



Section 16 Planning Application

Temporary Vehicle Assembling and
Conversion Centre with Ancillary
Maintenance Workshop and Office for a
Period of 3 Years

Lots 803 (Part), 804 (Part) and 851 RP in
D.D. 114 and adjoining Government
Land, Shek Kong, Yuen Long

Planning Statement

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Prepared by
***Man Chi Consultants and
Construction Limited***

March 2026

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the Current Application”) for **Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long (hereinafter referred to “the Application Site”). The Application Site has a total area of approximately 3,295m² (including about 278m² of government land). This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate the consideration by the Board.

The Application Site currently falls completely within an area zoned “Residential (Group D)” (“R(D)”) on the draft Shek Kong Outline Zoning Plan No. S/YL-SK/10. As detailed throughout the Planning Statement, the applied use is well justified on the grounds that:-

- (a) The application site is subject to a previous approval for the same use. There is no change in terms of the nature and operations of the applied use;*
- (b) The applied use supports the construction industry and the industrial undertakings in the area. Given the limited availability of suitable locations for vehicle-related businesses, the applied use addresses a significant demand within the construction industry;*
- (c) The Application Site has long been paved and utilised for industrial undertakings. The Current Application involves no substantial change in physical setting, as it seeks to continue the current use;*
- (d) The Current Application aims to regularise current settings and enables an opportunity to be given to the Applicant to put forth the applied use under proper planning control by the Board and/or other relevant Government department(s);*
- (e) The applied use has previously been existed for more than 10 years, the applied use will continue to be compatible with the existing land uses in the immediate vicinity which have long been utilized by open storage, warehouses and other informal industrial activities that are similar to the applied use;*
- (f) Temporary nature of the applied use will not jeopardize nor pre-empt the long-term planning intention of “R(D)” zone or any planned infrastructural development (if any) in future;*
- (g) No adverse traffic impact shall be anticipated since the number of trips generated by the applied use will not be significant, there are minimal daily trips generation of vehicles to /from the Application Site for the applied use;*
- (h) No adverse drainage impact nor flooding problems shall be envisaged since the Application Site has long been established with existing drainage network for discharge. The Applicant is prepared to submit detailed drainage proposal once the Current Application is allowed;*

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- (i) No significant environmental impact shall be envisaged as the applied use will involve simple assembly and conversion processes at restricted hours only, and items being stored within the applied use will be non-polluting and non-dangerous in nature;*
- (j) No fire risks shall be envisaged since the items being stored within the applied use will be non-dangerous in nature;*
- (k) No undesirable precedent will be set given there are similar approved applications on the same OZP.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give favorable consideration to approve the Current Application for the applied use for a temporary period of 3 years.

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行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」），作臨時車輛裝配及改裝中心連附屬維修工場及辦公室（為期三年）（以下簡稱「申請用途」）。該申請所涉及地點位於新界元朗石崗丈量約份第 114 約地段第 803 號(部分)、第 804 號(部分)及第 851 號餘段及毗鄰政府土地（以下簡稱「申請地點」）。申請地點的面積約為 3,295 平方米（「包括約 278 平方米政府土地」）。此規劃報告書提供該申請的背景資料及規劃理據以支持申請用途供城規會考慮。

申請地點於石崗分區計劃大綱草圖（編號：S/YL-SK/10）內被劃為「住宅（丁類）」用途。此規劃報告書內詳細闡述申請用途的規劃理據，當中包括：-

- (一) 申請地點先前已獲批作相同用途。就申請用途的性質及運作而言，並無任何變更；
- (二) 申請用途可支援建築業及該區的工業經營。由於適合從事與車輛有關的行業的地方和用地有限，擬議用途可滿足建造業的重大需求；
- (三) 申請地點長期以來已鋪設路面和進行工業活動。由於該申請旨在延續現有用途，故並無對實際環境造成重大改變；
- (四) 該申請旨在規範目前作業，並有助申請人將申請用途受限於規劃及滿足相關法例及城規會/其他部門之要求；
- (五) 申請用途已存在超過十年，申請用途將繼續與鄰近地點的現有土地用途相容。因為鄰近地點長期用作露天貯物、貨倉及其他非正式工業活動，與申請用途相若；
- (六) 申請用途的臨時性質不會損害或妨礙「住宅(丁類)」地帶的長遠規劃意向或日後任何已規劃的基建發展(如有)；
- (七) 申請用途所產生的交通流量不大，每日往返申請地盤的車輛數目不顯著，預期不會對交通造成不良影響；
- (八) 申請地點早已設有現有排水網絡，因此預期不會對排水系統造成不良影響，亦不會出現水浸問題。申請人準備在現行申請獲批准後，提交詳細的排水建議；
- (九) 申請用途不會造成嚴重的環境影響，理由是申請用途只涉及在限定時間內進行簡單的裝配和改裝工序，而且在申請用途內儲存物品屬非污染和非危險性質；
- (十) 申請用途內所存放的封箱貨品全屬非危險性，因此不會有火警風險；及
- (十一) 由於委員會已批准同一分區計劃大綱圖的類似申請，因此不會開立不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員批准該申請用途作為期三年之規劃申請。

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1 INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the Current Application”) for **Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long. This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate the consideration by the Board.

1.1.2 Prepared on behalf of the Pak Shing Properties Management Limited (hereafter collectively referred to as “the Applicant”), Man Chi Consultants and Construction Limited (MCCCL) has been commissioned to prepare and submit the Current Application.

1.1.3 The Application Site falls within an area zoned “Residential (Group D)” (“R(D)”) on the Current OZP. According to the Schedule of Uses for “R(D)” zone attached to Notes of the OZP, the applied use is neither one of the Column 1 or Column 2 uses. However, as stipulated in section (11)(b) of the Notes of the OZP, “...Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years,...”. In this connection, the Applicant wishes to seek planning permission for the applied use on a temporary basis of 3 years.

1.2 Objectives

1.2.1 The Current Application strives to achieve the following objectives:-

- (a) *To be given an opportunity to the Applicant to resume existing operations whilst inducing no adverse environmental, traffic nor infrastructural impacts on its surroundings;*
- (b) *To give an opportunity to put forth the applied use under proper planning control by the Board and/or other relevant Government department(s).*

1.3 Structure of the Planning Statement

1.3.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the Current Application. **Chapter 2** gives background details of the Application Site in terms of the current land-use characteristics and neighbouring developments. Planning context of the Application Site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the

applied use as well as its design. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the applied use.

2 SITE PROFILE

2.1 Location and Current condition of the Application Site

2.1.1 As shown in **Figure 1**, the the Application Site is located adjacent to Kam Sheung Road to the south, which connects to Kam Tin Road to the east.

