

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/YL-PS/754**

<b><u>Applicant</u></b>	: OTG OnTheGo Limited represented by Lawson David and Sung Surveyors Limited
<b><u>Site</u></b>	: Lots 284 (Part), 285 (Part), 286 (Part), 320 (Part), 321 and 323RP (Part) in D.D.126 and adjoining Government Land (GL), Fung Ka Wai, Yuen Long
<b><u>Site Area</u></b>	: 4,225 m <sup>2</sup> (about) (including GL of about 289m <sup>2</sup> or 6.8%)
<b><u>Lease</u></b>	: Block Government Lease (demised for agricultural use)
<b><u>Plan</u></b>	: Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20
<b><u>Zoning</u></b>	: “Recreation” (“REC”)
<b><u>Application</u></b>	: Temporary Drone Training Centre for a Period of 3 Years

**1. The Proposal**

- 1.1 The applicant seeks planning permission for temporary drone<sup>1</sup> training centre for a period of three years at the application site (the Site) (Plan A-1a) zoned “REC” on the OZP. According to the Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Town Planning Board (the Board). The Site is currently fenced-off, partly hard-paved and occupied for the applied use without valid planning permission (Plans A-2, A-4a and A-4b).
- 1.2 The Site with the ingress/egress at the southern part is accessible from Tin Wah Road via a local track (Drawing A-1, Plans A-2 and A-3). According to the applicant, the applied use is for organising certificate courses<sup>2</sup> for drone training and education purposes which are based on appointments and scheduled classes. Three single-storey temporary structures (about 3m in height) with a total floor area of about 247m<sup>2</sup> for ancillary office, storeroom, resting area, shelter for

---

<sup>1</sup> Drone is also known as Small Unmanned Aircraft (SUA), the operations of which are regulated by the SUA Order (Cap. 448G) under the Civil Aviation Ordinance (Cap. 448) which took full effect on 1.6.2022.

<sup>2</sup> Under the SUA Order, SUA pilots who wish to conduct advance operations prone to higher risks are required to obtain the “Advanced Rating” qualification from the Civil Aviation Department (CAD) by completing pilot training course provided by SUA Approved Training Organization (ATO). The Applicant is one of the eight SUA ATOs in Hong Kong that provides advanced rating pilot training course.

parking and washroom uses are erected at the southwestern part of the Site. The remaining open area will be used for drone training ground. Five private car parking spaces (5m x 2.5m each) for staff/visitors are provided within the Site. The operation hours are from 9:00 a.m. to 6:00 p.m. daily. Classes will be scheduled at three to four days per week with around 20 students per class and a maximum of 30 participants at one time for a full-day course. The vehicular access plan and layout plan submitted by the applicant are shown at **Drawings A-1 and A-2** respectively.

- 1.3 The Site was involved in eleven previous applications including one for the same use (No. A/YL-PS/648) for a period of three years approved by the Rural and New Town Planning Committee (the Committee) of the Board in 2021 (details at paragraph 5 below). The planning permission lapsed on 11.12.2024. Compared with the last approved application No. A/YL-PS/648, the current application is submitted by the same applicant for the same use on the same site with similar layout and development parameters.
- 1.4 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with attachments received on 9.5.2025 (**Appendix I**)
  - (b) Further information (FI) received on 16.6.2025 (**Appendix Ia**)  
*(accepted and exempted from publication and recounting requirements)*

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

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

- (a) The applicant, as a SUA ATO, provides certified courses to train qualified SUA pilots and the Site is essential for the applicant to conduct practical operation training for trainees.
- (b) The applied use supports the Government Policy on Low-altitude Economy<sup>3</sup> (LAE) Development by promoting wider application of drone by training more qualified SUA pilots in Hong Kong. The increase in the future demand for qualified SUA pilots and relevant training programs can be foreseen in accordance to the first batch of LAE Sandbox pilot projects recently announced.
- (c) The Site is a suitable venue for drone training because it is away from airport and aircraft approach, take-off paths and helicopter landing pads; away from populated and congested areas; flat enough to enable safe take-off and landing; and free from visual obstruction.

