I&T) Zone covers the STT² and the NTM NDA. According to the NMAA, while STT is designated as a hub for clustered I&T development, some land in the NTM NDA will be reserved for use of post-secondary education institutions, with a focus on scientific research, to complement the I&T development in STT, promoting “research, academic and industry” collaboration. The Government announced in the 2024 Policy Address (PA) that such land, together with other sites to be planned for post-secondary education institutions in the NM, will form the “Northern Metropolis University Town” (NMUT). The NMUT land in the NTM NDA (the University Town) will also accommodate the Third Medical School. In addition, land has been reserved in the new development area (NDA) for the Integrated Hospital. The 2025 PA also announced that the level of decision-making for the NM development would be enhanced. The Chief Executive will chair the “Committee on Development of the Northern Metropolis” (CDNM). Under the CDNM, the “Working Group on Planning and Construction of the University Town” led by the Chief Secretary for Administration (the Working Group) will be set up to study the development mode for the NMUT and recommend on the positioning and vision regarding the development of the concerned sites in order to devise a clear, industry-led approach. The University Town site in NTM NDA, which is expected to be available from 2028, can dovetail with the overall I&T development of the STT and the Loop, among others, life and health industry, and to be used for joint development with the Third Medical School and the Integrated Hospital.
- 6.2 The Area is located to the immediate south of the STT and further north-east of Yuen Long Town. It would be well-connected with the rest of the NM and the territory with the benefit of a number of existing and planned strategic transport links, including the San Tin Highway, the NM Highway under planning and the planned Northern Link (NOL) comprising the Main Line and the Spur Line, with an intermediate stop at Ngau Tam Mei. Besides, through the planned cross-boundary NOL Spur Line and new Huanggang Port, the Area will also enjoy convenient access to the Hetao Hong Kong Park at the Loop and Shenzhen in the future.

7. POPULATION

Based on the 2021 Population Census, the population of the Area was estimated by PlanD as about 5,300 persons. It is estimated that the total planned population for the

¹ The NMAA divided the NM into four major zones, each with distinctive strategic positioning and development themes. The four major zones, from west to east, are ‘High-end Professional Services and Logistics Hub’, ‘Innovation and Technology Zone’, ‘Boundary Commerce and Industry Zone’ and ‘Blue and Green Recreation, Tourism and Conservation Circle’.

² STT includes the Hong Kong Park of Hetao Shenzhen-Hong Kong Science and Technology Innovation Cooperation Zone (the Hetao Hong Kong Park) covered by the Lok Ma Chau Loop OZP and the San Tin/Lok Ma Chau area covered by the STT OZP.

Area would be about 43,400 persons.

8. OPPORTUNITIES AND CONSTRAINTS

8.1 Opportunities

Enhanced Accessibility

8.1.1 The Area is connected to other parts of the NM and the territory, as well as to Shenzhen via a number of existing and planned strategic transport links. In terms of railway transport, upon commissioning of the planned NOL Main Line with the Ngau Tam Mei Station and the NOL Spur Line in 2034, the Area will be only one station away from the San Tin Station at the STT, as well as three and four stations away from the Hetao Hong Kong Park and Shenzhen via the new Huanggang Port respectively, putting all of these locations within a 15-minute reach. The planned NOL Main Line will also connect with the existing Mass Transit Railway (MTR) East Rail Line and MTR Tuen Ma Line, forming a railway loop linking up the New Territories (including the NM) and urban areas. For road transport, apart from the existing San Tin Highway and the NM Highway under planning, a road is planned in the north-eastern part of the NTM NDA to connect with STT, with a view to further integrating the two NDAs within the I&T Zone.

Abundant Blue-Green Features

8.1.2 The Area possesses abundant natural and landscape resources. The Ngau Tam Mei Drainage Channel (NTM DC), which runs through the Area from east to west, offers an opportunity for revitalisation into a multi-functional blue-green spine of public open space network, creating a distinct character for the Area and fostering a quality living, studying and working environment. Besides, Kai Kung Leng and Lung Tam Shan at Lam Tsuen Country Park and Ngau Tam Shan collectively create a natural mountainous backdrop for the Area, providing a contrasting distant visual resource to a predominantly flat setting and enhancing the visual context for developments in the Area.

Rich Local Historical Interests

8.1.3 The Area is home to various cultural heritage resources, including two Sites of Archaeological Interest (SAIs) (namely Ngau Tam Mei SAI and Mai Po SAI), three High Archeological Potential Areas (namely Long Ha Area, Ngau Tam Mei Area and Ngau Tam Mei (North) Area), three recognized villages and some graded historic buildings, namely No. 35 San Wai Tsuen, No. 36 San Wai Tsuen, No. 50 San Wai Tsuen, No. 51 San Wai Tsuen, No. 57 San Wai Tsuen, Hon Lo at No. 61 San Wai Tsuen, No. 62 San Wai Tsuen, No. 70 San Wai Tsuen, Toi Yuen at No. 71 San Wai Tsuen and No. 87 San Wai Tsuen.

- 8.1.4 Some buildings in the Area are also of local historical and cultural interests, such as Wai Cheung Ancestral Hall (WCAH) and the former Yau Tam Mei (YTM) Primary School.
- 8.1.5 With appropriate planning and proper land use zoning designations, valuable resources could be integrated into the future developments to preserve local history and foster urban-rural integration.

8.2 Constraints

Environmental Constraints

- 8.2.1 There are currently some chicken farms and a lard boiling factory within the Area. A sewage treatment plant (STP) within the Tam Mei Barracks is also located in close proximity to the Area. These existing uses may impose potential odour impact on their surroundings. Besides, the former Ngau Tam Mei Landfill is located at the north-western part of the Area. Future developments around these uses should observe relevant environmental requirements with reference to the findings of the Environmental Impact Assessment (EIA) Report under the Study.

Infrastructural Constraints

- 8.2.2 The existing underground line of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) traverses the Area in a south-east – north-west orientation, and the planned NOL Main Line would also run underneath the western part of the Area in a south-west – north-east orientation. Future developments should observe relevant railway protection requirement(s) and take into account noise, if any, from these railway infrastructures which would mostly be enclosed and/or underground. Besides, the existing and planned major road networks, including San Tin Highway, Ngau Tam Mei Road, San Tam Road and the NM Highway under planning, may pose air quality and road traffic noise impacts on the Area.
- 8.2.3 Two existing 400kV overhead power lines (with pylons) traverse the Area, with one extending from Yuen Long to Lo Wu and one extending from Yuen Long to Sheung Shui. Future developments within or near the 50-metre (m) wayleave corridor of these overhead power lines should observe relevant requirements in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and other work safety requirements.

Flooding Risk

- 8.2.4 Channelisation works for the NTM DC were completed in 2005 to reduce flooding risk. Under the Study, revitalisation works are proposed for the NTM DC, with which the drainage capacity of the NTM DC will be significantly increased and hence, the flooding risk of the adjoining areas will be further mitigated upon completion of the

revitalisation works. Nevertheless, given the increased frequency and intensity of extreme weather events, site formation works and drainage systems, as well as development layout and building design (particularly for underground spaces) should be well-planned to minimise potential flooding risk to the future developments and the existing nearby settlements.

9. PLANNING THEMES AND URBAN DESIGN AND LANDSCAPE FRAMEWORK

9.1 Planning Themes

Located at the centre of NM and neighbouring STT, NTM NDA within the Area is positioned as an “Academic and Research District” to reserve land for use of post-secondary education institutions, with a focus on scientific research to complement the I&T development in STT and to promote “research, academic and industry” collaboration. The NTM NDA comprises mainly the University Town (including the Third Medical School), the Integrated Hospital and a residential neighbourhood which will be linked up by the revitalised NTM DC serving as a multi-functional blue-green spine running west-east (**Figure 2**). The NTM NDA is envisioned as a vibrant community where living, studying and working will be integrated through well-designed physical environments and compatible land uses, whereas the remaining parts of the Area will be maintained for low-rise residential and village type developments with some GIC facilities and natural mountain landscape. The following major planning themes have been adopted in the planning and design of the NTM NDA:

University Town

- 9.1.1 NTM NDA has been earmarked by the Government as one of the key locations of the NMUT. The University Town is strategically located in the eastern part of the NTM NDA, offering the locational advantage of being in close proximity to the proposed connection road to STT and the NM Highway under planning. 52 ha of land at most will be provided in the NTM NDA for developing the University Town (including the Third Medical School). Spaces will be provided for research and development (R&D)-related activities and for nurturing talents to support STT’s I&T development while promoting “research, academic and industry” collaboration.
- 9.1.2 Taking into account the recommendations of the Working Group, the Education Bureau (EDB) will formulate the NMUT Development Conceptual Framework, planned to be released within 2026, to provide guidance on the development and implementation of the University Town.
- 9.1.3 Besides, the Government has also set up the “Task Group on New Medical School” for devising the direction and parameters for establishing the Third Medical School.

