

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

March 2025

Applicant:

Akki Bike Park Limited

Consultant:

KTA Planning Limited



S3157_PS_V01



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 1,161 m², including GL of about 254 m². The depth of land filling is about 0.2m. The access road is paved by concrete 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 1,161 平方米，包括政府土地約 254 平方米。填土厚度約 0.2 米。通道由混凝土建造，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 1,161 m², 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%, 254 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.

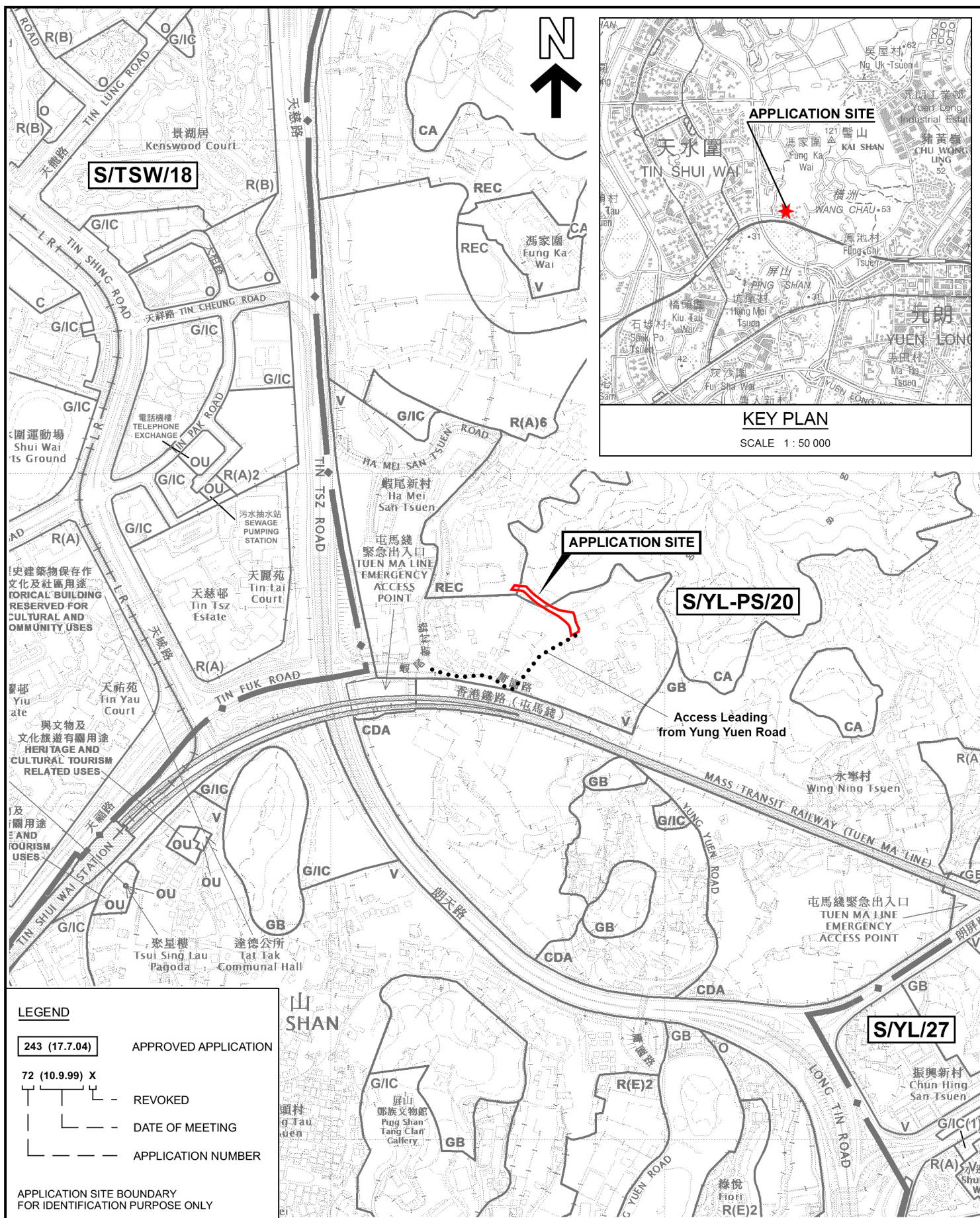
- 2.3.6 While the Notes stated the planning intention of the "CA" zone is "intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes.", it also stated that *"developments that are needed to support 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"*.