2.1.2 The Application Site covers approximately 3,295m² (including about 278m² of government land). The Application Site is currently utilized as a temporary vehicle assembling and conversion centre with ancillary maintenance workshop and office. The perimeter of the Application Site is primarily enclosed by galvanized sheeting and fencing. As presented in **Illustration 1**, the Application Site features a maintenance workshop and two 2-story ancillary offices. The uncovered area is currently used for parking of vehicles intended for the applied use.

2.1.3 As evidenced in **Illustration 2**, a majority part of the Application Site has been piece of hard-paved land, utilised for open storage and other industrial undertakings which was in existence before the First DPA Plan dated 5.10.1990. Prior to 2014, the Application Site has been utilised for the similar use for open storage and parking of vehicles, with existing structures erected.

2.2 Surrounding Land-use Characteristics

2.2.1 As shown in **Illustration 3**, the locality of the Application Site and surrounding areas are predominately rural in character. The immediate environment surroundings are characterised by various brownfield operations such as open storage, warehouses and temporary structures.

2.2.2 To the east of the Application Site are some open storage uses abutting Kam Sheung Road. To the south of Kam Sheung Road are predominated by temporary structures and industrial uses, such as open storage and warehouse uses. There is also a sewage treatment work situated to the further south of Kam Sheung Road.

3 PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The Application Site currently falls within an area zoned “**R(D)**” on the Current OZP (please refer to **Figure 4**). According to the notes of the current OZP, this zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

3.1.2 Notwithstanding the applied use is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for “R(D)” zone attached to Notes of the OZP, as stipulated in (11)(b) of the covering notes of the Current OZP, “...Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years,...”.

3.2 Previous Planning Applications

3.2.1 The Application Site is subject to a previous planning application (No. A/YL-SK/406) which was approved by the Board on 20.6.2025. The nature of the applied use under the current application is the same as that in the previous planning approval.

3.3 Similar Planning Applications

3.3.1 As tabulated in **Table 1**, there are 3 similar applications for applying for similar use within the same OZP.

Table 1: Similar Planning Applications for Uses being similar to the Applied Use covered by the Current OZP

| Application No. | Proposed Use(s) | Decisions |
|-----------------|---|--|
| A/YL-SK/22 | Vehicle Stripping and Vehicle Repair Workshop | Approved with condition(s) on a temporary basis on 14.6.1996 |
| A/YL-SK/23 | Vehicle stripping and vehicle repair workshop | Approved with condition(s) on a temporary basis on 14.6.1996 |
| A/YL-SK/97 | Temporary Open Storage of Old Cars and Spare Parts with Repair Workshop for a Period of 3 Years | Approved with condition(s) on a temporary basis on 7.12.2001 |

3.3.2 On the other hand, there are similar applications for applying similar use within or staddles across “R(D)” zone on other OZPs over the past 10 years. **Table 2** illustrate these similar applications. These applications are approved by TPB with conditions on

a temporary basis.

Table 2: Similar Planning Applications for Uses being similar to the Applied Use in R(D)" zone on other OZPs in the recent 10 years

| Application No. | Proposed Use(s) | Decisions |
|-----------------|--|---|
| A/YL-ST/452 | Temporary Vehicle Repair Workshop with Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 31/10/2014 |
| A/YL-ST/465 | Temporary Cargo Handling and Forwarding Facilities and Open Storage of Containers with Vehicle Repair Workshop for a Period of 3 Years | Approved with condition(s) on a temporary basis on 22/05/2015 |
| A/YL-ST/475 | Temporary Vehicle Park for Goods Vehicles and Container Vehicles and Type Repair Area with Ancillary Canteen and Site Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 04/09/2015 |
| A/YL-ST/478 | Temporary Parking of Lorry Cranes for Sale with Ancillary Maintenance Workshop for a Period of 3 Years | Approved with condition(s) on a temporary basis on 09/10/2015 |
| A/YL-ST/510 | Renewal of Planning Approval for Temporary Vehicle Repair Workshop with Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 27/10/2017 |
| A/YL-ST/527 | Temporary vehicle park for goods vehicles and container vehicles and type repair area with ancillary canteen and site office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 03/08/2018 |
| A/YL-ST/535 | Temporary Parking of Lorry Cranes for Sale with Ancillary Maintenance Workshop for a Period of 3 Years | Approved with condition(s) on a temporary basis on 18/01/2019 |
| A/YL-ST/577 | Renewal of Planning Approval for Temporary Vehicle Repair Workshop with Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 18/09/2020 |
| A/YL-ST/613 | Temporary Parking of Lorry Cranes for Sale with Ancillary Maintenance Workshop for a Period of 3 Years | Approved with condition(s) on a temporary basis on 04/03/2022 |
| A/YL-ST/662 | Temporary Vehicle Repair Workshop with Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 12/01/2024 |
| A/YL-ST/663 | Temporary Vehicle Park for Goods Vehicles and Container Vehicles and Tyre Repair Area with Ancillary Canteen and Site Office for a Period of 3 Years | Approved with condition(s) on a temporary basis on 26/01/2024 |

4 THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 The Application Site has a site area of approximately 3,295m² (including about 278m² of government land).
- 4.1.2 The applied use comprises of 3 temporary structures (**Figure 4** refers). The temporary vehicle assembling and conversion centre with ancillary maintenance workshop (i.e. Structure B3) is of 1 storey (not more than 7m) with a covered area of 1,886m². It is proposed to retain most of the existing building envelope of Structure B3. Two 2-storey temporary ancillary office (not more than 6m) with a total GFA of 460m² (i.e. Structure B1 and B2) are proposed for general administrative work, storage and supporting use (**Table 3** and **4** refer). Sufficient manoeuvring space (20m diameter) would be provided within the Application Site, ensuring no queuing back of vehicles along Kam Sheung Road and further minimising any traffic impact.
- 4.1.3 The open area within the Application Site will be utilised for loading and unloading and parking of vehicles. The Applicant will ensure that the short-stay vehicles will not give rise to any internal traffic conflict within the open area.
- 4.1.4 The application site is a paved flat land, as such, no filling or excavation of land is involved for the temporary structures. The applied use is not intended to support port back-up uses and it does not involve storage of dangerous goods.
- 4.1.5 The current application seeks to regularise most of the existing structure (i.e. Structure B3) which was in existence before 2017. The applicant is committed to removing existing unauthorized structures and ceasing unlawful occupation outside the application site boundary. The Applicant will apply to the Lands Department for a Short-Term Waiver and Short-Term Tenancy to permit the structure(s) erected within the private lots and the occupation of Government land within the application site boundary upon approval of the current application.

