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

Cheryl Tsz Man TSANG/PLAND

寄件者: AI TSANG <[redacted]>
寄件日期: 2026年07月14日星期二 13:46
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: A/NE-MKT/68
附件: DD86 97 98 99 101 Layout Plan A1 (1).pdf

類別: Internet Email

Dear Madam,

Please find attached the consent letter for access rights regarding DD 90 Lot 518, along with the revised layout plan which now includes the working area for the mobile crane.

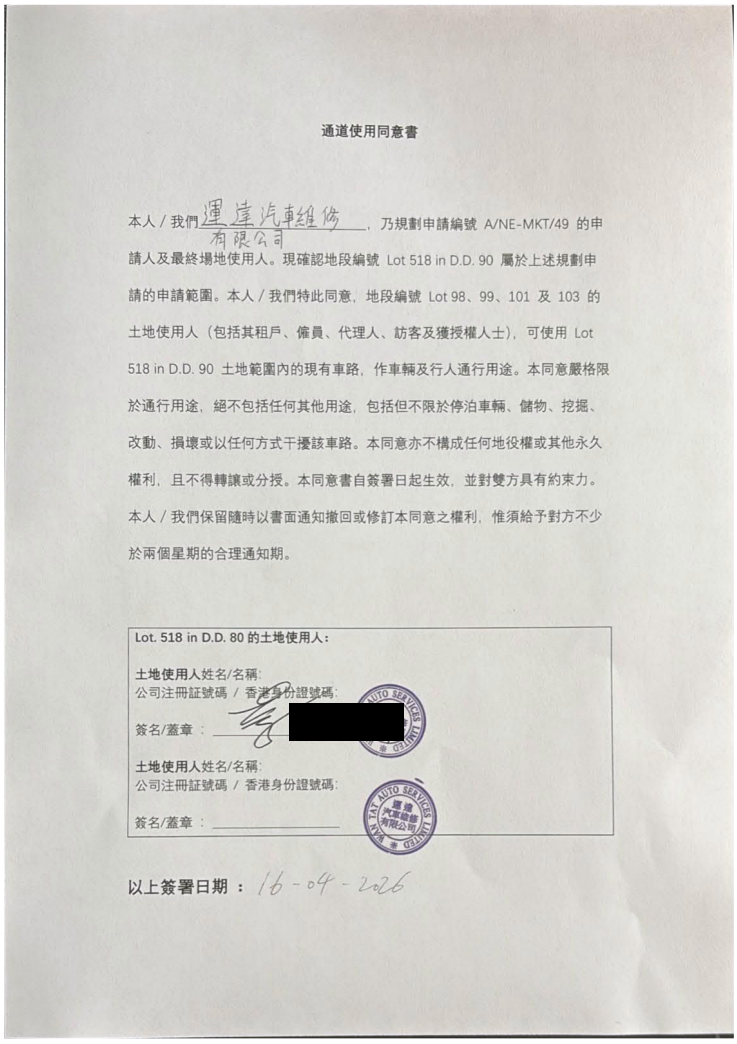
Additionally, the applicant wishes to clarify that the proposed land filling refers strictly to the existing land fill. No further filling works will be conducted in the future.

Best regards,

Carter Tsang

[redacted]

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



通道使用同意書

本人 / 我們運達汽車維修有限公司，乃規劃申請編號 A/NE-MKT/49 的申請人及最終場地使用人。現確認地段編號 Lot 518 in D.D. 90 屬於上述規劃申請的申請範圍。本人 / 我們特此同意，地段編號 Lot 98、99、101 及 103 的土地使用人（包括其租戶、僱員、代理人、訪客及獲授權人士），可使用 Lot 518 in D.D. 90 土地範圍內的現有車路，作車輛及行人通行用途。本同意嚴格限於通行用途，絕不包括任何其他用途，包括但不限於停泊車輛、儲物、挖掘、改動、損壞或以任何方式干擾該車路。本同意亦不構成任何地役權或其他永久權利，且不得轉讓或分授。本同意書自簽署日起生效，並對雙方具有約束力。本人 / 我們保留隨時以書面通知撤回或修訂本同意之權利，惟須給予對方不少於兩個星期的合理通知期。

Lot. 518 in D.D. 80 的土地使用人：

土地使用人姓名/名稱:
公司注冊証號碼 / 香港身份證號碼:
簽名/蓋章 : [redacted]

土地使用人姓名/名稱:
公司注冊証號碼 / 香港身份證號碼:
簽名/蓋章 : _____

以上簽署日期 : 16-04-2026

通道使用同意書

本人 / 我們運達汽車維修有限公司，乃規劃申請編號 A/NE-MKT/49 的申請人及最終場地使用人。現確認地段編號 Lot 518 in D.D. 90 屬於上述規劃申請的申請範圍。本人 / 我們特此同意，地段編號 Lot 98、99、101 及 103 的土地使用人（包括其租戶、僱員、代理人、訪客及獲授權人士），可使用 Lot 518 in D.D. 90 土地範圍內的現有車路，作車輛及行人通行用途。本同意嚴格限於通行用途，絕不包括任何其他用途，包括但不限於停泊車輛、儲物、挖掘、改動、損壞或以任何方式干擾該車路。本同意亦不構成任何地役權或其他永久權利，且不得轉讓或分授。本同意書自簽署日起生效，並對雙方具有約束力。本人 / 我們保留隨時以書面通知撤回或修訂本同意之權利，惟須給予對方不少於兩個星期的合理通知期。

Lot. 518 in D.D. 80 的土地使用人：

土地使用人姓名/名稱:
公司注冊証號碼 / 香港身份證號碼:

