

**Minutes of 1330th Meeting of the
Town Planning Board held on 17.1.2025**

Present

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

Chairperson

Mr Stephen L.H. Liu

Vice-chairperson

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Mr K.W. Leung

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Mr Vincent K.Y. Ho

Mr Ben S.S. Lui

Mr Timothy K.W. Ma

Professor Bernadette W.S. Tsui

Ms Kelly Y.S. Chan

Dr C.M. Cheng

Mr Daniel K.W. Chung

Dr Tony C.M. Ip

Mr Ryan M.K. Ip

Mr Rocky L.K. Poon

Professor Simon K.L. Wong

Mr Simon Y.S. Wong

Mr Derrick S.M. Yip

Chief Traffic Engineer (New Territories East)
Transport Department
Mr K.L. Wong

Chief Engineer (Works)
Home Affairs Department
Mr Paul Y.K. Au

Assistant Director (Environmental Assessment)
Environmental Protection Department
Mr Gary C.W. Tam

Director of Lands
Mr Maurice K.W. Loo

Director of Planning
Mr Ivan M.K. Chung

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

Secretary

Absent with Apologies

Mr Stanley T.S. Choi

Dr Venus Y.H. Lun

Professor B.S. Tang

In Attendance

Assistant Director of Planning/Board

Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board

Mr K.K. Lee

Senior Town Planner/Town Planning Board

Ms Karen F.Y. Lam

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1328th Meeting held on 13.12.2024

[The item was conducted in Cantonese.]

1. The draft minutes of the 1328th meeting were confirmed without amendment.

Agenda Item 2

[Open Meeting]

Matters Arising

[The item was conducted in Cantonese.]

Reference Back of Approved Outline Zoning Plans

2. The Secretary reported that on 3.1.2025, the Secretary for Development referred the approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/30 and the approved Kwai Chung OZP No. S/KC/32 to the Town Planning Board for amendment under section 12(1A)(a)(ii) of the Town Planning Ordinance. The reference back of the OZPs was notified in the Gazette on 10.1.2025.

[Professor Bernadette W.S. Tsui and Mr Daniel K.W. Chung joined the meeting at this point.]

General

Agenda Item 3

[Open Meeting]

Development Proposals of New Territories North New Town and Ma Tso Lung
(TPB Paper No. 10993)

[The item was conducted in Cantonese.]

3. The Secretary reported that the “Remaining Phase Development of the New Territories North (NTN) – Planning and Engineering Study for NTN New Town and Man Kam To – Investigation”, and the “Ma Tso Lung (MTL) Area and Other Sites in Kwu Tung North New Development Area (NDA) and North District – Feasibility Study” (the two studies) were both 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 following Members had declared interests on the item:

Dr Tony C.M. Ip] having current business dealings with
Mr Vincent K.Y. Ho] AECOM;

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

Professor Jonathan W.C. Wong] being a member of the Advisory
Mr Ryan M.K. Ip] Committee on the Northern Metropolis
(NM).

4. As the item was a briefing to Members on the development proposals of NTN New Town and MTL, the interests of the above Members only needed to be recorded, and they could stay in the meeting and participate in the discussion.

5. The following government representatives and the consultants (the study team) were invited to the meeting:

Development Bureau

- Mr Arthur F.O. Ho - Assistant Secretary (AS)
- Ms Apple W.C. Lau - AS
- Mr Samuel H. Ling - Engineer

PlanD

- Mr Tom C.K. Yip - Deputy Director of Planning/Territorial (DD/T)
- Ms Irene W.S. Lai - Chief Town Planner (CTP)
- Ms Josephine Y.M. Lo - District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE)
- Ms Sincere C.S. Kan - Senior Town Planner (STP)
- Ms Anita M.Y. Wong - STP
- Ms Margaret W.S. Szeto - Town Planner

CEDD

- Ms Joyce Y.Y. Lau - Project Manager
- Mr Gavin C.P. Wong - Deputy Project Manager (DPM)
- Mr C.H. Lai - Principal Project Advisor (PPA)
- Mr Tommy F.K. Cheung - Chief Engineer (CE)
- Mr Peter K.C. Poon - CE
- Mr P.Y. Lu - Senior Engineer (SE)
- Mr Raymond W.H. Cheung - SE

AECOM

- Ms Anna Chung]
- Ms Pearl Hui]
- Mr Kelvin Law]
- Mr Martin Law] Consultants

Mr Raymond Pau]
Ms Angela Tong]
Ms Becky Wong]

6. The Chairperson extended a welcome and invited the study team to brief Members on TPB Paper No. 10993 (the Paper).

7. Mr Tom C.K. Yip, DD/T, PlanD said that NTN New Town and MTL were the last two NDAs in the NM to have their preliminary development proposals announced. The study team would like to seek the views of the Board on these preliminary proposals. Following the 2-month public engagement with feedback from the public and stakeholders, the proposals would be refined and finalised for preparation of the statutory outline zoning plans (OZPs).

8. With the aid of a PowerPoint presentation, Ms Irene W.S. Lai, CTP, PlanD, Mr Peter K.C. Poon, CE, CEDD and Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD briefed Members on the development positionings, transport connections, overall planning framework, broad land use concepts, project highlights, major development parameters, land use budgets, public facilities and infrastructures, implementation programme and other planning and urban design features of NTN New Town and MTL, including the features of the Heung Yuen Wai Boundary Mixed Use Area, Heung Yuen Wai Enterprise Park and University Town (UniTown) within the Priority Development Area (PDA) of NTN New Town, and the implementation approach of the two NDAs as detailed in the Paper.

[Ms Sandy H.Y. Wong, Ms Kelly Y.S. Chan and Professor Simon K.L. Wong joined the meeting during government representatives' presentation.]

9. After the presentation of government representatives, the Chairperson invited questions and comments from Members.

Planning of NTN New Town

10. A Member enquired about the unique characteristics of NTN New Town and how its planning leveraged Hong Kong's strengths. In response, Mr Tom C.K. Yip, DD/T, PlanD said that Hong Kong benefited from the strong support of the Motherland and being closely connected to the world (「背靠祖國、聯通世界」). NTN New Town was strategically positioned to capitalise on the commercial opportunities presented by its proximity to three major boundary control points (BCPs). Besides, it aimed to become a hub for post-secondary education, cultural activities and sports facilities, linking the Mainland to the broader world. The quality of Hong Kong's teaching and learning was ranked among the top in various international comparative studies. Hong Kong had been actively contributing its strength to the needs of the country, endeavoring to complement the national education goals. The UniTown would provide land for the introduction of branded programmes, research collaborations and exchange projects with renowned institutions from the Mainland and abroad, focusing on fostering the development of emerging industries. In addition, about 50 hectares (ha) of land had been designated for various cultural and sports facilities, forming a Cultural Node and Sports Hub. By integrating those facilities with the area's cultural heritage, NTN New Town would strengthen Hong Kong's status as a centre for international cultural exchange.

11. A Member highlighted the importance of considering long-term development and the need for flexibility in planning. Nevertheless, predicting future industries posed challenges, leading to uncertainty about the characteristics of NTN New Town and effective planning strategies. The Member stressed the necessity of overcoming existing constraints and exploring innovative solutions to address this uncertainty. Another Member pointed out the importance of a visionary approach that incorporated innovation and technology (I&T) and forward-thinking predictions regarding future technological advancements and transportation changes. Adopting this approach, such as formulating a comprehensive plan for underground development, could significantly enhance urban planning to better address future needs. In response, Mr Tom C.K. Yip, DD/T, PlanD said that adaptive and flexible planning strategies had been adopted to cater for changing societal and economic circumstances. Given the

vast development area of NTN New Town with about 1,175 ha of land, a forward-thinking approach with flexible and innovative planning methods along with a phased development strategy had been adopted. The proposed PDA of 206 ha in Heung Yuen Wai (including the Boundary Mixed Use Area and Enterprise Park) and UniTown was proposed to be firstly developed, taking into account its strategic location. This would allow greater flexibility for the finalisation of the planning for the remaining areas at a later stage to cater for changing planning circumstances with due regard to time and cost considerations. To seize future opportunities which could not be foreseen at the current stage, a total of 55 ha of land had been reserved in NTN New Town (of which 33 ha was initially proposed in the PDA) for advanced manufacturing to cater for new industrialisation as well as emerging industries. Currently, the Government was drawing on market forces and implementing innovative development models, including a large-scale land disposal approach on a pilot basis, which might also be applied to expedite the development of NTN New Town.

12. Noting the significant scale of development in NTN New Town with extensive area utilised to address population growth and the housing challenges faced by Hong Kong, a Member raised concern on whether the proposed land use plans aligned with the existing policies aimed at increasing local food supply, particularly in light of the potential loss of agricultural land. In response, Mr Tom C.K. Yip, DD/T, PlanD said that while there was farmland within the “Agriculture” and “Green Belt” zones on the prevailing OZPs, much of it was currently abandoned and mixed with brownfield operations and temporary residential structures. To restore and delineate quality farmland, the Government had recently announced for consultation the proposal to designate 37 Agricultural Priority Areas (APAs) with about 980 ha of land to meet the policy objective of encouraging agricultural use. Most of the proposed APAs were located within the NM, with 15 of them covering 433 ha in the North District, which was quality agricultural land suitable for farming. To support long-term agricultural use in those APAs, several measures had been proposed. The Agriculture, Fisheries and Conservation Department (AFCD) would lease suitable government land within the APAs to farmers, including those affected by land resumption for government development projects; make efforts to match farmers seeking to rent private land in the APAs with landowners; and provide a fund to support agricultural activities in the APAs. Furthermore, 205 ha of land within the NTN New Town was proposed as open space

which might allow opportunities for urban farming, and the existing wetlands and farmland in Lo Wu South with high ecological value would be preserved and enhanced under the proposed Nature Garden.

