

By Email

Our Ref: S3157/DD122PS_G/25/003Lg

2 July 2025

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



PLANNING LIMITED
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Dear Sir/Madam,

**Temporary Filling of Land for Access Road Connecting to the Permitted
Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with
Ancillary Shop and Services in "Recreation" Zone for a Period of 3 Years,
Various Lots in D.D. 122 and Adjoining Government Land,
Ping Shan, Yuen Long, New Territories
(Planning Application No. A/YL-PS/749)**

- Further Information No. 1 -

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 14 March 2025 and departmental comments received on 15 and 30 April 2025.

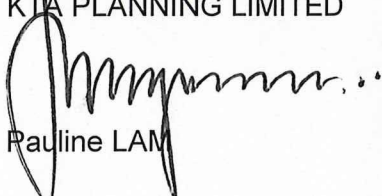
In response to the comments received, a landscape belt with proposed new trees is included into the Application site to demonstrate that the proposed uses would not have adverse landscape impact on the site and to the surroundings. We hereby submit this Further Information ("FI") No.1 for the TPB's consideration. This FI submission consists of:

- 1) Response-to-Comment Table
- 2) Annex A – Replacement Pages of the Application Form
- 3) Annex B – Revised Supporting Planning Statement with Landscape Proposal

Should you have any queries in relation to the above or attached, please do not hesitate to contact the undersigned or Mr. Benjamin TUNG at [REDACTED].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED



Pauline LAM

Encl.

cc. the Applicant & Team

PL/BT/vy

Temporary Filling of Land for Access Road Connecting to the Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in "Recreation" Zone for a Period of 3 Years, Various Lots in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-PS/749)

- Further Information No. 1 -

Items	Comments	Responses
1	Comments from Environmental Protection Department Received on 15 April 2025 (Contact Person: Mr. William WONG; Tel: 2835 1267)	
1.1	According to the information provided, it is noted that the subject application aims to propose an alternative access road connecting to the permitted place of recreation, sports or culture (mountain bike training ground) with ancillary shop and services in "REC" zone to the west of the Site (i.e. No. A/YL-PS/668) that was approved by the TPB in 25.11.2022. Moreover, part of the application site (i.e. about 32%, 375 m ²) would fall within an area zoned "Conservation Area" on the approved Ping Shan OZP No. S/YL-PS/20. As stated in the Explanatory Statement of the OZP, this zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes. Additionally, this area serves as a habitat to wildlife including many butterfly species.	Noted.
1.2	Please be advised that the proposed project that falls partly in an existing conservation area <u>may constitute a Designated Project under item 01, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO)</u> , Cap.499 [as extracted below for reference]. However, we understand that the proposed access road has already been formed without prior consultation with EPD on its potential EIAO implication. We consider the <u>applicant shall provide supplementary information to justify whether the proposal is a Designated Project under the EIAO</u> . If positive, the applicant shall follow the statutory procedures under the EIAO and obtain an Environmental Permit under the EIAO for construction and operation of the proposed access road. At this juncture, <u>we cannot render support to the application</u> .	The Applicant will prepare and submit of a Project Profile for Application for Permission to Apply Directly for an Environmental Permit in order to follow and satisfy the requirement of EIAO.

Items	Comments	Responses
2	Comments from Urban Design & Landscape Unit, Planning Department Received on 30 April 2025 (Contact Person: Ms. May CHAN; Tel: 3565 3949)	
2.1	According to the aerial photo of 2023, the Site is situated in area of miscellaneous rural fringe predominated by temporary structures, open storages, open car parks, village houses, graveyards and woodland. From the Site photos taken by DPO on 28.3.2025, the Site was already hard paved with concrete and existing trees/vegetation at the periphery of the site boundary were observed. Since the Site was covered by trees/vegetation in the aerial photo of 2023, vegetation clearance had been taken place.	Noted.
2.2	In Section 3.3 of the Planning Statement, the applicant will provide landscape planting at the edge of the Site and the applicant will reinstate the "Conservation Area" portion of the Site to an amenity area upon the expiry of the planning permission. The applicant should provide the landscape proposal and mitigation measures to demonstrate that the proposed uses would not have adverse landscape impact on the Site and surrounding areas.	The Applicant will provide landscape planting at the edge of the Application Site. As such, a landscape belt with 29 proposed new trees is included into the Application Site to demonstrate that the proposed uses would not have adverse landscape impact on the Site and surrounding areas. For details, please refer to the Annex A and Annex B .
2.3	We would reserve our comment upon receipt of the required landscape technical information in accordance with "Guidance notes on the application for permission under Section 16 of the Town Planning Ordinance (Cap. 131)" for consideration.	Ditto.

Encl.

Annex A – Replacement Pages of the Application Form

Annex B – Revised Supporting Planning Statement with Landscape Proposal

Complied by: KTA Planning Limited

Date: 2 July 2025

File Ref: 20250702_S3157_R-to-C

Annex A

Replacement Pages of the Application Form

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：<http://www.tpb.gov.hk/>)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Akki Bike Park Limited
丫髻山地單車樂園有限公司

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 1,277 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 275 sq.m 平方米 <input checked="" type="checkbox"/> About 約

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Temporary Filling of Land for Access Road Connecting to the Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in "Recreation" Zone (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年3..... <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積1,277.....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積0.....sq.m <input type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物／構築物數目0.....
Proposed domestic floor area 擬議住用樓面面積0.....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積0.....sq.m <input type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積0.....sq.m <input type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	

Gist of Application 申請摘要 (Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories 新界元朗屏山丈量約份第 122 約地段第 76 號（部分）、第 77 號（部分）、第 79 號餘段（部分）、第 79 號 G 分段（部分）、第 79 號 I 分段（部分）、第 79 號 J 分段（部分）及第 79 號 K 分段（部分）和毗連政府土地
Site area 地盤面積	<div style="text-align: right;">1,277 sq. m 平方米 <input checked="" type="checkbox"/> About 約</div> <div style="text-align: right;">(includes Government land of 包括政府土地 275 sq. m 平方米 <input checked="" type="checkbox"/> About 約)</div>
Plan 圖則	Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 屏山分區計劃大綱核准圖編號 S/YL-PS/20
Zoning 地帶	"Village Type Development", "Conservation Area" and "Recreation" 「鄉村式發展」、「自然保育區」及「康樂」
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <div style="text-align: right;"> <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ </div> <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <div style="text-align: right;"> <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____ </div>
Applied use/ development 申請用途/發展	Temporary Filling of Land for Access Road Connecting to the Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in "Recreation" Zone 臨時填土工程作通道以連接在「康樂」地帶的准許康體文娛場所（山地單車訓練場）及附屬商店及服務行業

