



Section 16 Planning Application

Proposed Temporary Vehicle Repair Workshop
with Ancillary Facilities and Associated Filling
of Land for a Period of 3 Years

Lot No. 317 in D.D. 87 and adjoining
Government Land, Kong Nga Po, Sheung Shui,
New Territories

Planning Statement

Address:

[Redacted Address]

Tel : [Redacted]
Fax : [Redacted]
Email: [Redacted]

Prepared by
Aikon Development Consultancy Limited

April 2026

EXECUTIVE SUMMARY

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

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot No. 317 in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board.

The application site falls with an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-

- (a) The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
- (b) The current application facilitates the relocation of existing brownfield operations affected by government projects and allows better utilization use of available vacant land;*
- (c) The applied use serves to support an approved development in close proximity;*
- (d) The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
- (e) The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
- (f) The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (g) No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
- (h) The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.

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毅勤發展顧問有限公司

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時及汽車修理工場連附屬設施及相關填土工程（為期三年）（以下簡稱「申請用途」）。該申請涉及的地點位於新界上水缸瓦甫丈量約份第 87 約地段第 317 號及毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持申請用途予城規會考慮。

申請地點位於 2024 年 4 月 19 日刊憲之虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/18（以下簡稱為「大綱核准圖」）劃為「農業」地帶。此規劃報告書詳細闡述該申請的規劃理據，當中包括：-

- (一) 申請用途符合政府供應物流用地政策，有助推動物流業發展及促進跨境商業服務；
- (二) 該申請旨在協助受政府工程影響的現有棕地作業遷移，並使現有空置土地得以更有效運用；
- (三) 申請用途旨在支援鄰近區域內已獲批准的用途；
- (四) 根據城市規劃委員會指引（TPB PG-No. 13G），申請用途屬於第二類地區；
- (五) 申請用途與周邊土地用途相容，且不會對周邊土地用途和鄰近地區造成不良影響；
- (六) 申請用途為臨時用途。申請用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
- (七) 預計申請用途不會對交通、景觀、視覺、環境及排水造成不良影響；及
- (八) 考慮到附近已有類似該申請的規劃申請獲批准，申請用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年申請用途。

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1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot No. 317 in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to “the application site”). This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1 and 2**.

1.1.2 The application site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers). As stipulated in the Notes of the Current OZP, temporary use or development not exceeding a period of 3 years requires planning permission from the Town Planning Board, notwithstanding that the use or development is not provided for in terms of the OZP. Besides, filling of land and/or ponds in the “AGR” zone also requires planning permission from the Board. In this connection, the applicant intends to seek planning permission from the Board for the applied use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of *Hing Yan Hong Company Limited* (hereinafter referred to as “the Applicant”), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

1.2 Background

1.2.1 The Applicant is a long-established logistics company with over 30 years of experience facilitating cross-border transshipment of goods essential to Hong Kong's trade. The Applicant currently supports the cross-border freight industry, specifically container vehicles using the Man Kam To Boundary Control Point, operating daily from 8:00 am to 10:00 pm. The Applicant occupies a substantial land parcel of approximately 28,000m²(or 300,000ft²) at No. 5A Jockey Club Road, Sheung Shui, and is subject to a relocation notice from the Lands Department to facilitate the development of the Kwu Tong North/Fanling North New Development Area.

1.2.2 Upon notification for the resumption of the existing site, an extensive land search was conducted by the Applicant. To ensure the continuity of its operations and safeguard the livelihoods of its employees, the Applicant was required to identify relocation arrangements. Two planning applications (No. A/NE-FTA/245 and A/NE-FTA/273) were submitted and approved with conditions on 20.12.2024 and 13.3.2026 respectively. The latest approved application under No. A/NE-FTA/273 for proposed

temporary open storage of containers and vehicle repair workshop with ancillary facilities and associated filling of land and pond for a period of three years, involves a site area of about 6,214m² representing approximately 22% of current operating space. This partial relocation serves as an interim solution, as the current operation on site is considered not optimal for open storage of container use. The Applicant has continued to search for additional locations to fully accommodate its existing spatial needs and meet operational requirement.

- 1.2.3 Given the practical difficulties in locating suitable relocation sites and the urgency to meet operational needs, the Applicant intends to relocate part of the less robust operations—specifically the vehicle repair workshop—to the application site under this application. This will free up more space for open storage of containers at the site under planning application No. A/NE-FTA/273, which requires a substantial area for manoeuvring and open storage to facilitate efficient operations. The vehicle repair workshop is used for routine maintenance, vehicles checks and minor vehicle repair works and is considered suitable to be relocated to the application site.

