
寄件者: Rich Gold <[REDACTED]>
寄件日期: 2026年08月31日星期一 16:55
收件者: tpbpd/PLAND
副本: David Chi Chiu CHENG/PLAND; Ivan Sze Yuet FUNG/PLAND
主旨: Planning Application No. A/YL-KTN/1277 - Submission of Further Information
附件: A_YL-KTN_1277_Lr to TPB_FI_PS & drainage pro_31.8.2026.pdf

類別: Internet Email

Dear Sir/Madam,

Attached please find our further information for the captioned application. Thank you.

Regards,
Alan Poon

--

[Goldrich Planners and Surveyors Ltd.](#)



Notice to recipient: This e-mail is meant for only the intended recipient of the transmission, and may contain information of Goldrich Planners and Surveyors Ltd. that is confidential and/or privileged. If you received this e-mail in error, any review, use, dissemination, distribution, or copying of this e-mail is strictly prohibited. Please notify us immediately of the error by return e-mail and please delete this message from your system. Thank you in advance for your cooperation.

Your Ref.: A/YL-KTN/1277

Our Ref.: P21024/TL26307

31 August 2026

The Secretary
Town Planning Board
15/F., North Point Government Offices
333 Java Road, North Point, Hong Kong

By E-mail
tpbpd@pland.gov.hk

Dear Sir,

Submission of Further Information (FI)

**Temporary Private Vehicle Park (Excluding Container Vehicles)
and associated Filling of Land
for a Period of 3 Years
Lot 1020 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories**

We would like to submit an updated Planning Statement (Appendix I) and a drainage proposal for the captioned application.

Yours faithfully,
For and on behalf of
Goldrich Planners & Surveyors Ltd.



Francis Lau

Encl.

Planning Statement

Application Background

1. This application is the subject of planning application no. A/YL-KTN/1025 which was approved for “Proposed Temporary Private Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years” on 2.8.2024.
2. A drainage proposal was submitted on 6.8.2025. Comments from the Drainage Services Department was received on 27.1.2026. A revised drainage proposal was submitted on 30.1.2026. The approval condition did not have enough time to comply before 2.2.2026 (half of the duration of the temporary approval).
3. The previous application covered a larger extent of land. Portion of the area which is excluded from the current application is no longer leased to the applicant. Thus, the site area is reduced from 1,647m² to 1,268m².
4. Thus, the applicant would like to apply an application afresh to continue the operation.

Introduction

5. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. LAI Kwok Man (“the Applicant”) in support of the planning application for ‘Temporary Private Vehicle Park (Excluding Container Vehicles) and associated Filling of Land for a Period of 3 Years’ (“the Proposed Development”) on Lot 1020 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

Application Site (Plans 1 and 2)

6. The Site comprises Lot 1020 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories. The Site is accessible from Kong Tai Road via a local track leading to the ingress to its west.
7. The site area is about 1,268 m². No Government Land is involved.

Planning Context

8. The Site falls within an area zoned “Agriculture” (“AGR”) on the Approved Kam Tin North Outline Zoning Plan (the “OZP”) No. S/YL-KTN/11.
9. The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
10. According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of 3 years requires planning permission from the Board, notwithstanding that the use or development is not provided for in terms of the OZP.

11. Given that no structures will be erected in the Proposed Development, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the “AGR” zone.

Development Parameters

12. The vehicle park serves to meet the parking demand of nearby villagers (Tai Kong Po Tsuen and Cheung Kong Tsuen) and residents. 19 nos. of parking space for private cars and 4 nos. parking space for light goods vehicles (LGV) are proposed at the Site (**Plan 3**). The site has been divided into different sections and rented out to nearby villagers (Tai Kong Po Tsuen and Cheung Kong Tsuen) and residents.
13. The site is managed by an operator. The operator will record the vehicles which are allowed to be parked at the site. Only registered vehicles are allowed to be parked at the site. Unregistered vehicles will be asked to leave.
14. Operation hours are 24 hours daily, including Sundays and public holidays.
15. The entire site has been filled with concrete of about 0.8 m in depth (from 10.9 mPD to 11.7 mPD) (**Plan 4**) to level with the surrounding area. The application serves to regularise the existing filling of land within the Site. The Applicant undertakes to reinstate the Site upon expiry of the planning approval.