13. Mr Ivan M.K. Chung, Director of Planning, supplemented that the development of NTN New Town aligned with the territorial spatial development strategy outlined in “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (HK2030+), which sought to address challenges such as population growth, the “double ageing” of the population and building stock, and the aspirations to enhance livability and economic opportunities. To enhance speed, quantity, quality and efficiency (「提速、提量、提質、提效」), the Government had been focusing on expediting the development of the NM, leveraging its geographical advantages in the North to meet Hong Kong’s pressing development needs. In collaboration with various government bureaux and departments, the development proposals for NTN New Town incorporated numerous policy directions and topical issues with spatial implications, such as the New Agriculture Policy and strategic studies on railways and major roads. A forward-thinking approach was envisioned through the establishment of a Gateway Economy, transforming the area around the BCPs into a vibrant destination and economic hub where people not only passed through but also chose to stay, live and engage in diverse activities. Besides, flexibility in planning would be realised not only as a physical land use plan but also through the Master Schedule of Notes and the Definitions of Terms, which would be reviewed from time to time to meet the changing planning circumstances. Currently, the development proposals for NTN New Town served as broad land use proposals for public consultation and would be suitably refined and studied in detail in the future. Early consultations with stakeholders, including professional institutions, were essential to facilitate subsequent statutory planning processes and works.

14. As regards the guiding principles and vision for planning NTN New Town, the Chairperson said that NTN New Town comprised over 1,000 ha of land, making it the largest NDA in the NM, with a planning horizon of 20 to 30 years. Hence, we were planning for the long-term future. The study team had explained that one of the objectives was to incorporate flexibility in planning the land uses to adapt to unforeseen

developments and future changes in land use. She shared insights from a Mainland official about Hong Kong's development, highlighting a spatial planning concept for "strategically reserved land for future development" (「戰略留白」). This concept allowed for zoning plans that reserved land for strategic long-term development without designating very specific uses at any given time. Similarly, in NTN New Town, a PDA of about 200 ha was intended for priority development, while the remaining 1,000 ha would be considered for phased development taking account of future development needs and opportunities. The forthcoming public consultation on the development proposals would be crucial, as incorporating both governmental, market and public perspectives was essential for the successful implementation of NTN New Town. Majority of Members concurred that flexibility reserved in the planning of NTN New Town was crucial, as the future was inherently unpredictable. A Member highlighted that innovations, such as iPhone, Bitcoin and ChatGPT, had emerged only in recent years and it was nearly impossible to foresee those advancements in the past and their impacts on human lives.

Economic Development and Employment

15. A Member expressed that the planning of NTN New Town had transformed the vision for the NM by addressing a wide array of issues related to various land use functions. In particular, the concepts of the Gateway Economy, Emerging Industries and PDA were commendable, as they aimed to achieve a balance between home and work, addressing the long-standing problem of extensive commuting between home and the office. The four emerging industries proposed were strategically aligned with geographical locations and current development trends.

16. Some Members had the following questions/comments:

- (a) the target group for the BCP business district within the PDA of Heung Yuen Wai should be clearly identified as this was crucial for guaranteeing near-term economic returns, which were essential for the sustainable growth of the BCP business district. If the progress of the prioritised PDA did not meet expectations, concerns would arise about

the viability of the other planned areas. More development options should be proposed for the PDA in ensuring that all areas were adequately supported to thrive;

- (b) regarding the economic benefits and employment opportunities generated by the development of 1,175 ha of land in NTN New Town, there was a lack of data on the anticipated gross domestic product (GDP) growth resulting from this development. Nevertheless, it was expected that the development proposals in NTN New Town would significantly contribute to the local economy;
- (c) noting a planned population over 400,000 with 165,000 new jobs for the NTN New Town, whether a home-job balance could be effectively achieved in the NM even when including job opportunities created in the surrounding areas such as San Tin Technopole (STT);
- (d) whether the land planned for advanced construction and manufacturing industries was primarily allocated for research and development (R&D) and experimentation, rather than for the production of Modular Integrated Construction (MiC) components;
- (e) flexibility in changing the planned uses or site areas for advanced construction and manufacturing industries was essential to adapt to future needs and avoid hindering development progress; and
- (f) the nature of the I&T industry typically required a sustained investment over decades before yielding substantial economic benefits. In contrast, traditional industries could stimulate job creation and economic activities in the short term. The issue was when a comprehensive industrial policy for revitalising Hong Kong's industries would be available.

17. In response, Mr Tom C.K. Yip, DD/T, PlanD made the following main points:

- (a) in light of the uncertainty in the development timeframe for the remaining areas, the planning of the PDA had adopted a self-sustaining concept, which included provision for commercial and residential land, schools, libraries and other essential community facilities, in accordance with the Hong Kong Planning Standards and Guidelines. The plan also incorporated the ratio of 3.5m² of open space per capita, aligning with the recommendations outlined in HK2030+. Furthermore, it aimed to promptly provide land for the emerging industries, such as modern logistics, food-related enterprises, green industries and advanced construction, to support economic growth and development;
- (b) despite that the GDP growth figures contributed by the development were not available, the development proposals were anticipated to stimulate economic growth with the provision of substantial amount of economic land, as well as achieving significant improvements in community, environmental and societal dimensions including enhancing the quality of life for residents through provision of universities, cultural and sports facilities;
- (c) by adopting an industry-driven approach in NTN New Town, the aim was to foster the development of new industries that would provide more employment opportunities, ultimately promoting a better home-job balance across the territory. Home-job matching was complex, and a direct comparison between the population, which included those non-working, and jobs figures might not be very appropriate. Nevertheless, the NM currently had a population of about one million, with approximately 110,000 job opportunities. Upon full development, the population would rise to 2.5 million, with job opportunities increased to 650,000, representing a remarkable 5-fold increase that would significantly enhance the home-job balance. Despite improvements in employment opportunities, future residents in the NM might still need to travel to other districts for work. Therefore, strategic transportation linkages remained crucial. Planned

infrastructure, such as the Northern Link, Central Rail Link and NM Highway, as recommended by the Transport and Logistics Bureau (TLB), would enable residents to access employment opportunities efficiently across and outside of the NM. As economic integration with the Mainland continued to grow, job prospects might extend beyond boundary, allowing individuals to commute for work or even reside across the boundary. With the planning of the NM and the accompanying transportation infrastructure, the home-job balance was expected to improve, while enhancing the overall quality of life for residents;

- (d) in line with the industry-driven approach, the Heung Yuen Wai Enterprise Park aimed at promoting advanced construction industry by prioritising R&D and certification processes for MiC components to facilitate the creation of advanced construction technologies, thereby enhancing quality control standards. Taking advantage of its geographical proximity to key production centres in the Mainland, such as Huizhou, the Enterprise Park would enable efficient logistics and supply chain management. Its strategic location could reduce transportation costs and lead times for materials and components;
- (e) in formulating the OZPs at a later stage, greater flexibility would be incorporated into the planning controls, such as allowing a broader range of uses within the relevant zones. Such flexibility would enable stakeholders to respond to emerging industry trends without the need for rezoning/application processes; and
- (f) the I&T industry policy fell under the purview of the Innovation, Technology and Industry Bureau (ITIB), which was promoting re-industrialisation initiatives and industrial upgrading and business transformation, such as setting up of dedicated funds and reservation of land resources to assist enterprises.

18. Two Members expressed concerns that the 6 ha of land currently reserved for advanced construction, such as MiC, was insufficient as many MiC components could not be stored in high-rise buildings, necessitating a dedicated storage space of over 10 ha to meet industry demands. The limited storage space would force developers to keep MiC stock to just a few storeys on-site for immediate use. Emphasising the urgent need for supporting advanced construction initiatives as high quality productive forces (「新質生產力」), there were concerns about the completion year of the Heung Yuen Wai Enterprise Park. Moreover, prioritising research, certification and training in MiC processes was critical for establishing standards in the Greater Bay Area and facilitating the development of the advanced construction industry.

19. In response, Mr Tom C.K. Yip, DD/T, PlanD said that about 20 ha of land in the NTN New Town was reserved for advanced construction industry, including MiC and Multi-trade Integrated Mechanical, Electrical, and Plumbing uses. Among which, about 6 ha of land would be provided within the PDA. Mr C.H. Lai, PPA, CEDD added that food control facilities within the PDA were scheduled for early implementation, while government-initiated site formation and infrastructure works for the remaining parts of the PDA were set to commence in 2028/29 at the earliest. The first batch of land in the PDA was expected to be operational by around 2035.

20. In response to the enquiries from two Members about early considerations for infrastructure and building heights to plan for the development of Low-Altitude Economy (LAE) in the NM, Mr Tom C.K. Yip, DD/T, PlanD said that LAE was one of the emerging industries and the Government had established a Working Group on Developing LAE to examine local requirements, legal regulations, operational needs and monitoring systems for its development. The ongoing LAE Regulatory Sandbox applications would aid in formulating policies and regulatory guidelines. About 210 ha of land was reserved in NTN New Town for emerging industries, including 55 ha specifically for those which could not be fully foreseen at the current stage, which might include LAE. On planning front, there would be ample space available, including building rooftops, for establishing take-off and landing platforms to facilitate the development of LAE. Subject to the recommendations from the Working Group on

Developing LAE, further investigation on the land and infrastructure provision to support LAE would be conducted.