Annex B

Revised Supporting Planning Statement with Landscape Proposal

S.16 PLANNING APPLICATION

APPROVED PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/20

**Temporary Filling of Land for Access Road Connecting to the Permitted
“*Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with
Ancillary Shop and Services in Recreation Zone*” for a Period of 3 Years,
Various Lots in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen
Long, New Territories**

SUPPORTING PLANNING STATEMENT

July 2025

Applicant:

Akki Bike Park Limited

Consultant:

KTA Planning Limited



S3157_PS_V02



PLANNING LIMITED

規 劃 顧 問 有 限 公 司

Executive Summary

The Applicant, Akki Bike Park Limited, seeks planning approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for Temporary Filling of Land for Access Road Connecting to the "Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in Recreation Zone" for a Period of 3 Years ("the Applied Operation") at Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories ("the Site"). The Site falls within areas zoned "Village Type Development" ("V"), "Conservation Area" ("CA") and "Recreation" ("REC") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20. The area of the Site is about 1,277m², including GL of about 275 m². The area and depth of land filling is about 1,161m² and 0.2m respectively. The access road is paved by concrete in general and open to public unconditionally.

The filling of land for the permitted place of recreation, sports or culture (mountain bike training ground) with ancillary shop and services ("the Permitted MBTG") in "REC" zone to the west of the Site under Planning Application No. A/YL-PS/668 was approved by the TPB in 25.11.2022. Since then, the Akki Bike Park was opened in November 2024. Notwithstanding, the proposed access road under Application No. A/YL-PS/668 could not be materialised. The applicant could not obtain right-of-way at the lots along the proposed access road. As such, an alternative route for vehicle accessing both the Permitted MBTG and Kai Shan has been applied.

Kai Shan zoned "CA" to the north of the Site is the existing topographical feature of the area. It is also a Permitted Burial Ground. While Kai Shan is a natural scenic spot in Ping Shan attracting visitors to enjoy panoramic view of greater Yuen Long, it is also a hill fire black spot. With the proposed access road in place, it could also provide a proper access for the fire engines and rescue vehicles to suppress the hill fires effectively and therefore rescue lives.

Sympathetic consideration is pleaded to be given to the Applied Operation by the following main reasons:

- The access road provides a proper access to Kai Shan for firefighting and rescue purposes in particular the area is a hill fire black spot, protecting the lives and property of the surrounding area;
- The access road minimises the damage of hill fire which conserves the natural environment and is in line with the planning intention of "CA" zone;
- The Applied Operation is supported by the local villagers;
- The Applied Operation only involves a small portion of the fringe area of the "CA" zone and adverse landscape impact to the surroundings is not anticipated;
- The access road is essential to the Permitted MBTG in "REC" zone which is a nationally significant mountain bike venue within the territory in supporting new sports, aligning

with the objective of promoting sports development as articulated in the 2024 Policy Address;

- No consent can be reached in obtaining right of way at the lots along the proposed vehicular access under Application No. A/YL-PS/668;
- Part of the access road will serve the future village houses in the "V" zone and will not jeopardise its the long-term planning intention;
- No adverse traffic impact on the local traffic network; and
- The vehicular access will be open to the public unconditionally and well-maintained by the applicant.

In consideration of the above, we sincerely request the TPB to support this Planning Application from planning and technical points of view.

行政摘要

(內文如有差異，應以英文版本為準)

申請人丫髻山地單車樂園有限公司現欲根據城市規劃條例第 16 條，向城市規劃委員會（「城規會」）在新界元朗屏山丈量約份第 122 約地段第 76 號（部分）、第 77 號（部分）、第 79 號餘段（部分）、第 79 號 G 分段（部分）、第 79 號 I 分段（部分）、第 79 號 J 分段（部分）及第 79 號 K 分段（部分）和毗連政府土地（「申請地點」）進行臨時填土工程作通道以連接在「康樂」地帶的准許康體文娛場所（山地單車訓練場）及附屬商店及服務行業（「申請工程」）申請規劃許可，為期三年。申請地點位於屏山分區計劃大綱核准圖編號 S/YL-PS/20 的「鄉村式發展」、「自然保育區」、及「康樂」地帶內。申請地點的地盤面積約 1,277 平方米，包括政府土地約 275 平方米。填土的面積及厚度分別為約 1,161 平方米及約 0.2 米。通道大體由混凝土建造，並無條件對外開放。

申請地點以西，位於「康樂」地帶的准許康體文娛場所（山地單車訓練場）及附屬商店及服務行業（「准許山地單車訓練場」）申請（編號 A/YL-PS/668）於 2022 年 11 月 25 日獲得城規會批准。於 2024 年 11 月，該處的丫髻山地單車樂園正式開幕，然而，該申請內的建議通道因未能取得所經土地的通行權而未能落成。因此，需要另辟新徑以容許車輛進入山地單車訓練場，同時更可以到達髻山。

申請地點以北的髻山除了是區內現有的地形特色，亦是認可殯葬區。雖然該處風景優美，是屏山區內熱門的自然景點，但亦是山火黑點。所以，車輛通道將容許消防及救護車輛到達髻山迅速撲滅山火，拯救生命。

是次申請工程具充份理據，原因如下：

- 該地區為山火盲點，通道為髻山提供了適當的消防和救援通道，以保障該區居民的生命財產保護周邊地區的生命和財產；
- 通道能抑制山火對自然生態的破壞，符合「自然保育區」保護自然環境的規劃意向；
- 申請工程得到該區村民支持；
- 申請工程只牽涉一小部份的「自然保育區」邊陲地帶，不會對附近造成景觀上的負面影響；
- 通道對位於「康樂」地帶的准許山地單車訓練場作為少數本地的國家級山地單車場地非常重要，與 2024 年施政報告中所提出的推動體育發展目標一致；
- 未能獲取原規劃申請（編號 A/YL-PS/668）建議通道所經土地的通行權；
- 不會對周邊道路網絡帶來負面交通影響
- 部份通道將服務未來「鄉村式發展」地帶內的村屋，並不會損害其長遠規劃意向；及
- 車輛通道將無條件對外開放，並由申請人妥善管理。

基於以上規劃及技術理由，申請人懇請城規會批准是次規劃申請。

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S.16 Planning Application
Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20

**Temporary Filling of Land for Access Road Connecting to
the “Permitted Place of Recreation, Sports or Culture (Mountain Bike Training
Ground) with Ancillary Shop and Services in Recreation Zone” for a Period of 3 Years,
Various Lots in D.D. 122 and Adjoining Government Land,
Ping Shan, Yuen Long, New Territories**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

- 1.1.1 This Planning Application is prepared and submitted on behalf of Akki Bike Park Limited (“the Applicant”) to seek planning approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for Temporary Filling of Land for Access Road Connecting to the “Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in Recreation Zone” for a Period of 3 Years (“the Applied Operation”) at Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories (“the Site”). The Site is situated within areas zoned “Village Type Development” (“V”), “Conservation Area” (“CA”) and “Recreation” (“REC”) on the Approved Ping Shan Outline Zoning Plan (“the OZP”) No. S/YL-PS/20. This Supporting Planning Statement is to provide TPB with the necessary information to facilitate consideration of this application.

