

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/YL-MP/11

- Applicant** : Glory Queen Limited represented by Vision Planning Consultants Limited
- Site** : Lot 4822 in D.D.104 and Adjoining Government Land (GL), Mai Po, Yuen Long
- Site Area** : About 37,870m² (including about 168m² of GL (0.44%))
- Lease** : New Grant No. 22932 for private residential purposes
- Plan** : Draft Mai Po and Fairview Park Outline Zoning Plan (OZP) No. S/YL-MP/9
(currently in force)
- Approved Mai Po and Fairview Park OZP No. S/YL-MP/8
(at the time of submission)
- [the zoning and development parameters of the application site remain unchanged on the OZP No. S/YL-MP/9]
- Zoning** : “Residential (Group D)” (“R(D)”) *[restricted to a maximum plot ratio (PR) of 0.2 and a maximum building height (BH) of two storeys (6m)]*
- Proposed Amendment** : To rezone the application site (the Site) from “R(D)” to “Residential (Group C)2” (“R(C)2”) and amend the Notes of the zone applicable to the Site

1. The Proposal

- 1.1 The applicant proposes to rezone the Site from “R(D)” to a proposed new “R(C)” sub-zone (i.e. the “R(C)2” zone) 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). According to the applicant’s submission, the proposed “R(C)2” zone is subject to a maximum PR of 1.53 (including a gross floor area (GFA) of not less than 930m² (including 380m² for kindergarten and 550m² for EAC) for non-domestic uses), and a maximum BH of 16 storeys (or 59.85mPD at main roof level) excluding basement level(s), transfer plate and electrical and mechanical (E&M) floors. In addition to ‘Flat’ which is a Column 1 use (always permitted use) of the “R(C)” zone, it is proposed to incorporate ‘School’ and ‘Social Welfare Facility’ as Column 1 uses under the proposed “R(C)2” sub-zone. The applicant also proposes to i) incorporate a new clause to specify the abovementioned maximum PR and GFA for non-domestic uses as well as the maximum BH in terms of both number of storeys and mPD excluding

basement level(s), transfer plate and E&M floor(s); ii) incorporate a PR exemption clause on GIC facilities as required by the Government; iii) amend the current PR exemption clause to also cover BH exemption for floor spaces that are constructed or intended for use solely as car park, loading/unloading (L/UL) bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities ancillary and directly related to the development¹; and iv) amend the current minor relaxation clause to cover the abovementioned PR/GFA and BH restrictions, under the Remarks of the Notes of the OZP for the proposed "R(C)2" sub-zone. The proposed Notes and Explanatory Statement (ES) of the OZP in relation to the proposed "R(C)2" sub-zone submitted by the applicant are at **Appendix II**.

- 1.2 Currently, the Site is occupied by a temporary warehouse (currently under construction) and a temporary public vehicle park with valid planning permission under application No. A/YL-MP/409 valid until 17.4.2029². The Site, in whole or in part, is subject to 14 previous section 16 (s.16) planning applications (No. A/YL-MP/55, 90, 104, 110, 136, 148, 156, 170, 176, 202, 242, 287, 381 and 409) (details at paragraph 5 below) (**Plan Z-1b**). While the last two previous s.16 applications No. A/YL-MP/381 and 409 involving different temporary uses are irrelevant to the current application, the last relevant previous application for permanent residential use (No. A/YL-MP/287) submitted by the same applicant as the current application for proposed house development with minor relaxation of BH restriction (at a maximum PR of 0.2, maximum site coverage of 20% and maximum BH of two storeys (6.6m)) and filling of pond/land and excavation of land was approved with conditions by the Rural and New Town Planning Committee (the Committee) in 2020. The Site is also covered by an Environmental Impact Assessment (EIA) report (No. AEIAR-205/2017) approved by the Director of Environmental Protection (DEP) under the EIA Ordinance (EIAO) and the relevant Environmental Permit (EP) No. EP-515/2017 issued in 2017 for the approved scheme under the previous s.16 application (No. A/YL-MP/287). The approved development under the application No. A/YL-MP/287 is considered as commenced with the last set of general building plans (GBPs) approved in 2022.
- 1.3 Under the indicative scheme submitted by the applicant, the Proposed Development comprises five residential towers of 16 storeys (59.85mPD at main roof level) (excluding basement level, transfer plate and E&M floor), a two-storey block (15.4mPD) (excluding basement) for a clubhouse, a six-classroom kindergarten and an EAC, a single-storey block (10.4mPD) (excluding basement) for E&M facilities, a two-storey block (10.4mPD) (including basement) for an on-site sewage pumping station (SPS), as well as a basement level mainly for car park and E&M facilities. The proposed EAC will be constructed and operated by the applicant. The indicative Master Layout Plan (MLP) and associated section plan, indicative Landscape Master Plan (LMP), as well as the photomontages of the Proposed Development are at

¹ Under the Notes for "R(C)" zone on the prevailing OZP, there is an existing PR exemption clause under which any floor space that is constructed or intended solely for or intended for use solely as car park, L/UL bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Under the current application, the applicant proposes to also exempt such uses and facilities in determining the maximum BH of the proposed "R(C)2" development.

² Application No. A/YL-MP/409 involving the Site for proposed temporary warehouse and public vehicle park (for private cars, light goods vehicles, medium goods vehicles, coaches, container vehicles and container trailers only) and associated filling of pond and land was approved by the Committee on temporary basis for a period of three years on 17.4.2026, and its planning permission is valid until 17.4.2029 (**Plan Z-1b**).

Drawings Z-1 to Z-5h, and major development parameters of the indicative scheme for the Proposed Development are as follows:

Major Development Parameters of the Indicative Scheme	
Total Site Area (about)	37,870m²
PR (about)	1.525
- Domestic PR	1.5
- Non-domestic PR [#]	0.025
Gross Floor Area (GFA) (about)	57,735m²
- Domestic GFA	56,805m ²
- Non-domestic GFA [#]	930m ²
Number of Blocks	8
- Residential Towers	5
- Non-domestic Blocks [@]	3
BH	
- Residential Towers	59.85mPD
- Non-domestic Blocks [@]	10.4mPD to 15.4mPD
No. of Storeys (aboveground)[^]	
- Residential Towers	16 storeys
- Non-domestic Blocks [@]	1 to 2 storeys
Number of units (about)	1,303
Average Flat Size (about)	43.6m²
Estimated Population (about)	3,519
Private Open Space	Not less than 3,519m²
Parking Spaces	587
- Private Car Parking Spaces	377
- Motorcycle Parking Spaces	36
- Bicycle Parking Spaces	174
L/UL Bays for Heavy Goods Vehicle (HGV)	5
Lay-bys (for Kindergarten)	7
- Private Car/Taxi	2
- School Bus	5
Target Completion Year	2031
Note: [#] including the non-domestic GFA/PR for the six-classroom kindergarten and proposed EAC (which may be exempted upon consultation with relevant authorities during detailed design stage) while excluding ancillary clubhouse and E&M facilities at the Proposed Development as proposed by the applicant, subject to consideration by relevant authorities at the detailed design stage. [@] including a two-storey block (excluding basement) accommodating clubhouse, kindergarten and EAC, a one-storey block (excluding basement) for E&M facilities and a two-storey block (including basement) for the on-site SPS. [^] excluding a basement level mainly for car park and E&M facilities etc.	

