

RNTPC Paper No. A/YL-PS/794  
For Consideration by  
the Rural and New Town  
Planning Committee  
on 9.10.2026

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**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/YL-PS/794**

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| <b><u>Applicant</u></b>   | : Mr. YIP Shung Kin represented by Goldrich Planners and Surveyors Limited                                                                                                                                                                                                                                                                                                                         |
| <b><u>Site</u></b>        | : Lots 31 RP and 32 RP in D.D. 121, Ping Shan, Yuen Long                                                                                                                                                                                                                                                                                                                                           |
| <b><u>Site Area</u></b>   | : About 2,259 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                       |
| <b><u>Lease</u></b>       | : Block Government Lease (demised for agricultural use)                                                                                                                                                                                                                                                                                                                                            |
| <b><u>Plan</u></b>        | : Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/22                                                                                                                                                                                                                                                                                                                                      |
| <b><u>Zoning</u></b>      | : “Government, Institution or Community” (“G/IC”) (about 79%);<br><br>“Residential (Group B)1” (“R(B)1”) (about 11%); and<br><i>[Restricted to maximum plot ratio of 1; a maximum site coverage 40%; and a maximum building height (BH) of 5 storeys (15m) including car park]</i><br><br>“Village Type Development” (“V”) (about 10%)<br><i>[Restricted to a maximum BH of 3 storeys (8.23m)]</i> |
| <b><u>Application</u></b> | : Proposed Temporary Shop and Services (Motor-vehicle Showroom), Motor-vehicle Testing Centre and Public Utility Installation (PUI) (Solar Photovoltaic System (SPV)) with Ancillary Facilities for a Period of 3 Years                                                                                                                                                                            |

**1. The Proposal**

- 1.1 The applicant seeks planning permission for proposed temporary shop and services (motor-vehicle showroom), motor-vehicle testing centre and PUI (SPV) with ancillary facilities for a period of three years at the application site (the Site) falling within an area mainly zoned “G/IC” with minor portions zoned “R(B)1” and “V” on the OZP (**Plan A-1a**). According to the Notes of the OZP, ‘Shop and Services’ is a Column 2 use within “G/IC”, “R(B)1” and “V” zones which requires planning permission from the Town Planning Board (the Board); ‘Public Utility Installation’ is a Column 1 use within “G/IC” zone which is always permitted while it is a Column 2 use within “R(B)1” and “V” zones which requires planning permission from the Board; and there is no provision for motor-vehicle

testing centre under the above zones. According to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board. The Site is currently hard-paved, fenced off, partly occupied by parking of vehicles, and partly occupied by temporary structures with SPV system installed atop the structure without valid planning permission (**Plans A-2, A-4a and A-4b**).

- 1.2 The Site with the ingress/egress at its western part is accessible from Ping Kwai Road via a local track (**Plans A-2 and A-3 and Drawing A-1**). According to the applicant, four one/two-storey structures (not more than 8m in height) with a total floor area of about 1,925m<sup>2</sup> are erected for car showroom, car testing centre with ancillary office, meter rooms and parking shed. To facilitate the operation of the vehicle testing centre, a total of seven parking spaces (two for private cars (5m x 2.5m each) and five for light buses (8m x 3m each)) and two charging poles (with output power of 7kW per connection) allowing three cars to be charged simultaneously are provided in the Site (**Drawing A-2**). The operation hours of the vehicle showroom and testing centre are from 9 a.m. to 6 p.m. daily including Sundays and public holidays. No vehicle washing, vehicle repair, dismantling, paint spraying or other workshop activity will be carried out at the Site. No medium or heavy goods vehicles over 5.5 tonnes, as defined by the Road Traffic (Construction and Maintenance of Vehicles) Regulations, will be allowed to park/be stored on the Site.
- 1.3 The application also applies for regularisation of PUI (SPV system) installed atop the structure at the Site<sup>1</sup> (**Drawing A-2**). The SPV system involves a total of 770 solar panels (each with a dimension of about 1.59m(L) x 1.053m(W)) with a total coverage area of about 1,565m<sup>2</sup>. The applicant has obtained the ‘Commencement Letter’ from the CLP Power Hong Kong Limited (CLP Power). The SPV system has been connected to the existing electrical power network of the CLP Power under the ‘Renewable Energy (RE) Feed-in Tariff Scheme’ (the FiT Scheme) since June 2021, with a generation capacity of about 166.5kW. All the electricity generated is sold to the CLP Power via the FiT Scheme. The vehicular access plan, layout plan, drainage plan and fire service installations (FSIs) proposal submitted by the applicant are at **Drawings A-1 to A-4** respectively.
- 1.4 The Site, in whole or in part, was involved in four applications for temporary shop and services (car showroom) and/or car testing centre approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board between 2015 and 2024 (details are at paragraph 5 below). Compared with the last approved application No. A/YL-PS/720, the current application is submitted by the same applicant for the same uses except addition of PUI on the same site with similar layout and development parameters. A comparison of the major development parameters between the last approved application No. A/YL-PS/720 and the current application is summarised as follows:

