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Sent: Tuesday, August 4, 2026 4:18 PM

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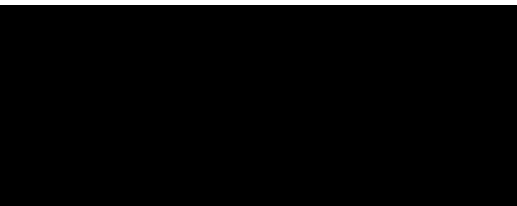
Subject: Application No. A/NE-STK/36_Proposed Temporary Drone Training Centre with Ancillary Facilities for a Period of 3 Years at Tong To Ping Tsuen, Sha Tau Kok, N.T.

Dear Sir/Madam,

We refer to the captioned application and hereby submit the attached supplementary information for your reference and consideration.

Should you have any questions or require further clarification, please do not hesitate to contact the undersigned or Ms. Cannis Lee at [REDACTED].

Best Regards,
Yancy Fung



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By Email and Post

Date : 4 August 2026
Your Ref.: TPB/A/NE-STK/36
Our Ref. : LDS/PLAN/7255

Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point, Hong Kong

Dear Sir/Madam,

Application for Planning Permission for Proposed Temporary Drone Training Centre with Ancillary Facilities for a Period of 3 Years at Lots 1368(Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378(Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398(Part), 1399(Part), 1400(Part), 1401, 1402(Part), 1403 and 1404 in D.D. 41 and Adjoining Government Land, Tong To Ping Tsuen, Sha Tau Kok, N.T.

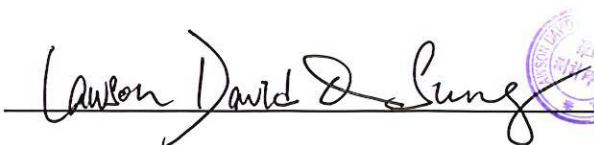
(Application No. A/NE-STK/36)

We refer to the captioned application and submit the following supplementary information for your reference:

To minimize potential environmental disturbance, the Applicant has decided to use a 16-seater minibus instead of a 24-seater minibus. Accordingly, one parking space will be provided for the 16-seater minibus (3m × 7m, about 4.75 tonnes), together with four parking spaces for private cars (2.5m × 5m each) for use by staff and visitors. The replacement pages of the Planning Statement and the updated layout plan (**Figure 4A**) are attached for relevant departments' consideration.

Should there be any queries, please contact our Ms. Cannis Lee or Ms. Yancy Fung at [REDACTED].

Yours faithfully,
For and on behalf of
Lawson David & Sung Surveyors Limited




Encl.

c.c. DPO/STN (Attn.: Mr. William Wong) – By Email Client

Your Assets for Growth

Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary drone training centre with ancillary facilities (the “proposed development”) for a period of 3 years at Lots 1368(Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378(Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398(Part), 1399(Part), 1400(Part), 1401, 1402(Part), 1403 and 1404 in D.D. 41 and adjoining government land, Tong To Ping Tsuen, Sha Tau Kok, N.T. (the “Application Site”).

The Application Site, covering an area of about 5,121 sq.m. (including about 546 sq.m. of Government land), falls within “Village Type Development” (“V”) zone (about 4,530 sq.m, 88%) and “Recreation” (“REC”) zone (about 591 sq.m, 12%) on the on the Approved Sha Tau Kok Zoning Plan (OZP) No. S/NE-STK/2 gazetted on 13.6.2014. According to the Notes of the OZP, the proposed development is not under either “Column 1” or “Column 2” use of “V” and “REC” zone. Meanwhile, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board (the “Board”).

The Application Site is currently a piece of flat and vacant land. The proposed development comprises six temporary structures: five 1-storey SUA training rooms, each measuring about 15 sq. m and standing at approximately 3 m in height, and a 2-storey structure repaired from an existing structure for use as a reception area/site office/rain shelter (BH:5m). A 15m × 45m area in the middle of the Application Site is proposed for designation as a Flying Zone for the take-off and landing of drones. The remaining open area will be used as a clear area and for vehicular manoeuvring. In addition, there will be one parking space for a 16-seater minibus (3m x 7m) and four spaces for private cars (2.5m x 5m) for staff and visitors. The Application Site will be fenced off with 2.5-metre-high corrugated metal sheets. Operations will be conducted on a booking basis and according to scheduled courses, generally from Wednesdays to Sundays (including public holidays) between 9:00 a.m. and 6:00 p.m.