- 1.4 In support of the application, the applicant has submitted a Supporting Planning Statement and various technical assessments including Traffic Impact Assessment (TIA), Ecological Impact Assessment (EcoIA), Environmental Assessment (EA), Environmental Noise Impact Assessment (ENIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Visual Impact Assessment (VIA) and Landscape Master Plan (LMP) (including Tree Preservation Proposal (TPP)) to demonstrate that no significant adverse impacts arising from the Proposed Development are anticipated. The key aspects are

summarised in paragraphs 1.5 to 1.17 below.

Visual, Air Ventilation and Landscape

- 1.5 According to the applicant, the Proposed Development will upgrade the existing disturbed condition of the Site³ and enhance the overall visual quality. As revealed in the submitted VIA, the overall visual impact of the Proposed Development is considered to range from negligible to slightly adverse (**Drawings Z-5a to Z-5h**), and the potential visual impact will be mitigated through the incorporation of design measures to reduce the overall mass and soften the visual bulk of the Proposed Development and to enhance visual permeability. These design measures include building setbacks from the Ngau Tam Mei Drainage Channel (NTM DC) to the immediate west of the Site of about 50m, and from the boundaries of the Site ranging from about 8m to 31m; two visual corridors (with a width of about 15m and 33.5m respectively) running east-west through the Site; building separations with widths of about 15m (between T1 and T2) and 32m (between T5 and T6) between residential towers; and landscaping and peripheral plantings within the aforementioned building setback areas (including about 8m to 20m landscape planting area within the building setback area facing the NTM DC) along the Site boundaries (**Drawings Z-4 and Z-7**). Besides, low-rise ancillary facilities are placed along the eastern periphery of the Site which could blend in better with the surrounding setting and maintain visual harmony. Other design considerations include responsive building layout and orientation and articulated building frontage with central landscape spaces, which will also enhance the visual interface of the Proposed Development with the surrounding environment. On air ventilation perspective, according to the applicant, the proposed building layout has respected the local wind paths. The proposed building setbacks, building separations and visual corridors mentioned above could also facilitate air movements and enhance natural wind permeability.
- 1.6 On the landscape aspect, the TPP included in the submitted LMP reveals that no old and valuable trees and champion trees are observed within the Site or its periphery. Among the 247 existing trees, 154 trees will be felled mainly due to poor health conditions or being undesirable tree species. 80 trees along the eastern and south-western peripheries of the Site will be retained, forming part of the landscape buffer within the building setback areas, with 13 trees to be transplanted within the Site. 437 new heavy standard trees would be planted at the Site for compensation at a ratio of about 1:2.84.
- 1.7 Private open space of not less than 3,519m² (i.e. not less than 1m² per resident) with lawns, landscaped gardens, children's play areas and buffer planting at the Site will be provided (**Drawing Z-4**). A minimum greening ratio of 30% will also be achieved at the Site.

Ecology

- 1.8 According to the Habitat Map of 2025 in the submitted EcoIA, the Site mainly comprises concrete-paved urbanised/disturbed area and small areas of plantations which are both of very low ecological value (**Drawing Z-6**). The applicant proposes ecological measures including building setback of about 50m from the NTM DC along the western boundary of the Site and building setbacks of about 8m to 31m from the Site boundaries, both with provision of landscaping/peripheral planting (including

³ As mentioned in paragraph 1.2 above, the Site is currently occupied by a temporary warehouse under construction and a temporary public vehicle park.

about 8m to 20m landscape planting area within the building setback area facing the NTM DC). With these landscaped building setbacks, human activities within the Site would be screened off so that the potential impact on the wildlife in the surroundings could be minimised. The submitted EcoIA indicates that while the main birds' flight lines through the area would be along the NTM DC, the Proposed Development would not cause obstruction to these birds' flight lines. Other design measures including the use of opaque building materials and non-reflective panels with color will also be adopted for the Proposed Development to minimise the risk of bird collision.

- 1.9 During the construction phase, measures including the adoption of good site practices such as the use of quiet/silenced equipment and non-percussive piling methods with less noise generated, as well as erection of hoarding of 3.5m tall with colour blending with the environment would be implemented to avoid disturbances to the nearby habitats. Besides, proper control on lighting during the operation phase will be adopted to reduce possible sources of disturbance. With the above measures, the submitted EcoIA concludes that no significant adverse ecological impact arising from the Proposed Development is anticipated.

Transport and Traffic

- 1.10 The Site is accessible from Kam Pok Road leading to Castle Peak Road – Tam Mi, with a proposed ingress/egress at Kam Pok Road at the western boundary of the Site for the proposed residential development and kindergarten. Another ingress/egress is proposed at Ha Chuk Yuen Road at the eastern boundary of the Site to serve the proposed EAC (**Drawing Z-1**). According to the submitted TIA, parking and L/UL facilities will be provided at the Proposed Development in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG). Besides, to address the public transportation demand arising from the Proposed Development, a pick-up/drop-off facility is proposed at the Site (**Drawing Z-8i**) for new shuttle bus services proposed by the applicant between the Site and the planned Ngau Tam Mei (NTM) Station of the Northern Link (NOL) Main Line⁴. Detailed arrangement of the proposed shuttle bus services will be subject to review and agreement of relevant government departments and public transport operators at the implementation stage.
- 1.11 The TIA submitted by the applicant has assessed 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 parties⁵ (**Drawings Z-8b and 8c**). To mitigate the potential traffic impact, the applicant proposes the widening of a section of Ha Chuk Yuen Road to provide a passing place for the junction of Kam Pok Road/Ha Chuk Yuen Road (**Drawing Z-8e**), and provision of an additional passing place at Fung Chuk Road (**Drawing Z-8f**), to allow smooth vehicular traffic along Kam Pok Road, Ha Chuk Yuen Road and Fung Chuk Road. In addition, the applicant proposes junction improvement works at i) Castle Peak Road – Tam Mi/Kam Pok Road and ii) Fairview Park Interchange to be carried out by the

⁴ Construction of the NOL Main Line is expected to commence in 2025 for completion by 2034.