21. A Member enquired about the initial cost estimates for the development of NTN New Town. In response, Mr C.H. Lai, PPA, CEDD said that the land use proposals were still in the preliminary planning stage and subject to changes and refinements based on comments received during the public engagement exercise. Following this, subsequent technical assessments would be conducted. As a result, the cost estimates were not currently available, as they would depend on finalisation of the land use proposals and the outcomes of the technical assessments.

22. Another Member called for a cohesive plan to integrate the low-tech and high-tech industry areas in NTN New Town and STT respectively within the NM to create a conducive environment for collaboration, innovation and synergy, fostering a seamless chain of I&T development from research to production.

Land Use and Urban Design

23. A Member highlighted the importance of cross-boundary governmental cooperation regarding the planning of NTN New Town, emphasising the need to integrate land uses with those across the boundary. Another Member enquired about any potential relocation or changes to the two BCPs in Lo Wu and Man Kam To. In response, Mr Tom C.K. Yip, DD/T, PlanD said that synergising with the Mainland side developments had been considered. For example, the modern logistics use was both planned at Liantang Port in Shenzhen as well as the PDA in Heung Yuen Wai, while the Lo Wu BCP would generally maintain as restricted for railway access, with the area to its south proposed as a Nature Garden due to ecological considerations. There was also a plan to transform Man Kam To BCP into a passenger only BCP. Residential cum commercial uses were therefore proposed around the BCP, echoing with the planned cross-boundary commercial uses at the Mainland side, by relocating the existing food control facilities to a reserved site near Heung Yuen Wai BCP.

24. A Member pointed out that the proposed railway and road alignments in the planning of NDAs had resulted in scattered land uses (e.g. dispersed government,

institution and community facilities) and irregularly shaped land parcels (e.g. the elongated and odd shape of plots along the Dongjiang Water (DJW) Greenway, the UniTown, and land parcels in the Heung Yuen Wai Enterprise Park). Such fragmentations impeded efficient land utilisation and convenience. As the project was still in the conceptual stage, adjustments were essential to create a more cohesive and effective layout that could optimise NTN New Town's development potential.

25. In response, Mr Tom C.K. Yip, DD/T, PlanD and Ms Irene W.S. Lai, CTP, PlanD, with the aid of a PowerPoint slide, said that the development clusters were strategically proposed around the railway stations for community development and stimulating economic growth in the area. The clustering of high-density developments within 500m from railway stations would enhance convenience and city efficiency by making the best use of mass transport. To maximise the developable land use, the flat land flanked by hilly terrains at the fringe of the NDA was also included in the project boundary, while also preserving recognised villages and providing suitable buffers around the village zones. The broad land use plan in the Paper was a small-scale plan encompassing a substantial area, thus the land parcels shown were not fragmented or overly small in reality. In any case, further land use refinements would be carried out and there would be flexibility to adjust the development intensities to cater for various development options in the next stage of the study.

26. A Member suggested that more flexibility be integrated into the planning of the PDA to accommodate emerging industries, allowing for adaptability in response to development trends and opportunities, and creating a vibrant community that thrived around the clock. In response, Mr Tom C.K. Yip, DD/T, PlanD, with the aid of a PowerPoint slide, said that a total of 55 ha of land had been planned for advanced manufacturing industry, allowing for significant flexibility in its use but certain industries might have specific locational requirements. For instance, the food-related facilities were proposed in the northeast near the Heung Yuen Wai BCP taking into account the "East-in East-out, West-in West-out" strategy, facilitating efficient cross-boundary freight traffic.

27. Some Members had the following questions/comments:

- (a) the principles used to define the scope of the PDA;
- (b) drawing from experiences overseas and in the Mainland, the establishment of a government headquarters could play a crucial role in facilitating the development of a new town centre. Whether there was any land reserved for a government headquarters;
- (c) whether hotel use was planned in the concept of Gateway Economy, considering the needs of cross-boundary visitors; and
- (d) while recognising that public housing was not the primary implementation priority for the PDA, successful realisation of a gateway economy would necessitate a diverse workforce within the community. Whether public housing would be made available to foster a cohesive community that included individuals from all socio-economic groups.

28. In response, Mr Tom C.K. Yip, DD/T, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the PDA of Heung Yuen Wai spanned 206 ha, representing one-sixth of the 1,175 ha of development land of NTN New Town and was comparable in size to the Kwu Tung North NDA for comprehensive community planning. Furthermore, the Heung Yuen Wai area benefited from established transport infrastructure, including Fanling Highway and Heung Yuen Wai Highway. Compared to other BCP areas in the NTN New Town, Heung Yuen Wai was relatively mature and ready for further development, serving as a key location for growth;
- (b) to spearhead the growth, a new government headquarters was planned at a 5-ha site near the intersection of two planned railways and the Central River Valley, with a development scale comparable to that of Taikoo Place in Quarry Bay;

- (c) about 480,000m² of floorspace was designated within the Boundary Mixed Use Areas for commercial development, which would encompass office space, hotels, retail, catering and commercial services to serve the cross-boundary travellers. In addition, land was reserved to create a Cultural Node and Sports Hub to host cultural activities and sports events, thereby encouraging visitors to stay for extended periods. The areas near the proposed Ping Che and Hung Lung Hang railway stations would include mixed-use developments with hotels. Further details would be examined in later study stages to refine the development proposals; and
- (d) the PDA was primarily designed for the Enterprise Park, with the housing type primarily on private housing. The detailed housing mix could be explored in the next stage of the study.

29. A Member raised the importance of planning a sufficient road network and adequate parking spaces for various types of vehicles, including green, commercial and engineering vehicles to ensure smooth traffic flow and meet the operational needs of businesses. Despite the focus on high-rise developments, low to medium-rise developments could cater for varying needs and contribute to an inclusive neighbourhood.

30. A Member raised concerns about putting emerging industries, such as advanced manufacturing and food-related sectors, into a green landscape, as such uses might generate adverse environmental impact. Another Member suggested that planning for low-rise, purpose-built facilities, such as parks, schools, and residential care homes for the elderly, at the edges of blue-green corridor and near natural green areas could be beneficial. This would enable users to connect with nature and make the most of natural resources.

UniTown, Cultural Node and Sports Hub

31. Some Members had the following questions/comments:

- (a) whether the UniTown in NTN New Town should be integrated with other planned UniTowns within the NM, to provide opportunities for relocating existing universities from the urban areas to the NM, thereby releasing the precious urban land resources;
- (b) whether more linkages could be planned to facilitate enterprise facilities within the UniTown and to incorporate educational components into the Enterprise Park to foster business, internships and entrepreneurship opportunities;
- (c) noting Hong Kong being the only city with five universities ranking among the world's top 100 and the past initiatives, there were concerns about the rationales for focusing on the collaboration between Hong Kong's universities and foreign/Mainland institutions, which was subject to numerous challenges including geopolitical changes, instead of strengthening the unique characteristics of local universities to attract international students and foster innovation and technological advancement in the NM. There were also views on emphasising the need to capitalise on Hong Kong's unique position of serving as a vital connector between the Mainland and the world in providing quality education;
- (d) noting that the configuration of the UniTown resembled the shape of a butterfly, with a narrow site at its northeast, whether the land reserved for the UniTown would be sufficient after deducting the 20 ha of land allocated for the Central River Valley and its buffer areas; and
- (e) any consideration for the arrangement and distribution of dormitories in the UniTown to accommodate students, teachers and professors, including those from overseas.

32. In response, Mr Tom C.K. Yip, DD/T, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the Government had earmarked about 91 ha of land in the NM for the UniTowns in Hung Shui Kiu/Ha Tsuen, Ngau Tam Mei (NTM) and NTN New Town, with areas of 5 ha, 46 ha and 40 ha respectively. During public engagement for NTM, different opinions were received on the appropriate size of the UniTown. Both of the UniTowns in NTM and NTN New Town had substantial land areas, equivalent to two or even three smaller existing universities in the urban areas, allowing for independent development tailored to their surroundings. The one in NTM would focus on scientific research, complementing I&T development in the adjacent STT, while the one in NTN New Town would support and synergise with development of Gateway Economy including commerce, business and professional services as well as emerging industries;

- (b) the UniTown would provide land to encourage local post-secondary institutions, being the leading parties, to introduce more branded programs, foster research collaboration and facilitate exchange projects with renowned institutions from the Mainland and abroad. The Education Bureau (EDB) was formulating the Conceptual Development Framework for NM UniTown (CDF for NMUT) which would assess the land requirements and allocation for universities, their positionings and necessary facilities, and would be available in the first half of 2026;

- (c) the configuration of the UniTown was shaped by its unique geographical and infrastructural considerations. To the north, the presence of existing villages created a natural boundary, with existing Ping Che Road running along the eastern edge. The low-density developments within the UniTown were placed along the two sides of the Central River Valley to foster a tranquil and compatible setting, while high-density developments were planned around the Ta Kwu Ling and Hung Lung Hang railway stations. The 20 ha of land for the Central River Valley and its buffer areas was not included in the 40 ha of land reserved for post-secondary education use in the UniTown. The elongated land

parcel in the northeastern part had an area of 7 ha which would be sufficient for independent development; and

- (d) with 40 ha of land reserved for the UniTown in NTN New Town, there would be ample space to accommodate dormitories for students and teaching staff. More details would be available when the CDF for NMUT was formulated by EDB.

33. A Member said that the young people in the UniTown should get in touch with the community outside the town, and not be stuck in the learning environment with the same group of people. Another Member agreed that the UniTown in NTN New Town should encompass diverse elements, including businesses and cultural aspects.

