

TOWN PLANNING BOARD

Minutes of 791st Meeting of the Rural and New Town Planning Committee held at 2:30 p.m. on 10.7.2026

Present

Director of Planning
Mr C.K. Yip

Chairperson

Mr Vincent K.Y. Ho

Mr Timothy K.W. Ma

Dr C.M. Cheng

Mr Ryan M.K. Ip

Mr Rocky L.K. Poon

Professor B.S. Tang

Mr Simon Y.S. Wong

Mr Eric C.B. Chan

Dr Kelvin K.Y. Leung

Mr Wilson H.K. Shum

Mr Gary X.Y. Zhang

Chief Traffic Engineer/New Territories West,

Transport Department
Ms Vilian W.L. Sum

Chief Engineer (Works),
Home Affairs Department
Mr Karl K.L. Kwan

Principal Environmental Protection Officer (Territory North),
Environmental Protection Department
Mr Raymond L.Y. Lai

Assistant Director/Regional 3,
Lands Department
Mr Lawrance S.C. Chan

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

Secretary

Absent with Apology

Mr Daniel K.S. Lau

Vice-chairperson

In Attendance

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

Chief Town Planner/Town Planning Board
Mr K.K. Lee

Assistant Town Planner/Town Planning Board
Ms Alanna W.H. Chan

Agenda Item 1

Confirmation of the Draft Minutes of the 790th RNTPC Meeting

[Open Meeting]

1. The draft minutes of the 790th RNTPC meeting held on 26.6.2026 were confirmed without amendment.

Agenda Item 2

Matters Arising

[Open Meeting]

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

Deferral Cases

Sections 12A and 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

Presentation and Question Sessions

3. The Committee noted that there were 12 cases requesting the Town Planning Board to defer consideration of the applications. Details of the requests for deferral, Members' declaration of interests for individual cases and the Committee's views on the declared interests were in **Annex 1**.

Deliberation Session

4. After deliberation, the Committee decided to defer decisions on the applications as requested by the applicants pending submission of further information, as recommended in the Papers.

Renewal Cases

Section 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

Presentation and Question Sessions

5. The Committee noted that there were five cases for renewal of temporary planning approval and the Planning Department had no objection to the applications for the further renewed periods. Details of the planning applications were in **Annex 2**.

Deliberation Session

6. After deliberation, the Committee decided to approve the applications on a temporary basis for the applied renewal periods on the terms of the applications as submitted to the Town Planning Board subject to the approval conditions, if any, stated in the Papers. The Committee also agreed to advise the applicants to note the advisory clauses, if any, as set out in the appendix of the Papers.

Cases for Streamlining Arrangement

Section 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

Presentation and Question Sessions

7. The Committee noted that there were 12 cases selected for streamlining arrangement and the Planning Department had no objection to the applications for temporary uses for the applied periods. Details of the planning applications, Member's declaration of interests for the cases and the Committee's views on the declared interests were in **Annex 3**.

Deliberation Session

8. After deliberation, the Committee decided to approve the applications on a temporary basis for the applied periods on the terms of the applications as submitted to the Town Planning Board subject to the approval conditions, if any, stated in the Papers. The Committee also agreed to advise the applicants to note the advisory clauses, if any, as set out in the appendix of the Papers.

[Post-meeting note: A typographical error was noted in the relevant Paper regarding the applied period for application No. A/YL-TT/786 under Item 31, which was considered under streamlining arrangement. The applied period should be 5 years instead of 3 years. The application with rectification would be submitted to the Committee for reconsideration at its

next meeting on 24.7.2026.]

Sai Kung and Islands District

Agenda Item 3

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/SK-HC/8 Application for Amendment to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/13, To rezone the application site from “Green Belt” and area shown as ‘Road’ to “Residential (Group C) 5” and amend the Notes of the zone applicable to the site, Various Lots in D.D. 210 and Adjoining Government Land, Pak Wai, Sai Kung
(RNTPC Paper No. Y/SK-HC/8B)

Presentation and Question Sessions

9. The following representatives from the Planning Department (PlanD) and the applicants’ representatives were invited to the meeting at this point:

PlanD

Mr Ernest C.M. Fung	-	District Planning Officer/Sai Kung and Islands (DPO/SKIs)
Ms Tammy S.N. Kong	-	Senior Town Planner/Sai Kung and Islands (STP/SKIs)
Mr Jackin H.Y. Yip	-	Town Planner/Sai Kung and Islands

Applicants’ Representatives

Shine Path Limited and Hin Yiu Limited - Applicants

Mr W.K. So

Ove Arup & Partners Hong Kong Limited

Ms Theresa Yeung

Mr W.L. Lee

Ms Anna Lok

Ms Natelie Chan

Cinotech Consultants Limited

Mr K.S. Lee

Ho Tin & Associates Consulting Engineers Limited

Mr K.C. Lee

K&W Architects Limited

Mr K.N. Lam

LLA Consultancy Limited

Mr S.L. Ng

Team 73 HK Limited

Ms Viann Leung

10. The Chairperson extended a welcome and explained the procedures of the meeting. To ensure smooth and efficient conduct of the meeting, a time limit of 15 minutes was set for presentation of the applicants. He then invited PlanD's representatives to brief Members on the background of the application.

11. With the aid of a PowerPoint presentation, Ms Tammy S.N. Kong, STP/SKIs, briefed Members on the background of the application, the proposed rezoning of the application site (the Site) from "Green Belt" ("GB") and area shown as 'Road' to "Residential (Group C) 5" ("R(C)5") to facilitate a private residential development (the Proposed Development), departmental comments, and the planning considerations and assessments as detailed in the Paper. While PlanD had no in-principle objection to the application, it was considered more appropriate to stipulate relevant development restrictions in the Notes of the Outline Zoning Plan (OZP) and to refine the rezoning boundary.

12. The Chairperson then invited the applicants' representatives to elaborate on the application. With the aid of a PowerPoint presentation, Mr W.L. Lee, the applicants' representative, made the following main points:

- (a) the Site was partly occupied by a commercial horticulture workshop and was accessible from Hiram's Highway via Hing Keng Shek Road, which connected the Site to Sai Kung Town and further to Kowloon. The application proposed to rezone the Site, which was situated in a predominantly low-density residential neighbourhood, from "GB" and an area shown as 'Road' to "R(C)5" to facilitate a private residential development. The Proposed Development would be subject to a maximum plot ratio (PR) of 0.6 and a maximum building height (BH) of 4 storeys (excluding basement), providing 96 residential units for an estimated population of 288;
- (b) considering the local landscape context, a comprehensive landscape proposal was prepared to improve the environment while protecting local biodiversity and visual amenity. Under the indicative scheme of the Proposed Development, a total greenery coverage of not less than 20% would be provided and existing trees on the Site would be retained as far as possible. It was also proposed to plant both native and exotic tree species on-site. These trees would bloom and bear fruit in different seasons, providing beautiful views for residents and food sources for local wildlife, while enabling nearby neighbours to observe seasonal changes;
- (c) to ensure compatibility with the surrounding low-rise developments, the PR of the Proposed Development would be maintained at 0.6, which was in line with the predominantly low-density residential neighbourhood where PRs generally ranged from 0.4 to 1.5. The proposed PR was also compatible with the PRs proposed under two nearby private residential developments in Tseng Lan Shue and Nam Pin Wai, both located south of the Site, as reflected in the approved Tseng Lan Shue OZP No. S/SK-TLS/10 in 2023 and the approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/13 in 2025,

respectively;

- (d) relevant government departments had no objection to or no adverse comment on the indicative scheme of the Proposed Development under the current application. To maintain the stepped BH profile within the Site, the applicants agreed to PlanD's recommendation to stipulate a two-tier maximum BH control of four storeys for the northern portion and one storey for the southern portion, both excluding basements, on the OZP; and
- (e) the Site should be rezoned to an appropriate zoning (i.e. "R(C)5") to facilitate the Proposed Development by better utilising land resources and maximising development potential, so as to increase housing supply through the provision of 96 residential units. The Proposed Development could also help phase out the existing horticulture workshop and improve the local landscape amenity by incorporating various landscape elements. Moreover, the submitted technical assessments demonstrated that the Proposed Development was compatible with the surrounding low-density residential neighbourhood and was technically feasible.

