

**S16 PLANNING APPLICATION**

**Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14**

**Proposed Temporary Vehicle Repair Workshop for Lorry, Coach and  
Container Vehicle with Ancillary Office and Electricity Transformer Station  
for a Period of 3 Years,  
in “Agriculture” and “Open Storage” Zones  
Lots 778 (part), 783 (part) and 784 (part) in D.D. 77  
and Adjoining Government Land, Ping Che, New Territories**

## **SUPPORTING PLANNING STATEMENT**

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**July 2024**

**Applicant:**

**Great Rise Development Limited**

**Prepared by:**

**KTA Planning Limited**

 S3010a/PS/V01



**PLANNING LIMITED**  
規劃顧問有限公司

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## **Executive Summary**

This Planning Application is prepared and submitted on behalf of Great Rise Development Limited ("the Applicant") to seek approval from Town Planning Board ("TPB") for Proposed Temporary Vehicle Repair Workshop for Lorry, Coach and Container Vehicle with Ancillary Office and Electricity Transformer Station for a Period of 3 Years, at Lots 778 (part), 783 (part) and 784 (part) in D.D. 77 and Adjoining Government Land, Ping Che ("the Application Site"). The Application Site has an area of about 3,466m<sup>2</sup> (including about 61m<sup>2</sup> of Government land) and falls within area zoned "Agriculture" ("AGR") and "Open Storage" ("OS") on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14. .

The current Application is justified with the following reasons:

- the Application Site being close to the cross-border infrastructure is suitable location for vehicle repairing workshop;
- the Proposed Temporary Use is not pre-empting the long-term planning of the Northern Metropolis;
- the Proposed Temporary Use is not jeopardizing the planning intention of "AGR" zone as the Application Site has been involved in workshop and/or open storage use for over 20 years; and
- All planning conditions of the approved Application No. A/NE-TKL/684 have been fulfilled.
- No complaints on the operation have been received.

The period sought, i.e. 3 years, is the same as the original validity period. In view of the above, we sincerely request the TPB to give favourable consideration to the captioned renewal application.

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## 行政摘要

是次規劃申請是代表申請人 Great Rise Development Limited 向城市規劃委員會（「城規會」）就位於坪輦丈量約份第 77 約地段第 778 號（部分）、783 號（部分）及第 784 號（部分）和毗連政府土地（「申請地點」）擬議作「臨時貨車、旅遊巴士及貨櫃車維修工場連附屬辦公室及電力變壓站」用途提交申請，為期三年。申請地點面積約 3,466 平方米，當中包括約 61 平方米政府土地；申請地點位於坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14 中的「露天貯物」及「農業」地帶之中。

是次規劃申請的理據如下：

- 申請地點鄰近跨境基建，適合用作汽車維修工場用途；
- 擬議臨時用途不會跟北部都會區的長遠規劃產生衝突；
- 擬議臨時用途不會違反「農業」地帶的規劃意向，因申請地點已用作工場及/或露天貯物用途超過 20 年；及
- 已批規劃申請編號 A/NE-TKL/684 的所以規劃許可條款已獲滿足。
- 從未就申請地點的營運接收到有關投訴。

擬議的續期期限為三年，與原有規劃許可所容許的期限相同。基於以上理由，懇請城規會批准以上規劃許可續期申請。

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**Proposed Temporary Vehicle Repair Workshop for Lorry, Coach and  
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for a Period of 3 Years,  
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Lots 778 (part), 783 (part) and 784 (part) in D.D. 77 and Adjoining Government Land,  
Ping Che, N.T.**

