

“Item A is to take forward an agreed section 12A application (No. Y/K5/3). Rezoning of the Site to “Commercial (5)” (“C(5)”) could provide more flexibility for future redevelopment or the use of the existing commercial building. The zoning and development restrictions for the “C(5)” zone on the draft OZP are considered appropriate.”

29. 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.

[The meeting was adjourned for a 10-minute break.]

[Professor Roger C.K. Chan and Mr Bond C.P. Chow left the meeting during the break.]

### **Fanling, Sheung Shui and Yuen Long East District**

#### **Agenda Item 4**

[Open Meeting]

Proposed Amendments to the Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14

(TPB Paper No. 11023)

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[The item was conducted in Cantonese.]

30. The Secretary reported that the proposed amendments to the approved Ngau Tam Mei (NTM) Outline Zoning Plan (OZP) No. S/YL-NTM/14 was to take forward the recommendations of the NTM Land Use Review Study – Feasibility 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 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), and the planned NTM Station and Depot of the Northern Link (NOL) Main Line with topside property development which might involve

MTR Corporation Limited (MTRCL). 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;
Mr Daniel K.S. Lau	- being a member of HKHS;
Ms Sandy H.Y. Wong	- being an independent non-executive director of MTRCL;
Dr Tony C.M. Ip Mr Vincent K.Y. Ho	] having current business dealings with AECOM;
Mr Daniel K.W. Chung	- being a former Director of CEDD; and
Professor Jonathan W.C. Wong Mr Ryan M.K. Ip	] being members of the Advisory Committee on the NM.

31. Members noted that according to the procedure and practice adopted by the Town Planning Board (the Board/TPB), as the proposed amendments to the OZP, including those for the DRE and the railway station development, were put forward by PlanD, the interests of Members in relation to HKHS and MTRCL mentioned above on the item only needed to be recorded and they could stay in the meeting. Members also noted that Professor Jonathan W.C. Wong had tendered an apology for being unable to attend the meeting. As the interests of Messrs Timothy K.W. Ma and Ryan M.K. Ip were indirect, and as Dr Tony C.M. Ip, Messrs Vincent K.Y. Ho and Daniel K.W. Chung had no involvement in the Study, Members agreed that they could stay in the meeting and participate in the discussion.

Presentation and Question Sessions

32. The following government representatives and the consultants were invited to the meeting at this point:

Development Bureau (DEVB)

- Ms Pecvin P.W. Yong - Deputy Director, Northern Metropolis Co-ordination Office (DD/NMCO)
- Mr K.W. Ng - Head, Planning & Development Team (2), NMCO (H(P&D)2/NMCO)
- Mr Edwin C.H. Lee - Assistant Secretary, NMCO

Education Bureau (EDB)

- Mr Derek W.O. Cheung - 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/FSYLE
- Ms Jane C.K. Lau - Assistant Town Planner/FSYLE

CEDD

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

AECOM

Mr Igor W.L. Ho	]	
Mr Peter K.F. Leung	]	
Ms Pearl P.Y. Hui	]	
Mr Martin M.T. Law	]	Consultants
Ms Becky S.M. Wong	]	
Ms Angela K.L. Tong	]	
Ms Christie H.N. Li	]	

33. The Chairperson remarked that subsequent to the San Tin Technopole (STT) OZP, the current NTM OZP covering NTM NDA was another OZP considered by the Board to take forward the development proposals under the NM Action Agenda promulgated by the Government. Located around NTM station of the planned NOL Main Line, the NTM NDA comprised a University Town, forming part of the Northern Metropolis University Town (NMUT), the Integrated Hospital, as well as a residential neighbourhood. While a non-recognised village would be affected by the NTM NDA, urban-rural integration measures and provision of a DRE had been proposed.

34. At the invitation of the Chairperson, Ms Pecvin P.W. Yong, DD/NMCO, DEVB introduced that NTM NDA was a strategic component of the NM, where the University Town would be developed together with the Integrated Hospital and community facilities. Three areas respectively in the NTM NDA, the New Territories North New Town and the Hung Shui Kiu (HSK) NDA, with a total area of more than 100 ha, had been reserved in the NM for the development of the NMUT. The 2025 Policy Address announced an enhancement of the decision-making framework for the NM development, with the Chief Executive chairing the “Committee on Development of the Northern Metropolis” (CDNM). Under the CDNM, three Working Groups had been set up, including the “Working Group on Planning and Construction of the University Town” led by the Chief Secretary for Administration (the Working Group) which would study the development models for the NMUT and recommend the positioning and vision for the relevant areas, complementing the industry development of relevant NDAs. Upon the target commissioning of the planned NOL Main Line by 2034 or earlier, the NTM NDA would be located only one station away from STT.

35. With the aid of a PowerPoint presentation and a video clip, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD and Mr Kimson P.H. Chiu, STP/FSYLE, PlanD briefed Members on the proposed amendments to the OZP, including the background, strategic and local planning context, major planning themes, urban design and landscape framework, land use proposals, consultations conducted and departmental comments as detailed in TPB Paper No. 11023 (the Paper). The proposed amendments mainly included:

- (a) Item A1 – rezoning of the area covered by the NTM NDA 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” (“REC”) to “Residential (Group A)” (“R(A)”), “Government, Institution or Community” (“G/IC”), “Open Space” (“O”), “Other Specified Uses” (“OU”), “GB” and areas shown as ‘Road’;
- (b) Item A2 – rezoning of a site to the south of NTM NDA 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”.

