

Supplementary Planning Statement

1 Introduction

- 1.1 The applicant seeks planning permission to use the application site for proposed temporary open storage of brand new unlicensed vehicles (private cars and light goods vehicles) and construction materials with ancillary facilities for a period of 3 years at Lots 1672 (Part), 1674 (Part), 1679 S.B (Part), 1680 (Part), 1682, 1683, 1684, 1685, 1687, 1688, 1689, 1690, 1691 (Part), 1692 (Part), 1693 (Part), 1695 RP (Part), 1696 (Part), 1697 (Part), 1698 (Part), 1699 (Part), 1701, 1702, 1703 S.A, 1703 S.B, 1703 RP, 1704, 1705, 1706, 1707, 1709, 1710, 1711, 1713 and 1714 (Part) in D.D. 107 and Adjoining Government Land (GL), Fung Kat Heung, Yuen Long, New Territories (the Site) (**Plan 4**) from the Town Planning Board (TPB).
- 1.2 This supplementary statement aims to provide necessary information for the TPB's consideration, and to demonstrate that the proposed development would not generate undesirable impacts to the vicinity with appropriate mitigation measures. The applicant wishes that the TPB could give favourable consideration to this planning application.

2 The Site and Planning Context

- 2.1 The Site, with an area of about 7,229m² and bisected by a local track connecting to nearby private lots, is currently occupied by open storage yards of unlicensed vehicles, containers and a pallet truck shop and served by a vehicular track leading from Sam Tam Road (**Plan 4**). The primary ingress/egress is situated at the northwestern corner of the Site, while a secondary ingress/egress connecting to nearby private lots is at the east of the Site.
- 2.2 The surrounding area of the Site is intermixed with open storage/storage yards, warehouses, container vehicle park and rural factories. The nearest residential dwellings are located to the southeast of the Site, while the village cluster of Sha Po Tsuen is located to the further south.
- 2.3 The Site falls within an area zoned "Residential (Group A)" ("R(A)") on the Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 (the OZP). According to the Notes of the OZP for the "R(A)" zone, 'Open Storage' is neither a Column 1 nor Column 2 use. The covering Notes of the OZP stipulate that temporary use or development of any land or building not exceeding a period of 3 years requires permission from the TPB. Hence, it is the applicant's intention to submit this application to request the Board's favour to the proposed

development.

- 2.4 The Site was originally zoned “Agriculture” (“AGR”) on the OZP. On 6.1.2023, the Site, together with part of the adjacent “Industrial (Group D)” (“I(D)”) zone, were rezoned to “R(A)” on the draft Kam Tin North OZP No. S/YL-KTN/10 for future public housing development and provision of adjoining public road, which are targeted for completion by 2031 (see TPB Paper No. 10916).
- 2.5 “Town Planning Board Guidelines for application of open storage and port back-up uses under Section 16 of Town Planning Ordinance (TPB PG-NO. 13G)” is applicable to the current planning application. In accordance with the Guideline, the Site is located on “Category 2” areas which are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. The applicant has prepared relevant technical analysis to demonstrate that the proposed use will not impose adverse impacts to the surroundings with the implementation of mitigation measures/approval conditions.
- 2.6 The Site is the subject of 2 previous applications (No. A/YL-KTN/688 and 790) approved in 2021 for proposed temporary shop and services (retail of construction materials) and temporary open storage of brand new unlicensed vehicles (private cars and light goods vehicles) respectively.
- 2.7 The Site occupies various private lots in D.D. 107 and several portions of GL with an area of about 494m² (**Plan 2**). Upon planning approval granted from the TPB, the applicant will apply to the Lands Department for a Short Term Waiver to permit the structures to be erected on the private lots, as well as a Short Term Tenancy to occupy the GL.

3 Development Proposal

- 3.1 The Site occupies an area of about 7,229m², including GL of about 494m². It is bisected by a vehicular access road, where the southern part consists of 2 open storage areas for construction materials (about 2,391m²) and brand new unlicensed vehicles (about 2,390m²) respectively. Another open storage area with an area of about 705m² for construction materials is designated at the north of the Site. The estimated number of vehicles to be stored is about 100. 3 temporary structures of not more than 3.5 or 4m in height for ancillary facilities

such as site office, toilets and guard room, with a total GFA of 51m², are proposed at the northwestern part of Site. The layout plan is shown in **Plan 1** and the detailed development parameters are shown at Table 1 below:

Table 1 – Main Development Parameters

Site Area	About 7,229m ² (including GL of about 494m ²)
Covered Area	About 51m ²
Uncovered Area	About 7,178m ²
Plot Ratio	About 0.01
Site Coverage	About 0.7%
Number of Structure	3
Total Non-Domestic GFA	About 51m ²
Maximum Building Height	Not more than 4m
Number of Storeys	Not more than 1 storey

- 3.2 The Site will be able to accommodate about 5 staffs. The ancillary office will provide indoor workspace for administrative staff to support the daily operation. No shopfront and visitor will be anticipated at the proposed development. The operation hour of the proposed development is 9:00 a.m. to 5:00 p.m. from Mondays to Saturdays. There will be no operation on Sundays and public holidays. The Site will be fenced-off by 2.5m high metal periphery wall.
- 3.3 The Site is accessible via a vehicular track leading from San Tam Road, the main ingress/egress is located at the northwestern corner of the Site. (**Plan 4**). Moreover, a second ingress/egress is opened at the east of the Site to provide right-of-way for nearby private lots (**Plan 1**).
- 3.4 Regarding the transportation, the unlicensed vehicles will be driven in and out the Site with temporary licenses directly, while the construction materials will be carried by medium/heavy goods vehicles (M/HGV). A total of 2 parking spaces for the staffs and 2 loading/unloading (L/UL) spaces for M/HGV are proposed on Site. Sufficient manoeuvring space will be provided within the Site to allow turning of vehicles. Table 2 below shows the estimated traffic generation and the swept path analysis is at **Plan 3**.

