

APPROVED NGAU TAM MEI OUTLINE ZONING

PLAN NO. S/YL-NTM/16

Notes

Schedule of Uses

Explanatory Statement

APPROVED NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/16

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) No action is required to make the use of any land or building which was in existence immediately before the first publication in the Gazette of the notice of a draft plan including interim development permission area plan covering any such land or building conform to this Plan, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (4) A use or development of any land or building permitted under an earlier draft or approved plan including interim development permission area plan for the area and effected or undertaken during the effective period of that plan is always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (5) Except to the extent that paragraph (3) or (4) applies, any use or development falling within the boundaries of the Plan and also within the boundaries of the interim development permission area plan, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without permission from the Town Planning Board.
- (6) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

- (7) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned “Conservation Area”:
- (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus/light rail/green transit system stop or lay-by, cycle track, light rail track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, small unmanned aircraft take-off and landing facilities, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer, drain and grave;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building, i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of a draft plan including interim development permission area plan covering such building, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- (9) In areas zoned “Conservation Area”,
- (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(iii) provision of amenity planting by Government; and

(b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

(10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road, toll plaza, on-street vehicle park, railway station and railway track.

(11) (a) Except in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

(b) Except as otherwise provided in paragraph (11)(a) above, and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

(c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

(12) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(13) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a

guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

APPROVED NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/16

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RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Refuse Collection Point	Educational Institution
Government Use (not elsewhere specified)	Exhibition or Convention Hall
House	Hospital
Library	Hotel
Market	Institutional Use (not elsewhere specified)
Place of Recreation, Sports or Culture	Office
Public Clinic	Petrol Filling Station
Public Convenience	Place of Entertainment
Public Transport Terminus or Station (excluding open-air terminus or station)	Private Club
Public Vehicle Park (excluding container vehicle)	Public Transport Terminus or Station (not elsewhere specified)
Residential Institution	Public Utility Installation
School (in free-standing purpose-designed building only)	Religious Institution
Social Welfare Facility	School (not elsewhere specified)
Utility Installation for Private Project	Shop and Services (not elsewhere specified)
	Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Recyclable Collection Centre
School
Shop and Services
Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) On land designated “Residential (Group A)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.8, or the plot ratio of the existing building, whichever is the greater.
- (b) On land designated “Residential (Group A)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.5, or the plot ratio of the existing building, whichever is the greater.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (d) In determining the relevant maximum plot ratio for the purpose of paragraph (b) above, area of any part of the site that is occupied or intended to be occupied by purpose-designed building(s) solely for accommodating an indoor sports centre and/or other facilities as may be required by Government shall be deducted in calculating the relevant site area.
- (e) In determining the relevant maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (f) In determining the relevant maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and Government, institution and community facilities, as required by the Government, may be disregarded.

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (g) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) or (b) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (a) and (b) above may thereby be exceeded.
- (h) Based on the individual merits of a development or redevelopment proposal, relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) to (c) above, and relaxation of non-building area restriction as stipulated on the Plan, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hospital
	Hotel
	Institutional Use (not elsewhere specified)
	Library
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	Rural Committee/Village Office
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park, or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Burial Ground
Government Refuse Collection Point	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Field Study/Education/Visitor Centre
House (New Territories Exempted House only)	Flat
On-Farm Domestic Structure	Government Use (not elsewhere specified) #
Public Convenience	Hotel (Holiday House only)
Religious Institution (Ancestral Hall only)	House (not elsewhere specified)
Rural Committee/Village Office	Institutional Use (not elsewhere specified) #
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park
	(excluding container vehicle)
	Religious Institution
	(not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) On land previously falling within the “Village Type Development” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Development Permission Area Plan No. DPA/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (d) On land not previously falling within the “Village Type Development” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14 as set out in paragraph (c) above, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Flat (Government Staff Quarters only)	Firing Range
Government Refuse Collection Point	Flat (not elsewhere specified)
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park (excluding container vehicle)	Private Club
Recyclable Collection Centre	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
Rural Committee/Village Office	Sewage Treatment/Screening Plant
School	Shop and Services (not elsewhere specified)
Service Reservoir	Utility Installation for Private Project
Social Welfare Facility	Zoo
Training Centre	
Wholesale Trade	

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

Remarks

- (a) On land designated “Government, Institution or Community (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Eating Place (on land designated “Open Space (1)” only) Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Place of Recreation, Sports or Culture (on land designated “Open Space (1)” only) Playground/Playing Field Promenade Public Convenience Public Utility Installation (underground only) Public Vehicle Park (excluding container vehicle) (underground only) Shop and Services (on land designated “Open Space (1)” only) Sitting Out Area Zoo	Eating Place (not elsewhere specified) Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Place of Entertainment Place of Recreation, Sports or Culture (not elsewhere specified) Private Club Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution Service Reservoir Shop and Services (not elsewhere specified) Tent Camping Ground Utility Installation for Private Project

Planning Intention

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

Remarks

On land designated “Open Space (1)”, any demolition of, addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted use) or redevelopment of the historic building requires permission from the Town Planning Board.

OTHER SPECIFIED USES

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “University Town” Only

Animal Quarantine Centre	Flat (not elsewhere specified)
Creative Industries	Helicopter Landing Pad
Eating Place	
Educational Institution	
Exhibition or Convention Hall	
Field Study/Education/Visitor Centre	
Flat (Staff Quarters only)	
Government Refuse Collection Point	
Government Use (not elsewhere specified)	
Hotel	
Hospital	
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Library	
Office	
Petrol Filling Station	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park	
(excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Religious Institution	
Research, Design and Development Centre	
Residential Institution	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “University Town” Only (Cont'd)

Planning Intention

This zone is intended primarily for development of the University Town for provision of post-secondary education facilities and associated uses, offering spaces for activities relating to research and development and to groom high-calibre talents.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment, relaxation of the building height restriction stated in paragraph (a) above, and relaxation of non-building area restrictions as stipulated on the Plan, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Railway Station and Depot with Commercial and Residential Development and Public Open Space” Only

Ambulance Depot	Broadcasting, Television and/or Film Studio
Eating Place	Commercial Bathhouse/
Educational Institution	Massage Establishment
Exhibition or Convention Hall	Petrol Filling Station
Flat	
Government Refuse Collection Point	
Government Use (not elsewhere specified)	
Hotel	
House	
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Library	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park	
(excluding container vehicle)	
Railway Depot	
Railway Station	
Recyclable Collection Centre	
Religious Institution	
Residential Institution	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Railway Station and Depot with
Commercial and Residential Development and Public Open Space" Only (Cont'd)

Planning Intention

This zone is primarily intended for integrated development of the area for a railway station and depot with commercial and residential development. A public open space should also be provided at the eastern part of Area (a) atop the railway depot, forming part of the open space network connecting the residential sites, the Integrated Hospital and the University Town in the area.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 519,000m² and a maximum non-domestic gross floor area of 86,500m², or the gross floor area of the existing building, whichever is the greater.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) A public open space shall be provided at the eastern part of Area (a).
- (d) In determining the maximum gross floor area for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) In determining the maximum gross floor area for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities, railway facilities and Government, institution and community facilities, as required by the Government, may be disregarded.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Railway Station and Depot with
Commercial and Residential Development and Public Open Space" Only (Cont'd)

Remarks (Cont'd)

- (f) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the gross floor area for the building on land to which paragraph (a) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum gross floor area specified in paragraph (a) above may thereby be exceeded.
- (g) Based on the individual merits of a development or redevelopment proposal, relaxation of the gross floor area and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Amenity Area" Only

Amenity Planting
Government Use

Public Utility Installation

Planning Intention

This zone is intended primarily for provision of landscaping and planting to enhance the environment.

