



INV 創新土地規劃顧問有限公司

Innovative Land Use Planning Consultancy Co. LTD

Planning Statement

S.16 Application for the

Proposed Temporary Coach Repair Workshop,

Open Storage of Vehicles (Coach only) and ancillary Facilities and
Associated Filling of Land

for

A Period of 3 Years

At

Lots 472RP (part), 473,474,475RP, 476 S.A RP, 518

in

DD 90

and

Lot 100 in DD86

and

adjoining Government Land on Lin Ma Hang Road,
Ta Kwu Ling

New Territories

1. Background

1.1 Introduction

1.1.1 The applicant 『運達汽車維修有限公司』 seeks planning permission for the temporary coach repair workshop, open storage of vehicles (coach only) and ancillary facilities and associated filling of land at the subject Site for the period of 3 years. The applicant's previous site for the same use was located at DD 82 Lot 1373 in Ping Che which falls within the Ping Che-Ta Kwu Ling New Development Area (PC-TKL NDA). Location of applicant's previous site falls within the PC-TKL NDA is shown on Plan 4 for the consideration of the Town Planning Board (TPB).

1.1.2 The applicant for the subject Site is the same lessee as the affected site at DD 82 Lot 1373 at Ping Che. (Annex 1) He suffered from relocation issue as the lessor at DD 82 Lot 1373 could only offer the tenancy agreement for 6 months and required the lessee (i.e the applicant) to extend the tenancy for every 6 months. As the applicant is the recognized coach repair workshop of the China Hong Kong and Macau Boundary Crossing Bus Association mainly doing the repair and maintenance works for the coach vehicles within Hong Kong , continuous and stable services are required to maintain the good services of the coach operation for the Tourism industry in Hong Kong and across Macau to Hong Kong and Mainland to Hong Kong. The offer of 6 months tenancy agreement by the lessor of DD 82 Lot 1373 would affect the operation of the coach repair workshop and also affect the service of the coach operations within Hong Kong and inter coach vehicle service between Macau -Hong Kong and Mainland- Hong Kong.

1.1.3 Since the coach repair and maintenance works in North District cannot be discontinued, the applicant has no choice but to find relocation sites to continue the operation of the coach repair workshop. After a series of

painful site search (8 alternative sites) in Yuen Long, Sha Tau Kok, Hung Lung Hang, Pak Heung Ha Che, Lin Ma Hang, the applicant has found the subject Site which is the most suitable among the 8 alternative sites. Details of the site search are illustrated in paragraphs 2.1.3 - 2.1.10 below. The Plans showing the location of all 8 alternative sites are attached at Annex 2.

1.1.4 The subject Site falls within “Agriculture” “AGR” zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6 (the OZP)(Plan 1). According to the Notes of the Plan, the proposed use is neither a Column 1 nor 2 use in “AGR” zone. However, the covering Notes of the Plan stipulate that temporary use or development of any land or buildings not exceeding a period of 3 years within the zone requires planning permission from the TPB notwithstanding that the use or development is not provided for under the Notes of the Plan.

1.1.5 The applicant has previously submitted an application (A/NE-MKT/36) to the TPB at a similar location for the same use. However, the application was rejected with the following reasons:

(a) the applied use with associated filling of land is not in line with the planning intention of the “Agriculture” zone, which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

(b) the applied use does not comply with the TPB Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the Site and there are adverse departmental comments and local objections; and

(c) the applicant failed to demonstrate that the applied use would not generate adverse traffic impact on the surrounding areas.

1.1.6 Enforcement notice issued by the Planning Department for the subject Site was received by the land owner of the subject Sites and prosecution towards portions of the subject Site was executed which resulted to a fine by the Court. For the information of the TPB, the subject Site is currently used for coach repair workshop due to no suitable site being found and the discontinuance of the coach repair and maintenance works for the coach vehicles in North District is not feasible since it will severely affect the tourism industry in Hong Kong. Thus, there is an imminent need for the applicant to secure the subject Site to continue the coach repair and maintenance services in North District. The applicant then would like to provide more justifications/information and submit the subject planning application again for the consideration of the TPB.

