

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 1750A8 (Part), 1750A9 (Part), 1866A RP (Part), 1866B RP, 1876 S.B (Part) and 1905 RP (Part) in D.D. 107 and Adjoining Government Land (GL), Kam Tin, Yuen Long, New Territories* (the Site) for ‘**Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**’ (the development) (**Plan 1**).
- 1.2 The Site is located in close vicinity of some existing residential and village settlements (e.g. Park Yoho, Cheung Chun San Tsuen, Sha Po Tsuen, etc.), which demand for public parking spaces has always been very high. Although public franchised buses and minibus services are provided at San Tam Road, surrounding locals and villagers still rely mostly on private cars for commuting due to long walking distance to bus stops, limited destinations and infrequency of such services, as well as their own travelling destinations to remote villages.
- 1.3 On the other hand, the applicant has received numerous enquiries from holiday drivers living in the vicinity requesting reliable and safe parking spaces for their vehicles from nearby locals, so that they could enjoy driving around the city during weekends and public holidays.
- 1.4 In view of the above, the applicant would like to continue to operate the development to alleviate the pressing demand for legal parking spaces in the area and bring convenience to surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned “Comprehensive Development Area (1)” (“CDA(1)”) on the Approved Kam Tin North Outline Zoning Plan (OZP) No.: S/YL-KTN/11 (**Plan 2**). According to the Notes of the OZP, ‘*public vehicle park (excluding container vehicle)*’ is a column two use within the “CDA(1)” zone, which requires planning permission from the Board.
- 2.2 The Site is surrounded in rural character with an intermix of open storage/storage yards/warehouse, parking of vehicles, residential structures and vacant land, the development with two low-rise temporary structures is considered not incompatible with the surroundings. Furthermore, as there are no existing and planned comprehensive developments within the

Site, the development would not frustrate the long-term planning intention of the “CDA(1)” zone and would better utilise precious land resources in the New Territories.

- 2.3 The Site is the subject of multiple previous S.16 planning applications covering the whole/part of the Site with different uses, whilst the latest application (No. A/YL-KTN/1093) involving part of the Site is for ‘*public vehicle park (excluding container vehicle)*’ use, which is submitted by the same applicant with the same use as the current application; and the application was approved by the Board in 2025. Therefore, approval of the current application is in line with the Board’s previous decisions. Comparing with the latest application (No. A/YL-KTN/1093), the current application involves a larger site area and different development parameters (e.g. plot ratio, gross floor area, site coverage, etc.).
- 2.4 As of today, the latest application (No. A/YL-KTN/1093) is still valid. The applicant has made efforts in complying with approval conditions in regard to drainage aspect: the applicant made submission for compliance with condition (a), i.e. *the submission of a revised drainage proposal*, on 29.08.2025 and the submission is still pending further comments from the Chief Engineer/ Mainland North, Drainage Services Department.

3) Development Proposal

- 3.1 The Site occupies an area of 7,364 m² (about), including 84 m² of GL (about) (**Plan 1**). 2 structures are provided at the Site for caretaker office and meter room uses with total gross floor area (GFA) of 36 m² (**Plan 4**). The structures (caretaker office and meter room) are intended to provide indoor workspace for the caretaker and to support the daily operation of the Site. It is estimated that the Site would accommodate 2 nos. of staff. Details of development parameters are shown at **Table 1** below:

Table 1 - Major Development Parameters

Application Site Area	7,364 m ² (about), including 84 m ² of GL
Covered Area	36 m ² (about)
Uncovered Area	7,328 m ² (about)
Plot Ratio	0.01 (about)
Site Coverage	1 % (about)
Number of Structure	2
Total GFA	36 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	36 m ² (about)
Building Height	3 m (about)
No. of Storey	1

3.2 The Site is accessible from Shui Mei Road via a local access (**Plan 1**). The operation hours of the development are 24-hour daily, including public holidays. A total of 220 parking spaces will be provided at the Site, details of parking provisions are shown at **Table 2** below:

Table 2 - Parking Provisions

Type of Space	No. of Space
Private Car (PC) Parking Space - 2.5 m (W) x 5 m (L)	218
Light Goods Vehicle (LGV) Parking Space - 3.5 m (W) x 7 m (L)	2

3.3 Only PCs and LGVs are allowed to enter/exit the Site at any time during the planning approval period. Other vehicles, including medium and heavy goods vehicles, container tractors/trailers, etc., are not allowed to enter/exit the Site. The applicant will ensure no queuing and/or waiting of motor vehicles from the Site onto Shui Mei Road via the local access, and no motor vehicles will be permitted to reverse into and out of the Site onto Shui Mei Road via the local access.

3.4 Furthermore, no vehicles without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period. The trip generation and attraction rates are as shown at **Table 3** below. The applicant estimated that a number of PCs would only enter/exit the Site during

Sundays and public holidays, thus, adverse traffic impact to the surrounding road network should not be anticipated.

Table 3 - Estimated Trip Generation and Attraction

Time Period	Trip Generation and Attraction				
	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (07:30 - 08:30)	2	17	0	2	21
Trips at <u>PM peak</u> per hour (17:30 - 18:30)	19	8	2	0	29
Traffic trip per hour (average)	5	5	0	0	10

3.5 The applicant will strictly follow the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ issued by the Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimise adverse environmental impacts and nuisance to the surrounding area. 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.

4) Conclusion

4.1 The 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 development after the planning application approved by the Board.

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘**Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**’.

R-Riches Planning Limited

December 2025

LIST OF PLANS

Plan 1	Location Plan
Plan 2	Zoning Plan
Plan 3	Land Status Plan
Plan 4	Layout Plan
Plan 5	Direction of Traffic Plan
Plan 6	Swept Path Analysis (Private Car)
Plan 7	Swept Path Analysis (Light Goods Vehicle)