---

<sup>3</sup> LAE, which refers to economic activities in airspace below 1,000 metres, is highlighted in The Chief Executive's 2024 Policy Address as one of the crucial new quality productive forces of Hong Kong. The Government is currently formulating LAE development strategies and looking into relaxing restrictions on weight and loading of drones to expand drone applications in different scenarios, with the first batch of LAE Sandbox pilot project recently announced on 20.3.2025.

- (d) The Site is subject to a previous planning permission for the same applied use approved by the Committee in 2021. The applicant has complied with all the approval conditions imposed under the last planning permission.
- (e) The applied use is compatible with the surrounding land uses and will not cause adverse drainage, traffic and environmental impacts on the surrounding areas.

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

The applicant is not the “current land owner” 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 posting site notice and sending registered mail to the Ping Shan Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the requirements under TPB PG-No. 31B are not applicable.

### **4. Background**

The use for drone training centre at the Site is a suspected unauthorized development (UD) which would be subject to planning enforcement action.

### **5. Town Planning Board Guidelines**

The Town Planning Board Guidelines for “Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance” (TPB PG-No. 12C) are relevant to this application. According to the said Guidelines, the Site largely falls within the Wetland Buffer Area (WBA). Relevant extract of the Guidelines is at **Appendix II**.

### **6. Previous Applications**

- 6.1 The Site, in whole or in part, was involved in eleven previous applications (No. A/DPA/YL-PS/3 and 30, A/YL-PS/14, 40, 49, 247, 295, 369, 470, 544 and 648) for various uses. Details of these previous applications are summarised in **Appendix III** and their locations are shown on **Plan A-1b**.

#### Approved Applications

- 6.2 Applications No. A/DPA/YL-PS/30<sup>4</sup>, A/YL-PS/14 and 40 with larger sites for temporary open storage of new vehicles, No. A/YL-PS/49 for proposed golf driving range, and No. A/YL-PS/295, 369, 470 and 544 for temporary war game centre were approved with conditions by the Committee between 1994 and 2021. Their considerations are not relevant to the current application which involves a different use.

---

<sup>4</sup> The Site was designated as “Unspecified Use” area on the then Ping Shan Development Permission Area Plan No. DPA/YL-PS/1 gazetted on 18.6.1993.

- 6.3 The last Application No. A/YL-PS/648 for temporary drone training centre was approved with conditions by the Committee on 10.12.2021 on the considerations that the applied use would not frustrate the long-term development at the site; the applied use was not in conflict with the TPB PG-No. 12C; and the applied use would unlikely have significant adverse impacts to the surrounding areas. All time-limited approval conditions have been complied with and the planning permission lapsed on 11.12.2024.

Rejected Application

- 6.4 Application No. A/DPA/YL-PS/3<sup>4</sup> with a larger site for open storage of new vehicles, and No. A/YL-PS/247 for temporary holiday camp were rejected by the Committee/the Board upon review in 1994 and 2006 respectively. Their considerations are not relevant to the current application which involves a different use.

**7. Similar Application**

There is no similar application within the same “REC” zone in the past five years.

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

- 8.1 The Site is:

- (a) currently fenced-off, partly hard-paved and occupied for the applied use without valid planning permission; and
- (b) accessible from Tin Wah Road via a local track.

- 8.2 The surrounding areas have the following characteristics:

- (a) comprise predominantly storage/open storage yards, parking of vehicles intermixed with cultivated land, vacant land and unused land. Some of these uses are covered by valid planning permissions while some other uses are suspected UDs subject to planning enforcement action; and
- (b) to its northeast is the hilly area of Kai Shan zoned “Conservation Area” (“CA”) for burial ground.

**9. Planning Intention**

The “REC” zone is intended 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.

