

RNTPC Paper No. A/NE-MKT/49
For Consideration by the
Rural and New Town Planning
Committee on 5.9.2025

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

APPLICATION NO. A/NE-MKT/49

- Applicant** : 運達汽車維修有限公司 represented by Innovative Land Use Planning Consultancy Co. Ltd.
- Site** : Lots 472 RP (Part), 473, 474, 475 RP, 476 S.A RP and 518 in D.D. 90 and Lot 100 in D.D. 86 and Adjoining Government Land (GL), Lin Ma Hang Road, Ta Kwu Ling, New Territories
- Site Area** : About 5,877m² (including about 364m² of GL, or about 6.2% of the Site)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Draft Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/6
- Zoning** : “Agriculture” (“AGR”)
- Application** : Temporary Vehicle Repair Workshop and Open Storage of Vehicles (Coaches Only) with Ancillary Facilities and Associated Filling of Land for a Period of Three Years

1. The Proposal

- 1.1 The applicant seeks planning permission for temporary vehicle repair workshop and open storage of vehicles (coaches only) with ancillary facilities and associated filling of land for a period of three years at the application site (the Site) falling within an area zoned “AGR” on the OZP (**Plan A-1**). According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years and filling of land within the “AGR” zone require planning permission from the Town Planning Board (the Board). The Site is currently hard-paved, fenced-off, occupied by the applied use without valid planning permission (**Plans A-4a to A-4c**).
- 1.2 According to the applicant, the application is submitted to facilitate the relocation of a business operation at the original site affected by the Ping Che/Ta Kwu Ling New Development Area (PC/TKL NDA)¹. As claimed by the applicant, the affected operation

¹ According to our record, PC/TKL NDA was previously proposed under the “Planning and Development Study on North East New Territories” and “North East New Territories New Development Areas Planning and Engineering Study – Investigation” completed in 2003 and 2013 respectively. Subsequently, the Government decided to review and replan the PC/TKL NDA in the New Territories North (NTN) Study. The original site claimed by the applicant is located within the proposed Priority Development Area (PDA) of the NTN New Town as outlined in the on-going study (i.e. Remaining Phase Development of the NTN – Planning and Engineering Study for NTN New Town and Man Kam To – Investigation (the P&E Study)). The preliminary development proposal for NTN New Town was released in December 2024. The implementation programme of NTN New Town is being formulated under the P&E Study.

at the original site has a site area of about 2,040m².

- 1.3 The Site is abutting Lin Ma Hang Road to the north (**Plan A-2**). According to the applicant, the applied use is for a repairing workshop for cross-boundary coaches in support of land passenger transport industry. The applied use consists of five one to two-storey temporary structures, with a total floor area of about 1,058m² and building height of not exceeding 7m, for a repair workshop, storage for tools and equipment, a pantry and an office. The remaining uncovered area (about 4,855m² or 82.6% of the Site) is designated for open storage of about 12 coaches and circulation area to support daily operation of the applied use. Four coach L/UL spaces within the repair workshop are proposed. The operation hours of the applied use are between 9:00 a.m. and 6:00 p.m. from Mondays to Saturdays, with no operation on Sundays and public holidays. The layout plan submitted by the applicant is shown in **Drawing A-1**.
- 1.4 According to the applicant, two 12m ingress/egress points are proposed at the north and west of the Site abutting Lin Ma Hang Road respectively (**Drawing A-4**) and sufficient space will be provided within the Site for manoeuvring of vehicles. A swept path analysis for coaches was submitted in support of the application (**Drawing A-4**). According to the traffic management measures proposed by the applicant (**Appendix Ia**), a 'no parking' sign will be erected at the ingress/egress of the Site and an advance booking of parking and L/UL spaces will be required to prevent illegal parking; no drop bar will be provided at the Site to ensure no queuing back of vehicles outside the Site; and traffic signs, flashing lights and/or alarm system will be provided at the ingress/egress to ensure pedestrian safety. A staff will be deployed to instruct the vehicles entering the Site to ensure vehicle and pedestrian safety.
- 1.5 The applicant also applies for regularisation of land filling of the entire site with concrete by about 0.2m in depth for site formation purpose (**Drawing A-2**). A drainage proposal (**Drawing A-3**) was submitted in support of the application. All the proposed drainage facilities will be provided and maintained by the applicant.
- 1.6 The Site is the subject of a previous application (No. A/NE-MKT/36) for the same use submitted by a different applicant which was rejected by the Rural and New Town Planning Committee (the Committee) of the Board on 20.9.2024. Compared with the previous application, whilst the site area is increased from 5,056m² to 5,877m² (+16%), the current proposal involves a revised layout with a reduced total floor area (from 1,262m² to 1,058m²; -16%) and two additional structures.
- 1.7 In support of the application, the applicant has submitted the following documents:
 - (a) Application Form received on 7.7.2025 (**Appendix I**)
 - (b) Supplementary Planning Statement (SPS) (**Appendix Ia**)
 - (c) Further Information (FI) received on 7.8.2025* (**Appendix Ib**)
 - (d) FI received on 15.8.2025* (**Appendix Ic**)

** 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, SPS and FIs at **Appendices I to Ic**, as summarised below:

- (a) the applied use is to facilitate the relocation of brownfield operation affected by PC/TKL NDA. As the land owner of the original site was not willing to offer a long term tenancy agreement in view of the development of PC/TKL NDA, the applicant relocated the business to the Site. While the Site is subject to planning enforcement actions, there is an imminent need to secure the Site to continue the business operations;
- (b) the applicant has conducted a site search process to identify a suitable site for relocating the coach repair workshop and the Site is considered most suitable option;
- (c) the applied use is temporary in nature and would not jeopardise the long-term planning intention of the “AGR” zone. The Site has left vacant for long time and is not suitable for agricultural rehabilitation;
- (d) the applied use, layout, form and scale are considered not incompatible with the surrounding areas where brownfield operations are commonly found;
- (e) there are several precedent cases for relocation of brownfield operations of the Kwu Tung North and Yuen Long South NDAs approved by the Committee within the “AGR” zone in the vicinity of the Site; and
- (f) no significant adverse impacts in terms of traffic, environmental, landscape, drainage, etc. are anticipated. The applicant will strictly follow the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ (the COP) issued by the Environmental Protection Department and comply with the relevant mitigation measures and requirements.

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

The applicant is not a “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 notice near the Site and sending notice to the Ta Kwu Ling District Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection. For the GL within the Site, TPB PG-No. 31B is not applicable to the application.

4. Town Planning Board Guidelines

The Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated on 14.4.2023 is relevant to the application. The Site falls within Category 3 areas under the Guidelines, relevant extract of which is at **Appendix II**.

5. Background

- 5.1 The Site is subject to three active planning enforcement actions against unauthorized developments (UDs) involving storage use (including deposit of containers) (No. E/NE-MKT/53), workshop use and use for place for parking of vehicles (No. E/NE-MKT/54) and storage use (No. E/NE-MKT/55) (**Plan A-2**).

- 5.2 For enforcement cases No. E/NE-MKT/53 and 55, enforcement notices (ENs) were issued on 18.11.2024 and 10.1.2025, and expired on 18.2.2025 and 10.3.2025 respectively. Site inspection revealed that the UD has not been discontinued. The cases are current under monitoring according to the established procedures. If the ENs are still not complied with, prosecution action would be considered.
- 5.3 For enforcement case No. E/NE-MKT/54, ENs to registered owners and occupier were issued on 9.5.2025 and 12.6.2025, and expired on 9.6.2025 and 12.7.2025 respectively. Site inspection on 16.7.2025 revealed that the UD has not been discontinued, prosecution action is being considered.

6. Previous Applications

- 6.1 The Site is the subject of two previous applications (No. A/NE-MKT/26 and 36) submitted by two different applicants. Application No. A/NE-MKT/26, covering a small portion of the Site, was for proposed temporary warehouse for storage of electronic products and open storage of packaging tools for a period of three years with associated filling of land, which was rejected by the Board on review in December 2023 mainly for the reasons of no strong planning justification for a departure from the planning intention of the “AGR” zone; and being failed to demonstrate that the proposed use would not generate adverse traffic and environmental impacts on the surrounding areas.
- 6.2 Application No. A/NE-MKT/36 was for the same use submitted by a different applicant, which was rejected by the Committee in September 2024 mainly for the reasons of no strong planning justification for a departure from the planning intention of the “AGR” zone; being failed to demonstrate that the applied use would not generate adverse traffic impact on the surrounding areas; and not complying with the TPB PG-No. 13G in that adverse comments from relevant government departments and local objections had been received.
- 6.3 Details of the previous applications are summarised at **Appendix IV** and their locations are shown on Plan **A-1**.

7. Similar Applications

- 7.1 There were two similar applications (No. A/NE-MKT/25 and 32) for temporary vehicle repair workshop/open storage and warehouse within the same “AGR” zone in the vicinity of the Site in the past five years (**Plan A-1**). Both applications were rejected by the Committee in 2023 mainly for the reasons of no strong planning justification for a departure from the planning intention of the “AGR” zone; being failed to demonstrate that the proposed use would not generate environmental and drainage and/or landscape impacts on the surrounding uses; and/or not complying with the TPB PG-No. 13G in that adverse comments from relevant government departments and local objections had been received.
- 7.2 Details of the similar applications are summarised at **Appendix IV** and their locations are shown on **Plan A-1**.

8. The Site and Its Surrounding Areas (Plans A-1 and A-2, aerial photos on Plans A-3a and A-3b and site photos on Plans A-4a to A-4c)

8.1 The Site is:

- (a) currently hard-paved, fenced-off, occupied by the applied use without valid planning permission; and
- (b) abutting Lin Ma Hang Road to the north.

8.2 The surrounding areas are intermixed with storage yards without valid planning permission, warehouses, domestic structures, active/fallow agricultural land, vegetated areas and tree clusters. To the northwest across Lin Ma Hang Road are temporary warehouses for storage of construction materials/food provisions each covered with a valid planning permission under applications No. A/NE-MKT/34 and 37 respectively. To the south of the Site is a densely vegetated knoll zoned “Green Belt” (“GB”), which is a permitted burial ground for indigenous villagers.

9. Planning Intention

- 9.1 The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- 9.2 According to the Explanatory Statement of the OZP, as filling of land may cause adverse drainage and environmental impacts on the adjacent areas, permission from the Board is required for such activities.

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 government 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 are provided at **Appendices V** and **VI** respectively.
- 10.2 The following government department provides views on the application:

Cross-boundary Coach Services

10.2.1 Comments of the Commissioner for Tourism (CT):

- (a) according to the information released by the China Hong Kong and Macau Boundary Crossing Bus Association (the Association), the Association is one of the major associations in the cross-boundary coach industry. With a membership holding some 650 cross-boundary coaches and accounting for over 60% of the overall market, the Association aims to promote communication between the Government and the cross-boundary coach industry and to give views to the governments of both Guangdong and Hong Kong on various fronts, such as improving the business environment

for cross-boundary coaches, enhancing service quality as well as improving boundary-crossing operation;

- (b) the major business of the applicant, a member of the Association, is to provide professional repair services for cross-boundary coaches travelling between Hong Kong and Macau or running between the Mainland and Hong Kong or Macau. According to the Association, the original site of the repair centre of the applicant is affected by PC/TKL NDA, and the applicant has to find another site which can be leased for a longer period for relocating its repair depot. Hence, the applicant plans to submit an application to the Board for changing the use of a parcel of land in Lin Ma Hang, North District for establishing a temporary repair workshop and a short-term coach parking point, so as to continue its service provision for coach buses;
- (c) coach bus is the core mode of transport for tour groups. From the perspective of facilitating the operation of tour groups, availability of sufficient repair and parking facilities can safeguard the stability of coach services and impact positively on visitors' experience. In addition, the Transport and Logistics Bureau has, in consultation with the Transport Department and the Electrical and Mechanical Services Department, advised her office that the continuous provision of vehicle repair services (including the services provided by the applicant) is essential to the service reliability and safe operation of non-franchised buses;
- (d) in view of the above information, her office is writing to provide viewpoints concerned in the hope that the Board will take into account all relevant factors (including the importance of the coach repair and parking facilities provided by the applicant to maintaining the stability of coach services) in considering the application for change of land use; and
- (e) the above views are submitted to the Board for consideration and approval.

10.3 The following government departments do not support/have concern on the application:

Land Administration

10.3.1 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- (a) he objects to the application since there is illegal occupation of GL which regularisation would not be considered according to the prevailing land policy;
- (b) the Site comprises Old Schedule Agricultural Lots held under the Government lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via GL is granted to the Site;
- (c) the Site is already being used for the uses under the application. The approach of illegal occupation first and then followed by regularisation should not be encouraged;

- (d) unless and until the unauthorised structures and the unlawful occupation of GL are duly rectified by the lot owners/applicant, his office objects to the application which must be brought to the attention of the Board when it consider the application; and
- (e) his other advisory comments are at **Appendix V**.

Landscape

10.3.2 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) based on the aerial photo of 2024, the Site is located in an area of rural inland plains landscape character comprising temporary structures, vegetated areas, clusters of tree groups and woodland within the “GB” zone to the south. Approval of the application may further alter the landscape character of the surrounding area;
- (b) with reference to the site photos taken on 18.7.2025, the Site is hard paved with temporary structures and used for parking of vehicles. No significant sensitive landscape resources is observed within the Site. According to **Appendix I**, no tree felling is anticipated. Significant adverse impact on the existing landscape resources within the Site arising from the applied use is not anticipated; and
- (c) her other advisory comments are at **Appendix V**.

Agriculture

10.3.3 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) as the Site processes potential for agricultural rehabilitation, the applied use is not supported from agricultural perspective; and
- (b) the Site falls within the “AGR” zone and is generally vacant with some structures and vehicles. Agricultural infrastructures such as road access and water source are available in the area. The Site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc.

11. Public Comments Received During Statutory Publication Period

11.1 On 15.7.2025, the application was published for public inspection. During the statutory public inspection period, 22 public comments were received (**Appendix VII**). Amongst them, 17 individuals support the application. Their supporting views are summarised as follows:

- (a) there is an urgent need for the provision of coach repair workshop to ensure stable coach services in support of the land passenger transport industry and tourism development in Hong Kong;

- (b) the Site is highly suitable for the applied use, given its sizable area and the high accessibility to Man Kam To Boundary Control Point (BCP) and Liantang/Heung Yuen Wai BCP via Lin Ma Hang Road, compared to the original site at Ping Che;
 - (c) there are several applications for temporary warehouses that have been approved by the Committee in the vicinity of the Site; and
 - (d) no significant adverse impacts on the surrounding areas in terms of environmental, traffic, etc. are anticipated.
- 11.2 For the remaining five public comments, four of them from Kadoorie Farm and Botanic Garden, the Indigenous Inhabitant Representative of Muk Wu and two individuals object to the application mainly on the grounds that the applied use will cause adverse traffic and ecological impacts, as well as pose safety risks and environment nuisance to nearby residents; the applied use is not in line with the planning intention of the “AGR” zone; and the Site is the subject of previously rejected applications. The remaining public comment from a member of the North District Council indicates no comment on the application.

12. Planning Considerations and Assessments

- 12.1 The application is for temporary vehicle repair workshop and open storage of vehicles (coaches only) with ancillary facilities and associated filling of land for a period of three years at the Site zoned “AGR” on the OZP (**Plan A-1**). The applied use is not in line with the planning intention of the “AGR” zone. Although CT considers that the coach repair and parking facilities provided by the applicant is essential to maintain the stability of coach services, DAFC does not support the application from agricultural perspective as the Site possesses potential for agricultural rehabilitation. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis.
- 12.2 The applicant also applies for regularisation of land filling of the entire site with concrete by about 0.2m in depth for site formation purpose (**Drawing A-2**). Filling of land within “AGR” zone requires planning permission from the Board as it may cause adverse drainage and environmental impacts on the adjacent areas. In this regard, the Chief Engineer/Mainland North of Drainage Services Department and Director of Environmental Protection have no objection to/no adverse comment on the application from public drainage viewpoint and environmental planning perspective respectively.
- 12.3 The Site falls within Category 3 areas under the TPB PG-No. 13G. The following considerations in the Guidelines are relevant:
- Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the

concerns of the departments and local residents can be addressed through the implementation of approval conditions.

- 12.4 The Site, abutting Lin Ma Hang Road to the north, is currently hard-paved, fenced-off, occupied by the applied use without valid planning permission and subject to active planning enforcement actions (**Plans A-2 to A-4c**), is located in an area intermixed with storage yards without valid planning permission, warehouses, domestic structures, active/fallow agricultural land, vegetated areas and tree clusters. While the applied use is considered not entirely incompatible with the surrounding land uses, CTP/UD&L, PlanD advises that while significant adverse impact on the existing landscape resources within the Site arising from the applied use is not anticipated, approval of the application may further alter the landscape character of the surrounding area. There is neither approved previous application at the Site nor similar application within the same “AGR” zone approved by the Committee.
- 12.5 Other relevant government departments consulted, including the Chief Engineer/Mainland North, Drainage Services Department, Director of Fire Services, Chief Highway Engineer/New Territories East of Highways Department and Commissioner for Transport, have no objection to or no adverse comment on the application.
- 12.6 The Site is the subject of two previous applications (No. A/NE-MKT/26 and 36) submitted by two different applicants (**Plan A-1**), which were rejected by the Board on review/Committee in December 2023 and September 2024 respectively, mainly on the grounds as detailed in paragraphs 6.1 and 6.2, along with two similar applications also rejected by the Committee within the same “AGR” zone in 2023 (**Plan A-1**), mainly on the consideration as summarised in paragraph 7.2 above. The planning circumstances of the current application are similar to those of the rejected previous/similar applications. Rejection of the current application is in line with the Committee’s previous decisions.
- 12.7 The applied use does not comply with TPB PG-No. 13G in that the Site is not the subject of any previous approval and there are adverse departmental comments and local objections to the application.
- 12.8 Regarding the public comments mentioned in paragraph 11, the government departments’ comments and planning assessments 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 comments in paragraph 11 above, the Planning Department does not support the application for the following reasons:
- (a) the applied use with associated filling of land is not in line with the planning intention of the “AGR” zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis; and
 - (b) the applied use with associated filling of land does not comply with the Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses

under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the Site and there are adverse departmental comments and local objections.

- 13.2 Alternatively, 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 5.9.2028. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the submission of a drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 5.3.2026;
- (b) in relation to (a) above, the implementation of the drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 5.6.2026;
- (c) in relation to (b) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (d) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 5.3.2026;
- (e) in relation to (d) above, 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 5.6.2026;
- (f) the submission of the design of vehicular run-in/run-out to the Site within 6 months from the date of approval to the satisfaction of the Director of Highways or of the Town Planning Board by 5.3.2026;
- (g) in relation to (f) above, the provision of vehicular run-in/run-out to the Site within 9 months from the date of approval to the satisfaction of the Director of Highways or of the Town Planning Board by 5.6.2026;
- (h) the implementation of the traffic management measures, as proposed by the applicant, within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 5.6.2026;
- (i) in relation to (h) above, the implemented traffic management measures shall be maintained at all times during the planning approval period;
- (j) if any of the above planning condition (c) or (i) 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;
- (k) if any of the above planning condition (a), (b), (d), (e), (f), (g) or (h) 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; and

- (l) upon the expiry of the planning permission, the reinstatement of the Site, including removal of fill materials and hard paving, and grassing the Site to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are at **Appendix VI**.

14. Decision Sought

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant the permission.
- 14.2 Should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.
- 14.3 Alternatively, 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.

15. Attachments

Appendix I	Application Form received on 7.7.2025
Appendix Ia	SPS
Appendix Ib	FI received on 7.8.2025
Appendix Ic	FI received on 15.8.2025
Appendix II	Relevant Extracts of TPB PG-No. 13G
Appendix III	Previous Applications
Appendix IV	Similar Applications
Appendix V	Government Departments' General Comments
Appendix VI	Recommended Advisory Clauses
Appendix VII	Public Comments
Drawing A-1	Layout Plan
Drawing A-2	Proposed Land Filling Plan
Drawing A-3	Drainage Proposal
Drawing A-4	Swept Path Analysis for Coaches
Plan A-1	Location Plan
Plan A-2	Site Plan
Plans A-3a and A-3b	Aerial Photos
Plans A-4a to A-4c	Site Photos

**PLANNING DEPARTMENT
SEPTEMBER 2025**

2025年 7月 7 日
此文件在 2025年 7月 7 日 收到。城市規劃委員會
只會在收到此申請後才正式確認收到
申請的日期。

This document is received on -7 JUL 2025
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of
Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal
of Permission for such Temporary Use or Development***

**適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年的
臨時用途/發展或該等臨時用途/發展的許可續期的建議***

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展) 及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

- # "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人
- & Please attach documentary proof 請夾附證明文件
- ^ Please insert number where appropriate 請在適當地方註明編號
- Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
- Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明
- Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2501395

2025.6.20

by POST

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-MKT/49
	Date Received 收到日期	-7 JUL 2025

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處(熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱	
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)	
運達汽車維修有限公司	
2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)	
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)	
Innovative Land Use Planning Consultancy Co. LTD	
3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 472RP (part), 473, 474, 475RP, 476S.A RP, 518 in DD 90 and Lot 100 in DD 86 and adjoining Government Land, Lin Ma Hang, Ta Kwu Ling, N.T.
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 5877 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 1058 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 364 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6
(e) Land use zone(s) involved 涉及的土地用途地帶	Agriculture
(f) Current use(s) 現時用途	Repair Workshop and coach vehicle parking (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☐ is the sole "current land owner"[#] (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」[#] (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"[#] (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」[#] (請夾附業權證明文件)。
- ☒ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上述任何方格的空間不足，請另頁說明)

- ☒ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____ (日/月/年)在指定報章就申請刊登一次通知&
- ☒ posted notice in a prominent position on or near application site/premises on
4.6.2025 (DD/MM/YYYY)&
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☒ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 2.6.2025 (DD/MM/YYYY)&
於_____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Coach Repair Workshop and Open Storage of Vehicle (coach only) and ancillary facilities and Associated filling of land for a period of 3 years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 ...3 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積 4855sq.m <input checked="" type="checkbox"/> About 約 Proposed covered land area 擬議有上蓋土地面積 1022sq.m <input checked="" type="checkbox"/> About 約 Proposed number of buildings/structures 擬議建築物/構築物數目 5 Proposed domestic floor area 擬議住用樓面面積 N/Asq.m <input type="checkbox"/> About 約 Proposed non-domestic floor area 擬議非住用樓面面積 1058sq.m <input checked="" type="checkbox"/> About 約 Proposed gross floor area 擬議總樓面面積 1058sq.m <input checked="" type="checkbox"/> About 約	
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) The height of the proposed Repair workshop less than 7m (one storey) The height of the Proposed Enclosed workshop less than 5m (one storey) The height of the Proposed Storage less than 5m (one storey) The height of the Proposed Office less than 5m (two storey)	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Coach vehicle parking spaces (12)	
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 4 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	

Referring to application form (page.5) paragraph 6(c):

Breakdown of figures in 6(c) as follow:

Proposed uncovered land area: 4855m^2 = Site area: 5877m^2 – Office: 36m^2 – Repair workshop: 576m^2 – Storage: 383m^2 – pantry: 27m^2

Proposed covered land area: 1022m^2 = Office: 36m^2 + Repair workshop: 576m^2 + Storage: 383m^2 + pantry: 27m^2

Proposed non-domestic floor area: 1058m^2 = 2-storey Office: 72m^2 + Repair workshop: 576m^2 + Storage: 383m^2 + pantry: 27m^2

Proposed gross floor area: 1058m^2 = 2-storey Office: 72m^2 + Repair workshop: 576m^2 + Storage: 383m^2 + pantry: 27m^2

Proposed operating hours 擬議營運時間 9:00 am to 6:00 pm from Mondays to Saturdays. No operation will be hold on Sundays and Public Holidays			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Lin Ma Hang Road	
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/>	
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)			
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情	
	No 否	<input checked="" type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	<input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 5,877 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 0.2 m 米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		

	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)</p> <p>請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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(B) Renewal of Permission for Temporary Use or Development in Rural Areas 位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期 (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期 (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input type="checkbox"/> year(s) 年</p> <p><input type="checkbox"/> month(s) 個月</p>

[illegible]

Please refer to the Planning Statement as attached


[illegible]

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署


.....
Elaine SO

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Town Planner

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☐ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of

代表

.....Innovative Land Use Planning Consultancy Co. Ltd.

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）



Date 日期19/06/2025..... (DD/MM/YYYY)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lots 472RP (part), 473, 474, 475RP, 476 S.A RP, 518 in DD 90 and Lot 100 in DD86 and adjoining Government Land
Site area 地盤面積	5877 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 364 sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6
Zoning 地帶	Agriculture "AGR"
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 3 <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Coach Repair Workshop and Open Storage of Vehicle (coach only) and ancillary facilities and Associated filling of land for a period of 3 years

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	1058 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.18 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	5	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)	
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	7 m 米 <input checked="" type="checkbox"/> (Not more than 不多於)	
		2 Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於)	
(iv) Site coverage 上蓋面積	17 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		12
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Coach Vehicle Parking Spaces		12
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		4
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		4

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location Plan, Site Plan, Swept Path Plans, Drainage proposal plan, Site photo plans,		
Area showing the filling of land, Layout Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Innovative Land Use Planning Consultancy Co. LTD

Executive Summary

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

This proposal is submitted to the Town Planning Board (“the Board”) for the proposed coach repair workshop, open storage of vehicles (coach only) and ancillary facilities and the associated filling of land at the subject lots and adjoining Government land at Lin Ma Hang, Ta Kwu Ling, New Territories.

The subject Site falls within “Agriculture” (“AGR”) zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6 (“the OZP”). The proposed development is therefore applied for a temporary use for a period of 3 years.

The proposal comprises 12 parking space for coach vehicles, a repair workshop which can accommodate 4 coach vehicles, an ancillary office and toilet and storages for tools and equipment.

Due to the Ping Che – Ta Kwu Ling New Development Area (PC-TKL NDA), the previous coach repair workshop at Lot 1373 D.D 82 at Ping Che was affected. After a series of site searches in North Districts, the subject Site is considered the most suitable among the 8 alternative sites as explained in the planning statement. Attention has been drawn to the Chairman of Hong Kong Tourism Board and the Secretary of Culture, Sports and Tourism of Hong Kong regarding the needs of the subject Site for relocation of the coach repair workshop.

Planning approvals were given by the Board for temporary warehouses in the vicinity of the Site. Similar to those operators of the approved applications in the vicinity of the Site under the same “AGR” zone, the operator of the Site for coach repair workshop was also affected by the PC-TKL NDA.

In view of the justifications as provided in the planning statement, it shows that there is no adverse traffic, environmental, noise and drainage impacts arising from the subject use. The approval of this planning application will not jeopardize the long-term planning intention of the “AGR” use at the Site.