Table 3: Proposed Key Development Parameters

| | |
|--|---|
| Total Site Area | About 3,295m ² (including 278m ² of government land) |
| - Covered Area | About 2,116m ² (about 64%) |
| - Uncovered Area | About 1,179m ² (about 36%) |
| Total Plot Ratio | About 0.71 |
| Total Gross Floor Area | About 2,346m ² |
| - Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop | About 1,886m ² |
| - Ancillary Office | About 460m ² |
| Total No of Structures | 3 |
| - Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop | 1 |
| - Ancillary Office | 2 |
| No. of Storey Building Height | Not Exceeding 2 storeys Not more than 7m |
| Site Coverage | About 64% |
| No. of Vehicle Parking Spaces | |
| - Private Cars | 4 |
| - Medium/Heavy Goods Vehicles | 1 |
| No. of Loading and Unloading | |
| - Medium/Heavy Goods Vehicles | 2 |
| Ingress/Egress | About 11 m wide |

Table 4: Key Development Parameters for the Proposed Structures

| Structure | Uses | Floor Area (About) | No. of Storey | Building Height |
|------------------|--|---------------------------|----------------------|------------------------|
| B1 | Ancillary Office | 230m ² | 2 | 6m |
| B2 | Ancillary Office | 230m ² | 2 | 6m |
| B3 | Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop | 1,886m ² | 1 | 7m |
| | Total | 2,346m ² | | |

4.2 Operation

- 4.2.1 The applied use involves the alteration of truck vehicles through the assembly of lorry cranes to support the construction industry. Truck vehicles arriving at the application site will be stored and modified to incorporate lorry cranes. The maintenance workshop also provides a covered area for assembling works and equipment storage, including lorry cranes, materials, machinery and tools. All materials and equipment stored on-site will be non-polluting and non-hazardous. All storage of materials and equipment will be ancillary to the applied use.

- 4.2.2 Lorry cranes, materials, and equipment are expected to be delivered to the Application Site twice a year, generating an anticipated 2-3 trips (M/HGVs) each time. Given that the applied use involves storage of materials and equipment twice a year, such there is no urgent need for loading, the time of loading and unloading is flexible and under the control of the Applicant. Arrangements could be made to avoid busy traffic hours.
- 4.2.3 The applied use provides services for the assembly of lorry cranes for truck vehicles. According to the operators, the assembly process for each vehicle will take between 2 to 5 days. Once assembled, the vehicles will be stored within the covered area and moved to the open area for collection. They will be removed from the Application Site within 1 to 2 weeks after assembly is completed. Arrangements could be made to avoid busy traffic hours.
- 4.2.4 The maximum number of vehicles for assembly/alteration at the Application Site is 4 nos. At any time, the maximum number of vehicles engaged in the assembly/alteration process within Structure B3 will be two. Upon completion of the assembly/alteration process, there will be a maximum of two temporary parking in the open area. Hence, the Application Site will accommodate a maximum of four vehicles for the applied use, which involves a maximum of two finished vehicles, and a maximum of two vehicles undergoing assembling and conversion process within Structure B3. The Applicant will ensure that the short-stay vehicles will not give rise to any internal traffic conflict within the open area. After the assembly/alteration process is completed, the vehicles will be collected and driven away during non-peak hours to avoid traffic impact on Kam Sheung Road.
- 4.2.5 The operation hour of the applied use would be 9:00a.m. to 6:00p.m. (Monday to Saturday excluding Sunday and Public Holiday). Vehicles entering or leaving the Application Site will be restricted to from 9:00a.m. to 6:00p.m. (Monday to Saturday excluding Sunday and Public Holiday) and the entrance doors will be closed outside the aforesaid operation hours without any active operation within or outside the maintenance workshop.
- 4.2.6 To minimize visual and environmental impact, all workshop activities will be conducted within Structure B3, which will be equipped with sound insulation panels. Additionally, the Application Site will be surrounded by a 3.5m boundary fencing to further reduce visual and environmental impacts. All storage of materials and equipment will be ancillary to the applied use. Upon approval of the current application, the Applicant will comply with the relevant Fire Service Installation proposal and adhere to relevant departmental guidelines.
- 4.2.7 The current application seeks to resume operations that have been ongoing since 2014, which play a vital role in supporting local operators by providing necessary

vehicle conversion and assembly services. The discontinuation of these operations would not only disrupt the services relied upon by local businesses but also negatively impact the local economy. It could lead to delays in vehicle modifications essential for various industries, resulting in increased costs and inefficiencies.

4.3 Vehicular Access and Parking Arrangement

4.3.1 The Application Site directly abuts Kam Sheung Road, which connects to Kam Tin Road to its east. The applied use would make use of the existing run-in/out at the northern boundary of the Application Site. The width of the run-in/out is about 11m wide and there is sufficient space for manoeuvring of vehicles to/from Kam Sheung Road, along the local access and within the Application Site (Please refer to the swept path analysis). There will be no vehicles waiting or queuing up at the frontage of the Application Site and along the public road.

4.3.2 The proposed parking arrangement and parking spaces on the Application Site have complied with the requirements of 'Rural-based industrial use' of Special Industrial Use as stipulated under Chapter 4 of the Hong Kong Planning Standards and Guidelines. Two loading and unloading bay in HGV standard and one parking space for HGVs are proposed at the rear of the Application Site. 4 parking spaces for private cars are proposed at the north of the Application Site for staff's use.

4.3.3 Loading / unloading activities would be carried out at the proposed loading/unloading bay within the application site. No loading / unloading activities for the proposed use would be carried out outside the application site.

4.4 Traffic Considerations

4.4.1 The applied use is intended to provide vehicle assembling and conversion services for local operators. As the maximum capacity for assembling works at the maintenance workshop will be two vehicles at the same time, with limited staff on duty daily (max. 4 staff), therefore, the traffic generation is considered minimal (please refer to the table below).

Table 5: Traffic Generation/Attraction Rate

| Type of Vehicles | Average Traffic Generation Rate (pcu/hr) | Average Traffic Attraction Rate (pcu/hr) |
|-----------------------------|--|--|
| Private Cars (Max. 4 nos.) | 0.16 | 0.16 |
| Medium/Heavy Goods Vehicles | 0.04 | 0.04 |
| Total | 0.20 | 0.20 |

4.4.2 Considering the nature of the proposed use is for conversion and alteration of vehicles, traffic demand is not as huge as other public vehicle parks, open storage or warehouse uses. In addition, advanced arrangements should be made to avoid busy

traffic hours. There will only be a small amount of trips generation daily, it is anticipated that vehicles trip due to the operation of the proposed use will be insignificant to the overall traffic in the local network.

- 4.4.3 The Applicant is committed to strictly monitor vehicles into/out of the application site to ensure no adverse traffic impact to the Kam Sheung Road and the local access.

4.5 Landscape Treatment

- 4.5.1 One existing tree to the northern boundary of the application site will be properly preserved. The existing fencing erected would be maintained, the Application Site will be bounded by galvanised sheeting and fencing along the Application Site boundary.

