

**Section 16 Planning Application for Temporary Open Storage cum
Vehicle Repair Workshop (Heavy Goods Vehicles) for a Period of 3 Years,
Lots 461 and 3373 (Part) in D.D. 102 and Adjoining Government Land,
near Ka Lung Road, Ngau Tam Mei, San Tin, Yuen Long**

PLANNING STATEMENT



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Executive Summary

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Limited on behalf of Ka Shun Metal Company Limited (the Applicant), the operator of Lots 461 and 3373 in D.D. 102, near Ka Lung Road, Ngau Tam Mei, San Tin, Yuen Long. The Applicant seeks planning permission from the Town Planning Board (TPB / the Board) for temporary open storage cum vehicle repair workshop (heavy goods vehicles) for a period of three years covering Lots 461 and 3373 (part) in D.D. 102 (the application site). The application site is about 1,581.5m² in area, and is zoned “Other Specified Uses” annotated “Cultural and Community Uses with Supporting Uses and Facilities (“OU(CCUSUF)”) zone on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2. It is currently occupied by the applied uses.

The application site is located near Ka Lung Road, mainly surrounded by warehouses, vehicle repairing workshop and logistics uses. It has been occupied by open storage use for several years when the site was previously zoned “Open Storage”, before the first San Tin Technopole OZP No. S/STT/1 gazetted on 8.3.2024. Due to the recent downturn in the economy, last year the Applicant has converted part of the site into vehicle repair workshop to increase their business. However, the Applicant has been recently informed that the application site partly occupied by an existing vehicle repair workshop within the “OU(CCUSUF)” zone requires planning permission from the Board. Hence, the Applicant decides to submit this s.16 planning application in order to regularise the land use within the site.

Planning assessment shows that the application site is well suitable for the subject open storage and vehicle repair workshop use to serve the needs of the other businesses in the area. The applied uses are small scale in nature and they are compatible with the adjacent land uses which are mainly predominated by brownfield developments. It will not result in any significant adverse impacts on the traffic, environmental, drainage, sewerage, fire safety and landscape aspects of the locality. Appropriate design to the vehicle repair workshop and mitigation measures have been proposed to reduce the potential traffic, environmental and noise nuisance. Being temporary in nature, the approval of this application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of “OU(CCUSUF)” zone.

Furthermore, the subject temporary uses are in line with the TPB Guidelines No. 13E since they are not a new development within the New Development Area (NDA). The application site is under Phase 2 Development of the San Tin Technopole where land resumption is planned only to commence in 2027. There is no plan for the Government to develop the planned Cultural and Community Complex within the next three years. Hence, the Applicant sincerely requests that sympathetic consideration could be given to this application for continued operation of the subject uses during the interim period before the site is required for NDA development.

行政摘要

(內容如有差異，應以英文版本為準)

嘉信五金有限公司 (申請人) 是元朗新田牛潭尾丈量約份第 102 約段 461 及 3373 號的營運者，現透過達材都市規劃顧問有限公司，根據城市規劃 (城規) 條例第 16 條向城市規劃委員會 (城規會) 遞交規劃許可申請，以准許在丈量約份第 102 約地段 461 及 3373 號 (部分) (申請地點) 內提供臨時露天貯物及汽車維修工場 (重型貨車)，為期 3 年。申請地點面積約有 1,581.5 平方米，現時在新田科技城分區計劃大綱核准圖編號 S/STT/2 上被訂為「其他指定用途 (文化和社區用途及配套用途和設施)」地帶，現正作申請用途。

申請地點位於嘉隆路附近，周邊主要是倉庫、車輛維修工場及物流用途。申請地點在首份新田科技城分區計劃大綱圖編號 S/STT/1 於 2024 年 3 月 8 日刊憲前，曾被劃為「露天貯存」地帶，並持續作露天貯存用途達數年之久。由於近期經濟不景氣，申請人去年將部分場地改建為車輛維修工場以拓展業務。然而，規劃署最近已告知申請人，申請地點位於「其他指定用途 (文化和社區用途及配套用途和設施)」地帶，因此用作車輛維修工場是需要獲得城規會的規劃許可。因此，申請人決定提交是次規劃申請，將申請地點內的土地用途規範化。

規劃評估指出申請地點非常適合用作露天貯物及汽車維修工場之用途，其用途不但能滿足該區其他企業的需求，而且用途屬小規模性質，與周邊以棕地為主的土地利用互相協調。申請人已經就汽車維修工場提出了適當的設計方案及緩解措施，以減少可能造成的交通、環境及噪音干擾，因此不會對區內的交通、環境、排水、排污及園景造成重大不良影響。由於用途屬臨時性，批准是次申請不會為其他類似申請立下不良先例，從而阻礙「其他指定用途 (文化和社區用途及配套用途和設施)」地帶的長遠規劃意向。

此外，該臨時用途符合城規指引編號 13E，因為其用途並不是新發展區內的新發展。申請地點位於新田科技城的第二期發展範圍內，土地收回計劃預計於 2027 年才開始實施，而政府並無計劃在未來三年內發展規劃中的文化及社區綜合大樓。因此，申請人懇請能酌情考慮是次申請，以准許在新發展區發展前的過渡期內讓申請地點，繼續營運申請用途。

