

S.16 Planning Application for Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Parking of Vehicles for a Period of 5 Years in "Comprehensive Development Area" Zone, Lots 3316 RP, 3331 RP (Part), 3337 RP, 3338 RP (Part), 3339 (Part), 3340 RP, 3341 RP (Part), 3342 (Part), 3343 (Part), 3344, 3345, 3346, 3347 (Part), 3348 (Part), 3349 RP, 3350, 3351 (Part), 3359 RP (Part) and 3360 RP in D.D. 104 and Adjoining Government Land, Long Ha, Yuen Long, New Territories
Planning Statement

Section 16 Planning Application
Approved Kam Tin North Outline Zoning Plan
No. S/YL-KTN/11

Temporary Shop and Services (Motor-vehicle Showroom) with
Ancillary Parking of Vehicles for a Period of 5 Years

Lots 3316 RP, 3331 RP (Part), 3337 RP, 3338 RP (Part), 3339 (Part), 3340 RP, 3341 RP (Part), 3342 (Part), 3343 (Part), 3344, 3345, 3346, 3347 (Part), 3348 (Part), 3349 RP, 3350, 3351 (Part), 3359 RP (Part) and 3360 RP in D.D. 104 and Adjoining Government Land, Long Ha, Yuen Long, New Territories

Supporting Planning Statement

Applicant

Maxtop Sky Limited

Consultant

Tensor Planning and Surveying Limited

June 2026

Supplementary Planning Statement

1 Introduction

- 1.1 The applicant seeks planning permission from the Town Planning Board (the TPB) under Section 16 of the Town Planning Ordinance for a Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Parking of Vehicles for a Period of 5 Years (the development) at Lots 3316 RP, 3331 RP (Part), 3337 RP, 3338 RP (Part), 3339 (Part), 3340 RP, 3341 RP (Part), 3342 (Part), 3343 (Part), 3344, 3345, 3346, 3347 (Part), 3348 (Part), 3349 RP, 3350, 3351 (Part), 3359 RP (Part) and 3360 RP in D.D. 104 and Adjoining Government Land, Long Ha, Yuen Long, New Territories (the Site).
- 1.2 The Site falls within an area zoned “Comprehensive Development Area” (“CDA”) on the Approved Kam Tin North Outline Zoning Plan (OZP) No. S/YL-KTN/11, which is accessible from San Tam Road via local access. In view of the growing popularity of electric vehicles (EVs) and the proximity to Long Ha Tsuen, Sheung Chuk Yuen, Yau Tam Mei Tsuen and San Wai Tsuen as well as other local settlements, the applicant intended to operate a motor-vehicle showroom to meet the market demand for EVs and serve the needs of nearby residents.
- 1.3 Compared with the last planning application No. A/YL-KTN/1009 approved on 24.5.2024 which is submitted by the same applicant for the same use, the applicant has changed the layout and development parameters. Therefore, this Supporting Planning Statement is prepared on behalf of Maxtop Sky Limited (the applicant), which aims to provide necessary information to facilitate TPB’s consideration. The applicant respectfully requests favourable consideration of this s.16 planning application.
- 1.4 Following this Introduction, the planning context of the Site will be set out in Sections 2. The development proposal is detailed in Section 3, while its planning justifications are discussed in Section 4. Section 5 concludes and summarises this Supporting Planning Statement.

2 Planning Context

The Site and its surroundings

- 2.1 The Site is situated in Long Ha, Yuen Long, which occupies an area of about 3,967m² (**Plan 1** and **Plan 2**). The Site is accessible from San Tam Road via local access, is currently fenced-off, with structures erected and operated as a motor-vehicle showroom.
- 2.2 The surrounding areas of the Site are predominantly rural in nature. The Site is close to the village settlement of Sheung Chuk Yuen, Yau Tam Mei Tsuen, San Wai Tsuen and Long Ha Tsuen which are located to the north, northeast and east of the Site; with some brownfield operations and shop and services to the north; some farmland and grassland to the south of the Site; and San Tin Highway across San Tam Road to the west of the Site.

Statutory Land Use Zoning

- 2.3 The Site falls within an area zoned “CDA” on the Approved Kam Tin North OZP No. S/YL-KTN/11. According to the Notes of the OZP, vehicle showroom is subsumed under ‘Shop and Services’, which is a Column 2 use which requires planning permission from the TPB.

Previous and Similar Planning Applications

- 2.4 The Site, in part, is the subject of 11 previous planning application (No. A/YL-KTN/216, 233, 249, 291, 325, 385, 479, 533, 661, 846 and 1009). Applications No. A/YL-KTN/233, 249 and 1009, for temporary sales of vehicles, temporary sales of vehicles and parking of private cars, and shop and services (vehicle showroom) were approved by the board in 2005, 2006 and 2024 respectively. Approval of the current application is in line with the TPB’s previous decisions and would not set an undesirable precedent within the “CDA” zone. The remaining eight applications for temporary open storage and temporary private car park are considered irrelevant to the current application.
- 2.5 Compared with the last planning application No. A/YL-KTN/1009 (valid until 24.8.2026), the application boundary and the applicant are the same for the same use while there are minor revisions in the development parameters which reflects the applicant’s latest intention as well as the latest condition of the Site. Thus, a fresh planning application is submitted to the TPB.

2.6 There are several planning applications for similar shop and services use within the same “CDA” zone being approved by the TPB in 2021 to 2026. Approval of the current application is in line with the Board’s previous decisions and would not set an undesirable precedent within the “CDA” zone. These planning applications are summarised in **Table 1** below.

Table 1 – Similar Applications within the same “CDA” zones approved by the TPB between 2021 to 2026

Application No.	Applied Use	Approval Date
A/YL-KTN/788	Proposed Temporary Retail Shop, Wholesale Trade and Ancillary Storage of Dried Food Products for a Period of 3 Years	6.5.2022
A/YL-KTN/832	Proposed Temporary Shop and Services (Landscaping and Gardening Shop and Services) with Ancillary Storage of Machinery and Materials for a Period of Three Years	23.9.2022
A/YL-KTN/874	Proposed Temporary Shop and Services, Wholesale Trade of Food Products and Ancillary Storage Facilities for a Period of Three Years	31.3.2023
A/YL-KTN/1102	Proposed Temporary Shop and Services (Vehicle Showroom and Sales of Second-hand Private Cars, Vehicle Parts and Accessories) with Ancillary Facilities for a Period of Three Years	18.7.2025
A/YL-KTN/1133	Proposed Temporary Shop and Services (Vehicle Showrooms, Sales of Second-hand Private Cars, Vehicle Parts and Accessories) with Ancillary Facilities for a Period of Three Years	15.8.2025
A/YL-KTN/1204	Proposed Temporary Shop and Services and Associated Excavation of Land for a Period of Three Years	27.2.2026

Land Status

- 2.7 The land status plan is shown on **Plan 3**. The Site occupies Lots 3316 RP, 3331 RP (Part), 3337 RP, 3338 RP (Part), 3339 (Part), 3340 RP, 3341 RP (Part), 3342 (Part), 3343 (Part), 3344, 3345, 3346, 3347 (Part), 3348 (Part), 3349 RP, 3350, 3351 (Part), 3359 RP (Part) and 3360 RP in D.D. 104, which are old schedule agricultural lots under Block Government Lease that restrict erection of structures without prior approval of the Government. The Site also falls on 243m² of GL. Upon planning permission granted from the TPB, the applicant will apply to the Lands Department for Short Term Waiver and Short-Term Tenancy to allow for erection of temporary structure and occupation of GL.

3 Development Proposal

- 3.1 The Site occupies an area of about 3,967m², including about 243m² of GL (**Plan 3**). As shown in the layout plan (**Plan 1**), the development involves eight single-storey structures (which three of them are open-shed) with height of not more than 3.5m and a total floor area of about 2,013m² for motor-vehicle showroom, ancillary site office, washroom, E&M facility and electric meter rooms. About 130 motor-vehicles will be displayed at the motor-vehicle showroom. Unlicensed vehicles for display would be driven to the Site by staff with trade license, hence, towing of vehicles is not required. Nine private car parking spaces, with seven served with 170kW DC chargers, are provided at the Site for both charging of unlicensed EVs for test-drive purposes and for serving the staff and visitors. Thus, the ancillary E&M facility and electric meter rooms are installed to supply electricity for the EV chargers. The ancillary site office and washroom is to support daily business operation. Other remaining uncovered area will be reserved for circulation of vehicles, parking and loading/ unloading (L/UL). The operation hours of the Site are from 9:00 to 19:00 daily including Sundays and public holidays. It is estimated that the Site would be able to accommodate 10 staff. It is estimated the Site would attract not more than 20 visitors per day. Details of the development parameters and the proposed structures are shown at **Table 2** and **Table 3** below:

Table 2 – Main Development Parameters

Application Site Area	About 3,967m ² , including about 243m ² of GL
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Covered Area	About 2,013m ²
Uncovered Area	About 1,954m ²
Plot Ratio	About 0.51
Site Coverage	About 51%
Number of Structure(s)	8
Total Gross Floor Area	About 2,013m ² (non-domestic)
Building Height	Not more than 3.5 m
Number of Storey	Not more than 1 storey
Internal Transport Facilities	
- Parking Space for Private Cars (PC)	9
- L/UL Space for Light Goods Vehicle (LGV)	2

Table 3 – Details of the Proposed Structures

Structure	Uses	Covered Area (m²) (about)	GFA (m²) (about)	Building Height (Not more than)
B1 (open shed)	Shop and Services (Vehicle Showroom)	99	99	3.5m (1 storey)
B2 (open shed)	Shop and Services (Vehicle Showroom)	765	765	3.5m (1 storey)
B3	Shop and Services (Vehicle Showroom)	174	174	3.5m (1 storey)
B4 (open shed)	Shop and Services (Vehicle Showroom)	746	746	3.5m (1 storey)
B5	Site Office and Washroom	207	207	3.5m (1 storey)
B6	E&M Facility	15	15	2m (1 storey)
B7	Electric meter room	3	3	2m (1 storey)
B8	Electric meter room	4	4	2m (1 storey)
Total		2,013	2,013	-

3.2 The development is intended to serve as a motor-vehicle showroom of a renowned

automobile brand (mainly sell EVs), private cars are displayed at the Site to showcase the company’s latest models to prospective buyers. Test drives are available by appointment, in order to avoid overcrowding the Site. If the customers decided to buy the car, the staff would assist them with the necessary documentation, including vehicle registration, insurance, and warranty information at the site office. Once the customers are done with the documentation, the purchased vehicle would be charged at the private car parking spaces with EV chargers and would be ready for collection.

- 3.3 No public announcement system, whistle blowing, portable loud speaker or other form of audio amplification system will be used at the Site. No car beauty, car washing, car repairing, car dismantling, open storage or other workshop activities will be conducted on the Site at any time during the planning approval period. Periphery solid metal wall of 2.5m high will be erected along the development, to minimise nuisance to the surrounding area.

Traffic and Access Arrangements

- 3.4 The Site is accessible from San Tam Road via local access (**Plan 2**). The ingress/egress at the north of the Site will be 9m in width. Nine parking spaces for private car and two L/UL spaces for LGV are proposed at the Site, within which two private car parking spaces would be reserved for visitors’ use and the remaining would be reserved for staff’s use (including test drive purpose). Sufficient manoeuvring space will be provided within the Site to facilitate vehicle turning as shown in the swept path analysis on **Plan 4**. Hence, no queueing of vehicles onto the public road is anticipated.
- 3.5 As mentioned in **para. 3.1**, 10 staff will work on-site and the staff is expected to commute to the Site by PCs. In view of the above, the traffic generation and attraction by the development is expected to be negligible. **Table 4** below provides details of the estimated traffic generation and attraction:

Table 4 – Estimated Traffic Generation and Attraction

Time Period	PC		LGV		2-way total
	In	Out	In	Out	
Trips at morning peak (9:00 to 10:00 a.m.)	5	0	0	0	5

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Time Period	PC		LGV		2-way total
	In	Out	In	Out	
Trips at afternoon peak (5:00 to 7:00 p.m.)	0	5	0	0	5
Average Traffic trip per hour (10:00 a.m. to 5:00 p.m.)	4	4	2	2	12

Environmental, Drainage and Fire Safety Considerations

- 3.6 The applicant will strictly follow the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (CoP) promulgated by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. Other environmental protection/pollution control ordinances, such as Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance, etc. will also be complied with 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.
- 3.7 Regarding the drainage consideration, approval condition (d) of the previous approved application No. A/YL-KTN/1009, i.e. submission of a condition record of the existing drainage facilities has been complied with within the compliance period (**Appendix A**). The applicant would maintain the drainage facilities implemented and submit records of the existing drainage facilities to the satisfaction of the Director of Drainage Services or of the TPB upon the application is approved by the TPB.
- 3.8 Moreover, in terms of fire safety consideration, approval condition (e) of application No. A/YL-KTN/1009 regarding the submission of a fire service installations proposal has also been complied with within the compliance period (**Appendix B**). Due to the change in layout, the applicant will provide an updated FSIs proposal and adequate fire service installations as per relevant Government departments’ latest requirement after the application is approved by the TPB. Therefore, it is anticipated that no adverse impact

will be generated with relevant mitigation measures implemented.

4 Planning Justifications

Provision of EV Charging Parking Spaces to Support Government Policy on Promoting the Popularisation of Electric Vehicles

- 4.1 Compare to the planning application A/YL-KTN/1009, more private car parking spaces, which some are reserved with EV chargers, will be provided to cater visitors' needs to park and charge their EV upon their visit to the motor-vehicle showroom. This helps to promote the adoption of EVs and their associated supporting facilities in Hong Kong, while the Government issued the Hong Kong Roadmap on Popularisation of Electric Vehicles in 2021 to actively promote EV in Hong Kong in recent years.

Benefits and Opportunities for the Local Residents

- 4.2 The development is nearby Sheung Chuk Yuen, Yau Tam Mei Tsuen, San Wai Tsuen, Long Ha Tsuen and other village settlements. The motor-vehicle showroom provides a clean option to the local residents by selling electric vehicles that are essential for their demand of private vehicles to commute. Meanwhile, the development could create job opportunities at local area and hence local residents do not need to travel across districts for employment.

