

# Development Proposal of Ngau Tam Mei

Public Engagement Report

October 2025



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Appendix A	List of Exhibitions
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## **1. INTRODUCTION**

### **1.1 Background**

- 1.1.1 The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the Ngau Tam Mei (NTM) Land Use Review Study (the Study) in November 2021 to capitalise on the development opportunities to be brought about by the NTM Station on the proposed Northern Link (NOL) Main Line. The Study aims to examine the comprehensive development of the brownfield clusters in NTM, which was subsequently extended to cover a nearby site identified under the “Green Belt” Review announced in the 2022 Policy Address for holistic planning.
- 1.1.2 The Northern Metropolis Action Agenda (NMAA) promulgated in October 2023 outlines the development positioning of four major zones in the Northern Metropolis (NM). Among them, the Innovation and Technology (I&T) Zone covers San Tin Technopole (STT) as well as NTM, with the latter reserving land for post-secondary education institutions, with a focus on scientific research, to complement the I&T development in STT, promoting “research, academic and industry” collaboration. The 2024 Policy Address further announced that land has been reserved in NTM for the Northern Metropolis University Town (NMUT), the Third Medical School and an integrated medical teaching and research hospital (Integrated Hospital). As recommended in the 2025 Policy Address, the Working Group on Planning and Construction of the University Town (WGUT) has been set up to formulate the development strategy of the NMUT including the university town in NTM.
- 1.1.3 A two-month public engagement (PE) was carried out from 14 November 2024 to 13 January 2025 to solicit public views on the development proposal of NTM. This PE Report is prepared to record the key views solicited from the public and stakeholders during the PE together with government’s responses.

## **2. SUMMARY OF PUBLIC ENGAGEMENT ACTIVITIES**

### **2.1 Project Website and Leaflet**

2.1.1 To ensure effective dissemination of information relating to the development proposal of NTM New Development Area (NDA), a project website (<https://www.nm-ntm.hk>) has been launched. Within the PE period, the project website recorded a hit rate of over 33,600.

2.1.2 The project website includes a study overview, land use proposal, highlights, key planning features, major urban design concepts, a project video and an information centre. In addition, the project website provides up-to-date PE activities during the PE period, including the schedule of roving exhibitions and mobile exhibitions. It also includes relevant papers presented to statutory bodies.

2.1.3 The Study Team also distributed over 12,000 PE leaflets to key stakeholders during the briefing sessions (see paragraph 2.4.1) and to the general public / locals through mailing and exhibition venues.

### **2.2 Roving Exhibitions and Mobile Exhibitions**

2.2.1 The Study Team conducted 10 roving exhibitions in Hong Kong, Shenzhen and Guangzhou, as well as arranged mobile exhibitions at 35 locations in Hong Kong during the PE period. The roving and mobile exhibitions had a combined patronage of more than 12,000. Details of these exhibitions are in **Appendix A**.

### **2.3 Testimonial Videos**

2.3.1 Two testimonial videos were produced and shared through the social media accounts of the Northern Metropolis Co-ordination Office (NMCO) and PlanD and they were viewed more than 90,000 times in total.

### **2.4 Briefing Sessions**

2.4.1 A total of 12 briefing sessions were conducted, in which the Study Team engaged various statutory and advisory bodies (namely the Sub-committee on Planning, Land and Conservation of the Advisory Committee on the Northern Metropolis<sup>1</sup>, Panel on Development of the Legislative Council, Town Planning and Development Committee of the Yuen Long District Council (YLDC), Planning Sub-committee of the Land and Development Advisory Committee, Town Planning Board (TPB) and Heung Yee Kuk (HYK)), the post-secondary education sector, professional institutes, green groups, San Tin Rural Committee (STRC), and the brownfield operators in the area. A briefing session was also arranged for the villagers of Yau Tam Mei (YTM) Tsuen with over 600 attendees. Details of these briefing sessions are in **Appendix B**.

### **2.5 Written Submissions Received**

2.5.1 During the PE period, a total of 593 written comments were received. Among them, 29 comments were from groups or organisations including universities, business sector, green groups, residents associations and other concern groups. The rest were from individuals.

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<sup>1</sup> Briefing session for the Sub-committee on Planning, Land and Conservation of the Advisory Committee on the Northern Metropolis was conducted on 8.11.2024 before commencement of the PE period.

### 3. OVERVIEW OF PUBLIC COMMENTS

- 3.1.1 In general, the public expressed support to the overall positioning of NTM NDA as an Academic and Research District with a university town (UniTown) and an Integrated Hospital. The Town Planning and Development Committee of YLDC and HYK also expressed support for the NTM development proposal. The media reports and news commentaries were generally positive on the NTM development proposal.
- 3.1.2 Comments collected during PE, including the written comments and views/suggestions raised in the briefing sessions, can be categorised into five aspects: (1) general positioning of NTM; (2) land use planning and urban design; (3) environment and ecology; (4) transport and infrastructure; and (5) implementation arrangement. Among the 593 written comments, about 72% were on general positioning of NTM NDA, about 11% on land use planning and urban design, about 4% on environment and ecology, about 45% on transport and infrastructure, and about 34% on implementation arrangement. Some comments touch on more than one aspect.
- 3.1.3 Summaries of comments and responses for each aspect are presented in **Sections 4 to 8**.

## **4. GENERAL POSITIONING OF NGAU TAM MEI**

### **4.1 Summary of Comments**

- 4.1.1 The public generally welcomed the development of NTM NDA and agreed with the development positioning as an Academic and Research District. Some envisioned a wide range of innovative and high-end courses could be provided in the future to cultivate talents in support of the I&T development in STT, Hong Kong as a whole and the Mainland.
- 4.1.2 Some recognised that NTM NDA could leverage on its geographical advantage of having good connectivity with Shenzhen, boosting the gateway economy and promoting the exchange of talents and technology within the Greater Bay Area. Some suggested that the NTM development should be complementary to but not competing with the developments in Shenzhen.
- 4.1.3 Some enquired about the differentiation of planning vision and positioning of NTM NDA from other NDAs in the NM, and whether any key performance indicators such as gross domestic product per capita would be set for NTM NDA.