Similar Applications

16. There are similar applications for vehicle park use approved by the Committee within the “AGR” zone on the OZP in the past 5 years:
17. The similar applications were approved by the Committee on considerations that temporary approval would not frustrate the long-term planning intention of the “AGR” zone; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.
18. Given that the planning context of the adjacent areas has not been significantly altered, it is considered that the planning circumstances of the current application are relevant to the similar approved applications.

No Adverse Impacts to the Surroundings

Visual and Landscape

19. Given that no structures will be erected at the Site, the applied use is considered not incompatible with surrounding land uses mainly comprising warehouses, parking of vehicles, hobby farms, residential dwellings and agricultural land. No vegetation clearance and tree felling will be carried out at the Site. As such, adverse visual and landscape impacts to the surrounding areas should not be anticipated.

Traffic

20. The daily trip attraction and generation rates are expected as follows:

	Daily Trip Attractions	Daily Trip Generations
08:00 – 09:00	0	0
09:00 – 10:00	0	0
10:00 – 11:00	0	2
11:00 – 12:00	2	2
12:00 – 13:00	2	2
13:00 – 14:00	2	2
14:00 – 15:00	2	1
15:00 – 16:00	1	1
16:00 – 17:00	1	1
17:00 – 18:00	1	1
18:00 – 19:00	1	1
19:00 – 20:00	1	1
20:00 – 08:00	2	1
Total Trips	<u>15</u>	<u>15</u>

21. In view of the low trip attraction and generation rates, it is expected that the Proposed Development should not cause adverse traffic impacts to the adjacent areas and road network.
22. A 7.5m-wide vehicular access is provided to the west of the Site. Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 5**). No parking, reversing or turning of vehicles on public road is expected. No container vehicles and vehicles exceeding 5.5 tonnes will be allowed to park at the Site.

Drainage

23. Drainage proposal (Plans 8.1 and 8.2) and hydraulic calculations are prepared with provision of peripheral u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the proposed development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site when the proposal is accepted by the Drainage Services Department.