1.2 Report Structure

- 1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in **Section 2**. The Development Scheme is included in **Section 3** followed by planning merits and justifications for the Planning Application in **Section 4**. **Section 5** concludes and summarises this Supporting Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

- 2.1.1 The Site is located to the southern end of Ha Mei San Tsuen in Ping Shan area, Yuen Long. It comprises Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and adjoining GL (**Figure 2.1 Location Plan** refers).
- 2.1.2 The Site is at present accessible from a local access leading from Yung Yuen Road, which is further linked to Tin Fuk Road and Ping Ha Road through Ha Mei San Tsuen Road. The Site is currently vacant.

2.2 Land Status

- 2.2.1 The Site has a total site area of about 1,277m², comprising private land and GL. The major portion of the Site is private land under old schedule agricultural lots held under the Block Government Lease; the remaining portion (about 22%, 275 m²) is GL.

2.3 Statutory Planning Context

- 2.3.1 The Site mainly falls within "V" zone (about 63%) and "CA" zone (about 32%) with a minor portion in "REC" zone (about 5%) on the OZP (**Figure 2.1** refers).
- 2.3.2 According the Covering Notes on the OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board.

"V" zone

- 2.3.3 According the Statutory Notes for the "V" zone on the OZP, "Place of Recreation, Sports and Culture" is a Column 2 use which requires planning permission from the TPB. It also stated that any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes requires planning permission from the TPB.
- 2.3.4 While the Notes stated the planning intention of the "V" zone is *"primarily intended for development of Small Houses by indigenous villagers."*, it also stated that *"Other commercial, community and recreational uses may be permitted on application to the Town Planning Board."*

"CA" Zone

- 2.3.5 According the Statutory Notes for the "CA" zone on the OZP, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes requires planning permission from the TPB.

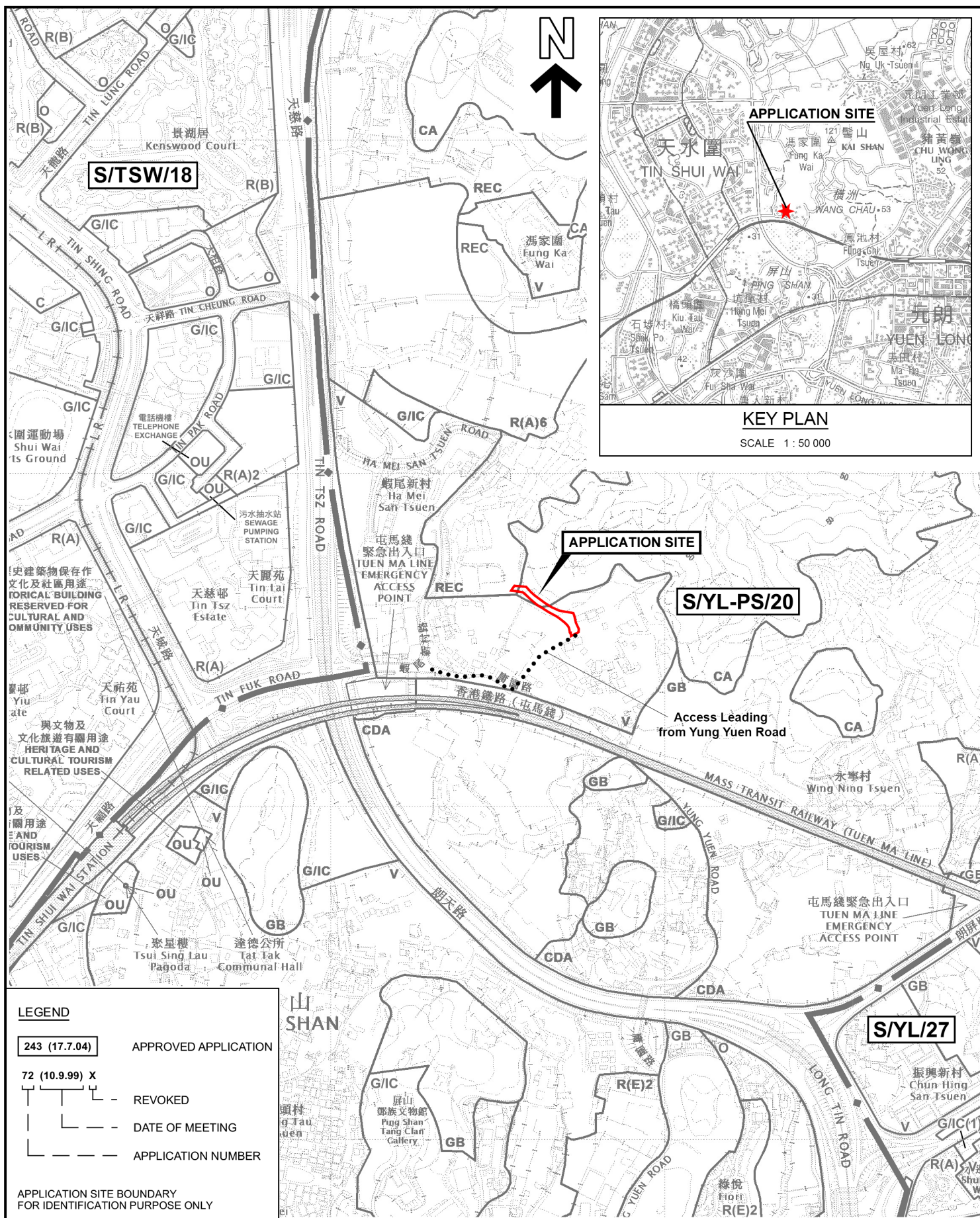
- 2.3.6 While the Notes stated the planning intention of the "CA" zone is "intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes.", it also stated that *"developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure project with overriding public interest may be permitted."*

"REC" Zone

- 2.3.7 According the Statutory Notes for the "REC" zone on the OZP, "Place of Recreation, Sports and Culture" is a Column 1 use which is always permitted. However, it also stated that any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes requires planning permission from the TPB.
- 2.3.8 The Notes stated the planning intention of the "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"*.