1. INTRODUCTION

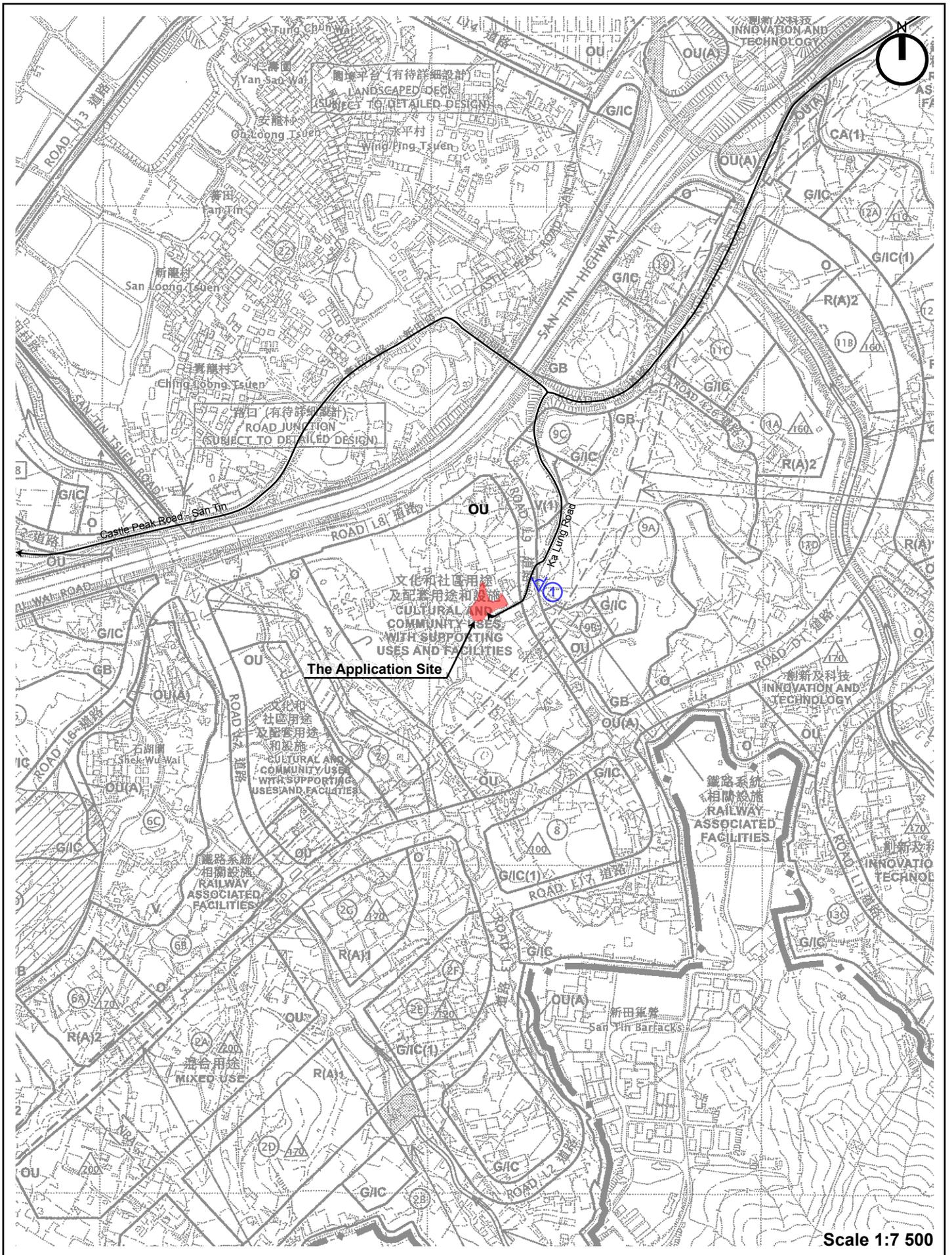
This section 16 (s.16) planning application is submitted by Toco Planning Consultants Limited on behalf of Ka Shun Metal Company Limited (the Applicant), the operator of Lots 461 and 3373 in D.D. 102, near Ka Lung Road, Ngau Tam Mei, San Tin, Yuen Long. The Applicant seeks planning permission from the Town Planning Board (the Board / TPB) for temporary open storage cum vehicle repair workshop (heavy goods vehicles) for a period of three years covering Lots 461 and 3373 (part) in D.D. 102 (the application site). The application site is about 1,581.5m² in area, and is zoned “Other Specified Uses” annotated “Cultural and Community Uses with Supporting Uses and Facilities (“OU(CCUSUF)”) on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 (see **Plan A**). It is currently occupied by the applied uses.

The application site is located near Ka Lung Road, mainly surrounded by warehouses, vehicle repair workshops and logistics uses. It has been occupied by open storage use (mainly for storing construction materials) for several years. Due to the recent downturn in the economy, last year the Applicant has converted part of the site into vehicle repair workshop to increase their business. However, the Applicant has been recently informed by Planning Department (PlanD) that the application site partly occupied by an existing vehicle repair workshop within the “OU(CCUSUF)” zone requires planning permission from the Board. Hence, the Applicant decides to submit this s.16 planning application in order to regularise the land use within the site.

Planning assessment has indicated that the present application is well justified for the following reasons:

- (a) the current open storage use has been in operation at the site when the site was previously zoned “Open Storage” (“OS”), before the first San Tin Technopole OZP No. S/STT/1 gazetted on 8.3.2024;
- (b) the vehicle repair workshop within the semi-enclosed built-over area (BOA) is an additional business for the operator to reduce financial loss in view of the current economic downturn. It has been an important facility to serve the needs of the other businesses in the area;
- (c) the applied uses are small scale in nature and they are compatible with the surrounding land uses which are mainly predominated by brownfield developments;
- (d) it will not result in any significant traffic, environmental, drainage, sewerage, fire safety and landscape impacts;
- (e) appropriate design to the vehicle repair workshop and mitigation measures have been proposed to reduce the potential traffic, environmental and noise nuisance;
- (f) being temporary in nature, approval of this application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “OU(CCUSUF)” zone; and
- (g) the subject temporary uses are in line with the TPB Guidelines No. 13G since they will not jeopardize the long-term planned development at the site under the New Development Area (NDA).