⁵ According to the submitted TIA, a planned junction improvement scheme for the Fairview Park Interchange committed under the Preliminary Technical Review on Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long – Feasibility Study under Agreement No. CE 10/2020 (CE) and the approved planning application No. Y/YL-MP/10 would involve widening of the entry lanes at Fairview Park Boulevard, Castle Peak Road – Tam Mi, San Tam Road and the slip road from San Tin Highway northbound and southbound; and an additional exclusive left-turn lane at San Tin Highway northbound for the traffic to Castle Peak Road - Tam Mi southbound. These works are anticipated to be completed in or before 2031.

applicant before the occupation of the Proposed Development. For i) Kam Pok Road/Castle Peak Road – Tam Mi, taking into account the planned improvement works to be carried out by other party (**Drawing Z-8c**), the applicant has proposed improvement works (**Drawing Z-8e**) which would be carried out by the applicant under the Proposed Development. For ii) Fairview Park Interchange, the applicant proposes further upgrading works (**Drawing Z-8d**) on top of the planned improvement works to be carried out by other parties⁵ (**Drawing Z-8a**). In case the proposed junction works committed by other parties are not completed as planned, the applicant undertakes to take forward alternative junction works at Fairview Park Interchange (**Drawing Z-8g**).

- 1.12 In view of the above, the TIA concludes that all critical junctions and road links will operate within capacity with the Proposed Development in place, except San Tin Highway. Notwithstanding this, the traffic speed of San Tin Highway would still be manageable. The additional traffic flow brought by the Proposed Development could also be catered by the Northern Metropolis (NM) Highway under the planning⁶.
- 1.13 A sensitivity test has also been conducted to assess the cumulative impacts of two newly planned residential developments in the surroundings, i.e. the two under the partially agreed s.12A applications No. Y/YL-MP/7 and 8⁷, based on the assumption that both developments will be completed in 2031. It reveals that all concerned junctions and road links will operate within capacity except Fairview Park Interchange and San Tin Highway. Hence, the applicant of the current application undertakes to implement additional junction improvement works (i.e. the ‘suggested junction improvement’ as shown in **Drawing Z-8h**) at Fairview Park Interchange under the Proposed Development, taking into account the trips generated from the two newly planned residential developments mentioned above. As for San Tin Highway, the additional traffic flow brought by the Proposed Development could be catered by the NM Highway under the planning⁶. In view of the above, the Proposed Development is considered acceptable from traffic engineering perspective.

Environment

- 1.14 The air quality, noise, water quality and waste management aspects of the Proposed Development have been assessed in the submitted EA and ENIA which conclude that no insurmountable adverse impacts are anticipated with the implementation of the proposed design and mitigation measures. On air quality, building setbacks of at least 10m as buffer areas from adjacent roads such as Ha Chuk Yuen Road, Fung Chuk Road and Kam Pok Road are proposed in accordance with HKPSG requirements (**Drawing Z-9**). Besides, the proposed on-site SPS (detailed at 1.15 below) will be located underground (**Drawing Z-2**), fully enclosed with exhaust point away from the air-sensitive receivers and designed with odour removal filtering system, thus odour impact on the Proposed Development and the surrounding areas is not anticipated. On noise aspect, with the proposed acoustic fins with sound absorptive materials

⁶ The NM Highway under planning is a major east-west corridor linking the development nodes (including NTM, the Technopole, Kwu Tung North/Fanling North and New Territories North New Town) in the NM with a total length of approximately 24 kilometers. The proposed alignment of the NM Highway will link the interchange at San Tin Highway. The San Tin Section of NM Highway is targeted to be completed in or before 2036.

⁷ These two s.12A applications for rezoning the application sites from the “Recreation” and “R(C)” zones to the west of the Site across NTM DC to new “R(C)” sub-zones for private residential developments with targeted years of completion in 2034 were agreed by the Committee on 22.5.2026. By the time the TIA was conducted, these two s.12A applications had yet to be agreed and hence the traffic generation of such was not taken into account in the TIA.

(**Drawing Z-10**) at the affected residential tower (i.e. T1), the potential impact from fixed noise sources in the vicinity of the Site could be mitigated to an acceptable level. During the construction stage of the Proposed Development, the applicant also commits to complying with relevant environmental related legislations, and adopting good site practices to avoid nuisances to the surrounding areas. Since the Site is covered by an approved EIA report and relevant EP as mentioned in paragraph 1.2 above, the applicant is committed to reviewing the implications of the Proposed Development under EIAO and ensuring compliance with relevant statutory requirements.

Sewerage, Drainage and Water Supply

- 1.15 SIA, DIA and WSIA have been submitted to demonstrate that no adverse sewerage, drainage and water supply impacts are envisaged from the Proposed Development with the implementation of the proposed facilities/works. In respect of sewerage as examined under the submitted SIA, the applicant proposes to collect the sewage generated from the Proposed Development with the on-site SPS before discharging to Yuen Long Effluent Polishing Plant via Nam Sang Wai SPS through a proposed sewer line to be constructed and maintained by the applicant (**Drawing Z-11**). Relevant construction and upgrading works⁸ on the sewers connecting to the Nam Sang Wai SPS will also be conducted by the applicant and the other proposed developments in the surrounding areas. With the proposed sewerage arrangement, no adverse impact on the sewerage system is anticipated.
- 1.16 On drainage aspect, the submitted DIA reveals that surface runoff generated from the Site will be drained via the drainage system of the Proposed Development and conveyed to the existing public drainage system outside the Site. No adverse drainage impact on the surrounding area is anticipated, taking into account the flood protection levels with 50-year and 200-year return periods.
- 1.17 In terms of water supply, the submitted WSIA concludes that the existing fresh water main around the Proposed Development is insufficient to cater for the future demand for daily freshwater (including flushing water). The applicant therefore proposes to construct a new fresh water main at its own cost⁹ along Kam Pok Road and Ha San Wai Road (**Drawing Z-12**) so that the Proposed Development would not impose adverse impact on the existing water supply network.
- 1.18 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 12.8.2025 **(Appendix I)**
 - (b) Consolidated Planning Statement received on 18.6.2026 **(Appendix Ia)**
[Supporting Planning Statement and Further Information (FI) received on 18.9.2025[@], 26.9.2025[@], 22.12.2025[@], 20.1.2026[@], 1.4.2026[@], as well as 12.5.2026 and 13.5.2026[@] were superseded and are attached at **Appendices Ib to Ig.**]
[@] accepted but not exempted from recounting requirement

⁸ Including the proposed works on sewers under the agreed s.12A application No. Y/YL-NSW/7 and the proposed development at "R(C)1" zone at Kam Pok Road, with targeted years of completion in 2028 and 2031 respectively. Depending on the actual years of population intake of these proposed developments, the applicant undertakes to carry out the proposed works on sewers under these proposed developments or other relevant upgrading works as required by the Government in case of programme mismatch.

⁹ According to the applicant, the new fresh water main will be handed over to the Government for management and maintenance upon completion by the applicant at its own cost. The new water main will be designed and implemented to the satisfaction of relevant government department.

