

SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)

**TEMPORARY TAI PO BUS MAINTENANCE CENTRE
FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND
AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET,
AREA 33, TAI PO, NEW TERRITORIES**

- Supplementary Planning Statement -

TOWNLAND CONSULTANTS LIMITED

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FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND
AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET,
AREA 33, TAI PO, NEW TERRITORIES**

SECTION 16 PLANNING APPLICATION

SUPPLEMENTARY PLANNING STATEMENT

Applicant

MTR Corporation Limited

Planning Consultant and Submitting Agent

Townland Consultants Limited

Traffic Consultant

RL Consultancy Limited

File Reference: MTRC/TPBMC

For and on behalf of Townland Consultants Ltd.

Approved by :  _____

Position : Associate

Date : 31 July 2025

31 July 2025

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EXECUTIVE SUMMARY

This Section 16 (“**S16**”) Planning Application is submitted on behalf of MTR Corporation Limited (the “**Corporation**”/ the “**Applicant**”) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for the continued use of the Temporary Tai Po Bus Maintenance Centre (“**TPBMC**”) for a period of seven (7) years in Government Land at Area 33, Tai Po, New Territories (the “**Application Site**”/ “**Site**”). The Temporary TPBMC is currently operating under a Short Term Tenancy (“**STT**”) granted since 1 February 2013.

The Site is located within an area shown as ‘Road’ on the Draft Tai Po Outline Zoning Plan No. S/TP/31 (the “**Draft OZP**”). In accordance with the Covering Notes of the Draft OZP, all uses or developments (except specified) in any area shown as ‘Road’ and temporary uses exceeding 5 years will require permission from the TPB. A S16 Planning Application was approved at the Site in 2017 for Temporary Bus Maintenance Centre for a period of 7 years (“**Approved Application**”). A Renewal of Planning Approval was subsequently submitted and approved on 16 August 2024 to enable the continued operation of the TPBMC for another seven (7) years until 8 December 2031 (TPB Ref: A/TP/695) (“**Approved Renewal Application**”).

Currently, the TPBMC is approved to operate daily from Mondays to Saturdays and no operation and maintenance services are permitted between 7:00 a.m. and 11:00 p.m. on Sundays. To enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to submit this fresh planning application to enable the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years.

This proposed amendment to the operating hours and the continued use of the TPBMC are justified on the following grounds:

- The proposed amendment of the operating hours on Sundays will facilitate additional bus maintenance services and thereby improving the overall operational efficiency of the TPBMC, which also ensures greater reliability and quality of bus services for the wider Tai Po community.
- The existing TPBMC at the Application Site commenced in 2013 and has been operating since 2015 in accordance with conditions of the STT, Temporary Occupation Permit (“**TOP**”) and relevant licences. There will be no change in existing use and development parameters of the TPBMC;
- There has been no change to the statutory and non-statutory planning context. The continued use of the existing TPBMC is in line with the Draft OZP;
- There are no adverse technical impacts in terms of traffic, risk and environmental due to the proposed amendment to the operating hours of the TPBMC. The Applicant will ensure the continuation of good practices should approval be granted under this planning application.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

行政摘要

(內文如有差異，應以英文版本為準)

我司代表香港鐵路有限公司（下稱「**港鐵**」/「**申請人**」）向城市規劃委員會（下稱「**城規會**」）呈交規劃申請書，請求批准於新界大埔第 33 區大福街與大華街交界的政府土地（下稱「**申請地點**」或「**地盤**」）的臨時大埔巴士維修中心（下稱「**維修中心**」）繼續營運七年。維修中心的短期租約已於 2013 年 2 月 1 日起生效。

申請地點座落於《大埔分區計劃大綱草圖編號 S / T P / 3 1》（下稱「**草圖**」）上顯示為「道路」的地方。根據草圖的《註釋》，圖上顯示為「道路」的地方的所有用途或發展（除註釋所載的用途或發展外），以及超過五年的臨時用途，均須向城規會申請許可。城規會已於 2017 年批准了在申請地點為期七年的臨時巴士維修中心的規劃申請（下稱「**已核准申請**」）。其後，申請人亦於 2024 年 8 月 16 日提交並獲批為期 7 年的規劃許可續期至 2031 年 12 月 8 日（個案編號 A / T P / 6 9 5）（下稱「**已核准續期申請**」）。

目前，維修中心獲准於星期一至星期六每日營運，而星期日則不得於早上七時至晚上十一時進行任何作業及維修服務。為提供更多巴士維修服務及提升營運效率，申請人在此呈交規劃申請書，請求將維修中心的作業時間更改至每日二十四小時作業（即星期一至星期日）並繼續營運七年。

擬議修改維修中心的作業時間及繼續營運七年具備以下充分理據的支持：

- 擬議修改星期日的作業時間將有助提供更多巴士維修服務，從而提升維修中心的整體營運效率，同時確保為大埔社區提供更可靠及優質的巴士服務；
- 於申請地點的現有維修中心自 2013 年開始營運，並自 2015 年起根據短期租約、臨時佔用許可證及相關牌照等附帶條件履行運作。其現有用途及發展參數將維持不變；
- 法定及非法定規劃背景上沒有變化。繼續營運維修中心符合草圖要求；
- 擬議修改維修中心的作業時間不會造成負面交通、風險及環境影響。如該申請獲得批准，申請人將確保維持良好的營運模式。

基於上述支持理據及此補充規劃文件內的詳述資料，懇請城規會委員對是項申請作出正面的考慮。

Our Reference MTRC/TPBMC/KELVINHC/08
Date 31 July 2025

TO THE TOWN PLANNING BOARD:

**SECTION 16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**TEMPORARY BUS MAINTENANCE CENTRE
FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND
AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET,
AREA 33, TAI PO, NEW TERRITORIES**

