

行政及發展局行政會議於2025年8月9日通過修訂條例(第19條)批准北潭尾主幹方案。有關方案所建議的鐵路線在圖則中顯示，只供參考之用。
 THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR THE NORTHERN LINK MAIN LINE AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE RAILWAYS ORDINANCE (CHAPTER 519) ON 8.4.2025 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

牛潭尾排水渠(有待詳細設計)
 NGAU TAM MEI DRAINAGE CHANNEL (SUBJECT TO DETAILED DESIGN)

圖例 NOTATION

ZONES		地帶
RESIDENTIAL (GROUP A)	R(A)	住宅(甲類)
RESIDENTIAL (GROUP C)	R(C)	住宅(丙類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
RECREATION	REC	康樂
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)	其他指定用途(美化市容地帶)
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站(地下)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
PLANNING AREA NUMBER	[Symbol]	規劃區編號
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	[Symbol]	最高建築物高度(樓層數目)
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
RESIDENTIAL (GROUP A)	10.50	1.92	住宅(甲類)
RESIDENTIAL (GROUP C)	35.91	6.57	住宅(丙類)
VILLAGE TYPE DEVELOPMENT	32.12	5.87	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	33.47	6.12	政府、機構或社區
OPEN SPACE	12.57	2.30	休憩用地
RECREATION	8.26	1.51	康樂
OTHER SPECIFIED USES	65.26	11.93	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	0.29	0.05	其他指定用途(美化市容地帶)
GREEN BELT	132.61	24.25	綠化地帶
CONSERVATION AREA	185.78	33.97	自然保育區
MAJOR ROAD ETC.	30.08	5.51	主要道路等
TOTAL PLANNING SCHEME AREA	546.85	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，現經修訂並按照城市規劃條例第5條展示。
 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/YL-NTM/14 的修訂 AMENDMENTS TO APPROVED PLAN No. S/YL-NTM/14

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE		按照城市規劃條例第5條展示的修訂
AMENDMENT ITEM A1	[Symbol]	修訂項目 A 1 項
AMENDMENT ITEM A2	[Symbol]	修訂項目 A 2 項
AMENDMENT ITEM A3	[Symbol]	修訂項目 A 3 項
AMENDMENT ITEM A4	[Symbol]	修訂項目 A 4 項
AMENDMENT ITEM A5	[Symbol]	修訂項目 A 5 項

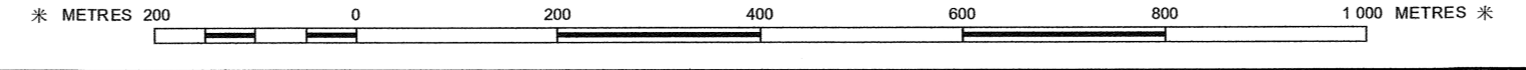
(參看附表) (SEE ATTACHED SCHEDULE)

2025年10月31日 按照城市規劃條例第5條展示的核准圖編號 S/YL-NTM/14 的修訂
 AMENDMENTS TO APPROVED PLAN No. S/YL-NTM/14 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 31 OCTOBER 2025

Ms Donna Tam 譚燕萍
 SECRETARY 城市規劃委員會秘書
 TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的牛潭尾分區計劃大綱圖
 TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
 NGAU TAM MEI - OUTLINE ZONING PLAN

SCALE 1:7 500 比例尺



規劃署遵照城市規劃委員會指示擬備
 PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/YL-NTM/15

**SCHEDULE OF AMENDMENTS TO
THE APPROVED NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/14
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

Item A1 – Rezoning of the area covered by the Ngau Tam Mei New Development Area (NTM NDA) from “Comprehensive Development Area” (“CDA”), “Residential (Group C)”, “Residential (Group D)” (“R(D)”), “Green Belt” (“GB”), “Industrial (Group D)” (“I(D)”) and “Recreation” (“REC”) to the following zonings:

- (a) one site in Area 4C to be zoned as “Residential (Group A) 1” (“R(A)1”) with stipulation of building height restriction (BHR);
- (b) four sites in Areas 3D, 3F, 4A and 4B to be zoned as “Residential (Group A)2” with stipulation of building height restrictions and designation of non-building area (NBA);
- (c) four sites in Areas 3B, 4D, 4E and 4F to be zoned as “Government, Institution or Community” (“G/IC”);
- (d) two sites in Areas 2 and 3D to be zoned as “Government, Institution or Community (1)” with stipulation of building height restrictions;
- (e) six sites in Areas 3G, 4D, 4E and 4F to be zoned as “Open Space” (“O”);
- (f) one site in Area 4A to be zoned as “Open Space (1)”;
- (g) four sites in Areas 1A, 1B, 1C and 1D to be zoned as “Other Specified Uses” (“OU”) annotated “University Town” (“OU(UT)”) with stipulation of BHRs and designation of NBAs;
- (h) one site in Area 3A to be zoned as “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 building height restrictions;
- (i) two sites in Area 3G to be zoned as “OU” annotated “Amenity Area” (“OU(A)”);
- (j) two sites in Areas 3C and 3E to be zoned as “GB”; and
- (k) a site across the NTM NDA to be shown as ‘Road’.

Item A2 – Rezoning of a site to the south of the NTM NDA from “I(D)” to “G/IC”.

