TOWN PLANNING BOARD

Minutes of 799th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 6.11.2026

Present

Director of Planning Mr C.K. Yip	Chairperson
Ms Sandy H.Y. Wong	Vice-chairperson
Professor Bernadette W.S. Tsui	
Ms Kelly Y.S. Chan	
Mr Daniel K.W. Chung	
Dr Tony C.M. Ip	
Mr Derrick S.M. Yip	
Professor Janet K.Y. Chan	
Mr Vincent K.C. Cheung	
Dr Chris K.T. Lam	
Assistant Commissioner/Urban, Transport Department Mr B.K. Chow	
Chief Engineer (Works), Home Affairs Department Mr Bond C.P. Chow	

Principal Environmental Protection Officer (Territory South),
Environmental Protection Department
Ms Marlene Y.H. Ho

Assistant Director/Regional 1,
Lands Department
Ms Catherine W.S. Pang

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

Absent with Apologies

Mr Ben S.S. Lui

Professor Simon K.L. Wong

Professor Herbert P.K. Chia

In Attendance

Assistant Director of Planning/Board
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board
Ms Katy C.W. Fung

Town Planner/Town Planning Board
Ms Ophelia C.M. Wong

Agenda Item 1

Confirmation of the Draft Minutes of the 798th MPC Meeting

[Open Meeting]

1. The draft minutes of the 798th MPC meeting held on 23.10.2026 were confirmed without amendment.

Agenda Item 2

Matters Arising

[Open Meeting]

2. The Secretary reported that there were no matters arising.

Deferral Case

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

Presentation and Question Sessions

3. The Committee noted that there was one case requesting the Town Planning Board to defer consideration of the application. Details of the request for deferral, Member's declaration of interest for the case and the Committee's view on the declared interest were in **Annex**.

Deliberation Session

4. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending submission of further information, as recommended in the Paper.

Tsuen Wan and West Kowloon District

[Ms Jacqueline C.P. Cheuk, Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), and Mr Cecil C.C. Chow, Town Planner/Tsuen Wan and West Kowloon, were invited to the meeting at this point.]

Agenda Item 3

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/TY/154	Proposed Government Use (Underground Quarrying-cum-Cavern Development with Ancillary Operations) in "Green Belt", "Other Specified Uses" annotated "Recreation and Tourism Related Uses" and "Other Specified Uses" annotated "Boatyard and Marine-oriented Industrial Uses" Zones and area shown as 'Road', Government Land at Ngau Kok Wan, Wok Tai Wan and Hillsides to the Northwest of Shek Wan, Northwest Tsing Yi (MPC Paper No. A/TY/154)

5. The Secretary reported that the application was submitted by the Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD), with AECOM Asia Company Limited (AECOM) as one of the consultants of the applicant. The following Members had declared interests on the item:

Mr Daniel K.W. Chung	-	for being a former director of CEDD; and
Dr Tony C.M. Ip	-	for having current business dealings with CEDD and AECOM.

6. As Mr Daniel K.W. Chung had no involvement in the item, the Committee agreed that he could stay in the meeting. As the interest of Dr Tony C.M. Ip in relation to CEDD was considered direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Dr Tony C.M. Ip left the meeting temporarily at this point.]

Presentation and Question Sessions

7. With the aid of a PowerPoint presentation, Ms Jacqueline C.P. Cheuk, STP/TWK, briefed Members on the background of the application, the proposed development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) had no objection to the application.

Rock Aggregate Demand and Supply in Hong Kong

8. Noting that the supply of rock aggregates in Hong Kong was mainly from Chinese Mainland and the proposed quarry development was crucial in maintaining a sustainable supply of local rock aggregates, a Member enquired whether the applicant had provided data on the supply and demand of aggregates, and how and to what extent the current project would help meet the local demand. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, said that while the applicant had not provided quantitative figures on the supply and demand of aggregates in Hong Kong or the proportion of aggregates to be produced by the proposed development relative to the total local supply/demand, the Development Bureau (DEVB) had indicated in the Legislative Council paper in 2025 that the overall demand for rock aggregates was on an upward trend. With all three planned/existing quarries, namely the quarry at Tsing Yi North (the application site (the Site)), Lam Tei and New Territories West landfills, in full operation, a stable supply of local rock aggregates could be maintained. The Chairperson supplemented that as stated in the Secretary for Development's comments in paragraph 10.1.1(d) of the Paper, according to CEDD's projections, the overall demand for concrete over the coming decade from 2025 onwards would broadly be maintained at around 8 to 9.5 million cubic metres per annum, while the total local concrete production capacity, including that of the Site, was expected to be maintained between about 11 to 12 million cubic metres per annum, thereby providing a buffer to cater for fluctuations in the demand for and supply of concrete products.