The above planning justifications will be explained in detail in the following sections.



Plan A: Zoning and Location Plan

Extract of Approved San Tin Technopole Outline Zoning Plan No.S/STT/2

(Prepared on 28.11.2025)

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility

The application site is located near Ka Lung Road, Ngam Tam Mei, San Tin, Yuen Long. It is bounded by a warehouse and a rural workshop (recycling and recovery of plastic products) to the north; open storage use to the east; a local track to the south; and some graves to the west. The site is accessible via a local access leading from Ka Lung Road, within an ingress/egress at the southern part of the site. A mini-bus stop is located approximately 90m away from the site along Ka Lung Road (**Photo 1**).

2.2 Site and Adjacent Land Uses

The application site has a total area of about 1,581.5m². It is a flat and hard paved area, and is irregular in shape (see **Plan B**). West of the site is covered by a semi-enclosed BOA which is occupied by the vehicle repair workshop (**Photo 2**). North of the site is occupied by a container (office) and several loading/unloading spaces for HGV (**Photo 3**). East of the site is an open-air area which is occupied by open storage use (**Photo 4**). South of the site comprises a maneuvering space for vehicles, run-in/out of the site, temporary structures for toilets and meter cabinet (**Photo 5**). There are no existing tree(s) identified within the site boundary.

The surrounding areas are rural in character and predominated by warehouses, logistics uses, vehicle repair workshops, residential structures and grassland (see **Plan C**).

2.3 Planning Context

The application site falls within an area zoned "OU(CCUSUF)" on the Approved San Tin Technopole OZP No. S/STT/2. According to the Notes of the OZP, the planning intention of this zone is intended primarily for provision of a cultural and community complex serving the needs of the local residents and/or a wider district, region or the territory. Retail, dining, recreational, entertainment and other uses and facilities in support of the complex may also be included and are always permitted. Temporary use or development of any land or building not exceeding a period of 3 years requires planning permission from the Board.

The current open storage use has been in operation at the site when the site was previously zoned "OS", before the first San Tin Technopole OZP No. S/STT/1 gazetted on 8.3.2024. Therefore, it can be tolerated under the Town Planning Ordinance. However, the Applicant has recently been advised by PlanD that the application site partly occupied by the current vehicle repair workshop requires planning permission from the Board. Hence, the Applicant decides to submit the subject s.16 planning application in order to regularise the land use within the site.

There is no previous application at the site.



Photo 1: Ka Lung Road.



Photo 2: Vehicle repair workshop.



Photo 3: Office and HGV spaces.



Photo 4: Open storage area.



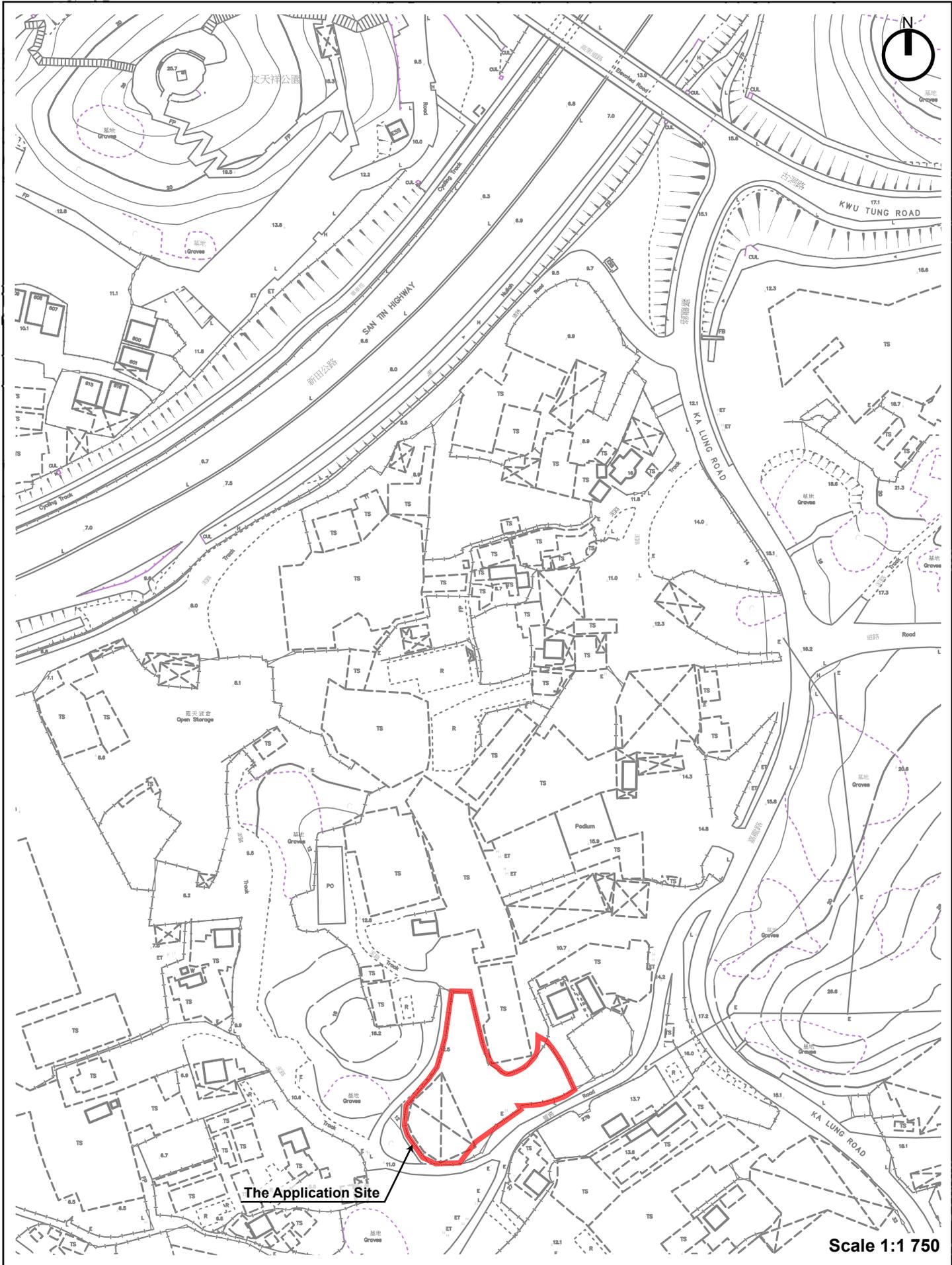
Photo 5: The application site.



