Form No. S16-III
表格第 S16-III 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP.131)

此文件在 2022年 2月 23 日到，城市規劃委員會只會在收到所有必需的資料及費用後才正式確認收到申請的日期。

This document is received on 23 FEB 2022. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及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/發展或該等臨時用途/發展的許可續期的建議*

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-WKS/17
	Date Received 收到日期	23 FEB 2022

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Shui Wing Properties Limited 瑞榮物業有限公司

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Vision Planning Consultants Limited 弘域城市規劃顧問有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories.
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑ Site area 地盤面積 2,968 sq.m 平方米 ☑ About 約 ☑ Gross floor area 總樓面面積 940 sq.m 平方米 ☑ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	67 sq.m 平方米 ☑ About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Wo Keng Shan Outline Zoning Plan No. S/NE-WKS/10
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Green Belt"
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知，詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

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	Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories (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	about 2,028 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	about 940 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	8
Proposed domestic floor area 擬議住用樓面面積	N/A sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	about 940 sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	about 940 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)

Warehouse (A1) for Construction Materials: not more than 1-storey (4m)

Warehouses (B1, B2, B3) for Construction Machineries: not more than 1-storey (5m)

Container-converted Compartments (C1, C2, C3) for General Storage: not more than 1-storey (2.6m)

Container-converted Guardhouse (D1): not more than 1-storey (2.6m)

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	2
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	

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

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	1
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	1
Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間

Operation hours will be 8a.m. – 6p.m. from Monday to Saturday. No operation on Sunday and public holidays will be carried out. No night-time operation will be conducted at all times.

(d)	Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Ng Chow Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
		No 否	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響

(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i)	Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
		No 否	☑
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 ..... 2,181 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 ..... 0.2 m 米 ☑About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
		No 否	☐

(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
		On traffic 對交通	Yes 會 ☐	No 不會 ☑
		On water supply 對供水	Yes 會 ☐	No 不會 ☑
		On drainage 對排水	Yes 會 ☐	No 不會 ☑
		On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
		Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
		Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
		Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
		Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
		Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
		_____		
		_____		

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) N/A

(B) Renewal of Permission for Temporary Use or Development in Rural Areas 位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明）。

Please refer to the attached Planning Statement.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

Kim On CHAN ..... Managing Director .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格
☐ Member 會員 / ☑ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師
Others 其他 ..... Registered Professional Planner No. 29

VISION PLANNING CONSULTANTS LTD. 弘域城市規劃顧問有限公司 ※

on behalf of 代表 Vision Planning Consultants Limited 弘域城市規劃顧問有限公司

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 21 FEB 2022 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

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 Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories.
Site area 地盤面積	2,968 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 67 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Wo Keng Shan Outline Zoning Plan No. S/NE-WKS/10
Zoning 地帶	"Green Belt"
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	Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率
	Domestic 住用	N/A	☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	940	☑ About 約 ☐ Not more than 不多於	0.317 ☑About 約 ☐Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	N/A		
	Non-domestic 非住用	8		
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A		m 米 ☐ (Not more than 不多於)
		N/A		Storeys(s) 層 ☐ (Not more than 不多於)
	Non-domestic 非住用	2.6m - 5m		m 米 ☑ (Not more than 不多於)
		1		Storeys(s) 層 ☑ (Not more than 不多於)
(iv) Site coverage 上蓋面積		31.7	%	☑ About 約
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數			2
	Private Car Parking Spaces 私家車車位			2
	Motorcycle Parking Spaces 電單車車位			
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位			
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位			
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位			
	Others (Please Specify) 其他 (請列明)			
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數			2
	Taxi Spaces 的士車位			
	Coach Spaces 旅遊巴車位			
	Light Goods Vehicle Spaces 輕型貨車車位			1
	Medium Goods Vehicle Spaces 中型貨車位			
	Heavy Goods Vehicle Spaces 重型貨車車位			1
	Others (Please Specify) 其他 (請列明)			

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Location Plan, Lot Index Plan, Proposed Paved Area, Conceptual Drainage Layout, Committed Housing Developments in the Northern and South-western New Territories		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☑
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

VISION PLANNING CONSULTANTS LTD.
弘域城市規劃顧問有限公司

Our Ref: NE-NCR/PA/SWE/21-03 **By Hand**
Date: 21 February, 2022

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

Dear Sirs,

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

On behalf of Shui Wing Properties Limited (the "**Applicant**"), we submit herewith a total of 8 hard copies of the Planning Statement and 5 hard copies of the Application Form with respect to the captioned planning application for the consideration of the Town Planning Board.

An authorization letter issued by the Applicant, together with a copy of the land registry records with respect to the Subject Site are also attached for your record.

Should you have any queries with regard to the above, please do not hesitate to contact our [redacted]

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

Kim On CHAN
Managing Director

Encl.
[KC/MS]
[NE-NCR/PA/SWE/21-03]
c.c. Client By email

香港北角蜆殼街 9-23 號 秀明中心 20 樓 C 室
Unit C, 20/F, Seabright Plaza, 9-23 Shell Street, North Point, Hong Kong.
Tel : (852) 2566 9988 Fax: (852) 2566 9978
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Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Applicant	:	Shui Wing Properties Limited
Planning Consultants	:	Vision Planning Consultants Limited
Traffic Consultants	:	LLA Consultancy Ltd.
Environmental Consultants	:	Skyline Consultants Limited
Topographic Survey Consultants	:	Chung Fu & Associates Surveys Limited
Date of Submission	:	21 February, 2022

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Executive Summary

The present application aims to seek a planning permission from the Town Planning Board for: (i) a proposed temporary warehouse development to store the Applicant's construction machineries and construction materials at a site in "Green Belt" zone on the Approved Wo Keng Shan Outline Zoning Plan No. S/NE-WKS/10 for a period of three years; and (ii) a proposed filling of land in association with the proposed warehouse development. The site under application comprises two Lots (namely, 1265RP and 1267 in D.D. 79) and adjoining Government land (hereinafter collectively called the **Subject Site**"), north of Ng Chow Road, Ping Che, Fanling, New Territories.

The proposed development will serve as a temporary site to store the Applicant's additional construction machineries and construction materials when they are temporary not in use in those active construction sites at different construction stages so as to allow the Applicant sufficient time to continue to assemble land within the designated "Open Storage" zones in the northern and south-western New Territories regions to tackle its pressing storage needs triggered by a big wave of construction activities in these two regions. It is a clean, tidy and quiet short-term operation.

The proposed temporary scheme comprises a total of 8 blocks of 1-storey warehouse structures: one for storage of big/heavy construction materials, three for construction machineries, three container-converted compartments for general storage and one container-converted guardhouse. One standard portable toilet is also proposed.

The proposed development is urgently needed for transitional operation. It has been demonstrated that with provision of peripheral screening plantings and appropriate colour scheme for the proposed on-site warehouse temporary structures, the proposed 1-storey tall development is fully compatible with its surrounding built environment setting; and no adverse traffic or drainage impact due to the proposed development on the local area is anticipated. The approval of this application will not jeopardise the original long-term land-use planning intention of the Subject Site. It represents a positive, responsive and smart use of limited land resources to resolve the short-term transitional operation need to meet the needs of the substantial community development.

內容摘要

本規劃申請是懇請城規會批准申請人擬議的兩項申請：(i) 關於位於「禾徑山分區計劃大綱核准圖」編號 S/NE-WKS/10 的「綠化地帶」用途地帶，屬於新界 粉嶺 坪輋 五洲路北側丈量約份第79約地段第1265號餘段及第1267號和毗連政府土地（以下統稱為「申請地點」），興建為期三年用作儲存申請人在待命中的建築機械及建築材料的臨時倉庫；以及(ii) 與該臨時倉庫相關的填土工程。

擬議發展主要是為申請人提供一片臨時儲存地，來存放其現有施工工地暫時停用，但需要待命，並在後續不同施工階期再度進場的額外建築機械及建築材料。同時，也為申請人提供足夠時間，在新界北部及西南部地域現有的「露天貯物」用途地帶上，繼續合併土地，來應對因該兩地域出現龐大施工潮而引至其擴展業務運作的需求。擬議發展是一個清潔、整齊及寧靜的臨時項目。

擬議的臨時倉庫發展方案合共有8幢一層高的倉儲建築物：一幢用作存放大型或重型建築材料；三幢用作存放建築機器；三幢由貨櫃箱改裝用作存放一般建築材料；和一幢由貨櫃箱改裝的保安室。擬議方案也會提供一幢標準的移動廁所。

擬議發展是一個迫切需要的臨時過渡營運設施。本申請已證明，在申請地點提供邊沿植樹綠化及適當的倉儲建築物顏色配搭後，擬議的一層高發展與其周邊的現有發展環境是完全協調的；也不會對本區帶來任何不良的交通或雨水排放問題。批准是次申請是不會影響申請地點的原有長遠的規劃土地用途意向，同時更是代表一個有正面、負責任及高明的土地資源利用手法，來應對龐大社區發展引至對短期土地需求的過渡性操作需要。

1. THE PURPOSE

1.1 Vision Planning Consultants Limited has been commissioned by Shui Wing Properties Limited (the "**Applicant**"), the registered owner of Lots Nos. 1265RP and 1267 in D.D. 79, to prepare and to submit this planning application on its behalf.

1.2 The site under application comprises the two private lots, as mentioned above, and a small portion of Government Land ("**GL**"), north of Ng Chow Road, Ping Che, Fanling, New Territories ("**NT**") (hereinafter collectively called the "**Subject Site**"). The location of the Subject Site is shown in **Figure 1.** The lot plan of the Subject Site is in **Figure 2**.

1.3 The purpose of this application is to seek a permission from the Town Planning Board ("**TPB**") for two items: (i) a proposed temporary warehouse development to store the Applicant's construction machineries and construction materials at the Subject Site for a period of 3 years; and (ii) a proposed filling of land for minor site formation and provision of the on-site drainage works in association with the proposed warehouse development.

1.4 The approval of this application is essential and necessary to the Applicant not only to resolve its urgently need for a temporary site to store its additional construction machineries and construction materials that are and will soon be temporary not in use in a number of active construction sites, but also to allow the Applicant sufficient time to continue to assemble land within those designated "Open Storage" ("**OS**") zones in the northern and south-western NT regions to tackle its expanding operational needs triggered by a big wave of construction activities in these two regions. This application is solely a short-term transitional operation.

1.5 The Subject Site falls within an area zoned "Green Belt" ("**GB**") on the Approved Wo Keng Shan Outline Zoning Plan ("**OZP**") No. S/NE-WKS/10 (**Figure 1**). Paragraph 10(b) in the Covering Notes of the OZP states: *"…temporary use or development of any land or building not exceeding a*

period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission." (**Appendix I**). The proposed temporary warehouse at the Subject Site hence requires a planning permission from the TPB under Section 16 of the Town Planning Ordinance.

1.6 The Remarks of the Notes of the OZP for "GB" zone also states: *"any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2…shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance."* (**Appendix II**). As the proposed temporary warehouse development will involve minor site formation and on-site drainage works, another planning permission from the TPB in accordance with the above Remarks is therefore also required.

1.7 In support of the present planning application, this planning statement includes: a brief introduction of the background of and the reasons for this planning application, a set of schematic development drawings, impact assessments on traffic and drainage aspects, and land-use planning justifications.

2. BACKGROUND OF AND REASONS FOR APPLICATION

2.1 The Applicant has been operating a construction business since 1997 providing engineering and construction services including excavation, roads and drainage works, concrete works, alteration and addition works, renovation, sheet piling and slope works.

2.2 The Applicant has been actively involving in a number of housing development projects in the northern NT region, including the housing development projects

in Queen's Hill and Pak Wo Road in the Fanling area. Also, the Applicant is expecting to be involved in some sizeable construction activities in the Kam Tin South area. Although the Applicant owns two small plots of land in the nearby "OS" zone to store its current construction machineries and construction materials when they are temporary not in use in the active construction sites, these two storage sites have already reached their holding capacity limits.

2.3 The recent rapidly increase in housing and infrastructure development projects in the northern NT and south-western regions has inevitably triggered a sudden extensive demand for additional construction machineries and construction materials. Additional storage sites to resolve such pressing demand are therefore urgently needed.

2.4 In the fact that since last year, the Applicant has attempted to assemble land in different "OS" zones both in the northern and south-western NT regions to tackle its operation needs. However, it is not uncommon that the land assemble process for this type of storage is always a lengthy exercise, particularly many accessible lands within such "OS" zones are being occupied by other operations. The Applicant has yet successfully bought or rented any suitable land within these two regions up to the present moment. Therefore, an additional time is definitely needed.

2.5 Under normal housing construction operation, a list of frequently use of construction machineries and construction materials is required at different stages as outlined in **Table 1**. **Figure 3** shows these essential and necessary construction machineries and construction materials in real practice. If the development sites are big enough, these facilities could be temporary stored on-site by sharing spaces with other contractors. However, in many occasions, most of these construction facilities will be placed temporary in off-site area(s) nearby the construction sites soon after use for standby purpose.