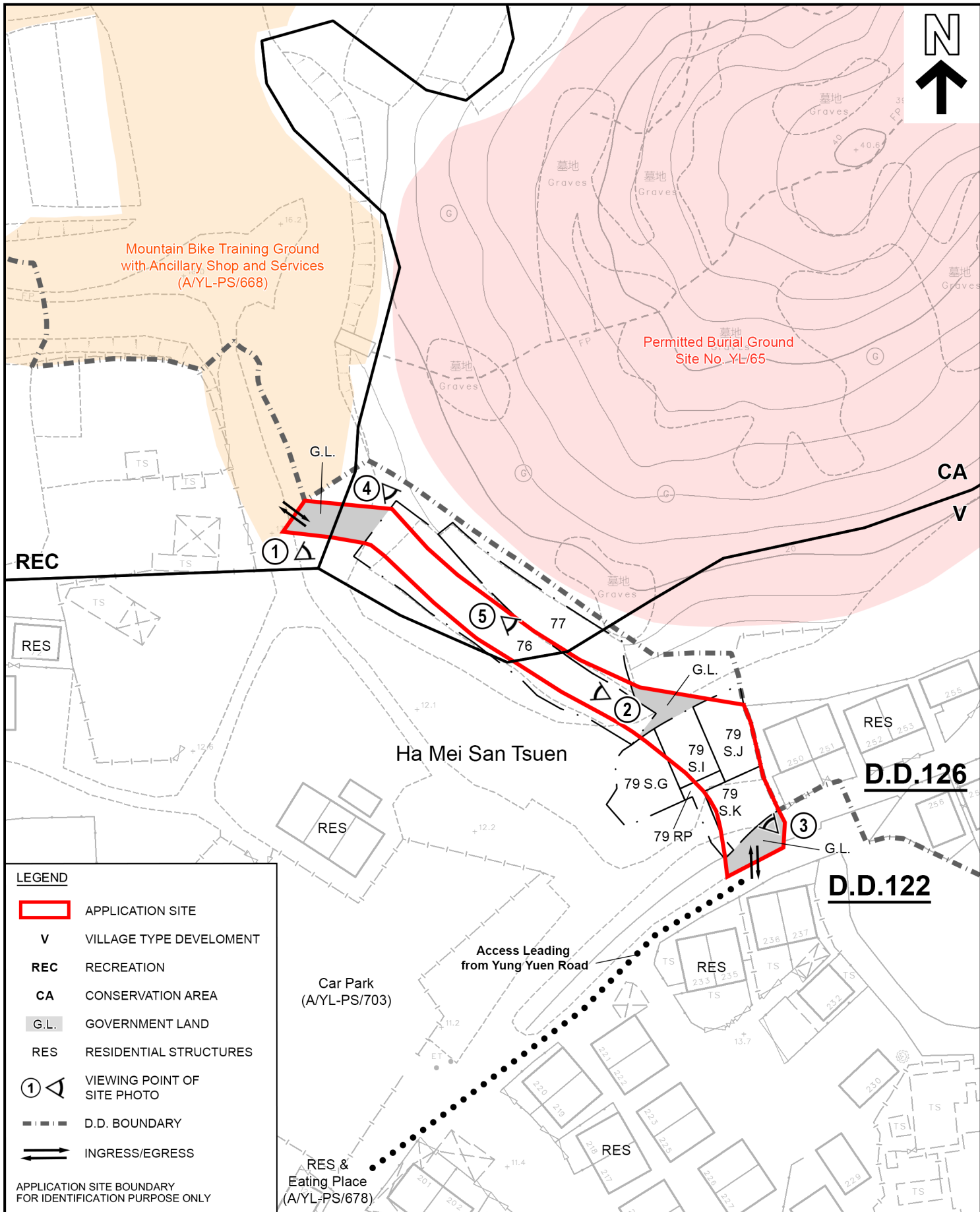
2.4 Surrounding Land Use Pattern

- 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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SCALE 1:7500



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SITE 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 2.2

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

DATE: 12.3.2025

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 1,161m² 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 1,161 m² with a depth of filling about 0.2 m. 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 at the edge of the Site will be provided to ensure no adverse landscape impact on the surrounding areas.
- 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 3.3** for the existing landscape condition.