- Item A3 – Rezoning of a site to the south-east of Wai Tsai from “R(D)” to “Village Type Development” (“V”).
- Item A4 – Rezoning of a site to the south of the NTM NDA from “CDA” to “GB”.
- Item A5 – Rezoning of a site to the east of Sheung Chuk Yuen from “CDA” to “V”.

Showing the railway schemes of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Northern Link Main Line authorised by Chief Executive in Council under the Railways Ordinance (Chapter 519) on the Plan for information.

II. Amendments to the Notes of the Plan

- (a) Revision to paragraph (3) of the covering Notes in accordance with the Master Schedule of Notes to Statutory Plans.
- (b) Revision to paragraphs (8)(b) and (c) of the covering Notes to allow provision, maintenance or repair of light rail/green transit system stop or lay-by, light rail track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, and small unmanned aircraft take-off and landing facilities; and to allow maintenance or repair of grave respectively, on land falling within the boundaries of the OZP except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) of the covering Notes in relation to areas zoned “Conservation Area” (“CA”).
- (c) Deletion of the Notes for “CDA”, “R(D)” and “I(D)” zones.
- (d) Incorporation of a new set of Notes for “R(A)” zone with development restrictions and requirements, including incorporation of ‘Government Refuse Collection Point’, ‘Public Convenience’ and ‘Public Vehicle Park (excluding container vehicle)’ under Column 1 of the Notes for “R(A)” zone.
- (e) Revision to the Remarks of the Notes for “R(C)” zone by removing the control of site coverage for building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan; and revision the plot ratio exemption clause to clarify the provision related to caretaker’s quarters and recreational facilities.
- (f) Revision to the Remarks of the Notes for “V” zone on the clauses related to filling of pond or excavation of land.
- (g) Incorporation of ‘Flat (Government Staff Quarters only)’ under Column 1 and consequential revision of ‘Flat’ to ‘Flat (not elsewhere specified)’ under Column 2 of the Notes for “G/IC” zone.
- (h) Revision to the Remarks of the Notes for “G/IC” zone to incorporate building height restriction in terms of metres above Principal Datum for “G/IC(1)” sub-zone.

- (i) Incorporation of a new set of Notes for “O” zone, including incorporation of ‘Public Utility Installation (underground only)’ and ‘Public Vehicle Park (excluding container vehicle) (underground only)’ under Column 1; and incorporation of ‘Eating Place’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’ on land designated “O(1)” sub-zone only under Column 1.
- (j) Incorporation of a new set of Notes for “OU(UT)” with development restrictions.
- (k) Incorporation of a new set of Notes for “OU(RSE with CRD and POS)” zone with development restrictions and requirements.
- (l) Incorporation of a new set of Notes for “OU(A)” zone.
- (m) Revision to the Remarks of the Notes for “GB” zone on the clauses related to filling of pond/land or excavation of land.
- (n) Incorporation of ‘Country Park’ under Column 1 of the Notes for “GB” and “CA” zone in accordance with the Master Schedule of Notes to Statutory Plans.
- (o) Revision to the Remarks of the Notes for “R(C)”, “V”, “G/IC” and “REC” zones on relaxation clause.
- (p) Revision to the Chinese translation of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “G/IC” zone in accordance with the Master Schedule of Notes to Statutory Plans.

Town Planning Board

31 October 2025

《牛潭尾分區計劃大綱草圖編號 S/YL-NTM/15》
Draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15

申述人名單
Index of Representations

申述編號 Representation No.	提交編號 Submission No.	申述人名稱 Name of Representer
TPB/R/S/YL-NTM/15-R1	TPB/R/S/YL-NTM/15-S7	Hantec Investment Limited
TPB/R/S/YL-NTM/15-R2	TPB/R/S/YL-NTM/15-S11	Perfect Grand Development Limited
TPB/R/S/YL-NTM/15-R3	TPB/R/S/YL-NTM/15-S1	Choong Yin Lee
TPB/R/S/YL-NTM/15-R4	TPB/R/S/YL-NTM/15-S8	Mary Mulvihill
TPB/R/S/YL-NTM/15-R5	TPB/R/S/YL-NTM/15-S4	Maritime Development Limited
TPB/R/S/YL-NTM/15-R6	TPB/R/S/YL-NTM/15-S2	Dr. Poomintr Sooksripaisarnkit
TPB/R/S/YL-NTM/15-R7	TPB/R/S/YL-NTM/15-S12	吳日章
TPB/R/S/YL-NTM/15-R8	TPB/R/S/YL-NTM/15-S12	吳燦輝
TPB/R/S/YL-NTM/15-R9	TPB/R/S/YL-NTM/15-S12	吳業能
TPB/R/S/YL-NTM/15-R10	TPB/R/S/YL-NTM/15-S3	長春社 The Conservancy Association
TPB/R/S/YL-NTM/15-R11	TPB/R/S/YL-NTM/15-S5	嘉道理農場暨植物園公司 Kadoorie Farm and Botanic Garden
TPB/R/S/YL-NTM/15-R12	TPB/R/S/YL-NTM/15-S6	世界自然(香港)基金會 World Wide Fund For Nature Hong Kong
TPB/R/S/YL-NTM/15-R13	TPB/R/S/YL-NTM/15-S9	香港園境師學會 The Hong Kong Institute of Landscape Architects
TPB/R/S/YL-NTM/15-R14	TPB/R/S/YL-NTM/15-S10	香港觀鳥會 The Hong Kong Bird Watching Society

公眾可於規劃署的規劃資料查詢處及城市規劃委員會網頁
<https://www.tpb.gov.hk/tc/plan_making/S_YL-NTM_15.html> 查閱就《牛潭尾分區計劃大綱草圖編號 S/YL-NTM/15》提出的申述。

Representations in respect of the Draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15 are available for public inspection at the Planning Enquiry Counters of the Planning Department and on the Town Planning Board's website at <https://www.tpb.gov.hk/en/plan_making/S_YL-NTM_15.html>.