### **4.2 Summary of Responses to Comments**

- 4.2.1 The general support of the NTM development and the positioning of NTM NDA is acknowledged.
- 4.2.2 The NMAA promulgated in October 2023 outlines the development positioning of four major zones in the NM. Within the I&T Zone and in proximity to STT, NTM NDA is positioned as an Academic and Research District to complement the I&T development in STT, with land reserved for a UniTown for post-secondary education uses, focusing on scientific research and promoting “research, academic and industry” collaboration. To the west of the I&T zone is the High-end Professional Service and Logistics Hub, where Hung Shui Kiu / Ha Tsuen NDA is positioned as a High-end Professional Services Hub and Lau Fau Shan a Digital Technology Hub. To the east lies the Boundary Commerce and Industry Zone. In this zone, Kwu Tung North/Fanling North NDA serves mainly residential function whereas the New Territories North (NTN) New Town is positioned to be a Boundary Control Point Business District and a Base for Emerging Industries.
- 4.2.3 The Task Force for Collaboration on the Northern Metropolis Development Strategy has been set up between Hong Kong and Shenzhen to strengthen the liaison and co-ordination of NM development matters between Hong Kong and the Mainland, so as to create synergies and collaboration on various fronts for both sides.

## 5. LAND USE PLANNING AND URBAN DESIGN

### 5.1 Summary of Comments

#### (a) *UniTown*

##### (i) Positioning and Development Framework of the UniTown

- 5.1.1 The public generally agreed with the development positioning of NTM as an Academic and Research District and were generally receptive of the proposed UniTown at NTM, which would form a major anchor for the NDA. In this connection, some considered that 46 ha of land was not adequate for the development of the UniTown, and suggested to expand the UniTown to accommodate multiple post-secondary education institutions. On the other hand, some queried on the need for the UniTown as there were already quite a number of top-notch post-secondary education institutions in Hong Kong and whether the UniTown would be mainly for non-local students as local student population was declining. Some suggested excluding the area to the east of the village office of YTM Tsuen from development for preserving some rural environment while allowing villagers to enjoy the benefits of urban development.
- 5.1.2 Some enquired about the positioning of the UniTown and its relationship with STT. Some suggested that STT should also allow flexibility to accommodate post-secondary education uses. Some suggested to relocate the UniTown to STT.
- 5.1.3 Many commenters enquired on the implementation details of the NMUT as a whole and the UniTown at NTM such as the positioning, number of institutions, types of programme, arrangement for shared facilities, financing and land allocation mechanism, development mode and implementation programme, undergraduate / postgraduate mix, etc.
- 5.1.4 Some suggested the Government to relocate existing universities in the Metro Area to the UniTown, freeing up land in the urban area for other developments.
- 5.1.5 Some requested to expedite the formulation of the comprehensive framework for the NMUT to inform land use, urban design and implementation strategies for taking forward the development of the UniTown.
- 5.1.6 Some suggested to incorporate the Integrated Hospital into the UniTown for effective consolidation of facilities, accommodation and academic resources for medical students.

##### (ii) General Location, Design and Ambience of the UniTown

- 5.1.7 Some suggested to move the UniTown closer to NTM Station for better pedestrian connectivity. In contrast, there were also suggestions to spread out the UniTown into multiple sites to allow better integration with the residential neighbourhood and more flexibility in phasing.
- 5.1.8 Some suggested to allow mixed uses in a broad-brush manner for the entire NTM to facilitate organic development and foster “research, academic and industry” collaboration. Some suggested mixing residential, retail uses with post-secondary education uses within the UniTown.
- 5.1.9 The stakeholders, especially advisory bodies and professional institutes, strongly agreed on the need for a holistic and integrated design of the public / social spaces and built form of the UniTown to ensure an attractive UniTown vibe and foster innovative ideas and knowledge exchange. The stakeholders generally emphasised that efforts should be made to create a distinctive campus image for the UniTown, and a high-density campus setting should be avoided. On the other hand, some considered that the proposed plot ratio (PR) for UniTown was too low and flexibility for intensification in future should be considered. Some considered that more research on the latest trend and land use / urban design requirements for the university towns elsewhere was essential to identify the success factors in attracting and retaining non-local talents who might have different lifestyles as compared to the locals.

- 5.1.10 Some considered that a detailed urban design framework was required to ensure the cultivation of an integrated UniTown vibe for realising the positioning of NTM NDA as an Academic and Research District. Some considered that an open and welcoming campus, integrated with an open space network, could help promote social interactions and foster innovative ideas, making reference to Silicon Valley's experience.
- 5.1.11 There was a general suggestion to open the UniTown facilities (such as open space and shared facilities) to the public or tourists. Some enquired about the management arrangements of the UniTown, such as how different universities would be co-ordinated.
- 5.1.12 Some considered that the planning and design of the UniTown such as development intensity, disposition and location of buildings and road network should be governed by planning tools such as outline zoning plan and master layout plan.
- 5.1.13 Some considered it necessary to have an effective coordination and implementation mechanism for the UniTown.

*(b) Integrated Hospital and Third Medical School*

- 5.1.14 There was general support for developing the Integrated Hospital and Third Medical School in NTM as this could cultivate talents and enhance the quality of healthcare services in the Yuen Long and North Districts to meet the medical needs of the locals, and the Government should set aside sufficient funding for developing the proposed Integrated Hospital.
- 5.1.15 Some suggested to move the Integrated Hospital closer to the NTM Station to shorten the walking distance from the railway station and enhance the convenience of the future hospital users, patients, visitors and staff. Suggestions to move the Integrated Hospital closer to the railway station by separating it from the campus of the Third Medical School or using the NTM Depot site for hospital development were also received.
- 5.1.16 Some requested to enhance the accessibility to the Integrated Hospital, such as adding more stops for public transportation near the hospital for elderlies and other people with limited mobility and adopting integrated design with the adjacent blue-green spine to enhance pedestrian accessibility.
- 5.1.17 Some suggested to relocate the Integrated Hospital to the northern side of the drainage channel to avoid the possible impact of the electromagnetic field of the existing high voltage pylon located to the south of the NDA.
- 5.1.18 Some enquired the positioning and functions of the remaining hospital projects in the NM and whether the development of new and existing hospitals was coordinated.