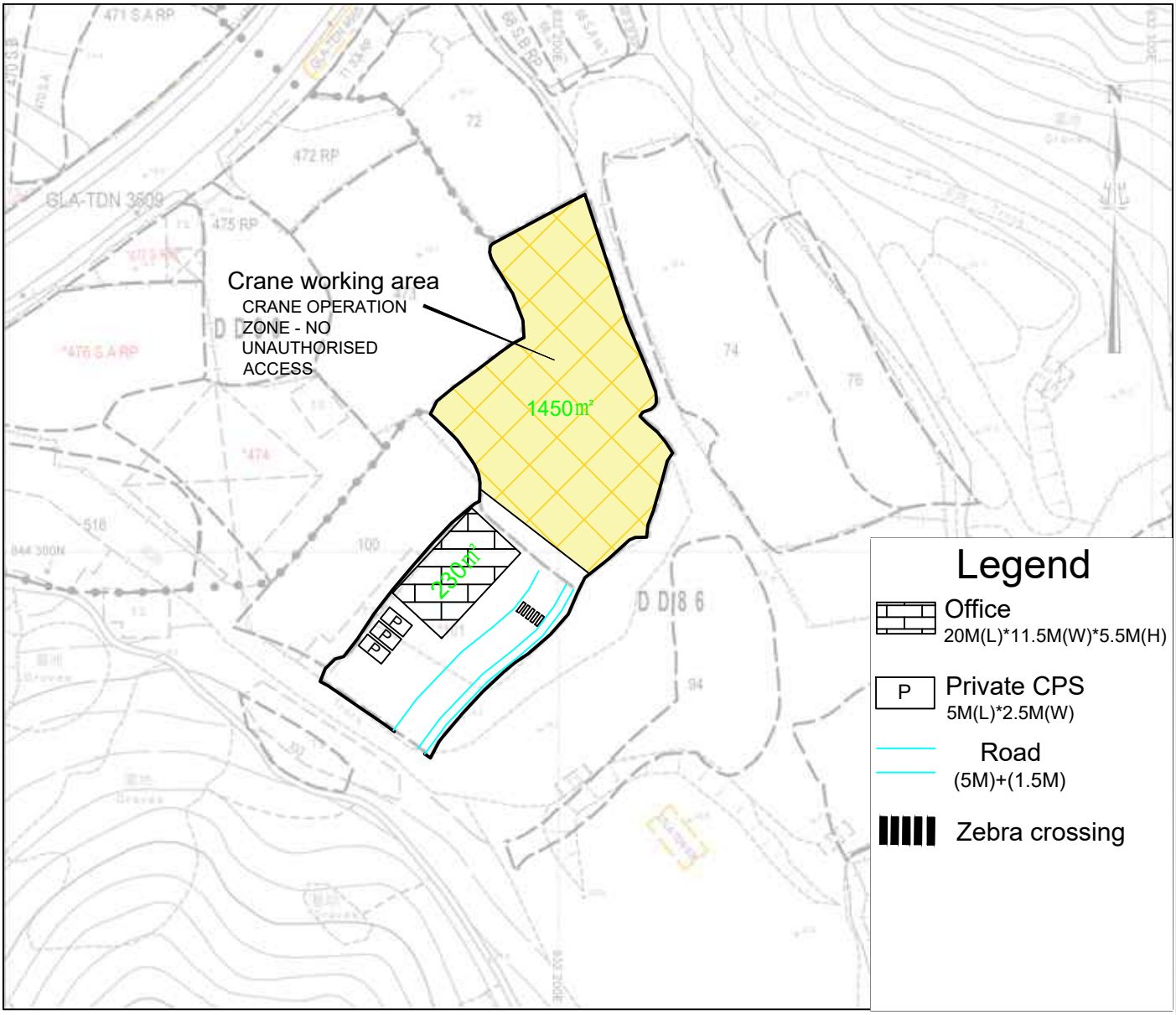
簽名/蓋章 : [redacted]

土地使用人姓名/名稱:
公司注冊証號碼 / 香港身份證號碼:

簽名/蓋章 : _____

運達汽車維修有限公司 WAN TAT AUTO SERVICES LIMITED

以上簽署日期 : 16-04-2026



Total Site Area: 2400㎡(About)

Layout Plan

YING SHING

(HOPEWELL)

ENGINEERING CO.LTD.

Scale 1:1000

0 10 20 30 40 50 m

July 2026

Annex 1

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

Cheryl Tsz Man TSANG/PLAND

寄件者: AI TSANG <[redacted]>
寄件日期: 2026年07月15日星期三 17:33
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: MKT/68 clarification
附件: P6.pdf; A_NE_MKT_68_Planning_Statement.pdf

類別: Internet Email

Dear Madam,

Please find attached revised planning statement of section 1,4,5,11 and application form page 6.

The Applicant also clarify that the ratio of traineers to trainers ：

Theory Class:
Maximum ratio of 8 trainees to 1 trainer.

Practical Training:
1:1 trainee-to-trainer supervision, with each trainee individually supervised by a dedicated trainer during crane operation and practical assessment.

There are two trainers anticipated in this course.

Thanks and regards

Carter Tsang

Proposed operating hours 擬議營運時間
星期一至星期五上午9時至下午5時；星期六、星期日及公眾假期不營運

(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	☑ 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)) 鄉村小路連接蓮麻坑路 ☐ 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）
	No 否	☐

(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	☐ Please provide details 請提供詳情
	No 否	☑
(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	☑ (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) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 …… sq.m 平方米 ☐About 約 Depth of filling 填塘深度 …… m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 2400 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 1.2 m 米 ☑About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積…… sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ……m 米 ☐About 約
	No 否	☐

(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 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

PLANNING STATEMENT

Section 16 Application

Proposed Temporary Training Centre for Construction Industry

(Experienced Operator Training for Crawler-mounted Fixed Jib Crane)

with Ancillary Office and Associated Filling of Land for a Period of 3 Years

Lots 97, 98, 99 and 101 in D.D. 86, Ta Kwu Ling, New Territories

Applicant: WAI WAH MECHANICAL LIMITED (偉華機械有限公司)

Authorised Agent: YING SHING (HOPEWELL) ENGINEERING COMPANY LIMITED (英盛(合和)工程有限公司)

June 2026

Contents

1. Executive Summary

This Planning Statement supports a Section 16 application by WAI WAH MECHANICAL LIMITED (偉華機械有限公司) (the "Applicant"), with YING SHING (HOPEWELL) ENGINEERING COMPANY LIMITED (英盛(合和)工程有限公司) acting as the authorised agent, for temporary use of Lots 97, 98, 99 and 101 in D.D. 86, Ta Kwu Ling, New Territories (the "Site").

The applied use follows the Applicant's authorisation letter and should be described in full as: Proposed Temporary Training Centre for Construction Industry (Experienced Operator Training for Crawler-mounted Fixed Jib Crane) with Ancillary Office and Associated Filling of Land for a Period of 3 Years. This full description is material because the proposal is not a general training centre, storage yard, workshop or car park; it is a specialised construction machinery and crane operator training venue.

The Site has an area of about 2,400 sq.m and falls within an "Agriculture" ("AGR") zone. The proposal is temporary, reversible and subject to planning control, Labour Department (LD) safety training requirements and site management measures. The training activity is vocational and safety-related in nature, with limited class size, daytime operation and no unrelated industrial or open storage activities.

The proposal includes associated filling of land over the Site, with a filling area of about 2,400 sq.m and a filling depth of about 1.2 m, equivalent to an estimated filling volume of about 2,880 cu.m. The filling is required to create a level and stable working surface for crane outriggers, crane positioning, lifting practice, examination layout, pedestrian circulation and emergency access.