INV 創新土地規劃顧問有限公司

內容摘要

（如中文與其英文版本有差異，則以英文版本為準）

申請地點位於文錦渡大綱草圖編號 S/NE-MKT/6 劃作「農業」用途，此申請是作臨時三年的用途。申請地點位於打鼓嶺區蓮麻坑相關地段及毗鄰政府土地。

本規劃申請地點包括擬議臨時汽車（旅遊巴）維修工場，露天存放汽車（只限旅遊巴士）連附屬設施及相關填土工程（為期三年）。

由於申請人的旅巴維修舊址（坪輦丈量約 82 號地段 1373 號）受到「坪輦—打鼓嶺新發展區」影響，不得不進行一連串的尋找適合搬遷地點（8 個），最終申請地點最為合適。

由於旅巴維修及保養是旅巴運作的核心，並且認為此申請地點十分適合在此區提供相關服務，同時此申請已通知香港旅遊發展局主席及文化體育及旅遊局局長。

在此申請地點附近（在「農業」用途上）已有幾個貨倉用地得到城規會批准作臨時三年用途，那些申請人原有用地均是受到元朗南及古洞北新發展區影響，同樣這份申請的申請人亦受到「坪輦—打鼓嶺新發展區」的影響。

有關在申請計劃書內列出的理由，證明了本申請地點並沒有對周邊環境有任何不良的交通，環境，噪音及渠務影響。此申請地點批准作其申請用途並不會影響「農業」用途的長遠規劃。



INV 創新土地規劃顧問有限公司

Innovative Land Use Planning Consultancy Co. LTD

Planning Statement

S.16 Application for the

Proposed Temporary Coach Repair Workshop,

Open Storage of Vehicles (Coach only) and ancillary Facilities and
Associated Filling of Land

for

A Period of 3 Years

At

Lots 472RP (part), 473,474,475RP, 476 S.A RP, 518

in

DD 90

and

Lot 100 in DD86

and

adjoining Government Land on Lin Ma Hang Road,
Ta Kwu Ling

New Territories

1. Background

1.1 Introduction

- 1.1.1 The applicant 『運達汽車維修有限公司』 seeks planning permission for the temporary coach repair workshop, open storage of vehicles (coach only) and ancillary facilities and associated filling of land at the subject Site for the period of 3 years. The applicant's previous site for the same use was located at DD 82 Lot 1373 in Ping Che which falls within the Ping Che-Ta Kwu Ling New Development Area (PC-TKL NDA). Location of applicant's previous site falls within the PC-TKL NDA is shown on Plan 4 for the consideration of the Town Planning Board (TPB).
- 1.1.2 The applicant for the subject Site is the same lessee as the affected site at DD 82 Lot 1373 at Ping Che. (Annex 1) He suffered from relocation issue as the lessor at DD 82 Lot 1373 could only offer the tenancy agreement for 6 months and required the lessee (i.e the applicant) to extend the tenancy for every 6 months. As the applicant is the recognized coach repair workshop of the China Hong Kong and Macau Boundary Crossing Bus Association mainly doing the repair and maintenance works for the coach vehicles within Hong Kong , continuous and stable services are required to maintain the good services of the coach operation for the Tourism industry in Hong Kong and across Macau to Hong Kong and Mainland to Hong Kong. The offer of 6 months tenancy agreement by the lessor of DD 82 Lot 1373 would affect the operation of the coach repair workshop and also affect the service of the coach operations within Hong Kong and inter coach vehicle service between Macau -Hong Kong and Mainland- Hong Kong.
- 1.1.3 Since the coach repair and maintenance works in North District cannot be discontinued, the applicant has no choice but to find relocation sites to continue the operation of the coach repair workshop. After a series of

painful site search (8 alternative sites) in Yuen Long, Sha Tau Kok, Hung Lung Hang, Pak Heung Ha Che, Lin Ma Hang, the applicant has found the subject Site which is the most suitable among the 8 alternative sites. Details of the site search are illustrated in paragraphs 2.1.3 - 2.1.10 below. The Plans showing the location of all 8 alternative sites are attached at Annex 2.

1.1.4 The subject Site falls within “Agriculture” “AGR” zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6 (the OZP)(Plan 1). According to the Notes of the Plan, the proposed use is neither a Column 1 nor 2 use in “AGR” zone. However, the covering Notes of the Plan stipulate that temporary use or development of any land or buildings not exceeding a period of 3 years within the zone requires planning permission from the TPB notwithstanding that the use or development is not provided for under the Notes of the Plan.

1.1.5 The applicant has previously submitted an application (A/NE-MKT/36) to the TPB at a similar location for the same use. However, the application was rejected with the following reasons:

(a) the applied use with associated filling of land is not in line with the planning intention of the “Agriculture” zone, which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

(b) the applied use does not comply with the TPB Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the Site and there are adverse departmental comments and local objections; and

(c) the applicant failed to demonstrate that the applied use would not generate adverse traffic impact on the surrounding areas.

1.1.6 Enforcement notice issued by the Planning Department for the subject Site was received by the land owner of the subject Sites and prosecution towards portions of the subject Site was executed which resulted to a fine by the Court. For the information of the TPB, the subject Site is currently used for coach repair workshop due to no suitable site being found and the discontinuance of the coach repair and maintenance works for the coach vehicles in North District is not feasible since it will severely affect the tourism industry in Hong Kong. Thus, there is an imminent need for the applicant to secure the subject Site to continue the coach repair and maintenance services in North District. The applicant then would like to provide more justifications/information and submit the subject planning application again for the consideration of the TPB.

1.1.7 The applicant has already drawn the attention of the Chairman of the Hong Kong Tourism Board and the Secretary for Culture, Sports and Tourism via China Hong Kong and Macau Boundary Crossing Bus Association regarding his urgent needs in finding an alternative site in North District. (Annex 3).

2. **The Site and Its Surroundings**

2.1 Site

The subject Site falls within “Agriculture” “AGR” zone on the draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6 (the OZP) (Plan 1). The area of the Site is 5,877m² including Government land of 364m². The Site is currently used for coach repair and maintenance workshop and parking of coach vehicles. The Site is abutting Lin Ma Hang Road.

2.2 Its Surroundings

The subject Site is surrounded with a number of approved warehouses in the vicinity of the Site approved by the TPB. In the north and south of the Site are scattered with temporary structures. In the west of the Site is the Hong Kong SeeingEye Dog Training School. In the east of the Site is vacant land.

3. **Proposal**

The area of the subject Site is 5,877m² including Government Land of 364m². The proposed temporary coach vehicle repair workshop comprises of open storage of vehicles (12 coach parking), plus 4 other coach vehicle parking spaces underneath the covered workshop and the enclosed workshop for the undertaking of repair and maintenance works. Other proposed ancillary facilities include an 2-storey office and a toilet, 2 storage structures and one pantry. The proposed ingress and egress of the Site is 12m wide. The subject application is for the proposed temporary development for a period of 3 years.

4. **Planning Justifications**

4.1 **Site Selection Process**

4.1.1 The applicant had gone through a thorough site selection process in identifying a suitable site for his affected coach repair and maintenance works. The site selection was difficult as land within Categories 1 and 2 areas of the TPB Guidelines for “Application for Open Storage and Port Back-up Uses” (TPB PG-No. 13 G) are either too small, narrow site configuration, lack of proper access road for coach vehicles or being occupied by other operators.

4.1.2 Eight alternative sites (Annex 2) in North District and Yuen Long have been reviewed and were found to be unsuitable due to various shortcomings such

as ‘too small for relocation’, ‘no proper access’, ‘ too narrow for maneuvering of coach vehicles’, ‘traffic concerns’ and etc. The details of alternative sites for the relocation of applicant’s business and reasons of not feasible are shown in the following paragraphs 4.1.3-4.1.10 below:

4.1.3 Alternative Site 1 –DD 46 Lot 11 RP Sha Tau Kok, Ma Mei Ha, North District

Area: 3,500 m² (about)

Zoning: “AGR” (Planning application is required)

Site Constraints: Poor ingress/egress, site configuration too narrow, not enough space for maneuvering of coach vehicles

Conclusion: Not Suitable

4.1.4 Alternative Site 2 - DD 84 Lot No. 175 Hung Lung Hang, North District

Area: 985 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: No proper access road, too small site area, possible traffic blocking

Conclusion: Not Suitable

4.1.5 Alternative Site 3 - DD 84 Lot 176 Hung Lung Hang, North District

Area: 712 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: No proper access road, too small site area, site configuration too narrow, possible traffic blocking

Conclusion: Not Suitable

- 4.1.6 Alternative Site 4- DD 90 Lot No. 826 Lin Ma Hang, North District
Area 2,609 m²
Zoning: “AGR” (Planning application is required)
Site Constraints: No proper ingress/egress, site area not big enough,
no direct access to main road
Conclusion: Not Suitable
- 4.1.7 Alternative Site 5- DD 111 Lot No. 654 Pat Heung Ha Che , Yuen Long
Area: 1,580 m²
Zoning: “OS”
Site Constraints: Site area too small, no proper road, lack of proper access
Conclusion: Not Suitable
- 4.1.8 Alternative Site 6- DD 129 Lot No. 64 Shum Wan Road, Yuen Long
Area: 1,270 m²
Zoning: “CPA” (Planning application is required)
Site Constraints: Site configuration too narrow, site area too small
Conclusion: Not Suitable
- 4.1.9 Alternative Site 7: DD 87 Lot No. 202 Hung Lung Hang, North District
Area: 1,996 m²
Zoning: AGR (Planning application is required)
Site Constraints: No proper access, too small site area, not enough space for
maneuvering of coach vehicles
Conclusion: Not Suitable

4.1.10 Alternative Site 8: DD 87 Lot No. 358 Hung Lung Hang, North District

Area: 528 m²

Zoning: “AGR” (Planning application is required)

Site Constraints: Site configuration too narrow, too small site area

Conclusion: Not Suitable

4.1.11 The subject Site is considered suitable for relocation. It is near Liantang Port and is highly accessible and abutting Lin Ma Hang Road with separate ingress and egress. The site area is sufficient enough for the maneuvering of coach vehicles and parking of coach vehicles waiting for repairing and maintenance within the Site.

4.1.12 All alternative sites above are falling within “AGR” zone with only one falling within “OS” zone. The proposed temporary coach repair workshop under “AGR” zone requires planning permission from the TPB. As such, the applicant would like to put more efforts on the subject Site instead of wasting time and resources on the eight alternative sites above which are not considered suitable for relocation.

4.2 Unsuitable for Agricultural Rehabilitation

The application site has been vacant for a long time and it has not been rehabilitated for agricultural activities. Various temporary warehouses as per planning applications (A/NE-MKT/34, 35 and 37) along Lin Ma Hang Road were approved by the TPB with the consideration similar to the subject application (i.e. uses in previous locations were affected by the New Development Areas). Although the previous site of the applicant in Ping Che is not immediately affected by the site clearance of PC-TKL NDA project, the land owner is not willing to sign long term tenancy agreement for the subject use due to the intended planning of PC-TKL NDA. As explained in Paragraph 1 above, it is not feasible to operate the coach vehicle repair and maintenance workshop with tenancy agreement of 6 months only. Without a stable

condition, the coach vehicle repair and maintenance workshop cannot provide continuous services to support the tourism industry in North District/New Territories.

4.3 Similar Applications

4.3.1 A/NE-MKT/34

The planning application for proposed temporary warehouse for storage of construction materials for a period of 3 years and associated filling of land in “Agriculture” Zone in Lin Ma Hang, Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Yuen Long South (YSL) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.3.2 A/NE-MKT/35

The planning application for proposed temporary warehouse (Timber and Other Associated Materials) for a period of 3 years and associated filling of land in “Agriculture” Zone in Lin Ma Hang , Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Kwu Tung North (KTN) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.3.3 A/NE-MKT/37

The planning application for the temporary warehouse for storage of food provisions for a Period of 3 Years and associated filling of land in “Agriculture” Zone in Lin Ma Hang, Ta Kwu Ling was approved with conditions by the TPB taking into account the previous site of the applicant was affected by the Yuen Long South (YLS) NDA, sympathetic consideration by the TPB is then given and the proposed use at the relocation site was therefore tolerated for a period of 3 years by the TPB.

4.4 Important to Tourism Industry in Hong Kong

The applicant's a coach vehicle repair and maintenance workshop is recognized by the China Hong Kong and Macau Boundary Crossing Bus Association. Successful relocation of the site would help sustain the operation of repair and maintenance works for coach vehicles running Hong Kong, Macau and Mainland. Unstable repair and maintenance will affect the smoothness of coach vehicle distributions in Hong Kong. Nowadays it is one of the main roles of Government of HKSAR to promote tourism in order to increase Government revenue. Without the sufficient number of coach vehicles for efficient distributions, it will damage the image of Hong Kong and affect our tourism industry in Hong Kong. Thus, the applicant's services on coach vehicle repair and maintenance should therefore be supported.

4.5. Not Jeopardize the planning intention of "AGR" zone

As the subject Site is applied for temporary use for a period of 3 years, the long-term planning intention of "AGR" zone would not be jeopardized.

4.6 No Adverse Traffic Impacts

4.6.1 Only coach vehicles would come to subject Site for repairing and maintenance.

There is no fixed number of coach vehicles coming to the workshop for repairing and maintenance at a regular basis. During the applicant's past experiences at his workshop at Ping Che, 12 numbers of parking space for coach vehicles would meet the operational need. Parking spaces will be released to other coach vehicles after repair and maintenance works. No coach vehicles will be accepted to the subject workshop for repairing/maintenance without appointment. There are 12 and other 4 coach vehicle parking spaces provided within the subject Site and the covered repair workshop/the enclosed workshop respectively. It is unusual that all parking spaces are to be occupied at the same time. It is very often that 7 to 10 vacant spaces are available at most of the time before the end of the business day.

For the information of the TPB, the applicant provides the actual (IN an Out - coach vehicles records) in the past three months (i.e March to May 2025) (Annex 4). The table below illustrated the number of coach vehicles entering and leaving the subject Site in the morning and afternoon during the business day in the past three months (March to May 2025) for the consideration of the Transport Department or of the TPB. The operation of the workshop starts at 9:00 am to 6:00 pm during Mondays to Saturdays. There is no operation on Sundays and public holidays.

March/2025

A	B	C (IN)	D (OUT)	E	F
28.2.2025	9:00 to 1:00 2:00 to 5:00				8 available parking spaces plus 3 repair/maintenance spaces under covered repair workshop/enclosed repair workshop
1.3.2025	9:00 to 1:00 2:00 to 5:00	2 3	1 1	6	8
2.3.2025	9:00 to 1:00 2:00 to 5:00	0 0	1 1	8	10
3.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	1 3	7	11
4.3.2025	9:00 to 1:00 2:00 to 5:00	4 2	2 2	5	9
5.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	4 1	6	11
6.3.2025	9:00 to 1:00 2:00 to 5:00	3 0	0 2	8	10

7.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
8.3.2025	9:00 to 1:00	2	0	8	10
	2:00 to 5:00	0	2		
9.3.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
10.3.2025	9:00 to 1:00	3	1	8	10
	2:00 to 5:00	0	1		
11.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
12.3.2025	9:00 to 1:00	4	1	5	9
	2:00 to 5:00	1	3		
13.3.2025	9:00 to 1:00	2	2	7	11
	2:00 to 5:00	0	2		
15.3.2025	9:00 to 1:00	3	0	7	9
	2:00 to 5:00	1	2		
16.03.2025	9:00 to 1:00	0	1	9	10
	2:00 to 5:00	0	0		
17.3.2025	9:00 to 1:00	3	0	6	9
	2:00 to 5:00	1	3		
18.3.2025	9:00 to 1:00	3	1	7	10
	2:00 to 5:00	0	2		
19.3.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	0	2		
20.3.2025	9:00 to 1:00	2	2	8	11
	2:00 to 5:00	0	1		
21.3.2025	9:00 to 1:00	3	0	8	11
	2:00 to 5:00	0	3		

22.3.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
24.3.2025	9:00 to 1:00	2	0	9	10
	2:00 to 5:00	0	1		
25.3.2025	9:00 to 1:00	1	0	8	10
	2:00 to 5:00	0	0		
26.3.2025	9:00 to 1:00	1	1	8	10
	2:00 to 5:00	0	1		
27.3.2025	9:00 to 1:00	3	1	6	9
	2:00 to 5:00	0	2		
29.3.2025	9:00 to 1:00	2	2	7	11
	2:00 to 5:00	0	2		
31.3.2025	9:00 to 1:00	2	1	9	11
	2:00 to 5:00	0	1		

April 2025

A	B	C	D	E	F
1.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	1	2		
2.4.2025	9:00 to 1:00	3	0	8	10
	2:00 to 5:00	0	2		
3.4.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	1	3		
5.4.2025	9:00 to 1:00	4	1	4	9
	2:00 to 5:00	2	4		
7.4.2025	9:00 to 1:00	1	3	8	11
	2:00 to 5:00	0	0		
8.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		

9.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
10.4.2025	9:00 to 1:00	3	1	8	10
	2:00 to 5:00	0	1		
11.4.2025	9:00 to 1:00	2	0	7	9
	2:00 to 5:00	1	2		
12.4.2025	9:00 to 1:00	3	1	6	10
	2:00 to 5:00	0	3		
13.4.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
14.4.2025	9:00 to 1:00	2	0	11	10
	2:00 to 5:00	0	1		
15.4.2025	9:00 to 1:00	2	2	8	11
	2:00 to 5:00	0	1		
16.4.2025	9:00 to 1:00	2	0	9	10
	2:00 to 5:00	0	1		
17.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	0	2		
18.4.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
19.4.2025	9:00 to 1:00	1	0	10	11
	2:00 to 5:00	0	1		
21.4.2025	9:00 to 1:00	1	0	8	11
	2:00 to 5:00	2	3		
22.4.2025	9:00 to 1:00	2	0	8	9
	2:00 to 5:00	1	1		
23.4.2025	9:00 to 1:00	3	2	6	11
	2:00 to 5:00	0	3		
24.4.2025	9:00 to 1:00	2	1	8	11
	2:00 to 5:00	1	2		

25.4.2025	9:00 to 1:00	2	0	8	9
	2:00 to 5:00	1	1		
26.4.2025	9:00 to 1:00	1	1	7	9
	2:00 to 5:00	1	1		
27.4.2025	9:00 to 1:00	0	0	9	10
	2:00 to 5:00	0	1		
28.4.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	1	3		
29.4.2025	9:00 to 1:00	0	1	10	11
	2:00 to 5:00	0	0		
30.4.2025	9:00 to 1:00	2	1	9	11
	2:00 to 5:00	0	1		

May 2025

A	B	C	D	E	F
3.5.2025	9:00 to 1:00	2	0	9	11
	2:00 to 5:00	0	2		
6.5.2025	9:00 to 1:00	4	0	7	8
	2:00 to 5:00	0	1		
7.5.2025	9:00 to 1:00	2	0	5	8
	2:00 to 5:00	1	3		
8.5.2025	9:00 to 1:00	0	0	8	10
	2:00 to 5:00	0	2		
9.5.2025	9:00 to 1:00	0	0	10	10
	2:00 to 5:00	0	0		
10.5.2025	9:00 to 1:00	6	0	4	7
	2:00 to 5:00	0	3		
12.5.2025	9:00 to 1:00	4	2	3	9
	2:00 to 5:00	0	4		

13.5.2025	9:00 to 1:00	4	0	5	6
	2:00 to 5:00	0	1		
14.5.2025	9:00 to 1:00	0	0	6	8
	2:00 to 5:00	0	2		
15.5.2025	9:00 to 1:00	0	1	8	9
	2:00 to 5:00	0	0		
16.5.2025	9:00 to 1:00	2	0	7	7
	2:00 to 5:00	0	0		
17.5.2025	9:00 to 1:00	5	0	2	8
	2:00 to 5:00	0	6		
19.5.2025	9:00 to 1:00	5	0	3	9
	2:00 to 5:00	0	6		
20.5.2025	9:00 to 1:00	2	0	7	10
	2:00 to 5:00	0	3		
21.5.2025	9:00 to 1:00	4	0	5	9
	2:00 to 5:00	1	4		
22.5.2025	9:00 to 1:00	3	0	5	9
	2:00 to 5:00	1	4		
23.5.2025	9:00 to 1:00	1	0	8	10
	2:00 to 5:00	0	2		
27.5.2025	9:00 to 1:00	3	0	7	11
	2:00 to 5:00	0	4		
28.5.2025	9:00 to 1:00	4	0	7	10
	2:00 to 5:00	0	3		
30.5.2025	9:00 to 1:00	2	0	8	10
	2:00 to 5:00	0	2		

- A- **Date**
- B- **Time**
- C- **No. of coaches entering workshop (morning and afternoon)**
- D- **No of coaches leaving workshop (morning and afternoon)**
- E- **No. of coach parking space available within workshop (morning)**
- F- **No. of coach parking space available within the workshop(afternoon)**

4.6.2 Actual Maximum Trip Rates of the proposed temporary coach vehicle repair and maintenance workshop are as follow:

In March - the maximum trip rate entering and leaving the workshop in the morning are 4 and 4 respectively. The maximum trip rate entering and leaving workshop in afternoon is 3 and 3 respectively.

In April - the maximum trip rate entering and leaving the workshop in the morning is 4 and 3 respectively. The maximum trip rate entering and leaving workshop in the afternoon is 2 and 4 respectively.

In May - the maximum trip rate entering and leaving the workshop in the morning are 6 and 2 respectively. The maximum trip rate entering and leaving workshop in afternoon is 1 and 6 respectively.

Considering the maximum number of coach vehicles IN/day in the morning among three month is 6 and the maximum number of coach vehicles OUT/day among three months is 4. The trip rate generated from the proposed coach workshop is considered not significant and would not cause adverse traffic impact to the surrounding.

4.6.3 Plans 3.1 to 3.6 show the swept path analysis which demonstrate coach vehicles are having sufficient space for maneuvering and parking within the subject Site.

4.6.4 The applicant also will implement the management/control measures to ensure no queuing of coach vehicles on Lin Ma Hang Road by installing no drop bar. Also “No parking” sign will be erected at the ingress/egress of the site so as to prevent illegal parking entering the subject Site.

4.6.5 The applicant will also implement the provision of pedestrian facilities such as flash lights and/or alarm system at the ingress/egress to alert drivers and pedestrians for safety measures.

4.6.6 As the proposed vehicular access (ingress/egress) are connected to Lin Ma Hang Road which is a single two-lane carriageway road, the run-in and run-out of 12m wide should be wide enough for safe left turns of coaches entering/leaving the subject Site without the need to encroach onto the opposite lane. Management measures are proposed to be implemented to ensure compatibility and safety of long vehicles (i.e. coach vehicles) using the ingress/egress. Staff will be deployed by the applicant to direct coach vehicles entering/exiting the Site. “Stop and Give way” and “Beware of pedestrians” signs will also be erected to ensure the pedestrians and drivers safety to/from the Site.

4.7 No Adverse Environmental and Visual Impacts

A few temporary domestic structures are located at the south and south-west of the subject Site. However, the operation hours of the coach repair workshop are only limited to 9:00 a.m to 6:00 p.m from Mondays to Saturdays and no operation will be hold on Sundays and public holidays. The repair activities which create noises will be undertaken within the proposed enclosed workshop with dimension of 20m(L) x 8m(W) x 4.5m (H) (Plan 3.1). The proposed enclosed workshop could reduce the noise impact to the surrounding. The subject Site will be nicely fenced off except the ingress/egress areas, therefore it will not create any visual eyesore to the surroundings. The applicant will undertake the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Use” and the Professional Persons Environmental Consultative Committee Practice Notes No. 5/93 to upkeep the environment of the

application site. The applicant is full of confidence that the proposed coach repair workshop would not generate environmental nuisance to the nearby residents.

4.8 No Blocking of Access

The existing non-domestic structure at Lot 518 will be maintained as it is for the storage of equipment and tools. The passage way adjoining Lot 518 will also be maintained for access way for others road users.

4.9 No adverse Drainage Impacts

The proposed drainage plan at Plan 6 is submitted under this application. Should the Drainage and Services Department (DSD) require, the applicant is willing to submit a more detail drainage proposal to and carry out the implementation of drainage works at the Site to the satisfaction of DSD upon the subject application being approved by the TPB.

4.10 The Proposed Development is not incompatible to the Surrounding Environment

Since there are several warehouses/open storages along Lin ma Hang Road as mentioned in Paragraph 4.3 above were tolerated and approved by the TPB on temporary basis for 3 years, the proposed coach repair workshop for the period of 3 years should not be incompatible with the surrounding as it would not jeopardize the long term planning intention of the “AGR” zone in the area.

4.11 No Undesirable Precedent

Like other applications (i.e. A/NE-MKT/34, 35 and 37), the subject application has the similar situation as the above applications. The relocation needs are all due to being affected by YLS, KTN NDAs. Successful relocation of the coach repair workshop at the subject Site would help to maintain a stable services to coach vehicles operation in Hong Kong. The subject application should be considered unique from other temporary development proposals in “AGR” zone in the area. Approval of this application would not create an undesirable precedent.



