

**APPLICATION FOR RENEWAL OF PLANNING APPROVAL**  
**FOR TEMPORARY USE**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/STT/24**

- Applicant** : Abundant Holding Limited represented by Lanbase Surveyors Limited
- Site** : Lots 372 S.D RP (Part), 378, 379, 380, 382 (Part), 383 (Part), 385, 389 S.A (Part), 389 S.B (Part), 389 RP (Part) and 390 in D.D. 99, San Tin, Yuen Long
- Site Area** : About 8,475m<sup>2</sup>
- Lease** : (a) New Grant No. 55 (for agriculture purpose only)  
(Lot 390 in D.D.99)
- (b) Block Government Lease (demised for agricultural use)  
(Remaining Lots)
- Plan** : Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2
- Zoning** : “Other Specified Uses” (“OU”) annotated “Innovation and Technology” (“OU(I&T)”) (about 88.1%), “OU” annotated “Amenity Area” (“OU(A)”) (about 5.1%) and area shown as ‘Road’ (about 6.8%)
- Application** : Renewal of Planning Approval for Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years

**1. The Proposal**

- 1.1 The applicant seeks renewal of planning approval for temporary public vehicle park (excluding container vehicle) for a period of three years at the application site (the Site), which falls within an area mainly zoned “OU(I&T)” (about 88.1%), with minor portions partly zoned “OU(A)” (about 5.1%) and partly shown as ‘Road’ (about 6.8%) on the OZP (**Plan A-1a**). According to the Notes of the OZP, ‘Public Vehicle Park’ is a Column 1 use under “OU(I&T)” zone which is always permitted; whereas planning permission from the Town Planning Board (the Board) is required for the applied use in “OU(A)” zone and area shown as ‘Road’. The Site is currently occupied by the applied use with valid planning permission under application No. A/YL-ST/617 until 5.7.2025 (**Plans A-2 to A-4**).
- 1.2 The Site is accessible from a local access leading to Castle Peak Road – Chau Tau (**Plan A-2**), with an ingress/egress (about 6m wide) at the south-eastern part of the Site. According to the applicant, the applied use involves 147 private car parking spaces (each of 5m x 2.5m) and a one-storey container shroff (about 2.6m in height) with a

floor area about 14.64m<sup>2</sup> for site operation purpose. According to the applicant, the applied use operates 24 hours daily from Mondays to Sundays. The layout plan submitted by the applicant is at **Drawing A-1**.

- 1.3 The Site, in whole or in part, is the subject of 12 previous applications for public vehicle park (details at paragraph 6 below), including the last application No. A/YL-ST/617 submitted by the same applicant for the same use at the same Site which was approved by the Rural and New Town Planning Committee (the Committee) of the Board on 10.6.2022, and all approval conditions have been complied with. Compared with the last application, the layout, development parameters and operation hours under the current application remain unchanged.
- 1.4 In support of the application, the applicant has submitted the Application Form and Supplementary Information (SI) which were received on 13.5.2025 and 14.5.2025 respectively (**Appendix I**).

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the Application Form and SI at **Appendix I**, and can be summarised as follows:

- (a) As the Site is located near the Lok Ma Chau Control Point, the applied use can cater the increasing parking demand arising from cross-boundary travel.
- (b) The Site was the subject of previous planning permissions for temporary public vehicle park (excluding container vehicle). All the approval conditions imposed on the previous planning application No. A/YL-ST/617 have been complied with. In support of the current application, the applicant has submitted an as-built drainage plan and photographic records of the existing drainage facilities, as well as a fire service installations (FSIs) plan accepted under the last application and the corresponding FS251 certificates. The applicant will continue to maintain the existing FSIs and drainage facilities on the Site.
- (c) There were similar approved applications in the surrounding areas. The applied use is compatible with the surrounding uses in the area. As the nearest villages are located at about 100m away from the Site, no interface problems with the villages are anticipated.
- (d) The applicant will strictly prohibit vehicles without valid licences to be parked/stored on the Site by posting notices at prominent location and conducting daily site inspection. Additional traffic, drainage and environmental impacts are not anticipated.

## **3. Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is not a “current land owner” of the Site but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by publishing notices in local newspapers and sending notice to San Tin Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection.

#### **4. Town Planning Board Guidelines**

- 4.1 Part of the Site (about 14%) is located within the Wetland Buffer Area (WBA) in Deep Bay Area (**Plan A-1a**). The Town Planning Board Guidelines on Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance (TPB PG-No. 12C) is relevant to the application.
- 4.2 The Town Planning Board Guidelines on Renewal of Planning Approval and Extension of Time for Compliance with Planning Conditions for Temporary Use or Development (TPB PG-No. 34D) is also relevant to the application.
- 4.3 Relevant extracts of the abovementioned Guidelines are attached at **Appendix II**.