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Branch Office**

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18 December 2025

By Registered Post and Fax

West Development Office
Civil Engineering and Development Department

**Environmental Impact Assessment (EIA) Ordinance, Cap. 499
Application for Approval of EIA Report**

**Project Title: Development at Ngau Tam Mei Area
(Application No. EIA-316/2025)**

I refer to your application received on 13 August 2025 for approval of an EIA report under Section 6(2) of the EIA Ordinance and our previous letter of 30 September 2025 advising you to exhibit the EIA report for public inspection in accordance with Section 6(4) of the EIA Ordinance.

Having considered the public comments received during the public inspection period and the comments from the Advisory Council on the Environment (ACE) given to us on 12 December 2025, I now advise you under Section 8(3) of the EIA Ordinance that the above EIA report as exhibited under Section 7(1) of the EIA Ordinance is approved subject to the conditions at **Annex 1**.

I would like to highlight the following concerning the EIA report approval conditions:

- (i) According to the EIA Report, detailed design of the proposed wetland compensation site would be included in the Habitat Creation and Management Plan (HCMP) during the detailed design stage. The **Condition (1)** is to require the Project Proponent to provide a detailed HCMP as recommended in the EIA Report to the Director of Environmental Protection (DEP) for approval no later than 3 months before commencement of construction of the Project.

- (ii) In addition, according to the EIA Report, detailed design of the proposed revitalisation works with provision of natural substrates that would encourage colonisation of flora and freshwater fauna in the bottom and banks of the revitalised watercourses would be provided. The **Condition (2)** is to require the Project Proponent to submit an Implementation Plan for Ecological Enhancement Features Design (IPEEFD) for the revitalisation of Ngau Tam Mei Drainage Channel (NTMDC) to the DEP for approval no later than 3 months before the commencement of construction of the Project.
- (iii) In line with the EIA Report, the **Condition (3)** is to establish a well-represented Environmental Committee (EC) which would provide professional and stakeholders' advice on the preparation of the HCMP and 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.
- (iv) According to the EIA Report, appropriate mitigation measures would be adopted since the construction phase of the Project, such as use of non-transparent or non-glaring materials on buildings and noise barriers. The **Condition (4)** is to require the Project Proponent to substantiate the proposal by submitting a Bird-friendly Design Guideline for buildings within the Project area to the DEP for approval before commencement of construction of the Project.

It should be noted that the approval of the EIA report shall not relieve you of the responsibility to comply with other legislation or Government requirements for implementing the Project.

Under Section 15 of the EIA Ordinance, the approved EIA report (Register No.: AEIAR - 271/2025) will be placed on the EIA Ordinance Register. The approved EIA report and the conditions of approval will also be placed on the EIA Ordinance website (<https://www.epd.gov.hk/eia/en/index.html>).

Should you have any queries concerning the above, please contact my colleague Dr. Karen LEE at 2835 1153.

Yours sincerely,



(Ms. Clara U)

Principal Environmental Protection Officer
for Director of Environmental Protection

Encl.

c.c. (w/o encl.)

ACE EIA Subcommittee Secretariat
(Attn. : Executive Officer(Cross Boundary Division)1)

**Environmental Impact Assessment (EIA) Ordinance, Cap. 499
Application for Approval of EIA Report**

Project Title: Development at Ngau Tam Mei Area

Reference of the Approved EIA Report in the Register: AEIAR-271/2025

Conditions of Approval under Section 8(3) of the EIA Ordinance

- (1) The Project Proponent shall submit a detailed Habitat Creation and Management Plan (HCMP) for the wetland compensation area as recommended in the EIA Report to the Director of Environmental Protection (DEP) for approval no later than 3 months before commencement of construction of the Project. The HCMP shall set out design details (including specifications for the target habitats and species), location of wetland compensation, implementation schedule in table form to clearly list out the measures to be implemented, implementation party, implementation programme, environmental performance required for implementation of the measures, management strategy and ecological monitoring and audit requirements of the wetland compensation area. The Project Proponent shall consult the Agriculture, Fisheries and Conservation Department (AFCD) on the HCMP prior to submission to the DEP.
- (2) The Project Proponent shall submit an Implementation Plan for Ecological Enhancement Features Design (IPEEFD) for the revitalisation of Ngau Tam Mei Drainage Channel (NTMDC) to the DEP for approval no later than 3 months before the commencement of construction of the Project. The IPEEFD covers scopes of the ecological enhancement and the development of the open space and riparian zones. Regarding the ecological enhancement, IPEEFD shall i) specify the ecological enhancement features, including ecological engineering, creating meanders, provision of natural substrate that would encourage colonisation of flora and freshwater fauna in the channel bed and banks, and “eco-interface” area along the east of the Project, etc., to be adopted in the Project to enhance its ecological value; ii) include the design of the ecological enhancement features and iii) include the implementation plan. Regarding the development of the open space and riparian zones along NTMDC, IPEEFD shall include the detailed design of these areas. The Project Proponent shall consult relevant government departments (including AFCD, the Drainage Services Department (DSD) and the Planning Department (PlanD)) on the IPEEFD prior to submission to the Director.
- (3) The Project Proponent shall set up an Environmental Committee (EC) with subcommittees no later than 4 months before commencement of construction of the Project. The EC shall advise on the preparation of the HCMP and 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. The EC should have a wide representation such as representatives of relevant

government departments (including AFCD and DSD), future land users adjacent to NTMDC (including the university town and the integrated hospital) as well as green groups and academics. The list of members and terms of reference of the EC shall be submitted to the DEP for approval.