*(c) Residential Neighbourhood*

- 5.1.19 There was general support for the development of an integrated residential neighbourhood, which would help alleviate housing shortages and boost the provision of necessary community facilities to meet the living needs of future residents.
- 5.1.20 There was general support for the predominant private housing provision in NTM given its positioning as an Academic and Research District and for attracting talents. Some considered that more private housing should be provided in the NM in light of the trend of more and more people taking up jobs in Shenzhen. At the same time, some suggested that some public housing should also be provided for a diversified housing portfolio in NTM.
- 5.1.21 Some considered that various types of talent accommodations were required to establish an international innovation community that integrates working and living. Some suggested reserving land in NTM for talent accommodation, international school and private hospital to attract talents.
- 5.1.22 Some considered that sufficient government, institution and community (GIC) facilities, such as indoor sports centre, library, etc. should be provided in NTM NDA to serve the needs of

future residents and students of the UniTown.

*(d) Preservation of Points of Local Historical Interests*

- 5.1.23 Some advocated the preservation of some existing buildings in YTM Tsuen, such as Wai Cheung Ancestral Hall (維祥公祠), YTM Tsuen Village Office (攸潭美村村公所), the former YTM Primary School (前攸潭尾小學), Yau Shing Mo Temple (姚聖母廟), ruins of Nam Shan Monastery (南山精舍遺跡), Ho Sang Farm Residence and Porch (何生農場住宅及門廊), Western District Evangelical Church Sam Yuk Kindergarten (西區福音堂三育幼稚園) and Tung Wo Store (東和商店).
- 5.1.24 Some considered that heritage conservation should not be confined to individual heritage sites, but also the heritage characters to enrich the continuity of heritage. Some suggested to name the future development(s) or the railway station in NTM as “YTM” for remembrance sake.

*(e) Urban Design*

- 5.1.25 Some suggested that commercial activities such as retail shops, catering and event spaces should be allowed in the public open space (POS) in order to encourage different activities for enhancing vibrancy and attractiveness, and promote social interaction with place-making measures. Some suggested to extend the active frontages beyond the residential neighbourhood to enrich the overall walking experience. Some proposed to adopt appropriate building setbacks to create a sense of place.
- 5.1.26 Some considered that for achieving the 15-minute neighbourhood concept, streetscape design should be emphasised and network analysis could be conducted to study the mobility pattern of future residents / workers. Some advocated measures such as designating car-free / car-lite zones to enhance pedestrian environment.
- 5.1.27 Stakeholders generally appreciated that it was a good design concept to revitalise the existing drainage channel as a blue-green corridor to enhance the environment of the entire area. Enhancement suggestions for the blue-green corridor were also received, including providing a larger water body, integrating design of the revitalised drainage channel with the open spaces on both sides, building bridges to enhance connectivity across the revitalised drainage channel, and providing shaded seating and covered walkways.
- 5.1.28 Some considered that the proposed domestic PR of 6 for residential sites was too high, which might lead to wall effect, and that high-rise residential uses might not be suitable to be located near Tam Mei Barracks.
- 5.1.29 Some opined that the building height (BH) profile should take into account the surrounding topography and prevailing wind directions. Given the major summer prevailing wind is from the south and south-southwest directions, lower BH and / or wider building gaps should be adopted at the southern side. Some were concerned that the wind environment in the eastern side (annual prevailing wind direction) might be blocked by hills.
- 5.1.30 Some questioned if urban-rural integration could be realised in NTM NDA as a considerable portion of YTM Tsuen would be resumed and cleared. Some raised concern on the interface between the high-density residential developments and the low-rise villages in the vicinity. Some suggested to preserve the farmland and fishponds in the area as far as possible to preserve the wildlife habitats and rural character of NTM. Some suggested to incorporate agricultural and local geological elements into the new development.
- 5.1.31 Suggestions on incorporating Ngau Tam Shan for urban forestry, afforestation, and recreational space design strategies were received.

## 5.2 Summary of Responses to Comments

### (a) UniTown

#### (i) Positioning and Development Framework of the UniTown

5.2.1 As announced in the 2024 Policy Address, the Government has earmarked land in the NM for the NMUT, and will encourage local post-secondary institutions to introduce more branded programmes, research collaboration and exchange projects with renowned Mainland and overseas institutions in a flexible and innovative manner; and the Third Medical School campus will also be developed. The proposed NMUT will offer space for activities relating to research and development (R&D) and groom high-calibre talents to support the I&T development in STT.

5.2.2 Regarding the positioning and implementation details such as development modes and land allocation of the NMUT and the UniTown at NTM, as per the 2025 Policy Address, the WGUT will study the development mode for the NMUT and make recommendations on the positioning and vision regarding the development of NMUT sites to devise a clear, industry-led approach. The land in NTM can dovetail with the overall I&T development of STT and the Hong Kong-Shenzhen Innovation & Technology Park at the Loop, among others, life and health technology industries, and to be used for joint development with the Third Medical School and an integrated medical teaching and research hospital.

#### (ii) General Location, Design and Ambience of the UniTown

5.2.3 In response to the comments received on the size of the UniTown, we have increased the area of the UniTown to include some land previously reserved for other GIC uses. With the expansion, the UniTown will be closer to NTM Station. We will also provide it with flexibility to accommodate more wide-ranging uses to cater for evolving development.

5.2.4 Under the current layout, the residential neighbourhood is planned closest to the NTM Station to maximise the utilisation of development potential brought by the NOL Main Line. This could maximise the convenience of future residents and the efficiency of provision of GIC facilities. The topside development at NTM Depot is envisaged to be a focal point of the NDA and it would accommodate commercial uses (retail, catering and entertainment facilities) to meet the needs of local residents as well as those working / studying in NTM. The Integrated Hospital, which could serve as a teaching hospital, is proposed at the central part of the NDA to allow better integration with the Third Medical School, which will be accommodated in the UniTown. Setting aside the eastern portion of the NDA for the UniTown development would allow more flexibility in site planning and future land allocation, including the planning for potential shared facilities such as recreation facilities, library and student hostel.