#### **5. Background**

- 5.1 The Site fell within an area zoned “Green Belt” (“GB”) on the then approved San Tin OZP No. S/YL-ST/8. In order to take forward the San Tin Technopole (the Technopole) development, the draft San Tin Technopole OZP No. S/STT/1, which covers the Site among others, was exhibited under section 5 of the Town Planning Ordinance on 8.3.2024. The draft OZP was subsequently approved by the Chief Executive in Council on 17.9.2024 and the approved San Tin Technopole OZP No. S/STT/2 was gazetted on 20.9.2024. The Site now falls within an area mainly zoned “OU(I&T)” with minor portions zoned “OU(A)” or shown as ‘Road’ on the OZP.
- 5.2 The Site is not subject to any active planning enforcement action.

#### **6. Previous Applications**

- 6.1 The Site, in whole or in part, is the subject of 12 previous applications (No. A/YL-ST/147, 211, 234, 292, 337, 347, 362, 410, 434, 487, 544 and 617<sup>1</sup>). Details of the previous applications are summarised at **Appendix III** and their location are shown on **Plan A-1b**.
- 6.2 Amongst the 12 previous applications for temporary public vehicle park, 10 applications (No. A/YL-ST/234, 292, 337, 347, 362, 410, 434, 487, 544 and 617) were approved by the Committee between 2003 and 2022 mainly on the considerations that the proposed/applied use was considered not incompatible with the surrounding land uses; and there was no adverse comment from concerned government departments or their concerns could be addressed by imposing approval conditions. For the last application No. A/YL-ST/617, which was submitted by the same applicant for the same applied use at the same Site with the same layout, development parameters and operation hours, all time-limited approval conditions have been complied with and the planning permission is valid until 5.7.2025.
- 6.3 Two applications (No. A/YL-ST/147 and 211) on larger sites for proposed temporary public vehicle park for private cars, lorries and container trailers (No. A/YL-ST/147) and proposed temporary public car park (No. A/YL-ST/211) were rejected upon review by the Board in 2001 and 2003 mainly on the grounds that the proposed use was not in

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<sup>1</sup> The application sites fell within the then “GB” zone on previous version(s) of OZP at the time of consideration by the Committee.

line with the planning intention of “GB” zone; the proposed use was incompatible with the surrounding uses; there was insufficient information on the vehicular access connecting the site; and the applicant failed to demonstrate that the proposed use would not have adverse landscape, visual and environmental impacts on the surrounding areas.

## **7. Similar Applications**

During the past five years, there were eight similar applications (No. A/YL-ST/563, 568, 580, 581, 619, 635, 644<sup>2</sup> and A/STT/1) for temporary public vehicle park use within or straddling across the “OU(I&T)” and “OU(A)” zones and area shown as ‘Road’ in the vicinity of the Site. All applications were approved with conditions by the Committee between 2020 and 2024 mainly on the similar considerations as stated in paragraph 6.2 above. Details of the similar applications are summarised at **Appendix III** and their locations are shown on **Plan A-1a**.

## **8. The Site and Its Surrounding Areas (Plans A-1a to A-4)**

8.1 The Site is:

- (a) currently occupied by the applied use with valid planning permission (No. A/YL-ST/617) until 5.7.2025;
- (b) accessible from the south-east via a local access leading to Castle Peak Road – Chau Tau; and
- (c) partly located (about 14%) within WBA of Deep Bay Area.

8.2 The surrounding areas are rural in character and predominated by grassland, cultivated agricultural land, village house/residential structure, stormwater pumping station and Lok Ma Chau Spur Line Chau Tau Ventilation Building. A temporary public vehicle park with valid planning permission is located to its south across a nullah and Lok Ma Chau Road.

## **9. Planning Intentions**

- 9.1 The “OU(I&T)” zone is intended primarily to provide development space for accommodating a variety of innovation and technology uses, including research and development, production activities, data centre, staff accommodation/talent apartment, supporting commercial/retail facilities and other complementary infrastructure.
- 9.2 The “OU(A)” zone is for the provision of landscaping and planting to enhance the amenity value and to serve as visual buffers between existing villages and new developments.
- 9.3 The area shown as ‘Road’ forms part of the area reserved for future Road L19 of the Technopole.

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<sup>2</sup> The application sites fell within the then “Undetermined” and/or “GB” zone(s) of OZP at the time of consideration by the Committee.

## **10. Comments from Relevant Government Departments**

10.1 Apart from the government departments as set out in paragraphs 10.2 and 10.3 below, other departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses, if any, are provided in **Appendices IV and V** respectively.

10.2 The following government department supports the application:

### **Traffic**

10.2.1 Comments from the Commissioner for Transport:

- (a) she supports the renewal application from traffic engineering point of view; and
- (b) advisory comments are detailed in **Appendix V**.