Integrated Hospital and Third Medical School

- 9.1.4 To meet the growing healthcare demand in the territory, about 10 ha of land in the NTM NDA is reserved for the Integrated Hospital, offering comprehensive healthcare services to the NM and the territory, including treatment for highly complex diseases. It will also offer the potential to serve as a three-in-one facility with teaching, training and research functions by providing teaching and training places for future medical staff from the Third Medical School. As part of the University Town located to the immediate east of the Integrated Hospital, the Third Medical School will also support the local healthcare system, and complement the development of life and health technology industry in STT and Hong Kong at large. To optimise land use resources, a Chinese medicine clinic cum training and research centre will be co-located with the Integrated Hospital.
- 9.1.5 The Integrated Hospital is planned at the centre of the NTM NDA, within walking distance from the planned Ngau Tam Mei Station of the NOL Main Line (the planned Ngau Tam Mei Station). It will also be served by the planned Road D1 which will connect to San Tin Highway and the NM Highway under planning. The central location of the Integrated Hospital could strengthen its functional integration with the Third Medical School to be accommodated in the University Town in the eastern part of the NTM NDA. To cater for the large footfall of users including patients, visitors and staff in the future, a safe, pleasant, convenient and universally accessible walking environment connecting the Integrated Hospital with the planned Ngau Tam Mei Station and other public transport facilities should be promoted through a well-planned weather-proof pedestrian network. Specifically, 24-hour weather-proof and barrier-free public passageways are proposed to connect the Integrated Hospital with the planned Ngau Tam Mei Station through the future developments in Areas 3A and 3D, and through the at-grade open space in Area 3G (**Figure 5**), subject to detailed design. Suitable public transport facilities will also be provided at or near the Integrated Hospital.

Residential Neighbourhood

- 9.1.6 A high-density residential neighbourhood supported with a variety of services and facilities is located around the planned Ngau Tam Mei Station to capitalise on the enhanced accessibility brought about by the new railway link. A site is also reserved for the development of a Dedicated Rehousing Estate (DRE). High-density residential developments with a wide range of services and facilities are planned within a 15-minute walking and cycling distance of the planned Ngau Tam Mei Station to encourage healthy and low-carbon lifestyles through promoting walking, cycling and green commuting. To complement the development of the University Town, predominately private housing is proposed in the NTM NDA with a view to enriching the choices of accommodation with reduced daily commuting time for the future teaching/research and hospital staff as well as students,

especially non-local students. Together with the DRE, a total of about 12 600 to 13 800 new flats will be provided in the NTM NDA.

- 9.1.7 To enhance liveability and create a vibrant community, the NTM NDA has adopted the open space provision of 3.5m² per person as recommended under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (the Hong Kong 2030+ Study). The planned open space would serve both the residents and workers in the Area. GIC facilities have also been planned in accordance with the HKPSG and in consultation with relevant government bureaux/departments (B/Ds). The siting of GIC facilities has also taken into consideration the locations of the population clusters including the existing villages and residential developments around the NTM NDA.

Urban-Rural Integration

- 9.1.8 Due regard has been paid to the existing recognized villages and low-rise residential developments in the Area in formulating the land use proposals for the NTM NDA. Open spaces and low-rise GIC facilities are suitably planned at the peripheral areas of the NTM NDA which will provide a reasonable transition between the existing developments in the Area and the NTM NDA. Comprehensive *road, pedestrian and cycling networks, including access roads and junctions, pedestrian walkways and cycle tracks connecting to existing villages and low-rise residential developments (Figure 5 and Figure 7)* are planned to enable convenient access to the NTM NDA for the local residents to enjoy the enhanced public transport services, commercial and GIC facilities, open spaces, and the revitalised NTM DC, etc. ***The proposed cycle tracks will also connect with the existing New Territories Cycle Track Network.*** The existing developments in the Area will also benefit from the infrastructural improvements brought about by the NTM NDA.
- 9.1.9 Amongst the various places of local historical interests, WCAH and the former YTM Primary School are proposed to be retained in-situ for adaptive reuse and relevant details will be ascertained at the detailed design and implementation stages. Subject to a number of relevant factors including structural stability, technical feasibility and impact on the planned developments in the NTM NDA, the possibility of retaining or relocating other village-related facilities ***or facilities of local significance and creating synergy with rural amenities, whether natural or man-made, in the vicinity of the NTM NDA*** will also be considered at the detailed design stage ***to preserve special rural features amidst new developments. Reference should also be made to the findings and/or recommendations of the Government’s consultancy study on the implementation of Urban-rural Integration in the Northern Metropolis and any relevant guidelines.***
- 9.1.10 While the existing habitats within the NTM NDA ~~has~~ ***have*** a low to moderate ecological value, the areas surrounding the NDA possess

abundant natural and landscape resources, including the mountain backdrop of Ngau Tam Shan as well as Lung Tam Shan and Kai Kung Leng of Lam Tsuen Country Park. Where technically feasible and environmentally acceptable, consideration could be given to enhancing the connectivity to the surrounding mountainous areas with provision of suitable supporting facilities for public enjoyment. Breezeways and view corridors connecting these natural and landscape resources, future developments in the NDA and the existing developments in the surroundings are reserved to ensure that wind penetration and visual permeability would not be adversely affected. The BH profile for the NDA has due regard to the physical landform and settings of the surrounding existing developments and the mountain backdrop with natural landscape.

Smart, Green and Resilient (SGR) Community

9.1.11 To align with the call for green planning and developing carbon neutral community under the Hong Kong's Climate Action Plan 2050 and to enhance climate resilience, various SGR initiatives have been incorporated in the planning of the NTM NDA. These include revitalising the NTM DC to reduce flood risks and enhance environmental sustainability; adopting the "15-minute neighbourhood" planning concept; adopting eco-friendly building design, such as bird-friendly ***building and noise barrier*** design (*e.g. avoiding fully transparent façade where appropriate*) to minimise ***potential impacts on birds and*** the risk of bird collisions; aligning breezeways with prevailing wind directions; providing ample greenery; optimising the use of land resources under the "Single Site, Multiple Use" principle; and pursuing smart and sustainable mobility with green transport modes, etc.. The "sponge city" concept is also adopted to revitalise the NTM DC to include flood attenuation facilities to enhance flood protection and increase climate resilience. ***Relevant documents/guidelines promulgated by the Government, such as the Hong Kong Nature-based Solutions Design Guidelines and the Bird-friendly Design Guidelines, shall be observed.***

9.2 Urban Design and Landscape Framework

Key urban design features adopted in the Plan are summarised below and illustrated in **Figures 2 to 6**:

Integrated Open Space and Landscape Network (Figure 3)

9.2.1 A comprehensive open space and landscape network is planned which comprises mainly the multi-functional blue-green spine of the revitalised NTM DC (as mentioned in paragraph 9.2.3 below) and the planned open spaces including Station Plaza and Riverside Park in Area 3G, the public open space atop the planned Ngau Tam Mei Station and Depot in Area 3A, the open space with the WCAH in Area 4A, as well as other pocket open spaces within the NTM NDA. The open spaces will be well-connected by the comprehensive pedestrian and

cycling networks as mentioned in paragraphs 9.2.7 to 9.2.8 below. Active frontages are encouraged to be provided at some development edges along focal points, as well as major open spaces or pedestrian walkways. The existing mountain ranges of Ngau Tam Shan and Kai Kung Leng with view access maintained as mentioned in paragraph 9.2.5 below will also provide green backdrop and vistas, enriching the overall quality of the open space and landscape network of the NTM NDA. Together these features will create a green, spacious and welcoming environment, intermingled with educational and other facilities in various forms, to create a setting conducive to academic pursuit and exchanges and attraction of talents, appropriate for NTM NDA's positioning as an "Academic and Research District".

