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Cheryl Tsz Man TSANG/PLAND

寄件者: AI TSANG <[REDACTED]>
寄件日期: 2026年08月04日星期二 14:31
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: Planning Application No. A/NE-MKT/68 - Comments from the Labour Department
附件: 偉華租約.pdf; p5,10.pdf; Planning_Statement_DD86
_WaiWah_Final_Enhanced_CIC_LD_Status_Revised_EN (1).pdf; WhatsApp Image
2026-08-04 at 14.16.10.jpeg

類別: Internet Email

規劃師你好，

申請人希望澄清並確認在擬議規劃地點會開設兩個起重機課程，分別是“履帶式固定吊臂起重機資深操作員訓練課程”和“輪胎式液壓伸縮吊臂起重機資深操作員訓練課程”

申請人現時正在與勞工處處理相關“履帶式固定吊臂起重機資深操作員訓練課程”和“輪胎式液壓伸縮吊臂起重機資深操作員訓練課程”的申請手續。申請編號: (9) in OSTC/COUR/COT/79A PTW2 and (14 & (15) in OSTC/COUR/COT/74B。

現附上相關的證明文件，申請地點的租約，已更正的規劃書及申請表格第 5，10 頁。

謝謝。

曾先生

[REDACTED]

租務合約

甲方(出租人):高盛(合和)實業有限公司

乙方(承租人):偉華機械有限公司

鑒於甲方為位於「蓮麻坑路 DD86 Lots97、98、99、101」(以下稱「該物業」)之合法出租人，且乙方擬承租該物業,雙方經協商，茲訂立租務條款如下，雙方共同遵守：

第一條物業

甲方同意將位於蓮麻坑路DD86 Lots97、98、99、101之該物業(以下稱「租賃物業」)出租予乙方作為擺放吊機車及培訓吊機車為主題(用途),乙方同意承租並遵守本合約各條款。

第二條租期

租期自2026年04月20日起至2027年04月19日為梗約，2027年04月20日起至2028年04月19日為生約(以下稱「租期」)。租期屆滿後,除雙方另有書面協議外，乙方應按期將租賃物業交還甲方。

第三條租金及繳付方式

1. 每月租金為港幣[REDACTED]元整(HK\$[REDACTED])。
2. 租賃保證金(押金)為港元[REDACTED]元整(HK\$[REDACTED])。乙方應于本合同約定之日支付給甲方。合同期滿，乙方如無違法行為及結清所有款項，甲方保證交押金無息退還給乙方。
3. 租金每月20日起支付，每月支付日期不超出一個星期為準則,將租金以掛號支票、匯款或雙方同意之其他方式支付予甲方(或甲方指定之收款賬戶[REDACTED]中國(香港)銀行。

4. 租期內租金固定不變,除非雙方另有書面約定。又或者拖欠租金超出指定日期。

第四條水電、差餉、管理費及其他費用

1. 租賃期間，與物業有關之水費、電費、煤氣費、電話、網路、管理費、保安費、差餉(rates)及地租或其他一切運營及使用費用，均由乙方負責繳付(除非法律另有規定或雙方另有書面約定)。
2. 乙方須保持所有公共事務之良好信用及按時繳付有關賬單，並不得使甲方承擔任何罰款或滯納金。

第五條保險與責任

1. 乙方所存放之財物、營運、人員或其他責任保險(包括公共責任保險、財產保險等)均由乙方自行負責。
2. 乙方因其使用、營運或疏忽而造成第三者損害或對物業造成損失，應承擔全部責任並賠償甲方及第三者之損失。甲方不對乙方財物之損失或被盜負責。
3. 倘於本租約有效期內，因政府收地致乙方無法使用場地的，甲方無須因此向乙方承擔任何責任，乙方須自行向政府申索。

第六條提前終止

1. 除非本合約另有規定或雙方另行書面同意，任一方不得單方面提前終止租約,惟若另一方重大違約並不在合理期限內補救，守約方得書面通知解除合約。
2. 若雙方經協商同意提前終止，應就清算方式、賠償及相關事宜另行簽署書面協議。