- 1.19 On 21.11.2025 and 13.3.2026, the Committee of the Board agreed to the applicant's requests to defer making a decision on the application for two months each.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Consolidated Planning Statement at **Appendix Ia**. They can be summarised as follows:

- (a) In view of the Government's initiative of developing the NM with major infrastructures such as the NOL Main Line and NM Highway under planning, the Proposed Development at the Site, which is 900m away from the planned NTM Station of the NOL Main Line, could fully capitalize on the development opportunities brought about by the NM development.
- (b) The Proposed Development of medium-rise is visually compatible with the surrounding area, including the proposed residential development at "R(C)1" zone across the NTM DC under the agreed s.12A application No. Y/YL-MP/10, and the NTM New Development Area (NTM NDA) with residential developments subject to a maximum domestic PR of about 6 to the further east of the Site. Besides, with close proximity to the NTM NDA, the Proposed Development will contribute to the supply of quality housing, in particular for high-calibre talents working in the San Tin Technopole (the Technopole) and NTM NDA.
- (c) Design merits such as building setback of about 50m from the NTM DC to minimise the potential ecological impact, building separation with widths of about 15m and 32m between residential towers to optimise wind permeability, and peripheral landscape area to blend in with the surrounding character, would be beneficial to the surrounding environment. Besides, the provision of kindergarten and EAC will also benefit the local community, addressing the demand for elderly centre in the area.
- (d) The applicant has submitted various technical assessments, including TIA, EcoIA, EA, ENIA, DIA, SIA, WSIA, VIA, and LMP (including TPP) under the application, which have demonstrated that the Proposed Development is technically feasible with no insurmountable issues with implementation of relevant mitigation measures.

3. Compliance with the "Owner's Consent/Notification" Requirements

The applicant is the sole "current land owner" for the private lots within the Site. Detailed information would be deposited at the meeting for Members' inspection. For the GL portion, the requirements as set out in the Town Planning Board Guidelines on Satisfying the 'Owner's Consent/Notification' Requirements under Sections 12A and 16 of the Town Planning Ordinance' (TPB PG-No. 31B) are not applicable.

4. Background

- 4.1 The Site was first zoned "R(D)" on the draft Mai Po and Fairview Park OZP No. S/YL-MP/1 gazetted on 12.7.1991, and the portion of "R(D)" zone where the Site is located has remained unchanged since then.
- 4.2 The Technopole, which is located to the north-east of the Site (**Plan Z-1a**) at a distance of about 1.5km, will become a modern new development area with innovation and

technology (I&T) development and a liveable environment¹⁰. The approved San Tin Technopole OZP (STT OZP) No. S/STT/2 was gazetted in September 2024. Phase 1 Stage 1 development of the Technopole has already commenced in late 2024 for substantial completion in 2031, including the first batch of land for I&T uses targeted to be available in 2026/2027 the earliest. The first population intake of the Technopole will be in 2031. The entire Technopole development is targeted for completion by 2039.

4.3 NTM NDA, which is located to the east of the Site at a distance of about 600m, will consist of the Northern Metropolis University Town with post-secondary education institutions complementing the I&T development in the Technopole, Integrated Hospital and Third Medical School. Besides, to capitalise on the development opportunities brought about by the planned NTM Station of the NOL Main Line, an integrated residential community is planned around the planned NTM station¹¹. According to the latest programme, site formation and infrastructure works are planned to commence in 2027. The first batch of formed sites will be available from 2028 onwards to support the development of the University Town (including the Third Medical School), while other land will be formed progressively to support the first population intake starting from 2033. The NM Highway which will link the development nodes including the Technopole and NTM NDA in the NM is now under planning, with the San Tin Section of NM Highway targeted to be completed in or before 2036.

4.4 The Site is currently not subject to any active planning enforcement action.

5. **Previous Applications**

5.1 The Site is not involved in any previous rezoning request/s.12A application.

s.16 Applications

5.2 The Site in whole or in part, is the subject of 14 previous applications (No. A/YL-MP/55, 90, 104, 110, 136, 148, 156, 170, 176, 202, 242, 287, 381 and 409). Amongst which, five applications are for various temporary uses with or without associated filling of land and pond in which the considerations are irrelevant to the current application, including the last previous application No. A/YL-MP/409 for proposed temporary warehouse and public vehicle park (for private cars, light goods vehicles, medium goods vehicles, coaches, container vehicles and container trailers only) and associated filling of pond and land approved with conditions for a period of three years by the Committee on 17.4.2026.

5.3 The remaining nine applications are for residential developments considered by the Committee between 1999 to 2026. Except that applications No. A/YL-MP/104 and 110 for low-rise residential development with/without PR relaxation submitted by a different applicant were rejected and approved by the Committee in 2002 and 2003 respectively, all the other seven applications (No. A/YL-MP/55, 136, 156, 170, 202, 242 and 287) involving low-rise and low-density residential developments submitted by the same applicant as the current application were approved with conditions by the

¹⁰ The residential sites at the Technopole are subject to maximum PRs of 6.5 or 6.8, and a maximum BH ranging from 160mPD to 200mPD as stipulated on the STT OZP.

¹¹ The residential sites at the NTM NDA are subject to maximum PRs of 6.5 or 6.8, and a maximum BH ranging from 180mPD to 200mPD as stipulated on the NTM OZP.

Committee between 1999 to 2020.

- 5.4 The last s.16 application No. A/YL-MP/287 covering the same Site for proposed house development with minor relaxation of BH restriction, filling of pond/land and excavation of land for a total of 65 houses at a maximum PR of 0.2, maximum site coverage of 20% and BH of two storeys (6.6m) was approved with conditions by the Committee on 26.5.2020 on the consideration that the proposed development was in line with the planning intention of the “R(D)” zone and the proposed BH of 6.6m was not incompatible with the surrounding land uses. The approved development has commenced with the last set of GBPs approved in 2022.
- 5.5 Details of these previous applications are summarised at **Appendix III** and their locations are shown on **Plan Z-1b**.