4.6 Provision of Drainage Facilities

- 4.6.1 The Application Site is flat and hard paved with gravel and there are existing public drainage pipe running in adjacent the Application Site. The existing drainage pipe connects to the public drain at the south. The Current Application would make use of existing drainage network installed. Given that the applied use would be the same as existing use, it is anticipated that the applied use would not give rise to any drainage impact to the adjoining areas. Should the Current Application be approved, the Applicant is willing to submit a detailed drainage proposal together with a thorough investigation of the existing drainage system and implement such to the satisfaction of the Board and the concerned Government departments.

4.7 Fire Safety Considerations

- 4.7.1 The Applicant is well noted that fire safety consideration should be taken into once the applied use is approved by the Board. In this case, the Applicant is prepared to submit and implement relevant fire services installation proposal to the satisfaction of the Board and/or relevant Government department(s) as compliance of approval planning conditions should it be considered necessary.

4.8 Environmental Considerations

- 4.8.1 The applied use will accommodate simple assembling and conversion process, and storage of non-polluting and non-dangerous goods. No leakage of pollutants or contamination of water is envisaged. The applicant will strictly follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by Environmental Protection Department. As such, no adverse impacts including noise and air quality are anticipated.

5 PLANNING JUSTIFICATIONS

5.1 Previous Approval for the Same Use

5.1.1 The Application Site is subject to a previous approval under Planning Application No. A/YL-SK/406 for the same use. There is no change in terms of the nature and operations of the applied use, except minor increase in gross floor area.

5.2 Supports the Construction Industry and the Industrial Undertakings in the Area

5.2.1 The applied use serves the burgeoning businesses along Kam Sheung Road, where there is a significant demand for vehicle-related services. As economic and industrial activities expand in the northern metropolis, the need for locations dedicated to vehicle assembly and alteration continues to rise. The applied use helps improve logistics and supply chain efficiency and supports the construction industry and local industrial operations. Given the scarcity of suitable sites for vehicle-related businesses, the applied use effectively meets a critical demand within the construction sector and facilitates the growth of vehicle services.

5.3 No Substantial Change to Existing Setting

5.3.1 The application site has long been paved and carried out industrial undertakings. The Current Application involves no substantial change in physical form since it seeks to continue current use. Most of the existing settings would be retained in the Current Application without substantial modification.

5.4 Regularization of Existing Setting with Proper Planning Control

5.4.1 The Current Application enables an opportunity to be given to the Applicant to put forth the applied use under proper planning control by the Board and/or other relevant Government department(s). The Applicant is more than willing to comply with other departmental regulations.

5.5 Applied Use Being Compatible with the Existing Land-use Characters of the Locality

5.5.1 The applied use has been existed for more than 10 years. The immediate surrounding of the Application site is characterised by warehouse, open storage, recyclable collection centre and other informal industrial undertakings which are of similar nature to the applied use. To the south of Kam Sheung Road are predominated by temporary structures and industrial uses, such as open storage and warehouse uses. There is also a sewage treatment work situated to the further south of Kam Sheung Road. In this regard, the applied use at the Application Site is deemed compatible with these surrounding land use characters and allowing the applied use on site should not in any sense pose any interface problems to the locality.

5.6 Temporary Nature Would Not Jeopardize its Planning Intention of “R(D)” zone and Allow Optimization of Valuable Land Resources

- 5.6.1 Given that the applied use in the Current Application is being applied for 3 years, its temporary nature is by no means jeopardise the long-term planning intention of “R(D)” zone should the Board consider essential to implement in future.
- 5.6.2 While the subject zone is intended for transformation of into residential uses to a certain extent, the surroundings are still characterised by industrial operations which were approved and allowed by the Board on temporary basis in recent years. In this regard, until the entire surrounding characteristics are reverted to permanent structures and residential development which are fully in line with the R(D) zone, bringing forward the planning intention of “R(D) zone that is yet to be materialised in short term would hinder optimisation of valuable land resources. In contrast, land use optimisation and concentration of similar uses in replacement of other industrial undertakings in unsuitable locations or planned development area could be achieved by allowing the applied use.

5.7 No Adverse Traffic Impact

- 5.7.1 The Application site is directly accessible via Kam Sheung Road, with an existing ingress/egress. Considering the nature of the applied use is for conversion and alteration of vehicles with lorry cranes, traffic demand is not as huge as other public vehicle parks or open storage. In addition, advanced arrangements should be made to avoid busy traffic hours. There will only be a small amount of trips generation daily, it is anticipated that vehicles trip due to the operation of the applied use will be very insignificant to the generation of the overall traffic in the local network.
- 5.7.2 Given that the applied use has no urgent need for loading the goods, the time of loading and unloading is flexible and under the control of the Applicant. The time for loading and unloading activities would be arranged in advance. As such, it is anticipated that by allowing the Current Application, the volume of the traffic generated from the applied use would not adversely affect the existing or planned road networks (if any).
- 5.7.3 Sufficient area within the Application Site has been provided to ensure smooth manoeuvring within the Application Site. It is anticipated that the applied use will not generate any queuing back issue and will not significantly affect the ingress/ egress to other industrial operation along the existing van track.

5.8 No Adverse Drainage Impacts

- 5.8.1 Given that the Application Site and its surrounding land have long been paved and established, the subject area was equipped with existing infrastructure support and

there were no floodings problems arising from the Application Site. The applied use would make use of existing drainage network without generating additional discharge, as such, no adverse drainage impact arising from the applied use is anticipated. The Applicant is willing to submit and implement a drainage proposal to the satisfaction of the Board/ or relevant Government department(s) as compliance of approval planning conditions should it be considered necessary.

5.9 No Adverse Environmental Impact

5.9.1 The applied use will involve simple assembly and conversion processes, as well as the storage of non-polluting and non-hazardous goods. There is no expectation of pollutant leakage or water contamination. The applicant will adhere closely to the most recent "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by the Environmental Protection Department. Therefore, no negative impacts on noise levels or air quality are expected.

5.9.2 On the other hand, vehicles entering or leaving the application site will be restricted to from 9:00 a.m. and to 6:00p.m. (Monday to Saturday) and the entrance door will be closed outside the aforesaid operation hours within or outside the workshop. In this regard, it is anticipated that no adverse noise impact will be arisen out of the applied use.

5.10 No Fire Risk

5.10.1 The applied use involves storage of non-dangerous goods which is not prone to fire and non-dangerous in nature. The applied use will be equipped with sufficient firefighting measures, and the Applicant is willing to submit and implement fire service installations and water supplies for firefighting to the satisfaction of the Board and/or relevant Government department(s) as compliance of approval planning conditions should it be considered necessary.

