

# **Section 16 Planning Application**

Temporary Use of Land and Building  
Not Exceeding 3 Years in Rural Areas

October 2024

*Temporary Training Facilities  
(Until 31 October 2026)*

Planning Statement

Prepared by

*Civil Engineering and Development Department*

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## EXECUTIVE SUMMARY

This Planning Statement is submitted to the Town Planning Board (TPB) in support of a Section 16 planning application (hereinafter referred to as “this application”) prepared by the Applicant, Civil Engineering and Development Department (CEDD), which **proposes the use of the existing temporary training facilities<sup>1</sup> on a temporary basis up to 31 October 2026** (hereinafter referred to as “the applied use”), at the Hong Kong Institute of Construction San Tin Training Ground (hereinafter referred to as “the Training Ground”/“the Application Site”), to allow the Construction Industry Council (CIC) to operate the said Training Ground. This Planning Statement provides background information and planning justifications to facilitate the consideration by TPB.

The applied use will cater for the ongoing need of training facilities for holding training courses and trade tests, and is in line with the Government’s directive to support the construction industry.

The Application Site falls within an area zoned as “Other Specified Uses” (“OU”) annotated “Mixed Use” and “OU” annotated “Amenity Area” and an area shown as ‘Road’ on the approved San Tin Technopole (STT) Outline Zoning Plan (OZP) No. S/STT/2. The plot ratio is approximately 0.411, with a total gross floor area (GFA) of approximately 15,905m<sup>2</sup>. 37 building blocks in one-storey height within the Application Site have been retained as classrooms, student activity rooms, and staff offices. 16 building structures for ancillary facilities including building services buildings and fire services buildings have been retained for the temporary training facilities. All other infrastructure (e.g. footpath, emergency vehicular access, drainage, sewerage, water supply, parking space), trees and landscape and operation arrangement of the facilities maintain status quo.

### Justifications

Planning justifications for the applied use are summarized as follows:

- The Application Site will continue to serve as temporary training facilities for CIC to hold training courses and trade tests. All structures and facilities are ready for use and can be better utilized to cater to the training needs if this application is approved. There are no changes to the site layout, development parameters, and the general arrangement/setting of this application as compared to the previously approved application No. A/YL-ST/658. No construction works (e.g. site formation, infrastructure works) would be required for the applied use. Hence, the arrangement in this application is optimized in terms of time and cost.

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<sup>1</sup> The operation of the existing temporary training facilities will cease after 31 October 2024 and will only resume upon obtaining planning permission.

- The applied use is fully compatible with the existing and surrounding neighbourhood and will not jeopardize the long-term land use planning intention of zonings. There are no adverse impacts on traffic, environmental, ecological, drainage, sewerage, water supply, tree and landscape aspects as confirmed in the technical assessments conducted under the previously approved application No. A/YL-ST/658. Relevant provision of facilities under the previous approval have been complied with to the satisfaction of the concerned Government departments. As this application has no major changes in planning circumstances, the technical assessments are considered valid and no insurmountable impacts are anticipated.

### **Permission Sought**

In view of the above planning justifications, the TPB's permission for this application on the applied use is sincerely sought, please.

## 行政摘要

此規劃報告書提交給城市規劃委員會（「城規會」），以支持由申請人，土木工程拓展署（「土拓署」）準備的根據第 16 條的規劃許可申請（以下簡稱「本申請」），臨時使用在香港建造學院新田訓練場（以下簡稱「該訓練場」/「該申請地點」）現有的臨時訓練設施<sup>2</sup>直至 2026 年 10 月 31 日（以下簡稱「申請用途」），以允許建造業議會運作該訓練場。此規劃報告書提供背景資料和規劃理據，以供城規會考慮。