Table 1 Types of Construction Machineries and Construction Materials Required at Different Construction Stages

<table>
<tr><th>Construction Stage</th><th>Duration</th><th colspan="2">Construction Machineries and Construction Materials</th></tr>
<tr><td>1. Site Formation
2. Excavation</td><td rowspan="2">6-7 months</td><td>Excavator (Large & Small), hydraulic breaker (炮頭), structural steel members</td><td rowspan="2">Crane truck (吊雞車), water barrier, plastic fence</td></tr>
<tr><td>3. Substructure Works</td><td>7-15 months</td><td>Bamboo & metal scaffolding, plywood, aerial work platform (升降台)</td></tr>
<tr><td>4. Super Structure Works</td><td>12-18 months</td><td colspan="2"></td></tr>
<tr><td>5. External Works</td><td>18-24 months</td><td>Structural steel members, bamboo & metal scaffolding</td><td rowspan="2">Excavator (Small), crane truck, aerial work platform, steel plate, water barrier, plastic fence</td></tr>
<tr><td>6. Outside Site Boundary Works</td><td>3-4 months</td><td>Hydraulic breaker, flash light, traffic signs</td></tr>
</table>

2.6 The Applicant has committed that once a new storage site is available, this short-term transitional operation site will be disused and reinstated thereafter.

3. SUBJECT SITE AND ITS SURROUNDINGS

3.1 The Subject Site covers a total land area of about 2,968m^2, of which about 67m^2 (or about 2.3%) are GL. It comprises two private lots (namely, Lots Nos. 1265RP and 1267) in D.D. 79 (**Figure 2**). It is located about 8m to 15m north of Ng Chow Road, Ping Che, Fanling, New Territories.

3.2 The Subject Site is closely surrounded by an existing public drainage channel system to its north, northwest and south; and the rest of the area is vacant land (**Figure 4**). An existing 7m wide run-in/out point of the Subject Site across part of the existing public channel system is located connecting to Ng Chow Road at the south. The Subject Site is a vacant land and overgrown with weeds (**Figure 4**). No tree has been found within the Subject Site. The Subject Site has been fenced with 2.5m tall corrugated galvanized iron sheets.

3.3 A huge site being designated as "OS" zone under the OZP is located immediately south of the Subject Site and is physically separated by Ng Chow Road (**Figures 1** and **4**). Many storage activities within this "OS" zone abutting Ng Chow Road are operated in the form of warehousing manner (to store steel materials, metal pipes, construction machineries and construction materials), and some open storage sites (for metal scaffoldings, huge steel pipes,

water tanks and containers) and workshops (for vehicle repair and maintenance) are also found. Indeed, the Applicant has been actively exploring land within this "OS" zone with an attempt to tackle its operational needs.

3.4 The Subject Site can be accessed via Ng Chow Road. It is located about 50m west of Heung Yuen Wai Highway, one of the arterial roads in the North District (**Figure 4**).

3.5 A small group of widely scattered rural settlements in association with extensive temporary structures is being located farther west of the Subject Site and are situated on the two sides of Ng Chow Road (**Figure 4**).

4. Land Aspects

4.1 The Subject Site comprises Lots Nos. 1265RP and 1267 in D.D. 79 and adjoining GL, north of Ng Chow Road, Ping Che, Fanling, New Territories (**Figure 2**). The Applicant is the sole registered owner of these two private lots.

4.2 At present, these two lots are Old Schedule Agricultural Lots. Upon approval of the present application the Applicant will submit to the District Lands Office/North for two land administrative applications, i.e. one for the Short Term Waiver ("**STW**") and one for the Short Term Tenancy ("**STT**") to allow the proposed warehouse operation at the Subject Site.

5. SCHEMATIC LAYOUT PROPOSALS

The Layout

5.1 The proposed temporary development scheme comprises a total of 8 blocks of 1-storey warehouse structures: one 4m tall warehouse with roofed area of about 220m^2 for storage of sizeable and heavy construction materials, three 5m tall warehouses with roofed area of about 220m^2 each for construction machineries, three container-converted compartments each with dimensions of about 2.44m(W) x 6.1m(L) x 2.6m(H) for general storage and one 2.6m tall container-converted guardhouse with a roofed area of about 15m^2. One

standard portable toilet is also proposed.

5.2 **Figure 5** shows the schematic layout plan of the proposed temporary development at the Subject Site. Two schematic section diagrams of the proposed development are in **Figure 6**. **Table 2** summarizes key development parameters of the present proposed development.

Table 2 Key Development Parameters

	Warehouse for Construction Materials (A1)	**Warehouses for Construction Machineries (B1, B2, B3)**	**Container-converted Compartments for General Storage (C1, C2, C3)**	**Container-converted Guardhouse (D1)**
No. of Structures	1	3	3	1
GFA of Each Structure (about)	220m^2	220m^2	15m^2	15m^2
Building Height (not more than)	1-storey (4m)	1-storey (5m)	1-storey (2.6m)	1-storey (2.6m)
Total Site Area (about)	2,968m^2			
Total GFA (about)	940m^2			
Plot Ratio (about)	0.317			
Site Coverage (about)	31.7%			
No. of Car-parking Spaces	2 [2.5m(W) x 5m(L)]			
No. of Loading/Unloading Bays (for LGV)	1 [3.5m(W) x 7m(L)]			
No. of Loading/Unloading Bays (for HGV)	1 [3.5m(W) x 11m(L)]			

LGV – Light goods vehicle; HGV – heavy goods vehicle

The Operation

5.3 The proposed temporary development will be operated between 8a.m.– 6p.m. from Monday to Saturday. No operation will be carried out on Sunday and public holidays. No night-time on-site operation will be conducted at all times. Only one security guard in two shifts will be employed.

5.4 The proposed operation will be used solely as a temporary transitional site to store of Applicant's additional construction machineries (i.e. hydraulic excavators, hydraulic breaker, aerial work platform and crane truck) and construction materials (i.e. structural steel members, bamboo and metal scaffolding, plywood, steel plate, water barrier, plastic fence, flash light and traffic signs) (**Table 1** and **Figure 3**).

5.5 No repairing or dismantling work will be carried out within the Subject Site. All construction machineries and construction materials will be cleaned in the construction site before entering the proposed development. All construction materials will be stored in a proper and organized manner. It will be a clean and tidy operation throughout the approval period. All loading/unloading ("**L/UL**") activities of construction machineries will be carried out within the enclosed warehouse. All loading and unloading activities with respect to light and small construction materials will be executed by hand only. It will be a quiet operation.

5.6 Under normal circumstances, there will be not more than 3 construction machineries entering/leaving the Subject Site each week. It is anticipated that the whole development will generate only a maximum of 3 vehicles trips and 2 private car trips during peak hours on the local road system.

5.7 The proposed development adopts the same existing run-in/out access point (about 7m wide) arrangement (**Figure 5**). The width of the internal driveway is about 6m wide. Two on-site car-parking spaces and two L/UL bays (1 for LGV and 1 for HGV) are proposed to serve the whole development (**Figure 5**). Sufficient on-site spaces for internal vehicular traffic movement will be provided without causing any queuing traffic on the local road system at all times. Details of the Traffic Impact Assessment (**"TIA**") are in **Appendix III**.

Peripheral Mitigation Measures

5.8 By keeping the existing 2.5m peripheral fenced with corrugated galvanized iron sheets, a strip of 2m to 3m wide peripheral tree planting area is proposed alongside the existing boundary fence with a view to providing an effective visual screening effect so as to enhance the visual amenity of the proposed development (**Figures 5** and **6**). Appropriate climbers such as *Pyrostegia venusta (Ker Gawl.) Miers (炮仗花)* are proposed to be planted within this peripheral planting area.

5.9 For peripheral screening trees, species like *Bauhinia Blakeana (*洋紫荊*)* and/or *Chinese Elaeocarpus (*中華杜英*)* are proposed. The size of these screening trees will be about 3.5m in height and to be planted with spacing distance of about 4m (centre-to-centre). In addition, all temporary warehouse structures under application will be painted in dark green to further reduce its visual effect on the area (**Figure 6**).

5.10 In order to tackle the potential surface runoff impact to be generated from the proposed development, an on-site peripheral drainage system is proposed (**Figure 7**). All the on-site surface runoffs will be collected into a proposed discharge point before they finally discharge onto the existing public channel. No water quality problem due to the proposed development will be anticipated. The results of the Drainage Impact Assessment ("**DIA**") have demonstrated that with the proposed drainage system, no adverse drainage impact on the area is anticipated. Details of the DIA are in **Appendix IV**.

Filling of Land

5.11 The Subject Site is proposed to be hard paved by reinforced concrete with a depth of about 0.2m. The overall paved area under application will be about 2,181m^2 in extent (**Figure 8**).

Reinstatement Proposal

5.12 The whole development will be a clean, tidy and quiet operation. It will blend in well with its surrounding developments in the area. The Applicant is committed to reinstate the whole development once a new storage site is available or soon after the end of the approval period to the satisfaction of the TPB, whichever comes earlier.

6. Planning Justifications

Urgently Need for a Transitional Storage Site

6.1 As mentioned in paragraphs 2.2 – 2.3 above, due to the recent rapid increase in housing development and infrastructure projects in both the northern and

south-western NT regions, the Applicant is now confronting an urgent situation requiring to provide a transitional site to store its additional construction machineries and construction materials triggered by those existing and new construction sites in these two regions while allowing it additional time to continue to assemble land in those "OS" zones within these two regions.

6.2 The approval of the present application represents a very significant, considerate, responsive and positive attitude towards the inundated situation triggered by the rapidly increase in the volume of construction activities over the two regions. It will also help to minimize the potential undesirable off-site storage problems to be caused by widely placing such standby construction machineries and construction materials within the two regions.

6.3 The present development is temporary in nature, the approval of this application is essential and necessary to allow the Applicant sufficient time to assemble suitable land in the "OS" zones within the two regions. It is the most effective, responsive and smart approach to resolve such short-term transitional needs to cater for the needs of the community development.

Continued Increase in New Development Projects

6.4 It is noted that a vast number of new housing development projects in various scales of development with housing production ranged from 620 flats to 9,200 flats have been committed both in the northern and south-western NT regions in the next 10 years ahead as outlined in **Table 3** below. All these new housing development projects amounts to a total of about 50,506 flats at the end of the day. **Figure 9** shows the location of these new development sites.

6.5 These, together with the long-term Northern Metropolis Development Strategy as announced in 2021 Policy Address, will no doubt upsurge further the volume of construction activities in the area resulting in a huge demand for more and more construction machineries and construction materials in these two regions in the coming 20 to 30 years ahead.

Table 3 Committed Housing Development Projects in the Northern and South-western New Territories

	Housing Developments	Site Area (about)	No. of Flats (about)	Estimated Population (about)
1.	Fanling North Area 15 East (Public HD)[1]	4.54ha	6,100	15,000
2.	Kwu Tung North Area 19 (Public HD)[2]	6.32ha	9,200	23,000
3.	Fanling Area 17 (Public HD)[3]	6.35ha	8,300	23,500
4.	Fanling Area 17 (1) (Private HD)[3]	0.87ha	870	2,350
5.	Fanling Area 17 (2) (Private HD)[3]	0.73ha	730	1,970
6.	Ching Hiu Road, Sheung Shui (Public HD)[3]	0.43ha	620	1,750
7.	Tai Tau Leng, Sheung Shui (Public HD)[3]	2.85ha	3,300	8,900
8.	Choi Shun Street, Sheung Shui Area 30 (Public HD)[3]	1.96ha	2,400	6,800
9.	North of Shan Lai Court, Lung Yeuk Tau (Public HD)[3]	4.14ha	4,028	11,300
10.	Sites 1, 4a and 6 at Kam Tin South, Yuen Long (Public HD)[4]	14.20ha	9,000	25,200
11.	To Yuen Tung, Ma Wo Road (Public HD)[5]	3.87ha	2,400	6,480
12.	Yau King Lane near Tsiu Hang in Area 39 (Private HD)[5]	3.64ha	2,198	6,155
13.	Sui Fai Factory Estate (Public HD)[5]	0.90ha	1,360	3,700
	Total	**50.8ha**	**50,506**	**136,105**

6.6 In light of the above, additional time must be required for the Applicant to continue to assemble suitable and sizeable land to resolve the soaring high demand pressure for storage sites triggered by a big wave of construction activities in these two regions. It represents the most effective practicable way to minimize the potential off-site open storage problems in the local area.

No Impact on Original Planning Intention

6.7 The proposed development is temporary in nature. As mentioned in paragraph 2.6 above, the Applicant has committed that once a new storage site is available or at the end of the approval time limit of the application, this transitional operation will be disused and reinstated thereafter.

6.8 Therefore, the approval of this application will not result in causing any adverse impact on the long-term land use planning intention of the Subject Site under the current OZP.