36. There were also amendments to the Notes of the OZP consequential to the amendments to the Plan, to tally with the latest Master Schedule of Notes to Statutory Plans and to incorporate other technical amendments, including amending the covering Notes to keep pace with modern needs.

[Ms Kelly Y.S. Chan left the meeting during PlanD’s presentation.]

37. As the presentation of the government representatives had been completed, the Chairperson invited questions and comments from Members.

#### *Development Control*

38. Noting that the plot ratio (PR)/gross floor area (GFA) restrictions for the developments were either stipulated in the Notes or Explanatory Statement (ES) of the OZP, a Member enquired whether any flexibility could be built into the development control when formulating the OZP. In response, the Chairperson said that drawing from the experience of the STT development, flexibility was essential at the planning stage to cater for uncertainties in a rapidly changing environment. Similar to the STT OZP, while the building height (BH) restrictions were stipulated on the NTM OZP, the total GFA assumed in the Study was stated in the ES to allow reasonable flexibility for the future University Town, and it was intended that administrative measures, such as restrictions under land document, would be adopted to regulate the types, scales and associated PR/GFA of the facilities of the University Town. As one of the key locations of the NMUT, 52 ha of land at most (about 40% of the land area of the NDA) was reserved in the NTM NDA for post-secondary education facilities and associated uses, offering spaces for research and development (R&D) activities and the nurturing of high-calibre talents. A wide range of uses were proposed under Column 1 of the "OU" annotated "University Town" ("OU(UT)") zone in the Notes to support the full and evolving range of academic and research activities as well as small-scale related industrial production. To foster a self-sustained community, complementary, supporting and ancillary facilities would also be always permitted to meet the daily needs of the staff and students of the future University Town.

39. Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, supplemented that owing to changing market needs and conditions, flexibility had been allowed for development of the University Town under the proposed OZP amendments. The proposed BH restrictions would control the permissible building bulk within the University Town while allowing reasonable degree of flexibility in terms of permissible uses and development intensity within the BH limit. As regards development intensity, the GFA of about 1,410,000m<sup>2</sup> assumed in the Study would be incorporated in the ES of the OZP instead of stipulating PR or GFA restrictions in the Notes of the OZP, and flexibility was so allowed with possible increase subject to confirmation of technical feasibility demonstrated by future project proponent(s) to the satisfaction of relevant government bureaux/departments (B/Ds). The OZP and the assumed

GFA stated in the ES only provided a general concept guiding the development scale of the University Town, while the actual scale would still be subject to subsequent detailed design after EDB published the NMUT Development Conceptual Framework to provide guidance on the development and implementation of the University Town to be released within 2026. For developments with clearly defined types and intentions like residential developments, relevant development restrictions had been proposed for the respective zones as per the prevailing practice. For instance, the comprehensive commercial and residential development with public open space atop the planned NTM Station and Depot would be subject to statutory BH and GFA restrictions on the Notes. Similarly, BH and PR restrictions were also imposed for housing sites zoned “R(A)1” and “R(A)2” which were designated for housing development of a particular scale. For the provision of government, institution and community (GIC) facilities, given the foreseeable need for flexibility in detailed provision and design subject to liaison with relevant B/Ds during the implementation stage, such requirements were stated in the ES so as to strike a balance between development control and flexibility.

40. Another Member suggested incorporating elderly-friendly design and concepts of public landscaped open space such as sky gardens into the criteria for considering minor relaxation of BH restrictions in paragraph 10.4 of the ES, and elucidating zero carbon community, ecologically friendly design in particular bird-friendly design in the ES. In response, Mr Benjamin K.H. Chan, PM(W), CEDD said that the Environmental Impact Assessment (EIA) conducted under the Study had recommended measures to avoid and reduce potential bird collision in relation to roadside noise barriers. Generally, concerns were more about transparent panels of roadside noise barriers because birds were less likely to collide with buildings featuring more varied colours. In that regard, the latest guidelines issued by the Highways Department (HyD) stipulated measures including embedding or superimposing opaque stripes, patterns or visual markers on vertical transparent panels used in noise barriers or covered pedestrian passageways to reduce the risk of bird collisions. Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD supplemented that elements of bird-friendly design could be incorporated in the ES where appropriate to guide future developments in the NDA. The criteria for considering minor relaxation of BH restrictions in paragraph 10.4 of the ES were not exhaustive. The Board might take into account other factors, including innovative or improvement-driven designs that could generate planning gains, provided that there were sufficient justifications. PlanD would conduct a holistic assessment on any proposed relaxation in terms of landscape and visual impacts and would balance the increase in BH against the planning gains that the proposal could bring forth in its recommendations to the

Board.