Environment

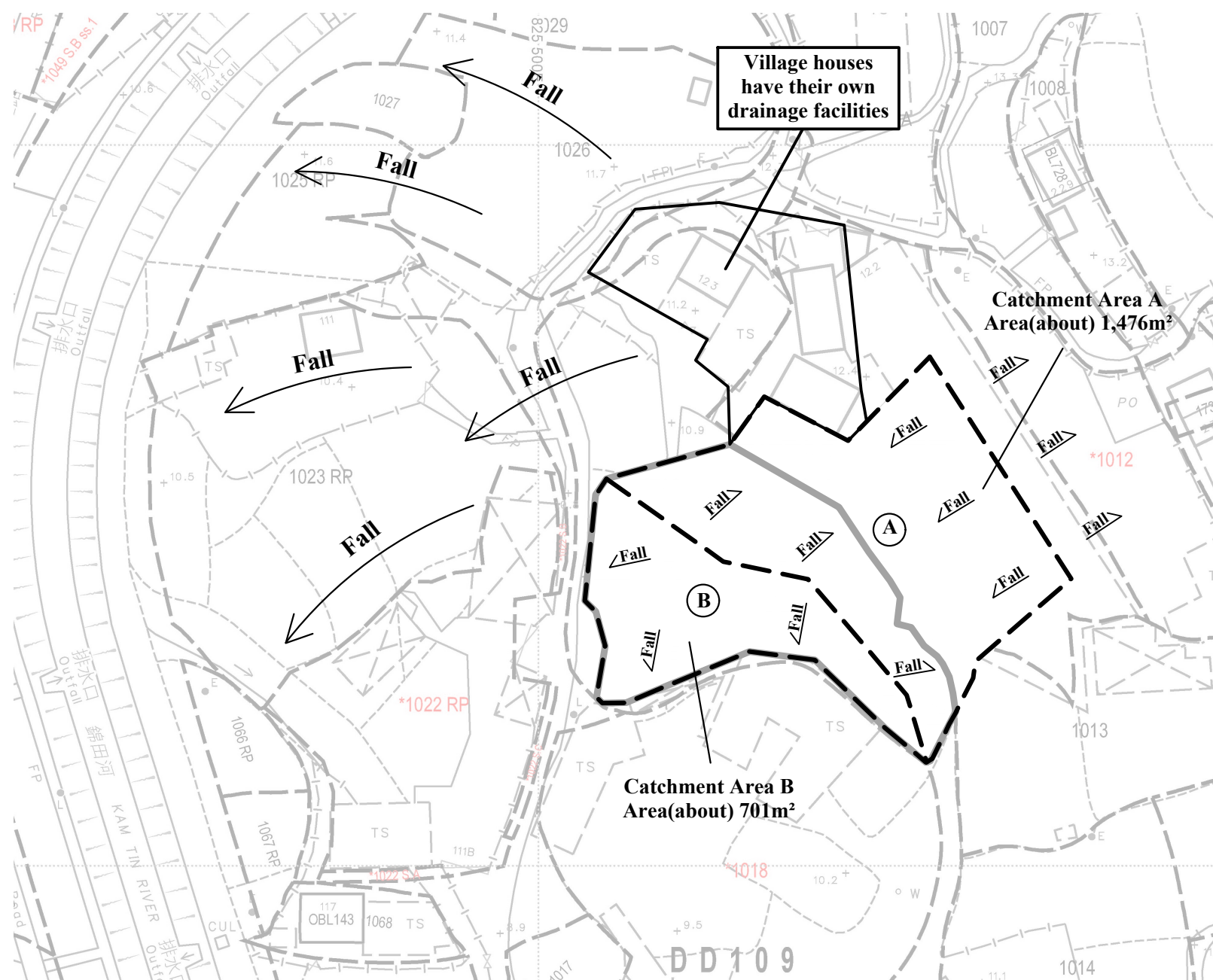
24. The Applicant undertakes to follow the measures as set out in the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ issued by the Environmental Protection Department in order to minimise any possible environmental nuisances, and to comply with all environmental protection/pollution control ordinances.
25. The Proposed Development is intended for the use of parking of vehicles only. No container vehicles/tractors and vehicles exceeding 5.5 tonnes will be allowed to park at, stall at, enter or exit the Site. No car beauty services, vehicle repairing, dismantling or other workshop activities will be allowed at the Site. No public announcement systems, whistle blowing or

portable loudspeaker will be allowed within the Site. As such, potential adverse noise impacts to the surrounding areas are not anticipated.

Planning Gain

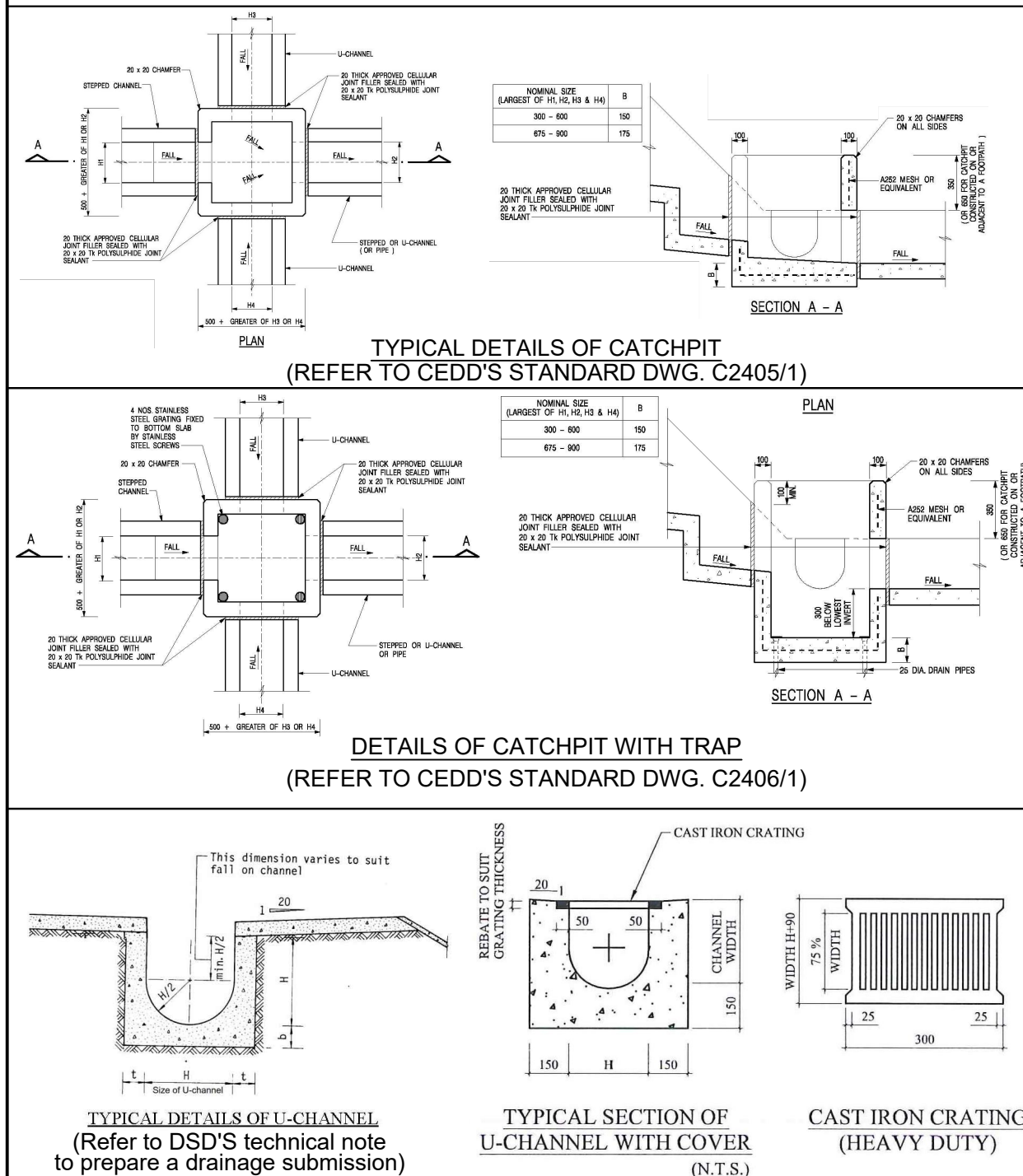
26. The Proposed Development serves to cater for the demand for parking spaces of nearby villagers (Tai Kong Po Tsuen and Cheung Kong Tsuen) and residents and alleviate the problem of roadside illegal parking in the vicinity.

- End -



—— Site Boundary
--- Catchment Area

AREA OF CATCHMENT
(N.T.S)



N.T.S

August 2026

Drainage Proposal

Lot 1020 (part) in D.D.109
Yuen Long, New Territories

Goldrich Planners &
Surveyors Ltd.

Plan 8.2
(P 21024)

