

## **Supplementary Statement**

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 1834, 1835, 1836 (Part), 1837 (Part), 1838 (Part) and 1839 (Part) in D.D. 107, Cheung Chun San Tsuen, Kam Tin, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Open Storage of Construction Materials and Machinery for a Period of 3 Years**' (proposed development) (**Plans 1 to 3**).
- 1.2 Considering the growing number of construction projects in the Northern Metropolis, the applicant intends to utilise the Site for the storage of construction materials (i.e. rebar, bricks, tiles etc.) and machinery (i.e. elevated platforms, digging machine, generator etc.) , in order to accommodate the increasing demand for open storage spaces in the New Territories.

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned as "Comprehensive Development Area (1)" ("CDA(1)"), "Comprehensive Development Area" ("CDA") and "Other Specified Uses" annotated "Railway Reserve" ("OURR") zones on the Approved Kam Tin North Outline Zoning Plan (OZP) No.: S/YL-KTN/11 (**Plan 2**). According to the Notes of the OZP, 'open storage' use is not a column one nor a column two use within these zones, which requires planning permission from the Board.
- 2.2 The Site currently falls within Category 2 area under the Town Planning Board Guidelines No. 13G, which is considered suitable for open storage and port back-up uses (**Plan 4**). The Site is situated in a rural setting surrounded by public vehicle park, construction sites, vacant land and residential developments. As various open storage yards and warehouses are located in the northeastern, eastern and southeastern part of the Site, the proposed development is considered not incompatible with the surrounding areas.
- 2.3 In addition, several S.16 planning applications for/partly for 'open storage' use were approved by the Board within the same "CDA(1)" and "CDA" zones in 2025, which the application site of the latest application (A/YL-KTN/1182) is located approximately 100 m northwest of the Site, was approved by the Board on a temporary basis in December 2025. Hence, approval of the current application is in line with the Board's previous decisions and would not set an

undesirable precedent within the “CDA(1)” zone.

### **3) Development Proposal**

- 3.1 The Site occupies an area of 9,599 m<sup>2</sup> (about) and divided into two portions, i.e. the eastern and western portions. No structure is proposed at the Site. The operation hours of Site are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays. Loading/unloading (L/UL) and circulation space are proposed to support the daily operation of the Site (**Plan 5**). It is estimated that 8 staff will work at the Site. As the Site is for 'open storage' use with no shopfront, no visitor is anticipated at the Site. Details of development parameters are shown at **Table 1** below:

**Table 1** – Major Development Parameters

<b>Application Site Area</b>	9,599 m <sup>2</sup> (about)
<b>Covered Area</b>	Not Applicable
<b>Uncovered Area</b>	9,599 m <sup>2</sup> (about)

- 3.2 No storage of dangerous goods will be carried out at the Site at any time during the planning approval period. All construction materials and machinery would be stored at the designated storage area (i.e. about 6,233 m<sup>2</sup>) with stacking height of not more than 3m. As the proposed development only involves open storage of construction materials and machinery, no dismantling, maintenance, repairing, cleaning, paint spraying or other workshop activities will be carried out at the Site at any time during the planning approval period.
- 3.3 The Site is accessible from Castle Peak Road – Tam Mi via Shui Mei Road and a local access (**Plan 1**). An 11 m-wide (about) and a 9 m-wide vehicular ingress/egress are proposed at the northwestern tip of the eastern portion and the northeastern portion of the western portion of the Site respectively. 4 parking and L/UL space is provided at the Site, details are shown at **Table 2** below:

**Table 2 – Parking and L/UL Provisions**

Type of Space	No. of Space
Private Car Parking Space (PC) - 2.5 m (W) x 5 m (L)	2
L/UL Space for Light Good Vehicle (LGV) - 3.5 m (W) x 11 m (L)	1
L/UL Space for Container Vehicle (CV) - 3.5 m (W) x 16 m (L)	2

- 3.4 CV and LGV will be deployed for transportation of construction materials and machinery to/out of the Site. Sufficient space is provided for goods vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access and Castle Peak Road – Tam Mi (**Plan 6**). In order to ensure pedestrian safety and avoid road safety hazards, staff will be deployed at the site ingress/egress to direct incoming/outgoing traffic. As the Site will be used for 'open storage' use only, infrequent trips will only be anticipated, hence, traffic generated and attracted by the proposed development is minimal (as shown at **Table 3** below).

**Table 3 – Trip Generation and Attraction of the Proposed Development**

Time Period	Trip Generation and Attraction						
	PC		LGV		CV		2-Way Total
	In	Out	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	2	0	0	0	2	0	4
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	2	0	0	0	2	4
Traffic trip per hour (average)	0	0	1	1	0	0	2

- 3.5 To minimize nuisance to the surrounding area, 2.5m high solid metal wall will be erected along the site boundary to separate the Site and the adjoining water bodies, construction site, open storage operation and vacant land. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall.
- 3.6 The applicant will strictly comply with all environmental protection / pollution control ordinances, i.e. *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 relevant mitigation measures and requirements in the latest the 'Code of Practice

on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ issued by Environmental Protection Department to minimise adverse environmental impacts and nuisance to the surrounding area.

#### **4) Conclusion**

- 4.1 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of drainage and fire service installations proposals to mitigate any adverse impact arising from the proposed development, after planning approval has been obtained from the Board.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Open Storage of Construction Materials and Machinery for a Period of 3 Years**'.

**R-riches Planning Limited**

**December 2025**

## **LIST OF PLANS**

<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Plan Showing the Zoning of the Application Site
<b>Plan 3</b>	Plan Showing the Land Status of the Application Site
<b>Plan 4</b>	Town Planning Board Guideline No. 13G – Application Site
<b>Plan 5</b>	Layout Plan
<b>Plan 6</b>	Swept Path Analysis Showing Manoeuvring of Vehicles within the Site