RECREATION

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Field Study/Education/Visitor Centre	Cable Car Route and Terminal Building
Government Use (Police Reporting Centre only)	Eating Place
Holiday Camp	Flat
On-Farm Domestic Structure	Golf Course
Picnic Area	Government Refuse Collection Point
Place of Recreation, Sports or Culture	Government Use (not elsewhere specified)
Public Convenience	Helicopter Landing Pad
Rural Committee/Village Office	Hotel
Tent Camping Ground	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Place of Entertainment
	Private Club
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	Shop and Services
	Theme Park
	Utility Installation for Private Project
	Zoo

Planning Intention

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

Remarks

- (a) No residential development shall result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m).

(Please see next page)

RECREATION (Cont'd)

Remarks (Cont'd)

- (b) Based on the individual merits of a development or redevelopment proposal, relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Development Permission Area Plan No. DPA/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Country Park*	Burial Ground
Government Use (Police Reporting Centre only)	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Reserve	Crematorium (within a Religious Institution or extension of existing Crematorium only)
Nature Trail	Field Study/Education/Visitor Centre
On-Farm Domestic Structure	Firing Range
Picnic Area	Flat
Public Convenience	Golf Course
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	Government Use (not elsewhere specified)
	Helicopter Landing Pad
	Holiday Camp
	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	Rural Committee/Village Office
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project
	Zoo

* Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.

(Please see next page)

GREEN BELT (Cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

- (a) On land previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14, any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Development Permission Area Plan No. DPA/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (b) On land previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14, any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/9 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (c) On land not previously falling within the “Green Belt” zone on the approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14 as set out in paragraphs (a) and (b) above, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/15 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery)	Barbecue Spot
Country Park*	Field Study/Education/Visitor Centre
Nature Reserve	Government Refuse Collection Point
Nature Trail	Government Use (not elsewhere specified)
On-Farm Domestic Structure	Holiday Camp
Picnic Area	House (Redevelopment only)
Wild Animals Protection Area	Public Convenience
	Public Utility Installation
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Tent Camping Ground
	Utility Installation for Private Project

* Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.

Planning Intention

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

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan.

(Please see next page)

CONSERVATION AREA (Cont'd)

Remarks (Cont'd)

- (b) Any excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (c) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/9 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

APPROVED NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/16

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

APPROVED NGAU TAM MEI OUTLINE ZONING PLAN NO. S/YL-NTM/16

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Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/16

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the approved Ngau Tam Mei Outline Zoning Plan (OZP) No. S/YL-NTM/16. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

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

- 2.6 On 28 May 2002, the CE in C referred the approved Ngau Tam Mei OZP No. S/YL-NTM/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was then amended four times and exhibited under section 5 or 7 of the Ordinance to reflect the changing circumstances. On 15 December 2006, the approved Ngau Tam Mei OZP No. S/YL-NTM/12 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.7 On 31 January 2024, the Secretary for Development (SDEV) referred the approved Ngau Tam Mei OZP No. S/YL-NTM/12 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 8 March 2024, the draft Ngau Tam Mei OZP No. S/YL-NTM/13 was exhibited for public inspection under section 5 of the Ordinance. Major amendments included excision of the northern part of the approved Ngau Tam Mei OZP No. S/YL-NTM/12 from the planning scheme area for incorporation into the draft San Tin Technopole (STT) OZP No. S/STT/1 to reflect the boundary of the San Tin/Lok Ma Chau area of the STT and rezoning of several sites to facilitate approved developments or to reflect the existing site conditions. During the two-month exhibition period, a total of three valid representations were received. After giving consideration to the representations, the Board on 19 July 2024 decided not to uphold the representations and not to amend the draft OZP to meet the representations. On 17 September 2024, the CE in C, under Section 9(1)(a) of the Ordinance, approved the draft Ngau Tam Mei OZP, which was subsequently renumbered as S/YL-NTM/14.
- 2.8 On 2 September 2025, the SDEV referred the approved Ngau Tam Mei OZP No. S/YL-NTM/14 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 19 September 2025 under section 12(2) of the Ordinance.
- 2.9 On 31 October 2025, the draft Ngau Tam Mei OZP No. S/YL-NTM/15 was exhibited for public inspection under section 5 of the Ordinance. Major amendments on the Plan are to take forward the land use proposal for the Ngau Tam Mei New Development Area (NTM NDA) formulated under the Land Use Review Study for Ngau Tam Mei Area - Feasibility Study (the Study) jointly commissioned by the Civil Engineering and Development Department and the Planning Department (PlanD), which include rezoning of areas in Ngau Tam Mei for the development of the University Town (including the Third Medical School), the Integrated Medical Teaching and Research Hospital (the Integrated Hospital), as well as a residential neighbourhood with government, institution and community (GIC) facilities and open space, and for rationalising the zonings of various sites and incorporation of relevant technical amendments to the Notes of the OZP. During the two-month exhibition period, a total of 14 valid representations were received. After giving consideration to the representations, the Board on 6 March 2026 decided not to uphold the representations and not to amend the draft OZP to meet the representations.
- 2.10 On 12 May 2026, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tam Mei OZP, which was subsequently renumbered as S/YL-NTM/16. On 22 May 2026, the approved Ngau Tam Mei OZP No. S/YL-NTM/16 (the Plan) was exhibited for public inspection under section 9D(2) of the Ordinance.

3. OBJECT OF THE PLAN

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

4. NOTES OF THE PLAN

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

5. THE PLANNING SCHEME AREA

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

6. STRATEGIC PLANNING CONTEXT

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

7. POPULATION

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

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

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

Area would be about 43,400 persons.

8. OPPORTUNITIES AND CONSTRAINTS

8.1 Opportunities

Enhanced Accessibility

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

Abundant Blue-Green Features

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

Rich Local Historical Interests

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

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

8.2 Constraints

Environmental Constraints

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

Infrastructural Constraints

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

Flooding Risk

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

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

9. PLANNING THEMES AND URBAN DESIGN AND LANDSCAPE FRAMEWORK

9.1 Planning Themes

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

University Town

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

Integrated Hospital and Third Medical School

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

Residential Neighbourhood

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

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

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

Urban-Rural Integration

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

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

Smart, Green and Resilient (SGR) Community

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

9.2 Urban Design and Landscape Framework

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

Integrated Open Space and Landscape Network (Figure 3)

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

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

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

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

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

Focal Points (Figure 3)

- 9.2.4 Various focal points are planned in the NTM NDA to strengthen the spatial cohesion and local identity of the NDA. The plaza area,

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

Major View Corridors and Breezeways (Figure 4)

- 9.2.5 The following major view corridors are identified and strategically planned in the NTM NDA to frame visual accesses to important landmarks and surrounding natural landscapes with some of them also functioning as major breezeways to facilitate wind penetration taking into account the prevailing wind directions of the Area (details at paragraph 10.5 below):
- (a) east-west along the multi-functional blue-green spine of revitalised NTM DC which will link up focal points of the NTM NDA serving both as an important wayfinding element and a major breezeway;
 - (b) north-east to south-west along the Station Plaza in Area 3G and the existing recognized villages, promoting visual openness and functioning as a breezeway;
 - (c) north-south between the Riverside Park in Area 3G and the mountain backdrop of Ngau Tam Shan via the public open space atop the planned Ngau Tam Mei Station and Depot in Area 3A and the existing green belts in Areas 3C and 3E; and
 - (d) north-south across the University Town at Area 1A towards the existing mountain slopes of Ngau Tam Shan to the north and Kai Kung Leng to the south.
- 9.2.6 Apart from the view corridors serving as breezeways mentioned in paragraph 9.2.5 above, various breezeways are also planned to align with the prevailing wind directions, including one breezeway along Road L1 from north-east to south-west connecting the existing recognized villages; one breezeway over the topside development at the planned Ngau Tam Mei Station and Depot in Area 3A and the open space in Area 3G from north-east to south-west; two north-south breezeways respectively across Areas 1B, 1C and 2, and along Road

L3; and two east-west breezeways respectively aligning with Ngau Tam Mei Road and Road D1. Among which, the location of the breezeways within “Other Specified Uses” (“OU”) annotated “University Town” (“OU(UT)”) and “Government, Institution or Community (1)” (“G/IC(1)”) zones in Areas 1B, 1C and 2 can be slightly adjusted based on the future development requirements.

