

This document is received on 14 JUL 2023
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) **Construction of “New Territories Exempted House(s)”;**
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas; and**
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) **Renewal of permission for temporary use or development in rural areas**
位於鄉郊地區的臨時用途或發展的許可續期

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

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

General Note and Annotation for the Form
填寫表格的一般指引及註解

“Current land owner” means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill “NA” for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

23-1907 11/7 by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/K13/328
	Date Received 收到日期	14 JUL 2023

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

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 ☒ Company 公司 / ☐ Organisation 機構)

Zimbery Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 ☒ Company 公司 / ☐ Organisation 機構)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼(如適用)	1st floor, Sunshine Kowloon bay Cargo Centre, at No. 59 Tai Yip Street, Kowloon Bay, Kowloon
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	☐ Site area 地盤面積 sq.m 平方米 ☐ About 約 ☒ Gross floor area 總樓面面積 6,280.16 sq.m 平方米 ☒ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積(倘有)	 sq.m 平方米 ☐ About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/32
(e) Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Uses" annotated "Business"
(f) Current use(s) 現時用途	Godown (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 -

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

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

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 -

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

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

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

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

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

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

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

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

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

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

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

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

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

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☒ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☐ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用處，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	6,280.16 sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	Proposed Vehicle Repair Workshop (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數	1	Number of units involved 涉及單位數目	1 unit + 8 loading spaces
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 ☐ About 約
	Non-domestic part 非住用部分		6,280.16 sq.m 平方米 ☒ About 約
	Total 總計		6,280.16 sq.m 平方米 ☒ About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途
	1	Godown	Vehicle Repair Workshop

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ 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 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 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 (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) (請用圖則顯示有關土地/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))
(b) Intended use/development 有意進行的用途/發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度 <table border="1" data-bbox="504 1341 1458 1839"> <thead> <tr> <th data-bbox="504 1341 799 1464">Name/type of installation 裝置名稱/種類</th> <th data-bbox="799 1341 967 1464">Number of provision 數量</th> <th data-bbox="967 1341 1458 1464">Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr> <td data-bbox="504 1464 799 1588"></td> <td data-bbox="799 1464 967 1588"></td> <td data-bbox="967 1464 1458 1588"></td> </tr> <tr> <td data-bbox="504 1588 799 1711"></td> <td data-bbox="799 1588 967 1711"></td> <td data-bbox="967 1588 1458 1711"></td> </tr> <tr> <td data-bbox="504 1711 799 1839"></td> <td data-bbox="799 1711 967 1839"></td> <td data-bbox="967 1711 1458 1839"></td> </tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction From 由 to 至
地積比率限制
- ☐ Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- ☐ Site coverage restriction From 由% to 至 %
上蓋面積限制
- ☐ Building height restriction From 由m 米 to 至 m 米
建築物高度限制
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction From 由m to 至 m
非建築用地限制
- ☐ Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	 sq.m 平方米	☐ About 約
Proposed plot ratio 擬議地積比率		☐ About 約
Proposed site coverage 擬議上蓋面積	 %	☐ About 約
Proposed no. of blocks 擬議座數		
Proposed no. of storeys of each block 每座建築物的擬議層數	 storeys 層	
	☐ include 包括.....storeys of basements 層地庫	
	☐ exclude 不包括.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	 mPD 米(主水平基準上)	☐ About 約
	 m 米	☐ About 約

☐ Domestic part 住用部分

GFA 總樓面面積 sq. m 平方米 ☐ About 約
 number of Units 單位數目
 average unit size 單位平均面積sq. m 平方米 ☐ About 約
 estimated number of residents 估計住客數目

☐ Non-domestic part 非住用部分GFA 總樓面面積

☐ eating place 食肆 sq. m 平方米 ☐ About 約
☐ hotel 酒店 sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目)

☐ office 辦公室 sq. m 平方米 ☐ About 約

☐ shop and services 商店及服務行業 sq. m 平方米 ☐ About 約

☐ Government, institution or community facilities (please specify the use(s) and concerned land
 政府、機構或社區設施 area(s)/GFA(s) 請註明用途及有關的地面面積／總
 樓面面積)

.....

☐ other(s) 其他 (please specify the use(s) and concerned land
 area(s)/GFA(s) 請註明用途及有關的地面面積／總
 樓面面積)

.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....		
.....		
.....		
.....		
.....		

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

December 2023

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8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行车通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是 No 否	☒ 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)) Tai Yip Street ☐ 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) ☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 32 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) ☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 1 Others (Please Specify) 其他 (請列明) Drop Off Bays 5 ☐

9. 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。

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 ☒ No 否 ☐	☒ Please provide details 請提供詳情 Please refer to Supporting Planning Statement.....																													
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是 ☐ No 否 ☒	☐ (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 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 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																													
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) 	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 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																													
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Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																													

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Supporting Planning Statement

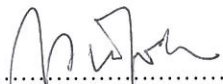
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11. Declaration 聲明

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

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

Signature
簽署


.....
DAVID FOK

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

Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☒ Member 會員 / ☐ Fellow of 資深會員

☒ HKIP 香港規劃師學會 /

☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 /

☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 /

☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of KTA Planning Limited
代表

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

Date 日期 6/7/2023

..... (DD/MM/YYYY 日/月/年)

Remark 備註

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

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

Warning 警告

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

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

Statement on Personal Data 個人資料的聲明

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

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

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

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

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

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

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

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means --

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . 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	1st floor, Sunshine Kowloon bay Cargo Centre, at Nos. 59 Tai Yip Street, Kowloon Bay, Kowloon		
Site area 地盤面積	6,280.16 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)		
Plan 圖則	Approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/32		
Zoning 地帶	"Other Specified Uses" annotated "Business"		
Applied use/ development 申請用途／發展	Vehicle Repair Workshop		
(i) Gross floor area and/or plot ratio 總樓面面積及／或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	6,280.16 ☒ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
		mPD 米(主水平基準上) ☐ (Not more than 不多於)
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
		mPD 米(主水平基準上) ☐ (Not more than 不多於)
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Composite 綜合用途	m 米 ☐ (Not more than 不多於)
		mPD 米(主水平基準上) ☐ (Not more than 不多於)
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
(iv) Site coverage 上蓋面積	% ☐ About 約	
(v) No. of units 單位數目		
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
	Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	32
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	32
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	6
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Drop Off Bays	1 5

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☒
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☐

Note: May insert more than one 「✓」, 註：可在多於一個方格內加上「✓」號

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

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

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**S16 PLANNING APPLICATION
APPROVED NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING
PLAN NO. S/K13/32**

**Proposed Vehicle Repair Workshop
at 1st floor, Sunshine Kowloon Bay Cargo Centre,
at No. 59 Tai Yip Street, Kowloon Bay, Kowloon**

Supporting Planning Statement

JULY 2023

Applicant:

Zimbery Limited

Consultancy Team:

KTA Planning Limited

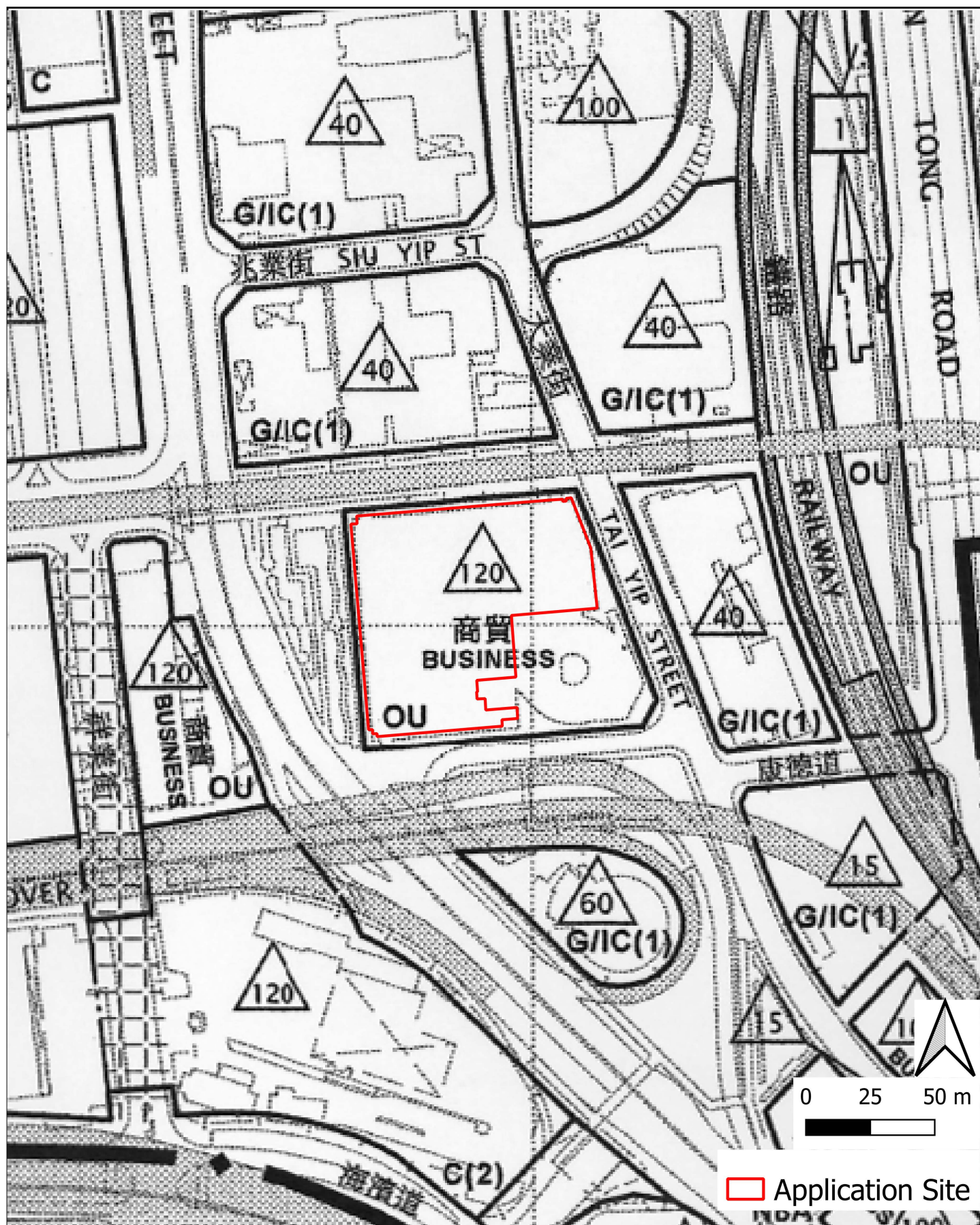
Archiplus International Limited

Ramboll Hong Kong Limited

LLA Consultancy Limited



PLANNING LIMITED
規 劃 顧 問 有 限 公 司



PLANNING LIMITED
規劃顧問有限公司

LOCATION PLAN

S16 Planning Application for
Proposed Vehicle Repair
Workshop at 1st floor,
Sunshine Kowloon Bay Cargo
Centre, at No. 59 Tai Yip
Street, Kowloon Bay, Kowloon

Date: 6/7/2022

Executive Summary

The Applicant, Zimbery Limited, seeks approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance to convert the 1st floor (“Application Premises”) of Sunshine Kowloon Bay Cargo Centre (the “Subject Building”) into a proposed vehicle repair workshop to provide repair and maintenance services for private cars, taxi and/or light vans. The Application Premises falls within an area zoned “Other Specified Uses” annotated “Business” under the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (the “Approved OZP”) No. S/K13/32. According to the Statutory Notes of the Approved OZP, ‘Vehicle Repair Workshop’ is a Column 2 use that may be permitted with or without conditions on the application to the Town Planning Board. The Application Premises is with a solely owned by the Applicant. It has a total Gross Floor Area (GFA) of about 6,280.16m².

The Proposed Vehicle Repair Workshop (“VRW”) is fully justified for the following reasons:

- The proposed VRW is located in ideal location, given that the Subject Building is located at the periphery of Kowloon Bay Business Area and with high degree of accessibility;
- The proposed VRW would have of its own internal transport facilities and all repair and maintenance activities will be conducted indoor;
- The proposed VRW is in compliance with relevant requirements stipulated in chapter 12 of Hong Kong Planning Standards and Guidelines;
- The proposed VRW will not jeopardise the long-term planning intention of the “Other Specified Uses” annotated “Business” zone;
- There is an approved planning precedent for a proposed vehicle repair workshop within Sunshine Kowloon Bay Cargo Centre and the proposed VRW is not unprecedented for the area.
- Environmental Assessments and Traffic Engineering Technical Note have demonstrated that the proposed VRW to be technically feasible with no insurmountable impacts; and
- The proposed Vehicle Repair Workshop will comply with the Fire Safety (Buildings) Ordinance.

In consideration of the above, we sincerely request that the TPB to support this Planning Application from planning and technical perspectives.

行政摘要

（內文如有差異，應以英文版本為準）

申請人 **Zimbery Limited** 擬就城市規劃條例第 16 條向城市規劃委員會（城規會）提出規劃申請，並將三湘九龍灣貨運中心 1 樓改裝為汽車修理工場為私家車、出租車和/或輕型貨車提供維修和保養服務（下稱「申請處所」）。三湘九龍灣貨運中心位於牛頭角及九龍灣分區計劃核准圖編號 **S/K13/32**（「核准圖」）上被劃為「其他指定用途」註明「商貿」地帶。根據該地帶的註釋，「汽車修理工場」為第二欄用途，城市規劃委員會可在有附帶條件或無附帶條件下批准相關申請。申請地處由申請人擁有的。它的總樓面面積為 **6,280.16** 平方米。

擬議汽車修理工場的發展計劃主要理據如下：

- 擬議汽車修理工場位於一個合適的位置，因項目大廈坐落於九龍灣商貿區邊緣的位置可達性佳；
- 擬議汽車修理工場提供足夠內部交通設施，所有維修和保養活動將在室內進行；
- 擬議汽車修理工場符合香港規劃標準與準則第十二章的相關要求；
- 擬議汽車修理工場不會妨礙「其他指定用途」註明「商貿」地帶的長遠規劃意向；
- 該三湘九龍灣貨運中心已有同類的汽車修理工場用途獲批，該申請不會立下不良先例；
- 已進行了環境評估及交通工程技術說明，證明該擬議發展將不會帶來無法克服/不可接受的影響；和
- 擬議汽車修理工場會遵守《消防安全(建築物)條例》。

基於以上各項規劃理據，申請人懇請城規會支持這規劃申請。

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S16 Planning Application
Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/32

**Proposed Vehicle Repair Workshop at 1st floor,
Sunshine Kowloon Bay Cargo Centre,
At No. 59 Tai Yip Street, Kowloon Bay, Kowloon**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Statement is prepared and submitted on behalf of Zimbery Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance to convert the 1st floor (“Application Premises”) of Sunshine Kowloon Bay Cargo Centre (the “Subject Building”) into a proposed vehicle repair workshop to provide repair and maintenance services for private cars, taxi and/ or light vans. The Application Premises falls within an area zoned “Other Specified Uses” annotated “Business” under the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (the “Approved OZP”) No. S/K13/32. This Supporting Planning Statement is to provide TPB with the necessary information to facilitate consideration of the application.

1.2 Report Structure

1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in Section 2. The proposal for the vehicle repair workshop will be elaborated in Section 3, followed by the planning merits and justifications for the application Premises in Section 4. Section 5 concludes and summarises this Support Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Application Premises, with a GFA of about 6,280.16m², includes 1) the godown itself and 2) loading/ unloading area (outside the godown) (**Figure 2.1** refers). It occupies the 1st floor of the existing 10-stroey industrial building, known as Sunshine Kowloon Bay Cargo Centre (hereinafter “Subject Building”). Currently, there are about 8 nos. of loading and unloading bays in the loading/unloading area.

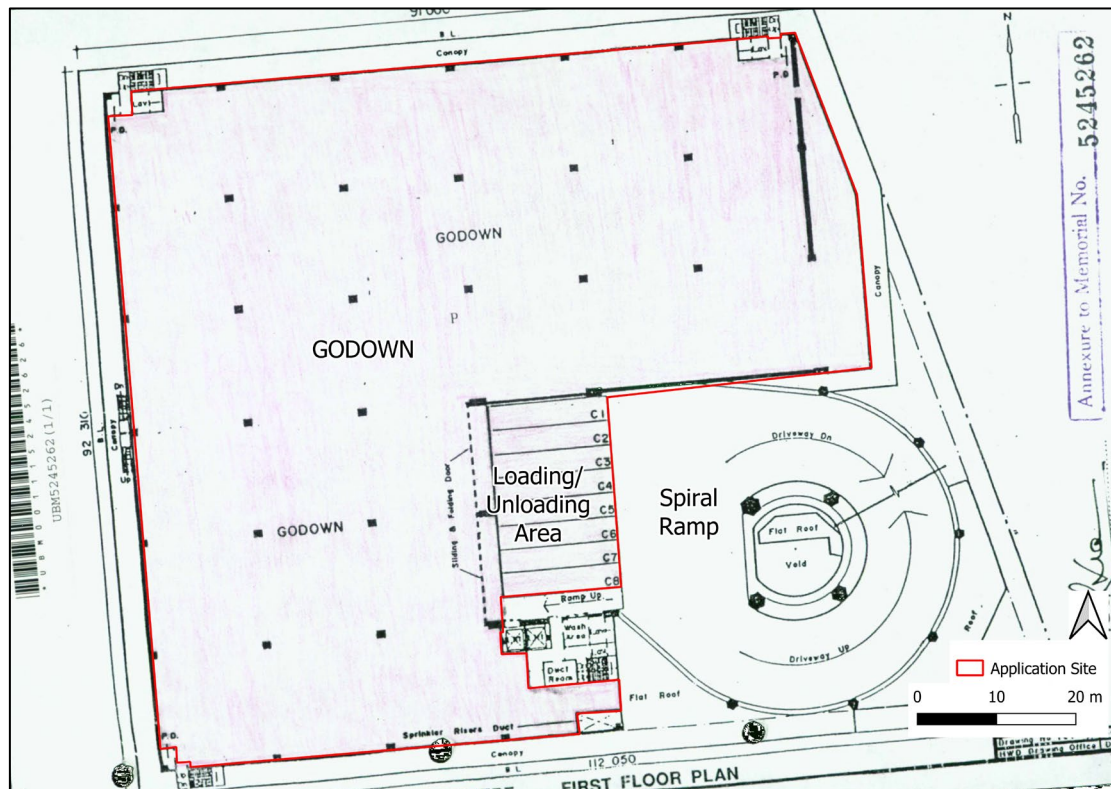


Figure 2.1: Application Premises under the Assignment Plan

2.1.2 The Application Premises is currently used as industrial godown in storing parcels and goods and storage area for private cars by 2 different tenants (**Figures 2.2, 2.3 and 2.4** refers). The entire Application Premises is owned by the Applicant.



Figure 2.2: Photos of Application Premises (1)



Figure 2.3: Photos of Application Premises (2)

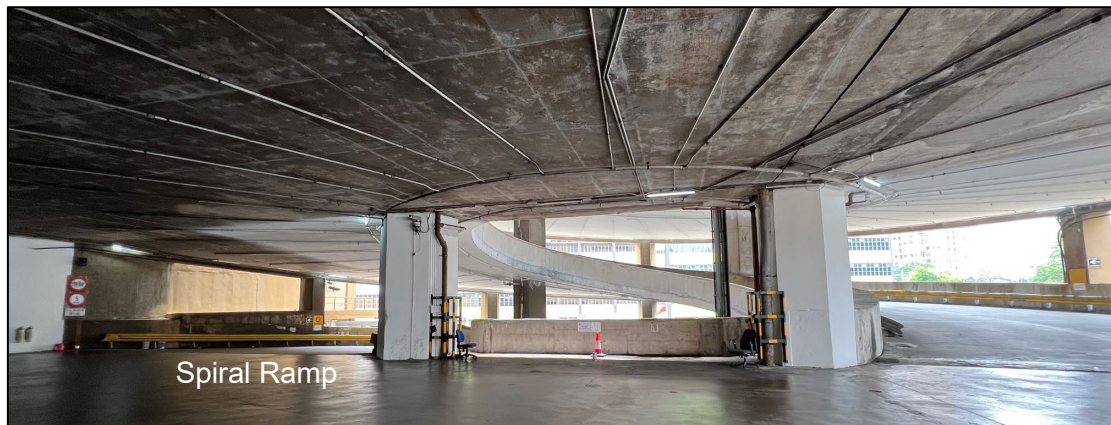


Figure 2.4: Spiral Ramp connecting the Application Premises from Tai Yip Street

2.1.3 The Subject Building that the Application Premises locates at is bounded by Tai Yip Street to the east, Tai Yip Lane and an elevated road- Kai Fuk Road to the south, a small amenity strip and Wai Yip Street to the west and an elevated road- Sheung Yee Road abutting the northern peripheries of the Site (**Figure 2.5** refers).

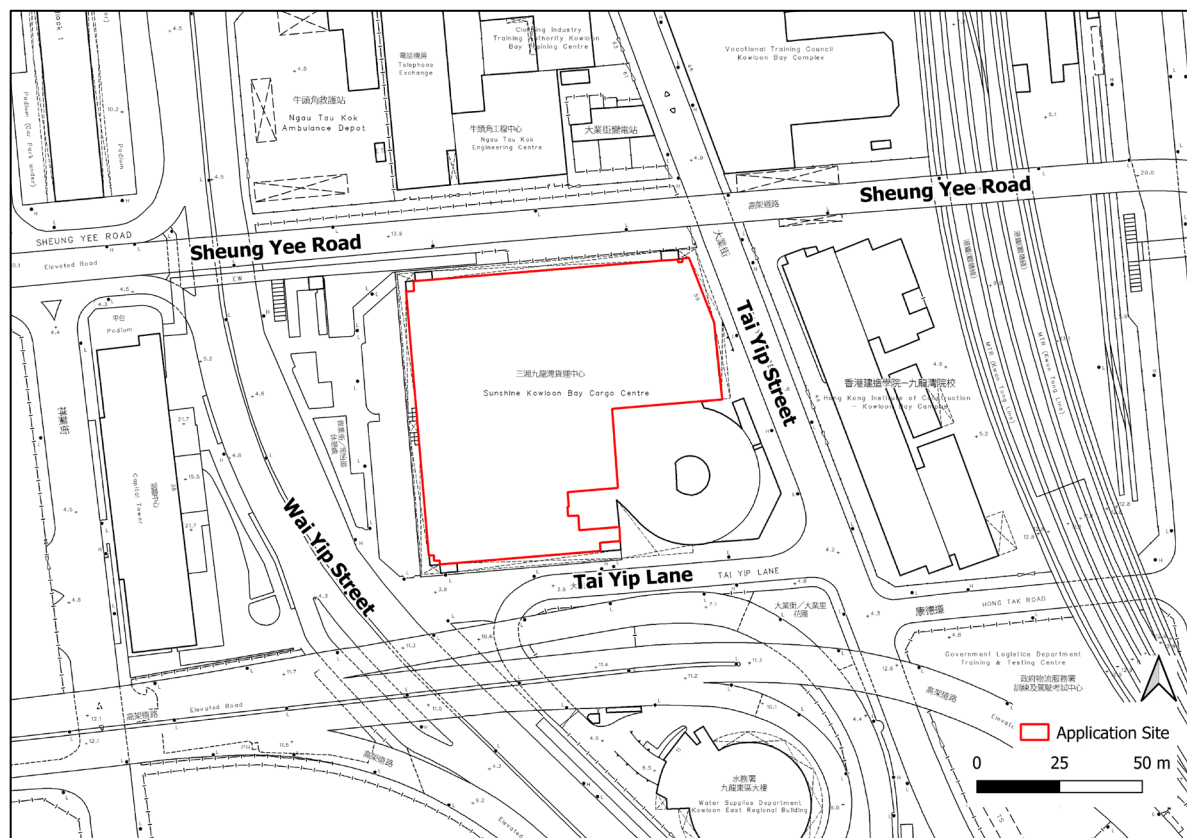


Figure 2.5: Site Location Plan

2.1.4 According to the site inspection conducted on 19 May 2023, the Subject

Building is a multi-storey godown building. The existing vehicular access is on Tai Yip Street. There is an existing spiral ramp (with a gradient of 1 in 12) providing direct vehicular access to each floor (including the Application Premises) and each floor would have its own loading & unloading area serving the godown units on that floor. The uses are summarized below (**Table 2.1** refers):

LEVEL	CURRENT USE
Basement	Godown with loading/ unloading area
Ground	Godown with loading/ unloading area, security office
1/F	Godown with loading/unloading area (Application Premise)
2/F-8/F	Godown with loading/ unloading area
Roof	Open Air Carparking for HGV

Table 2.1: Current uses by floors of the Subject Building

2.2 Surrounding Context

2.2.1 In the wider context, the Subject Building is located at the eastern peripheries of the Kowloon Bay Business Area (“KBBA”) (**Figure 2.6** refers). The KBBA is currently transforming from a traditional industrial area to a business area.

2.2.2 The Subject Building is located to the immediate east of the future planned commercial developments within Kowloon Bay Action Area (‘KBAA’). The KBAA is primarily planned as a commercial hub providing office, hotel, retail and food and beverages and will be one of the major employment nodes in the Kowloon Bay. The Subject Building is relatively detached from the new commercial developments like One Kowloon, Manhattan Place, Enterprise Square Three and it is separated from the closest commercial development i.e. Capital Tower by Wai Yip Street. Overall, the Subject Building is only located at the fringe of both KBBA and KBAA.

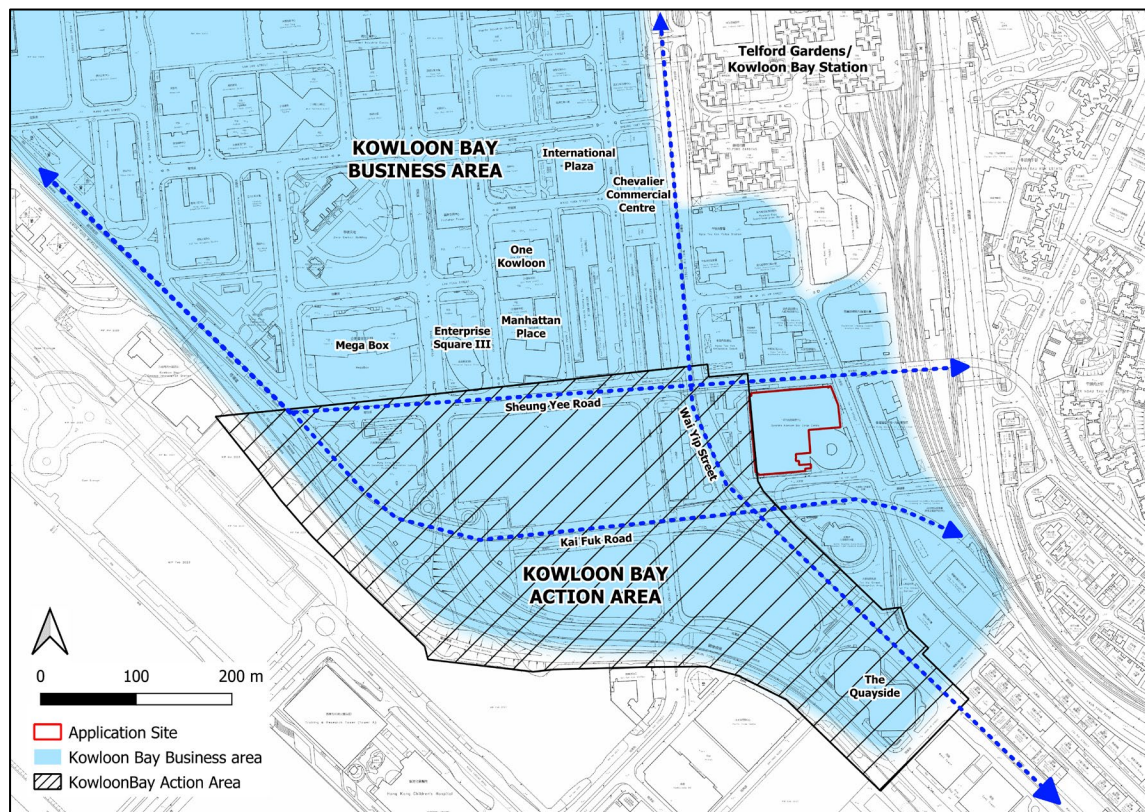


Figure 2.6: Surrounding Context

2.3 Accessibility

2.3.1 As shown in **Figure 2.7**, the existing vehicular access to the Subject Building is from Tai Yip Street. Tai Yip Street provides direct connections to other major arterial routes such as Sheung Yee Road and Wai Yip Street. The Subject Building is also well served by Kowloon Bay MTR Station via Telford Garden with approximately 400 meters distance (about 15-20 minutes walking distance).

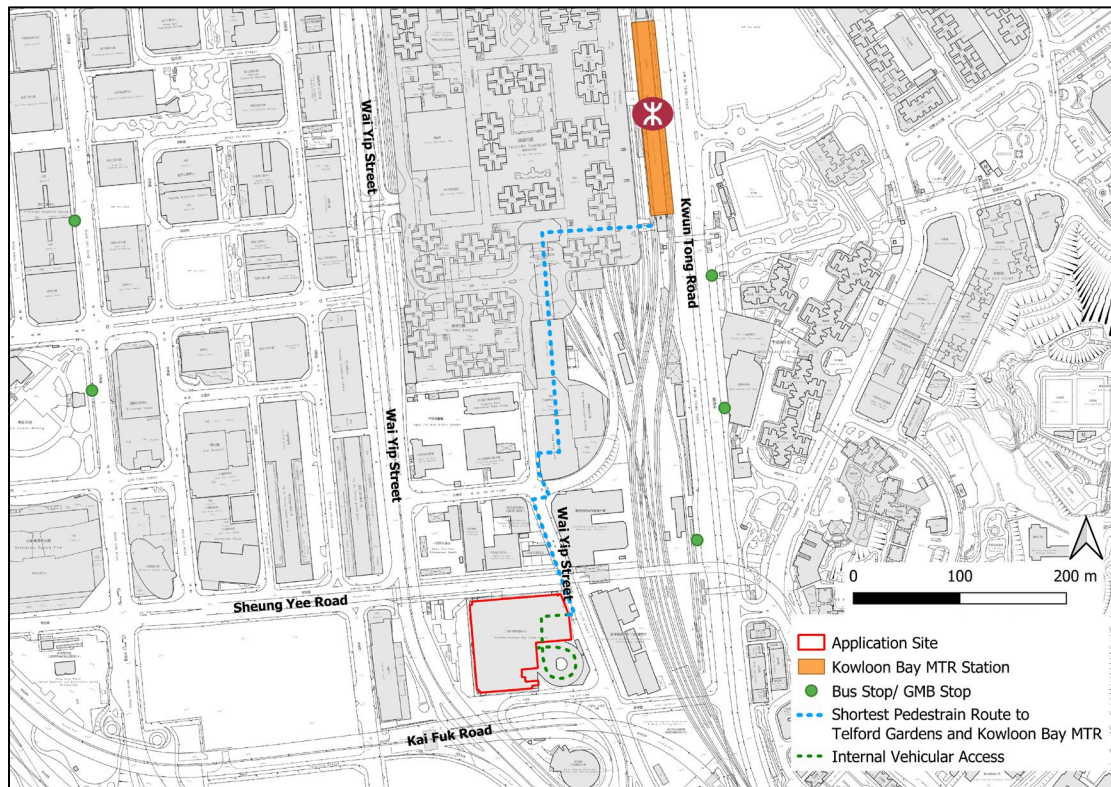


Figure 2.6: Accessibility of the Site

2.4 Statutory Planning Context

2.4.1 The Application Premises falls an area zoned “Other Specified Uses” annotated “Business” (“OU(B)”) under the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (the “Approved OZP”) No. S/K13/32 (**Figure 2.8** refers). According to the Statutory Notes of the Approved OZP, the planning intention of “OU(B)” zone is as follows:

“This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.”

2.4.2 Under the Schedule II: for industrial or industrial-office building of the “OU(B)” zone, ‘Vehicle Repair Workshop’ is a Column 2 uses that may be permitted with or without conditions on the application to the Town Planning Board. A Section 16 Planning Application is therefore required to be submitted for planning approval.

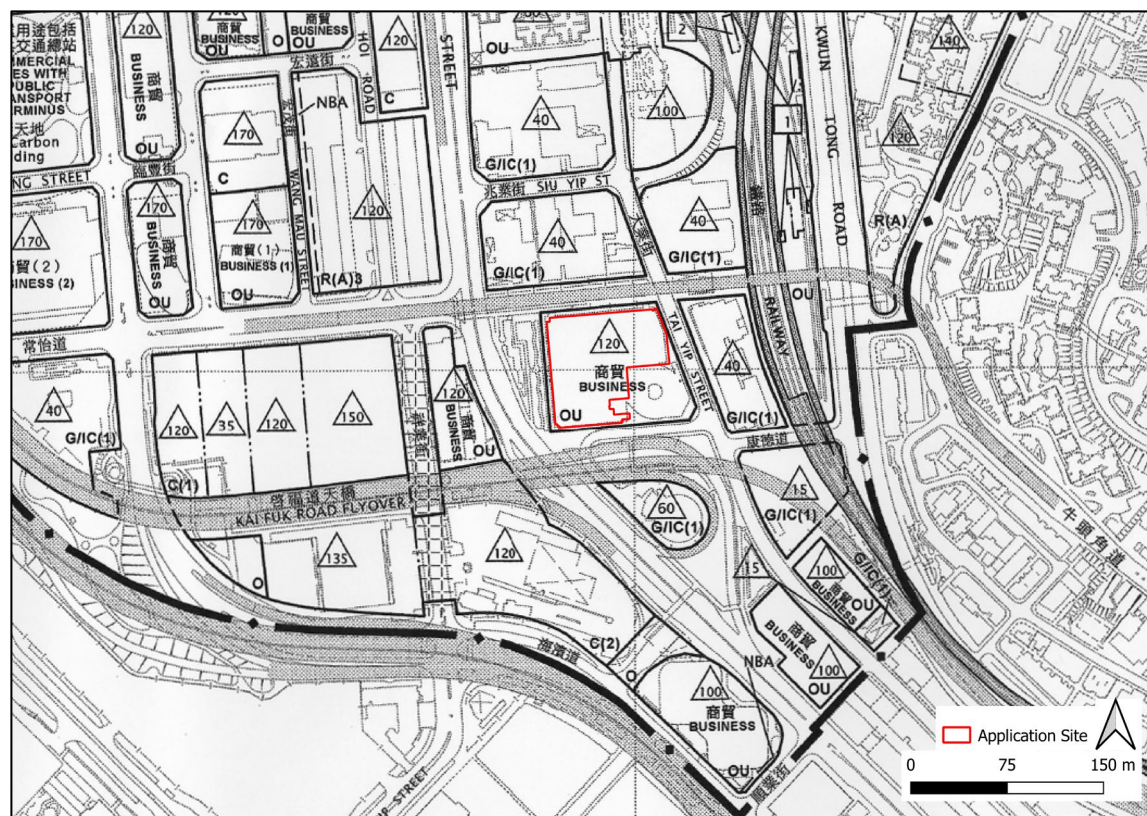


Figure 2.8: Zoning Context Plan (Extracted from Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/32)

2.5 Planning Precedent

2.5.1 There are three similar Planning Applications for partial conversion of the industrial building for a proposed vehicle repair workshop in Kwun Tong/Kowloon Bay Area approved by the Board, of which there is one Approved Planning Application (No. A/K13/323) by the Board at the 7th of the subject building involving a Proposed Vehicle Repair Workshop (**Table 2.2** refers). The subject Planning Application was approved with conditions on 11/11/2022.

TPB Ref No.	Application For	Address	Approval Date
A/K13/323	Proposed Vehicle Repair Workshop	7/F, Sunshine Kowloon Bay Cargo Centre, 59 Tai Yip Street, Kowloon Bay, Kowloon	Approved with Condition(s) on 11/11/2022
A/K13/301	Proposed Vehicle Repair Workshop	Portion of G/F, 1/F, 2/F and 3/F, No. 7 Wang Mau Street, Kowloon Bay, Kowloon	Approved with Condition(s) on 28/4/2017

A/K14/725	Proposed Vehicle Repair Workshop	Ground Floor, Nos. 167-169 Hoi Bun Road, Kwun Tong, Kowloon, KTIL 301 & KTIL 302	Approved with condition(s) on a temporary basis on 9/10/2015
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Table 2.2: Approved Planning Applications for Proposed Vehicle Repair Workshop in Kwun Tong/ Kowloon Bay Area

3 THE PROPOSED VEHICLE REPAIR WORKSHOP

3.1 The Proposal

3.1.1 It is proposed to convert the Application Premises into a vehicle repair workshop ("VRW") to provide repair and maintenance services for private cars, taxi and/or light vans.

3.1.2 The Application VRW includes the VRW itself and the drop off area (outside the VRW), which is solely owned by the Applicant. It consists of a total Gross Floor Area (GFA) of about 6,280.16m², spans entire 1st floor. The Premises is also equipped with a 5m floor-to-floor height. A schematic plan of the VRW is provided in **Appendix 1** to facilitate TPB's consideration of the Application.

3.2 Operation of the VRW

3.2.1 The proposed VRW is designed to configure a needs-based motor vehicle workshop to deliver service operations systematically and in detail. The service area of the VRW is divided into two functional areas: 1) Customer area (i.e. waiting areas, service reception, service advise area) and 2) Operation Area (i.e. service area, customer delivery area, wash bay, parts and storage area) to ensure smooth interaction between the vehicles to be services, the service processes and the workshop equipment (**Figure 3.1** refers). It also has an ancillary office to manage the overall operation of VRW.

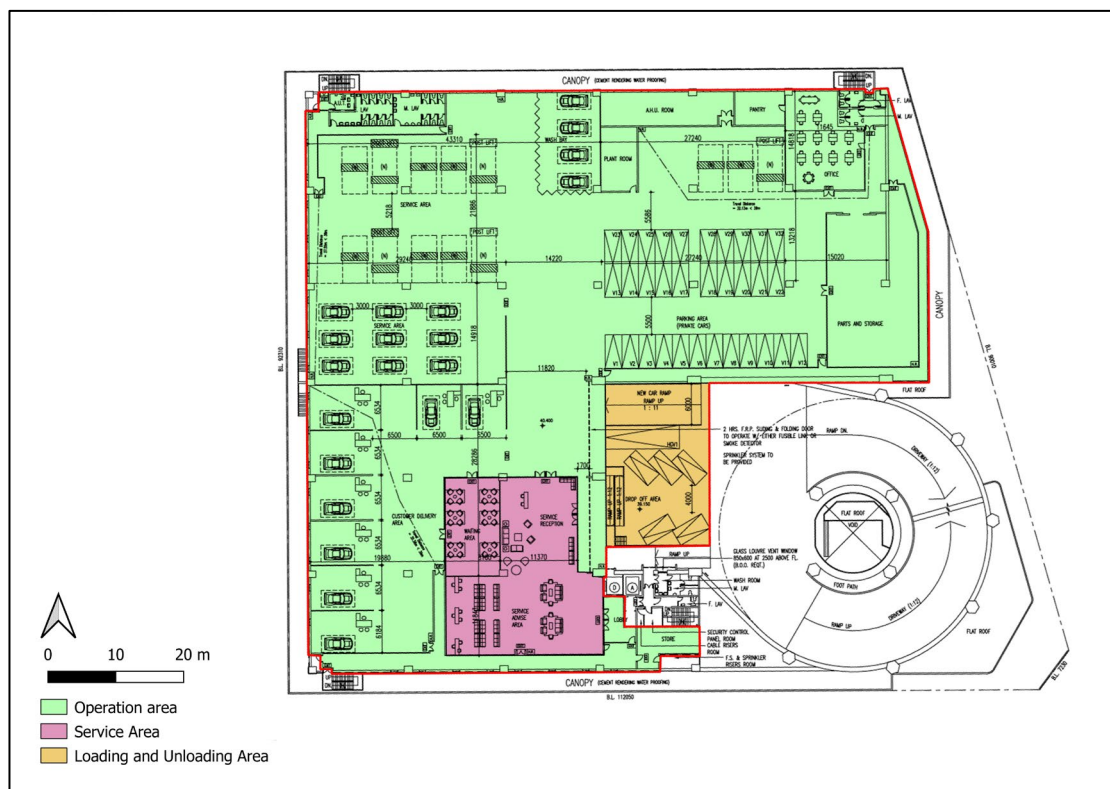


Figure 3.1: Functional Areas of the Workshop

- 3.2.2 The VRW is intended to operate between 8am to 7pm from Monday to Saturday under a pre-booking appointment for repair and maintenances services. The service process of the VRW would operate as shown in **Figure 3.2**. However, it should be noted that different service providers/ operators will have their own planning principles for the design of service workshops to configure a needs-based motor vehicle workshop. This will subject to future management and operation practices of the operators.

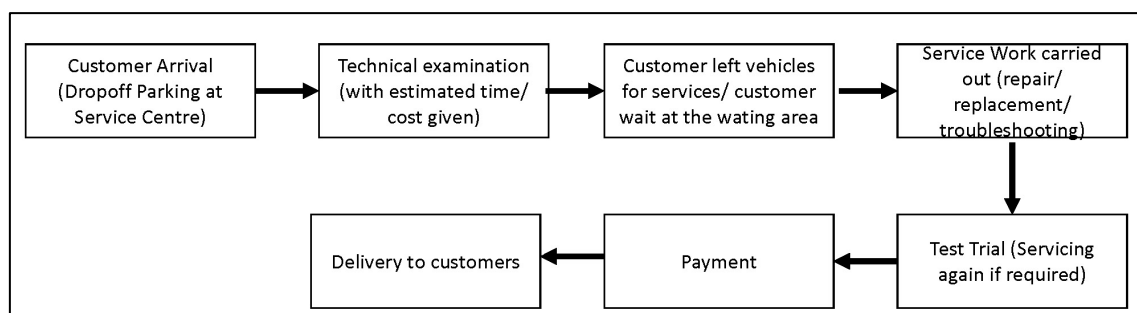


Figure 3.2: Service Process Chart of Vehicle Service Workshop

3.3 Vehicular Access Arrangement and Internal Transport Facilities Provision

- 3.3.1 As highlighted in subsection 2.4.2, the Application Premises at 1/F is served by an existing spiral ramp with a gradient 1 in 12 with direct ingress/egress at Tai Yip Street. The ingress/ egress point of the Premises will be provided via a car ramp with gradient 1 in 11 due to level differences of about 1.25m between the VRW and Drop-off area.
- 3.3.2 The internal transport facilities for the Application Premises (**Table 3.1** below) are calculated based on Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG). Based on the GFA (i.e. 6,280.16m²) of the Application Premises, about 32 parking spaces would be provided within the Premises. They are served as waiting spaces for repair and maintenance of vehicles.
- 3.3.3 In addition to the carparking spaces within the Premises, the existing loading/ unloading area outside the proposed VRW will be converted to 5 nos. drop off bays for customers to drop off their cars. 1 no. Loading and Unloading Bay for the parts delivery. The existing Loading/ unloading area outside the proposed VRW is solely owned by the Applicant and do not form part of common area for other users of the Subject Building.

Parking Space Component	Proposed Provision
Car Parking Spaces/Drop Off Bays	37 - 32 Parking Spaces within Premises (serving as waiting spaces for repair and maintenance)

	- 5 Drop Off Parking Spaces outside Premises
Loading and Unloading Bays	1

Table 3.1: Internal Transport Facilities

3.4 Environmental Considerations

Air Quality

- 3.4.1 The Applicant has taken careful design to assure on the air quality of the proposed VRW. The proposed VRW is designed to have no fresh air intake/openable windows facing the northern and southern sides of the Application Premise, as it is noted that the building will slightly locate at the edge of buffer zone (buffer distance from Sheung Yee Road (northern) and Tai Yip Land and Kai Fuk Road (southern)). The proposed VRW is also equipped extracting and mechanical ventilation with adequate and appropriate filters, in order to minimise any potential air quality impact due to the operational of proposed VRW. Furthermore, a separated air-condition system will be provided in the customer area in order to avoid the accumulation of pollutants inside the customer service area.

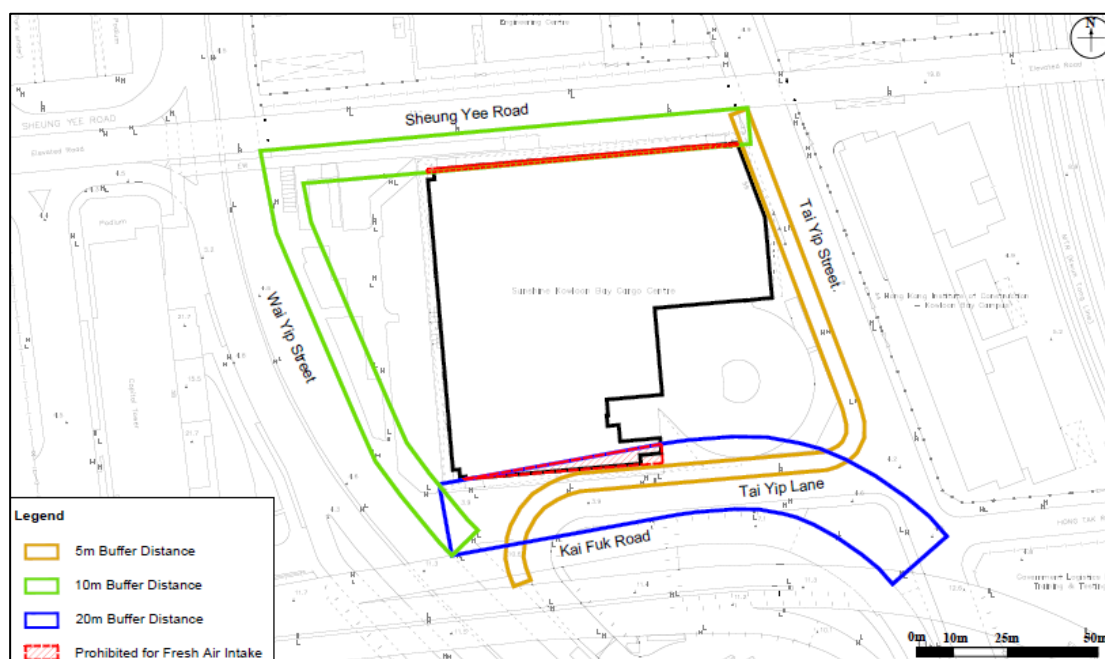


Figure 3.3: Horizontal Buffer Distances Between Road Kerb and the Application Site

Water Quality Impact

- 3.4.3 The Applicant is intended to install a new internal drainage system for the operation area of the proposed VRW. It is noted that wastewater from washing may be the major source of water quality impacts arising from the operation of the Proposed Development, as the wastewater generated from

washing of the vehicle repairing workshop and vehicles may contain contaminants such as oil and lubricants. Intercepting facilities (such as drains) will be set up at the wash bay area inside the VRW to contain the washed water. Other control facilities such as oil interceptors will be installed before discharging the wastewater to the sewers.

3.5 Fire Services Installations and Equipment

- 3.5.1 The Application Premises is designed with adequate and effective firefighting apparatus and equipment in the workplace. The Applicant is intended to comply the Fire Safety (Buildings) Ordinance. A 2-hour fiberglass sliding and folding door will be placed at the entrance/ exit of the Application Premises and operated with either fusible link or smoke detector. Sprinkler system will also be provided throughout the entire Application Premises. Signposts of “emergency exit” will be properly installed to allow employees and customers to find the emergency exists and evacuate from the Application Premises. Applicant has also no intention in storing any explosive materials. The risks of fire owing to the proposed VRW is extremely low.

4 MERITS AND JUSTIFICATIONS

4.1 Ideal Location for Proposed VRW

4.1.1 The Application Premises situates at the 1st floor of an existing industrial building with direct vehicular access. The proposed VRW is located at the periphery of KBBA and KBAA, but with high degree of accessibility by public transport, taking consideration of that the proposed VRW is about 400m from Kowloon Bay MTR Station. It is within an area of reasonable proximity to the customer with high convenience. Under Chapter 12 of HKPSG, it is highlighted that the VRWs in the main urban area should be accommodated on the periphery of industrial areas, balancing between environmental objectives and business requirements. The Application Premises is therefore an ideal location for the VRW.

4.2 Adequate Internal Transport Facilities for Proposed VRW

4.2.1 The proposed VRW is provided with its own car parking spaces and drop off area at 1/F for the exclusive uses of its customer. Hence, all internal traffic will only be handled within the Application Premises with the use of pre-booking appointment system. No queuing along Tai Yip Street and outside the Subject Building should be anticipated.

4.3 The Proposed VRW is in compliance with Relevant Hong Kong Planning Standards and Guidelines

4.3.1 Chapter 12 of the Hong Kong Planning Standards and Guidelines ("HKPSG") stipulates a planning guide for VRW. In addition to locational preference discussed in 4.1.1, the proposed VRW is a single unit and would provide an adequate unit size to provide all essential facilities and services for vehicles to be repaired and maintenance. In terms of management practices, the Subject Building in under a central management office of a management company to ensure the operation of the proposed VRW is in order. The gradient (1 in 11) of the access ramp provided at the Application Premise also fulfills the access ramp with 1 in 5 for cars under HKPSG. Under HKPSG, new intercepting facilities (such as drains) will also be set up at the wash bay area inside the VRW to contain the washed water. Other control facilities such as oil interceptors will be installed before discharging the wastewater to the sewers.

4.4 The Proposed VRW will not jeopardise the long-term planning Intention of "OU(B)" Zone

4.4.1 According to the Town Planning Board Guidelines PG-No. 22D promulgated in 2007, the "OU(B)" zone has been introduced to allow maximum flexibility in the use of existing industrial and I-O buildings and the planning intention of the "OU(B)" and is primarily for general employment uses. Whilst, it is the intention to provide greater flexibility in the use of the existing industrial or I-

O buildings before such buildings are redeveloped/modified/converted into new buildings for both commercial and clean industrial uses.

- 4.4.2 The Application Premises is zoned “OU(B)” zone and ‘Vehicle Repair Workshop’ is a Column 2 use under the subject zoning. While the Application Premises is currently using as a godown, the proposed VRW is intended to serve motor vehicles and their parts to be serviced, repaired, washed and greased. The proposed VRW is a continuation of industrial use at the Application Premises, but in different type. The proposed VRW would only adhere to the lifetime of the existing godown/ industrial building. It would not jeopardise the designated long-term land use planning of the site for “OU(B)” use.