1.1.7 The applicant has already drawn the attention of the Chairman of the Hong Kong Tourism Board and the Secretary for Culture, Sports and Tourism via China Hong Kong and Macau Boundary Crossing Bus Association regarding his urgent needs in finding an alternative site in North District. (Annex 3).

2. **The Site and Its Surroundings**

2.1 Site

The subject Site falls within “Agriculture” “AGR” zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6 (the OZP) (Plan 1). The area of the Site is 5,877m² including Government land of 364m². The Site is currently used for coach repair and maintenance workshop and parking of coach vehicles. The Site is abutting Lin Ma Hang Road.

2.2 Its Surroundings

The subject Site is surrounded with a number of approved warehouses in the vicinity of the Site approved by the TPB. In the north and south of the Site are scattered with temporary structures. In the west of the Site is the Hong Kong SeeingEye Dog Training School. In the east of the Site is vacant land.

3. **Proposal**

The area of the subject Site is 5,877m² including Government Land of 364m². The proposed temporary coach vehicle repair workshop comprises of open storage of vehicles (12 coach parking), plus 4 other coach vehicle parking spaces underneath the covered workshop and the enclosed workshop for the undertaking of repair and maintenance works. Other proposed ancillary facilities include an 2-storey office and a toilet, 2 storage structures and one pantry. The proposed ingress and egress of the Site is 12m wide. The subject application is for the proposed temporary development for a period of 3 years.

4. **Planning Justifications**

4.1 **Site Selection Process**

4.1.1 The applicant had gone through a thorough site selection process in identifying a suitable site for his affected coach repair and maintenance works. The site selection was difficult as land within Categories 1 and 2 areas of the TPB Guidelines for “Application for Open Storage and Port Back-up Uses” (TPB PG-No. 13 G) are either too small, narrow site configuration, lack of proper access road for coach vehicles or being occupied by other operators.

4.1.2 Eight alternative sites (Annex 2) in North District and Yuen Long have been reviewed and were found to be unsuitable due to various shortcomings such

as ‘too small for relocation’, ‘no proper access’, ‘ too narrow for maneuvering of coach vehicles’, ‘traffic concerns’ and etc. The details of alternative sites for the relocation of applicant’s business and reasons of not feasible are shown in the following paragraphs 4.1.3-4.1.10 below:

4.1.3 Alternative Site 1 –DD 46 Lot 11 RP Sha Tau Kok, Ma Mei Ha, North District

Area: 3,500 m² (about)

Zoning: “AGR” (Planning application is required)

Site Constraints: Poor ingress/egress, site configuration too narrow, not enough space for maneuvering of coach vehicles

Conclusion: Not Suitable

4.1.4 Alternative Site 2 - DD 84 Lot No. 175 Hung Lung Hang, North District

Area: 985 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: No proper access road, too small site area, possible traffic blocking

Conclusion: Not Suitable

4.1.5 Alternative Site 3 - DD 84 Lot 176 Hung Lung Hang, North District

Area: 712 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: No proper access road, too small site area, site configuration too narrow, possible traffic blocking

Conclusion: Not Suitable

- 4.1.6 Alternative Site 4- DD 90 Lot No. 826 Lin Ma Hang, North District
Area 2,609 m²
Zoning: “AGR” (Planning application is required)
Site Constraints: No proper ingress/egress, site area not big enough,
no direct access to main road
Conclusion: Not Suitable
- 4.1.7 Alternative Site 5- DD 111 Lot No. 654 Pat Heung Ha Che , Yuen Long
Area: 1,580 m²
Zoning: “OS”
Site Constraints: Site area too small, no proper road, lack of proper access
Conclusion: Not Suitable
- 4.1.8 Alternative Site 6- DD 129 Lot No. 64 Shum Wan Road, Yuen Long
Area: 1,270 m²
Zoning: “CPA” (Planning application is required)
Site Constraints: Site configuration too narrow, site area too small
Conclusion: Not Suitable
- 4.1.9 Alternative Site 7: DD 87 Lot No. 202 Hung Lung Hang, North District
Area: 1,996 m²
Zoning: AGR (Planning application is required)
Site Constraints: No proper access, too small site area, not enough space for
maneuvering of coach vehicles
Conclusion: Not Suitable