Fully Compatible with Surrounding Developments

6.9 Paragraph 3.3 above has mentioned that the Subject Site is located in close

[1]https://www.districtcouncils.gov.hk/north/doc/2020_2023/tc/committee_meetings_doc/ldhwc/18298/n_ldhwc_2020_036_ch.pdf
[2]https://www.districtcouncils.gov.hk/north/doc/2020_2023/tc/committee_meetings_doc/ldhwc/18298/n_ldhwc_2020_037_ch.pdf
[3]https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/684_rnt_agenda.html
[4]https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/committee_meetings_doc/htpdc/18724/htpdc_paper_2020_3.pdf
[5]https://www.info.gov.hk/tpb/en/papers/papers.html

proximity to a huge "OS" site containing warehouses, open storage activities and workshop operations (**Figures 1** and **4**). The proposed warehousing structures are all single-storey structures and will be painted in drake green. These, together with the provision of peripheral screening planting (climbers and trees) and the retention of the existing 2.5m tall fence, make the whole development blend in well with its surrounding built environment in the area. Therefore, the proposed development is fully compatible with its surrounding development character in the area.

Smart Use of Land Resources

6.10 Having considered the following factors, the approval of this planning application represents a smart use of land resources to resolve the urgent short-term need of land to meet the needed community developments in a positive, all-thorough-out and responsive manner:

a. there is an urgent need to provide a piece of transition land to store the Applicant's additional construction machineries and construction materials to avoid off-site storage problems in the area;
b. the extensively increase in the volume of construction activities in different development scale has triggered a very high demand pressure for the additional storage sites to resolve the consequential operational needs in practice;
c. the present application represents a responsive approach to tackle the expected big wave of construction activities in the northern and south-western NT regions as planned by the Government to cater for the community need;
d. the Subject Site has been vacant for a long period of time;
e. the proposed development is temporary in nature and the scale of development is small;
f. the temporary use of the Subject Site will not result in any irreversible impact on its long-term land-use planning intention;
g. all L/UL of construction machineries will be carried out within the enclosed

warehouse;

h. the proposed development will operate between 8am to 6pm from Monday to Saturday;

i. the proposed development is a tidy, clean and quiet operation that will be surrounded by screening plantings and is fully compatible with its surrounding developments in the area;

j. the results of the TIA and DIA have demonstrated that the proposed development will not cause any significant adverse impact on the road network or drainage system in the area; and

k. the approval of this application will become a "win-win" project to all parties concerned including the private developers, the Government implementation agents, contractors, the local community and the Applicant (allows sufficient time for assemble suitable land).

7. Conclusion

7.1 The present application aims to seek a planning permission from the Town Planning Board for: (i) a proposed temporary warehouse development at the Subject Site for a period of three years; and (ii) a proposed filling of land in association with the proposed warehouse development. The Subject Site comprises two private lots (namely, Lots Nos. 1265RP and 1267 in D.D. 79) and adjoining Government land, north of Ng Chow Road, Ping Che, Fanling, New Territories.

7.2 The proposed development will be used solely to serve as a transitional site to store the Applicant's additional construction machineries and construction materials when they are temporary not in use in the existing and new construction sites at different construction stages. It is a clean, tidy and quiet operation intending for a short-term transitional purpose.

7.3 The proposed temporary development scheme comprises a total of 8 blocks of 1-storey warehouse structures: one for storage of sizeable and heavy construction materials, three for construction machineries, three

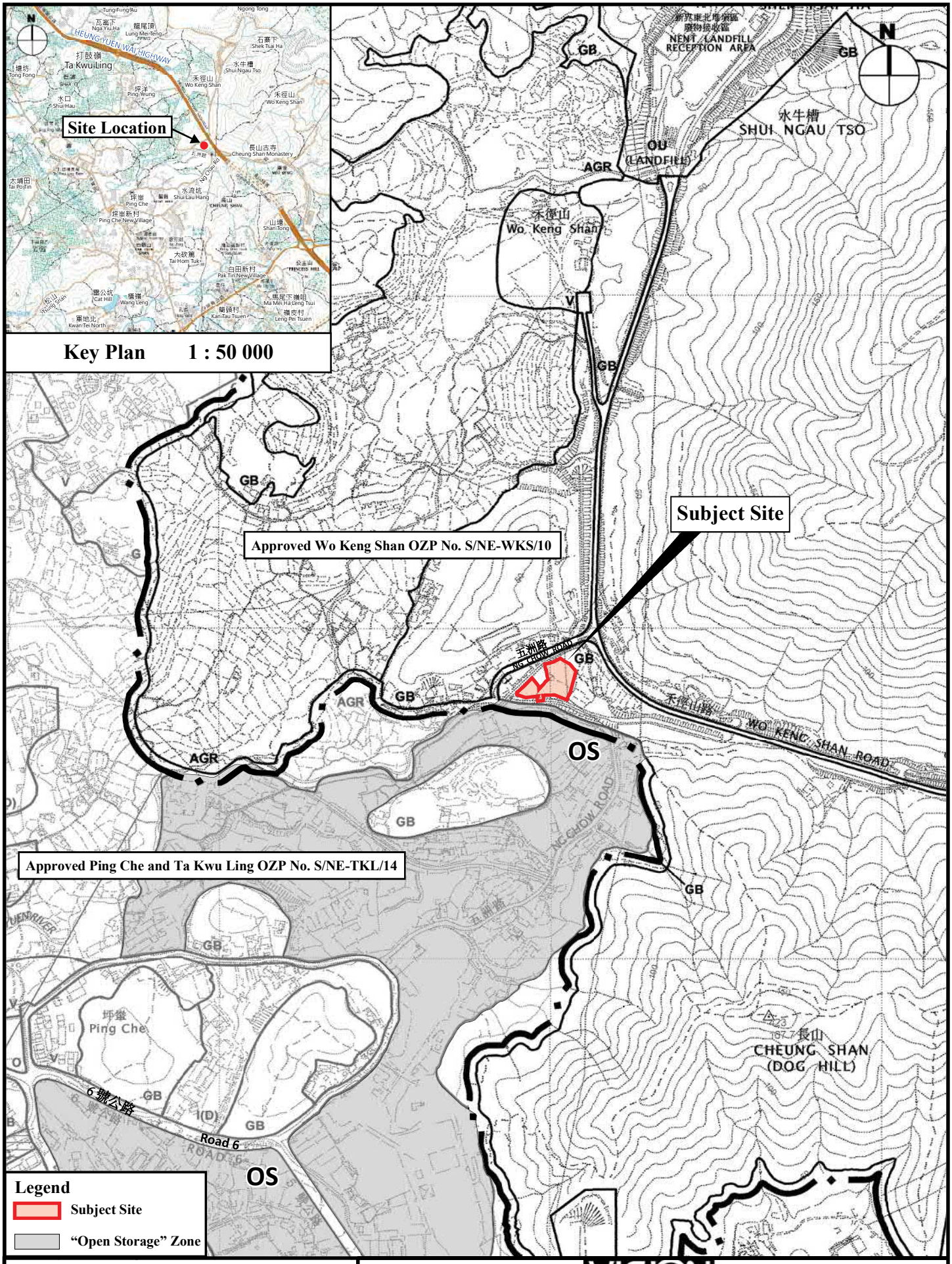
container-converted compartments for general storage and one container-converted guardhouse. One standard portable toilet is also proposed.

7.4 It has been demonstrated that the proposed development is urgently needed to resolve the short-term pressing demand for a storage of the Applicant's additional construction machineries and construction materials in its many construction sites in the northern and south-western NT regions so as to allow the Applicant sufficient time to continue to assemble suitable land in various "OS" zones within the two regions; with provision of peripheral screening plantings and an appropriate colour scheme for all warehousing structures, the whole development is fully compatible within its surrounding development setting; and it represents a smart use of limited land resources to tackle the short-term high demand pressure as triggered by the upsurge volume of the community developments. No significant adverse impact with respect to local road traffic or local drainage aspect on the area is anticipated.

7.5 In view of the above, we respectfully request Members of TPB to give a sympathetic consideration and to approve this application, so as to allow the Applicant to continue to assemble suitable land to resolve the current high demand pressure as triggered by a big wave of construction activities in the northern and south-western NT regions.

Vision Planning Consultants Limited
21 February 2022

Figures



Location of the Subject Site

(Extracted from the Approved Wo Keng Shan OZP No. S/NE-WKS/10 and Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14)

Figure 1

1: 7 500

VISION
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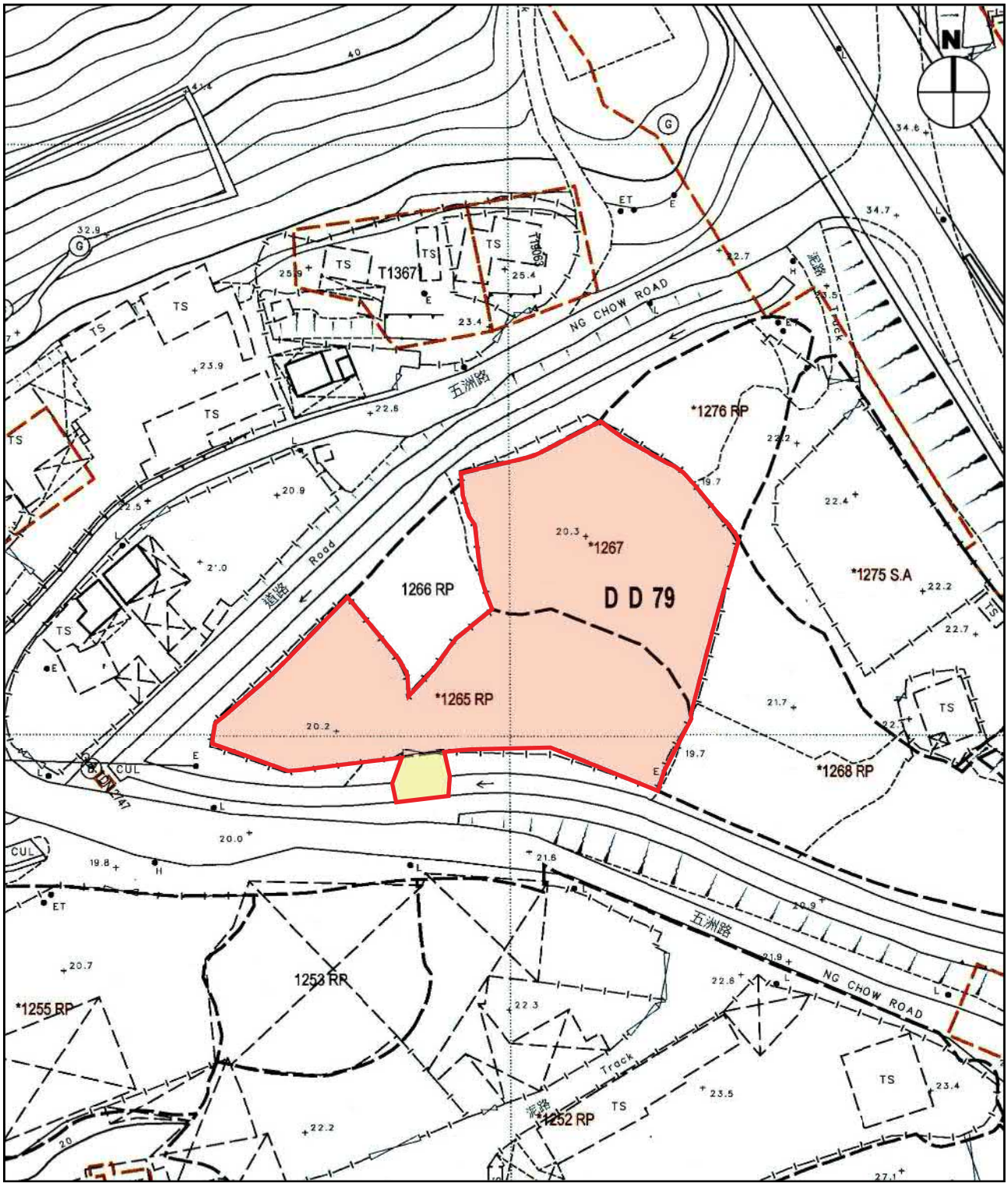
Tel : (852) 2566 9988 Fax: (852) 2566 9978 E-mail: vision@visionplanning.com.hk

地段索引圖 LOT INDEX PLAN



Legend

- Subject Site (about 2,968m²; 100%)
- Private Lot (about 2,901m²; 97.7%)
- Government Land (about 67m²; 2.3%)

Lot Index Plan
(Base Plan Extracted from the Lot Index Plan No. LIP986408P)

Figure 2

1: 1 000

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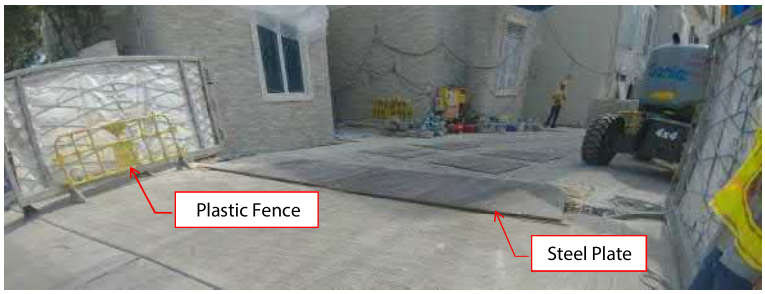
Stage 1– Site Formation