Site Photos

(View Points Shown on Plan A & Plan B)

(Prepared on 28.11.2025)



Scale 1:1 750



Plan C: Adjacent Land Uses Plan

(Prepared on 28.11.2025)

2.4 Land Status

The application site involves Lots 461 and 3373 (Part) in D.D. 102 and adjoining Government land. The subject private lots, with a total area of about 1,303.4m², are Old Scheduled Agricultural Lots held under the Block Government Lease. They contain the restriction that no structure are allowed to be erected without the prior approval of the Government. The Government land covering the site is about 278.1m² in area.

On 26.7.2019, the Applicant submitted the applications for Short Term Wavier (STW) covering the subject private lots and Short Term Tenancy (STW) covering the subject Government land within the application site. The land applications is to seek approval from the District Lands Office/Yuen Long (DLO/YL) for the provision of warehouse (excluding dangerous goods godown) use with a BOA of not more than 1,074m² and a building height of not more than 9m, as well as to rectify the Government land covering the site. Should planning approval be given to the subject s.16 planning application, the land owner of the subject lots will apply to the DLO/YL for modification of the aforesaid land applications so as to comply with the latest planning approved scheme.

3. DEVELOPMENT PROPOSAL

This s.16 planning application is for the permission of the Board to rectify the current vehicle repair workshop and, at the same time, to retain the existing open storage use at the application site. The development proposal under this application is basically the same as the current condition with minor alterations to meet the relevant Government's requirements and standards.

3.1 Planning Principle

According to the Chapter 12 of Hong Kong Planning Standards and Guidelines (HKPSG), in the rural areas, the vehicle repair workshop sites can be generally larger as land rents are cheaper and some operations such as lorry or bus repairs require more space. Such operations are more akin to open storage-type operations and indeed may generate similar environmental problems. In such cases, it is recommended that the following planning principle to be used:

- (i) the building height (BH) shall be low-rise in nature with one to two storeys;
- (ii) a maximum plot ratio of 0.5;
- (iii) provided with water supply and with proper sewage disposal system;
- (iv) for open-air developments, adequate paving and drainage should be provided to minimise land contamination and drainage problems as well as suitable fencing to minimise visual impacts of unsightly development.

3.2 The Proposed Scheme

The applied uses and condition/ facilities within the application site meet the above HKPSG recommendations and the layout plan is shown in **Plan D**. The following arrangements are proposed under this application:

(a) The Existing Site Facilities to be Retained

Currently, the application site comprises a series of facilities, such as: 4 double-stack containers for storage/office use and 4 HGV spaces (11m x 3.5m) for repairing vehicles underneath the semi-enclosed BOA at the western part of the site; a container for office use located northwest of the site; a temporary structure for storage use and also 4 HGV waiting spaces (11m x 3.5m) at the northern part of the site; an open storage area at the western part of the site; and 2 temporary structures for toilet and meter cabinet located south edge of the site. The above existing facilities are proposed to be retained in situ. No new structure will be provided on site.

(b) Proposed Amendments to the Site Facilities

The application site is fully enclosed by the existing metal sheet boundary wall. Part of the existing boundary wall that has been encroached outside of the application site will be slightly shifted northward so as to be in line with the site boundary.

In order to meet the latest operational needs, the existing vehicle repair workshop with a canopy on top will be split into the two. Thus, the existing semi-enclosed BOA will become workshop A and workshop B with the same BH of not more than 6m. Besides, a very small part of the cover encroached over the application site (i.e. the south-eastern corner of the BOA) will be trimmed so as to be in line with the site boundary. Mitigation measures such as incorporation of soundproofing materials and installation of activated carbon adsorption system have been proposed to reduce the potential environmental and noise nuisance to the area.

(c) Development Schedule

Development schedule of the subject development is shown in **Table 3.1** below.