Plans and Annexes

Plan 1 – Location Plan

Plan 2 – Site Plan

Plan 3.1 to Plan 3.6 – Swept Path Analysis Plan

Plan 4- Location of Previous Site of Coach Repair Workshop at Ping Che

Plan 5.1 to Plan 5.3 – Site photo view points and Site photos

Plan 6 – Drainage Proposal

Plan 7 – Plan showing area of the proposed filling of land

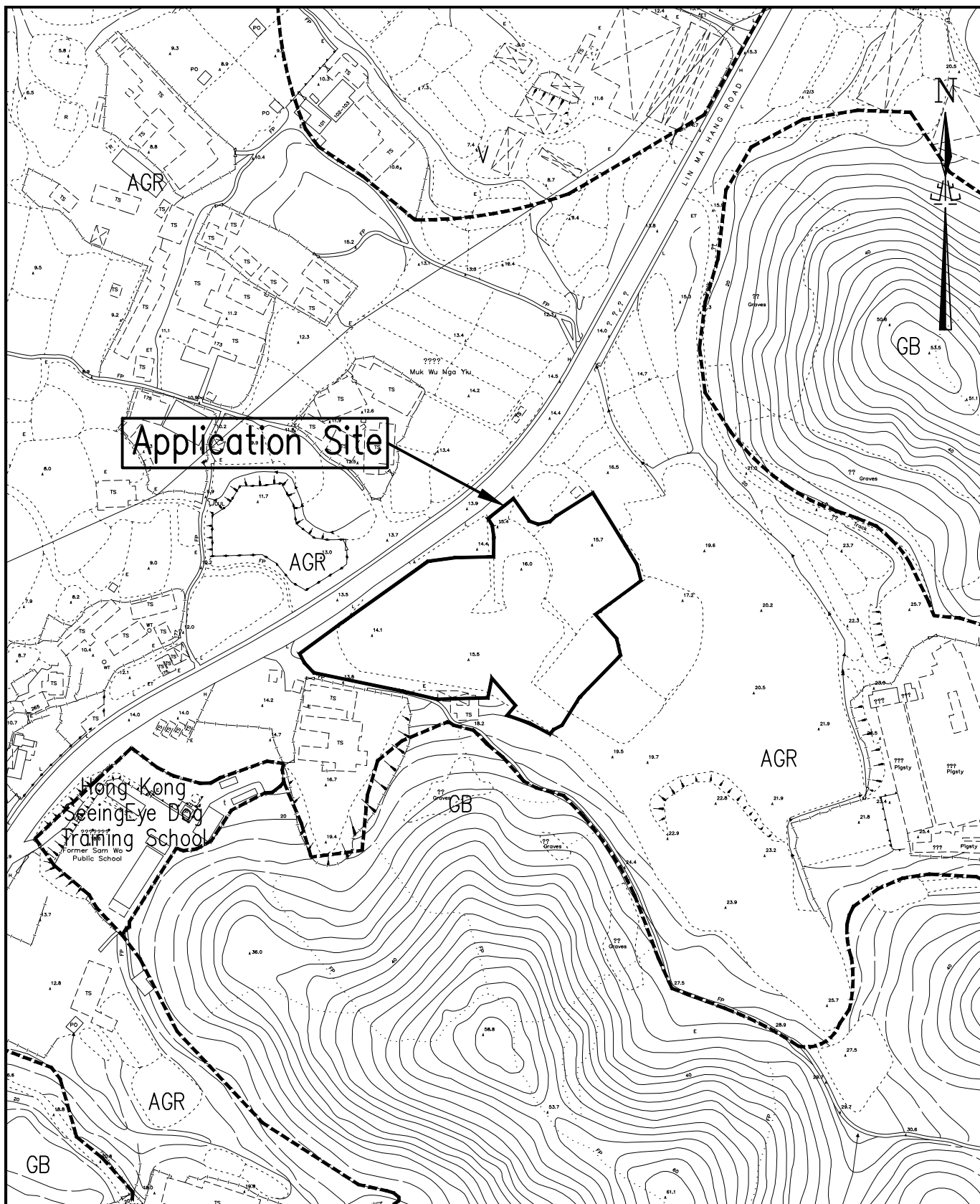
Plan 8 – Layout Plan

Annex 1 -Tenancy Agreement of applicant (Lot 1373 in D.D 82 in Ping Che)

Annex 2- Site location/boundary of eight alternative sites

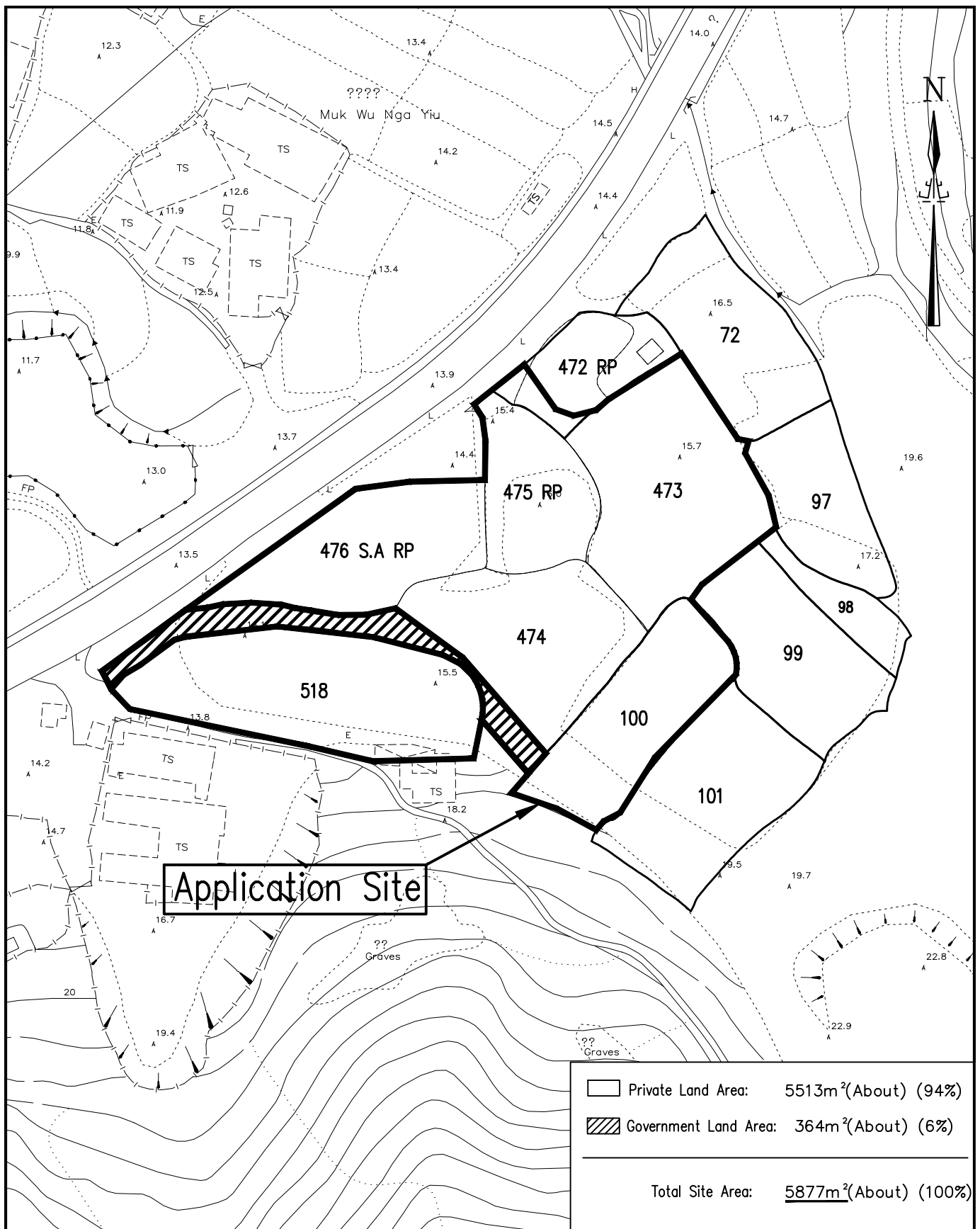
Annex 3 – Letters to the Chairman of the Tourism Board and Secretary of Culture, Sports and
Tourism

Annex 4- Actual In and Out Coach Vehicle Records (March – May 2025)

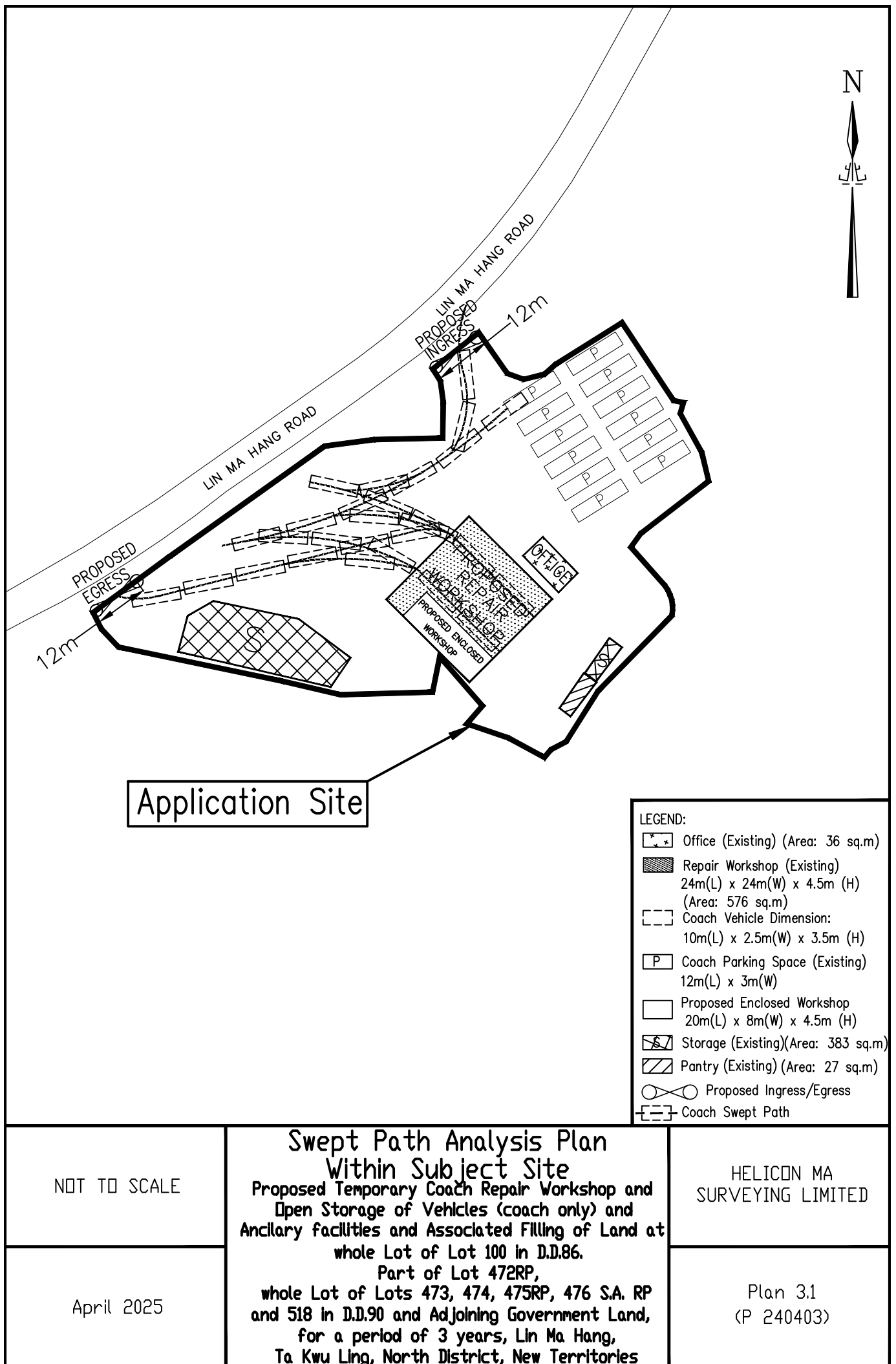


Extracted from Draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6

1:2000	<p>Location Plan</p> <p>Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles (coach only) and Ancillary facilities and Associated Filling of Land at whole Lot of Lot 100 in D.D.86.</p> <p>Part of Lot 472RP, whole Lot of Lots 473, 474, 475RP, 476 S.A. RP and 518 in D.D.90 and Adjoining Government Land, for a period of 3 years, Lin Ma Hang, Ta Kwu Ling, North District, New Territories</p>	HELICON MA SURVEYING LIMITED
April 2025		Plan 1 (P 240403)



1:1000	<p align="center">Site Plan</p> <p align="center">Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles (coach only) and Ancillary facilities and Associated Filling of Land at whole Lot of Lot 100 in D.D.86.</p> <p align="center">Part of Lot 472RP, whole Lot of Lots 473, 474, 475RP, 476 S.A. RP and 518 in D.D.90 and Adjoining Government Land, for a period of 3 years, Lin Ma Hang, Ta Kwu Ling, North District, New Territories</p>	HELICON MA SURVEYING LIMITED
April 2025		Plan 2 (P 240403)



NOT TO SCALE

April 2025

**Swept Path Analysis Plan
Within Subject Site**
Proposed Temporary Coach Repair Workshop and
Open Storage of Vehicles (coach only) and
Ancillary facilities and Associated Filling of Land at
whole Lot of Lot 100 in D.D.86.
Part of Lot 472RP,
whole Lot of Lots 473, 474, 475RP, 476 S.A. RP
and 518 in D.D.90 and Adjoining Government Land,
for a period of 3 years, Lin Ma Hang,
Ta Kwu Ling, North District, New Territories

HELICON MA
SURVEYING LIMITED

Plan 3.1
(P 240403)



圖例 LEGEND:

- ★ Previous site of coach repair workshop at Ping Che D.D.82 Lot 1373

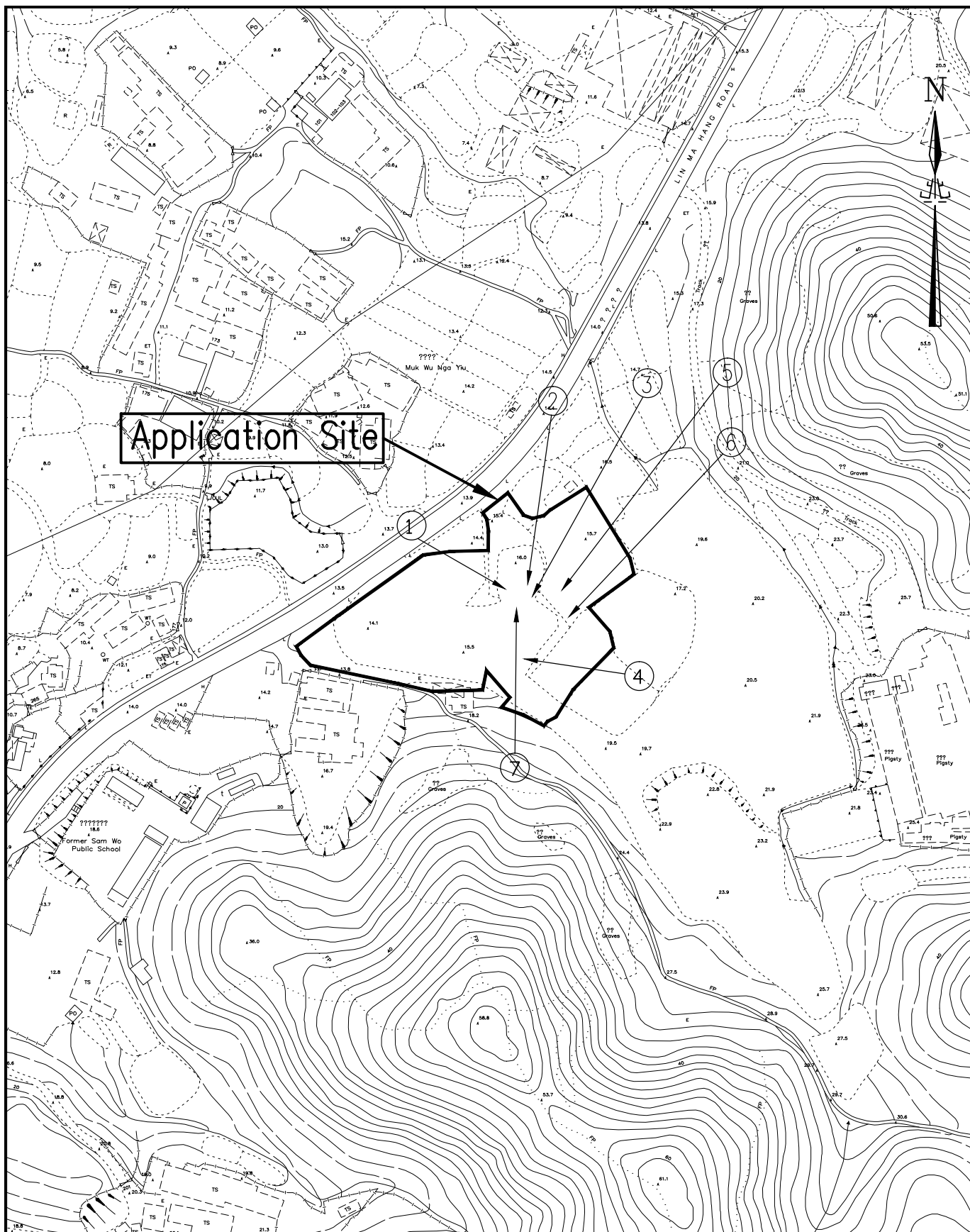
圖例 LEGEND:

- 新發展區界線
NDA BOUNDARY
- 擬議坪輦 / 打鼓嶺新發展區
PROPOSED PING CHE / TA KWU LING NDA

圖則名稱 drawing title

新界東北新發展區檢討研究
REVIEW STUDIES ON NORTH EAST NEW TERRITORIES NEW DEVELOPMENT AREAS
擬議坪輦 / 打鼓嶺新發展區
PROPOSED PING CHE / TA KWU LING NDA

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				
繪圖 drawn K S LO	簽署 initial SIGNED	日期 date 31.10.2007	項目編號 item no. 726CL	辦事處 office 新界西及北拓展處 NEW TERRITORIES NORTH AND WEST DEVELOPMENT OFFICE
核對 checked Y F TANG	簽署 initial SIGNED	日期 date 1.11.2007	比例 scale 1:10 000	
核准 approved C S LIU	簽署 initial SIGNED	日期 date 1.11.2007	圖則編號 drawing no. NTNZ 1542	
				 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



NOT TO SCALE

April 2025

Site Photo (View Point)

Proposed Temporary Coach Repair Workshop and Ancillary coach parking and facilities and Associated Filling of Land at whole Lot of Lot 100 in D.D.86.

**Part of Lot 472RP,
whole Lot of Lots 473, 474, 475RP, 476 S.A. RP
and 518 in D.D.90 and Adjoining Government Land,
for a period of 3 years, Lin Ma Hang,
Ta Kwu Ling, North District, New Territories**

HELICON MA
SURVEYING LIMITED

Plan 5
(P 240403)



Photo (1)



Photo (2)



Photo (3)



Photo (4)

Site Photo (view points) – Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles
(coach only) and Ancillary facilities and Associated Filling of Land



Photo (1)



Photo (2)



Photo (3)



Photo (4)

Site Photo (view points) – Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles
(coach only) and Ancillary facilities and Associated Filling of Land



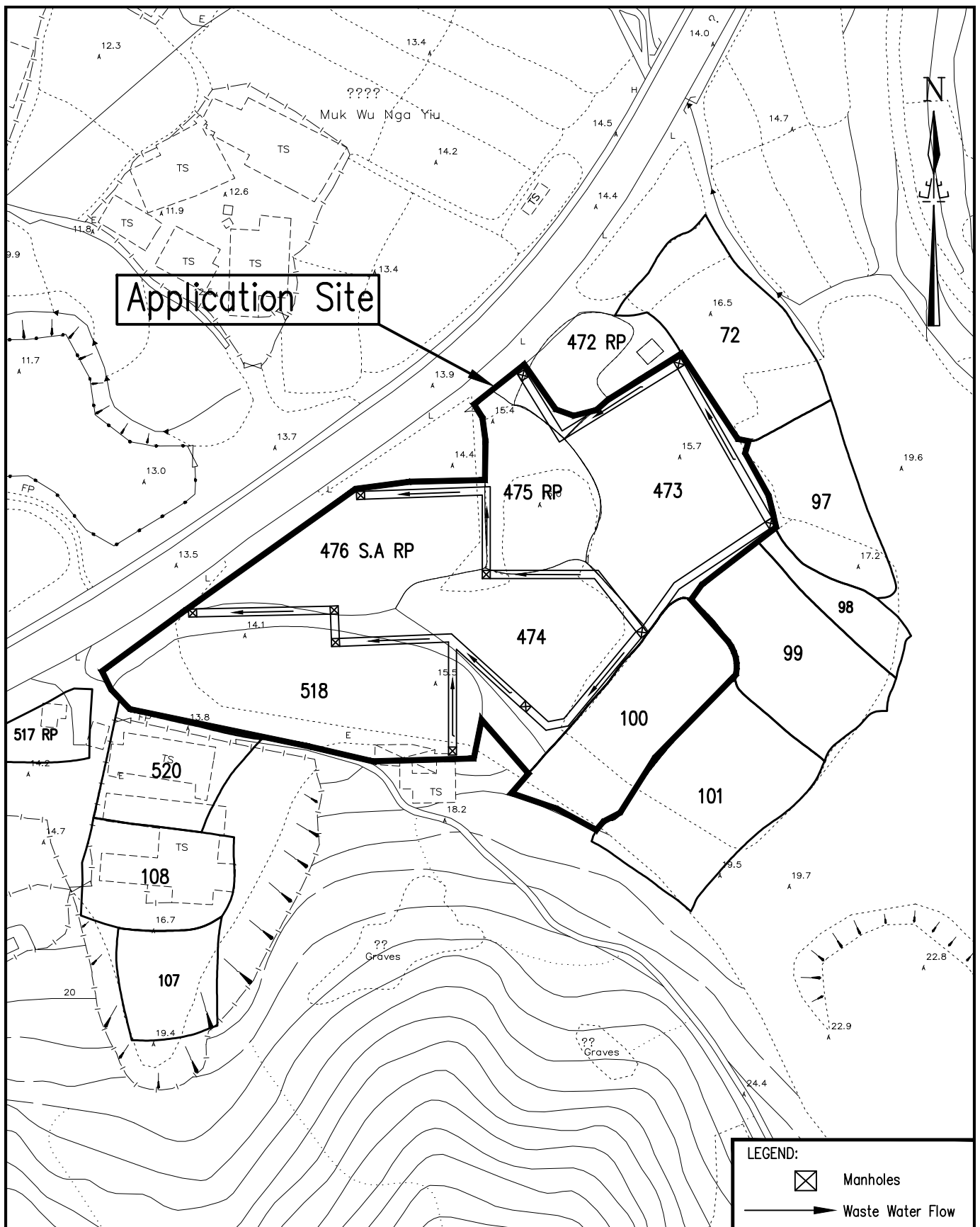
Photo (5)



Photo (6)



Site Photo (view points) – Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles
(coach only) and Ancillary facilities and Associated Filling of Land



NOT TO SCALE

April 2025

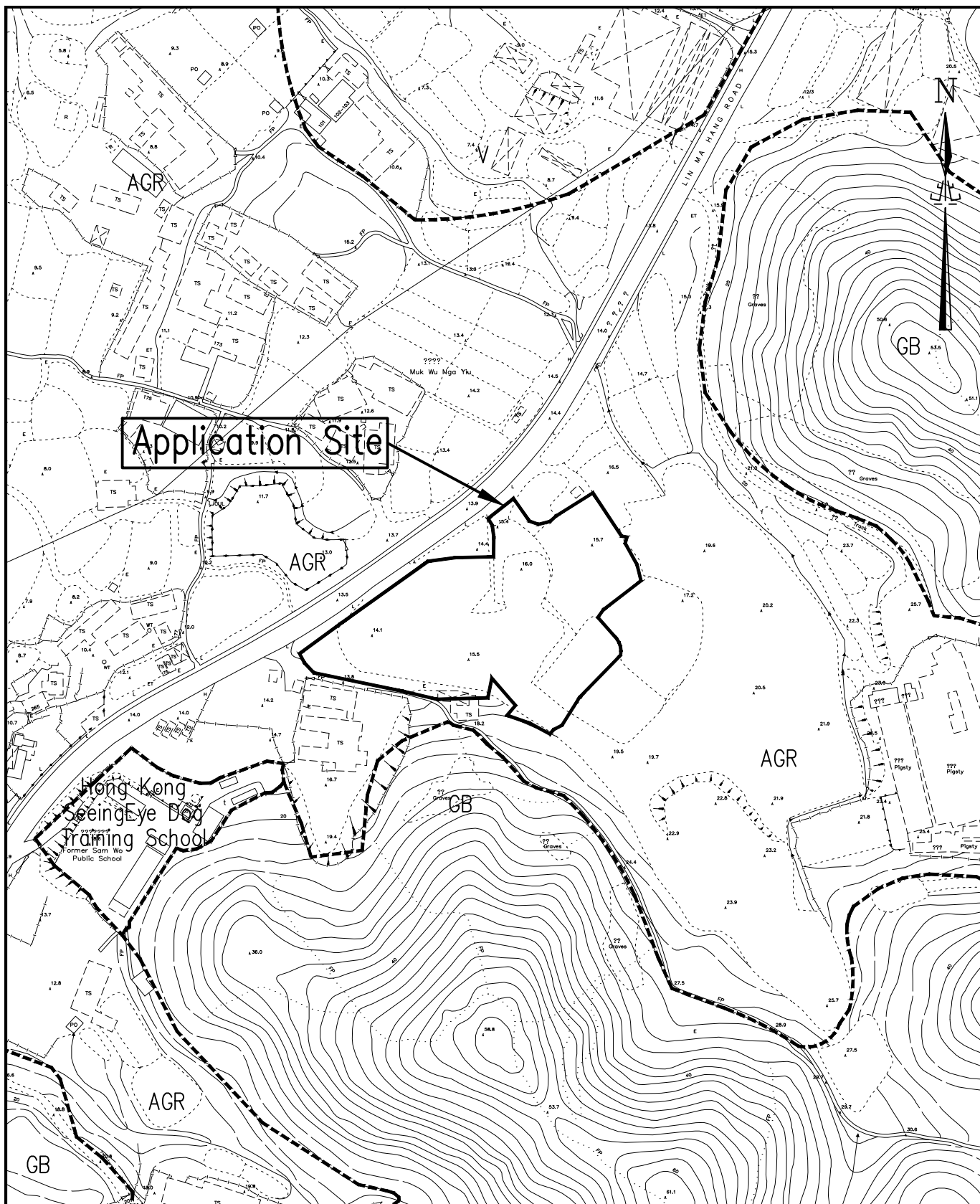
Drainage Proposal

**Proposed Temporary Coach Repair Workshop and
Open Storage of Vehicles (coach only) and
Ancillary facilities and Associated Filling of Land at
whole Lot of Lot 100 in D.D.86.**

**Part of Lot 472RP,
whole Lot of Lots 473, 474, 475RP, 476 S.A. RP
and 518 in D.D.90 and Adjoining Government Land,
for a period of 3 years, Lin Ma Hang,
Ta Kwu Ling, North District, New Territories**

HELICON MA
SURVEYING LIMITED

Plan 6
(P 240403)



Extracted from Draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6

1:2000

April 2025

**AREA SHOWING PROPOSED FILLING
OF LAND (AREA: 5877 sq.m (about))**
**Proposed Temporary Coach Repair Workshop and
Open Storage of Vehicles (coach only) and
Ancillary facilities and Associated Filling of Land at
whole Lot of Lot 100 in D.D.86.
Part of Lot 472RP,
whole Lot of Lots 473, 474, 475RP, 476 S.A. RP
and 518 in D.D.90 and Adjoining Government Land,
for a period of 3 years, Lin Ma Hang,
Ta Kwu Ling, North District, New Territories**

HELICON MA
SURVEYING LIMITED

Plan7
(P 240403)

《物業租約》

Annex 1

物業地址：粉嶺坪輦 DD82 Lot 1373 地段部份土地

出租人：順利發展工程公司 商業登記証號碼： (簡稱甲方)
地址： 電話： (鄺生)
租客：運達汽車維修公司 商業登記証號碼： 53629801 (簡稱乙方)
地址： 電話： (李生)

1. 租地面積：約貳萬貳仟呎；月租金額：。
2. 租期：死約由 2021 年 09 月 01 日 至 2023 年 08 月 31 日止。
3. 乙方必須於每月第一個星期內交租，不得借故拖欠，過期十天乙方仍未將租金交到甲方，或乙方不履行合約內任何條款，甲方則有合法權利終止合約而再另租他人，並追收有關之欠款、手續費及合約上所剩餘租期之租金。
4. 乙方不可分租及不得轉讓他人。租約期滿，租客如續租或退租需在一個月前以書面通知。續約則另簽新合約方為有效，但乙方有優先續約權。
5. 乙方同意付兩個月按金、壹個月上期給甲方，期滿後甲方須將按金無息退還給乙方，倘若乙方在租金或其他有關雜費未清付，則甲方有權在乙方按金內扣除。
6. 租地所有物業稅、地租由甲方負責，而其它一切差餉、水電費、保險費、清潔費、看更費及一切應付之費用則由乙方負責。
7. 如政府徵收此地或不准許乙方使用上述地段，甲方不作任何補償給乙方，但會退還按金而無須附加利息。乙方須於政府指定限期內遷出，而租金計算則以乙方遷出日為終止。
8. 租用地段乃屬農地，如乙方需要加建或更改上蓋建築物，則要自行向政府申請，並負責一切之費用及法律責任。
9. 雙方同意該地作為合法用途。乙方不得在該地貯存違禁品或觸犯本港城市規劃條例或觸犯本港法律之事，如觸犯有關事項由乙方自行負責。
10. 租約期滿乙方必須原地交還甲方，而乙方在租地上之一切建築物及設施，甲方收回租地時則無須付任何補償。
11. 一切租金或按金必須以正式收據為準。
12. 本合約壹式兩份，雙方願意遵守，經雙方簽署後即時生效，各執壹份存證。

備註：1)此乃舊租約之延續，乙方於舊租約已繳付之港幣十萬元按金會轉到新租約使用。
2)由於乙方自行搭建上蓋，故租約期內若政府干涉，乙方須按政府要求於規定日期內處理或遷出，甲方不作任何補償。另若受政府差餉署在租用期內增加差餉費用，租客須負責繳交。