- SUPPLEMENTARY PLANNING STATEMENT -

1 INTRODUCTION

- 1.1 This Section 16 (“**S16**”) Planning Application is submitted on behalf of MTR Corporation Limited (the “**Corporation**”/ the “**Applicant**”) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for the continued use of the Temporary Tai Po Bus Maintenance Centre (“**TPBMC**”) for a period of seven (7) years in Government Land at Area 33, Tai Po, New Territories (the “**Application Site**”/ “**Site**”).
- 1.2 The Site is located within an area shown as ‘Road’ on the Draft Tai Po Outline Zoning Plan No. S/TP/31 (“**Draft OZP**”) gazetted on 28 March 2025. Temporary uses (expected to be over 5 years) must conform to the Covering Notes of the Draft OZP and obtain permission from the BOARD.
- 1.3 The TPBMC is an essential service point for all East Rail Line (“**ERL**”) MTR buses, operating on 4 bus routes that connect the MTR Tai Po Market Station to various locations in the Tai Po District. A range of bus regular maintenance services, including preventive and corrective maintenance and certification, are provided on the Site to support the provision of feeder bus service to Tai Po residents. Furthermore, TPBMC supports the Transit Service Area emergency maintenance backup for Tuen Mun Bus Depot in case of unexpected incidents and scenarios. Therefore, extending the operating hours to Sundays would be beneficial.
- 1.4 The TPBMC has been in place since 1 February 2013 when Lands Department (“**LandsD**”) first granted the Short Term Tenancy (“**STT**”) to the Corporation for the use. A S16 Planning Application was approved at the Site in 2017 for Temporary Bus Maintenance Centre for a period of 7 years (TPB Ref: A/TP/637) (“**Approved Application**”). A Renewal of Planning Approval was subsequently submitted and approved on 16 August 2024 to enable the continued operation of the TPBMC for another seven (7) years until 8 December 2031 (TPB Ref: A/TP/695) (“**Approved Renewal Application**”).
- 1.5 Currently, the TPBMC is approved to operate daily from Mondays to Saturdays and no operation and maintenance services are permitted between 7:00 a.m. and 11:00 p.m. on Sundays. To enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to submit this fresh planning application to enable the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years.
- 1.6 There is no change to the existing parameters and maximum population of the TPBMC from the previous Approved Application and the subsequent Approved Renewal Application in 2024.

2 THE SITE CONTEXT

2.1 Site Location

- 2.1.1 The Site, with an area of approx. 4,180m², is located at the junction of Dai Fuk Street and Dai Wah Street in Area 33, Tai Po (**Figures 2.1** and **2.2** refer). It is located to the immediate west of the Tai Po InnoPark (previously known as Tai Po Industrial Estate).