第七條租期屆滿與交還

1. 租期屆滿或合約解除時,乙方應於最後日期前將物業及其附屬設施、鑰匙等交還予甲方,並確保物業狀況符合本合約約定(正常耗損除外)。
2. 乙方如未於期滿或解除日交還物業,甲方有權就逾期佔用收取相當於每日租金之賠償,並保留其他法律救濟權利。

備註:

甲方會配合乙方需要,平整乙方所騰空之土地(落石屎)、安裝電錶、安置寫字樓櫃,乙方用電按■元一度計算。

雙方已閱讀、理解及同意本合約所有條款,並於下方簽署作實:

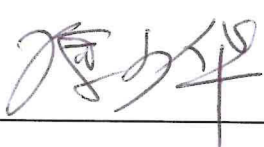
甲方(出租人): 高盛(合和)實業有限公司

授權代表(簽署):  

身份證號碼/公司註冊號碼: 

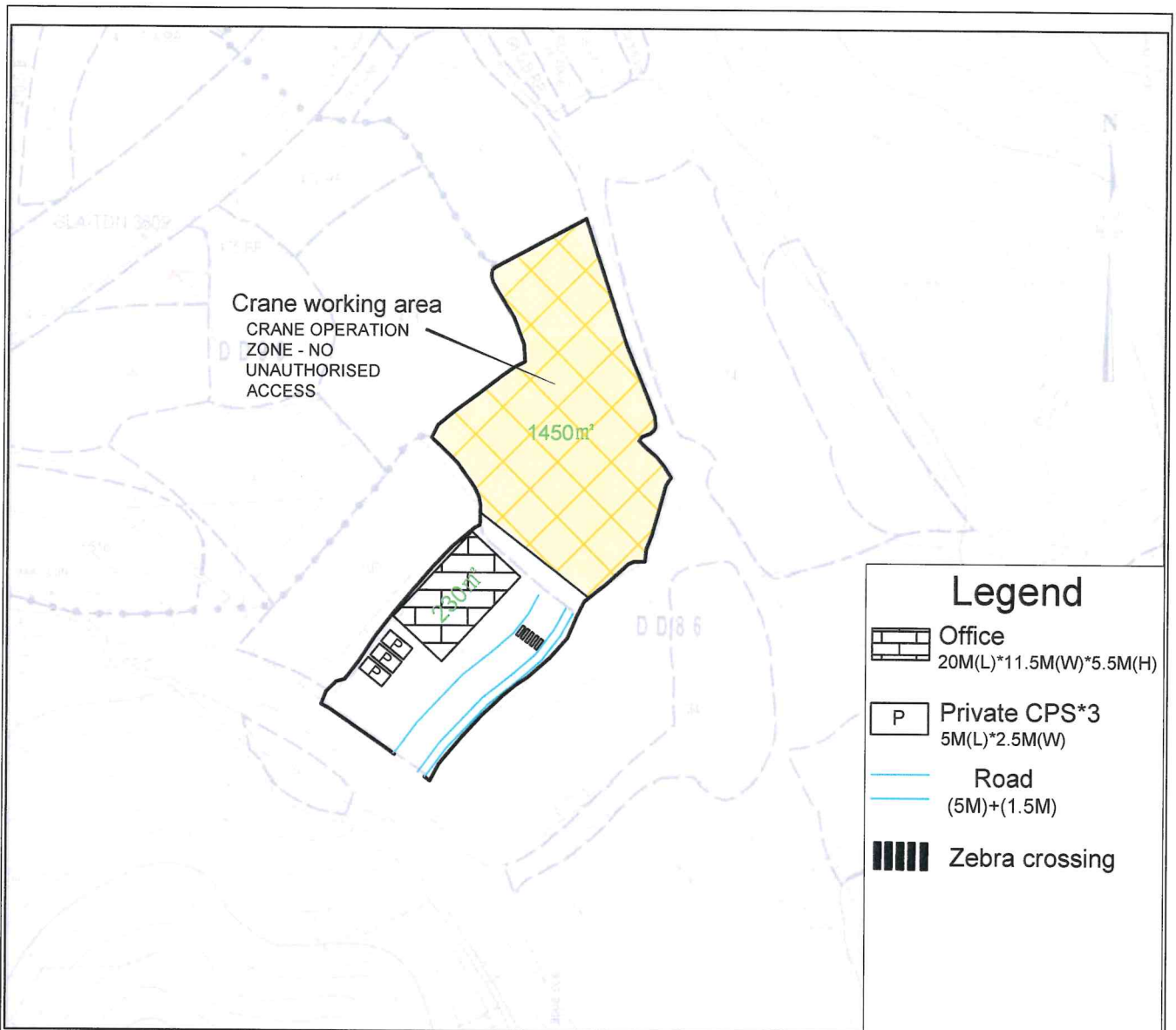
簽署日期: 2026年4月14日

乙方(承租人): 偉華機械有限公司

授權代表(簽署):  

身份證號碼/公司註冊號碼: 

簽署日期: 2026年4月14日



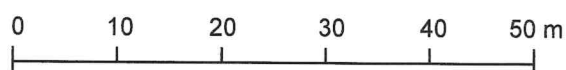
Total Site Area: 2400m²(About)

Layout Plan

YING SHING
(HOPEWELL)

ENGINEERING
CO.LTD.

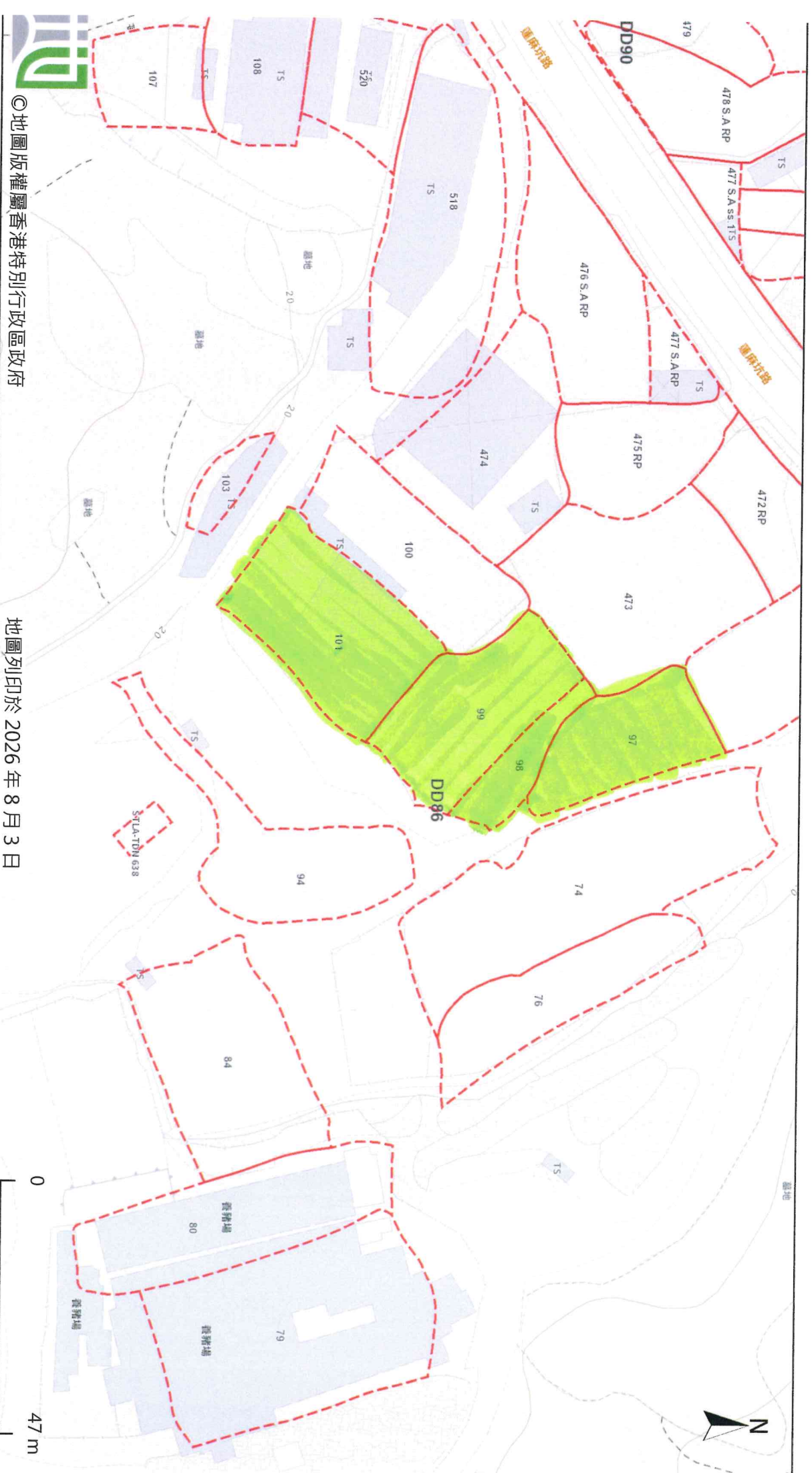
Scale 1:1000



July 2026

Annex 1

前往地圖: <https://www.map.gov.hk/gm/geo:22.5384,114.1372?z=564>



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地圖列印於 2026 年 8 月 3 日

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PLANNING STATEMENT

Section 16 Application

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

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

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5. Training Courses and Operational Control
6. Current Training, CIC Examination Route, Labour Department Application and Site Selection

6.1 Current training, CIC examination and certification arrangement

At present, Wai Wah has not yet obtained Labour Department recognition/approval to operate the proposed course or the Site as an official examination venue, and it does not issue any official crane operator licence or certificate. Its current role is to provide structured theory instruction, practical crane-operation training and examination preparation.

After completing the training, trainees attend the formal written and practical qualification tests administered by the Construction Industry Council (CIC) at a CIC test venue. CIC publishes separate written and practical test arrangements for crawler-mounted fixed jib crane and wheeled hydraulic telescopic boom crane operators. Wai Wah follows up trainees' test outcomes and employment progress, but the official tests, pass/fail decisions and relevant operator certification are not administered or issued by Wai Wah.

6.2 Pending Labour Department application and planning prerequisite

According to the Applicant, Wai Wah is concurrently pursuing the separate Labour Department recognition/approval needed for the relevant course and for the Site to operate as an examination venue (described by the Applicant as the "examination licence"). The Applicant advises that valid planning permission for the Site is required before that regulatory application can be completed.

According to the Applicant, LD indicated during telephone communication that the proposed DD86 site did not appear to raise an objection in principle. This was an informal indication only and did not constitute a licence, course recognition, examination-venue approval or written endorsement. Until formal written approval is granted, the Site will be used for theory and practical training and examination preparation only; formal qualification tests will continue to be taken at CIC, and Wai Wah will not issue official certificates or licences.

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. Given that A/NE-MTL/13 was approved in October 2025 and, according to the Applicant, it took about two months to confirm that the previous landowner would not implement the approval conditions, the search for a reliable replacement site has in substance lasted about six months up to the present application in June 2026. The Applicant states that the previous difficulty 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

7.5 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 structured theory and practical preparation leading to CIC qualification tests and the relevant certification upon passing, together with a future pathway to Labour Department recognition subject to separate approval, at 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 limited by the planning proposal, on-site safety controls and any future Labour Department approval requirements, 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's follow-up records for trainees who subsequently attended the CIC qualification tests, the practical test pass rate has generally exceeded 90%, while the written test pass rate has generally exceeded 80%. These formal tests are administered by CIC, not Wai Wah. Wai Wah also reports that nearly 90% of trainees followed up after completing the training and progressing through the relevant assessment pathway either found new work or obtained salary improvement. These figures indicate that the training and examination preparation have 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.
CIC qualification test outcomes tracked by Wai Wah	According to Wai Wah's follow-up, CIC practical qualification test pass rate generally above 90% and CIC written test pass rate generally above 80%. The formal tests are administered by CIC, not Wai Wah.
Post-course outcomes	Nearly 90% reportedly found new work or obtained salary improvement after completing training and progressing through the relevant CIC assessment pathway.
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

9. Traffic, Public Transport and Pedestrian Safety

10. Environmental, Drainage, Fire Safety and Sanitary Arrangements

11. Planning Merits and Relevant Precedent

12. Implementation, Compliance and Reinstatement

13. Conclusion

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 equipment proposed for supervised training and examination preparation. Any future use of the Site for official qualification testing would be subject to separate formal Labour Department approval. 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 examination preparation; any future official testing at the Site is subject to separate Labour Department approval.



