

## **Supplementary Planning Statement**

### **1 Introduction**

- 1.1 The applicant seeks planning permission to use the application site for proposed temporary open storage of auto parts and vehicles and associated filling of land for a period of 3 years at Lots 1076 and 1078 S.B RP (Part) in D.D. 106, Shek Kong, Yuen Long, New Territories (the Sites) (**Plan 2**) from the Town Planning Board (TPB).
- 1.2 This supplementary statement aims to provide necessary information for the TPB's consideration, and to demonstrate that the proposed development would not generate undesirable impacts to the vicinity with appropriate mitigation measures. The applicant wishes that the TPB could give favourable consideration to this planning application.

### **2 The Sites and Planning Context**

#### **The Sites and their surroundings**

- 2.1 The Sites occupy a total area of about 5,104m<sup>2</sup> and are divided into two separate sites, namely Site A and Site B. Site A, with an area of about 3,075m<sup>2</sup>, covers Lot 1076, while Site B covering part of Lot 1078 S.B RP has an area of about 2,029m<sup>2</sup> (**Plan 2**). The Sites are currently vacant with a number of abandoned structures and are vegetated with grass and shrubs. They are accessible via a local track leading from Shek Kong Airfield Road.
- 2.2 The surrounding area of the Sites is rural in nature intermixed with open storage/storage yards and rural factories.
- 2.3 Encroached to the east, south and north of the Sites is a temporary open storage of construction materials, construction machineries, auto parts and vehicles with ancillary facilities under planning permission No. A/YL-SK/371 approved by the Rural and New Town Planning Committee (RNTPC) of the TPB on 24.1.2025. To their immediate southwest are two temporary open storage for construction machineries (and materials) approved by the RNTPC in 2024 (No. A/YL-SK/369 and 384). To the further southwest is an area zoned "Industrial (Group D)"

housing a rattan ware factory and some open storage yards. The nearest residential dwelling is located to the south of Site B.

Statutory Land Use Zoning and Town Planning Board Guidelines

- 2.4 The Sites fall within areas zoned “Agriculture” (“AGR”) on the Approved Shek Kong Outline Zoning Plan No. S/YL-SK/9 (the OZP). According to the Notes of the OZP for the “AGR” zone, ‘Open Storage’ is neither a Column 1 nor Column 2 use. The covering Notes of the OZP stipulate that temporary use or development of any land or building not exceeding a period of 3 years requires permission from the TPB. Moreover, the Notes for the “AGR” zone also stipulate that filling of land requires permission from the TPB.
- 2.5 “Town Planning Board Guidelines for application of open storage and port back-up uses under Section 16 of Town Planning Ordinance (TPB PG-NO. 13G)” is applicable to the current planning application. In accordance with the Guideline, the Site is located in “Category 2” areas which are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. The applicant has prepared relevant technical proposals to demonstrate that the proposed use will not impose adverse impacts to the surroundings with the implementation of mitigation measures/approval conditions.

Previous and Similar Planning Applications

- 2.6 The Sites are not subject of any previous planning application.
- 2.7 There are several planning permissions for open storage use in the surrounding area. Table 1 below summarises the similar applications within the same “AGR” zone approved by the TPB in 2024 and 2025.

Table 1 – Similar Applications within the same “AGR” zone approved by the TPB in 2024 and 2025

Application No.	Applied Use	Approval Date
A/YL-SK/350	Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities	12.1.2024

S.16 Planning Application for Proposed Temporary Open Storage of Auto Parts and Vehicles and Associated Filling of Land for a Period of 3 Years

	and Ancillary Site Office for a Period of 3 Years	
A/YL-SK/369	Temporary Open Storage of Construction Machineries and Materials for a Period of 3 Years and Filling of Land	4.10.2024
A/YL-SK/384	Temporary Open Storage of Construction Materials with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land	6.12.2024
A/YL-SK/381	Proposed Temporary Open Storage of Vehicles and Vehicle Parts and Vehicle Repair Workshop for a Period of 3 Years and Associated Filling of Land	20.9.2024
A/YL-SK/371	Temporary Open Storage of Construction Materials, Construction Machineries, Auto Parts and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land and Pond	24.1.2025
A/YL-SK/395	Proposed Temporary Open Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land	24.1.2025

Land Status

- 2.8 The land status plan is shown on **Plan 3**. The Sites occupy lot 1076 and part of lot 1078 S.B RP in D.D. 106, which are old schedule agricultural lots under Block Government Lease that restrict erection of structures without prior approval of the Government. Under the current planning application, there is no structure proposed at the Sites.

### 3 Development Proposal

- 3.1 The Sites occupy a total area of about 5,104m<sup>2</sup> and comprise of 2 separate sites. Site A in the north has an area of about 3,075m<sup>2</sup> and the open storage will take up of about 2,500m<sup>2</sup> (about 81%). Site B in the south covers an area of about 2,029m<sup>2</sup>, with about 1,613m<sup>2</sup> (about 79%) to be used for open storage. There will be no structure erected on the Sites. The operation hours of the Sites are

9:00 a.m. to 7:00 p.m. and there will be no operation on Sundays and public holidays. The layout plan is shown in **Plan 1** and the major development parameters are shown at Table 1 below:

Table 2 – Major Development Parameters

	Site A	Site B	Total of the Application Sites
Site Area	About 3,075m <sup>2</sup>	About 2,029m <sup>2</sup>	About 5,104m <sup>2</sup>
Open Storage Area	About 2,500m <sup>2</sup> (About 81%)	About 1,613m <sup>2</sup> (About 79%)	About 4,113m <sup>2</sup> (About 81%)
L/UL Space for LGV	2	1	3

- 3.2 In view of a flat ground surface for vehicular access and open storage area to cater for the operation need, filling of land with soil and concrete (0.2m thick on surface) of not more than 1.9m in depth for site formation is required in the entire Sites. **Plan 4** illustrates the area to be filled and the comparison of ground level before and after the proposed land filling. The applicant will reinstate the Sites to an amenity area and/or to a state that is suitable for agricultural use after the planning approval period.

#### Traffic and Access Arrangements

- 3.3 The Sites are accessible via a local track leading from Shek Kong Airfield Road (**Plan 2**). The applicant has liaised with landowners to allow vehicles passing through the adjacent lots. The 7m-wide ingress/egress of both Sites A and B are located at the east of the Sites (**Plan 1**).
- 3.4 A total of 3 loading/unloading (L/UL) spaces for light goods vehicle (LGV) are proposed for the Sites, including 2 spaces for Site A and 1 space for Site B. The auto parts will be transported by the LGVs to/from the Sites. The vehicles to be stored are restricted to private cars and LGVs only, which will be driven in and out the Sites by staff so that towing is not required. Large vehicles, including medium/heavy goods vehicles and container tractors/trailers, as defined in the *Road Traffic Ordinance*, are prohibited to drive in/out, park nor to be stored at the Sites. Sufficient manoeuvring space will be provided within the Sites to allow turning of vehicles. Table 2 below shows the estimated traffic generation and the swept path analysis is at **Plan 5**.

Table 3 – Estimated Trip Generation and Attraction

Time Period	Private Car		LGV		2-way total
	In	Out	In	Out	
Trips at morning peak (9:00 to 10:00 a.m.)	4	2	3	3	12
Trips at afternoon peak (5:00 to 7:00 p.m.)	4	2	3	3	12
Average Traffic trip per hour (10:00 a.m. to 5:00 p.m.)	2	2	2	2	8

Environmental, Fire Safety and Drainage Considerations

- 3.5 The applicant will strictly follow the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (COP) issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. No dismantling, repairing, assembling or other workshop activity are proposed at the Site. It is also confirmed that no dangerous goods will be stored at the Sites. The applicant will strictly comply with all the environmental protection/pollution control ordinances, such as 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 the Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPNs) for sewage treatment within the site.
- 3.6 A proposed fire service installations (FSIs) plan (**Plan 6**) has been prepared by the applicant to ensure the fire safety of the open storage operation. Moreover, a proposed drainage plan (**Plan 7a**) has been provided. Surface U-channels are proposed along the southern and western boundaries of the Sites to collect drain water within the Sites, which will be connected to the proposed drainage system in the adjacent site under application No. A/YL-SK/371 for discharge. The drainage catchment plan extracted from drainage impact assessment of application No. A/YL-SK/371 is enclosed at **Plan 7b** for reference. With the provision of the drainage facilities, potential flooding risks could be mitigated so that no adverse drainage impact would be caused by the proposed development.

Heritage Consideration

- 3.7 The Sites are situated within the Shui Lau Tin Site of Archaeological Interest (SAI). It is important to note that the proposed development involves only filling of land. No excavation of land nor erection of structure is proposed at the Site. For the proposed drainage facilities, the channels will be constructed on top of the existing ground level. As such, no adverse impact of the SAI is expected.

#### **4 Justifications**

*The proposed development is temporary in nature and would not jeopardise the long-term planning intention of the “AGR” zone*

- 4.1 The proposed open storage use is temporary in nature and would not jeopardise the long-term planning intention of the “AGR” zone for retaining and safeguarding agricultural land for agricultural purposes, or retaining arable land with good potential for rehabilitation for cultivation and other agricultural purposes. The applicant will reinstate the Sites to an amenity area and/or to a state that is suitable for agricultural use upon expiry of the planning approval period.

*The proposed development is compatible with the surrounding areas and there are similar cases approved by the TPB in the vicinity*

- 4.2 The surroundings of the Sites are predominated by open storage yards and rural factories. The Sites as proposed open storage use is considered not out of context and is compatible with the surrounding areas.
- 4.3 As listed in Table 1, there are 6 planning applications for similar open storage use in the vicinity approved by the TPB in 2024 and 2025. Approval of the current application is in line with the TPB’s previous decisions and would not set an undesirable precedent for similar uses in the area.

*The Site conforms to the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-No. 13G)*

- 4.4 The Site falls within Category 2 areas under TPB PG-No. 13G where open storage and port back-up uses are comparatively suitable to operate. The applicant has submitted relevant documents to demonstrate that the proposed development

will not cause adverse drainage, traffic and environmental impacts on the surrounding areas. The applicant will be due diligence in complying with all planning approval conditions imposed by the TPB as well to minimise potential impacts. Hence, favourable consideration could be given to this application.

*No adverse drainage, traffic and environmental impacts on the surroundings will be generated*

- 4.5 The Site is accessible from Shek Kong Airfield Road via a local track. The applicant has obtained right-of-way from the concerned landowner and business operator. A total of 3 L/UL spaces for LGV are proposed for the transportation of auto parts. On the other hand, the stored vehicles will be driven in/out the Sites by staffs. Sufficient manoeuvring space will be provided within the Site to allow turning of vehicles as shown on **Plan 5**. In this regard, no vehicle queueing onto the public road will occur. In view of the above, the estimated traffic generation illustrates that the additional traffic generated is insignificant and will not pose negative impact on the traffic condition in the surroundings.
- 4.6 The Sites are for open storage of auto parts and vehicles only, which will not involve workshop and industrial activities, including dismantling, repairing, assembling or other workshop activity such that there will be no associated noise, dust emission and effluent generated. The applicant will strictly comply with all relevant environmental protection/pollution control ordinances, as well as follow the relevant mitigation measures and requirements stipulated in the latest COP issued by the EPD.
- 4.7 Taking the nearby dwellings to the south of Site B into consideration, the applicant commits to restrict the operation hours from 9:00 a.m. to 7:00 p.m. from Mondays to Saturdays to minimise nuisance. There is no operation on Sundays and public holidays. Moreover, only LGVs are used for transportation so that there will be no heavy vehicles involved in the operation of the Sites, hence, the impacts to the surroundings are reduced. Also, the Site will be fenced-off by 2.5m high periphery fencing to minimise disturbance.
- 4.8 The adjacent site, which is encroaching the subject Sites, has an approved planning application for temporary open storage use (A/YL-SK/371) and will be filled to a depth of not more than 2.3m with soil, including not more than 0.2m of concrete on top. In response, the proposed filling of land under the current

application will be no more than 1.9m in depth, comprising soil and not more than 0.2m of concrete on top. This aims to provide a steady surface for ingress/egress, circulation and open storage, as well as prevention of flooding from the adjacent site. Adequate drainage facilities will be provided in accordance with the submitted proposed drainage plan (**Plan 7a**) to minimise flood risk. Hence, no adverse landscape impact is anticipated. Moreover, a proposed FSIs plan (**Plan 6**) is prepared by the applicant to ensure fire safety.

- 4.9 As discussed in paragraph 3.7, there will be no erection of structure nor excavation of land at the Sites. The proposed drainage channels will be constructed above the existing ground level. Thus, there will be no adverse archaeological impact.

## **5 Conclusion**

- 5.1 The proposed development is compatible with the surrounding land uses which are dominated by existing brownfield uses such as open storage yards, and rural factory, and will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant after planning approval is granted from the TPB to alleviate any possible adverse impact arising from the proposed development.
- 5.2 In light of the evidence furnished in this planning statement supported by the various analysis and the applicant's strong commitment to strictly comply with all control ordinances, it is believed that this planning application for such use should be favourably considered by TPB.

**United Crown Holdings Limited**  
**MAY 2025**



### **List of Plans**

<b>Plan 1</b>	Layout Plan
<b>Plan 2</b>	Location Plan
<b>Plan 3</b>	Land Status Plan
<b>Plan 4</b>	Filling of Land Plan
<b>Plan 5</b>	Swept Path Analysis
<b>Plan 6</b>	Proposed Fire Service Installations Plan
<b>Plan 7a</b>	Proposed Drainage Plan
<b>Plan 7b</b>	Drainage Catchment Plan