寄件者: tiffany.hui[redacted]
寄件日期: 2026年10月16日星期五 18:07
收件者: tpbpd/PLAND
副本: Andrea Wing Yin YAN/PLAND; David Chi Chiu CHENG/PLAND; Christy Sze Wing YEE/PLAND; woody.lin@chunsing-logistics.com
主旨: S.16 Planning Application No. A/YL-KTN/1255 - Submission of Further Information (4)
附件: A_YL-KTN_1255_FI4_Attachment 1_RtoC Table final.pdf; A_YL-KTN_1255_FI4 _Attachment 2_Replacement pages of the planning statement.pdf

類別: Internet Email

Dear Sir/Madam,

Application for Permission under Section 16 of the Town Planning Ordinance (Cap.131)
Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Parking of Vehicles for a Period of 5 Years
in "Comprehensive Development Area" Zone at Various Lots in D.D. 104 and Adjoining Government Land, Long Ha, Yuen Long
(Planning Application No. A/YL-KTN/1255)

Submission of Further Information (4)

Reference is made to the captioned planning application and the departmental comments received via email from the Planning Department on 16.10.2026.

In response to the concerned departmental comments, we are pleased to submit further information including the following documents for your consideration:

Attachment 1 – Response-to-Comments Table
Attachment 2 – Replacement pages of the Planning Statement

Should you have any queries or require further clarification, please do not hesitate to contact the undersigned at [redacted]. Thank you.

Best regards,
Tiffany HUI
Town Planner
Tensor Planning and Surveying Limited
[redacted]

Attachment 1

Response-to-Comments Table

Attachment 1 - Response-to-Comments Table

No.	Comments	Responses
1	**Transport Department (Contact Person: Mr. Eric TANG), dated 16.10.2026** (i) It is noted from para. 3.1 of planning statement that about 130 motor-vehicles will be displayed at the subject site and that unlicensed vehicles for display would be driven to the site by staff with trade licence. In this connection, please clarify and substantiate if the estimated traffic generation and attraction in Table 4 had taken into account the traffic trips for (i) transport of unlicensed vehicles and (ii) test-drive of vehicles.	Noted. The estimated traffic generation an attraction in Table 4 has been revised accordingly and taken into account the traffic trips for transport of unlicensed vehicles and test-drive of vehicles. Please refer to **Attachment 2** for the replacement pages of the planning statement for your reference. Regarding the transport of unlicensed vehicles, the vehicles will be transported to the site by batch (i.e. around 14 motor-vehicles would be driven to/from the Site per day on average) and the vehicles will be displayed on-site on weekly basis. No vehicles would be transported to/from the Site during peak hours. The average traffic trip generated to/from the Site from 10:00 a.m. to 5:00 p.m. would be about 2 private cars per hour. Regarding the test-drive of vehicles, it is available by appointment and

		it will be taken place during 10:00 a.m. to 5:00 p.m.. It is estimated that it will generate 4 additional trips to/ from the Site per hour. No queuing of vehicles onto the public road is anticipated.
	(ii) The subject site is connected to public road via a section of a local access road which is not managed by Transport Department. The land status of the local access road should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.	Noted.

Attachment 2

Replacement pages of the Planning Statement

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

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.)	7	7	2	2	18

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