Stage 2– Excavation

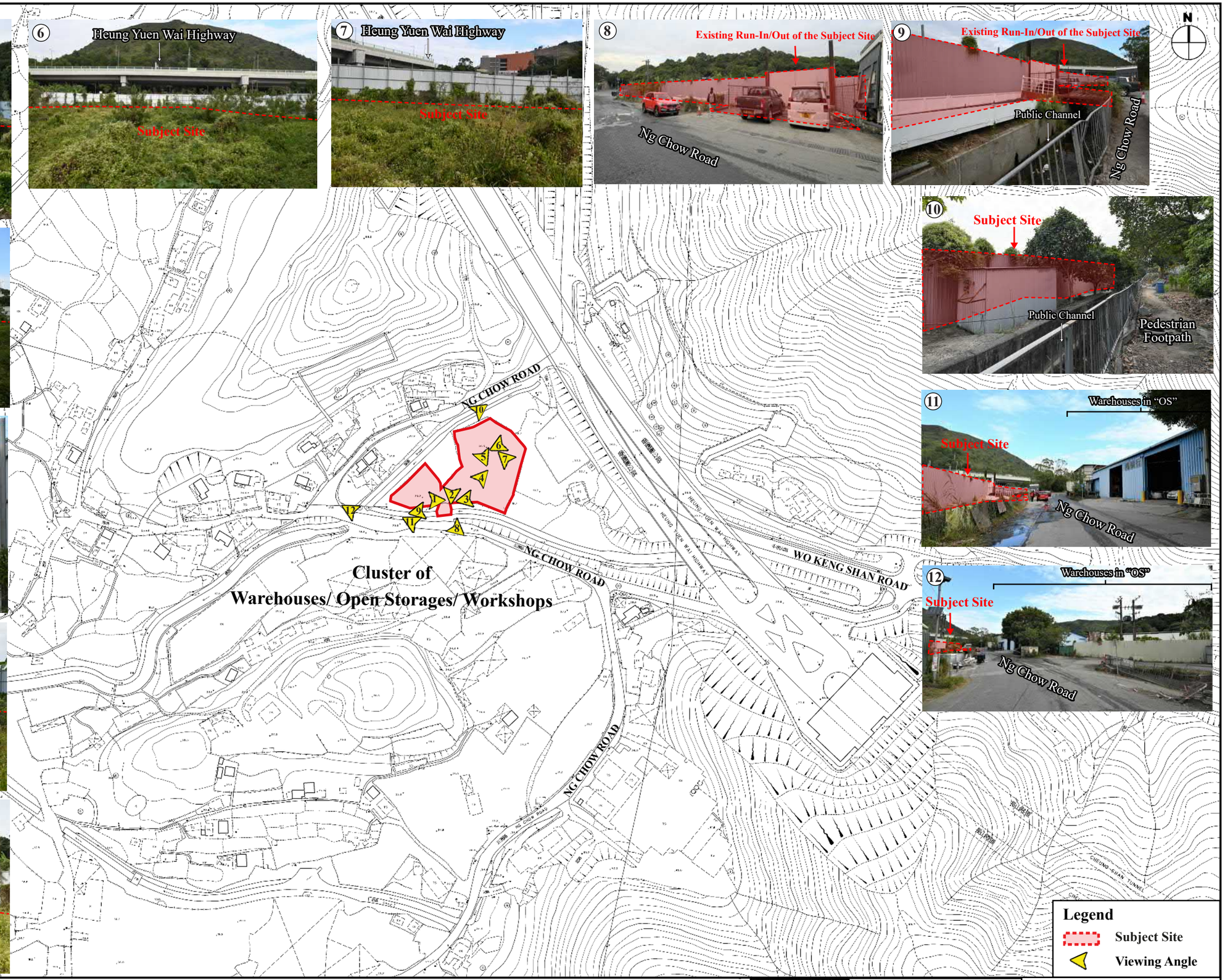
Stage 3– Substructure Works

Stage 5 - External Works



Stage 6 - Outside Site Boundary Works

Construction Machineries and Reusable Construction Materials **Figure 3**



Subject Site and Its Surroundings

(Extracted from the Government Survey Sheets No. 3-NW-19C, 3-NW-19D, 3-NW-24A & 3-NW-24B)

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Figure 4

1 : 2 500

MAJOR DEVELOPMENT PARAMETERS

APPLICATION SITE AREA = 2,968 m^2 (ABOUT)
COVERED AREA = 940 m^2 (ABOUT)
PLOT RATIO = 0.317 (ABOUT)
SITE COVERAGE = 31.7 % (ABOUT)

PARKING PROVISION

NO. OF PRIVATE CAR PARKING SPACE = 2
DIMENSION OF PARKING SPACE = 2.5m(W) x 5m(L)
NO. OF L/UL SPACE = 2
DIMENSION OF LGV L/UL SPACE = 3.5m(W) x 7m(L)
DIMENSION OF HGV L/UL SPACE = 3.5m(W) x 11m(L)

STRUCTURE

NO	USE	HEIGHT (ABOUT)
A1	WAREHOUSE FOR CONSTRUCTION MATERIALS	4m (1-STOREY)
B1/B2/B3	WAREHOUSES FOR CONSTRUCTION MACHINERIES	5m (1-STOREY)
C1/C2/C3	CONTAINER-CONVERTED COMPARTMENTS (2.44m(W) x 6.1m(L))	2.6m (1-STOREY)
D1	CONTAINER-CONVERTED GUARDHOUSE	2.6m (1-STOREY)

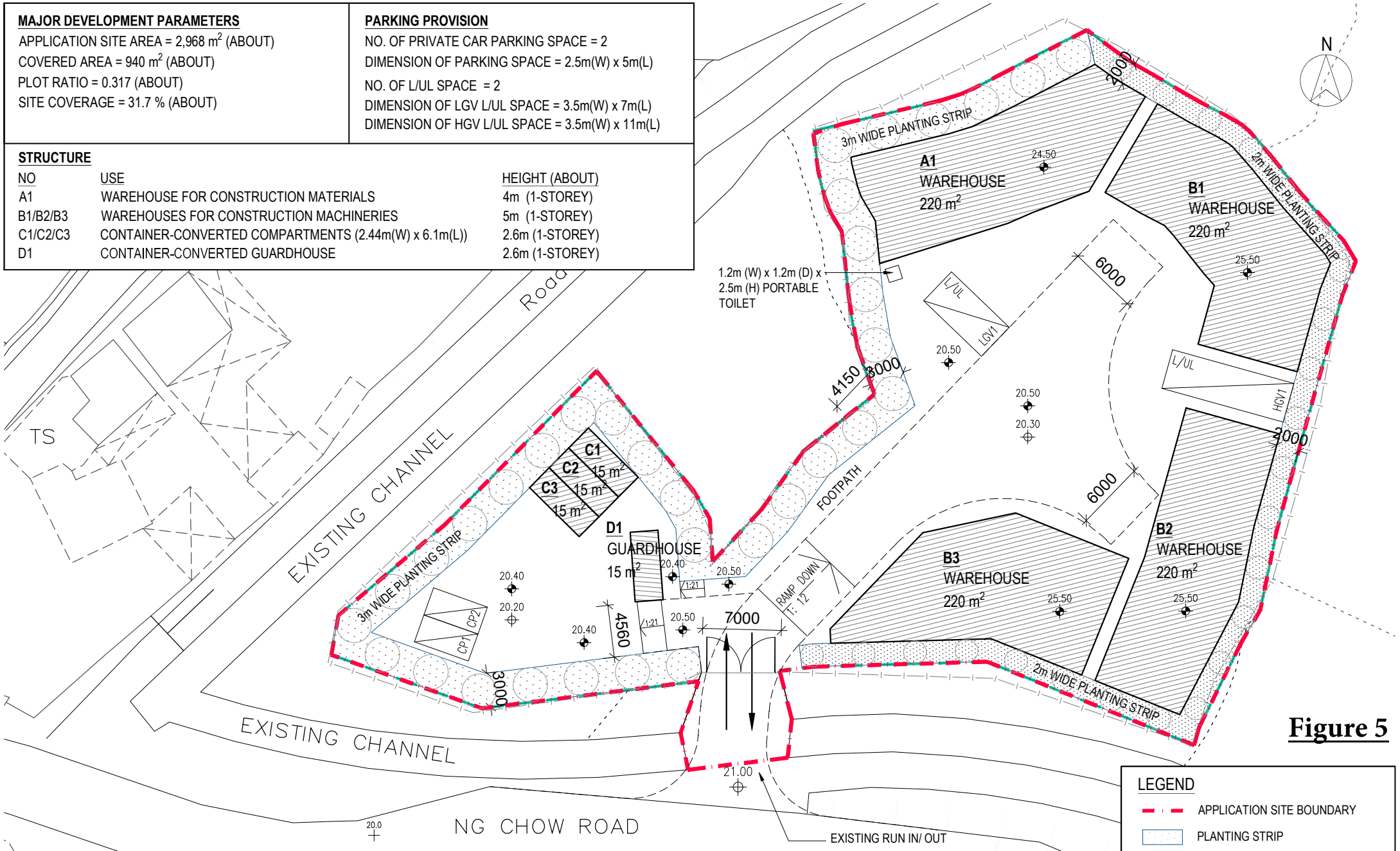


Figure 5

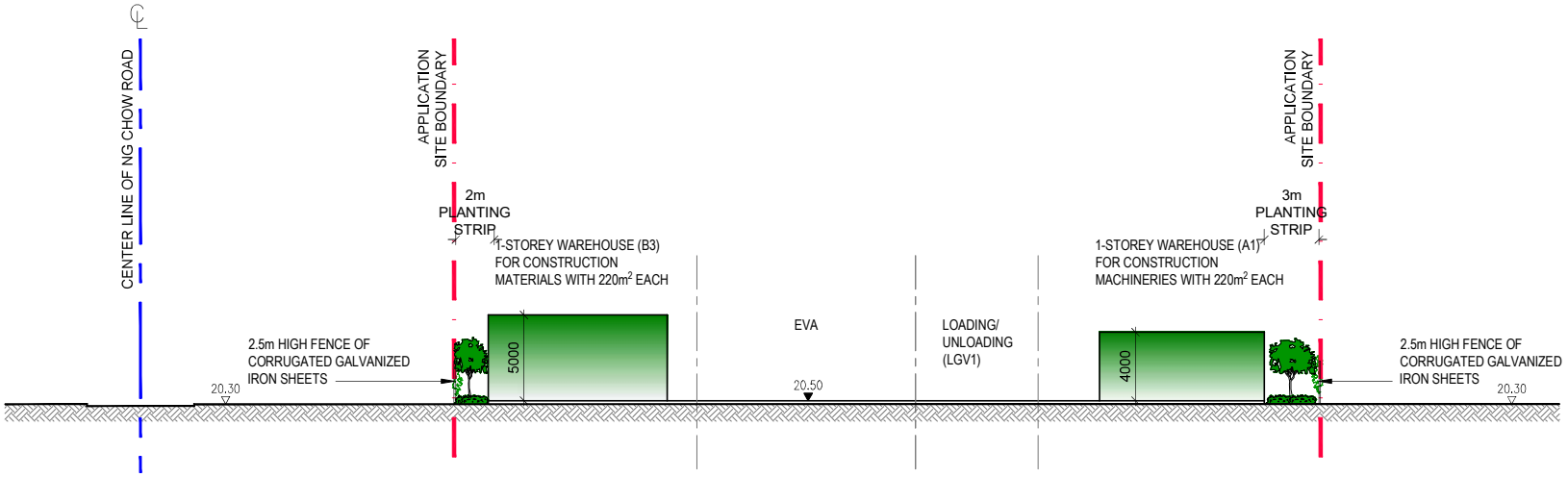
LEGEND

- APPLICATION SITE BOUNDARY
- PLANTING STRIP
- 2.5m HIGH FENCE OF CORRUGATED IRON SHEETS

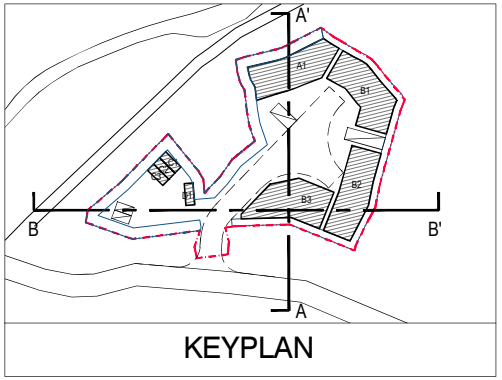
S16 PLANNING APPLICATION FOR PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES

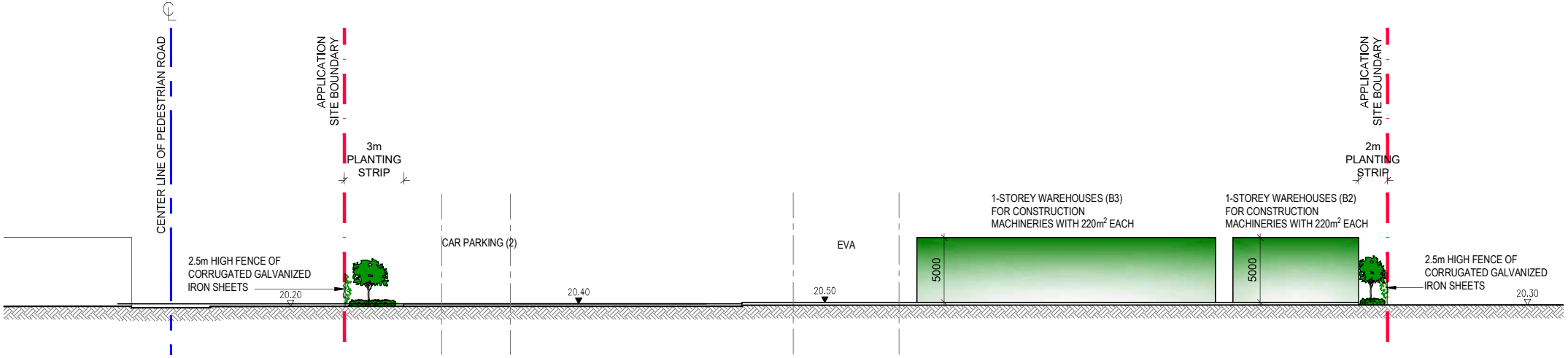
SCHEMATIC LAYOUT PLAN

SCALE: 1:300 (A3)
DATE:FEB 14, 2022



SECTION A-A' 1:300





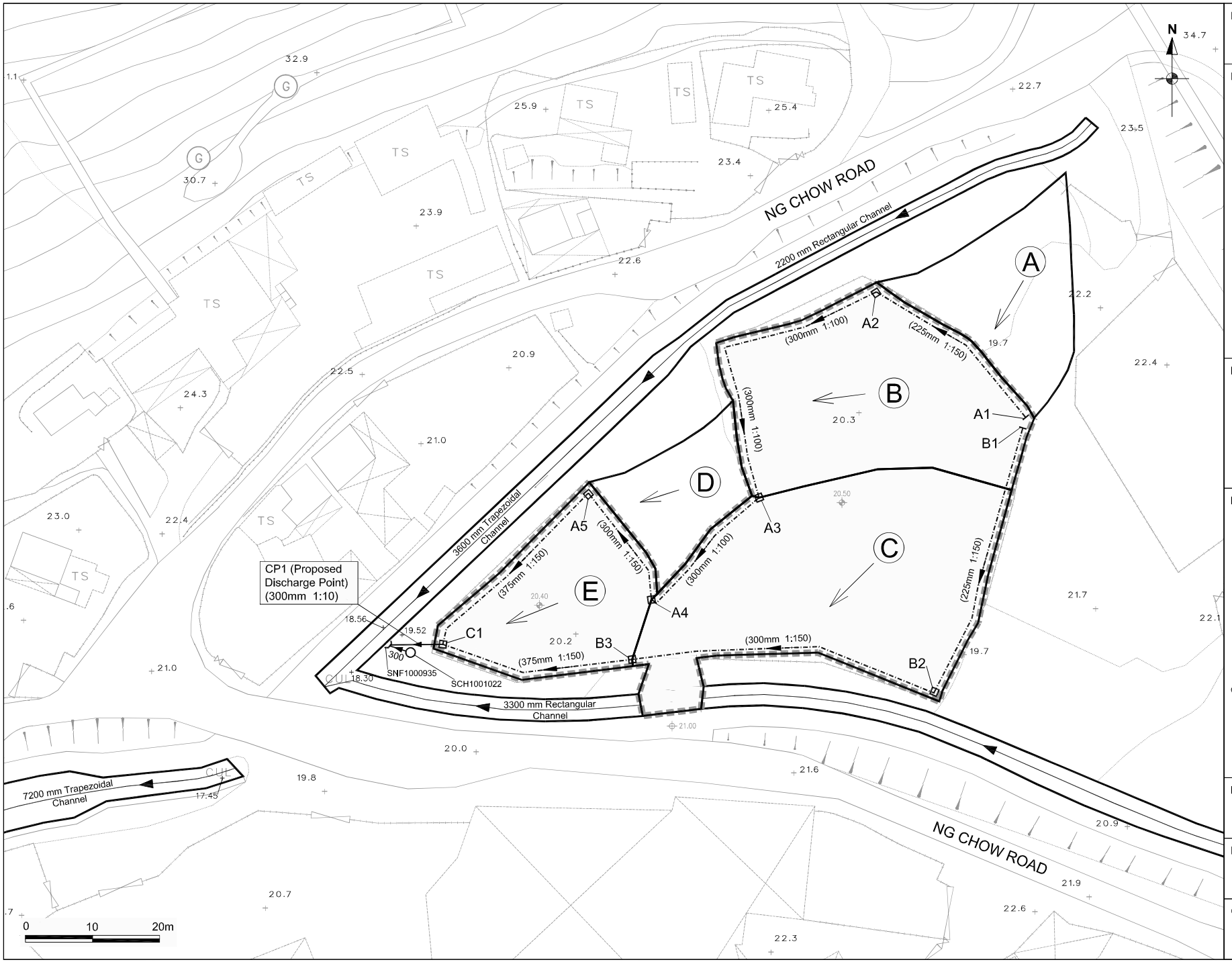
SECTION B-B' 1:300

S16 PLANNING APPLICATION FOR PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES

Figure 6

SCHEMATIC SECTION DIAGRAMS

SCALE: 1:300 (A3)
DATE: FEB 14, 2022



PROJECT NO :

P075_021

PROJECT TITLE :

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment

FIGURE TITLE :

Conceptual Drainage Layout

Figure 7

LEGEND :

- Site Boundary
- Catchment Boundary
- (A) Catchment ID
- Flow Path Direction
- Proposed U-channel
- Proposed Catchpit / Manhole
- Underground Drain Pipe
- Existing Drainage Channel

FIGURE NO :

3 - 2

DATE :

2022-01-11

CONSULTANT :

Skyline Consultants Ltd

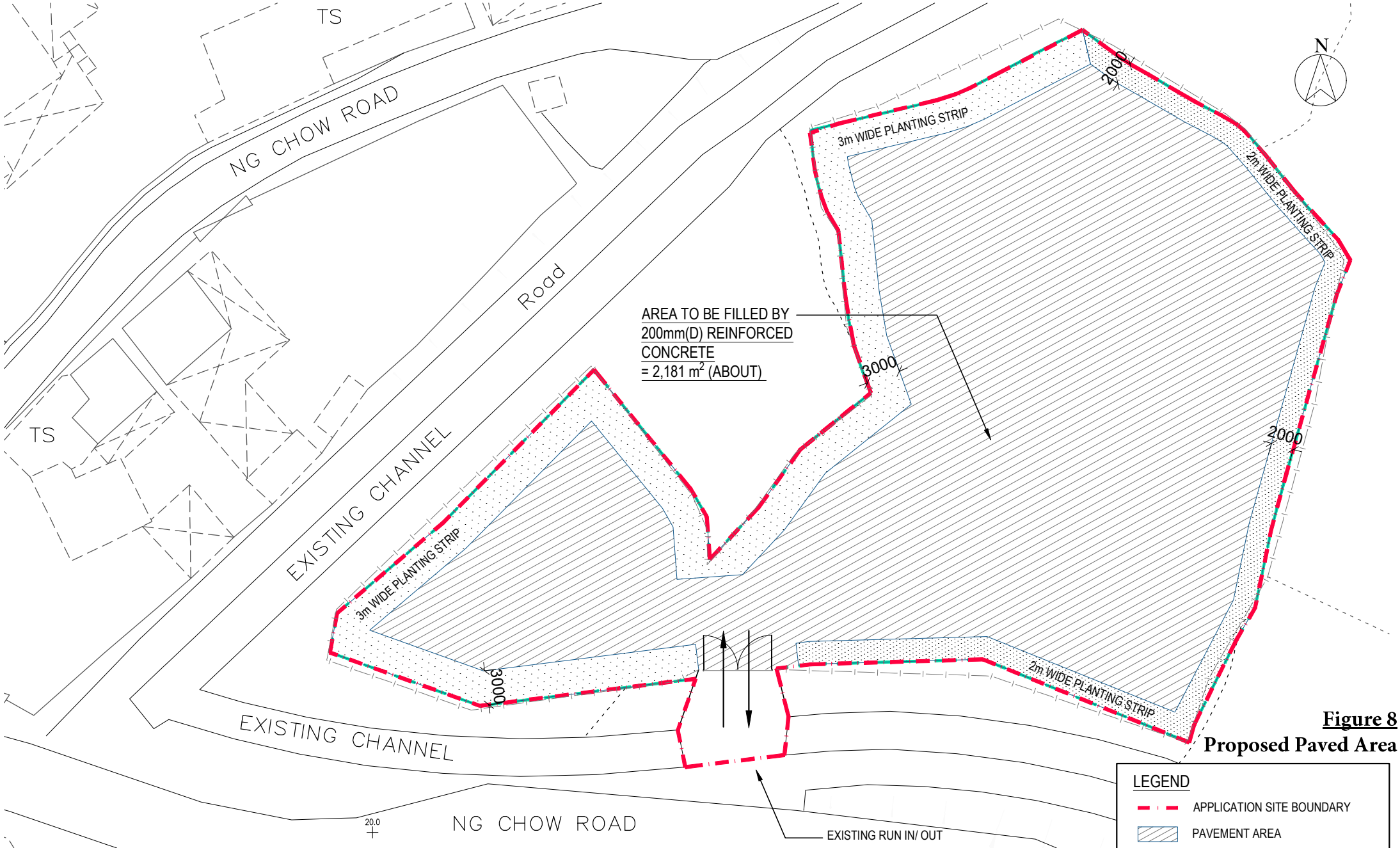
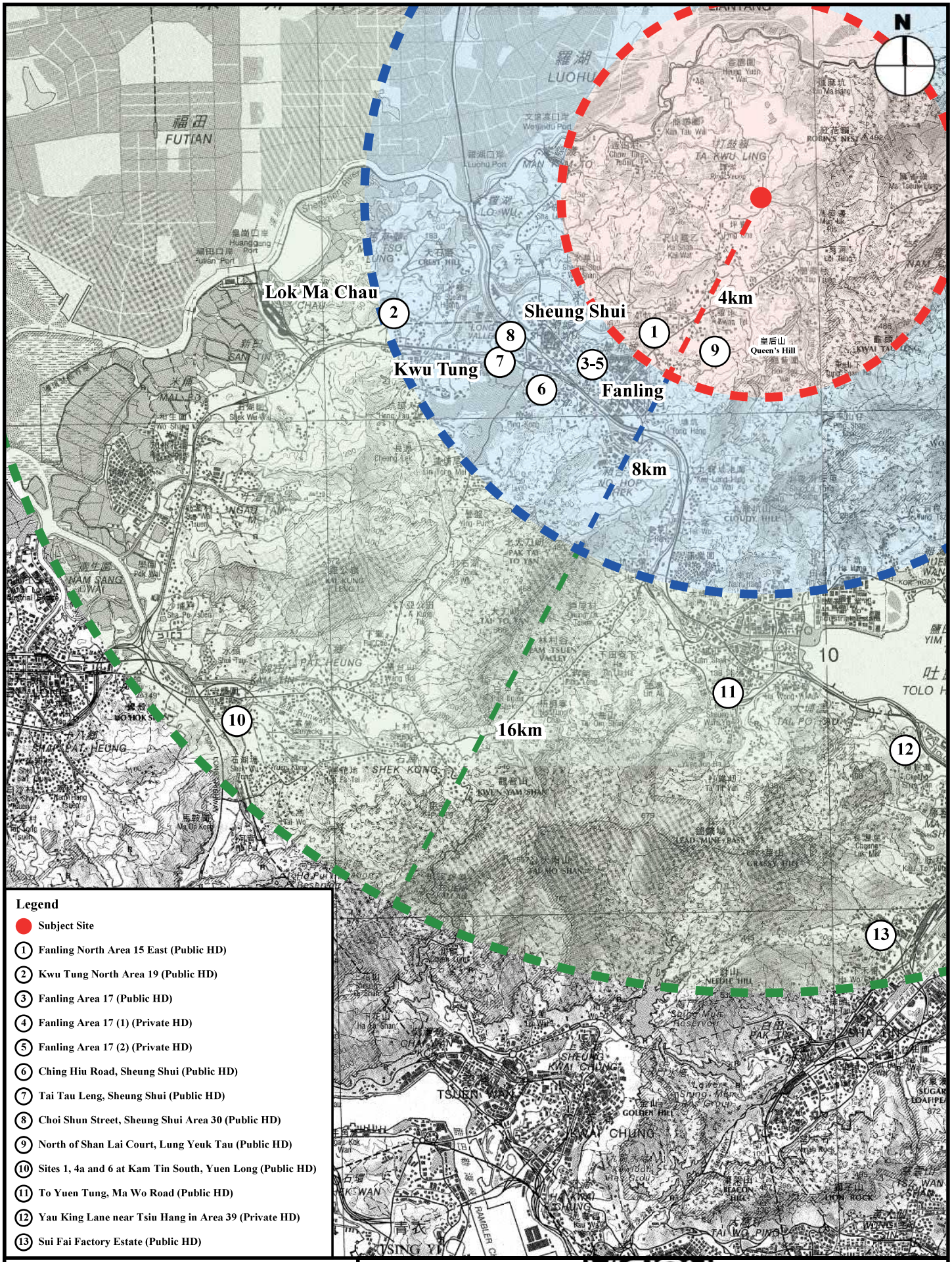


Figure 8
Proposed Paved Area

S16 PLANNING APPLICATION FOR PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES

SCALE: 1:300 (A3)
DATE: FEB 14, 2022



Committed Housing Developments in the Northern and South-western New Territories

(Extracted from the Government Survey Sheet No. HM100CL)

Figure 9

1: 100 000

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Appendix I

Covering Notes of the OZP

(7) Road junctions, alignment of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:

(a) maintenance, repair or demolition of a building;

(b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(c) maintenance or repair of road, watercourse, nullah, sewer and drain;

(d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;

(e) rebuilding of New Territories Exempted House;

(f) replacement of an existing domestic building i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, by a New Territories Exempted House; and

(g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.