41. Upon request of the Chairperson, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of a PowerPoint slide, elaborated on the ecological aspect. At present, the NTM NDA was mainly occupied by brownfield operations, giving the area a relatively low ecological value, with the existing NTM Drainage Channel (NTM DC) being the foraging ground for birds and this bird flight corridor would be preserved. To enhance the ecological value of the area, careful holistic planning of the NTM DC and its banks on both sides was conducted. Nature-based solution by incorporating greening and landscaping elements, and provision of natural substrates in the bottom and banks of the revitalised NTM DC would be considered. Careful selection of vegetation species to be planted along the revitalised NTM DC to suit the local wildlife and to function effectively as river-bank planting, as well as provision of natural elements such as themed trees to be planted at the landscaped areas along both sides of the NTM DC, would help create an enhanced environment conducive to bird roosting. A “sponge city” concept was also adopted with revitalised NTM DC serving flood attenuation function for effective stormwater management. With implementation of the above measures, the overall ecological value of the entire area would be enhanced.

42. With uncertainty about the development of the University Town, a Member suggested formulating a planning and design brief (PDB), similar to that under the STT OZP, to ensure the implementation of the intended design concepts. In response, the Chairperson said that NMCO would liaise with EDB to explore whether a PDB was required for the University Town. This would be considered in the context of the overall planning framework for the area, which would be determined at a later stage.

### *Residential Development*

43. Some Members raised the following questions:

- (a) as there were a few residential developments to the east of San Tam Road, e.g. The Vineyard and Green Crest, but a lack of retail facilities and eateries to meet residents’ needs, whether the provision of commercial facilities would cater for the existing developments in the surrounding areas;

- (b) whether the residential developments in the NTM NDA were all private housing, except the DRE;
- (c) given that the residential developments were clustered in the west, whether an underground solid waste collection system could be introduced;
- (d) whether the DRE was intended for the rehousing of affected villagers from Yau Tam Mei Tsuen; and
- (e) given the intention for mainly private housing in the NTM NDA, what the public-to-private housing ratio for the Yuen Long District was.

44. In response to paragraphs 43(a) to (c) above, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) in view of the relatively limited provision of commercial and social welfare facilities in the area, a maximum non-domestic GFA of 86,500m<sup>2</sup> had been proposed for a district shopping centre within the topside development of the planned NTM Station and Depot. Those proposed commercial and retail facilities, coupled with enhanced public transport services, GIC facilities and open spaces including the revitalised NTM DC, would benefit not only residents in the NTM NDA but also those of the surrounding community through comprehensive pedestrian and cycling networks connecting existing villages and low-rise residential developments with the NTM NDA;
- (b) apart from the residential site zoned “R(A)1” intended for the DRE, four sites zoned “R(A)2” were designated for private housing with a view to enriching the accommodation options and reducing daily commuting time for future teaching/research and hospital staff, as well as students, especially non-local students; and
- (c) the general principle of promoting recycling as promulgated by the Government would be adhered to. A community recycling centre would be provided within the NTM NDA to facilitate convenient collection of recyclables in the local

community. Should the project proponent(s) of future residential developments wish to provide an underground solid waste collection system at the detailed design stage, the Government would be supportive.

45. In response to paragraphs 43(d) and (e) above, Ms Pecvin P.W. Yong, DD/NMCO, DEVB made the following main points:

- (a) the development of DRE was proposed in response to comments from affected villagers gathered during the public engagement of the Study. Similar DRE projects were already under construction or being planned in the NM including STT, HSK, Fanling and Kwu Tung North (KTN). As the proposed DRE in the NTM NDA would not be available until around 2033, NMCO had been liaising with the Housing Bureau to explore whether the planned transitional housing at Chun Shin Road to be completed by the end of the year could accommodate the affected villagers on an interim basis; and
- (b) overall speaking, the mix of public and private housing in NDAs within the NM hinged on their respective development positioning and housing needs to ensure a balanced housing mix across the NM. For the NTM NDA which was positioned as an “Academic and Research District”, predominately private housing was proposed to cater for the needs of R&D talents, university and hospital staff. The KTN NDA, which was at a more advanced implementation stage and also located along the NOL Main Line within the NM, would provide high-density housing development, achieving a public-to-private ratio of about 70:30 to cater for various housing needs in the community. As for the housing ratio in STT, further review would be carried out as detailed planning proceeded. Likewise, for Yuen Long District which comprised the HSK and Yuen Long South NDAs, the housing mix would be subject to review given the evolving planning circumstances. For areas beyond NDAs but within the same district, such as Kam Tin South, large-scale public housing developments were also planned. The Government would give due consideration to the needs of people from different strata as well as the relevant industry positioning in determining the public to private housing ratio in different NDAs.

46. In response to a Member's enquiry on whether land was reserved in the NTM NDA for new flats as replacement units under the "Flat-for-Flat" scheme to facilitate urban renewal, the Chairperson said that no such reservation had been made in the NTM NDA. Instead, a site in Tseung Kwan O Area 137 had been granted to the Urban Renewal Authority and three sites in the KTN and Fanling North NDAs had been reserved for the "Flat-for-Flat" scheme.