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## **1. INTRODUCTION**

### **1.1 Purpose and Site Location**

- 1.1.1 This Planning Statement is prepared and submitted on behalf of Great Rise Development Limited (“the Applicant”) to seek approval from Town Planning Board (“TPB”) for Proposed Temporary Vehicle Repair Workshop for Lorry, Coach and Container Vehicle with Ancillary Office and Electricity Transformer Station for a Period of 3 Years. The Application Site is located at Lots 778 (part), 783 (part) and 784 (part) in D.D. 77 and Adjoining Government Land, Ping Che. **Figure 1.1** shows the Site is located in Ping Che, opposite to Kwu Tung Rural Committee Office and accessible via a local track branching off from Ping Che Road connected with Sha Tau Kok Road.
- 1.1.2 The same Applicant obtained approval for the same temporary uses under S16 Application No. A/NE-TKL/602 (dated 19.10.2018) and Application No. A/NE-TKL/684 (dated 19.10.2021). Application No. A/NE-TKL/684 was basically renewal of Application No. A/NE-TKL/602.
- 1.1.3 Subsequently, there has been updated lot boundary setting out by Lands Department since 2022 (i.e. lot boundaries of Lots 778 and 783 in D.D. 77 have been adjusted such that the site boundary of A/NE-TKL/684 has been shown to have encroached onto Lot 778), and there was site survey conducted by District Survey Office (DSO) on the structures within site in 2023. Therefore, for the current Application, the site boundary of the current Application has been adjusted and rationalized to include all the on-site structures within site and update the size of the structures to align with the survey result of DSO.
- 1.1.4 Other than the above, there have been no changes in the proposed use, types of vehicles for repairing, and scale of the repairing workshop. This will be further explained in the following sections.



Figure 1.1: Site Location Plan

## 1.2 Zoning Context

- 1.2.1 The Application Site of total site area of about 3,466m<sup>2</sup>, with about 2,899m<sup>2</sup> (83.6%) situated on area zoned “Open Storage” (“OS”) and about 567m<sup>2</sup> (16.4%) situated on area zoned “Agriculture” (“AGR”) on the Approved Ping Che and Ta Kwu Ling Outline

Zoning Plan No. S/NE-TKL/14 (Figure 1.2 refers).

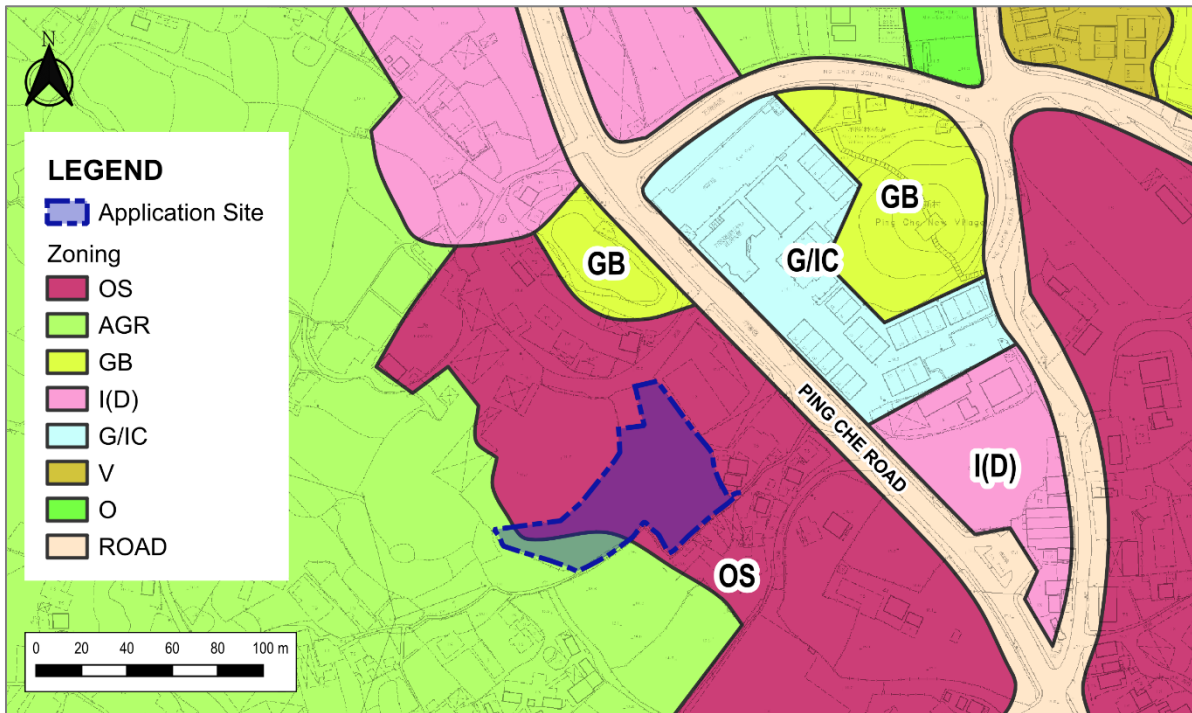


Figure 1.2: Zoning Context Plan (on Approved OZP No. S/NE-TKL/14)