4.1.10 Alternative Site 8: DD 87 Lot No. 358 Hung Lung Hang, North District

Area: 528 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: Site configuration too narrow, too small site area

Conclusion: Not Suitable

4.1.11 The subject Site is considered suitable for relocation. It is near Liantang Port and is highly accessible and abutting Lin Ma Hang Road with separate ingress and egress. The site area is sufficient enough for the maneuvering of coach vehicles and parking of coach vehicles waiting for repairing and maintenance within the Site.

4.1.12 All alternative sites above are falling within “AGR” zone with only one falling within “OS” zone. The proposed temporary coach repair workshop under “AGR” zone requires planning permission from the TPB. As such, the applicant would like to put more efforts on the subject Site instead of wasting time and resources on the eight alternative sites above which are not considered suitable for relocation.

4.2 Unsuitable for Agricultural Rehabilitation

The application site has been vacant for a long time and it has not been rehabilitated for agricultural activities. Various temporary warehouses as per planning applications (A/NE-MKT/34, 35 and 37) along Lin Ma Hang Road were approved by the TPB with the consideration similar to the subject application (i.e. uses in previous locations were affected by the New Development Areas). Although the previous site of the applicant in Ping Che is not immediately affected by the site clearance of PC-TKL NDA project, the land owner is not willing to sign long term tenancy agreement for the subject use due to the intended planning of PC-TKL NDA. As explained in Paragraph 1 above, it is not feasible to operate the coach vehicle repair and maintenance workshop with tenancy agreement of 6 months only. Without a stable

condition, the coach vehicle repair and maintenance workshop cannot provide continuous services to support the tourism industry in North District/New Territories.

4.3 Similar Applications

4.3.1 A/NE-MKT/34

The planning application for proposed temporary warehouse for storage of construction materials for a period of 3 years and associated filling of land in “Agriculture” Zone in Lin Ma Hang, Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Yuen Long South (YSL) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.3.2 A/NE-MKT/35

The planning application for proposed temporary warehouse (Timber and Other Associated Materials) for a period of 3 years and associated filling of land in “Agriculture” Zone in Lin Ma Hang , Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Kwu Tung North (KTN) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.3.3 A/NE-MKT/37

The planning application for the temporary warehouse for storage of food provisions for a Period of 3 Years and associated filling of land in “Agriculture” Zone in Lin Ma Hang, Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Yuen Long South (YLS) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.4 **Important to Tourism Industry in Hong Kong**

The applicant's a coach vehicle repair and maintenance workshop is recognized by the China Hong Kong and Macau Boundary Crossing Bus Association. Successful relocation of the site would help sustain the operation of repair and maintenance works for coach vehicles running Hong Kong, Macau and Mainland. Unstable repair and maintenance will affect the smoothness of coach vehicle distributions in Hong Kong. Nowadays it is one of the main roles of Government of HKSAR to promote tourism in order to increase Government revenue. Without the sufficient number of coach vehicles for efficient distributions, it will damage the image of Hong Kong and affect our tourism industry in Hong Kong. Thus, the applicant's services on coach vehicle repair and maintenance should therefore be supported.

4.5. **Not Jeopardize the planning intention of "AGR" zone**

As the subject Site is applied for temporary use for a period of 3 years, the long-term planning intention of "AGR" zone would not be jeopardized.

4.6 **No Adverse Traffic Impacts**

4.6.1 Only coach vehicles would come to subject Site for repairing and maintenance.

There is no fixed number of coach vehicles coming to the workshop for repairing and maintenance at a regular basis. During the applicant's past experiences at his workshop at Ping Che, 12 numbers of parking space for coach vehicles would meet the operational need. Parking spaces will be released to other coach vehicles after repair and maintenance works. No coach vehicles will be accepted to the subject workshop for repairing/maintenance without appointment. There are 12 and other 4 coach vehicle parking spaces provided within the subject Site and the covered repair workshop/the enclosed workshop respectively. It is unusual that all parking spaces are to be occupied at the same time. It is very often that 7 to 10 vacant spaces are available at most of the time before the end of the business day.