SHUN LEE DEVELOPMENT & ENGINEERING CO
順利發展工程公司

WAN TAT AUTO SERVICES CO.
運達汽車維修公司

簽署(甲方)：

簽署(乙方)：

簽署(見證人)：

日期：2021 年 09 月 15 日

《物業租約》

物業地址：新界荃灣第2 DD82 151373 地段

出租人：順利發展工程公司

商標登記
證號碼：[REDACTED]

(簡稱甲方)

地址：[REDACTED]

電話：[REDACTED]

租客：達達汽車維修公司

商標登記
證號碼：51629801

(簡稱乙方)

地址：[REDACTED]

電話：[REDACTED]

1. 租地面積：約貳萬貳仟呎；月租金額：[REDACTED] 港元。
2. 租期：死約由 2017 年 9 月 1 日至 2021 年 8 月 31 日止。
生約由 年 月 日至 年 月 日止。
3. 乙方必須於每月第一個星期內交租，不得借故拖欠，過期十天乙方仍未將租金交到甲方，或乙方不履行合約內任何條款，甲方則有合法權利終止合約而再另租他人，並追收有關之欠款、手續費及合約上所剩餘租期之租金。
4. 乙方不可分租及不得轉讓他人。租約期滿，租客如續租或退租需在一個月前以書面通知。續約則另簽新合約方為有效，但乙方有優先續約權。
5. 乙方同意付 兩 個月按金，壹個月上期給甲方，期滿後甲方須將按金無息退還給乙方，倘若乙方在租金或其他有關雜費未清付，則甲方有權在乙方按金內扣除。
6. 租地所有物業稅、地稅由甲方負責，而其它一切差餉、水電費、保險費、清潔費、看更費及一切應付之費用則由乙方負責。
7. 如政府徵收此地或不准許乙方使用上述地段，甲方不作任何補償給乙方，但會退還按金而無須附加利息。乙方須於政府指定限期內遷出，而租金計算則以乙方遷出日為終止。
8. 租用地段乃屬農地，如乙方需要加建或更改上蓋建築物，則要自行向政府申請，並負責一切之費用及法律責任。
9. 雙方同意該地作為 空地儲放 用途。乙方不得在該地貯存違禁品或觸犯本港城市規劃條例或觸犯本港法律之事，如觸犯有關事項由乙方自行負責。
10. 租約期滿乙方必須原地交還甲方，而乙方在租地上之一切建築物及設施，甲方收回租地時則無須付任何補償。
11. 一切租金或按金必須以正式收據為準。
12. 本合約壹式兩份，雙方願意遵守，經雙方簽署後即時生效，各執壹份存證：

備註：(一) 租金調整為每月 [REDACTED] 故按金亦補 [REDACTED]

(二) 在於閣下自行搭建上蓋故租約期內若政府干預，乙方須按政府規定日期遷出，甲不須付任何補償，但若政府延後約期則租約期內增加之租金亦須負責繳納。

簽署(甲方) SHUN LEE DEVELOPMENT & ENGINEERING CO
順利發展工程公司

簽署(乙方)



簽署(見證人)：[REDACTED]

日期：2017 年 8 月 31 日

《物業租約》

物業地址: 粉嶺+坪輦區 P.R. 82 lot 1373 部份地段 RP (打鼓嶺坪輦)

出租人：順利裝修工程公司 身分證號碼： (簡稱甲方)

地址：_____ 電話：_____

租客：運達汽車維修公司 身份証號碼： (簡稱乙方)

地址：_____ 電話：_____

1. 租地面積：約式舊大新街；月租金額： 港元。
2. 租期：死約由 2015 年 9 月 1 日至 2017 年 8 月 31 日止。
生約由 年 月 日至 年 月 日止。
(生約期內甲乙雙方可提早一個月通知對方終止租約。)
3. 乙方必須於每月第一個星期內交租，不得借故拖欠，過期十天乙方仍未將租金交到甲方、或乙方不履行合約內任何條款，甲方則有合法權利終止合約而再另租他人，並追收有關之欠款、手續費及合約上所剩餘租期之租金。
4. 乙方可分租但不得轉讓他人。租約期滿，租客如續租或退租需在一個月以前以書面通知。續約則另簽新合約方為有效，但乙方有優先續約權。
5. 乙方同意付兩個月按金，壹個月上期給甲方，期滿後甲方須將按金無息退還給乙方，倘若乙方在租金或其他有關雜費未清付，則甲方有權在乙方按金內扣除。
6. 租地所有物業稅、地稅由甲方負責，而其它一切差餉、水電費、保險費、清潔費、看更費及一切應付之費用則由乙方負責。
7. 如政府徵收此地或不准許乙方使用上述地段，甲方不作任何補償給乙方，但會退還按金而無須附加利息。乙方須於政府指定限期內遷出，而租金計算則以乙方遷出日為終止。
8. 雙方同意該地作為 住宅合法用途。乙方不得在該地貯存違禁品或觸犯本港城市規劃條例或觸犯本港法律之事，如觸犯有關事項由乙方自行負責。
9. 租約期滿乙方必須原地交還甲方，而乙方在租地上之一切建築物及設施，甲方收回租地時則無須付任何補償。
10. 一切租金或按金必須以正式收據為準。
11. 本合約壹式兩份，雙方願意遵守，經雙方簽署後即時生效，各執壹份存證。

備註：此租約係由租約內同一地段相連之另一部份租約合併後重新調整其面積、租金及租期如上。

(二) 按金則根據旧租約已付与新租約按金差額作增加

簽署(甲方): SHUN LEE DEVELOPMENT & ENGINEERING CO. 順利發展工程公司

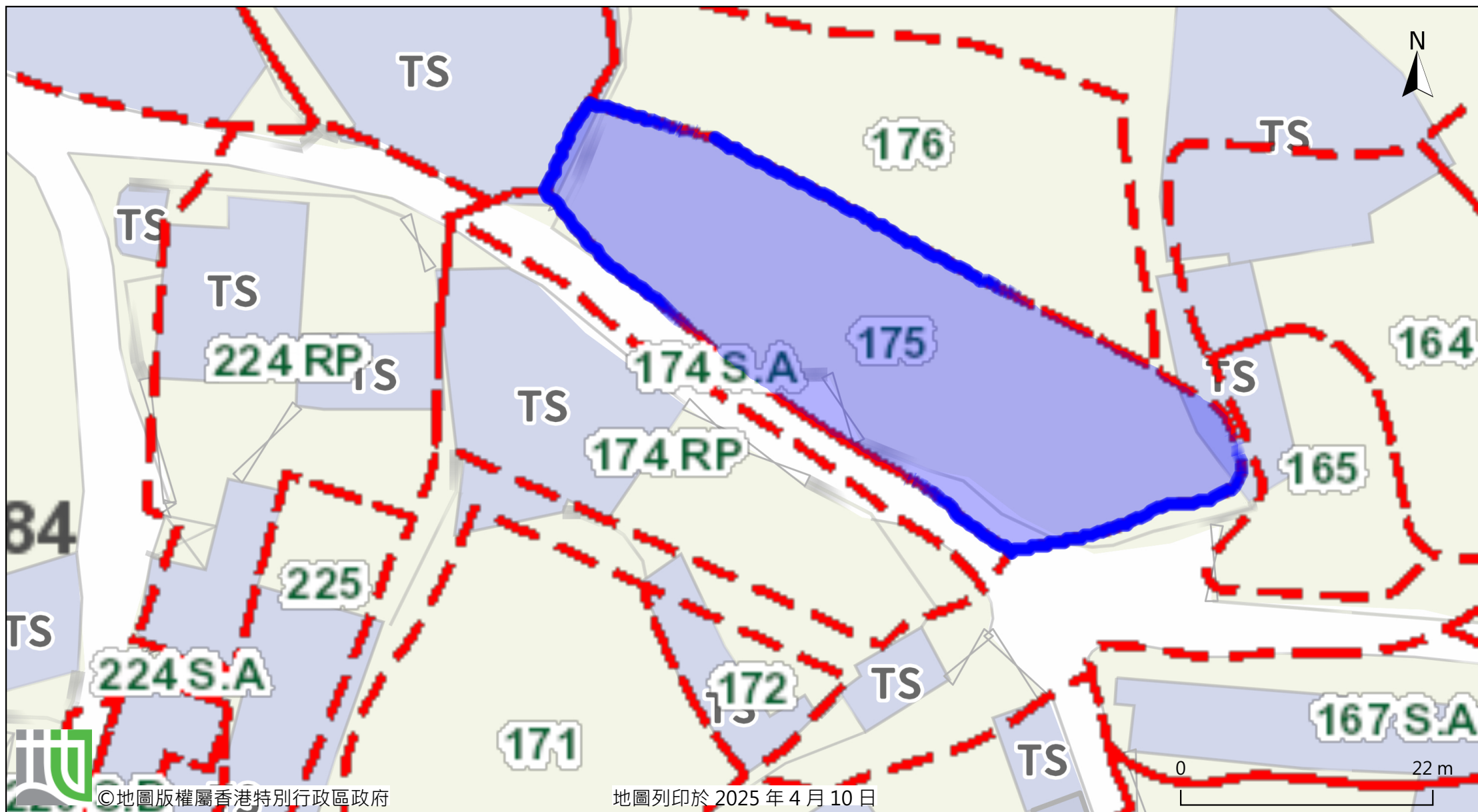
簽署(乙方): [REDACTED]

簽署(見證人): _____

日期: 2015 年 8 月 11 日

(三) 另新租利用部份由於八月二十四日開始使用，故應補租 15/8-30/8/2015
之事因月租金 [REDACTED] ✓



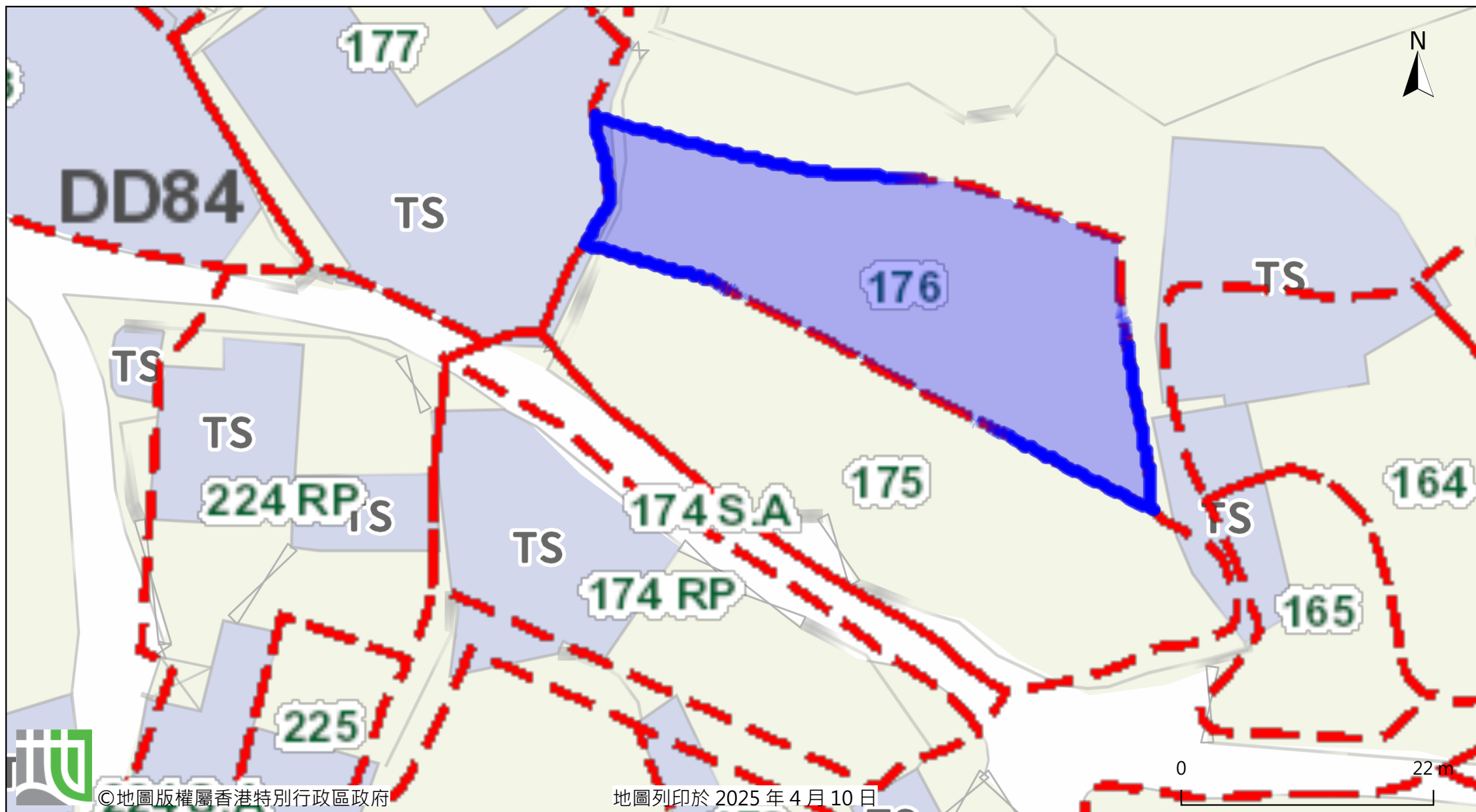


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地圖列印於 2025 年 4 月 10 日

由「地理資訊地圖」網站提供: <https://www.map.gov.hk>

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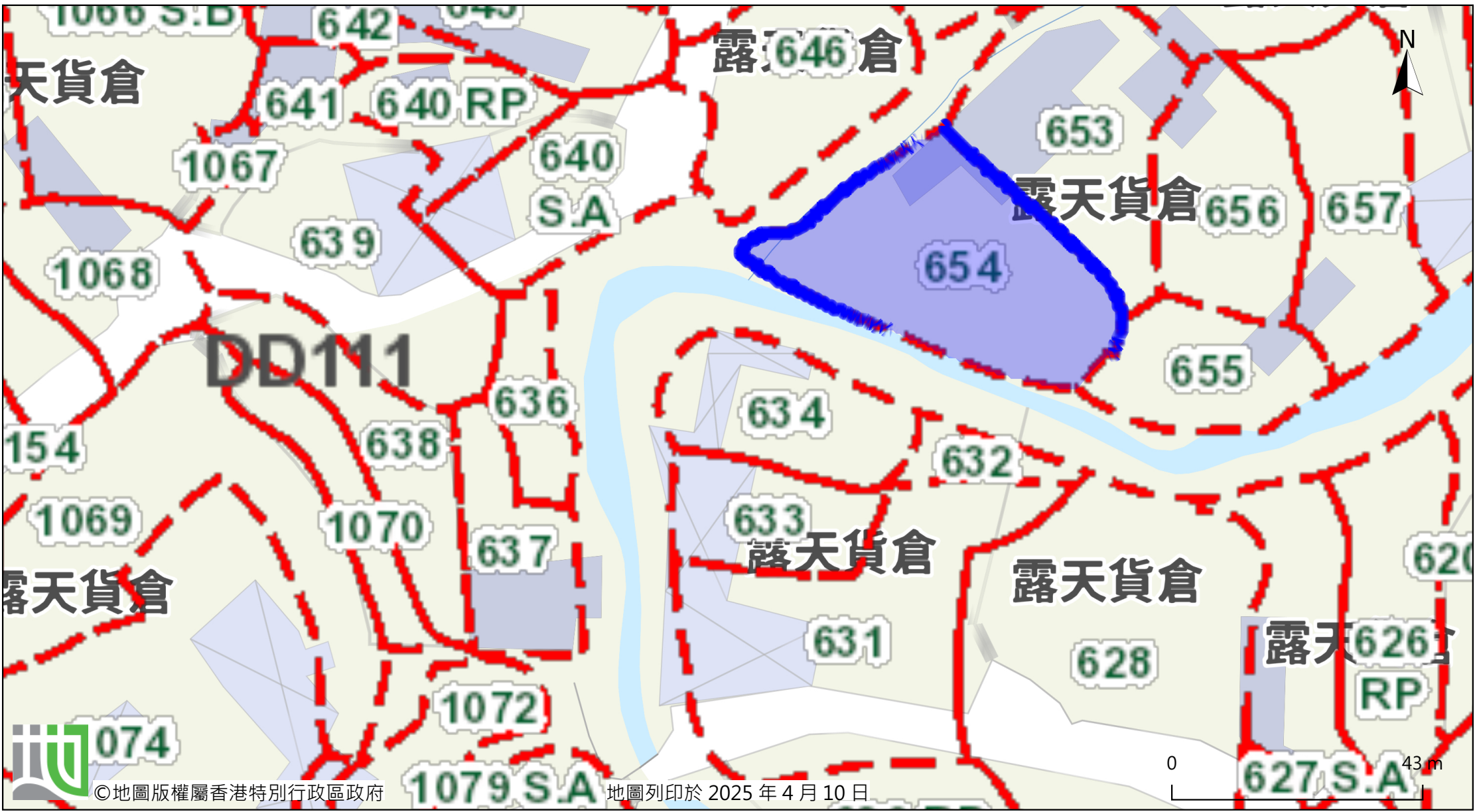
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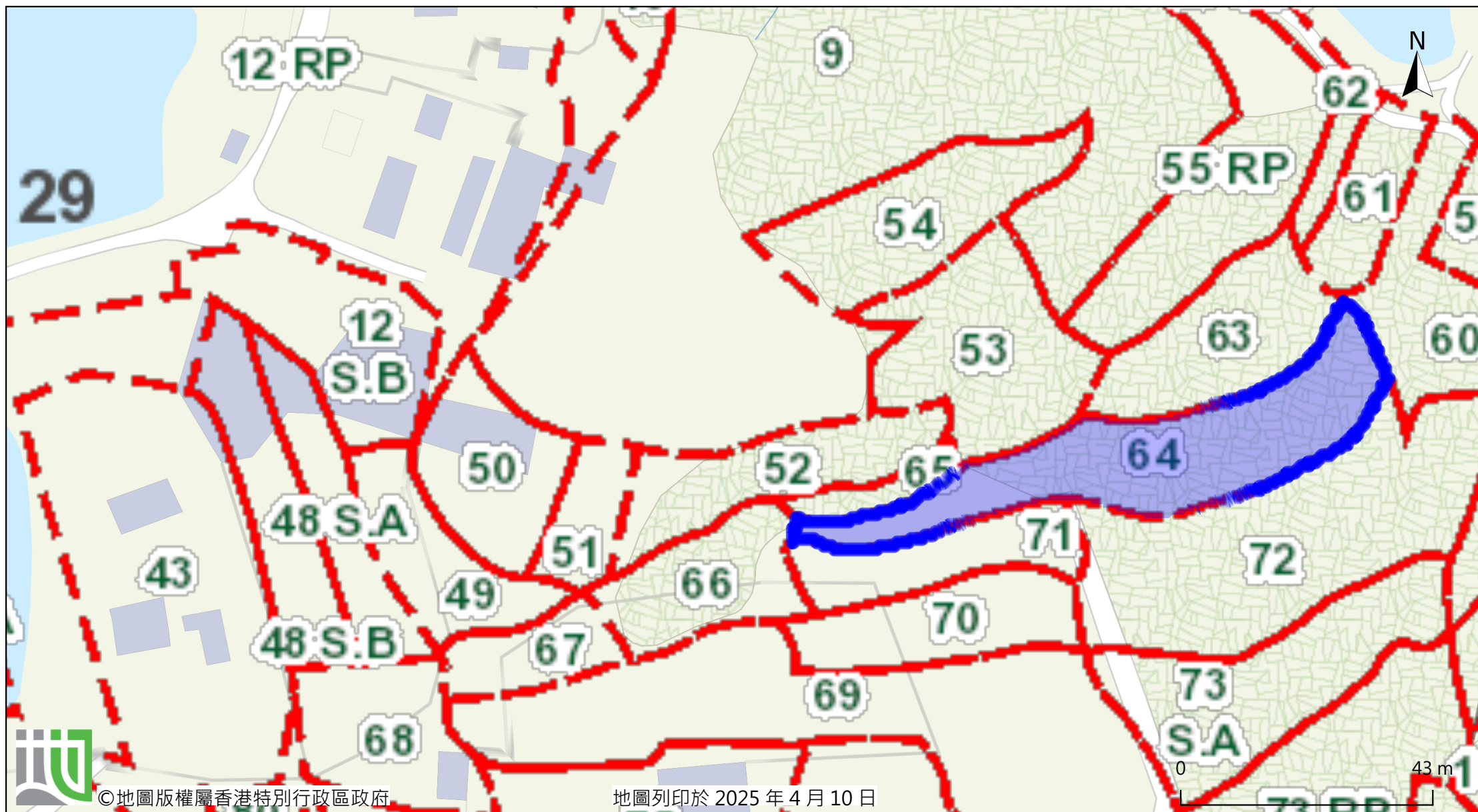
地圖列印於 2025 年 4 月 10 日

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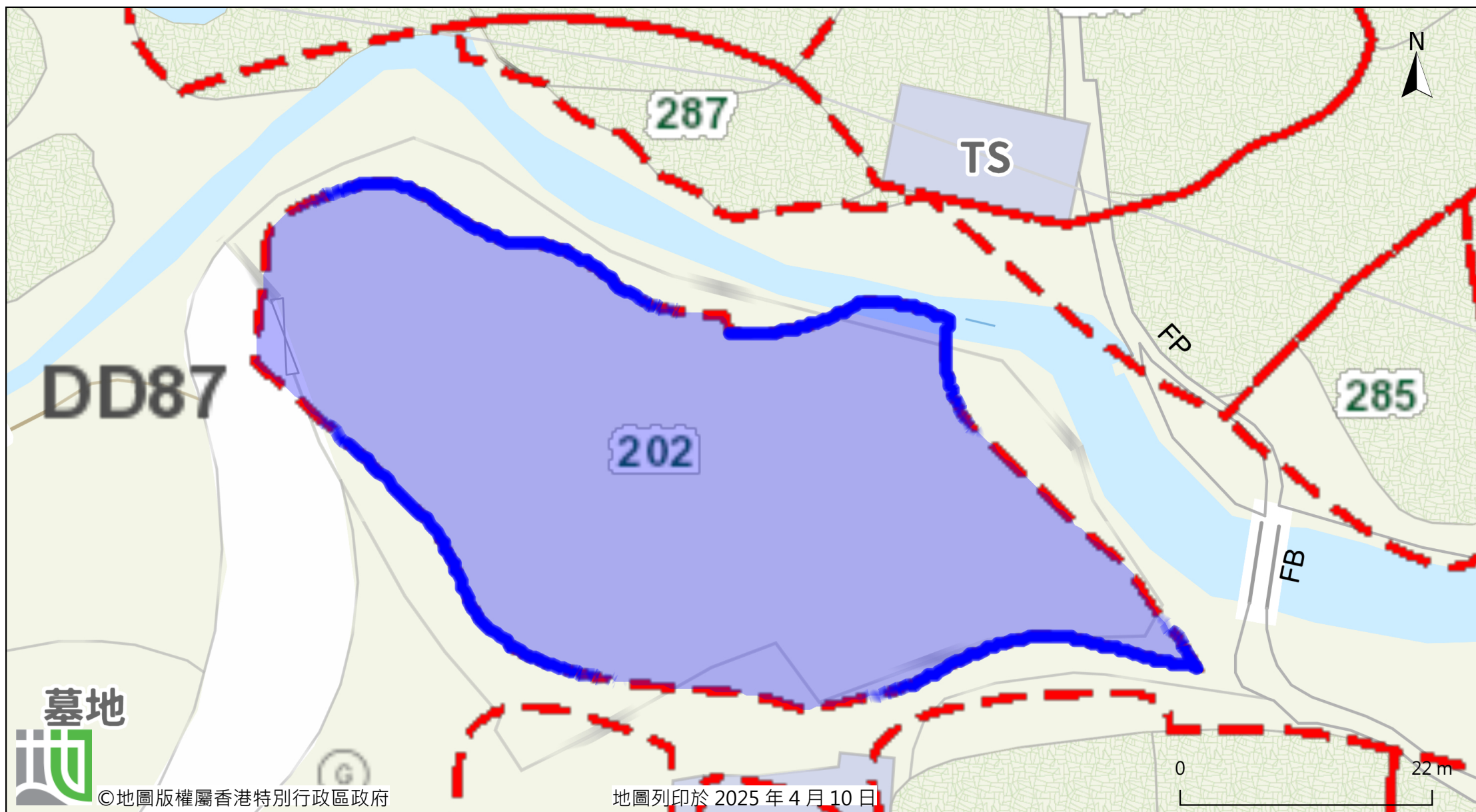


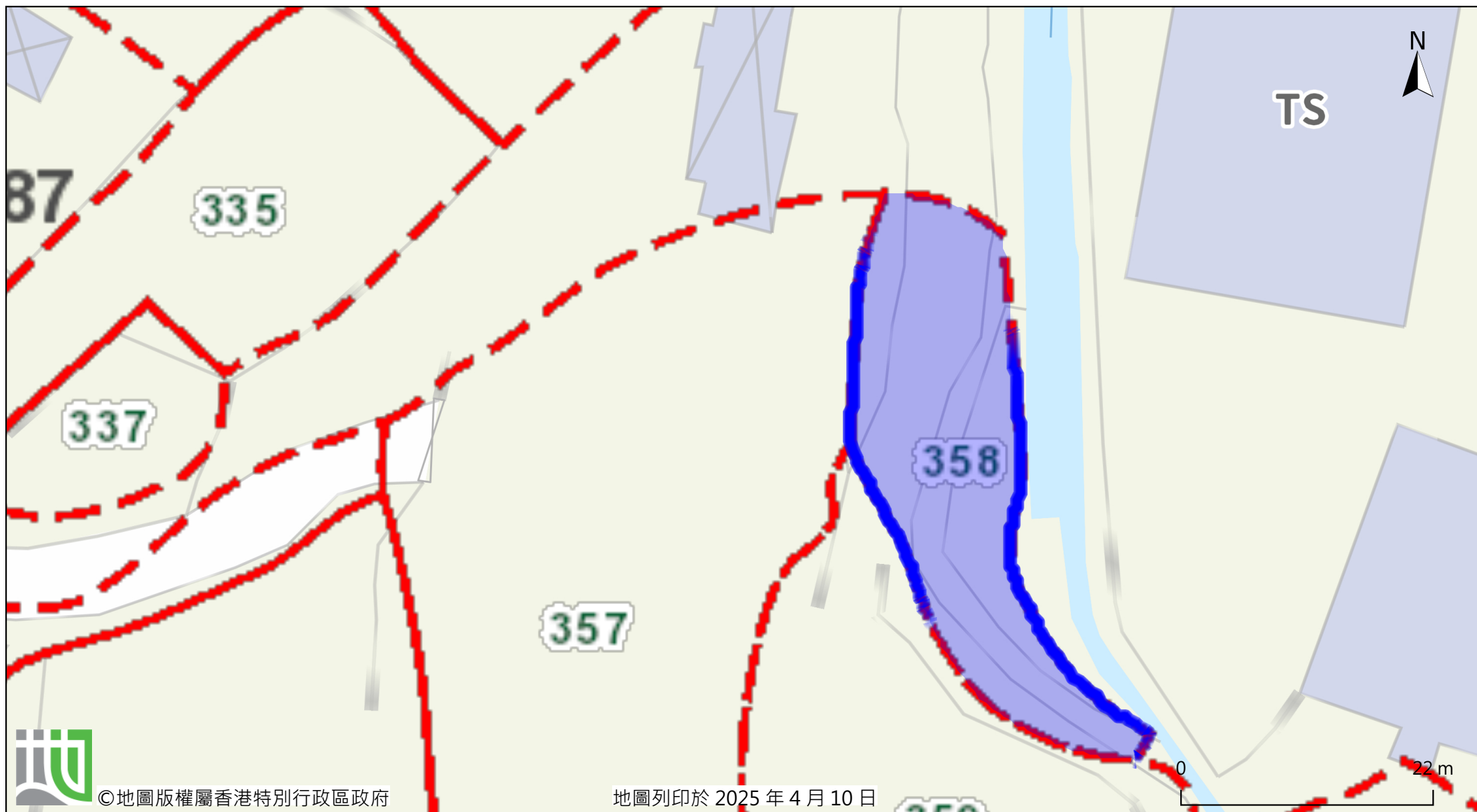
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中港澳直通巴士聯會

China Hong Kong and Macau Boundary Crossing Bus Association

地址 : 九龍旺角上海街450-454號慶華商業大廈7字樓B室

Address : Unit B, 7/F., Hing Wah Commercial Building, 450-454 Shanghai Street, Kowloon, HK.