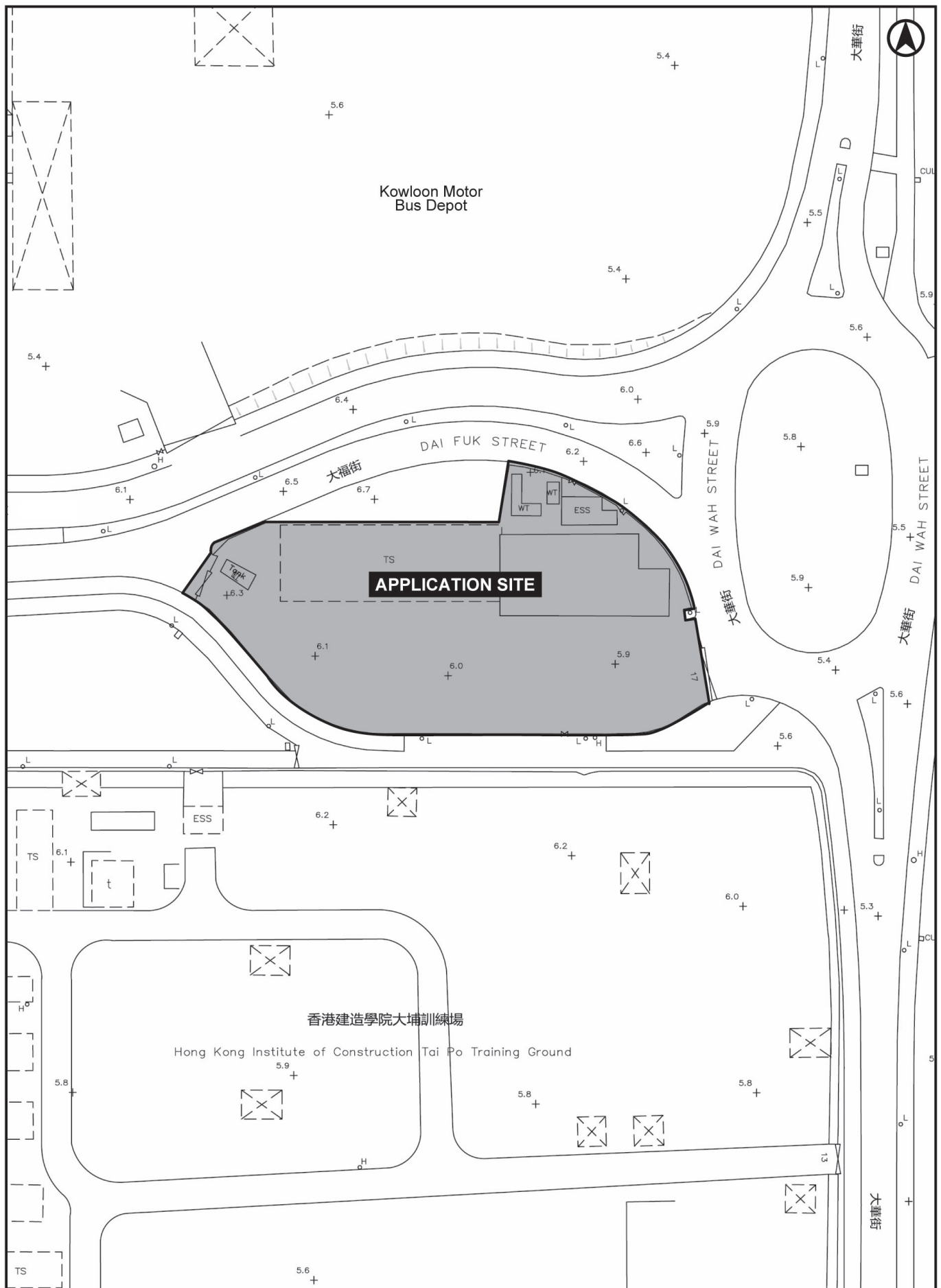
2.2 Land Status and Building Aspects

- 2.2.1 The Site is currently held under STT No. 1615 which commenced on 1 February 2013 for a period of 3 years and was renewed quarterly thereafter.
- 2.2.2 The General Building Plans (“GBPs”) for the structures on the Site was approved by Building Authority on 12 May 2015 (**Appendix 1** refers). The renewal of Temporary Building Permit (“TBP”) No. NT 2/2013 (TBP) & NT 6/2013 (TPBP) and the latest Temporary Occupation Permit (“TOP”) was issued by Buildings Department (“BD”) on 3 December 2024 which is valid till 1 December 2029.
- 2.2.3 A Supplementary Agreement to the STT No. 1615 was executed on 24 July 2023 to include special conditions to the Principal Agreement of the STT in particularly, the Tenant (i) may permit Citybus Limited to use the Application Site for refuelling and bus washing facilities within the Premises to serve the franchised buses (any regulations made thereunder the any amending legislation) which are currently licensed and are owned and operated by Citybus Limited; and (ii) shall ensure that Citybus Limited uses only the points ingress to and egress from the Premises as specified in the Special condition. The Supplementary Agreement will have negligible traffic and environmental implication on the Site and is subject to the conditions set out by the Principal Agreement of the STT and in the original Approved Application.

2.3 Surrounding Land Uses

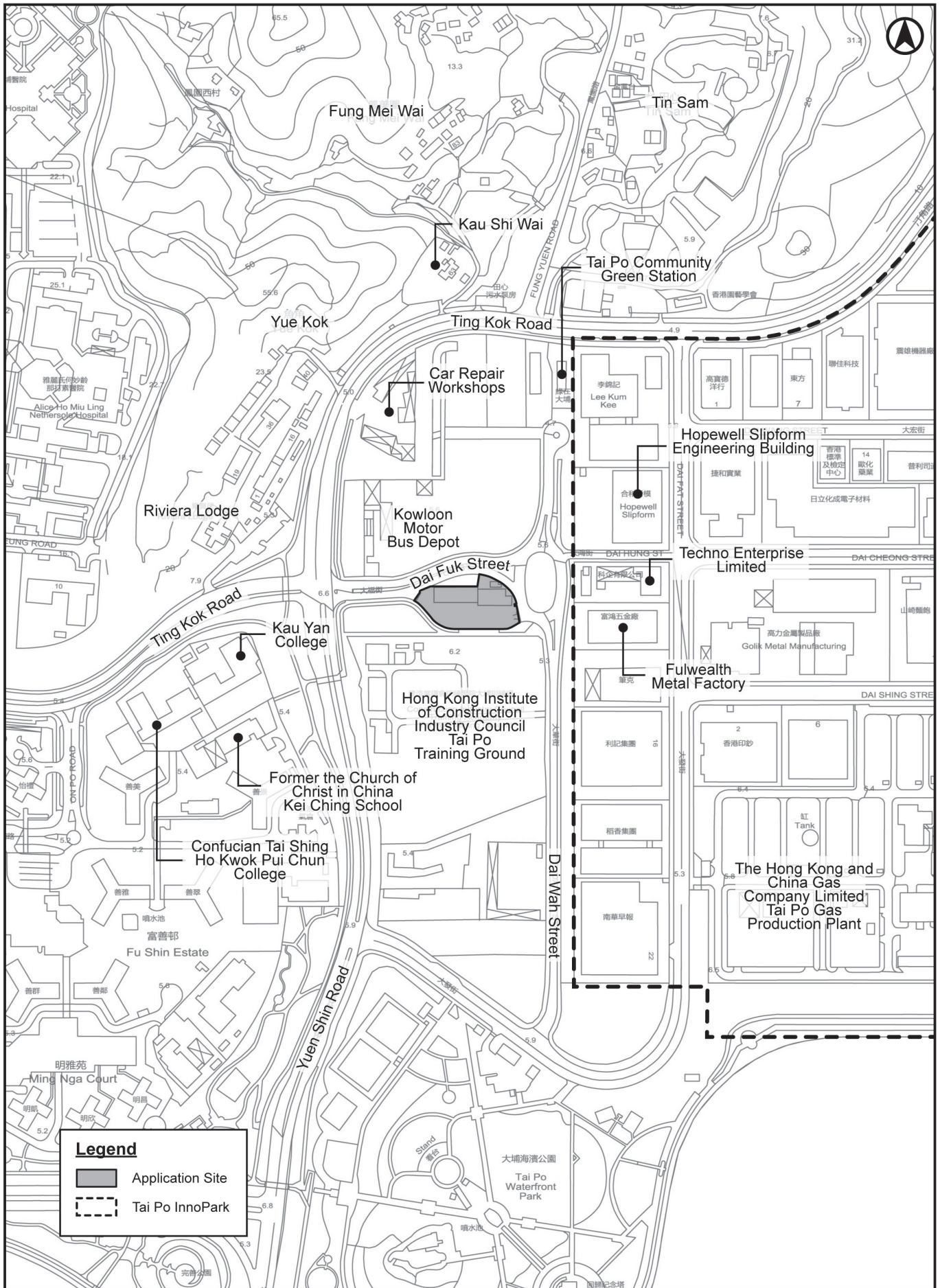
- 2.3.1 The surrounding land uses are predominantly industrial uses zoned “Other Specified Uses” (“OU”) annotated “Industrial Estate” and “OU” annotated “Bus Depot” to the east and north of the Application Site respectively. Other uses including “Government, Institution or Community” (“G/IC”) zone to the north and south; “Residential (Group A)” (“R(A)”) zone to the west; and “Village Type Development” (“V”) to the northwest of the Application Site. Details of the land uses around the Site are summarised below (**Figure 2.2** refers):