Viewpoint 1



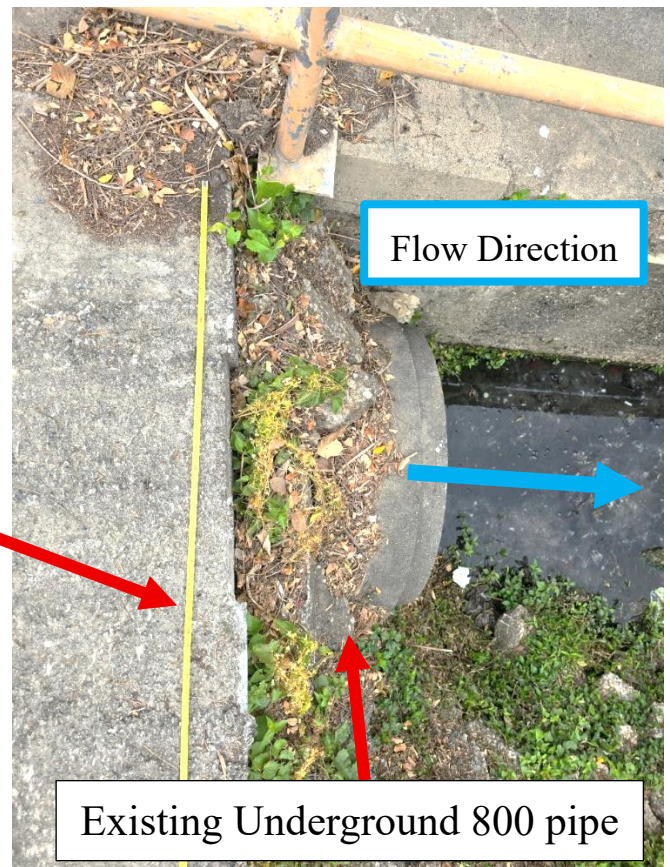
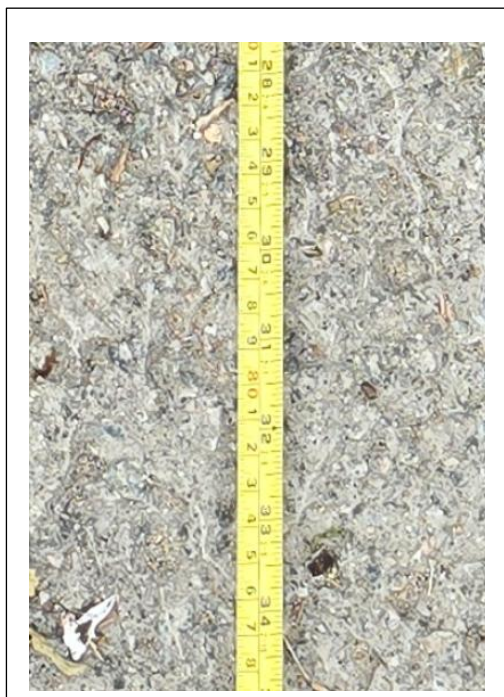
Viewpoint 2