34. Noting that the proposed performance venue would serve as a focal point for cultural engagement and promote a vibrant community ambience, a Member considered that the promotion of the Cultural Node should not solely rely on local tourism, and enquired about more details of the Hong Kong Academy for Performing Arts (HKAPA)'s second campus. In response, Mr Tom C.K. Yip, DD/T, PlanD said that the Cultural Node would host the second campus of HKAPA, which was ranked first in Asia for performing arts. It would also include a museum cluster and a performance venue. Currently, the existing HKAPA campus in Wan Chai only occupied a 2-ha site. To enhance Hong Kong's status as an East-meets-West centre for international cultural exchange, there was a need for additional land to facilitate HKAPA's expansion. HKAPA was currently conducting a study to determine the necessary facilities and land requirements, with due consideration to appropriate landmark features with unique design. This expansion initiative was supported by the Culture, Sports and Tourism Bureau (CSTB).

35. Given the recent completion of Kai Tak Sports Park at a very high cost and another large-scale privately-operated sports facility at Shap Sze Heung, two Members raised query on the need for 25 to 30 ha of land for a new large-scale stadium at the proposed Sports Hub and how the Sports Hub could sustain and revitalise the surrounding areas, given its relatively isolated location. One potential strategy could be developing eco-tourism by utilising the natural ecological resources at the

development fringe. In response, Mr Tom C.K. Yip, DD/T, PlanD said that the high construction cost of Kai Tak Sports Park was mainly attributable to the incorporation of a large main stadium with a retractable roof. The proposed Sports Hub was in line with CSTB's policy of promoting sports in the community, supporting elite sportsmen, advancing Hong Kong as a centre for major international sports events, enhancing professionalism and developing sports as an industry. Considering the planned population of 2.5 million for NM, the inclusion of a major Sports Hub in this location was deemed appropriate, in particular Kai Tak Sports Park being at an urban location. Initially, apart from facilities for football, badminton and table tennis, the Hub would feature a tennis centre for holding international competitions such as Association of Tennis Professionals tournaments, a skating park for local athletes to train and compete as well as dedicated facilities for athletes with disabilities. Overall, these sports facilities would serve the locals, the community at large as well as the sports sector.

Smart, Green and Resilient (SGR) Infrastructure

36. Recognising the challenges posed by climate change, such as rising temperature and increasing frequency of rainstorms and flooding, a Member emphasised the importance of integrating climate change considerations into urban planning particularly building design and smart city initiatives, and suggested that the current design standards adopted by government departments might soon become inadequate and should be updated to effectively address these challenges. Another Member added that in the absence of detailed and concrete strategies, confidence in achieving carbon neutrality by 2050 was lacking, even from an international perspective. In that regard, every planned development in the NDAs should entail strategies for achieving carbon neutrality, with balance of development and environmental goals.

37. A Member said that the role of NDAs in achieving carbon neutrality by 2050 was crucial as certain sustainability measures might not be feasible in the densely-populated urban settings. At present, the specific strategies and initiatives to achieve the goal and the timeline for NTN New Town to reach its own carbon neutrality remained unclear. Drawing insights from advanced infrastructure models in the Netherlands, the Greater Bay Area, Singapore and Barcelona, some Members highlighted the critical role of early-stage infrastructure planning, such as those

incorporating underground facilities and biodiversity in achieving carbon neutrality by 2050, and suggested the incorporation of innovative methods, such as underground waste collection and recycling systems, into the NDA's infrastructure planning. Two Members opined that the planning of the NDA should focus on smart city initiatives aimed at enhancing livability and fostering a sense of happiness and belonging among residents.

38. In response to the above questions and comments, Mr Tom C.K. Yip, DD/T, PlanD, Mr Gavin C.P. Wong, DPM, CEDD, Mr C.H. Lai, PPA, CEDD and Mr Peter K.C. Poon, CE, CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) to achieve a sustainable future, NTN New Town would be developed into a carbon-neutral community. The Government was actively implementing four major decarbonisation strategies outlined in the Hong Kong Climate Action Plan 2050, namely net-zero electricity generation, energy saving and green buildings, green transport and waste reduction. These initiatives promoted territory-wide carbon reduction measures. At the early planning stage of NTN New Town, corresponding carbon reduction strategies would be formulated to align with these major decarbonisation goals. There was confidence that carbon neutrality would be achieved upon the full development of NTN New Town;
- (b) the SGR cities strategy would be adopted to formulate measures in planning and urban design, infrastructure and mobility in achieving the carbon neutrality:
 - (i) on the planning and urban design aspects, carbon emissions and energy demand would be minimised through implementing natural ventilation strategies. Natural ventilation could be achieved by planning and reserving breezeways, parks and the road network in alignment with the annual prevailing winds and summer breezes (i.e. the east/northeasterly winds throughout the year, and the south/southwesterly winds during summer) to

facilitate natural wind penetration throughout the NDA, thereby reducing electricity demand and the heat island effect. About 205 ha open space had also been reserved in the NTN New Town which could help to mitigate urban heat effect;

- (ii) in terms of infrastructure, apart from adopting district cooling system and using reclaimed water for non-potable uses, the proportion of green and renewable energy in the NDA would be maximised. Community recycling facilities would also be enhanced. Measures included maximising the use of renewable energy (e.g. solar), providing waste-to-energy facilities (including food waste/sewage sludge anaerobic co-digestion) and establishing water reclamation plants, waste management facilities and recycling facilities (in collaboration with Green@Community), etc. Furthermore, blue-green drainage infrastructure would be provided to include floodable landscape with flood attenuation facilities, enhancing flood protection and climate resilience; and
 - (iii) on public mobility, the concept of “15-minute neighbourhood” would be adopted, allowing residents’ easy access to daily needs in the neighbourhood. The development and promotion of new energy vehicles and active mobility modes (e.g. walking and cycling) would be supported by reserving land for green fuel stations and a comprehensive network of footpaths and cycle tracks. Adequate road width would be provided to facilitate the potential application of smart and green transport systems;
- (c) in addition to implementing the strategies mentioned, the study team would remain informed about the latest innovative methods and technologies designed to achieve carbon neutrality. By continuously revising and refining these strategies, the study team aimed to accelerate progress toward carbon neutrality in the NDA; and

- (d) drawing from a pilot scheme on the automatic waste collection system by the Hong Kong Housing Authority, several issues were identified, such as blockages/damages in collection pipes and challenges in transporting garbage from higher floors. Nonetheless, the planning for NTN New Town was a long-term project that would adopt an innovative and open-minded approach.

39. A Member enquired about the efficiency and coverage of the common utility enclosures. Another Member said that investing in common utility enclosures proved to be a valuable long-term strategy, as it could address the management and maintenance (M&M) issues and minimise the disruptions to road users. In response, Mr Gavin C.P. Wong, DPM, CEDD said that common utility enclosures were designed to house the supply lines for freshwater, electricity, telecommunications and district cooling systems. These enclosures should be diligently planned and designed with due consideration of their cost effectiveness. Strategically placing common utility enclosures, especially at busy road junctions, could optimise access and service delivery while minimising disruptions to traffic and surrounding infrastructure.

40. Two Members enquired about the uses of reclaimed water other than toilet flushing and the type of water (e.g. fresh water, salt water or hybrid) used for flushing. One Member also suggested incorporating reclaimed water into district cooling system, which was vital for achieving carbon neutrality, particularly in the NM which was not located near coastal area. In response, Mr Gavin C.P. Wong, DPM, CEDD and Mr C.H. Lai, PPA, CEDD said that reclaimed water referred to treated sewage effluent from effluent polishing plant with further processing, and would be stored in service reservoirs for non-potable uses, such as toilet flushing, irrigation and possibly also cooling media of district cooling system. Any residual treated sewage effluent not reused as reclaimed water would be discharged in the middle to upper stream sections of river near the effluent polishing plant, which could supplement the water flow in the river during dry seasons. District cooling system was planned in other NDAs such as Hung Shui Kiu, Kwu Tung North and Tung Chung.

41. A Member highlighted the importance of incorporating green building features such as communal sky gardens in high-rise buildings for sustainable

development over the next 30 years. Citing Singapore's model of exempting gross floor area for buildings with green elements, such concept should be reflected in statutory plans through appropriate development controls, such as building height restrictions. Another Member said that glass walls, which would increase carbon emissions, had been featured in many photomontages for the NDA, and there was a need for a review of sustainable materials and building setbacks to align with the environmental goals. In response, Mr Tom C.K. Yip, DD/T, PlanD said that Singapore had implemented stringent greening requirements, mandating developers to include greater green features in their projects. In Hong Kong, there were also measures to encourage provision of green features, but greater incentives would need to be provided for implementing more stringent green requirements which would require further discussion with developers and the industry. Mr C.H. Lai, PPA, CEDD supplemented that the building design in the NDA would incorporate various measures to support carbon neutrality, including initiatives like green roofs and solar panels on government buildings and facilities. The potential need to mandate similar green design features for private buildings would be explored, subject to the outcome of the quantitative assessment for achieving carbon neutrality in the NDA.

42. A Member said that the Hong Kong's Climate Action Plan 2050 had set up targets to reduce the electricity consumption of commercial buildings by 30% to 40% and that of residential buildings by 20% to 30% from the 2015 level by 2050. Buildings accounted for about 90% of Hong Kong's total electricity consumption. Thus, achieving energy saving in the building sectors was the primary concern. The Government should consider providing subsidy incentive, regulation and/or building code to enhance the energy efficiency of newly constructed buildings and major retrofitting works in existing buildings, ensuring compliance with energy efficiency standards to achieve the targets.