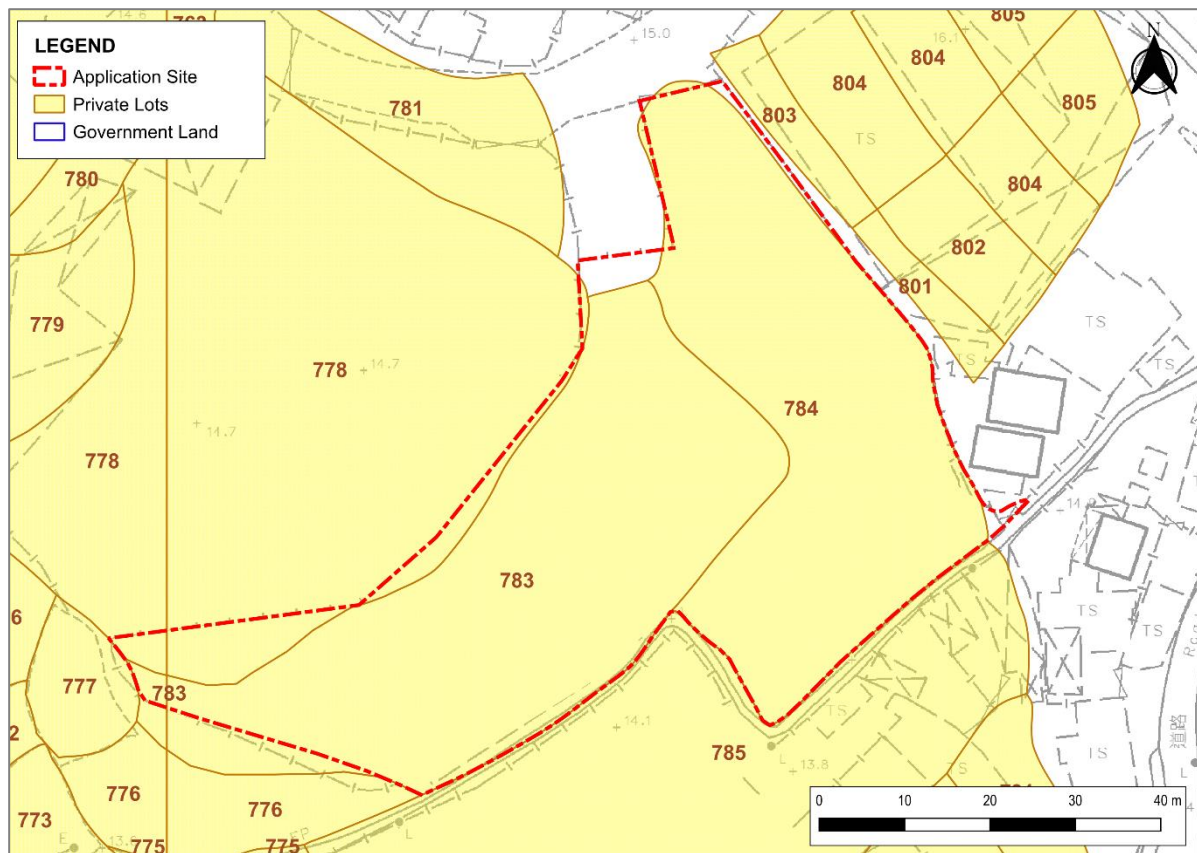


Figure 1.3: Land Status Plan



### 1.3 Land Status

1.3.1 The Application Site encroaches partly Lot 778, partly Lot 783 and partly 784 in D. D. 77 respectively, as well as adjoining Government land. The land area distribution is shown in **Table 1.1** below and land status plan is shown on **Figure 1.3**.

**Table 1.1 : Land Status of the Site**

<b>Land Status (involved in the Site)</b>	<b>Owner</b>	<b>Area (approx.)</b>
Lot 783	Applicant	1,703m <sup>2</sup> (49.1%)
Lot 784	Applicant	1,512m <sup>2</sup> (43.6%)
Lot 778	Third-Party	190m <sup>2</sup> (5.5%)
Government Land	Government	61m <sup>2</sup> (1.8%)
	<b>Total Site Area</b>	<b>3,466m<sup>2</sup> (100%)</b>

1.2.2 Lots 783 and 784 in D. D. 77 are solely owned by the Applicant, while Lot 778 in D.D. 77 is a third-party lot. The Applicant has sent notification to the owners of Lot 778 in D.D. 77 before submitting this Application.