For the information of the TPB, the applicant provides the actual (IN an Out - coach vehicles records) in the past three months (i.e March to May 2025) (Annex 4). The table below illustrated the number of coach vehicles entering and leaving the subject Site in the morning and afternoon during the business day in the past three months (March to May 2025) for the consideration of the Transport Department or of the TPB. The operation of the workshop starts at 9:00 am to 6:00 pm during Mondays to Saturdays. There is no operation on Sundays and public holidays.

March/2025

A	B	C (IN)	D (OUT)	E	F
28.2.2025	9:00 to 1:00 2:00 to 5:00				8 available parking spaces plus 3 repair/maintenance spaces under covered repair workshop/enclosed repair workshop
1.3.2025	9:00 to 1:00 2:00 to 5:00	2 3	1 1	6	8
2.3.2025	9:00 to 1:00 2:00 to 5:00	0 0	1 1	8	10
3.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	1 3	7	11
4.3.2025	9:00 to 1:00 2:00 to 5:00	4 2	2 2	5	9
5.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	4 1	6	11
6.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	0 2	8	10

7.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
8.3.2025	9:00 to 1:00	2	0	8	10
	2:00 to 5:00	0	2		
9.3.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
10.3.2025	9:00 to 1:00	3	1	8	10
	2:00 to 5:00	0	1		
11.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
12.3.2025	9:00 to 1:00	4	1	5	9
	2:00 to 5:00	1	3		
13.3.2025	9:00 to 1:00	2	2	7	11
	2:00 to 5:00	0	2		
15.3.2025	9:00 to 1:00	3	0	7	9
	2:00 to 5:00	1	2		
16.03.2025	9:00 to 1:00	0	1	9	10
	2:00 to 5:00	0	0		
17.3.2025	9:00 to 1:00	3	0	6	9
	2:00 to 5:00	1	3		
18.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
19.3.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	0	2		
20.3.2025	9:00 to 1:00	2	2	8	11
	2:00 to 5:00	0	1		
21.3.2025	9:00 to 1:00	3	0	8	11
	2:00 to 5:00	0	3		

22.3.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
24.3.2025	9:00 to 1:00	2	0	9	10
	2:00 to 5:00	0	1		
25.3.2025	9:00 to 1:00	1	0	8	10
	2:00 to 5:00	0	0		
26.3.2025	9:00 to 1:00	1	1	8	10
	2:00 to 5:00	0	1		
27.3.2025	9:00 to 1:00	3	1	6	9
	2:00 to 5:00	0	2		
29.3.2025	9:00 to 1:00	2	2	7	11
	2:00 to 5:00	0	2		
31.3.2025	9:00 to 1:00	2	1	9	11
	2:00 to 5:00	0	1		

April 2025

A	B	C	D	E	F
1.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	1	2		
2.4.2025	9:00 to 1:00	3	0	8	10
	2:00 to 5:00	0	2		
3.4.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	1	3		
5.4.2025	9:00 to 1:00	4	1	4	9
	2:00 to 5:00	2	4		
7.4.2025	9:00 to 1:00	1	3	8	11
	2:00 to 5:00	0	0		
8.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		

9.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
10.4.2025	9:00 to 1:00	3	1	8	10
	2:00 to 5:00	0	1		
11.4.2025	9:00 to 1:00	2	0	7	9
	2:00 to 5:00	1	2		
12.4.2025	9:00 to 1:00	3	1	6	10
	2:00 to 5:00	0	3		
13.4.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
14.4.2025	9:00 to 1:00	2	0	11	10
	2:00 to 5:00	0	1		
15.4.2025	9:00 to 1:00	2	2	8	11
	2:00 to 5:00	0	1		
16.4.2025	9:00 to 1:00	2	0	9	10
	2:00 to 5:00	0	1		
17.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	0	2		
18.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
19.4.2025	9:00 to 1:00	1	0	10	11
	2:00 to 5:00	0	1		
21.4.2025	9:00 to 1:00	1	0	8	11
	2:00 to 5:00	2	3		
22.4.2025	9:00 to 1:00	2	0	8	9
	2:00 to 5:00	1	1		
23.4.2025	9:00 to 1:00	3	2	6	11
	2:00 to 5:00	0	3		
24.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	1	2		