1.3 Objectives

- 1.3.1 The current application strives to achieve the following objectives:-

- (a) *To fully utilise the land resources falling within “AGR” zone for temporary uses that are viable in operation, and compatible with the character of the surrounding environment without hindering the long-term planning intention of “AGR” zone; and*
- (b) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

1.4 Structure of the Planning Statement

- 1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the applied use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the applied use.

2. SITE PROFILE

2.1 Location and Current Conditions of the Application Site

2.1.1 The application site is accessible via a local track leading to Kong Nga Po Road. The application site is currently vacant and mostly paved. The land is currently not arable and cannot temporarily be rehabilitated for cultivation without extensive earth works.

2.2 Surrounding Land-use and Characteristics

2.2.1 The surrounding areas of the application site are of rural character mainly comprising open storage yards and workshop intermixed with temporary domestic structures, farmland, a plant nursery, vacant land and tree clusters. To the immediate south of the application site situates a vehicle repair workshop and open storage of vehicles covered by a valid planning permission (application No. A/NE-FTA/273).

2.2.2 To the immediate west and further north of the application site is an area zoned "Green Belt" ("GB") generally comprising wooded slopes. To the further west of the application site is an area zoned "Government, Institution or Community (1)" which is planned for co-locating various police facilities in the North District and a proposed police training facility, for which construction is currently in progress.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned “AGR” on the Current OZP (**Figure 2** refers). According to the Notes of the Current OZP, “AGR” zone is intended primarily to ‘retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose’. It is also intended to “retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes”.

3.1.2 As stipulated in the Notes of the Current OZP, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. The Remarks of “AGR” zone of the Current OZP also stated “...any filling of land shall not be undertaken...without the permission from the Town Planning Board...”. In this connection, the applicant wishes to seek planning permission from the Board for the applied use on a temporary basis of three years.

3.2 Previous Application

3.2.1 There was a previous application no. A/NE-FTA/35 for “Temporary Open Storage of Containers and Scrap Metals for a Period of 3 Years” which was rejected on 25.8.2000.

3.3 Similar Applications

3.3.1 There are similar applications for similar uses within the “AGR” zone(s) on the same Outline Zoning Plan in the past five years. Details of the similar applications are tabulated in **Table 1** below.

Table 1: Similar Planning Applications

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-FTA/242	Proposed Temporary Vehicle Repair Workshop (Private Car) and Open Storage of Vehicles for a Period of 3 Years and Associated Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (20.9.2024)
A/NE-FTA/245	Proposed Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land and Pond	"AGR"	Approved with condition(s) on a temporary basis (20.12.2024)

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-FTA/267	Proposed Temporary Vehicle Repair Workshop (Including Container Vehicle, Medium and Heavy Goods Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years	"AGR"	Approved with condition(s) on a temporary basis (24.10.2025)
A/NE-FTA/273	Proposed Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Office and Associated Filling of Land for a Period of 3 Years	"AGR"	Approved with condition(s) on a temporary basis (12.3.2026)

3.4 Town Planning Board Guidelines (TPB PG-No. 13G)

3.4.1 The application site entirely falls under Category 2 areas in 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) promulgated by the Board in April 2023.

3.4.2 According to the TPB PG-No.13G, "Category 2 are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years".

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

- 4.1.1 The application site has a total area of about 1,285m² (including 450m² of Government Land) and it is intended to utilize the application site for the applied use. A 1.8m high fencing will be erected along the application site boundary.
- 4.1.2 Three temporary structures, including a vehicle repair workshop, guard kiosk and meter room are proposed within the application site, providing a gross floor area (GFA) of about 320m². The remaining uncovered area would be served as circulation/manoeuvring space and provision of 2 parking space for private cars and heavy goods vehicles (HGVs) as well as a loading and unloading (L/UL) area. The Indicative Layout Plan is shown in **Figure 4** whilst the key development parameters for the applied use are detailed in **Table 2 and 3**.
- 4.1.3 The vehicle repair workshop would be used for routine maintenance, vehicles check, and minor vehicle repair works on company cars whenever required. The vehicle repair workshop would support the relocated operations of the open storage of containers approved under application No. A/NE-FTA/273. With its close proximity to the relocated operations, it would substantially reduce the likelihood of delays to the Applicant's daily operations caused by vehicle repairs being carried out at remote locations. The operation hours are between 8:00 a.m. and 10:00 p.m. from Monday to Sunday, including public holidays.
- 4.1.4 The application site is mostly paved, and the current application intends to regularise any prior filling of land. To fulfil the operational needs of the applied use, filling of land is proposed for creating a flat surface for manoeuvring or vehicles and erection of temporary structures. The application site (about 1,285m²) would be filled with concrete/soil with a depth of about 0.2m. The proposed ground level after filling of land is about +30.9mPD. The extent of the land filling area has been kept to minimal to meet the operational need (**Figure 5** refers).
- 4.1.5 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the modification of Short-Term Waiver (STW) for and permitting the structures to be erected once the current application is approved.

