

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *various lots in D.D. 78 and adjoining Government Land (GL), Lin Ma Hang Road, Ta Kwu Ling North, New Territories* (the Site) for '**Proposed Temporary Shop and Services, Vehicle Repair Workshop, Warehouse (excluding Dangerous Goods Godown (excl. D.G.G.) and Open Storage of Vehicles with Ancillary Facilities for a Period of 3 Years**' (the proposed development) (**Plan 1**).
- 1.2 The applicant would like to operate a vehicle sales and service hub that seamlessly integrates retail, after-sales maintenance, and inventory logistics within a single facility. The '*shop and services*' serves as the primary customer engagement point for vehicle displays, dedicated new car handovers and sales of auto parts. To support the after-market services to the purchased vehicle, the hub features a repair workshop to deliver comprehensive technical maintenance, warranty work, and routine servicing. This workshop directly draws from the on-site warehouse stocked with auto parts, minimizing turnaround times and keeping service operations running efficiently.
- 1.3 Furthermore, portion of the Site (i.e. about 5,924 m²) will be designated for open storage of unlicensed vehicles, to support the operation of the vehicle showroom. By uniting showroom handovers, specialized service bays, centralised parts management, and organised open-air vehicle storage, the hub optimises site workflow while delivering a complete, high-quality ownership experience.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2. According to the Notes of the OZP, 'shop and services' is a column 2 use within the "REC" zone, while 'vehicle repair workshop', 'warehouse (excl. D.G.G.)' and 'open storage' are neither a Column 1 nor 2 use within the "REC" zone, which requires planning permission from the Board (**Plan 2**).
- 2.2 The applied uses are considered not incompatible with surrounding land uses comprising warehouses, vehicle repair workshops and open storage/storage yards. Although the Site falls within the "REC" zone, it has been left vacant without long-term known plan for recreation development. Therefore, approval of the current application

on a temporary basis would better utilise precious land resources in the New Territories and would not frustrate the long-term planning intention of the "REC" zone.

- 2.3 The Site was subject of a previous application No. A/NE-TKLN/86 for 'Warehouse (excl. D.G.G.)' use submitted by the same applicant, which was approved by the Board on temporary basis for a period of 3 years in 2024. Comparing with the scheme of the previous application, the current application mainly involves the rearrangement of the internal layout and the reduction in the gross floor area (GFA) from 23,758 m² (about) to 16,734 m² (about) (i.e. about -7,024 m²; -30%). The applicant had made effort in complying with all-submission related planning conditions under the previous application. Details are shown at **Table 1** below:

Table 1 – Compliance record of the previous application

Planning conditions		Date of Compliance
(c)	The provision of 2.5 m high solid metal wall	Not yet complied with
(d)	The submission of a Drainage Impact Assessment (DIA)	17.10.2024
(e)	The provision of drainage facilities	Not yet complied with
(g)	The submission of a fire service installations (FSIs) proposal	13.02.2025
(h)	The implementation of the FSIs proposal	Not yet complied with
(i)	The submission of traffic improvement and management measures	24.02.2025
(j)	The implementation of the traffic improvement and management measures	Not yet complied with

- 2.4 The applicant submitted the applications for Short Term Waiver (STW) and Short Term Tenancy (STT) to the District Lands Officer/North, Lands Department (DLO/N, LandsD) in December 2025 for the erection of structures and the occupation of GL at the Site. Given that prior STT approval is required for the enclosure of GL, the applicant has not been able to erect the solid metal wall as required under planning condition (c) of the previous application.
- 2.5 The DIA report was considered acceptable by the Chief Engineer/Mainland North, Drainage Services (CE/MN, DSD) in October 2024 under planning condition (d) of the previous application (**Appendix I**). As some of the proposed drainage facilities fall within GL, the applicant is currently pending the necessary STT approval for the use of GL. As such, the applicant has not been able to carry out the implementation works.

- 2.6 The FSIs proposal was considered acceptable by the Director of Fire Services (D of FS) in February 2025 under planning condition (g) of the previous application. As the applicant is currently pending the necessary STW and STT approvals for the erection of structures at the Site, the applicant has not been able to carry out the construction works and implement the required FSIs therewithin. Since the applicant has revised the layout of the proposed structure under the current scheme, the applicant has submitted an updated FSIs proposal to reflect such changes (**Appendix II**).
- 2.7 The submission of traffic improvement and management measures was considered acceptable by the Commissioner for Transport (C for T) in February 2025 under planning condition (i) of the previous application (**Appendix III**). Given that the actual operation of the proposed development has not been commenced before the completion of drainage facilities and FSIs, the applicant was unable to implement the traffic improvement and management measures.
- 2.8 Although the applicant has complied with **all submission-related conditions**, i.e. conditions (d), (g) and (i), within the approval period of the previous application, the applicant was not able to launch the implementation works before obtaining the required STW and STT from DLO/N, LandsD. Subsequently, the planning permission was revoked in June 2026 due to non-compliance with the implementation-related planning conditions, i.e. conditions (c), (e), (h) and (j).
- 2.9 The Site falls within Category 3 area of TPB PG-No. 13G and the proposed development would not generate significant adverse impacts on the surrounding areas (**Plan 4**). Several similar applications (Nos. A/NE-TKLN/77, 85, 93, 114, 115, 116 and 123) for/partly for 'Open Storage', 'Warehouse' and 'Vehicle Repair Workshop' use have been approved by the Board within the same "REC" zone on the OZP since 2024. Hence, approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent.
- 2.10 In support of the application, the applicant has submitted the DIA report and traffic improvement and management measures accepted under the previously approved application, as well as an updated FSIs proposal to reflect the current layout (**Appendices I to III**).