[Mr Ryan M.K. Ip joined the meeting at this point.]

13. As the presentations of PlanD's representative and the applicants' representative had been completed, the Chairperson invited questions from Members.

Public Footpath

14. Two Members raised the following questions:

- (a) the party responsible for the management and maintenance of the proposed reprovisioned 2m-wide public footpath along the eastern boundary of the Site; and
- (b) whether street lighting would be provided for the proposed public footpath, and the party responsible for implementing such street lighting.

15. In response, Ms Theresa Yeung, the applicants' representative, with the aid of some PowerPoint slides, made the following main points:

- (a) the applicants would be responsible for the construction, management and maintenance of the proposed 24-hour 2m-wide public footpath to be reprovisioned along the eastern boundary of the Site connecting Hing Keng Shek Road and Hing Keng Shek Village; and
- (b) street lighting would be provided for the proposed public footpath, and the applicants would be responsible for its implementation.

Tree Planting and Greenery Coverage

16. Some Members raised the following questions:

- (a) the rationale for the tree compensatory ratio of about 1:1.17, and the possibility of increasing the greenery coverage by planting more trees; and
- (b) noting that the Site was currently located within a "GB" zone, whether there was scope to provide more tree planting and greenery, such as by reconfiguring the internal road layout without affecting internal circulation, and by providing greenery on the rooftop of the proposed clubhouse.

17. In response, Ms Theresa Yeung, the applicants' representative, with the aid of some PowerPoint slides, made the following main points:

- (a) as most of the Site was covered with tree clusters which formed an integral part of the "GB" zone, a compensatory ratio of about 1:1.17 in terms of the number of trees was proposed to maintain the landscape integrity of the area, which was higher than the minimum 1:1 tree compensatory ratio stipulated under the relevant guidance notes. Considering the modern lifestyle preferences of Hong Kong residents, certain areas within the Site were reserved for leisure and recreational activities to meet such needs, including

an organic farm in the northwestern part of the Site and a lawn area atop the on-site underground sewage treatment plant in the south. Therefore, it was not feasible to utilise all open areas solely for tree planting; and

- (b) although tree planting and greenery could be enhanced at various locations across the Site, such as by planning trees in the southeastern portion near Hiram's Highway and in the open areas between the residential blocks and near the clubhouse, these initiatives needed to be balanced against the provision of sufficient communal spaces for residents. Regarding the suggestion to provide greenery on the rooftop of the clubhouse, taking into account structural loading and soil depth constraints, it might be difficult to plant trees on the rooftop, though providing greenery or landscaping should remain feasible.

Stepped BH Profile

18. The Chairperson and a Member raised the following questions:

- (a) noting that the indicative scheme included a stepped BH profile descending from four storeys in the northern portion to one storey in the southern portion, whether there were any measures to ensure that this stepped BH profile would be implemented in the future development; and
- (b) whether there was any possibility of merging the single-storey Block 4 into the three-storey Block 3 to create a three-block configuration with all buildings at four storeys, so that the area freed up could be utilised for tree planting.

19. In response, Ms Theresa Yeung, the applicants' representative, with the aid of some PowerPoint slides, made the following main points:

- (a) to maintain the stepped BH profile within the Site, PlanD recommended to stipulate a two-tier maximum BH control of four storeys for the northern portion and one storey for the southern portion, both excluding basements,

on the OZP. Although it was proposed that only an overall maximum BH (i.e. four storeys) was to be stipulated for the Site on the OZP, instead of specifying the BH for each individual building, the possibility of deviating from the proposed stepped BH profile was low, with the proposed BH restriction to be imposed for the Site and the Proposed Development had already fully utilised the permitted PR. It was also the applicants' intention to maintain the stepped BH profile as a design merit of the development; and

- (b) there could be a possibility of merging the single-storey Block 4 into the three-storey Block 3 to create a three-block configuration with all buildings at four storeys. Nevertheless, from the perspective of overall spatial design, a stepped BH profile would make the visual composition of the development more vibrant and interesting.

Sewage Management

20. Noting that an on-site sewage treatment facility was proposed for the Proposed Development, a Member enquired whether the Site could be connected to public sewer in the future. In response, Ms Theresa Yeung, the applicants' representative, with the aid of some PowerPoint slides, said that there was no existing public sewer available in the vicinity of the Site. An on-site sewage treatment facility would be provided for the collection, treatment and disposal of sewage and wastewater arising from the development. Upon completion of the planned Hiram's Highway Improvement Stage 2 Project scheduled for 2032, a public sewer might be laid in the vicinity. If the public sewer would be implemented in the future, the sewage and wastewater from the Proposed Development could be discharged into that public sewer. Mr Ernest C.M. Fung, DPO/SKIs, clarified that the implementation programme and alignment of the public sewer were not yet confirmed. The applicants were therefore required to provide an on-site sewage treatment facility for sewage management purpose.

Traffic

21. Noting that the ingress/egress of the Proposed Development would be via Hing Keng Shek Road, connecting to the roundabout on Hiram's Highway, a Member enquired about the traffic safety of this arrangement and the parking provision for the Proposed

Development. In response, Mr S.L. Ng, the applicants' representative, with the aid of some PowerPoint slides, said that the Site was directly accessible from Hing Keng Shek Road which connected to Hiram's Highway. To address traffic safety concerns, and given that Hing Keng Shek Road was currently not up to the standard road width of 6m for a two-lane carriageway, the applicants proposed to widen the section of Hing Keng Shek Road between the proposed vehicular access and Hiram's Highway in accordance with the submitted Traffic Impact Assessment (TIA), thereby benefiting both future residents and nearby villagers. Regarding the parking provision for the Proposed Development with a total of 96 small to medium-sized flats under the indicative scheme, 73 private car parking spaces, one motorcycle parking space and six visitor car parking spaces would be provided for future residents and visitors in accordance with the high-end provision standard under the Hong Kong Planning Standards and Guidelines (HKPSG).

22. Another Member enquired about the possibility of increasing the on-site parking provision by providing above-ground parking spaces. In response, Ms Theresa Yeung, the applicants' representative, with the aid of some PowerPoint slides, said that the current provision of parking spaces under the Proposed Development was in accordance with the relevant requirements stipulated in HKPSG. Regarding the suggestion to provide parking spaces above ground, it was considered more desirable to reserve the above-ground area for greenery and other amenity purposes. The Chairperson added that unless under exceptional circumstances and subject to the agreement of the Transport Department (TD), those requirements in HKPSG should be followed.