Comprehensive Pedestrian and Cycling Network (Figure 5)

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

Place Making for the University Town

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

10. BUILDING HEIGHT RESTRICTIONS IN THE AREA

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

and Depot. The BH profile reaches its maximum of 200 metres above Principal Datum (mPD) and 220mPD at the developments atop and near the planned Ngau Tam Mei Station and Depot, forming a landmark development in the Area. From there, the BHs gradually step down towards 180mPD for the residential developments spreading out towards the revitalised NTM DC, then to 140mPD or 100mPD for developments including the Integrated Hospital and the University Town in the east. Low-rise developments (including a strip of land for the University Town with BH of 50mPD) are located along the northern and south-western peripheries of the NTM NDA, forming visual and spatial relief between the planned high-rise developments at the NTM NDA and the existing low-rise developments and village clusters to the north-west and south-west of the NTM NDA. The stepped BH profile together with the view corridors (as mentioned in paragraph 9.2.5 above) will preserve the views towards the natural landscape of Ngau Tam Shan and Kai Kung Leng in the north-east and south respectively. The general concept of BH restrictions is shown in **Figure 6**.

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

NBAs

- 10.5 According to the findings of the AVA-DS, the prevailing annual wind direction for the Area is from the north-east and east via Ngau Tam Shan and along the valley formed by the surrounding mountain terrain. A number of major breezeways as mentioned in paragraphs 9.2.5 to 9.2.6 have been incorporated to ensure effective wind penetration throughout the Area and to improve the pedestrian wind environment of the development sites.
- 10.6 NBAs are imposed having regard to the air ventilation measures proposed in the AVA-DS, the coherence of the blue-green spine along the revitalised NTM DC, as well as integration between the preserved WCAH and the surrounding developments (**Figure 6**). NBAs designated on the Plan are as follows:
- (a) NBAs with a combined width of about 80m together with the water bodies along the revitalised NTM DC at Areas 1A and 1C, functioning as being part of the major view corridor, breezeway and commuting corridor along the east-west blue-green spine; and
 - (b) a 20m-wide NBA in Area 4A to allow visual and physical connection between WCAH and the Station Plaza of the planned Ngau Tam Mei Station.
- 10.7 As the designation of NBAs is primarily for the purpose of aboveground air ventilation, visual or pedestrian connectivity, the NBA restrictions do not apply to underground developments. No aboveground structure will be allowed at the NBAs, except for landscape features, boundary fence/boundary wall designed to allow high air porosity, covered walkways, viewing decks, footbridges/cycle bridges/emergency vehicular bridges and other relevant minor structure(s), provided that they would not significantly compromise air ventilation, visual permeability and pedestrian connectivity. Moreover, a relaxation clause has been incorporated in the Notes of the relevant zones to allow relaxation of the NBA restrictions as stipulated on the Plan which may be considered by the Board on application under section 16 of the Ordinance.

11. LAND-USE ZONINGS

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

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

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

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

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

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

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

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

11.1.3 To foster design harmony with and better transition to the revitalised NTM DC, various building design initiatives/measures, such as

stepped BH descending towards the NTM DC, suitable at-grade building setback, landscape treatment etc., shall be explored for the areas facing the future open spaces along the revitalised NTM DC.

- 11.1.4 In determining the relevant maximum PR for the “R(A)1” and “R(A)2” sub-zones, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded. For the “R(A)2” sub-zone in Area 4B, the area of any part of the site that is occupied or intended to be occupied by purpose-designed building(s) solely for accommodating an indoor sports centre and/or other facilities as may be required by the Government shall be deducted in calculating the site area for determining the relevant maximum PR for this sub-zone in Area 4B.
- 11.1.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations (B(P)R), the above specified maximum PRs may be increased by what is permitted to be exceed under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 11.1.6 The PR control under “R(A)1” and “R(A)2” sub-zones are regarded as being stipulated in a ‘new or amended statutory plan’ according to the Joint Practice Note (JPN) No. 4 on ‘Development Control Parameters PR/gross floor area (GFA)’, and shall be subject to the streamlining arrangements stated therein.

11.2 Residential (Group C) (“R(C)”) : Total Area : 35.91 ha

- 11.2.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 11.2.2 Under this zoning, residential developments are restricted to a maximum PR of 0.4 and a maximum BH of 3 storeys (9m) including car park. Development will be in accordance with an approved planning brief/MLP to ensure that the nature and scale of new development will be in keeping with the natural landscape of the area.
- 11.2.3 Since the areas would be subject to traffic noise impact, any proposed development near the road should provide adequate mitigation measures to minimise such impact.
- 11.2.4 Areas zoned “R(C)” are located along the western boundary of the Area. They include the existing Maple Gardens, Casa Paradizo, Rolling Hills, and areas along and near the San Tin Highway. The Mai Po SAI is located to the north of Maple Gardens. For any development, redevelopment or rezoning proposals affecting the Mai Po SAI and its immediate environs, prior consultation with the Antiquities and Monuments Office (AMO) of the Development Bureau (DEVB) is required.

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

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

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

- 11.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
- 11.4.2 Within the “G/IC” zones, a primary school and a secondary school are planned in Areas 4F and 4E respectively in close proximity to residential developments to serve the future students in the locality.

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

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

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

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

- 11.4.8 A site in Area 3D, which is subject to a maximum BH of 140mPD, is reserved for a fire station cum ambulance depot, with potential staff quarters, subject to further review by the concerned government B/Ds.
- 11.4.9 A site adjoining San Tam Road zoned “G/IC(1)” in Area 5A is planned for a private Residential Care Homes for the Elderly (RCHE). Submission of a detailed Noise Impact Assessment report is required at the detailed design stage for the latest layout (to demonstrate 100% compliance with the noise criteria under the HKPSG) and implementation of the mitigation measures identified therein. An on-site tertiary STP will be provided for sewage treatment for the RCHE development before public sewer is available. The provision of the noise mitigation measures and the STP and the submission and implementation of drainage proposal shall be secured under land lease mechanism. Further enhancement on the layout shall be explored in the detailed design stage to mitigate possible visual impact, enhance ventilation and spatial utilisation of the RCHE development.
- 11.4.10 The “G/IC(1)” zones in Areas 2 and 3D partly encroach onto the railway protection area of XRL. Relevant guideline/regulations under relevant authorities should be observed, and relevant authorities shall be consulted.

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

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

- 11.5.2 A network of interconnected public open spaces is proposed within the NTM NDA (**Figure 3** and detailed at paragraph 9.2.1 above). Major open spaces include the Station Plaza, the Riverside Park, and the open space along the revitalised NTM DC in Area 3G. In particular, the Riverside Park to the north of planned Ngau Tam Mei Station would serve as a landing point for the connections (including a staircase) from the public open space atop the planned Ngau Tam Mei Station and Depot at the “OU(RSD with CRD and POS)” zone, and footbridge(s) cum cycle track(s) across the revitalised NTM DC should be provided within Area 3G to ensure overall connectivity. As stated in paragraph 9.1.5, consideration should be given to provide a 24-hour weather-proof and barrier-free pedestrian walkway to link up the planned Ngau Tam Mei Station and the Integrated Hospital through the open space at Area 3G. Pedestrian access(es) to the permitted burial ground zoned “Green Belt” (“GB”) in Area 3E through the open space in Area 3G would also be required. In addition, subject to detailed design, underground drainage retention facilities may be provided within the open space. A portion of the revitalised NTM DC falling within the “O” zones in Areas 3G and 4E, together with the portion falling within the “OU(UT)” zone, will form the multi-functional blue-green spine with a total length of about 2.2km running east-west across the NDA, providing a continuous riverside public open space as well as pedestrian and cycling connections. Other smaller open spaces at Areas 3G, 4D and 4F are to serve as green buffer and spatial relief of the Area.
- 11.5.3 The “O(1)” zone in Area 4A is designated for in-situ preservation of WCAH, which holds historical, architectural and cultural significances to the local community. Flexibility for the adaptive reuse of WCAH (such as provision of kiosk, café, museum and activity rooms, etc.) would be allowed. The rest of the open space encircling WCAH could also be utilised for holding local community and festive events. Due consideration should be given to enhancing WCAH as a visual anchor in the future open space design, which will be visually and physically connected to the Station Plaza in the “O” zone in Area 3G via the 20m-wide NBA at the “R(A)2” zone in Area 4A.
- 11.5.4 Within the “O” and “O(1)” zones, permeable design should be adopted as far as practicable to create an inviting setting. Fences between the open space and the active frontages of the adjacent developments should be avoided. Public access points should be provided for the adjacent uses to enhance accessibility. Subject to detailed design, pedestrian walkways and cycle tracks shall be provided within the open spaces, in particular across the revitalised NTM DC, to allow a continuous pedestrian and cycling network connecting major activities nodes/focal points. Appropriate cycling facilities should be considered in the integrated design of the open spaces. Besides, flood attenuation facilities should be integrated with open spaces. Where appropriate, the design of future open space may also take into account the existing landscape and incorporate agricultural elements, such as urban farm and/or community farm. Sensible landscape treatments of