2.4 Surrounding Land Use Pattern

- 2.4.1 The Site is surrounded mainly by low-rise village settlements with a mountain backdrop. It comprises a mix of domestic structures, vehicle parks and logistic centres, and a MBTG (**Figure 2.2 Site Plan** refers):
- To the north is Kai Shan which is a permitted burial ground;
 - To the northwest, adjacent to the Site, is the AKKI Bike Park, a mountain bike training ground; and
 - To the east, south and west are domestic structures, an eating place approved under application No. A/YL-PS/678, a vehicle park approved under application No. A/YL-PS/703 and unused land.



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2.5 Site Accessibility

2.5.1 The Site is accessible from a local access leading from Yung Yuen Road, which is further linked to Tin Fuk Road and Ping Ha Road through Ha Mei San Tsuen Road. The accessibility of the area is greatly enhanced by MTR Tuen Ma Line, Light Rail Transit, Long Tin Road, Yuen Long Highway, Tai Lam Tunnel and Kong Sham Western Highway. The area is well-served by public transport. Tin Shui Wai Station and bus stops are within 15 minutes' walk.

2.6 Similar Planning Applications

2.6.1 As shown in **Figure 2.1**, there has been one approved application for filling of land within the same "REC" zone. The details of the similar application approved in the past five years are listed in **Table 2.1** below.

Table 2.1 Similar S.16 Applications for Filling of Land within the Same "REC" Zone on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 in the Past Five Years

Application No.	Use(s)/Development(s)	Site Area (m ²) (about)	Approval Date
A/YL-PS/668	Proposed Filling of Land for Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services	1,550	23.9.2022

3 TEMPORARY OPERATION

3.1 Filling of Land for Access Road

- 3.1.1 The Site is intended for Temporary Filling of Land for Access Road Connecting to the Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in "Recreation" Zone for a Period of 3 Years.
- 3.1.2 The Applied Operation comprises a total of about 1,277m² of uncovered access road linking the local access of Ha Mei San Tsuen to the Permitted MBTG and Kai Shan. The area of land filling is about 1,161m² with a depth of filling about 0.2m. The layout and details of the Applied Operation are summarised in **Figure 3.1**.
- 3.1.3 The access road would be open to public unconditionally.

3.2 Access and Traffic

- 3.2.1 The access road would link the Permitted MBTG to Yung Yuen Road via a local access. The access road would be about 7m wide which would be wide enough for ambulance and fire engines to access the Permitted MBTG and the Kai Shan fringe area.
- 3.2.2 According to Application No. A/YL-PS/668, 5 private car parking spaces for staff/coach use and one loading/unloading space for light goods vehicle will be provided in the permitted MBTG (**Figure 3.2** refers). It is confirmed that the provision of transport facilities and the traffic arrangement proposed in the Further Information of Application No. A/YL-PS/668 (**Appendix 1** refers) will remain unchanged. Except the use of fire engines and rescue vehicles on the access road due to accident or fire hazard, additional traffic to the local traffic network is not anticipated.

3.3 Landscape and Visual

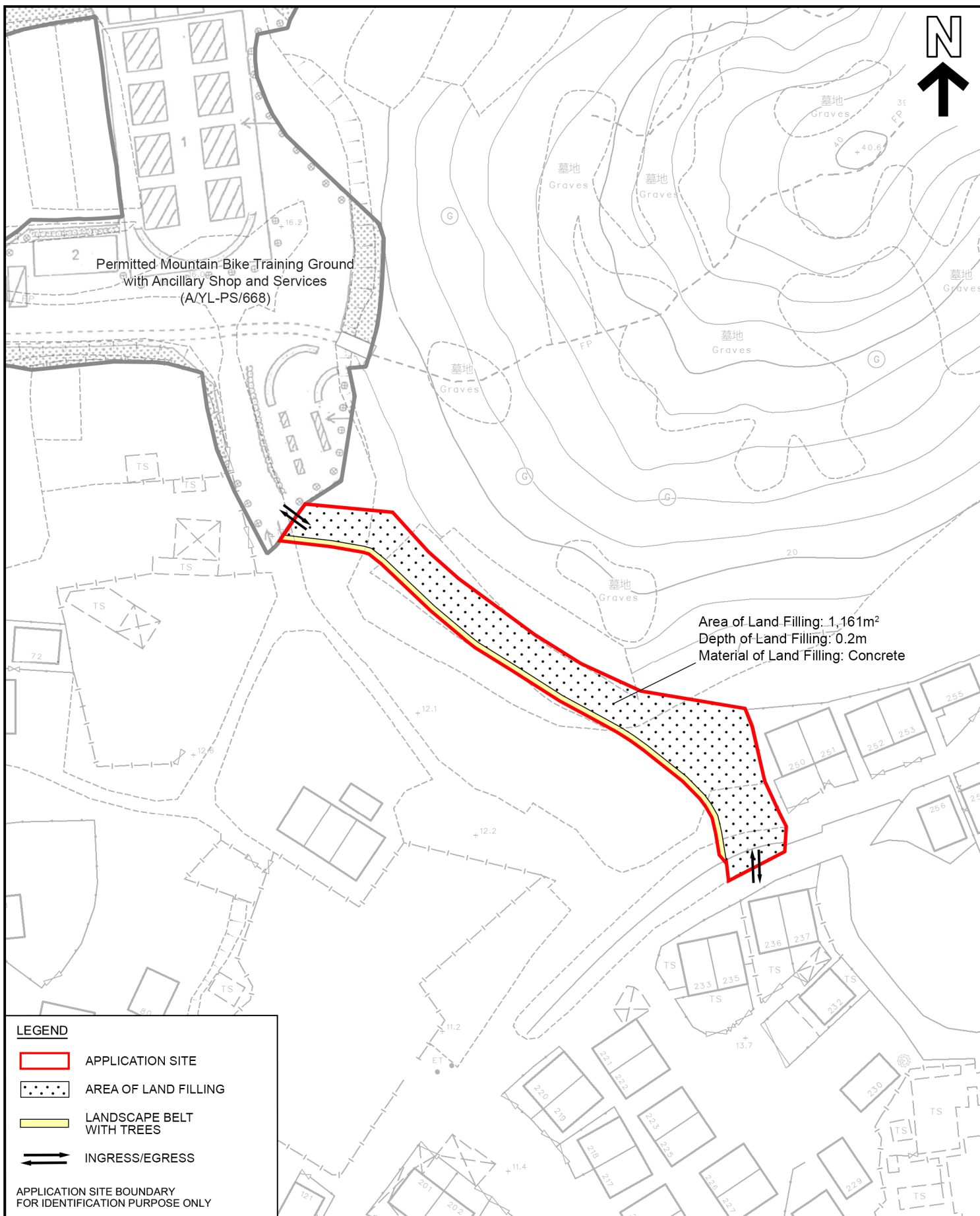
- 3.3.1 There are no trees within the Site at the present. The Applied Operation would not involve clearance of natural vegetation. Landscape planting including a row of *Lagerstroemia indica* (紫薇) at the southern edge of the Site will be provided to ensure no adverse landscape impact on the surrounding areas. Please refer to **Figure 3.3 Landscape Proposal** for details.
- 3.3.2 The filling of land for access road to the Permitted MBTG is temporary in nature. The Applicant will reinstate the "CA" portion of the Site to an amenity area upon the expiry of the planning permission. Please refer to the site photos in **Figure 3.4** for the existing landscape condition.