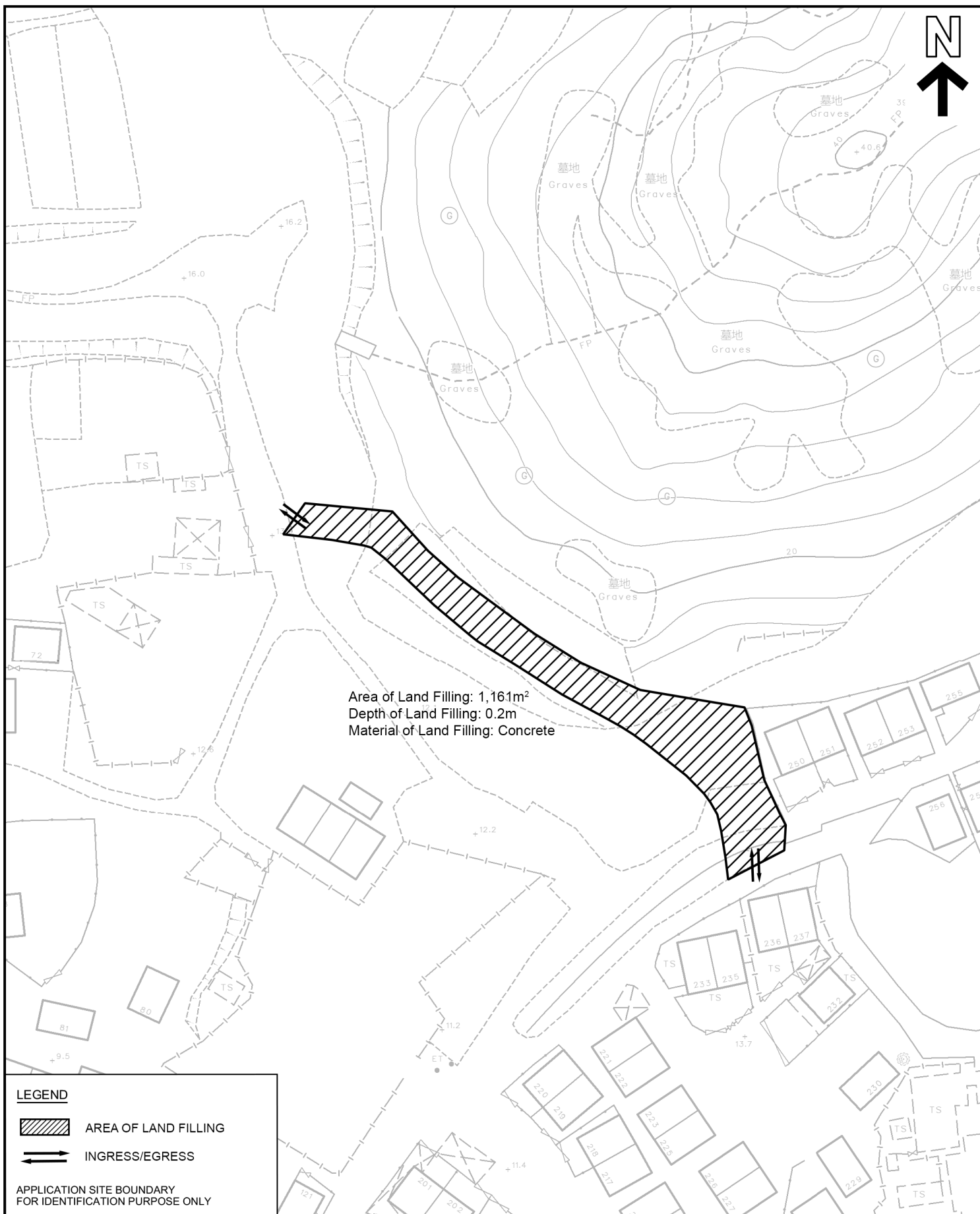
3.4 Environment

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

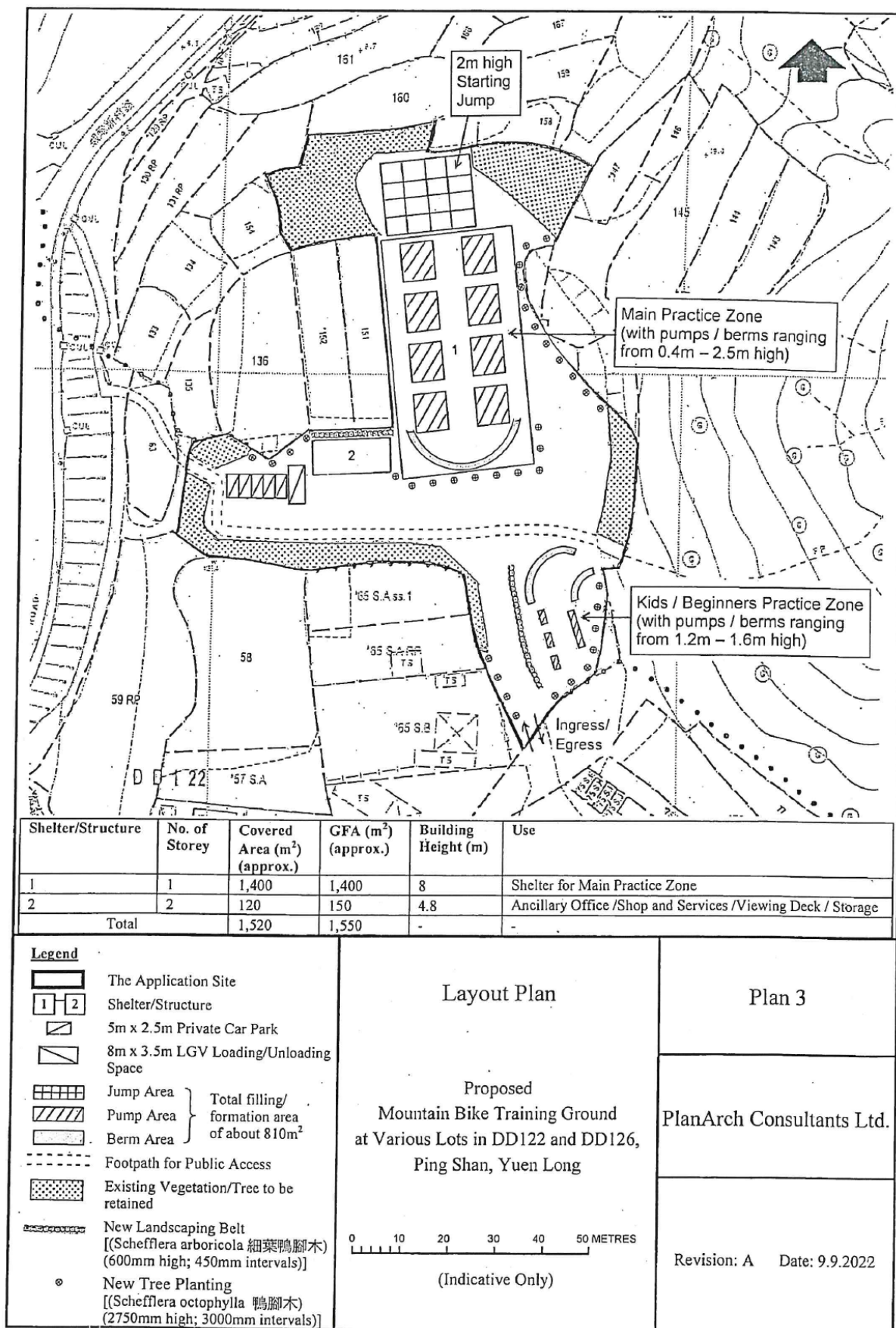
FIGURE 3.1

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

DATE: 12.3.2025

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





