

**Section 16 Planning Application for Proposed Temporary Public Vehicle Park
(Excluding Container Vehicle) with Ancillary Office and Electric Vehicle
Charging Facilities for a Period of Three Years at Lot 1874 (Part) in D.D. 107,
Cheung Chun San Tsuen, Kam Tin, Yuen Long**

Supplementary Statement

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September 2026

Reference : PPCL-PLG-10194
Report Version : 2.0

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1 PURPOSE OF THE APPLICATION

- 1.1 We are commissioned by the Applicant, to prepare and submit on its behalf this planning application to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) to seek permission for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Electric Vehicle (“**EV**”) Charging Facilities for a period of three years (“**the Proposed PVP**”) at Lot 1874 (Part) in D.D. 107, Cheung Chun San Tsuen, Kam Tin, New Territories (“**the Application Site**”). This Supplementary Statement is submitted to the Board with the necessary information to facilitate consideration of this Application.

2 CURRENT CONDITIONS OF THE APPLICATION SITE

- 2.1 The Application Site is located in Cheung Chun San Tsuen of Kam Tin, with a total area of approximately 2,978m². The majority of the Application Site is paved and currently vacant. Location Plan and Site Photos are attached in **Annexes 1** and **2**, respectively.

3 PLANNING CONTEXT

The Application Site

- 3.1 The Application Site falls within an area zoned as “Comprehensive Development Area (1)” (“**CDA(1)**”) zone under the Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 (“**the OZP**”) (**Annex 3** refers). According to the OZP for the “CDA” zone, it is intended primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 3.2 In addition to the proposed ‘Public Vehicle Park (Excluding Container Vehicle)’ use being a Column 2 use under the “CDA” zone, the covering Notes of the OZP stated that ‘temporary use or development of any land or building not exceeding a period of three years requires permission from the Board’.

The Surrounding Context

- 3.3 The Application Site is predominantly surrounded by residential uses, intermixed with open storage, temporary structures and car parks. To the immediate north of the Application Site is currently a temporary public vehicle park, while to the further north across Shui Mei Road is the residential cluster of Park Yoho. To the immediate east of the Application Site are the low-rise residential houses. To the west of the Application Site are occupied by several operations of open storage activities.

Similar Applications

- 3.4 There are three similar planning applications (No. A/YL-KTN/837, 960, 1093) for temporary public vehicle park within the same “CDA(1)” zone in the vicinity of the Application Site approved by the Board in the past five years. These similar applications were approved with conditions by the Board, mainly on the considerations that ‘the proposed use on a temporary basis would not jeopardise the implementation of the comprehensive residential development in the “CDA(1)” zone’; ‘the proposed use was not incompatible with the surrounding land uses’; and ‘the relevant government departments consulted generally had no adverse comment or the concerns could be addressed by approval conditions’.

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4 DEVELOPMENT PARAMETERS

- 4.1 The Application Site covers an area of about 2,978m². The Proposed PVP will provide a total of 73 nos. of parking spaces for private cars ("PCs"), of which 10 will be served by EV charging stations, each offering an output power of no less than 7kW (i.e. medium charger).
- 4.2 There will be two single-storey temporary structures with a height of not exceeding 3.5m and a total floor area of about 33.5m² for an ancillary site office and EV energy storage system. The operating hours of the Proposed PVP are 24 hours daily with an automatic system. It is expected that there will be one technical staff member checking the EV charging stations regularly and maintaining the overall parking spaces/facilities properly.
- 4.3 An access route along the eastern side of the Application Site is reserved to provide 24-hour unobstructed access for nearby local users. Additionally, a decorative fence approximately 1.2m high will be erected along the eastern boundary, primarily to segregate parking spaces from adjoining vehicular and pedestrian passages. The locations of the access route and decorative fence are shown on the Layout Plan.
- 4.4 The Layout Plan of the Proposed PVP is attached at **Annex 4**, whilst major development parameters for the Applied Use are shown in **Table 1**.