Transport

43. Some Members had the following questions/comments:

- (a) recognising that the East Rail Line was operating close to its capacity and facing significant transportation challenges, it was crucial to assess

the anticipated population increase in NTN New Town and how this would impact commuting via railway and road networks to urban areas;

- (b) the planned cycling network in NTN New Town should be connected to the overall cycling network of the NM for the sake of enhancing connectivity and tourist attraction; and
- (c) noting that Heung Yuen Wai Highway had limited exits to connect with the Ta Kwu Ling area, any additional exits or road improvements works for the PDA in Heung Yuen Wai.

44. In response, Mr Gavin C.P. Wong, DPM, CEDD and Mr C.H. Lai, PPA, CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) TLB had recommended in the Hong Kong Major Transport Infrastructure Development Blueprint the construction of “two railways and one road” to support the development of the NM. These included the Northern Link Eastern Extension, the Northeast New Territories Line and the NM Highway (NTN New Town Section), aiming at enhancing connectivity with the major railway and road networks for the NDA. The Northern Link Eastern Extension would be an east-west railway extending from Kwu Tung Station to Ping Che, passing through various development nodes in NTN New Town, and linking with the proposed Northeast New Territories Line at Ping Che. The Northeast New Territories Line would run north-south, facilitating access to major development nodes in NTN New Town and connecting to the East Rail Line at Fanling Station. With the recent enhancements in signaling system of the East Rail Line, its passenger capacity was also increased. Furthermore, the proposed Central Rail Link, which would be connected to the NTN New Town via the Northern Link and its Eastern Extension, would help divert some of the commuters from using the East Rail Line. On the road network, the NM Highway (NTN New Town Section) would be developed as an east-west trunk road in the NM to improve connectivity with other NDAs in the NM and could also alleviate traffic

pressure on Fanling Highway, thereby enhancing traffic conditions on the local roads in Fanling and Sheung Shui and boosting overall transport efficiency in the Northeast New Territories. Moreover, with the proposed Shatin Bypass alleviating traffic along Tolo Highway and the proposed downward adjustment of tolls for Tai Lam Tunnel upon its return to the Government in mid-2025, traffic flow to urban areas was expected to improve significantly. After the public engagement exercise, detailed traffic impact assessment would be conducted for formulating the recommended land uses in the next stage;

- (b) the proposed cycle tracks in NTN New Town would be connected to the cycle track network in Sha Tau Kok Road to the southeast and the Fanling North and Kwu Tung North NDAs to the west, forming a comprehensive network accounting a total cycling length of about 50 km long; and
- (c) given that the preliminary traffic study did not propose additional connections to Heung Yuen Wai Highway, the traffic issues identified would be further examined in the next stage of the study.

45. Given the physical constraints facing the existing metro-developed area, two Members asked about the possibility of developing a new type of green mass transit system over the next 20 to 30 years, and suggested exploring unmanned transport technologies and low-altitude transport to enhance urban living in the area. Another Member observed that despite advancements in unmanned transport, many people, particularly students in the UniTown, would still prefer to travel by bicycles. In response, Mr Gavin C.P. Wong, DPM, CEDD said that under the Traffic and Transport Strategy Study, relevant government departments were currently assessing the feasibility of a Smart and Green Mass Transit System, which would operate at low to medium capacity compared to the heavy rail system. NTN New Town would offer flexibility to promote various transport systems, including the potential implementation of a Smart and Green Mass Transit System in the future.

Green Spine

46. Some Members expressed their support to the Green Spine concept, which included the DJW Greenway and Central River Valley, and enquired about the details of the DJW Greenway, and suggested adding water features in the design concept. Drawing from personal experiences related to water rationing in early years, a Member said that DJ water served as an excellent subject for patriotic education reminding people in Hong Kong of the direct support by the Mainland from the early days. In response, Mr Tom C.K. Yip, DD/T, PlanD, with the aid of a PowerPoint slide, said that the proposed DJW Greenway comprised a series of open space and leisure parks above and on both sides of the DJ water mains in Man Kam To. Currently, raw DJ water was transported through aqueduct systems to various water treatment facilities for direct processing or reservoirs for temporary storage. The proposal involved covering sections of the DJ water mains that were currently exposed next to busy roads by leisure parks to create a beautiful environment for public enjoyment while highlighting the historical significance of DJ water. The DJ water accounted for about 80% of Hong Kong's fresh water supply, playing a crucial role in the Hong Kong's development and reflecting the long-standing support from Mainland. Further innovative design concepts signifying its historical significance and bonding with the Mainland would be investigated in the next stage of the study.

47. Some Members had the following questions/comments:

- (a) considering the valuable natural resource of Wa Shan, characterised by its special low-lying mountains and river streams, which served as a natural garden and a popular hiking trail for residents of the Northern District, whether the natural features would be protected and enhanced in the planning of the Green Spine;
- (b) given the scenic landscape of Ta Kwu Ling, with its river valley and low-rise mountains near the UniTown, any plan to preserve the river, such as provision of building setback from the river, and include this natural scenery as part of the Central River Valley concept;

- (c) whether the Tai Lung Experimental Farm under AFCD would be included in the Central River Valley concept and be relocated; and
- (d) incorporating commercial and public facilities into the planning of the Green Spine could significantly enhance its appeal and encourage active use. Any consideration for incorporating these elements and/or for design and management via private initiatives;

48. In response, Mr Tom C.K. Yip, DD/T, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) with a length of about 8 km, the Green Spine comprised the DJW Greenway and Central River Valley together with about 100 ha of land planned for open space. The Green Spine and the open space, together with the pedestrian/cycling network would connect the existing recognised villages, the UniTown, Cultural Node and Sports Hub as well as establish connection to the hiking trails leading to Robin's Nest Country Park to the east and Hok Tau and Pat Sin Leng Country Park to the south. Wa Shan, a low-lying mountain with hiking trails along its ridge, offered panoramic views of the North District, making it a popular spot for locals and hikers in Hong Kong. The Green Spine was designed to enhance these scenic vistas through the provision of connection to the hiking trails, including those in Wa Shan;
- (b) the UniTown was designed to capitalise on the scenic beauty of the Central River Valley, creating a good ambience for academic institutions. To address the interface between the proposed developments near the existing rivers and the surrounding villages, the Green Spine, spanning 70m to over 100m in width for open space, was planned along the River Valley to provide visual and landscape relief. The ample land reserved for the UniTown allowed for sufficient building setbacks from the River Valley, ensuring a harmonious integration with the natural environment;

- (c) the Tai Lung Experimental Farm in Ta Kwu Ling would be relocated to the eastern part of Queen's Hill; and
- (d) the party responsible for the design and management of the open space along the Green Spine was yet to be determined at this initial stage. The fundamental principle was to maintain the entire green corridor as an open area, offering not only recreational spaces but also pedestrian and cycling paths. Management arrangements would be established during the subsequent detailed design phase and might involve government departments and/or academic institutions, given their proximity to the UniTown.

49. A Member had the following questions/comments:

- (a) acknowledging that the blue-green corridor running through the Central River Valley and DJW Greenway connecting eastern and western parts of the NDA would enhance the quality of life in NTN New Town, how the design could foster a culture of connection to water resources so that the locals could enjoy the area; and
- (b) the adequacy of water tank facilities and the sustainability of water resources, especially in dry seasons.

50. In response, Mr Gavin C.P. Wong, DPM, CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) blue-green infrastructure represented an innovative approach that integrated natural elements with urban development, particularly in the planning of NDAs. By creating spaces for recreation along the river, the public could engage with water features on gently sloping river banks during non-flooding seasons. These designs not only mitigated flooding risks but also promoted a proactive approach that could foster a culture of connection to water resources; and

- (b) the strategic design of drainage infrastructure could significantly enhance water management. Incorporating features such as sloped landscapes that naturally captured and retained rainwater during rainy seasons, along with dedicated water retention ponds, could effectively manage excess rainfall. The stored rainwater could then be utilised to replenish rivers during dry seasons.

51. A Member expressed concern about the M&M costs of the proposed 8-km Green Spine comprising the DJW Greenway and Central River Valley. Drawing on experiences from the three waterways located in the valley near the sea in Qianhai, Shenzhen, there were significant challenges in water management in similar environments. The Member urged for careful consideration of the design of revitalised river and covering the DJ water mains to ensure that the financial implications of effective management were adequately addressed in the planning process.

Development Proposal of MTL

52. Two Members appreciated the initiative of conserving the MTL Stream with provision of open space, which accounted for 15% of the land use budget, and considered it a commendable concept that could enhance ecological sustainability and community well-being. In response to a Member's enquiry on how such a concept could be achieved and sustained the development of MTL, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD, with the aid of some PowerPoint slides, said that in formulating the planning and design concept for MTL, conserving MTL Stream was considered one of the fundamental elements. Major concepts included establishing buffer zones between the MTL Stream and development areas, as well as designating specific areas solely for conservation purpose in order to preserve the natural habitats. Details on the preservation of MTL Stream including the implementation and management agent(s) would be examined in the next study stage. The Government would then proceed with the statutory procedures, including amendments to the relevant OZPs and submission of an Environmental Impact Assessment under which the potential impacts would be evaluated and mitigation measures would be recommended. These procedures would allow ample opportunities to introduce the appropriate measures/development guidelines in safeguarding the conservation of MTL Stream.

53. A Member asked whether the pure residential land use in MTL could be well connected with the developments in KTN NDA and the Loop, particularly regarding the development density and transport linkages. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, PlanD said that with its location being a strategic node linking KTN NDA and the Loop, MTL was planned for high-density residential development. The development density would be supported by planned transport infrastructures, including NM Highway and the Eastern Connection Road connected to the Loop, and in accordance with established density adopted for NM. Notably, to cater for the future transport demand, a public transport interchange was planned at one of the land parcels in MTL. Notwithstanding that, consideration could be given to reviewing the development density taking into account the views received during the ongoing public engagement exercise.