5.2.5 The high public expectation for an integrated design of the UniTown is fully acknowledged. To create a distinctive character for the UniTown, the existing NTM Drainage Channel will be revitalised and the land on both sides of the part of the revitalised drainage channel within the UniTown would be designated as non-building area (NBA). With a combined width of 80 m and length of about 1.1 km, the NBA enables the provision of attractive public space / activity areas and landmark features promoting the image of the UniTown and creating an appealing UniTown setting for nurturing high calibre talents. It would also serve the dual functions as (i) the UniTown entrance with architectural coherence with the academic buildings and (ii) part of the key east-west transit corridor for students and teachers as well as other pedestrians / cyclists across NTM NDA.

5.2.6 It is also acknowledged that a holistic design and coordinated implementation amongst the institutions (if there are more than one institution) inside the UniTown is beneficial to ensure the integration of different institutions horizontally and vertically for maximising land utilisation, accessibility, and synergies across the different institutions and sectors for achieving “academic, research and industry” collaboration.

5.2.7 The design and implementation of the UniTown will be duly considered by the Education Bureau under the steer of the WGUT.

- 5.2.8 Future management of the campus facilities within the UniTown including possible opening of the campus for public / tourism use would be subject to considerations of the future project proponents of the UniTown.
- 5.2.9 Some PR assumptions were adopted to facilitate technical assessments under the Study. To provide maximum implementation flexibility, there would be no statutory PR restriction on the UniTown but rather, BH restrictions would be imposed on different parts of it, taking into account neighbouring topography and characteristics. The ultimate PR would be considered and regulated at the implementation stage.

*(b) Integrated Hospital and Third Medical School*

- 5.2.10 With the gradual development of the NM, demand for healthcare services in the Yuen Long and North Districts will increase. The Integrated Hospital will provide comprehensive healthcare services for the existing and new population in the NM. It will also be equipped with specialist manpower and related technology and apparatus to serve patients with individual highly complex diseases in the territory. The area reserved for the Integrated Hospital has been increased from about 9 ha to 10 ha on the Recommended Outline Development Plan (RODP).
- 5.2.11 The Health Bureau and the Hospital Authority are reviewing the Second Hospital Development Plan (HDP), which will include the construction of the Integrated Hospital at NTM. Details of the Second HDP would be announced in due course.
- 5.2.12 Regarding the location of the Integrated Hospital, other locations that are closer to the NTM Station have been considered, but they are limited by site constraints, technical complications, user requirements and programme mismatch, etc.
- 5.2.13 The Integrated Hospital site is within a walkable distance from the NTM Station. To enhance the accessibility of the Integrated Hospital, two public passageways are planned to connect the hospital site with NTM Station. A 24-hour weather-proof public passageway is designated through the POS atop the NTM depot and a residential site, providing a direct connection between the Integrated Hospital and NTM Station. The public could also access the hospital through the at-grade open space (Station Plaza and Urban Park) around NTM Station, where a weather-proof walkway may be provided to connect the hospital and the railway station. Suitable public transportation facilities near the Integrated Hospital (like bus/minibus stops) will be provided in consultation with the Transport Department to enhance accessibility, especially for elderly, visitors / patients with special needs.
- 5.2.14 Technical assessments have been conducted under the Study and there is no insurmountable problem for developing the Integrated Hospital at its proposed location according to the assessments. According to the assessment for electric and magnetic field under the environmental impact assessment (EIA) study, it is expected that the existing 400 kV overhead cables located within / in the vicinity of NTM NDA would not pose adverse impact on the proposed developments of the Project.

*(c) Residential Neighbourhood*

- 5.2.15 After review, about 12,600 to 13,800 flats (mainly private flats) would be provided in NTM NDA with due consideration of its development positioning as an Academic and Research District. This can enrich the choices of accommodation for teaching/research and hospital staff as well as students (especially non-local students) and reduce their daily commuting time. Talent accommodations and sites for other educational uses and healthcare facilities have been reserved in the nearby STT.
- 5.2.16 Apart from private residential development, a site has been reserved for the provision of a Dedicated Rehousing Estate (DRE) in the western part of NTM to house eligible affectees of Government development projects.
- 5.2.17 GIC facilities have been planned in accordance with the Hong Kong Planning Standards and Guidelines and in consultation with relevant bureaux/departments, including indoor sports

centre, library, community recycling centre, refuse collection points, fire station cum ambulance depot, social welfare facilities, etc., to serve the future community.

*(d) Preservation of Points of Local Historical Interest*

- 5.2.18 Although there are no declared monuments, graded historic buildings or items pending grading by the Antiquities Advisory Board or government historic sites identified by the Antiquities and Monuments Office within the Project area, measures are proposed as stated in paragraphs 5.2.19 to 5.2.20 below having considered the cultural heritage impact assessment and in response to the public views received.
- 5.2.19 According to the cultural heritage impact assessment, Wai Cheung Ancestral Hall (WCAH), built in 1887, holds historical, architectural and cultural significance. It is proposed to rezone WCAH and its surrounding area to "Open Space" so that WCAH could be preserved for adaptive re-use subject to further review, whereas its surrounding open space can serve as a buffer and passive recreational space for public gathering, relaxation and hosting of community and festive events.
- 5.2.20 The former YTM Primary School was the sole source of education in YTM Tsuen in the old days connecting many descendants of the village, and possesses some historical value as an embodiment of acts of local benevolence recorded throughout its history. It is proposed to retain the existing structures of this former school within the UniTown so as to provide the future students/teachers with a tangible link to the educational past of NTM. Subject to design by the future project proponent, flexibility for potential adaptive reuse of the school structures for education / supporting facilities (such as activity rooms, studios or exhibition venue) of the UniTown will be allowed on the RODP.