The justifications of this application are:

1. The proposed development supports government policy on low-altitude economy development in Hong Kong;
2. The proposed development is similar in nature with uses under “Place of Recreation, Sports or Culture”;
3. The proposed development will not hinder the availability of land for small house development;
4. The proposed development is in line with the planning intention of “REC” zone;
5. The Application Site is a suitable venue for drone training; and
6. There will be no adverse drainage, traffic and environmental impacts on the surrounding areas.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

行政摘要

此規劃報告書旨在支持在沙頭角塘肚坪村丈量約份第 41 約地段第 1368 號(部分), 第 1369 號, 第 1371 號, 第 1372 號, 第 1373 號, 第 1376 號, 第 1377 號, 第 1378 號(部分), 第 1379 號, 第 1381 號, 第 1382 號, 第 1383 號, 第 1384 號, 第 1385 號, 第 1392 號, 第 1393 號, 第 1394 號, 第 1395 號, 第 1396 號, 第 1397 號, 第 1398 號(部分), 第 1399 號(部分), 第 1400 號(部分), 第 1401 號, 第 1402 號(部分), 第 1403 號和第 1404 號及毗連政府土地 (“申請地點”), 作為期三年的擬議臨時無人機訓練中心連附屬設施(“擬議發展”)用途的規劃申請。

申請地點的面積約 5,121 平方米 (包括約 546 平方米的政府土地), 座落在 2014 年 6 月 13 日刊憲的沙頭角分區計劃大綱核准圖 (圖則編號: S/NE-STK/2) 上的「鄉村式發展」地帶 (約 4,530 平方米, 88%) 和「康樂」地帶 (約 591 平方米, 12%)。根據該大綱圖的註釋, 擬議發展不屬於「鄉村式發展」地帶或「康樂」地帶的第一及第二欄用途。然而, 不超過三年土地或建築物的臨時用途或發展, 需先向城市規劃委員會(“城規會”)提出申請。

申請地點目前是一塊平坦的空地。擬議發展包括六座臨時構築物: 五間單層的無人機訓練室, 每間面積約 15 平方米, 高度約 3 米; 以及一座由現有空置構築物改建而成的 2 層建築用作接待處/辦公室/避雨棚(高度: 約 5 米)。場地中央一處 15 米 × 45 米的區域將劃定為飛行區, 供無人機起降使用。其餘的空地將用作安全緩衝區及車輛調度區。擬議發展亦將為員工及訪客提供一個 16 座小巴泊位 (3 米 × 7 米) 及四個私家車泊位 (2.5 米 × 5 米)。申請用地將以高約 2.5 米的金屬板圍封。營運將採預約制, 並依照既定課程進行, 一般於週三至週日 (包括公眾假期) 上午 9 時至下午 6 時之間。

本規劃申請的理據為:

1. 擬議發展支持政府推動本港低空經濟發展的政策;
2. 擬議發展跟「康體文娛場所」用途的定義相近;
3. 擬議發展不會阻礙小型屋宇發展的土地供應;
4. 擬議發展符合「康樂」地帶的規劃意向;
5. 申請地點適合用作無人機訓練場地; 及
6. 擬議發展不會對附近的排水、交通及環境構成不良的影響。

基於本規劃報告書所述的理據, 敬希 各城規會委員及有關政府部門能批准此項申請, 作為期三年的臨時用途。

3. Planning Context

3.1 Outline Zoning Plan

The Application Site falls within an area zoned “V” and “REC” on the Approved Sha Tau Kok Outline Zoning Plan (OZP) No. S/NE-STK/2 gazetted on 13.6.2014 (see **Figure 1**).