The ancillary office has a floor area of about 230 sq.m and will accommodate classroom/briefing, course administration, trainer preparation, first-aid, record keeping, rest/storage and two toilets. Three private car parking spaces are provided only for staff, trainers and operational personnel. Trainees, examinees and visitors will not be allowed to park on-site and will be required to use public transport. According to the Applicant, the nearest public transport stop is about 30 m from the Site.

According to the Applicant, LD has verbally recognised the proposed DD86 site selection through telephone communications. The Applicant and training operator will continue to follow LD's formal course, venue and equipment approval procedures and will comply with all written approval conditions and instructions issued by LD. This application seeks planning approval so that the venue can be regularised and operated under the relevant statutory and administrative control systems.

2. Applicant, Authorisation and Applied Use

The Applicant is WAI WAH MECHANICAL LIMITED (偉華機械有限公司). The authorised agent is YING SHING (HOPEWELL) ENGINEERING COMPANY LIMITED (英盛(合和)工程有限公司). The authorisation letter specifically authorises the agent to follow up the Section 16 planning application for Lots 97, 98, 99 and 101 in D.D. 86, Ta Kwu Ling, New Territories.

The applied use is stated in the authorisation letter as a temporary construction industry training centre for experienced operator training for crawler-mounted fixed jib crane, with ancillary office and associated filling of land, for a period of three years. The planning statement therefore adopts the full use description below:

English use description	Proposed Temporary Training Centre for Construction Industry (Experienced Operator Training for Crawler-mounted Fixed Jib Crane and Wheeled Hydraulic Telescopic Boom Crane) with Ancillary Office and Associated Filling of Land for a Period of 3 Years
Chinese use description	擬議臨時建造業訓練中心（履帶式固定吊臂起重機資深操作員訓練）連附屬辦公室及相關填土工程，為期三年

This description is intentionally complete. It makes clear that the planning application covers the training centre use and its ancillary office and filling works. Parking spaces, toilets, internal circulation and safety routes are operational facilities subordinate to the training centre and are not independent applied uses.

3. Site and Planning Context

The Site comprises Lots 97, 98, 99 and 101 in D.D. 86, Ta Kwu Ling, New Territories. The total site area is about 2,400 sq.m. The Site is accessible from Lin Ma Hang Road / the local access serving the area and is large enough to accommodate a training yard, crane operating area, internal circulation route, pedestrian route, staff-only parking, ancillary office and sanitary facilities.

The Site is zoned "Agriculture" ("AGR") under the relevant statutory plan. The long-term planning intention of the AGR zone is acknowledged. However, the proposed use is temporary for three years and is reversible. It will not permanently sterilise the land for agricultural use, and reinstatement can be required upon expiry or cessation of the planning permission.

The surrounding area is rural in character. The proposed use will be operated as a controlled vocational training venue with a small class size and daytime operation. It is materially different from general open storage, vehicle repair, waste handling or industrial operations and is not expected to cause unacceptable incompatibility with the surrounding land-use context.

A site and surrounding photographic record should be inserted in Section 14.1 to visually demonstrate the existing site condition, access arrangement, nearby public transport provision and surrounding rural setting.

4. Development Proposal

4.1 Development parameters

Item	Proposed arrangement
Applied use	Temporary Training Centre for Construction Industry (Experienced Operator Training for Crawler-mounted Fixed Jib Crane) with Ancillary Office and Associated Filling of Land
Permission period sought	3 years
Site area	About 2,400 sq.m
Planning zone	Agriculture (AGR)
Filling of land	About 2,400 sq.m, about 1.2 m in depth; estimated volume about 2,880 cu.m
Ancillary office	About 230 sq.m; about 20 m (L) x 11.5 m (W) x 5.5 m (H)
Sanitary facilities	Two toilets within the ancillary office
Parking	Three private car parking spaces for staff/trainers/operational personnel only
Trainee/visitor parking	Not allowed on-site; trainees/examinees/visitors to use public transport
Public transport	Nearest public transport stop about 30 m from the Site according to the Applicant
Operating hours	9:00 a.m. to 5:00 p.m., Monday to Friday, excluding weekends and public holidays
Class size	Maximum 8 trainees per class
Practical supervision	1:1 trainee-to-trainer supervision during crane operation/practical assessment

4.2 Layout and safety arrangement

The ancillary office will function as the administrative and learning support facility for the training centre. It will accommodate trainer preparation, course administration, first-aid, trainee briefing, records, rest/storage and two toilets. It is ancillary to the outdoor training use and will not be used for unrelated commercial activities.

The remaining area will function as the outdoor training and examination yard. The layout provides staff-only parking, a defined internal vehicular route, a separated pedestrian route and a zebra crossing. The training and crane operating zone will be controlled by safety cones, warning signs, temporary barriers and staff supervision during practical operation and examination.

5. Training Courses and Operational Control

The training centre is intended to provide experienced operator training for crawler-mounted fixed jib crane only, as stated in the authorization letter. The training courses will follow the Labour Department's approved syllabus for experienced crane operators. Each class will be limited to a maximum of 8 trainees. During practical operation, each trainee will be individually supervised by a trainer (1:1 ratio). All training and examinations will be conducted strictly in accordance with Labour Department's formal approval, conditions and instructions. The training operator will maintain trainer qualification, examination monitoring, trainee attendance, record keeping, personal protective equipment and other safety measures as require requirement for the Department.

6. Labour Department Safety Training Framework and Site Selection

Crane operator training is directly related to Hong Kong's occupational safety regime. Under the Factories and Industrial Undertakings (Lifting Appliances and Lifting Gear) Regulations (Cap. 59J), crane operators in industrial undertakings are required to hold valid certificates issued under the relevant statutory and administrative framework. LD approval conditions for mandatory safety training courses also regulate course design, trainers, examinations, training venues, training equipment, record keeping and monitoring.

According to the Applicant, LD has verbally recognised the proposed DD86 site selection through telephone communications. This verbal recognition is an important supporting factor showing that the Site has been considered acceptable in principle for further course and venue processing. The Applicant and training operator will continue to obtain and comply with formal written LD approval, approval conditions and written instructions before and during operation of the relevant training courses.

This LD-related context is a material planning consideration. The proposal serves a recognised safety training function and will be subject to class-size limits, trainer approval, practical assessment requirements, training records, monitoring inspections and complaint handling arrangements. The planning permission, if granted, would allow these safety training arrangements to be accommodated at a proper and controlled site.