### 1.3 Current Site Conditions

1.3.1 The Application Site has been being used as vehicle repairing workshop since the approval of Application No. A/NE-TKL/376 in 2011. Site photos of the current site are shown in **Figure 1.4**.



**Entrance of the Site**



**Site Office**



**The Repairing Area**



**The Repairing Area**

**Figure 1.4: Site Photos**

## 2. THE DEVELOPMENT PROPOSAL

### 2.1 The Development Proposal

2.1.1 The Application Site has an area of about 3,466m<sup>2</sup> (including about 61m<sup>2</sup> of Government land), which is exactly the same as that under Approved S16 Planning Application No. A/NE-TKL/684. The proposed development will comprise ten 1-2 storey structures with a total floor area of about 1,815m<sup>2</sup> for vehicle repair workshop, site offices, guard rooms, store room, toilet, electricity transformer station and pump room & water tank. The proposed site layout can be found in **Annex A** and the development proposal is summarized in the table below:

**Table 2.1 : Summary of Development Proposal**

No.	Structure	Proposed Use(s)	Covered Area	Non-domestic GFA	Approx. height	No. of storeys
Group 1 Temporary Structures						
1	Converted container #	Guard Room	9m <sup>2</sup>	9m <sup>2</sup>	3.8m	1
2	Converted container #	Guard Room	9m <sup>2</sup>	9m <sup>2</sup>	3.8m	1
3	Converted container #	Site Office	40m <sup>2</sup>	40m <sup>2</sup>	3.8m	1
4	Converted container #	Toilet	20m <sup>2</sup>	20m <sup>2</sup>	3.8m	1
Total #			144 m <sup>2</sup>	144 m <sup>2</sup>	3.8m	
Group 2 Temporary Structures						
5	Converted container	Site Office	100m <sup>2</sup> *	200m <sup>2</sup> *	6m	2
6	Corrugated metal sheets	Store Room	300m <sup>2</sup>	300m <sup>2</sup>	6m	1
7	Electricity Transformer Station	Electricity Transformer Station	63m <sup>2</sup> *	63m <sup>2</sup>	4.6m	1
8	Corrugated metal sheets	Vehicle Repair Workshop	950m <sup>2</sup> *	950m <sup>2</sup>	6.5m	1
Total #			1,525m <sup>2</sup>	1,625m <sup>2</sup>	7.4m	
Group 3 Temporary Structures						
9	Pump Room	Pump Room	34m <sup>2</sup>	34m <sup>2</sup>	5.6m	1
10	Water Tank	Water Tank	12m <sup>2</sup>	12m <sup>2</sup>	3.3m	1
Total			46m <sup>2</sup>	46 m <sup>2</sup>	N/A	
OVERALL			1,715m <sup>2</sup>	1,815m <sup>2</sup>		

Note:

# The total Covered Area of that group of temporary structures is not directed added up by the above individual temporary structures, as the shelter above has a covered area larger than the group of temporary structures.

\* Structure No. 5 (Site Office) has two storeys, such that the total non-domestic GFA of Group 2 Temporary Structures is the sum of the covered area of the shelter and the GFA of one storey of the site office.

### 2.2 Access Arrangement and Traffic Improvement Measures

2.2.1 The ingress / egress point is situated at the north of the Application Site, and the Application Site is served by paved vehicular track leading from Ping Che Road.

2.2.2 According to the result of the accepted Traffic Impact Assessment (TIA) report in support of Application No. A/NE-TKL/602 in 2018, the proposed traffic improvement measures include:

1. Provision of Flash Light Indicator at the workshop entrance to alert pedestrian while there is vehicle driving through that road section (which has been implemented and maintained);

2. Provision of delineated pedestrian passage along the road section between the Application Site and Ping Che Road for better pedestrian safety (which has been implemented and maintained);
3. Provision of 2 nos. of waiting spaces of lorry, coach and container vehicle within the Application Site (which has been implemented and maintained);
4. Provision of 6 nos. of car parking spaces at the government land at the northwestern corner near the entrance of the Application Site.

2.2.3 In order to implement the 4<sup>th</sup> measure suggested above, the Applicant has applied for short term tenancy (STT) application for that piece of government land. However, the STT application has not yet been approved. Now the Applicant intends to provide the 6 nos. of private car parking spaces (2.5m x 5m each) at the outdoor area of the Application Site. The swept path analysis of the previous application No. A/NE-TKL/602 in **Annex E** shows that the private car parking spaces are in no conflict with the manoeuvring of vehicles to and from the repairing area. The site photo (**Photo 2.1**) below shows that the Flash Light Indicator has been implemented.



**Photo 2.1: The Flash Light Indicator at the Front Door**

2.2.4 The implementation of traffic improvement measures was accepted vide approval letters from PlanD dated 5 August 2020 in **Annex E**.

## **2.3 Rationale of New Planning Application with Updated Lot Number and Amended Site Boundary**

2.3.1 The four major areas of changes include:

- 1) As mentioned above, the Application No. A/NE-TKL/684 was merely a renewal application of A/NE-TKL/602 with identical application site boundary. Around the middle of 2023, the Applicant only got to know that the lot area of Lots 776, 778 and 783 in LandsD's record had been shifted, such that the existing water tank and pump house were found to partly encroach onto Lot 778. Therefore, in the new application, Lot 778 (part) has to be included, so as to maintain the

current operation.

- 2) Apart from the above portion, part of Lot 778 (along the existing fencing separating with the adjoining site) is included, which is indeed necessary for the manoeuvring of lorries, coach or container vehicles to and from the repairing bay (the westmost one) (swept path analysis of the previous application in **Annex E** refers).
  - 3) In the current Application, the Applicant has decided not to include the piece of Government land that the Applicant intended to apply for short term tenancy (STT) for private carparking spaces. Since the STT application process in the previous years was delayed due to various reasons and the Applicant indeed could include the six private carparking spaces within site, this part of Government land (in line with the existing fencing) is excluded in the current Application.
  - 4) Besides, some Government land along the northeastern boundary that the existing temporary structure has encroached onto is included. These are mainly for rationalization of the site boundary.
- 2.3.2 Comparison of the site boundaries between the previous Application No. A/NE-TKL/684 and the current Application is shown in **Figures 2.1 & 2.2** below.