9. Noting the issues raised in the public comments, a Member enquired whether detailed supply-demand analysis of local concrete production and empirical aggregate testing data were available. In response, Ms Jacqueline C.P. Cheuk, STP/TWK said that DEVB's comments, as mentioned in paragraph 8 above, provided information on the demand for and

supply of aggregates for Members' reference. The proposed concrete proudction facilities at the Site could contribute to a stable local supply chain. Regarding aggregate quality, the applicant had undertaken testing and analysis, which concluded that the quarry-produced aggregates at the Site were suitable for asphalt production. With the adoption of appropriate measures, the rock aggregates produced from the proposed quarry could be used for concrete production and would fully comply with the required technical standards. Relevant technical guidelines on the use of quarry-produced aggregates for concrete production would be promulgated by CEDD in due course.

The Proposed Development and Operation

10. A Member enquired about the operation model of the proposed development, specifically whether it would be operated by the Government or outsourced to a third-party operator. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, said that the Site would be tendered out by the Government under a contract-based operational model. Under this arrangement, the Government would receive an upfront lump sum from the successful tenderer, while the revenue generated from the commercial sale of aggregates, concrete and asphalt products would help support the operator for the substantial capital and operational costs associated with the quarry operation.

11. Noting that the proposed development would involve blasting and explosives would not be stored on-site, a Member enquired about the safety measures concerning the delivery and handling of explosives, particularly how surplus and unused explosives would be managed. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, said that the contractor would be required to apply for a blasting permit from the Commissioner of Mines. The transport safety and delivery of explosives to the proposed quarry would be assessed by the Mines Division of CEDD, having regard to the finalised detailed blasting design. Explosives would be procured from Kowloon Explosives Depot and Kau Shat Wan Government Explosives Depot. Explosives dispatched from Kau Shat Wan would be transported directly to Ngau Kok Wan works area via sea and land transport. Furthermore, the operation would strictly adhere to the 'use within the same day' principle, under which unused explosives would be destroyed on-site by the end of the day and no explosives would be stored overnight.

Traffic and Transport

12. Two Members raised the following questions:

(a) whether the road network, particularly the exit at Cheung Shue Tau, would have sufficient capacity to accommodate the incoming traffic via Tsing Yi North Coastal Road upon completion of the proposed development;

(b) noting that Tam Kon Shan Interchange was frequently congested, particularly along the section leading to Tam Kon Shan Road and Tsing King Road, what access and routing arrangement would be adopted for construction vehicles;

(c) given the presence of schools in the vicinity of the Site, where students typically dispersed between 3:00 p.m. to 4:00 p.m., whether the associated traffic impact had been assessed;

(d) noting that traffic would be generated by the collection of imported rock materials from other locations and the transportation of aggregates to off-site concrete and asphalt plants, how the transport routes would be planned and whether the associated traffic had been taken into account in the Traffic and Transport Impact Assessment (TTIA); and

(e) whether the proposed development would generate traffic involving vehicles requiring escorts, and if so, whether such requirements had been taken into account in the assessment.

13. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, with the aid of some PowerPoint slides, made the following main points:

(a) TTIA had been conducted for the proposed development and had covered major junctions including junction J3 (i.e. Roundabout at Slip Road from Tsing Yi North Coastal Road / Tam Kon Shan Road), demonstrating that road link L5 (i.e. Slip Road Connecting Tsing Yi North Coastal Road

westbound to Tam Kon Shan Road) was anticipated to operate within capacity;

(b) no traffic would be permitted to travel through Tam Kon Shan Interchange and Tsuen Tsing Interchange during peak hours (i.e. 7:30 a.m. to 9:30 a.m. and 5:00 p.m. to 7:00 p.m.). During these peak hours, vehicles could access the Site via Tsuen Kam Interchange and Tsing Yi North Coastal Road or via the existing access road to Wok Tai Wan;

(c) the future contractor would be required to submit a Traffic Management Plan covering both the construction and operational phases, with detailed traffic arrangements for the consideration of the Transport Department (TD);

(d) according to the submitted TTIA, the proposed development would generate and attract approximately 177 passenger car units per hour during peak hour periods for concrete transport, whereas bulk rock materials would predominantly be transported by sea; and

(e) while the TTIA did not specify whether escorts would be required, the predominant vehicles involved would be standard concrete mixer trucks, and the proposed ingress and egress arrangements were considered sufficient to accommodate the anticipated traffic load.

14. Noting that the submitted Marine Traffic Impact Assessment (MTIA) had evaluated marine route capacity and collision risks, a Member enquired whether specific information had been provided regarding the impact of vessel-generated waves and contingency arrangements during typhoon. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, with the aid of a PowerPoint slide, said that the applicant had conducted a comprehensive MTIA, in which extreme weather conditions, including severe typhoons, had been taken into account and appropriate operational mitigation measures had been proposed. The Director of Marine had no objection to the application.

Landscape, Environmental and Cultural Heritage Aspects

15. Noting that rock aggregates could be imported from Chinese Mainland, a Member enquired whether the carbon emissions associated with the proposed development had been taken into account. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, said that while the applicant had not provided a detailed carbon footprint analysis, it was anticipated that local quarrying operations would inherently generate lower carbon emissions than importing aggregates from outside Hong Kong, as the proposed development would supply rock materials directly to asphalt mixing and concrete batching plants at the Site and in the vicinity, thereby reducing the need for transportation. The Chairperson supplemented that local production would save the carbon emissions associated with long-distance transportation compared with importing aggregates from outside Hong Kong. Another Member acknowledged that the proposed development would contribute to the circular economy and reduced transportation distances through local supply to meet local demand could help lower carbon emissions. The Member enquired whether a carbon accounting report would be available to estimate the carbon emissions arising from the proposed development and provide a basis for comparison with the scenario of importing rock aggregates. In response, Ms Cheuk said that although specific carbon reporting data had not been provided in the submission, the applicant could be required, if deemed necessary, to require the future contractor to track and record such data under the tender contract.

16. Two Members raised the following questions:

(a) whether assessment had been conducted regarding potential land contamination as there might be heavy metals and chemicals in the ground, as well as potential environmental pollution arising from the blasting works involved in the proposed development;

(b) whether a water quality impact assessment had been conducted to evaluate the potential impacts on the surrounding rivers and underground water;

(c) with reference to the elevated boundary wall level of the Integrated Waste Management Facilities at Shek Kwu Chau to withstand intense open-ocean wave action, what the site formation level of the proposed quarry would be, whether it would be vulnerable to sea-level rise associated with climate change, and whether appropriate mitigation measures would be provided;

(d) noting that 310 existing trees were proposed to be felled to make way for the proposed tunnel portals, while 315 new trees and approximately 567 shrubs and climbers would be planted, whether additional compensatory planting would be provided to offset the 455 trees at the remaining part of the Site that might potentially need to be felled; and

(e) whether the possibility of transplanting existing mature trees had been examined, as planting saplings could not adequately compensate for the ecological and carbon-sequestration benefits of mature trees.

17. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, made the following main points:

(a) CEDD had completed the 'Underground Quarrying at Tsing Yi North – Investigation, Design and Construction' study (the IDC study) to ascertain the tehnical feasibility of the proposed development at the Site. According to the land contamination assessment in the preliminary environmental review (PER), no major hazadous substances or heavy metals were identified. The future contractor would be required to conduct a detailed land containmination investigation and implement remediation works if necessary;

(b) the submitted PER concluded that the ecological value of the nearby river was relatively low and appropriate mitigation measures including groundwater monitoring and comprehensive sewerage collection systems, were proposed to ensure that the rivers in the vicinity would not be polluted;