(9) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road and on-street vehicle park.

(10) (a) Temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

(b) Except as otherwise provided in paragraph (10)(a), temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

(c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

(11) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(12) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

Appendix II

Notes of the OZP for "GB" Zone

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

(Please see next page)

GREEN BELT (Cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

Any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Appendix III

Traffic Impact Assessment

Document Status Control Record

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Traffic Impact Assessment Report

Originating Organisation: LLA Consultancy Limited Unit 610, 6/F Island Place Tower 510 King's Road North Point, Hong Kong	Prepared by: SKL	SKL	Date: 14 February 2022
	Approved by: SLN		Date: 14 February 2022
	Revision No.: -		Date of Issue: 14 February 2022

1 INTRODUCTION

1.1 Background

1.1.1 The Applicant proposes to use a piece of land for temporary warehouse for storage of construction machineries and construction materials for a period of 3 years. The piece of land (hereinafter referred to "the Site") is located at Lots Nos. 1265RP and 1267 in D.D. 79 and adjoining government land, north of Ng Chow Road, Ping Che, Fanling, New Territories.

1.1.2 The Site is zoned as "Green Belt" on the Approved Wo Keng Shan Outline Zoning Plan (OZP) No. S/NE-WKS/10. A planning application is required for the proposed temporary warehouse use.

1.1.3 LLA Consultancy Limited has been commissioned to undertake the TIA to support the planning application. This TIA report presents the findings of the study.

1.2 Objectives

1.2.1 The objectives of this study are as follows:

- to review the existing traffic conditions in the vicinity of the Site;
- to estimate the traffic generation and attraction of the proposed temporary warehouse use;
- to project the future traffic situations in the surrounding road network;
- to appraise the potential traffic impact of the proposed temporary warehouse use; and
- to recommend the internal transport facilities for the proposed temporary warehouse use.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 2.1**, the Site is located at Ping Che area and bounded by Ng Chow Road. It has a total site area of about 2,968 m^2.

2.2 The Proposed Use and Internal Transport Facilities Provisions

2.2.1 The Site will be used for temporary warehouse for storage of construction machineries and construction materials and the proposed schematic layout is shown in **Appendix A**. In order to meet the operation requirements, 1 LGV loading/unloading bay, 1 HGV loading/unloading bay and 2 car parking spaces are proposed on-site.

2.3 Swept Path Analysis

2.3.1 To ensure smooth manoeuvring of the parking area, swept path analysis was conducted to demonstrate that adequate space is provided for the vehicles for manoeuvring as shown in **Figures SP-01 – SP-02**.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 The Site is served by Ng Chow Road which is a single two-lane rural road. It connects to Wo Keng Shan Road to the north and Ping Che Road to the south.

3.1.2 Ng Chow South Road is a two-way rural road in a single two-lane configuration. It connects to Ping Che Road to the west and intersects with Ng Chow Road.

3.1.3 Ping Che Road is a single two-lane rural road. Its northern end and southern end connect to Lin Ma Hang Road and Sha Tau Kok Road – Ma Mei Ha, respectively.

3.2 Traffic Count Surveys

3.2.1 In order to appraise the existing traffic conditions, a traffic count survey was carried out on 5 November 2021 (Friday) at the time periods of 07:00 – 09:00 and 16:30 – 18:30. The locations of the surveyed junctions are shown in **Figure 3.1**.

J1 – J/O Ng Chow Road/ Ng Chow South Road

J2 – J/O Ping Che Road/ Ng Chow South Road

J3 – J/O Ping Che Road/ Ng Chow Road

J4 – J/O Ping Che Road/ Sha Tau Kok Road – Ma Mei Ha

3.2.2 The identified AM and PM peak hours are 08:00 – 09:00 (AM Peak) and 16:45 – 17:45 (PM Peak) respectively. The observed 2021 traffic flows are presented in **Figure 3.2**.

3.3 Existing Junction Capacity Assessment

3.3.1 Based on the observed traffic flows, the performance of the junctions has been assessed. It is calculated that all junctions are operating satisfactorily. The results are presented in **Table 3.1** and the detailed calculation sheets are attached in **Appendix B**.

Table 3.1 Existing Junction Capacity Assessment

Ref.	Junction Location	Type/Index(1)	AM Peak	PM Peak
J1	Ng Chow Road/ Ng Chow South Road	Priority/DFC	0.06	0.11
J2	Ping Che Road/ Ng Chow South Road	Priority/DFC	0.24	0.16
J3	Ping Che Road/ Ng Chow Road	Priority/DFC	0.08	0.09
J4	Ping Che Road/ Sha Tau Kok Road – Ma Mei Ha	Roundabout/ DFC	0.40	0.37

Note: (1) DFC = Design Flow to Capacity

3.4 Existing Link Capacity Assessment

3.4.1 The Volume to Capacity (V/C) Ratios of Sha Tau Kok Road, Ping Che Road, Ng Chow South Road and Ng Chow Road were assessed and the results are presented in **Table 3.2**.

Table 3.2 Link Capacity Assessments

Road	Capacity[(1)] (pcu/hr)	Volume		V/C Ratio	
		AM Peak	PM Peak	AM Peak	PM Peak
Sha Tau Kok Road E/B (Ping Che Rd and Wo Keng Shan Rd)	850	742	585	0.73	0.57
Sha Tau Kok Road W/B (Ping Che Rd and Wo Keng Shan Rd)	850	674	559	0.66	0.55
Sha Tau Kok Road E/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	871	769	0.43	0.38
Sha Tau Kok Road W/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	742	854	0.36	0.42
Ping Che Road (Two-way) (Sha Tau Kok Rd and Ng Chow Rd)	1,400	1,051	1,033	0.63	0.61
Ng Chow South Road (Two-way)	800	228	186	0.24	0.19
Ng Chow Road S/B (One Way)	100	69	74	0.58	0.62

Note: (1) Capacity refers to TPDM Vol.2 Ch. 2.4. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.

3.4.2 As shown in **Table 3.2**, the concerned road sections are operating with spare capacity during the AM and PM peak hours.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The proposed use, if approved by the Town Planning Board, will be valid for 3 years until 2025. Hence, Year 2025 has thus been adopted as the design year for the assessment.

4.2 Traffic Generation of the Proposed Development

4.2.1 According to the Applicant's information, there will only be a maximum of 5 vehicles trips (3 goods vehicles trips and 2 private cars trips) generated from the Site during peak hours. The same numbers will be adopted for traffic attraction.

4.2.2 The estimated traffic generation and attraction of the Site are summarised in **Table 4.1**.

Table 4.1 Development Traffic Generation during Peak Hour

	Unit	Generation	Attraction	Two-way Total
Goods Vehicle	vehicle/hour	3	3	6
Private Car	vehicle/hour	2	2	4
Total	**vehicle/hour**	**5**	**5**	**10**
	pcu/hour(1)	**10**	**10**	**20**

Note: (1) A pcu factor of 2.5 is adopted for goods vehicle.

4.2.3 As shown in **Table 4.1**, the Site will generate a two-way traffic flow of 20 pcu/hour in all peak periods. The distribution of the development traffic is shown in **Figure 4.1**.

4.3 Traffic Growth

Annual Traffic Census (ATC) Data

4.3.1 Reference was made to the 2016 to 2020 Annual Traffic Census Reports, published by the Transport Department, to determine the natural traffic growth. The traffic data recorded at counting stations in the vicinity of the Site is shown in **Table 4.2**.

Table 4.2 Annual Traffic Census Data

Stn. No.	Road Section			AADT (vehicle/day)(1)					Average Annual Growth (%)
	Road	From	To	2016	2017	2018	2019	2020	
5660	Sha Tau Kok Road	On Kui Street	Ping Che Road	33,580	33,050 (-1.6%)	33,870 (2.5%)	33,630 (-0.7%)	23,740 (-29.4%)	-8.3%

Note: (1) Figures in bracket indicated the % increase between two successive years.

4.3.2 From **Table 4.2**, the recorded traffic flows in the past years have been decreasing by 8.3% annually between 2016 and 2020 at the above counting stations.

Territorial Population and Employment Data Matrix (TPEDM)

4.3.3 Reference was also made to the 2016–based TPEDM published by the Planning Department. The population and employment data of year 2021 and 2026 in Northeast New Territories (Other Area) are summarized in **Table 4.3**.

Table 4.3 Population and Employment Data in Northeast New Territories (Other Area)

Year	Population	Employment	Total
2021	137,850	33,350	171,200
2026	152,900	37,900	190,800
		Average Annual Growth Rate	**+2.2%**

4.3.4 As shown in **Table 4.3**, the projected average annual growth rate of the population and employment total number under the TPEDM in Northeast New Territories (Other Area) is +2.2% between 2021 and 2026, which is larger than the annual growth rate derived from ATC. To be conservative, the larger growth rate of +2.2% has been adopted for the subsequent assessments.

4.4 Reference and Design Flows

4.4.1 The 2025 Reference Flows, i.e. the future traffic flows in the local road network WITHOUT the development traffic, were estimated based on the following equation:

2025 Reference Flows = 2021 Existing Flows x $(1 + 2.2\%)^4$

4.4.2 The 2025 Design Flows, i.e. the future traffic flows in the local road network WITH the development traffic, were estimated based on the following equations.

2025 Design Flows = 2025 Reference Flows + Traffic generated and attracted by the proposed temporary warehouse

4.4.3 The forecast traffic flows for the two scenarios are shown in **Figures 4.2 and 4.3** respectively.

4.5 Junction Capacity Assessment

4.5.1 Junction capacity analysis is carried out for the assessment year 2025. The assessment results are shown in **Table 4.4** and the detailed calculation sheets are attached in **Appendix C**.

Table 4.4 2025 Junction Capacity Assessment

Ref.	Junction Location	Type/ Index(1)	2025 Reference		2025 Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Ng Chow Road/ Ng Chow South Road	Priority/DFC	0.07	0.12	0.07	0.12
J2	Ping Che Road/ Ng Chow South Road	Priority/DFC	0.26	0.18	0.28	0.18
J3	Ping Che Road/ Ng Chow Road	Priority/DFC	0.10	0.11	0.10	0.12
J4	Ping Che Road/ Sha Tau Kok Road – Ma Mei Ha	Roundabout/ DFC	0.44	0.41	0.44	0.42

Note: (1) DFC = Design Flow to Capacity.

4.5.2 The results in **Table 4.4** show that the assessed junctions will operate satisfactorily in both reference and design scenarios. Therefore, it is anticipated that the proposed temporary warehouse will not induce significant traffic impact to the surrounding road network.

4.6 Link Capacity Assessment

4.6.1 The V/C Ratios of Sha Tau Kok Road, Ping Che Road, Ng Chow South Road and Ng Chow Road were assessed and the results are presented in **Table 4.5**.

Table 4.5 2025 Link Capacity Assessments

Road	Capacity[(1)] (pcu/hr)	Volume		V/C Ratio	
		AM Peak	PM Peak	AM Peak	PM Peak
2025 Reference Scenario					
Sha Tau Kok Road E/B (Ping Che Rd and Wo Keng Shan Rd)	850	809	638	0.79	0.63
Sha Tau Kok Road W/B (Ping Che Rd and Wo Keng Shan Rd)	850	735	609	0.72	0.60
Sha Tau Kok Road E/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	950	839	0.47	0.41
Sha Tau Kok Road W/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	810	931	0.40	0.46
Ping Che Road (Two-way) (Sha Tau Kok Rd and Ng Chow Rd)	1,400	1,146	1,127	0.68	0.67
Ng Chow South Road (Two-way)	800	248	203	0.26	0.21
Ng Chow Road S/B (One way)	100	75	80	0.63	0.67
2025 Design Scenario					
Sha Tau Kok Road E/B (Ping Che Rd and Wo Keng Shan Rd)	850	813	640	0.80	0.63
Sha Tau Kok Road W/B (Ping Che Rd and Wo Keng Shan Rd)	850	739	613	0.72	0.60
Sha Tau Kok Road E/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	956	845	0.47	0.41
Sha Tau Kok Road W/B (Ping Che Rd and Lau Shui Heung Rd)	1,700	816	939	0.40	0.46
Ping Che Road (Two-way) (Sha Tau Kok Rd and Ng Chow Rd)	1,400	1,166	1,147	0.69	0.68
Ng Chow South Road (Two-way)	800	258	213	0.27	0.22
Ng Chow Road S/B (One way)	100	85	90	0.71	0.75

Note: (1) Capacity refers to TPDM Vol.2 Ch. 2.4. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.