23. Ms Vilian W.L. Sum, Chief Traffic Engineer/New Territories West (CTE/NTW), TD supplemented that the provision of car parking spaces for each development should follow the requirements and ratios stipulated in HKPSG unless there was a strong justification to deviate from them. For residential developments, it was generally common for one house to be allocated one parking space. For the Proposed Development, the proposed parking provision had already reached the upper limit of the permissible range.

Flooding Risk Associated with the Existing Stream

24. Noting that the Site was bounded by an existing stream at its east, the proposed public footpath was along the stream and the riverbed of the stream was higher than the

formation level of the basement car park, a Member enquired whether the Site was susceptible to flooding associated with the stream and whether the public footpath and basement car park would be subject to flooding risk under heavy rainfall conditions. In response, Mr K.C. Lee, the applicants' representative, with the aid of some PowerPoint slides, said that no works would be carried out to the existing stream in the vicinity of the Site under the Proposed Development. Upon completion of the Proposed Development, the drainage channels would divert stormwater from upstream to downstream areas from northwest to southeast, thereby preventing it from entering the Site. In fact, the proposed drainage channels under the indicative scheme would alleviate the flooding risk at the Site. Furthermore, with the drainage facilities constructed under the Hiram's Highway Stage 1 Improvement (HH1) Project, the flooding situation on Hiram's Highway had been significantly improved. Regarding the flooding risk to the basement car park, this was a common engineering issue associated with basement construction. As the Proposed Development would involve the construction of drainage channels, stormwater would be collected and diverted via these channels to the nearby stream, and therefore the flooding issue was considered not substantial. Ms Theresa Yeung, the applicants' representative, added that although the site formation level of the Proposed Development would not be particularly elevated, this issue could be addressed through various technical design measures. The Drainage Services Department had no adverse comment on the submitted Drainage Impact Assessment and the application.

Planning Considerations

25. Noting that four previous section 16 (s.16) planning applications covering parts of the Site for proposed house developments had been rejected by the Committee between 1996 and 2007 while PlanD had no in-principle objection to the current application, the Chairperson enquired about PlanD's considerations for the current application. In response, Mr Ernest C.M. Fung, DPO/SKIs, said that those four previous s.16 applications were rejected mainly due to technical concerns and insufficient supporting information. For the current application, the applicants had submitted relevant technical assessments demonstrating the development's technical feasibility in terms of traffic, geotechnical, visual, urban design, landscape and infrastructural aspects, and the concerned government departments had no adverse comments on the application. Furthermore, in terms of land use compatibility, the proposed "R(C)5" zone at the Site was primarily intended for a low-rise, low-density residential development that would blend in well with the surrounding natural environment and rural character. The

function of the concerned “GB” zone, where the Site was located, would not be affected as the remaining portion of the “GB” zone would continue to serve as a buffer between the Proposed Development and the adjacent rural area in the future. In that regard, PlanD had no in-principle objection to the application.

26. As the applicants’ representatives had no further points to raise and there were no further questions from Members, the Chairperson informed the applicants’ representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicants of the Committee’s decision in due course. The Chairperson thanked PlanD’s and the applicants’ representatives for attending the meeting. They left the meeting at this point.

[Mr Simon Y.S. Wong joined the meeting during the Q&A session.]

Deliberation Session

27. The Chairperson recapitulated that the applicants proposed to rezone the Site from “GB” and area shown as ‘Road’ to “R(C)5” to facilitate a private residential development. In scrutinising applications for rezoning “GB” zones, the key considerations generally included (i) the ecological value and the role of the subject “GB” zone; and (ii) whether the “GB” zone could be released for other developments to achieve better utilisation of land resources. In the current case, the Site was partly hard paved and currently occupied by a horticulture workshop. As such, the ecological value of the subject “GB” zone was considered relatively low. It was also located next to Hiram’s Highway and surrounded by some residential developments and village type developments which had similar development intensity as the Proposed Development. The application only sought planning approval to rezone part of the “GB” zone, such that the remaining portion of the “GB” zone would retain its zoning and continue to serve as a buffer between the adjacent “Conservation Area” (“CA”) zone and the Proposed Development. Furthermore, relevant technical assessments had been submitted by the applicants to demonstrate the technical feasibility of the Proposed Development, and the relevant government departments had no adverse comments on the application.

28. Members generally supported the application. A Member opined that the stepped BH profile proposed by the applicants could be considered a design merit of the Proposed

Development as it would maintain a balanced and harmonious visual context with the surroundings. Besides, the applicants had incorporated extensive greenery elements across the Site, which should be supported. Another Member added that as the Site was located adjacent to Hiram's Highway with most of the surrounding areas being hard-paved, the role of the subject "GB" zone in serving as a buffer for the adjacent "CA" zone was not significant, and therefore the land could be released for other uses. That said, considering that the Site was currently zoned "GB", more tree planting should be provided within the Site. Noting that the proposed site coverage of the Proposed Development was not more than 20%, there should be scope to accommodate more tree planting and provide more greenery within the Site.

29. A Member expressed concern that the basement car park might be susceptible to flooding during heavy rain, given the level difference between the road surface and the ingress/egress of the basement car park. Nevertheless, as the applicants had proposed drainage facilities within the Site to discharge stormwater into the nearby stream, it was considered that the flooding risk to the Site would be mitigated without overloading the capacity of the adjacent stream.

30. A Member pointed out that with the completion of the HH1 Project, the traffic condition in the vicinity had significantly improved. As the Proposed Development would not bring about a substantial population growth in the area, the local traffic network would not be severely affected. Ms Vilian W.L. Sum, CTE/NTW, TD supplemented that as the Proposed Development was a low-rise residential development with a relatively small population and the vehicular traffic from the Site to the adjacent roundabout on Hiram's Highway would be staggered, with the completion of the HH1 Project, the Proposed Development would not cause adverse traffic impacts on the nearby roads or Hiram's Highway. According to the submitted TIA, Hing Keng Shek Road was proposed to be widened. After balancing all relevant considerations, TD considered that the proposed road widening works under the current application would benefit the local road network, and therefore had no objection to the application from traffic engineering perspective.

31. The Committee noted that the proposed "R(C)5" zone would be subject to a maximum PR of 0.6. Should any future development propose a PR exceeding 0.6, a planning application for relaxation of the PR restriction would be required.

32. Noting the “GB” zoning involved and Members’ suggestion of providing more greening at the Site, the Chairperson said that the applicants could be advised to explore the possibility of providing more tree planting and greenery within the Site, such as through optimising the areas currently occupied by the internal road and the roundabout, and providing greening on the rooftop areas.

33. After deliberation, the Committee decided to partially agree to the application to facilitate the proposed development at the application site. The appropriate zoning with stipulation of appropriate development restrictions and other requirements would be worked out by the Planning Department in consultation with relevant government bureaux/departments. The relevant proposed amendments to the Ho Chung Outline Zoning Plan, together with the revised Notes and Explanatory Statement, would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 6

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/YL-MP/11	Application for Amendment to the Draft Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/9, To rezone the application site from “Residential (Group D)” to “Residential (Group C) 2” and amend the Notes of the zone applicable to the site, Lot 4822 in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long (RNTPC Paper No. Y/YL-MP/11B)
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34. The Secretary reported that the application was submitted by Glory Queen Limited, which was a subsidiary of Henderson Land Development Limited (HLD). The following Members had declared interests on the item:

Mr Vincent K.Y. Ho	- for having current business dealings with HLD; and
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- Mr Ryan M.K. Ip - for being the vice-president and executive director of Public Policy Institute of Our Hong Kong which had received donations from Henderson Group.