該訓練場將滿足訓練設施需求以舉辦培訓課程和工藝測試，亦符合政府支持建造業的方針。

該申請地點位於在新田科技城分區計劃大綱核准圖編號 S/STT/2 劃為「其他指定用途」註明「混合用途」和「其他指定用途」註明「美化市容地帶」以及「道路」的區域。建議地積比率約為 0.411，總樓面面積約為 15,905 平方米。該申請地點內的 37 座一層高的建築物將會被保留，並用作課室、學員活動室及員工辦公室用途。16 座附屬設施，包括屋宇裝備大樓和消防設備大樓，亦會保留於臨時訓練設施。所有其他基礎設施（例如行人路、緊急車輛通道、排水系統、污水系統、供水系統、停車場）、樹木和景觀以及設施的營運安排保持不變。

## 規劃理據

申請用途的規劃理據概述如下：

- 該申請地點將繼續作為建造業議會舉辦培訓課程和工藝測試的臨時訓練設施。如果本申請獲批，所有設施均可立即使用以滿足培訓需求。與先前獲准申請（申請編號 A/YL-ST/658）相比，本申請的地點佈局、發展參數和設施佈置/環境沒有任何改變。該訓練場無需進行任何建築工程（如地盤平整、基礎設施工程）。因此，本申請的安排在時間和成本方面已最優化。
- 申請用途與現有及周邊環境完全兼容，亦不會影響地帶內土地用途的長遠規劃意向。根據先前獲准申請（申請編號 A/YL-ST/658）進行的技術評估，確認申請用途對交通、環境、生態、排水、污水、供水、樹木和景觀方面不會造成不良影響。先前獲准申請內相關設施配置已獲遵循並滿足相關政府部門的要求。由於本申請在規劃情境上沒有重大變動，因此認為技術評估有效，亦預計不會出現任何無法克服的影響。

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<sup>2</sup> 現有的臨時訓練設施將於 2024 年 10 月 31 日後停止營運，並只會在獲得規劃許可時重新營運。

## 申請許可

鑒於上述規劃理據，懇請城規會批准本申請，准許有關申請用途。

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# **1. Introduction**

## **1.1. Background**

- 1.1.1. In accordance with Government's announcement on 13 July 2023, San Tin Community Isolation Facility (CIF) was modified and arranged for the Construction Industry Council (CIC) to hold training courses and trade tests, including on-site training on the Modular Integrated Construction (MiC) method regarding safety legislation, lifting and assembly to support a wider adoption of the MiC method in Hong Kong. The latest planning permission from the Town Planning Board (TPB) under Application No. A/YL-ST/658 was approved on 22 September 2023 valid until 31 October 2024.
- 1.1.2. The temporary training facilities have been operated as the Hong Kong Institute of Construction San Tin Training Ground (hereinafter referred to as "the Training Ground") since November 2023 under the approved planning application No. A/YL-ST/658. The operation of the Training Ground will cease after 31 October 2024 and will only resume upon obtaining planning permission. In view of the ongoing need for training facilities for holding training courses and trade tests, CIC intends to operate the Training Ground until 31 October 2026.
- 1.1.3. In light of the above, the Applicant, Civil Engineering and Development Department (CEDD), proposes the use of the existing temporary training facilities at the Training Ground, on a temporary basis up to 31 October 2026 (hereinafter referred to as "the applied use"). There are no changes to the site layout, development parameters and the general arrangement/setting of the current planning application (hereinafter referred to as "this application") as compared to the previously approved planning application No. A/YL-ST/658 (hereinafter referred to as "the previously approved application").

## **1.2. Purpose**

- 1.2.1. The Application Site falls within an area zoned as "Other Specified Uses" ("OU") annotated "Mixed Use" (where 'Training Centre' use is always permitted) and "OU" annotated "Amenity Area" and an area shown as 'Road' (where planning permission for the Training Ground is required) on the approved San Tin Technopole (STT) Outline Zoning Plan (OZP) No. S/STT/2. In accordance with Clause No. (10) (b) of the covering Notes of the OZP, "*.....temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board.....*". Therefore, this application is submitted to the TPB under Section 16 of the Town Planning Ordinance for the applied use of temporary training facilities.
- 1.2.2. This Planning Statement is submitted to the TPB in support of the applied use, such that CIC can operate the Training Ground on the Application Site to hold training courses and trade tests. This Planning Statement provides background information and planning justifications to facilitate the consideration by TPB.