6.1 Six-month search for a suitable training site

According to the Applicant, Wai Wah has spent about six months searching for a suitable site for the proposed construction machinery and crane operator training centre. The search was difficult because a training centre of this nature requires a combination of planning, safety, operational and community factors: adequate site area, a stable and level surface, sufficient manoeuvring space for cranes, safe access, compatibility with Labour Department training requirements, manageable rent, and sufficient separation from residential sensitive receivers.

During the site search, a number of potential locations were not suitable. Some landowners were unwilling to lease land for training use or considered the rent level too low; some sites were located too close to residential uses and could give rise to perceived nuisance concerns; some sites were too small, had poor access, or were not suitable for safe crane manoeuvring and training layout. The present Site was therefore selected after practical screening, rather than for convenience alone.

6.2 Suitability of the current DD86 site

The current Site is suitable for the applied use for several reasons. First, the landlord is supportive of the training purpose and is willing to provide the land at an affordable rent, which helps the Applicant maintain training continuity and affordability. Secondly, the surrounding environment is rural and, according to the Applicant, is not in close proximity to residential clusters or other sensitive receivers; this reduces the risk of nuisance concerns. Thirdly, the Site has sufficient area to accommodate the training yard, ancillary office, pedestrian route, staff-only parking and internal manoeuvring areas.

The Site also enjoys practical transport advantages. Public transport is available within about 90m of the Site, allowing trainees and visitors to travel by public transport rather than by private car. This supports the proposed parking control measure under which the three private car parking spaces are reserved for staff, instructors and operational personnel only.

6.3 Relevance of the earlier Ma Tso Lung application (A/NE-MTL/13) and implementation lesson

The Applicant has explained that its search for a reliable training venue should be understood against the background of an earlier Ma Tso Lung case. Application No. A/NE-MTL/13 concerned a proposed temporary training centre for construction industry with ancillary office and associated filling of land at Lots 869 RP and 870 RP in D.D. 96, Ma Tso Lung, also within an AGR zone. The official RNTPC Paper records that the proposed use would offer crane-operator training courses and include designated areas for crawler-mounted crane, truck-mounted crane and wheeled telescopic mobile crane training. The RNTPC minutes record that the application was approved on 24 October 2025 on a temporary basis for three years until 24 October 2028, subject to approval conditions.

According to the Applicant, that earlier venue could not be carried forward smoothly because the relevant landowner was unwilling to take responsibility for implementing the technical approval conditions, particularly drainage and fire service-related requirements. The Applicant states that this caused the training operation to be suspended for about two months, during which it continued to receive many enquiries from potential trainees concerned about whether training could resume. This experience demonstrates that the present application is not a speculative proposal, but a necessary replacement and improvement of a real training function already accepted in planning terms in a comparable AGR context.

The current DD86 Site addresses that key implementation risk. It is larger, more accessible to trainees, and, according to the Applicant, the landlord is supportive of the training purpose, is willing to provide the site at an affordable rent, and has committed to taking responsibility for the required approval conditions and safety facilities. This provides a materially stronger basis for timely implementation and long-term compliance than the previous venue.

7. Need, Public Interest and Construction Manpower Relevance

7.1 Public works pipeline and the need for trained lifting personnel

The need for the proposed training centre should be assessed against Hong Kong's medium-term construction pipeline, not merely against the Applicant's private operational needs. The Government's 2026-27 Budget states that capital works expenditure for 2026-27 is estimated at about HK$128 billion, and that annual capital works expenditure from 2027-28 to 2030-31 will remain at a similar high level. This continuing public works pipeline will require a stable supply of trained construction personnel, including personnel competent in lifting, plant and machinery operation, rigging and safety supervision.

The Development Bureau, responding to the Construction Industry Council's updated construction expenditure and manpower forecasts released in April 2026, further stated that the CIC estimates total construction expenditure of the industry to reach about HK$305 billion to HK$360 billion in 2030/31. The Development Bureau also identified greater manpower shortages in trades including plant and machinery operation, rigger, and electrical and mechanical installation, particularly due to the expected increase in infrastructure-related projects such as land formation works for the Northern Metropolis and railway projects.

This is directly relevant to the present application. Crane operation and lifting work are not peripheral activities; they are critical enabling skills for land formation, foundation works, superstructure works, railway works, public housing, Modular Integrated Construction logistics and large-scale infrastructure delivery. Without a steady training pipeline for qualified crane operators and lifting-related personnel, project safety, productivity and programme delivery may be affected.

7.2 New entrants, re-employment and upward mobility

The proposed use also carries public interest in employment and social mobility. According to the latest available Government labour force statistics published by the Census and Statistics Department for February-April 2026, the seasonally adjusted unemployment rate stood at 3.7%, the underemployment rate was 1.5%, and the number of unemployed persons was about 139,200. These figures show that, despite an overall stable labour market, there remains a sizeable pool of people who may benefit from practical skills training and pathways into sectors with medium-term manpower demand.

The proposal is therefore not simply a training facility for existing operators. It can also support re-employment and career transition by providing a practical route for suitable unemployed persons, underemployed persons, school leavers, young adults and workers seeking a more stable skilled trade pathway. Crane and lifting skills are particularly suitable for vocational mobility because they are concrete, assessable, safety-regulated and linked to recognised operator certification.

At the same time, the industry needs new blood. The Legislative Council Research Office has noted that Hong Kong's youth population aged 15 to 24 shrank by 19.5% over the past seven years. In that context, suitable vocational training facilities are needed to make construction-related skills more visible, more accessible and more attractive to younger people. A well-managed training centre can help present the construction industry as a professional, safety-conscious and skills-based career option, rather than merely as manual labour.

7.3 Alignment with Northern Metropolis, Greater Bay Area and national development context

The application is also consistent with Hong Kong's broader development context. The 2026-27 Budget indicates that the current-term Government is committed to expanding economic capacity, enhancing competitiveness, expediting the development of the Northern Metropolis and capitalising on opportunities under the Guangdong-Hong Kong-Macao Greater Bay Area. The Northern Metropolis, railway-related projects, public housing and other infrastructure works will continue to generate demand for construction skills over the medium term.

The proposed training centre is modest in physical scale, but it supports a strategic workforce function. It contributes to the local supply of trained lifting personnel for infrastructure works that are important to Hong Kong's development and its integration with the Greater Bay Area. It also provides a practical skill route for both young people and re-employment candidates, thereby assisting social mobility and labour-market resilience.

7.4 Labour Department safety framework and public safety benefit

According to the Applicant, the Labour Department has verbally recognised the proposed DD86 site selection through telephone communications. The Applicant will continue to complete the formal course, site and equipment approval procedures and will operate only in accordance with the Labour Department's written approvals, approval conditions and instructions. The Labour Department context is important because the proposed use is tied to a recognised safety training framework, not a general commercial machinery operation.