35. As the interest of Vincent K.Y. Ho was considered direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item. As Mr Ryan M.K. Ip had no involvement in the project(s) under the sponsorship of Henderson Group in relation to the item, the Committee agreed that he could stay in the meeting.

[Mr Vincent K.Y. Ho left the meeting temporarily at this point.]

Presentation and Question Sessions

36. The following representatives from the Planning Department (PlanD) and the applicant's representatives were invited to the meeting at this point:

PlanD

- Mr Kimson P.H. Chiu - Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE)
- Ms Jessie S.Y. Lau - Town Planner/Fanling, Sheung Shui and Yuen Long East
- Ms Chloe K.Y. Leung - Town Planning Graduate/Fanling, Sheung Shui and Yuen Long East

Applicant's Representatives

Glory Queen Limited - Applicant

Dr Owen Yue

Ms Alison Ip

Vision Planning Consultants Limited

Mr Kim Chan

Mr Otto Lung

P&T Group

Mr Daren Tan

Meinhardt Infrastructure & Environment Limited

Ms Casey MAN

Mr Alex Lau

Ramboll Hong Kong Limited

Mr Henry Ng

Westwood Hong & Associates Limited

Ms Kit Wong

Scenic Landscape Studio Limited

Mr John Charters

MVA Hong Kong Limited

Mr Alan Pun

Ms Karen Chan

Ecosystems Limited

Dr H.K. Kwok

37. The Chairperson extended a welcome and explained the procedures of the meeting. To ensure smooth and efficient conduct of the meeting, a time limit of 15 minutes was set for presentation of the applicant. He then invited PlanD's representatives to brief Members on the background of the application.

38. With the aid of a PowerPoint presentation, Mr Kimson P.H. Chiu, STP/FSYLE, briefed Members on the background of the application, the proposed rezoning of the

application site (the Site) from “Residential (Group D)” (“R(D)”) to “Residential (Group C) 2” (“R(C)2”) to facilitate a proposed residential development with Government, institution and community (GIC) facilities (including a six-classroom kindergarten and an elderly activity centre (EAC)) (the Proposed Development), departmental comments, and planning considerations and assessments as detailed in the Paper. While PlanD had no in-principle objection to the application, it was considered more appropriate to rezone the Site to a suitable “R(C)” sub-zone with stipulation of appropriate schedule of uses and development restrictions and other requirements.

[Mr Gary X.Y. Zhang joined the meeting at this point.]

39. The Chairperson invited the applicant’s representatives to elaborate on the application. With the aid of a PowerPoint presentation, Mr Kim Chan, the applicant’s representative, made the following main points:

- (a) the Proposed Development comprised five 16-storey residential towers (excluding the basement level), with domestic and non-domestic plot ratios (PRs) of about 1.5 and 0.025 respectively. The Site was L-shaped, which imposed certain design constraints. Accordingly, the indicative scheme was designed in response to those constraints, with a view to ensuring that the Proposed Development was compatible with the local context and surrounding land uses;
- (b) to enhance the air ventilation of the Site and the locality, the applicant proposed to provide building separations with widths of at least 15m between two pairs of residential towers, and a building setback of at least 22m from the site boundary fronting Kam Pok Road. The proposed development restrictions as well as the planning merits were proposed to be stipulated in the Notes and Explanatory Statement of the Outline Zoning Plan (OZP) to ensure implementation;
- (c) several ecological measures, including a building setback of about 50m from Ngau Tam Mei Drainage Channel at the western boundary of the Site, were proposed. To enhance privacy and the visual interface between the

Proposed Development and the surrounding environment, buffer planting would be provided along the site boundaries;

- (d) a garden-style private open space with lawns, landscaped gardens, children's play areas and a landscaped pond would be provided within the Site. Each block would be equipped with a communal space for landscaping in order to maintain visual harmony;
- (e) a six-classroom kindergarten and an EAC were proposed under the scheme in response to the childcare and elderly care needs of young families;
- (f) in terms of traffic, the primary vehicular ingress/egress of the Proposed Development was located on Kam Pok Road in order to minimise the traffic impact of the Proposed Development on the surrounding road networks; and
- (g) various technical assessments were submitted to demonstrate that the Proposed Development was technically feasible with no insurmountable issues, subject to the implementation of appropriate mitigation measures. Concerned government departments had no objection to or adverse comments on the application.

40. As the presentations of PlanD's representative and the applicant's representative had been completed, the Chairperson invited questions from Members.

Traffic

41. The Chairperson and some Members raised the following questions:

- (a) noting that the Site was surrounded by a number of existing and planned residential developments (including some planned residential developments with domestic PRs ranging from 1.21 to 1.5), and that vehicles exiting from the Proposed Development onto Ha Chuk Yuen Road could disperse onto Kam Pok Road, whether the traffic capacity of Kam Pok Road was sufficient to accommodate the additional traffic flow arising from the Proposed

Development, and whether a cumulative Traffic Impact Assessment (TIA) had been conducted taking into account the traffic impacts generated by the planned residential developments in the vicinity;

- (b) details of the traffic improvement works proposed by the applicant, and whether the applicant would commit to implementing the cumulative traffic improvement works prior to population intake;
- (c) the arrangement for the proposed shuttle bus service connecting the Site with the planned Ngau Tam Mei (NTM) Station of the Northern Link (NOL) Main Line; and
- (d) the provision of parking spaces under the Proposed Development.

42. In response, Mr Alan Pun, the applicant's representative, with the aid of some PowerPoint slides, made the following main points:

- (a) a TIA was submitted by the applicant to assess the potential traffic impacts arising from the Proposed Development at critical junctions and road links, taking into account the planned junction improvement works proposed by other parties, including the two proposed residential developments under the partially agreed section 12A (s.12A) applications No. Y/YL-MP/7 and 8 in the vicinity of the Site. Under the current proposal, traffic would mainly access the Site from Fairview Park Interchange via Castle Peak Road – Tam Mi and Kam Pok Road, and Ha Chuk Yuen Road. To mitigate the potential traffic impacts identified in the TIA, the applicant had proposed some traffic improvement works which included mainly the junction improvement works at Castle Peak Road – Tam Mi/Kam Pok Road and Fairview Park Interchange. Regarding the concern about the capacity of Kam Pok Road, as Kam Pok Road was a standard single-two lane carriageway of 7.3m wide, even with the additional traffic generated by the Proposed Development, the total traffic volume would only reach 65% of its carrying capacity. Regarding the concern that vehicles exiting the Proposed Development onto Ha Chuk Yuen Road could disperse onto Kam Pok Road and potentially overload its

capacity, the applicant proposed to widen the junction of Kam Pok Road and Ha Chuk Yuen Road to help mitigate any potential traffic impacts arising from the Proposed Development. As the main ingress/egress of the Proposed Development would be located on Kam Pok Road, most vehicles would access the Site via Kam Pok Road and Castle Peak Road – Tam Mi, and the traffic impact on the said junction would not be significant. The Transport Department (TD) had no in-principle objection to the application from traffic engineering perspective;