The Development is Temporary in Nature and Would not Jeopardising the Long-term Planning Intention of the “CDA” Zone

- 4.3 Despite the development not fully in line with planning intention of “CDA” zone, which intended primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, there is currently no known/ planned programme for the implementation of the subject “CDA” zone. Upon the expiry of the planning approval or any long-term development programme to be implemented at the Site, the applicant is committed to cease the business operation and reinstate the Site to an amenity area.

Land Use Compatibility and No Undesirable Precedent

- 4.4 The surroundings of the Site are predominantly rural in nature with village settlements, some brownfield operations, shop and services, farmland and grassland nearby. The development with a building height of not more than 3.5m is lower than that of the nearby village houses (i.e. a maximum building height of 3 storeys (8.23m)) and is considered small in scale. Therefore, the development is compatible with the surrounding areas.
- 4.5 As listed in **para. 2.4** above, the Site is the subject of three previous approved planning applications for temporary sale of vehicles/ shop and services (motor-vehicle showroom) between 2005 to 2024. In addition, there are several planning applications for similar shop and services within the same “CDA” zone being approved by the TPB. Approval of the current application is in line with the TPB’s previous decisions and would not set an undesirable precedent for similar use in the area.

No Adverse Impacts to the Surrounding Areas

Traffic

- 4.6 The development would not incur any adverse traffic impact. Only nine parking spaces for private car and two L/UL spaces for LGV are proposed at the Site. Sufficient manoeuvring space will be provided within the Site to allow turning of vehicles as shown on **Plan 4**. As a result, no vehicle queueing onto the public road is expected. The estimated traffic generation illustrates that the adverse impact on the traffic conditions brought by the additional traffic is minimal.

Environmental

- 4.7 The development would not involve any car beauty, car washing, car repairing, car dismantling, open storage or other workshop activities. The operation hours are limited to 9:00 to 19:00 daily including Sundays and public holidays. Periphery solid metal wall of 2.5m high will be erected along the site boundary to minimise nuisance to nearby users and/or residential dwellings. The applicant will strictly comply with all relevant environmental protection/pollution control ordinances, as well as the relevant mitigation measures and requirements stipulated in the latest CoP issued by the EPD.

Drainage and Fire

- 4.8 Regarding drainage impact, the applicant would adopt the previous approach in the planning application A/YL-KTN/1009 to maintain the implemented drainage facilities and submit records of the existing drainage facilities to the satisfaction of relevant

Government Department. Hence, no adverse drainage impact is anticipated. The FSI's proposal and adequate fire service installations in line with latest technical requirements will be provided to ensure fire safety upon requested by concerned Government Departments. In addition, the applicant has demonstrated his intention and effort to minimise the drainage impact and fire safety issues in the previous planning application A/YL-KTN/1009 that the relevant planning conditions for submission of proposals have been successfully discharged and complied on time.

5 Conclusion

- 5.1 The applicant seeks planning permission from the TPB for Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Parking of Vehicles for a Period of 5 Years at Lots 3316 RP, 3331 RP (Part), 3337 RP, 3338 RP (Part), 3339 (Part), 3340 RP, 3341 RP (Part), 3342 (Part), 3343 (Part), 3344, 3345, 3346, 3347 (Part), 3348 (Part), 3349 RP, 3350, 3351 (Part), 3359 RP (Part) and 3360 RP in D.D. 104 and Adjoining Government Land, Long Ha, Yuen Long, New Territories.
- 5.2 As detailed in this Supporting Planning Statement, the proposed use is well-justified on the grounds that the development would support Government Policy on promoting the popularisation of electric vehicles. In addition, the development would benefit the nearby villagers in Sheung Chuk Yuen, Yau Tam Mei Tsuen, San Wai Tsuen and Long Ha Tsuen. It is temporary in nature and would not jeopardise the long-term planning intention of the “CDA” zone, and is compatible with the surrounding land uses. Adequate mitigation measures will be provided by the applicant upon planning approval granted by the TPB to alleviate any adverse impact arising from the development.
- 5.3 In light of the planning justifications furnished in this planning statement supported by the various technical assessments and the applicant's strong commitment to strictly comply with all control ordinances. The applicant respectfully requests favourable considerations on this s.16 planning application by the TPB.

Tensor Planning and Surveying Limited

June 2026

List of Plans

Plan 1	Layout Plan
Plan 2	Location Plan
Plan 3	Land Status Plan
Plan 4	Swept Path Analysis

Appendices

Appendix A	Compliance Letter for A/YL-KTN/1009 approval condition (d) dated 13.3.2025
Appendix B	Compliance Letter for A/YL-KTN/1009 approval condition (e) dated 8.5.2025