25.4.2025	9:00 to 1:00	2	0	8	9
	2:00 to 5:00	1	1		
26.4.2025	9:00 to 1:00	1	1	7	9
	2:00 to 5:00	1	1		
27.4.2025	9:00 to 1:00	0	0	9	10
	2:00 to 5:00	0	1		
28.4.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	1	3		
29.4.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
30.4.2025	9:00 to 1:00	2	1	9	11
	2:00 to 5:00	0	1		

May 2025

A	B	C	D	E	F
3.5.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
6.5.2025	9:00 to 1:00	4	0	7	8
	2:00 to 5:00	0	1		
7.5.2025	9:00 to 1:00	2	0	5	8
	2:00 to 5:00	1	3		
8.5.2025	9:00 to 1:00	0	0	8	10
	2:00 to 5:00	0	2		
9.5.2025	9:00 to 1:00	0	0	10	10
	2:00 to 5:00	0	0		
10.5.2025	9:00 to 1:00	6	0	4	7
	2:00 to 5:00	0	3		
12.5.2025	9:00 to 1:00	4	2	3	9
	2:00 to 5:00	0	4		

13.5.2025	9:00 to 1:00	4	0	5	6
	2:00 to 5:00	0	1		
14.5.2025	9:00 to 1:00	0	0	6	8
	2:00 to 5:00	0	2		
15.5.2025	9:00 to 1:00	0	1	8	9
	2:00 to 5:00	0	0		
16.5.2025	9:00 to 1:00	2	0	7	7
	2:00 to 5:00	0	0		
17.5.2025	9:00 to 1:00	5	0	2	8
	2:00 to 5:00	0	6		
19.5.2025	9:00 to 1:00	5	0	3	9
	2:00 to 5:00	0	6		
20.5.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	0	3		
21.5.2025	9:00 to 1:00	4	0	5	9
	2:00 to 5:00	1	4		
22.5.2025	9:00 to 1:00	3	0	5	9
	2:00 to 5:00	1	4		
23.5.2025	9:00 to 1:00	1	0	8	10
	2:00 to 5:00	0	2		
27.5.2025	9:00 to 1:00	3	0	7	11
	2:00 to 5:00	0	4		
28.5.2025	9:00 to 1:00	4	0	7	10
	2:00 to 5:00	0	3		
30.5.2025	9:00 to 1:00	2	0	8	10
	2:00 to 5:00	0	2		

- A- Date**
- B- Time**
- C- No. of coaches entering workshop (morning and afternoon)**
- D- No of coaches leaving workshop (morning and afternoon)**
- E- No. of coach parking space available within workshop (morning)**
- F- No. of coach parking space available within the workshop(afternoon)**

4.6.2 Actual Maximum Trip Rates of the proposed temporary coach vehicle repair and maintenance workshop are as follow:

In March - the maximum trip rate entering and leaving the workshop in the morning are 4 and 4 respectively. The maximum trip rate entering and leaving workshop in afternoon is 3 and 3 respectively.

In April - the maximum trip rate entering and leaving the workshop in the morning is 4 and 3 respectively. The maximum trip rate entering and leaving workshop in the afternoon is 2 and 4 respectively.

In May - the maximum trip rate entering and leaving the workshop in the morning are 6 and 2 respectively. The maximum trip rate entering and leaving workshop in afternoon is 1 and 6 respectively.

Considering the maximum number of coach vehicles IN/day in the morning among three month is 6 and the maximum number of coach vehicles OUT/day among three months is 4. The trip rate generated from the proposed coach workshop is considered not significant and would not cause adverse traffic impact to the surrounding.

4.6.3 Plans 3.1 to 3.6 show the swept path analysis which demonstrate coach vehicles are having sufficient space for maneuvering and parking within the subject Site.