5.11 Not Setting an Undesirable Precedent

5.11.1 Given the unique history and nature of the Application Site and numerous temporary industrial activities and development within the "R(D)" zone in the locality approved by the Board were ever evidenced, approving the Current Application should be set an undesirable precedent.

6 CONCLUSION

6.1.1 This Planning Statement is submitted to the Board in support of a planning application for the applied use at the Application Site. The Application Site has a total area of approximately 3,295m² (including about 278m² of government land). This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate the consideration by the Board.

6.1.2 The Application Site currently falls completely within an area zoned “Residential (Group D)” (“R(D)”) on the draft Shek Kong Outline Zoning Plan No. S/YL-SK/10. As detailed throughout the Planning Statement, the applied use is well justified on the grounds that: -

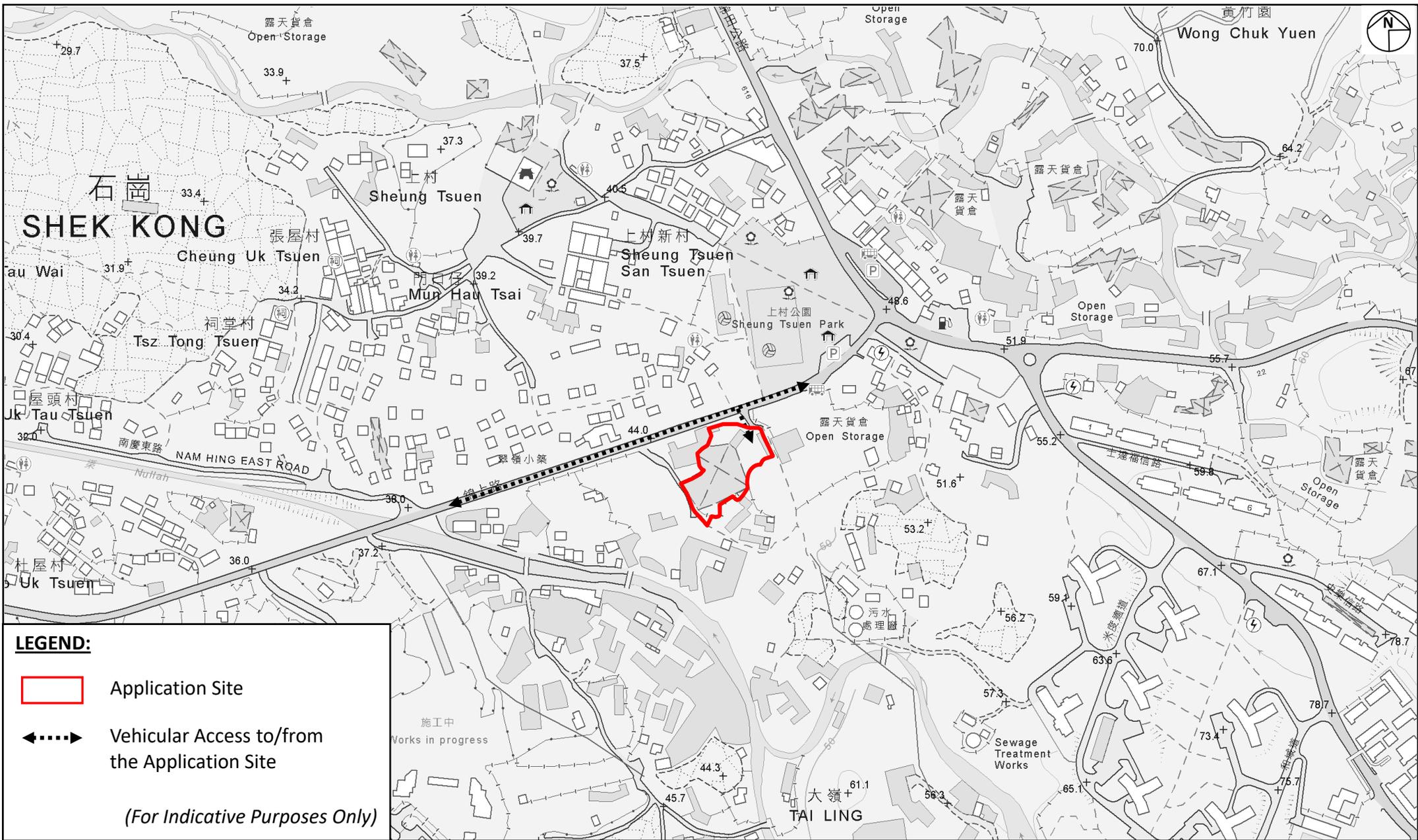
- (a) The application site is subject to a previous approval for the same use. There is no change in terms of the nature and operations of the applied use;*
- (b) The applied use supports the construction industry and the industrial undertakings in the area. Given the limited availability of suitable locations for vehicle-related businesses, the applied use addresses a significant demand within the construction industry;*
- (c) The Application Site has long been paved and utilised for industrial undertakings. The Current Application involves no substantial change in physical setting, as it seeks to continue the current use;*
- (d) The Current Application aims to regularise current settings and enables an opportunity to be given to the Applicant to put forth the applied use under proper planning control by the Board and/or other relevant Government department(s);*
- (e) The applied use has previously been existed for more than 10 years, the applied use will continue to be compatible with the existing land uses in the immediate vicinity which have long been utilized by open storage, warehouses and other informal industrial activities that are similar to the applied use;*
- (f) Temporary nature of the applied use will not jeopardize nor pre-empt the long-term planning intention of “R(D)” zone or any planned infrastructural development (if any) in future;*
- (g) No adverse traffic impact shall be anticipated since the number of trips generated by the applied use will not be significant, there are minimal daily trips generation of vehicles to /from the Application Site for the applied use;*
- (h) No adverse drainage impact nor flooding problems shall be envisaged since the Application Site has long been established with existing drainage network for discharge. The Applicant is prepared to submit detailed drainage proposal once the Current Application is allowed;*
- (i) No significant environmental impact shall be envisaged as the applied use will involve simple assembly and conversion processes at restricted hours only, and items being stored within the applied use will be non-polluting and non-dangerous in nature;*
- (j) No fire risks shall be envisaged since the items being stored within the applied use will be non-dangerous in nature;*

(k) No undesirable precedent will be set given there are similar approved applications on the same OZP.

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give favorable consideration to approve the Current Application for the applied use for a temporary period of 3 years.