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

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

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

University Town

- 11.6.2 Areas 1A, 1B, 1C and 1D are zoned “OU(UT)” which is intended primarily for development of the University Town for provision of post-secondary education facilities and associated uses, offering spaces for activities relating to R&D and to groom high-calibre talents. The Third Medical School will also be accommodated in the University Town.
- 11.6.3 The “OU(UT)” zone is subject to BH restrictions of 50mPD, 100mPD, and 140mPD rising gradually from the Tam Mei Barracks while allowing flexibility in architectural design and landmark buildings for place making purpose. Under the Study, a total GFA of about 1,410,000m² is assumed³. The exact development intensity for the University Town as well as its ancillary and supporting facilities will be determined by the project proponent(s) in consultation with relevant government B/Ds at the detailed design and implementation stages. Further increase in GFA for the University Town would be subject to confirmation of technical acceptability and feasibility demonstrated by the project proponent(s) to the satisfaction of relevant government B/Ds.
- 11.6.4 To allow development flexibility for the University Town, a wide range of complementary uses will be allowed to support the full and evolving range of activities to take place in the future, such as research, design and development centres, information technology and telecommunication industries, data centres, training centres, office and convention facilities. Other supporting uses and ancillary facilities, such as recreational facilities, libraries and uses supporting the daily needs of students/staff/visitors including accommodation for students and staff, restaurant, retail facilities and clinic, will also be allowed and can be shared by different institutions to enhance cost-effectiveness and synergy.
- 11.6.5 NBAs are designated along both sides of the revitalised NTM DC within the University Town at the “OU(UT)” zone, forming a combined width of about 80m together with the water bodies. The portion of the revitalised NTM DC within the “OU(UT)” zone together with the

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

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

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

design and liaison with relevant government B/Ds.

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

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

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

- 11.6.16 The topside development at this zone is envisioned as a focal point and a landmark development of the Area. A district shopping centre serving the needs of the Area should be provided. Besides, the public open space with an area of not less than 20,300m² shall be provided atop the planned Ngau Tam Mei Station and Depot at the eastern part of Area (a) of the zone. Active and/or passive recreational uses to form part of the overall open space network, and active frontage at the development edge(s) along the public open space should be considered. A connection (including a staircase) with landscape and integrated design shall be provided to connect the public open space atop the planned Ngau Tam Mei Station and Depot with the Riverside Park at the “O” zone in Area 3G, serving as an attractive entrance and landmark feature drawing footfalls to the topside development and strengthening the function of the topside development as the focal point of the Area. In addition, a vehicular access road connecting the topside development and Road D1 shall be provided at the south-eastern portion of Area (b) of the zone, with the exact alignment subject to detailed design. Pedestrian access(s) to the permitted burial ground zoned “GB” in Area 3C should also be provided.
- 11.6.17 To provide seamless, barrier-free and weather-proof pedestrian connection between the planned Ngau Tam Mei Station, the Integrated Hospital at the “G/IC(1)” zone in Area 2 and the PTI in Area 4A, the project proponent shall construct, manage and maintain a 24-hour weather-proof and barrier-free public passageway connecting the planned Ngau Tam Mei Station and the “R(A)2” zone in Area 3D. This public passageway shall include a 24-hour covered public walkway atop the railway station to link up the footbridge to be provided at the “R(A)2” zone in Area 4A stated in paragraph 11.1.2 (g) above. Details of the public passageway and walkway will be subject to further liaison amongst the relevant project proponent(s). According to the AVA-DS under the Study, provision of breezeways in north-east – south-west, east-west and north-south direction at this site is recommended to align with the prevailing winds to facilitate ventilation. To ensure that the planning and design requirements mentioned above could be achieved, an MLP and a LMP shall be submitted for approval under future land document.
- 11.6.18 The floor space constructed or intended solely for public vehicle parks, public transport facilities, railway facilities and GIC facilities as required by the Government may be disregarded from GFA calculation.
- 11.6.19 In the circumstances set out in Regulation 22 of the B(P)R, the above specified maximum GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 11.6.20 The GFA control under this zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the JPN No. 4 on ‘Development Control Parameters PR/GFA’, and shall be subject to the

streamlining arrangements stated therein.

Amenity Area

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

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

- 11.7.1 This zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.
- 11.7.2 Under this zoning, limited residential development which should be ancillary to recreational uses may be permitted on application to the Board. The development intensity should be in line with the rural setting and therefore is restricted to a maximum PR of 0.2 and a maximum BH of 2 storeys (6m). Generally, the applicant has to prove to the Board that the proposed development would have no or minimal adverse effect on the environment.
- 11.7.3 The “REC” zone is located to the east of the Ngau Tam Mei valley and is relatively flat in topography. At present, the site is linked up with San Tam Road by sub-standard tracks, and accessibility will be improved by the planned Road D1. The Ngau Tam Mei SAI partly falls within the eastern part of this zone. For any development, redevelopment or rezoning proposals affecting the Ngau Tam Mei SAI and its immediate environs, prior consultation with the AMO is required.
- 11.7.4 As filling of pond or excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the environment, permission from the Board is required for such activities.

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

- 11.8.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

11.8.2 The areas under this zoning are located close to the San Tin Barracks and Tam Mei Barracks, and to the south of Ngau Tam Mei valley. Some of these areas are occupied by low-rise buildings, temporary on-farm domestic structures, permitted burial grounds, agricultural land and knolls.

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

11.9 Conservation Area ("CA") : Total Area : 185.78 ha

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

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

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

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

11.10 Relaxation Clause

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

11.10.2 Having regard to the planning and design intentions of the NBAs as stated in paragraph 10.7, landscape features, boundary fence/boundary wall designed to allow high air porosity, covered walkways, viewing decks, footbridges/cycle bridges/emergency vehicular bridges and

other relevant minor structure(s) may be permitted within the NBAs as shown on the Plan as appropriate. The NBA restrictions will not apply to underground development.

12. COMMUNICATION

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

12.2 Road

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

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

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

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

surrounding villages and developments will be maintained or reprovisioned.