- (b) several traffic improvement works were proposed for Fairview Park Interchange under the proposed public housing development at Sha Po and the approved s.12A application No. Y/YL-MP/10 to accommodate the additional traffic flow generated by these developments. The applicant had undertaken to implement additional junction improvement works at Fairview Park Interchange for the Proposed Development, taking into account the trips generated from the newly planned residential developments in the vicinity. The applicant had also committed that the cumulative traffic improvement works proposed under the two newly planned residential developments and the Proposed Development would be fully implemented prior to population intake of the Site, regardless of whether those two planned residential developments would be implemented after the Proposed Development;
- (c) shuttle bus service connecting the Site with the planned NTM Station of the NOL Main Line was proposed under the current scheme. As franchised bus services were also available in the vicinity of the Site, the internal road layout had already taken into account the operation of both shuttle bus and franchised bus services. The future provision and arrangement of the shuttle bus or franchised bus services would be subject to the review and agreement of the relevant government departments and public transport operators at the implementation stage; and
- (d) a total of 587 parking spaces would be provided at the Site, including 377 private car parking spaces, 36 motorcycle parking spaces and 174 bicycle parking spaces. Moreover, five loading/unloading (L/UL) bays for heavy

goods vehicles, together with seven lay-bys for private cars/taxis and school buses to serve the proposed kindergarten and EAC, would be provided. The parking provision was in accordance with the Hong Kong Planning Standards and Guidelines.

43. Ms Vilian W.L. Sum, Chief Traffic Engineer/New Territories West (CTE/NTW), TD supplemented that according to the submitted TIA, a left-turn ban was proposed at the primary ingress/egress of the Site on Kam Pok Road diverting traffic away from critical junctions in the south, and whether this arrangement could be feasibly implemented in the future would be subject to further assessment. Mr Alan Pun, the applicant's representative, with the aid of some PowerPoint slides, clarified that the proposed left-turn ban at the Kam Pok Road ingress/egress would be implemented by installing physical barriers to prevent vehicles exiting the Site from making a left turn, thereby requiring all vehicles to turn right. The Chairperson said that the detailed design of this arrangement should be subject to further review and liaison with the relevant government departments, such as TD, taking into account the views of nearby residents and road users.

44. Mr Kimson P.H. Chiu, STP/FSYLE, added that according to the applicant, the ingress/egress of the Site on Ha Chuk Yuen Road would be designated for the proposed EAC only, while the ingress/egress of the Site on Kam Pok Road would be designated for the proposed residential development and kindergarten. According to the applicant's TIA, a sensitivity test had been conducted to assess the cumulative impacts of the two newly partially-agreed proposed residential developments in the vicinity (i.e. s.12A applications No. Y/YL-MP/7 and 8). With implementation of the proposed traffic mitigation measures before population intake, the Proposed Development would not cause significant adverse traffic impact on the surrounding road network. Mr Alan Pun, the applicant's representative, with the aid of a visualiser, supplemented that regarding the proposed left-turn ban at the primary ingress/egress of the Site on Kam Pok Road, road markings and signage were suggested to remind drivers that only right turns were permitted.

45. In response to a Member's enquiries about how vehicles could benefit from the traffic improvement works at Fairview Park Interchange if a left-turn ban was implemented at the ingress/egress of the Site on Kam Pok Road, and whether the right-turn restriction would be temporarily lifted to divert traffic in the event of a traffic accident, Mr Alan Pun, the

applicant's representative, said that if the left-turn ban was implemented, vehicles would be required to proceed to the Fairview Park Interchange via Kam Pok Road and Castle Peak Road – Tam Mi. Under this scenario, the proposed traffic improvement works would mainly focus on Fairview Park Interchange and the junction of Castle Peak Road – Tam Mi and Kam Pok Road. As for the arrangement during traffic accidents, the Police would handle the situation in accordance with established practices.

46. Noting that if the application was approved, a series of traffic improvement works involving three proposed developments would be carried out at Fairview Park Interchange at different and uncertain times, which might cause prolonged disturbance to nearby residents, two Members enquired whether it would be possible for a single party or the Government to coordinate all the relevant traffic improvement works so that they could be carried out within the same period, thereby minimising the impact on the local community. In response, the Chairperson explained that all such works involved costs. Since the additional traffic would be generated by new private developments, the associated traffic improvement works should be borne by the developers rather than implemented as a public works project by the Government. Notwithstanding that, the Government was currently conducting a land use review for the Au Tau New Development Area. Subject to the findings of the review, there might be scope to adjust the scale and implementation programme of the traffic improvement works at Fairview Park Interchange, which might then provide a better approach for coordinating the various traffic improvement works proposed by different parties. As the implementation of the traffic improvement works at Fairview Park Interchange would inevitably affect the local community, the various parties concerned should coordinate with one another to streamline the works and avoid duplicated construction works, and TD would monitor the overall situation closely. Ms Vilian W.L. Sum, CTE/NTW, TD added that in general, the government departments would go through the Resource Allocation Exercise for new funding to implement regional road works. Conversely, it was rare for the Government to secure funding to carry out infrastructure works for individual private developments upfront and subsequently claim back the costs from the respective developers. Even if the funding could be secured, the funding programme might not match with the development timetable. In any event, TD would monitor and coordinate the implementation programmes of the traffic improvement works proposed under the various developments in the same area.

Proposed EAC

47. Two Members enquired about the reasons for the provision and the target users of the proposed EAC. In response, Mr Kim Chan, the applicant's representative, said that as the Proposed Development mainly targeted young families with childcare and elderly care needs, both the kindergarten and the EAC were proposed to meet local needs. The EAC would primarily serve residents of the Proposed Development as well as nearby residents. For security reasons, it would be operated on a membership basis, and members would be required to use access cards to gain entry. The operational details of the EAC would be formulated at the detailed design stage.

Interface with Private Land outside the Site

48. Noting that a small portion of land to the northeast of the Site would be segregated by the Proposed Development from the remaining part of the "R(D)" zone, a Member enquired whether that portion of land would retain its current "R(D)" zoning if the application was approved. In response, Mr Kimson P.H. Chiu, STP/FSYLE, with the aid of some PowerPoint slides, said that the land concerned was a piece of private land not owned by the applicant. Moreover, the "R(D)" zone itself encompassed the surrounding roads, including a portion of Kam Pok Road. Should the rezoning application be agreed, PlanD would review and propose a more rationalised boundary for the proposed "R(C)" sub-zone, such as incorporating the isolated land parcels into the proposed "R(C)" sub-zone or rezoning them to other appropriate zonings to avoid creating segregated and fragmented land parcels, and the details would be reflected in the upcoming proposed amendments to the OZP for the Committee's consideration.

49. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairperson informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairperson thanked PlanD's and the applicant's representatives for attending the meeting. They left the meeting at this point.

Deliberation Session

50. The Chairperson recapitulated that there were two previously partially agreed s.12A applications located in the vicinity of the Site. The Proposed Development was considered not incompatible with the surrounding land uses and development intensity. The applicant had conducted a cumulative TIA and proposed corresponding traffic improvement works to mitigate the additional traffic flow generated by the Proposed Development. The applicant had also committed to implementing the traffic improvement works proposed under the Proposed Development prior to population intake.