3) Development Proposal

- 3.1 The Site occupies an area of 24,446 m² (about), including GL of 4,150 m² (about) (**Plan 3**). The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. There will be no operation on Sunday and public holidays. Three temporary structures are proposed for warehouse (excl. D.G.G.), vehicle repair workshop, shop and services, office and washroom with total GFA of 16,734 m² (about) (**Plan 5**). The site office and washroom are intended to provide indoor workspace for administrative staff to support the daily operation of the development.
- 3.2 The remaining open area will be reserved for open storage of vehicles (including private car (PC), light goods vehicle (LGV), light bus (LB), heavy goods vehicle (HGV), container tractor and coach, and vehicle circulation, parking, and loading/unloading (L/UL) spaces. It is estimated that the proposed development would accommodate about 20 and 20 nos. of staff and visitors respectively. Details of the development parameters are shown at **Table 2** below:

Table 2 – Development parameters

Site area	24,446 m ² (about), including GL of 4,150 m ² (about)
Covered area	8,367 m ² (about)
Uncovered area	16,079 m ² (about)
Plot ratio	0.68 (about)
Site coverage	34% (about)
No. of structure	3
Total GFA	16,734 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	16,734 m ² (about)
Building height	15 m (about)
No. of storey	2

- 3.3 The Site is accessible from Lin Ma Hang Road via a local access (**Plan 1**). A 15 m-wide (about) vehicular ingress/egress is proposed at the eastern periphery of the Site. A total of 20 parking and L/UL spaces will be provided (**Plan 5**). CV and LGV will be deployed for the transportation of goods into and out of the Site. Details of the parking and L/UL provision are shown at **Table 3** below:

Table 3 – Provision of the parking and L/UL spaces

Types of parking space	No. of space
Parking spaces for PC - 2.5 m (W) x 5 m (L)	10
Parking space for LGV and LB (shared) - 3 m (W) x 8 m (L)	4
Parking space for HGV and coach (shared) - 3.5 m (W) x 12 m (L)	4
Types of L/UL space	No. of space
L/UL spaces for LGV - 3.5 m (W) x 7 m (L)	1
L/UL spaces for CV - 3.5 m (W) x 16 m (L)	1

- 3.4 Sufficient space is provided for vehicles to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plan 6**). As accepted by C for T under planning condition (i) of the previous application, various traffic improvement and mitigation measures were proposed to enhance the operation efficiency and safety of the proposed development (**Appendix III**). Should the current application be approved, the applicant will proceed to implement relevant measures upon operation of the proposed development.
- 3.5 The DIA report submitted by the applicant under planning condition (d) of the previous application was considered acceptable by CE/MN, DSD (**Appendix I**). As mentioned in Section 2.5 above, the applicant is currently pending the necessary STT approval for the implementation of the drainage facilities, given that some proposed drainage facilities fall within GL. Should the STT be granted, the applicant will carry out implementation works and provide photographic records for the consideration of CE/MN, DSD.
- 3.6 In view of the revised layout, an updated FSIs proposal is submitted to reflect the current scheme to enhance fire safety of the proposed development (**Appendix II**). Upon receiving relevant approvals for STW and STT from DLO/N, LandsD for the erection of structures and enclosure of GL (referring to Section 2.5 above), the applicant will implement the accepted FSIs proposal therewithin and submit valid Certificates of Fire Service Installation and Equipment (FS 251) for the consideration of D of FS.
- 3.7 The applicant will comply with the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department to minimise adverse environmental impacts and

nuisance to the surrounding areas. The applicant will also comply with all environmental protection/ pollution control ordinances, i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. at all times during the approval period of the planning permission.

3.8 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that these facilities are always operational. The applicant will also implement good practices under *ProPECC PN 1/23* when maintaining the on-site drainage system with the Site.

3.9 All workshop activities will be carried out within enclosed structure. Additionally, 2.5 m-high (about) solid metal fencing will be erected along the site boundary to minimise the noise nuisance to the surroundings. It will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit. In addition, maintenance will be conducted on a regular basis.

4) Conclusion

4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Adequate mitigation measures, e.g. the submission of an updated FSIs proposal to reflect the current scheme for enhancement of fire safety of the development, and the provision of the DIA report and traffic management measures accepted under the previous application, are provided by the applicant to alleviate any adverse impact that would have arisen from the proposed development.

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Shop and Services, Vehicle Repair Workshop, Warehouse (excl. D.G.G.) and Open Storage of Vehicles with Ancillary Facilities a for a Period of 3 Years**'.

Tai Wah Development Consultants Limited

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LIST OF APPENDICES

Appendix I	Drainage Impact Assessment accepted under the previous application
Appendix II	Fire service installations proposal
Appendix III	Traffic management measures accepted under the previous application

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	TPB PG-No. 13G
Plan 5	Layout plan
Plan 6	Swept path analysis (container vehicle)