

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TP/706

- Applicant** : MTR Corporation Limited (MTRCL) represented by Townland Consultants Limited
- Site** : Government land (GL) at the junction of Dai Fuk Street and Dai Wah Street, Tai Po, New Territories
- Site Area** : About 4,180m²
- Land Status** : GL
- Plan** : Draft Tai Po Outline Zoning Plan (OZP) No. S/TP/31
- Zoning** : Area shown as 'Road'
- Application** : Temporary Bus Maintenance Centre for a Period of Seven Years

1. The Proposal

- 1.1 The applicant seeks planning permission for a temporary bus maintenance centre for a period of seven years at the application site (the Site) which falls within an area shown as 'Road' on the draft Tai Po OZP No. S/TP/31 (**Plans A-1 and A-2**). According to the Notes of the OZP, all uses or developments within an area shown as 'Road' require permission from the Town Planning Board (the Board). The Site is currently used for the applied use (i.e. Tai Po Bus Maintenance Centre (TPBMC)) with valid planning permission until 8.12.2031.
- 1.2 The run-in of the Site is located adjacent to Dai Wah Street roundabout and the run-out is on the western side of the Site at Dai Fuk Street (**Drawing A-1**). According to the applicant, feeder bus services are currently provided with four separate routes connecting MTR Tai Po Market Station to various locations in the Tai Po area. The TPBMC provides a range of regular maintenance services to support the feeder bus services in Tai Po, and also serves as an emergency maintenance backup for Tuen Mun Bus Depot in case of unexpected incidents and scenarios. The TPBMC consists of a single-storey maintenance shed connected to a 2-storey structure (accommodating ancillary offices, storage rooms, workshops, sewage treatment facilities and E&M facilities on G/F, and offices, conference rooms, workshops, staff rest room and other ancillary facilities on 1/F), a single-storey transformer room, a sprinkler tank and a fire services tank at the Site. The site layout and floor plans submitted by the applicant are shown in **Drawings A-2 to A-6**. The key development

parameters are summarised below:

Site Area	Approx. 4,180m ²
Gross Floor Area	1,575.09m ²
No. of Blocks	4
Building Height (BH)	Not exceeding 10m
No. of storeys	1 - 2
Plot Ratio	0.377
Site Coverage	31.63%
Maximum number of workers on Site	30

1.3 The Site is the subject of a previous planning application No. A/TP/637 submitted by the same applicant for the same applied use. It was approved by the Rural and New Town Planning Committee (the Committee) of the Board in 2017. The planning permission was renewed via application No. A/TP/695 for further seven years which was approved by the Committee on 16.8.2024. Under the previous applications, the existing TPBMC operates 24-hour daily from Mondays to Saturdays with no operation and maintenance services between 7:00 a.m. and 11:00 p.m. on Sundays. Compared with the previous applications, the development parameters and layout of the applied use remain the same, except that the proposed operation hours are extended to 24 hours daily (i.e. Mondays to Sundays) under the current application. Details of the previous applications are set out in paragraph 6 below.

1.4 In support of the application, the applicant has submitted the following documents:

- (a) Application Form with Supplementary Planning Statement (SPS) received on 19.8.2025 **(Appendix I)**
- (b) Further Information (FI) received on 18.9.2025 [^] **(Appendix Ia)**
[^] accepted and exempted from the 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 SPS and FI at **Appendices I and Ia**, as summarised below:

- (a) the proposed extension of operating hours (i.e. to 24-hour daily) will facilitate additional bus maintenance services and thereby improving the overall operational efficiency of the TPBMC. It will enhance scheduling flexibility and preventing potential bottlenecks for bus maintenance services. By extending the operating hours on Sundays, up to approximately 26 additional buses may be serviced which ensures greater reliability and quality of bus services for the wider Tai Po community;

- (b) the TPBMC is the subject of a Short Term Tenancy (STT) granted on 1.2.2013. It came into operation since July 2015 in accordance with the conditions of STT, Temporary Occupation Permit (TOP) and relevant licences. The surrounding context remains largely the same as it was when the STT of the Site was first granted in 2013. Planning approval of the last previous application No. A/TP/695 is valid until 8.12.2031, and the current application is to seek the extension of operation hours and the continued use of the TPBMC for further seven years only. There is no change to the existing parameters, operations, structure layout, maximum number of workers on-site, etc. under the current application; and
- (c) according to the Traffic Impact Assessment (TIA), no significant adverse traffic impact is anticipated on the surrounding road network and junctions with the additional traffic generated by the extension of operating hours on Sundays. Since there is no change in development parameters, other technical assessments (e.g. Environmental Assessment (EA)) submitted under the previous applications remain valid. As such, there is no other adverse technical impact on environmental, drainage and risk aspects.

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

As the Site involves GL only, the “owner’s consent/notification” 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) are not applicable to the application.

4. Previous Applications

The Site is the subject of two previous applications (No. A/TP/637 and 695) submitted by the same applicant for the same use. Application No. A/TP/637 was approved by the Committee on 8.12.2017 mainly on considerations that the applied use was considered not incompatible with the surrounding areas, and no adverse departmental comments had been received. All time-limited approval conditions have been complied with. The planning permission was renewed via application No. A/TP/695 for further seven years which was approved by the Committee on 16.8.2024. Details of the above previous applications are summarised at **Appendix II** and the location is shown on **Plans A-1** and **A-2**.

5. Similar Application

There is no similar application for the applied use within the areas shown as ‘Road’ on the OZP.