### *The University Town*

47. A Member enquired whether the implementation of the University Town would dovetail with the commissioning of the NOL Main Line. In response, Mr K.W. Ng, H(P&D)2/NMCO, DEVB said that the first batch of formed sites would be available from 2028 onwards to support the development of the University Town, Integrated Hospital and DRE. With an additional 4 to 5 years required for building works in general, the overall development programme would largely match with the target commissioning of the NOL Main Line by 2034 or earlier.

48. Two Members asked why a strip of land in the northern part of the University Town was elongated and narrow, and whether re-alignment of Ngau Tam Mei Road or Road L3 could be considered so as to optimise the development potential of this particular piece of land, and why a BH restriction of 50mPD was imposed there. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, explained that the concerned land was constrained by Tam Mei Barracks in the north and Ngau Tam Mei Road in the south, but could still accommodate two to three buildings supporting the main campus as assessed under the Study. The BH restriction of 50mPD was to avoid overlooking on the barracks. Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of a PowerPoint slide, supplemented that the proposed alignments of Ngau Tam Mei Road and Road L3 were considered optimal in terms of engineering feasibility and other factors, such as land availability and topography.

49. Two Members expressed concerns about campus security and asked whether Road L3 running through the University Town would pre-empt the design of an open campus. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB said that EDB and the project proponent(s) of the University Town would take into account the necessary security considerations in the overall campus design. Mr Derek W.O. Cheung, Planning Coordinator, EDB added that the overall planning and design of the University Town were still being developed, and whether an open

campus design would be adopted remained uncertain at this stage. Nevertheless, flexibility would be provided in the overall planning of the future campus including security. Mr Benjamin K.H. Chan, PM(W), CEDD explained that Road L3 was a proposed public road intended to enhance north-south connectivity across the NTM NDA as well as to link up with STT to the north. To maintain connection of the campus, CEDD would liaise with the project proponent(s) of the University Town for the provision of pedestrian/cycle track crossing facilities across Road L3.

50. A Member asked how many universities would be established in the University Town. In response, Mr Derek W.O. Cheung, Planning Coordinator, EDB said that the Working Group would study the development mode for the University Town and also explore the possible way forward to deeply integrate industry development with the academic sectors, which would have implications on the number of universities to be established. Allowing for maximum planning flexibility would facilitate the future detailed design of the University Town.

51. The Vice-chairperson enquired whether the provision of staff and student accommodation was permitted within the University Town. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that relevant land uses such as ‘Flat (Staff Quarters)’ and ‘Residential Institution’ were always permitted under Column 1 of the “OU(UT)” zone to facilitate the future provision of staff and student accommodation in the University Town without the need for planning permission.

#### *Traffic and Transport*

52. Some Members raised the following questions:

- (a) the eastern end of the University Town was about 2 km away from the planned NTM Station, and how the transport between the University Town and the planned NTM Station would be arranged and how Road L2 would cross the NTM DC;
- (b) whether the use of electric mobility devices was considered in the current design of pedestrian footpaths and cycle tracks as relevant legislation was being drafted;

- (c) when NM Highway would commence operation and whether the works of external connections could be expedited as it was expected that use of cars to and from the University Town would be high;
- (d) whether the cycle tracks would be continuous and how wide the cycle tracks would be;
- (e) whether green transport similar to the smart and green mass transit system in the HSK NDA would be adopted in the NTM NDA;
- (f) noting that brick paving in urban areas was often a tripping hazard, whether universal accessibility, such as for wheelchair users, would be taken into account in the paving design;
- (g) whether road traffic simulation was conducted and what the estimated traffic time travelling between the planned NTM Station and the University Town was;
- (h) whether cycling in the NTM NDA was intended primarily for recreation or for smart and low-carbon commuting, and how the cycle tracks would connect with other districts; and
- (i) whether vertical storage of cycle parking would be considered given the high parking demand.

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

- (a) a district distributor Road D1 in a dual two-lane configuration was proposed as the main access road within the NTM NDA. At its western end, it would connect to a new interchange on San Tin Highway; and an opening for connecting the future NM Highway would also be reserved subject to its final alignment and detailed design. A section of the existing NTM Road and Chuk Yau Road would be widened, with connections to the existing villages, while three local distributors Roads L1, L2 and L3 would link the proposed

development parcels and the surrounding areas, such as local villages, to the existing road network. A new connection road was also proposed to the northeast of the NTM NDA to link up with STT. There would be a public transport interchange (PTI) near the planned NTM Station, and a public transport terminus (PTT) near Road L3 in the University Town to facilitate feeder services to and from the railway station. A one-way bus trip between the two locations was expected to take about 10 minutes. Based on the preliminary design, the PTI would have a footprint of about 1 ha, with seven or more bus bays. The NTM DC would be revitalised, with its top width expanded from about 15m - 25m to about 26m - 40m. Roads L1 to L3 would cross the widened NTM DC via viaduct to connect both sides;