The public safety benefit is clear: lifting operations are high-risk activities. Proper training reduces risks associated with crane stability, ground conditions, lifting gear, hand signals, exclusion zones, emergency procedures and co-ordination between machine operators and ground personnel. The Site, with associated filling of land, controlled layout, trainer supervision and limited class size, is designed to provide the safe practical setting required for such training.

7.5 Questionnaire survey findings and direct relevance to the Application

To supplement the need assessment, the Applicant completed a questionnaire survey based on the survey questions prepared for this application. A total of 200 valid responses were received. The results provide demand-side evidence that the proposed training centre is not merely a private business arrangement, but is connected to genuine public interest in construction employment, re-employment and practical skills development.

The survey indicates that 65% of respondents were aged 18 to 34, directly reflecting the youth and young adult cohort that Hong Kong needs to attract into skilled construction trades. 8% of respondents were unemployed, awaiting work or in career transition. This supports the planning argument that the proposed training centre can serve both young entrants and persons seeking re-employment or a new skill pathway.

In terms of interest, 76% of respondents indicated that they were interested or very interested in joining the construction industry, and 62% indicated that they were interested or very interested in learning lifting / crane-related skills. More importantly, when training fees are reasonable and transport is convenient, 78% indicated that they would be willing or possibly willing to enrol in relevant training. These results directly support the need for an accessible, affordable and safety-supervised training centre.

The top three barriers identified were: (i) uncertainty about entry pathways; (ii) lack of training / certification; and (iii) high training costs. The top three support factors requested were: (i) adequate safety training; (ii) clear recognised certificate information; and (iii) convenient transport. The present application responds directly to those concerns by providing a dedicated training venue linked to the Labour Department safety training framework, clear course and certificate pathways, and a location with public transport access within about 30 m.

The questionnaire findings therefore strengthen the planning merits of the application: there is clear potential demand, the proposed use addresses real barriers to entering the industry, and the Site's accessibility and controlled training environment are directly relevant to the needs identified by respondents.

Table 1: Summary of questionnaire survey findings

Survey item	Result / summary
Valid responses	200 responses
Respondents aged 18-34	65%
Respondents unemployed / awaiting work / in career transition	8%
Interested / very interested in joining the construction industry	76%
Interested / very interested in lifting / crane-related training	62%
Willing / possibly willing to enrol if fees are reasonable and transport is convenient	78%
Top three barriers	1. Unclear entry pathways 2. Lack of training / certification 3. High training costs
Top three support needs	1. Safety training 2. Recognised certificate information 3. Convenient transport

7.6 Applicant's training track record, employment outcomes and employer demand

The Applicant's own operating experience further reinforces the need assessment. According to Wai Wah, in the past three years there has been consistent course demand, with around two classes per month and no failure to open classes due to lack of enrolment. While class size at the proposed venue will be subject to the relevant Labour Department approval requirements and on-site safety control, the historical demand profile shows that the training service is used regularly rather than occasionally.

Wai Wah also advises that trainees cover a wide age range from about 20 to 60, with most concentrated in the 30 to 40 age group. About half of the trainees are reported to be unemployed or in career transition and wish to acquire a skill to enhance employability, while the other half are existing employees of engineering

companies seeking skills upgrading and higher earning potential. This confirms that the proposed training centre would support both re-employment and upward mobility within the industry.

According to Wai Wah, the pass rate for practical assessment has generally exceeded 90%, while the written examination pass rate has generally exceeded 80%. Wai Wah also reports that nearly 90% of trainees followed up after course completion either found new work or obtained salary improvement. These figures indicate that the training is not merely theoretical, but has tangible employment and skills-upgrading outcomes.

Employer demand is also present. Wai Wah reports that engineering companies regularly require staff training and that, in recent months, one employer, 匯進工程有限公司, arranged for 11 staff members to attend training. This demonstrates direct demand from the construction and engineering sector, not just individual interest.

The course has also been operated with a good safety record. According to Wai Wah, since the course commenced in May 2020, there has been no accident, no enforcement breach and no complaint arising from the course operation. This track record supports the Applicant's case that the proposed use can be operated safely and responsibly under proper site and training controls.

Table 2: Applicant's training and employment information

Information item	Applicant's information / planning relevance
Historical course demand	Around two classes per month, with no class unable to open due to insufficient demand in the past three years (according to Wai Wah).
Trainee profile	Age range approximately 20-60, mostly concentrated at 30-40.
Employment background	About half unemployed / in career transition; about half existing engineering-company employees seeking upskilling and salary improvement.
Assessment outcomes	Practical assessment pass rate generally above 90%; written examination pass rate generally above 80%.
Post-course outcomes	Nearly 90% reportedly found new work or obtained salary improvement after course completion.
Employer demand	Engineering-company demand exists; one recent employer, 匯進工程有限公司, arranged 11 staff members for training.
Safety and compliance record	No accidents, breaches or complaints reported since course commencement in May 2020.
Enquiry pressure during suspension	During the approximate two-month suspension arising from the earlier venue issue, close to 100 enquiries were reportedly received from potential trainees.

8. Associated Filling of Land

The associated filling of land is a central part of the proposal. The filling area is about 2,400 sq.m and the filling depth is about 1.2 m, giving an estimated volume of about 2,880 cu.m. The purpose is to form a level, firm and stable training surface suitable for safe crane operation.

For crane training and examination, ground stability is a safety requirement. A wheeled hydraulic telescopic boom crane and a crawler-mounted fixed jib crane require suitable ground conditions for crane positioning, outrigger or track bearing, lifting test layout, pedestrian control, equipment movement and emergency access. Uneven, soft or waterlogged ground would increase the risk of settlement, instability, slips, vehicle skidding and conflicts between trainees, vehicles and equipment.

The filling works will not involve stream diversion, pond filling or excavation. Clean inert fill material will be used. The Applicant will adopt good site practice to prevent dust nuisance, muddy runoff, blockage of drainage channels and adverse effects on adjoining land. Drainage proposals or other technical submissions will be provided and implemented if required by approval conditions.

The filling and any temporary hard surface are reversible. Upon expiry or cessation of the planning permission, the Applicant will reinstate the Site in accordance with the requirements of the Town Planning Board and relevant government departments.

Photos of the existing ground condition and the proposed filling/training yard area should be inserted in Section 14.1 to support the safety justification for the associated filling of land.

9. Traffic, Public Transport and Pedestrian Safety

9.1 Staff-only parking

Three private car parking spaces will be provided within the Site. They will be reserved strictly for staff, trainers and operational personnel. Trainees, examinees, visitors and other outside persons will not be allowed to park on-site. This restriction will be set out in enrolment information, course confirmation notices and on-site signage.