## **2. The Site**

### **2.1. Location of the Site**

2.1.1. The Application Site is located in San Tin, Yuen Long, with an area of about 38,700m<sup>2</sup>, which is largely in the shape of a trapezium and formed on relatively gentle ground with concrete pavement and surrounded by boundary fences. There is no change in the site area as compared to the previously approved application. The location of the Application Site is shown in **Figure 1**.

### **2.2. Description of the Site**

2.2.1. The Application Site was converted from the then San Tin CIF and was used as temporary training facilities at the Training Ground to provide training facilities for both imported labour of the construction industry as well as local workers, on a temporary basis up to 31 October 2024. The Application Site is occupied by modular units for Classrooms, Student Activity Rooms and Staff Office, and ancillary buildings for Building Services, Fire Services and Toilets. An aerial photo showing the Application Site with the surrounding environment is shown in **Figure 2**.

### **2.3. Land Status**

2.3.1. The Application Site falls within Lots 661 S.C. RP (Part), 669 RP, 674 RP (Part) and 733 S.E (Part) in D.D. 99. Apart from the private lots, some adjoining Government Lands are also included within the Site.

### **2.4. Surrounding Land Uses**

2.4.1. The Application Site is located to the northwest of Castle Peak Road - San Tin, San Tin Interchange and San Tin Highway. Shrublands, open storages and workshops are located to the east of the Application Site. The mountain ridgeline of Hadden Hill can be found to the further east.

2.4.2. The Application Site is immediately bounded by Tung Wing On Road to the south. Low-rise village developments such as Wing Ping Tsuen as well as Tung Chan Wai and Yan Shau Wai are located to the south and southwest of the Application Site respectively. Open storage areas and open car parks are scattered within the low-rise village developments located to the south of the Application Site.

2.4.3. An open car parking and storage area is located to the immediate west of the Application Site. Some pieces of shrubland and a large scale of fishponds are located to the further west.

2.4.4. San Tin Tsuen Road, open storage and car parking areas are to the immediate north of the Application Site. San Tin Public Transport Interchange and Lok Ma Chau Control Point are to the northeast and northwest of the Application Site respectively.

## **2.5. The Current OZP**

- 2.5.1. The northeast portion of the Application Site (which covers about 75% of the site area) falls within an area zoned “OU” annotated “Mixed Use” (where ‘training ground’ use is always permitted) on the approved STT OZP No. S/STT/2.
- 2.5.2. The southwest portion of the Application Site (which covers about 24% of the site area) falls within an area shown as ‘Road’. The small portion at the southwest corner of the Application Site (which covers about 1% of the site area) falls within an area zoned “OU” annotated “Amenity Area”. Planning permission for the Training Ground is required for these two portions of the Application Site.
- 2.5.3. The Application Site and the zonings on the OZP are shown in **Figure 3**.

## **2.6. Accessibility of the Site**

- 2.6.1. Under current traffic arrangements, vehicular and pedestrian access is available at Tung Wing On Road, which is located to the south of the Application Site. Tung Wing On Road is a single two-lane carriageway running in the east-west direction. It serves the local traffic demand and provides a connection to Castle Peak Road – San Tin at its eastern end.
- 2.6.2. Another pedestrian access is at San Tin Tsuen Road. San Tin Tsuen Road is a single-track access road with a two-way road of 1 to 2 traffic lanes in each direction. It connects with Castle Peak Road – San Tin at its southern end and loops around the villages.
- 2.6.3. Castle Peak Road – San Tin is a single two-lane carriageway that further links up with San Tin Highway via the slip roads to/from San Tin Interchange.
- 2.6.4. San Tin Highway is a dual-3 lane carriageway, it serves as the main road corridor for local traffic in Tam Mei / San Tin / Ngau Tam Mei area to access other urban areas in Hong Kong.
- 2.6.5. The nearest bus and minibus stops, including 3 regular bus routes and 5 green minibus routes, are located at the San Tin Public Transport Interchange and Castle Peak Road – Chau Tau, which is approximately 250m from the entrance of the Application Site.
- 2.6.6. There is no change to the accessibility arrangement of the Application Site when compared with the previously approved application.