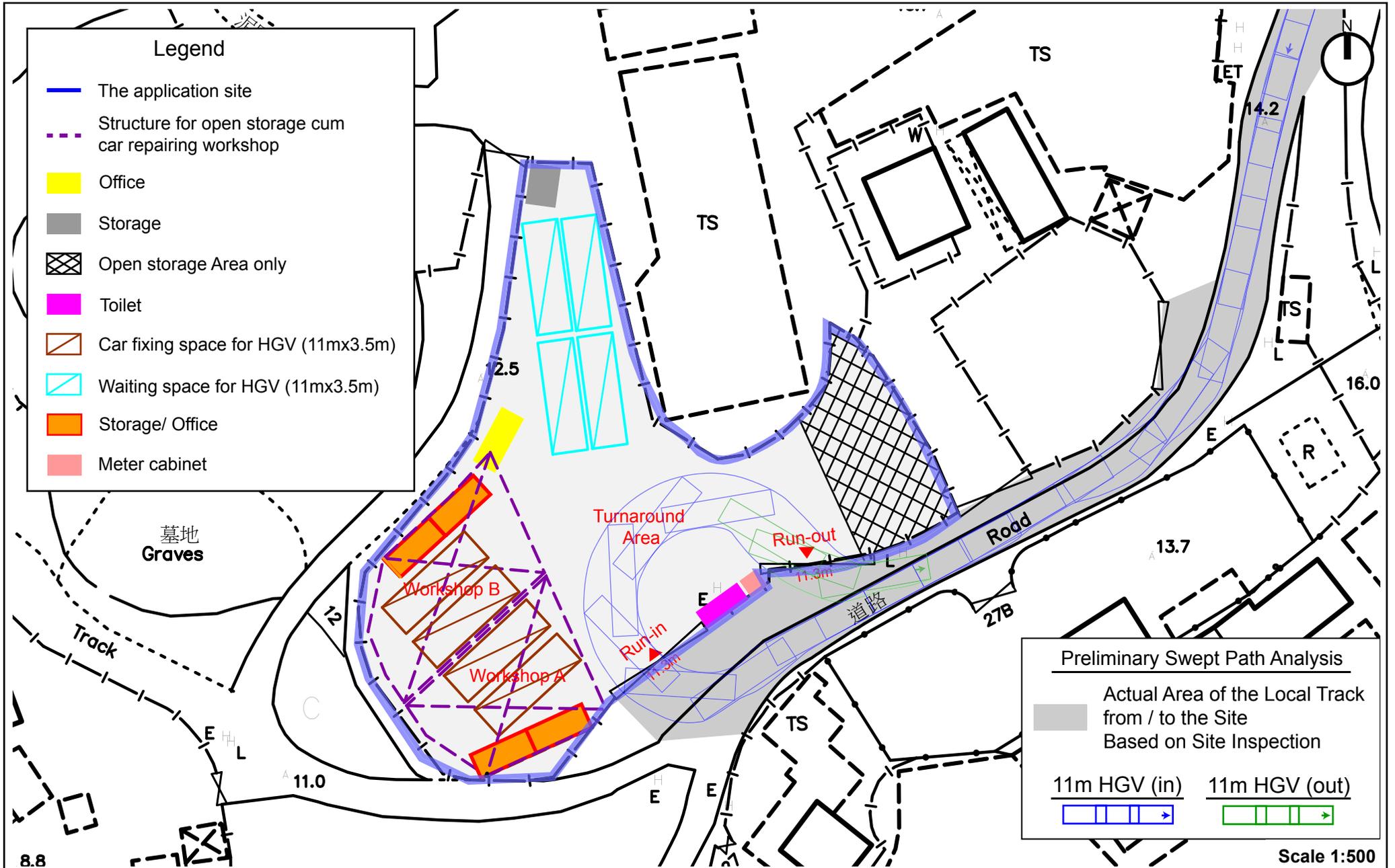
Table 3.1: Development Schedule of the Subject Development

	Application Site		
Site Area	About 1,581.5m ²		
Site Coverage	29.1% (About 460.9m ²)		
Proposed Use, GFA (m ²) and BH	Total	About 520.9m ²	
	1	<u>Vehicle repair workshop A (excluding containers)</u> 1-Storey (Not exceeding 6m)	About 174.1m ²
	2	<u>Vehicle repair workshop B (excluding containers)</u> 1-Storey (Not exceeding 6m)	About 185.8m ²
	-	<u>4 double-stack containers for storage/office use (inside workshop)</u> 2-Storey (2.5m (W) x 6m (L) x 5.18m(H))	About 120m ²
	3	<u>1 container for office use</u> 1-Storey (2.5m (W) x 6m (L) x 2.59m(H))	About 15m ²
	4	<u>1 temporary structure for storage use</u> 1-Storey (3m (W) x 4m (L) x 2.59m(H))	About 12m ²
	5	<u>1 temporary structure for toilet facility</u> 1-Storey (2m(W) x 5m (L) x 2.59m (H))	About 10m ²
	6	<u>1 temporary structure for E/M facility</u> 1-Storey (2m(W) x 2m (L) x 2.59m (H))	About 4m ²
No. of Block	6		
Maximum BH	Not exceeding 6m		
No. of HGV Space	4 vehicle fixing spaces (11m x 3.5m) – i.e. parking spaces 4 vehicle waiting spaces (11m x 3.5m) – i.e. loading/unloading spaces		

(c) The Operation

The operation hours for both open storage and vehicle repair workshop are from 10:00am to 5:00pm from Mondays to Saturdays, with no operation on Sundays and public holidays. The number of staff at the site will not be more than 10 persons. Same as the previous operation, construction materials will be stored inside the moveable container(s), while all the vehicle repairing activities would have to be confined within the semi-enclosed BOA.

According to the Applicant, the maximum vehicular size they provide repair services is for 11m long vehicles. The Applicant only accepts visit-by-appointments and does



Plan D: Proposed Layout Plan

(For Indicative Purpose Only)

(Prepared on 28.11.2025)

not allow walk-in for the vehicle repair workshop due to complex repairing for these long vehicles, each vehicle may take at least 3 days to repair. Thus, in average the Applicant repairs 3 vehicles per week, and not more than 6 to 8 vehicles enter/exit the site per day (including employees, vehicles transporting goods to the open storage area). No vehicles will be allowed to queue back to or reverse onto/from public roads during the operation of the vehicle repair workshop and open storages area.