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



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 3.3

BASED ON SITE PHOTOS
TAKEN ON 12.12.2024

DATE: 12.3.2025

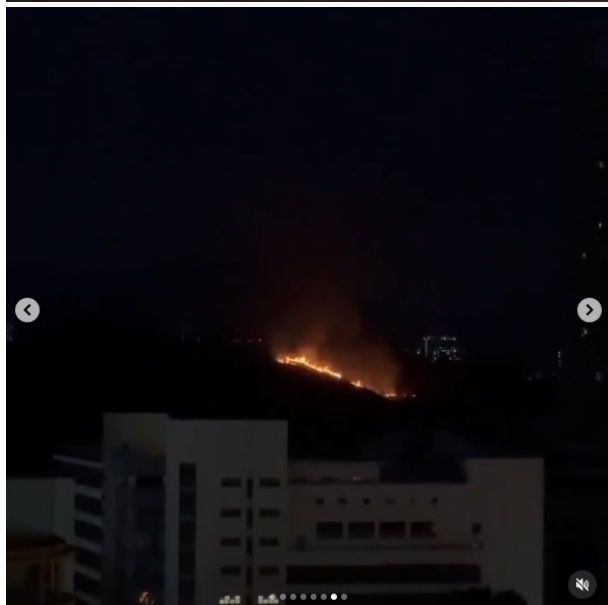
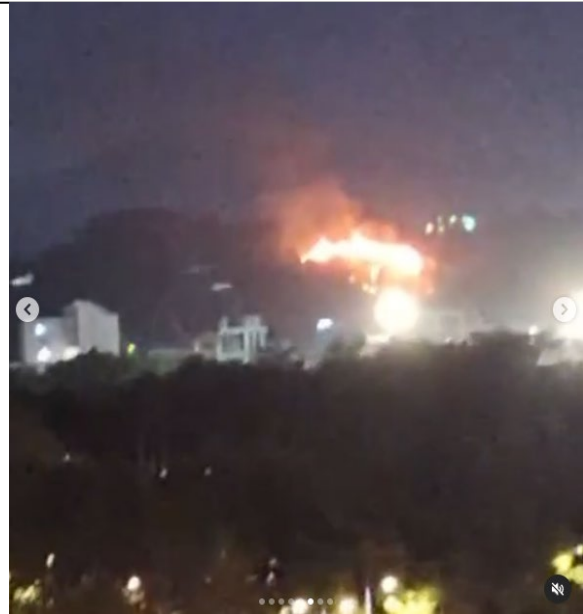
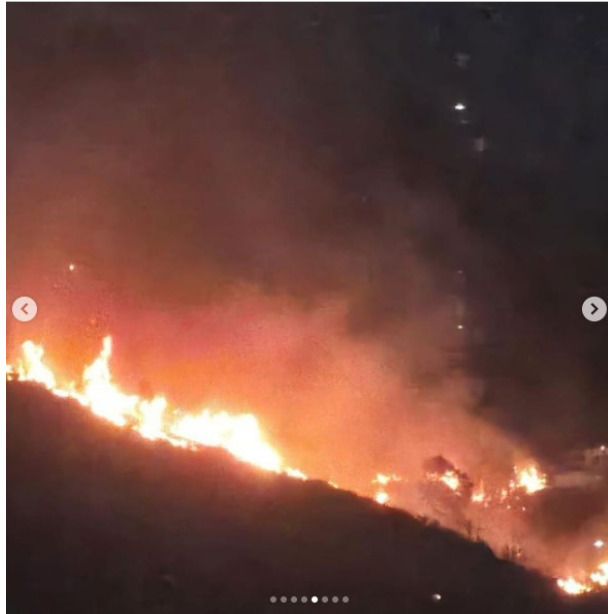
3.6 Fire Safety