- (4) The Project Proponent shall submit a Bird-friendly Design Guideline for buildings and noise barriers within the Project area to the DEP for approval before commencement of construction of the Project. The Guideline should provide measures to minimise threat to birds including window-collision. The Project Proponent shall consult relevant government departments (including AFCD, PlanD and LandsD) on the Guideline prior to submission to the DEP, to ensure that the Guideline shall be incorporated through the relevant administrative process for adoption by future land users.

- END -

Environmental Protection Department
December 2025

“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)

[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 1,410,000m² 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 86,500m² 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 50,000m³ to 60,000m³ 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.

香港特別行政區
第七屆元朗區議會
第十一次會議記錄

日期：2025年10月14日（星期二）

時間：下午2時正至下午5時10分

地點：元朗橋樂坊2號元朗政府合署13樓元朗區議會會議廳

出席者

主席：胡天祐先生，JP
議員：文亦揚議員
文祿星議員，MH
文嘉豪議員，JP
王偉樑議員
王曉山議員
司徒駿軒議員
何曉雯議員
余仲良議員
呂堅議員，MH
李啟立議員
李靜儀議員
沈豪傑議員，BBS，JP
林宗賢議員
林偉明議員
林添福議員，MH
林慧明議員
姚國威議員，MH
施駿興議員
徐君紹議員
徐偉凱議員
袁敏兒議員，MH
馬淑燕議員，MH
張偉琛議員
梁明堅議員
梁業鵬議員
莊健成議員，MH，JP
陳嘉輝議員
陳燕君議員

湛家雄議員， BBS， MH， JP
湯德駿議員
程振明議員
馮振榮議員
黃元弟議員， MH
黃紹聰議員
黃煒鈴議員
黃穎灝議員
趙秀嫻議員， MH
劉桂容議員
鄧志強議員， MH
鄧善恒議員
鄧賀年議員， MH
鄧鎔耀議員
賴玥均議員
譚德開議員
蘇 淵議員

秘書： 譚裕欣女士 元朗民政事務處高級行政主任（區議會）
助理秘書： 黃卓湓女士 元朗民政事務處一級行政主任（區議會）

列席者

高倬煒先生 元朗民政事務助理專員（1）
曾 進先生 元朗民政事務助理專員（2）
劉詩雅女士 元朗民政事務處高級聯絡主任（1）
徐寶玲女士 元朗民政事務處高級聯絡主任（2）
柯麗琴女士 元朗民政事務處高級聯絡主任（3）
劉曉立先生 元朗民政事務處高級聯絡主任（4）
何喜明先生 土木工程拓展署高級工程師／4（西）
陳澤森先生 地政總署地政專員／元朗（元朗地政處）
張浩文先生 地政總署行政助理／地政（元朗地政處）
楊 軍先生 房屋署高級房屋事務經理／屯門及元朗二
石陳麗樺女士 社會福利署元朗區福利專員
郭明幹先生 食物環境衛生署元朗區環境衛生總監
陳潤琨先生 食物環境衛生署元朗區衛生總督察 3
陳金菊女士 香港警務處元朗警區指揮官
劉鴻燕女士 香港警務處元朗警區警民關係主任

陳少蘭女士	康樂及文化事務署元朗區副康樂事務經理（分區支援）
翁惠思女士	教育局總學校發展主任（元朗）
鄧偉立先生	規劃署高級城市規劃師／元朗西 1
張子洋先生	運輸署總運輸主任／新界西北

議程第二及三項

翁佩雲女士，JP	發展局北部都會區統籌辦事處副主任
吳劍偉先生	發展局北部都會區統籌辦事處規劃及發展組（2）組長
盧玉敏女士	規劃署粉嶺、上水及元朗東規劃專員
趙柏謙先生	規劃署高級城市規劃師／元朗東 1
陳家豪先生，JP	土木工程拓展署西拓展處處長
李志灝先生	土木工程拓展署總工程師／西 4
謝海賢先生	土木工程拓展署高級工程師／7（西）
盧靜怡女士	土木工程拓展署高級工程師／23（西）
陳建通先生	地政總署總產業測量師（土地徵用組）
袁仕俊先生	地政總署首席地政主任／元朗工程項目（土地徵用組）