(c) the site formation level of the quarry would be at 5 metres above Principal Datum, which was the same as that of the Ngau Kok Wan works area. Furthermore, as the portal of the quarry was located at a considerable distance from the coastline and there was a vertical level difference of 5m, it was considered that the proposed quarry would unlikely be affected by sea-level rise;

(d) should the application be approved by the Committee, an approval condition requiring the submission and implementation of a revised landscape proposal would be imposed to ensure that the applicant/future contractor would provide details on tree felling and compensatory planting including whether any additional trees would need to be felled and, if so, whether further compensatory planting would be required. The compliance of the approval condition would be under the scrutiny of PlanD; and

(e) the compensatory planting proposal and the possibility of retaining existing trees could be further examined. PlanD could provide comments on the revised landscape proposal as required under the approval condition, and CEDD also had an internal panel to monitor tree felling proposal and ensure that appropriate mitigation measures would be incorporated at the detailed design stage.

18. On cultural heritage aspect, a Member recalled that historic relics had been discovered during the construction works of Sung Wong Toi Station and enquired whether any preliminary assessment on cultural heritage had been conducted at the Site. Ms Jacqueline C.P. Cheuk, STP/TWK, said that according to the IDC study, no cultural heritage had been identified at the Site.

Previous and On-going Applications Related to the Site

19. Noting that a portion of the Site was the subject of application No. A/TY/87 for a proposed concrete batching plant, which was rejected by the Committee in 2005 mainly on the grounds of adverse traffic impact, a Member enquired about the differences between the previously rejected application and the current application. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, explained that the previous application was rejected as TD objected to the proposal on the grounds that the applicant failed to provide acceptable mitigation measures to resolve the traffic issues and the proposed improvement works for the access road were considered impractical by TD. For the current application, TD had no adverse comments as the applicant had proposed a one-way traffic arrangement, with vehicles entering the Site via Tam Kon Shan Portal, thus rendering road improvement works unnecessary.

20. As there was an on-going rezoning application (No. Y/TY/2) for a proposed comprehensive private and public residential development straddling part of the Site which would be considered by the Committee separately, a Member enquired whether the current application and the rezoning application should be considered at the same meeting to facilitate a holistic consideration of the land use proposals and potential impacts on the surrounding area. In response, Ms Jacqueline C.P. Cheuk, STP/TWK, said that the applicant of the rezoning application was still conducting various technical assessments which were yet to be submitted to the Committee for consideration. Should the current application be approved by the Committee, the technical assessments of the on-going application would need to take due account of the current application. Furthermore, the public housing component proposed in the rezoning application carried no commitment from the Government. The two applications should therefore be considered based on their individual merits. In response to the Chairperson's further enquiry, Ms Cheuk confirmed that the overlapping portion between the two application sites was entirely government land.

Deliberation Session

21. The Chairperson remarked that the application was for a proposed underground quarrying-cum-cavern development with ancillary operations. The Secretary for Development supported the application as the proposed development would help maintain a stable supply of local construction materials for Hong Kong. It would also strengthen the construction supply chain in support of the Northern Metropolis development. Relevant technical assessments had confirmed the technical feasibility of the proposed development including traffic aspect, and there were no objection or adverse comments from relevant government bureaux/departments (B/Ds). To address various technical concerns, relevant approval conditions and advisory comments were recommended. The Chairperson then invited views from Members.

22. Members generally supported the application and expressed the following views:

(a) the proposed development would secure a stable supply of rock aggregates for construction and help stabilise construction costs, which were already relatively high in Hong Kong compared with other countries, thereby contributing positively to the overall development of Hong Kong;

(b) cavern development could optimise land utilisation and the potential after-use of the cavern was versatile. For instance, the cavern could be developed for data centre and other commercially viable uses;

(c) quarrying would extract rock directly from the bedrock, which had not been subject to past human activities, unlike the land in Kai Tak. Besides, the presence of land contamination or heavy metals was unlikely, unless the geological formation of the quarry itself naturally comprised a metallic ore deposit;

(d) it was suggested that the applicant/contractor should follow up on carbon emissions associated with the proposed development at the Site and provide quantitative data so as to support the achievement of carbon neutrality; and

(e) while there were traffic concerns in the local areas including Tam Kon Shan Road, it was noted that mitigation measures had been proposed to prevent further deterioration in traffic conditions at Tam Kon Shan Road Interchange and Tsuen Tsing Interchange, and traffic management plan would be submitted by the contractor. Traffic conditions during the operational phase should continue to be closely monitored.