- 9.2.2 To enhance liveability and create a balanced and vibrant community, the enhanced open space provision as recommended under the Hong Kong 2030+ Study has been adopted in the planning of the NTM NDA. The planned open space would serve both the residents and workers in the Area including the NTM NDA.

Multi-functional Blue-Green Spine (Figures 2 and 3)

- 9.2.3 With a total length of about 2.2 kilometres (km), the east-west blue-green spine of the revitalised NTM DC is the prominent multi-functional feature of the NTM NDA. *Nature-based solutions and 'sponge city' concept will be incorporated for the design of the revitalised NTM DC, including provision of natural substrates at the bottom and/or banks of the revitalised watercourses, planting of native vegetation species along the riparian zone, enhancing stormwater management approach with provision of suitable drainage retention facilities, etc.. Relevant documents/guidelines promulgated by the Government, such as the Hong Kong Nature-based Solutions Design Guidelines, shall also be observed.* With proper design with provision of water bodies, landscaping, public spaces and activity areas along its both sides, the revitalised NTM DC will not only enhance environmental sustainability and climate resilience, but also serve as a major commuting corridor with pedestrian and cycling linkages connecting the key focal points in the NDA. The areas along both sides of the NTM DC running through the *NTM NDA including the* University Town are open spaces and the non-building areas (NBAs) with flexibility for appropriate leisure and recreational uses to create a vibrant public realm. The multi-functional blue-green spine will also serve as a scenic corridor offering panoramic vistas and visual openness to its users and visitors, and contribute to a pleasant environment for living, studying and working.

Focal Points (Figure 3)

- 9.2.4 Various focal points are planned in the NTM NDA to strengthen the spatial cohesion and local identity of the NDA. The plaza area, planned in Area 3G around the planned Ngau Tam Mei Station is a key focal point, encompassing two major components, namely, the Station

Plaza serving as the main arrival space outside the planned Ngau Tam Mei Station, and the Riverside Park between the multi-functional blue-green spine and the adjacent residential sites. The Riverside Park to the north of the planned Ngau Tam Mei Station will be connected with the public open space at the topside development of the planned Ngau Tam Mei Station and Depot in Area 3A via a staircase to create an inviting setting. The primary access point of the University Town from the multi-functional blue-green spine in Area 1C is also a key focal point designated as NBAs, serving as a gateway and visual anchor of the University Town. Another focal point is located within the University Town at Area 1A. These focal points will be interconnected by the open space networks including the multi-functional blue-green spine, integrated with pedestrian and cycling linkages.

Major View Corridors and Breezeways (Figure 4)

9.2.5 The following major view corridors are identified and strategically planned in the NTM NDA to frame visual accesses to important landmarks and surrounding natural landscapes with some of them also functioning as major breezeways to facilitate wind penetration taking into account the prevailing wind directions of the Area (details at paragraph 10.5 below):

- (a) east-west along the multi-functional blue-green spine of revitalised NTM DC which will link up focal points of the NTM NDA serving both as an important wayfinding element and a major breezeway;
- (b) north-east to south-west along the Station Plaza in Area 3G and the existing recognized villages, promoting visual openness and functioning as a breezeway;
- (c) north-south between the Riverside Park in Area 3G and the mountain backdrop of Ngau Tam Shan via the public open space atop the planned Ngau Tam Mei Station and Depot in Area 3A and the existing green belts in Areas 3C and 3E; and
- (d) north-south across the University Town at Area 1A towards the existing mountain slopes of Ngau Tam Shan to the north and Kai Kung Leng to the south.

9.2.6 Apart from the view corridors serving as breezeways mentioned in paragraph 9.2.5 above, various breezeways are also planned to align with the prevailing wind directions, including one breezeway along Road L1 from north-east to south-west connecting the existing recognized villages; one breezeway over the topside development at the planned Ngau Tam Mei Station and Depot in Area 3A and the open space in Area 3G from north-east to south-west; two north-south breezeways respectively across Areas 1B, 1C and 2, and along Road L3; and two east-west breezeways respectively aligning with Ngau Tam Mei Road and Road D1. Among which, the location of the

breezeways within “Other Specified Uses” (“OU”) annotated “University Town” (“OU(UT)”) and “Government, Institution or Community (1)” (“G/IC(1)”) zones in Areas 1B, 1C and 2 can be slightly adjusted based on the future development requirements.

Comprehensive Pedestrian and Cycling Network (Figure 5)

- 9.2.7 A comprehensive pedestrian and cycling network is planned to link up various landmark developments, key focal points, major open spaces and public transport facilities. Multi-level pedestrian connections including at-grade footpaths and elevated connections are planned to allow easy access to/from the planned Ngau Tam Mei Station and other public transport facilities including a Public Transport Interchange (PTI) at Area 4A, the Integrated Hospital, other parts of the NTM NDA and the surrounding villages and residential developments. Besides, the network of open spaces radiating from the planned Ngau Tam Mei Station towards the revitalised NTM DC and above the planned Ngau Tam Mei Station and Depot will allow smooth and unobstructed pedestrian and cyclist access to different areas in the NTM NDA.
- 9.2.8 An arterial cycle track along the multi-functional blue-green spine with connections to the planned Ngau Tam Mei Station and other parts of the NTM NDA as well as the surrounding developments is planned. Cycling supporting facilities are planned at suitable locations within the NTM NDA. The arterial cycle track will also be further linked to the existing New Territories Cycle Track across San Tin Highway.

Place Making for the University Town

- 9.2.9 To create a conducive environment with unique character for the University Town, place-making initiatives and urban design concepts, such as landmarks and unique built forms, quality and vibrant public spaces, pleasant walking environment and dynamic streetscape, shall be adopted in the detailed planning and design stage to foster creativity and social interactions.

10. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 10.1 In order to provide better control on the building height (BH) of developments in the Area and to preserve some key urban design attributes, BH restrictions are imposed for most development zones on the Plan (**Figure 6**).
- 10.2 A stepped BH profile has been formulated for NTM NDA with due regard to the physical landform and settings of the surrounding existing developments and the mountain backdrop with natural landscape, while framing key destinations around the planned Ngau Tam Mei Station and Depot as vantage points to create an interesting skyline for the Area. High-rise developments are clustered atop and in close proximity to the planned Ngau Tam Mei Station and Depot. The BH profile reaches its maximum of 200 metres above Principal Datum (mPD) and 220mPD at the developments atop and near the

planned Ngau Tam Mei Station and Depot, forming a landmark development in the Area. From there, the BHs gradually step down towards 180mPD for the residential developments spreading out towards the revitalised NTM DC, then to 140mPD or 100mPD for developments including the Integrated Hospital and the University Town in the east. Low-rise developments (including a strip of land for the University Town with BH of 50mPD) are located along the northern and south-western peripheries of the NTM NDA, forming visual and spatial relief between the planned high-rise developments at the NTM NDA and the existing low-rise developments and village clusters to the north-west and south-west of the NTM NDA. The stepped BH profile together with the view corridors (as mentioned in paragraph 9.2.5 above) will preserve the views towards the natural landscape of Ngau Tam Shan and Kai Kung Leng in the north-east and south respectively. The general concept of BH restrictions is shown in **Figure 6**.

