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Belva Yuen King TONG/PLAND

寄件者: tmylwdpo_pd/PLAND
寄件日期: 2025年12月12日星期五 16:15
收件者: Wilfred Ka Hing CHU/PLAND
副本: Eric Chi Yeung CHIU/PLAND; Belva Yuen King TONG/PLAND
主旨: 轉寄: A/YL-LFS/589
附件: 組合 2.pdf

From: tpbpd/PLAND <tpbpd@pland.gov.hk>
Sent: Friday, December 12, 2025 3:35 PM
To: tmylwdpo_pd/PLAND <tmylwdpo@pland.gov.hk>
Cc: Yuki Man Yin YIU/PLAND <ymyyiu@pland.gov.hk>
Subject: Fw: A/YL-LFS/589

From: [redacted]
Sent: Friday, December 12, 2025 3:34 PM
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: Christina Ki Na LEE/PLAND <cknlee@pland.gov.hk>; Belva Yuen King TONG/PLAND <byktong@pland.gov.hk>
Subject: A/YL-LFS/589

Dear Sir,

We have updated the applied use in the attachment. Thank you.

Best Regards,

Patrick Tsui

Mobile: [redacted]

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B))
(如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Temporary Warehouse (Excluding Dangerous Goods Godown) for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	628 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	420 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	2
Proposed domestic floor area 擬議住用樓面面積	NA sq.m ☑About 約
Proposed non-domestic floor area 擬議非住用樓面面積	Not more than 420 sq.m ☐About 約
Proposed gross floor area 擬議總樓面面積	Not more than 420 sq.m ☐About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

Structure 1 & 2: Warehouse (Not exceeding 6.5m, 1 storey)

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	1 space of 5m x 2.5m
Motorcycle Parking Spaces 電單車車位	Nil
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	Nil
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	Nil
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	Nil
Others (Please Specify) 其他 (請列明)	NA

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

Taxi Spaces 的士車位	Nil
Coach Spaces 旅遊巴車位	Nil
Light Goods Vehicle Spaces 輕型貨車車位	1 space of 7m x 3.5m
Medium Goods Vehicle Spaces 中型貨車車位	Nil
Heavy Goods Vehicle Spaces 重型貨車車位	Nil
Others (Please Specify) 其他 (請列明)	NA

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 1684 (Part), 1685 (Part) & 1686 (Part) in D.D. 129, Lau Fau Shan, Yuen Long, N.T.
Site area 地盤面積	1,048 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 Nil sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Lau Fau Shan & Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11
Zoning 地帶	'Recreation' ("REC")
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Warehouse (Excluding Dangerous Goods Godown) for a Period of 3 Years

Temporary Warehouse (Excluding Dangerous Goods Godown) for a Period of 3 Years
at
Lots 1684 (Part), 1685 (Part) & 1686 (Part) in D.D. 129, Lau Fau Shan, Yuen Long, N.T.

Annex 1 Drainage Assessment

A. Site particulars

1.1.1 The site possesses an area of about 1,048m^2. The surface of the site has been hard paved.

1.1.2 The application site will be occupied by a warehouse for storage of non-dangerous goods.

B. Level and gradient of the subject site & proposed surface channel

1.1.3 The subject site has been hard paved and occupied an area of approximately 1,048m^2. It has a gradient sloping from north to south from about +14.8mPD to +14.0mPD.

1.1.4 In order to follow the topography of the application site, the proposed surface channel will be constructed following the gradient of the site. As demonstrated in the calculation in **Annex 1.3** hereunder, 450mm surface U-channel will be capable to drain surface runoff accrued at the subject site and the same passing through the site from adjacent area.

C. Catchment area of the proposed drainage provision at the subject site

1.1.5 With regard to the location of the existing drain and the topography surrounding the application site, the land to the south of the site is found higher than the application site. The land to the south, west and east of the site is found lower than the application site or about the same as the level of the application site (**Figure 4**) The land to the south is occupied by a warehouse approved by Town Planning Board (TPB Ref.: A/YL-LFS/457) of which drainage facilities has been provided.

1.1.6 As such, an external catchment is identified has been identified in **Figure 4**.

D. Particulars of the existing drainage facilities to accept the surface runoff collected at the application site

1.1.7 There is an existing natural drain to the north of the application site. The said existing drainage dissipates the surface runoff to Deep Bay.