The planning intention of “V” zone is primarily for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. While the planning intention of “REC” zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

According to the OZP, the proposed development (i.e. “Drone Training Centre”) does not fall under either ‘Column 1’ or ‘Column 2’ uses of the “V” zone or “REC” zone. Temporary use or development of any land or building not exceeding a period of three years requires permission from the Board.

3.2 Previous Application

The Application Site is not involved in any previous planning application.

3.3 Similar Application

There is no similar application within the same “V” zone or “REC” zone under the Approved Sha Tau Kok OZP.

4. Development Proposal

4.1 Site Configuration and Layout

The Applicant seeks planning permission to use the Application Site for proposed temporary drone training centre with ancillary facilities for a period of 3 years. The proposed development intends to serve the students and customers of the Applicant for training and education purposes.

The Application Site covers an area of approximately 5,121 sq.m. The proposed development comprises six temporary structures: five 1-storey SUA training rooms (GFA: about 15 sq.m; BH: about 3m each), and a 2-storey structure (GFA: about 173 sq.m., BH: about 5m) renovated from an existing structure for use as a reception/site office/rain shelter. A 15m × 45m area in the middle of the Application Site is proposed for designation as a Flying Zone for the take-off and landing of drones. The remaining open area will be used as a clear area and for vehicular manoeuvring. Drone usage will be restricted to a maximum altitude of 30m above ground level within the clear zone. Access to the clear zone by participants is not allowed during drone flying sessions (see Layout Plan at **Figure 4**).

In addition, there will be one parking space for a 16-seat minibus (3m x 7m) and four spaces for private cars (2.5m x 5m) for staff and visitors. The Application Site will be fenced off with 2.5-metre-high corrugated metal sheets, and the surface of the Application Site will not be hard-paved. The key development parameters of the application are shown below:

Applied Use	Temporary drone training centre with ancillary facilities for a period of 3 years
Site Area	About 5,121 sq.m. (including about 546 sq.m. of Government Land)
Total Floor Area (Non-domestic)	About 248 sq.m.
No. of Structures	6 - 5 SUA training rooms - 1 structure for reception/site office/rain shelter
Height of Structures	3m - 5m (1 to 2 storeys)
No. of Parking Spaces	1 (for 16-seat minibus) (3m x 7m) 4 (for private cars) (2.5m x 5m)
Operation Hours	9:00am to 6:00 pm Wednesdays to Sundays (including public holidays)

4.2 Site Operations

The proposed hours of operation at the Application Site are based on appointments and scheduled classes, normally 9am to 6pm daily from Wednesdays to Sundays (including public holidays). The Applicant will provide recognised courses for a wide range of customers and users, organised and taught by certified instructors. Classes are scheduled four to five days per week for morning (9:00 am – 12:30 pm) and afternoon (2:00 pm – 5:30 pm) sessions. The maximum number of participants for a full-day course is 22.

The operation of the proposed development will adhere to the regulatory and operating requirements set out in the Safety Requirement Document prepared by the CAD, as well as the regulations stipulated in the SUA Order (Cap. 448G). Drone usage will be restricted to a maximum altitude of 30 metres above ground level and within the Application Site area. Drone operations will also only be conducted during daylight hours.

4.3 Traffic Arrangement

The Application Site is accessible via an access road leading to Sha Tau Kok Road – Shek Chung Au (see **Figure 3**). The Applicant will continue to use the existing entrance/exit point of the Application Site, which is about 8 metres wide and located at the southern boundary. Adequate space for vehicle manoeuvring has been reserved at the southern part of the Application Site. The Applicant will maintain an existing pedestrian access point for direct access to the reception/site office.

In addition, the Applicant will provide one parking space for a 16-seater minibus (3m x 7m) and four parking spaces for private cars (2.5m x 5m) for staff and visitors. Visitor parking will be provided on an appointment-only basis. As the Application Site is conveniently served by the nearby Tong To bus stop, which is located about a 7–10 minute walk away, most students and customers will travel to the Application Site via public transport (i.e. bus) or the minibus provided by the Applicant. The proposed drone training centre will generate no more than two round trips for the minibus and eight for private cars per day, which the existing road can accommodate.

The estimated traffic arising from the proposed development is as follows:

