

## Supplementary Statement

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 512(A-B) and 512(C-E) in D.D. 113, Kam Tin, Yuen Long, New Territories (the Site) for **'Temporary Warehouse (excluding Dangerous Goods Godown (excl. D.G.G.) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years'** (the development) (**Plan 1**).
- 1.2 In view of the pressing demand for indoor storage space in recent years, the applicant would like to continue to operate a warehouse to support the local warehousing and storage industry. The development is intended for the storage of construction materials e.g. bricks, steel beams, scaffolds, etc. and construction machinery e.g. mobile cranes, excavators, generators, etc.

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/15. According to the Notes of the OZP, 'warehouse' is neither a Column 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board (**Plan 2**).
- 2.2 The applied use is considered not incompatible with surrounding land uses comprising warehouses, vehicle repair workshops and open storage/storage yards. Although the Site falls within the "AGR" zone, the Site has been left vacant for decades without active agricultural activities. Therefore, approval of the current application on a temporary basis would better utilise precious land resources in the New Territories and would not frustrate the long-term planning intention of the "AGR" zone.
- 2.3 The Site was subject of a previous application No. A/YL-KTS/997 for the same applied use submitted by the same applicant, which was approved by the Board on temporary basis for a period of 3 years in 2024. Compared with the previous application, the current application involves the increase in the gross floor area (GFA) from 378 m<sup>2</sup> (about) to 470 m<sup>2</sup> (about) (i.e. +92 m<sup>2</sup> (about); +24.3%), whereas the site area and the applied use remain unchanged. The applicant had made effort in complying with relevant planning conditions under the previous application. Details are show at **Table 1** below.

**Table 1** – Planning conditions under previous application No. A/YL-KTS/997

Planning conditions		Date of compliance
(d)	The implementation of the accepted drainage proposal	24.10.2024
(f)	The implementation of the accepted fire service installations (FSI) proposal	Not yet complied with

2.4 Several similar applications for the same applied use (Nos. A/YL-KTS/1020, 1048, 1049, 1066 and 1071) were approved by the Board within the same "AGR" zone on the OZP in the past 5 years. Hence, approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent.

2.5 The applicant has submitted a revised FSI proposal (**Appendix I**) to reflect the current scheme for enhancement of fire safety of the development. Besides, the implemented drainage facilities accepted by the Drainage Authority under the previous application No. A/YL-KTS/997 (**Appendix II**) and the latest photographic records of the drainage facilities dated 13.03.2026 (**Appendix III**) are also provided in support of the application.

### 3) Development Proposal

3.1 The Site occupies an area of 1,539 m<sup>2</sup> (about) (**Plan 3**). The operation hours of the development are Monday to Saturday from 09:00 to 18:00. There will be no operation on Sunday and public holidays. 10 nos. of single-storey temporary structures are proposed for warehouse (excl. D.G.G.), site office, storage of goods and guardroom with total GFA of 470 m<sup>2</sup> (about) (**Plan 4**). The site office is intended to provide indoor workspace for administrative staff to support the daily operation of the development. The remaining open area will be reserved for vehicle circulation, parking, and loading/unloading (L/UL) spaces. It is estimated that the development would accommodate about 6 nos. of staff. As the Site is solely for 'warehouse' use without any shopfront, no visitor is anticipated at the Site. Details of the development parameters are shown at **Table 2** below.

**Table 2** – Development parameters

Site area	1,539 m <sup>2</sup> (about)
Covered area	470 m <sup>2</sup> (about)
Uncovered area	1,069 m <sup>2</sup> (about)
Plot ratio	0.31 (about)
Site coverage	31% (about)

<b>No. of structure</b>	10
<b>Total GFA</b>	470 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	470 m <sup>2</sup> (about)
<b>Building height</b>	
	3 m to 8 m (about)
<b>No. of storey</b>	
	1

- 3.2 The applicant intends to regularise the existing filling of land at the Site, which is entirely covered with concrete of not more than 0.2 m in depth for the erection of structures and the provision of vehicle parking, L/UL and circulation area to meet the operational need. The current site level is at +20.4 mPD (**Plan 5**). The extent of filling has been kept to a minimum and no further filling will be carried out beyond the current scheme. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.
- 3.3 The Site is accessible from Kam Ho Road via a local access (**Plan 1**). A 4.5 m-wide (about) vehicular ingress/egress is provided at the eastern tip of the Site. A total of 4 parking and L/UL spaces are provided. Details of the provision of parking and L/UL spaces are shown at **Table 3** below.

**Table 3** – Parking and L/UL provisions

<b>Types of space</b>	<b>No. of space</b>
Parking spaces for private car (PC) - 2.5 m (W) x 5 m (L)	3
L/UL spaces for medium goods vehicles (MGV) - 3.5 m (W) x 11 m (L)	1

- 3.4 MGV will be deployed for the transportation of materials into/out of the Site. Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 6**). The same traffic management has been practiced under the previous application No. A/YL-KTS/997. Staff will be deployed to station at the vehicular ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety and road safety. As the Site will be used for 'warehouse' use only, infrequent trips will be anticipated. The adverse traffic impact arising from the development is therefore not envisaged. Details of the trip generation/attraction are shown at **Table 4** below.

**Table 4 – Estimated trip generation/attraction**

Time period	Estimated trip generation/attraction				
	PC		MGV		2-way total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	3	0	1	0	4
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	0	3	0	1	4
Average trip per hour (10:00 – 17:00)	0	0	1	1	2

- 3.5 No vehicle without valid licence issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* will be allowed to be parked/stored at the Site at any time during the approval period of the planning permission. No open storage, dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities, and storage of dangerous and dusty goods will be carried out at the Site at any time during the approval period of the planning permission.
- 3.6 The operation of the development will take place at least 3 m beyond the top bank of the existing watercourse to the east of the Site. Periphery fencing has been erected along the site boundary to prevent encroachment upon the watercourse and to minimise disturbance to the watercourse.
- 3.7 The applicant will comply with the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also 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.
- 3.8 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that

these facilities are always operational. The applicant will also implement good practices under *ProPECC PN 1/23* when maintaining the on-site drainage system with the Site.

#### **4) Conclusion**

- 4.1 Significant nuisance to the surrounding areas arising from the development is not anticipated. Adequate mitigation measures, e.g. the submission of an FSI proposal to reflect the current scheme for enhancement of fire safety of the development, the implemented drainage facilities accepted by the Drainage Authority under the previous application No. A/YL-KTS/997, and the latest photographic records of the drainage facilities, are provided by the applicant to alleviate any adverse impact that would have arisen from the development.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

**March 2026**

## **LIST OF APPENDICES**

<b>Appendix I</b>	Fire service installations proposal
<b>Appendix II</b>	Implemented drainage facilities accepted by the Drainage Authority under the previous application No. A/YL-KTS/997
<b>Appendix III</b>	Latest photographic records of the drainage facilities dated 13.03.2026

## **LIST OF PLANS**

<b>Plan 1</b>	Location plan
<b>Plan 2</b>	Zoning plan
<b>Plan 3</b>	Land status plan
<b>Plan 4</b>	Layout plan
<b>Plan 5</b>	Plan showing the filling of land
<b>Plan 6</b>	Swept path analysis