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Project:
 Section 16 Planning Application for Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years at Lots 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long

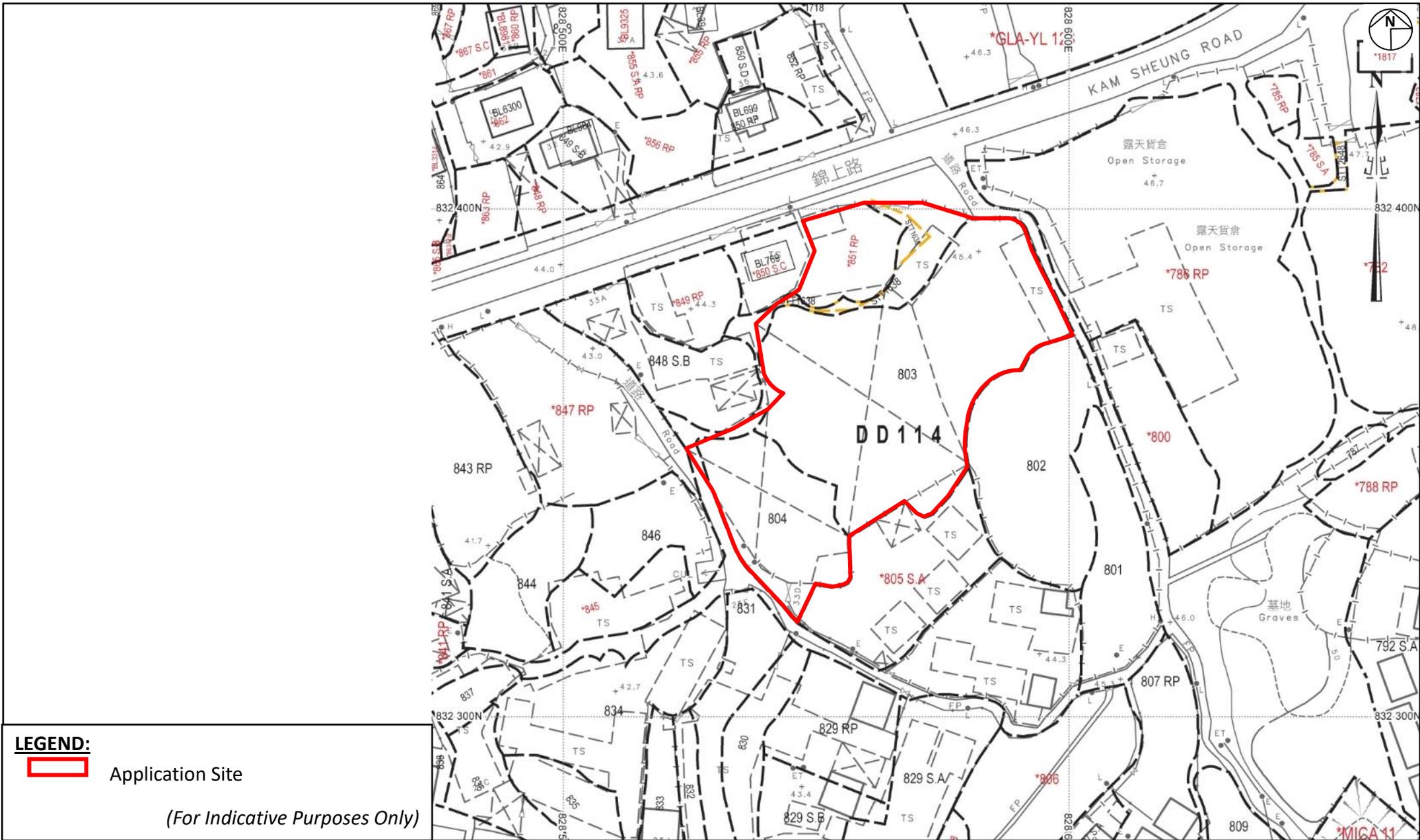
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 Location Plan

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 Mar 2026





LEGEND:

 Application Site

(For Indicative Purposes Only)

Project:
 Section 16 Planning Application for Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long

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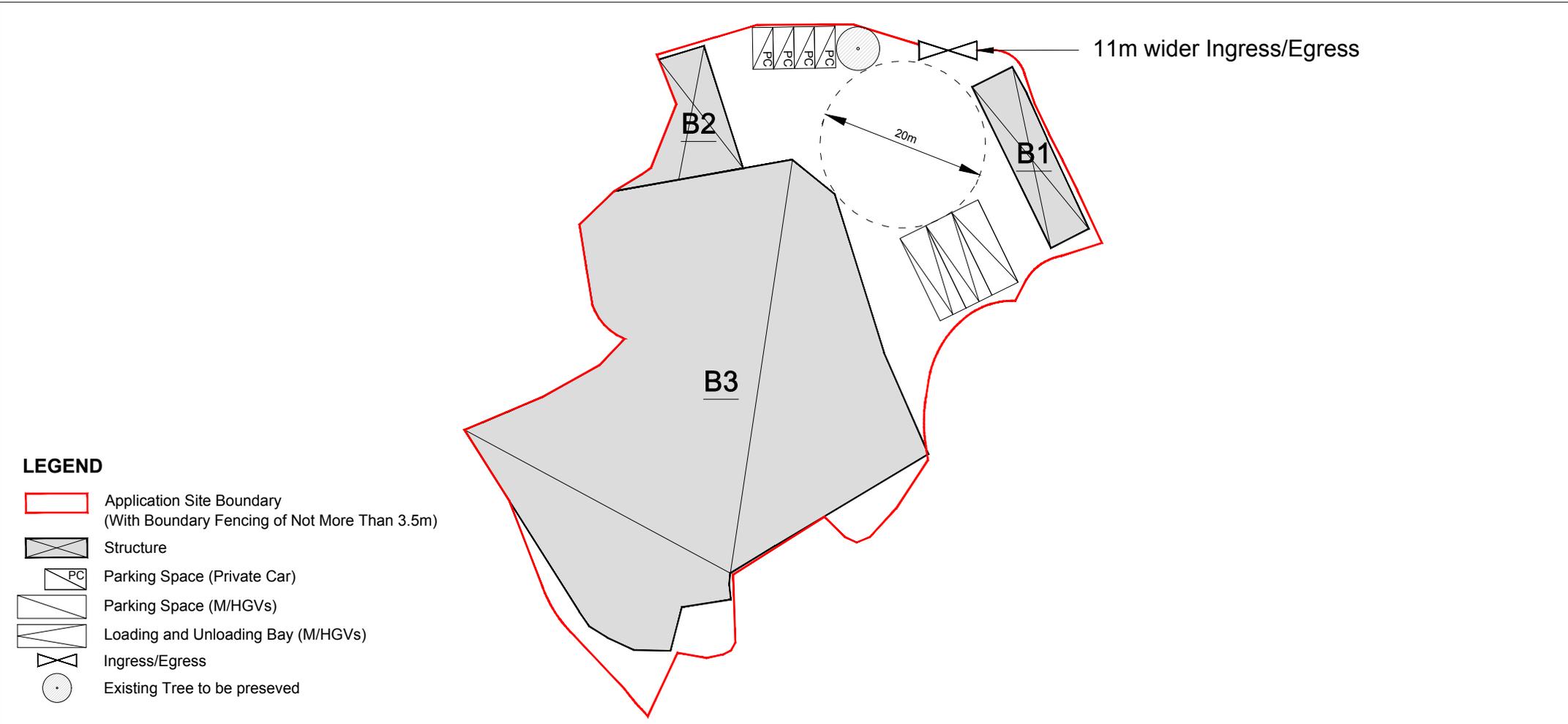
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 1:1000