4.6.2 As shown in **Table 4.5**, all the concerned road sections will operate with capacity during AM and PM peak hours in all scenarios. Hence, it can be concluded that the traffic induced by the proposed temporary warehouse will not result in any significant adverse or unacceptable traffic impact on the local road network.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The Applicant proposes to use a piece of land for temporary warehouse for storage construction machineries and construction materials for a period of 3 years. The piece of land is located at Lots Nos. 1265RP and 1267 in D.D. 79 and adjoining government land, north of Ng Chow Road, Ping Che, Fanling, New Territories.

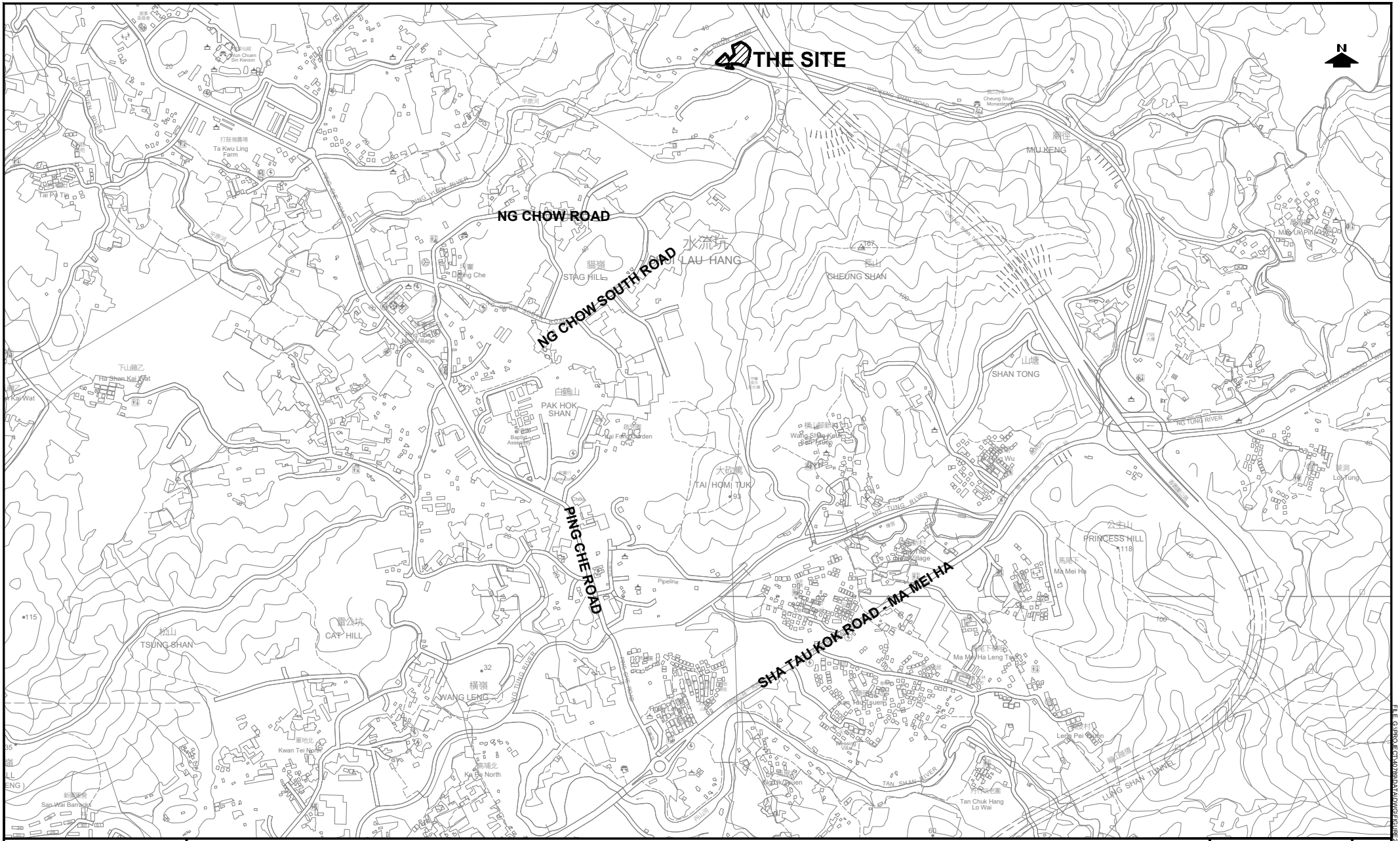
5.1.2 To meet the operational needs of the temporary use, 1 LGV loading/unloading bay, 1 HGV loading/unloading bay and 2 car parking spaces are proposed on-site.

5.1.3 Traffic count survey was conducted to establish the current traffic conditions at the concerned junctions for the time periods of 07:00 – 09:00 and 16:30 – 18:30 on a typical weekday. Based on the existing traffic flows, the junction assessments show that all junctions are operating satisfactorily.

5.1.4 The proposed use, if approved by the Town planning Board, to be valid for 3 years until 2025. Hence, Year 2025 has thus been adopted as the design year for the assessment. The proposed temporary warehouse will generate a two-way traffic of 20 pcu/hour in the AM and PM peak hours respectively. Junction and links capacity assessment was carried out for the reference and design scenarios in 2025 and the results revealed that the concerned junctions and road links would perform satisfactorily with spare capacity in 2025. Therefore, it is anticipated that the proposed temporary warehouse will not result in any significant adverse or unacceptable traffic impact on the local road network.

5.2 Conclusion

5.2.1 This planning application is to allow a temporary warehouse for storage of construction machineries and construction materials for a period of 3 years. Based on the assessment results, it can be concluded that the proposed use will not result in any significant adverse traffic impact on the surrounding road network and it is considered acceptable from traffic engineering point of view.



PROJECT NO. 40789	PROJECT TITLE PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 2.1	REV. ·
DESIGNED SLN / DATE DEC 2021	DRAWING TITLE LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:13000			
CHECKED SLN			

FILE: G:\PROJECT\40789\DATA\DWG\FIGURE2.1.DWG PLOT SCALE : 1 = 1

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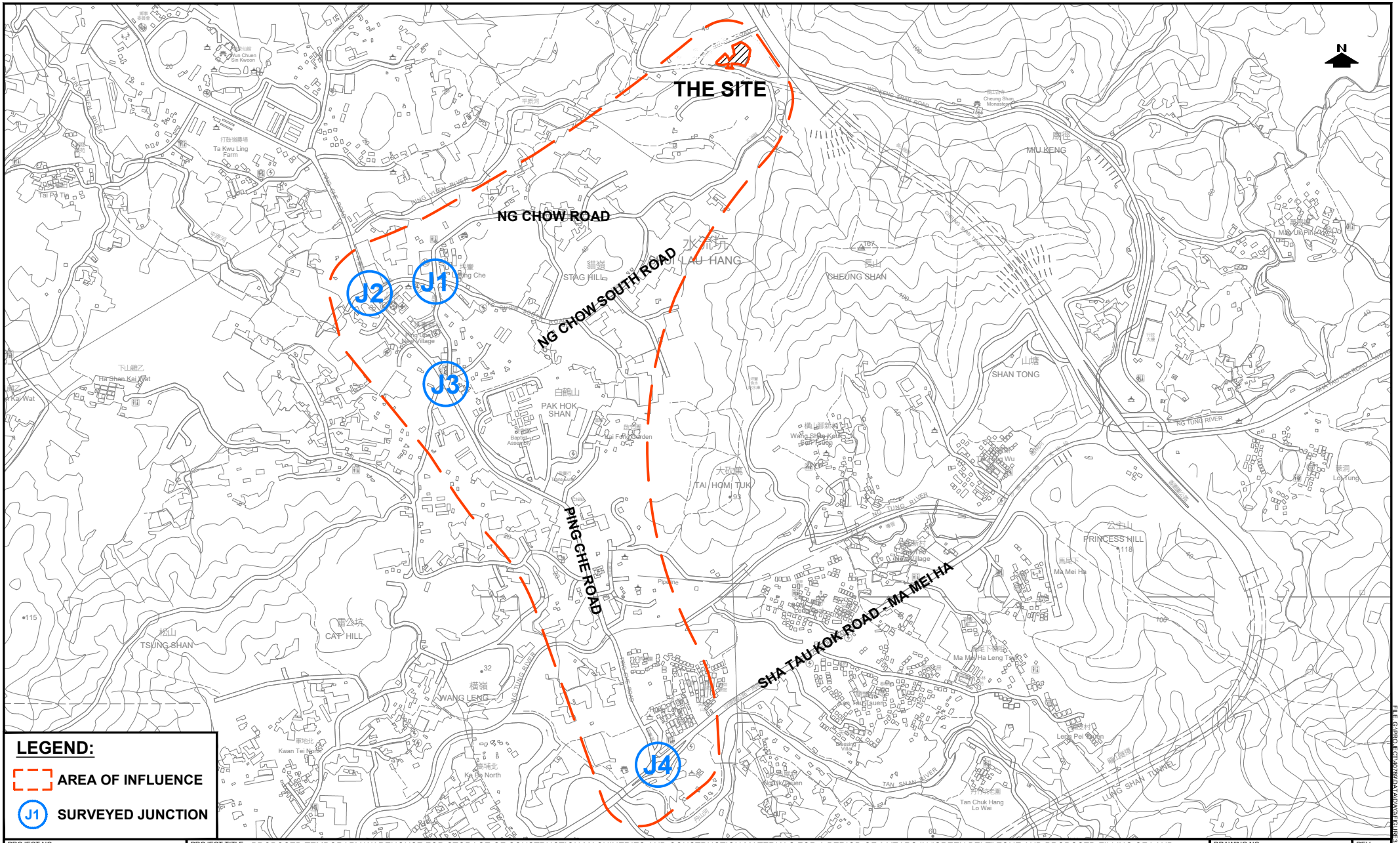
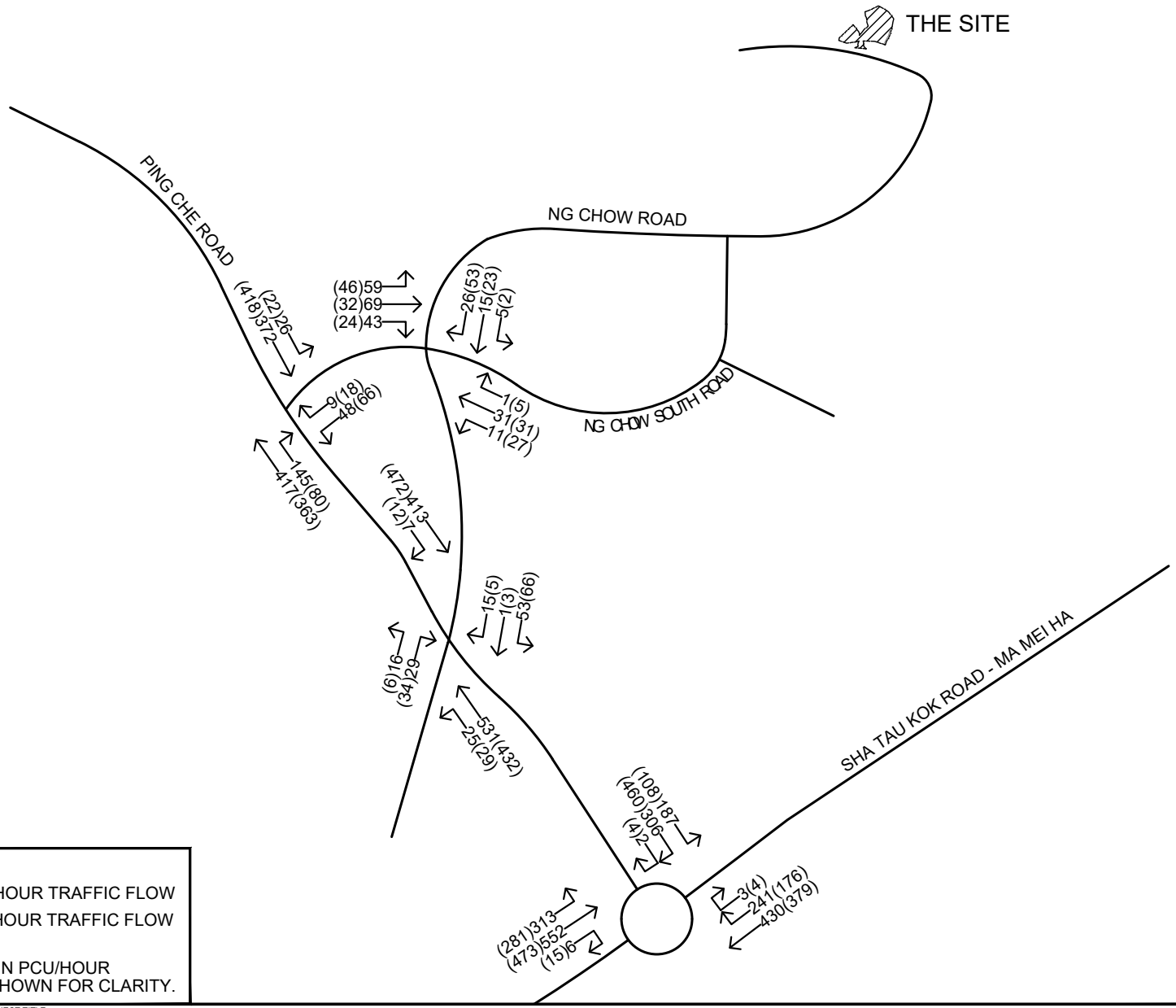