- 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 3.4** 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 3.4: News and Photos Reporting the Hill Fire on 21 March 2024
(Source: tswnews)



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



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 mitigation measures, 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 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 1,161 m², including GL of about 254 m².
- 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.

Appendix 1

A/YL-PS/668 Further Information

Submitted on 5.10.2022

Suite 1710, Concordia Plaza,
1 Science Museum Road,
Tsim Sha Tsui East,
Kowloon, Hong Kong.
Tel : (852) 2802-7203
Fax: (852) 2620-6022
E-mail: pac@planarch.com.hk

PlanArch Consultants Ltd.
建港規劃顧問有限公司



Our Ref.: pa/yl.ps/2206649
TPB Ref.: A/YL-PS/668

By Post and Email (tpbpd@pland.gov.hk)

Secretary
Town Planning Board
15/F., North Point Government Offices
No. 333, Java Road
North Point, Hong Kong
(Attn.: Ms. Leticia LEUNG)

5 October 2022

Dear Madam,

Proposed Mountain Bike Training Ground
At Lot Nos. 64 and 66 in DD122, and Lot Nos. 137, 138, 139, 140 (Part), 141 (Part),
142 (Part), 150 (Part), 153 and 156 in DD126 at Ping Shan, Yuen Long

We refer to the captioned application for proposed mountain bike training ground submitted to the Town Planning Board on 22.7.2022 and subsequent comments from the Leisure and Cultural Services Department (LCSD), Urban Design and Landscape Section of Planning Department (UD&L/PlanD), Environmental Protection Department (EPD) and Transport Department (TD).

The departmental comments are noted. Attached please find our responses to departmental comments for your consideration.

In response to comments from UD&L/PlanD, 36 nos. of new standard tree will be planted along the periphery of the application site and to the south of the main practice zone for enhancement of landscape value and visual amenity at the application site. Please refer to revised **Plan 3** for the latest landscape proposal.

In response to EPD's comments, the proposed opening hours of the proposed mountain bike training ground is revised to 10a.m. - 8p.m. from Mondays to Sundays including Public Holidays. The shortened opening hours and the peripheral planting will minimise the noise impact to surrounding sensitive receivers. No adverse environmental nuisance to the surrounding area is anticipated.

In response to TD's comments, one loading/unloading space for LGV (8m x 3.5m) is proposed (see **Plan 3**). We would like to clarify that the maximum visitors number of 100 on weekdays and 300 on weekends and public holidays are inclusive of staffs/coaches, students and their companions/parents. 5 nos. of private car parking spaces are only for staff/coach use. No private car parking spaces will be provided for visitors at the application site.

The above information serves as a response to comments of relevant Government departments under the Section 5(c) of the TPB Guideline No. 32, and we would like to seek an exemption from publication and recounting requirement. In case you decide that the above information is accepted but not exempted from publication and recounting requirement, we would like to proceed with the application with the further information.

Should you have any questions, please feel free to contact the undersigned.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
PlanArch Consultants Ltd.



Betty S. F. Ho

w/e.

c.c.