*(e) Urban Design*

- 5.2.21 A number of urban design concepts have been adopted in NTM NDA, which include cultivating a UniTown vibe in NTM, developing a convenient community and promoting healthy living under a 15-minute neighbourhood concept with provision of a comprehensive pedestrian and cycling network, creating a resilient and sustainable urban future and urban-rural integration. The urban design suggestions received during the PE period are noted and incorporated where practical and appropriate.
- 5.2.22 To make the best use of the land resources in the NM and maximise the utilisation of the high-capacity public transport system, PRs of 6.5 to 7 are proposed for the residential sites and topside development within 500m from the proposed NTM Station.
- 5.2.23 With due regard to the setting of the natural landscape and to foster a UniTown vibe, stepped BHs are proposed to blend in with the natural environment, progressively ascending from Tam Mei Barracks, contributing to a cohesive and inviting campus setting.
- 5.2.24 Sufficient air ventilation could be achieved in NTM NDA by incorporating breezeways as per the air ventilation assessment under the Study and building separations as required in the Sustainable Building Design Guidelines.
- 5.2.25 To promote urban-rural integration, WCAH and the former YTM Primary School are proposed to be preserved, with flexibility allowed for adaptive reuse to foster a sense of place in NTM.
- 5.2.26 Residents of surrounding villages could also benefit from NTM NDA. Whilst sewerage would be improved, the enhanced drainage and flood retention capacity under the NTM project would also fortify resilience of the surrounding village settlements towards climate change and extreme weather. Moreover, the improved public transportation network, new GIC and retail facilities, and POS planned in NTM NDA could raise the living quality of surrounding residents. To respect the existing rural and low-rise setting of the surroundings, areas in close proximity to Sheung Chuk Yuen, Wai Tsai Tsuen, The Vineyard, Green Crest and Tam Mei Barracks are planned for mainly open space, amenity areas and low-rise uses.
- 5.2.27 The NTM NDA would leverage surrounding rural amenities for recreational purposes by

connecting the proposed cycle tracks to the New Territories Cycle Track Network. At the detailed design and construction stage, improving connection to the existing hiking trails in the vicinity will be explored to better connect the NDA with the surrounding countryside, like Lam Tsuen Country Park, to promote healthy living and ecotourism in the NM.

5.2.28 Opportunities for urban farming within the planned POS are allowed under the RODP.

## **6. ENVIRONMENT AND ECOLOGY**

### **6.1 Summary of Comments**

#### *(a) Wildlife and Rural Habitat Preservation*

- 6.1.1 Some considered that the baseline study should comprise a well-represented selection of bird species, especially wintering/migratory bird species of conservation importance. Concerns were raised about whether the flight paths of migratory birds would be affected. Some queried whether the proposed residential sites in the western part of NTM NDA would potentially block the bird flight paths and suggested to adopt a stepped BH profile to improve bird visibility.
- 6.1.2 Some mentioned finding otters in the fishponds at eastern NTM and raised concerns on whether the otter habitats would be affected by the proposed development. They requested conducting additional ecological surveys to identify the possible otter habitats in the area, and suggested to reorganise the existing farmland and fishponds into green spaces.
- 6.1.3 To better preserve wetland birds and avoid adverse impacts due to direct wetland loss, some suggested to minimise wetland loss as far as possible and prioritise one-site compensation.
- 6.1.4 Some raised that preservation of the existing farmland and fishponds in the NM was crucial to maintain the natural habitats for wildlife and the rural characters / lifestyles for cultural sustainability. Some suggested to reserve the farmland and fishponds in NTM to preserve habitats and rural life. These areas could be incorporated into the blue-green spine, creating an iconic rural park that served as a flood retention area, rainwater capture zone, wildlife habitat, and urban green space. Additionally, maintaining and enhancing these habitats for their multiple ecosystem functions should be prioritised in future land use planning.
- 6.1.5 Some opined that rural life and associated farmland and fishponds should be preserved in NDA developments under the concept of urban-rural integration to minimise impacts on local fisheries and agricultural industries. Rehabilitation / compensation schemes should be formulated for the affected farmland and fishponds. The revitalisation of drainage channel might affect the flow of water and hence the agricultural activities in the NTM area. There was a suggestion to reserve farmland and fishponds within the UniTown and open space to support agricultural technology research / development and community farming.
- 6.1.6 Some reminded that YTM Tsuen or nearby country parks might contain "trees of particular interest" (TPI) which should be identified and protected in conservation plans.
- 6.1.7 Alternative alignment of the new road connection to STT should be explored to minimise woodland loss.
- 6.1.8 There were also concerns on the potential impact of NM Highway on the environment and ecology in the area.

#### *(b) Revitalisation of Drainage Channel*

- 6.1.9 Some considered that the existing drainage channel and meanders in NTM were of ecological importance and suggested to restore the drainage channel to provide wildlife habitats while maintaining drainage capacity. A buffer zone should be provided at each side of the restored channel to provide sufficient riparian habitats to establish a floodable river park with a wide riparian zone that could accommodate a wide range of water flow.
- 6.1.10 Some commented that additional water source might be required for the revitalised drainage channel during dry season. There was a suggestion to preserve the existing river tributaries in NTM with reference to the land use zoning proposal for the Yuen Long South NDA.

*(c) Others*

- 6.1.11 Some considered that greenery was essential and requested provision of adequate green spaces to integrate natural elements into built environment.
- 6.1.12 There was a comment that the existing drainage channel to the west of Castle Peak Road was of moderate ecological importance. The proposed development should not impose any ecological impacts on this channel section and its surroundings.

**6.2 Summary of Responses to Comments**

*(a) Wildlife and Rural Habitat Preservation*

- 6.2.1 NTM NDA is a designated project under the Environmental Impact Assessment Ordinance (EIAO). The potential environmental and ecological impacts arising from the proposed development have been assessed in accordance with the EIA Study Brief and the Technical Memorandum of Environmental Impact Assessment Ordinance (EIAO-TM). Among others, a 12-month baseline ecological survey (including bird survey) has been conducted. The ecological impact assessment covers areas within 500m distance from the proposed development boundary. According to the findings, there are no insurmountable environmental or ecological impacts arising from the proposed development. Adverse impact to the flight paths of migratory birds is not expected.
- 6.2.2 There are no official published data or records of Eurasian Otter in the Project area and no Eurasian Otter was recorded during the baseline ecological survey. Additional interviews targeting the sightings of the otter among the local people in NTM area have been conducted after receipt of the public comment. Based on the interview findings, no sightings of otters in the area were reported by the interviewees.
- 6.2.3 Currently, the agricultural land in NTM is scattered and mostly consists of abandoned farmland, which is assessed to have low to moderate ecological value. To maximise the utilisation of land resources, these scattered plots of agricultural land are consolidated for developing into a functional community providing land for the UniTown, Integrated Hospital and residential neighbourhood. That said, opportunities of introducing urban farming in the planned open space are allowed under the RODP.
- 6.2.4 The findings of broad-brush tree survey, including all TPI(s) within the Project area and the associated recommendations, are provided in the EIA report under the Study. Further review would be conducted in the detailed design and construction stages in accordance with prevailing guidelines to justify the need for any removal of TPI(s).
- 6.2.5 The alignment of the proposed road connection to STT has been reviewed and optimised with respect to engineering feasibility and other considerations to minimise loss of woodland habitat.
- 6.2.6 NM Highway is a designated project under EIAO and EIA will be conducted by the respective project proponents under separate study.