Table 2: Key Development Parameters

Applied Use	Proposed Temporary Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years
Operation Hours	From 8:00a.m. to 10:00p.m. from Monday to Sunday, including public holidays
Site Area	1,285m ² (including 450 m ² of Government Land)
Covered Area	About 320m ² (About 25%)
Uncovered Area	About 965m ² (About 75%)
Temporary Structure No(s). No. of Storey Maximum Height Total Floor Area	3 Not more than 1 storey Not more than 7m About 320m ²
Ingress/Egress	11m-Wide
No. of Parking Spaces Private Car (5m(L) x 2.5m(W)) HGVs (11m(L) x 3.5m(W))	2 1 1
Loading/Unloading (L/UL) Area (16m(L) x 3.5m(W))	1
Proposed Filling of Land Area Depth Materials	1,285m ² Not More than 0.2m Concrete/Soil

Table 3: Key Development Parameters for the Proposed Structures

Structure	Uses	Floor Area (About)	No. of Storey	Building Height (Not More Than)
A	Vehicle Repair Workshop (Open-shed Structure)	300m ²	1	7m
B	Guard Kiosk	15m ²	1	4m
C	Meter Room	5m ²	1	4m
	Total	320m ²		

4.2 Traffic Considerations

4.2.1 The application site can be accessed via local access leading to Kong Nga Po Road, featuring an ingress/egress point of about 7m wide. Within the application site, 2 parking spaces for private cars and HGVs are provided. A loading and unloading area is designated with the application site. Adequate space is allocated for goods vehicles to maneuver easily within the application site, ensuring that no vehicle needs to reverse onto the local access roads.

4.2.2 Trip generation/attraction are estimated based on the existing operation. It is estimated the development traffic will be 1 vehicles per hour (1pcu/hour) of one-way or 2 vehicles per hour (4 pcu/hour) of two way. Since the application site will be

designated for routine maintenance, vehicles check, and minor vehicle repair works, only occasional trips are expected. Therefore, the traffic generated by the proposed development is minimal.

- 4.2.3 In order to minimize any traffic impact, traffic management measures, including the provision of signs at the entrance/exit of the application site and deployment of staff to manage traffic are proposed. It is anticipated that no adverse traffic impacts would arise from the applied use.

4.3 Landscape and Visual Consideration

- 4.3.1 There are no trees observed within the application site boundary, thereby no tree felling is required for the applied use. While there are some existing trees located to the further west of the application site, these existing trees outside the applications site would remain unaffected.
- 4.3.2 Considering the application site is mostly paved and there is no existing tree within the application site, it has very low agricultural value at present. The application site is located in an area of rural character intermixed with warehouse, open storage yards, as such, the proposed development would induce no significant landscape impact and is considered compatible with the surrounding environment.
- 4.3.3 It is proposed that the application site will be fenced off to prevent direct visual contact from outside and the proposed development would be self-contained. The applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

4.4 Environmental Consideration

- 4.4.1 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the applied use is anticipated.

5. PLANNING JUSTIFICATIONS

5.1 In Line with Government Direction in Supplying Logistic Land to Support the Development of Logistic Industry and Promoting Cross-Boundary Business Services

5.1.1 The applied use aligns with government policy aimed at providing land for logistics, supporting the growth of the logistics industry, and promoting cross-boundary business services. Approving the current application will enable the Applicant to continue operations that support the Boundary Commerce and Industry Zone as outlined in the Northern Metropolis Action Agenda.

5.2 Support An Approved Development in Close Proximity and Facilitate Relocation of Existing Brownfield Operations Affected by Government Project

3.4.3 The current application intends to facilitate relocation of existing brownfield operations affected by government project so as to make way the implementation of the Kwu Tong North/Fanling North New Development Areas. By enabling the continued operation of these displaced brownfield businesses, it could ensure both the timely progression of the development as well as the sustained contribution of the displaced logistics businesses to the economy.