Table 2 – Estimated Trip Generation and Attraction

Time Period	PC		LGV		M/HGV		2-way total
	In	Out	In	Out	In	Out	
Trips at morning peak (9:00 to 10:00 a.m.)	3	1	1	1	2	2	10
Trips at afternoon peak (4:00 to 5:00 p.m.)	1	3	1	1	2	2	10
Average Traffic trip per hour (10:00 a.m. to 4:00 p.m.)	1	1	1	1	2	2	8

3.5 The applicant will strictly follow the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (COP) issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. No dismantling, repairing, assembling or other workshop activity are proposed at the Site. It is also confirmed that no dangerous goods will be stored at the Site. The applicant will strictly comply with all the environmental protection/pollution control ordinances, such as Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period. The applicant will also follow the Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPNs) for sewage treatment within the site.

4 Justifications

The proposed development is temporary in nature and would not jeopardize the long term planning intention of the “R(A)” zone

4.1 Although the proposed development is neither a Column 1 nor Column 2 use under the “R(A)” zone, which is not in line with the planning intention of the “R(A)” zone for high-density residential development, it is temporary in nature and could be resumed if the Government or relevant authority acquire the land

for future public housing development. As the target completion year for the public housing development is 2031, approval of this application for 3 years will not jeopardize the long term planning intention of the “R(A)” zone.

The proposed development is compatible with the surrounding areas

- 4.2 The Site is situated in an area which is intermixed with open storage yards and port back-up activities, temporary warehouses and rural workshops/factories which are industrial uses in nature. The area to the north of the Site was zoned “I(D)” before rezoning to “R(A)” recently. These uses are permitted under the then “I(D)” zone and could be regarded as ‘existing uses’. With regards to the residential dwellings to the south, the Site will be fenced off and there will be no heavy vehicles operating in the open storage area to minimise nuisance. In view of the above, the proposed development is considered compatible with the surrounding areas.

The Site conforms to the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-No. 13G)

- 4.3 The Site falls within Category 2 areas under TPB PG-No. 13G where open storage and port back-up uses are comparatively suitable to operate. The applicant has submitted relevant technical analysis to demonstrate that the proposed development will not cause adverse drainage, traffic and environmental impacts on the surrounding areas. The applicant will be due diligence in complying with all planning approval conditions imposed by the TPB as well to minimise potential impacts. Hence, favourable consideration could be given to this application.

No adverse traffic and environmental impacts on the surroundings will be generated

- 4.4 The Site is accessible to San Tam Road via a local vehicular track. The unlicensed private cars and light goods vehicles will be driven in and out temporary license only. 2 L/UL spaces for M/HGVs are proposed for the transportation of construction materials. Additionally, as there is no sales activity on Site, only 2 car parking spaces are proposed for the staffs. Sufficient manoeuvring space will be provided within the Site to allow turning of vehicles as shown on **Plan 3**. In this regard, no vehicle queueing onto the public road will occur. In view of the

above, the estimated traffic generation illustrates that the additional traffic generated is insignificant and will not pose negative impact on the traffic condition of San Tam Road.

- 4.5 The Site is for open storage of unlicensed vehicles and construction materials only, which will not involve workshop and industrial activities, including dismantling, repairing, assembling or other workshop activity such that there will be no associated noise, dust emission and effluent generated. The applicant will strictly comply with all relevant environmental protection/pollution control ordinances, as well as follow the relevant mitigation measures and requirements stipulated in the latest COP issued by the EPD.
- 4.6 Taking the nearby dwellings to the south of the Site into consideration, the applicant commits to restrict the operation hours from 9:00 a.m. to 5:00 p.m. from Mondays to Sundays to minimise nuisance. Moreover, the L/UL activities which involve M/HGV would be occur as far from the dwellings as practicable at the northwest portion of the Site to reduce impact. Also, the Site will be fenced-off by 2.5m high periphery fencing to minimise disturbance.
- 4.7 The Site has been hard paved with some existing drainage facilities on site. As the current application occupies a smaller site boundary, the applicant will submit a drainage proposal and implement the approved proposal accordingly. The fire service installations proposal will also be submitted and implemented to the satisfaction of the related authority.

There are previous planning approvals for similar uses at the Site

- 4.8 The Site is the subject of 2 previous planning applications for proposed temporary shop and services (retail of construction materials) (No. A/YL-KTN/688) and temporary open storage of brand new unlicensed vehicles (private cars and light goods vehicles) (No. A/YL-KTN/688), both of which were approved by the TPB in 2021. Compare to the last approved application, the current application is for the same use while having a smaller site area. Besides, the zoning of the Site has changed from the more conservative “AGR” zone to “R(A)” zone for future development. As such, granting approval to this application does not depart from previous decisions by the TPB, and would not set undesirable precedent for the subject “R(A)” zone.

5 Conclusion

- 5.1 The proposed development is compatible with the surrounding land uses which are dominated by existing brownfield uses such as open storage yards, warehouses and rural factories/workshops, and will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant after planning approval is granted from the TPB to alleviate any possible adverse impact arising from the proposed development.
- 5.2 In light of the evidence furnished in this planning statement supported by the various analysis and the applicant's strong commitment to strictly comply with all control ordinances, it is believed that this planning application for such use should be favourably considered by TPB.

Maxtop Sky Limited
APRIL 2025

List of Plans

Plan 1	Layout Plan
Plan 2	Land Status Plan
Plan 3	Swept Path Analysis
Plan 4	Location Plan