*(b) Revitalisation of Drainage Channel*

- 6.2.7 The NDA will establish a multi-functional blue-green spine to connect various development sites. Open space and NBA (with a combined width of about 80 m) will be provided along the revitalised NTM Drainage Channel, serving as a buffer zone, providing recreational space, incorporating flood prevention features, creating new landscapes and enhancing biodiversity.
- 6.2.8 The drainage system would be designed in accordance with the latest stormwater drainage manual of the Drainage Services Department. Proposed measures to cope with flooding risk include raising the ground level, widening the drainage channels, incorporating design to infiltrate rainwater underground and building underground stormwater storage tank, making NTM NDA a “sponge city”.

6.2.9 Water source for the revitalised drainage channel in dry season would be reviewed in detailed design stage.

(c) *Others*

6.2.10 Efforts will be made to maximise greenery within the NTM NDA. Appropriate mitigation measures have been recommended in the EIA to minimise the potential water quality impact to the existing drainage channel to the west of Castle Peak Road.

## **7. TRANSPORT AND INFRASTRUCTURE**

### **7.1 Summary of Comments**

#### *(a) Road and Railway*

- 7.1.1 Some considered the adoption of an infrastructure-led approach to prioritise the construction of the NOL Main Line and NOL Spur Line. Some queried that the transport demand arising from the significant increase in population in NTM NDA could not be met by the NOL Main Line and NM Highway.
- 7.1.2 Some urged for a comprehensive bus network such as bus services between NTM NDA and the new Huanggang Port to reduce the commuting time to and from the Mainland. Some villagers were concerned with the interim public transportation services, pedestrian and vehicular access and the access to their mail boxes during construction period of the NDA.
- 7.1.3 Some suggested to reduce the design speed of local and district roads to 30 km/h and widely implement traffic calming measures to lower the risk of pedestrian accidents and encourage drivers to maintain lower speeds. There should be proper planning of loading and parking spaces to improve the efficiency of roadside space usage and reduce violations. Suggestion on tightening the supply of parking spaces for new development projects was also received.

#### *(b) Cycling Network*

- 7.1.4 There is a general recognition on the need for a key transit corridor alongside the drainage channel connecting the eastern and western parts of NTM NDA. Other suggestions received included constructing a high-quality arterial cycling track in NTM, planning bicycle-friendly intersections to allow riding across roads, providing more cycle parking facilities and supporting facilities throughout NTM NDA, providing cycle parking facilities in all railway stations and public transport interchanges to promote the use of bicycles for the first and last mile, etc.

#### *(c) Infrastructure Capacity*

- 7.1.5 Some commented that comprehensive and stable infrastructure support, such as water, electricity and optical fibre network, was essential to NTM NDA, especially for the Integrated Hospital and Third Medical School, and relevant parties should be consulted to gain better understanding of their needs.
- 7.1.6 Some raised concerns on the potential increase in flood risk induced by the proposed development on the surrounding villages. The Government should conduct assessments of the risks of storm surges in nearby areas, particularly in Sheung Chuk Yuen, Wai Tsai Tsuen and The Vineyard, with the related response plans and improvements.

### **7.2 Summary of Responses to Comments**

#### *(a) Road and Railway*

- 7.2.1 The railway scheme of the NOL Main Line was authorised by the Chief Executive in Council under the Railways Ordinance on 8 April 2025, with financial arrangement for Part 1 of the NOL project approved on 8 July 2025. The target is to commission the NOL Main Line (together with NOL Spur Line) by 2034 or earlier. The planned development programme of NTM NDA would be in tandem with that of NOL Main Line and Spur Line.
- 7.2.2 Traffic and transport impact assessment (TTIA) has been undertaken to assess the capacity of road and transport infrastructure to cater for the traffic demand arising from the proposed development.

*(b) Cycling Network*

- 7.2.3 A comprehensive and people-centric network of cycle track and pedestrian walkway system is proposed to connect various land uses within NTM NDA. Public cycle parking spaces would be provided at various locations, in addition to the ancillary cycle parking spaces to be provided according to different land uses. It would foster a neighbourhood that is bicycle-friendly, with low-carbon commuting, whilst promoting healthy living.

*(c) Infrastructure Capacity*

- 7.2.4 Various technical assessments such as TTIA, drainage impact assessment, sewerage impact assessment and water supply impact assessment have been conducted. It has been confirmed that the proposed development is technically feasible and there will not be any insurmountable planning, engineering or environmental problems based on technical assessment results.