議程第五項

朱永豪醫生	衛生署高級牙科醫生（護齒同行）
林定楓先生	衛生署營運總監（社區牙科服務）

議程第六項

王嘉強先生	環境保護署高級機電工程師（電動車）2
馬俊豪先生	環境保護署機電工程師（電動車）11

議程第七項

沈樂然先生	水務署工程師／新界西區（分配 5）
梁明意女士	水務署水務化驗師／水源管理 3

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歡迎詞

主席歡迎各位議員及部門代表出席第七屆元朗區議會的第十一次會議。

2. 主席代表元朗區議會歡迎以下政府部門代表出席會議：
- (1) 規劃署高級城市規劃師／元朗西 1 鄧偉立先生，頂替屯門及元朗西規劃專員區晞凡先生出席會議；
 - (2) 土木工程拓展署（土拓署）高級工程師／4（西）何喜明先生，頂替總工程師／西 1 林仲賢先生出席會議；
 - (3) 房屋署高級房屋事務經理／屯門及元朗二楊軍先生，頂替物業管理總經理（屯門及元朗）黃俊雄先生出席會議；及
 - (4) 康樂及文化事務署元朗區副康樂事務經理（分區支援）陳少蘭女士，頂替總康樂事務經理（新界北）譚安琪女士及元朗區康樂事務經理林子健先生出席會議。

第一項：通過元朗區議會 2025 年 7 月 29 日舉行的第十次會議記錄

3. ~~議員通過元朗區議會 2025 年 7 月 29 日舉行的第十次會議記錄。~~

討論事項

第二項：《牛潭尾分區計劃大綱核准圖編號 S/YL-NTM/14》的擬議修訂（元朗區議會文件第 83／2025 號）

第三項：牛潭尾新發展區擬議工地平整和基礎設施工程（元朗區議會文件第 84／2025 號）

4. 主席表示，由於議程第二項及第三項均與牛潭尾發展項目有關，因此將會合併討論。他請議員參閱第 83 號及 84 號文件，並歡迎發展局北部都會區統籌辦事處（北都辦）、規劃署、土拓署及地政總署以下代表出席會議：

發展局北都辦副主任	<u>翁佩雲女士，JP</u>
發展局北都辦規劃及發展組（2）組長	<u>吳劍偉先生</u>
規劃署粉嶺、上水及元朗東規劃專員	<u>盧玉敏女士</u>
規劃署高級城市規劃師／元朗東 1	<u>趙柏謙先生</u>
土拓署西拓展處處長	<u>陳家豪先生，JP</u>
土拓署總工程師／西 4	<u>李志灝先生</u>
土拓署高級工程師／7（西）	<u>謝海賢先生</u>
土拓署高級工程師／23（西）	<u>盧靜怡女士</u>

地政總署總產業測量師（土地徵用組）

陳建通先生

地政總署首席地政主任／元朗工程項目（土地徵用組）

袁仕俊先生

5. 發展局北都辦翁佩雲女士，JP、規劃署趙柏謙先生及土拓署陳家豪先生，JP簡介《牛潭尾分區計劃大綱核准圖編號 S/YL-NTM/14》的擬議修訂及牛潭尾新發展區擬議工地平整和基礎設施工程。

6. 鄧鎔耀議員查詢當局在牛潭尾新發展區鋪設的地下電纜與其他公用設施（例如煤氣、水管及電訊電纜等）的擬議安排。有別於現時在行車道下鋪設地下設施的慣常做法，他建議當局考慮於行人路或另設專用通道以鋪設地下設施管道，以減低日後進行維修工程期間對市民的影響。

7. 湛家雄議員，BBS，MH，JP支持《牛潭尾分區計劃大綱核准圖》的擬議修訂及大部分經修訂後的土地發展參數。鑑於牛潭尾新發展區設有大學城及綜合醫教研醫院，他預期當區人口對私營房屋的需求將較為殷切，因此支持當局預留較多地作興建私營房屋用途，並認為日後在新田科技城的公營房屋能滿足市民其他居住需求。另外，他查詢綜合醫教研醫院會否提供急症服務。其次，他建議在將活化的牛潭尾排水道兩旁預留更多行人及綠化空間，以打造為新發展區的步行中心及活動樞紐，並沿行人路種植樹木，以綠蔭取代部分行人通道上蓋，從而提升舒適度。此外，他指出新發展區的擬議「住宅（甲類）」地帶的建築物高度偏高，建議下調該地帶的地積比率至約 6 倍，並採用「東高西低」的梯級式設計，以配合米埔飛鳥走廊及自然景觀。另一方面，他查詢收地的具體時間表，他亦支持設立專用安置屋邨，並建議早日向受影響居民作宣傳。他建議預留第 4E 及 4F 區的學校用地作興建國際學校。此外，他建議擴大新田淨水設施容量，以一併處理牛潭尾及凹頭一帶所收集的污水，而無需將部分牛潭尾新發展區的污水經現有南生圍污水泵房運送至元朗淨水設施處理。最後，他查詢擴闊牛潭尾排水道及興建蓄洪池對減低圍仔及新圍水浸風險的預計成效。

8. 文祿星議員，MH指出近日土拓署曾派員與新田鄉鄉事委員會會面，並表示將安排受收地影響的村民入住專用安置屋邨，期望署方能按有關原則作適當安排。由於攸潭美分有南北，現時有兩名村長，他關注若兩村被安置於同一屋邨或會影響日後的村長選舉安排。有見第 1C 區的前攸潭美學校為私人業權土地，他查詢當局是否已徵得相關業權人同意進行發展。最後，他請當局留意攸潭美及圍仔分別為居民村及原居民村，而部分原居民村的設施不能隨意進行改動。