### **3. Applied use of Temporary Training Facilities**

#### **3.1. Applied use of Temporary Training Facilities Maintaining Status Quo**

- 3.1.1. The Application Site, which was converted from the then San Tin CIF, is currently used as temporary training facilities at the Training Ground to provide training facilities for both imported labour of the construction industry as well as local workers, on a temporary basis up to 31 October 2024 under the previously approved application No. A/YL-ST/658.
- 3.1.2. The training facilities accommodate a total of 100 staff members and students during normal operation, and a maximum of 200 staff members and students for particular occasions and events. Training courses including on-site training on the MiC method regarding safety legislation, lifting and assembly to support wider adoption of the MiC method, as well as trade tests and skills assessments for students, will be provided. The plot ratio is approximately 0.411, with a total gross floor area (GFA) of approximately 15,905m<sup>2</sup>.
- 3.1.3. 37 building blocks in one-storey height within the Application Site have been retained as classrooms, student activity rooms and staff offices. Approximately 6m-wide footpaths are provided between building blocks and have been retained under the development. Approximately 7.3m-wide emergency vehicular accesses (EVA) are provided in the central portion and at the outer edges of the Application Site. 16 building structures for ancillary facilities including building services buildings and fire services buildings have been retained for the temporary training facilities.
- 3.1.4. The operation hours of the Training Ground are from 8:00 a.m. to 10:00 p.m. daily (excluding public holidays), including trade tests<sup>3</sup> and skills assessments for students, on-site training on the use of MiC construction method regarding safety legislation, lifting and assembly to support wider adoption of MiC method. The Training Ground is also used for holding the Safety Training Course for Construction Materials Rigger (A12 Silver Card) and hosting student activities with a series of interactive team games to enhance students' teamwork while deepening their understanding of the importance of construction safety and strengthening their knowledge acquired in the classroom.
- 3.1.5. A total of 8 private car parking spaces (i.e. 5m x 2.5m) for the staff and 3 Loading/Unloading (L/UL) bays of 11m heavy goods vehicles for refuse collection vehicles are provided. A majority of staff and students access the site by public transport.

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<sup>3</sup> Trade test is to conduct skills assessment and award certificate of competence to skilled workers in the construction industry. Example of indoor trade tests are those conducted in CIC's Hong Kong Construction Industry Trade Testing Centre in Aberdeen, such as Painter and Decorator Skilled Trade Test. However, mobile crane related tests and courses would be conducted outdoor. Other than that, all trade tests and courses would be conducted indoor.

- 3.1.6. A total of 38 existing trees found within the Site are retained in-situ. Since all of them are not in conflict with the existing development, they are retained to provide greenery and visual attraction for the Application Site. In addition, several planting strips located at the southern and western portions are preserved to serve as buffer planting between the surrounding environments.
- 3.1.7. In accordance with Chapter 4 of the Hong Kong Planning Standard and Guidelines (HKPSG), 0.5m<sup>2</sup> per worker of local open space is provided. The existing sitting bench located at the southern portion of the Application Site are preserved to provide a passive leisure space for enjoyment of the staff/students.
- 3.1.8. The general layout plan, landscape master plan, a plan illustrating the provision of open space, and block plan of the development are provided in **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7** respectively. Key development parameters are provided in the table below.