- 10.3 An Air Ventilation Assessment – Detailed Study (AVA-DS) has been undertaken to assess the existing wind environment and the likely impact of the proposed developments in NTM NDA on the pedestrian wind environment. The BH restrictions shown on the Plan have already taken into consideration the findings of the AVA-DS.
- 10.4 A relaxation clause in respect of the BH restrictions is incorporated into the Notes of the Plan to provide incentive for developments/redevelopments with planning and design merits and to address individual circumstances of each development/redevelopment proposal. Each application will be considered under section 16 of the Ordinance on its own merits and the relevant criteria for consideration of such application are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus PR granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air and visual permeability;
 - (e) accommodating building design to address specific site constraints in achieving the permissible PR under the Plan; and
 - (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

NBAAs

- 10.5 According to the findings of the AVA-DS, the prevailing annual wind direction

for the Area is from the north-east and east via Ngau Tam Shan and along the valley formed by the surrounding mountain terrain. A number of major breezeways as mentioned in paragraphs 9.2.5 to 9.2.6 have been incorporated to ensure effective wind penetration throughout the Area and to improve the pedestrian wind environment of the development sites.

- 10.6 NBAs are imposed having regard to the air ventilation measures proposed in the AVA-DS, the coherence of the blue-green spine along the revitalised NTM DC, as well as integration between the preserved WCAH and the surrounding developments (**Figure 6**). NBAs designated on the Plan are as follows:
- (a) NBAs with a combined width of about 80m together with the water bodies along the revitalised NTM DC at Areas 1A and 1C, functioning as being part of the major view corridor, breezeway and commuting corridor along the east-west blue-green spine; and
 - (b) a 20m-wide NBA in Area 4A to allow visual and physical connection between WCAH and the Station Plaza of the planned Ngau Tam Mei Station.
- 10.7 As the designation of NBAs is primarily for the purpose of aboveground air ventilation, visual or pedestrian connectivity, the NBA restrictions do not apply to underground developments. No aboveground structure will be allowed at the NBAs, except for landscape features, boundary fence/boundary wall designed to allow high air porosity, covered walkways, viewing decks, footbridges/cycle bridges/emergency vehicular bridges and other relevant minor structure(s), provided that they would not significantly compromise air ventilation, visual permeability and pedestrian connectivity. Moreover, a relaxation clause has been incorporated in the Notes of the relevant zones to allow relaxation of the NBA restrictions as stipulated on the Plan which may be considered by the Board on application under section 16 of the Ordinance.

11. LAND-USE ZONINGS

11.1 Residential (Group A) (“R(A)”) : Total Area 10.50 ha

11.1.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. Certain community, social welfare, recreational and public transport facilities may be included in these sites.

11.1.2 This zone includes two sub-zones which are subject to the following development restrictions:

“Residential (Group A)1” (“R(A)1”) : 0.67 ha

- (a) The “R(A)1” sub-zone in Area 4C is subject to a maximum PR of 6.8 and a maximum BH of 180mPD, and is designated for DRE. Appropriate measures to address the potential traffic noise impact from San Tin Highway shall be provided in the future development. Such requirements, if required, would be incorporated in the land document(s) of the site, subject to agreement with relevant government B/Ds.
- (b) When detailed planning and development in the Area proceeds, local community facilities such as social welfare facilities to serve the local community may also be provided within the DRE as proposed by concerned government B/Ds.

“Residential (Group A)2” (“R(A)2”) : 9.83 ha

- (c) The “R(A)2” sub-zone is subject to a maximum PR of 6.5 and maximum BHs ranging from 180mPD to 200mPD as specified on the Plan.
- (d) The “R(A)2” sub-zone in Area 3D is subject to a maximum BH of 200mPD. A 100-place child care centre and a neighbourhood elderly centre shall be provided to the satisfaction of the Social Welfare Department (SWD). Detailed provision of social welfare facilities will be subject to further review by SWD at the land grant stage. In addition, to enhance accessibility between the Integrated Hospital and the planned Ngau Tam Mei Station, a 24-hour barrier-free and weather-proof public passageway shall be provided through the site, providing connection between the “G/IC(1)” zone in Area 2 to the east and the “Other Specified Uses” annotated “Railway Station and Depot with Commercial and Residential Development and Public Open Space” (“OU(RSD with CRD and POS)”) zone in Area 3A to the west. This public passageway shall include a footbridge across Road L2, which forms part of the 24-hour weather-proof public passageway network of the Area.
- (e) The “R(A)2” sub-zone in Area 3F is subject to a maximum BH of 180mPD. A public library is also planned at this site, subject to further review by the Leisure and Cultural Services Department (LCSD) based on the future demographic changes.
- (f) The “R(A)2” sub-zones in Areas 3D and 3F partly encroach on the railway protection area of the XRL. Future developments shall observe relevant guidelines/regulations, and relevant authorities shall be consulted.
- (g) The “R(A)2” sub-zone in Area 4A is subject to maximum BHs of 180mPD and 200mPD at its northern and southern portions respectively, separated by a 20m-wide NBA at its central portion to allow visual and physical connections as well as 24-hour connectivity between the adjoining “Open Space” (“O”) zone

covering the Station Plaza in Area 3G and the “Open Space (1)” (“O(1)”) zone where WCAH will be preserved in-situ. Within the NBA, no aboveground development will be allowed, except for those mentioned in paragraph 10.7 above, provided that they would not significantly compromise the visual permeability and pedestrian connectivity between WCAH and the Station Plaza. A PTI with 200 public car parking spaces for park-and-ride users and other public transport facilities shall be provided to the satisfaction of the Transport Department (TD). To strengthen the connection to the planned Ngau Tam Mei Station and function of the PTI, a 24-hour weather-proof and barrier-free public passageway shall be provided at this “R(A)2” site to link up the footbridge to be provided by the project proponent of the “R(A)2” site in Area 4B as stated in paragraph 11.1.2(h) below. This public passageway shall include a footbridge to connect the planned Ngau Tam Mei Station, as part of the 24-hour weather-proof public passageway network of the Area. Active frontages on ground level, integrating with the NBA and the adjacent “O” and “O(1)” zones, are also encouraged to be incorporated in the future development at the site. Design considerations should also be given to ensure the edge treatment of the future development will be in harmony with the WCAH to the west. Air ventilation measures are also recommended in the AVA-DS. The broad planning and design requirements, including those for the active frontages, will be set out in the departmental Outline Development Plan (ODP) to be prepared. To ensure the above planning and design considerations could be achieved, a master layout plan (MLP) and a landscape master plan (LMP) shall be submitted for approval under future land document(s). The future developer shall carry out impact assessment(s) and provide appropriate measures to mitigate potential fixed noise impact from the PTI under the future land document(s).

- (h) The “R(A)2” sub-zone in Area 4B is subject to a maximum BH of 180mPD. A standalone indoor sports centre within the site with a separate run-in/run-out shall be provided to the satisfaction of LCSD. The location and design of the indoor sports centre is subject to LCSD’s further review at the detailed design stage. A footbridge across Road L1 to connect this “R(A)2” site with the future development at the “R(A)2” zone in Area 4A shall be provided, as part of the 24-hour weather-proof public passageway network of the Area. Besides, the development should provide appropriate measures to address the potential traffic noise impact from San Tin Highway. Such requirements, if required, would be incorporated in future land document(s) of the site, subject to agreement with relevant government B/Ds.

11.1.3 ***To foster design harmony with and better transition to the revitalised NTM DC, various building design initiatives/measures, such as stepped BH descending towards the NTM DC, suitable at-grade building setback, landscape treatment etc., shall be explored for the***

areas facing the future open spaces along the revitalised NTM DC.

- 11.1.4 In determining the relevant maximum PR for the “R(A)1” and “R(A)2” sub-zones, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded. For the “R(A)2” sub-zone in Area 4B, the area of any part of the site that is occupied or intended to be occupied by purpose-designed building(s) solely for accommodating an indoor sports centre and/or other facilities as may be required by the Government shall be deducted in calculating the site area for determining the relevant maximum PR for this sub-zone in Area 4B.
- 11.1.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations (B(P)R), the above specified maximum PRs may be increased by what is permitted to be exceed under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 11.1.6 The PR control under “R(A)1” and “R(A)2” sub-zones are regarded as being stipulated in a ‘new or amended statutory plan’ according to the Joint Practice Note (JPN) No. 4 on ‘Development Control Parameters PR/gross floor area (GFA)’, and shall be subject to the streamlining arrangements stated therein.
- 11.2 Residential (Group C) (“R(C)”) : Total Area : 35.91 ha
- 11.2.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 11.2.2 Under this zoning, residential developments are restricted to a maximum PR of 0.4 and a maximum BH of 3 storeys (9m) including car park. Development will be in accordance with an approved planning brief/MLP to ensure that the nature and scale of new development will be in keeping with the natural landscape of the area.
- 11.2.3 Since the areas would be subject to traffic noise impact, any proposed development near the road should provide adequate mitigation measures to minimise such impact.
- 11.2.4 Areas zoned “R(C)” are located along the western boundary of the Area. They include the existing Maple Gardens, Casa Paradizo, Rolling Hills, and areas along and near the San Tin Highway. The Mai Po SAI is located to the north of Maple Gardens. For any development, redevelopment or rezoning proposals affecting the Mai Po SAI and its immediate environs, prior consultation with the Antiquities and Monuments Office (AMO) of the Development Bureau (DEVB) is required.