6. Similar Applications

- 6.1 There are two similar s.12A applications (No. Y/YL-MP/6 and 10) submitted by the same applicant to rezone the same application site from “R(D)” to “R(C)1” to facilitate a proposed residential development.
- 6.2 Application No. Y/YL-MP/6 to rezone the application site from “R(D)” to “R(C)1” to facilitate a proposed residential development with commercial use, transportation services and GIC facilities, with a total PR of 1.88 (of which domestic PR should not exceed 1.8 and non-domestic PR should not exceed 0.08) and a maximum BH of 67.3mPD (19 storeys) was rejected by the Committee on 5.5.2023 mainly on the considerations that there was insufficient justification for the proposed increase in development intensity; it was considered premature to determine the appropriate development intensity with on-going planning studies in the surrounding areas; there was no ecological planning gain in the submission; there were scopes for enhancing the indicative scheme in terms of building/layout design and sustainability; and the application did not take into account cumulative impacts on the surrounding areas.
- 6.3 Application No. Y/YL-MP/10 to rezone the application site from “R(D)” to “R(C)1” to facilitate a proposed residential development with commercial use, transport lay-by, GIC facilities and an open space for public use, with a total PR of not more than 1.59 (including a GFA of not less than 5,692m² for non-domestic uses) and BH of 16 storeys (excluding basement(s)) or about 59.85mPD, was agreed by the Committee on 4.7.2025 mainly on the considerations that the indicative scheme had been revised in response to the Committee’s concerns on the previous rejected application; the proposed PR and BH for the proposed development were considered reasonable and appropriate; and the proposed development would not set an undesirable precedent for future developments in the area. The draft Mai Po and Fairview Park OZP, including an amendment item to take forward this agreed s.12A application, was exhibited under s.5 of the Town Planning Ordinance (the Ordinance) on 6.3.2026.
- 6.4 Details of the similar applications are summarised at **Appendix III** and their locations are shown on **Plan Z-1c**.

7. The Site and Its Surrounding Areas (Plans Z-1a to Z-4b)

7.1 The Site is:

- (a) accessible from Kam Pok Road leading to Castle Peak Road – Tam Mi; and
- (b) formed and currently occupied by a temporary warehouse (currently under construction) and a temporary public vehicle park under the approved s.16 application No. A/YL-MP/409 with its planning permission valid until 17.4.2029.

7.2 The surrounding areas have the following characteristics:

- (a) to the immediate north is the existing Chuk Yuen Stormwater Pumping Station with a flood storage pond zoned “Government, Institution or Community” (“G/IC”), and to its further north is a “R(C)1” zone¹² subject to a maximum domestic PR of 1.5 and non-domestic PR of 0.09, and a maximum BH of 60mPD;
- (b) to the west across the NTM DC are two agreed s.12A applications (No. Y/YL-MP/7 and 8) for proposed residential developments with proposed maximum PRs of about 1.29 and 1.25 respectively, and a maximum BH of 16 storeys (excluding basement(s)) or about 57.85mPD. The same sites are currently used as the Yau Pok Road Light Public Housing which will be tentatively operated until 2030. To the further west is an existing residential development, namely the Fairview Park;
- (c) to the immediate east are existing village settlements (including the recognised village of Ha Chuk Yuen), storage yards and warehouses. To the further east and north-east across Castle Peak Road – Tam Mi, San Tin Highway and San Tam Road is the area planned for the NTM NDA, the planned NTM Station of the NOL Main Line and the Technopole at a distance of about 600m, 900m and 1.5km respectively; and
- (d) to the south and south-west are some existing residential structures/developments to the south of Ha San Wai Road and on two sides of the Fairview Park Boulevard, as well as eating place and car park.

8. Planning Intention

The “R(D)” zone is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board. Residential development (other than New Territories Exempted House) in the “R(D)” zone shall not result in a total development in excess of a maximum PR of 0.2 and a maximum BH of two storeys (6m).

¹² A major part of the “R(C)1” zone is the subject of an agreed s.12A application No. Y/YL-MP/10 (**Plan Z-1a**) as mentioned in paragraph 6.3 above.

9. Comments from Relevant Government Bureau/Departments (B/Ds)

- 9.1 The following government B/Ds have been consulted and their views are summarized as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Yuen Long, Lands Department (LandsD):

- (a) no objection to the application;
- (b) the Site comprises one private lot namely Lot 4822 in D.D. 104 and adjoining GL. The lot is held under New Grant No. 22932 dated 24.9.2021, which contains, inter alia, the following conditions (“the Conditions”):
 - (i) building covenant: on or before 30.9.2029 (as extended under LandsD’s letter dated 5.6.2025);
 - (ii) user restriction: private residential purposes;
 - (iii) total GFA: not less than 4,524m² and not exceeding 7,540m²;
 - (iv) vehicular access: between the points X and Y through Z and the points X1 and Y1 through Z1 as shown on Plan I of the Conditions; and
 - (v) such parking, loading and unloading requirements in connection with the aforesaid permitted purposes; and
- (c) the proposal would contravene the Conditions, including but not limited to the user and total GFA. Should the Board approve the application, the applicant has to apply for a land exchange to implement the proposed development. However, there is no guarantee at this stage that the land exchange application would be considered and approved. Such application, if submitted, will be dealt with by LandsD acting in the capacity of the landlord at our discretion, and if it is approved, the approval would be subject to such terms and conditions including amongst others, the payment of premium and administrative fee as may be imposed by LandsD.

Nature Conservation

- 9.1.2 Comments of the DAFC:

- (a) no objection to the application from nature conservation perspective and no adverse comment on the EcoIA submitted by the applicant;
- (b) based on the EcoIA, the Site, which does not fall within the WBA under the TPB PG-No. 12C on ‘Development within the Deep Bay Area under Section 16 of the Town Planning Ordinance’ of the Deep Bay Area,

involves concrete-paved urbanised/disturbed area and small areas of plantations of very low ecological value (**Drawing Z-6**);

- (c) according to the EcoIA submitted by the applicant, adverse ecological impact arising from the Proposed Development is not anticipated, with the following design/mitigation measures adopted:
 - (i) provision of building setbacks along the boundaries of the Site, in particular about 50m setback from NTM DC, within which about 8m to 20m wide landscape planting area will be provided along the western boundary of the Site;
 - (ii) buffer planting to be provided within the building setback areas serving as continuous visual and landscape buffer around the Site to minimise potential disturbance to the surrounding habitats and wildlife; and
 - (iii) taking into account the major bird flight line along NTM DC, with design measures such as the use of opaque building materials and non-reflective panels with colours blending in with the environment to minimise the risk of bird collision.

Traffic

9.1.3 Comments of the Commissioner for Transport (C for T):

- (a) no in-principle objection to the application from traffic engineering perspective, taking into account the applicant's proposal;
- (b) it is observed that the traffic impact arising from the Proposed Development on the adjacent road network within the area of influence would be acceptable except San Tin Highway and that the Proposed Development would provide parking and L/UL facilities within the Site in accordance with HKPSG;
- (c) the design and provision of vehicular access and car parking and L/UL facilities for the Proposed Development should be self-sustained and follow the TIA under the planning application;
- (d) the design and implementation of road and junction improvement works, as identified in the TIA (**Drawings Z-8d to 8f and Z-8h**) and proposed by the applicant, should be completed before the population intake of the Proposed Development;
- (e) in the case of programme mismatch of the Proposed Development and Sha Po Public Housing Development, the design and implementation of the proposed improvement works at Fairview Park Interchange (**Drawing Z-8g**), should be undertaken by the applicant before the population intake of the Proposed Development;
- (f) the pick-up/drop-off facility in the subject development should be implemented by the applicant and designed following the requirement in

the TIA under the captioned planning application and subject to the satisfaction of C for T; and

- (g) no vehicle is allowed to queue back to or reverse onto/from public road during the construction and operation stage of the Proposed Development.