<b>Development Parameters</b>	
<b>Site Area</b>	38,700m <sup>2</sup> (about) (including about 1,870m <sup>2</sup> government land)
<b>Total Plot Ratio</b>	0.411 (about)
<b>Total GFA</b>	15,905m <sup>2</sup> (about)
<b>Non-domestic GFA</b>	15,905m <sup>2</sup> (about)
<b>Total No. of Blocks</b>	53 - 37 blocks for training facilities - 16 ancillary blocks
<b>Max. Building Height</b>	10.0mPD (about) - Training blocks: 1 storey (about 3m) - Ancillary blocks: 2 storeys (not more than 5.7m)
<b>Provision of Local Open Space</b>	Min. 0.5m <sup>2</sup> per Worker
<b>Provision of Car Parking Space</b>	8
<b>Provision of L/UL Bay for Refuse Collection Vehicles</b>	3

- 3.1.9. There are no changes to the site layout, development parameters, and the general arrangement/setting of this application as compared to the previously approved application.
- 3.1.10. The site formation has already been completed and existing modular units will continue to be utilized. It is expected that no construction works (e.g. site formation, infrastructure works, filling and excavation of land) would be required for the applied use.

### **3.2. Tentative Project Programme**

- 3.2.1. The operation of the Training Ground will cease after 31 October 2024 and will only resume upon obtaining planning permission. In view of the ongoing need for training facilities for holding training courses and trade tests, CIC intends to operate the Training Ground until 31 October 2026 which has taken into account the consent given by the current land owner.
- 3.2.2. The land resumption and/or site formation programme of the Development of STT, which is a project managed by CEDD, has also been considered. Tentatively, the related road works and site formations works, as well as the land resumption works of the Development of STT at the Application Site, are planned to commence in 2026-2027, subject to further review by the Government. As such, CIC and CEDD would maintain close communication on managing any potential project interfaces and whether the site should be returned to the Government at an appropriate time before the expiry of the planning approval for the development of STT.

## **4. Planning Justifications**

### **4.1. Providing Training Facilities for CIC**

- 4.1.1. In accordance with the Government's announcement on 13 July 2023, San Tin CIF was modified and arranged for CIC to hold training courses and trade tests, including on-site training on the MiC method regarding safety legislation, lifting and assembly to support wider adoption of the MiC method in Hong Kong. The temporary training facilities has been operating as the Training Ground since November 2023 under the previously approved application valid until 31 October 2024.
- 4.1.2. In view of the ongoing need for training facilities for holding training courses and trade tests, CIC intends to operate the Training Ground until 31 October 2026. The provision of temporary training facilities is also in line with the Government's directive to support the construction industry.

### **4.2. No Change from Previously Approved Planning Application**

- 4.2.1. There is no change in the applied use, site layout development parameters and other relevant operational arrangements in this application as compared to the previously approved application. All approval conditions under the previously approved application have been complied with as attached in **Appendix A**. CEDD committed to maintaining the fire service installations and water supplies for firefighting currently installed/placed at the Application Site. Besides, all existing drainage facilities at the Application Site would also be maintained.
- 4.2.2. The Application Site will serve as temporary training facilities for CIC to hold training courses and trade tests. All structures and facilities are ready for use and can be better utilized to cater to the training needs if this application is approved. It is expected that no construction works (e.g. site formation, infrastructure works) would be required for the applied use. Hence, the arrangement in this application is optimized in terms of time and cost.
- 4.2.3. The operation of the Training Ground will cease after 31 October 2024 and will only resume upon obtaining planning permission. Upon approval of this application, the operation of the Training Ground is targeted to commence in December 2024.

### **4.3. Compatible with Long Term Land Use Planning Intention**

- 4.3.1. The Application Site falls within an area zoned as "OU" annotated "Mixed Use" and "OU" annotated "Amenity Area" and an area shown as 'Road' on the approved STT OZP No. S/STT/2. This application for the applied use has taken into account the land resumption and/or site formation programme of the Development of STT. CIC and CEDD would also maintain close communication on whether the site should be returned to the Government at an appropriate time for the development of STT. The applied use is only temporary in nature, and the modular units can be easily

dismantled and removed after use. In light of the above, this application will not jeopardize the long-term land use planning intention for the existing zonings.