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<sup>1</sup> The proposed PUI (SPV system) is spanning across an area zoned “G/IC” and “V” on the OZP. According to the Notes of the OZP, ‘Public Utility Installation’ is always permitted within “G/IC” zone but requires planning permission from the Board within “V” zone. According to the layout plan, there are about 111 solar panels within the “V” zone portion of the Site accounting for an area of about 229m<sup>2</sup>.

| <b>Major Development Parameters</b> | <b>Last Approved Application (A/YL-PS/720) (a)</b>                                                              | <b>Last Approved Application (A/YL-PS/794) (b)</b>                                                                                                 | <b>Difference (b) – (a)</b>                                                         |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Development/ Use                    | Temporary Shop and Services (Car Showroom) and Car Testing Centre with Ancillary Office for a Period of 3 Years | Temporary Shop and Services (Motor-vehicle Showroom), Motor-vehicle Testing Centre and PUI (SPV) with Ancillary Facilities for a Period of 3 Years | <b>Additional PUI</b>                                                               |
| Site Area                           | About 2,259 m <sup>2</sup>                                                                                      |                                                                                                                                                    | No change                                                                           |
| Floor Area                          | 2,487m <sup>2</sup>                                                                                             | 1,925m <sup>2</sup>                                                                                                                                | <b>-562 m<sup>2</sup></b>                                                           |
| No. of Structures                   | 3<br>(for car showroom, car testing centre and ancillary office, meter room and shed for parking cars)          | 4<br>(for car showroom, car testing centre and ancillary office, meter room and shed for parking cars)                                             | <b>+1<br/>Change in internal layout and additional meter room under Structure 1</b> |
| Maximum Height of Structures        | 3m - 8m<br>(1-2 storeys)                                                                                        | 3m - 8m<br>(1-2 storeys)                                                                                                                           | No change                                                                           |
| No. of parking spaces               | Private cars: 2<br>(5m x 2.5m)<br>Light Bus: 5<br>(8m x 3m)                                                     | Private cars: 2<br>(5m x 2.5m)<br>Light Bus: 5<br>(8m x 3m)                                                                                        | No change                                                                           |
| Operation hours                     | 9 a.m. to 6 p.m.<br>(Mondays to Saturdays) (excluding Sundays and Public Holidays)                              | 9 a.m. to 6 p.m.<br>daily including Sundays and Public Holidays                                                                                    | <b>Longer operation hours</b>                                                       |

1.5 In support of the application, the applicant has submitted the following documents:

- (a) Application Form with attachments received on 11.8.2026 **(Appendix I)**
- (b) Further Information (FI) received on 23.9.2026 **(Appendix Ia)**  
(accepted and exempted from publication and recounting requirements)

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the Application Form and FI at **Appendices I to Ia**. They can be summarised as follows:

- (a) The Site has been granted with planning approvals for the same/similar uses including the last approved application No. A/YL-PS/720. The planning permission of the last approved application was revoked due to non-compliance with time-limited approval conditions regarding FSIs proposal. In support of the current application, the applicant has submitted a set of latest FSIs proposals for review by relevant government department.
- (b) The proposed uses are on a temporary basis which would not frustrate the long-term planning intention of the area.
- (c) The proposed motor-vehicle testing centre could cater the car users required for vehicle examination. It will provide four types of vehicle examination including visual inspection of chassis, light test, emission test and seat test. The emission test will be carried out with ventilation system equipped in order to minimise any potential adverse air impact to the surrounding environment. All openings including the ventilation systems of the car testing structures will be directed away from nearby sensitive uses to minimise any potential adverse air impact to the surrounding areas. No significant adverse noise, visual and air impacts are anticipated.
- (d) The existing drainage facilities will be maintained in good condition throughout the approval period. A toilet would be provided and wastewater collected from the toilet will be treated in the existing septic tank and soakage pit. No significant drainage and sewerage impacts are anticipated.
- (e) Sufficient manoeuvring space and parking spaces will be provided within the Site. No queuing, reversing and manoeuvring of vehicles out of the Site is required for vehicles travelling into and out of the Site. No significant traffic impact is anticipated.
- (f) The SPV system is in line with the prevailing Government's policy and commitment with the Hong Kong's Climate Action Plan 2050 in optimising the favourable conditions of premises and developing RE.