9.1.4 Comments of the Chief Highways Engineer/New Territories West, Highways Department (CHE/NTW of HyD):

- (a) no in-principle objection to the planning application from highways maintenance point of view;
- (b) if any proposed road improvements in the TIA are considered necessary by the Transport Department (TD) due to the Proposed Development, they shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost; and
- (c) HyD is not/shall not be responsible for the maintenance of any access connecting the Site and Kam Pok Road.

Environment

9.1.5 Comments of the DEP:

- (a) no objection to the application from environmental planning perspective;
- (b) the EA and SIA have demonstrated that, with the implementation of mitigation measures, the Proposed Development will unlikely cause adverse environmental impacts; and
- (c) the Proposed Development is covered under an EIA report approved (AEIAR-515/2017) and an EP issued (EP-515/2017) under the EIAO. The applicant should review the EIAO implications at later stage and confirm with Environmental Protection Department (EPD). The applicant should also observe and ensure the Proposed Development will comply with all statutory requirements under the EIAO.

Urban Design, Air Ventilation and Landscape

9.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD):

Urban Design and Visual

- (a) no adverse comment on the application from urban design and visual perspective;
- (b) the immediate surroundings are mainly occupied by existing village settlements and low-rise residential developments of up to three storeys, open storage yards, temporary structures and ponds. There are some

planned/approved developments near the Site, including the proposed development at “R(C)1” zone subject to a maximum domestic PR of 1.5 and non-domestic PR of 0.09 and maximum BH of 60mPD to its north, and in the NTM area to its further northeast. The development proposal of a maximum PR of 1.53 and a maximum BH of 59.85mPD is considered not incompatible with the planned/approved developments; and

- (c) according to the VIA, the Proposed Development would result in an overall slightly adverse visual impact. It is noted that design measures including provision of building setbacks of about 50m from the NTM DC to the immediate west of the Site, provision of building separations of about 15m and 32m wide, and two visual corridors with a width of about 15m and 33.5m respectively along the east to west axis etc. are proposed to promote visual permeability and alleviate potential adverse visual impact;

Air Ventilation

- (d) the Site does not fall within any major wind corridors and the Proposed Development does not fall within the criteria for air ventilation assessment under the Joint Housing, Planning and Lands Bureau - Environment, Transport and Works Bureau (HPLB-ETWB) Technical Circular on Air Ventilation Assessment No. 1/06. No significant impact on the pedestrian wind environment is anticipated;

Landscape

- (e) no adverse comment from landscape planning perspective;
- (f) with reference to the aerial photo in 2023, the Site is situated in an area of miscellaneous rural fringe landscape character comprising pond, temporary structures, scattered tree groups and village houses to the east. The Proposed Development of eight domestic/non-domestic building blocks of maximum 16 storeys would bring changes to the existing landscape character surrounded by low-rise buildings;
- (g) according to the submitted TPP, 247 existing trees were surveyed within the Site. 154 and 13 existing trees are proposed to be felled and transplanted respectively. 437 new trees are proposed within the Site. According to the submitted LMP, landscape provisions with hard and soft landscape treatment, including landscape buffer, lawn, swimming pool, water feature, etc. are proposed; and
- (h) detailed comments are at **Appendix III**.

Drainage

9.1.7 Comments of Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD):

- (a) no in-principle objection to the application from drainage perspective taking into account the submitted SIA and DIA; and

- (b) detailed comments are at **Appendix III**.

Fire Safety

9.1.8 Comments of the Director of Fire Services (D of FS):

- (a) no specific comment on the application; and
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. Furthermore, the provision of emergency vehicular access shall comply with the requirements as stipulated in s.6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department (BD).

Education

9.1.9 Comments of Secretary of Education (SED):

- (a) no comment on the provision of kindergarten for private developments; and
- (b) detailed comments are at **Appendix III**.

9.2 The following government departments have no objection to or no comment or no adverse comment on the application and their detailed comments, if any, are in **Appendix III**:

- (a) Chief Building Surveyor/New Territories West, BD;
- (b) Chief Engineer/Construction, Water Supplies Department (CE/C of WSD);
- (c) Director of Social Welfare (DSW);
- (d) Director of Electrical and Mechanical Services;
- (e) Director of Leisure and Cultural Services;
- (f) Director of Food and Environmental Hygiene;
- (g) Project Manager (West), Civil Engineering and Development Department (CEDD);
- (h) Project Manager (North), CEDD;
- (i) Head (Geotechnical Engineering Office), CEDD (H(GEO) of CEDD);
- (j) Chief Engineer/1-1, Railway Development Office, HyD;
- (k) Commissioner of Police; and
- (l) District Officer/Yuen Long, Home Affairs Department.

10. Planning Considerations and Assessments

The Proposal

- 10.1 The applicant seeks to rezone the Site from “R(D)” to a proposed new “R(C)” sub-zone (i.e. the “R(C)2” zone) to facilitate a proposed residential development with a six-classroom kindergarten and an EAC, subject to a maximum PR of 1.53 (including GFA of not less than 930m² for non-domestic uses (including 380m² for kindergarten and 550m² for EAC) and a maximum BH of 16 storeys (or 59.85mPD at main roof level) (excluding basement level(s)), transfer plate and E&M floors) (**Plan Z-1**).

According to the indicative scheme submitted by the applicant (**Drawings Z-1 to Z-4**), the Proposed Development comprises five residential towers of 16 storeys (59.85mPD) (excluding basement), a two-storey block (15.4mPD) (excluding basement) for the proposed kindergarten, EAC and clubhouse, a single-storey block (10.4mPD) (excluding basement) for E&M facilities and a two-storey block (10.4mPD) (including basement) for the on-site SPS, and a basement level mainly for car parks and E&M facilities.

- 10.2 According to the proposed Notes and ES of the OZP for the proposed “R(C)2” sub-zone submitted by the applicant at **Appendix II**, the proposed new sub-zone is intended for medium-rise residential development with proposed EAC and kindergarten serving the residential neighbourhood. While ‘Flat’ is always permitted within the “R(C)” zone, the applicant proposes to incorporate ‘School’ and ‘Social Welfare Facility’ as Column 1 uses under the proposed “R(C)2” sub-zone for the Site. In addition, the applicant proposes to incorporate a new clause to specify the abovementioned maximum PR and GFA for non-domestic uses as well as the maximum BH in terms of both number of storeys and mPD excluding basement level(s), transfer plate and E&M floor(s), and a PR exemption clause on GIC facilities as required by the Government; and to amend the current PR exemption clause to also cover BH exemption for floor spaces for uses and facilities ancillary and directly related to the development, and the current minor relaxation clause to cover the abovementioned PR/GFA and BH restrictions under the Remarks of the Notes of the OZP for the proposed “R(C)2” sub-zone. Under the above rezoning proposal, planning permission from the Board will not be required to effectuate the Proposed Development upon rezoning the Site to the proposed “R(C)2” sub-zone.