#### **4.4. Compatible with Surrounding Development Context**

4.4.1. The applied use is fully compatible with the existing and surrounding neighbourhood. The Application Site is located in a rural setting environment where low-rise residential developments and village houses such as Wing Ping Tsuen, Tung Chan Wai, and Yan Shau Wai are found. Besides, existing storage yards for vehicles and construction materials are also located to the north of the Application Site. To respect the overall rural setting, the existing modular units will remain in-situ and most of them will be kept at single-storey height only, which is with the similar height of the surrounding developments and thus compatible with the surrounding context.

#### **4.5. Technical Assessments Demonstrating No Adverse Impacts in terms of Traffic, Environment, Ecology, Drainage, Sewerage, Water Supply, Tree and Landscape**

4.5.1. There are no adverse impacts on traffic, environmental, ecological, drainage, sewerage, water supply, tree, and landscape aspects as confirmed in the technical assessments (including Traffic Impact Assessment, Environmental Review Report, Drainage Impact Assessment, Sewerage Impact Assessment, Water Supply Impact Assessment, and Tree Survey Report) conducted under the previously approved application. Relevant provision of facilities under the previous approval have been complied with to the satisfaction of the concerned Government departments.

4.5.2. As this application has no major changes in planning circumstances, no insurmountable impacts are anticipated. The ingress and egress routings for development traffic, existing drainage layout plan, existing sewerage layout plan and existing waterworks layout plan are provided in **Figure 8**, **Figure 9**, **Figure 10** and **Figure 11** respectively.

4.5.3. The technical assessments conducted in the previously approved application is attached in **Appendix B** and are summarized in the following paragraphs, with justification of their validity in this application.

##### Traffic Impact

4.5.4. To serve the operational need, a total of 8 nos. of existing car park spaces (i.e. 5m x 2.5m) would be maintained for staff within the Application Site. 3 nos. of the existing loading/unloading bays of 11m heavy goods vehicles would be maintained for the use of refuse collection vehicles and refuse collection.

4.5.5. With limited parking spaces provided within the Site and no coach service provided to serve the staff and students to/from the proposed development, it is assumed that all staff and students would rely on public transport (PT) to/from the proposed development as a conservative approach. This tallies with the existing transportation mode selection observed after operating the Training Ground since November 2023.

The additional PT demand generated from the applied use was estimated and the occupancy of the existing PT serving the applied use during AM and PM peak periods was assessed. Results show that the spare capacity of the existing PT would be able to accommodate the additional PT demand generated by the applied use.

- 4.5.6. In case of a coach service is required to be provided within the Site to serve the staff and students to/from the proposed development, the said 3 nos. of the existing L/UL bays could be used to accommodate 2 nos. of 60-seater coaches (i.e. 120 seats in total) which shall be sufficient to serve 100 staff and students. Under this scenario, it is anticipated that the majority of staff and students would take the coach instead of PT. Hence, the additional PT demand generated by the proposed development would be minimal and the utilization of PT would be very similar to the existing situation.
- 4.5.7. Since there would be 8 nos. of car parking spaces provided for staff within the proposed development, nominal traffic generation/attraction was assumed (i.e. 10 pcu/hr). Traffic impact assessment has been carried out to study the traffic impact caused by the proposed development. The Annual Growth Rate method was adopted for estimating 2026 traffic flows from base year traffic flows of 2023. The annual growth rate was estimated with reference to the historical traffic data in Annual Traffic Census (ATC) and 2019-based Territorial Population and Employment Data Matrix (TPEDM) data.
- 4.5.8. Junction and road link capacity assessments were undertaken based on the methodology presented in the Transport Planning and Design Manual (TPDM). According to the traffic impact assessment results, it is concluded that the applied use would not induce adverse traffic impact on the capacity of the existing public transport and surrounding road network, and all the critical junctions and road link would operate within capacity. Hence, the traffic impact caused by the proposed development is considered acceptable from the traffic engineering point of view.
- 4.5.9. Year 2026 was adopted as the design year in the traffic impact assessment agreed by the Transport Department submitted under the previously approved application. The assessment is considered valid for this application.