- To the immediate north of the Site across Dai Fuk Street is the Kowloon Motor Bus (“KMB”) Tai Po Depot and further to the north adjoining to the Bus Depot is a piece of land zoned “Government, Institution or Community” (“G/IC”) with cluster of car repair workshops, temporary structures and other Government and Social Services facilities such as Tai Po Community Green Station.
- To the east of the Site opposite Dai Wah Street is a cluster of industrial buildings within the Tai Po InnoPark, which includes the Hopewell Slipform Engineering Building, the Techno Enterprise Limited, and Fulwealth Metal Factory, etc. Approx. 290m southeast of the Site within the Tai Po InnoPark is the Hong Kong and China Gas Company Tai Po Gas Production Plant (“TPGPP”) which is classified as a Potentially Hazardous Installation (“PHI”).
- To the immediate south of the Site is the Construction Industry Council Training Academy Tai Po Training Ground also zoned “G/IC”.
- To the west of the Site across the junction of Ting Kok Road and Yuen Shin Road are several G/IC facilities including Kau Yan College, Confucian Tai Shing Ho Kwok Pui Chun College and former Church of Christ in China Kei Ching School. Fu Shin Estate, a public rental housing estate lies beyond these schools, is zoned “Residential (Group A)” (“R(A)”).



MTRC/TPBMC

FIGURE 2.1 SITE LOCATION PLAN
SCALE 1 : 1,000



MTRC/TPBMC

FIGURE 2.2 SITE LOCATION PLAN
SCALE 1 : 5,000

- To the northwest of the Ting Kok Road/Yuen Shun Road junction over 200m from the Site is a village clusters namely Riviera Lodge, Yue Kok, Kau Shi Wai, Fung Mei Wai and Tin Sam.
- 2.3.2 The above surrounding context remains largely the same as it was when the STT of the Site was first granted in 2013.

2.4 Accessibility

- 2.4.1 The run-in of the Application Site is located off Dai Wah Street roundabout and the run-out is on the western side of the Site onto Dai Fuk Street. The Application Site is served by buses and mini-buses transverse from the Tai Po InnoPark to other areas of the Kowloon and Northern Territories including MTR Tai Wai Station, MTR Tai Po Market Station, Fanling (Wah Ming), Tsuen Wan (Nina Tower), Kwun Tong Ferry, MTR Tuen Mun Station, MTR Wu Kai Sha Station, and Education University of Hong Kong, etc. The closest bus and minibus station cluster is located at Yue Kok (northwest of the Site) with a walking distance of 229m; the Fung Yuen Road bus and minibus station cluster is to the northeast of the Site with a walking distance of approx. 317m; and the Kau Yan College bus and minibus station cluster is to the west of the Site with a walking distance of 426m.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

Draft Tai Po Outline Zoning Plan No. S/TP/31

- 3.1.1 The Site is located within an area shown as 'Road' on the Draft OZP as shown in **Figure 3.1**. According to *Paragraph (9) of the Covering Notes of the Draft OZP, 'In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above¹ and those specified below² require permission from the Town Planning Board.'* (**Figure 3.2** refers).
- 3.1.2 In addition, *Paragraph (6) of the Covering Notes of the Draft OZP stipulate that 'Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.'* (**Figure 3.2** refers). In this regard, this S16 Planning Application is submitted to the TPB to enable the continued use of the TPBMC for 7 years whilst extending the operating hours of the TPBMC to 24-hours daily.
- 3.1.3 There has been no change in statutory context since the Approved Application in 2017 and subsequent Approved Renewal Application in 2024.

3.2 Non-Statutory Planning Context

Hong Kong Planning Standards and Guidelines ("HKPSG")

- 3.2.1 Chapter 9 of the HKPSG provides guidance to uses that may potentially cause dust, noise, waste and water concerns such as construction, repair and maintenance of buses. The HKPSG states that such uses should provide adequate space for appropriate facilities for the collection, storage and disposal of wastes and wastewater.

Approved Layout Plan No. L/TP 33/2

- 3.2.2 The Site is reserved for a Public Transport Interchange ("PTI") on the approved Layout Plan No. L/TP 33/2 adopted in June 1990. However, it is confirmed by Transport Department ("TD") in 2024 that currently there is no plan for development of PTI at the Site.