3.4 Environment

The Applicant would adopt environmental mitigation measures in compliance with *Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites* issued by Environmental Protection Department to minimise the adverse environmental impacts to the surrounding.

3.5 Drainage

- 3.5.1 Drainage facilities including peripheral surface channel and catch pits have been provided to ensure no adverse drainage impact on the surrounding areas.
- 3.5.2 Regular clearance of debris and maintenance will be carried out. No flooding in the surrounding area has been recorded.



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LAYOUT PLAN

TEMPORARY FILLING OF LAND FOR ACCESS ROAD CONNECTING TO THE PERMITTED PLACE OF RECREATION, SPORTS OR CULTURE (MOUNTAIN BIKE TRAINING GROUND) WITH ANCILLARY SHOP AND SERVICES IN "RECREATION" ZONE FOR A PERIOD OF 3 YEARS VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

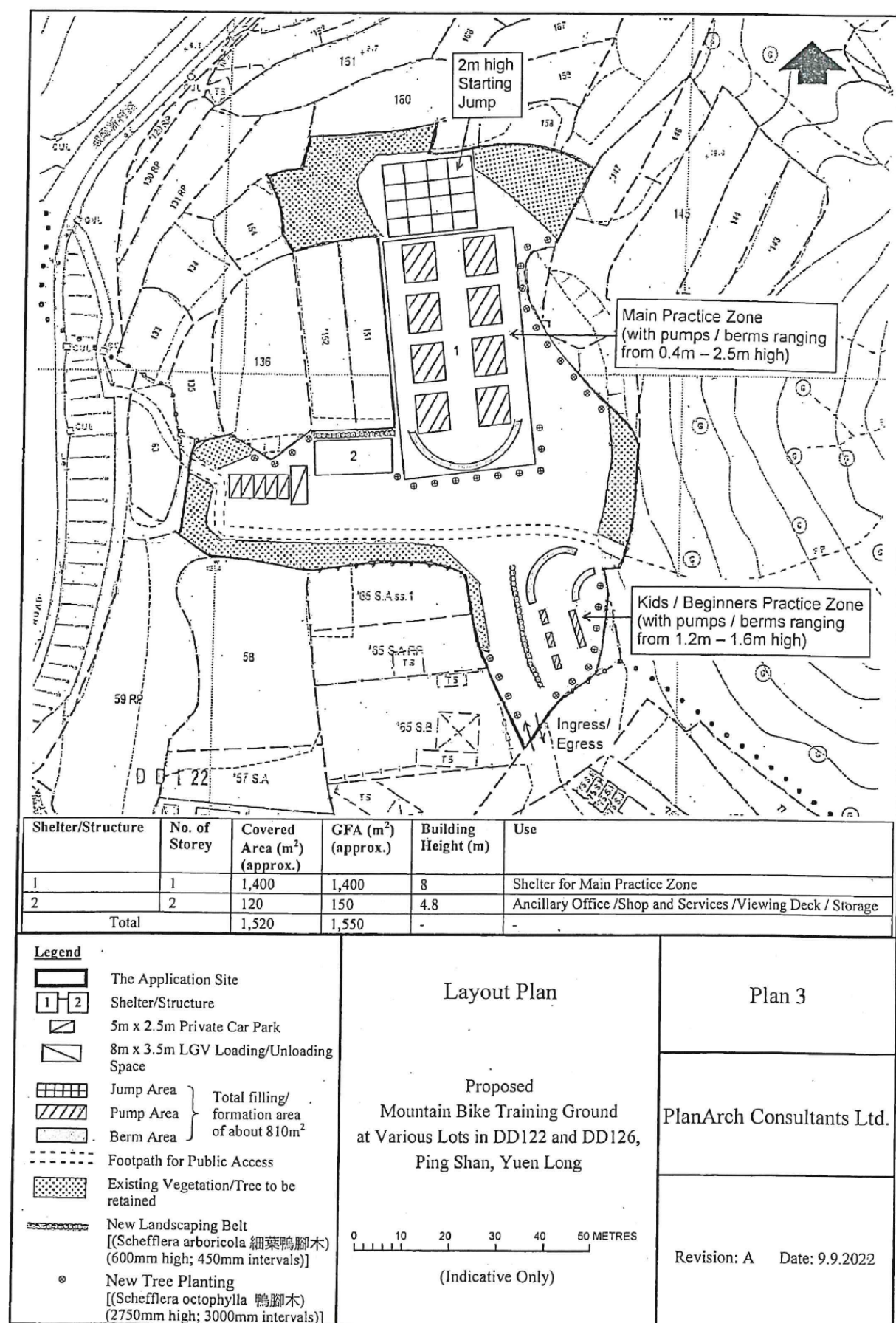
SCALE 1 : 1 000

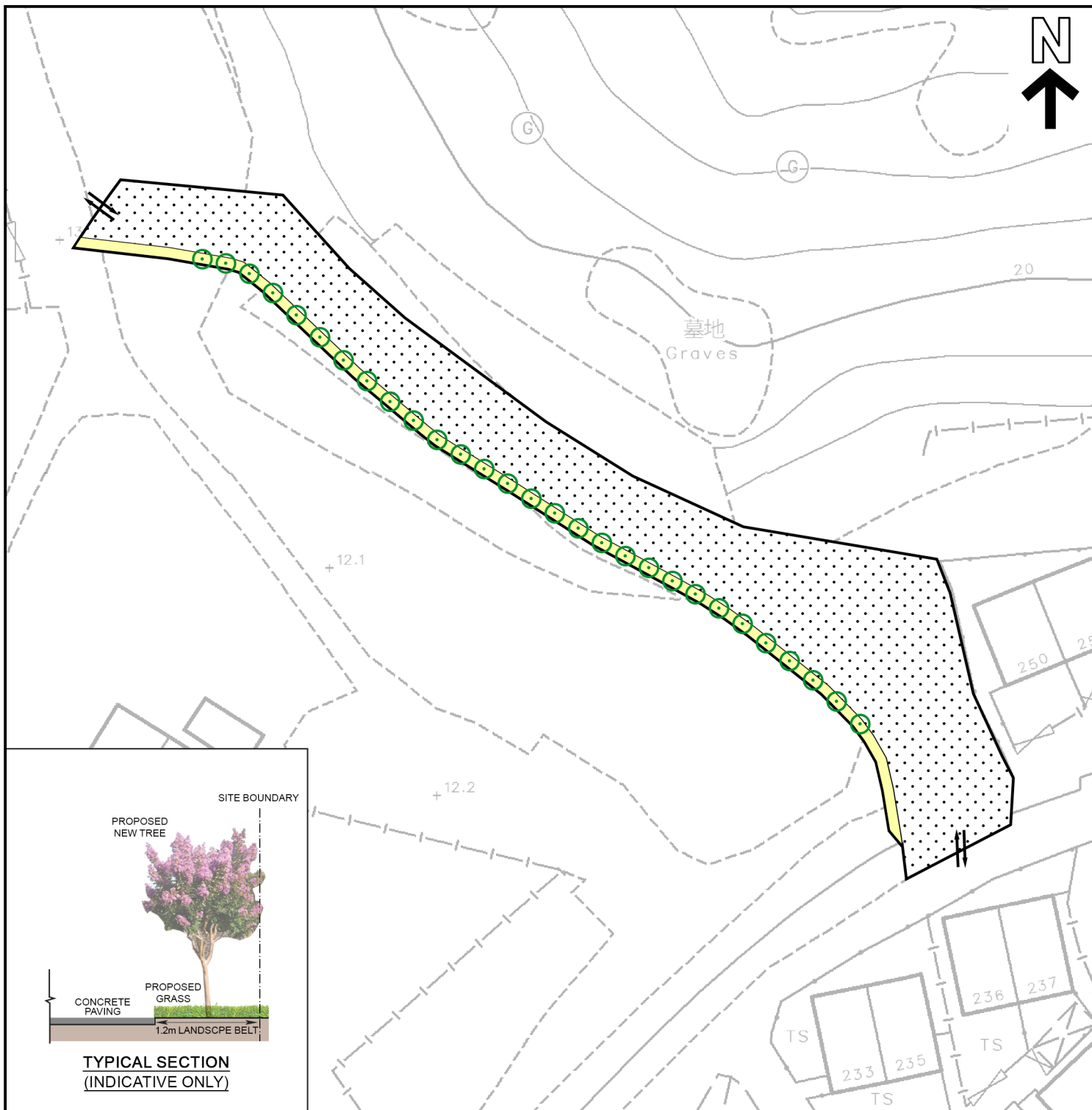
FIGURE 3.1

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 6-NW-3D & 8D

DATE: 2.7.2025

Figure 3.2 Layout Plan submitted in Application No. A/YL-PS/668





LEGEND

- APPLICATION SITE
- PROPOSED TREE
- LANDSCAPE BELT
- CONCRETE PAVING
- INGRESS/EGRESS

APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

LANDSCAPE PROPOSAL