#### Environmental and Ecological Impact

- 4.5.10. The Environmental Review on various aspects (air quality, noise, water quality, waste management, land contamination, ecology) has been conducted for the previously approved application. As there is no change in the applied use, site layout and development parameters in this application as compared to the previously approved application and it is expected that no construction works (e.g. site formation, infrastructure works) would be required, the assessment is considered valid for this application. The results of the assessment are summarized in the following paragraphs.
- 4.5.11. As far as air quality is concerned, no construction works would be carried out and construction dust impact is not anticipated. During the operation phase, separation distances between the nearby road and the Application Site could meet the buffer

distance requirement of HKPSG and therefore there are no adverse impacts arising from the vehicular emission are anticipated.

- 4.5.12. As far as noise impact is concerned, no construction works would be carried out and construction noise impact is not anticipated. During the operation phase, traffic noise impact and fixed noise impact would be mitigated by implementing noise mitigation measures. CEDD committed to maintaining all environmental mitigation measures to minimize the noise impact of the outdoor mobile cranes as proposed in the previously approved application. All training courses and trade tests will be conducted indoor except specific courses that involve the use of 3 mobile cranes outdoor. To minimize noise impacts of the outdoor mobile cranes, the use of mobile cranes is limited to 7:00 a.m. to 7:00 p.m. daily (excluding public holidays). The operation of the mobile cranes for training use will also be limited at fixed locations<sup>4</sup> as shown in **Figures 12a to 12c** and sound absorptive materials are installed on the facades of existing buildings at the south-western portion of the site adjoining the noise sources. All noise-sensitive uses (i.e. training facilities) are also served with air conditioning units and opened windows/doors will not rely on natural ventilation. No MiC will be manufactured/made at the Application Site. Hence, no adverse noise impact is anticipated.
- 4.5.13. As far as water quality is concerned, no construction works would be carried out and no water quality impact during the construction stage is anticipated. During the operation phase, drainage and sewerage systems already constructed within the Application Site would be maintained with proper implementation of the recommended mitigation measures. Hence, no adverse water quality impact is anticipated.
- 4.5.14. As far as waste management is concerned, no construction works would be carried out and no construction waste would be generated. During the operation phase, no significant waste implication is expected from the students and staff. The quantity of general refuse arising from the operation phase can be minimized by implementing an effectual waste handling system, a waste reduction programme, and by hiring a reputable waste collector to collect the waste on a daily basis. Recyclable materials should be segregated into different containers to avoid potential odour nuisance to the residents and surrounding environment during the transport of waste. Enclosed waste containers should be used, and the collection route and time should be properly planned. By implementing the recommended mitigation measures, no adverse impact in terms of waste management is anticipated.
- 4.5.15. As far as land contamination is concerned, no construction works would be carried out and no industrial-related activities would be carried out during the operation phase. No presence of industrial-related activities or building structures, underground storage tanks, chemical drums or oil stains, unnatural colours/odours and abandoned piping/mechanical components are observed at the Application Site. The transformer

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<sup>4</sup> Since most of the areas within the Application Site are occupied by existing structures or EVA, the proposed location for mobile cranes is considered the most suitable area for training activities of mobile cranes with a considerable distance from the residential area.

room at the centre of the Application Site would also be retained in-situ. Potential land contamination is not anticipated.

- 4.5.16. As far as ecology is concerned, no construction works would be carried out and no construction ecological impact is anticipated. During the operation phase, due to the very low ecological values of the habitat and with the implementation of recommended mitigation measures, such as boundary fencing to shield potential noise, traffic and other human disturbance, the potential ecological impact is considered insignificant.