Planning Intention, Land Use Compatibility and Development Intensity

- 10.3 The Site falls within an area zoned “R(D)” on the OZP which is primarily intended for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board. The portion of “R(D)” zone where the Site is located at has been designated on the OZP since 1991. Since the approval of the previous s.16 application (No. A/YL-MP/287) for house development in 2020 and its subsequent GBP approval in 2022 (detailed at paragraph 5.4 above), no long-term permanent development has been taken forward by the applicant or other proponent within the “R(D)” zone and the Site has been occupied by various temporary uses, including the current temporary warehouse (currently under construction) and temporary public vehicle park with valid planning permission until 2029. Taking into account the above and the assessments below, the rezoning of the Site from “R(D)” to the proposed “R(C)2” sub-zone for residential development is not considered unacceptable in light of the existing and planned land use context in the locality (as set out in paragraphs 4.2 to 4.3 and 7.2 above and discussed in paragraphs 10.4 to 10.6 below), and it may also help improve the existing disturbed condition and optimise the development potential of the Site.
- 10.4 The Site is located in an existing sub-urban neighbourhood in Mai Po and Fairview Park area, with the surroundings of the Site currently being mainly low-rise residential developments (e.g. Fairview Park subject to a maximum BH of three storeys), village dwellings/settlements (e.g. Chuk Yuen Tsuen), eating place, car park, storage yards and warehouses. There have been changing planning circumstances in the area in recent years, including the proposed residential development at the “R(C)1” zone at

Kam Pok Road to the north of the Site subject to a maximum domestic PR of 1.5 and non-domestic PR of 0.09 under the prevailing OZP, the proposed residential developments at Yau Pok Road to the west of the Site subject to a maximum PR of 1.29 and 1.25 respectively, and a maximum BH of 16 storeys (excluding basement) (or 57.85mPD) agreed under the s.12A applications No. Y/YL-MP/7 and 8, as well as the proposed residential development at the “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” at Wo Sang Wai to the further north of the Site subject to a maximum PR of 1.3 and a maximum BH of 42mPD (**Plan Z-1a**).

- 10.5 From a wider perspective, the Site is located about 600m away from the NTM NDA with residential sites subject to a maximum PRs of 6.5 or 6.8 and maximum BHs ranging from 180mPD to 200mPD on the NTM OZP. Besides, the Site is about 1.5km away from the Technopole, which is planned for a modern new development area with I&T development and a liveable environment, with residential sites subject to maximum PRs of 6.5 or 6.8 and maximum BHs ranging from 160mPD to 200mPD on the STT OZP (**Plan Z-1a**). The first population intake for future developments at the Technopole and NTM NDA is expected to take place from 2031 and 2033 respectively. In addition, there are also new strategic transport infrastructures, including the construction of the NOL Main Line (with the planned NTM station being about 900m from the Site) commenced in 2025 for completion in 2034, as well as the San Tin Section of the NM Highway under planning to be completed in or before 2036. The accessibility of the Mai Po and Fairview Park area will therefore be greatly enhanced.
- 10.6 With the planned new developments in the locality and the surrounding areas, including the proposed residential developments as mentioned in 10.4 above, as well as the planned new developments and strategic transport infrastructures in the wider area as mentioned in paragraph 10.5 above, subject to technical feasibility and acceptability, there is potential for the Mai Po and Fairview Park area to transform into a medium-rise residential neighbourhood. The proposed medium-rise development at the Site may provide a gradual transition from the future high-rise and high-density developments at the Technopole and NTM NDA to the existing low-rise and low-density residential developments to the west of the Site (**Plan Z-1a**). The proposed development intensity for the Site at a maximum PR of 1.53 and a maximum BH of 16 storeys (excluding basement), are considered not out of keeping with the land use character of the existing sub-urban neighbourhood and the planned development context of the area benefitting from the enhanced accessibility.

Visual, Air Ventilation and Landscape Aspects

- 10.7 The applicant has submitted a VIA to illustrate that the Proposed Development will not induce unacceptable adverse visual impact on the surroundings with appropriate design measures incorporated (**Drawing Z-7**), including the provision of building setbacks of about 50m from the NTM DC and from the Site boundaries ranging from about 8m to 31m; two east-west visual corridors with widths of about 15m and 33.5m respectively within the Site; building separations of about 15m between T1 and T2 and 32m between T5 and T6; and landscaping and peripheral planting within the setback areas (including about 8m to 20m landscape planting area within the building setback area facing the NTM DC) along the boundaries of the Site. According to the applicant, these design measures could reduce the overall massing and soften the visual bulk of the Proposed Development, as well as enhance visual and wind permeability. Noting the above major design measures and others as mentioned in paragraph 1.5 above and that the Site does not fall within any major wind corridors and no significant impact

on the pedestrian wind environment is anticipated, CTP/UD&L of PlanD has no adverse comment on the application from urban design, visual and air ventilation perspectives.

- 10.8 The TPP included in the submitted LMP indicates that no old and valuable trees and champion trees are observed within the Site or its periphery. Among the 247 surveyed trees, 154 trees will be felled mainly due to poor health conditions or being undesirable tree species. 80 trees will be retained, forming part of the landscape buffer within the building setback areas, with 13 trees to be transplanted within the Site. 437 new heavy standard trees would be planted at the Site as compensation at a ratio of 1: 2.84. Private open space of not less than 3,519m² and a minimum greening ratio of 30% will be achieved at the Site. In this regard, CTP/UD&L of PlanD has no adverse comment on the application from landscape planning perspective.

Ecological Aspect

- 10.9 According to the Habitat Map from the EcoIA submitted by the applicant (**Drawing Z-6**), the Site mainly comprises concrete-paved urbanised/disturbed area and small areas of plantations which are of very low ecological value. While the Site has already been developed and occupied by a temporary public vehicle park and a temporary warehouse (currently under construction), the applicant proposes various ecological measures in the indicative scheme as mentioned in paragraphs 1.8 and 1.9 above, including provision of landscaped building setback areas of about 50m from the NTM DC along the western boundary and of about 8m to 31m from the Site boundaries to minimise the disturbance to the surrounding habitats and wildlife; and use of opaque building materials and non-reflective panels with color to minimise the risk of bird collision. Together with other measures as detailed in paragraphs 1.8 and 1.9 above, DAFC considers that the potential ecological impact arising from the Proposed Development could be mitigated and has no objection to the application.