9. 文嘉豪議員，JP支持發展綠色出行，建議當局在規劃「15 分鐘生活圈」及單車網絡時將古洞北新發展區及新田科技城的預計人口增長納入考量。另外，他查詢在擬議發展大綱圖中的專用安置屋邨可容納的住

戶數目。

10. 沈豪傑議員，BBS，JP 指出擬議的北環線牛潭尾站與擬議大學城的東面有一定距離，查詢當局是否會在所有主要道路鋪設單車徑，並建議提供充足單車泊位，以促進綠色出行。另外，他查詢在牛潭尾的專用安置屋邨可容納的住戶數目。其次，他認為興建國際學校有助提高有關地段的吸引力，而能成功為私人發展商提供誘因及吸引海外人才將有利於北部都會區（北都）及擬議私營房屋發展，因此建議預留第 4E 及 4F 區的學校用地作興建國際學校用途，以便海外人才的子女就學。最後，他建議當局在牛潭尾新發展區興建排污設施的同時，一併改善新田鄉村的現有污水系統。

11. 徐君紹議員關注專用安置屋邨是否會優先預留予受牛潭尾發展收地影響的居民入住，並反映居民期望有關專用安置屋邨的入伙時間能與收地時間互相配合，促請當局加快制定安置方案，並與受影響居民保持溝通。另外，他查詢牛潭尾新發展區擬議道路工程會否包括擴闊新田公路，並關注若牛潭尾新發展區日後單依賴新田公路作主要交通出入口，則會容易出現交通瓶頸，因此建議增設其他主要進出道路。

12. 姚國威議員，MH支持有關修訂，並建議完善牛潭尾新發展區的規劃。他查詢土地徵用及收地安排的詳情，並期望當局能儘早與有關持份者達成共識。另外，他查詢當局會否在牛潭尾新發展區或北都其他地塊預留土地興建警務設施。有見及牛潭尾新發展區的主要用地為大學城，他建議將北環線「牛潭尾站」重新命名為「北都大學城站」。另一方面，他關注牛潭尾新發展區停車位供應及道路規劃，並建議當局在規劃時將未來科技應用需要納入考量。最後，他建議當局物色適當位置加設觀景台，供市民俯瞰新發展區景觀，以提高參與度及幸福感。

13. 黃穎灝議員認為牛潭尾新發展區大學城的規模相對較少，並關注擬議的地積比率較低，或會限制土地使用的效益及教育國際化的可能性。另外，他建議將蓄洪池連接至新田其他地區，以提高整體防洪能力。最後，他建議將單車網絡延伸至北區及元朗，以便利綠色旅遊，並在道路預留空間以配合將來無人駕駛的實施。

14. 梁明堅議員建議藉牛潭尾新發展區、新田科技城，乃至整個河套區的排污設備工程一併改善新田鄉村的污水系統。另外，他建議以原村或原鄉安置為原則安排受收地影響的村民入住專用安置屋邨。有見牛潭尾新發展區的住宅及醫院設施與潭尾軍營鄰近，他建議在適當位置加設隔音設施。另一方面，他查詢新田科技城連接路與毗鄰鄉村道路的連接，並關注牛潭尾現有棕地作業的安置安排。

15. 梁業鵬議員查詢牛潭尾新發展區是否僅設有三個均連接至新田公路的對外出入口，如是，則關注一旦新田公路發生交通事故，整個區域的道路網絡也會受到影響，並建議增設其他出入口以提升道路的應變能力。

16. 余仲良議員指出現時屯門區及元朗區均僅設有公立醫院，建議在綜合醫教研醫院用地增設私家醫院。

17. 司徒駿軒議員指出北都大學城將分三地規劃，包括牛潭尾新發展區、新界北新市鎮以及洪水橋／厦村新發展區。為擴大牛潭尾大學城的規模及善用土地資源，他建議將洪水橋／厦村新發展區的大學城地塊併入牛潭尾，並放寬地積比率限制。

18. 林慧明議員支持有關修訂。她亦關注收地賠償安排，並建議當局為寮屋居民（包括提交安置申請所需證明文件）提供適切協助。另外，她促請相關部門完善交通配套，並提供詳細道路及交通安排以供參考。

19. 黃紹聰議員預期牛潭尾新發展區及沙埔一帶的住宅項目發展將進一步加重新田公路及錦繡花園迴旋處的交通負荷，建議當局及早進行道路擴闊工程。

20. 發展局北都辦翁佩雲女士，JP的綜合回應如下：

- (1) 當局已在牛潭尾新發展區預留土地興建專用安置屋邨，安置符合資格的受影響住戶，預計該屋邨可於 2033 年落成。為確保安置安排順暢，當局正研究在該專用安置屋邨落成前，提供過渡性安排的可行性，發展局正與房屋局探討是否能容許合資格入住專用安置屋邨的受影響住戶，先入住位於牛潭尾的過渡性房屋作為過渡安排；
- (2) 除牛潭尾新發展區外，北都其他地區（如新田科技城、洪水橋、粉嶺百和路和古洞北）亦設有或正興建專用安置屋邨，滿足合資格受影響住戶的安置需要；
- (3) 當局會向合資格的棕地作業者提供特惠津貼，亦會在受影響的棕地作業者遷置業務上提供適度協助；
- (4) 牛潭尾新發展區的中小學規劃是根據香港規劃標準與準則的規定而制定的。當局有在附近新田科技城及河套區預留用地供發展國際學校；