Ms. Jessie KWOK
Client

DPO/TMYLW

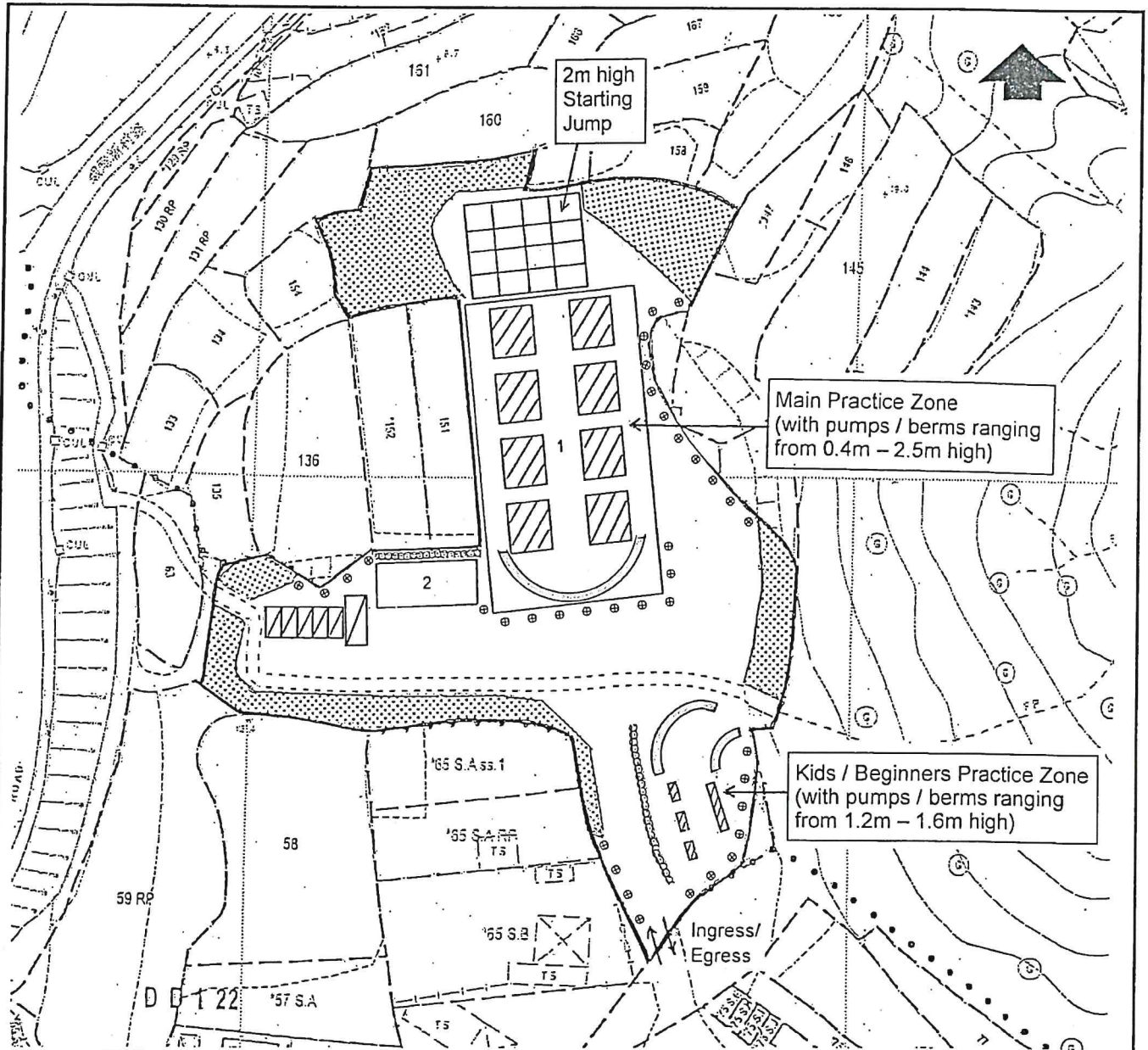
Email: jmhkwok@pland.gov.hk

Comments		Responses
A	Leisure and Cultural Services Department (LCSD) (comments received on 19.8.2022) (Contact: Mr. Johnny YEUNG; Tel.: 3167 7770)	
i	1. The project department/proponent should advise LCSD if there are any venues and roadside amenity areas under the purview of LCSD will be affected by the captioned project. As a general reminder, should any venues and roadside amenity areas under the jurisdiction of LCSD be inevitably affected, the department/proponent should act in accordance with the prevailing and relevant guidelines and technical circulars, and seek prior consent from LCSD in early planning stage.	Noted. The application site falls within private lots in "Recreation" zone. No venues or roadside amenity areas under the jurisdiction of LCSD will be affected by the proposed development.
B	Urban Design and Landscape Section, Planning Department (UD&L/PlanD) (comments received on 19.8.2022) (Contact: Mr. Brian LAM; Tel.: 3565 3949)	
i.	According to the aerial photo of 2021, the Site is situated in area of miscellaneous rural fringe predominated by temporary structures, open storages, open car parks, village houses, graveyards and woodland. Existing trees and vegetation within the Site was observed. However, with reference to the site photos on 12.8.2022, some trees at the northern portion and some self-seeded vegetation at the center portion of the Site were removed and the area were covered by bare soil. Vegetation clearance of the northern and centre portions of the Site and part of the proposed filling of land were already undertaken. With reference to the submitted planning statement and the layout plan (Plan 3), the vegetation cover were already	Noted. 26 nos. of new standard trees will be planted along the periphery of the application site. Another 10 nos. of new standard trees will be planted to the south of the Main Practice Zone to enhance the setting. Shrubs will also be provided as appropriate. Please refer to revised Plan 3 for the landscape proposal.