9.2 Public transport for trainees and visitors

Trainees, examinees and visitors will be required to travel to the Site by public transport. According to the Applicant, the nearest public transport stop is about 30 m from the Site. No coach parking, visitor parking or trainee parking will be provided. Course schedules will be managed to avoid concentrated arrivals and departures.

9.3 Internal pedestrian and vehicular separation

The layout separates vehicle movement from pedestrian movement by providing a 5 m vehicular route, a 1.5 m pedestrian route and a zebra crossing. Staff will monitor trainee arrival, departure and movements during training. Warning signs, cones, speed control signs and temporary barriers will be used, particularly when crane operation or practical examination is in progress.

Swept path plans have been prepared to demonstrate that vehicles can enter, manoeuvre and leave the Site without reversing or queueing on public roads. No vehicle queuing will be allowed at the site entrance.

10. Environmental, Drainage, Fire Safety and Sanitary Arrangements

The proposed use is a daytime vocational training centre. It does not involve industrial manufacturing, vehicle repair, waste processing, open storage of dangerous goods or night-time operations. Noise-generating activities will be limited to necessary training and equipment operation within the daytime operating hours.

The Applicant will provide drainage and runoff control measures in accordance with departmental requirements and any approval conditions. If required, the Applicant will submit a drainage proposal, implement the approved drainage facilities and maintain them throughout the planning approval period.

Fire service installations, emergency access, portable fire extinguishers, warning signs and evacuation arrangements will be provided in accordance with Fire Services Department requirements. If required, fire service installations and water supplies for firefighting proposals will be submitted and implemented within the specified timeframe.

The ancillary office will provide two toilets for trainees, trainers and staff. Sewage and sanitary arrangements will be properly managed and will not be discharged onto adjoining land or watercourses. The course plan also provides for clean water, bottled drinking water and fire extinguishers at the training venue.

11. Planning Merits and Relevant Precedent

11.1 Compatibility with temporary planning control in AGR zone

Although the Site is zoned AGR, the proposal is temporary, reversible and limited in scale. It does not create a permanent non-agricultural commitment. The site layout, class-size limit, daytime operation, staff-only parking, public transport arrangement and reinstatement commitment provide safeguards against unacceptable planning impacts.

11.2 A/NE-TKL/774

Application No. A/NE-TKL/774 is a highly relevant precedent. It involved a temporary training centre for the construction industry with ancillary office at Lot 220 in D.D. 84, also in an AGR zone, for a period of three years. The official RNTPC paper records that the training venue in that case had been endorsed/approved by LD for training and examination of construction workers, and the application was approved subject to conditions.

The precedent demonstrates that a temporary construction industry training centre with ancillary office in an AGR zone can be tolerated where there is a genuine safety training function, LD training relevance, limited scale, adequate traffic and technical safeguards and no unacceptable adverse impacts. The current proposal is consistent with that planning approach.

11.3 A/NE-MTL/13 and direct relevance to the current proposal

Application No. A/NE-MTL/13 is particularly relevant because it involved a proposed temporary training centre for construction industry with ancillary office and associated filling of land in an AGR zone at Ma Tso Lung. The official RNTPC Paper records that the training courses were intended for crane operators and that designated training areas were proposed for a crawler-mounted crane, a truck-mounted crane and a wheeled telescopic mobile crane. The RNTPC minutes record that the application was approved on 24 October 2025 for a temporary period of three years until 24 October 2028, subject to approval conditions.

The current proposal is closely aligned with that planning precedent: it is also a temporary training centre for construction industry in an AGR zone, involves crane-related operator training, includes an ancillary office and associated filling of land, and seeks a three-year permission. At the same time, the present Site is larger and, according to the Applicant, has a supportive landlord willing to assume responsibility for approval conditions and safety facilities. This helps address the practical implementation difficulty encountered at the previous Ma Tso Lung venue.

The Ma Tso Lung case therefore supports, rather than weakens, the current application. It demonstrates that the Town Planning Board has already accepted the planning principle of a temporary crane-operator training centre with associated filling of land in an AGR context, subject to technical and reinstatement controls. The current application builds on that principle with a more suitable site and stronger implementation commitment.

11.4 Merits of the current proposal

- The applied use is a specialised construction machinery and crane operator training centre, covering both crawler-mounted fixed jib crane and wheeled hydraulic telescopic boom crane experienced operator training as stated in the Applicant's authorisation letter.
- The Site is larger than the A/NE-TKL/774 site and can accommodate clearer internal circulation, safety buffers and pedestrian separation.
- All on-site private car parking spaces are limited to staff, trainers and operational personnel only.
- Trainees, examinees and visitors will use public transport, with the nearest public transport stop about 30 m from the Site according to the Applicant.
- The proposed filling is directly related to crane training safety and is reversible.
- The Applicant is willing to comply with drainage, fire safety, traffic management, LD requirements and reinstatement conditions.

12. Implementation, Compliance and Reinstatement

The Applicant accepts that any temporary planning permission should be subject to appropriate approval conditions. The Applicant is prepared to comply with conditions relating to drainage proposals, implementation and maintenance of drainage facilities, fire service installations and water supplies for firefighting, traffic and pedestrian safety management, restriction of parking to staff/trainers/operational personnel, prohibition of unrelated storage/workshop/repair/industrial activities, compliance with LD approval conditions and reinstatement of the Site.

Upon expiry or cessation of the permission, the Applicant will remove temporary structures, training equipment, parking markings, temporary hardstanding and fill material where required, and will reinstate the Site to the satisfaction of relevant government departments and the Town Planning Board.

13. Conclusion

The proposed temporary training centre at Lots 97, 98, 99 and 101 in D.D. 86 has a clear construction safety and manpower purpose. The applied use is accurately and fully described as a temporary construction industry training centre for experienced operator training for crawler-mounted fixed jib crane and wheeled hydraulic telescopic boom crane, with ancillary office and associated filling of land, for a period of three years.

The proposal provides a suitable and controlled venue for practical crane operator training and examination, supported by ancillary office, two toilets, staff-only parking, public transport access for trainees and a separated internal pedestrian route. The associated filling of land is necessary for safe crane operation and will be managed and reversible. The questionnaire survey and Applicant's operational information further demonstrate strong demand: 200 valid survey responses were received; 76% of respondents showed interest in joining the construction industry; 62% showed interest in lifting / crane-related training; and 78% would be willing or possibly willing to enrol if training fees are reasonable and transport is convenient. Wai Wah's own experience also shows steady course demand, employer training demand, strong pass rates, and tangible post-course employment or salary-improvement outcomes.