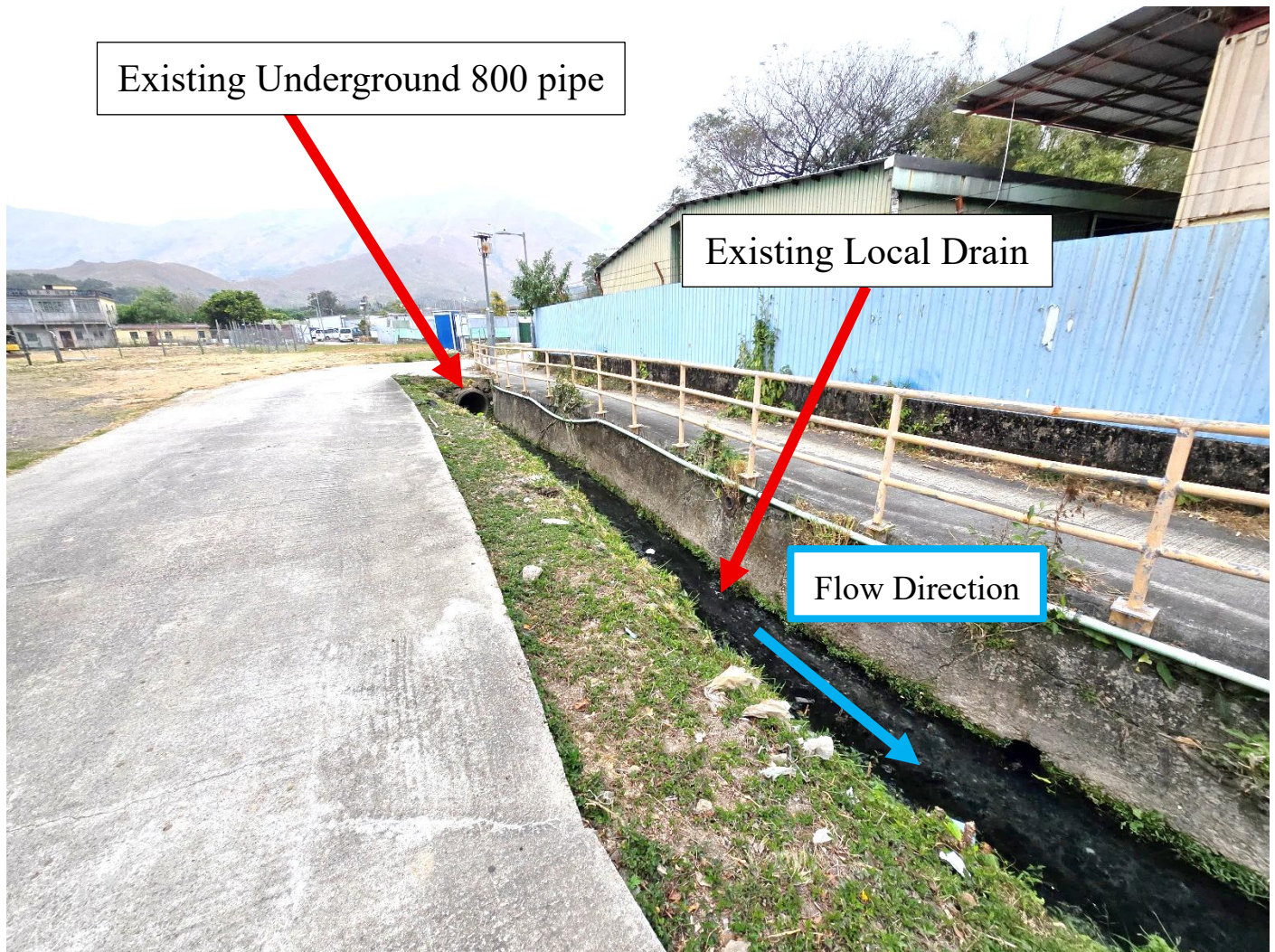
Viewpoint 4



Viewpoint 5



Viewpoint 6



Ref.

SDM 7.5.2 (d)

SDM 9.3 (b)
Sedimentation Reduction

SDM 8.2.1

SDM Table 13
SDM Table 12

SDM 4.3.2
Corrigendum 1/2024
SDM Table 3a

SDM 7.5.2 (b)

SDM 7.5.2 (a)

Page 1
(P21024)

1 For Catchment Area B

Area, A = 701 m²
 Average slope, H = 0.1 m per 100m
 Distance on the line of natural flow, L = 12 m

$$\text{Time of concentration, } t_o = 0.14465L / (H^{0.2}A^{0.1}) = 0.14465 (12) / (0.1^{0.2} \times 701^{0.1}) = 1.4 \text{ min}$$

2 For Proposed U-Channel in catchment area B

	From	To
Ground level (mPD)	11.50	11.50
Invert level (mPD)	11.15	10.78

Width of u-channel, w = 350 mm
 Length of u-channel, L_c = 74.2 m
 Depth of vertical part of u-channel, d = 545 mm
 Gradient of u-channel, S_f = (11.15-10.78)/74.2 = 0.0050

$$\begin{aligned} \text{Cross-Section Area, } a &= (0.5 \pi r^2 + w d) \times 0.9 = (0.5 \times 3.14 \times 175^2 + 350 \times 545) \times 0.9 \\ &= 0.215 \text{ m}^2 \\ \text{Wetted Perimeter, } p &= \pi r + 2 d = 3.14 \times 175 + 2 \times 545 \\ &= 1.640 \text{ m} \\ \text{Hydraulic radius, } R &= a / p \\ &= 0.131 \text{ m} \end{aligned}$$

3 Use Manning Equation for estimating velocity of stormwater

Take n = 0.016 for concrete lined channels:-
 Allowable velocity, v = $R^{1/6} \times (RS_f)^{1/2} / n = (0.131)^{1/6} \times (0.131 \times 0.005)^{1/2} / 0.016 = 1.14 \text{ m/s}$
 Time of flow, t_f = 1.1 min

4 Use "Rational Method" for calculation of design flow

Design intensity, i = $a / (t_o + t_f + b)^c = 505.5 / (1.4 + 1.1 + 3.29)^{0.355} = 271$ for return period T = 50 years