Date:
 Mar 2026

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 Consultants And Construction Limited

| STRUCTURE | USE | COVERED AREA | GFA | BUILDING HEIGHT |
|--------------|---|-----------------------------------|-----------------------------------|-------------------------------|
| B1 | Ancillary Office | 115 m ² (About) | 230 m ² (About) | 6m (Not More Than) (2-Storey) |
| B2 | Ancillary Office | 115 m ² (About) | 230 m ² (About) | 6m (Not More Than) (2-Storey) |
| B3 | Vehicle Assembling and Conversion Centre and Ancillary Maintenance Workshop | 1,886 m ² (About) | 1,886 m ² (About) | 7m (Not More Than) (1-Storey) |
| Total | | 2,116 m²(About) | 2,346 m²(About) | |



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Title:
 Indicative Layout Plan

Figure:
 4
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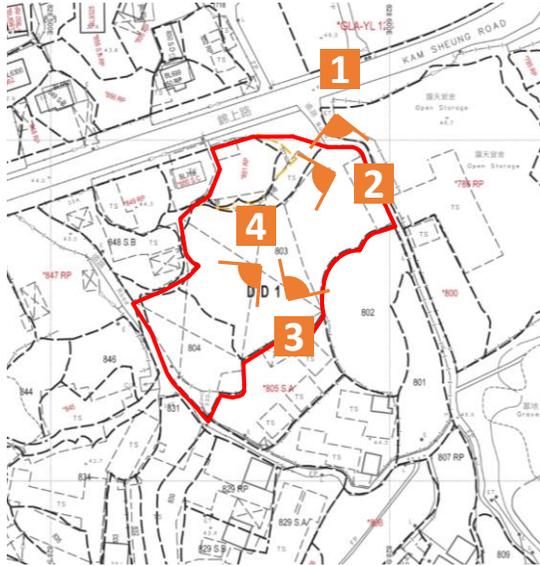
Date:
 Mar 2026

Ref.: ADCL/PLG-10300/R002/F004



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LEGEND:

Application Site ◀ Viewpoints

(For Indicative Purposes Only)

Project:
Section 16 Planning Application for Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long

Title:
Existing Condition of the Application Site

Illustration:
1

Scale:
Not to Scale

Date:
Mar 2026



Extract of Aerial Photo
No . A22942 dated 5.10.1995



LEGEND:

 Application Site

(For Indicative Purposes Only)

Extract of Aerial Photo
No . CS52440 dated 3.5.2014



Project:
Section 16 Planning Application for Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long

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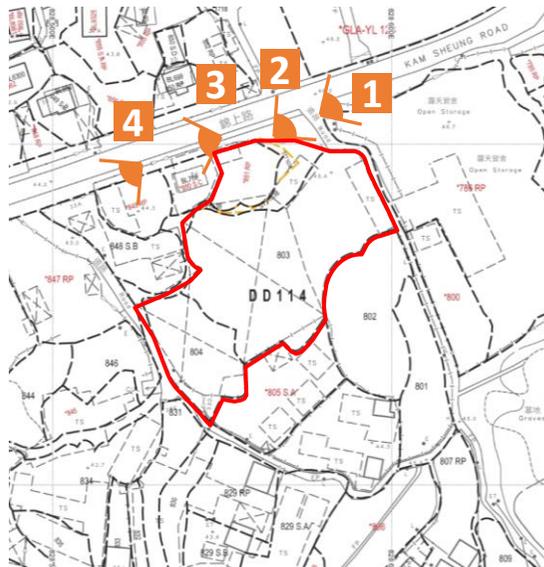
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Date:
Mar 2026

Ref.: ADCL/PLG-10300/R002/I002

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LEGEND:

 Application Site  Viewpoints

(For Indicative Purposes Only)

Project:
Section 16 Planning Application for Temporary Vehicle Assembling and Conversion Centre with Ancillary Maintenance Workshop and Office for a Period of 3 Years at Lot Nos. 803 (Part), 804 (Part) and 851 RP in D.D. 114 and adjoining Government Land, Shek Kong, Yuen Long

Title:
Surrounding Areas of the Application Site

Illustration:
3

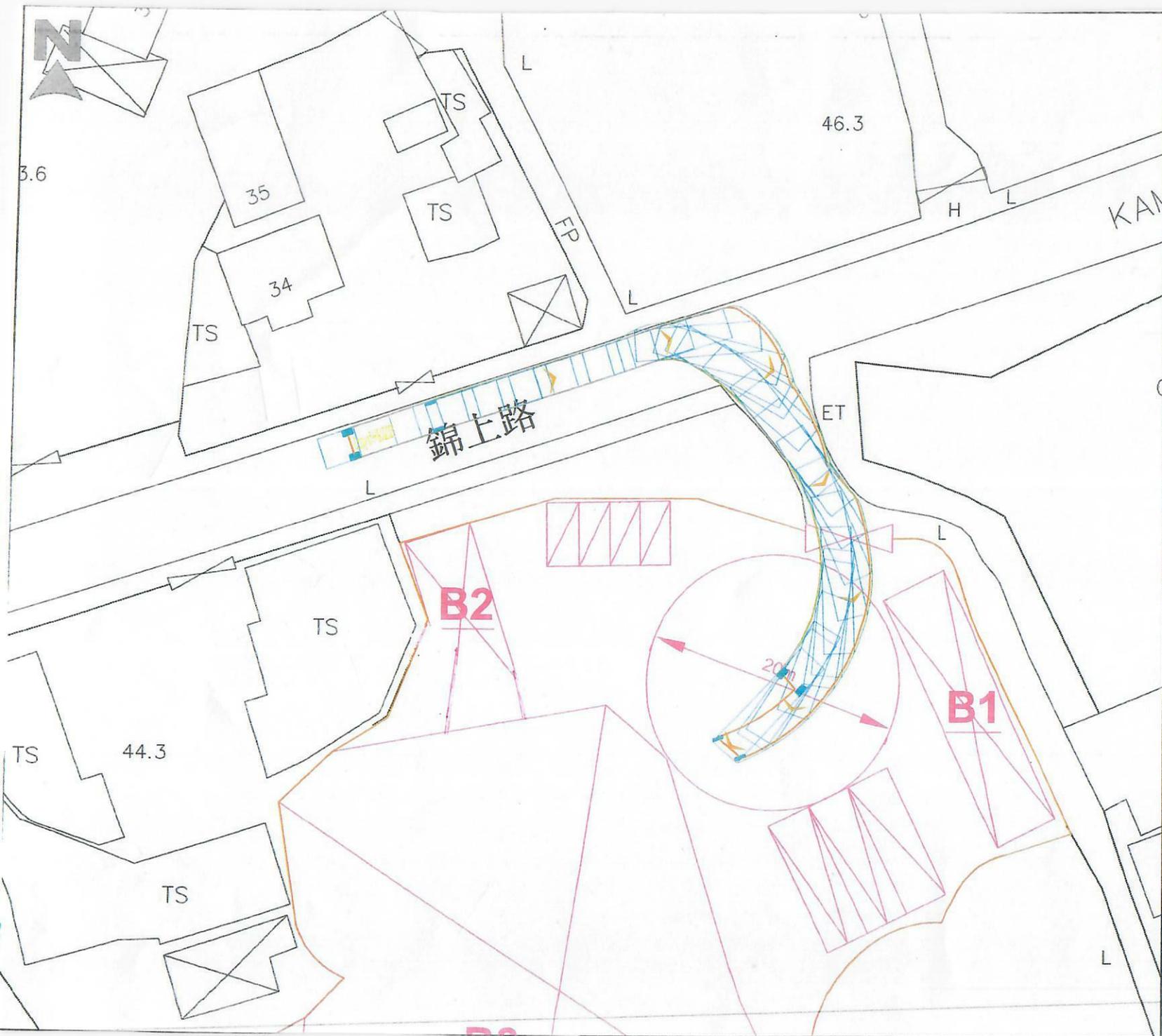
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Mar 2026