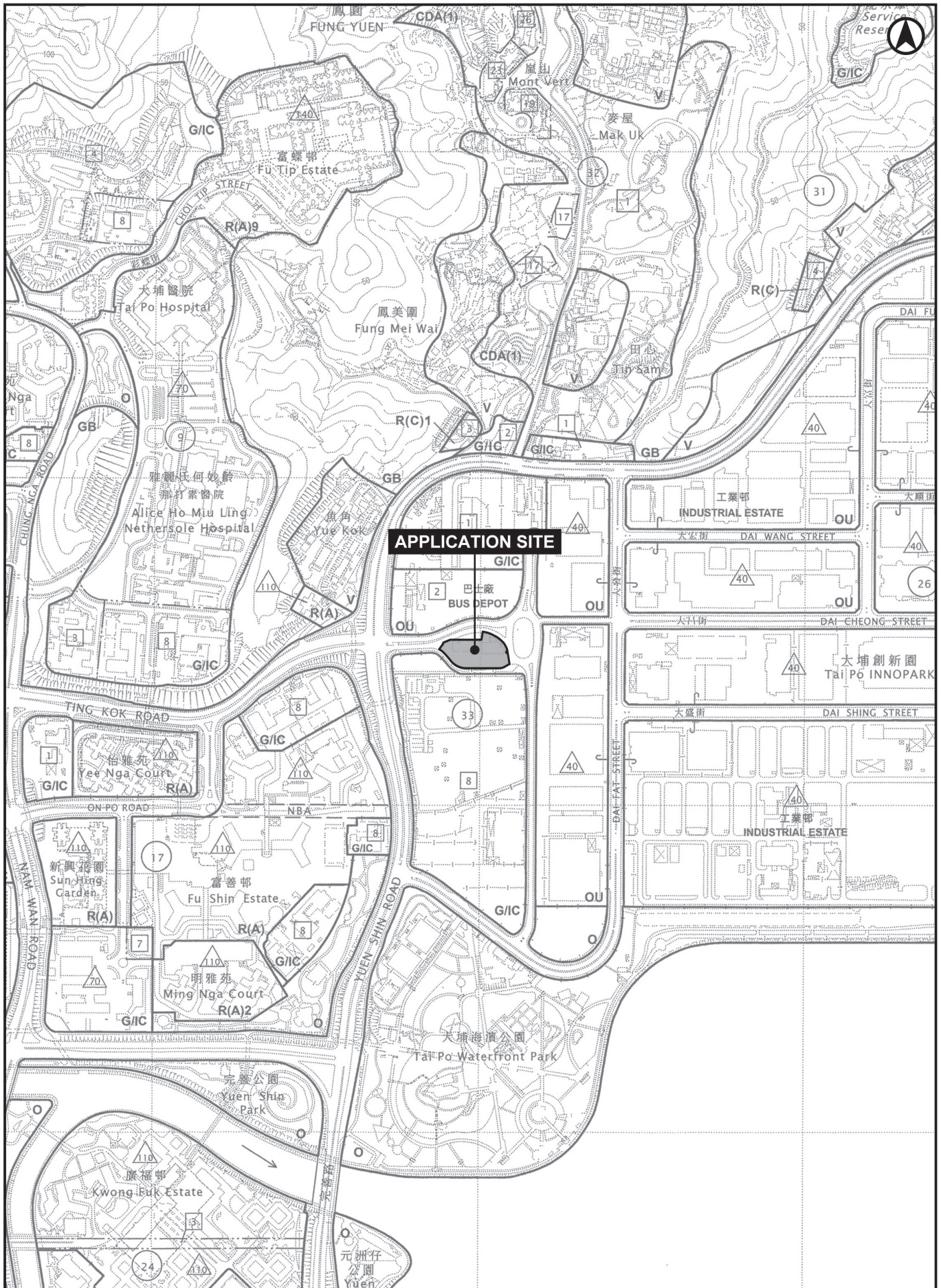
3.3 Planning History

- 3.3.1 The Site (formerly a disused public transport terminus) was identified and selected in 2012 to accommodate the necessary maintenance services to MTR buses serving the ERL upon consultation with the Tai Po District Council and various Government Departments. At the time, the option of co-location of the Bus Maintenance Centre within the KMB Bus Depot site to the north of the Site was also considered but dismissed due to impracticality, since the shape and size of the remaining area is insufficient to facilitate various bus maintenance activities and the single access to the Site could not fulfil the operational requirements in case of an emergency. The Application Site was the only option and relevant Government Departments were consulted as part of the subsequent STT, TOP and licensing processes.

¹ Specific uses are always permitted on land falling within the boundaries of the Plan. Please refer to Figure 3.2.

² On-street vehicle park and railway track.

- 3.3.2 In 2017, the Applicant submitted a S16 Application for Temporary Bus Maintenance Centre for a Period of 7 Years (TPB Ref: A/TP/637) at the Application Site and was successively Approved with condition(s) on a temporary basis by the TPB on 8 December 2017 (i.e. the Approved Application). According to the Rural New Territories Planning Committee ("**RNTPC**") Paper No. A/TP/637, the Secretary of Transport and Housing ("**STH**") has given policy support for the Site to be used for providing services to four (4) and other similar feeder bus routes and no Departmental objections were received to the Approval of the Temporary TPBMC. The S16 was subject to a number planning conditions including *Planning Condition (a)* which states that "*no operation between 7:00 a.m. and 11:00 p.m. on Sundays, as proposed by the applicant, is allowed on the site during the planning approval period*".
- 3.3.3 In 2024, the Applicant submitted a Renewal of Planning Approval for Temporary Bus Maintenance Centre for a Period of 7 Years (TPB Ref: A/TP/695) and was subsequently approved by the TPB on 16 August 2024 (i.e. Approved Renewal Application). Although the *Planning Condition (a)* relating to the operating hours was subsequent removed in the Approved Renewal Application, the renewal of the Planning Application was based on the applied use of operating 24 hours daily from Mondays to Saturdays with no operation between 7:00am to 11:00pm on Sundays.



MTRC/TPBMC

FIGURE 3.1 EXTRACT OF THE DRAFT TAI PO
OUTLINE ZONING PLAN NO. S/TP/31
SCALE 1 : 7,500

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned “Site of Special Scientific Interest” or “Conservation Area” :
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In areas zoned “Site of Special Scientific Interest” or “Conservation Area”,
 - (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (9) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board :

on-street vehicle park and railway track.

- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (11) In these Notes,

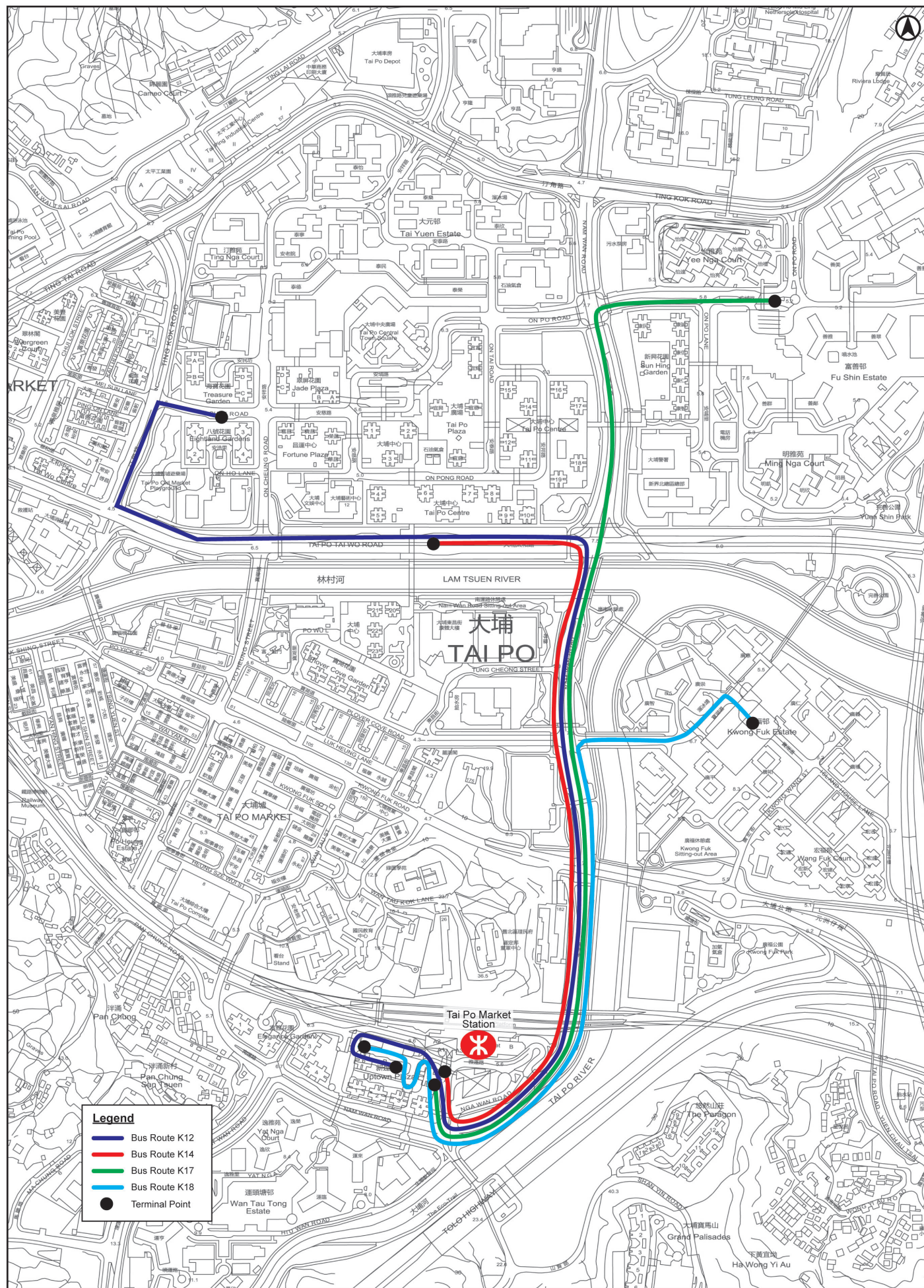
“Existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

“New Territories Exempted House” means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as ‘Shop and Services’ or ‘Eating Place’, the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

4 CONTINUATION OF THE EXISTING TEMPORARY TPBMC

4.1 Continuation of Existing Use and Amendment to Operating Hours

- 4.1.1 As indicated in **Para. 3.3.3**, despite there is no planning condition in relating to the operating hours of the TPBMC under the Approved Renewal Application, no operation between 7:00am to 11:00pm on Sundays still applies. In this connection, to enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to amend the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years. The extended hours on Sundays will allow further approx. 26 buses returning to the TPBMC.
- 4.1.2 The Corporation currently provides 4 separate feeder bus routes (approx. 20 nos. of buses in total) serving the Tai Po community to MTR Tai Po Market Station (**Figure 4.1** refers). These feeder bus services support a wider catchment of residents for access to the railway, whilst also serving as a public transport option. The 4 routes are:
- **Bus Route K12:** MTR Tai Po Market Station to Eightland Gardens;
 - **Bus Route K14:** MTR Tai Po Market Station to Tai Po Centre (Mega Mall);
 - **Bus Route K17:** MTR Tai Po Market Station to Fu Shin; and
 - **Bus Route K18:** MTR Tai Po Market Station to Kwong Fuk.
- 4.1.3 All buses operating on the above 4 routes are maintained, repaired, refuelled, cleaned and serviced within the existing TPBMC. Specifically, a range of bus regular maintenance procedures are provided on the Site including (i) preventive and corrective maintenance; (ii) bus annual overhaul "Certificate of Roadworthiness"; (iii) incident bus repair; (iv) bus component overhaul and daily bus maintenance to support the provision of quality bus services. Each bus entering TPBMC will be subject to the following daily procedures:
- Bus external cleaning and bus compartment cleaning;
 - Collection of coin box and Octopus data; and
 - Fuel refilling and general inspection of tires status, lighting, engine lubrication oil, record mileage and collection of bus daily failure report (if any).
- It is therefore a practical requirement for the TPBMC to be located close to its route catchment.
- 4.1.4 There are no changes or alterations to the size, capacity or operational procedures of the existing TPBMC when compared to the Approved Application in 2017 and the subsequent Approved Renewal Application in 2024.
- 4.1.5 Please note that there is no on-site parking of vehicles or buses within the TPBMC which in compliance with the conditions of the STT. Furthermore, despite under the current STT that CityBus is allowed to use the Site for refuelling and bus washing (**Para. 2.2.3** refers), these CityBus are not permitted to park or stay at the TPBMC. The Applicant also confirms that the maximum no. of person on Site is 30 and that there is no change to the operation or services to the TPBMC due to shared use of the refilling and bus washing facilities with CityBus. An agreement was also made between CityBus and the Corporation that CityBus will not use the Site between the hours of 7am to 11pm on Sundays as per the planning approval.
- 4.1.6 There is no change to the existing run in/out of the Site off Dai Wah Street and Dai Fuk Street.
- 4.1.7 A Traffic Impact Assessment ("TIA") has been prepared to demonstrate that the proposed amendment to the operating hours on Sundays would not cause any significant adverse traffic impact on the nearby road network (**Appendix 2** refers).