## **3. Compliance with the "Owner's Consent/Notification" Requirements**

The applicant is not a "current land owner" but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by obtaining consents of all current land owners. Detailed information would be deposited at the meeting for Members' inspection.

#### 4. **Background**

- 4.1 The Site is subject to an active planning enforcement action No. E/YL-PS/774 against unauthorized development (UD) involving use for place for parking of vehicles. Enforcement Notice was issued to relevant land owners on 24.7.2026 requesting discontinuance of UD by 24.10.2026.

##### The FiT Scheme

- 4.2 The FiT Scheme is an initiative introduced by the Government under the post 2018 Scheme of Control Agreements with the two power companies for promoting the development of distributed RE. It aims to encourage the private sector to consider investing in RE as the power generated could be sold to the power companies at a rate higher than the normal electricity tariff to help recover the costs of investment in the RE systems and generation.
- 4.3 Any non-governmental bodies or individuals, as customers of the relevant power company planning to install distributed RE systems at their premises in the respective power company's supply area, are eligible for prescribed FiT rates from that power company if they have been connected to the latter's grid. An applicant for the Scheme may make submission direct to the relevant power company with the required documents including the preliminary layout diagram and other information of the proposed RE system. After meeting the requirements specified by the power company on technical assessment, system test and installation works, the power company will proceed with installing a smart meter in the applicant's premises to facilitate connection the proposed RE system to the power grid. Successful applicant would be offered the FiT rate throughout the project life of the RE system until end 2033. The applicant shall ensure that the design, installation, operation and maintenance of the RE system comply with the applicable laws, guidelines and safety and technical guidelines.

#### 5. **Previous Applications**

- 5.1 The Site, in whole or in part, was involved in nine previous applications (No. A/YL-PS/70, 129, 150, 154, 281, 488, 587, 618 and 720). Details of these previous applications are summarised at **Appendix III** and their boundaries are shown on **Plan A-1b**.

##### Approved Applications

- 5.2 Applications No. A/YL-PS/488, 587, 618 and 720<sup>2</sup> for temporary shop and services (car showroom) and/or car testing centre with/without other use for a period of three years each were approved by the Committee between 2015 and 2024 mainly on considerations that the proposed/applied use(s) would not jeopardise the long-term planning intention of the zones; the proposed/applied uses were not incompatible with surrounding land uses; and the proposed/applied uses would unlikely create adverse impacts to the surrounding areas. However,

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<sup>2</sup> The four previous planning applications, except for No. A/YL-PS/720, were submitted by different applicant(s).

the planning permission of the last application No. A/YL-PS/720 was subsequently revoked on 2.2.2026 due to non-compliance with time-limited approval condition on submission of revised FSIs proposal.

- 5.3 Applications No. A/YL-PS/70 and 150 covering part of the Site for temporary open storage of plastic materials and workshop for three years were approved with conditions by the Committee/the Board upon review in 2000 and 2003 respectively. Their considerations are not relevant to the current application which involves different uses.

#### Rejected Applications

- 5.4 Applications No. A/YL-PS/129, 154 and 281 for temporary open storage, workshop and recyclable collection centre were rejected by the Committee/the Board upon review between 2003 and 2008. Their considerations are not relevant to the current application which involves different uses.

### **6. Similar Application**

There is a similar application (No. A/YL-PS/676) involving temporary shop and services use within/straddling the same “G/IC”, “R(B)1” and “V” zones in the past five years approved on similar considerations as those mentioned in paragraph 5.2 above. Details of the similar application are summarised at **Appendix IV** and the location is shown on **Plan A-1a**.