Transport and Traffic Aspects

- 10.10 The applicant has submitted TIA with proposed junction improvement works at Kam Pok Road/Castle Peak Road – Tam Mi and Fairview Park Interchange and proposed road widening/improvement works at Ha Chuk Yuen Road and Fung Chuk Road as detailed in paragraphs 1.11 and 1.12 above (**Drawings Z-8d to Z-8h**) as well as a sensitivity test to assess the cumulative traffic impact arising from the proposed developments under the recently agreed s.12A applications No. Y/YL-MP/7 and 8 as detailed in paragraph 1.13 above. Taking into account the junction improvement and road widening works proposed by the applicant (**Drawings Z-8d to Z-8h**) and improvement works committed by other parties (**Drawings Z-8a to Z-8c**), the TIA concludes that all assessed junctions and road links will operate within capacity with the Proposed Development in place, except San Tin Highway where part of its traffic burden could be alleviated by the NM Highway under planning with partial completion in or before 2036. The applicant has also committed to carrying out alternative junction works at Fairview Park Interchange in case the proposed works committed by other parties are not completed as planned (**Drawings Z-8g**). In addition, the Proposed Development will not impose insurmountable pressure on the existing public transport facilities serving the area with provision of the pick-up/drop-off facility at the Site for the proposed shuttle bus services as detailed in paragraph 1.10 above, subject to further discussion and agreement of relevant government departments at the implementation stage. In view of the above, the TIA concludes that the Proposed Development is considered acceptable from traffic engineering point of view. Taking into account the

submitted TIA and the applicant's proposals recommended therein, C for T has no in-principle objection to the application from traffic engineering perspective and advises that the identified road improvement works should be completed by the applicant before the population intake of the Proposed Development. CHE/NTW of HyD also has no objection to the application from highway maintenance perspective.

Environmental, Drainage and Sewerage Aspects

- 10.11 According to the EA and ENIA submitted by the applicant, no adverse impact on air quality, noise, water quality and waste management arising from the Proposed Development is anticipated. Various mitigation measures, as mentioned in paragraph 1.14 above, are incorporated in the indicative scheme to minimise the potential fixed noise impact on the Proposed Development, as well as potential odour or air quality impacts arising from the operation of the Proposed Development, including the operation of the underground SPS.
- 10.12 DIA and SIA have also been submitted which demonstrate that no adverse drainage and sewerage impacts are anticipated from the Proposed Development. In particular, the underground SPS and sewers are proposed to collect and discharge the sewage generated by the Proposed Development (**Drawing Z-11**). In light of the above, DEP and CE/MN of DSD have no objection to the application from environmental planning and public drainage perspectives respectively. In addition, the Site is covered by an approved EIA report and an EP under the EIAO, and the applicant undertakes to review the implications of the Proposed Development under the EIAO and will ensure compliance with relevant statutory requirements.

Provision of Supporting Facilities

- 10.13 To serve the future population and local community, the Proposed Development will provide an EAC with a GFA of about 550m² and a six-classroom kindergarten with a GFA of about 380m². DSW and SED have no comment on the provision of these facilities within the Site.

Other Technical Aspects

- 10.14 The applicant has also submitted various technical assessments in support of the Proposed Development and all other relevant government departments including CE/C of WSD, D of FS, and H(GEO) of CEDD have no objection to or adverse comment on the application from water supplies, fire safety and geotechnical aspects.

Development Restrictions to be stipulated for the Proposed New "R(C)" sub-zone

- 10.15 Taking into account the above planning assessments, rezoning of the Site from "R(D)" to "R(C)2" to facilitate the proposed residential development is considered acceptable. However, the set of Notes for the "R(C)2" sub-zone proposed by the applicant (**Appendix II** and as summarised in paragraph 10.2 above) in consultation with relevant B/Ds shall be reviewed to ensure proper control on the development restrictions, including PR/GFA and BH (in terms of number of storeys or mPD), clauses related to exempting certain floor space from BH calculation, schedule of Column 1 and 2 uses, as well as specific requirements on the provision of certain facilities and design measures will be incorporated on the OZP and its Notes and/or ES to reflect the Proposed Development under the current application. Should the application be agreed by the Committee, PlanD will work out the appropriate

amendments to the OZP, including a suitable “R(C)” sub-zone and the details of development restrictions to be set out in the Notes and/or ES, for the Committee’s consideration prior to gazetting of the proposed amendments to the OZP under s.5 of the Ordinance.

11. Planning Department’s Views

- 11.1 Based on the assessment made in paragraph 10, PlanD has no in-principle objection to the application, and recommends the Committee to partially agree to the application to rezone the Site to appropriate sub-zone with stipulation of relevant restrictions and other requirements taking into account the considerations in paragraph 10.15 above.
- 11.2 Should the Committee decide to agree/partially agree to the application, PlanD will work out the appropriate amendments to the OZP, including the zoning, development restrictions and other requirements to be set out in the Notes and/or ES of the OZP for the Committee’s consideration prior to gazetting under s.5 of the Ordinance.
- 11.3 Alternatively, should the Committee decide not to agree to the subject application, the following reason is suggested for Members’ reference:

the application site falls within an area zoned “Residential (Group D)” (“R(D)”) with the planning intention primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board. There is no strong justification in the submission for rezoning the site to the proposed “Residential (Group C)” sub-zone with the proposed development intensity. The current “R(D)” zoning is considered appropriate and should be retained.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

13. Attachments

Appendix I	Application Form received on 12.8.2025
Appendix Ia	Consolidated Supplementary Statement received on 18.6.2026
Appendices Ib to Ig	Various FIs received from 2025 to 2026
Appendix II	Proposed revisions to the Notes and ES of the OZP
Appendix III	Previous and Similar Applications
Appendix IV	Government Departments’ Detailed Comments
Drawing Z-1	Indicative Master Layout Plan
Drawing Z-2	Indicative Basement Floor Plan
Drawing Z-3	Indicative Section
Drawing Z-4	Indicative LMP
Drawings Z-5a to Z-5h	Photomontages

Drawing Z-6	Habitat Map
Drawing Z-7	Urban Design Considerations
Drawings Z-8a to Z-8h	Proposed Road Works and Junction Improvement works
Drawing Z-8i	Proposed Internal Transport Facilities at the Site
Drawing Z-9	Buffer Distances from Road Networks
Drawing Z-10	Proposed Noise Mitigation Measures
Drawing Z-11	Proposed Sewerage Connection
Drawing Z-12	Proposed Water Supply Scheme
	Location Plan with Surrounding Approved/Agreed
Plan Z-1a	Applications
Plan Z-1b	Previous Applications Plan
Plan Z-1c	Similar Applications Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plans Z-4a to Z-4b	Site Photos

PLANNING DEPARTMENT
JULY 2026