23. With regard to carbon emissions and environmental issues, a Member opined that open-pit and underground quarrying each had distinct merits and drawbacks. The former typically offered greater cost effectiveness, whereas underground quarrying required drill-and-blast methods and mechanical excavation including the use of explosives, generally resulting in higher construction costs and carbon footprints. While open-pit quarrying was more prevalent in Chinese Mainland, long-haul transportation would result in greater carbon emissions. It would be difficult to compare the carbon emissions associated with the two methods in the absence of a quantitative assessment. Another Member said that carbon footprint accounting depended on the auditing methodology adopted. The Chairperson added that open-pit quarrying might cause other environmental impacts, including extensive tree felling and noise pollution.

24. A Member opined that the availability of probable mineral reserves constituted a

critical consideration when evaluating quarry developments. Quarries in Chinese Mainland produced substantial quantities of rock aggregates for the production of manufactured sand, which could be imported into Hong Kong for concrete production, instead of developing the proposed quarry at the Site, as processing rock aggregates into manufactured sand incurred a higher carbon footprint. Comparatively, marine sand, which was imported into Hong Kong in the past, would incur a lower carbon footprint. From the perspective of land use optimisation, the proposed cavern was considered a long-term land supply source for other land uses after the completion of quarrying works, which justified the proposed development. With regard to the supply of fine aggregates, another Member explained that marine sand was mainly used for reclamation and could not be used directly for construction without treatment, as it contained salt. Fine aggregate constituted only a small proportion of the materials used in concrete production, and there were alternative supply sources or substitute materials, such as crushed glass.

25. A Member reiterated concerns about tree felling/compensation, and opined that larger trees, rather than saplings, and native species that would enhance local biodiversity should be prioritised in compensatory planning. As members of the public had expressed concerns about tree felling in various projects, the Member enquired how the implementation of the landscape proposal under the current application would be ensured. In response, the Chairperson said that an approval condition requiring the submission and implementation of a revised landscape proposal had been recommended and PlanD would follow up on the details of the landscape proposal. The Member's concern about tree felling and preservation would be relayed to CEDD, including the suggestion to explore the possibility of retaining trees on the Site as far as practicable, particularly those located in the inner parts near the hillside, although it would be difficult to retain trees at the location of the portals.

26. Regarding the rezoning application (No. Y/TY/2), a Member opined that it should be considered together with the current application to facilitate a holistic assessment, while another Member enquired about the priority for considering the current application and the on-going rezoning application and whether DEVB was aware of that rezoning application. The Chairperson explained that a single site could be subject to different development proposals and each application should be assessed on its individual merits, taking into account all relevant planning considerations such as land use compatibility and technical matters. It would be difficult to defer the consideration of or decision on a planning application until all planning

applications involving the same site or part of the same site were ready for consideration by the Committee at the same meeting. There had also been cases where the same site was covered by various planning approvals. For the rezoning application, the Committee noted that it was submitted in February 2023 and had been deferred once, and the applicant was still conducting technical assessments and further supplementary information would likely be submitted to address the outstanding technical issues. The current application and the rezoning application had been circulated to DEVB for comments, and the rezoning application, which involved proposed residential development, was under DEVB's monitoring system. The Chairperson added that DEVB had provided policy support for the current application as reflected in DEVB's comments. The overlapping portion between the sites of the current applicant and the rezoning application comprised solely government land, which was proposed for public housing under the rezoning application. The relevant government bureaux would provide views/comments on the rezoning application from respective policy angle. With the outstanding technical issues addressed and views/comments from relevant B/Ds received, the rezoning application would be submitted for consideration by the Committee on its individual merits.

27. The Chairperson remarked that Members generally supported the application. With regard to Members' views on the supply and demand of aggregates, traffic, tree retaining/felling/compensation and environmental issues, PlanD would convey the Committee's views to the applicant for follow-up action.

28. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should be valid until 6.11.2030, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

[Vincent Cheung left the meeting at this point.]