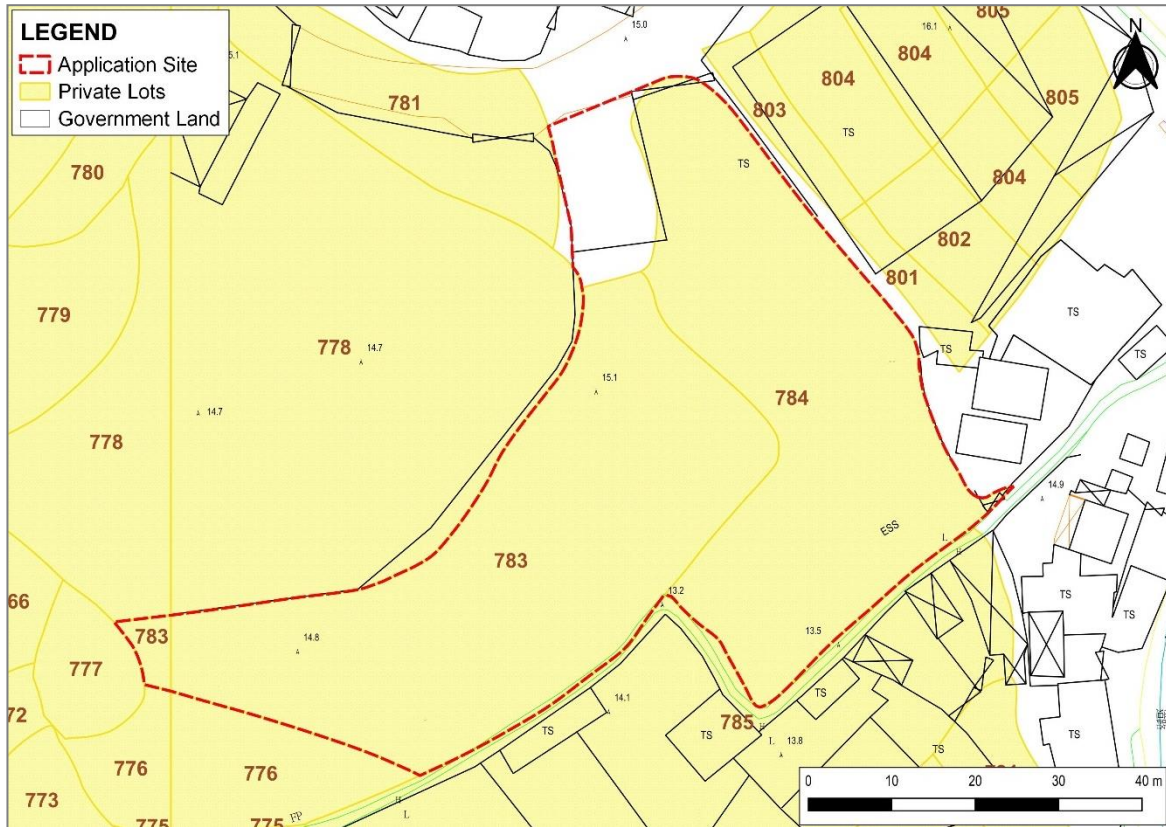


Figure 2.1 Application Site Boundary of A/NE-TKL/684

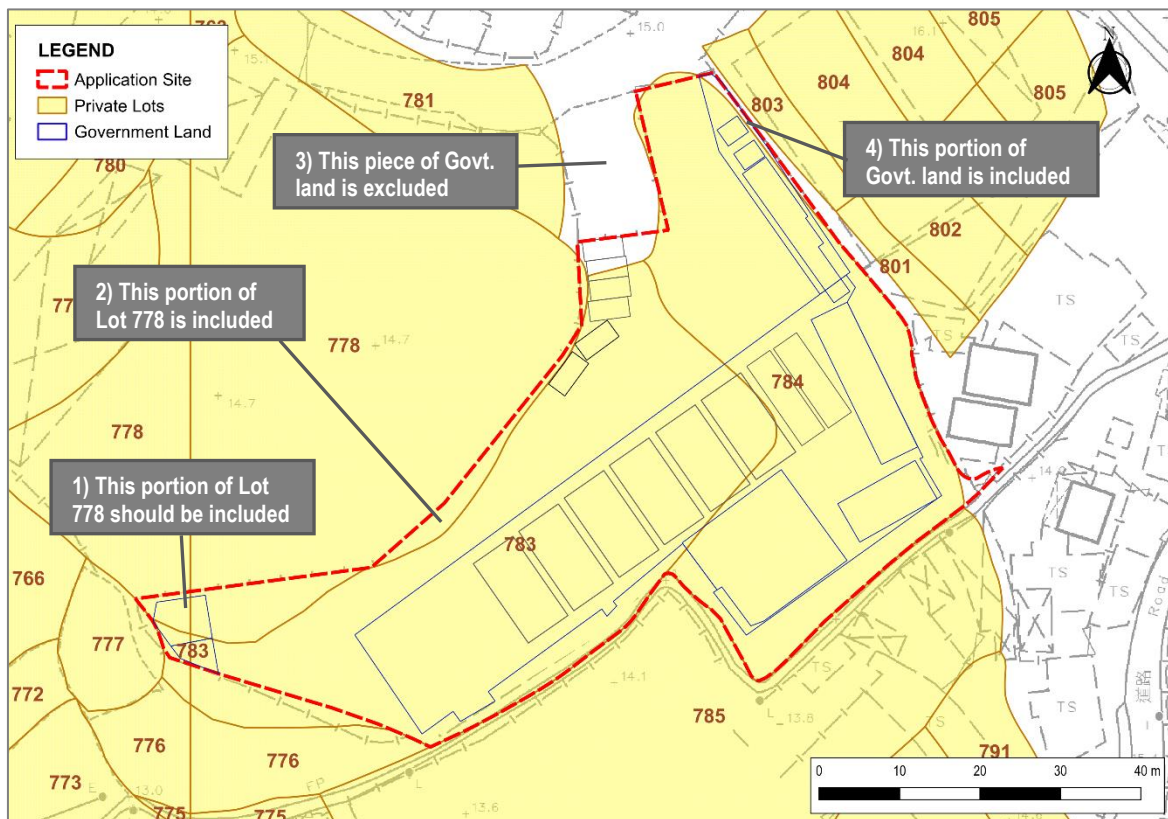


Figure 2.2 Application Site Boundary of the Current Application

### 3. COMPLIANCE WITH PLANNING CONDITIONS OF THE PREVIOUS PLANNING APPROVAL

#### 3.1 Compliance with All Planning Conditions

3.1.1 The planning permission (Application No. A/NE-TKL/684) was subject to a number of planning conditions (**Annex B** refers). The Applicant has complied with the Approval Conditions (a) to (j) since 20 October 2021.