Although the Site is in an AGR zone, the proposal is temporary, low-intensity, reversible and subject to LD safety training requirements and planning approval conditions. According to the Applicant, LD has verbally recognised the proposed DD86 site selection through telephone communications. The precedent in A/NE-TKL/774 demonstrates that a similar temporary construction industry training centre in an AGR zone may be tolerated where there is LD training relevance, proper traffic and technical safeguards and no unacceptable adverse impacts.

For the above reasons, WAI WAH MECHANICAL LIMITED (偉華機械有限公司) respectfully requests the Town Planning Board to give favourable consideration to and approve this application on a temporary basis for three years.

14. Photo Plates and Supporting Illustrations

The following photographs and equipment images are inserted to support the planning assessment. They illustrate the Site context, local access, surrounding environment, public transport/local road setting, and the specialised training equipment proposed for supervised training and practical assessment. The photographs should be read together with the layout plan, filling plan and swept path plans.

14.1 Site, Access and Surrounding Photographic Record

Photo 1: Internal access from the Site towards Lin Ma Hang Road, demonstrating the local access serving the Site.

Photo 2: Existing site view and ground condition within the application site.

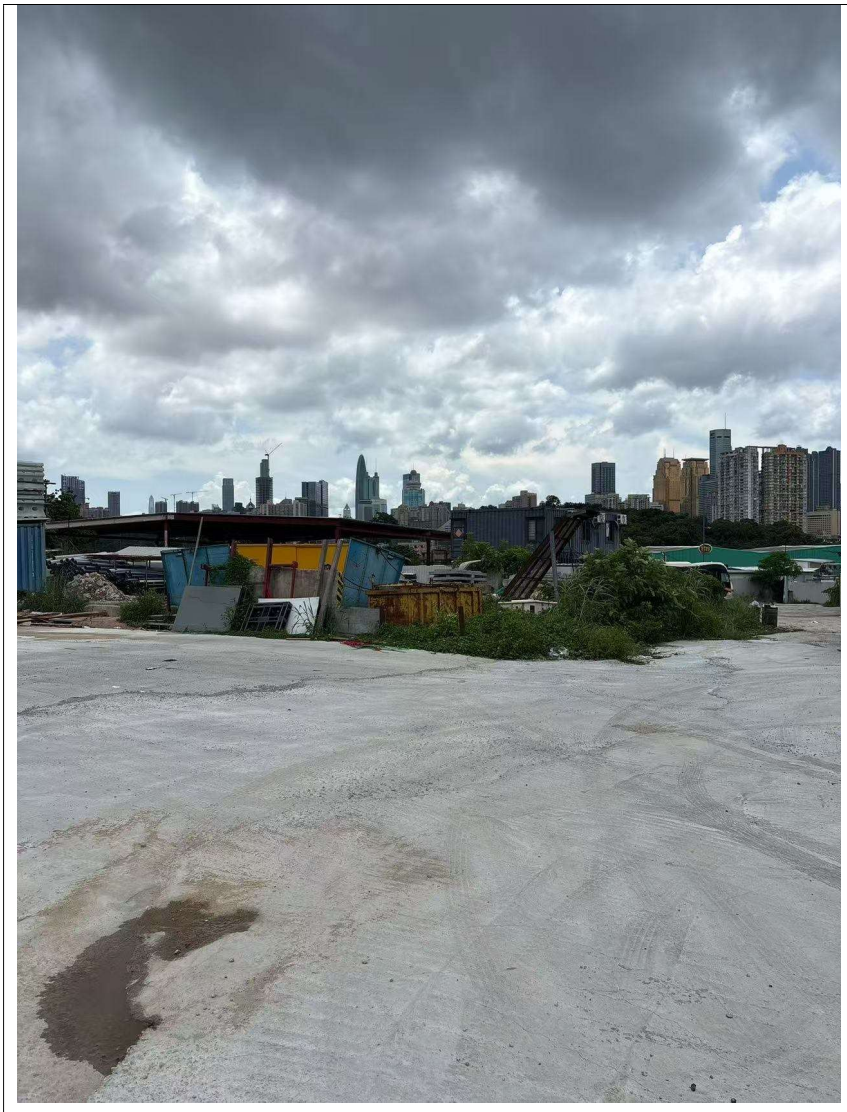


Photo 3: View from within the Site towards the nearby coach maintenance factory and surrounding non-residential setting.

Photo 4: View from the Site entrance looking towards Lin Ma Hang Road and the local road environment.

Photo 5: Entrance junction connecting the local access with Man Kam To Road and Lin Ma Hang Road, illustrating external accessibility.

Photo 6: Nearby public transport / local access environment serving the Site, supporting the 30 m public transport accessibility claim.

14.2 Training Equipment and Safety-Control Illustrations

The following photographs show the proposed training equipment context. They are included to explain the specialised and supervised nature of the applied use, and should not be read as supporting any general machinery storage, repair workshop, crane hiring or unrelated industrial use.

Figure 1: Wheeled hydraulic telescopic boom crane for supervised training and practical assessment.