Others

54. A Member enquired about the consultancy study of urban-rural integration as highlighted by the study team, noting that this topic was not new in the context of planning the NDAs, and whether the study would address the right and preservation of non-indigenous villages, highlighting that generations of villagers had lived in the area but remained vulnerable to resumption under development proposals. In response, Mr Gavin C.P. Wong, DPM, CEDD said that the right of non-indigenous villages was a policy issue and would not be addressed in this consultancy study. The study on urban-rural integration would examine how this term was interpreted and aspired to among various stakeholders, with a view to formulating some general guidelines in achieving rural-urban integration. For instance, villagers might hope for more open spaces and economic benefits in connection with the new developments, while academics might focus on cultural preservation, and rural committees might aim for mutual enrichment.

55. A Member enquired about the possibility of allowing non-in-situ land exchange arrangements for sites within the same district which could potentially expedite implementation by leveraging market forces in respect of privately-owned land. In response, Mr Tom C.K. Yip, DD/T, PlanD said that while non-in-situ land exchange

was allowed before for some specific sites due to special considerations, there was no general policy to apply it to the NDAs. Such policy issue would require further discussion.

56. A Member expressed that the vision for the planning of NTN Town would come to fruition, fostering a sense of happiness and belonging among its residents, and making the area an appealing place to reside.

[The meeting was adjourned for a 15-minute break during the Q&A session.]

57. The Board noted the development proposals of NTN New Town and MTL. The Chairperson also invited the study team to take into account Members' comments and suggestions in taking forward the two studies as appropriate.

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

59. The Chairperson said that the meeting would be adjourned for lunch break.

[The meeting was adjourned for lunch break at 1:15 p.m.]

60. The meeting was resumed at 2:30 p.m.

61. The following Members and the Secretary were present in the resumed meeting:

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

Chairperson

Mr Stephen L.H. Liu

Vice-chairperson

Ms Sandy H.Y. Wong

Mr Daniel K.S. Lau

Mr K.W. Leung

Professor Jonathan W.C. Wong

Mr Ben S.S. Lui

Mr Timothy K.W. Ma

Professor Bernadette W.S. Tsui

Dr C.M. Cheng

Mr Daniel K.W. Chung

Mr Rocky L.K. Poon

Professor Simon K.L. Wong

Mr Simon Y.S. Wong

Chief Traffic Engineer (New Territories East)
Transport Department
Mr K.L. Wong

Chief Engineer (Works)
Home Affairs Department
Mr Paul Y.K. Au

Assistant Director (Environmental Assessment)
Environmental Protection Department
Mr Gary C.W. Tam

Director of Planning
Mr Ivan M.K. Chung

Sai Kung and Islands District

Agenda Item 4

[Open Meeting]

Proposed Amendments to the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/30

(TPB Paper No. 10992)

[The item was conducted in Cantonese.]

62. The Secretary reported that the proposed amendments to the approved Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/30 (the OZP) was to take forward the recommendations of the “Planning and Engineering Study for Re-planning of Tseung Kwan O 137 – Feasibility Study” jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) and the subsequent “Development of Tseung Kwan O Area 137 and the Associated Reclamation Sites – Investigation, Design and Construction” (collectively “the Study”), both with AECOM Asia Company Limited (AECOM) as the consultant. The development in TKO Area 137 would involve rezoning of sites for proposed public housing developments to be developed by the Hong Kong Housing Authority (HKHA) with the Housing Department (HD) as the executive arm, as well as proposed Tseung Kwan O Line Southern Extension (TKOLSE) and its station which might involve MTR Corporation Limited (MTRCL). The following Members had declared interests on the item:

Mr Maurice K.W. Loo - being a member of HKHA;
(as Director of Lands)

Mr Paul Y.K. Au - being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA;

- Ms Kelly Y.S. Chan - being a member of HKHA, a member of its Strategic Planning Committee and the chairperson of its Audit Sub-committee;
- Ms Sandy H.Y. Wong - being an independent non-executive director of MTRCL;
- Dr Tony C.M. Ip] having current business dealings with
Mr Vincent K.Y. Ho] AECOM;
- Mr Daniel K.W. Chung - being a former Director of CEDD;
- Dr C.M. Cheng - owning a flat in TKO; and
- Mr Ryan M.K. Ip - his spouse owning a car parking space in TKO.

63. Members noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments, including those for public housing developments and railway station, were the subjects of the proposed amendments to the OZP by PlanD, the interests of Members in relation to HKHA and MTRCL mentioned above on the item only needed to be recorded and they could stay in the meeting. Members also noted that Mr Maurice K.W. Loo, Dr Tony C.M. Ip, Messrs Vincent K.Y. Ho and Ryan M.K. Ip had already left the meeting. As Mr Daniel K.W. Chung had no involvement in the Study and the property owned by Dr C.M. Cheng had no direct view of the sites under the amendment items, Members agreed that they could stay in the meeting.

64. The Secretary reported that on 16.1.2025, a letter from the Peng Chau Reclamation Concern Group (坪洲填海關注組) (the Concern Group) to the Board in relation to the item was received. The Concern Group expressed concerns about the reclamation and development of TKO Areas 132 and 137, including the need for the

reclamation and the potential landscape, visual, and ecological impacts. Members noted that the item was to consider the proposed amendments to the OZP, and should the Board agree to the proposed amendments, the OZP would be exhibited for public inspection. During the statutory exhibition period of the draft OZP, members of the public, including the Concern Group, could submit representations in respect of the amendments to the Board in accordance with the provisions of the Town Planning Ordinance (the Ordinance).

Presentation and Question Sessions

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

Environment and Ecology Bureau

Miss Ellen Y.T. Chow - Assistant Secretary (AS)

Mr Viko K.H. Wan - Senior Town Planner (STP)

Transport and Logistics Bureau (TLB)

Mr Kenny C.M. Or - Assistant Secretary (AS)

PlanD

Mr Walter W.N. Kwong - District Planning Officer/Sai Kung and Islands (DPO/SKIs)

Mr Kenneth C.K. Yeung - Senior Town Planner/Sai Kung and Islands (STP/SKIs)

Ms S.H. Lau - Town Planner/Sai Kung and Islands

CEDD

Mr Michael C.L. Leung - Project Manager (PM)

Mr Marco M.K. Lee - Chief Engineer (CE)

Mr Rick W.C. Ko - Senior Engineer (SE)

Environmental Protection Department

Mr Colin K.C. Fan - Senior Environmental Protection Officer

Mr Bill H.Y. Ho - SE

AECOM

Mr Ivan Tsang] Consultants

Ms Anna Chung]

66. With the aid of a video and a PowerPoint presentation, Mr Kenneth C.K. Yeung, STP/SKIs, PlanD briefed Members on the proposed amendments to the OZP, including the background, land use proposals, technical considerations, consultations conducted and departmental comments, as detailed in the Paper. The proposed amendments mainly included:

- (a) Item A – incorporation of the sea area to be reclaimed off Fat Tong O into the Planning Scheme Area (the Area), zoning the reclamation area as and rezoning the adjoining land from “Other Specified Uses” (“OU”) annotated “Deep Waterfront Industry” (“OU(DWI)”) and “OU” annotated “Desalination Plant” to “Residential (Group A) 9” (“R(A)9”), “R(A)10”, “R(A)11”, “R(A)12”, “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)”, “Government, Institution or Community (10)” (“G/IC(10)”), “OU” annotated “Effluent Polishing Plant”, “OU” annotated “Green Fuel Station”, “Open Space”, “Green Belt” (“GB”) and area shown as ‘Road’ for the proposed developments in Area 137;
- (b) Item B – rezoning of a site in Fat Tong Chau in Area 135 from “GB” and “OU(DWI)” to “G/IC(10)” for a fresh water service reservoir and a salt water service reservoir;

- (c) Item C – incorporation of a piece of land occupied by a pier near Tit Cham Chau into the Area, zoning the land as and rezoning the adjoining site from “OU(DWI)” to “OU” annotated “Pier”;
- (d) Item D – incorporation of the sea area to be reclaimed in Chiu Keng Wan in Area 132B into the Area, zoning the reclamation area as and rezoning the adjoining land from “GB” to “OU” annotated “Electricity Facilities”, “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility”, “OU” annotated “Refuse Transfer Station”, “OU” annotated “Concrete Batching Plant”, “G/IC(10)”, “G/IC” and area shown as ‘Road’;
- (e) Item E – incorporation of four pieces of land near Chiu Keng Wan into the Area and zoning the land as “GB”; and
- (f) Item F – excision of five sites zoned “OU(DWI)” from the Area.

67. As the presentation of PlanD’s representative was completed, the Chairperson invited questions and comments from Members.

Development Parameters of Area 137

68. Noting that the development scale of Area 137 was about twice that of LOHAS Park, the Vice-chairperson asked for a comparison of the development scale between the two areas. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) in terms of development scale, Area 137, which was planned to include a proposed railway station, would accommodate approximately 50,000 residential units for a total population of around 135,000. In contrast, LOHAS Park and the surrounding residential developments near MTR LOHAS Park Station had a total population of about 80,000. The planning concept of TKO New Town emphasised a community hub centred around each railway station.

Taking MTR TKO Station and Po Lam Station as examples, the population in Area 137 was comparable with the community surrounding each railway station in TKO New Town; and

- (b) in terms of building height (BH), Area 137 was planned with a stepped profile from 120mPD at the waterfront to 200mPD inland, which was comparable to other areas in TKO including LOHAS Park with the maximum BH of 217mPD and other residential developments at TKO Station and Tiu Keng Leng Station.