電話 Tel : (852) 2782 0738

傳真 Fax : (852) 2782 0935

Annex 3

文化體育及旅遊局局長

羅淑佩女士,JP 鈞鑒:

本會(中港澳直通巴士聯會)一直致力促進陸路跨境巴士服務,為香港本土、澳門及內地同胞等提供優質、安全且舒適的出行體驗。

『運達汽車維修有限公司』為本會會員之系列公司,亦是政府認可的巴士維修中心,主力向來往本地、澳門及穿梭內地至香港和澳門的旅遊巴士提供專業修理服務。該公司的維修中心原址位於北區坪輦丈量約82地段1373號,由於維修中心原址受到發展局坪輦--打鼓嶺新發展區計劃的影響,土地業權人無法給予長期租約,只能每半年與維修中心續約一次。因應香港北區不能夠沒有穩定的修理服務支持旅遊巴士運作,故該公司的維修中心不得不遷離原址,另覓可提供較長租約的地點,以重置維修廠房,繼續為旅遊巴士提供服務。(有關維修中心在坪輦的原址被納入坪輦--打鼓嶺發展區範圍內的圖則-請參照附頁一)

期間,『運達汽車維修有限公司』已竭盡所能四處尋找合適地點,包括元朗、沙頭角、恐龍坑、八鄉及下輦等地。然而,受地點條件限制,如地盤面積不足、形狀狹窄,以及缺乏足夠空間以供車輛調度與進出等因素影響,導致該公司未能找到理想選址。(有關維修中心在不同地區尋找適合土地的位置-請參照附頁二)

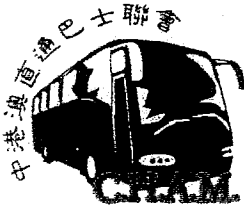
經歷重重困難,『運達汽車維修有限公司』最終在北區蓮麻坑(丈量約90地段472、473、474、475RP、476 S.ARP號及丈量約86地段100號 -- 請參照附頁三)找到一塊合適的土地。該地點毗鄰蓮塘口岸,擁有充足的地盤面積及寬敞的空間,可供旅遊巴士停泊待修及調度,但該地區在文錦渡規劃大綱圖(編號S/NE-MKT/5)內被劃為「農業用途」。根據《城市規劃條例》,如需設立臨時維修工場及短期旅遊巴士停泊點(為期三年),必須向城市規劃委員會提交申請,以獲得正式許可。

鑑於以上情況,本會懇請 貴局認可本行業對香港旅遊業的貢獻,並體諒『運達汽車維修有限公司』在尋找合適地點過程中所面對的困難。倘若 貴局能於2025年5月15日前回覆本會,表示支持該公司向城市規劃委員會提交重置維修中心的申請,本會深表銘感!敬祝 鈞安



中港澳直通巴士聯會 謹呈

2025年4月23日



中 港 澳 直 通 巴 士 聯 會

China Hong Kong and Macau Boundary Crossing Bus Association

地址 : 九龍旺角上海街450-454號慶華商業大廈7字樓B室

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電話 Tel : (852) 2782 0738

傳真 Fax : (852) 2782 0935

旅遊發展局主席

林建岳先生, 大紫荊勳賢, GBS 鈞鑒:

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中港澳直通巴士聯會 謹呈

2025 年 4 月 23 日

副本送呈: 發展局局長甯漢豪女士, JP

文化體育及旅遊局局長羅淑佩女士, JP

2025-03 車輛進出記錄表

入場日期	入場時間	車牌	出場日期	出場時間
3/1/2025	9:50	ME9502	3/1/2025	12:50
	10:11	NM8194	3/2/2025	10:21
	13:05	YC7869	3/1/2025	16:33
	14:32	KA3492	3/2/2025	17:52
	15:52	TG7523	3/3/2025	9:50
3/3/2025	9:05	RE1838	3/3/2025	13:26
	10:36	RK7219	3/3/2025	14:55
	12:21	WY3117	3/3/2025	17:03
3/4/2025	9:07	KA3492	3/4/2025	11:30
	9:35	RT2437	3/4/2025	12:25
	10:01	RT379	3/4/2025	13:38
	11:35	SU3696	3/4/2025	17:09
	14:23	JD7377	3/5/2025	9:26
	15:58	WE3247	3/5/2025	10:38
3/5/2025	9:21	LG931	3/5/2025	11:31
	9:33	JE6665	3/5/2025	12:05
	12:50	UL5705	3/5/2025	17:33
3/6/2025	10:01	VM2431	3/6/2025	16:26
	11:33	NW1210	3/7/2025	9:35
	11:52	RN7430	3/6/2025	17:45
3/7/2025	9:32	HE1112	3/7/2025	16:24
	9:45	RT379	3/9/2025	12:31
	10:27	YL2895	3/7/2025	15:58
3/8/2025	11:05	YC7869	3/8/2025	16:46
	12:16	VS9522	3/8/2025	17:11

3/10/2025	9:29	RP177	3/10/2025	11:33
	9:51	NW1210	3/11/2025	9:39
	10:32	UL5705	3/10/2025	16:28
3/11/2025	10:03	DE2899	3/11/2025	16:49
	11:22	YK716	3/11/2025	17:53
	11:38	YW2184	3/13/2025	10:01
3/12/2025	9:08	HY9388	3/12/2025	11:58
	9:33	LG931	3/12/2025	13:26
	10:21	SU9785	3/12/2025	14:21
	11:32	HH1711	3/12/2025	16:43
	14:25	YC7869	3/13/2025	10:06
3/13/2025	10:32	RT379	3/13/2025	16:55
	11:21	GN8966	3/13/2025	14:38
3/15/2025	9:56	TG7523	3/16/2025	11:46
	10:21	YL2895	3/15/2025	13:24
	10:36	PC3846	3/17/2025	16:03
	13:57	BG6184	3/15/2025	18:02
3/17/2025	9:15	LH1339	3/17/2025	16:43
	9:46	YW2184	3/17/2025	15:32
	12:05	RY5230	3/19/2025	9:53
	13:23	EF1196	3/18/2025	10:01
3/18/2025	9:38	KE8955	3/18/2025	16:31
	9:52	RN7430	3/18/2025	17:23
	11:04	RZ7396	3/20/2025	10:21
3/19/2025	9:57	KD6839	3/19/2025	16:46
	10:09	TA6842	3/19/2025	15:55
3/20/2025	10:06	KR5559	3/20/2025	12:39
	11:28	KA3492	3/20/2025	16:36
3/21/2025	9:22	NM8194	3/21/2025	15:58

	9:48	SU2545	3/21/2025	14:09
	10:52	ZD1005	3/21/2025	17:22
3/22/2025	9:31	AU635	3/22/2025	16:08
	9:57	WY3117	3/22/2025	17:17
3/24/2025	11:21	HU8845	3/24/2025	18:01
	12:33	DY982	3/26/2025	9:31
3/25/2025	10:56	VU7780	3/27/2025	10:26
3/26/2025	12:32	LD2796	3/26/2025	17:48
3/27/2025	11:09	VM7952	3/27/2025	16:37
	11:35	RZ7396	3/27/2025	13:21
	12:05	SC6418	3/29/2025	9:09
	13:21	YL3927	3/29/2025	10:15
3/29/2025	9:52	RP2619	3/29/2025	16:38
	10:25	LD2796	3/29/2025	15:19
3/31/2025	9:18	HY9388	3/31/2025	11:57
	9:43	LG931	3/31/2025	13:25

2025-04 車輛進出記錄表

入場日期	入場時間	車牌	出場日期	出場時間
4/1/2025	9:34	EF 1196	4/1/2025	12:42
	10:18	NN 4817	4/1/2025	14:28
	13:15	FX 3088	4/1/2025	16:33
4/2/2025	10:32	VR 995	4/2/2025	17:32
	10:56	SY 1370	4/2/2025	16:47
	11:05	NE 8089	4/3/2025	15:16
4/3/2025	10:36	KE 8125	4/3/2025	14:55
	12:21	RK 7129	4/3/2025	17:03
	13:07	MR 9036	4/5/2025	17:30
4/5/2025	9:35	XK 2485	4/5/2025	12:25
	10:31	RK 7129	4/5/2025	13:38
	11:15	TA 6842	4/5/2025	17:09
	11:43	KR 5559	4/5/2025	17:26
	15:58	PP 8316	4/7/2025	10:38
	16:21	TG 7523	4/7/2025	11:31
4/7/2025	9:33	GG 5021	4/7/2025	12:05
4/8/2025	10:50	YL 2895	4/8/2025	13:33
	11:01	RP 2619	4/8/2025	16:26
4/9/2025	11:33	PC 3846	4/9/2025	17:35
	11:52	ZD 6316	4/9/2025	17:46
4/10/2025	9:32	RK 7129	4/10/2025	12:24
	9:45	HH 1711	4/10/2025	17:31
	10:27	VV 1270	4/12/2025	9:58
4/11/2025	9:05	LD 2796	4/11/2025	16:46
	12:16	LG 931	4/11/2025	17:11

	13:29	UR 2061	4/13/2025	9:33
4/12/2025	9:51	NM 8194	4/12/2025	16:39
	10:35	RE 1838	4/12/2025	17:28
	10:53	EW 2281	4/12/2025	17:49
4/14/2025	11:22	TU 8667	4/14/2025	17:52
	11:38	RY 7621	4/15/2025	10:01
4/15/2025	9:08	WF 4782	4/15/2025	11:58
	9:33	UE 4081	4/15/2025	13:26
4/16/2025	10:11	JS 5598	4/17/2025	10:21
	11:32	MG 8058	4/16/2025	16:43
4/17/2025	10:25	KE 8955	4/17/2025	16:06
	11:32	JJ 6182	4/17/2025	17:55
4/18/2025	10:21	YL 2895	4/18/2025	14:38
	11:56	SF 3913	4/18/2025	16:46
4/19/2025	10:21	RZ 7396	4/19/2025	13:24
4/21/2025	10:36	PP 6966	4/21/2025	16:03
	13:57	MG 8058	4/21/2025	18:02
	14:15	KC 1433	4/21/2025	16:43
4/22/2025	9:46	XN 6063	4/22/2025	15:32
	12:05	SC 6418	4/23/2025	9:53
	13:23	VM 7952	4/23/2025	10:01
4/23/2025	9:08	KD 6839	4/23/2025	16:31
	9:22	LD 2796	4/23/2025	17:23
	11:35	RM 819	4/23/2025	15:21
4/24/2025	9:13	RP 2619	4/24/2025	12:59
	10:32	MC 1686	4/24/2025	14:11
	14:53	NW 1210	4/24/2025	16:05
4/25/2025	10:32	RK 7219	4/25/2025	17:52
	12:11	VM 2431	4/27/2025	14:39

	15:56	TE 4544	4/26/2025	10:03
4/26/2025	9:30	UL 5705	4/26/2025	13:33
	14:28	EF 1196	4/28/2025	16:58
2025/4/28	10:05	YW 639	4/28/2025	17:01
	11:38	MC 1686	4/28/2025	16:25
	15:52	RP 2619	4/29/2025	11:42
4/30/2025	9:05	TB 431	4/30/2025	11:58
	10:56	MG 8058	4/30/2025	15:21

2025-05 車輛進出記錄表

入場日期	入場時間	車牌	出場日期	出場時間
5/3/2025	10:01	KC 1433	5/3/2025	13:52
5/3/2025	11:23	VP 9843	5/3/2025	14:58
5/6/2025	9:15	CT 1488	5/8/2025	16:13
5/6/2025	10:33	TP 9008	5/9/2025	17:20
5/6/2025	10:59	KC 1433	5/6/2025	16:48
5/6/2025	11:31	FV 9388	5/8/2025	15:16
5/7/2025	9:16	DG 1810	5/7/2025	14:25
5/7/2025	12:22	XK 2022	5/7/2025	17:13
5/7/2025	13:18	UJ 5297	5/7/2025	17:55
5/10/2025	9:35	ME 9502	5/12/2025	12:38
5/10/2025	10:33	SC 6418	5/13/2025	13:22
5/10/2025	11:16	RE 1838	5/14/2025	17:09
5/10/2025	12:13	HV 6715	5/10/2025	17:26
5/10/2025	10:58	RK 7219	5/10/2025	16:38
5/10/2025	11:21	KL 9311	5/10/2025	14:51
5/12/2025	9:33	RN 8315	5/12/2025	12:05
5/12/2025	10:52	PL 4978	5/12/2025	13:33
5/12/2025	11:01	UL 5705	5/12/2025	16:26
5/12/2025	11:33	TG 7523	5/12/2025	16:45
5/13/2025	9:52	JT 3448	5/12/2025	17:46
5/13/2025	10:33	RN 4077	5/15/2025	12:24
5/13/2025	11:45	XK 2485	5/14/2025	17:31
5/13/2025	12:12	PJ 1885	5/20/2025	14:58
5/16/2025	9:05	XN 624	5/19/2025	16:46
5/16/2025	12:16	JT 1536	5/20/2025	17:11

5/17/2025	10:29	YC 7869	5/17/2025	17:33
5/17/2025	10:51	UJ 5297	5/17/2025	16:39
5/17/2025	11:15	SG 9187	5/17/2025	17:28
5/17/2025	11:53	EF 1196	5/17/2025	17:48
5/17/2025	12:22	RM 819	5/17/2025	17:12
5/19/2025	10:38	RN 8315	5/17/2025	15:01
5/19/2025	11:08	XN 6063	5/20/2025	18:08
5/19/2025	11:33	AZ 812	5/19/2025	13:56
5/19/2025	12:11	VP 9843	5/19/2025	15:21
5/19/2025	12:32	DG 1810	5/19/2025	16:43
5/20/2025	10:25	UW 8081	5/19/2025	16:06
5/20/2025	11:32	RP 2619	5/19/2025	17:55
5/21/2025	9:21	RN 8315	5/21/2025	14:48
5/21/2025	9:56	MD 812	5/21/2025	16:17
5/21/2025	10:21	SV 9708	5/23/2025	13:24
5/21/2025	10:36	YB 5427	5/21/2025	16:03
5/21/2025	13:57	NB 1079	5/21/2025	18:02
5/22/2025	9:15	MD 812	5/22/2025	16:43
5/22/2025	9:46	SB 4706	5/22/2025	15:32
5/22/2025	12:05	HE 1112	5/22/2025	16:53
5/22/2025	13:23	FL 812	5/22/2025	17:01
5/23/2025	9:08	RK 7219	5/23/2025	16:31
5/27/2025	9:22	TE 4544	5/27/2025	17:22
5/27/2025	11:35	LD 2796	5/27/2025	15:21
5/27/2025	12:31	ZV 1057	5/27/2025	15:59
5/28/2025	9:32	RN 7430	5/27/2025	14:11
5/28/2025	9:53	RT 1899	5/28/2025	16:05
5/28/2025	10:32	WX 6274	5/28/2025	17:52
5/28/2025	12:11	VR 995	5/28/2025	14:39

5/30/2025	9:56	YB 9141	5/30/2025	14:03
5/30/2025	10:30	UL 5705	5/30/2025	17:38

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Cheryl Tsz Man TSANG/PLAND

寄件者: INNOVATIVE LAND USE PLANNING <[REDACTED]>
寄件日期: 2025年08月07日星期四 17:55
收件者: Cheryl Tsz Man TSANG/PLAND
副本: Audrey Hiu Tung SOO/PLAND; Johnny Chung Yin LAM/PLAND
主旨: Re: Planning Application No. A/NE-MKT/49 Temporary Vehicle Repair Workshop and
Open Storage of Vehicle (Coaches Only) with Ancillary Facilities and Associated Filling of
Land for a Period of 3 Years
附件: Responses to Departmental Comments 7.8.2025.pdf
類別: Internet Email

Dear Ms. Tsang,
Please find the attached Responses to Departmental Comments for your follow up action. Thanks.

Elaine SO
Town Planner
Innovative Land Use Planning Consultancy Co. Ltd

Responses to Departmental Comments (A/NE-MKT/49):

Department's Comments	Applicant's responses
<p>Environmental Protection Department (Contact Person: Ms. Maureen CHANG, Tel: [REDACTED])</p> <p>We would like to seek the following further information from the applicant.</p> <ol style="list-style-type: none"> 1. It is noted that a pantry and toilet are proposed within the application site (the Site). Please provide information on the proposed treatment of wastewater arising from these two facilities within the Site. For the pantry, will there be oily fumes produced? 2. From the photos provided by the applicant, seems like the Site has been filled. Please confirm with the applicant whether further filling of land is required, if affirmative with what materials. 	<ol style="list-style-type: none"> 1. For your information, the pantry within the Site will only for heating up food occasionally. No cooking will be taken place in the pantry. No oily fumes will be produced. The workers of the Site are ordering take away food from restaurants/cooked food stores in Ping Che. Pantry is used for boiling water for tea and coffee only. <p>For the toilet, there is an existing septic tank within the site. The human waste will be soaked by fecal suction truck every 6 months. All food waste, lunch boxes and water bottles and etc. are treated properly with garbage bags and be collected and disposed into to the nearby refuse collection point.</p> <ol style="list-style-type: none"> 2. Portion of the Site has been filled. Since it is a temporary use, further filling of land will not be required.

**Landscape Unit of Urban Design and
Landscape Section, Planning**

Department (Contact Person: Mr. NGAI
Chak Man, Tel: [REDACTED])

Based on the aerial photo of 2024, the Site is located in an area of rural inland plains landscape character comprising temporary structures, vegetated areas, clusters of tree groups and woodland within the "Green Belt " zone to the south. Approval of the application may further alter the landscape character of the surrounding area.

The applicant tried to do some landscape treatment for the Site, however, due to the sight line issue at the ingress/egress of the Site, the applicant could not be able to propose any landscape provision within the Site. The coach vehicles is of dimension of 10m(L)x2.5m(W)x3.5m(H), a clear site line is required for coach vehicles entering and leaving the Site. Regarding the provision of landscape within the Site, majority of the space of the Site is used for maneuvering, The provision of the landscape within the Site appears to be an obstacle for the operation of the repair workshop. Upon approval of this application, soft landscape may be provided on the roof of the storage structure/repair workshop. However, the maintenance and survival of the plant should be considered as the temperature on the roof top of the storage structures/repair workshop is very high (up to 40° the maximum). Using the green color fence wall/green color roof top materials might be the solution to soften the visual impact arising from the proposed temporary structures and repair workshop at the Site.

Agriculture, Fisheries and

Conservation Department (Contact

Person: Mr. LAU Yun Kwan, Tel: [REDACTED]
[REDACTED])

The Site falls within the "AGR" zone and is generally vacant with some structures and vehicles. Agricultural infrastructures such as road access and water source are available in the area. The Site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the Site possesses potential for agricultural rehabilitation, the applied use is not supported from agricultural perspective.

Potential rehabilitation theoretically at the site is noted. For your information, there is no such open-field cultivation, greenhouses, or plant nurseries in the surroundings of the Site.

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Cheryl Tsz Man TSANG/PLAND

寄件者: INNOVATIVE LAND USE PLANNING <[REDACTED]>
寄件日期: 2025年08月15日星期五 16:08
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: Planning Application No. A/NE-MKT/49 Temporary Vehicle Repair Workshop and Open Storage of Vehicle (Coaches Only) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years
附件: Responses to Departmental Comments TD and EPD 15.8.2025.docx; revised Plan 3.1.pdf; revised Plan 3.4.pdf; revised Plan 3.2.pdf; revised Plan 3.5.pdf; revised Plan 3.3.pdf; revised Plan 3.6.pdf; revised Plan 3.7.pdf
類別: Internet Email

Dear Miss Tsang,
I refer to your mail dated 13.8.2025 regarding comments of EPD and TD. Our responses to departmental comments are attached for your follow up action. Also, as spoken with TD, Plans 3.1 to 3.7 have been revised accordingly for TD's further comments. I also added some information regarding the operation of the proposed coach vehicle repair workshop within the Site for your necessary action. Thank you.

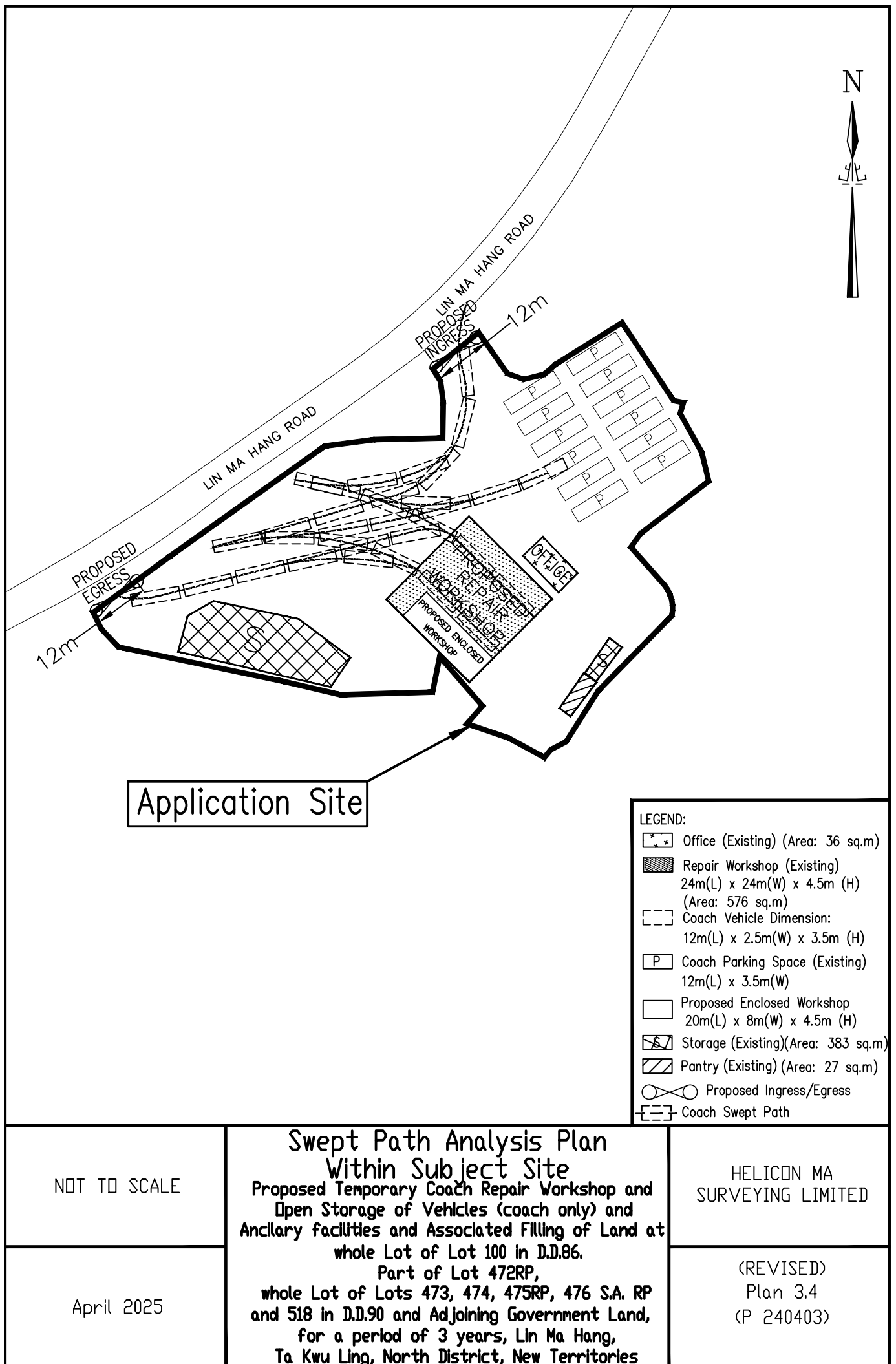
Elaine SO
Town Planner
Innovative Land Use Planning Consultancy Co. Ltd.