SCALE 1 : 5,000

4.2 Development Parameters

- 4.2.1 The existing TPBMC comprises of an open area with a single-storey maintenance shed connected to a 2-storey structure accommodating ancillary offices, storage rooms, workshops, sewage treatment plant and E&M facilities on G/F, bus staff rest room, conference rooms, offices, workshops and other ancillary accommodation on 1/F. A single-storey transformer room, a sprinkler tank and a fire services tank are located to the north of the structure.
- 4.2.2 For ease of reference, a comparison table of the development parameters between the Approved Application, Approved Renewal Application and the current Application are as follows:

Table 4.1 Development Parameters of TPBMC

Development Parameters	Approved Application (TPB Ref: A/TP/637)	Approved Renewal Application (TPB Ref: A/TP/695)	Current Application
Site Area	Approx. 4,180m ²	Approx. 4,180m ²	Approx. 4,180m ²
Gross Floor Area	1,575.09m ²	1,575.09m ²	1,575.09m ²
Plot Ratio	0.377	0.377	0.377
Site Coverage	31.63%	31.63%	31.63%
No. of storeys	1 - 2	1 - 2	1 - 2
Building Height	No exceeding 10m	No exceeding 10m	No exceeding 10m
Maximum Persons on Site	30 nos.	30 nos.	30 nos.

Please note that the development parameters of the TPBMC (as shown above) remains unchanged.

4.3 Landscaping and Tree Planting

- 4.3.1 According to the STT, the Corporation is responsible for tree preservation, landscaping and maintenance on the Site. No significant change to the approved landscape and tree planting on Site which has subsequently been implemented in compliance with conditions of the STT. A total of 4 trees (including the 2 compensated trees) is to be maintained within the Site boundary which are in fair condition (**Figure 4.2** refers). There are no Old and Valuable Trees nor dead trees found on Site. The latest Individual Tree Risk Assessment dated 9 May 2024 and a set of Tree Maintenance Record (dated between 16 August 2024 and 18 July 2025) are attached in **Appendix 3** and **Appendix 4** respectively. The overall health and structural conditions of these trees is considered fair and is suggested for regular monitoring. The Corporation has maintained the trees in good conditions at all times and will continue to do so in accordance with *Handbook on Tree Management* and *Pictorial Guide for Tree Maintenance*.

4.4 Drainage and Sewerage

- 4.4.1 All sewage generated by the operation of the TPBMC is diverted to and treated by the on-site Waste Water Treatment Plant ("WWTP") and then discharged to the public drainage system. The drainage system, together with the on-site WWTP, was Approved/Agreed by the relevant Authorities as part of the TOP granted by BD. A Discharge License (No. WT10002696-2024) dated 14 March 2024 has also been granted by EPD under the Water Pollution Control Ordinance (CAP. 358) which is valid until 31 March 2029. There is no change proposed to the existing drainage system that will increase in run-off. The Applicant will continue to maintain the existing drainage facilities at all times during the approval period to ensure that it would not cause adverse drainage impact to the adjacent areas. No bus will be parked within the TPBMC except those buses undergoing preventive maintenance, corrective maintenance and/or overhaul may be kept on-site.



SCALE 1 : 1,000

- 4.4.2 In addition, the TPBMC is hard paved and there has been no change in the total paved area since the Approved GBP on 12 May 2015. A copy of the as-build drawing of the existing drainage facilities of the Application Site is also provided in **Appendix 5** for record. No structure or support for any structure are erected within the areas of drainage reserves at the Site during the planning approval period.

5 PLANNING JUSTIFICATIONS

5.1 Enhance Service Quality and Operational Efficiency of TPBMC

- 5.1.1 Currently, bus maintenance services are not available at the existing TPBMC between 7:00 a.m. and 11:00 p.m. on Sundays. The proposed extension of operating hours (i.e. to 24-hours daily) will facilitate additional bus maintenance services and thereby improving the overall operational efficiency of the TPBMC. Furthermore, transitioning to daily operations will enhance scheduling flexibility and preventing potential bottlenecks for bus maintenance services. By extending the operating hours on Sundays, up to approx. 26 no. of additional buses may be serviced which ensures greater reliability and quality of bus services for the wider Tai Po community.

5.2 No Adverse Traffic Impact

- 5.2.1 A TIA has been prepared to assess the traffic impact resulting from the additional operating hours of the existing TPBMC (**Appendix 2** refers). Even with a conservative forecast methodology, the TIA concludes that the future TPBMC will only produce a total 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the Sunday peak hours. Hence, no significant adverse traffic impact is anticipated on the surrounding road network and junctions with the additional traffic generated by the extension of operating hours on Sundays.