#### Drainage Impact

- 4.5.17. The existing facilities and utilities will be fully utilised and no major works are expected to be carried out within the Application Site. The surface runoff at the Application Site is currently being collected by 225mm – 900mm covered channels within the Application Site and eventually discharged into the existing DSD 1400mm channel at the north of the Application Site. There is no change in land characteristics, catchment plan, or any drainage works. Therefore, no adverse drainage impact from the project is anticipated and no drainage works or mitigation measures are considered necessary.
- 4.5.18. With no change to the Application Site as compared with the previously approved application, the assessment is considered valid for this application.

#### Sewerage Impact

- 4.5.19. The total ADWF and peak flow generated from the applied use are estimated to be 4 m<sup>3</sup>/day and 0.28 L/s which would be significantly lower than those of the previous community isolation facility. Therefore, it is considered that the existing sewerage system and at downstream at the Application Site would be capable of catering to the sewage generation and there will be no sewerage impact due to the proposed development.
- 4.5.20. With no change to the population contributing to the sewage demand, the assessment is considered valid for this application.

#### Water Supply Impact

- 4.5.21. With no salt water main available near the Application Site, it is proposed that flushing water will be supplied by fresh water mains. The estimated mean daily freshwater demand and peak freshwater demand for the proposed development are 5 m<sup>3</sup>/day and 0.145 l/s respectively. The freshwater demand of the proposed development would be significantly less than that of the existing CIF, it is considered that there will be no adverse impact on the existing freshwater supply system.
- 4.5.22. With no change to the population contributing to the water supply demand, the assessment is considered valid for this application.

#### Tree and Landscape

- 4.5.23. To ensure amenity area to be provided within the Application Site, a total of 38 nos. of existing trees found within the Application Site are proposed to be retained in-situ

(including 2 nos. of Tree of Particular Interest – *Ficus microcarpa*). A tree survey has been conducted in accordance with the relevant technical circular and no Old and Valuable Trees are found within the Application Site. For the 38 nos. existing trees, since all of them are not in conflict with the applied use, they have been retained to provide greenery and visual attraction for the Application Site. In addition, several planting strips located at the southern and western portions have been preserved to serve as buffer planting between the surrounding environments.

- 4.5.24. In accordance with Chapter 4 of the Hong Kong Planning Standard and Guidelines (HKPSG), 0.5m<sup>2</sup> per worker of local open space shall be provided for the proposed development. The existing sitting bench located at the southern portion of the Application Site have been preserved to provide a passive leisure space for staff's enjoyment.
- 4.5.25. As all trees within the Application Site have been retained and the open space (with the sitting bench) have been preserved, the assessment is considered valid for this application.

## **5. Conclusion**

- 5.1. The Applicant, CEDD, proposes the use of the existing temporary training facilities at the Training Ground, on a temporary basis up to 31 October 2026, to allow CIC to operate the Hong Kong Institute of Construction San Tin Training Ground. The applied use will cater for the ongoing need of training facilities for holding training courses and trade tests, and is in line with the Government's directive to support the construction industry.
- 5.2. This Planning Statement is submitted to the TPB in support of the applied use, providing background information and planning justifications to facilitate the consideration by TPB.
- 5.3. The Application Site will serve as temporary training facilities for CIC to hold training courses and trade tests. All structures and facilities are ready for use and can be better utilized to cater for the training needs if this application is approved. There are no changes to the site layout, development parameters and the general arrangement/setting of this application as compared to the previously approved application. It is expected that no construction works (e.g. site formation, infrastructure works) would be required for the applied use. Hence, the arrangement in this application is optimized in terms of time and cost.
- 5.4. The applied use is fully compatible with the existing and surrounding neighbourhood and will not jeopardise the long-term land use planning intention of zonings. There are no adverse impacts on traffic, environmental, ecological, drainage, sewerage, water supply, tree and landscape aspects as confirmed in the technical assessments conducted under the previously approved application. Relevant provision of facilities under the previous approval have been complied with to the satisfaction of the concerned Government departments. As this application has no major changes in planning circumstances, the technical assessments are considered valid and no insurmountable impacts are anticipated.
- 5.5. In view of the above and the planning justifications in this Planning Statement, the TPB's permission for this application on the applied use is sincerely sought please.

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