### **7. The Site and Its Surrounding Areas (Plans A-1a to A-4b)**

- 7.1 The Site is:

- (a) hard-paved, fenced off, partly occupied by the parking of vehicle, and partly occupied by temporary structures with SPV system installed atop the structure without valid planning permission (**Plans A-4a and A-4b**); and
- (b) accessible from Ping Kwai Road via a local track (**Plans A-2 and A-3**).

- 7.2 The surrounding areas comprise mainly parking of vehicles, warehouse, low-rise residential development (La Mansion), Ping Pak Lane Park and unused/vacant land.

### **8. Planning Intentions**

- 8.1 The “G/IC” zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional

establishments.

- 8.2 The “R(B)1” zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 8.3 The “V” zone is intended to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

## **9. Comments from Relevant Bureau/Government Departments**

- 9.1 Apart from the government bureau as set out in paragraph 9.2 below, other departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments are provided in **Appendices V** and **VI** respectively.
- 9.2 The following government bureau supports the application:

### **Policy Aspect**

Comments of the Secretary for Environment and Ecology (SEE):

- (a) the Government has set net-zero electricity generation as one of the major decarbonisation strategies in Hong Kong’s Climate Action Plan 2050 promulgated in October 2021. To achieve the long-term carbon neutrality target before 2050, it needs to increase zero-carbon electricity supply through RE development as far as possible;
- (b) the policy is for the Government to take the lead in developing RE at various buildings and facilities where technically and financially feasible, and to create conditions that are conducive to community participation. For the private sector, his office and the power companies have introduced the FiT Scheme, providing financial incentives which can encourage the private sector to invest in distributed RE. His office has also introduced a series of measures to facilitate and support members of the public in developing RE;
- (c) he supports the development of RE systems, including the temporary PUI under the application, involving the installation of 770 solar panels with a capacity of approximately 166.5kW, which is sufficient to fulfil the annual electricity demand of about 50 households. The application, if approved,

could make good use of the land for solar energy generation while achieving his office's carbon neutrality target; and

- (d) his advisory comments are at **Appendix VI**.

## **10. Public Comment Received During Statutory Publication Period**

On 18.8.2026, the application was published for public inspection. During the statutory public inspection period, one public comment from individual was received (**Appendix VII**) raising concern on the non-compliance of approval conditions of the previous approval and the UD at the Site.

## **11. Planning Considerations and Assessments**

- 11.1 The application is for proposed temporary shop and services (motor-vehicle showroom), motor-vehicle testing centre and PUI (SPV) with ancillary facilities for a period of three years at the Site mainly zoned "G/IC" with minor portions zoned "R(B)1" and "V" on the OZP. Although the proposed/applied uses are not entirely in line with the planning intentions of the "G/IC", "R(B)1" and "V" zones, it could meet any such demand for shop and services and car testing centre in the area. There is no known development proposal at the Site for the time being. The District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) also advises that there is no Small House application approved or being processed at the "V" zone portion of the Site. Approval of the application on a temporary basis for a period of three years would not jeopardise the long-term planning intentions of the "G/IC", "R(B)1" and "V" zones.
- 11.2 The applicant also applies for regularisation of the existing PUI (SPV system) installed atop the existing structure at the Site. According to the applicant, all the electricity generated by the SPV system is sold to the CLP Power via the FiT Scheme, which is jointly introduced by the Government and the two power companies for encouraging the private sector to invest in the RE until the end of 2033. In this regard, SEE supports the application for the temporary SPV system and considers approval of the application could make good use of the Site for solar energy generation while achieving the carbon neutrality target.
- 11.3 The surrounding areas comprise mainly parking of vehicles, warehouse, low-rise residential development, Ping Pak Lane Park and unused/vacant land (**Plans A-2 and A-3**). The proposed/applied uses are not incompatible with such uses.
- 11.4 Other relevant government departments consulted, including the Commissioner for Transport, Chief Engineer/Mainland North of Drainage Services Department, Director of Environmental Protection, Director of Fire Services (D of FS) and Director of Electrical and Mechanical Services have no objection to or no adverse comment on the application from traffic, drainage, environmental, fire safety and electrical supply and safety aspects respectively. To address the technical requirements of concerned government departments, relevant approval conditions are recommended in paragraph 12.2 below. The applicant will also be advised to

follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” to minimise the possible environmental nuisance caused by the proposed/applied uses on the surrounding areas.