51. Members generally support the application. In view of the increasing number of new residential developments in the area, a Member expressed concern about the capacity of the local road network, particularly Kam Pok Road. While traffic improvement works had been proposed at major junctions and interchanges, the improvements to secondary roads were relatively limited. Regarding the proposed left-turn ban at the ingress/egress on Kam Pok Road, the applicant could consider implementing the restriction on a temporary basis by using movable barriers, which could be removed to allow left turns and divert traffic in the event of traffic accidents. Otherwise, the nearby traffic network could be paralysed if an incident occurred. Ms Vilian W.L. Sum, CTE/NTW, TD said that Ha Chuk Yuen Road was a single-lane two-way carriageway, and therefore diverting vehicles onto Ha Chuk Yuen Road might not be an appropriate traffic diversion measure. Regarding the left-turn ban arrangement proposed by the applicant, a sensitivity test was also conducted to assess the scenario in which vehicles were allowed to make left turns when exiting the Site. The result indicated that the arrangement was considered acceptable.

52. A Member opined that as Fairview Park Interchange was a strategic and heavily utilised junction in the district, the possibility of the Government coordinating and implementing all the traffic improvement works proposed under various new developments should be explored so as to enhance traffic conditions in a more efficient manner. The Member also suggested installing traffic lights at Fairview Park Interchange for traffic diversion purposes, which would also help minimise traffic accidents by providing clear instructions to drivers. The Chairperson echoed that the Development Bureau (DEVB) was conducting a land use review for Au Tau, which also included a review of local traffic conditions and required improvement measures. Subject to the findings of the land use review,

there might be opportunities to implement Government-coordinated traffic improvement works at Fairview Park Interchange in order to comprehensively and efficiently improve the overall traffic situation. Members' views could be conveyed to the Northern Metropolis Co-ordination Office of DEVB to explore the feasibility of such an arrangement.

53. The Committee noted that Kam Pok Road was adjacent to an existing stream, which posed physical constraints on road widening. Ms Vilian W.L. Sum, CTE/NTW, TD supplemented that under the current proposal, designated areas had been reserved for the boarding and alighting of franchised buses, which would help alleviate the traffic burden on Kam Pok Road. As to whether the entire Kam Pok Road would be demarcated with double yellow lines to prohibit vehicles from stopping, this arrangement could be subject to further review and adjustment in the future.

54. After deliberation, the Committee decided to partially agree to the application to facilitate the proposed development at the application site. The appropriate zoning with stipulation of appropriate development restrictions and other requirements would be worked out by the Planning Department in consultation with relevant government bureaux/departments. The relevant proposed amendments to the Mai Po and Fairview Park Outline Zoning Plan, together with the revised Notes and Explanatory Statement, would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

[Mr Wilson H.K. Shum left and Mr Vincent K.Y. Ho rejoined the meeting at this point.]

Sha Tin, Tai Po and North District

[Messrs Kevin K.W. Lau and Ryan C.K. Ho, Senior Town Planners/Shan Tin, Tai Po and North (STPs/STN), were invited to the meeting at this point.]

Agenda Item 9

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/TP/708 Proposed Hotel (Student Hostel) in “Residential (Group A)” Zone, G/F (Part), 1/F and 2/F of Kam Fu Building, 2-8 On Fu Road, Tai Po
(RNTPC Paper No. A/TP/708A)

55. The Secretary reported that the application premises (the Premises) were located in Tai Po Town. Mr Daniel K.S. Lau had declared an interest on the item for co-owning with spouse a property in Tai Po. The Committee noted that Mr Daniel K.S. Lau had tendered an apology for being unable to attend the meeting.

Presentation and Question Sessions

56. With the aid of a PowerPoint presentation, Mr Kevin K.W. Lau, STP/STN, 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.

Requirement for Planning Permission

57. A Member raised the following questions:

- (a) the reason for the submission of the current application to seek planning permission from the Town Planning Board (the Board) for the proposed student hostel in the “Residential (Group A)” (“R(A)”) zone;
- (b) noting that the application was for proposed hotel (student hostel) at the Premises, whether general ‘Hotel’ use could still be implemented if the proposed student hostel was eventually not implemented should the application be approved; and
- (c) the eligibility and rationale for registration of student hostel operation under the ‘Hostels in the City Scheme’ (the Scheme).

58. In response, Mr Kevin K.W. Lau, STP/STN, with the aid of some plans, made the following main points:

- (a) according to the Definitions of Terms promulgated by the Board, student hostels supported by Government's policy could be regarded as 'Hotel' use. On the other hand, student hostel, being a 'Residential Institution' use, was already permitted in the "R(A)" zone, which was subject to a maximum domestic plot ratio (PR) of 5 or a maximum non-domestic PR of 9.5 under the composite formula, or the domestic and/or non-domestic PR(s) of the existing building, whichever was greater. As the domestic and non-domestic PRs of the existing building of 7.3 and 2.9 respectively had already exceeded the PRs stipulated on the relevant Outline Zoning Plan (OZP), the application for 'Hotel (Student Hostel)' use was submitted so that, if approved, the Premises could continue to be regarded as a non-domestic use and entitled for non-domestic PR calculation in accordance with the Scheme;
- (b) the current application for proposed 'Hotel (Student Hostel)' was made pursuant to the Scheme, the design and operation of which would be subject to the continuous monitoring and regulation of the relevant government bureaux and departments. If the application was approved, the approval would be scheme-based and the applicant had to implement the proposed use in compliance with the submitted layout and development parameters. Should the applicant propose to implement a typical hotel instead of the proposed student hostel, a fresh planning application would be required; and
- (c) the need for planning permission for student hostel would depend on the specific controls and restrictions of individual OZPs, which might imply whether the proposed student hostel should take the form of 'Hotel' or 'Residential Institution' use. For instance, if a proposed student hostel supported by Government policy, being considered as 'Hotel' use, was to be operated in a "Commercial" ("C") zone where 'Hotel' use was always permitted, planning permission from the Board would not be required.

59. The Chairperson supplemented that student hostels participating in the Scheme would be subject to the eligibility criteria and requirements laid down by the Education Bureau (EDB) under the Scheme, including the eligible tenants should be full-time local or non-local students enrolled in locally accredited degree or sub-degree programmes operated by specified post-secondary institutions, at most 10% of hostel places could be occupied by persons affiliated with eligible institutions (e.g. wardens, visiting scholars, etc.), and the developers/operators were required to submit certified audit reports to EDB annually to demonstrate that the eligibility criteria under the Scheme had been duly complied with during the reporting period. Meanwhile, the participating student hostels could enjoy concessions, such as allowing facilities previously exempted from gross floor area (GFA) calculations to be retained and continued to be exempted from GFA calculations after conversion. Developers/operators of student hostels could decide whether or not to join the Scheme based on their own commercial considerations.

Barrier-free Access Arrangement

60. Two Members raised the following questions:

- (a) noting that the applicant had committed that no lift would be used by the student tenants to access the proposed student hostel, the arrangement for barrier-free access for the disabled, and how effectively such measures would be implemented; and
- (b) noting that there was a gate at the G/F entrance where a stairlift was proposed, the technical feasibility of implementing the proposed stairlift.