- (5) 當局已將北都大學教育城的用地增加至約 100 公頃，當中預留在牛潭尾新發展區的用地約有 52 公頃，洪水橋／廈村新發展區的約有 9 公頃，新界北新市鎮的約有 40 公頃；
- (6) 當局規劃作北都大學教育城的用地，主要是希望配合相關或相鄰新發展區的產業定位，推動「產學研」合作。例如，牛潭尾一帶將配合新田科技城和河套區的整體創科發展，洪水橋一帶可融合鄰近高端專業服務聯動發展，新界北新市鎮一帶則可配合口岸經濟；及
- (7) 當局已於「北都發展委員會」下，成立由政務司司長任組長的「大學城籌劃及建設組」。該小組將會對北都大學教育城用地的發展定位及願景作出建議。至於未來牛潭尾大學教育城的學生及職員數量，將有待進一步確定。

21. 土拓署陳家豪先生，JP 的綜合回應如下：

- (1) 新發展區將設約 8 公里單車徑及約 9 公里行人路，覆蓋大學城、住宅及鐵路站，部分預計較多人流的行人路將設上蓋，近河邊路段將種植樹木以提供遮蔭，區內單車徑亦將會連接現有新界單車徑網絡；
- (2) 牛潭尾站附近及大學城內設公共運輸交匯處，方便市民乘搭或轉乘公共交通工具；
- (3) 地下公共管線一般將優先置於行人路或單車徑下，以減低未來進行維修期間對市民的影響；
- (4) 區內設 D1、L1、L2、L3 路，一些區內道路亦將會連接新田公路及新田科技城（約 1 公里），D1 路將預留彈性以方便未來連接規劃中的北都公路。另外，區內將採用人工智能實時調節交通燈號系統，以進一步提升行車容量；
- (5) 擬議計劃包括擴闊牛潭尾排水道（約 2.2 公里），並在大學城用地內興建約 6 萬立方米蓄洪池，以暫時儲存暴雨時大量雨水，保護下游區域及周邊鄉村，減低水浸風險。排水道亦將進行活化工程包括融入自然生境及以「自然為本」的新一代設計，兩旁亦將設休憩用地及樹木走廊；
- (6) 污水將運至新田淨水設施，亦會研究將部分污水經南生圍泵房運至元朗淨水設施，並將與有關鄉事委員會及渠務署等相關部門進一步探討研究預留彈性連接附近鄉村的可行性；
- (7) 環境評估報告顯示附近軍營預計音量輕微，對牛潭尾新發展區影響屬於可接受水平；

- (8) 區內道路設總長約 1 公里的隔音屏障及減音物料，以進一步減低汽車噪音影響；
- (9) 單車泊位將參考相關的設計要求，並確保泊位充足；
- (10) 將與有關鄉事委員會及渠務署等相關部門進一步探討周邊圍仔等鄉村內的水浸問題；及
- (11) 規劃中的北都公路（初步預計約 2036 年落成）將能分流部分新田公路的車輛，進一步減輕錦綉花園迴旋處壓力。

22. 規劃署盧玉敏女士的綜合回應如下：

- (1) 牛潭尾新發展區的建築物高度輪廓將以北環線牛潭尾站及車廠的上蓋發展為中心（主水平基準上 200 至 220 米），向東西兩邊遞減。大學城及綜合醫教研醫院位於牛潭尾新發展區的東面，建築物高度限制訂明於主水平基準上 50 米至 140 米，用意保留現有的綠色山巒背景，避免遮擋山景。此外，牛潭尾新發展區內的住宅發展的住用地積比率約為 6 至 6.5 倍，平衡了地盡其用的目標與發展對環境可能帶來的影響，當中技術評估亦確認了擬議發展不會造成重大的通風或視覺問題，當局將持續監察日後發展的設計；及
- (2) 北環線牛潭尾站及車廠上蓋發展的建築物高度限制訂明於主水平基準上 200 至 220 米，以打造地標式發展，並形成 15 分鐘生活圈，方便未來新發展區的居民及新發展區周邊現有的村民使用將來發展中所提供的設施。

23. 地政總署陳建通先生表示，署方接受多種住址證明（包括選民登記、入境處人事登記記錄、政府書信、僱主證明等），並設社區聯絡服務隊協助居民，以提供適切支援。

24. 主席總結，議員支持《牛潭尾分區計劃大綱核准圖編號 S/YL-NTM/14》的擬議修訂以及牛潭尾新發展區的擬議方案，並期望有關政策局及政府部門就交通、排污、防洪及收地安排等作進一步研究，並適時諮詢區議會及有關鄉事委員會。

Planning Intentions of the Zones in Relation to the Representation Sites

The planning intentions of the zones in relation to the representation sites mentioned in paragraphs 4.1.1 to 4.1.7 of the Main Paper are as follows:

- (a) the “Residential (Group A)” zone (**Item A1**) is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building;
- (b) the “Village Type Development” zone (**Items A3 and A5**) is intended 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 Town Planning Board;
- (c) the “Government, Institution or Community” zone (**Items A1 and A2**) is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments;
- (d) the “Open Space” zone (**Item A1**) 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 “Open Space (1)”, the open space is intended for in-situ preservation and adaptive reuse of Wai Cheung Ancestral Hall;
- (e) the “Other Specified Uses” (“OU”) annotated “University Town” zone (**Item A1**) 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 research and development and to groom high-calibre talents;
- (f) the “OU” annotated “Railway Station and Depot with Commercial and Residential Development and Public Open Space” zone (**Item A1**) is primarily intended 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;

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- (g) the “OU” annotated “Amenity Area” zone (**Item A1**) is intended primarily for provision of landscaping and planting to enhance the environment; and
- (h) the “Green Belt” zone (**Items A1 and A4**) is intended 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.