Responses to Departmental Comments (A/NE-MKT/49):

Department's Comments	Applicant's responses
<p>Environmental Protection Department (Contact Person: Ms. Maureen CHANG, Tel: 2835 1867)</p> <p>Please clarify the operational details between the proposed repair workshop and the proposed enclosed workshop. Will there be any noisy workshop activities?</p>	<p>The proposed enclosed workshop is to address the noise concern of EPD as per the previous application (Application No. A/NE-MKT/36. Please be advised that all repair workshop activities such as oil change, repair of seat cover, interior covering, interior light, interior mirror, instrument panel, change of floor mat and etc. which may not generate noise that will only be taken place in the proposed repair workshop. Those workshop activities such as refurbishing car body from minor accidents and test of engine which may generate noise impact that will be taken place within the proposed enclosed workshop.</p>
<p>Transport Department (Contact Person: Mr. Eric TAM, Tel: 2399 2405)</p> <p>(i) The applicant shall provide a proposal on the vehicular access arrangement including the run-in/out design for the vehicles leaving/entering the development;</p> <p>(ii) The applicant shall demonstrate the satisfactory maneuvering of the coaches entering and exiting the application site without the need to encroach onto the opposite lane</p>	<p>Comments of TD are noted. Regarding comments (i), the proposed run-in/out will be designed (particularly with a clear sight line with at least 60m clearance) and constructed to accord with standard drawings of H1113C and H1114B of the Highways Department (HyD) at the cost of the applicant. The proposed run-in/out will be subject to implementation and approval by HyD and TD accordingly. Regarding comment (ii), this concern will be</p>

<p>preferably using the swept path analysis;</p> <p>(iii) The applicant shall re-submit the swept path analysis studied for internal maneuvering of coaches with design dimension of 12m x 2.5m in accordance with the Transport Planning and Design Manual; and</p> <p>(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the application site.</p>	<p>addressed together with our submission as per comment (i) above with swept path analysis.</p> <p>Regarding comment (iii), the coach vehicle dimension has been amended from 10mx2.5m to 12m x 2.5m and the coach parking space has also been revised from 12m x 3m to 12m x 3.5m. The swept path analysis plan as shown on Plans 3.1 to 3.7 are revised accordingly and attached for TD's further comments.</p> <p>Regarding comment (vi), all coach vehicles entering and leaving to and from the proposed repair workshop will be managed/controlled by staff deploying at the ingress/egress. All coach vehicles coming into the Site are all by appointments. Staff of the Site will be stationed/deployed at the ingress point to manage the traffic in order to ensure no queuing of vehicles outside the Site. For coach vehicles leaving the Site, a staff of the subject repair workshop will also be deployed to instruct/manage/control the coach vehicles driving out at the egress. Only one coach vehicle will be arranged to enter/exit the Site at one time at the time interval of 10 to 15 minutes. All coach vehicles after service/repairing/maintenance will be scheduled for leaving the workshop to allow sufficient room for the next arranged coach vehicles.</p> <p>Grateful if you could accept the relevant submission and implementation as</p>
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	mentioned above through planning approval conditions to address your comments
Plan D – Miss Cheryl TSANG ATP/N2, STN DPO	<p>For your further information, all coach vehicles are with valid vehicle licenses within the subject Site. They are all currently providing services for the tourism industry in Hong Kong. The proposed coach repair workshop is to provide maintenance services or repair works for the coach vehicles.</p> <p>Coach vehicles are parked in the parking area within the Site for one or two days or a few hours waiting for repairing/maintenance. After the repair work is done, all coach vehicles will be scheduled to leave the subject Site so as to allow more space or parking area for the next arranged coach vehicles which require repairing/maintenance services at the proposed workshop.</p>

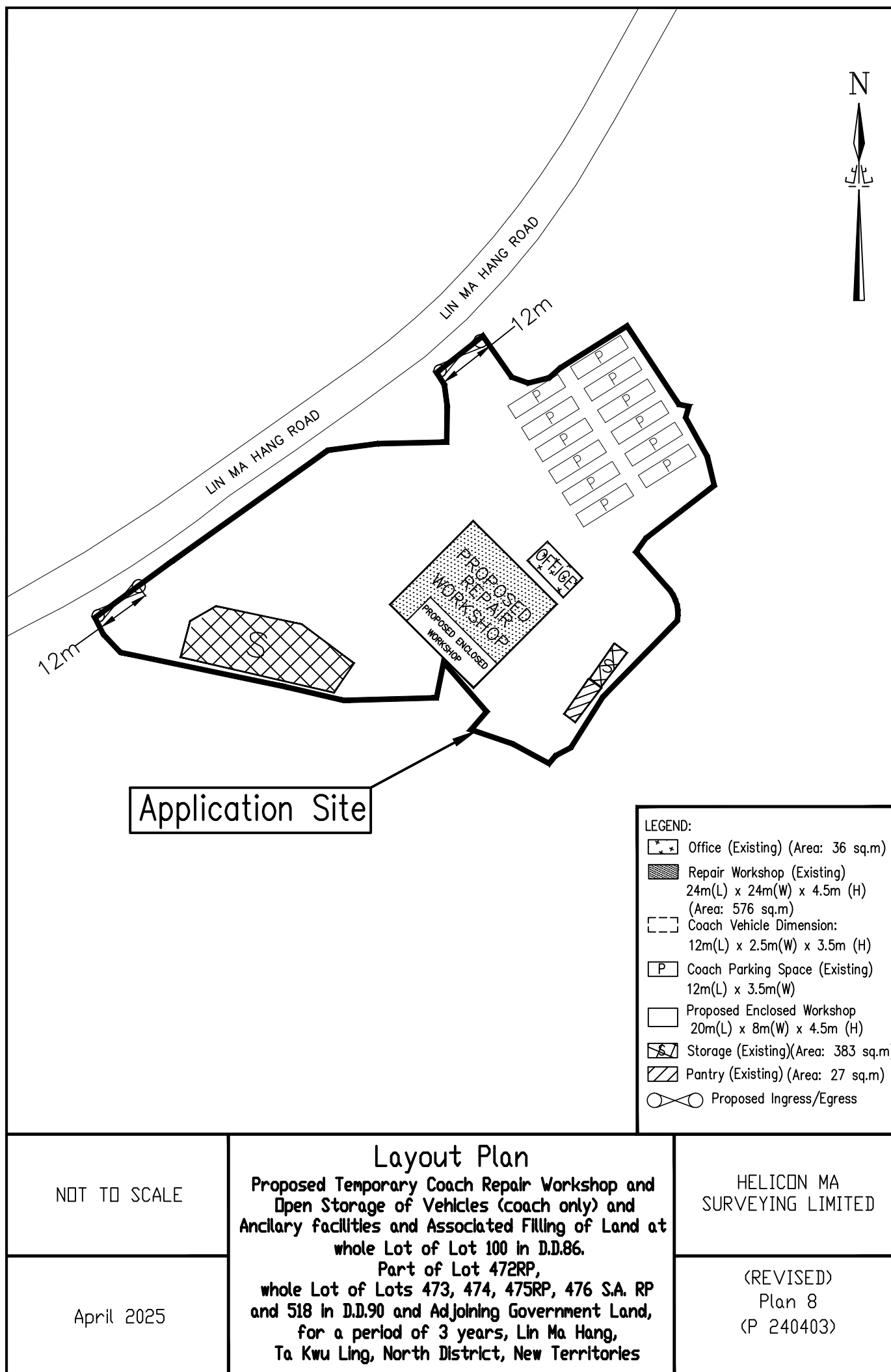


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Cheryl Tsz Man TSANG/PLAND

寄件者: INNOVATIVE LAND USE PLANNING <[REDACTED]>
寄件日期: 2025年08月15日星期五 17:25
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: Planning Application No. A/NE-MKT/49 Temporary Vehicle Repair Workshop and
Open Storage of Vehicle (Coaches Only) with Ancillary Facilities and Associated Filling of
Land for a Period of 3 Years
附件: revised plan 8.pdf
類別: Internet Email

Dear Miss Tsang,
Please find the enclosed revised Plan 8 for your follow up action. Thanks.
Elaine SO
Town Planner
Innovative Land Use Planning Consultancy Co. Ltd.



Relevant Extracts of Town Planning Board Guidelines on
Application for Open Storage and Port Back-up Uses
(TPB PG-No. 13G)

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:
 - (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;
 - (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;
 - (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and
 - (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.

2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarised as follows:
- (a) port back-up sites and those types of open storage generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;
 - (b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;
 - (c) adequate screening of the sites through landscaping and/or fencing should be provided where sites are located adjacent to public roads or are visible from surrounding residential areas;
 - (d) there is a general presumption against conversion of agricultural land and fish ponds to other uses on an ad-hoc basis, particularly in flood prone areas or sites which would obstruct natural drainage channels and overland flow; and
 - (e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with.

Previous Applications

Rejected Applications

Application No.	Uses / Developments	Date of Consideration	Rejection Reasons
A/NE-MKT/26	Proposed Temporary Warehouse for Storage of Electronic Products and Open Storage of Packaging Tools for a Period of Three Years and Associated Filling of Land	1.12.2023 (on review)	R1-R2
A/NE-MKT/36	Temporary Vehicle Repair Workshop and Open Storage of Vehicles (Coaches Only) for a Period of Three Years and Associated Filling of Land	20.9.2024	R1-R3

Rejection Reasons

- R1 The proposed/applied use was not in line with the planning intention of the “Agriculture” zone which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission to merit a departure from such planning intention, even on a temporary basis.
- R2 The applicant failed to demonstrate that the proposed/applied use would not generate adverse traffic and/or environmental impacts on the surrounding areas.
- R3 The applied use did not comply with the Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance in that no previous approval has been granted to the Site and there were adverse departmental comments and local objections.

**Similar Applications for Temporary Vehicle Repair Workshop and/or Open Storage
within the same “Agriculture” zone in the vicinity of the Application Site**

Rejected Applications

Application No.	Uses / Developments	Date of Consideration	Rejection Reasons
A/NE-MKT/25	Proposed Temporary Warehouse and Open Storage for Construction Materials for a Period of Three Years	11.9.2023	R1-R3
A/NE-MKT/32	Proposed Temporary Vehicle Repair Workshop with Ancillary Office for a Period of Three Years	24.11.2023	R1-R2

Rejection Reasons

- R1 The proposed use was not in line with the planning intention of the “Agriculture” zone, which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission to merit a departure from such planning intention, even on a temporary basis.
- R2 The applicant failed to demonstrate in the submission that the proposed use would not cause adverse traffic, environmental, drainage and/or landscape impacts on the surrounding areas.
- R3 The proposed use did not comply with the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance in that no previous approval had been granted to the site and there were adverse departmental comments and local objections.

Government Departments' General Comments

1. Environment

Comments of the Director of Environmental Protection (DEP):

- although heavy vehicles are involved and domestic dwelling is located within 100m (at approximately 94m to the northwest) from the application site (the Site) (**Plan A-2**), in view that the domestic dwelling is located across the Lin Ma Hang Road and the applicant undertakes to carry out noisy vehicle repair activities (refurbishing of car body and testing of engine) within an enclosed structure and no complaint related to noise was received for the past three years, he has no adverse comment on the application from environmental planning perspective;
- the Site was the subject of an environmental complaint in September 2023, involving light nuisance of the applied use. As no violation of the environmental legislation was identified and nonetheless advice was given to the applicant, no enforcement action is deemed necessary; and
- his detailed advisory comments on the application are at **Appendix VI**.

2. Traffic

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

- no adverse comment on the application from traffic engineering perspective;
- should the application be approved, conditions should be included to request the applicant to implement the proposed traffic management measures, and the implemented traffic management measures shall be maintained at all times during the planning approval period; and
- her detailed advisory comments on the application are at **Appendix VI**.

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- no adverse comment on the application from highway maintenance perspective;
- should the application be approved, conditions should be included to request the applicant to submit and construct the proposed vehicular run-in/run-out to the Site in accordance with the prevailing HyD standard drawings (i.e. H1113C and H1114B); and
- his detailed advisory comments on the application are at **Appendix VI**.

3. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection to the application from the public drainage viewpoint;

- should the application be approved, conditions should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that it will not cause adverse drainage impact to the adjacent area, and the implemented drainage facilities at the Site shall be maintained at all times during the planning approval period; and
- her detailed advisory comments on the application are at **Appendix VI**.

4. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no in-principle objection to the application subject to fire service installation and water supplies for firefighting being provided to his satisfaction; and
- his detailed advisory comments on the application are at **Appendix VI**.

5. Building Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;
- as there is no record of approval granted by the Building Authority for the existing structures at the Site, he is not in a position to offer comments on their suitability for the applied use; and
- his detailed advisory comments are at **Appendix VI**.

6. Geotechnical

Comments of the Head of Geotechnical Engineering Office, Civil Engineering Development Department (H(GEO), CEDD):

- the southern corner of the Site (i.e. the southern portion of Lot 100 in D.D. 86) is overlooked by steep natural hillside and meets the Alert Criteria for a Natural Terrain Hazard Study (NTHS). However, his office notes in **Drawing A-1** that no specific use is annotated in the aforementioned corner. Given that the application would not include any critical facilities in the aforementioned corner, an NTHS is considered not necessary and his office has no adverse comment on the application.

7. Other Departments

The following Government departments have no objection to/no comment on the application:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Commissioner of Police (C of P);

(c) Project Manager (North), CEDD (PM(N), CEDD); and

(d) District Officer (North), Home Affairs Department (DO(N), HAD).

Recommended Advisory Clauses

- (a) prior planning permission should have been obtained before commencing the applied use at the application site (the Site);
- (b) to resolve any land issues relating to the development with the concerned owner(s) of the Site;
- (c) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorised development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (d) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
 - (i) he must point out that the following irregularities covered by the subject planning application have been detected by his office:

unauthorised structures within the said private lots covered by the planning application

there are unauthorised structures on the private lots. The lot owners should immediately rectify the lease breaches and his office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and

unlawful occupation of Government Land (GL) with unauthorised structures covered by the planning application

the GL within the Site (about 364m²) has been fenced off and illegally occupied with unauthorised structures without any permission. Any occupation of GL without Government's prior approval is an offence under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The lot owner(s) should immediately cease the illegal occupation of GL and remove the unauthorised structures as demanded by LandsD. His office reserves the rights to take necessary land control action against the illegal occupation of GL without further notice;

- (ii) the lot owners/applicant shall remove the unauthorised structures and cease the illegal occupation of the Government land immediately and, subject to the approval of the Town Planning Board to the planning application which shall have reflected the rectification as aforesaid required, apply to his office for a Short Term Waiver (STW) and/or Short Term Tenancy (STT) to permit the structures erected/to be erected and occupation of the GL. The applications for STW and/or STT will be considered by the Government in its capacity as a landlord and there is not guarantee that it will be approved. The STW, if approved, will be on whole lot basis and the STW and/or STT will be subject to such terms and conditions including the payment of back-dated waiver fee/rent from the first date when the unauthorised structures were erected and administrative fee as considered appropriate to be imposed by LandsD. In addition, LandsD reserves the right to take enforcement action against the lot owners/applicant for any breach of the lease conditions, including the breaches already in existence or to be detected at any point of time in future and land control action for any unlawful occupation of GL. Besides, given the applied use is temporary in nature, only erection of temporary structure(s) will be considered; and
- (iii) the applicant should comply with all the land filling requirements imposed by relevant government departments. GL should not be disturbed unless with prior approval;

- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works;
- (f) to note the comments of the Director of Environmental Protection (DEP) that:
 - (i) the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) should be followed to minimise potential environmental nuisance to the surrounding area;
 - (ii) adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the applied use should be provided. If septic tank and soakaway system will be used in case of unavailability of public sewer, its design and construction shall follow the requirements of EPD's Practice Note for Professional Person (ProPECC) PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department, Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (Cap. 123I) Section 40(1), 40(2), 41(1) and 90" including percolation test and are duly certified by an Authorised Person;
 - (iii) the applicant to reminded to implement relevant mitigation measures listed in the Recommended Pollution Control Clauses for Construction Contracts (https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) during land filling, if carried out; and employ licensed waste collector to regularly collect and dispose of the sewage produced from the Site; and
 - (iv) it is the obligation of the applicant to meet the statutory requirements under relevant pollution control ordinances;
- (g) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (h) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):
 - (i) the proposed access arrangement should be commented by the Transport Department (TD);
 - (ii) as there is no proper run-in/out for the proposed ingress of the Site, the applicant should submit the design of the run-in/out for his office's review upon TD's approval of the access arrangement; and
 - (iii) adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public road and drains;
- (i) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
 - (i) the Site is in an area where no public sewerage connection is available; and
 - (ii) for the drainage proposal provided by the applicant, the applicant should find his comments as follows:
 - surface channel with grating covers should be provided along the site boundary;

- a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided;
 - external catchment areas to the south and east should be considered. All existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the Site any time during or after the works;
 - the cover levels of proposed channels should be flush with the existing adjoining ground level;
 - a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers should be provided;
 - catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;
 - the applicant should advise the proposed drainage downstream. The applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. The applicant should also ensure that the flow from this Site will not overload the existing drainage system;
 - photos should be submitted clearly showing the current conditions of the area with and around the Site, the existing drainage/flowpaths around the Site, the proposed drainage from the Site to the downstream existing watercourse. The locations of the camera and the direction of each photo should also be indicated on a plan;
 - the applicant should advise if hoarding or fencing will be erected along the site boundary. Where walls are erected or kerbs are laid along the boundary of the Site, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;
 - the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at the applicant's own expense;
 - the applicant shall allow all time free access for the Government and its agent to conduct site inspection on the applicant's completed drainage works;
 - the applicant and the successive lot owners shall allow connections from the adjacent lots to be completed drainage works on GL when so required; and
 - for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N, LandsD and/or relevant relevant private lot owners; and
 - the applicant should make good all the adjacent affected areas upon the completion of the drainage works;
- (j) to note the comments of the Director of Fire Services (D of FS) that in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required.

Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to this Department for approval. In addition, the applicant should note that:

- (i) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and
- (ii) the location of where the proposed FSI to be installed should be clearly marked on the layout plans;

if the proposed structures are required to comply with the Buildings Ordinance (BO), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

- (k) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- (i) it is noted that a workshop is proposed in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorised building works (UBW) under the BO. An Authorised Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;
- (ii) site formation works, i.e. land filling works, are building works under the control of the BO. Before the proposed filling of land is to be carried out on the Site, the prior approval and consent of the BA should be obtained, otherwise they are UBW. An AP should be appointed as the coordinator for the proposed site formation in accordance with the BO; and
- (iii) the applicant's attention is drawn to the following points:
 - the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with the Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R);
 - if the Site is not abutting on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;
 - for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
 - any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and
 - detailed checking under the BO will be carried out at building plan submission stage;

- (l) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:

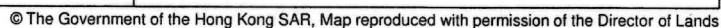
- (i) existing water mains inside the Site as shown in the Water Mains Record Plan (MRP) (**Attachment 1**) may be affected. The applicant is required to either divert or protect the water mains found on the Site;
- (ii) if diversion is required, existing water mains inside the Site are needed to be diverted

outside the site boundary of the Site to lie in GL. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence; and

(iii) if diversion is not required, the following conditions shall apply:

- existing water mains are affected as indicated on the MRP and no development which requires resiting of water mains will be allowed;
- details of site formation works shall be submitted to the Director of Water Supplies (D of WS) for approval prior to commencement of works;
- no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the MRP. Free access shall be made available at all times for staff of the D of WS or their contractor to carry out construction, inspection, operation, maintenance and repair works;
- no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s) shown on the MRP. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the D of WS. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;
- no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet; and
- tree planting may be prohibited in the event that the D of WS considers that there is any likelihood of damage being caused to water mains; and

(m) to note the comments of the Project Manager (North), CEDD (PM(N), CEDD) that the applied use is located within the proposed New Territories North (NTN) New Town under the Planning & Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, subject to the land use planning in the P&E Study, the applied use, if approved, may need to be vacated for the site formation works.



☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [REDACTED]
Sent: 2025-07-29 星期二 02:01:35
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/NE-MKT/49 DD 90 Lin Ma Hang Road

A/NE-MKT/49

Lots 472 RP (Part), 473, 474, 475 RP, 476 S.A RP and 518 in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Man Kam To

Site area: 5,877sq.m Includes Government Land of about 364sq.m

Zoning: "Agriculture"

Applied use: Vehicle Repair Workshop and Open Storage of Coaches / 16 Coach Parking /
Filling of Land

Dear TPB Members,

36 was rejected on 20 Sept 2024. But applicant knows that PlanD and TPB are easily manipulated so back with a larger site.

Back with the relocation sob story.

If any of the members has driven along Lin Ma Hang Road they will know that this is a narrow road. Even a small private car has to find room to allow other vehicles to pass. This operation is for much longer coaches.

Previous objections relevant and upheld.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 28 November 2024 2:27 AM HKT
Subject: Re: A/NE-MKT/36 DD 90 Lin Ma Hang Road

Dear TPB Members,

Lin Ma Hang Road is not Cat 2 so there is no justification to the review.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>

Date: Monday, 13 May 2024 3:15 AM HKT
Subject: A/NE-MKT/36 DD 90 Lin Ma Hang Road

A/NE-MKT/36

Lots 473, 474, 475 RP, 476 S.A RP and 518 in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Man Kam To

Site area: 5,056sq.m Includes Government Land of about 317sq.m

Zoning : "Agriculture"

Applied use: Vehicle Repair Workshop and Open Storage of Coaches **Filling of Land**

Dear TPB Members,

Strong Objections. Lin Ma Hang Road cannot be allowed to become the new Kam Sheung Road lined with ramshackle brownfield operations.

This application has the same characteristics of A/NE-MKT 26 and should be considered in the same way.

01/12/2023

Type Of
Consideration Planning Permission Review (S17 of S16)

Decision Rejected/Not agreed

Authority Town Planning Board

Detailed
Decision

1308th TPB MEETING ON 01.12.2023 After deliberation, the Board decided to reject the application for the following reasons: "(a) the proposed uses are not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis; (b) the applicant fails to demonstrate that the proposed uses would not generate adverse traffic and environmental impacts on the surrounding areas."

Mary Mulvihill

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [REDACTED]
Sent: 2025-08-04 星期一 21:45:52
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: KFBG's comments on FOUR planning applications
Attachment: 250804 s16 MKT 49.pdf; 250804 s16 NTM 481.pdf; 250804 s12a TYST 9-10c.pdf

Dear Sir/ Madam,

Attached please see our comments regarding FOUR applications. There are THREE pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

2

4th August, 2025.

By email only

Dear Sir/ Madam,

Temporary Vehicle Repair Workshop and Open Storage of Vehicle (Coaches Only)
with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years
(A/NE-MKT/49)

1. We refer to the captioned.
2. There are two rejected applications (A/NE-MKT/26, Proposed Temporary Warehouse for Storage of Electronic Products and Open Storage of Packaging Tools for a Period of 3 Years and Associated Filling of Land, review application rejected in 2023; A/NE-MKT/36, Temporary Vehicle Repair Workshop and Open Storage of Vehicles (Coaches Only) for a Period of 3 Years and Associated Filling of Land, rejected in 2024) covering the current application site; the reasons for the rejection of A/NE-MKT/36 are as follows:

(a) the applied use with associated filling of land is not in line with the planning intention of the "Agriculture" zone, which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

(b) the applied use does not comply with the Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the Site and there are adverse departmental comments and local objections; and



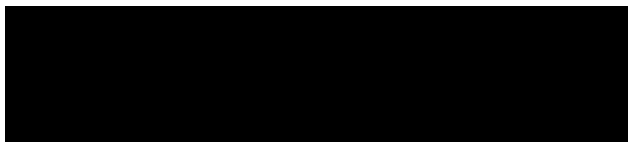


嘉道理農場暨植物園公司 2
Kadoorie Farm & Botanic Garden Corporation

(c) the applicant fail to demonstrate that the applied use would not generate adverse traffic impact on the surrounding areas.

3. The captioned application is within Agriculture (AGR) zone. It is unlikely to be in line with the planning intention of the AGR zone and we urge the Board to reject this application.
4. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

Handwritten signature and stamp on lined paper.

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強 張漢強

簽署 Signature

Handwritten signature.

日期 Date

10 JUL 2025

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250720-231712-89785

4

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

20/07/2025 23:17:12

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Mr.Cheung

意見詳情

Details of the Comment :

政府大力推行香港旅遊業，旅遊巴維修廠應該是旅遊業的重要支援。旅遊業極需要旅遊巴士配合，所以維修廠是必須的。
旅遊巴的車身龐大，所需要的土地有一定的運作要求，旅遊巴維修廠相信不容易找到合適的土地。所以我作為香港一份子也配合政府政策，大力支持旅遊業，並且亦支持這個旅遊巴維修廠的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-093914-23247

5

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 09:39:14

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Huang

意見詳情

Details of the Comment :

The coach repair workshop should be supported as it is the main supporting to the tourism industry in Hong Kong. The subject site is considered very suitable for the subject use.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-094504-45633

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 09:45:04

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. chung

意見詳情

Details of the Comment :

政府應該大力支持旅遊業，本人支持在蓮麻坑這個地點設置旅遊巴維修工場，政府推動旅遊業也要顧及後勤的服務，表面的旅遊業宣傳應該加入配套才能夠成功，香港不能夠忽略配套的重要。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-095810-60904

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 09:58:10

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss CO CO

意見詳情

Details of the Comment :

蓮麻坑是一個適合的地點作為旅遊業的後勤土地用途

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-095934-11155

8

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 09:59:34

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. LEUNG

意見詳情

Details of the Comment :

The proposed coach repair workshop is crucial to maintaining stable coach services in the North District, which is vital for the tourism industry in Hong Kong.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100059-00065

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:00:59

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Tsang

意見詳情

Details of the Comment :

香港作為旅遊城市，維持穩定高效旅遊巴服務有助吸引遊客，有助本地經濟。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100314-98321

提交限期

Deadline for submission:

05/08/2025

10

提交日期及時間

Date and time of submission:

24/07/2025 10:03:14

有關的規劃申請編號

The application no. to which the comment relates: A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. chan

意見詳情

Details of the Comment :

This site is big enough for the proposed coach repair workshop. I support it.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100338-90714

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:03:38

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Tse

意見詳情

Details of the Comment :

該應用地點附近已有多宗臨時倉庫或儲物用途獲准，具先例支持，且附近旅遊巴士數量較多，例如文錦渡關口，需要一個維修工場在附近方便旅遊巴士的維修

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100603-86124

12

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:06:03

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ka

意見詳情

Details of the Comment :

我每天都經過地段，噪音控制做的很好，我相信不會影響我的日常生活

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100824-91960

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:08:24

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Lau

意見詳情

Details of the Comment :

本來很好奇地段內在做什麼生產工作，具體了解後發現是做旅遊巴的維修工作，這是一個十分重要的，尤其是周邊就是文錦渡關口，旅遊巴士十分多，一定要有維修的地方

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-100923-90360

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:09:23

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. PO

意見詳情

Details of the Comment :

我每天都經過這個地點，旅遊巴的出入沒有造成不便。相比起在坪輦路設置這類型的旅遊巴維修廠，感覺非常擠迫，但是在蓮麻坑路旁設置這些維修廠沒有造成人車爭路的問題，這個地點比起坪輦好得多。
旅遊巴維修是必須的配套，政府應支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-101200-09378

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:12:00

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Kwan

意見詳情

Details of the Comment :

This is a good development design for this area which could improve the services of tourism

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-101404-66780

16

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:14:04

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Joel

意見詳情

Details of the Comment :

The subject site is located near Liantang Port with excellent accessibility and direct frontage to Lin Ma Hang Road, ideal for coach movements

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-101724-52885

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:17:24

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Lam

意見詳情

Details of the Comment :

As a tourism-oriented city, Hong Kong needs reliable coach services. Supporting this workshop helps ensure smooth tourist transportation and protects the city's image. As this reason, a coach workshop is necessary in this site

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-101907-72471

18

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:19:07

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss chan

意見詳情

Details of the Comment :

I live in North District. I live somewhere near Ping Che. I noticed the posting notice at site today when I pass by the coach repair workshop along Lin Ma Hang Road. 運達汽車維修有限公司 for the same coach repair workshop was located in Ping Che. This site at Lin Ha Hang is much better than the one at Ping Che. I can see the proposed entrance and exit of the site at Lin Ma Hang is very big for the turning of the coach vehicles. This is a suitable location for this kind of activity.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250724-102732-87245

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

24/07/2025 10:27:32

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. wong

意見詳情

Details of the Comment :

香港旅遊業需要後勤服務，這個地點在中港兩地之間非常適合，蓮麻坑路亦很寬闊，相信設置這些旅遊巴維修不會對附近造成影響。香港需要旅遊業的收入增加本地就業。維修工場是旅遊業的主要後勤，本人大力支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250728-163640-07269

20

提交限期

Deadline for submission:

05/08/2025

提交日期及時間

Date and time of submission:

28/07/2025 16:36:40

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-MKT/49

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chan

意見詳情

Details of the Comment :

I refer to the news announcement of our CE and the Chairman of the Tourism Board two days ago regarding how to develop tourism in Hong Kong in a good and effective ways. They both said they would try their best to support tourism development in Hong Kong. I echo with the Government policy. Therefore, I also support the subject workshop at the site to be used as a repair workshop for coach vehicles which serve as one of the core elements/back up services to Tourism Industry in Hong Kong. The Town Planning Board should support the subject workshop so as to echo the Tourism policy of our CE. If land use policy does not in line with the Government policy, it would obstruct Government administration in Tourism industry.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

21

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

此申請地點位置正處於木湖村附近，對本村
生態環境嚴重影響，製造噪音污染周邊環境，連
坑路已飽足得候線單程路更加令該道路下帶負荷。
因此本村村民一致強烈反對。

「提意見人」姓名/名稱 Name of person/company making this comment

松裕居(木湖村居民
代表)