61. In response, Mr Kevin K.W. Lau, STP/STN, with the aid of some plans, made the following main points:

- (a) according to the applicant, barrier-free access facilities for the disabled would be provided at the G/F entrance, such as a stairlift. Such proposed arrangement had been circulated to the Buildings Department (BD) for comment, and BD expressed no in-principle objection to the application. Nevertheless, the applicant would liaise with BD regarding the provision of

barrier-free access facilities at the subsequent building plan submission stage, and the provision and design of such facilities would comply with the Design Manual - Barrier Free Access 2008 (2025 Edition) promulgated by BD; and

- (b) the applicant had not provided information on whether the gate at the G/F entrance would be removed to accommodate the proposed stairlift. The technical design of the stairlift would be resolved at the detailed design stage.

Departmental Comments

62. A Member enquired about the details of EDB's comments on the proposed student hostel, including whether EDB had taken into account the Owners' Committee (OC)'s views when granting policy support to the proposed student hostel and whether the proposal was in compliance with the Deed of Mutual Covenants (DMC) of the building. In response, Mr Kevin K.W. Lau, STP/STN, said that according to the coordinated comments from EDB and the Development Projects Facilitation Office of the Development Bureau, they had no adverse comments on the application. EDB had already issued a letter to the applicant confirming the eligibility of the application under the Scheme, which was launched to streamline development control procedures to increase the supply of student accommodation. Although EDB did not indicate whether the current proposal was in compliance with the DMC, the detailed layout and technical requirements of the proposed student hostel development would be scrutinised at the building plan submission stage. EDB also reserved the right to revoke the confirmation of eligibility under the Scheme having regard to any subsequent changes to the Scheme. For effective monitoring, the applicant was required to submit a certified audit report to EDB annually to confirm ongoing compliance with the Scheme's criteria. Regarding local views, they were not a consideration that EDB would take into account when processing the eligibility criteria of the applicant under the Scheme.

Others

63. A Member enquired whether the occupier of the community living room currently located on 1/F had been notified regarding the current application. In response, Mr Kevin K.W. Lau, STP/STN, with the aid of some plans, said that the occupier of the community living room (i.e. Baptist Charis Social Service (BCSS)) was aware of the application. It was noted

that BCSS was operating the community living room at the Premises on a temporary basis only, and the organisation also provided community services at other premises in the Tai Po district.

Deliberation Session

64. The Chairperson recapitulated that in order to consolidate Hong Kong's position as an international hub for post-secondary education, the Scheme was launched to streamline development control procedures to encourage the market to convert commercial buildings into student hostels for increasing the supply of student accommodation. EDB had already issued a letter to the applicant confirming the eligibility of the application under the Scheme, and the applicant was now seeking planning permission for the development of a proposed student hostel at the Premises, which would be implemented in the form of a 'Hotel (Student Hostel)'. According to the Notes of the OZP for the "R(A)" zone, 'Hotel' was a Column 2 use which required planning permission from the Board. The subject building was a composite commercial/residential building with non-domestic uses on G/F to 2/F and flats on 3/F to 22/F, and the application sought to convert the G/F (part), 1/F and 2/F into a student hostel. In considering the application, one of the key considerations was whether the proposed student hostel on the lower floors of the building would cause interface issue or nuisance to the residents on the upper floors.

65. Members generally supported the application. A Member noted that there was a community living room located on 1/F of the building, and thus assumed that the residents of the building were already accustomed to visitors entering and leaving the Premises. Moreover, considering that the student tenants would be restricted to using a separate entrance on G/F to access the proposed student hostel, the student hostel should not cause significant nuisance to the residents on the upper floors. Nevertheless, the applicant should be more proactive in communicating with the residents of the building to help them understand that the proposed student hostel would increase the supply of student accommodation, thereby supporting the Government's policy to consolidate Hong Kong's position as an international hub for post-secondary education. Meanwhile, as there were many subdivided flats in the Tai Po district, the community living room currently occupying 1/F of the building could play a functional role in providing community services to those subdivided flat tenants. It would be desirable to explore an alternative location for relocating the community living room so that it could continue to serve the community.

66. A Member expressed concern regarding the management of the proposed student hostel, specifically in terms of the discipline of the student tenants and the handling of emergency situations. The Committee noted that the applicant would engage a contractor for the daily operation of the proposed student hostel, including waste disposal and security management. According to the layout plan submitted by the applicant, a management counter would be provided on 1/F to provide necessary support in the event of an emergency. Relevant support from the post-secondary institutions would also be available to cater for the well-being of the student tenants, such as 24-hour telephone hotline services provided by non-governmental organisations. Applications under the Scheme should fulfil the eligibility criteria laid down by EDB and the applicant would be required to submit a certified audit report to EDB annually to confirm ongoing compliance with the Scheme.

67. Noting that the gate leading to the fire escape route of the building would be locked most of the time but could be opened in case of emergency, a Member suggested that the applicant be reminded that while locking the fire exit on normal days could address the interface issues between the proposed student hostel and the flats on the upper floors, it was crucial to ensure that the means of escape for the proposed student hostel remained unobstructed at all times during operation to allow the student tenants to evacuate safely in the event of fire.

68. The Chairperson remarked that the detailed fire service installations of the proposed student hostel should be formulated and submitted to the relevant government departments for comment during the building plan submission stage, and the design of such facilities should comply with the relevant guidelines and requirements. Regarding the interface issues between the proposed student hostel and the residential flats on the upper floors, an advisory clause could be incorporated recommending the applicant to proactively communicate with the OC and residents of the building regarding the operation of the proposed student hostel.

69. 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 10.7.2030, 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 and the following additional advisory clause:

“to maintain communications with the Owners’ Committee and residents of the subject building regarding the operation of the student hostel.”

[Post-meeting note: A typographical error was noted in the relevant Paper regarding the validity period of the subject application, which should be 10.7.2030 instead of 10.7.2031. The revised Paper with a replacement page was uploaded to Town Planning Board’s website.]

Agenda Item 12

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-FTA/279 Proposed Temporary Rural Workshop and Open Storage of Recyclable Materials with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in “Agriculture” Zone, Lots 357 (Part) and 359 (Part) in D.D. 87, Hung Lung Hang
(RNTPC Paper No. A/NE-FTA/279)

Presentation and Question Sessions

70. With the aid of some plans, Mr Ryan C.K. Ho, STP/STN, briefed Members on the background of the application, the proposed uses, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

71. Members had no question on the application.

Deliberation Session

72. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 10.7.2029, on the terms of the application as submitted to the Town Planning Board and 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.

Agenda Item 14

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-LYT/877 Proposed House (New Territories Exempted House - Small House) in
“Agriculture” Zone, Lot 1603 S.C in D.D. 76, Kan Tau Tsuen, Fanling
(RNTPC Paper No. A/NE-LYT/877)

Presentation and Question Sessions

73. With the aid of some plans, Mr Ryan C.K. Ho, STP/STN, 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.

74. Members had no question on the application.

Deliberation Session

75. 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 10.7.2030, 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.]