APPLICATION SITE AREA: ABOUT 1,277m²

NO. OF TREE TO BE PLANTED: 29

SPECIED OF NEW TREES: *Lagerstroemia indica*

HEIGHT OF NEW TREES: NOT LESS THAN 2.75m

SPACING OF NEW TREES: NOT LESS THEAN 4m

WIDTH LANDSCAPE BELT: ABOUT 1.2m

NOTES:

- 1) THE APPLICANT WILL MAINTAIN TREES IN CONDITION DURING THE PLANNING APPROVAL PERIOD
- 2) THE APPLICANT WILL REPLACE TREES WHICH ARE DYING OR DEAD DURING THE PLANNING APPROVAL PREIOD
- 3) THE APPLICANT WILL PROVIDE ADEQUATE IRRIGATION TO THE TREES



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LANDSCAPE PROPOSAL

TEMPORARY FILLING OF LAND FOR ACCESS ROAD CONNECTING TO THE PERMITTED PLACE OF RECREATION, SPORTS OR CULTURE (MOUNTAIN BIKE TRAINING GROUND) WITH ANCILLARY SHOP AND SERVICES IN "RECREATION" ZONE FOR A PERIOD OF 3 YEARS VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

SCALE 1 : 1 000

FIGURE 3.3

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 6-NW-3D & 8D

DATE: 2.7.2025



REMARKS: LOCATION OF SITE PHOTOS AS SHOWN IN FIGURE 2.2 SITE PLAN



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SITE PHOTOS

TEMPORARY FILLING OF LAND FOR ACCESS ROAD CONNECTING TO THE PERMITTED PLACE OF RECREATION, SPORTS OR CULTURE (MOUNTAIN BIKE TRAINING GROUND) WITH ANCILLARY SHOP AND SERVICES IN "RECREATION" ZONE FOR A PERIOD OF 3 YEARS VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