3.4.4 Part of the existing operations (22% of existing operations) has been relocated, and the Applicant has searched for additional locations for relocation to fully accommodate its existing spatial needs and meet operational requirement. Given the practical difficulties in locating suitable relocation sites and the urgency to meet operational needs, the Applicant intends to relocate part of the less robust operations—specifically the vehicle repair workshop—to the application site under this application. This will free up more space for open storage of containers at the site under planning application No. A/NE-FTA/273, which requires a substantial area for manoeuvring and open storage to facilitate efficient operations.

5.3 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)

5.3.1 The application site falls under Category 2 areas in the TPB PG-No. 13G promulgated by the Board in April 2023. According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

5.3.2 Considering that no adverse impacts on traffic, landscape, visual, drainage, sewerage

and environmental aspects in the surrounding areas are anticipated, the current application is considered not contrary to the TPB PG-No. 13G.

5.4 Compatible with Land Uses of the Surrounding Areas

5.4.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. The applied use is therefore considered to be compatible with the land uses of the surrounding areas. Additionally, planning applications for similar uses are approved in the vicinity of the application site, with site formation works commenced. The applied use is considered to fully commensurate with its local geographical settings and it is ideal to attain the utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.5 Not Jeopardizing the Planning Intention of “AGR” Zone

5.5.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of “AGR” zone may hardly be materialized in short term until the surrounding characteristics are entirely and compulsorily required to be utilized for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

5.5.2 The temporary nature of the applied use under the current application will by no means jeopardize the long-term planning intention of the “AGR” zone, considering that the applied use under the current application is only being applied for a period of 3 years.

5.6 No Adverse Traffic, Landscape, Visual, Environmental nor Infrastructural Impacts

5.6.1 The applied use is considered small in scale with infrequent trips anticipated. The traffic generation/attraction by the applied use is minimal.

5.6.2 A majority of the application site has been paved and there is no existing tree within the application site. The application site has low agricultural value at present and the proposed development would induce no significant landscape impact. It is proposed that the application site will be fenced off to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consists of open storages and warehouses. As a result, the applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

5.6.3 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant is committed to implementing good site practices and adhering to the latest “CoP” and comply with all environmental protection/ pollution control ordinances, throughout the construction

and operation stages of the proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the applied use is anticipated.

5.6.4 Since the application site has been paved and there will be no significant alteration to the site conditions, it is anticipated that no significant drainage impacts will arise from the applied use.