- (b) the use of electric mobility devices was being considered by relevant B/Ds. The width of the proposed pedestrian footpaths and cycle tracks had taken into account the potential use of such devices;
- (c) there was an existing connection to San Tin Highway via San Tam Road. Road works within the NTM NDA were planned to commence in 2027. To ensure that the development would be ready for occupation by 2033, a new local road and a new connection road would be constructed to connect with San Tin Highway and to provide a direct connection to STT respectively. As regards NM Highway, HyD had commenced the investigation in March 2025. The target was to complete the investigation of the San Tin Section of NM Highway within 25 months, for tendering in 2027 and commissioning in or before 2036;
- (d) adopting the latest standards, a comprehensive and people-centric cycle track and pedestrian walkway network of about 8 km to 9 km for each mode was proposed to connect various land uses, key destinations and focal points within the NTM NDA. A blue-green spine would serve as a key east-west commuting corridor, with cycle tracks and pedestrian walkways running alongside the revitalised NTM DC. Footbridges cum cycle tracks across the NTM DC and road crossing beneath proposed roads would allow seamless pedestrian and cycling movement, thereby strengthening connectivity. The proposed cycling network would also connect to the existing 60 km New

Territories Cycle Track Network on the western side of San Tin Highway, creating a continuous cycling environment extending beyond the NTM NDA to other destinations. The cycle track would generally be about 4m wide, and cycle-friendly facilities such as cycle parking spaces would be provided at suitable locations throughout the NTM NDA;

- (e) there was no plan to introduce a smart and green mass transit system in the NTM NDA, taking into account its relatively smaller scale compared with the HSK NDA. New energy buses would be deployed as appropriate, and parking bays for new energy buses would be provided at both the PTI near the planned NTM Station and the PTT in the University Town;
- (f) in existing urban areas, pavements were often narrow, sloping and uneven after repaving for various utility works. For the NTM NDA, the planned pavements would be much wider and smoother. Underground public utilities would be planned to minimise frequent road opening and repaving, thereby helping to maintain the conditions of carriageways and pavements;
- (g) to support smooth traffic flow, a real-time adaptive traffic signal system would be considered in the area and a traffic simulation would be conducted at the detailed design stage;
- (h) cycling in the NTM NDA was expected to serve both commuting and recreational purposes. Within the planned comprehensive network, cycling could act as a supplementary feeder mode between developments and focal points on weekdays, while visitors could enjoy the panoramic vistas of the scenic corridor and surrounding rural amenities on weekends and holidays. Ancillary cycle parking spaces would be provided at various locations, including the railway station and major focal points, to promote green mobility; and
- (i) better utilisation of land and space in the design of cycle parking spaces would be considered.

54. A Member followed up and commented that connections between San Tin Highway and either Tuen Mun Road or Tolo Highway were often congested. Expediting the construction of NM Highway as early as possible would be the solution to addressing the transport needs of the University Town for external connections.

55. Mr Melvin K.H. Ng, Principal Assistant Secretary (Transport and Logistics), Transport and Logistics Bureau supplemented that the Government had been taking forward transport infrastructure projects according to the planning principles of “infrastructure-led” and “capacity-creating” to support the development of the NM. The Government would explore the feasibility of expediting the delivery of transport infrastructure projects through, for example, new technologies and further streamlining of works processes. That said, in drawing up the programme for major transport infrastructure projects including the NOL and San Tin Section of NM Highway, due regard had to be given to the scale and complexities involved, such as the NOL being a large railway project with a new depot and a fully underground scheme to maximise development potential along its alignment, and NM Highway being a major highway project with dual three-lane carriageway. At the moment, the target was to commission the NOL by 2034 or earlier, and the San Tin Section of NM Highway by 2036 or earlier. As for public transport services, the Transport Department would closely monitor the development progress of the NDA and plan ahead to arrange suitable public transport services, covering both inter-district and intra-district services including feeder services between the planned NTM Station and the University Town.

56. A Member enquired whether the planned NTM Station could be better linked to San Wai Tsuen by providing an access through the “GB” zone in between. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, explained that to facilitate convenient access to the enhanced public transport services and commercial facilities at the planned NTM Station for local villagers, a crossing facility was planned across Road D1 between the Station and San Wai Tsuen to the immediate north of the “GB” zone in between. Any proposal to traverse the “GB” zone, which was a permitted burial ground, would require liaison with various parties and could be explored further if considered appropriate.

#### *Blue-Green Spine*

57. Two Members raised the following questions:

- (a) the NTM DC fell within two zones, namely “O” and “OU(UT)”, on the OZP. Despite the thorough description in paragraph 11.5 of the ES, how the various recreational uses including parks and gardens to be implemented in the portion of the drainage channel falling within the “OU(UT)” zone would be ascertained, and which party would be responsible for the management of the NTM DC; and
- (b) what the vision for the revitalised NTM DC was, and whether the blue-green spine had made reference to Cheonggyecheon (清溪川) in Seoul where community participation played an important role in its design; and how the design of the NTM DC could enhance pedestrian accessibility and allow for various activities.