#### 3.2 All Operation-related Planning Conditions

3.2.1 For operation and maintenance related planning conditions such as (a), (b), (c), (e) and (f), the followings have been enforced by the Applicant at the Application Site at all time:

- (a) no operation between 6:15p.m. and 9:00a.m. is allowed on the Site;
- (b) no operation on Sundays and public holidays is allowed on the Site;
- (c) the peripheral fencing shall be maintained on Site at all times;
- (e) all existing trees shall be maintained in good condition at all times;
- (f) the existing fire service installations implemented on the site should be maintained in efficient working order at all times.

3.2.2 **Annex C** presents the record photos of existing trees in the Application Site. The repairing workshop is still well equipped with fire extinguishers and automatic sprinkler system (**Photos 3.1 & 3.2** refer).



**Photos 3.1 (Left) and 3.2 (Right): The Existing Fire Extinguishers and Automatic Sprinkler System**

### **3.3 Drainage-related Planning Conditions (Approval Conditions (d) and (g))**

- 3.3.1 The existing drainage facilities have been maintained at all time and Drainage Services Department had no comment to the condition record of the existing drainage facilities on Site (submitted on 20 October 2021) vide its letter dated 7 January 2022 (**Annex D** refers). Current site photos of the existing drainage facilities are also provided in **Annex D**.

## **4 PLANNING JUSTIFICATIONS**

### **4.1 Suitable Location for Vehicle Repairing Workshop**

- 4.1.1 Heung Yuen Wai Highway was opened in 2019, there is demand for repairing services for some cross-border vehicles nearby. While the Application Site is situated in Ping Che and close to Sha Tau Kok Road, temporary vehicle repair workshop use at the Application Site would be suitable to cater for such demand.

### **4.2 Not In Conflict with the Long-term Planning of the Northern Metropolis**

- 4.2.1 The Application Site falls within the area planned for "Northern Metropolis" (NM) in which Ping Che area would generally be planned for New Territories North (NTN) New Town. Nevertheless, there is no solid program for the planned NTN New Town and thus the proposed temporary use will not be in conflict with the long-term planning of the Northern Metropolis.

### **4.3 Not Jeopardizing the Planning Intention of "AGR" Zone**

- 4.3.1 Major part (about 83.6%) of the Application Site is zoned "OS" which is located in "Category 1 Area" according to Town Planning Board Guidelines No. 13G. "Category 1 Area" is considered suitable for open storage and port back-up uses. Only a small part in the southwestern portion of the Application Site (about 15.8%) is zoned "AGR" which is located in "Category 3 Area".
- 4.3.2 Although a small part in the southwestern portion of the Application Site is zoned "AGR", there has not been any agricultural activity at the Application Site since early 1990s. The Application Site has been involved in eleven previously approved planning applications for temporary uses since 1997<sup>1</sup>. Those uses were mainly related to workshop and/or open storage. The Application Site has been used as temporary vehicle repair workshop since the S16 Application No. A/NE-TKL/376 was approved in 2011. Thus, the chance of rehabilitation for cultivation and other agricultural purposes is rather low.

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<sup>1</sup> The approved planning applications involving the Application Site included: A/NE-TKL/46, A/NE-TKL/89, A/NE-TKL/127, A/NE-TKL/149, A/NE-TKL/242, A/NE-TKL/293, A/NE-TKL/345, A/NE-TKL/376, A/NE-TKL/481, A/NE-TKL/602 and A/NE-TKL/684.



**4.4 All Planning Conditions of the Approved Planning Application No. A/NE-TKL/684 Fulfilled**

4.4.1 All planning conditions under the previous Application (No. A/NE-TKL/684) have been complied with to the satisfaction of the relevant Government Departments. The Applicant would devote every effort to maintain and manage the existing conditions of the Application Site, and to ensure that no adverse impact onto the surrounding area would be resulted from the proposed uses at the Application Site.

**4.5 No Complaints on the Operation Have Been Received**

4.5.1 Since the Vehicle Repairing Workshop use took place at the Site in 2011, the Applicant has not received any complaint against the operation. As stated in Para. 11.4 of the Town Planning Board Paper of the previous Application No. A/NE-TKL/684, "there is no substantiated environmental complaint received in the past 3 years and the concern of DEP could be addressed through the stipulation of approval conditions restricting the operation hours of the Site".