5.7 Not Setting an Undesirable Precedent

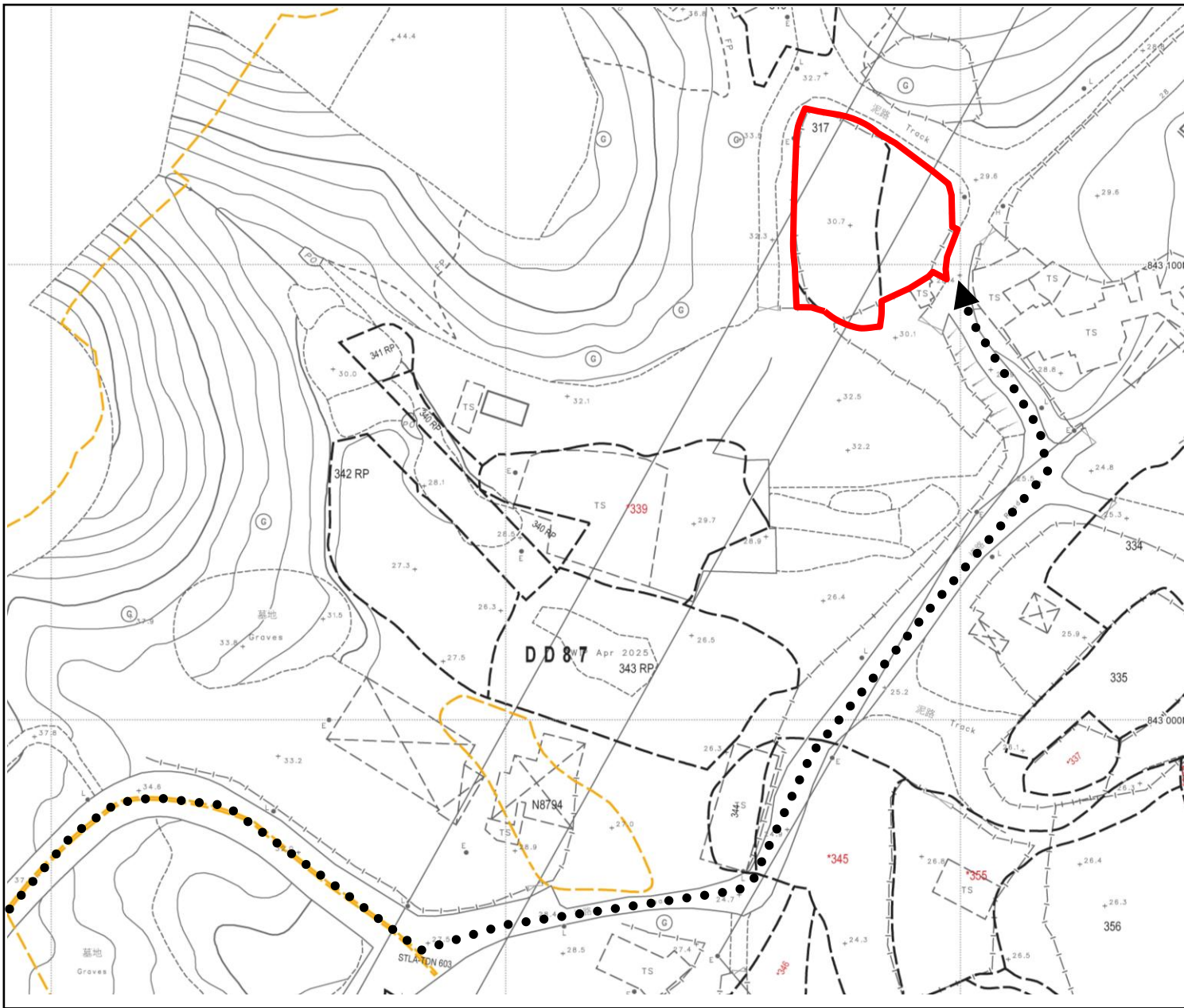
5.7.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

- 6.1 This Planning Statement is submitted to the Board in support of the current application for the applied use at the application site. This Planning Statement serves to provide background information and planning justifications in support of the applied use to facilitate consideration by the Board.
- 6.2 The application site falls with an area zoned “AGR” on Current OZP. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-
- (a) The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
 - (b) The current application facilitates the relocation of existing brownfield operations affected by government projects and allow better utilization use of available vacant land;*
 - (c) The applied use serves to support an approved development in close proximity;*
 - (d) The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
 - (e) The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
 - (f) The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
 - (g) No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
 - (h) The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*
- 6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.

List of Figures

Figure 1	Location Plan
Figure 2	Extract of Lot Index Plan (No. ags_ S00000124598_0001)
Figure 3	Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18
Figure 4	Indicative Layout Plan
Figure 5	Land Filling Plan
Figure 6	Indicative Plan Showing the Location of Existing Operations



LEGEND:



Application Site Boundary



Access to the Application Site
From Kong Nga Po Road

(For Indicative Purposes Only)

Project:

Section 16 Planning Application for Proposed Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Temporary Period of 3 Years at Lot No. 317 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:

Location Plan

Figure:

1

Scale:

Not to Scale

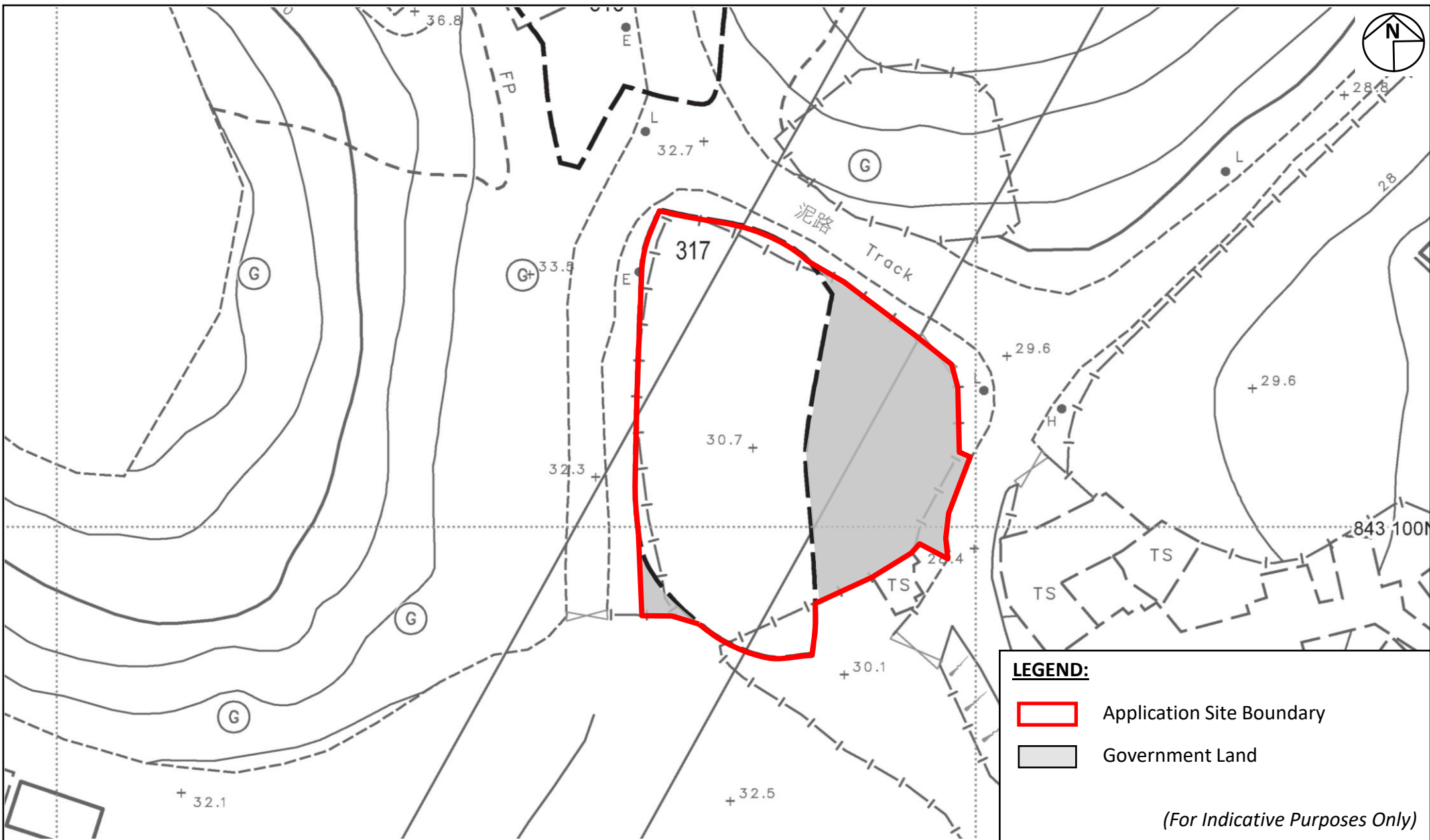
Date:

Mar 2026

Ref.: ADCL/PLG-10339/R001/F001



AIKON DEVELOPMENT CONSULTANCY LTD.