Comments		Responses
	removed and the shrubs planting strips (species: Schefflera heptaphylla) at the center portion, southern corner and eastern boundary of the Site are proposed. Since no new tree planting is proposed within the Application Site, the landscape impact on existing landscape resources within the site arising from vegetation clearance is required to be properly mitigated the loss of vegetation.	
C	Environmental Protection Department (EPD) (comments received on 1.9.2022) (Contact: Ms. Hyde MAK; Tel.: 2835 1123)	
i.	(1) Whether construction and demolition waste (C&D waste) would be used for the proposed land filling under the application. Please specify what type of materials would be used for the proposed filling.	C&D materials (stone/rocks/soil/mud/sand) will be used for forming the technical features with strong foundation with rough surface simulating the natural track condition.
ii.	(2) Any measures to mitigate the noise and dust nuisance from mountain bikes activities during operation of the training ground, e.g. shortening the operation hours at night, paving the site to avoid dust generation.	<p>There will be a Shelter covering the Main Practice Zone to confine possible noise nuisance. Peripheral tree plantings are proposed at the application site to screen out environmental impacts from the surrounding sensitive receivers. The proposed opening time of the mountain bike training ground will be shortened to 10a.m. to 8p.m. which is even more stringent than that stipulated in Section 4 of the Noise Control Ordinance (Cap. 400) (i.e. 7a.m. – 11p.m.).</p> <p>The track will be compacted to form hard-surface for the training ground. This will avoid loose in materials causing dust nuisance. The access area around the proposed ingress/egress would be properly paved to avoid fugitive dust impact due to vehicle/bike movement. The proposed footpath for public access will also be paved.</p>

Comments		Responses																								
		With appropriate mitigation measures, no environmental impact is anticipated from the proposed development.																								
D	Transport Department (TD) (comments received on 2.9.2022) (Contact: Ms. LI Ping; Tel.: 2399 2427)																									
i.	The applicant is required to provide the swept path to demonstrate the maneuvering of the construction vehicles and private cars from/to the local road via Ha Mei San Tsuen Road.	Please refer to the Figures 1-4 for the swept path analysis for private cars and heavy goods vehicles (11m x 2.5m).																								
ii.	The applicant is required to advise the estimated trip generation and attraction of the proposed use.	<p>During construction phase (about 1.5 months), there will be 5-8 round trips of HGV generated/attracted from 10a.m. to 2p.m. daily on weekdays.</p> <p>During operation phase, 2 round trips of LGV per week will be generated/attracted for goods delivery from 12noon to 2p.m. on separate weekdays.</p> <p>Since the site is in close proximity to Tin Shui Wai Rail Station and the fact that no visitor car park within the site, the students are expected to walk or take public transport to the site. For the trip generation/attraction for private cars/taxis during operation phase, please refer to the table below:</p> <table><tr><th rowspan="2"></th><th colspan="2">Weekdays</th><th colspan="2">Weekends/Public Holidays</th></tr><tr><th>Attraction</th><th>Generation</th><th>Attraction</th><th>Generation</th></tr><tr><td>10am-12noon</td><td>8</td><td>3</td><td>10</td><td>5</td></tr><tr><td>12noon-2pm</td><td>5</td><td>3</td><td>10</td><td>5</td></tr><tr><td>2pm-4pm</td><td>6</td><td>6</td><td>10</td><td>10</td></tr></table>		Weekdays		Weekends/Public Holidays		Attraction	Generation	Attraction	Generation	10am-12noon	8	3	10	5	12noon-2pm	5	3	10	5	2pm-4pm	6	6	10	10
	Weekdays			Weekends/Public Holidays																						
	Attraction	Generation	Attraction	Generation																						
10am-12noon	8	3	10	5																						
12noon-2pm	5	3	10	5																						
2pm-4pm	6	6	10	10																						

Comments		Responses				
		4pm-6pm	3	5	5	10
		6pm-8pm	3	8	5	10
		Total	25	25	40	40
iii.	In Section 4.3 Access and Parking, it stated that “ancillary parking area with a total of 5 nos. of private car parking spaces (5m x 2.5m) will be provided for staff and coach use only.” and “most visitors will access the application site on foot, and others are expected to take public transport.” The application is required to advise the management measures to achieve the above.	Due to insurance issue, the proposed Akki Bike Park will operate as a cycling club. 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 the house rule that no private car parking spaces will be provided for visitors at the application site.				
iv.	It is noted that no loading/unloading space is proposed in the subject site. The applicant is required to demonstrate how to meet the operational requirement of the ancillary shops and services.	One loading/unloading space for LGV (8m x 3.5m) is proposed for goods delivery for the ancillary shop. Please refer to the revised Plan 3 .				