11.3 Village Type Development (“V”) : Total Area : 32.12 ha

- 11.3.1 The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board. In order to ensure that any future development or redevelopment within the “V” zone will retain a village character, a maximum BH of three storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the Ngau Tam Mei IDPA Plan, whichever is the greater, is imposed under this zone.
- 11.3.2 The “V” zones cover three recognized villages (namely Wai Tsai in Area 6, as well as San Tin Sheung San Wai and Sheung Chuk Yuen in Area 7). The boundaries of the “V” zones are drawn up having regard to the existing village “environs”, outstanding Small House demands for the next ten years, topography and site constraints. Areas of difficult terrain, dense vegetation, stream courses and burial grounds have been avoided. Village expansion areas and other infrastructural improvements will be guided by detailed layout plans whenever applicable.
- 11.3.3 Since the areas along San Tin Highway would be subject to traffic noise impact, any proposed development near the road should provide adequate mitigation measures to minimise such impact.
- 11.3.4 As filling of pond or excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

11.4 Government, Institution or Community (“G/IC”) : Total Area : 33.47 ha

- 11.4.1 This zone is intended primarily for the provision of GIC 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.
- 11.4.2 Within the “G/IC” zones, a primary school and a secondary school are planned in Areas 4F and 4E respectively in close proximity to residential developments to serve the future students in the locality.

- 11.4.3 A site in Area 4D is proposed for the provision of a sewage pumping station (SPS) and a site in Area 4F is proposed for the provision of an electricity substation (ESS). A village-type refuse collection point (RCP) and an off-street RCP are also planned in Areas 4D and 4F respectively. The RCP site in Area 4F also consists of a community recycling centre. Future co-location with other compatible facilities, such as office and storage uses, by government B/D(s) may be possible. Design of the off-street RCP and community recycling centre at Area 4F should ensure design harmony with the adjacent open spaces. A site in Area 3B is reserved for provision of railway ancillary facilities.
- 11.4.4 Three sites in Areas 3B, 4D and 8A are designated as government reserve purpose. Three sites are also designated as “G/IC” to reflect the existing uses for the Ngau Tam Mei Fresh Water Primary Service Reservoir (FWPSR) and Ngau Tam Mei Animal Waste Composting Plant in Area 8C, as well as the Ngau Tam Mei Water Treatment Works (WTW) in Area 8D.
- 11.4.5 The site in Area 8A partly encroaches onto the railway protection area of XRL. Relevant guideline/regulations under relevant authorities should be observed, and relevant authorities shall be consulted.

“Government, Institution or Community (1)” (“G/IC(1)”) : 11.47 ha

- 11.4.6 Within the “G/IC(1)” zone, specific BH restrictions are incorporated to preserve the overall townscape of the Area.
- 11.4.7 A site in Area 2 intended for development of the Integrated Hospital is subject to a maximum BH of 140mPD. The Integrated Hospital will offer comprehensive healthcare services to the NM and the territory. It will also accommodate teaching, training and research facilities for future medical staff from the Third Medical School while complementing the development of life and health technology industry in STT. Besides, a Chinese medicine clinic cum training and research centre, as well as other ancillary facilities will be provided at the site. The exact scale of the Integrated Hospital and provision of hospital beds and relevant medical-care facilities services will be determined by the Health Bureau, Hospital Authority (HA) and other concerned government B/Ds at the detailed design and implementation stages based on the changing population and demographics patterns and the healthcare demands of the Area and the territory, as well as other relevant pertinent considerations. To enhance accessibility, the Integrated Hospital will be connected to the planned Ngau Tam Mei Station through 24-hour weather-proof and barrier-free public passageways to be provided at the “OU(RSD with CRD and POS)” and “R(A)2” zones in Areas 3A and 3D respectively, and through the at-grade open space in Area 3G. A footbridge is also recommended to connect the Integrated Hospital with the Third Medical School potentially situated in Area 1C to its east. Detailed design of these public passageway(s) and footbridge are subject to further liaison amongst the concerned government B/D(s) and relevant project

proponent(s). Suitable public transport facilities will also be provided at or near the Integrated Hospital. In addition, an ESS shall be provided in consultation with the project proponent of the Integrated Hospital. Project proponent of the Integrated Hospital is also advised to construct its own water cooling system or facilities with similar functions within the site to promote energy efficiency and conservation, and reduce carbon emissions. As per the findings of the AVA-DS, a breezeway in north-south direction, preferably integrated with the north-south breezeways at Areas 1B and 1C, shall be provided to facilitate air ventilation. Exact location of the breezeway, which can be slightly adjusted based on the future development requirements, will be subject to liaison with the project proponent(s) of Areas 1B and 1C. Future developments within Area 2 are encouraged to adopt creative design to echo with the blue-green setting of the Area. Interfacing treatment with the multi-functional blue-green spine is subject to review in detailed design stage and close liaison amongst relevant government B/Ds.

11.4.8 A site in Area 3D, which is subject to a maximum BH of 140mPD, is reserved for a fire station cum ambulance depot, with potential staff quarters, subject to further review by the concerned government B/Ds.

11.4.9 A site adjoining San Tam Road zoned “G/IC(1)” in Area 5A is planned for a private Residential Care Homes for the Elderly (RCHE). Submission of a detailed Noise Impact Assessment report is required at the detailed design stage for the latest layout (to demonstrate 100% compliance with the noise criteria under the HKPSG) and implementation of the mitigation measures identified therein. An on-site tertiary STP will be provided for sewage treatment for the RCHE development before public sewer is available. The provision of the noise mitigation measures and the STP and the submission and implementation of drainage proposal shall be secured under land lease mechanism. Further enhancement on the layout shall be explored in the detailed design stage to mitigate possible visual impact, enhance ventilation and spatial utilisation of the RCHE development.

11.4.10 The “G/IC(1)” zones in Areas 2 and 3D partly encroach onto the railway protection area of XRL. Relevant guideline/regulations under relevant authorities should be observed, and relevant authorities shall be consulted.

11.5 Open Space (“O”) : Total Area 12.57 ha

11.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. On land designated “O(1)”, the open space is intended for in-situ preservation and the adaptive reuse of WCAH.

11.5.2 A network of interconnected public open spaces is proposed within the

NTM NDA (**Figure 3** and detailed at paragraph 9.2.1 above). Major open spaces include the Station Plaza, the Riverside Park, and the open space along the revitalised NTM DC in Area 3G. In particular, the Riverside Park to the north of planned Ngau Tam Mei Station would serve as a landing point for the connections (including a staircase) from the public open space atop the planned Ngau Tam Mei Station and Depot at the “OU(RSD with CRD and POS)” zone, and footbridge(s) cum cycle track(s) across the revitalised NTM DC should be provided within Area 3G to ensure overall connectivity. As stated in paragraph 9.1.5, consideration should be given to provide a 24-hour weather-proof and barrier-free pedestrian walkway to link up the planned Ngau Tam Mei Station and the Integrated Hospital through the open space at Area 3G. Pedestrian access(es) to the permitted burial ground zoned “Green Belt” (“GB”) in Area 3E through the open space in Area 3G would also be required. In addition, subject to detailed design, underground drainage retention facilities may be provided within the open space. A portion of the revitalised NTM DC falling within the “O” zones in Areas 3G and 4E, together with the portion falling within the “OU(UT)” zone, will form the multi-functional blue-green spine with a total length of about 2.2km running east-west across the NDA, providing a continuous riverside public open space as well as pedestrian and cycling connections. Other smaller open spaces at Areas 3G, 4D and 4F are to serve as green buffer and spatial relief of the Area.