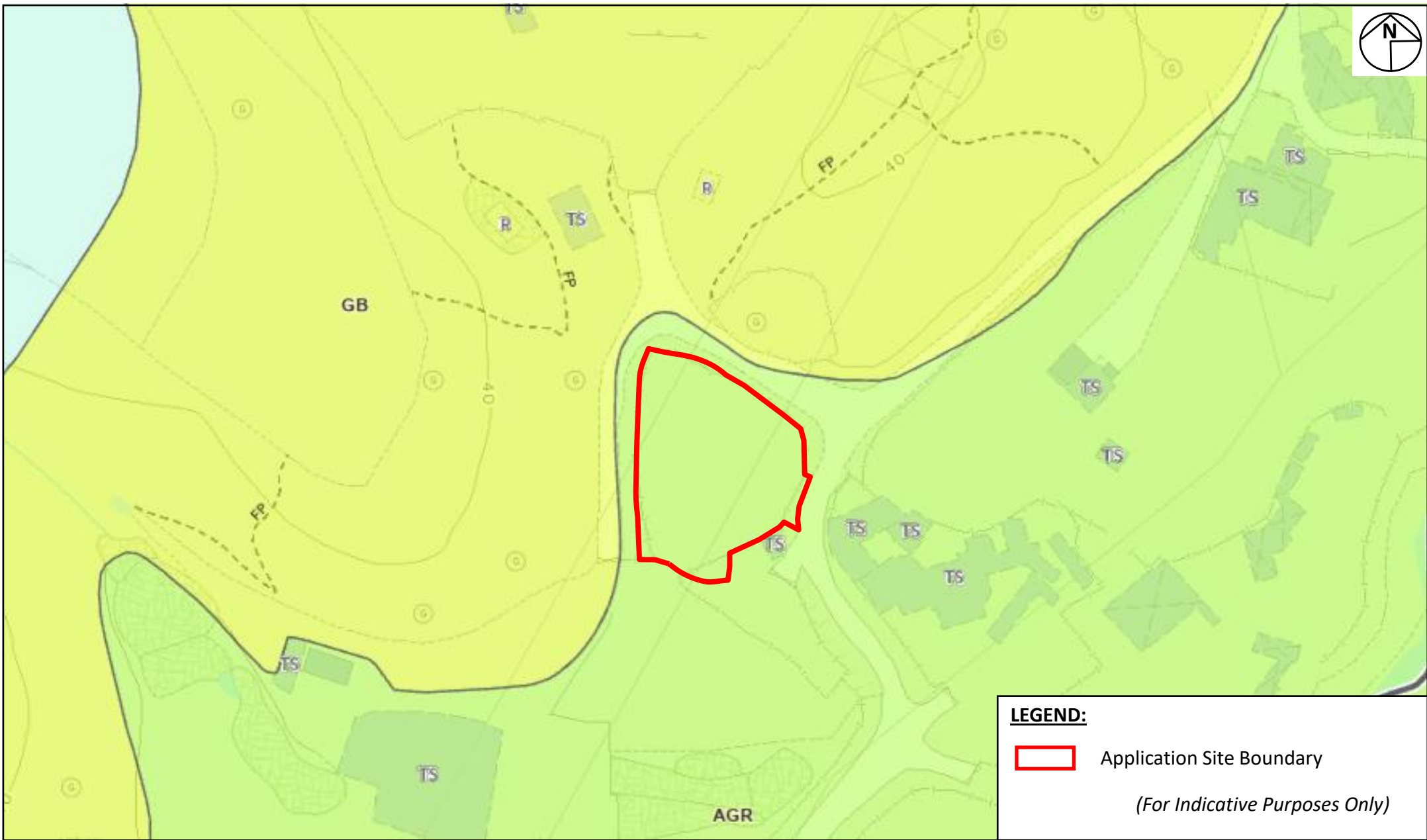
Project:
 Section 16 Planning Application for Proposed Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Temporary Period of 3 Years at Lot No. 317 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:
 Extract of Lot Index Plan (No. ags_S00000124598_0001)


Figure:
 2
Scale:
 Not to Scale
Date:
 Mar 2026

Ref.: ADCL/PLG-10339/R001/F002





LEGEND:

 Application Site Boundary

(For Indicative Purposes Only)

Project:
Section 16 Planning Application for Proposed Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Temporary Period of 3 Years at Lot No. 317 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

Title:
Extract of Approved Fu Tei Au And Sha Ling Outline Zoning Plan No. S/NE-FTA/18

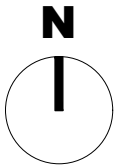
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Figure:
3