FIGURE 3.4

BASED ON SITE PHOTOS
TAKEN ON 12.12.2024 & 25.6.2025

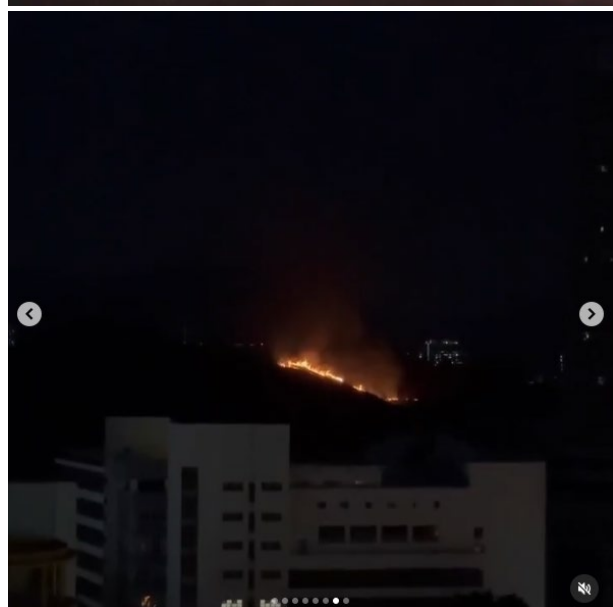
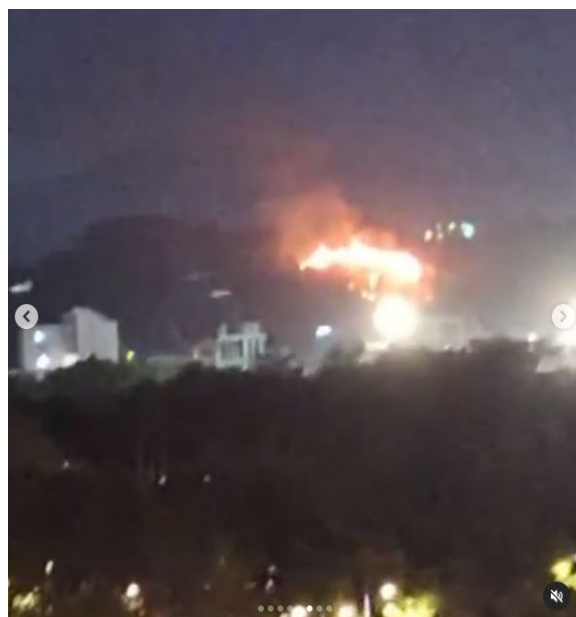
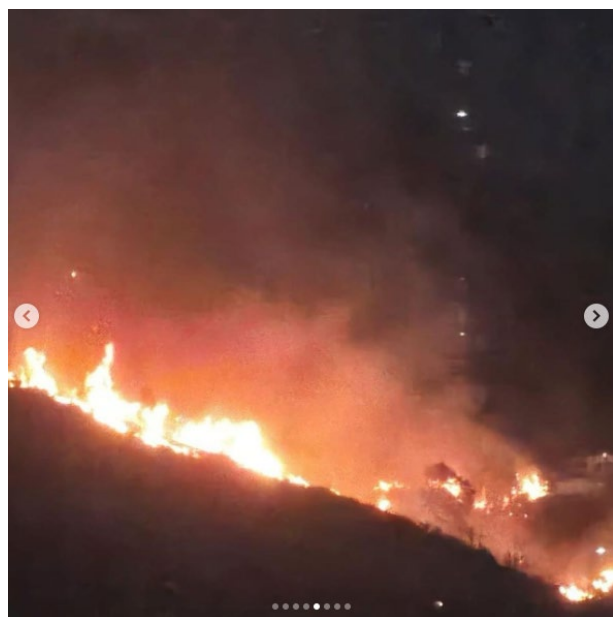
DATE: 2.7.2025

3.6 Fire Safety

- 3.6.1 The Applied Operation for access road will greatly protect Ha Mei San Tsuen from hill fire hazard. Since Kai Shan to the north of the Site is not only a scenic spot in the area but a permitted burial ground, hill fire often occurs during ancestral worship in Chinese festivals.
- 3.6.2 On 21 March 2024, a great hill fire was spread over the whole Kai Shan, threatening the surrounding residents in Ha Mei San Tsuen, Ping Shan and Tin Shui Wai (**Figure 3.5** refers). To protect the lives and properties of the surrounding area from hill fire, the Applied Operation allowing the fire engines accessing Kai Shan is deemed necessary and has overriding public interest.

Figure 3.5: News and Photos Reporting the Hill Fire on 21 March 2024
(Source: tswnews)





4 PLANNING MERITS AND JUSTIFICATIONS

4.1 Proper Access to Kai Shan for Firefighting and Rescue Purposes for the Surrounding Area

4.1.1 Given the rising frequency of large-scale hill fires in Hong Kong in recent years and the impact of climate change, the function of an access road will be essential for safeguarding the health and safety of our community. Ha Mei San Tsuen, with its mountainous backdrop, has long been vulnerable to hill fires. It is a matter of public need to address such a deficiency in emergency access.

4.1.2 Currently, the narrow roads and paths within the village do not facilitate emergency vehicles in reaching the hill. Fire engines do not have direct access to Kai Shan and would have to depend on firefighters on foot for access, increasing firefighting difficulty and lengthening rescue time. Constructing the proposed road would bring emergency vehicles closer to Kai Shan, providing better protection against natural disasters for the village. Ha Mei San Tsuen comprises a large number of village houses, all living close to Kai Shan. Without proper emergency access to the hill, the village is quite often threatened by hill fires.

4.2 Minimises the Damage of Hill Fire Which Conserves the Natural Environment and is in Line with the Planning Intention of "CA" Zone

4.2.1 As discussed in **Section 4.1**, the lack of convenient and direct emergency access to Kai Shan limits the response time of firefighting operations. This not only puts villagers' lives and properties in danger, but also the natural environment of Kai Shan. Immediate response to hill fire is crucial containing hill fires and preventing it from causing large-scale damage to the natural habitat. This is especially true for the 121m-tall Kai Shan. Being the highest point in the Tin Shui Wai, Yuen Long and Nam Sang Wai area, high winds are often experienced on the hill, which could cause hill fires to spread quickly.

4.2.2 According to the Statutory Notes of the "CA" zone on the OZP, the planning intention of the zone is to *'protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes.'* In the zone, developments that *'support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure project with overriding public interest may be permitted.'* The proposed access road is in line with the planning intention of the "CA" zone, supporting the conservation of the natural landscape and scenic quality of Kai Shan through the prevention of large-scale hill fires.

4.3 Supported by the Local Villagers

4.3.1 As the access road is beneficial to the Permitted Mountain Bike Training Ground, serving also as an emergency access to Kai Shan and for the safety of the villagers, it is supported by the local villagers of Ha Mei San Tsuen. The attached Letter of

Support at **Appendix 2** from the representative of Ha Mei San Tsuen outlines the grounds for supporting the proposed access road, including the protection of villagers and the natural environment against the threat of hill fires and convenience for hikers and visitors to the Permitted Burial Grounds at Kai Shan.

4.4 Only Involves a Small Portion of the Fringe Area of the "CA" Zone and Adverse Landscape Impact to the Surroundings Is Not Anticipated

- 4.4.1 The access road only stands on a small portion (about 32%, 375 m²) at the fringe of the "CA" zone. The Site stands at the southern edge of the "CA" zone, where it meets the "V" zone. As the Site is currently vacant with relatively low ecological significance, coupled with the proposed **new trees**, adverse landscape impact to the surroundings is not anticipated. When also weighing the enhanced emergency access to Kai Shan as a whole, it is considered that the proposed road is in support of the conservation of the natural environment, while alleviating the spread of hill fires.