12.3 Railway

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

12.4 Other Transport Facilities

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

13. UTILITY SERVICES

13.1 Water Supply

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

13.2 Sewerage and Sewage Treatment

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

13.3 Drainage

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

13.4 Electricity

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

13.5 Gas

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

13.6 Telecommunications

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

14. CULTURAL HERITAGE

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

15. PLANNING CONTROL

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

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

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

16. IMPLEMENTATION

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

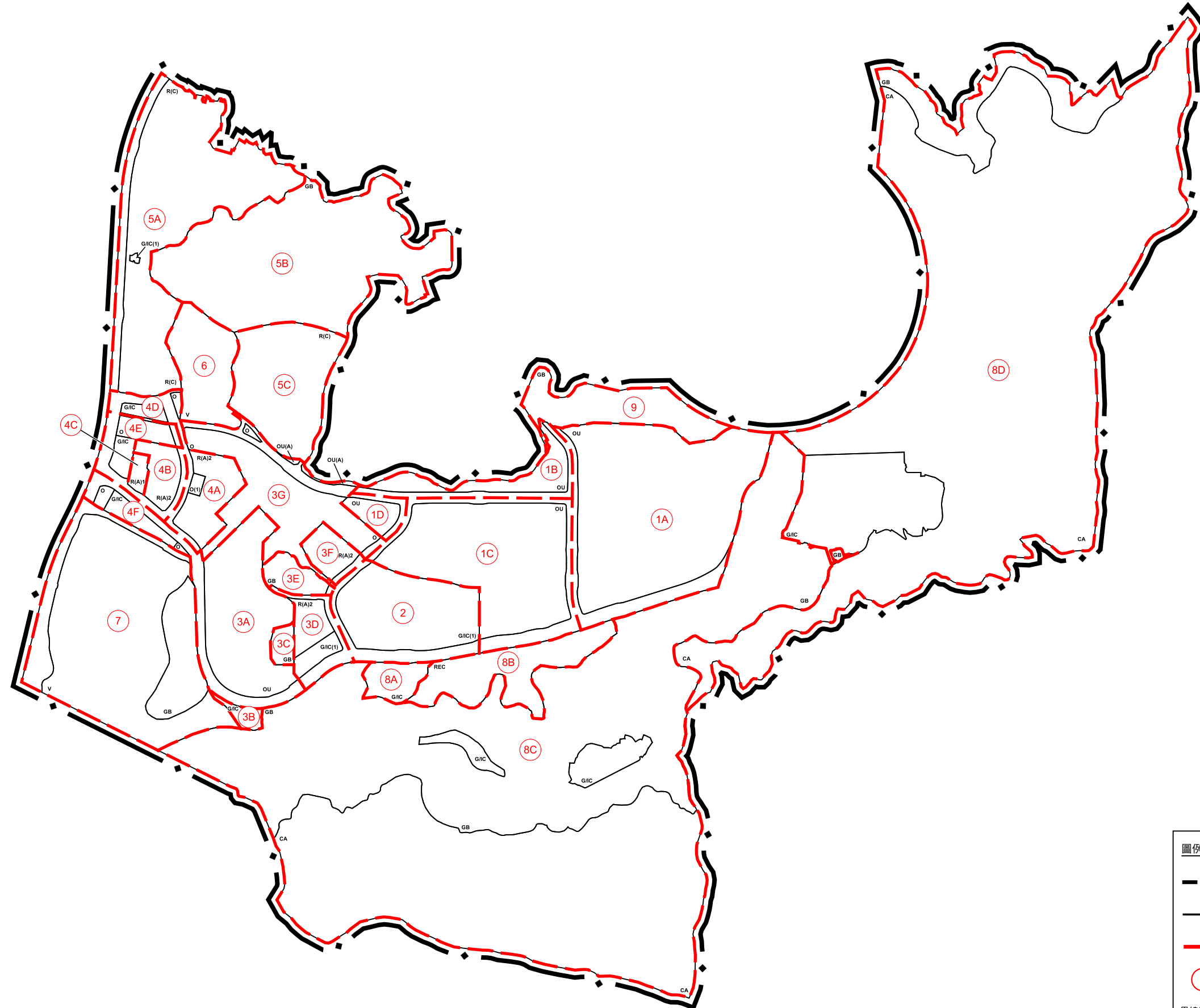
submission.

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

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TOWN PLANNING BOARD
MAY 2026



圖例 LEGEND

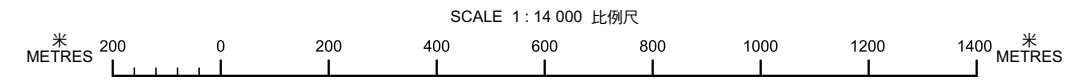
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PLANNING SCHEME BOUNDARY
- 用途地帶界線
ZONING BOUNDARY
- 規劃區界線
PLANNING AREA BOUNDARY
- ① 規劃區編號
PLANNING AREA NUMBER

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年10月13日擬備
EXTRACT PLAN PREPARED ON 13.10.2025

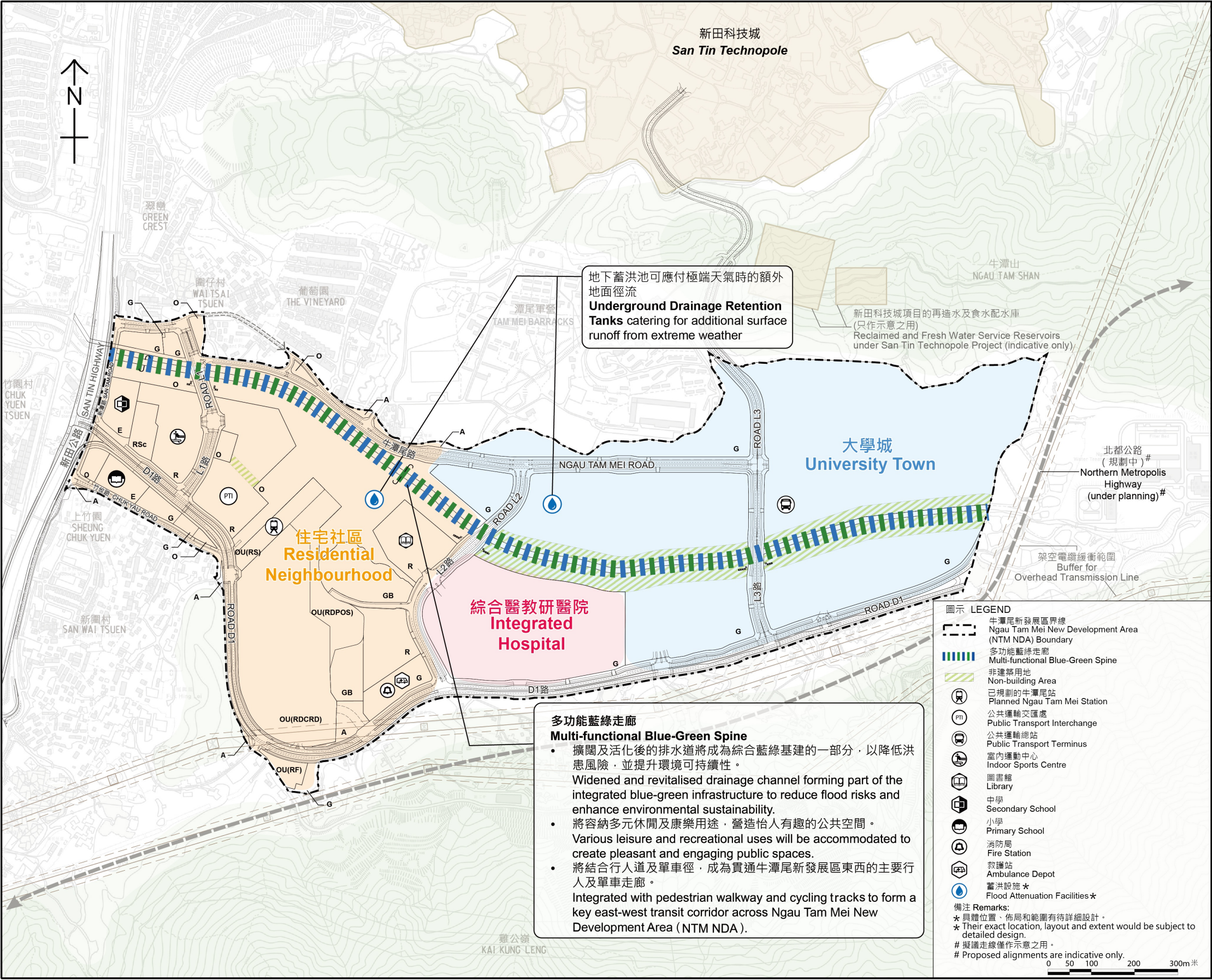
牛潭尾分區計劃大綱圖
NGAU TAM MEI OUTLINE ZONING PLAN