- 11.5.3 The “O(1)” zone in Area 4A is designated for in-situ preservation of WCAH, which holds historical, architectural and cultural significances to the local community. Flexibility for the adaptive reuse of WCAH (such as provision of kiosk, café, museum and activity rooms, etc.) would be allowed. The rest of the open space encircling WCAH could also be utilised for holding local community and festive events. Due consideration should be given to enhancing WCAH as a visual anchor in the future open space design, which will be visually and physically connected to the Station Plaza in the “O” zone in Area 3G via the 20m-wide NBA at the “R(A)2” zone in Area 4A.
- 11.5.4 Within the “O” and “O(1)” zones, permeable design should be adopted as far as practicable to create an inviting setting. Fences between the open space and the active frontages of the adjacent developments should be avoided. Public access points should be provided for the adjacent uses to enhance accessibility. Subject to detailed design, pedestrian walkways and cycle tracks shall be provided within the open spaces, in particular across the revitalised NTM DC, to allow a continuous pedestrian and cycling network connecting major activities nodes/focal points. Appropriate cycling facilities should be considered in the integrated design of the open spaces. Besides, flood attenuation facilities should be integrated with open spaces. ***Where appropriate, the design of future open space may also take into account the existing landscape and incorporate agricultural elements, such as urban farm and/or community farm. Sensible landscape treatments of local characteristics, including incorporation of water***

features and ponds, shall also be explored in the design of the open space to enhance visual and design connections with the revitalised NTM DC.

11.6 Other Specified Uses (“OU”) : Total Area : 65.55 ha

11.6.1 This zone is intended for specific development(s) and/or uses, which is/are specified in the annotation of the zone.

University Town

11.6.2 Areas 1A, 1B, 1C and 1D are zoned “OU(UT)” which is intended primarily for development of the University Town for provision of post-secondary education facilities and associated uses, offering spaces for activities relating to R&D and to groom high-calibre talents. The Third Medical School will also be accommodated in the University Town.

11.6.3 The “OU(UT)” zone is subject to BH restrictions of 50mPD, 100mPD, and 140mPD rising gradually from the Tam Mei Barracks while allowing flexibility in architectural design and landmark buildings for place making purpose. Under the Study, a total GFA of about 1,410,000m² is assumed³. The exact development intensity for the University Town as well as its ancillary and supporting facilities will be determined by the project proponent(s) in consultation with relevant government B/Ds at the detailed design and implementation stages. Further increase in GFA for the University Town would be subject to confirmation of technical acceptability and feasibility demonstrated by the project proponent(s) to the satisfaction of relevant government B/Ds.

11.6.4 To allow development flexibility for the University Town, a wide range of complementary uses will be allowed to support the full and evolving range of activities to take place in the future, such as research, design and development centres, information technology and telecommunication industries, data centres, training centres, office and convention facilities. Other supporting uses and ancillary facilities, such as recreational facilities, libraries and uses supporting the daily needs of students/staff/visitors including accommodation for students and staff, restaurant, retail facilities and clinic, will also be allowed and can be shared by different institutions to enhance cost-effectiveness and synergy.

11.6.5 NBAs are designated along both sides of the revitalised NTM DC within the University Town at the “OU(UT)” zone, forming a combined width of about 80m together with the water bodies. The portion of the revitalised NTM DC within the “OU(UT)” zone together with the

³ The total GFA of about 1,410,000m² assumed under the Study will be reviewed under the ongoing study on Site Formation and Infrastructure Works for NTM NDA – Design and Construction taking into account the latest NMUT development in Ngau Tam Mei.

portions falling within the “O” zones in Areas 3G and 4E will form the multi-functional blue-green spine of the NDA. Public space/activity areas shall be provided along the revitalised NTM DC for creating landmark features, promoting the image of the University Town and facilitating the creation of an appealing University Town ambience for nurturing high-calibre talents. The NBAs would serve dual functions as the University Town entrance gateway where an integrated design with the academic buildings should be adopted, and a key east-west commuting corridor for students and teaching staff as well as other pedestrian/cyclists across the NTM NDA. To allow design flexibility, structure(s) mentioned in paragraph 10.7 may be allowed within the NBAs.

- 11.6.6 To promote the image of the University Town, the project proponent(s) should adopt an integrated design between the development and the portion of the multi-functional blue-green spine within the University Town. Consideration should be given to adopt iconic and creative architectural design, particularly at the entrance of the University Town in Area 1C, to strengthen the sense of place of NTM NDA as an “Academic and Research District”.
- 11.6.7 The public space/pedestrian/cycling networks within the zone are subject to detailed design by the project proponent(s) and agreement with relevant government B/Ds. To provide a pedestrian-friendly and comfortable walking environment, provision of weather protecting features (e.g. covered walkways along the NBAs, as well as internal accesses with linked walkways leading to the east-west commuting corridor along the blue-green spine) should be explored in the future design for the University Town. Footbridge connection between the Third Medical School within the University Town and the Integrated Hospital at the “G/IC(1)” zone at Area 2 is recommended to enhance the connectivity between teaching facilities, subject to future liaison between government B/Ds. The project proponent(s) should also provide a continuous cycle track network as well as adequate cycle parking and other supporting facilities within the University Town to facilitate commuting. A public transport terminus (PTT) should also be provided within the University Town to provide public transport/feeder connections to railway station(s).
- 11.6.8 Drainage retention facilities are proposed to be provided underneath the “OU(UT)” zone as part of the overall sustainable drainage system, subject to detailed design. The drainage retention facilities and their structural features and accesses should integrate with the future development. The exact location, layout and extent of the drainage retention facilities would be subject to detailed design in the subsequent implementation stage and with liaison with relevant government B/Ds.
- 11.6.9 To achieve better urban-rural integration, the former YTM Primary School in Area 1C is proposed to be preserved in-situ with flexibility allowed for adaptive re-use for education/supporting facilities, such as activity rooms, studios or exhibition venue, etc., subject to detailed

design and liaison with relevant government B/Ds.

- 11.6.10 According to the AVA-DS under the Study, provision of breezeways in north-south direction at Areas 1A, 1B and 1C and in east-west direction at Areas 1A and 1C is recommended to align with the prevailing winds. The north-south breezeway at Areas 1B and 1C shall preferably be integrated with the north-south breezeway in the Integrated Hospital at the “G/IC(1)” zone in Area 2 to promote ventilation for Tam Mei Barracks. Exact location of the breezeway, which can be slightly adjusted based on the future development requirements, will be subject to liaison with the project proponent(s) of Area 2.
- 11.6.11 Project proponent(s) of the University Town are advised to construct its own water cooling system or facilities with similar functions within the site to promote energy efficiency and conservation, and reduce carbon emissions.
- 11.6.12 Subject to detailed design and liaison with relevant government B/Ds at the implementation stage, flexibility is allowed to accommodate GIC facilities at the “OU(UT)” zones to meet the requirements for GIC facilities.
- 11.6.13 *To foster design harmony with and better transition to the revitalised NTM DC, various building design initiatives/measures, such as stepped BH descending towards the NTM DC, suitable at-grade building setback, landscape treatment, etc., shall be explored for the areas along the revitalised NTM DC.*
- 11.6.14 *The alignment of the NM Highway is expected to run through the area to the east of the “OU(UT)” zone at Area 1A in between the University Town and the Ngau Tam Mei Water Treatment Works, where certain environmental measures may be proposed. Sensible design/layout and landscape elements of local characteristics could be explored for the respective areas to achieve design harmony which is responsive to the surrounding environment, including the proposed environment enhancement measures.*

Railway Station and Depot with Commercial and Residential Development and Public Open Space