Type of surface	Runoff Coefficient C	Catchment Area A (m ²)	C x A
Flat Glassland (heavy soil)	0.25	0.0	0.0
Steep Glassland (heavy soil)	0.35	0.0	0.0
Concrete Paving	0.95	701.0	666.0
SUM =			666.0

Upstream flow, Q_u = 0.000 m³/s

Design flow, Q_d = $0.278i \sum C_i A_i + Q_u$ where A_i is in km²
 = $0.278 \times 271 \times 665.95 / 1000000 + 0$
 = 0.050 m³/s

Allowable flow, Q_a = a x v
 = 0.215 x 1.14
 = 0.245 m³/s

> Q_d (O.K.)

Reference was made to Stormwater Drainage Manual (SDM) by DSD

Ref.

SDM 7.5.2 (d)

SDM 9.3 (b)
 Sedimentation Reduction

SDM 8.2.1

SDM Table 13
 SDM Table 12

SDM 4.3.2
 Corrigendum 1/2024
 SDM Table 3a

SDM 7.5.2 (b)

SDM 7.5.2 (a)

Scale: NA

August 2026

Hydraulic Calculation

Lot 1020 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories

Goldrich Planners &
 Surveyors Ltd.

Page 2
 (P21024)

1 For Connection after CP5		Ref.
Area, A	= 0 m ²	
Average slope, H	= 0 m per 100m	
Distance on the line of natural flow, L	= 0 m	
Time of concentration, t _o	= 0.14465L / (H ^{0.2} A ^{0.1}) = 0.14465 (0) / (0 ^{0.2} 0 ^{0.1}) = 0.0 min	SDM 7.5.2 (d)
2 For existing pipe after CP5		
Size(Diameter) w	= 600 mm	
Length of Pipe	= 99 m	
Design the pipe to 9/10 full bore capacity, then		
Area of ventilated portion	= 0.1 of pipe area	
½ r ² θ - ½ r ² sin(θ)	= 0.1 π r ²	
θ - sin(θ)	= 0.2 π	
θ	= 1.63 rad = 93.4 ^o (By trial and error)	
Area A	= 0.9 π r ² = 0.9 x 3.14 x 600 ² = 1.017 m ²	SDM 9.3 (b) Sedimentation Reduction SDM 8.2.1
Wetted Perimeter P	= 2 π r – r θ = 2792 mm	
Hydraulic radius R	= A/P = 364.4 mm	
3 Use Manning Equation for estimating velocity of stormwater		
Fall S	= 1: 200	
Take n	= 0.016 for concrete lined channels:-	SDM Table 13
Allowable velocity, v	= R ^{1/6} x (RS _f) ^{1/2} /n = (364.4) ^{1/6} * (364.4/200) ^{1/2} / 0.016 = 1.65 m/s	SDM Table 12
Time of flow, t _f	= 1.00 min	
4 Use "Rational Method" for calculation of design flow		
Design intensity, i	= a / (t _o + t _f +b) ^c = 505.5 / (0.0+1+3.29) ^{0.355} = 301 for return period T = 50 years	SDM 4.3.2 Corrigendum 1/2024 SDM Table 3a
Type of surface	Runoff Coefficient C	Catchment Area A (m ²)
Flat Glassland(heavy soil)	0.25	0.0
Concrete Paving	0.95	0.0
Macadam Roadways	0.425	0.0
Wooded Areas	0.105	0.0
		SUM = 0.0
Upstream flow, Q _u	= 0.152 m ³ /s	
Design flow, Q _d	= 0.278i Σ C _j A _j + Q _u where A _j is in km ² = 1.16 x 0.278 x 301 x 0 / 1000000 + 0.152 = 0.152 m ³ /s	SDM 7.5.2 (a) Corrigendum 1/2022
Allowable flow, Q _a	= a x v = 0.3974 x 1.35 = 1.678 m ³ /s	
		> Q _d (O.K.)
Reference was made to Stormwater Drainage Manual (SDM) by DSD		
Scale: NA	Hydraulic Calculation	Goldrich Planners & Surveyors Ltd.
August 2026		Page 3 (P21024)
Lot 1020 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories		