Supplementary Statement

1) Background

1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 355 RP (Part), 356 S.B (Part), 356 RP, 359 RP (Part), 360 RP (Part), 361, 362 (Part), 363, 364 (Part) and 435 RP (Part) in D.D. 103 and Adjoining Government Land (GL), Kam Tin, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Private Vehicle Park, Open Storage and Warehouse (Construction Materials and Machinery) and Associated Filling of Land for a Period of 3 Years**' (the proposed development) (**Plans 1** to **3**).

1.2 As the development of the Northern Metropolis is in full swing, the applicant intends to use the Site for or parking of construction and heavy goods vehicles (HGV), storage of construction materials and machinery in order to support the growing demand in the construction industry and the development of various New Development Areas across the New Territories.

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, the applied uses are neither column 1 nor 2 uses within the "AGR" zone, which requires planning permission from the Board (**Plan 2**).

2.2 Although the Site falls within the "AGR" zone, majority of the Site has been occupied by open storage since the early-1990s. The Site is surrounded by open storage yards, logistic centres, workshops and warehouses, the proposed development is therefore considered not incompatible with the surrounding. Approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilise precious land resources in the New Territories.

2.3 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**). Various open storage yards, logistics centers, workshops and warehouses are also located at south, southeast and southwest of the Site, the proposed development is considered not incompatible with the surrounding areas.

2.4 Several applications for/partly for temporary warehouse and/or open storage uses have been approved by the Board within the same "AGR" zone in the vicinity of the Site in the past 5 years, which the application site of the latest application (No. A/YL-KTS/1083) for 'warehouse' use is located approximately 130 m south to the Site, was approved by the Board on a temporary basis of 3 years in September 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 "AGR" zone.

2.5 In addition, the Site is the subject of several approved S.16 planning application (No. A/YL-KTS/879, 1112 and 1121) for 'open storage' and 'warehouse' uses submitted by the same applicant as the current application, which were approved by the Board on a temporary basis of 3 years between 2021 and 2026. When compared with the latest previous application No. A/YL-KTS/1121, the major development parameters remain unchanged except for the parking spaces for construction and HGVs to support the operation of the Site, details are shown at **Table 1** below:

Table 1 - Development Parameters Between the Proposed Scheme and Previous Application No. A/YL-KTS/1121

	A/YL-KTS/1121 (a)	**Current Application (b)**	**Difference (b) – (a)**
Site Area	5,764 m^2 (about)		-
Covered Area	590 m^2 (about)		-
Uncovered Area	5,174 m^2 (about)		-
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	590 m^2 (about) *Not applicable* *590 m^2 (about)*		-
Plot Ratio	0.1		-
Site Coverage	17%		-
No. of Structure	3		-
Building Height	9 m		-
No. of Storey	1		-
No. of Parking Spaces - *Private Car (PC)* - *Heavy Goods Vehicle (HGV)*	2 *2* -	30 *10* *20*	*+28* *+8* *+20*

No. of loading/unloading (L/UL) Spaces	1	1	-
- Container Vehicle (CV)	*1*	*1*	-

3) Development Proposal

3.1 The Site occupies an area of 5,764 m^2 (about), including 696 m^2 of GL (about) (**Plan 3**). 3 single-storey structures are proposed for warehouses (excluding dangerous goods godown), with total gross floor area (GFA) of 590 m^2 (about) (**Plan 5**). The operation hours of the Site are Monday to Saturday from 09:00 to 19:00, with no operation on Sunday and public holidays. It is estimated that 5 nos. of staff will work at the Site. As the Site is for *'private vehicle park'*, *'warehouse'* and *'open storage'* uses with no shopfront, no visitor is anticipated at the Site. Details of the development parameters are provided at **Table 2** below:

Table 2 – Major Development Parameters

Application Site Area	5,764 m^2 (about), including 696 m^2 of GL (about)
Covered Area	590 m^2 (about)
Uncovered Area	5,174 m^2 (about)
Plot Ratio	0.1 (about)
Site Coverage	10% (about)
Number of Structure	3
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	590 m^2 (about) *Not applicable* *590 m^2 (about)*
Building Height	9 m (about)
No. of Storey	1
Open Storage Area	980 m^2 (about)
Stacking Height	Not more than 3 m

3.2 The entire Site has been hard-paved with concrete of not more than 0.2 m in depth for open storage area, site formation of structures, parking and L/UL spaces and circulation area. The current application serves to regularise the existing hard-paving area. The extent of the hard-paving has been kept to a minimum to meet the operational need. The applicant will strictly follow the scheme and no further filling of land will be carried out. The applicant will

reinstate the Site to an amenity area after the planning approval period.

3.3 The Site is proposed to be used for warehouse and open storage of construction materials (e.g., bricks, tiles, pipes, etc.) and machinery (e.g., excavators, cranes, etc.). Construction materials and machinery would only be stored at the designated area (about 980 m^2) with stacking height of not more than 3 m. No dangerous goods will be stored within the Site and no dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities will be carried out at the Site at any time during the planning approval period.

3.4 The Site is accessible from Kam Tin Road via a local access (**Plan 1**). A total of 31 parking and L/UL spaces are provided at the Site. Details of the parking and L/UL provision are shown at **Table 3** below:

Table 3 – Provision of Parking and L/UL Spaces

Type of Space	**No. of Space**
Parking Space for PC - *2.5 m (W) x 5 m (L)*	10
Parking Space for HGV - *2.5 m (W) x 5 m (L)*	20
Type of Space	**No. of Space**
L/UL Space for CV - *3.5 m (W) x 16 m (L)*	1

3.5 CV will be deployed for the transportation of construction materials and machinery 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 7**). In order to ensure pedestrian safety and avoid road safety hazard, staff will be deployed at the site ingress/egress and along the local access during the transportation. With the above traffic management measures, it is expected that the adverse impact on the local traffic and pedestrian safety will be minimal.

3.6 As the Site will be used for private vehicle park, warehouse and open storage only, infrequent trips will be anticipated. The applicant provides an estimation on the trip generation and attraction arising from the proposed development (see **Table 4** below). As the estimated traffic generated and attracted is expected to be minimal, adverse traffic impact should not be

envisaged.

Table 4 – Estimated Trip Generation/Attraction

Time Period	Estimated Trip Generation/Attraction						
	PC		HGV		CV		2-Way Total
	In	Out	In	Out	In	Out	
Trips at AM peak per hour (09:00 – 10:00)	5	0	0	5	0	0	10
Trips at PM peak per hour (17:00 – 18:00)	0	5	5	0	0	0	10
Average Trips per hour (11:00 – 17:00)	0	0	2	2	0.5	0.5	5

3.8 To minimise nuisance to the surrounding area, 2.5m high solid metal wall will be erected along the site boundary to separate the Site and the construction sites, 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.

3.9 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 the 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 FSIs and drainage proposals* to mitigate any adverse impact arising from the proposed development after the application has been approved by the Board.

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Private Vehicle Park, Open Storage and Warehouse (Construction Materials and Machinery) and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited

September 2026

LIST OF PLANS

Plan 1	Location Plan
Plan 2	Zoning Plan
Plan 3	Land Status Plan
Plan 4	Plan showing the Site under TPB PG No. 13G
Plan 5	Layout Plan
Plan 6	Land Filling Plan
Plan 7	Swept Path Analysis