[Dr Tony C.M. Ip rejoined the meeting at this point.]

Kowloon District

[Ms Paulina L.S. Pun, Senior Town Planner/Kowloon, and Ms Helen K.W. Ip, Town Planner/Kowloon (TP/K), were invited to the meeting at this point.]

Agenda Item 5

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K22/51	Proposed School (Tutorial School) in "Residential (Group B) 2" Zone, Shop 4, 1/F, Retail Block 2, The Henley, 7 Muk Tai Street, Kai Tak, Kowloon (MPC Paper No. A/K22/51)

Presentation and Question Sessions

29. With the aid of a PowerPoint presentation, Ms Helen K.W. Ip, TP/K, briefed Members on the background of the application, the proposed use, departmental comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) had no objection to the application.

30. Members had no question on the application.

Deliberation Session

31. The Chairperson remarked that the proposed use was small in scale and located in the retail belt of the subject "Residential (Group B) 2" ("R(B)2") zone, and could serve the local residents. There was a similar application in the "R(B)2" zone previously approved by the Committee.

32. Recalling that there were other similar applications for the same use which had previously been approved in the Kai Tak Sports Park (KTSP), a Member enquired about the differences in the planning considerations. The Committee noted that the current application was for a tutorial school situated within the retail belt of a residential development, with the application premises located within an area zoned "R(B)2". There were also previously approved applications for the same use in the Kai Tak Malls of KTSP (the KTMs applications), which were located within an area zoned "Other Specified Uses" annotated "Stadium" ("OU(Stadium)"), where the planning intention was primarily for sports and other ancillary leisure and recreational facilities. While the current application and KTMs applications involved different land use zonings, both served local residents and were assessed against the relevant criteria set out in the Town Planning Board Guidelines No. 40 for 'Application for Tutorial School under Section 16 of the Town Planning Ordinance' (TPB PG-No. 40).

33. The Chairperson remarked that when considering planning applications for tutorial school use in residential development, the key considerations were whether the proposed tutorial school use was located within the designated non-residential portion and whether the proposed use would cause any possible nuisance to nearby residents. As regards the KTMs applications, the considerations included the relatively small scale of the proposed use compared with the scale of KTMs, the vacancy situation in KTMs and whether the proposed use could serve local residents in the vicinity. When considering these applications, there had been concerns raised regarding the potential cumulative impacts of approving similar applications on the positioning and character of KTSP, having regard to the planning intention of the "OU(Stadium)" zone. Notwithstanding that, the Committee noted that each application should be considered on its individual merits. In the current application, the application premises were located within the "R(B)2" zone, which was primarily for residential developments and the proposal complied with TPB PG-No. 40. Furthermore, it was not uncommon for tutorial schools to be located within residential developments.

34. In response to a Member's enquiry, the Chairperson explained that within the subject "R(B)2" zone, areas had been designated as retail belt/frontage in residential developments to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets. While 'Shop and Services' and 'Eating Place' uses were always permitted within areas designated for such purposes, 'School' was a Column 2 use which required planning permission from the Town Planning Board. The application would

not affect the provision of government, institution or community uses in the area. Another Member enquired whether the provision of hobby classes would be regarded as 'School' use. In response, the Secretary clarified that according to the current Definitions of Terms used in Statutory Plans, 'School' included any institution, organisation or establishment which provided interests and hobbies promotion.

35. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should be valid until 6.11.2030, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

Agenda Item 6

Any Other Business

[Open Meeting]

36. There being no other business, the meeting was closed at 10:40 a.m.

Annex

Minutes of 799th Meeting of the Metro Planning Committee
(held on 6.11.2026)

Deferral Case

Request for Deferment by Applicant for 2 Months

Item No.	Application No.*	Time of Deferment
4	A/K14/840	1st

Declaration of Interest

The Committee noted the following declaration of interest:

Item No.	Member's Declared Interest	
4	The application site was located in Kwun Tong.	- Professor Herbert P.K. Chia for his business partner renting a unit in the vicinity of the application site

The Committee noted that Professor Herbert P.K. Chia had tendered an apology for being unable to attend the meeting.

** Refer to the agenda at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/799_mpc_agenda.html for details of the planning application.*