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 18

Section 16 Application

[Open Meeting]

A/YL-KTN/1211 Proposed Government Use (Maintenance Depot) in “Residential (Group D)” Zone, Government Land in D.D. 103, Au Tau, Yuen Long
(RNTPC Paper No. A/YL-KTN/1211)

76. The Secretary reported that the application was withdrawn by the applicant.

Tuen Mun and Yuen Long West District

Agenda Item 28

Section 16 Application

[Open Meeting]

A/YL/332 Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions in “Residential (Group E) 2” Zone, 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362)
(RNTPC Paper No. A/YL/332)

77. The Secretary reported that consideration of the application had been rescheduled.

Agenda Item 39

Any Other Business

[Open Meeting]

78. There being no other business, the meeting was closed at 5:20 p.m.

**Minutes of 791st Meeting of the Rural and New Town Planning Committee
(held on 10.7.2026)**

Deferral Cases

Requests for Deferment by Applicant for 2 Months

Item No.	Application No.	Times of Deferment
4	Y/NE-TK/20	2 nd [^]
5	Y/YL-KTN/7	2 nd [^]
7	Y/YL-TYST/12	1 st
8	A/SK-PK/320	1 st
10	A/TP/709	1 st
13	A/NE-FTA/280	1 st
19	A/YL-KTS/1133	1 st
20	A/YL-KTS/1136	1 st
22	A/YL-PH/1121	1 st
23	A/YL-PH/1124	1 st
29	A/YL-TT/768	2 nd [^]
36	A/YL-PN/89	2 nd [^]

Note:

[^] The 2nd Deferment as requested by the applicant(s) was the last deferment and no further deferment would be granted unless under special circumstances and supported with strong justifications.

Declaration of Interests

The Committee noted the following declaration of interests:

Item No.	Members' Declared Interests	
7	The application was submitted by Right Fortune Investment Limited	- Mr Timothy K.W. Ma for having past business dealings with the applicant (i.e. Right Fortune Investment Limited)
10	The application was located in Lai Chi Shan, Tai Po.	- Mr Daniel K.S. Lau for co-owning with spouse a property in Tai Po

The Committee noted that Mr Daniel K.S. Lau had tendered an apology for being unable to attend the meeting. As Mr Timothy K.W. Ma had no involvement in the application under Item 7, the Committee agreed that he could stay in the meeting.

* Refer to the agenda at https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/791_rnt_agenda.html for details of the planning applications.

**Minutes of 791st Meeting of the Rural and New Town Planning Committee
(held on 10.7.2026)**

Renewal Cases

Applications for renewal of temporary approval for 3 years

Item No.	Application No.	Renewal Application	Renewal Period
16	A/NE-TKLN/130	Temporary Shop and Services (Convenience Store) in “Recreation” Zone, Lot 77 in D.D. 82, Lin Ma Hang Road, Ta Kwu Ling North	15.7.2026 to 14.7.2029
24	A/HSK/612	Temporary Logistics Centre and Ancillary Parking of Vehicles in “Residential (Group A) 2” and “Residential (Group A) 3” Zones and area shown as ‘Road’, Various Lots in D.D. 125, Ha Tsuen, Yuen Long	15.7.2026 to 14.7.2029
25	A/HSK/613	Temporary Logistics Centre in “Government, Institution or Community” Zone, Various Lots in D.D. 125, Ha Tsuen, Yuen Long	22.8.2026 to 21.8.2029
27	A/TM-SKW/143	Temporary Shop and Services (Real Estate Agency) in “Village Type Development” Zone, Lot 638 RP in D.D. 375, So Kwun Wat, Tuen Mun	2.9.2026 to 1.9.2029
37	A/YL-PN/92	Temporary Fishing Ground in “Coastal Protection Area” Zone and area shown as ‘Road’, Lot 19 in D.D. 135 and Adjoining Government Land, Sheung Pak Nai, Yuen Long	9.9.2026 to 8.9.2029

**Minutes of 791st Meeting of the Rural and New Town Planning Committee
(held on 10.7.2026)**

Cases for Streamlining Arrangement

Applications approved on a temporary basis for a period of 3 years until 10.7.2029

Item No.	Application No.	Planning Application
11	A/NE-TK/860	Proposed Temporary Public Vehicle Park (Private Cars Only) in “Recreation” Zone, Lots 1657 (Part), 1658 (Part), 1663 RP (Part), 1672 (Part), 1674 (Part), 1675 (Part) and 1676 (Part) in D.D. 17, Ting Kok, Tai Po
15	A/NE-TKL/840	Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land in “Agriculture” Zone, Lots 1161 S.B RP (Part) and 1162 (Part) in D.D. 82, Ta Kwu Ling
17	A/NE-KTS/577	Proposed Temporary Shop and Services in “Government, Institution or Community” Zone and area shown as ‘Road’, Lot 433 RP (Part) in D.D. 95 and Adjoining Government Land, Kwu Tung South, Sheung Shui
21	A/YL-NTM/487	Temporary Container Vehicle Park and Open Storage of Construction Material and Machinery with Ancillary Facilities in “Government, Institution or Community” Zone and area shown as ‘Road’, Lots 2543 RP (Part), 2544 RP, 2545 (Part), 2546 (Part), 2547 (Part), 2548 (Part) and 2549 RP in D.D. 104, Ngau Tam Mei, Yuen Long
26	A/TM-LTYT/516	Proposed Temporary Public Vehicle Park (Light Goods Vehicles and Medium Goods Vehicles) with Ancillary Facilities in “Village Type Development” Zone, Lot 3870 in D.D. 124, Lam Tei, Tuen Mun
30	A/YL-TT/770	Proposed Temporary Open Storage and Warehouse for Storage of Construction Materials and Associated Filling of Land in “Agriculture” Zone, Lot 1302 RP (Part) in D.D. 118, Tai Shu Ha Road West, Yuen Long
31	A/YL-TT/786*	Proposed Temporary Animal Boarding Establishment with Ancillary Facilities and Associated Filling of Land in “Agriculture” Zone, Lot 2095 RP in D.D. 119, Tai Tong, Yuen Long
32	A/YL-LFS/613	Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) and Associated Filling and Excavation of Land in “Village Type Development” Zone, Various Lots in D.D. 129, Sha Kong Wai, Yuen Long
33	A/YL-LFS/614	Temporary Warehouse for Storage of Water Pumps and Motors in “Recreation” Zone, Various Lots in D.D. 129 and Adjoining Government Land, Lau Fau Shan, Yuen Long
34	A/YL-LFS/615	Temporary Warehouse for Storage of Construction Materials with Ancillary Facilities in “Recreation” Zone, Various Lots in D.D. 129 and Adjoining Government Land, Lau Fau Shan, Yuen Long
35	A/YL-LFS/616	Proposed Temporary Container Vehicle Park in “Residential (Group E)” Zone, Various Lots in D.D. 129 and Adjoining Government Land, Lau Fau Shan, Yuen Long

Item No.	Application No.	Planning Application
38	A/YL-TYST/1356	Temporary Warehouse for Storage of Furniture in “Undetermined” Zone, Lot 1023 (Part) in D.D. 119, Pak Sha Tsuen, Yuen Long

Note:

** A typographical error was noted in the relevant Paper regarding the applied period for application No. A/YL-TT/786 under Item 31. The applied period should be 5 years instead of 3 years. The application with rectification would be submitted to the Committee for reconsideration at its next meeting on 24.7.2026.*

Declaration of Interests

The Committee noted the following declaration of interests:

Item No.	Member's Declared Interests	
32, 33, 34 & 35	The application sites were located in Lau Fau Shan.	- Mr Rocky L.K. Poon for being one of the owners of a property in Lau Fau Shan

As the property owned by Mr Rocky L.K. Poon had no direct view of the application sites under Items 32 to 35, the Committee agreed that he could stay in the meeting.