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

10.1 Apart from the government department as set out in paragraph 10.2 below, other government departments consulted have no objection to/no adverse comment on the application. Their general comments on the application and advisory comments are provided in **Appendices IV and V** respectively.

10.2 The following government department supports the application:

### **Aviation Safety**

Comments of the Director General of Civil Aviation (DGCA):

- (a) to foster development and applications of SUA in tandem with the evolving technology, he renders his support in setting up the SUA training venue;
- (b) the applicant should observe the relevant requirements of CAD and general safety guidelines for SUA operations; and
- (c) to note his advisory comments as detailed in **Appendix V**.

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

On 16.5.2025, the application was published for public inspection. During the statutory public inspection period, one public comment from an individual was received (**Appendix VI**) expressing concern on the justification for a delayed application for renewal of planning approval while the previous planning permission at the Site lapsed on 11.12.2024.

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

12.1 The application is for temporary drone training centre for a period of three years at the Site zoned “REC” on the OZP. Whilst the applied use is not in line with the planning intention of the “REC” zone, there is no known development programme for the Site in the “REC” zone. Moreover, DGCA renders his support in setting up the SUA training venue. Approval of the application on a temporary basis for a period of three years would not frustrate the long-term planning intention of the “REC” zone.

12.2 The Site is mainly surrounded by storage/open storage yards, parking of vehicles, cultivated land, vacant land and unused land (**Plan A-2**). The applied use is considered not incompatible with the surrounding land uses.

12.3 Although the Site largely falls within the WBA of the TPB PG-No. 12C, planning applications for local and minor uses (including temporary uses) are exempted from the requirement of ecological impact assessment. In this regard, the Director of Agriculture, Fisheries and Conservation has no comment on the application

from the nature conservation point of view.

- 12.4 Other relevant government departments consulted, including the Commissioner for Transport, Director of Environmental Protection, Director of Fire Services and Chief Engineer/Mainland North of Drainage Services Department have no objection to/no adverse comment on the application from traffic, environmental, fire safety and drainage aspects respectively. Furthermore, relevant approval conditions are recommended in paragraph 13.2 below to address the technical requirements of concerned government departments. Should the planning application be approved, the applicant will also be advised to follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” to minimise possible environmental nuisance on the surrounding areas and to observe the general safety guidelines for flying SUA in order to ensure aviation safety.
- 12.5 The Committee has approved a previous application for the same use at the Site in 2021. All time-limited approval conditions have been complied with and the planning permission lapsed on 11.12.2024. Approval of the application is in line with the previous decision of the Committee.
- 12.6 Regarding the public comment received as summarised in paragraph 11 above, the planning considerations and assessments in paragraphs 12.1 to 12.5 above are relevant.

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

- 13.1 Based on the assessments made in paragraph 12 and having taken into account the public comment mentioned in paragraph 11 above, the Planning Department 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 until **4.7.2028**. 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;
- (b) the submission of a condition record of the existing drainage facilities within **3** months from the date of the planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **4.10.2025**;
- (c) the implementation of the fire service installations proposal within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **4.4.2026**;

- (d) 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; and
- (e) if any of the above planning condition ~~(e)~~(b) or ~~(d)~~(c) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked 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 intention of the "REC" zone, which is primarily for recreational developments for the use of the general public. No strong planning justification has been given in the submission to depart 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 with attachments received on 9.5.2025
<b>Appendix Ia</b>	FI received on 16.6.2025
<b>Appendix II</b>	Extracts of TPB PG-No. 12C
<b>Appendix III</b>	Previous Applications
<b>Appendix IV</b>	Government Departments' General Comments
<b>Appendix V</b>	Recommended Advisory Clauses
<b>Appendix VI</b>	Public Comment
<b>Drawing A-1</b>	Vehicular Access Plan
<b>Drawing A-2</b>	Layout Plan
<b>Plan A-1a</b>	Location Plan
<b>Plan A-1b</b>	Previous Applications Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo

**Plans A-4a to A-4b**    Site Photos

**PLANNING DEPARTMENT  
JULY 2025**