Table 1 Major Development Parameters

Major Development Parameters	
Site Area	About 2,978m ²
No. of Temporary Structures	2
Total Floor Area	About 33.5m ²
- Site Office	- 8.5m ²
- EV energy storage system	- 25m ²
No. of Storeys	1
Maximum Building Height	Not exceeding 3.5m
No. of Parking Spaces for PCs (5m x 2.5m)	73

4.5 Access and Traffic Arrangements

- 4.5.1 The Application Site is accessible via a local access road connecting to Shui Mei Road (**Annex 5** refers). A 10m-wide vehicular ingress/egress is proposed at the northern side of the Application Site. Sufficient space will be reserved for vehicles to smoothly manoeuvre within the Application Site. No parking, reversing or turning of vehicles on public roads is expected. No container vehicles and vehicles exceeding 5.5 tonnes will be allowed to park at the Proposed PVP.
- 4.5.2 Most of the private cars are expected to arrive at the Application Site in the early morning and leave late at night. The estimated trips generated from and attracted to the Application Site are shown in **Table 2**. Due to the insignificant trip generation and attraction of the Proposed PVP, no adverse impact on the surrounding road network is anticipated. If the current application is approved, only private cars will be permitted to park or enter/exit the Application Site at any given time.

Table 2 Estimated Trips Generated from and Attracted to the Application Site

Generation		Attraction	
AM	PM	AM	PM
10	4	3	10

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- 4.5.3 The Swept Path Analysis (**Annex 6** refers) demonstrates that there will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the Application Site. No waiting or queuing of vehicles along Shui Mei Road will arise under any circumstances.

4.6 Environmental Arrangements

- 4.6.1 The Proposed PVP will not involve the parking of heavy goods vehicles or container trucks, and the application is temporary in nature. The latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storages Sites' issued by the Environmental Protection Department and Water Pollution Control Ordinance will be strictly followed to minimise adverse environmental impacts and nuisances to the surrounding area. As such, no adverse environmental impact and misuse of the Applied Use is anticipated.

4.7 Drainage Arrangements

- 4.7.1 The Drainage Proposal (**Annex 7** refers) demonstrates that the existing drainage channel is adequate to handle the stormwater discharge for the area, considering the location is not a flooding black spot. A photographic record of the existing drainage facilities is shown in (**Figure 2.5** in **Annex 7**). As the Proposed Use will not increase the stormwater load to the drainage system within proximity of the Application Site, the drainage system after the implementation of the Proposed PVP will not be adversely affected.
- 4.7.2 Besides, additional connecting U-channels and catchpits are proposed for collecting the stormwater falling within the Application Site and diverting it to the public drainage network for discharge, as assessed in the Drainage Proposal.
- 4.7.3 The Applicant will ensure that the construction works are conducted in a manner that the works will not adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the subject site, at any time during or after the works.

4.8 Landscape Considerations

- 4.8.1 Currently, there are five existing trees found at the Application Site, as indicated on the Layout Plan. The locations of the ancillary office, EV energy facilities and layout of the parking spaces have considered the preservation of the existing trees; hence no tree felling would be required for the Proposed PVP.

4.9 Fire Safety Considerations

- 4.9.1 The Applicant will submit a layout plan incorporating the proposed fire service installations ("**FSI**") after planning approval has been obtained from the Board. The Applicant is committed to implementing the FSI proposal at the Application Site in a timely manner, once accepted by the Director of Fire Services.

5 PLANNING JUSTIFICATIONS

5.1 Will Not Jeopardise the Planning Intention of the "CDA" Zone

- 5.1.1 The Application Site falls within the "CDA(1)" zone on the OZP, which is primarily intended for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

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5.1.2 The Application Site is a reserved school site under the approved S.16 planning application (No. A/YL-KTN/604) for the Flat, Shop and Services, Eating Place, School, Social Welfare Facility, Public Transport Terminus or Station uses. The Proposed PVP at the Application Site is temporary in nature for a period of three years and does not comprise any permanent structures or modifications to existing buildings. The temporary use has negligible long-term planning implications and will not frustrate the long-term development of the approved S.16 planning application (No. A/YL-KTN/604). Hence, the Proposed PVP will not jeopardise the prevailing planning intention of the “CDA(1)” zone.