3.3 Technical Arrangement

In support of this s.16 planning application, the proposed scheme will have the following technical arrangement:

(i) Access and Traffic Management Arrangement

The application site is accessible from a local access road leading to Ka Lung Road, with the ingress at the southern west part of the site and the egress at the southern east part of the site. The width of the ingress and the width of the egress are both around 11.3m. Middle part of the application site will be for turnaround and manoeuvring area. A preliminary swept path analysis has been conducted and has demonstrated the satisfactory manoeuvring of vehicles entering to and existing from the site, as well as, from/to Ka Lung Road.

To ensure traffic safety, the operator proposes to install “Stop and Give way” signage at the exit of the application site to alert the drivers to stop and ensure no vehicles along the local access road before exiting the site. Alarms are also proposed to be installed and the alarm will be set off when vehicles are approaching the entrance of the site or vehicles are about to exit the site to alert drivers of vehicles which are along the local access road to stay alert. When there is a vehicle about the leave the site, staffs will be assigned to stand near the ingress/egress of the site and the junction between the local track and Ka Lung Road to observe the traffic situation. The staffs have to ensure no vehicles are along the local access road before signalling the vehicle to leave the application site.

(ii) Drainage, Sewerage and Fire Safety Arrangement

The application site has been paved for a long time, and no site formation will be required for the subject development. The existing drainage facilities along the entrance of the application site shall be maintained properly at all times.

The applied uses are served by the existing septic tank/ soakaway system. Since the anticipated sewage flow from the small scale development is relatively low, it is considered that the existing septic tank/ soakaway system would be sufficient to treat the small quantity of sewage. Liquid wastes generated by the workshop will be stored at the tanks and then collected by the chemical waste treatment company to meet the relevant ordinances. The open storage cum vehicle repair workshop has been operating smoothly without inducing any significant environmental impact on the surrounding area.

Adequate fire services installations will be provided within the site.

(iii) Environmental Arrangement

In order to have proper planning control on the subject development, the Applicant proposes the following designs for the vehicle repair workshop and mitigation measures to reduce impact of the workshop to the environment:-

- a) the levelling of the ground, covering the ground by an impervious layer and the installation of drainage system must be done;
- b) incorporation of soundproofing materials to the vehicle repair workshop to minimise the possible noise impact;
- c) the eastern portion of the site will only be used as open storage so as to create a buffer between the vehicle repair workshop and the nearby residential structures;
- d) install activated carbon adsorption system to minimise odours;
- e) limiting the vehicle repair area to within the semi-enclosed BOA;
- f) using outdoor areas only as parking, maneuvering, and vehicle waiting space;
- g) in the event that the workshop involves cutting activities, these must be minor in scale and frequency, conducted inside the sealed structure in the area farthest from residential structures (i.e. the western end of the site); and
- h) limit operation hours of the vehicle repair workshop to 10:00am to 5:00pm, Monday to Saturday to avoid peak traffic hours.

In addition, the Applicant commits to follow environmental mitigation measures as stipulated in the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' ('CoP') issued by the Environmental Protection Department (EPD) to minimise the potential environmental impacts from the applied use. During the operation of the vehicle repair workshop, the Applicant commits to follow the guidelines issued in the "Practice Guidelines for Vehicle Maintenance Workshops" by the Electrical and Mechanical Services Department (EMSD) to help enhance the service standards of the vehicle repair workshop.

4. PLANNING JUSTIFICATION

4.1 Long History of the Permitted Open Storage Use in the Area

The application site and its surrounding area (i.e. the Ka Lung Road area) have long been predominated by open storage/storage yards, warehouses, vehicle parks, vehicle repair workshops, and logistics uses. In order to reflect the existing land use character, the TPB had zoned a very large portion of the Ka Lung Road area as “OS” on the Ngau Tam Mei OZP, before the first San Tin Technopole OZP No. S/STT/1 gazetted on 8.3.2024.

The application site has long been paved and fenced off. It has been the subject of the applications for STW and STT (Case No. DLOYL442/YAT/2019) for the purpose of erecting a warehouse (excluding dangerous goods godown), which is still under processing by the DLO/YL since 26.7.2019. Subsequently in October 2019, the site has been occupied by the open storage use since then. According to the Notes of the Approved Ngau Tam Mei OZP No. S/YL-NTM/12, ‘Open Storage (not elsewhere specified)’ use at that time is a Column 1 use, which is a use permitted as of right in “OS” zone.

On 8.3.2024, the application site has been rezoned by the Board from “OS” under the Approved Ngau Tam Mei OZP No. S/YL-NTM/12 to “OU(CCUSUF)” under the Draft San Tin Technopole OZP No. S/STT/1. ‘Open Storage (not elsewhere specified)’ use has neither been a use permitted as of right under Column 1 nor a use nor a use that may be permitted on application to the Board under the Notes for “OU(CCUSUF)” zone. Nevertheless, since the “Open Storage (not elsewhere specified)’ use is existence before 8.3.2024 and has continued since its existence, it can be tolerated under the Town Planning Ordinance.

4.2 A New Service Meeting the Strong Demand for Vehicle Repair Services

Due to the recent downturn in the economy, the Applicant tried to think of providing additional services to increase business, and in the end decided to invest in vehicle repair workshop. Vehicle repair workshops generally prefer to be located in area of reasonable proximity to their customers or to have a high degree of accessibility by road or public transport, and should be located on flat, easily formed and serviced land. In view that the application site meets both of these locational requirements for a vehicle repair workshop, and there are many existing workshops and warehouses within the vicinity, the Applicant saw the opportunity to add a vehicle repair workshop within the site to increase business.