## **8. IMPLEMENTATION ARRANGEMENT**

### **8.1 Summary of Comments**

#### *(a) Compensation and Rehousing*

- 8.1.1 Many villagers of YTM Tsuen expressed that they had been living there for generations and had developed strong community ties. To minimise disruption to the existing community ties and local activities, they requested the Government to rehouse all villagers at the same location and re-establish the local organisations in their future rehousing site.
- 8.1.2 Many villagers requested the Government to provide a DRE in NTM NDA and arrange seamless rehousing by making use of the transitional housing project at Chun Shin Road as interim rehousing before the DRE was ready for occupation, so that the villagers of YTM Tsuen could continue living in NTM in-situ.
- 8.1.3 Some requested a clear and concrete timetable for land resumption and more assistance to the affectees, especially elderlies. More details on the clearance arrangement, including detailed land resumption boundary, programme and procedures, rehousing / reprovisioning arrangement and compensation, should be provided.
- 8.1.4 Some requested establishing a communication channel to maintain close contact and conduct timely consultations in the village, allowing existing residents to stay informed about the land acquisition procedures, compensation arrangements, development plans and other relevant updates, in order to relieve their anxiety.
- 8.1.5 Some brownfield operators requested suitable sites for relocating existing brownfield operations, and early notification of a clear and concrete moving out date so that they could better arrange and plan for their businesses.
- 8.1.6 There were concerns on the assistance and relocation support provided by the Government to the affected farm, fishpond and livestock farm operators.
- 8.1.7 The villagers were dissatisfied with the ex-gratia compensation rate and hoped that it could be increased reasonably. Some requested the Domestic Removal Allowance be adjusted to align with market rates. Some expressed concerns about the eligibility criteria for receiving compensation, specifically regarding the outsiders moving into the village during the land resumption process.
- 8.1.8 Some requested special arrangements such as waiving the means test requirement and the rent for the affectees in their rehousing units. Some requested that a special discount be given for the affectees to buy subsidised housing.
- 8.1.9 Some suggested the Government to allow the affectees to rebuild YTM Tsuen following the practice of Choi Yuen Tsuen (菜園村). Compensation options such as land-to-land exchange with the Government and house-to-house exchange with future developers in NTM were also suggested.
- 8.1.10 Some considered the Government should pay cash compensation in advance to facilitate their relocation.

#### *(b) Phasing and Implementation Approach*

- 8.1.11 Some suggested to carry out land resumption by phases to reduce the impact on the affectees.
- 8.1.12 Some suggested to expedite the development of the Third Medical School and the UniTown in NTM, in order to address the needs for development of higher education and healthcare industry in Hong Kong.

- 8.1.13 Some raised concern on the feasibility of project in view of the current financial deficit of the Government and whether the implementation costs of NTM NDA project could be fully recovered from land sale revenues. Some suggested to speed up the land disposal of the sites under the Enhanced Conventional New Town Approach to improve cash flow. More details on the financing mechanism for the UniTown were also requested by some commenters.

## 8.2 Summary of Responses to Comments

### (a) Compensation and Relhousing

- 8.2.1 NTM NDA is one of the major sources of land supply in the medium to long term for meeting development needs of Hong Kong. Some existing structures, brownfield operations, agricultural activities, fishponds, etc. in the project area would inevitably be affected. When the Government resumes and clears the land, compensation and rehousing (C&R) arrangements would be provided according to the prevailing policy. In recent years, the Government has enhanced the C&R arrangements. The Government has also stepped up assistance to brownfield operators in relocating their operations.
- 8.2.2 In particular, ex-gratia C&R arrangements will be provided to the eligible affected households, mainly residing in squatter structures in NTM. If a squatter household fulfils relevant eligibility criteria, it may opt for means-tested rehousing to a public rental housing unit of the Hong Kong Housing Authority (HKHA) or, under an enhanced arrangement introduced in 2018, non-means-tested rehousing to a DRE unit of the Hong Kong Housing Society (HKHS). Alternatively, the household may claim for ex-gratia allowance in lieu of rehousing, the eligibility criteria for which was also relaxed in 2018.
- 8.2.3 A site has now been identified for provision of a DRE (with both rental and sales units) in the western part of NTM NDA for the eligible affectees of government development projects including YTM Tsuen. As a general policy, the sale prices of DRE flats are set by HKHS, with reference to the HKHA Subsidised Sale Flats pricing policy, with a discount from the assessed market value so as to ensure affordability of affected households. As for DRE subsidised rental units, households with financial difficulties may apply for concessionary rent of which the discount is 25% of the normal rent, subject to fulfilment of a means test.
- 8.2.4 The feasibility to provide interim rehousing before the completion of the DRE in NTM is being explored. One option is to allow eligible affectees to apply for the transitional housing (TH) project in NTM as their interim rehousing, which is subject to further review and consultation with the Housing Bureau, the landowner and the TH operator.
- 8.2.5 A community liaison services team (CLST) commissioned by Government has been established for the NTM development for enhancing the communication with the potentially affected households and business undertakings. It would also allow better understanding of the affectees' special needs, to serve as a platform to explain the development plans and the C&R arrangements to affectees, and offer counselling, referrals and other assistance, etc.
- 8.2.6 Brownfield operations are business undertakings. The Government's policy is to assist operators in planning and relocating business by providing monetary compensation to eligible business operators who may opt for Ex-gratia Allowance (EGAs) (in lieu of any other applicable statutory compensation). In identifying sites for relocation, operators may visit the TPB Statutory Planning Portal webpage <sup>2</sup>, or approach the Development Projects Facilitation Office of the Development Bureau <sup>3</sup> to check whether the operations concerned are permitted in planning terms on the proposed relocation sites.
- 8.2.7 LandsD has optimised the disbursement arrangement of EGAs to the effect that affected brownfield operators could apply for an early disbursement of two types of EGAs <sup>4</sup>.

<sup>2</sup> <https://www.ozp.tpb.gov.hk/>

<sup>3</sup> [https://www.devb.gov.hk/en/issues\\_in\\_focus/assistance\\_to\\_brownfield\\_operators/index.html](https://www.devb.gov.hk/en/issues_in_focus/assistance_to_brownfield_operators/index.html)

<sup>4</sup> Please refer to LandsD's website for more information:

<https://www.landsd.gov.hk/en/land-acq-clearance/land-resumption-clearance/acquisition-compensation/brownfield->

Occupiers/household of affected domestic structures can apply for early payment of EGA for Permitted Occupiers of Licensed Structures and Surveyed Squatter Structures after the posting of resumption notice <sup>5</sup>.

- 8.2.8 The Government offers affected farmers with various farming options, such as the Agricultural Land Rehabilitation Scheme and Agri-Park.
- 8.2.9 All along, the zonal compensation amount has been adjusted bi-annually in accordance with changes in the land values of developed land within new towns.