10.3 The following government department has specific comments on the application:

### **Project Interface**

10.3.1 Comments from the Project Manager (North), Civil Engineering and Development Department (PM(N) of CEDD):

the Site falls within the boundary of Phase 1 Stage 1 Development of the Technopole and is located within the site boundary of CEDD's current Contract No. ND/2024/10. According to the latest programme, the Site will need to be handed over to CEDD by Q4 2025.

## **11. Public Comment Received During Statutory Publication Period**

On 20.5.2025, the application was published for public inspection. During the statutory publication period, no public comment was received.

## **12. Planning Considerations and Assessments**

12.1 The application is for renewal of planning approval for temporary public vehicle park (excluding container vehicle) for a period of three years at the Site mainly zoned "OU(I&T)" (about 88.1%), with minor portions zoned "OU(A)" (about 5.1%) or shown as 'Road' (about 6.8%) (**Plan A-1a**). While planning permission for the applied use is required for the minor portions of the Site falling within areas zoned "OU(A)" or shown as 'Road', the applied use is always permitted at the major portion of the Site falling within an area zoned "OU(I&T)". According to the applicant, the applied use could meet the parking demand arising from cross-boundary travel and C for T supports the application from traffic engineering point of view. On the other hand, PM(N) of CEDD advises that the Site falls within Phase 1 Stage 1 Development of the Technopole and is located within the portion that is scheduled to be handed over to CEDD for site

formation works by Q4 2025. Notwithstanding this, the applied use of temporary basis only will not affect the long-term planning intention of the Site. To address PM(N) of CEDD's concerns on the potential interface issue, an advisory clause reminding the applicant that the Site may be resumed by the Government and the applied use may be terminated at any time during the planning approval period for implementation of Government projects is recommended should the Committee decide to approve the application. In view of the above and taking into account the planning assessments below, there is no objection to the renewal application for a period of three years.

- 12.2 The applied use is considered not incompatible with the surrounding areas which are rural in character and predominated by grassland, cultivated agricultural land, village house/residential structure and public vehicle park (**Plan A-2**). The Chief Town Planner/Urban Design and Landscape of Planning Department (PlanD) has no adverse comment on the application from landscape planning perspective as the applied use is not incompatible with the surrounding landscape setting and adverse landscape impact within the Site arising from the applied use is not anticipated.
- 12.3 Part of the Site falls within the WBA in Deep Bay Area under the TPB PG-No. 12C, which specifies that planning applications for temporary uses are exempted from the requirement of ecological impact assessment. The Director of Agriculture, Fisheries and Conservation has no comment on the application from nature conservation point of view.
- 12.4 Other relevant government departments consulted including the Director of Environmental Protection, Chief Engineer/Mainland North of Drainage Services Department and Director of Fire Services have no objection to or no adverse comment on the application. To address the technical requirements of the concerned government departments, relevant approval conditions are recommended in paragraph 13.2 below. It is also recommended to advise the applicant to follow the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" issued by the Environmental Protection Department to minimise any potential environmental nuisance caused by the applied use on the surrounding areas.
- 12.5 Although the land use zonings for the area have been changed in order to take forward the development of the Technopole, there has not been any material change in the context of the Site and its surroundings since the last temporary approval was granted. The application is considered generally in line with TPB-PG No. 34D in that no adverse planning implication arising from the renewal application is anticipated; all the time-limited approval conditions under the previous application (No. A/YL-ST/617) have been complied with; and the three-year approval period sought is reasonable.
- 12.6 Given the ten approved previous application and eight approved similar applications in the vicinity of the Site in the past five year as mentioned in paragraphs 6 to 7 above, approving the current application is in line with the Committee's previous decisions.

### **13. Planning Department's Views**

- 13.1 Based on the assessments made in paragraph 12, PlanD has no objection to the application.

- 13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years and be renewed from 6.7.2025 to 5.7.2028. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval conditions

- (a) the existing drainage facilities on the site shall be maintained at all times during the planning approval period; and
- (b) if the above planning condition (a) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

Advisory clauses

The recommended advisory clauses are attached at **Appendix V**.

- 13.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applied use is not in line with the planning intentions of the "Other Specified Uses" annotated "Amenity Area" and area shown as 'Road' which are primarily for the provision of landscaping and planting to enhance the amenity value and to serve as visual buffers between existing villages and new developments, and for road development respectively. No strong planning justification has been given in the submission for a departure from the planning intention, even on a temporary basis.

**14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**15. Attachments**

<b>Appendix I</b>	Application Form received on 13.5.2025 and SI received on 14.5.2025
<b>Appendix II</b>	Relevant Extracts of TPB PG-No. 12C and 34D
<b>Appendix III</b>	Previous and Similar Applications
<b>Appendix IV</b>	Government Departments' General Comments
<b>Appendix V</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Layout Plan

<b>Plan A-1a</b>	Location Plan with Similar Applications
<b>Plan A-1b</b>	Previous Application Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plan A-4</b>	Site Photos

**PLANNING DEPARTMENT**  
**JULY 2025**