Since October 2024, the vehicle maintenance workshop has been in operation within the BOA at the application site. The customers are mainly from logistic/ warehouse operators within the area. No environmental complaint relating to the site was recorded in the past three years.

4.3 Compatible Temporary Use Without Affecting the “OU(CCUSUF)” Zone

The application site is currently zoned “OU(CCUSUF)” on the Approved San Tin Technopole OZP No. S/STT/2. The planning intention of this zone is intended primarily for provision of a cultural and community complex serving the needs of the local residents and/or a wider district, region or the territory. Temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

This s.16 planning application is for temporary open storage cum vehicle repair workshop (heavy goods vehicles) for a period of three years at the site. Whilst the applied uses are not in line with the planning intention of the latest “OU(CCUSUF)” zone, the surrounding areas of the site are currently rural in character and predominated by open storage/storage yards, warehouses, vehicle parks, vehicle repair workshops, and logistics uses. The proposed (existing) vehicle repair workshop and open storage use are compatible with the surrounding environment.

In fact, the application site which had been rezoned from “OS” to “OU(CCUSUF)” zone by the Board on 8.3.2024 was to reflect the future land use planning of San Tin Technopole NDA. The applied uses on a temporary basis for a period of three years would not frustrate the long-term planning intention of the site.

4.4 In Line with the TPB Guidelines No. 13G

The TPB Guidelines No. 13G for ‘Application for Open Storage and Port Back-up Uses under section 16 of the Town Planning Ordinance’ is relevant to this application. According to Plan 1A attached in the TPB Guidelines No. 13G, the application site falls within the NDA boundary. For applications in NDAs, the TPB Guidelines No. 13G states that, while the existing open storage and port back-up uses in these areas will be gradually phased out, sympathetic consideration may be given to applications for continued operation of these uses during the interim period before the sites are required for NDA development.

There is a similar planning case for temporary rural workshop in the vicinity of the application site (i.e. Application No. A/STT/27). It has recently been approved by the Board on 15.8.2025. According to the Rural and New Town Planning Committee (RNTPC) Paper for the aforesaid case, paragraph 11.1 states that:

“Civil Engineering and Development Department advises that the Site is under Phase 2 Development of the San Tin Technopole where land resumption is planned to commence progressively in early 2027 and land resumption involving the Site may commence in the coming three years. On the other hand, the Director of Leisure and Cultural Services has no objection to the application as there is no plan to develop the planned Cultural and Community Complex within the next three years. In this regard, the applied use on temporary basis will not affect the long-term planning intention of the site. Should the Committee decide to approve the application, it is recommended to incorporate an advisory clause to remind the applicant that the Site may be resumed by

the Government and the applied use may be terminated at any time during the planning approval period for implementation of Government projects. In view of the above and taking into account the planning assessments below, there is no objection to the current application for a period of three years.”

It is considered that the circumstances of this s.16 planning application are similar to Application No. A/STT/27. They are only 20m away from each other, and both can be accessible from a local access leading to Ka Kung Road. They are both small scale and temporary in nature, the workshop activities will be carried out inside the structure. The approval of this temporary application would not frustrate the long-term planning intention of “OU(CCUSUF)” zone. The Applicant acknowledged the long-term use of the site and is willing to cooperate with relevant Government departments and allow authorised person to conduct any necessary on-site investigations or inspections. Therefore, the subject temporary uses are in line with the TPB Guidelines No. 13G since they will not jeopardize the long-term planned development at the site under the NDA.

4.5 Compatible Design with Mitigation Measures

The vehicle repair workshop is essential to maintaining the efficient transportation system. If managed improperly, noise, waste water, chemical waste and polluted air generated from vehicle repair processes may cause environmental pollution and nuisance to nearby stakeholders. In order to have proper planning control on the proposed development, the Applicant proposed specific designs for the workshop and mitigation measures as detailed in **Section 3** to reduce impact of the vehicle repair workshop to the environment. Proper sewage disposal measures, adequate paving and drainage are provided to minimise land contamination and drainage problems as well as suitable fencing are in place to minimise visual impacts of the proposed uses.

The operational area of the vehicle repair workshop will be mainly confined within the existing structure at the site which is low-rise in nature. Given the temporary nature, small scale and proper design and operation of the development, the applied use is considered compatible with the surrounding land uses.

4.6 No Adverse Impacts

The small scale temporary use will not induce any significant adverse traffic, environmental, drainage, sewerage, fire safety and landscape impacts on the locality based on the following assessments:

(a) Minimum Traffic Impact

The application site is accessible from a local access leading to Ka Lung Road, with an ingress/egress at the southern part of the site. The width of the ingress and the width of the egress are both around 11.3m, which are sufficient for HGV entering to and existing from the site. There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles and waiting area for vehicles are available within the application site. According to the Applicant, it is a normal practice that regular patrons will call the workshop beforehand to arrange an

appointment of visit in order to avoid visiting when the workshop has already reached its quota.

According to the operator's existing operation, the maximum vehicular size they provide repair services is for 11m long vehicles. The Applicant only accepts visit-by-appointments and does not allow walk-in for the vehicle repair workshop due to complex repairing for these long vehicles, each vehicle may take at least 3 days to repair. In average the Applicant repairs 3 vehicles per week, there will be not more than 6 to 8 vehicles enter/exit the site per day (including employees, vehicles transporting goods to the open storage area). Thus, the traffic trips related to the subject temporary development would be very small.