4.5 Essential to the Permitted MBTG in "REC" Zone which is a Nationally Significant Mountain Bike Venue within the Territory in Supporting Sports Development as Articulated in the 2024 Policy Address

- 4.5.1 According to the 2024 Policy Address, the Hong Kong government is devoted to promote sports development and build Hong Kong into a centre for mega international sports events with the provision of more sports and recreational facilities and pilot scheme in supporting new sports.
- 4.5.2 The access road links the Permitted MBTG in the same "REC" Zone to the local access of Ha Mei San Tsuen, allowing the access of rescue, deliveries, maintenance vehicles. The access of these vehicles are very essential to the operation of the Permitted MBTG.
- 4.5.3 The AKKI Bike Park is an all-weather venue with a vision of promoting mountain biking to society and developing into a prime destination for hosting major international mountain bike events. A dedicated maintenance crew and operation staff with first-aid certificates are provided onsite to assist and support the needs of bikers. For the events of Akki Bike Park please refer to **Appendix 1**.
- 4.5.4 The Park is a significant MBTG in the area. Being the only training ground designated for mountain bike in the Shenzhen Bay area, it is the most attractive option to residents in Tuen Mun and Yuen Long Districts, along with visitors from Shenzhen. Through the proposed access road enabling access from the Park to public roads, visitors can arrive from Shenzhen Bay in just half an hour.
- 4.5.5 Serving as the sole road connecting the Park to public roads, the access road allows both public and professional sport players, particularly those from Shenzhen, to have a convenient access to the Park for leisure and competition purposes. As such, ensuring good accessibility to the Park is a pre-requisite in a promoting relevant

sports development, as well as attracting more mega sports events to Hong Kong, which aligns with the directives as articulated in the Policy Address.

4.6 No Consent Can Be Reached in Obtaining Right of Way at the Lots Along the Proposed Vehicular Access Due to the Lack of Approval from the Originally Intended Village House Development under Application No. A/YL-PS/668

- 4.6.1 The vehicular access as proposed under Application No. A/YL-PS/668 as on Lots 68 S.A (Part), S.B (Part), S.C (Part), S.D (Part), S.E (Part) and RP (Part) in D.D. 122 and adjoining GL. However, due to the complications in obtaining the right-of-way at the various lots, consent on the use of the proposed vehicular access through the village area as originally intended could not be reached and materialised. The lots are subject to plans for village houses in the near future and are, therefore, not available for use as the proposed access road. Owing to the importance of the access road to the operation of the Permitted MBTG and as an emergency vehicular access, an alternative routing has been proposed to ensure smooth operation and safety.

4.7 Serve the Future Village Houses in the "V" zone and Will Not Jeopardise its Long-term Planning Intention

- 4.7.1 The major portion of the Site falls within "V" zone (about 63%) on the approved Ping Shan OZP No. S/YL-PS/20 (**Figure 2.1** refers). According to the Notes of the OZP for "V", the zone is intended '*to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects.*' Part of the access road will serve the future village houses within the "V" zone nearby. Therefore, the Applied Operation will not jeopardise the long-term planning intention of "V" zone for village expansion.

4.8 No Adverse Traffic Impact on the Local Traffic Network

- 4.8.1 The Permitted MBTG provides a total of five designated private car parking spaces for staff/coach use and one loading/unloading space for light goods vehicle, in which the quantity of car parking spaces has been kept to a minimum (**Figure 3.2** refers). Only members are allowed to use the training ground and they have to register for classes in advance of their visit. They will be informed that no private car parking spaces will be provided at the Permitted MBTG. As such, no additional traffic flow will be induced due to the Site itself.
- 4.8.2 Sufficient manoeuvring space within the Permitted MBTG and adequate width of ingress/egress point of the proposed access road are provided to ensure smooth operation. Since the proposed access road is intended to serve the Training Ground and Kai Shan by enhancing transport linkages, no adverse impact on the traffic network is envisaged.

4.9 Open to the Public Unconditionally and Well-maintained by the Applicant

- 4.9.1 The proposed access road will be opened unconditionally to the public to meet the objectives of linking the local access to the Training Ground and Kai Shan. The Applied Operation is, therefore, for public need in providing convenient access for bikers, hikers, villagers and other visitors to the area.
- 4.9.2 The proposed access road and landscape planting will also be maintained by the applicant to ensure safe and smooth operation within the Site.

5 SUMMARY AND CONCLUSION

- 5.1.1 The Applicant seeks planning approval from the TPB for Temporary Filling of Land for Access Road Connecting to the Permitted Place of Recreation, Sports or Culture (Mountain Bike Training Ground) with Ancillary Shop and Services in "Recreation" Zone for a Period of 3 Years ("the Applied Operation") at Lots 76 (Part), 77 (Part), 79 RP (Part), 79 S.G (Part), 79 S.I (Part), 79 S.J (Part) and 79 S.K (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories. The Site is situated within areas zoned "V", "CA" and "REC" on the OZP No. S/YL-PS/20. The Site has an area of about 1,277m², including GL of about 275m².
- 5.1.2 The Site is currently vacant. The Applied Operation requires filling of land of 1,161m² with a depth of about 0.2m. No structures are proposed on the Site.
- 5.1.3 As detailed in the Planning Statement, a sympathetic consideration is pleaded to be given to the Applied Operation on the grounds that:
- The vehicular access will be open to the public unconditionally and well-maintained by the applicant. The access road provides a proper access to Kai Shan for firefighting and rescue purposes in particular the area is a hill fire black spot, protecting the lives and property of the surrounding area;
 - The access road minimises the damage of hill fire which conserves the natural environment and is in line with the planning intention of "CA" zone;
 - The Applied Operation is supported by the local villagers;
 - The Applied Operation only involves a small portion of the fringe area of the "CA" zone and adverse landscape impact to the surroundings is not anticipated;
 - The access road is essential to the Permitted MBTG in "REC" zone which is a nationally significant mountain bike venue within the territory in supporting new sports, aligning with the objective of promoting sports development as articulated in the 2024 Policy Address;
 - No consent can be reached in obtaining right of way at the lots along the proposed vehicular access under Application No. A/YL-PS/668;
 - Part of the access road will serve the future village houses in the "V" zone and will not jeopardise its the long-term planning intention;
 - No adverse traffic impact on the local traffic network; and
 - The vehicular access will be open to the public unconditionally and well-maintained by the applicant.
- 5.1.4 In view of the above merits and justifications, members of the TPB are respectfully requested to give favourable consideration to the application.