**Provision of Major Community Facilities and Open Space
in Yuen Long District Council Area**

Type of Facilities		Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned Provision (including Existing Provision)	
Open Space ^{&}	District Open Space	10 ha per 100,000 persons [#]	160.99 ha	29.15 ha	201.42 ha	+40.43 ha
	Local Open Space	10 ha per 100,000 persons [#]	160.99 ha	117.21 ha	236.88 ha	+75.89 ha
Sports Centre		1 per 50,000 to 65,000 persons [#] (assessed on a district basis)	24	8	21	-3
Sports Ground/Sport Complex		1 per 200,000 to 250,000 persons [#] (assessed on a district basis)	6	2	3	-3
Swimming Pool Complex – standard		1 complex per 287,000 persons [#] (assessed on a district basis)	5	2	3	-2
District Police Station		1 per 200,000 to 500,000 persons (assessed on a regional basis)	3	1	3	0
Divisional Police Station		1 per 100,000 to 200,000 persons (assessed on a regional basis)	8	4	7	-1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Magistracy	1 per 660,000 persons (assessed on a regional basis)	2	0	1	-1
Community Hall	No set standard	N.A.	8	13	N.A.
Library	1 district library per 200,000 persons (assessed on a district basis)	8	3	8	0
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	811 classrooms	476 classrooms	946 classrooms	+135 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 (assessed by EDB on a district/school network basis)	1,934 classrooms	1,276 classrooms	2,554 classrooms	+620 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 (assessed by EDB on a territory-wide basis)	1,273 classrooms	1,153 classrooms	1,663 classrooms	+390 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority (HA) on a regional/ cluster basis)	9,014 beds	1,122 beds	6,422 beds^	-2,592 beds^

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	16	5	14	-2
Child Care Centre	100 aided places per 25,000 persons [#] (assessed by SWD on a local basis)	6,439 places	528 places	3,037 places	-3,402 places [~]
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#] (assessed by SWD on a local basis)	15	11	19	+4
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#] (assessed by SWD on a service boundary basis)	10	6	10	0
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#] (assessed by SWD)	N.A.	2	6	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#] (assessed by SWD)	N.A.	7	27	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*} (assessed by SWD on a district basis)	7,116 places	719 places	2,499 places	-4,617 places [~]
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above [#] (assessed by SWD on a cluster basis)	8,812 beds	2,093 beds	6,562 beds	-2,250 beds [~]
Pre-school Rehabilitation Services	23 subvented service places per 1,000 children aged 0-6 [#] (assessed by SWD on a district basis)	1,325 places	280 places	910 places	-415 places [~]

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Day Rehabilitation Services	23 subvented service places per 10,000 persons aged 15 or above [#] (assessed by SWD on a district basis)	3,222 places	898 places	1,898 places	-1,324 places [~]
Residential Care Services	36 subvented service places per 10,000 persons aged 15 or above [#] (assessed by SWD on a cluster basis)	5,044 places	818 places	3,768 places	-1,276 places [~]
Community Rehabilitation Day Centre	1 centre per 420,000 persons [#] (assessed by SWD on a district basis)	3	0	3	0 [~]
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons [#] (assessed by SWD on a district basis)	5	2	3	-2 [~]
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons [#] (assessed by SWD on a district basis)	4.9	1.7	3.7	-1.2 [~]

Note:

The planned resident population is about 1,609,900. If including transients, the overall planned population is about 1,639,000. All population figures have been adjusted to the nearest hundred.

Remarks:

- & The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of HKPSG on 30.12.2025 are yet to be reflected in this table as the figures are being updated. The changes in provision standard or countability of open space do not affect the usage and enjoyment of the existing open space by members of the public.
- # The requirements exclude planned population of transients.
- ^ The deficit in provision is based on District Council planned population while the Hospital Authority (HA) plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. The New Territories West Cluster (NTWC) provides services for residents in Tuen Mun and Yuen Long districts. There are a number of hospital redevelopment projects planned in the First and Second Hospital Development Plans (HDPs), which will provide additional beds for serving the population and meeting projected services demand in NTWC. With the changes in the planning and development situation in Hong Kong and having regard to its territory-wide and regional planning and development strategies with the latest corresponding change in population projections, as well as the population policy of the Government, etc., the Health Bureau and the HA are currently reviewing the Second HDP by adopting a planning horizon of up to 2041 and beyond, and to project the healthcare services demand and consider the supply and conditions of the land required (including the feasibility of constructing a hospital and the associated supporting facilities on the site concerned), for optimising the Second HDP. Other factors such as the development need of individual hospitals and its cost-effectiveness, and the convenience of public access to healthcare services under various major transport infrastructure development plans are considered for determining the distribution, scale and priority, etc. of various hospital development projects under the Second HDP.
- ~ The deficit in provision is based on District Council planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.
- * Consisting of 40% centre-based CCS and 60% home-based CCS.

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