6. The Site and Its Surrounding Areas (Plans A-1 to A-4)

6.1 The Site is:

- (a) hard-paved and occupied by the existing TPBMC;

- (b) abutting Dai Fuk Street to the north and Dai Wah Street to the east; and
- (c) within the consultation zone of a potentially hazard installation (i.e. Tai Po Gas Production Plant situated to the southeast of the Site).

6.2 The surrounding area has the following characteristics:

- (a) to the immediate south of the Site is the Hong Kong Institute of Construction (HKIC) Tai Po Training Ground, and to the north across the Dai Fuk Street is a bus depot operated by the Kowloon Motor Bus Company (1933) Limited (KMB);
- (b) Tai Po InnoPark is located to the east of the Site, and mainly occupied by industrial buildings with building heights ranging from about 8mPD to 39mPD; and
- (c) to the northwest of the Site across Ting Kok Road are Riviera Lodge and Yue Kok Village, and to the southwest across Yuen Shin Road is Fu Shin Estate.

7. Planning Intention

The Site falls within an area shown as 'Road' on the OZP, which is reserved for a public transport interchange (PTI) on the approved Layout Plan No. L/TP 33/2.

8. Comments from Relevant Government Bureau and Departments

8.1 Apart from the government bureau and departments as set out in paragraph 8.2 and 8.3, other government departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and recommended advisory clauses are provided at **Appendices III** and **IV** respectively.

8.2 The following government bureau supports the application:

Policy Aspect

8.2.1 Comments of the Secretary for Transport and Logistics (STL):

the concerned bus maintenance centre operated by MTRCL is necessary to ensure smooth and reliable day-to-day operations of MTR feeder buses by providing efficient repairs and maintenance support. In this regard, policy support is given to the subject application on the basis that the piece of land is used for maintenance of the buses of the MTR feeder routes.

- 8.3 The following government department has no in-principle objection to the application:

Traffic

8.3.1 Comments of the Commissioner for Transport (C for T):

- (a) the proposed future Sundays will have the same number of buses as existing Saturdays and that the numbers of traffic from 7am to 9pm (which covers general Sunday peak hours) is generally low (2 in and 1 out). She has no in-principle objection to the application to extend the operation hours to 24 hours daily on Sundays from traffic engineering viewpoint; and
- (b) there is no plan for development of the PTI at the Site in the near future.

9. Public Comment Received During Statutory Publication Period

On 26.8.2025, the application was published for public inspection. During the statutory public inspection period, no public comment was received for the application.

10. Planning Considerations and Assessments

- 10.1 The application is for temporary bus maintenance centre for a period of seven years at the Site falling within an area shown as 'Road' on the OZP. The Site is subject of approved previous applications (No. A/TP/637 and 695) submitted by the same applicant for the same use, and currently covered by a valid planning permission. The applicant would like to extend the operation hours to 24 hours daily on Sundays, as compared with no operation and maintenance services on Sundays under previous applications. There is no change to the current development parameters and layout of the existing TPBMC. As the concerned bus maintenance centre is necessary to ensure smooth and reliable day-to-day operations of the MTR feeder buses by providing efficient repairs and maintenance support, STL has given policy support to the application on the basis that the piece of land is used for maintenance of the buses of the MTR feeder routes. While the Site is reserved for a PTI on the approved Layout Plan No. L/TP 33/2, C for T advises that there is no plan for development of the PTI at the Site in the near future. Taking into account the planning assessments below and the policy support rendered by STL, there is no objection to the applied use on a temporary basis for further seven years.
- 10.2 The Site is situated at the western fringe of Tai Po InnoPark and distant from the clusters of residential development including Riviera Lodge, Yue Kok Village and Fu Shin Estate to the west (**Plan A-1**). The applied use comprises four single/two-storey structures with BHs of not exceeding 10m and is considered not incompatible with the surrounding areas which are predominantly occupied by industrial buildings, HKIC Tai Po Training Ground, and KMB bus depot (**Plan A-2**). The Chief Town Planner/Urban Design and Landscape of Planning Department has no objection to the application from

landscape planning perspective as no significant landscape impact arising from the applied use is anticipated.

- 10.3 In response to the revised operation hours of the applied use, the applicant has submitted an updated TIA. C for T has no in-principle objection to the application from traffic engineering viewpoint. The applicant also confirms that other technical assessments (e.g. EA) submitted under the previous applications remain valid. Other relevant government departments including DEP, CE/MN, DSD and D of FS have no objection to or no adverse comment on the application from environmental, drainage and fire safety perspective respectively. To address the requirements of concerned government department, approval conditions are recommended in paragraph 11.2 below.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10, the Planning Department has no objection to the application.
- 11.2 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 seven years until 10.10.2032. The following approval conditions and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the maintenance of implemented drainage facilities during the planning approval period; and
- (b) if the above planning condition (~~b~~ **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 IV**.

- 11.3 There is no strong reason to recommend rejection of the application.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval conditions and advisory clauses, if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.

12.3 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.

13. Attachments

Appendix I	Application Form with attachment received on 19.8.2025
Appendix Ia	FI received on 18.9.2025
Appendix II	Previous Applications
Appendix III	Government Department's General Comments
Appendix IV	Recommended Advisory Clauses
Drawings A-1 to A-6	Location Plan, Floor Plans, Sections and Elevations
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos

**PLANNING DEPARTMENT
OCTOBER 2025**