Road Infrastructure and Accessibility

69. Noting that Wan Po Road would be the primary access road to Area 137, the Vice-chairperson and a Member asked whether there would be alternative routes for road traffic of Area 137 if there would be any accident at Wan Po Road blocking the traffic. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that Wan Po Road, which was a dual two-lane carriageway, served as the main road connecting Area 137 to other parts of TKO. In the event of any accident affecting one of the road lanes of Wan Po Road, there would still be one other lane serving the area. In addition, if there were incidents in the middle section of Wan Po Road, traffic could still route through the roads inside TKO InnoPark, including Chun Wang Street and Chun Yat Street, to bypass the congested section of Wan Po Road. Besides, TKOLSE with a station in Area 137 was planned to meet the traffic and transport needs of Area 137. The detailed road network in and around Area 137 and the railway infrastructure would be worked out during the detailed design stage.

Railway Alignment

70. Noting that the proposed TKOLSE appeared to run offshore, the Vice-chairperson enquired about the rationale for adopting such an alignment, which would be more expensive than a land-based option. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, explained that the TKOLSE alignment, which was to be extended from the existing LOHAS Park Station, had taken into account the location, orientation and alignment of LOHAS Park Station.

The TKOLSE alignment shown on the draft OZP was preliminary for information purpose only. The actual alignment would be determined through separate studies for the TKOLSE railway project.

71. Referring to a slide showing the development layout of the area, a Member enquired about the feasibility of adding a station at TKO InnoPark as part of the proposed TKOLSE so as to enhance its accessibility, foster home-job balance and unlock the development potential of TKO InnoPark especially for advanced technology related industries, which was currently constrained by limited public transport services.

72. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the preliminary TKOLSE alignment was proposed, taking into account the views received during the public consultation of the Hong Kong Major Transport Infrastructure Development Blueprint (the Blueprint). Mr Kenny Or, AS, TLB supplemented the following main points:

- (a) public consultations on the Blueprint were conducted in late 2022 and early 2023. Extensive feedbacks were received, including some suggestions regarding TKOLSE from the Sai Kung District Council and residents of LOHAS Park. Proposals received included alternative alignment options and the use of lighter means of mass transit system instead of heavy rail. All suggestions were carefully reviewed, taking into account the developments in the area and other technical considerations, such as turning radius required for trains;
- (b) from both engineering and transportation efficiency perspectives, extending the railway directly from the existing TKO Line at LOHAS Park Station to Area 137 was considered the most suitable option after review; and
- (c) the railway alignment would be further refined at subsequent stages of the project and the feasibility of adding a station at TKO InnoPark or enhancing connectivity between InnoPark and the railway station(s) could be explored under the railway project in due course.

73. The Member considered that the inclusion of a station at TKO InnoPark was crucial, and the significant economic contribution to Hong Kong and employment opportunities provided by TKO InnoPark through enhancing the accessibility should be taken into account. Noting that nearly all workers at TKO InnoPark relied solely on shuttle buses from LOHAS Park Station to access the InnoPark, which could worsen traffic congestion on Wan Po Road, the Member enquired whether the traffic assessment of TKOLSE had taken all such considerations into account. In response, Mr Kenny Or, AS, TLB said that the alignment of TKOLSE and the arrangement of the railway stations would be carefully considered to enhance service coverage and cost effectiveness, with a view to leveraging on the investment for railway infrastructure.

Interface with the Landfill

74. Noting the proximity of Area 137 to an existing landfill, the Vice-chairperson and a Member enquired about the planned use of the landfill site and the potential impact, particularly odour, of the landfill on future residents as there were complaints from residents living near the landfill in the past. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the South East New Territories (SENT) Landfill had already ceased operation, while its extension was currently being used to receive construction waste only. Both the SENT Landfill and its extension were zoned “Open Space (2)” and would be developed for open space use in long term after restoration. With regard to the odour from the landfill, Mr Michael C.L. Leung, PM, CEDD said that the odour concern was mainly related to the domestic waste previously received in SENT Landfill. Currently, the landfill only received construction waste which was unlikely to generate odour. Under the current planning, the landfill is expected to be closed before population intake of Area 137, and possible odour impact on the future residents had already been taken into account in the technical assessment.

Provision of Government, Institution and Community (GIC) Facilities

75. A Member considered that the provision of GIC facilities should be planned in advance to meet the need of the population of the Area, and raised the following questions:

- (a) noting that there were deficits in some GIC facilities, such as the elderly facilities/services, hospital/health care facilities, child care centres and rehabilitation services, as shown in Appendix F of the Paper, whether sufficient land/space had been reserved on the OZP for provision of GIC facilities in the Area to meet the needs of the future population, given the opportunity of planning for a new area; and
- (b) whether the planned GIC facilities would be provided in a timely manner to tie in with the population intake.

76. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD made the following main points:

- (a) some GIC facilities, such as social welfare facilities and clinic, which might not require standalone sites, would be accommodated within housing developments or joint-user government complex. During the course of the Study, the Social Welfare Department had provided a wish list of social welfare facilities for serving the new population, and assumptions of such facilities had been factored in the technical assessment, but not yet reflected in Appendix F of the Paper. Upon consultation with the Social Welfare Department, the exact provision at individual sites would be finalised in the later stage, and the confirmed requirements would be incorporated in the planning briefs for public housing developments and the land documents for private developments for implementation. Moreover, land had been reserved on the OZP for some GIC facilities which required designated sites, including schools and police station. The supply and demand of some GIC facilities, such as hospital, would be considered and assessed in a wider regional context by relevant government bureaux/departments, taking into account overall service plan and distribution. There were hospitals in TKO and Kowloon East to serve the population of TKO; and

- (b) discussions amongst relevant government bureaux/departments to consider and determine the types of GIC facilities to be provided in Area 137 would continue with a view to providing appropriate and necessary GIC facilities in tandem with population intake.

Waste Management Facilities

77. A Member asked whether locating waste management facilities, such as storage and treatment facilities and the associated pipelines, underground had been considered to optimise land use and reduce visual impact of the facilities, and whether the OZP would have flexibility to allow the provision of underground waste management facilities. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD, with the aid of some PowerPoint slides, said that the types of waste management facilities to be provided in residential developments, including the option for underground facilities, would be considered at the detailed design stage. For government facilities, a refuse collection point had been incorporated in the joint-user government complex in Area 137. The OZP had allowed flexibility for incorporating underground waste management facilities, as appropriate.

78. Upon the enquiry of Mr Ivan M.K. Chung, Director of Planning, Mr Walter W.N. Kwong, DPO/SKIs, PlanD elaborated that if environmentally friendly facilities, including those provided underground were exempted under the Buildings Ordinance, they could be exempted from gross floor area calculation under the OZP. The proposed BH restrictions under the OZP had already allowed flexibility for building design and it would not have any insurmountable problem for provision of such facilities aboveground or underground under the restrictions.

Climate Change and Extreme Weather

79. A Member appreciated that the current proposal had taken into account the impact of climate change, and raised the following questions:

- (a) whether the design of the development had taken into consideration storm surges, given that Area 137 was located at the southeastern part

of Hong Kong which was particularly vulnerable, as evidenced by the significant damage caused to the nearby areas during Super Typhoon Mangkhut in 2018. The design of the retail shops at waterfront should incorporate rain shelters and that of the MTR station entrances should be able to avoid flooding risks; and

- (b) noting that the proposed formation level of the reclamation areas had accounted for sea-level rise projections up to the end of the century, based on the Intergovernmental Panel on Climate Change (IPCC)'s 6th Assessment Report (AR6), whether the site formation level had also considered the impact of ice sheet melting in Antarctica and Greenland which might lead to accelerated sea-level rise, and whether the design of coastal facilities would be adaptive to future updates in IPCC reports, such as AR7.

80. In response, Mr Michael C.L. Leung, PM, CEDD and Mr Marco M.K. Lee, CE, CEDD made the following main points:

- (a) CEDD had gained experience in addressing extreme weather conditions, such as storm surges, heavy rains and large waves during previous Super Typhoons Hato and Mangkhut, in the construction of TKO–Lam Tin Tunnel and Cross Bay Link in the area. The project team would explore appropriate mitigation measures and work closely with MTRCL to address adverse weather conditions during the detailed design stage;
- (b) resilience measures, such as construction of water barriers or making adequate design allowance for additional flood wall height adjustments, would be incorporated in the seawall design to accommodate any potential sea-level rise as anticipated in future AR7;
- (c) sufficient buffer area would be reserved between the seawall and developments to allow for the dispersion of overtopping waves and reduce their direct impact on buildings and facilities; and

- (d) the Hong Kong Observatory had been consulted regarding the extreme weather scenarios outlined in AR6. Scenario testing for various conditions, such as the greenhouse effect, climate change, extreme climate and sea-level rise, by the end of the century had been conducted to ensure resilience and adequate design capacities to cope with different climate situations.

Reclamation in Area 132

81. A Member was concerned about the environmental impact of reclamation in Area 132 on the natural coastline and marine biodiversity, despite its location outside Victoria Harbour, and enquired whether mitigation measures for biodiversity would be implemented. In response, Mr Michael C.L. Leung, PM, CEDD, with the aid of some PowerPoint slides, said that taken into account the public views expressing the wish to minimise impact on the natural coastline, the reclamation extent in Area 132 had been reduced from 25 hectares (ha) to 20 ha and the length of the affected natural shoreline was decreased from 800m to 500m. To address the environmental concerns, eco-shoreline designs would be implemented in the reclaimed area. For example, artificial baskets/pockets could be considered to be integrated into vertical and/or sloping seawalls to support marine biodiversity. These designs aimed to create sustainable habitats and mitigate the potential loss of natural habitats caused by reclamation.