4.5 There is an approved planning precedent for a proposed vehicle repair workshop within Sunshine Kowloon Bay Cargo Centre

- 4.5.1 As highlighted in section 2.5, there is a similar application for vehicle repair workshop use at the 7/F of the subject building. The application, being application number: A/K13/323, has been approved with conditions by the TPB on 11 November 2022. The proposed VRW at the 1/F of the subject building is not unprecedented and the approval of this proposed VRW will not set undesirable precedent for the area.

4.6 No Insurmountable Impacts on Environmental, Traffic and Fire Safety

- 4.6.1 The TPB Guidelines PG-No. 20 has stipulated the intention of “OU(B)” zone in allowing flexibility in the use of the existing industrial or I-O buildings before such buildings are redeveloped, it is however necessary to demonstrate the environmental concerns and fire safety are properly addressed to demonstrate the compatibility of the uses within the same building until the whole building is redeveloped/modified/converted to accommodate the new non-polluting and less fire hazard prone uses. Adequate parking and L/UL spaces should be provided in accordance with the requirements of the HKPSG.

- 4.6.2 Environmental Assessment, Technical Note for Traffic Impact have been conducted and both of the assessments have concluded that no insurmountable impacts on Environmental and Traffic aspects from the proposed VRW. The proposed VRW would also design with detailed fire services installations to meet non-statutory requirements of the relevant Government Department(s).

Environmental Impact

- 4.6.3 Environmental Assessment (EA) is conducted to demonstrate that the proposed VRW would not generate any adverse environmental impacts (i.e. Air Quality Impact, Noise Impact, Water Quality Impact and Waste

Management) (**Appendix 2** refers). The EA concludes that with the implementation of proper pollution control measures in the design of the Proposed Development, no adverse environmental impact arising from the operation of the Proposed Development is anticipated.

Air Quality Impact

- 4.6.3.1 The EA has evaluated the air quality impacts in three aspects: vehicular emission impact, industrial emission impact and operational impact. From the vehicular emission impact, it is anticipated that there are no adverse or unacceptable vehicular emission impact, as mitigation measures (i.e. no fresh air intake and openable windows will be located to the northern and southern side of the building and away from the road. In terms of Industrial Emission Impact, there are no active chimneys located within 200m of the proposed and thus impacts are not anticipated. In terms of the operational impact from the proposed development, it is suggested that the Proposed Development may potentially give rise to air quality impacts (in terms of dusts and smell created, fumes from welding). However, the proposed development is considered to be minor scale and two separate systems: 1) air-conditioned system within customer area and 2) installation of extracting and mechanical systems within the operation area are installed. It should be noted that the operation (i.e. vehicle repairing and maintenance activities) will only be carried out inside the VRW and no outdoor repair and maintenance activities are anticipated. The proposed development is therefore expected to be able to be kept at an acceptable level.

Noise Impact

- 4.6.3.2 Since all vehicle repairing and maintenance activities will be confined indoor and small number of vehicles visiting the centre each day and there is long separation distance between the nearest NSR, potential noise impacts from the operation of proposed VRW.

Water Quality Impact

- 4.6.3.3 The EA highlighted that wastewater from washing will be the major source of water quality impacts arising from the operation of the Proposed Development. It is identified that the wastewater generated from washing of the vehicle repairing workshop and vehicles may contain contaminants such as oil and lubricants. A new internal drainage system for the operation area of the proposed VRW will be installed. Intercepting facilities (such as drains) will also be set up at the wash bay area inside the VRW to contain the washed water. Other control facilities such as oil interceptors will be installed before discharging the wastewater to the sewers.

Waste Management

- 4.6.3.4 Waste (i.e. general refuse, chemical waste and waste tyre) generated during

the operation of the Workshop will be sorted, stored, handled and disposed-off regularly. The waste generated will also follow guidelines from Environmental Protection Department (EPD). In terms of general refuse, it will be generated from staff, office work, and cleaning. Such refuse will be properly managed by suitable waste collectors. Whilst, the solid chemical wastes, waste oil, spent coolant and waste batteries will be generated from VRW. For the waste tyre waste, it should be properly stored temporarily before being collected. Waste tyre will be collected by waste tyre collector registered with EPD.

4.6.4 No Adverse Traffic Impact

- 4.6.4.1 A technical note on the proposed VRW has been conducted (**Appendix 3** refers) to demonstrate the potential traffic impact and issues. It is highlighted that the proposed vehicle repair workshop will only generate a 2-way traffic of 10 pcu each hour, which is less than the existing traffic of the existing premises. It implies that the proposed VRW will not induce additional traffic and adverse traffic impact to the road network. The proposed VRW will also provide sufficient internal transport facilities with adequate manoeuvring area to fulfill the requirements of the HKPSG and operational needs

4.6.5 Fire Services Installation and Equipment

- 4.6.5.1 As highlighted in subsection 3.5, the Applicant is intended to comply the Fire Safety (Buildings) Ordinance to provide adequate and effective firefighting apparatus and equipment (i.e. fiberglass sliding and folding door, sprinkler system and signposts of “emergency exit”) within the VRW. Detailed fire services installation will be formulated at the building plan submission stage.

5. CONCLUSION

5.1 In light of the above, the Application Premises is to convert the 1st floor into a proposed vehicle repair workshop to provide repair and maintenance services for private cars, taxi and/or light vans. Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the Proposed VRW based on the following points:

- The proposed Vehicle Repair Workshop is located in ideal location, given that the Subject Building is located at the periphery of Kowloon Bay Business Area and with high degree of accessibility;
- The proposed Vehicle Repair Workshop would consist of its own internal transport facilities and all repair and maintenance activities will be conducted indoor;
- The proposed Vehicle Repair Workshop is in compliance with relevant requirements stipulated in chapter 12 of Hong Kong Planning Standards and Guidelines;
- The proposed Vehicle Repair Workshop will not jeopardise the long-term planning intention of the “Other Specified Uses” annotated “Business” zone;
- There is an approved planning precedent for a proposed vehicle repair workshop within Sunshine Kowloon Bay Cargo Centre and the proposed VRW is not unprecedented for the area.
- Environmental Assessments and Traffic Engineering Technical Note have demonstrated that the proposed VRW to be technically feasible with no insurmountable impacts; and
- The proposed Vehicle Repair Workshop will comply with the Fire Safety (Buildings) Ordinance.

Appendix 1

Indicative Architectural Drawings

Appendix 2

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

**PROPOSED VEHICLE REPAIR WORKSHOP ON 1ST FLOOR,
SUNSHINE KOWLOON BAY CARGO CENTRE,
AT NOS. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON**

ENVIRONMENTAL ASSESSMENT

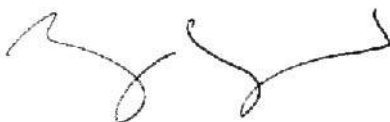
Date **July 2023**

Prepared by **Jolene Wong**
Assistant Environmental Consultant

Signed



Approved by **Katie Yu**
Senior Manager



Signed

Project Reference **KTASKBCCEI00**

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1. INTRODUCTION

1.1 Project Background

- 1.1.1 The Application Site is zoned as "Other Specified Uses" annotated "Business" under Approved Ngau Tau Kok & Kowloon Bay Zoning Plan (OZP) No. S/K13/32. This planning application is to seek permission from the Town Planning Board (the Board) in support of proposed development on the 1st floor, Sunshine Kowloon Bay Cargo Centre, 59-63 Tai Yip Street, Kowloon Bay (hereafter referred to as the "Application Site"), which will be converted into a vehicle repair workshop (hereafter referred to as the "Proposed Development").
- 1.1.2 Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct this Environmental Assessment (EA) for the Proposed Development. The EA will assess the air quality, noise impacts, water quality and waste management associated with the Proposed Development.

1.2 Application Site and its Environs

- 1.2.1 The Application Site is currently situated on the 1st floor, Sunshine Kowloon Bay Cargo Centre. **Figure 1.1** shows the location of the Application Site and its environs. The Application Site is bounded by Sheung Yee Road to the North, Tai Yip Street to the East, Tai Yip Lane and Kai Fuk Road to the South, and Wai Yip Street to the West.

1.3 Proposed Development

- 1.3.1 The Application Site is proposed for a vehicle repair workshop with a total GFA of about 6,280.16 m². The indicative layout plan of the Proposed Development is shown in **Appendix 1.1**.
- 1.3.2 The Proposed Development will comprise the following facilities:
- customer service area;
 - vehicle maintenance area with 38 parking spaces and 4 wash bays;
 - an administration office; and
 - ancillary and supporting electrical and mechanical facilities.

2. AIR QUALITY IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 The aim of this study is to assess the potential air quality impact arising from traffic emissions along the road carriageways surrounding the Application Site, chimney emission from industrial stack in the vicinity of the Application Site, if identified, during the operation of the Proposed Development, and dust, odour and volatile organic compounds (VOC) emissions from the operation activities of the Proposed Development to the surroundings.

2.2 Assessment Criteria

- 2.2.1 Table 3.1 of the Chapter 9 (Environment) of the Hong Kong Planning Standards and Guidelines (HKPSG) (extracted in **Table 2.1** below) shows the minimum horizontal buffer distance between kerb side of roads and sensitive uses for various types of road, and also shows the recommended buffer distance between industrial sites with chimneys and sensitive uses. The mentioned recommendations are extracted and shown in **Table 2.1** below.

Table 2.1 Guidelines on Usage of Open Space Site (HKPSG Chapter 9: Environment)

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	<i>Type of Road</i>		
	Trunk Road and Primary Distributor	>20m	Active and passive recreation uses
		3-20m	Passive recreational uses
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreation uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreation uses
		<5m	Passive recreational uses
	Under Flyovers		Passive recreational uses
Industrial Areas	<i>Difference in Height between Industrial Chimney Exit and the Site</i>		
	<20m	>200m	Active and passive recreation uses
		5-200m	Passive recreational uses
	20-30m (*)	>100m	Active and passive recreation uses
		5-100m	Passive recreational uses
	30-40m	>50m	Active and passive recreation uses
		5-50m	Passive recreational uses
	>40m	>10m	Active and passive recreation uses

Remarks:

- (a) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.
- (b) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

- (c) *The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.*
- (d) *Amenity areas are permitted in any situation.*

2.3 Vehicular Emission Impact

2.3.1 The Application Site is bounded by Sheung Yee Road to the North, Tai Yip Street to the East, Tai Yip Lane and Kai Fuk Road to the South, and Wai Yip Street to the West. According to the Annual Traffic Census 2021, the road classification of nearby road networks is as follows:

- Kai Fuk Road (Urban Trunk);
- Sheung Yee Road (District Distributor);
- Wai Yip Street (District Distributor);
- Tai Yip Street (Local Distributor); and
- Tai Yip Lane (Local Distributor)

2.3.2 According to **Table 2.1** in Chapter 9 of HKPSG (**Table 1**), the buffer separation between the kerb side of roads and the air sensitive uses is as follows:

- Urban Trunk (>20m);
- District Distributor (>10m); and
- Local Distributor (>5m)

2.3.3 **Figure 2.1** shows the buffer distances from those concerned roads to the Application Site. The thin edges along the northern and southern sides of the building will be located within the buffer area. It is recommended that no fresh air intake/ openable windows will be located within the 5m, 10m and 20m buffer area. With the implementation of this design measure in place, no adverse or unacceptable vehicular emission impact is anticipated.

2.4 Industrial Emission Impact

2.4.1 Based on the site visit carried out in May 2023, there are no active chimneys located within 200m of the Proposed Development. Impact from chimney emissions is not anticipated.

2.5 Operational Impact

2.5.1 Vehicle repairing and maintenance activities of the Proposed Development would potentially give rise to air quality impacts, including the followings:-

- Maintenance and repairing of engines and vehicle exhaust emission;
- Dust and smell created during the grinding and cutting of vehicle bodies;
- Emission of volatile organic compounds (VOCs) and odour from use of solvents and paints; and
- Fumes from welding.

2.5.2 Considering the minor scale of the Proposed Development, the potential emissions from the repairing and maintenance activities is anticipated to be controllable with the implementation of the measures as listed in the *Environmental Guidebook for Vehicle Repair Trade* published by EPD. The measures include but not limited to installation of extracting and mechanical systems for engine exhaust, using a cleaning agent to remove dust, and installation of activated carbon filter to control air pollutants in the garage, e.g. engine smoke and VOCs. The air exhaust is recommended to be located

along the western boundary which maximises the separation distance from the existing surrounding development. Furthermore, a separated air-conditioning system will be provided in the customer service area in order to minimise the accumulation of pollutants inside the customer service area.

- 2.5.3 With the adoption of EPD's recommended control measures, air quality impact from the maintenance activities of the Proposed Development is expected to be able to be kept at an acceptable level.

3. NOISE IMPACT ASSESSMENT

3.1 Introduction

- 3.1.1 This section reviews the potential noise impact which may arise during operation of the Proposed Development, and recommends precautionary and mitigation measures as appropriate.

3.2 Relevant Legislation, Standards & Guidelines

- 3.2.1 In this assessment, reference has been made to the “*The Noise Control Ordinance (Cap. 400)*” following relevant Hong Kong legislation governing noise nuisance. It provides statutory controls to restrict and reduce the nuisance caused by environmental noise.

3.3 Potential Noise Source during Operation

- 3.3.1 Vehicle repairing and maintenance activities of the Proposed Development would potentially give rise to noise impacts, including the followings:-
- During maintenance and repairing of engines and vehicle;
 - During grinding and cutting of vehicle bodies;
 - Using electrical and mechanical equipment; and
 - Increased vehicle flow.
- 3.3.2 All vehicle repairing and maintenance activities will be carried out inside the vehicle repair workshop. There will be no outdoor vehicle repairing and maintenance activity, which will not cause significant noise impacts on nearby noise sensitive receivers (NSRs). In addition, the horizontal distance between the nearest NSR (i.e. planned public housing located in Yip On Factory Estate) and the Proposed Development is about 85m, as shown in **Figure 3.1**. Given the long separation distance between the nearest NSR and the Proposed Development and the fact that the repairing and maintenance activities will be operated indoor, potential noise impact is not anticipated.
- 3.3.3 Considering the minor scale of the Proposed Development, there will be limited number of vehicles visiting the centre each day. Given the long separation distance between the nearest NSR and the Proposed Development and the small number of vehicles visiting the centre each day, potential noise impacts from the increase in vehicle flow is not anticipated.
- 3.3.4 With the adoption of EPD’s recommended control measures, noise impact from the maintenance activities of the Proposed Development is therefore not anticipated.

4. WATER QUALITY IMPACT

4.1 Introduction

- 4.1.1 This section describes the potential water quality impact arising during the operation of the Proposed Development. Pollution control measures and good site practices are proposed to minimise the potential water quality impact.

4.2 Environmental Legislation, Policies, Standards and Criteria

Water Pollution Control Ordinance (Cap. 358)

- 4.2.1 *The Water Pollution Control Ordinance* (Cap. 358) (WPCO), in existence since 1980, is the major legislation relating to the protection and control of water quality in Hong Kong. According to the Ordinance and its subsidiary legislation, Hong Kong waters are divided into ten water control zones (WCZ). Corresponding statements of Water Quality Objectives (WQO) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in each of the WCZ based on their beneficial uses.

- 4.2.2 The assessment area is located within the Victoria Harbour WCZ.

ProPECC Note PN 5/93

- 4.2.3 *ProPECC Note PN 5/93 "Drainage Plan subject to Comment by the Environmental Protection Department"* provides guidelines on preparing drainage plans.

Technical Memorandum

- 4.2.4 Besides setting the WQOs, the WPCO controls effluent discharging into the WCZs through a licensing system. The *Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters* (TM-DSS) issued under Section 21 of the WPCO gives guidance on the permissible effluent discharges based on the type of receiving waters (foul sewers, storm water drains, inland and coastal waters). The limits given in the TM-DSS control the physical, chemical and microbial quality of effluents. Under the TM-DSS, effluents discharged into the sewerage system and the inshore and marine waters of the WCZ are subject to standards for particular quantities of discharge. These standards are defined by the EPD and specified in licence conditions for any discharge within a WCZ. Any effluent discharge during the construction and operation phases of the Project would be required to comply with the required discharge standards.

4.3 Assessment Area and Water Sensitive Receivers

- 4.3.1 The assessment area is defined as all areas within 500m from the boundary of the Application Site.
- 4.3.2 Water Sensitive Receivers (WSRs) are defined as those users/occupants of the aquatic/marine environment whose use of the environment could be impaired as a result of the Application Site. The Application Site is located in a built-up area inland, and the nearest water sensitive receiver is Kwun Tong Typhoon Shelter located at about 350m south of the Application Site.

4.4 Operational Impact

- 4.4.1 Wastewater from washing and sewage from staff will be the major sources of water quality impacts arising from the operation of the Proposed Development.
- 4.4.2 Wastewater from washing of the vehicle repair workshop and vehicles may contain contaminants such as oils and lubricants. Appropriate pollution control measures as outlined in **Section 4.4.5** should be incorporated into the design of the drainage system.