規劃區
PLANNING AREA



參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年10月22日擬備
EXTRACT PLAN PREPARED ON 22.10.2025

牛潭尾分區計劃大綱圖 NGAU TAM MEI OUTLINE ZONING PLAN

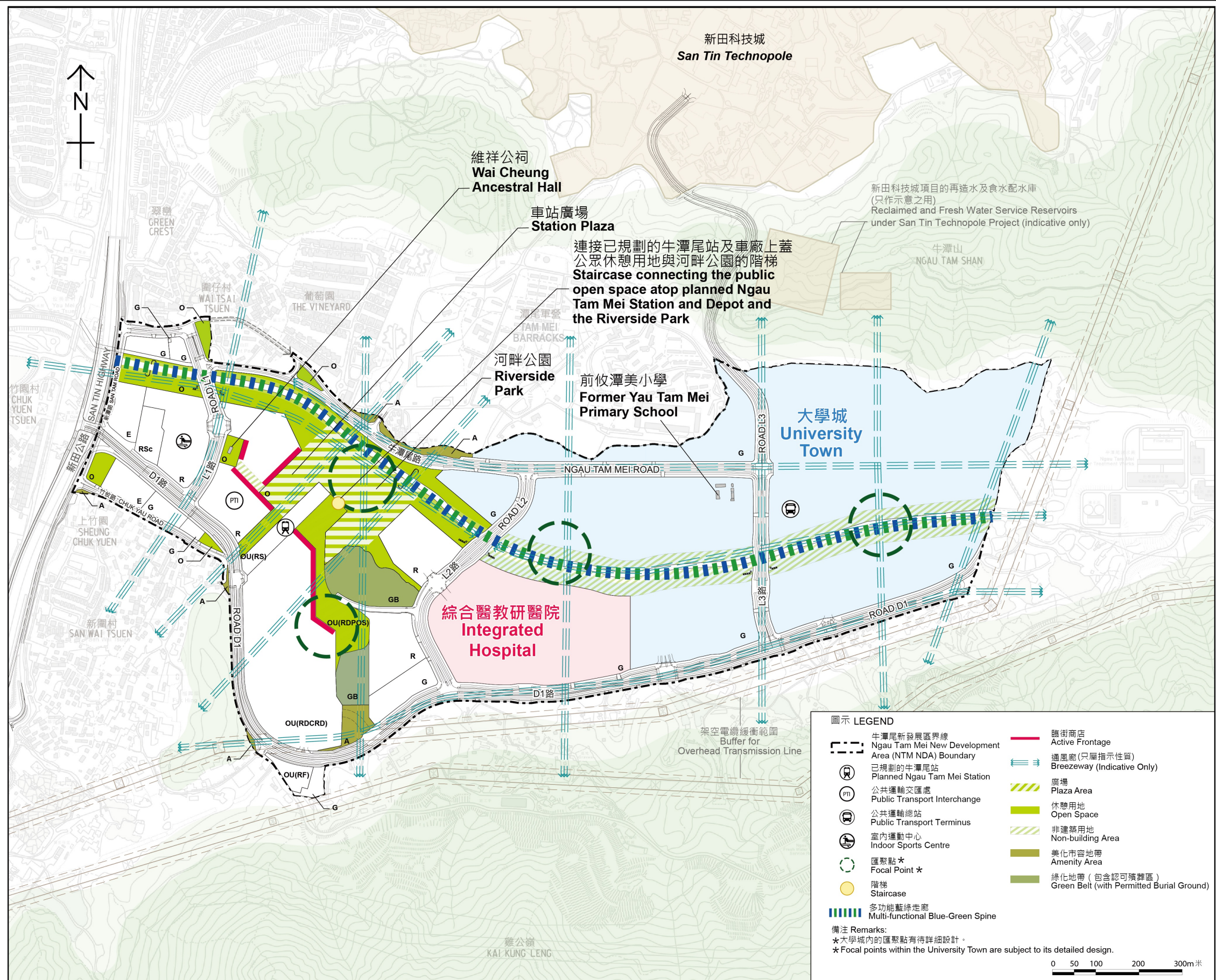
整體規劃大綱 Overall Planning Framework

根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
Modified From Land Use Review Study for Ngau Tam Mei Area - Feasibility Study



參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
2



本摘要圖於2025年10月21日擬備
EXTRACT PLAN PREPARED ON 21.10.2025

牛潭尾分區計劃大綱圖 NGAU TAM MEI OUTLINE ZONING PLAN

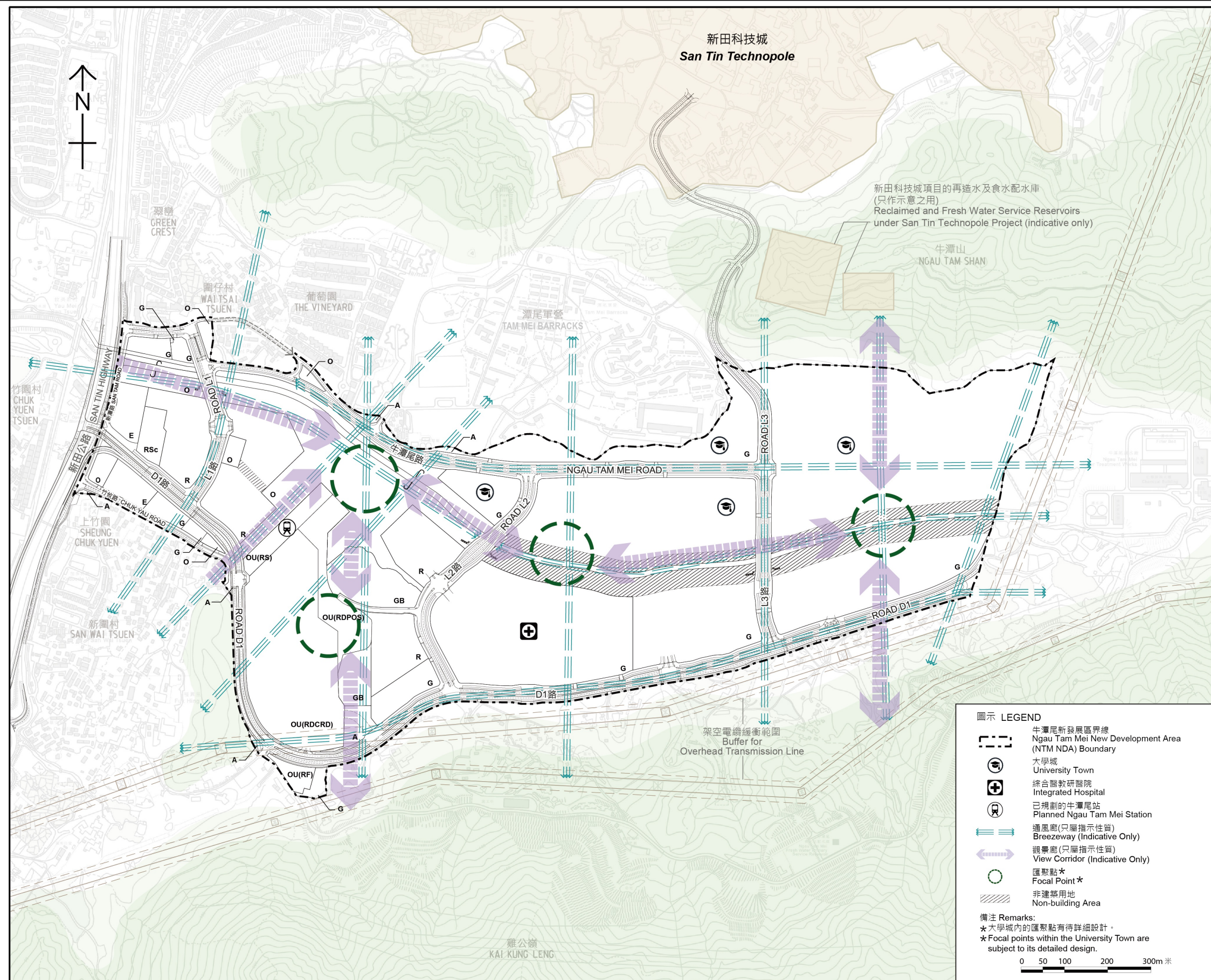
城市設計大綱 Urban Design Framework

根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
Modified From Land Use Review Study for Ngau Tam Mei Area - Feasibility Study