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

- (a) a portion of the multi-functional blue-green spine including the revitalised NTM DC zoned “O” to allow for leisure activities on both sides, together with other open spaces, would be designed and implemented by the Government in a comprehensive and integrated manner. To allow flexibility in the future detailed design of the University Town, the remaining portion of the blue-green spine was proposed to be zoned “OU(UT)” for better integration with the future campus. At the same time, by designating both sides of the NTM DC as non-building areas (NBAs), buffer from campus buildings and provision of passive recreational facilities could be provided. In this way, the overall design of the revitalised NTM DC would remain coherent despite falling within different zonings. The Government would take the lead in the overall revitalisation of the NTM DC while working closely with the University Town project proponent(s) to ensure seamless integration between the two portions of the blue-green spine across the NTM NDA, thereby creating a vibrant public realm and contributing to a pleasant environment for living, studying and working; and
- (b) the east-west-running NTM DC, spanning about 2.2 km, was leveraged to form a multi-functional blue-green spine that would become a landmark of the NTM

NDA. No specific reference was made to any single foreign example. The areas along both sides of the NTM DC were intended for open spaces/NBAs to serve as a continuous green scenic and commuting corridor equipped with pedestrian passageways and cycle tracks. The spine was about 80m wide, excluding the revitalised waterbody, and each riparian area retained a minimum width of about 20m to 30m. Public space and activity areas would feature landscaped elements and passive recreational facilities for strolling and gathering. Key focal points, such as the Riverside Park with softscape for diverse recreation and the Station Plaza, a dynamic arrival and transition space fronting the planned NTM Station, would be interconnected by the multi-functional blue-green spine, enhancing spatial cohesion and reinforcing the overall identity of the NDA.

### *Open Space*

59. Two Members raised the following questions:

- (a) how the design of the public open space within the planned NTM Station and Depot and its topside development on the Recommended Outline Development Plan (RODP) of the Study was reflected on the OZP; and
- (b) whether the open space above the planned NTM Station and Depot would be accessible by the public, how public open spaces at different levels would be linked together, and how to ensure an integrated design.

60. 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 was formulated based on the RODP of the Study. Under the RODP, the planned NTM Station and its Depot, together with its topside development, were intended to be an integrated development. To demarcate the residential development and the public open space intended to be provided in the eastern part of this integrated development, two different zonings were designated on the RODP. This concept was then translated onto the OZP, with appropriate

statutory development control on future development and flexibility especially in the layout and design of the public open space. The entire planned NTM Station and Depot, together with the topside development, was then proposed to be designated as one single zoning i.e. “OU” annotated “Railway Station and Depot with Commercial and Residential Development and Public Open Space” (“OU (RSD with CRD and POS)”) on the OZP. The requirement to provide a public open space in the eastern part of Area (a) atop the railway depot was also specified in the Notes of the OZP. This would also be further examined in the master layout plan to be submitted for approval under future land document(s); and

- (b) all public open spaces including those zoned “O” and that atop the planned NTM Station and Depot within the “OU (RSD with CRD and POS)” zone on the OZP, would be publicly accessible. Under the urban design framework, a comprehensive network of public open spaces interconnected with the east-west blue-green spine and various focal points was proposed. This open space network would also provide connectivity from the Station Plaza to the Integrated Hospital at the eastern part of the NTM NDA and to the neighbouring residential developments at the western part of the NTM NDA through a 24-hour weather-proof and barrier-free public passageway. As the majority of open spaces, including the Station Plaza, Riverside Park and the area along the NTM DC, were at-grade and the public open space atop the planned NTM Station and Depot could be accessed via a staircase, the level difference issue could be addressed. Except for the open space within the topside development of the planned NTM Station and Depot, all other open spaces would be designed and developed by the Government in a holistic manner. The requirement to submit a master layout plan under future land document(s) would ensure a harmonious design and connectivity of the open spaces including pedestrian connection between the “OU (RSD with CRD and POS)” zone and the broader open space network.

### *Climate*

- 61. A Member raised the following questions:

- (a) the NTM NDA was situated in a valley surrounded by Ngau Tam Shan to the east and Kai Kung Leng and Lung Tam Shan to the south. As the temperature tended to be higher than that in other areas in summer, additional greening should be incorporated to avoid drastic temperature change. The prevailing wind was generally from the east, with southeasterly wind dominating during summer. As the air ventilation performance was relatively weak at the Integrated Hospital according to the assessment conducted based on the RODP, how the impact would be mitigated; and
- (b) whether the BH of up to 220mPD for the topside development atop the planned NTM Station and Depot would create a wall effect, blocking the sunlight and wind of San Wai Tsuen, which lay downwind to its west.

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

- (a) according to the Air Ventilation Assessment - Detailed Study (AVA-DS), the prevailing wind direction was from the northeast and east, passing through Ngau Tam Shan and along the valley formed by the surrounding mountain terrain. Under the urban design and landscape framework, a number of breezeways as well as the alignments of land parcels and road networks were planned along the prevailing wind directions, with due regard to the surrounding topography to ensure effective wind penetration and improve the pedestrian wind environment of development sites. For instance, a breezeway strategically planned along the east-west multi-functional blue-green spine would facilitate wind penetration in the NTM NDA when the wind came from the mountain gorge in the east. These breezeways would be taken into account during the detailed design of the layout of individual buildings on each land parcel; and
- (b) an area zoned “GB” between San Wai Tsuen and the topside development of the planned NTM Station and Depot served as a green buffer and spatial relief between the existing village and the NTM NDA. To provide a reasonable transition between San Wai Tsuen and the NTM NDA, open spaces, low-rise

GIC facilities and lower residential development would be suitably planned along the peripheral area in between.