5.2 Not Incompatible with the Surroundings

5.2.1 The Application Site is predominantly surrounded by residential uses, interspersed with open storage activities and temporary structures. Notably, directly to the north of the Application Site is a temporary public vehicle park, which has been approved by the Board for several years. Also, considering the Proposed PVP is intended to serve the needs of the public and the local residents, it is considered not incompatible with the surrounding environment in terms of its geographical location and land use.

5.3 Meeting Demands for Parking Space and EV Charging Facilities

5.3.1 The Application Site is located in an area surrounded by various residential developments, where residents rely on private cars for commuting. There is local demand for parking facilities. Additionally, there is a growing need for EV charging spaces, as more residents transition to using EVs in response to environmental concerns and government initiatives promoting sustainable transport options. The applicant has also consulted with CLP Power to seek additional power supply for possible increment of EV chargers for future expansion.

5.3.2 In light of these challenges, the Proposed PVP aims to make effective use of currently vacant land by establishing a temporary public car park equipped with EV charging facilities. This initiative directly addresses the pressing demand for both traditional parking spaces and accessible charging points for EVs.

5.4 Similar Approved Applications for PVP Within the Same “CDA(1)” Zone

5.4.1 Considering similar applications (No. A/YL-KTN/837, 960, 1093) for temporary public vehicle park within the same “CDA(1)” zone were approved by the Board in recent years, approval of the current application is not expected to set an undesirable precedent.

5.5 Technically No Adverse Impact

5.5.1 Significant nuisances associated with air quality, noise and traffic to the nearby residents are not anticipated. Since no medium or heavy goods vehicles are expected to be travelling into the Application Site, and negligible traffic attraction and generation is anticipated.

No Adverse Traffic Impact

5.5.2 It is estimated that the trips generated from and attracted to the Application Site are considered negligible (**Table 2** refers), no adverse traffic impact on the surrounding road network is anticipated.

5.5.3 The Swept Path Analysis (**Annex 6** refers) demonstrates that there will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the Application Site. Therefore, no waiting or queuing of vehicles on public roads will arise.

5.5.4 If the current application is approved, only private cars will be permitted to park or enter/exit the Application Site at any given time. Therefore, it is not anticipated that the Proposed PVP will result in any significant additional and adverse traffic impacts on the area.

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No Adverse Drainage Impact

- 5.5.5 Adequate drainage facilities of u-channel and catchpits will be provided at the Application Site, as demonstrated in the Drainage Proposal (**Annex 7** refers). Considering the location is not a flooding black spot, the existing drainage channel is adequate to handle the stormwater discharge for the area. Hence, it is anticipated that no adverse drainage impacts will arise from the Proposed PVP.

No Adverse Landscape Impact

- 5.5.6 As the existing trees at the Application Site will be preserved and no tree felling would be required, no adverse landscape impact will arise from the Proposed PVP.

No Adverse Environmental Impacts

- 5.5.7 The Applicant commits to closely monitoring the Proposed PVP and implementing suitable management measures for better management as well as to strictly follow EPD's latest "CoP" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

6 CONCLUSION

- 6.1 This Supplementary Statement is submitted to the Board in support of the Section 16 planning approval for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Electric Vehicle Charging Facilities for a Period of Three Years at Lot 1874 (Part) in D.D. 107, Chueng Chun San Tsuen, Kam Tin, New Territories.
- 6.2 The Proposed PVP is well justified on the following grounds:
- Will Not Jeopardise the Planning Intention of the "CDA" Zone;
 - Not Incompatible with the Surroundings;
 - Meeting Demands for Parking Space and EV Charging Facilities;
 - Similar Approved Applications for PVP Within the Same "CDA(1)" Zone; and
 - Technically No Adverse Impact.
- 6.3 In view of the planning justifications stated in this Supplementary Statement, we respectfully request the Board to give favourable consideration to this renewal application.

September 2026
PlanPlus Consultancy Limited