參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
3



本摘要圖於2025年10月21日擬備
EXTRACT PLAN PREPARED ON 21.10.2025

牛潭尾分區計劃大綱圖 NGAU TAM MEI OUTLINE ZONING PLAN

通風廊及觀景廊 Breezeway and View Corridor

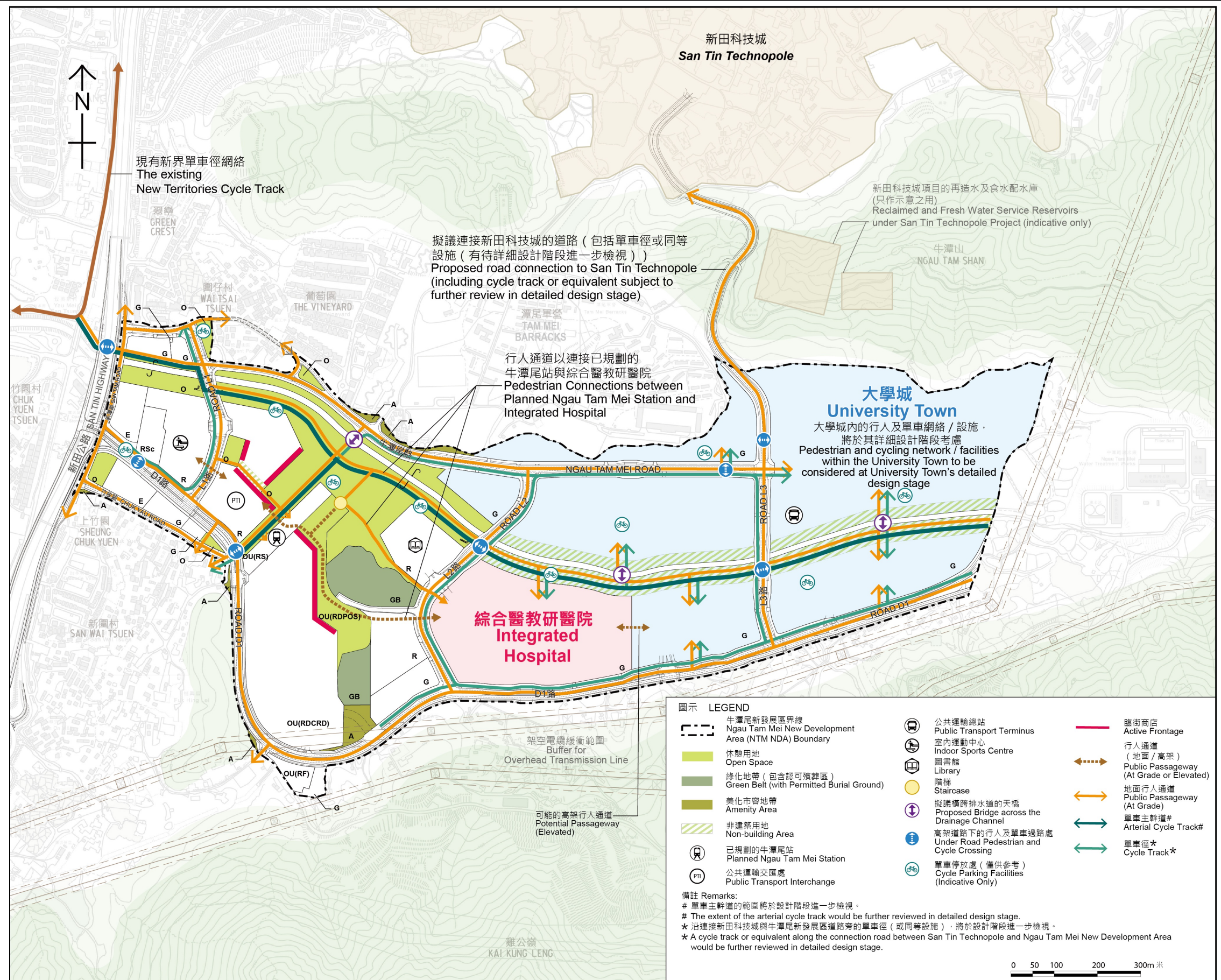
根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
Modified From Land Use Review Study for Ngau Tam Mei Area - Feasibility Study



規劃署
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參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
4



本摘要圖於2025年10月21日擬備
EXTRACT PLAN PREPARED ON 21.10.2025

牛潭尾分區計劃大綱圖 NGAU TAM MEI OUTLINE ZONING PLAN

行人及單車網絡 Pedestrian and Cycling Network

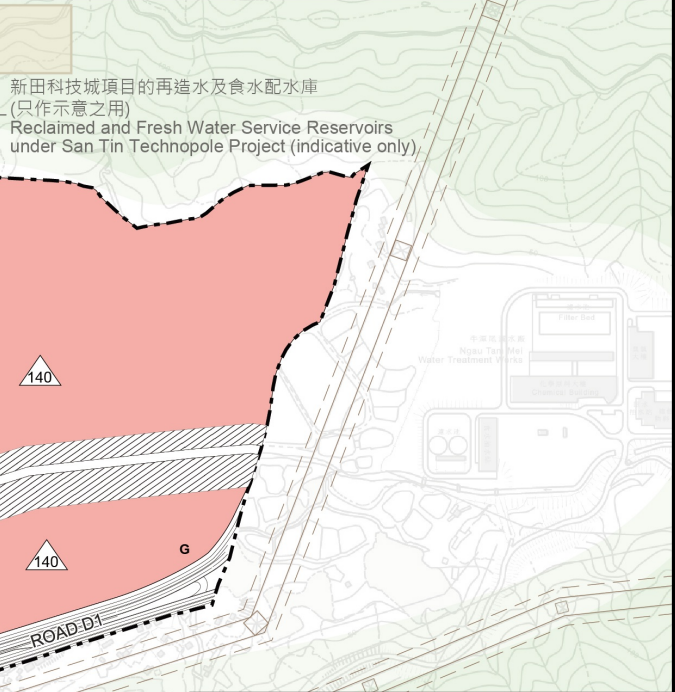
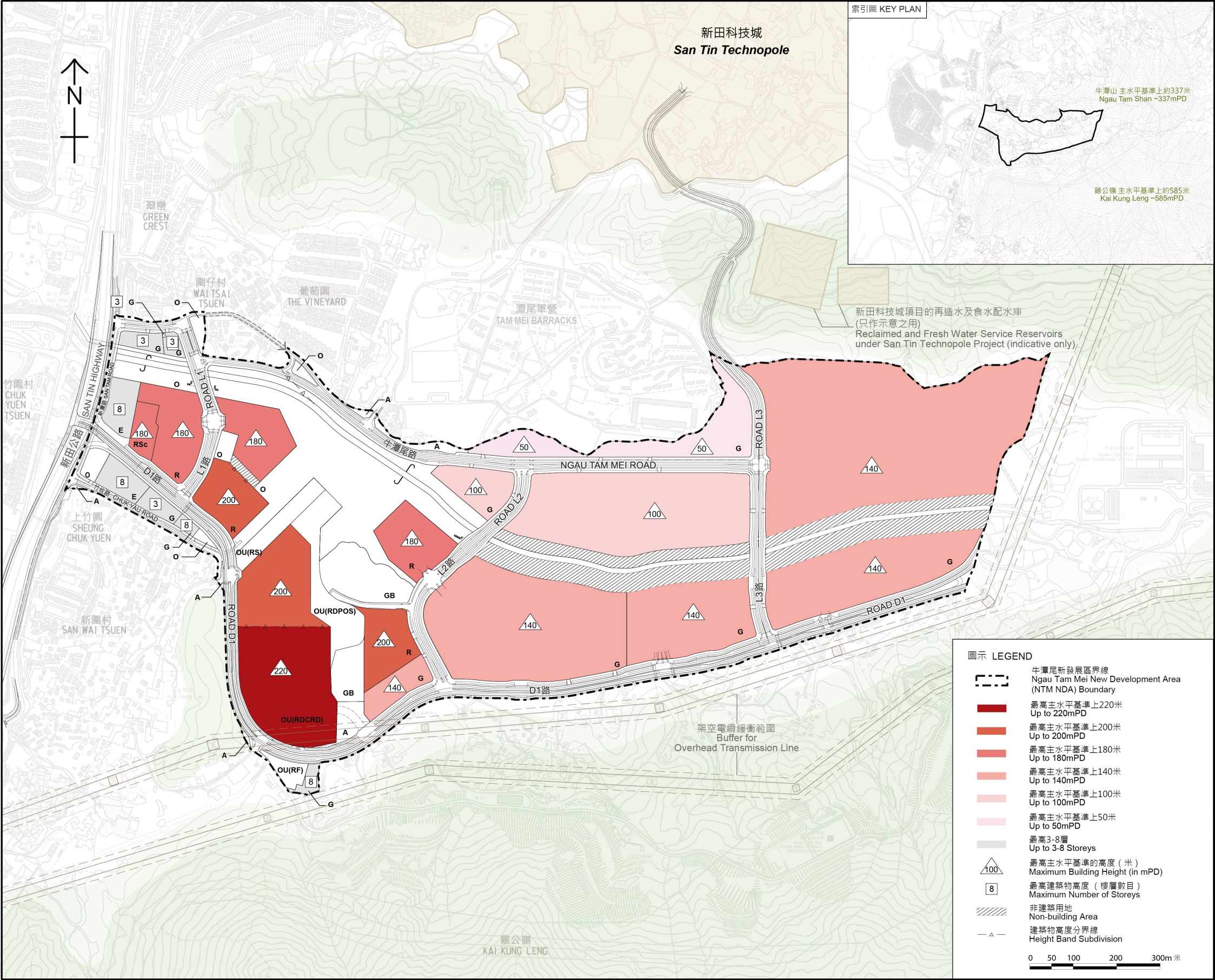
根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
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Planning Department