63. The same Member further asked whether the NTM DC and associated flood prevention measures could cope with sustained heavy rainfall originating from the southeast. In response, Mr Benjamin K.H. Chan, PM(W), CEDD, with the aid of a PowerPoint slide, said that for the purposes of reducing flood risk and enhancing climate resilience, the existing 2.2 km-long NTM DC would be revitalised to a blue-green spine. The width of its waterbody would be expanded from the present about 15m - 25m to about 26m - 40m, thereby increasing its hydraulic capacity. Underground drainage retention tanks with a capacity of about 50,000m<sup>3</sup> to 60,000m<sup>3</sup> were proposed near the NTM DC. These flood attenuation facilities would retain stormwater when the water level of the NTM DC exceeded a certain level. In addition, the proposed site formation level of future land parcels would generally be raised to above 6.5mPD to mitigate flood risk. The planting of native vegetation and creation of wildlife habitats (e.g. through the provision of natural substrates) along the revitalised NTM DC could promote environmental sustainability.

#### *Utilities*

64. Some Members raised the following questions:

- (a) whether common utility tunnel would be installed, in particular at major road crossings, to minimise the need for road excavation works with a view to reducing surface disruption and enhancing maintenance efficiency, and whether district cooling and greywater recycling systems would be adopted in the NTM NDA; and
- (b) how the sewage treatment process was planned, whether the fresh and reclaimed water service reservoirs under the STT development would supply recycled water for use in the University Town, and which type of water would be used for toilet flushing.

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

- (a) for the detailed design of public utilities, a liaison group with utilities undertakers would be formed to coordinate the requirements and alignments of various public utility pipelines. To minimise future road opening works, the locations and arrangements of ducts and pipes would be planned in advance. Stakeholders including the Fire Services Department and various utility undertakers would be consulted throughout the process. Subject to its overall cost-effectiveness, repair and maintenance efficiency, fire safety and ventilation requirements, the use of a common utility tunnel at appropriate busy junction(s) would be evaluated as appropriate. For instance, laying high-energy electricity cables in soil would enable more effective cooling than within a tunnel, whereas gas lines should be excluded from tunnels due to leakage risks. Technical feasibility assessments for implementing a common utility tunnel at busy road junctions were under review, taking into account factors such as cost-effectiveness, user requirements, construction sequencing, methodology and long-term maintenance. For district cooling, it was proposed that the University Town and Integrated Hospital each should develop their own on-site water-cooling systems (or facilities with similar functions) to promote energy efficiency, conservation and carbon reduction. Flexibility would be allowed for the project proponent(s) to adopt the most suitable means to serve the cooling purpose; and
- (b) detailed planning of the sewage treatment in the NTM NDA had been carried out, with the fresh and reclaimed water service reservoirs at STT providing both fresh and recycled water to both STT and NTM areas. Sewage collected would be pumped to San Tin Effluent Polishing Plant (EPP) for treatment under most circumstances. When San Tin EPP reached capacity, the sewage would first be diverted to Nam Sang Wai Sewage Pumping Station, and subsequently to Yuen Long EPP. Recycled water would be used for toilet flushing in the NTM NDA.

66. Ms Pecvin P.W. Yong, DD/NMCO, DEVB supplemented that common utility tunnels were planned at busy road junctions of STT to minimise traffic disruption. Similar implementation in other NDAs would be assessed holistically, taking into account cost, technical feasibility and other relevant considerations.

### *GIC and Supporting Facilities*

67. A Member appreciated that an inclusive community would be fostered in the NTM NDA through community-building initiatives and enhanced connectivity and accessibility. Noting that Item A2 was proposed for “G/IC” zoning on the OZP, two Members asked whether health and wellness services would be promoted at this site, leveraging its proximity to the University Town and the Integrated Hospital. Such a location would also provide practical training opportunities for students in related disciplines. The long-term development of the health and wellness industry should therefore be taken into consideration. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that to facilitate an inclusive and cohesive community through land use planning, place-making initiatives and urban design concepts, high-quality and vibrant public spaces, dynamic streetscape, and pleasant walking and cycling environment would be adopted at the detailed design stage to foster creativity and social interaction. Various focal points were planned in the NTM NDA. One of the key focal points was located at the plaza area around the planned NTM Station, encompassing the Station Plaza and the Riverside Park. The Riverside Park would be connected with the public open space at the topside development of the planned NTM Station and Depot via a staircase to create an inviting setting. Another key focal point was located at the primary access point of the blue-green spine, which would also serve as a gateway and visual anchor of the University Town. These focal points would be interconnected by the multi-functional blue-green spine along the revitalised NTM DC and pedestrian and cycling linkages to strengthen spatial and social cohesion. The “G/IC” zone under item A2 to the south of the NTM NDA was intended for government reserve purpose, within which social welfare facility was always permitted, providing opportunities for practice related to the health and wellness industry. Ms Pecvin P.W. Yong, DD/NMCO, DEVB added that in relation to the health and wellness industry, a neighbourhood elderly centre would be provided at one of the private housing sites zoned “R(A)2”. The development of the health and wellness industry in a large scale would be further explored in the NM.