*(b) Phasing and Implementation Approach*

- 8.2.10 It is anticipated that Government-led site formation and infrastructure works for NTM NDA would commence in 2027 at the earliest. Site formation works for the first batch of land for Integrated Hospital and the UniTown, amongst others, are expected to be completed progressively from end-2028 onwards by phases assuming on-time completion of the land resumption process. First population intake is expected to take place from 2033 onwards. EDB will follow up on the implementation of the UniTown.
- 8.2.11 The Government will adopt diverse development approaches for the NM including the NTM NDA, making good use of the private market resources. Apart from the traditional Government-funded and Government-led site formation and infrastructure arrangements, the Government will consider other implementation approaches for NTM NDA, such as in-situ land exchange and “Rail-plus-Property” etc., so as to leverage market forces to enhance speed and quantity of development, whilst ensuring the sustainability of our public finance.

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[operator.html](#)

<sup>5</sup> Please refer to the Application Form for Early Payment of Ex-gratia Allowances:

[https://www.landsd.gov.hk/doc/en/forms/download\\_form/exgratia-allowances-permitted-occupiers\\_e.pdf](https://www.landsd.gov.hk/doc/en/forms/download_form/exgratia-allowances-permitted-occupiers_e.pdf)

## **9. WAY FORWARD**

- 9.1.1 There is general support of the NTM development proposal, notably the development of UniTown, Integrated Hospital and Third Medical School promoting “research, academic and industry” collaboration to complement the I&T development in STT. Taking into account the public views received during the PE, a RODP has been formulated for NTM NDA.
- 9.1.2 Statutory planning procedure for the NDA will commence within 2025. Subject to funding approval from the Finance Committee of the Legislative Council, site formation and infrastructure works would commence in 2027 at the earliest.
- 9.1.3 The Study Team welcomes the public to continue sharing their views and opinions on NTM NDA, and hereby expresses sincere gratitude to all individuals / organisations who have offered their valuable views and opinions during the PE period.

# Appendix A

List of Exhibitions

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## Roving Exhibitions

<b>Venue</b>	<b>Date</b>
City Gallery	14 November 2024 – 13 January 2025
Sheung Shui Spot	21 November - 27 November 2024
Central Market	1 December - 5 December 2024
Olympian City 2	9 December - 15 December 2024
Temple Mall North	16 December - 20 December 2024
+WOO Phase 1	23 December - 31 December 2024
Tung Chung Community Liaison Centre	2 January - 5 January 2025
Hong Kong Science Park	6 January - 9 January 2025
Shenzhen Museum of Contemporary Art and Urban Planning	19 November - 1 December 2024
Guangzhou Urban Planning Exhibition Centre	3 December - 29 December 2024

## Mobile Exhibitions

<b>Venue</b>	<b>Date</b>
Hong Kong Polytechnic University (off campus at nearby road)	19 November 2024
Hong Kong Baptist University (off campus at nearby road)	20 November 2024
City University of Hong Kong (outside the CityU Campus Park)	21 November 2024
The Chinese University of Hong Kong (off campus at nearby road)	22 November 2024
Fuk Wa Street, Sham Shui Po	23 November 2024
Monterey Place, Tseung Kwan O	24 November 2024
Lingnan University (off campus at nearby road)	25 November 2024
Hong Kong University of Science and Technology	26 November 2024
Education University of Hong Kong	27 November 2024
University of Hong Kong (off campus at nearby road)	28 November 2024
Saint Francis University	29 November 2024
Tung Wah College	30 November 2024
HKCT Institute of Higher Education (off campus at nearby road)	1 December 2024
Hong Kong Shue Yan University (off campus at nearby road)	2 December 2024
Gratia Christian College	3 December 2024
Wong Tai Sin Chuk Yuen North Estate	4 December 2024
Langham Place, Mongkok	5 December 2024
Hang Seng University of Hong Kong	6 December 2024
Hong Kong Nang Yan College of Higher Education (off campus at nearby road)	7 December 2024
Sai Ching Street, Yuen Long	8 December 2024
MTR Fanling Station (near Exit C)	9 December 2024
Technological and Higher Education Institute of Hong Kong	10 December 2024
Pearl Plaza, Causeway Bay	11 December 2024
Legend Tower, Kwun Tong	12 December 2024

<b>Venue</b>	<b>Date</b>
Hong Kong Chu Hai College	13 December 2024
Hong Kong Institute of Vocational Education (Chai Wan)	14 December 2024
Hong Kong Institute of Vocational Education (Tuen Mun) (off campus at nearby road)	15 December 2024
Hong Kong Institute of Information Technology (off campus at nearby road)	16 December 2024
Grand Central Plaza	17 December 2024
Yew Chung College of Early Childhood Education (off campus at nearby road)	18 December 2024
Haiphong Road, Tsim Sha Tsui	19 December 2024
Hong Kong Metropolitan University	20 December 2024
UOW College Hong Kong	21 December 2024
Hong Kong Institute of Vocational Education (Kwun Tong)	22 December 2024
Hong Kong Design Institute (HKDI) (off campus at nearby road)	23 December 2024

# Appendix B

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List of Briefing Sessions

### Statutory / Advisory Bodies

<b>Date</b>	<b>Statutory / Advisory Bodies</b>
8 November 2024 <sup>6</sup>	Sub-committee on Planning, Land and Conservation of Advisory Committee on the Northern Metropolis
26 November 2024	Panel on Development of Legislative Council
5 December 2024	Town Planning and Development Committee of Yuen Long District Council
9 December 2024	Planning Sub-committee of Land and Development Advisory Committee
13 December 2024	Town Planning Board
17 December 2024	Heung Yee Kuk

### Other Organisations / Stakeholders

<b>Date</b>	<b>Organisations / Stakeholders</b>
20 November 2024	Post-secondary Education Sector
3 December 2024	San Tin Rural Committee
5 December 2024	Local Villagers of the YTM Tsuen
14 December 2024	Professional Institutes, including: Hong Kong Institute of Architects; Hong Kong Institution of Engineers; Hong Kong Institute of Landscape Architects; Hong Kong Institute of Planners; Hong Kong Institute of Surveyors; and Hong Kong Institute of Urban Design
19 December 2024	Brownfield Operators
30 December 2024	Green Groups

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<sup>6</sup> This briefing session was held before commencement of PE period.