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M/YLE1/25/89

圖解 FIGURE
5



- 圖示 LEGEND
- 牛潭尾新發展區界線
Ngau Tam Mei New Development Area (NTM NDA) Boundary
 - 最高主水平基準上220米
Up to 220mPD
 - 最高主水平基準上200米
Up to 200mPD
 - 最高主水平基準上180米
Up to 180mPD
 - 最高主水平基準上140米
Up to 140mPD
 - 最高主水平基準上100米
Up to 100mPD
 - 最高主水平基準上50米
Up to 50mPD
 - 最高3-8層
Up to 3-8 Storeys
 - 最高主水平基準的高度 (米)
Maximum Building Height (in mPD)
 - 最高建築物高度 (樓層數目)
Maximum Number of Storeys
 - 非建築用地
Non-building Area
 - 建築物高度分界線
Height Band Subdivision
- 0 50 100 200 300m 米

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年10月13日擬備
EXTRACT PLAN PREPARED ON 13.10.2025

牛潭尾分區計劃大綱圖
NGAU TAM MEI OUTLINE ZONING PLAN

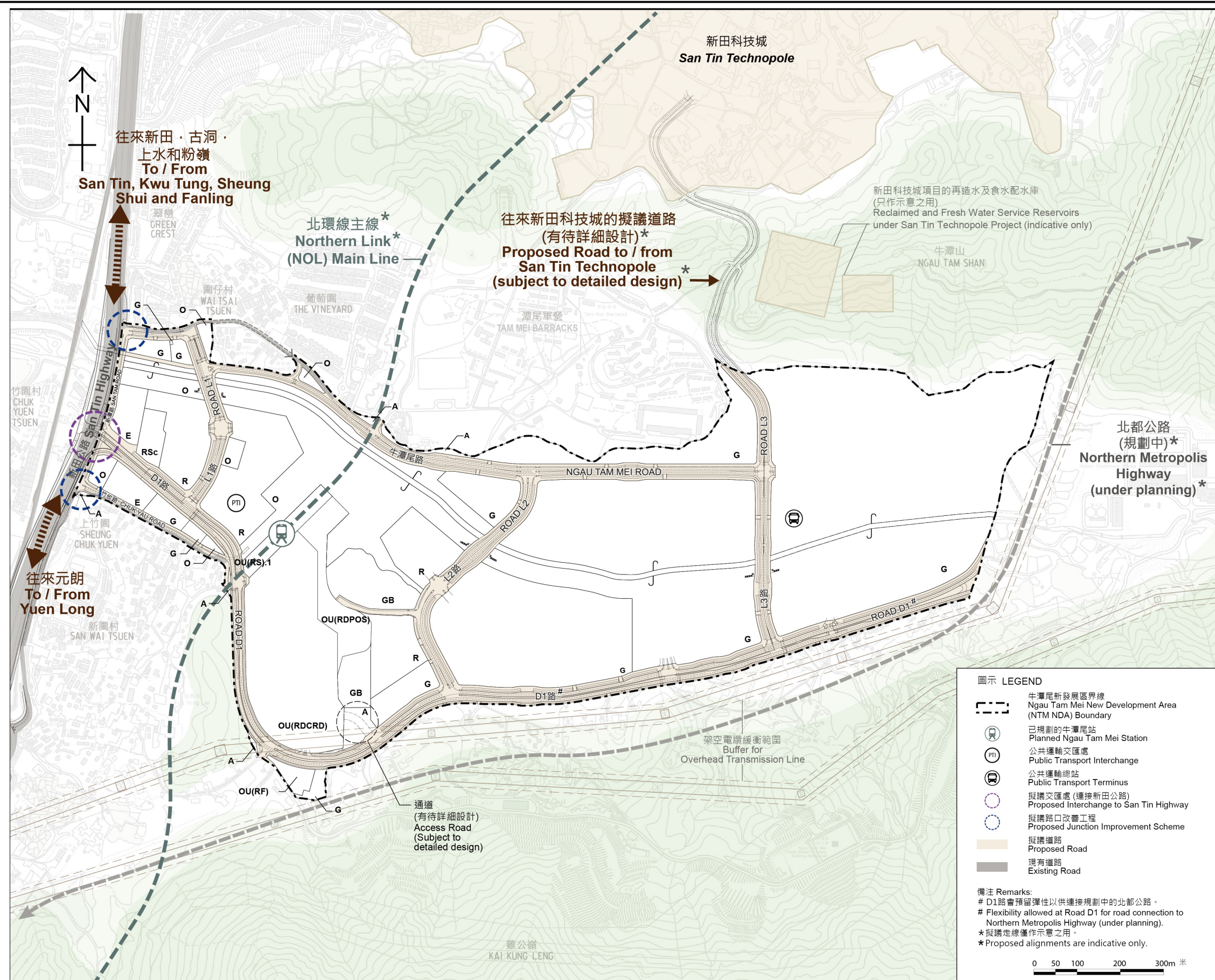
建築物高度概念
Building Height Concept

根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
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參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
6



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2025年10月17日擬備
EXTRACT PLAN PREPARED ON 17.10.2025

牛潭尾分區計劃大綱圖
NGAU TAM MEI OUTLINE ZONING PLAN

交通網絡
Transport Network

根據牛潭尾地區的土地用途檢討 - 可行性研究作修改
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參考編號 REFERENCE No.
M/YLE1/25/89

圖解 FIGURE
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