A preliminary swept path analysis has been conducted and has demonstrated the satisfactory manoeuvring of vehicles entering to and existing from the site, as well as, from/to Ka Lung Road. To ensure traffic safety, the operator proposes to install "Stop and Give way" signage at the exit of the application site to alert the drivers to stop and ensure no vehicles along the local access road before exiting the site. Alarms are also proposed to be installed and the alarm will be set off when vehicles are approaching the entrance of the site or vehicles are about to exit the site to alert drivers of vehicles which are along the local access road to stay alert. When there is a vehicle about to leave the site, staffs will be assigned to stand near the ingress/egress of the site and the junction between the local track and Ka Lung Road to observe the traffic situation. The staffs have to ensure no vehicles are along the local access road before signalling the vehicle to leave the application site. No vehicles will be allowed to queue back to or reverse onto/from public roads during the operation of the vehicle repair workshop and open storages area.

The subject temporary development has been in operation for a while and no significant complaints were received up to the present. In view of the small business scale of the temporary uses that will only generate a very small amount of trips of both generation and attraction, the potential traffic impact to be induced by the site would not pose adverse traffic impacts to road in the vicinity.

(b) Minimum Environmental Impact

As detailed in **Section 3 (v)**, specific design of the BOA area and mitigation measures have been proposed to reduce the potential environmental and noise nuisance to nearby stakeholders. The vehicle repair activities all take place during business hours of the day and inside the structure. Therefore, no significant noise will be created in this development. Also, since the vehicle repair workshop and open storage are temporary and small scale in nature, it will not generate any significant environmental impact on the adjacent developments. The existing open storage and vehicle repair workshop has been in operation for a long time and no significant complaints were received up to the present. The Applicant will follow the CoP issued by EPD and the "Practice Guidelines for Vehicle Maintenance Workshops" issued by the EMSD during the operation of the vehicle repair workshop.

(c) Minimum Drainage, Sewerage and Fire Safety Impact

The application site has been paved for a long time and no site formation will be required for the subject development. The existing drainage facilities along the local track shall be maintained properly at all times. The existing toilets with septic tank and soakaway pit system at the site, which are for staff only, will be retained and properly maintained. Due to the toilets would be sufficient to treat the small quantity of sewage generated from the subject small scale development, significant adverse sewage impact is therefore not anticipated. Adequate fire safety measures and equipment will be provided and the Applicant will annual checking of the fire services installations will be conducted.

(d) Minimum Landscape Impact

The application site is located in an area of miscellaneous rural fringe landscape character comprising temporary car parks, open storages, major roads and scattered tree groups. The applied use is not incompatible with the surrounding landscape character.

4.7 Unlikely to Set an Undesirable Precedent

Regarding the similar applications in the vicinity of the site for temporary use within the “OU(CCUSUF)” zone on the same OZP, there is a similar planning case (i.e. Application No. A/STT/27) approved by the Board within the past 5 years.

Even though the application was for a temporary rural workshop (recycling and recovery of plastic products), similarly, the application site is hard-paved, accessible via local access road from Ka Lung Road and proposed to serve nearby stakeholders. In addition, similar to Application No. STT/27, the Applicant also proposed mitigation measures to reduce the possible environmental problems that the proposed uses may cause to the area. According to the planning consideration and assessments, PlanD considered the applied use of the aforesaid case is considered not incompatible with the surrounding areas which are rural in character and predominated by warehouses, logistic use, vehicle repair workshops, residential structures and grassland. In addition, even though the site is under Phase 2 Development of the Technopole where land resumption is planned to commence progressively in early 2027, there is currently no plan of development within the site for within the next three years. In this regard, the applied use on a temporary basis will not affect the long-term planning intention of the site.

Being temporary in nature and similar approved case in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “OU(CCUSUF)” zone. Thus, approval of this application is in line with the TPB’s previous decision for similar approvals. The Applicant will comply with the relevant Government departments’ requirements and make sure the proposed use is acceptable.

5. CONCLUSION

The Applicant seeks planning permission from the Board for temporary open storage cum vehicle repair workshop (heavy goods vehicles) for a period of three years covering Lots 461 and 3373 (part) in D.D. 102, San Tin.

The application site is located in Ka Lung Road mainly surrounded by warehouses, logistics uses and vehicle repair workshops. Even though the existing open storage use has been in operation for a long time and could be tolerated under the Town Planning Ordinance, the Applicant has recently been advised that the application site partly occupied by an existing vehicle repair workshop within the “OU(CCUSUF)” zone requires planning permission from the Board. In view of its continuous demand for vehicle repair services in the vicinity, the Applicant decides to submit the subject planning application in order to regularise the land use within the site.

Planning assessment has indicated that the present application is well justified for the following reasons:

- (a) the current open storage use has been in operation at the site when the site was previously zoned “OS”, before the first San Tin Technopole OZP No. S/STT/1 gazetted on 8.3.2024;
- (b) the vehicle repair workshop within the semi-enclosed BOA is an additional business for the operator to reduce financial loss in view of the current economic downturn. It has been an important facility to serve the needs of the other businesses in the area;
- (c) the applied uses are small scale in nature and they are compatible with the surrounding land uses which are mainly predominated by brownfield developments;
- (d) it will not result in any significant traffic, environmental, drainage, sewerage, fire safety and landscape impacts;
- (e) appropriate design to the vehicle repair workshop and mitigation measures have been proposed to reduce the potential traffic, environmental and noise nuisance;
- (f) being temporary in nature, approval of this application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “OU(CCUSUF)” zone; and
- (g) the subject temporary uses are in line with the TPB Guidelines No. 13G since they will not jeopardize the long-term planned development at the site under the NDA.

In view of the small scale nature of the temporary use and planning justifications presented in this Planning Statement, honourable members of the TPB are requested to approve this planning application.