- 11.5 The applied temporary PUI (SPV system) is generally in line with the Assessment Criteria (**Appendix II**) for considering applications for SPV system in that the applicant has obtained ‘Completion Letter’ from the CLP Power to demonstrate the technical feasibility of the SPV system; the height of the SPV system (i.e. mounted on an existing structure of 8m) is in keeping with the surrounding areas and commensurate with the function it performs; relevant departments consulted have no adverse comment from various technical perspectives; and the long-term planning intention would not be frustrated.
- 11.6 The Site is the subject of four previous applications for temporary shop and services (car showroom) and/or car testing centre which were approved by the Committee between 2015 and 2024 including the last approved application No. A/YL-PS/720 submitted by the same applicant. However, the planning permission of the last application was subsequently revoked on 2.2.2026 due to non-compliance with time-limited approval conditions on submission of FSIs proposal. In support of the current application, the applicant has submitted a FSIs proposal and D of FS has no in-principle objection to the application. As such, sympathetic consideration may be given to the current application. Should the application be approved, the applicant will be advised that should he fail to comply with any of the approval conditions resulting in revocation of the planning permission, sympathetic consideration would not be given to any further applications.
- 11.7 There is an approved similar application for temporary shop and services use within/straddling the same “G/IC”, “R(B)1” and “V” zones in the past five years as mentioned in paragraph 6 above. Approval of the current application is in line with the Committee’s previous decision.
- 11.8 Regarding the public comment as summarised in paragraph 10 above. The planning considerations and assessments in paragraphs 11.1 to 11.7 above are relevant.

## **12. Planning Department’s Views**

- 12.1 Based on the assessment made in paragraph 11 and having taken into account the public comment mentioned in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until **9.10.2029**. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval conditions

- (a) the submission of a condition record of the existing drainage facilities within **3** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **9.1.2027**;
- (b) the existing drainage facilities at the site shall be maintained at all times during the planning approval period;
- (c) the submission of a revised fire service installations proposal within **6** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **9.4.2027**;
- (d) in relation to (c) above, the implementation of the revised fire service installations proposal within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **9.7.2027**;
- (e) if the above planning condition (b) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (f) if any of the above planning condition (a), (c) or (d) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The recommended advisory clauses are attached at **Appendix VI**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed shop and services and car testing centre uses are not in line with the planning intentions of the "G/IC", "R(B)1" and "V" zones and the applied public utility installation (solar photovoltaic system) use is not in line with the planning intentions of the "V" zone, for which the "G/IC", "R(B)1" and "V" zones are intended for the provision of Government, institution or community facilities, for sub-urban medium-density residential developments, and for reflecting existing recognised and other villages and provision of land for development of Small Houses by indigenous villagers respectively. No strong planning justification has been given in the submission for a departure from these planning intentions, even on a temporary basis.

**13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**14. Attachments**

|                           |                                                                                                                      |
|---------------------------|----------------------------------------------------------------------------------------------------------------------|
| <b>Appendix I</b>         | Application Form received on 11.8.2026                                                                               |
| <b>Appendix Ia</b>        | FI received on 23.9.2026                                                                                             |
| <b>Appendix II</b>        | Assessment Criteria for Considering Applications for SPV System made under Section 16 of the Town Planning Ordinance |
| <b>Appendix III</b>       | Previous Applications                                                                                                |
| <b>Appendix IV</b>        | Similar Application                                                                                                  |
| <b>Appendix V</b>         | Government Departments General Comments                                                                              |
| <b>Appendix VI</b>        | Recommended Advisory Clauses                                                                                         |
| <b>Appendix VII</b>       | Public Comment                                                                                                       |
| <b>Drawing A-1</b>        | Vehicular Access Plan                                                                                                |
| <b>Drawing A-2</b>        | Layout Plan                                                                                                          |
| <b>Drawing A-3</b>        | Drainage Plan                                                                                                        |
| <b>Drawing A-4</b>        | FSIs Proposal                                                                                                        |
| <b>Plan A-1a</b>          | Location Plan                                                                                                        |
| <b>Plan A-1b</b>          | Previous Applications Plan                                                                                           |
| <b>Plan A-2</b>           | Site Plan                                                                                                            |
| <b>Plan A-3</b>           | Aerial Photo                                                                                                         |
| <b>Plans A-4a to A-4b</b> | Site Photos                                                                                                          |

**PLANNING DEPARTMENT  
OCTOBER 2026**