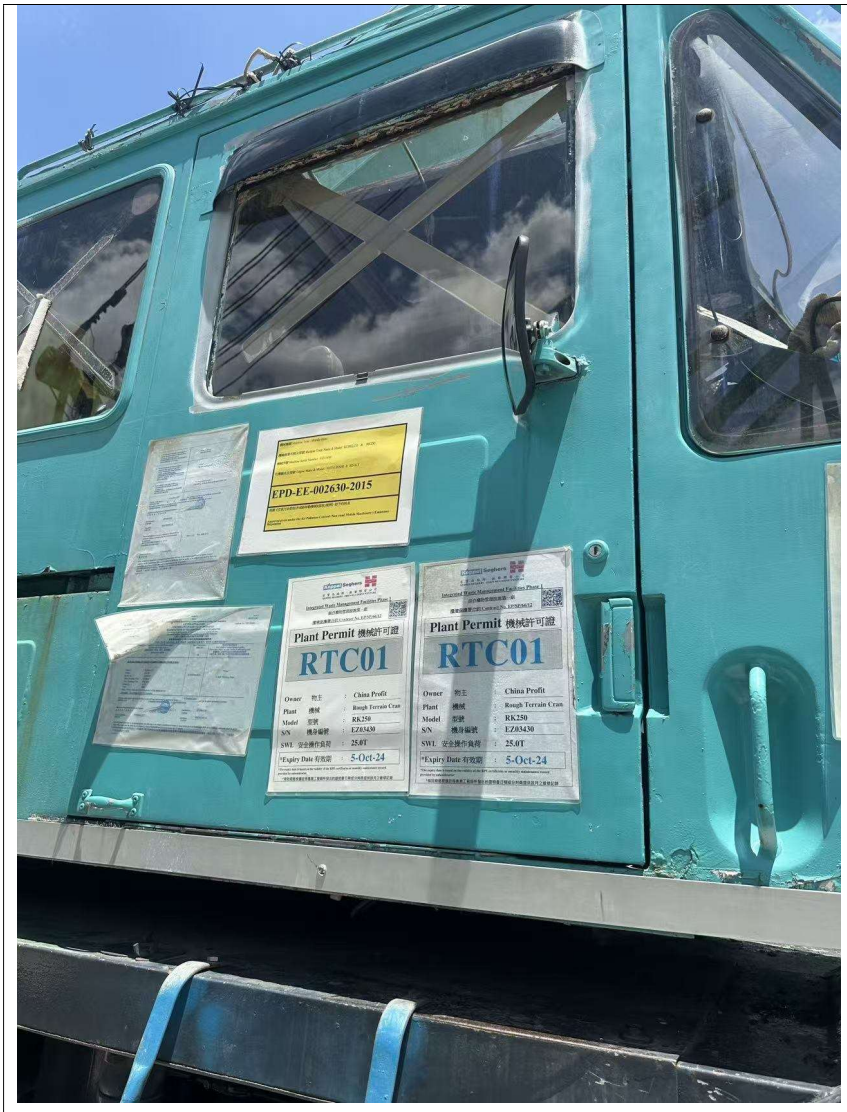


Figure 2: Equipment information and permit notices displayed on the crane, illustrating the controlled training equipment context.

Figure 3: Side view of the KOBELCO RK250 crane and outriggers, demonstrating the need for a firm and level training surface.

15. Applicant Interview Record (Chinese Summary)

The following Chinese summary records key information provided by Wai Wah during follow-up enquiries. The information is included as applicant-provided operational evidence to explain demand, course outcomes, employer need, site selection and implementation commitment.

訪談事項	偉華提供資料及規劃相關性
最近三年課程需求	據偉華提供，近三年課程需求穩定，平均一班 8 人，每月約兩班，未曾因報名不足而不能開班。
學員年齡範圍	學員年齡涵蓋約 20 至 60 歲，多數集中於 30 至 40 歲。
學員就業背景	約一半學員處於失業或轉職階段，希望學習一門技術以增加就業機會；約一半學員為工程公司員工，希望進一步增值及提升薪酬。
考試及完成率	實習考核合格率一般超過 90%；筆試合格率一般超過 80%。部分不合格個案多與年齡較大、學歷較低或學習能力較弱有關。
完成課程後幫助	偉華表示會跟進學員情況，近九成學員完成課程後找到新工作或獲得薪金提升。
僱主 / 工程公司需求	偉華表示工程公司需求明顯；近期曾有「匯進工程有限公司」安排 11 名員工參與培訓。
勞工處支持及課程認可	據偉華提供，課程屬勞工處認可及監管的安全訓練制度範圍；學員取得相關證書後可按相關要求擔任合資格機械操作員。偉華亦表示，勞工處曾於電話交流中口頭認為本申請地點原則上並無問題。
事故、投訴及違規紀錄	據偉華提供，自 2020 年 5 月課程開辦至今，未曾出現任何事故、違規或投訴。
選址及前次場地經驗	偉華曾於上水馬草壟相關地點申請並獲批作臨時建造業訓練中心用途，申請編號為 A/NE-MTL/13，該案同屬 AGR 地帶，第三類地（Category 3 Area）並涉及相關填土。惟據偉華提供，原場地業主不願承擔及完成渠務、消防等附帶條件，導致原有申請被撤回，課程一度停辦約兩個月。
本次地點優勢	本次申請地點面積較大、出入較方便，且業主願意支持訓練用途、承擔申請及附帶條件責任、做足安全設施，並以可承受租金租予偉華，以支援有需要人士就業及技能提升。停辦期間，偉華表示曾接獲接近 100 個查詢電話，反映市場對課程延續性十分關注。

References

Authorisation letter for the Section 16 planning application at Lots 97, 98, 99 and 101 in D.D. 86, Ta Kwu Ling, New Territories.

Submitted course plan: Construction Machinery Operating Limited, Wheeled Hydraulic Telescopic Boom Crane Experienced Operator Training Course (Three-day Course), March 2026.

Submitted Location Plan, Layout Plan, Filling of Land Plan and Swept Path Plans for DD86 Lots 97, 98, 99 and 101, June 2026.

Town Planning Board, RNTPC Paper No. A/NE-TKL/774, Temporary Training Centre for Construction Industry with Ancillary Office for a Period of Three Years, considered in October 2024.

Town Planning Board, RNTPC Paper No. A/NE-MTL/13A, Proposed Temporary Training Centre for Construction Industry with Ancillary Office and Associated Filling of Land for a Period of Three Years in AGR zone, Lots 869 RP and 870 RP in D.D. 96, Ma Tso Lung, considered on 24 October 2025.

Town Planning Board, Minutes of the 775th RNTPC Meeting held on 24 October 2025, confirming approval of Application No. A/NE-MTL/13 until 24 October 2028 subject to approval conditions.

Labour Department, Approval Conditions for Operating Mandatory Safety Training Courses - Part II, Module 3: Course Design and Specifications for Training for Operators of Crane.

HKSAR Government, The 2026-27 Budget - Public Finance, stating estimated 2026-27 capital works expenditure of about HK$128 billion and similar high annual expenditure from 2027-28 to 2030-31.

Development Bureau press release dated 10 April 2026, responding to CIC construction expenditure and manpower forecasts, including the HK$305 billion to HK$360 billion construction expenditure estimate for 2030/31 and anticipated shortages in plant and machinery operation and related trades.

Census and Statistics Department / HKSAR Government press release dated 19 May 2026, unemployment and underemployment statistics for February-April 2026.

Construction Industry Council article dated 4 January 2024, citing forecast of more than 50,000 construction vacancies by 2027, including about 40,000 skilled worker vacancies.

Legislative Council Research Office, Youth employment in Hong Kong, 19 May 2026, noting the reduction of Hong Kong’s youth population aged 15 to 24 by 19.5% over seven years.

HKSAR Government, 2026-27 Budget Speech, references to the Greater Bay Area, Northern Metropolis and high-quality economic development.

Applicant-provided questionnaire survey result summary, 2026, with 200 valid responses received.

Applicant-provided operational information and interview responses from Wai Wah Mechanical Limited, 2026.