1.2 Runoff Estimation & Proposed Drainage Facilities

A. Proposed drainage facilities

1.2.1 Subject to the above calculations, it is determined that 450mm surface U-channel which is made of concrete along the site periphery is adequate to intercept storm water passing through and generated at the application site (**Figure 4**).

1.2.2 The collected surface runoff will be conveyed to existing open drain to the north of the site. (**Figure 4**)

1.2.3 All the proposed drainage facilities, including the section of surface channel proposed in between of the subject site to the open drain, will be provided and maintained at the applicant's own expense. Also, sand trap and U-channel will be cleaned at regular interval to avoid the accumulation of rubbish/debris which would affect the dissipation of storm water.

1.2.4 The provision of the proposed surface U-channel will follow the gradient of the application site. All the proposed drainage facilities will be constructed and maintained at the expense of the applicant.

1.2.5 All proposed works at the site periphery would not obstruct the flow of surface runoff from the adjacent areas, the provision of surface U-channel at site boundary is detailed hereunder:

(a) No leveling work will be carried at the site periphery. The level of the site periphery will be maintained during and after the works. As such, the works at the site periphery would not either alter or obstructed the flow of surface runoff from adjacent areas.

(b) 100mm openings will be provided at the toe of hoarding so as to allow unobstructed flow of surface runoff from adjacent area.

1.2.6 The applicant is conscientious in preparing this drainage proposal. Also, he is willing to provide necessary drainage facilities to minimize the drainage impact accrued by the proposed development. The acceptance of this drainage proposal will give positive recognition to the applicant's efforts.

Annex 1.3 Drainage Calculation for the Proposed Provision of Drainage Facilities at Subject Site

1. Runoff Estimation

1.1 Rational method is adopted for estimating the designed run-off

$$Q = k \times i \times A/3{,}600$$

Assuming that:

i. The area of the entire catchment is approximately 2,700m^2; (**Figure 4**)
ii. The catchment is predominant paved, it is assumed that the value of run-off co-efficient (k) is taken as 1.

Difference in Land Datum = 38.6m – 14.0m = 24.6m

L = 106m

∴ Average fall = 24.6m in 106m or 1m in 4.31m

According to the Brandsby-Williams Equation adopted from the "Stormwater Drainage Manual – Planning, Design and Management" published by the Drainage Services Department (DSD),

Time of Concentration (t_c) $= 0.14465 [L/(H^{0.2} \times A^{0.1})]$

$t_c = 0.14465 [106/ (23.21^{0.2} \times 2{,}700^{0.1})]$

$t_c = 3.71$ minutes

With reference to the Intensity-Duration-Frequency Curves provided in the abovementioned manual, the mean rainfall intensity (i) for 1 in 50 recurrent flooding period is found to be 300 mm/hr

By Rational Method, $Q = 1 \times 300 \times 2{,}700 / 3{,}600$

∴ $Q = 225$ l/s = 13,500 l/min

In accordance with the Chart or the Rapid Design of Channels in "Geotechnical Manual for Slopes", for an approximate gradient of about 1:50 and 1:160 along the site periphery of the site, 450mm surface U-channel is considered adequate to dissipate all the stormwater accrued by the application site and the adjacent land.

Annex 2 Estimated Traffic Generation

2.1 The ingress/egress of the application site is abutting a local vehicular track leading to Deep Bay Road. (**Figure 4**)

2.2 Only 5.5 tonnes light goods vehicle is required to deliver non-dangerous goods to and from the application site.

2.3 The average and peak trip rates generated from and attracted to the site are shown below.

Type of vehicle	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Traffic Generation Rate at Peak Hours (pcu/hr)	Traffic Attraction Rate at Peak Hours (pcu/hr)
Light goods vehicle	0.3	0.3	0	0
Private car	0.2	0.2	1	1
Total	0.5	0.5	1	1

Note 1: The opening hour of the proposed development is restricted to 9:00 a.m. to 7:00 p.m. from Mondays to Saturdays. No operation will be held on Sundays and public holidays.

Note 2: The pcu of private car and light goods vehicle is taken as 1 and 1.5 respectively; and

Note 3: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

2.4 In association with the proposed use, adequate space for manoeuvring and loading/unloading are available within the application site. By virtue of the fact that the application site is directly linked with Yuen Long Highway via Deep Bay Road and Lau Fau Shan Road and the traffic generated by the proposed development is insignificant, the proposed development being applied would not aggravate the traffic condition even though Deep Bay Road is not wide enough for 2 ways traffic. Similar warehouse has also been approved by Town Planning Board recently such as A/YL-LFS/560.