Scale:
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Date:
Mar 2026











DEVELOPMENT PARAMETERS

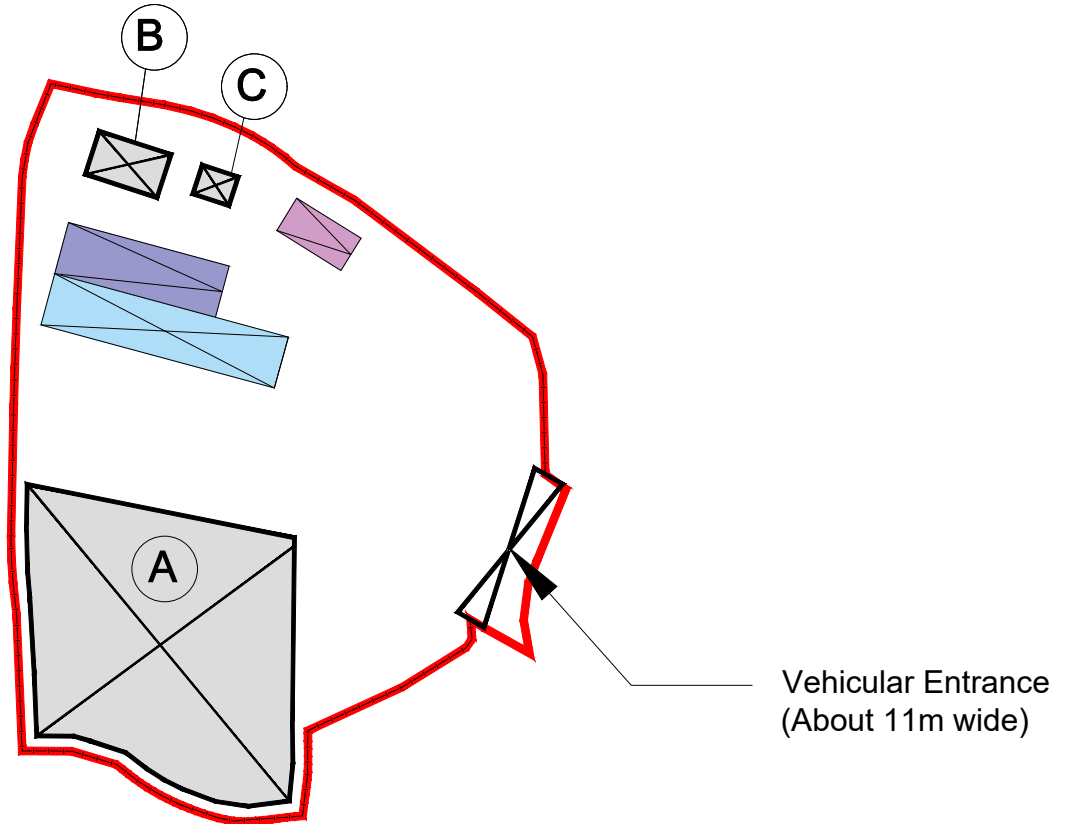
APPLICATION SITE : 1,285 SQ.M. (ABOUT)
COVERED AREA : 320 SQ.M. (ABOUT)
UNCOVERED AREA : 965 SQ.M. (ABOUT)

PARKING AND LOADING/UNLOADING PROVISION

PARKING SPACE (PC) : 1 NOS. (5 M(L) X 2.5 M(W))
PARKING SPACE (HGV): 1 NOS. (11 M(L) X 3.5 M(W))
L/UL AREA : 1 NOS. (16 M(L) X 3.5 M(W))

LEGEND

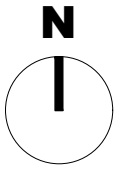
-  Application Site Boundary
 -  Proposed Boundary Fencing
 -  Proposed Structure
 - A: Vehicle Repair Workshop (GFA: about 300 sq.m. / 1 Storey, 7m)
 - B: Guard Kiosk (GFA: about 15 sq.m. / 1 Storey, 4m)
 - C: Meter Room (GFA: about 5 sq.m. / 1 Storey, 4m)
 -  Loading/Unloading Area (Container Vehicle)
 -  Parking Space (HGV)
 -  Parking Space (PC)
- (For identification only)






INDICATIVE LAYOUT PLAN

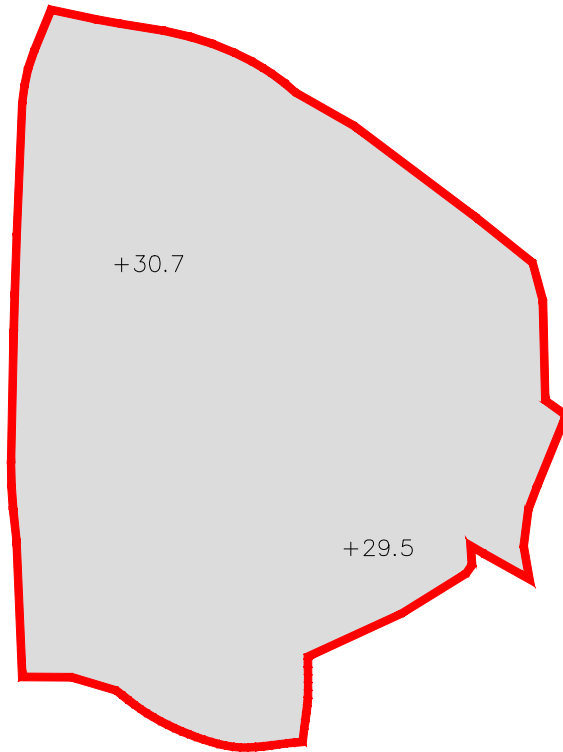
SCALE 1:500

Figure 4



LEGEND

-  Application Site Boundary
 -  Filling of Land (About 1,285 sq.m.)
 -  +28.6 Proposed Level
- (For identification only)



LAND FILLING PLAN

SCALE 1:500

Figure 5