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。
CIC 考試及完成率	據偉華跟進學員其後參加建造業議會（CIC）正式資格測試的

	結果，實務測試合格率一般超過 90%，筆試合格率一般超過 80%。正式考試由 CIC 主持，非由偉華行；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。
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。
現時培訓、CIC 考試及勞工處申請狀況	偉華現時尚未取得勞工處就擬議課程及本申請地點作正式考試場地的認可／批核，亦不負責簽發正式證書或牌照。偉華現階段提供理論及實習培訓和應試準備，學員其後須前往建造業議會（CIC）參加正式筆試及實務資格測試。據偉華提供，勞工處曾於電話交流中表示本申請地點原則上未見問題，但該意見並非正式牌照、認可或書面批核；本規劃許可將作為其後向勞工處申請相關課程及考試場地認可／批核的土地用途基礎。
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，導致課程一度停辦約兩個月。
本次 DD86 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, Guidance Notes on Application for Recognition of Mandatory Safety Training Courses; and Approval Conditions for Operating Recognised Mandatory Safety Training Courses, including training venue and examination requirements.

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.

Construction Industry Council, Construction Crane Operators - qualification test arrangements and 2026 application form for crawler-mounted fixed jib crane and wheeled hydraulic telescopic boom crane operators.

Applicant-provided clarification on Wai Wah's current theory/practical training role, CIC examination route, and pending Labour Department course/examination-venue application, 2026.



CMTC HK <[REDACTED]>

Fw: 申請認可輪胎式液壓伸縮吊臂起重機資深操作員訓練課程

Louis CK LO/LABOUR <[REDACTED]>
To: CMTC HK <[REDACTED]>

3 June 2025 at 11:23

周小姐：

輪胎式液壓伸縮吊臂起重機資深操作員訓練課程 (下稱「課程」)

根據本處早前於2025年3月31日之電郵，所須文件應為 [就擬申辦課程之場地，即“ The Remaining Portion of Lot No. 869 in D.D. 96”，請提供相關文件證明該土地用途以及該場地符合相關法律法規可作上述課程訓練用途之用]。

就認可上述課程的申請事宜，本處於2025年3月31日曾致電郵給 貴公司(檔號：(13) in OSTC/COUR/COT/74B)，並於2025年4月30日及6月2日曾發信給 貴公司(檔號：(14) & (15) in OSTC/COUR/COT/74B)，要求 貴公司提供上述相關的補充文件/資料，但本處至今仍未收到。現請 貴公司儘快提供所要求的補充文件/資料，以便本處作進一步的審理工作。

然而，如在此信發出後一個月內仍未收到 貴公司的回覆，本處將視 貴公司無意繼續進行上述的申請，而該申請的審理工作亦會終止。貴公司日後如有意再作申請，須向本處重新提交一份申請信件連同相關所須的文件/資料作申請之用。

如有任何查詢，請致電 [REDACTED] 與本人聯絡。

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	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和輪胎式液壓伸縮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 (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☒ year(s) 年 3 ☐ month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積	2170sq.m ☒ About 約
Proposed covered land area 擬議有上蓋土地面積	230sq.m ☒ About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	1
Proposed domestic floor area 擬議住用樓面面積	N/Asq.m ☒ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	230sq.m ☒ About 約
Proposed gross floor area 擬議總樓面面積	230sq.m ☒ About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) 擬議一座辦公室，只有一層及高度不超過5.5米	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目	
Private Car Parking Spaces 私家車車位	3
Motorcycle Parking Spaces 電單車車位	0
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	0
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	0
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	0
Others (Please Specify) 其他 (請列明)	
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	0
Coach Spaces 旅遊巴車位	0
Light Goods Vehicle Spaces 輕型貨車車位	0
Medium Goods Vehicle Spaces 中型貨車車位	0
Heavy Goods Vehicle Spaces 重型貨車車位	0
Others (Please Specify) 其他 (請列明)	

Gist of Application 申請摘要 (Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	新界打鼓嶺蓮麻坑路丈量約份第86約地段第97、98、99及101號
Site area 地盤面積	2400 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 NA sq. m 平方米 ☐ About 約
Plan 圖則	文錦渡分區計劃大綱核准圖編號 S / N E - M K T / 7
Zoning 地帶	農業 (AGR)
Type of Application 申請類別	☒ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☒ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/development 申請用途/發展	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和輪胎式液壓伸縮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