The future operator shall apply to EPD for a discharge licence for the Proposed Development under the Water Pollution Control Ordinance.

- 4.4.3 There will only be around max. 60 staffs working at the Proposed Development. The small quantity of sewage generation is not anticipated to cause adverse impact on the downstream sewerage network.
- 4.4.4 Wastewater generated from the Proposed Development will be properly collected by existing sewers and conveyed away from the site via existing public sewerage system.

Mitigation Measures

- 4.4.5 A drainage system should be provided at the Proposed Development to collect the wastewater from washing of the vehicle repair workshop and vehicles. Intercepting facilities (such as bund) should be set up at the wash bay area inside the vehicle repairing workshop to contain the wash water. Before discharging the wastewater to sewers, the wastewater should be conveyed through control facilities such as oil interceptors to reduce the amount of pollutants discharged. Good practises such as control and minimize the quantities of water and cleansing agents as recommended in EPD's *Environmental Guidebook for Vehicle Repair Trade* should also be implemented to minimized potential water quality impact from wastewater.
- 4.4.6 Moreover, the *ProPECC Note PN 5/93* provides guidelines and practices for handling, treatment and disposal of various effluent discharges to foul sewers. The drainage system and disposal of various effluents generated within the Proposed Development should follow the relevant guidelines and practices as given in the *ProPECC Note PN 5/93*. No unacceptable water quality impact is therefore envisaged.
- 4.4.7 With the implementation of control measures and provision of adequately designed drainage and sewerage facilities, no adverse water quality impact is anticipated from the operation of the Proposed Development.

5. WASTE MANAGEMENT IMPLICATION

5.1 Introduction

- 5.1.1 This section reviews the potential waste management issues which may arise during operation of the Proposed Development, and recommends precautionary and mitigation measures as appropriate.

5.2 Relevant Legislation, Standards & Guidelines

- 5.2.1 In this assessment, references have been made to the following relevant Hong Kong legislation governing waste management and disposal. Directly relevant legislations include:

- *The Waste Disposal Ordinance* (Cap. 354) and subsidiary legislations, such as *the Waste Disposal (Chemical Waste) (General) Regulation*, set out requirements for the storage, handling and transportation of all types of wastes;
- *Land (Miscellaneous Provisions) Ordinance* (Cap 28); and
- *Public Health and Municipal Services Ordinance* (Cap 132) – *Public Cleansing and Prevention of Nuisance Regulation* – control of disposal of general refuse.

5.3 Waste Management Hierarchy

- 5.3.1 The waste management strategy for this Project has been based on the following hierarchy in descending order of priority for developing the appropriate mitigation measures for waste management, viz.:

- **Avoid** - complete avoidance of waste generation;
- **Reduce** - reduction of waste, generally within the confines of the project, through changes in processes or procedures. It also includes the reuse of materials without additional processing;
- **Recycle** - recycling of wastes for other purposes, such as input materials or materials recovery;
- **Treat** - destruction, detoxification, neutralization, etc. of wastes into less harmful substances that are suitable for disposal; and
- **Dispose** - release of waste to air, water, or land in a properly controlled and safe manner to render them harmless. Land disposal may involve volume reduction, encapsulation, leachate containment and monitoring.

- 5.3.2 Waste generation will be avoided as far as possible in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4 Waste Management during the Operation

- 5.4.1 Waste generated during the operation of the Workshop can be classified into three major types:
- General refuse;
 - Chemical waste; and
 - Waste tyre.

General Refuse

- 5.4.2 General refuse will be generated from staff, office work, and cleaning. Such refuse will be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. To reduce waste and improve recycling, sufficient properly labelled recycling bins for paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g. daily) waste removal by reputable waste collectors and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

Chemical Waste

- 5.4.3 Solid chemical wastes, waste oil, spent coolant and waste batteries will be generated from vehicle repair and maintenance activities. For the disposal of chemical wastes, the Proposed Development would be required to register with the EPD as a Chemical Waste Producer and to follow the requirements stated in the *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes*.
- 5.4.4 Chemical waste will be stored and disposed of in an appropriate manner as stipulated in the *Waste Disposal (Chemical Waste) (General) Regulations*. Materials classified as chemical wastes will require special handling and storage arrangements before removal for appropriate treatment at the approved Chemical Waste Treatment Facility. Provided that the handling, storage and disposal of chemical wastes are in accordance with these requirements, adverse environmental impacts are not expected.

Waste Tyre

- 5.4.5 Waste tyre will be generated from the vehicle repairing and maintenance activities. Waste tyre should be properly stored temporarily before being collected. A waste tyre collector registered with EPD would be employed for regular collection and recycling/recovery of the waste tyres.
- 5.4.6 With waste being handled in a proper manner and in accordance with the code of practice and guidelines, no adverse environmental impact associated with waste management is anticipated.

6. OVERALL CONCLUSION

- 6.1.1 There are no active chimneys located within 200m of the Proposed Development. The fresh air in-take locations will be carefully located and installed with sufficient buffer distance from roads in accordance with the requirements under HKPSG. Therefore, no adverse vehicular and chimney emission impacts are anticipated.
- 6.1.2 All vehicle repairing and maintenance activities will be carried out inside the vehicle repairing workshop. As such, no adverse noise impacts is anticipated.
- 6.1.3 Wastewater generated by the Proposed Development will be properly collected by appropriate drainage system within the Site and conveyed to the public sewerage system.
- 6.1.4 Waste generated by the Proposed Development during operation will be sorted, stored, handled and disposed-off regularly. Opportunity to maximise recycling of waste will be explored.
- 6.1.5 In conclusion, with the implementation of proper pollution control measures in the design of the Proposed Development, no adverse environmental impact arising from the operation of the Proposed Development is anticipated.

Figures

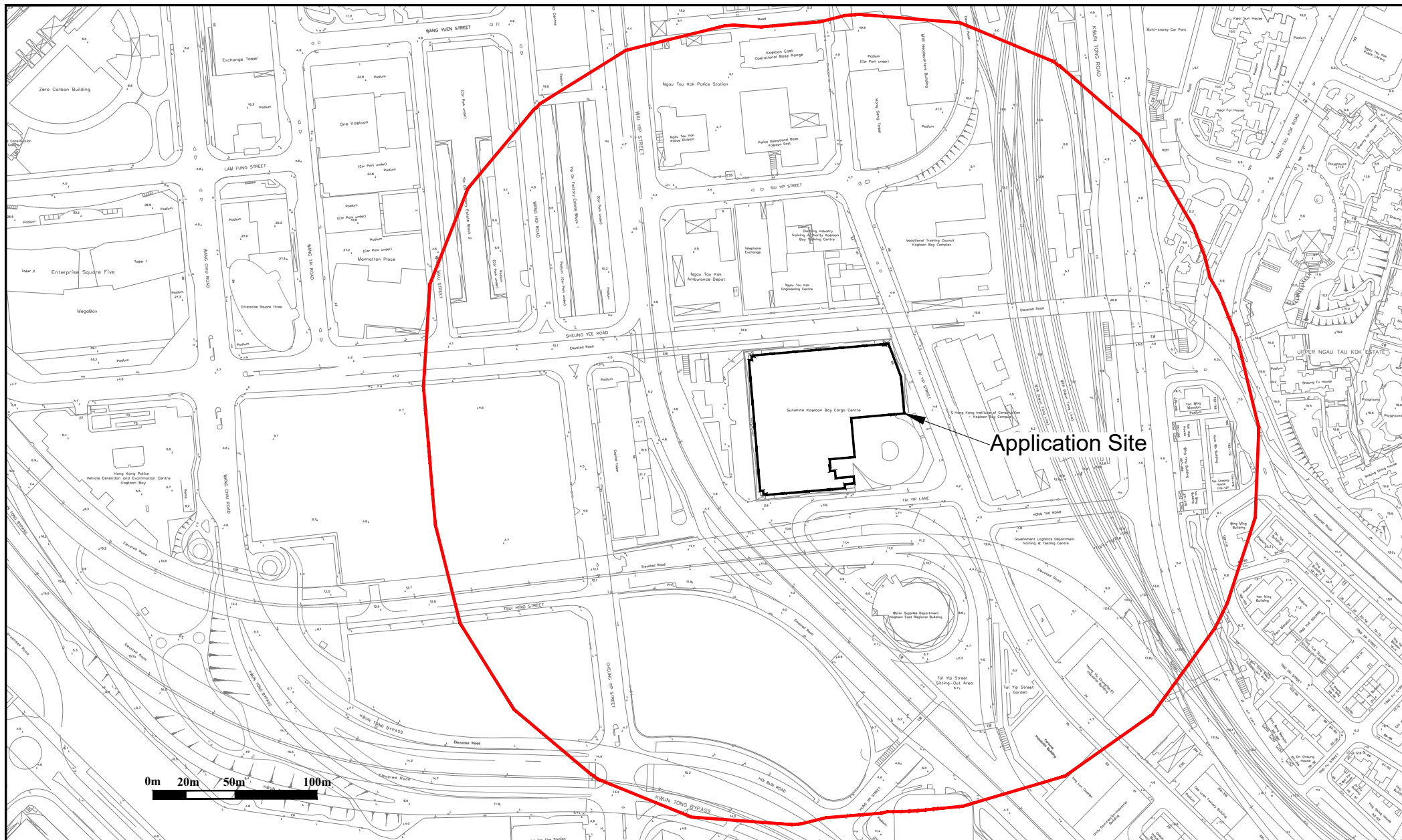


Figure: 1.1

Title: Location of the Application Site and its Environs

Project: Proposed Vehicle Repair Workshop on 1st floor, Sunshine Kowloon Bay Cargo Centre, At No. 59 Tai Yip Street, Kowloon Bay, Kowloon

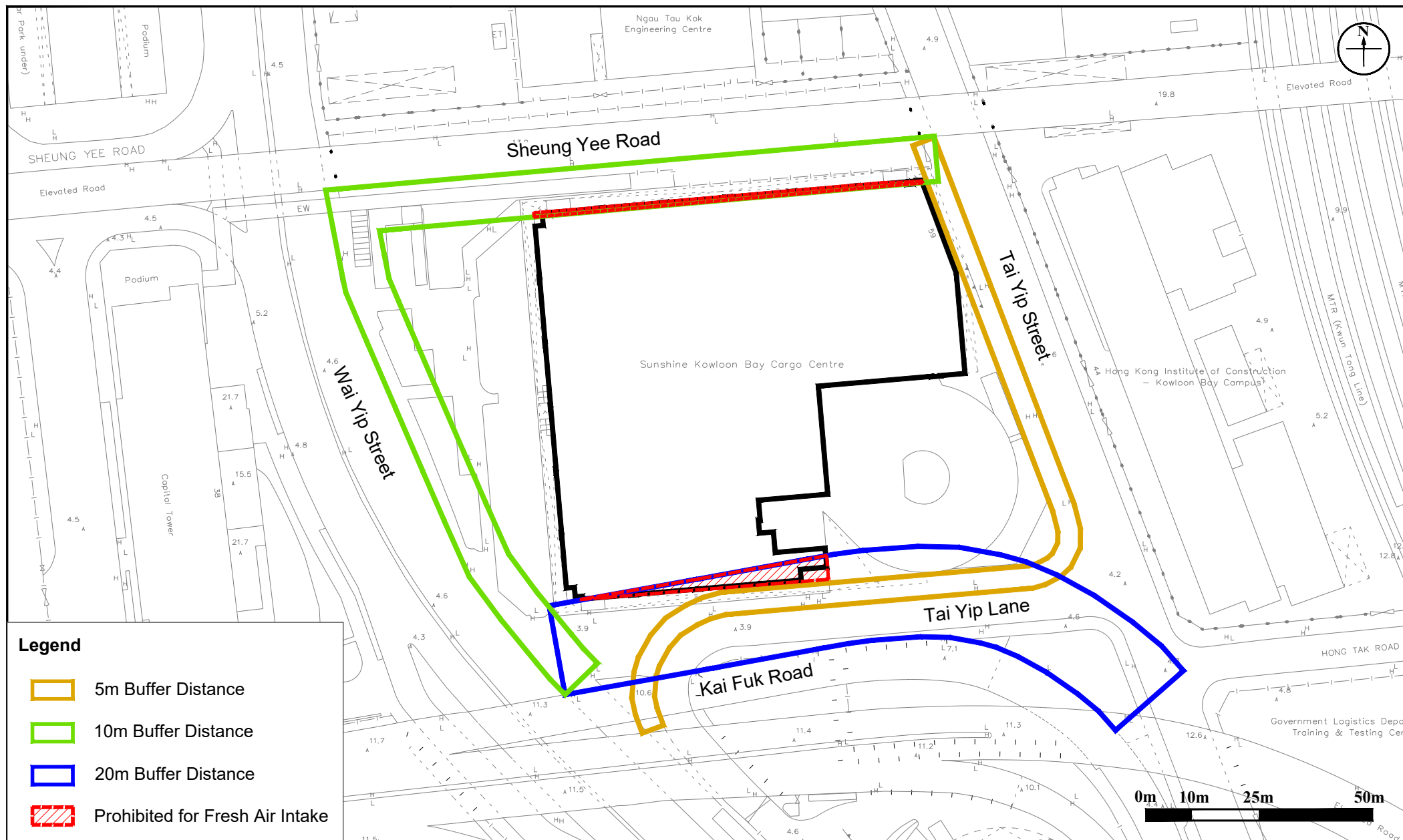
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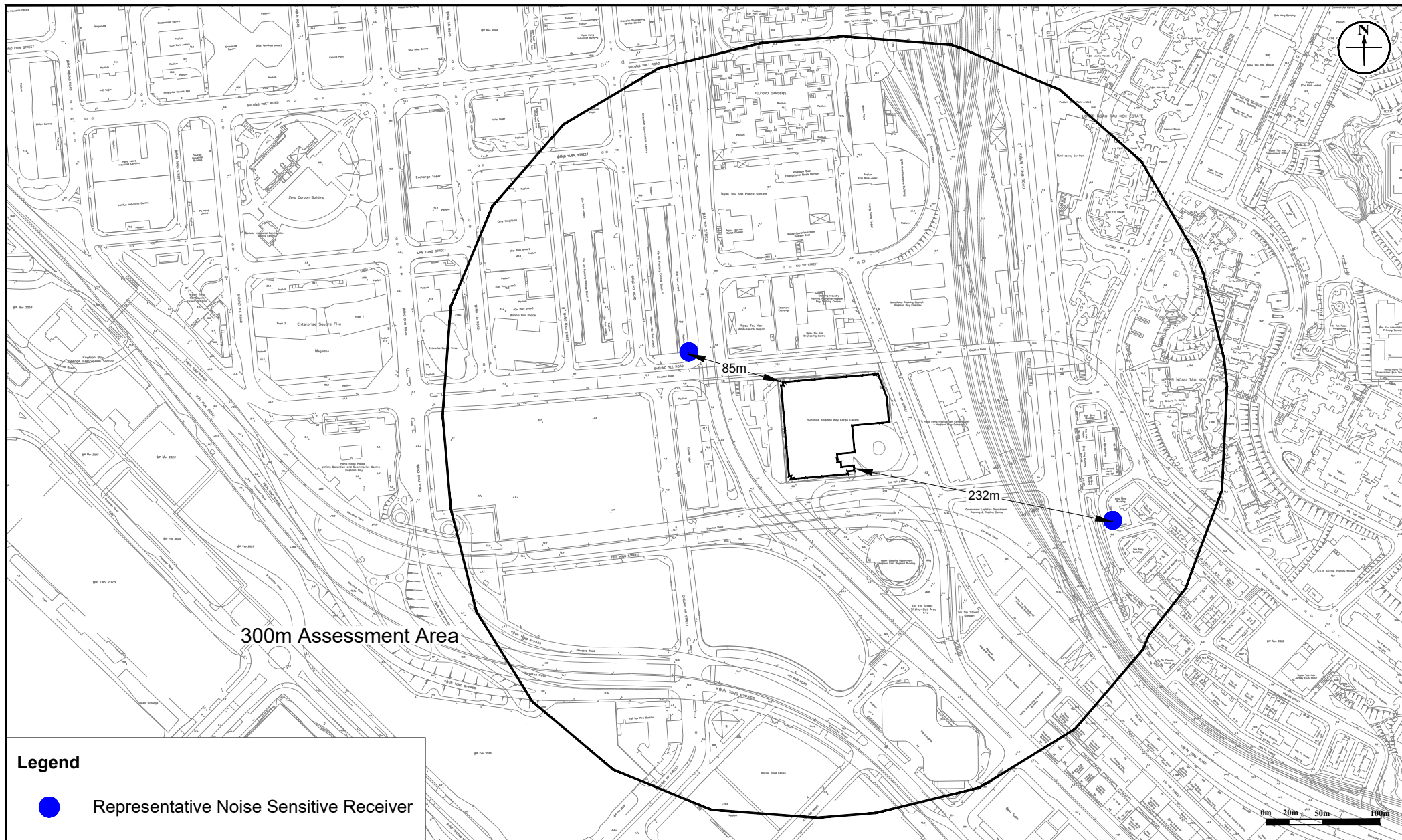
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Appendix

Appendix 1.1 Indicative Layout Plan of the Proposed Development

Appendix 3

Technical Note for Traffic

Document Status Control Record

**Proposed Vehicle Repair Workshop at 1st floor,
Sunshine Kowloon Bay Cargo Centre,
At No. 59 Tai Yip Street, Kowloon Bay, Kowloon**

Technical Note

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Applicant intends to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance to convert the 1st floor (“Application Premises”) of Sunshine Kowloon Bay Cargo Centre (the “Subject Building”) into a proposed vehicle repair workshop to provide repair and maintenance services for private cars, taxis and/or light vans. The location of the Subject Building is shown in **Figure 1**.
- 1.1.2 The Application Premises falls within an area zoned “Other Specified Uses” annotated “Business” under the Draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (the “Draft OZP”) No. S/K13/31. According to the Statutory Notes of the Draft OZP, the ‘Vehicle Repair Workshop’ is a Column 2 use that may be permitted with or without conditions on the application to the Town Planning Board. A section 16 planning application is therefore required to be submitted for planning approval.
- 1.1.3 LLA Consultancy Limited was commissioned to conduct a traffic review to address the traffic issues of the development proposal to support the section 16 planning application. This technical note presents the findings of the review.