- 11.6.15 The planning intention of the “OU(RSD with CRD and POS)” zone is primarily for integrated development of the area for a railway station and depot with commercial and residential development. A public open space should also be provided at the eastern part of Area (a) atop the railway depot, forming part of the open space network connecting the residential sites, the Integrated Hospital and the University Town in the Area. Development within this zone is subject to a maximum domestic GFA of 519,000m² and a maximum non-domestic GFA of 86,500m², as well as maximum BHs of 200mPD and 220mPD as specified on the Plan.
- 11.6.16 The topside development at this zone is envisioned as a focal point and

a landmark development of the Area. A district shopping centre serving the needs of the Area should be provided. Besides, the public open space with an area of not less than 20,300m² shall be provided atop the planned Ngau Tam Mei Station and Depot at the eastern part of Area (a) of the zone. Active and/or passive recreational uses to form part of the overall open space network, and active frontage at the development edge(s) along the public open space should be considered. A connection (including a staircase) with landscape and integrated design shall be provided to connect the public open space atop the planned Ngau Tam Mei Station and Depot with the Riverside Park at the “O” zone in Area 3G, serving as an attractive entrance and landmark feature drawing footfalls to the topside development and strengthening the function of the topside development as the focal point of the Area. In addition, a vehicular access road connecting the topside development and Road D1 shall be provided at the south-eastern portion of Area (b) of the zone, with the exact alignment subject to detailed design. Pedestrian access(s) to the permitted burial ground zoned “GB” in Area 3C should also be provided.

- 11.6.17 To provide seamless, barrier-free and weather-proof pedestrian connection between the planned Ngau Tam Mei Station, the Integrated Hospital at the “G/IC(1)” zone in Area 2 and the PTI in Area 4A, the project proponent shall construct, manage and maintain a 24-hour weather-proof and barrier-free public passageway connecting the planned Ngau Tam Mei Station and the “R(A)2” zone in Area 3D. This public passageway shall include a 24-hour covered public walkway atop the railway station to link up the footbridge to be provided at the “R(A)2” zone in Area 4A stated in paragraph 11.1.2 (g) above. Details of the public passageway and walkway will be subject to further liaison amongst the relevant project proponent(s). According to the AVA-DS under the Study, provision of breezeways in north-east – south-west, east-west and north-south direction at this site is recommended to align with the prevailing winds to facilitate ventilation. To ensure that the planning and design requirements mentioned above could be achieved, an MLP and a LMP shall be submitted for approval under future land document.
- 11.6.18 The floor space constructed or intended solely for public vehicle parks, public transport facilities, railway facilities and GIC facilities as required by the Government may be disregarded from GFA calculation.
- 11.6.19 In the circumstances set out in Regulation 22 of the B(P)R, the above specified maximum GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 11.6.20 The GFA control under this zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the JPN No. 4 on ‘Development Control Parameters PR/GFA’, and shall be subject to the streamlining arrangements stated therein.

Amenity Area

11.6.21 “OU” annotated “Amenity Area” (“OU(A)”) with a total area of about 0.29 ha is provided at various roadsides to enhance amenity by landscaping and tree planting and to serve as visual buffers between existing villages and new developments. Pedestrian footpaths and cycle tracks may be provided within the amenity strips for a continuous pedestrian and cycle track network in the Area.

11.7 Recreation (“REC”) : Total Area : 8.26 ha

11.7.1 This zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

11.7.2 Under this zoning, limited residential development which should be ancillary to recreational uses may be permitted on application to the Board. The development intensity should be in line with the rural setting and therefore is restricted to a maximum PR of 0.2 and a maximum BH of 2 storeys (6m). Generally, the applicant has to prove to the Board that the proposed development would have no or minimal adverse effect on the environment.

11.7.3 The “REC” zone is located to the east of the Ngau Tam Mei valley and is relatively flat in topography. At present, the site is linked up with San Tam Road by sub-standard tracks, and accessibility will be improved by the planned Road D1. The Ngau Tam Mei SAI partly falls within the eastern part of this zone. For any development, redevelopment or rezoning proposals affecting the Ngau Tam Mei SAI and its immediate environs, prior consultation with the AMO is required.

11.7.4 As filling of pond or excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

11.8 Green Belt (“GB”) : Total Area : 132.61 ha

11.8.1 The planning intention of this 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. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

11.8.2 The areas under this zoning are located close to the San Tin Barracks

and Tam Mei Barracks, and to the south of Ngau Tam Mei valley. Some of these areas are occupied by low-rise buildings, temporary on-farm domestic structures, permitted burial grounds, agricultural land and knolls.

11.8.3 As filling of land/pond and excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

11.9 Conservation Area (“CA”) : Total Area : 185.78 ha

11.9.1 This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development.

11.9.2 There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted. Uses related to conservation purposes such as natural reserve and natural trail are permitted as of right. Only a selective range of uses such as public convenience and tent camping ground which would have insignificant impact on the environment and infrastructural provision may be permitted with or without conditions on application to the Board.

11.9.3 The area under this zoning is also intended to give added protection to the Lam Tsuen Country Park abutting the Area.

11.9.4 As filling of land and excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

11.10 Relaxation Clause

11.10.1 For the zone(s) where relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, relaxation of the development restrictions (including NBA restrictions) as stipulated in the Notes of the Plan or on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 10.4 above would be relevant for the assessment of relaxation of BH restriction. Each application will be considered on its own merits.

11.10.2 Having regard to the planning and design intentions of the NBAs as stated in paragraph 10.7, landscape features, boundary fence/boundary wall designed to allow high air porosity, covered walkways, viewing decks, footbridges/cycle bridges/emergency vehicular bridges and other relevant minor structure(s) may be permitted within the NBAs as

shown on the Plan as appropriate. The NBA restrictions will not apply to underground development.

12. COMMUNICATION

12.1 The Area will be connected with different parts of Hong Kong and surrounding areas by a comprehensive existing and planned road and rail network. The traffic impacts of the proposed developments within the Area have been assessed. With the implementation of the proposed improvement works, no significant adverse traffic impact is envisaged.

12.2 Road

12.2.1 The existing main access to and from the Area includes San Tin Highway, while secondary access is provided by San Tam Road. Taking into account the proposed connection road to STT and improvement schemes undertaken by other projects (including the NM Highway under planning, San Tin Interchange improvement schemes under the Development of the Loop, widening of Fanling Highway under the Remaining Phase of Site Formation and Engineering Infrastructure Works at Kwu Tung North/Fanling North NDAs, Shek Wu Wai Interchange and San Tin Highway improvement schemes under the STT development), the Area will be well-connected with different parts of the NM and Hong Kong. Primary and district distributors and local roads are planned to provide convenient connection between various development areas as indicated in **Figure 7**.

12.2.2 To enhance the accessibility of the Area, a new interchange connecting directly with San Tin Highway is proposed as the key access to the Area for traffic coming from San Tin Highway in the west. Existing local connection with San Tam Road will be improved by junction improvement schemes to maximise efficiency serving the nearby communities. To further integrate STT and NTM NDA within the I&T Zone, a new connection road is proposed in the northeast of the Area to link up the NTM NDA with STT.

12.2.3 A district distributor Road D1 in a dual 2-lane configuration is proposed to be the main access road of the Area, connecting San Tin Highway in the west. A road connection will be reserved to connect with the NM Highway under planning, subject to the final alignment and detailed design.

12.2.4 Part of the existing Ngau Tam Mei Road and Chuk Yau Road will be enhanced, and three local distributors (Roads L1, L2 and L3) are proposed to link up the proposed development parcels and existing developments such as local villages with the existing road network. The existing Chun Shin Road, and the section of Ching Yau Road within the Area will be demolished. Vehicular accesses for the surrounding villages and developments will be maintained or

reprovisioned.