簽署 Signature

松裕居

日期 Date

28-7-2025

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

22

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

反對 現在道路開始日漸繁忙 維修敵又
是大型車輛對本地居民造成危險車
輛維修造成污染。

「提意見人」姓名/名稱 Name of person/company making this comment

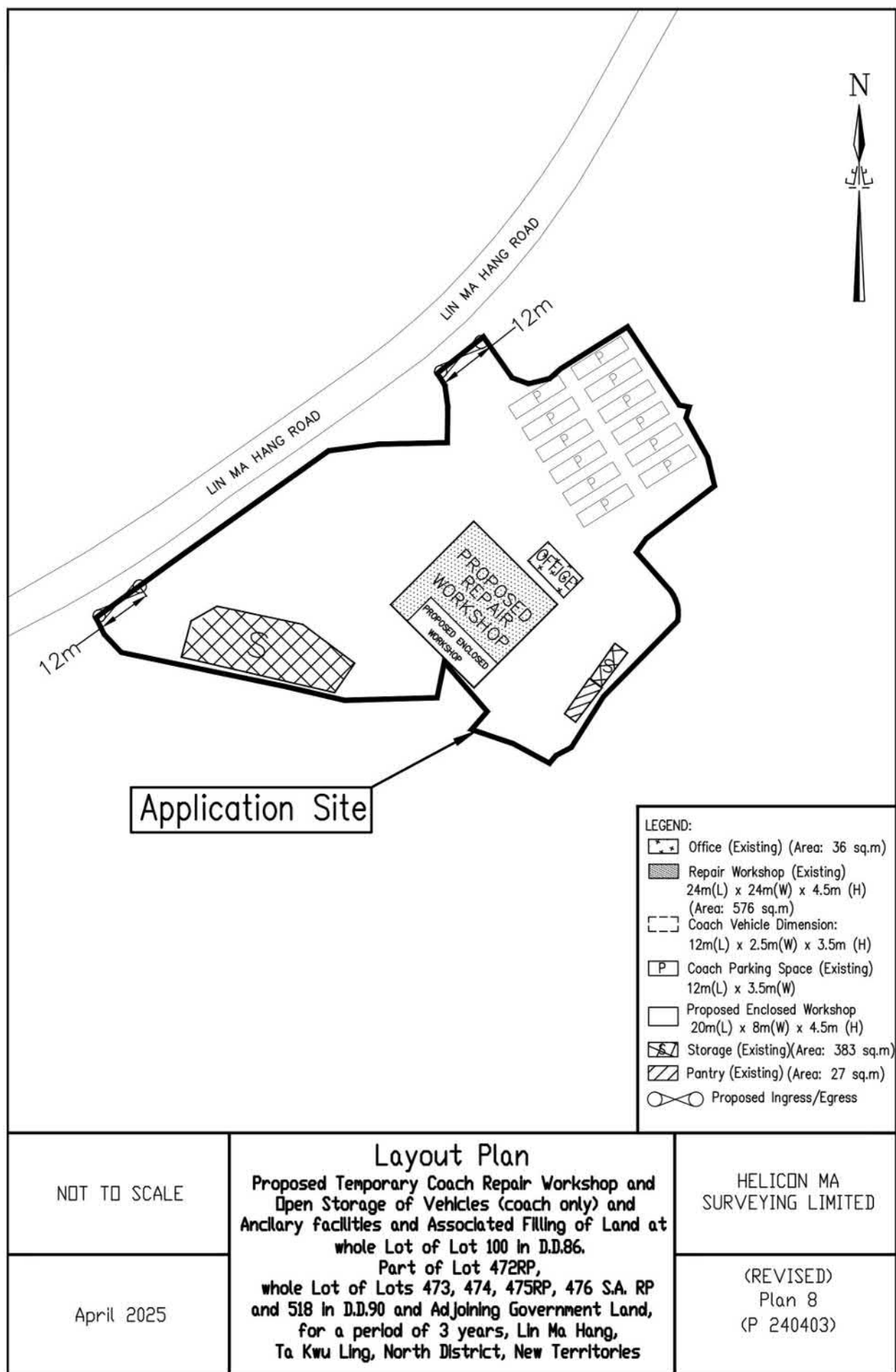
鄭錦富

簽署 Signature

鄭錦富

日期 Date

29-7-2025



參考編號

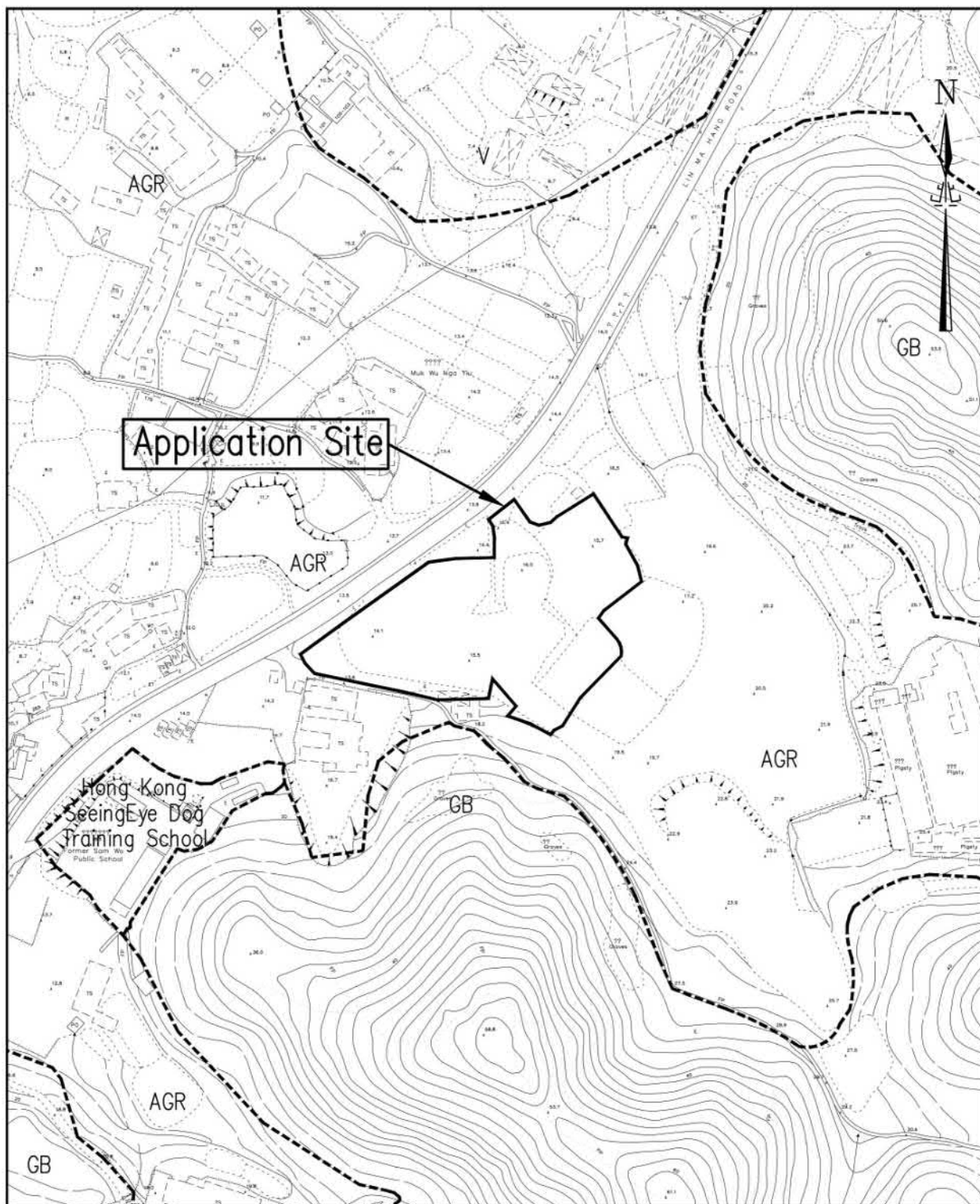
REFERENCE No.

A/NE-MKT/49

繪圖 DRAWING A-1

(來源: 申請人於2025年8月15日呈交的進一步資料內的繪圖)

(SOURCE: DRAWING IN THE APPLICANT'S SUBMITTED FURTHER INFORMATION ON 15.8.2025)



Extracted from Draft Man Kam To Outline Zoning Plan No. S/NE-MKT/6

<p>1:2000</p>	<p>AREA SHOWING PROPOSED FILLING OF LAND (AREA: 5877 sq.m (about)) Proposed Temporary Coach Repair Workshop and Open Storage of Vehicles (coach only) and Ancillary facilities and Associated Filling of Land at whole Lot of Lot 100 in D.D.86.</p>	<p>HELICON MA SURVEYING LIMITED</p>
<p>April 2025</p>	<p>Part of Lot 472RP, whole Lot of Lots 473, 474, 475RP, 476 S.A. RP and 518 in D.D.90 and Adjoining Government Land, for a period of 3 years, Lin Ma Hang, Ta Kwu Ling, North District, New Territories</p>	<p>Plan7 (P 240403)</p>

參考編號

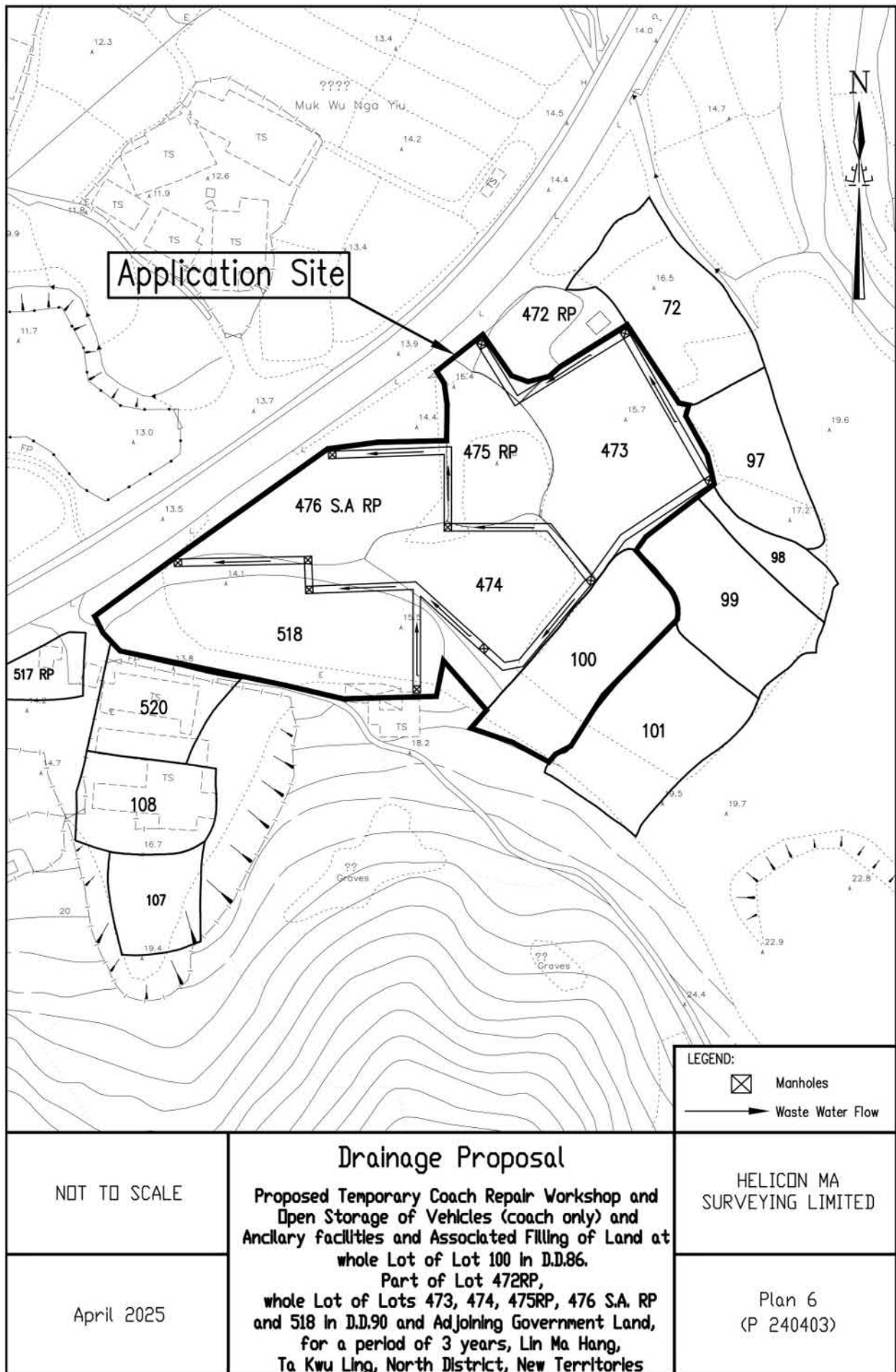
REFERENCE No.

A/NE-MKT/49

繪圖 DRAWING A-2

(來源:申請人於2025年7月7日呈交的規劃申請表內的繪圖)

(SOURCE: DRAWING IN THE APPLICANT'S SUBMITTED APPLICATION FORM ON 7.7.2025)



參考編號

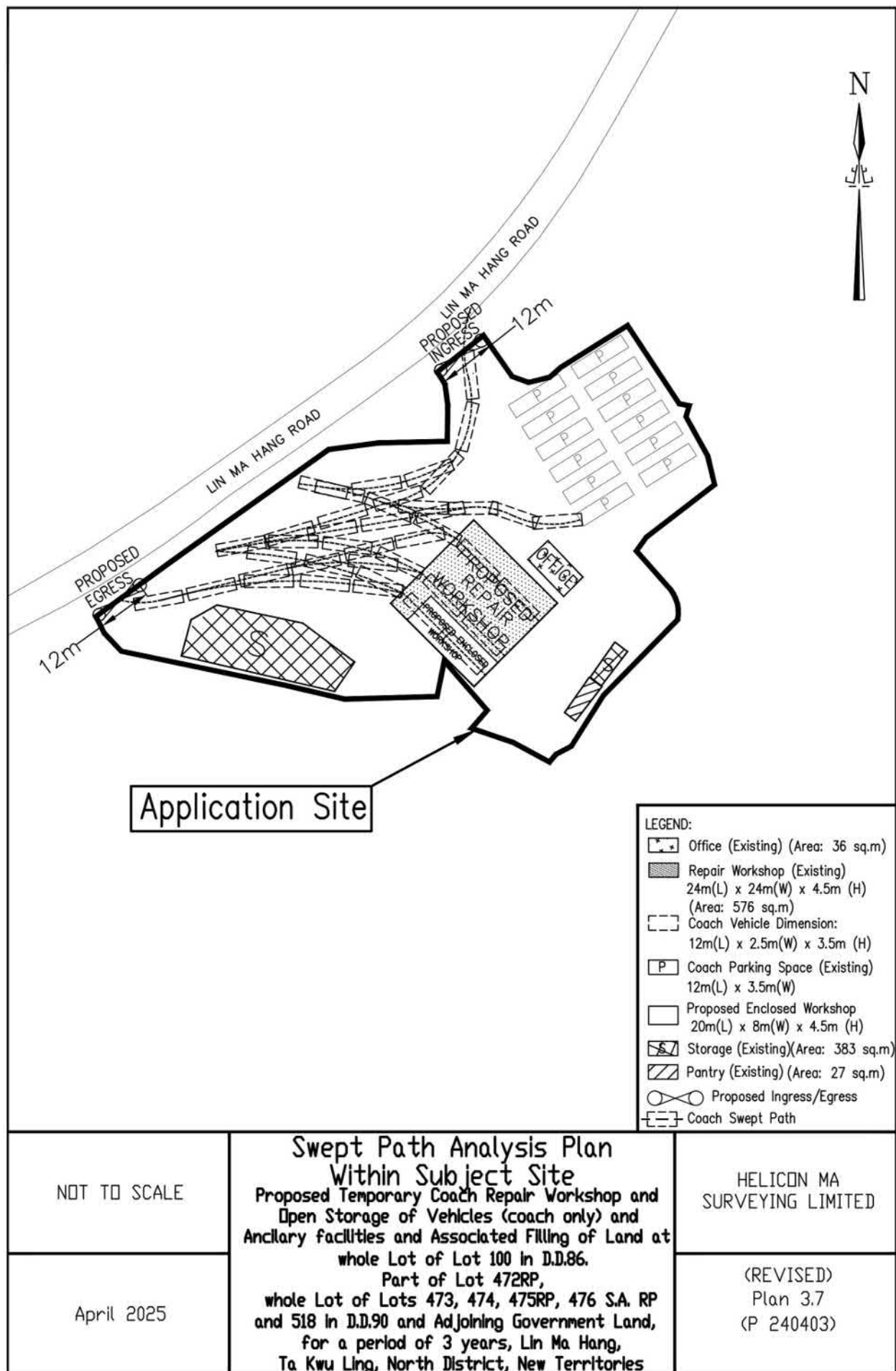
REFERENCE No.

A/NE-MKT/49

繪圖 DRAWING A-3

(來源:申請人於2025年7月7日呈交的規劃申請表內的繪圖)

(SOURCE: DRAWING IN THE APPLICANT'S SUBMITTED APPLICATION FORM ON 7.7.2025)



參考編號

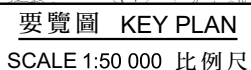
REFERENCE No.

A/NE-MKT/49

繪圖 DRAWING A-4

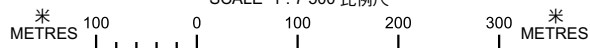
(來源: 申請人於2025年8月15日呈交的進一步資料內的繪圖)

(SOURCE: DRAWING IN THE APPLICANT'S SUBMITTED FURTHER INFORMATION ON 15.8.2025)



臨時汽車修理工場及露天停放汽車（只限旅遊巴士）及附屬設施及相關填土工程（為期3年）
 新界打鼓嶺蓮麻坑路丈量約份第90號的地段第47號餘段（部分）、第473號、第474號、
 第475號餘段、第476號A分段餘段及第518號丈量約份第86號的地段第100和毗連政府土地
 TEMPORARY VEHICLE REPAIR WORKSHOP AND
 OPEN STORAGE OF VEHICLE (COACH ONLY) WITH ANCILLARY FACILITIES AND
 ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS
 LOTS 472 RP (PART), 473, 474, 475 RP, 476 S.A RP AND 518 IN D.D. 90 AND
 LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
 LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

SCALE 1 : 7 500 比例尺



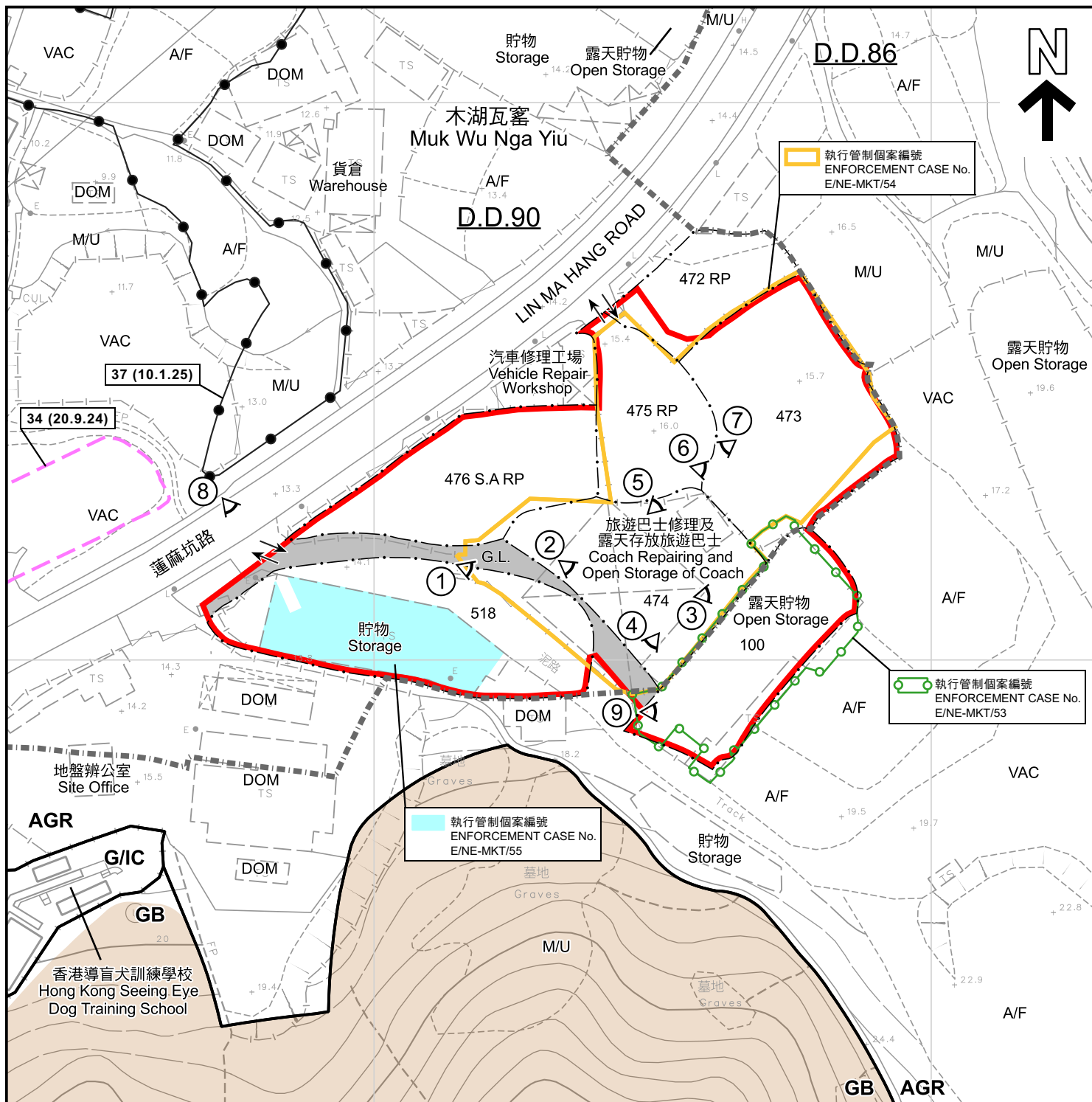
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

PLAN
A-1

本摘要圖於2025年8月12日擬備，
所根據的資料為於2025年5月30日
展示的分區計劃大綱圖編號S/NE-MKT/6
EXTRACT PLAN PREPARED ON 12.8.2025
BASED ON OUTLINE ZONING PLAN No.
S/NE-MKT/6 EXHIBITED ON 30.5.2025



圖例 LEGEND

- 申請地點 (界線只作識別用)**
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- AGR** 農業
AGRICULTURE
- GB** 綠化地帶
GREEN BELT
- G/IC** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- G.L.** 政府土地
GOVERNMENT LAND

- A/F** 休耕農地
FALLOW AGRICULTURAL LAND
- DOM** 住用構築物
DOMESTIC STRUCTURE
- M/U** 荒地
UNUSED LAND
- VAC** 空置
VACANT
- 入口/出口
INGRESS / EGRESS
- ① 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

- 認可墳葬區**
PERMITTED BURIAL GROUND
- 34 (20.9.24)** 獲批准的申請
APPROVED APPLICATION
- 34 (20.9.24)** 會議日期
DATE OF MEETING
- 34 (20.9.24)** 申請編號
APPLICATION NUMBER

註釋 Note :

2025年7月15日勘測的土地用途
Land uses shown on this plan are in accordance with the land use survey conducted by the Planning Department on 15.7.2025

平面圖 SITE PLAN

臨時汽車修理工場及露天存放汽車(只限旅遊巴士)及附屬設施及相關填土工程(為期3年)
新界打鼓嶺蓮麻坑路丈量約份第90約地段第472號餘段(部分)、第473號、第474號、第475號餘段、第476號A分段餘段及第518號及丈量約份第86約地段第100號和毗連政府土地
TEMPORARY VEHICLE REPAIR WORKSHOP AND OPEN STORAGE OF VEHICLE (COACH ONLY) WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS
LOTS 472 RP (PART), 473, 474, 475 RP, 476 S.A RP AND 518 IN D.D. 90 AND LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND, LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

SCALE 1 : 1 000 比例尺

米 20 0 20 40 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

圖 PLAN
A-2

本摘要圖於2025年8月14日擬備，
所根據的資料為測量圖編號
3-NW-12C及17A
EXTRACT PLAN PREPARED ON 14.8.2025
BASED ON SURVEY SHEETS No.
3-NW-12C & 17A



木湖瓦窰
Muk Wu Nga Yiu

LIN MA HANG ROAD

蓬麻坑路

圖例 LEGEND



申請地點 (界線只作識別用)
APPLICATION SITE (BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY)

本摘要圖於2025年8月12日擬備，
所根據的資料為地政總署
於2024年11月7日拍得的航攝照片
編號E240845C_R
EXTRACT PLAN PREPARED ON 12.8.2025
BASED ON AERIAL PHOTO No. E240845C_R
TAKEN ON 7.11.2024 BY
LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

臨時汽車修理工場及露天存放汽車 (只限旅遊巴士) 及附屬設施及相關填土工程 (為期3年)
新界打鼓嶺蓬麻坑路丈量約份第90約地段第472號餘段 (部分)、第473號、第474號、
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LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

圖 PLAN
A-3a

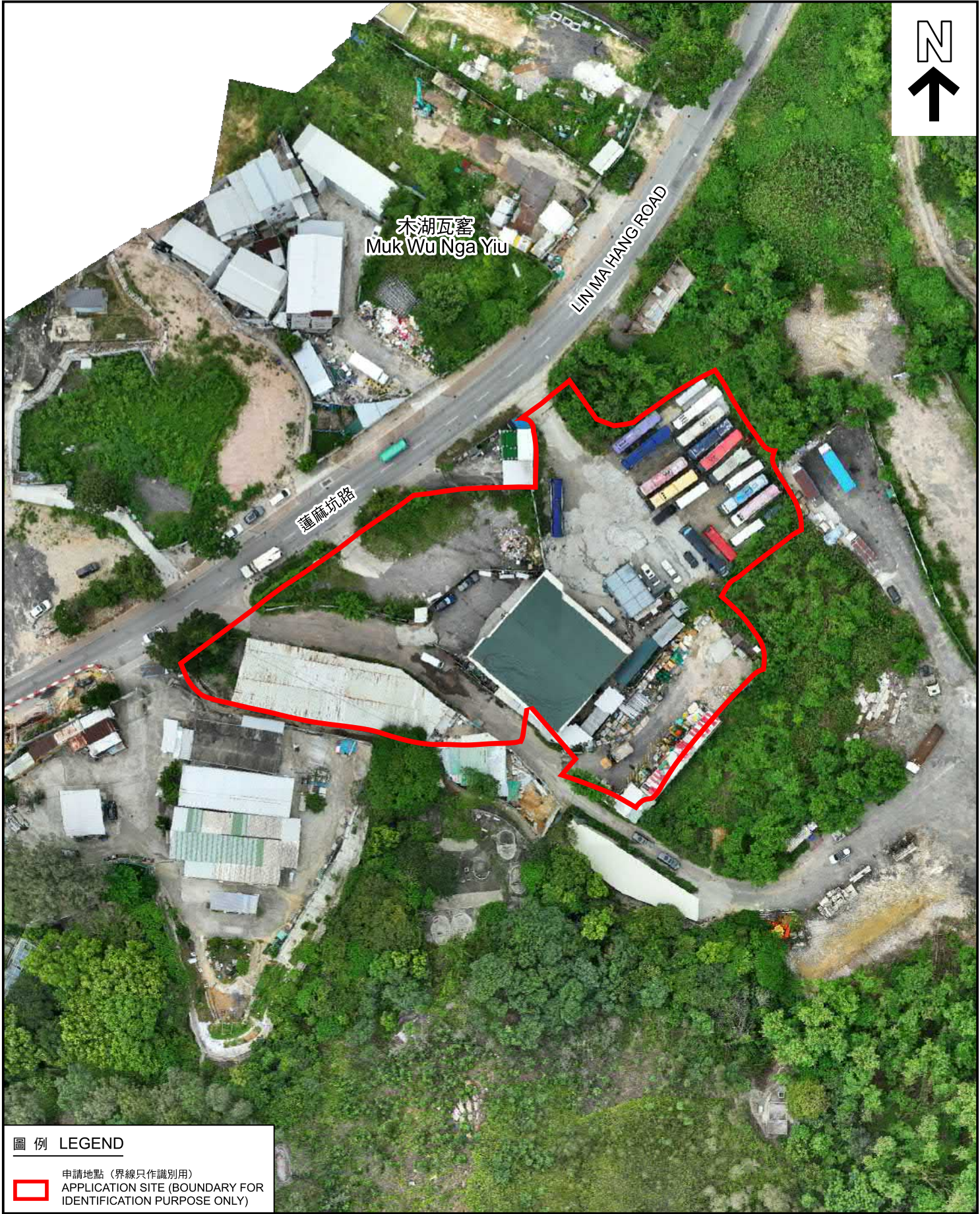


圖 例 LEGEND


 申請地點（界線只作識別用）
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本摘要圖於2025年8月12日擬備，
所根據的資料為攝於2025年8月11日
的無人駕駛航拍照片
EXTRACT PLAN PREPARED ON 12.8.2025
BASED ON UNMANNED AERIAL VEHICLE
(UAV) PHOTO TAKEN ON 11.8.2025