1.2 Study Objectives

- 1.2.1 The objectives of this study can be summarised as follows:
- to estimate the car parking number as required in the HKPSG under the development proposal;
 - to recommend a car parking number for the proposed vehicle repair workshop; and
 - to estimate the additional traffic generated from the development proposal and to assess the potential traffic impact.

2 PROPOSED DEVELOPMENT

2.1 The Site

- 2.1.1 As shown in **Figure 1**, the Subject Building is located at No. 59 Tai Yip Street, Kowloon Bay, Kowloon. The Application Premises occupies the 1st floor of the existing 10-storey industrial building. At present, there are 8 nos. of loading/unloading bays provided on the existing premise, i.e, the 1st floor, and the 8 spaces are used to serve the existing industrial godown use at the 1st floor.

2.2 Development Schedule

- 2.2.1 The Application Premises will comprise of 6,280.16 m² GFA, including the godown itself and the corresponding loading/unloading area. The details are summarized in **Table 2.1**.

Table 2.1 Proposed Development Schedule

Item	Parameter
Gross Floor Area (GFA)	6,280.16 m ²
Operation Hours	8:00am to 7:00pm (from Monday to Saturday)
Internal Transport Facilities	
- Car Parking Spaces	32 spaces
- Drop-off Spaces	5 spaces
- Loading/Unloading Bay	1 bay

3 PROPOSED TRANSPORT PROVISIONS

3.1 Vehicular Access

- 3.1.1 The vehicular access of the Subject Building is located at Tai Yip Lane, the Application Premises 1st floor of the Subject Building will use the same vehicular access.

3.2 Internal Transport Facilities as Required by HKPSG

- 3.2.1 The internal transport facilities for the proposed vehicle repair workshop as required under Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG) is listed out in **Table 3.1**.

Table 3.1 Parking Requirement for Proposed Vehicle Repair Workshop

Type of Facilities	HKPSG Requirements	Required Nos. under HKPSG	Proposed No.
Car parking Space	A minimum of 2 parking spaces should be provided for each workshop unit or 0.75 parking space per workspace or 150m ² of GFA whichever is the higher. 1 workshop unit x 2 spaces = 2 spaces; OR 42 workspaces x 0.75 spaces = 32 spaces; OR 6,280.16 m ² / 150 m ² x 0.75 spaces = 32 spaces	2 – 32	32
Drop-off Space	No specific requirement under HKPSG.	5 ⁽¹⁾	5
Loading/Unloading Bay	No specific requirement under HKPSG.	1 ⁽¹⁾	1

Note: (1) The number is to satisfy the operational needs of the proposed vehicle repair workshop.

- 3.2.2 As shown in **Table 3.1**, the proposed development should provide 32 private car parking spaces, 5 drop-off space and 1 goods vehicle loading/unloading bay to fulfil the requirements of the HKPSG and operational needs. The proposed layout is shown in **Figure 2**.
- 3.2.3 **Table 3.2** lists out a summary of the numbers and the dimensions required for each type of spaces in the proposed vehicle repair workshop.

Table 3.2 Summary of Overall Transport Facilities Provision

Type of Space	Dimension	Proposed Number
Private Car Parking Space	2.5m (W) x 5.0m (L) x 2.4m (H)	32
Drop-Off Space	2.5m (W) x 5.0m (L) x 2.4m (H)	5
HGV Loading / unloading Bay	3.5m (W) x 11.0m (L) x 4.7m (H)	1

3.3 Swept Path Analysis

- 3.3.1 To ensure smooth manoeuvring of the parking area, swept path analysis was conducted to demonstrate that adequate space is provided for the vehicles for manoeuvring as shown in **Figures SP-01 to SP-06**.

4 ANTICIPATED TRAFFIC IMPACT

4.1 Operation Details Of the Proposed Vehicle Repair Workshop

- 4.1.1 The proposed vehicle repair workshop is intended to operate between 8:00am to 7:00pm from Monday to Saturday under a pre-booking appointment for repair and maintenances services. Under the pre-booking system, a drop-off space will be reserved for each customer for a time slot of one hour for preliminary examination.
- 4.1.2 The service process is generally described as below. The details will be adjusted subject to the operation practice of future operators.

Service Process:

START Customer Arrival (Dropoff Parking at Service Centre → Technical examination (with estimated time / cost given) → Customer left vehicles for services / customer wait at the waiting area → Service work carried out (repair / replacement / troubleshooting) → Test trial (Servicing again if required) → Payment → Delivery to customers → **FINISH**

4.2 Traffic Generation of the Existing Premise and Proposed Vehicle Repair Workshop

- 4.2.1 The volumes of the traffic that would be induced by the existing premise are estimated based on the trip rates documented in the Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 – Transport Considerations of Town Plans. The traffic generation and attraction of the existing premise are shown in **Table 4.1**.

Table 4.1 Traffic Generation of the Existing Premise

Existing Premise	Unit/Content	AM Peak Hour			PM Peak Hour		
		Gen.	Att.	Total	Gen.	Att.	Total
Industrial Trip Rates ⁽¹⁾	pcu/hr/100m ²	0.0926	0.1386	-	0.1350	0.1049	-
Traffic Generation	pcu/hr	6	9	15	8	7	15

Notes: Gen. – Generation; Att. – Attraction.

(1) Mean trip rates for industrial use are adopted from TPDM, Transport Department.

- 4.2.2 From **Table 4.1**, the existing premise would generate a two-way traffic of 15 pcu during both AM peak hour and PM peak hour.
- 4.2.3 The proposed vehicle repair workshop will provide 5 drop-off spaces within the premise and each space will be reserved for a customer for a time slot of one hour, which implies it will attract 5 vehicle (private car) trips each hour. For conservative assessment purpose, it is assumed the same number of vehicles will leave within the same hour. As a result, the proposed vehicle repair workshop will generate a 2-way traffic of 10 pcu each hour, which is less than that of the existing premise. This implies that the proposed vehicle repair workshop will not induce additional traffic and will not create adverse traffic impact to the road network.

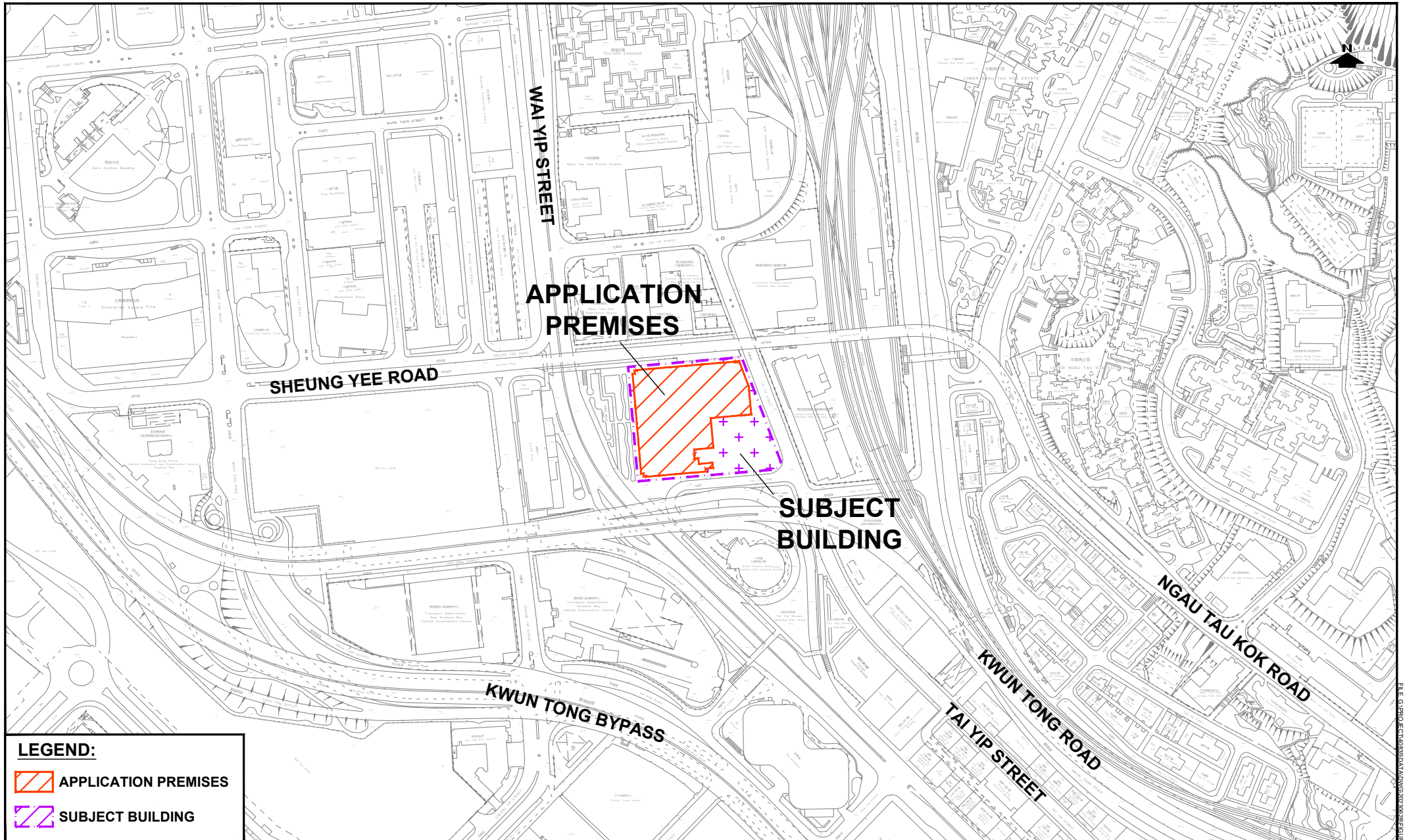
5 SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 The Applicant intends to convert the 1st floor of Sunshine Kowloon Bay Cargo Centre into a proposed vehicle repair workshop to provide repair and maintenance services for private cars, taxis and/or light vans.
- 5.1.2 The vehicular access of the Subject Building is located at Tai Yip Lane, the Application Premises is located on the first floor of the Subject Building and will use the same vehicular access. The proposed development should provide 32 private car parking spaces 5 drop-off space and 1 goods vehicle loading/unloading bay to fulfil the requirements of the HKPSG and operational needs.
- 5.1.3 The proposed vehicle repair workshop will generate a 2-way traffic of 10 pcu each hour, which is less than that of the existing premise. This implies that the proposed vehicle repair workshop will not induce additional traffic and will not create adverse traffic impact to the road network.

5.2 Conclusion

- 5.2.1 The findings of this study indicated that the proposed vehicle repair workshop would provide sufficient internal transport facilities with adequate manoeuvring area. Also, the proposed vehicle repair workshop would not induce additional traffic. Based on the above, the proposed vehicle repair workshop is considered acceptable in traffic viewpoint.

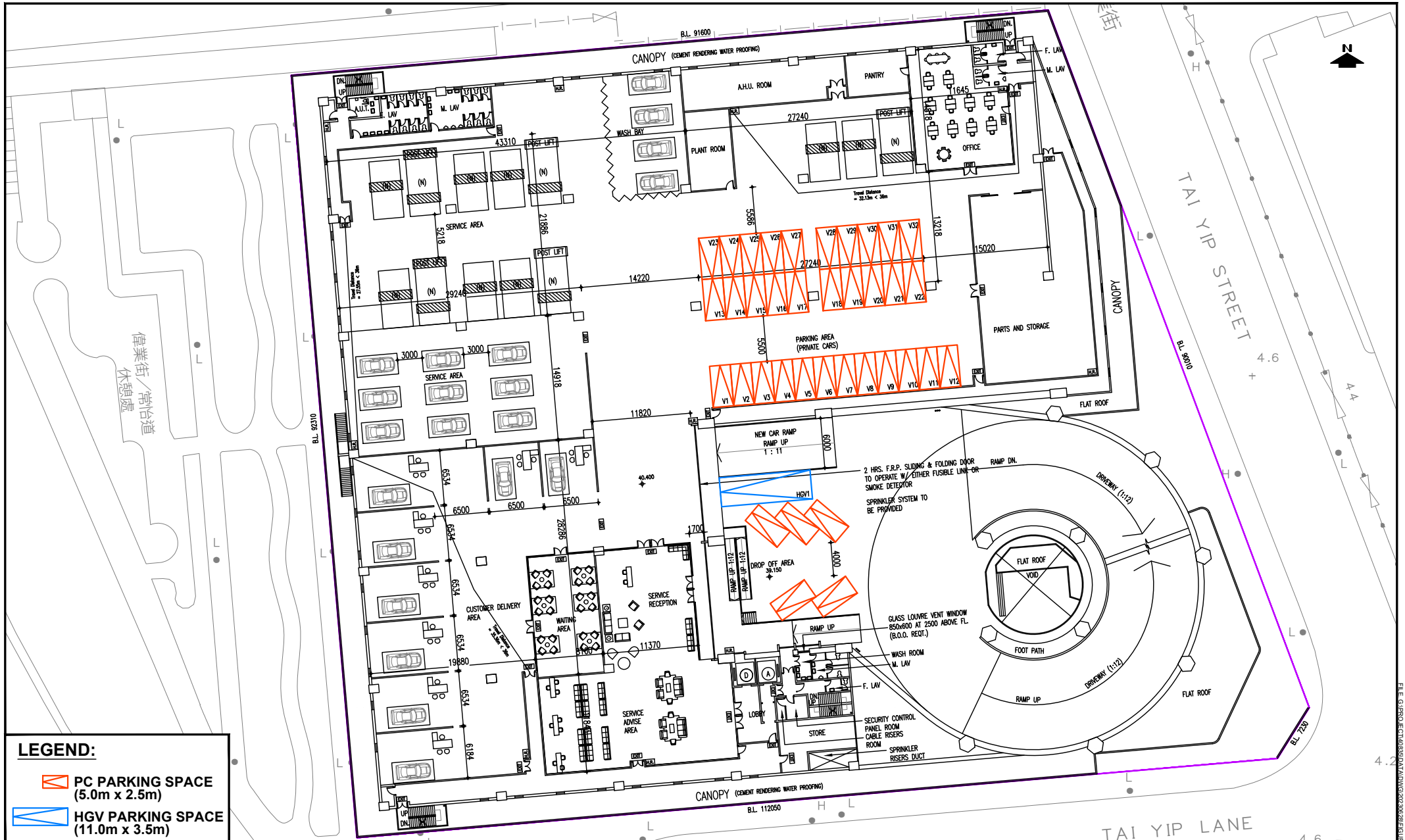


LEGEND:

 APPLICATION PREMISES

 SUBJECT BUILDING

PROJECT NO. 40886		PROJECT TITLE PROPOSED VEHICLE REPAIR WORKSHOP AT 1ST FLOOR, SUNSHINE KOWLOON BAY CARGO CENTRE AT NO. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON		DRAWING NO. FIGURE 1	REV. .
DESIGNED SKL	DATE JUL 2023	LOCATION PLAN		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:4000				
CHECKED SLN					



LEGEND:

 PC PARKING SPACE
(5.0m x 2.5m)

 HGV PARKING SPACE
(11.0m x 3.5m)

PROJECT NO. 40886

PROJECT TITLE PROPOSED VEHICLE REPAIR WORKSHOP AT 1ST FLOOR, SUNSHINE KOWLOON BAY CARGO CENTRE AT NO. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON

DRAWING NO. FIGURE 2

REV. -

DESIGNED SKL DATE JUN 2023

DRAWING TITLE

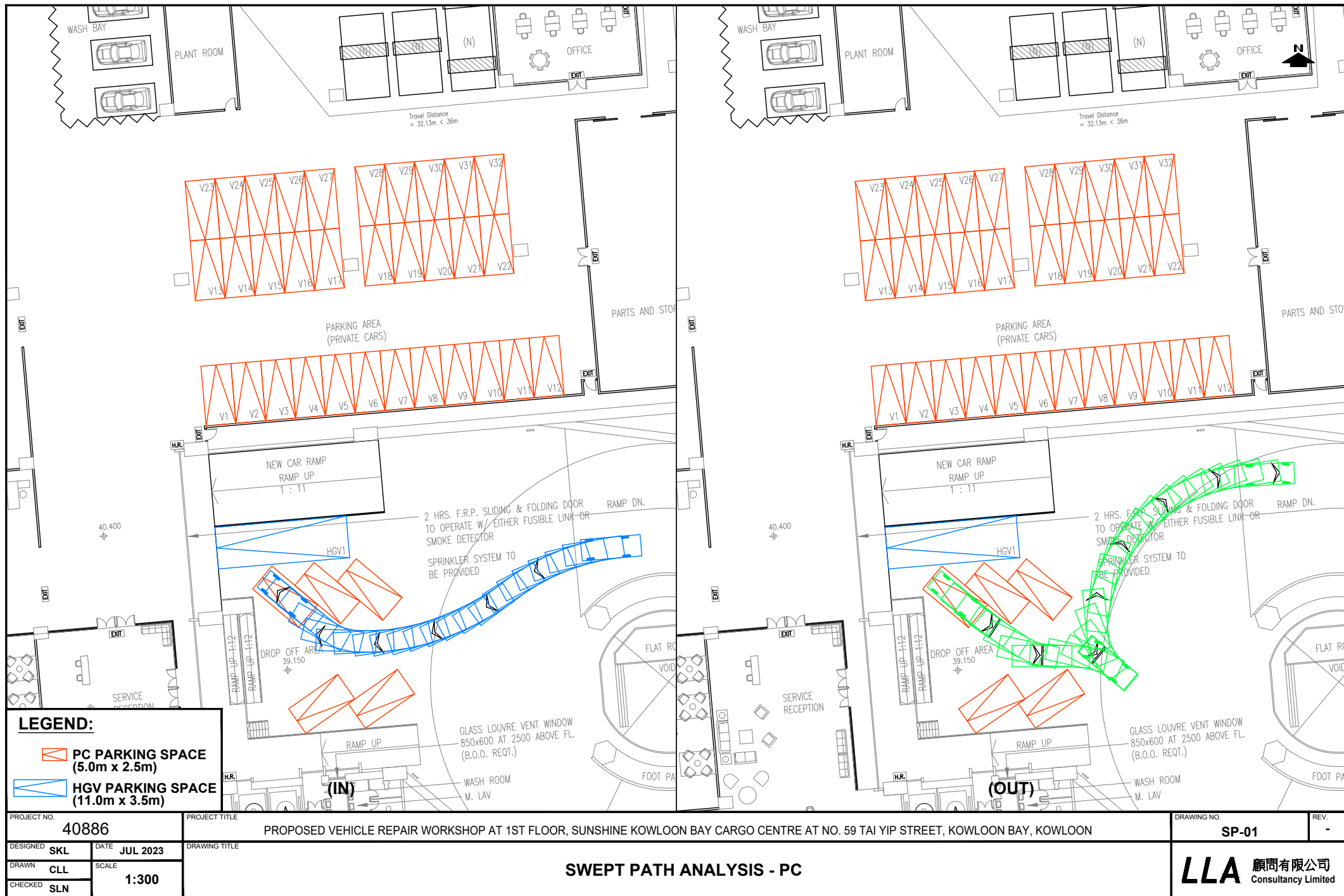
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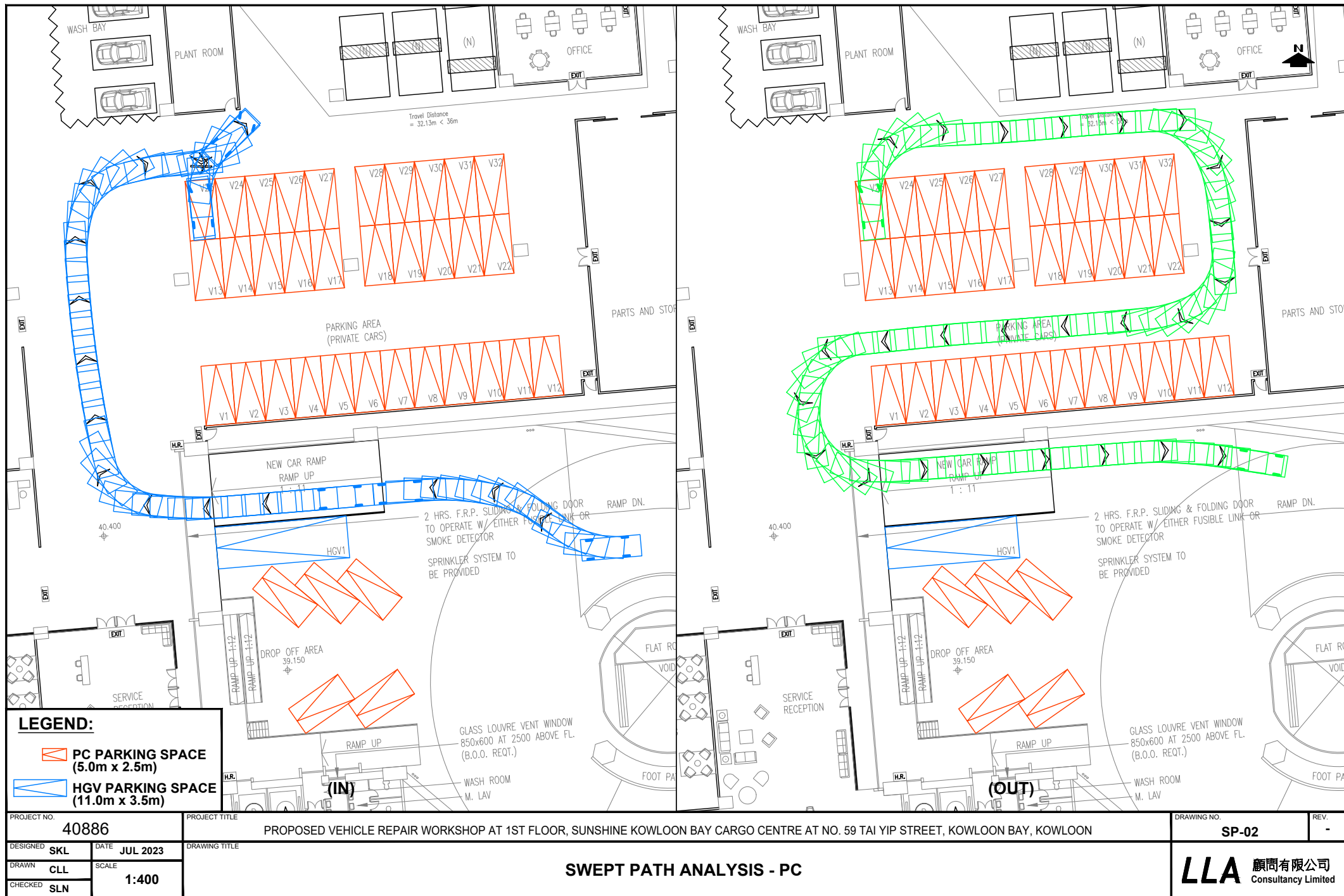
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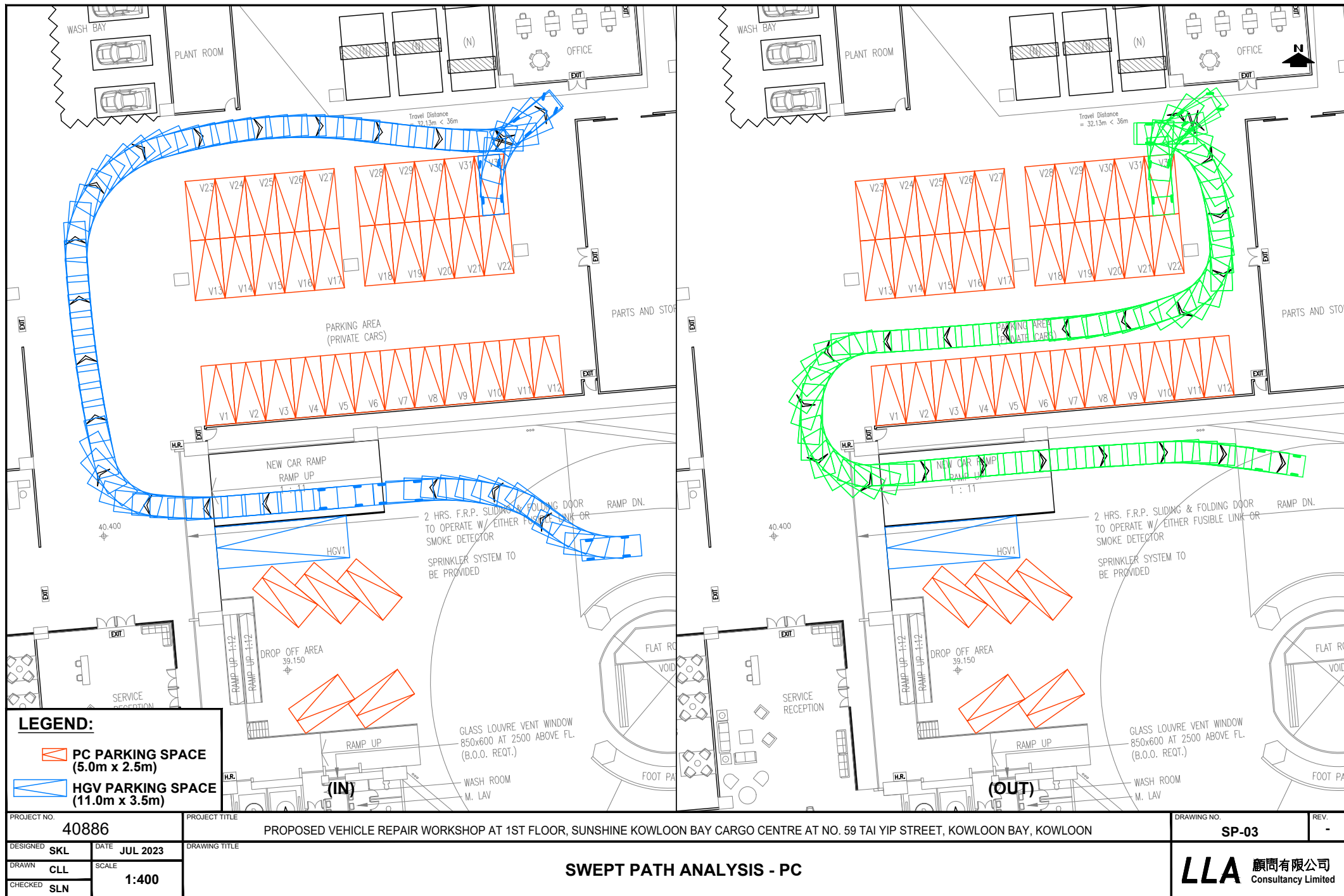
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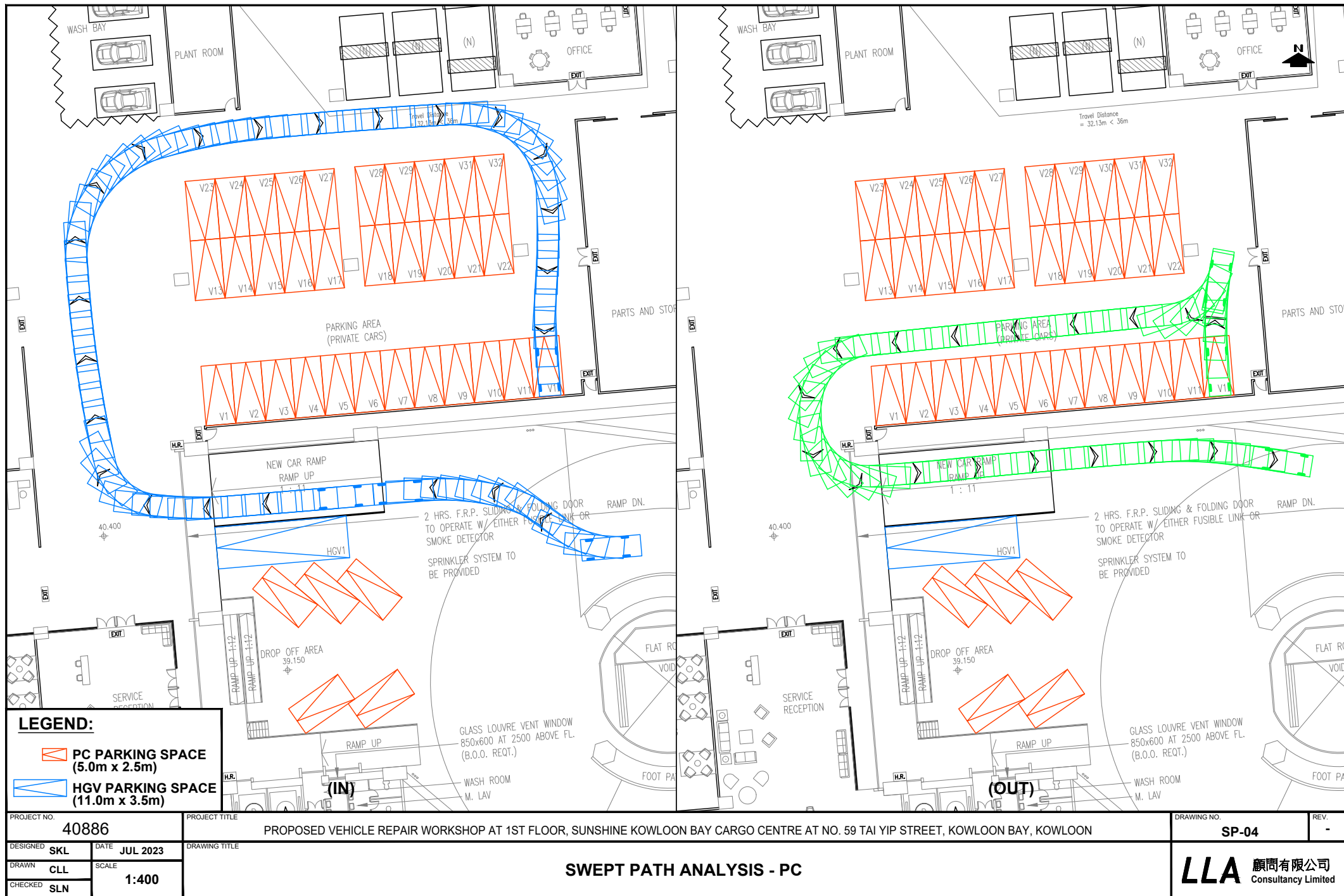
LAYOUT PLAN

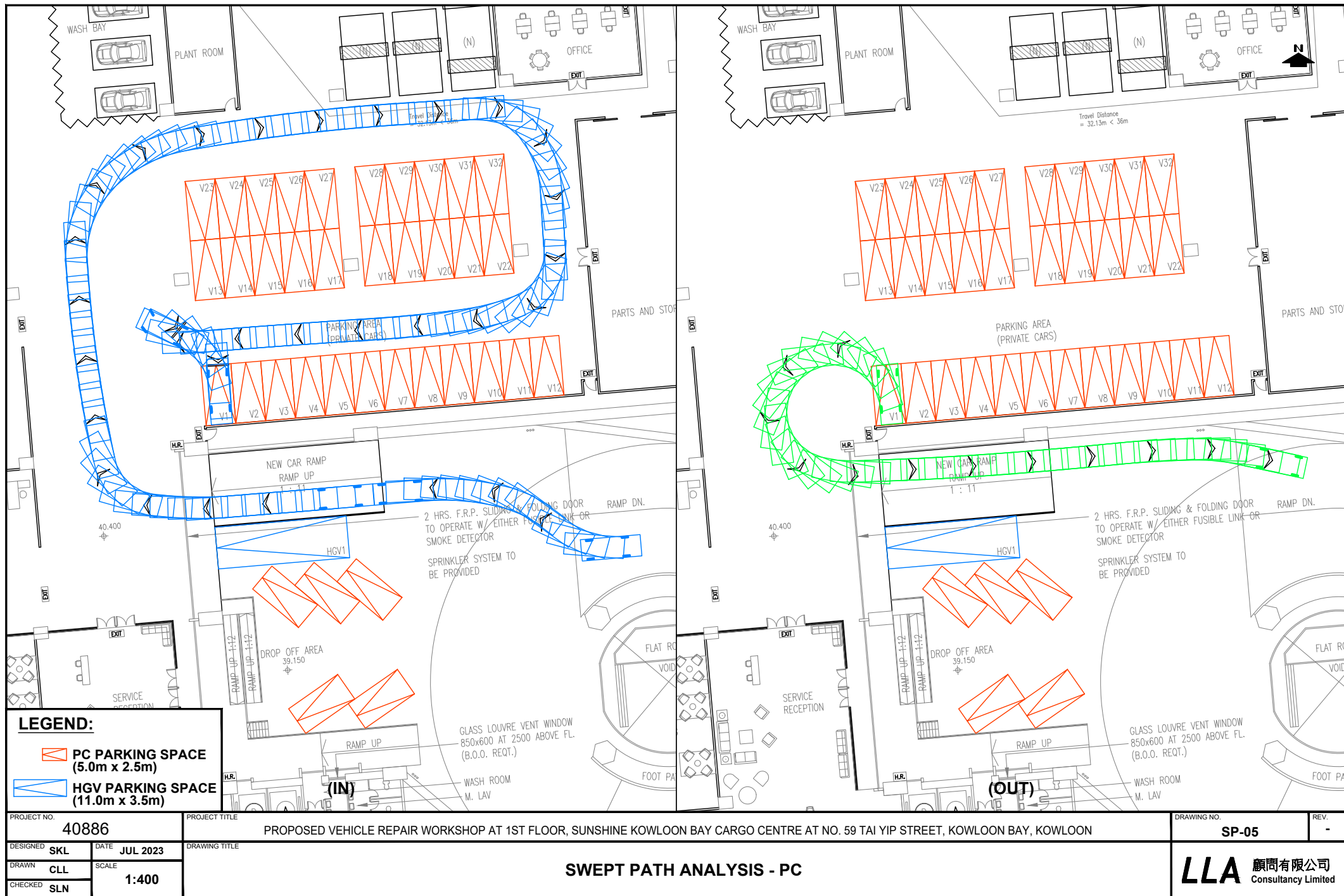
LLA 顧問有限公司
Consultancy Limited













LEGEND:

PC PARKING SPACE
(5.0m x 2.5m)

HGV PARKING SPACE
(11.0m x 3.5m)

PROJECT NO.	40886
DESIGNED	SKL
DRAWN	CLL
CHECKED	SLN

PROJECT TITLE
PROPOSED VEHICLE REPAIR WORKSHOP AT 1ST FLOOR, SUNSHINE KOWLOON BAY CARGO CENTRE AT NO. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON

DATE	JUL 2023
SCALE	1:400
DRAWING TITLE	SWEPT PATH ANALYSIS - HGV

DRAWING NO.	SP-06
REV.	-

LLA 顧問有限公司
Consultancy Limited



PLANNING LIMITED

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By Email

Our Ref: S3034a/59_TYS_KB/23/003Lg

29 August 2023

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sir/ Madam,

**Proposed Vehicle Repair Workshop
at 1st floor, Sunshine Kowloon Bay Cargo Centre,
at No. 59 Tai Yip Street, Kowloon Bay, Kowloon**

**- Section 16 Planning Application No. A/K13/328 –
(Further Information No.1)**

(This letter shall supersede our letter ref. S3034a/59_TYS_KB/23/002Lg dated 25 August 2023 submitted to Town Planning Board).

Reference is made to the captioned S16 Planning Application which was submitted to the Town Planning Board on 10th July 2023 and the comments from Transport Department, Environmental Protection Department and Buildings Department conveyed through Kowloon District Planning Office of Planning Department via email on 11 and 23 August 2023 respectively.

In response to the comments received, please find attached soft copy of the Further Information submission. The submission document consists of a Response-to-Comment Table, together with an updated layout plan (**Annex I** refers) and updated operation diagram (**Annex II** refers)

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned or Mr. Elden Chan at 3579 5778.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

David Fok

cc. the Applicants

KT/DF/EC/vy



**Proposed Vehicle Repair Workshop at
1st floor, Sunshine Kowloon Bay Cargo Centre,
At No. 59 Tai Yip Street, Kowloon Bay, Kowloon
S16 Planning Application No. A/K13/328**

Items	Comments	Responses
<u>1</u>	<u>Comments from Chief Traffic Engineer/Kowloon received on 11 August 2023 (Contact person: Mr. Alvin CHAN; Tel.: 2399 2772)</u>	
1.1	It is noted that the current use of the 1/F is for Godown with loading/unloading (L/UL) area. Please prove if there is any current parking/ L/UL demand on the 1/F, which would be affected by the proposed vehicle repair workshop. If affirmative, where will the original parking and loading/unloading area be relocated? Please also make sure the conditions stated in lease are fulfilled.	The existing building is for industrial godown use. According to the as-built recorded plans, loading/unloading areas are provided at each individual floors in the building. There are 8 nos. of loading/unloading bays on the 1/F (the Application Site), which is used to serve the existing industrial godown use at 1/F. The proposed VRW use will replace the existing industrial godown use at 1/F. The parking and loading/unloading demand of the existing industrial godown use at 1/F will no longer exist and therefore, the original parking and loading/unloading spaces will not be relocated or re-provided. Meanwhile, the Internal transport facilities will be provided at 1/F to satisfy the HKPSG requirements and operational needs of the proposed VRW.
1.2	Please advise the anticipated operation year of the proposed vehicle repair workshop.	Please be advised that the anticipated operation year is 2024.
1.3	Please supplement the traffic flow and junction assessments in the vicinity.	Please note that the proposed VRW will generate <u>less traffic</u> (10 pcu/hr) than that of the current industrial godown use (15 pcu/hr), and therefore will not induce additional traffic impact to the junctions in the vicinity.
1.4	Please advise if there will be any shuttle bus services (e.g. to/from MTR stations or PTI) provided for the vehicle repair workshop.	Under the pre-booking system, only 5 visitor trips will be attracted each hour which is minimal. The visitors are anticipated to drive their cars to the proposed VRW or travel by public transport. Therefore, no shuttle bus services will be provided for the proposed VRW.
1.5	As per HKPSG Ch.12, floor-to-floor height of 5.2m should be provided for cars, where the proposed premise has only equipped with a 5m	Since the proposed VRW is provided by conversion of the existing industrial building, the floor-to-floor height cannot be changed.

Items	Comments	Responses
	floor-to-floor height, please advise.	Having considered the floor-to-floor height available for the proposed VRW is 5.0m which is more than a double of the required headroom for car parking space (2.4m). The operator confirms that the headroom is sufficient for vehicle repair works to be carried out.
1.6	Para. 4.1.1 of the Technical Note for Traffic refers, it is noted that a pre-booking appointment system will be adopted for the operation of the proposed vehicle repair workshop, please advise the arrangement for the walk in / urgent repair customers.	Please note that customers can only visit the proposed VRW after making an appointment, no walk-in customer is anticipated. For urgent repair, customers still have to make a booking to ensure a car parking space is available and reserved for his/her car.
1.7	Ditto and para. 4.2.3 refers, estimation on traffic generation of the proposed vehicle repair workshop referencing the number of drop-off spaces provided within the premise is considered inappropriate. Please review. You may determine by your own business or make reference to similar operating workshops (e.g. Dah Chong Hong).	Please note that a pre-booking system will be implemented and under the pre-booking system, a drop-off space will be reserved for each customer for a time slot of 1 hour for preliminary examination. No customer will be allowed to visit proposed VRW without reservation of a drop-off space. Since the proposed VRW will provide 5 drop-off spaces within the premise, which implies it can serve at most 5 vehicle (private car) trips each hour. As the pre-booking system will be strictly followed, the estimated traffic generation of the proposed VRW is considered acceptable.
<u>2</u>	<u>Comments from the Director of Environmental Protection received on 11 August 2023 (Contact person: Ms. Mandy YAU; Tel.: 2835 1125)</u>	
2.1	You are reminded to ensure that the operation of the proposed vehicle repair workshop complies with the requirements under existing environmental pollution control ordinances, including the Water Pollution Control Ordinance and the Waste Disposal Ordinance, etc.	Noted.
<u>3</u>	<u>Comments from the Chief Building Surveyor/ Kowloon, Buildings Department received on 23 August 2023 (Contact person: Ms. LAU Kei-wai; Tel.: 2626 1445)</u>	
3.1	The travel distance from parking area (private cars) and parts & storage area to the nearest protected exit should not exceed 36m. Your	Noted. The travel distance from parking area (private cars) and parts & storage area to the nearest protected exit would not exceed than 36m.

Items	Comments	Responses
	attention is drawn to Clause B11.3 of the Code of Practice for Fire Safety in Buildings 2011 (FS Code). In this connection, please review the proposed floor layout.	Please find the revised layout for your information (Annex I refers).
3.2	Please clarify the maximum occupant capacity of the proposed vehicle repair workshop. Your attention is drawn to Clause B7.1 and Table B2 of the FS Code.	The Maximum capacity of the proposed workshop is 285p. - Office area (17p) - Workshop (124p) - Other area (carparking space and driveway) (144p)
3.3	All building works/ change in use should be in compliance with the Buildings Ordinance (BO)	Noted.
3.4	You are advised to engage an Authorized Person to ensure that any building works / change of use are implemented in compliance with the BO, including (but not limited to) the following: a) Adequate means of escape should be provided in accordance with Building (Planning) Regulation 41(1) and the FS Code. b) Fire barrier with adequate fire resisting construction between the subject premises and the remaining portion of the building should be provided in accordance with Building (Construction) Regulation 35 and the FS Code. c) Access and facilities for persons with a disability should be provided in accordance with Building (Planning) Regulation 72 and Design Manual: Barrier Free Access 2008. d) Adequate sanitary fitments should be provided to the premises in accordance with the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations. e) Structural adequacy of the existing structure may be affected by the proposed change in use. Registered Structural Engineer should be consulted if necessary.	Noted. Noted. Noted. Noted. Noted.
3.5	For unauthorised building works (UBW) erected on leased land / private buildings (if any), enforcement action may be taken by the Building	Noted.

Items	Comments	Responses
	Authority (BA) to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any UBW on the application site under the BO.	
3.7	Your attention is drawn to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-47 that the BA has no powers to give retrospective approval or consent for any UBW.	Noted.
3.8	If the proposed use under the application is subject to the issue of a licence, please be reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.	Noted.
3.9	Detailed comments under BO can only be provided at the building plan submission stage.	Noted.

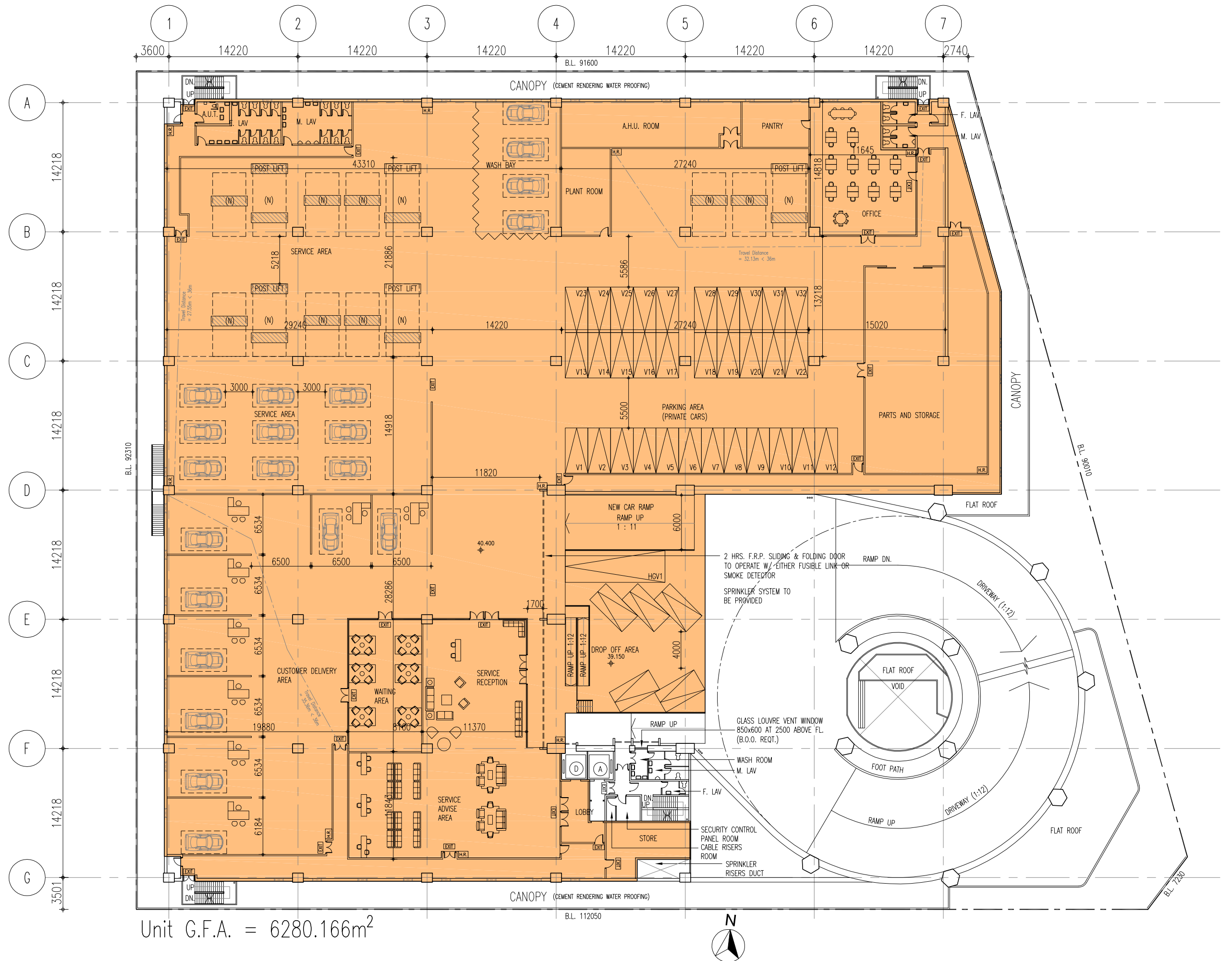
Enclosure:**Annex I: Revised Layout Plan**

Complied by: KTA Planning Limited

Date: 13 September 2022

File Ref: 20220913_S3034_FI1_V01_Revised

ANNEX I



ANNEX II

Recommended Advisory Clauses

- (a) To note the comments of the District Lands Officer/Kowloon East, Lands Department (LandsD):
- (i) It is noted that the proposed vehicle repair workshop comprises customer area, operation area and ancillary office. The proposed use is in breach of the lease conditions. Should the planning application be approved by the Town Planning Board (the Board), the owner is required to apply to LandsD for a temporary waiver or lease modification to give effect to the proposal. However, there is no guarantee that the temporary waiver or lease modification application would be approved and if the application is eventually approved by LandsD in the capacity as the landlord at its discretion, it will be subject to those terms and conditions, including payment of any administration fee and waiver fee or premium, as considered appropriate by LandsD.
 - (ii) Upon receipt of the application of waiver/lease modification by the owner of the premises, he is required to demonstrate the dimensions and calculation of the floor area etc. in all respects to the satisfaction of LandsD.
 - (iii) Approval by the Board of the subject application shall not prejudice the Government's right to take enforcement action pursuant to our prevailing practice against any breach of lease identified at the subject premises pursuant to LandsD's prevailing practice. All the General and Special Conditions contained in the Conditions shall remain in full force and effect.
- (b) To note the comments of the Chief Building Surveyor/Kowloon, Buildings Department:
- (i) All building works/change in use should be in compliance with the Buildings Ordinance (BO).
 - (ii) The applicant is advised to engage an Authorized Person to ensure that any building works/change of use are implemented in compliance with the BO, including (but not limited to) the following:
 - a) Adequate means of escape should be provided in accordance with Building (Planning) Regulation 41(1) and the Code of Practice for Fire Safety in Buildings 2011 (FS Code).
 - b) Fire barrier with adequate fire resisting construction between the subject premises and the remaining portion of the building should be provided in accordance with Building (Construction) Regulation 35 and the FS Code.
 - c) Access and facilities for persons with a disability should be provided in accordance with Building (Planning) Regulation 72 and Design Manual: Barrier Free Access 2008.

- d) Adequate sanitary fitments should be provided to the premises in accordance with the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations.
 - e) Structural adequacy of the existing structure may be affected by the proposed change in use. Registered Structural Engineer should be consulted if necessary.
- (iii) For unauthorized building works (UBW) erected on leased land/private buildings (if any), enforcement action may be taken by the Building Authority (BA) to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any UBW on the application site under the BO.
 - (iv) The applicant's attention is drawn to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-47 that the BA has no powers to give retrospective approval or consent for any UBW.
 - (v) If the proposed use under the application is subject to the issue of a licence, the applicant is reminded that any existing structures on the application site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.
 - (vi) Detailed comments under BO can only be provided at the building plan submission stage.
- (c) To note the comments of the Director of Fire Services that detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.
 - (d) To note the comments of the Director of Environmental Protection that the operation of the proposed use shall comply with the requirements under existing environmental pollution control ordinances, including the Water Pollution Control Ordinance and the Waste Disposal Ordinance, etc.