68. A Member expressed concerns as to whether supporting facilities would be available in time when residents moved into the NTM NDA. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB said that NMCO would oversee the development schedule of the NDA and monitor the provision of supporting facilities. Taking KTN NDA, where the expected population intake of public housing starting from 2026 might not be entirely in line with the planned KTN Station to

be in operation in 2027, as an example, NMCO had been liaising with the Housing Department regarding the provision of catering and retail facilities through timely tendering to meet the needs of the residents as far as practicable. Necessary public transport and pedestrian connections would also be provided.

69. Noting that there was a shortage of more than 2,000 hospital beds in Yuen Long District, and the BH restriction of the Integrated Hospital was 140mPD whereas that of Queen Mary Hospital with 1,700 beds was 300mPD, a Member enquired about the capacity of the Integrated Hospital and whether its BH restriction should be relaxed. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that comparison with Queen Mary Hospital might not be appropriate due to its uphill location with high site formation level. The site formation level of the Integrated Hospital was estimated to range between 10mPD and 16mPD, and hence its absolute BH would be about 124m to 130m. The Health Bureau had been consulted on the hospital capacity when conducting the technical assessments. A maximum of 3,000 beds would be provided, subject to detailed design review under the Hospital Development Plan. Nevertheless, given the large population in Yuen Long District, there remained a shortage of about 2,400 hospital beds.

#### *Others*

70. Some Members raised the following questions:

- (a) there were overhead electricity lines in the south as shown on the RODP, but those lines were not found in the artist's impression of the future NTM NDA. There were concerns on whether the Government had plans to convert the overhead electricity lines to underground, whether buffer would be provided for these overhead electricity lines, and whether the topside development of the planned NTM Station and Depot would be affected; and
- (b) as Kai Kung Leng was a popular scenic spot from which the development of the NM could be viewed, whether improvement to Kai Kung Leng with tree planting, enhanced access and visitor facilities would be made to create a natural open space and recreational area for the NM communities.

71. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of a PowerPoint slide, made the following main points:

- (a) overhead electricity lines were common in the New Territories. Two sets of overhead electricity lines to the south of the NTM NDA were depicted on both the OZP and RODP. In delineating the NTM NDA, the Study had already taken into consideration the alignment and buffer zone required for these overhead electricity lines. Technical assessments conducted, including the EIA under the Study, had concluded that there would be no significant impact arising from the existing overhead electricity lines. These lines would be retained in-situ, and be taken into account when formulating the layout and design of the proposed developments. It was not necessary to be specified as a requirement in the OZP; and
- (b) Kai Kung Leng formed the mountain backdrop of the NTM NDA in the south. It mainly fell within the Lam Tsuen Country Park and its buffer area was zoned “Conservation Area” on the OZP. Members’ suggestion would be relayed to relevant B/Ds for consideration.

72. Ms Pecvin P.W. Yong, DD/NMCO, DEVB supplemented that Members’ comments on Kai Kung Leng were noted. Apart from Kai Kung Leng, the Sam Po Shue Wetland Conservation Park with an area of 338 ha in STT and the Long Valley Nature Park in KTN would together provide vast leisure areas for enjoyment by I&T talents.

73. As Members had no further questions to raise, the Chairperson concluded that all Members were in agreement with the proposed amendments and the exhibition of the OZP for public inspection for 2 months. The representations received, if any, would be submitted to the Board for consideration. A site visit of the NTM NDA would be arranged before the hearing. Members also agreed that PlanD would revise the ES of the OZP to reflect Members’ suggestions related to enhancing connectivity to the surrounding mountainous areas for recreational activities and adopting eco-friendly/bird-friendly building design.

[Post-meeting notes: Paragraphs 9.1.10 and 9.1.11 of the ES of the OZP were revised to reflect Members’ suggestions as follows:

“Urban-Rural Integration

9.1.10 While the existing habitats within the NTM NDA has 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*. *These natural resources also offer opportunities for eco-friendly recreational activities such as hiking and attractive viewing points for the developments in the Northern Metropolis. 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. ....*

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 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 design to minimise 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.. .....”]

74. After deliberation, the Town Planning Board (the Board) decided to:

- (a) agree to the proposed amendments to the approved Ngau Tam Mei (NTM) Outline Zoning Plan (OZP) No. S/YL-NTM/14 and that the draft NTM OZP No. S/YL-NTM/14A at Attachment II of the Paper (to be renumbered as S/YL-NTM/15 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance) and;

- (b) adopt the revised Explanatory Statement (ES) for the draft NTM OZP No. S/YL-NTM/14A at Attachment IV of the Paper subject to the revision in the post-meeting notes above (to be renumbered as S/YL-NTM/15 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP and the revised ES will be published together with the OZP.

75. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

76. The Chairperson thanked the government representatives and the consultants for attending the meeting. They left the meeting at this point.

**Agenda Item 5**

[Open Meeting]

**Any Other Business**

[The item was conducted in Cantonese.]

~~77.~~ There being no other business, the meeting was closed at 1:25 p.m.