5.3 No Change to the Existing Use

- 5.3.1 The existing TPBMC at the Application Site commenced in 2013 and has been operating since 2015 in accordance with conditions of the STT, TOP and relevant licences. As indicated in **Section 3.3**, the Approved Renewal Application is valid until 8 December 2031 for the continued use of the existing TPBMC. In this regard, this Application will incur no change to the existing use and the development parameters of the TPBMC. The Applicant only seeks to extend the operating hours to 24-hours daily and continued the use of the Temporary TPBMC for a period of seven (7) years.
- 5.3.2 Furthermore, there is also no change to the existing parameters, operations, structure layout, etc. under this Application, the existing use is considered to be justified. The Site will continue to be governed under STT or other control mechanisms under the Lands administration system. The proposed period of continuation is also a balanced consideration of an uninterrupted provision of bus services to the public and the Corporation's substantial investment for the supporting services on the Site while also adhering to the previous approved planning applications at the Site.

5.4 In Line with Statutory and Non-Statutory Planning Context

- 5.4.1 The Site falls within an area shown as 'Road' on the Draft OZP (**Figure 3.1** refers). The Covering Notes of the OZP also stipulate those Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with other Government requirements. The continued use of the TPBMC for a period of seven (7) years with additional operating hours on Sundays is to ensure undisruptive bus services in the area while enhancing the quality and reliability of bus services in Tai Po.
- 5.4.2 Moreover, there is no change in air, noise and water quality sensitive uses within 500m from the site boundary as stated in the Environmental Assessment ("EA") report submitted under the Approved Application. A copy of the map showing the location of sensitive uses within 500m from the TPBMC is attached for information (**Appendix 6** refers). Appropriate mitigation measures are in place to minimise adverse environmental impact in accordance with the Approved EA Report. Extract of the findings and conclusion of the Approved EA Report can be referred in **Appendix 7**. The TPBMC is in line with the requirements of HKPSG – Chapter 9.

5.5 Compliance With Tree Maintenance and Fire Safety

- 5.5.1 As demonstrated in **Section 4.3**, the Corporation has continued to maintain the trees at the Application Site in good conditions at all times. Please refer to **Figure 4.2** for tree locations and **Appendix 3** and **Appendix 4** for photos and report of tree conditions.
- 5.5.2 The Applicant submitted a Water Supplies for Fire Fighting and Fire Service Installation Proposal dated 18 May 2018 and the subsequent submission for Implementation of the same Proposal dated 9 July 2018. The Fire Services Department (“FSD”) were consulted on both submissions for compliance with *Planning Conditions (f) and (g)* of the Approved Application and both conditions were discharged on 4 July 2018 and 20 July 2018 respectively. In addition, the Applicant has continuously updated the FS251 Certificates since the approval to ensure that all fire safety equipment is regularly maintained. Please refer to the latest FS251 Certificate in **Appendix 8**. The Applicant confirms there is no change in the layout and proposed use as compared with the Approved Application in 2017 and the Approved Renewal Application in 2024 respectively.

5.6 No Other Adverse Technical Impacts

No Increase in Risk

- 5.6.1 A Quantitative Risk Assessment (“QRA”) was endorsed by the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (“CCPHI”) on 5 December 2014 which was submitted under the Approved Application to ensure that the risks associated with the TPGPP posed on the off-site public are confined within acceptable limits of the Hong Kong Risk Guidelines.
- 5.6.2 Given there is no change to the facilities, operations and development parameters within the TPBMC since the Approved Application in 2017 and there is no change to the maximum number of workers as specified in the endorsed QRA (i.e. a maximum of 30 workers on-site at any one time of which up to 8 are expected to be present outdoors), there would not be any increased risk from the gas safety point of view due to the proposed amendment to the operating hours.

No Environmental Impacts

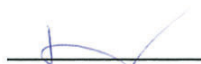
- 5.6.3 There is no change to the development parameters of the existing TPBMC since the Approved Application and the findings and conclusion of the EA report submitted in 2017 remains valid. No adverse environmental impact on air, noise and water quality sensitive uses within 500m from the site boundary as per the approved EA Report is anticipated arising from the continuing operation of the TPBMC. Hence the additional hours of maintenance services on Sundays will have negligible environmental impacts on the Site and its surrounding areas. An extract of the findings and conclusion of the Approved EA is attached in **Appendix 7** for information.

6 CONCLUSION

- 6.1** The Corporation seeks to submit this fresh planning application for the continued use of the TPBMC for a period of seven (7) years at Area 33, Tai Po which is currently providing bus services along 4 routes connecting MTR Tai Po Market Station of the East Rail Line with various locations in the Tai Po District for the convenience of the Tai Po communities. The TPBMC provides essential maintenance and certification services to all buses along these routes. The proposed extension of operating hours on Sundays will enable additional bus maintenance services and enhance operational efficiency of the TPBMC which in return improves the quality and reliability of the bus services for the wider Tai Po community.
- 6.2** In comparison to the Approved Application in 2017 and Approved Renewal Application in 2024, there is no change or alteration to the development parameters or operational procedures of the TPBMC apart from the proposed amendment to the operating hours on Sundays. There is also no change to maximum population of 30 within the TPBMC.
- 6.3** A TIA has been prepared to assess the traffic impact resulting from the additional operational hours on Sundays at the Site. The TIA concludes that no significant adverse traffic impact is anticipated from the proposed amendment.
- 6.4** The proposed extension of operating hours on Sundays will have no adverse technical impacts in terms of risk and environmental.
- 6.5** The Applicant will ensure the continuation of good practices should approval be granted under this S16 planning application and will ensure the provision of MTR bus services in Tai Po to continue smoothly without interruption to services and service quality.
- 6.6** In view of the above, we trust that the BOARD will see fit to give favourable consideration to this Application.

Edited &

Approved by: Delius Wong



Prepared by: Kelvin Chung



Date: 31 July 2025

File Ref: MTRC/TPBMC