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Appendix 1

Swept Path Analysis



PROPOSAL -
 Section 16 Planning Application
 for Proposed Temporary Vehicle
 Assembling and Conversion
 Centre with Ancillary
 Maintenance Workshop and Office
 for a Period of 3 Years at Lot Nos.
 803 (Part), 804 (Part) and 851 RP
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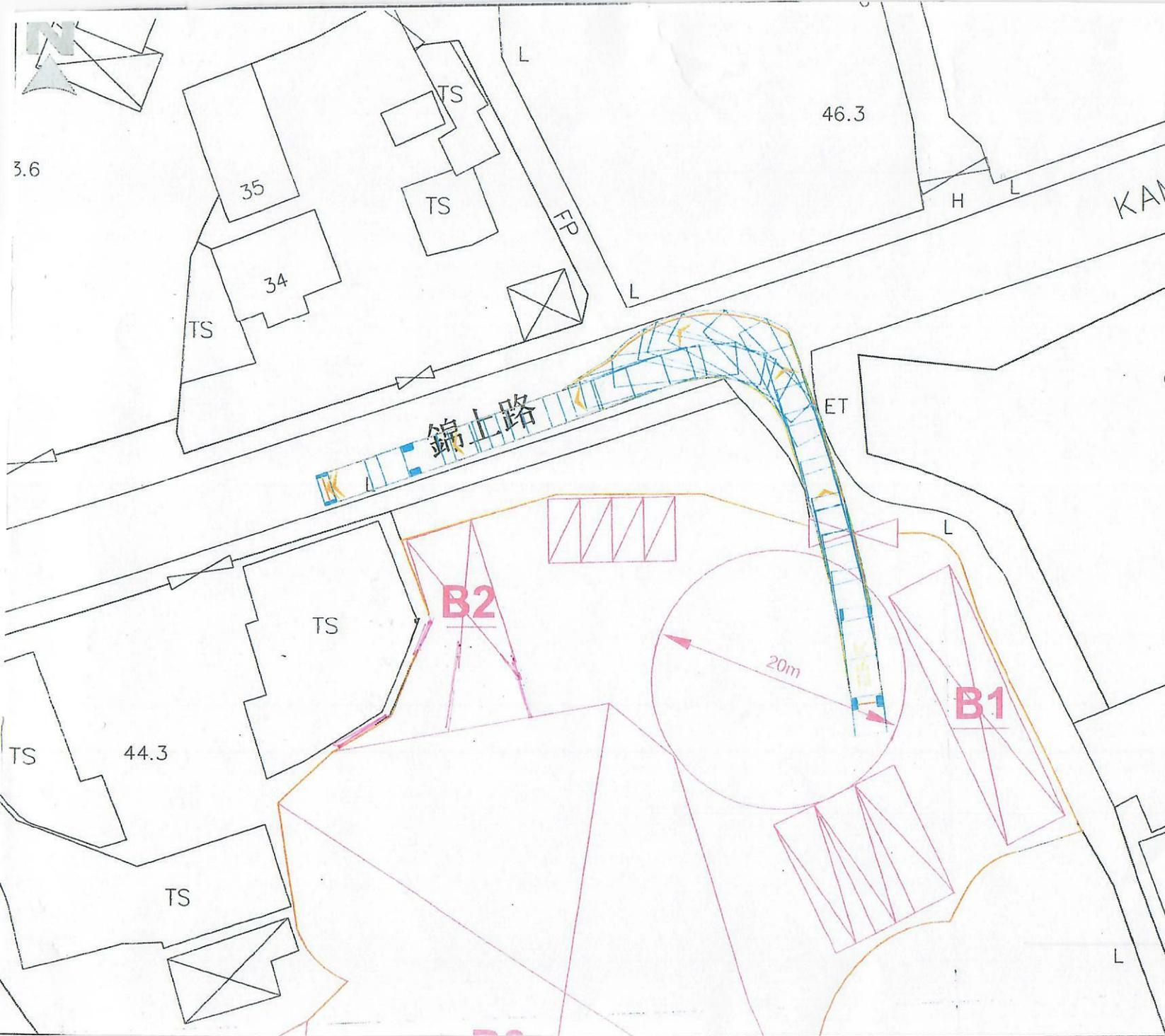
DRAWING TITLE -
 Swept Path Analysis
 for 10m
 Heavy Goods Vehicle

Dwg. No. - SK-01-SP1

Rev. - ---

Scale - 1:400 @A4

Date - Feb 2025



PROPOSAL -
 Section 16 Planning Application
 for Proposed Temporary Vehicle
 Assembling and Conversion
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 Yuen Long

DRAWING TITLE -
 Swept Path Analysis
 for 10m
 Heavy Goods Vehicle

| | |
|------------|-----------|
| Dwg. No. - | SK-01-SP2 |
| Rev. - | --- |
| Scale - | 1:400 @A4 |
| Date - | Feb 2025 |