4.6.4 The applicant also will implement the management/control measures to ensure no queuing of coach vehicles on Lin Ma Hang Road by installing no drop bar. Also “No parking” sign will be erected at the ingress/egress of the site so as to prevent illegal parking entering the subject Site.

4.6.5 The applicant will also implement the provision of pedestrian facilities such as flash lights and/or alarm system at the ingress/egress to alert drivers and pedestrians for safety measures.

4.6.6 As the proposed vehicular access (ingress/egress) are connected to Lin Ma Hang Road which is a single two-lane carriageway road, the run-in and run-out of 12m wide should be wide enough for safe left turns of coaches entering/leaving the subject Site without the need to encroach onto the opposite lane. Management measures are proposed to be implemented to ensure compatibility and safety of long vehicles (i.e. coach vehicles) using the ingress/egress. Staff will be deployed by the applicant to direct coach vehicles entering/exiting the Site. “Stop and Give way” and “Beware of pedestrians” signs will also be erected to ensure the pedestrians and drivers safety to/from the Site.

4.7 No Adverse Environmental and Visual Impacts

A few temporary domestic structures are located at the south and south-west of the subject Site. However, the operation hours of the coach repair workshop are only limited to 9:00 a.m to 6:00 p.m from Mondays to Saturdays and no operation will be hold on Sundays and public holidays. The repair activities which create noises will be undertaken within the proposed enclosed workshop with dimension of 20m(L) x 8m(W) x 4.5m (H) (Plan 3.1). The proposed enclosed workshop could reduce the noise impact to the surrounding. The subject Site will be nicely fenced off except the ingress/egress areas, therefore it will not create any visual eyesore to the surroundings. The applicant will undertake the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Use” and the Professional Persons Environmental Consultative Committee Practice Notes No. 5/93 to upkeep the environment of the

application site. The applicant is full of confidence that the proposed coach repair workshop would not generate environmental nuisance to the nearby residents.

4.8 No Blocking of Access

The existing non-domestic structure at Lot 518 will be maintained as it is for the storage of equipment and tools. The passage way adjoining Lot 518 will also be maintained for access way for others road users.

4.9 No adverse Drainage Impacts

The proposed drainage plan at Plan 6 is submitted under this application. Should the Drainage and Services Department (DSD) require, the applicant is willing to submit a more detail drainage proposal to and carry out the implementation of drainage works at the Site to the satisfaction of DSD upon the subject application being approved by the TPB.

4.10 The Proposed Development is not incompatible to the Surrounding Environment

Since there are several warehouses/open storages along Lin ma Hang Road as mentioned in Paragraph 4.3 above were tolerated and approved by the TPB on temporary basis for 3 years, the proposed coach repair workshop for the period of 3 years should not be incompatible with the surrounding as it would not jeopardize the long term planning intention of the “AGR” zone in the area.

4.11 No Undesirable Precedent

Like other applications (i.e. A/NE-MKT/34, 35 and 37), the subject application has the similar situation as the above applications. The relocation needs are all due to being affected by YLS, KTN NDAs. Successful relocation of the coach repair workshop at the subject Site would help to maintain a stable services to coach vehicles operation in Hong Kong. The subject application should be considered unique from other temporary development proposals in “AGR” zone in the area. Approval of this application would not create an undesirable precedent.



Plans and Annexes

Plan 1 – Location Plan

Plan 2 – Site Plan

Plan 3.1 to Plan 3.6 – Swept Path Analysis Plan

Plan 4- Location of Previous Site of Coach Repair Workshop at Ping Che

Plan 5.1 to Plan 5.3 – Site photo view points and Site photos

Plan 6 – Drainage Proposal

Plan 7 – Plan showing area of the proposed filling of land

Plan 8 – Layout Plan

Annex 1 -Tenancy Agreement of applicant (Lot 1373 in D.D 82 in Ping Che)

Annex 2- Site location/boundary of eight alternative sites

Annex 3 – Letters to the Chairman of the Tourism Board and Secretary of Culture, Sports and
Tourism

Annex 4- Actual In and Out Coach Vehicle Records (March – May 2025)