無人機照片
UNMANNED AERIAL VEHICLE PHOTO

臨時汽車修理工場及露天存放汽車（只限旅遊巴士）及附屬設施及相關填土工程（為期3年）
新界打鼓嶺蓮麻坑路丈量約份第90約地段第472號餘段（部分）、第473號、第474號、
第475號餘段、第476號A分段餘段及第518號及丈量約份第86約地段第100號和毗連政府土地
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LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

規 劃 署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

圖 PLAN
A-3b

1



申請地點
APPLICATION SITE

2



申請地點
APPLICATION SITE

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本摘要圖於2025年8月11日擬備，
所根據的資料為攝於2025年7月15日
的實地照片
EXTRACT PLAN PREPARED ON 11.8.2025
BASED ON SITE PHOTOS
TAKEN ON 15.7.2025

臨時汽車修理工場及露天存放汽車(只限旅遊巴士)及附屬設施及相關填土工程(為期3年)
新界打鼓嶺運麻坑路丈量約份第90約地段第472號餘段(部分)、第473號、第474號、
第475號餘段、第476號A分段餘段及第518號及丈量約份第86約地段第100號和毗連政府土地
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ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS
LOTS 472 RP (PART), 473, 474, 475 RP, 476 S.A RP AND 518 IN D.D. 90 AND
LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

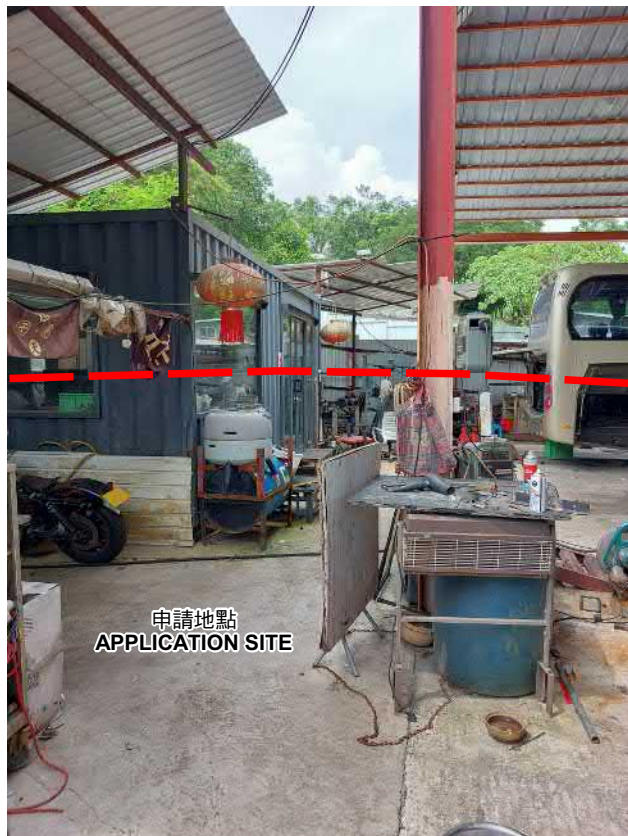
圖 PLAN
A-4a

3



申請地點
APPLICATION SITE

4



申請地點
APPLICATION SITE

5



申請地點
APPLICATION SITE

6



申請地點
APPLICATION SITE

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本摘要圖於2025年8月14日擬備，
所根據的資料為攝於2025年7月15日
的實地照片
EXTRACT PLAN PREPARED ON 14.8.2025
BASED ON SITE PHOTOS
TAKEN ON 15.7.2025

臨時汽車修理工場及露天存放汽車(只限旅遊巴士)及附屬設施及相關填土工程(為期3年)
新界打鼓嶺蓮麻坑路丈量約份第90約地段第472號餘段(部分)、第473號、第474號、
第475號餘段、第476號A分段餘段及第518號及丈量約份第86約地段第100號和毗連政府土地
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OPEN STORAGE OF VEHICLE (COACH ONLY) WITH ANCILLARY FACILITIES AND
ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS
LOTS 472 RP (PART), 473, 474, 475 RP, 476 S.A RP AND 518 IN D.D. 90 AND
LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

圖 PLAN
A-4b

7



8



攝於2025年7月15日的實地照片 SITE PHOTO TAKEN ON 15.7.2025

9



攝於2025年7月30日的實地照片 SITE PHOTO TAKEN ON 30.7.2025

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

臨時汽車修理工場及露天存放汽車(只限旅遊巴士)及附屬設施及相關填土工程(為期3年)
新界打鼓嶺蓮麻坑路丈量約份第90約地段第472號餘段(部分)、第473號、第474號、
第475號餘段、第476號A分段餘段及第518號及丈量約份第86約地段第100號和毗連政府土地
TEMPORARY VEHICLE REPAIR WORKSHOP AND
OPEN STORAGE OF VEHICLE (COACH ONLY) WITH ANCILLARY FACILITIES AND
ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS
LOTS 472 RP (PART), 473, 474, 475 RP, 476 S.A RP AND 518 IN D.D. 90 AND
LOT 100 IN D.D. 86 AND ADJOINING GOVERNMENT LAND,
LIN MA HANG ROAD, TA KWU LING, NEW TERRITORIES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
A/NE-MKT/49

圖 PLAN
A-4c

本摘要圖於2025年8月12日擬備
EXTRACT PLAN PREPARED ON 12.8.2025

Deliberation Session

35. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 5.9.2028, on the terms of the application as submitted to the Town Planning Board and subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

Agenda Item 14

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-MKT/49 Temporary Vehicle Repair Workshop and Open Storage of Vehicles (Coaches Only) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in “Agriculture” Zone, Lots 472 RP (Part), 473, 474, 475 RP, 476 S.A RP and 518 in D.D. 90 and Lot 100 in D.D. 86 and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling
(RNTPC Paper No. A/NE-MKT/49)

Presentation and Question Sessions

36. With the aid of some plans, Mr Ryan C.K. Ho, STP/STN, briefed Members on the background of the application, the applied use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) did not support the application.

37. A few Members raised the following questions:

- (a) whether the comments from the Transport and Logistics Bureau (TLB) that ‘the continuous provision of vehicle repair services (including the services provided by the applicant) was essential to the service reliability and safe operation of non-franchised buses’ as stated in paragraph 10.2.1(c) of the Paper were considered as policy support with regard to the Town Planning

Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G); and

- (b) whether the subject business operation had already been relocated from Ping Che to the application site (the Site).

38. In response, Mr Ryan C.K. Ho, STP/STN, with the aid of a visualiser, made the following main points:

- (a) having considered that existing open storage and port back-up operations/uses might be affected by the new development area projects and their need for relocation, TPB PG-No. 13G provided that except those involving land in Category 4 area, where the operations/uses were affected by resumption and clearance operations of the Government to make way for developments, sympathetic consideration could be given if policy support was given by relevant bureau(x) to the applications for relocation of the affected operations/uses to concerned sites and there was no adverse departmental comments and local objections or the concerns could be addressed by approval conditions;
- (b) for the subject case, the applicant claimed that the original site was affected by the Ping Che/Ta Kwu Ling New Development Area (PC/TKL NDA), and the land owner was not willing to offer a longer term tenancy agreement in view of the development of PC/TKL NDA. As a result, the operation had to be relocated to the Site. Subsequently, the development of PC/TKL NDA was re-planned and had been included in the planning and engineering study for New Territories North (NTN) New Town (the NTN New Town Study). The Site fell within the Priority Development Area of NTN New Town planned for 'University Town'. The NTN New Town Study was underway and the implementation programme of the NTN New Town was still being formulated, with works targeted to commence in 2028/29 at the earliest. Hence, land resumption had not yet been carried out. For the subject application, the Development Bureau (DEVB) had not given policy support. The applied use did not comply with TPB

PG-No. 13G in that the Site fell within the Category 3 area and there was no previous planning approval for the Site; no policy support was given; and there were adverse departmental comments on landscape and agricultural aspects and local objections; and

- (c) the operation had been relocated from Ping Che to the Site in 2023/2024.

39. With regard to a Member's enquiry on whether policy support could be given by relevant bureau(x) other than DEVB, the Chairperson said that TPB PG-No. 13G stated that policy support should be given by relevant bureau(x) for the relocation of the operations/uses affected by resumption and clearance operations of the Government to make way for developments. For the subject application, DEVB had not given policy support, and as stated in paragraph 10.2.1(d) of the Paper, comments of the Commissioner for Tourism which included TLB's views on the provision of vehicle repair services in relation to the service reliability and safe operation of non-franchised buses, were viewpoints provided to the Town Planning Board for consideration, and there was no clear indication of policy support from relevant bureau(x).

40. Noting that the Site was subject to enforcement actions, a Member enquired about the planning enforcement actions of the Site, the penalty of conviction and effectiveness of the enforcement actions. In responses, Mr Ryan C.K. Ho, STP/STN, with the aid of a plan, said that the Site was the subject of three active planning enforcement actions against unauthorized developments (UDs) involving storage use, workshop use and parking of vehicles. Enforcement Notices (ENs) had been issued requiring discontinuation of the UD on the Site by the specified dates. If the UD had not been discontinued by the specified dates in accordance with the ENs, the Planning Authority would instigate prosecution action subject to collection of sufficient evidence. If a person was convicted for failing to comply with the EN under the Town Planning Ordinance (the Ordinance), the fine for a first conviction could be up to a maximum of \$500,000 plus a daily fine of \$50,000. In the case of a second or subsequent conviction, the fine could increase up to a maximum of \$1,000,000 plus a daily fine of \$100,000. The Chairperson supplemented by citing a recent case that prosecution action had recently been taken by the Planning Authority on a site zoned "Green Belt" in Lam Tei due to failure to comply with a Reinstatement Notice and the fine imposed was \$450,000, which demonstrated the effectiveness and deterrent effect of the

enforcement actions.

41. A Member asked whether the vehicle repair workshop located to the northwest of the Site (Plan A-2 of the Paper) was an “existing use” under the Ordinance or whether planning permission had been obtained. In response, Mr Ryan C.K. Ho, STP/STN, with the aid of a plan, said that the vehicle repair workshop, which was fenced off from the Site, was neither covered by valid planning permission nor subject to planning enforcement action for the time being.

Deliberation Session

42. While noting that there was demand for vehicle repair workshops, a Member expressed concern about the status of the vehicle repair workshop located to the northwest of the Site and suggested follow-up investigation. The Chairperson said that PlanD would review the background of the vehicle repair workshop and assess whether enforcement action should be taken, as appropriate. Members generally considered that the application should be rejected.

43. After deliberation, the Committee decided to reject the application. The reasons were:

- “(a) the applied use with associated filling of land is not in line with the planning intention of the “Agriculture” zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis; and
- (b) the applied use with associated filling of land does not comply with the Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the site and there are adverse departmental comments and local objections.”

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-MKT/49

By Email

19 September 2025

Innovative Land Use Planning Consultancy Co. Ltd.

Dear Sir/Madam,

**Temporary Vehicle Repair Workshop and Open Storage of Vehicles
(Coaches Only) with Ancillary Facilities and Associated Filling of Land
for a Period of 3 Years in "Agriculture" Zone, Lots 472 RP (Part),
473, 474, 475 RP, 476 S.A RP and 518 in D.D. 90 and Lot 100 in D.D. 86
and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling**

I refer to my letter to you dated 25.8.2025.

After giving consideration to the application, the Town Planning Board (TPB) decided to reject the application and the reasons are :

- (a) the applied use with associated filling of land is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis; and
- (b) the applied use with associated filling of land does not comply with the TPB Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) in that no previous approval has been granted to the Site and there are adverse departmental comments and local objections.

A copy of the TPB Paper in respect of the application is available at TPB website at this link (https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/772_rnt_agenda.html). The relevant extract of minutes of the TPB meeting held on 5.9.2025 is enclosed herewith for your reference.

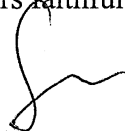
Under section 17(1) and 17(1A) of the Town Planning Ordinance (the Ordinance), an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. The application must be in writing and must set out the grounds for the review. If

you wish to seek a review, you should inform me and provide the grounds for review within 21 days from the date of this letter (on or before 10.10.2025). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

Under the Ordinance, the TPB can only reconsider at the review hearing the original application in the light of further written and/or oral representations. Should you decide at this stage to materially modify the original proposal, such proposal should be submitted to the TPB in the form of a fresh application under section 16 of the Ordinance.

If you wish to seek further clarifications/information on matters relating to the above decision, please feel free to contact Mr. Ryan Ho of the Sha Tin, Tai Po & North District Planning Office at 2158 6367.

Yours faithfully,



(Leticia LEUNG)

for Secretary, Town Planning Board

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

Cheryl Tsz Man TSANG/PLAND

寄件者: INNOVATIVE LAND USE PLANNING <[REDACTED]>
寄件日期: 2025年9月26日星期五 8:58
收件者: TPB Submission/PLAND
副本: Cheryl Tsz Man TSANG/PLAND; Cyrus Chi Fung CHOW/PLAND
主旨: Re: Planning Application A/NE-MKT/49

類別: Internet Email

Dear Ms. Leticia Leung,

I would like to proceed with a Review (s.17 application) for the s.16 application (A/NE-MKT/49) with the reasons that the comments of the Commissioner for Tourism were ignored . Your follow up action please. By copy of this email, I would like to draw attention to Ms. Tsang of DPO/STN and Cyrus Chow of CEP of Planning Department. Thanks.

Elaine SO
Town Planner
Innovative Land Use Planning Consultancy Co Ltd

Recommended Advisory Clauses

- (a) prior planning permission should have been obtained before commencing the applied use at the application site (the Site);
- (b) to resolve any land issues relating to the development with the concerned owner(s) of the Site;
- (c) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorised development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (d) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
 - (i) he must point out that the following irregularities covered by the subject planning application have been detected by his office:

unauthorised structures within the said private lots covered by the planning application

there are unauthorised structures on the private lots. The lot owners should immediately rectify the lease breaches and his office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and

unlawful occupation of Government Land (GL) with unauthorised structures covered by the planning application

the GL within the Site (about 364m²) has been fenced off and illegally occupied with unauthorised structures without any permission. Any occupation of GL without Government's prior approval is an offence under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). The lot owner(s) should immediately cease the illegal occupation of GL and remove the unauthorised structures as demanded by LandsD. His office reserves the rights to take necessary land control action against the illegal occupation of GL without further notice;

- (ii) the lot owners/applicant shall remove the unauthorised structures and cease the illegal occupation of the Government land immediately and, subject to the approval of the Town Planning Board to the planning application which shall have reflected the rectification as aforesaid required, apply to his office for a Short Term Waiver (STW) and/or Short Term Tenancy (STT) to permit the structures erected/to be erected and occupation of the GL. The applications for STW and/or STT will be considered by the Government in its capacity as a landlord and there is not guarantee that it will be approved. The STW, if approved, will be on whole lot basis and the STW and/or STT will be subject to such terms and conditions including the payment of back-dated waiver fee/rent from the first date when the unauthorised structures were erected and administrative fee as considered appropriate to be imposed by LandsD. In addition, LandsD reserves the right to take enforcement action against the lot owners/applicant for any breach of the lease conditions, including the breaches already in existence or to be detected at any point of time in future and land control action for any unlawful occupation of GL. Besides, given the applied use is temporary in nature, only erection of temporary structure(s) will be considered; and
- (iii) the applicant should comply with all the land filling requirements imposed by relevant government departments. GL should not be disturbed unless with prior approval;

- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works;
- (f) to note the comments of the Director of Environmental Protection (DEP) that:
- (i) the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) should be followed to minimise potential environmental nuisance to the surrounding area;
 - (ii) adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the applied use should be provided. If septic tank and soakaway system will be used in case of unavailability of public sewer, its design and construction shall follow the requirements of EPD's Practice Note for Professional Person (ProPECC) PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department, Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (Cap. 123I) Section 40(1), 40(2), 41(1) and 90" including percolation test and are duly certified by an Authorised Person;
 - (iii) the applicant to reminded to implement relevant mitigation measures listed in the Recommended Pollution Control Clauses for Construction Contracts (https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) during land filling, if carried out; and employ licensed waste collector to regularly collect and dispose of the sewage produced from the Site; and
 - (iv) it is the obligation of the applicant to meet the statutory requirements under relevant pollution control ordinances;
- (g) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (h) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):
- (i) the proposed access arrangement should be commented by the Transport Department (TD);
 - (ii) as there is no proper run-in/out for the proposed ingress of the Site, the applicant should submit the design of the run-in/out for his office's review upon TD's approval of the access arrangement; and
 - (iii) adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public road and drains;
- (i) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
- (i) the Site is in an area where no public sewerage connection is available; and
 - (ii) for the drainage proposal provided by the applicant, the applicant should find his comments as follows:
 - surface channel with grating covers should be provided along the site boundary;

- a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided;
- external catchment areas to the south and east should be considered. All existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the Site any time during or after the works;
- the cover levels of proposed channels should be flush with the existing adjoining ground level;
- a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers should be provided;
- catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;
- the applicant should advise the proposed drainage downstream. The applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. The applicant should also ensure that the flow from this Site will not overload the existing drainage system;
- photos should be submitted clearly showing the current conditions of the area with and around the Site, the existing drainage/flowpaths around the Site, the proposed drainage from the Site to the downstream existing watercourse. The locations of the camera and the direction of each photo should also be indicated on a plan;
- the applicant should advise if hoarding or fencing will be erected along the site boundary. Where walls are erected or kerbs are laid along the boundary of the Site, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;
- the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at the applicant's own expense;
- the applicant shall allow all time free access for the Government and its agent to conduct site inspection on the applicant's completed drainage works;
- the applicant and the successive lot owners shall allow connections from the adjacent lots to be completed drainage works on GL when so required; and
- for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N, LandsD and/or relevant relevant private lot owners; and
- the applicant should make good all the adjacent affected areas upon the completion of the drainage works;

(j) to note the comments of the Director of Fire Services (D of FS) that in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required.

Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to this Department for approval. In addition, the applicant should note that:

- (i) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and
- (ii) the location of where the proposed FSI to be installed should be clearly marked on the layout plans;

if the proposed structures are required to comply with the Buildings Ordinance (BO), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

- (k) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

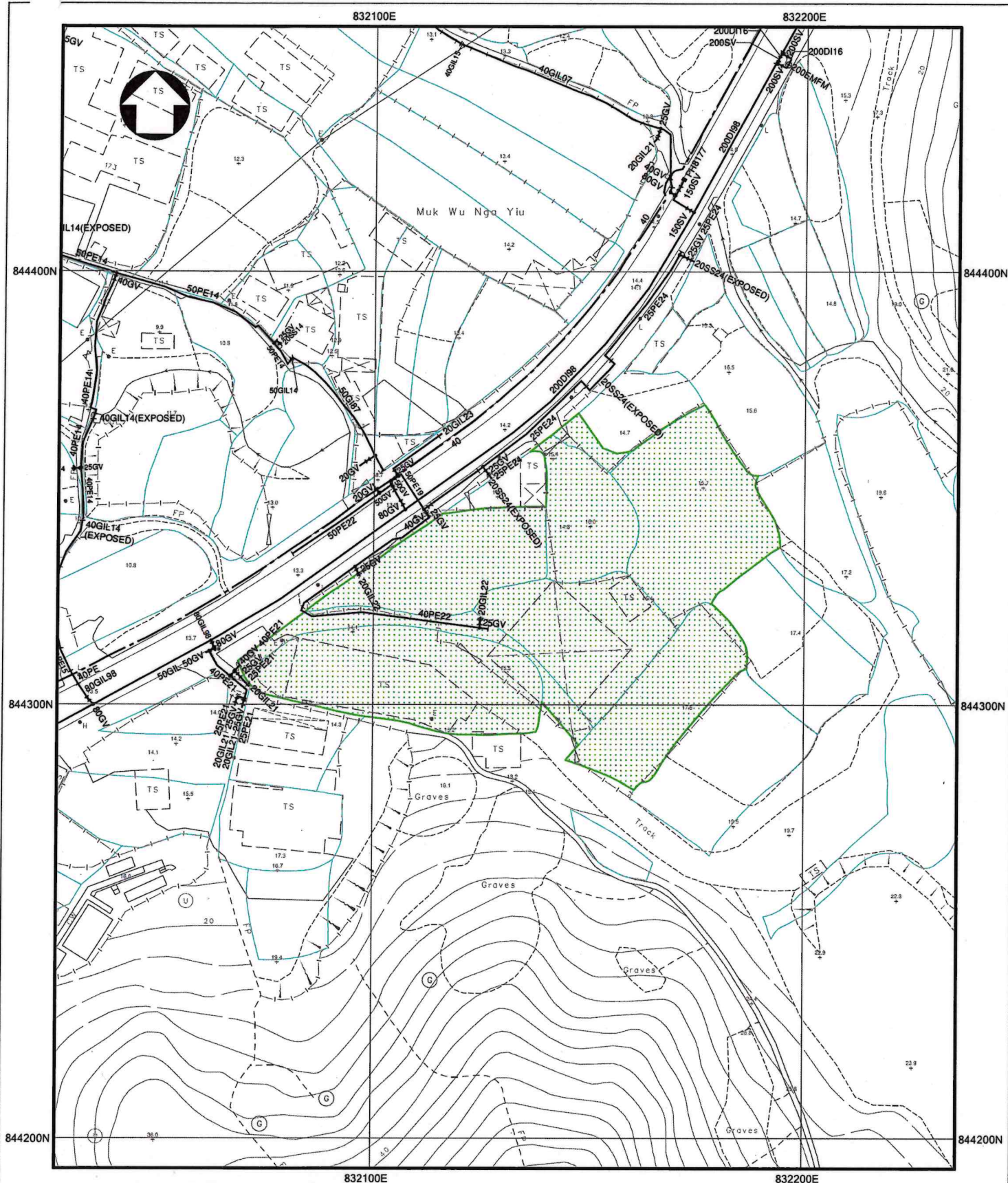
- (i) it is noted that a workshop is proposed in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorised building works (UBW) under the BO. An Authorised Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;
- (ii) site formation works, i.e. land filling works, are building works under the control of the BO. Before the proposed filling of land is to be carried out on the Site, the prior approval and consent of the BA should be obtained, otherwise they are UBW. An AP should be appointed as the coordinator for the proposed site formation in accordance with the BO; and
- (iii) the applicant's attention is drawn to the following points:
 - the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with the Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R);
 - if the Site is not abutting on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;
 - for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
 - any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and
 - detailed checking under the BO will be carried out at building plan submission stage;

- (l) to note the comments of the Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD) that the applicant should be reminded of the requirements of making necessary site formation submission(s), including but not limited to any necessary stability assessments on the existing geotechnical features in the vicinity of the Site, to BD for approval as required by the provision of BO if found applicable;

- (m) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C,

WSD) that:

- (i) existing water mains inside the Site as shown in the Water Mains Record Plan (MRP) (**Attachment 1**) may be affected. The applicant is required to either divert or protect the water mains found on the Site;
- (ii) if diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the Site to lie in GL. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence; and
- (iii) if diversion is not required, the following conditions shall apply:
 - existing water mains are affected as indicated on the MRP and no development which requires resiting of water mains will be allowed;
 - details of site formation works shall be submitted to the Director of Water Supplies (D of WS) for approval prior to commencement of works;
 - no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the MRP. Free access shall be made available at all times for staff of the D of WS or their contractor to carry out construction, inspection, operation, maintenance and repair works;
 - no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s) shown on the MRP. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the D of WS. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;
 - no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet; and
 - tree planting may be prohibited in the event that the D of WS considers that there is any likelihood of damage being caused to water mains; and
- (n) to note the comments of the Project Manager (North), CEDD (PM(N), CEDD) that the applied use is located within the proposed New Territories North (NTN) New Town under the Planning & Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, subject to the land use planning in the P&E Study, the applied use may need to be vacated for the site formation works.



- | | |
|--------|--|
| NOTES: | <ol style="list-style-type: none"> 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED. 2. ALL LEVELS ARE IN METRES ABOVE PRINCIPAL DATUM. 3. INFORMATION ON ALIGNMENT OF MAINS IS OF INDICATIVE VALUE ONLY. WHERE POSITIONAL ACCURACY MAY BE OF IMPORTANCE, DETAILS SHOULD BE SITE CHECKED. 4. FOR MAINS RECORDS SIGN CONVENTIONS AND DESIGNATIONS SEE SKETCH NO. 3988. 5. NO EXISTING SALT WATER MAINS IN THE VICINITY OF THE SITE. 6. NO PROPOSED WATER MAINS IN THE VICINITY OF THE SITE. 7. NO EXISTING WSD CABLE IN THE VICINITY OF THE SITE. 8. NO PROPOSED WSD CABLE IN THE VICINITY OF THE SITE. 9. THE SITE IS NOT WITHIN WSD GATHERING GROUNDS. 10. NO WSD LAND ALLOCATION / WWR WITHIN THE SITE AREA. 11. NO WSD SLOPES ARE AFFECTED IN THE VICINITY OF THE SITE. |
|--------|--|

SUBJECT SITE



PRIVATE LOT
BOUNDARY
(FOR REF. ONLY)



PART COPY OF FRESH WATER MAINS RECORD PLAN(S)

W67880/3-NW-12C & 17A

FILE REF: (7) IN WSD/M/SP 3051/528/15S/24 PT.1

REF. CODE: 41W25M

SHEET 1 OF 1

SCALE 1:1200



水 務 署
Water Supplies Department

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

2-1

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

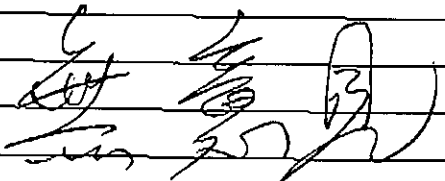
By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)



「提意見人」姓名/名稱 Name of person/company making this comment 侯志強議員

簽署 Signature  日期 Date 2025.10.14

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-2

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

反對。此段道路日漸繁忙。維修廠又是
大型車輛。對村民及孩童造成危險安全又
對此造成污染。

「提意見人」姓名/名稱 Name of person/company making this comment

鄭錦富

簽署 Signature

鄭錦富

日期 Date

21-10-2025

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

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To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/49

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

就上述地段申請改建已停車場汽車修理工場。
本村打鼓嶺木湖村村民一致認為會嚴重影響環境
污染破壞附近生態，污染空氣對居民健康也
有一定影響。對北約都會區發展也有負面影響。

經村民開會大家一致反對

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature

李鴻基

日期 Date

17-10-2025