Shelter/Structure	No. of Storey	Covered Area (m ²) (approx.)	GFA (m ²) (approx.)	Building Height (m)	Use
1	1	1,400	1,400	8	Shelter for Main Practice Zone
2	2	120	150	4.8	Ancillary Office /Shop and Services /Viewing Deck / Storage
Total		1,520	1,550	-	-

Legend

- The Application Site
- Shelter/Structure
- 5m x 2.5m Private Car Park
- 8m x 3.5m LGV Loading/Unloading Space
- Jump Area
- Pump Area
- Berm Area
- Footpath for Public Access
- Existing Vegetation/Tree to be retained
- New Landscaping Belt [(Schefflera arboricola 細葉鴨腳木) (600mm high; 450mm intervals)]
- New Tree Planting [(Schefflera octophylla 鴨腳木) (2750mm high; 3000mm intervals)]

Layout Plan

Proposed
Mountain Bike Training Ground
at Various Lots in DD122 and DD126,
Ping Shan, Yuen Long

0 10 20 30 40 50 METRES

(Indicative Only)

Plan 3

PlanArch Consultants Ltd.

Revision: A Date: 9.9.2022

Appendix 2

Supporting Letter from Ha Mei San Tsuen Rural Presentative

致：城市規劃委員會

關於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（為期 3 年）的申請規劃許可

位置：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

關於上述規劃申請，擬議通道不但連接附近已准許的康體文娛場所，更是蝦尾新村村內的重要建設，為蝦尾新村、髻山，以致附近屏山及天水圍的居民都有莫大裨益，原因如下：

1. 對解決髻山山火問題至關重要。蝦尾新村背靠髻山，特別於春秋二祭期間，長期受到山火影響。現時遇上山火時消防車未能靠近髻山，擬議的通道使消防車能直接抵達髻山撲滅山火，保障蝦尾新村村民的生命和財產。隨著氣候變化，近年香港發生多宗大規模山火，這條通道應被視作基於公眾利益而必須進行的基礎設施項目。
2. 方便掃墓和行山人士。髻山是行山的熱門地點之一，以其美麗的日落和魚塘群景而聞名。髻山上亦涵蓋已獲許可的墓地。這條通道將為蝦尾新村和髻山提供更好的連接，方便掃墓及行山人士。因此本村全力支持這項規劃申請，並期待與髻山有更好的連繫。
3. 保護區內的自然景觀。現時髻山的生態經常受山火威脅，2024 年大火後樹木燒焦、生靈塗炭。如能及早撲滅山火將有助保育該區生態系統。而通道位於蝦尾新村旁邊閒置的空地，並不具特別的生態價值，亦不是風水林。因此，擬議通道是保護自然保育區的整體生態。

基於以上理由，蝦尾新村支持建設擬議通道，並希望城市規劃委員會能對該申請給予積極考慮，以造福村民。



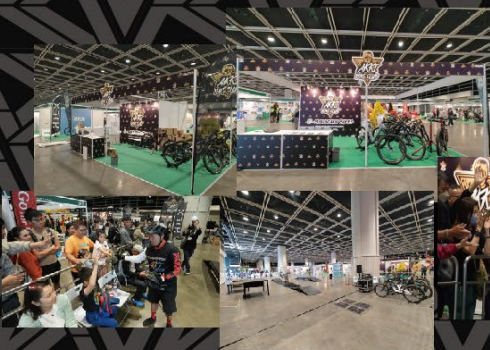
蝦尾新村村代表陳月倫

2025 年 3 月 11 日

Appendix 3

Public Events in Akki Bik Park

Akki Bike Park Events



EXHIBITION

我地會定期參與不同的展覽會，
介紹AKKI bike park與推廣山地單車活動

BIKESHOW

與不同的機構與品牌合作，
以單車特技表演達致品牌推廣的最大效益



EVENT

和政府部門或中小學合作推廣和試玩山地單車項目，
令更多大眾接觸得到

 AKKIBIKEPARK

 AKKI.BIKE.PARK

Akki U12 Racing Day



Akki Red Bull Events





Akki Grand Opening and HK Mainland - Racing Day





TPABC x AKKI Bike Park - Kids learning Events