12.3 Railway

- 12.3.1 The railway system is planned as the backbone of passenger transport system. The Area will be served by the planned NOL Main Line, which will connect the existing MTR Tuen Ma Line and MTR East Rail Line at Kam Sheung Road Station and the planned Kwu Tung Station respectively for further connection to the metro areas of Hong Kong. The planned Ngau Tam Mei Station is located at the western part of the Area, surrounded by planned residential and commercial developments, GIC facilities and open spaces.
- 12.3.2 The planned NOL Main Line is a railway of about 10.7 km connecting the Kam Sheung Road Station and the planned Kwu Tung Station, with three intermediate stations at San Tin, Ngau Tam Mei and Au Tau. The railway tunnel runs underneath the western part of the Area in a south-west—north-east orientation. The scheme of the railway was authorised by the CE in C on 8 April 2025. Pursuant to section 13A of the Ordinance, the railway scheme authorised by the CE under the Railways Ordinance (Chapter 519) shall be deemed to be approved under the Ordinance.
- 12.3.3 The XRL is a cross-boundary passenger line running from West Kowloon Terminus to the Hong Kong/Shenzhen boundary, where it connects with the national high-speed railway network. The underground railway tunnel traverses the Area in a south-east – north-west orientation. The scheme of the railway was authorised by the CE in C on 20 October 2009. Pursuant to section 13A of the Ordinance, the railway scheme authorised by the CE under the Railways Ordinance (Chapter 519) shall be deemed to be approved under the Ordinance and the railway scheme is shown on the Plan for information only.

12.4 Other Transport Facilities

To make the best use of enhanced accessibility brought by the planned Ngau Tam Mei Station, a PTI is planned at Area 4A, providing car parking spaces to facilitate park-and-ride and, subject to detailed design, other public transport facilities. A PTT is also planned within the University Town for interchanging of road-based public transport services. Road-based public transport services such as long-haul bus services for external connections will be provided with public transit infrastructures planned at strategic locations to supplement the railway system.

13. UTILITY SERVICES

13.1 Water Supply

Fresh water will be jointly supplied from Sheung Shui WTW and Ngau Tam Mei WTW to the Area via FWPSR and a proposed FWSR constructed under the STT development. Besides, reclaimed water will be supplied from a proposed water reclamation plant in San Tin for non-potable uses such as toilet flushing and irrigation via a proposed reclaimed water service reservoir constructed under the STT development.

13.2 Sewerage and Sewage Treatment

A proposed SPS in Area 4D will collect and pump the sewage flows from the Area to the planned San Tin Effluent Polishing Plant (EPP) and/or other nearby EPP for treatment.

13.3 Drainage

The blue-green infrastructure concept is adopted in the drainage system design of the Area to improve flood resilience and adaptation to climate change. NTM DC will be revitalised to enhance its landscape, environmental and amenity values. Underground storage tank will be provided as drainage retention facilities in some locations at the NTM NDA to cater for the increase in surface runoff arising from the NTM NDA and to combat climate change.

13.4 Electricity

The Area has long been supplied with electricity, including the existing 400 kV network. To provide adequate and reliable electricity supply, two ESSs will be provided at Areas 2 and 4F. The new ESSs as well as the electricity supply cable network will be constructed and commissioned in pace with the growth in electricity demand in the NTM NDA. In principle, all the electric power supply cables will be buried underground as far as possible to reduce the environmental and visual impacts on the surrounding areas.

13.5 Gas

The gas supply to the development areas will be tee-off from the existing medium pressure gas main network at Castle Peak Road. The existing gas supply network underneath Ngau Tam Mei Road located within the NDA shall be retained as the existing road will be incorporated into the public road reserve for the development subject to detailed design.

13.6 Telecommunications

Telecommunications will be laid along the proposed roads and distributed to the development sites. Optic fibres cables can be branched off from the existing network.

14. CULTURAL HERITAGE

- 14.1 Within the boundary of the Area, there are a number of graded historic buildings as detailed in paragraph 8.1.3 above. Two SAIs, namely Mai Po SAI and Ngau Tam Mei SAI are also situated in the Area, with three High Archaeological Potential Areas (namely Long Ha Area, Ngau Tam Mei Area and Ngau Tam Mei (North) Area) situated in the Area.
- 14.2 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the Antiquities Advisory Board (AAB), new items for grading assessment, Government historic sites identified by AMO of DEVB and SAIs are published on AMO's website <https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html>. The lists will be updated from time to time.
- 14.3 Prior consultation with the AMO of DEVB should be made, if any works, development, redevelopment or rezoning proposals that may affect the declared monuments, proposed monuments, historic buildings and sites graded by AAB, SAIs, new items for grading assessment, Government historic sites identified by AMO of DEVB, or any other buildings/structures identified with heritage value, both at grade and underground, and their immediate environs of aforementioned items; or the Archaeological Potential Areas identified in the EIA Report for the Study and their immediate environs. Reference should be made to the recommendations of the EIA Report under the Study.
- 14.4 Based on the recommendations of the EIA Report under the Study, archaeological fieldwork such as archaeological excavation should be conducted at the Ngau Tam Mei SAI while archaeological survey-cum-excavation and archaeological surveys should be conducted in the area(s) with archaeological potential after land resumption with recommendations of appropriate mitigation measures for consideration by AMO, if necessary. The scope and methodology of the archaeological fieldwork such as archaeological excavation, archaeological survey-cum-excavation and archaeological survey should be agreed with AMO prior to commencement, and to be implemented to the satisfaction of AMO. Appropriate mitigation measures should be recommended, if necessary, based on the outcome of the archaeological fieldwork results for consideration and agreement by AMO, and to be implemented to the satisfaction of AMO.

15. PLANNING CONTROL

- 15.1 The types of permitted developments and uses within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 15.2 Uses of land or building which were in existence immediately before the first publication in the Gazette of the notice of the first statutory plan covering such land or building and which are not in compliance with the terms of the Plan may have adverse impacts on the environment, drainage and traffic of the area.

Although no action is required to make such use conform to this Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board.

- 15.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental ODPs and layout plans, and the guidelines published by the Board. The ODPs and the layout plans are available for public inspection at the PlanD. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the PlanD. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and relevant District Planning Office of the PlanD. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.
- 15.4 Any development, other than those referred to in paragraph 15.1 above or in conformity with this Plan or with the permission of the Board, undertaken or continued on or after 14 September 1990 on land included in a plan of the Ngau Tam Mei IDPA, or undertaken or continued on or after 12 July 1991 on land not included in the Ngau Tam Mei IDPA Plan but within the draft Ngau Tam Mei DPA Plan may be subject to enforcement proceedings under the Ordinance. Any filling of land/pond and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

16. IMPLEMENTATION

- 16.1 The development of NTM NDA and associated engineering infrastructure will be implemented in phases. Site formation and infrastructure works are planned to commence in 2027. The first batch of formed sites will be available from 2028 onwards to support the development of the University Town (including the Third Medical School), while other land will be formed progressively to support the first population intake starting from 2033. The detailed phasing, packaging of works and the implementation programme are subject to review. In addition, necessary development and technical requirements for the developments in the Area on private or leased land could be controlled through the lease or contract with end-users as appropriate (such as requirements for submission of MLP, LMP, detailed technical assessments, provision of breezeways, NBAs, PTT, footbridge, public passageway and active frontages, etc., as appropriate), and through the Buildings Ordinance via building plan submission.

- 16.2 For the University Town development, its design and implementation will be guided by the NMUT Development Conceptual Framework to be formulated by EDB in 2026 and by the Working Group, whereas the “Task Group on New Medical School” ~~will enhance speed and efficiency in expediting the assessment of the proposals received for the Third Medical School, with a view to completing the assessments and providing recommendations to the Government within 2025~~ *has been set up to devise the direction and parameters of the Third Medical School.*
- 16.3 The OZP provides a broad land use framework within which a more detailed departmental ODP will be prepared in consultation with government B/D(s) concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation purpose. It includes information on detailed land uses, development parameters and boundaries of individual sites, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other urban design, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the OZP together with the ODP, where appropriate, will serve as the basis for processing lease applications (including applications for lease modifications and in-situ land exchange) subject to specified criteria promulgated by the Government.

Index of Figures (All figures are for indicative purpose only)

- Figure 1 – Planning Area
- Figure 2 – Overall Planning Framework
- Figure 3 – Urban Design Framework
- Figure 4 – Breezeway and View Corridor
- Figure 5 – Pedestrian and Cycling Network
- Figure 6 – Building Height Concept
- Figure 7 – Transport Network

TOWN PLANNING BOARD
~~OCTOBER 2025~~XXX 2026