Facilities in Area 132 and their Impacts

82. Noting that Area 132 was designated for noxious facilities, such as refuse transfer station and concrete batching plant (CBP), and was located near the essential infrastructure of Cross Bay Link, the Vice-chairperson enquired whether studies had been conducted to assess the potential hazard risk that the facilities might pose to the nearby users of Cross Bay Link. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that based on the Study's findings, the planned facilities in Area 132 were not expected to pose hazard risks. In any case, some facilities in Area 132 would undergo the statutory Environmental Impact Assessment (EIA) process to obtain Environmental Permits before implementation or would be required to obtain relevant licence for their

operation. The EIA would evaluate potential environmental and safety risks, including impacts on nearby users of infrastructure such as the Cross Bay Link. All facilities in Area 132 would comply with the environmental and safety standards and any potential risks would be mitigated.

83. A Member was concerned about the potential visual impact of the public facilities planned for Area 132, given their proximity to Lei Yue Mun Channel, a key entry point for cruise ships and other vessels to Victoria Harbour, and enquired whether measures would be taken to mitigate the aesthetic impact of the facilities to ensure a more visually appealing experience for arriving tourists. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the planning and design of Areas 137 and 132 had considered the visual impact of the future developments. In Area 137, the maximum BH of the developments at the waterfront in the vicinity of the harbour channel was planned to be about 120mPD. Aesthetic features, such as vertical greening, would be integrated into building design to enhance visual appeal. While BH restrictions would be specified on the OZP, other design measures, such as stepped BH profile within site, terraced building layouts and setbacks, could be explored during the design stage. For Area 132, the maximum BHs of the facilities would be even lower, with most structures, except for the electricity facilities which would have a BH of 70mPD, limited to 30mPD to 50mPD. To address aesthetic concerns, measures like vertical greening and other landscape elements would be considered during the detailed design stage to mitigate the visual impact of the facilities.

84. A Member enquired whether the planned CBP in Area 132 would replace the one currently located in Area 137. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the existing CBP in Area 137 was a temporary facility operated under Short Term Tenancy. While the function of concrete production would be transferred to the permanent facility in Area 132, the new CPB in Area 132 would go through open tendering process, and the future operator might not necessarily be the same as the current one. The new facility would primarily serve the construction needs of TKO and Kowloon East.

Others

85. Noting the mountain backdrop of Area 132, a Member asked whether the area was part of a Country Park and how the building design would be adapted to better blend in with the mountain scenery. In response, Mr Walter W.N. Kwong, DPO/SKIs, PlanD said that the mountain behind Area 132 was Chiu Keng Wan Shan, located near the Junk Bay Chinese Permanent Cemetery, and it was not part of a Country Park. In response to a Member's enquiry about the type of effluent polishing plant planned in Area 137, Mr Michael C.L. Leung, PM, CEDD said that it would be a sewage treatment plant designated to treat wastewater generated from Area 137.

[Mr Timothy K.W. Ma and Ms Sandy H.Y. Wong left the meeting during the Q&A session.]

86. The Chairperson remarked that the proposed amendments to the OZP were to take forward the recommendations of the Study. Should the Board agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representations received, if any, would be submitted to the Board for consideration.

87. After deliberation, the Board decided to:

- (a) agree to the proposed amendments to the approved Tseung Kwan O (TKO) Outline Zoning Plan (OZP) No. S/TKO/30 and that the draft TKO OZP No. S/TKO/30A at Appendix B of the Paper (to be renumbered as S/TKO/31 upon exhibition) and its Notes at Appendix C 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 TKO OZP No. S/TKO/30A (to be renumbered as S/TKO/31 upon exhibition) at Appendix D of the Paper 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.

88. 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 revision would be submitted for the Board's consideration.

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

Procedural Matters

Agenda Item 5

[Open Meeting]

Application to the Secretary for Development under Section 8(8)(b) of the Town Planning Ordinance for Further Extension of Time Limit for Submission of the Draft Pok Fu Lam Outline Zoning Plan No. S/H10/22 to the Chief Executive in Council for Approval

(TPB Paper No. 10994)

[The item was conducted in Cantonese.]

90. The Secretary reported that the major amendment incorporated in the draft Pok Fu Lam Outline Zoning Plan (the draft OZP) involved the rezoning of a site on Pok Fu Lam Road (the Site) from "Green Belt", "Residential (Group C)6" and an area shown as 'Road' to "Other Specified Uses" annotated "Global Innovation Centre" ("OU(Global Innovation Centre)") to facilitate the development of a Global Innovation Centre by the University of Hong Kong (HKU) for deep technology research (Amendment Item A). Representations had been submitted by HKU (R1), The Hong Kong Bird Watching Society (HKBWS) (R264), Kadoorie Farm and Botanic Garden (R265), The Conservancy Association (R3637) and MTR Corporation Limited (MTRCL) (R3662). The following Members had declared interests on the item:

- Mr Stephen L.H. Liu
(*Vice-chairperson*) - co-owning with spouse properties in Pok Fu Lam;
- Ms Sandy H.Y. Wong - being an independent non-executive director of MTRCL;
- Mr K.W. Leung - being a former executive committee member of HKBWS and a former chairman of Crested Bulbul Club Committee under HKBWS;
- Professor Roger C.K. Chan - being an Honorary Associate Professor of Department of Urban Planning and Design of HKU;
- Professor Jonathan W.C. Wong - having close relative living in Pok Fu Lam;
- Dr Venus Y.H. Lun - being a special project director of a research and development centre which was hosted by HKU and other two universities, and an external examiner of one of HKU's programmes;
- Mr Ben S.S. Lui - co-owning with spouse a property in Pok Fu Lam, his spouse owning a car parking space in Pok Fu Lam, and he and his spouse being directors of a company owning properties and car parking spaces in Pok Fu Lam;
- Professor Bernadette W.S. Tsui - being an Adjunct Professor of Department of Social Work and Social Administration

of HKU, and having close relative living in Pok Fu Lam;

- Dr Tony C.M. Ip - being an Adjunct Associate Professor of School of Biological Sciences of HKU, and having current business dealings with CA;
- Mr Ryan M.K. Ip - being the vice-president cum co-head of Public Policy Institute of Our Hong Kong Foundation which had received donations from Kadoorie family and being acquainted with some representers;
- Professor B.S. Tang - being a Honorary Professor of Department of Urban Planning and Design and Department of Real Estate and Construction of HKU;
- Professor Simon K.L. Wong - his spouse being a programme director of Master in Statistics of HKU;
- Mr Simon Y.S. Wong - being a close relative of some representers; and
- Mr Derrick S.M. Yip - having current business dealings with HKU, and being a member of the Advisory Board of the Gleneagles Hospital which was partnering with HKU to provide medical services.

91. Members noted that Dr Venus Y.H. Lun and Professor B.S. Tang had tendered apologies for being unable to attend the meeting, and Professor Roger C.K. Chan, Dr Tony C.M. Yip, Messrs Ryan M.K. Ip and Derrick S.M. Yip had already left

the meeting. As the item was procedural in nature, other Members who had declared interests relating to the amendment item and/or representers could stay in the meeting.

92. The Secretary briefly introduced TPB Paper No. 10994. On 22.3.2024, the draft OZP was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the 2-month exhibition period of the draft OZP, 3,677 valid representations were received. Given the large number of representations received and the complexity of the issues raised regarding the proposed Global Innovation Centre, the Town Planning Board (the Board) agreed to apply to the Secretary for Development (SDEV) for two extensions of the statutory time limit for submission of the draft OZP to the Chief Executive in Council (CE in C) for approval for a total of 4 months from 23.10.2024 to 22.2.2025 under sections 8(7) and 8(8)(a) of the Ordinance on 18.10.2024. The SDEV agreed to the extensions on 22.10.2024. On 29.11.2024, after the hearing held on 1, 3 and 4.11.2024, the Board decided to partially meet some of the representations by amending the zoning of the Site from “OU(Global Innovation Centre)” to “Undetermined” in the interim, in order to allow HKU to review and adjust its proposal in response to the views expressed by the representers, and to consult relevant stakeholders including the local community before submitting its revised proposal for the Government’s consideration. On 13.12.2024, the proposed amendments to the draft OZP were published for public inspection for three weeks, i.e. until 3.1.2025, under section 6C of the Ordinance, during which any person might make a further representation to the Board.

93. Given the deadline for receiving further representations only ended on 3.1.2025 and more time was required to process the large number of further representations (about 1,900) received, the further representations would only be ready for the Board’s consideration in accordance with section 6F(1) of the Ordinance in March 2025. Furthermore, after the Board’s consideration of the further representations, time was required to prepare the submission to the CE in C. It was anticipated that there would be insufficient time to complete the above processes before the afore-mentioned extended deadline of 22.2.2025. Hence, it was necessary to seek SDEV’s agreement for further extension of the statutory time limit for another 2 months until 22.4.2025 in accordance with section 8(8)(b) of the Ordinance. This was the last extension and no further extension was allowed under the Ordinance.

94. The Board agreed that the SDEV's agreement should be sought to further extend the time limit for submission of the draft OZP to the CE in C for approval for a period of 2 months from 23.2.2025 to 22.4.2025 under section 8(8)(b) of the Ordinance.

Agenda Item 6

[Open Meeting] [The item was conducted in Cantonese.]

Any Other Business

95. There being no other business, the meeting was closed at 3:45 p.m.