PROJECT NO. 40789	PROJECT TITLE: PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 3.1	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN; DATE DEC 2021; SCALE 1:13000	DRAWING TITLE: LOCATIONS OF SURVEYED JUNCTION AND AREA OF INFLUENCE	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40789\DATA\DWG\FIGURE3.1.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

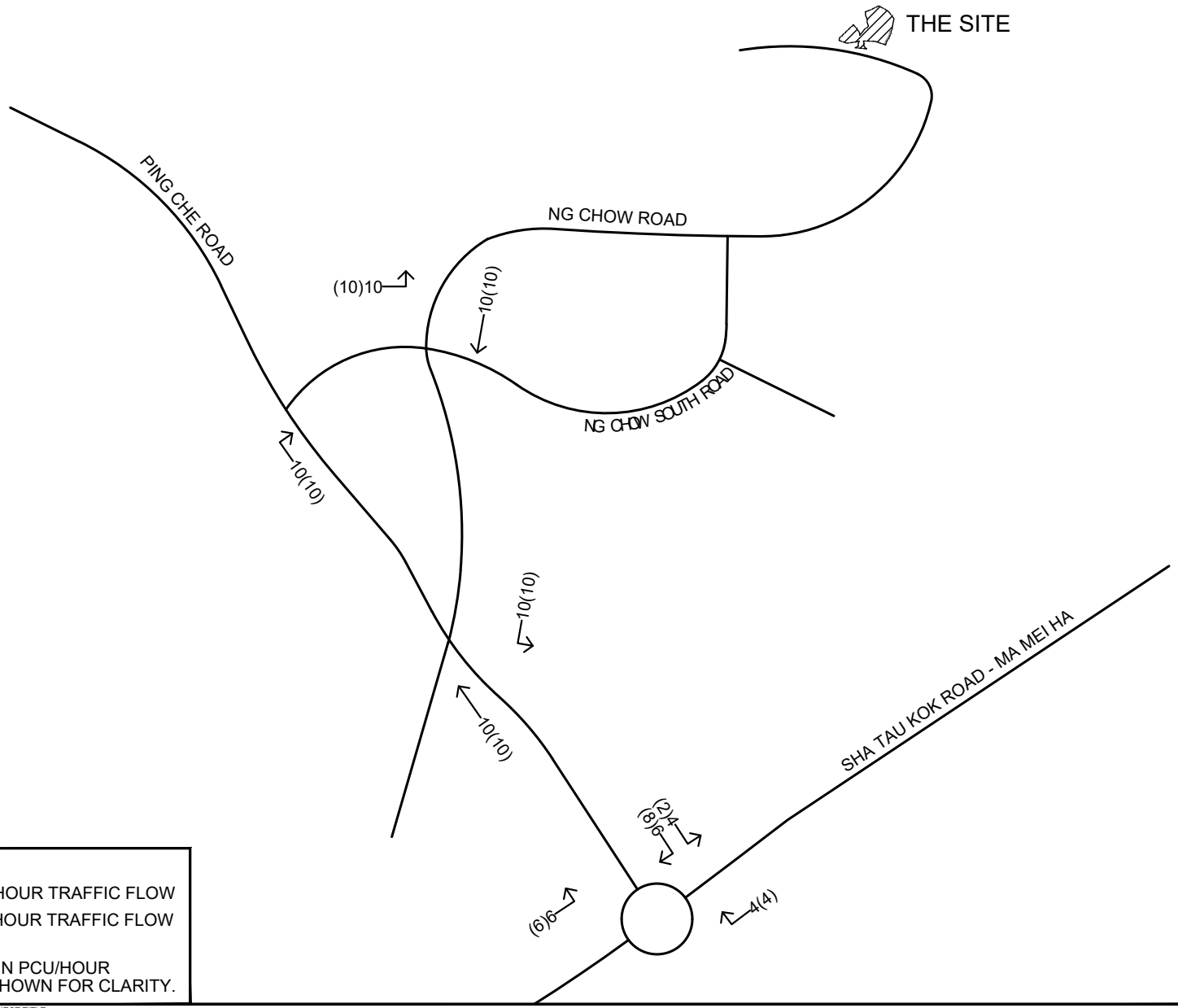
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40789	PROJECT TITLE PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 3.2	REV. ·
DESIGNED SLN / DATE DEC 2021	DRAWING TITLE		
DRAWN CLL / SCALE N.T.S.	2021 EXISTING TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\40789\DATA\DWG\FIGURE3.2.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

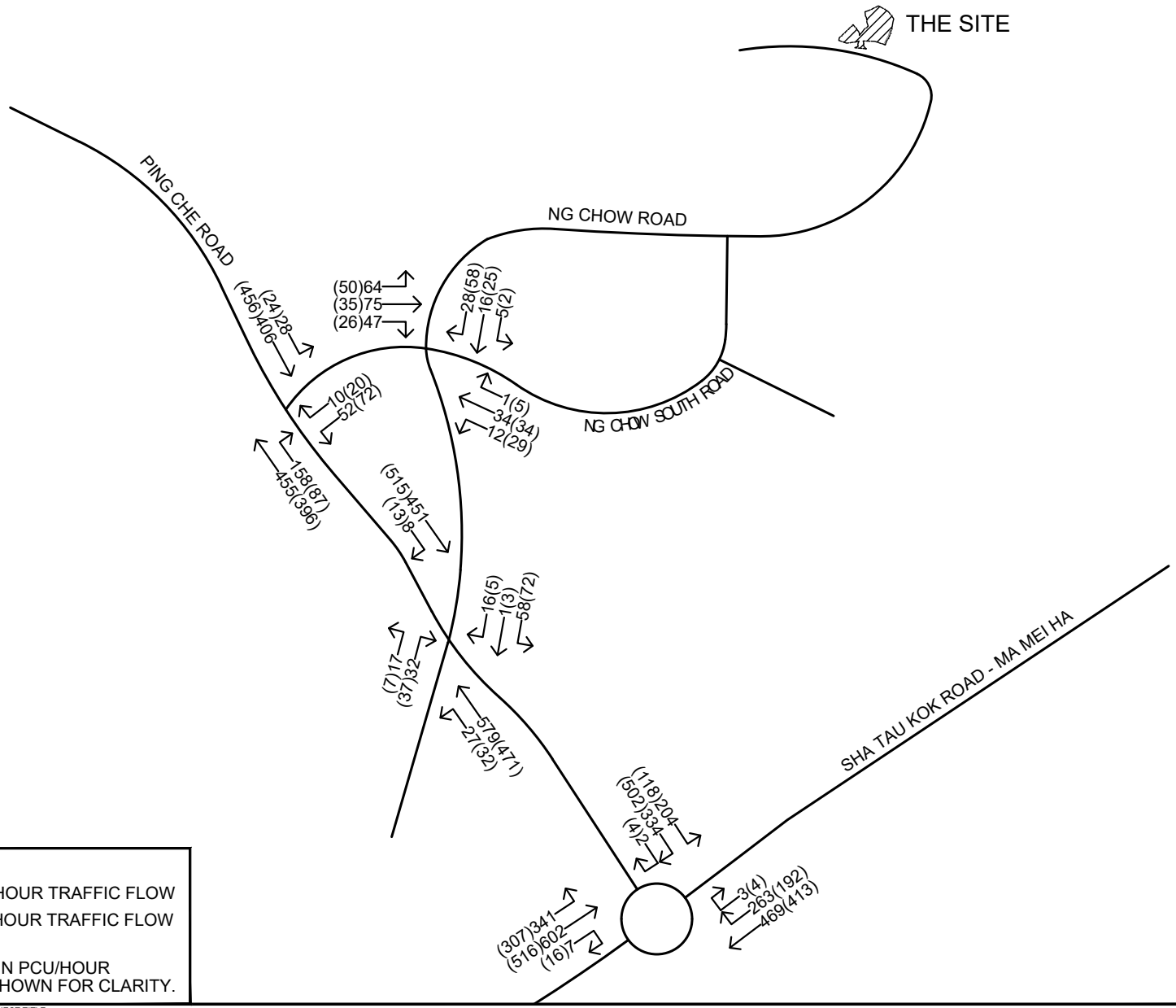
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40789	PROJECT TITLE: PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 4.1	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN; DATE DEC 2021; SCALE N.T.S.	DRAWING TITLE: DEVELOPMENT TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40789\DATA\DWG\FIGURE4.1.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

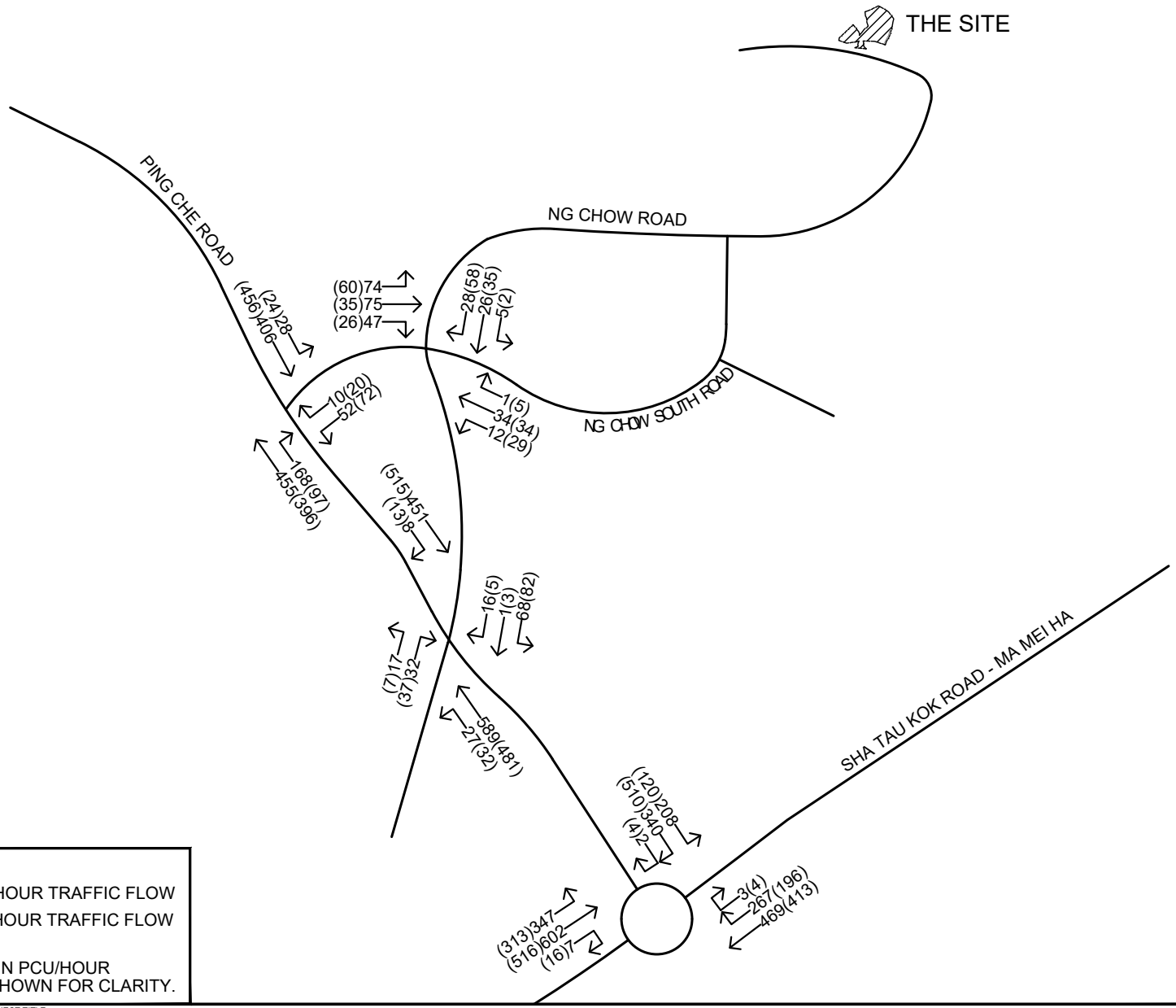
↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40789	PROJECT TITLE PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 4.2	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN; DATE DEC 2021; SCALE N.T.S.	DRAWING TITLE **2025 REFERENCE TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40789\DATA\DWG\FIGURE4.2.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOW

↑ AM PEAK HOUR TRAFFIC FLOW

NOTE:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40789	PROJECT TITLE: PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE 4.3	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN; DATE JAN 2022; SCALE N.T.S.	DRAWING TITLE: 2025 DESIGN TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	

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DESIGNED SLN / DATE FEB 2022	DRAWING TITLE SWEPT PATH ANALYSIS - HGV	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:500			
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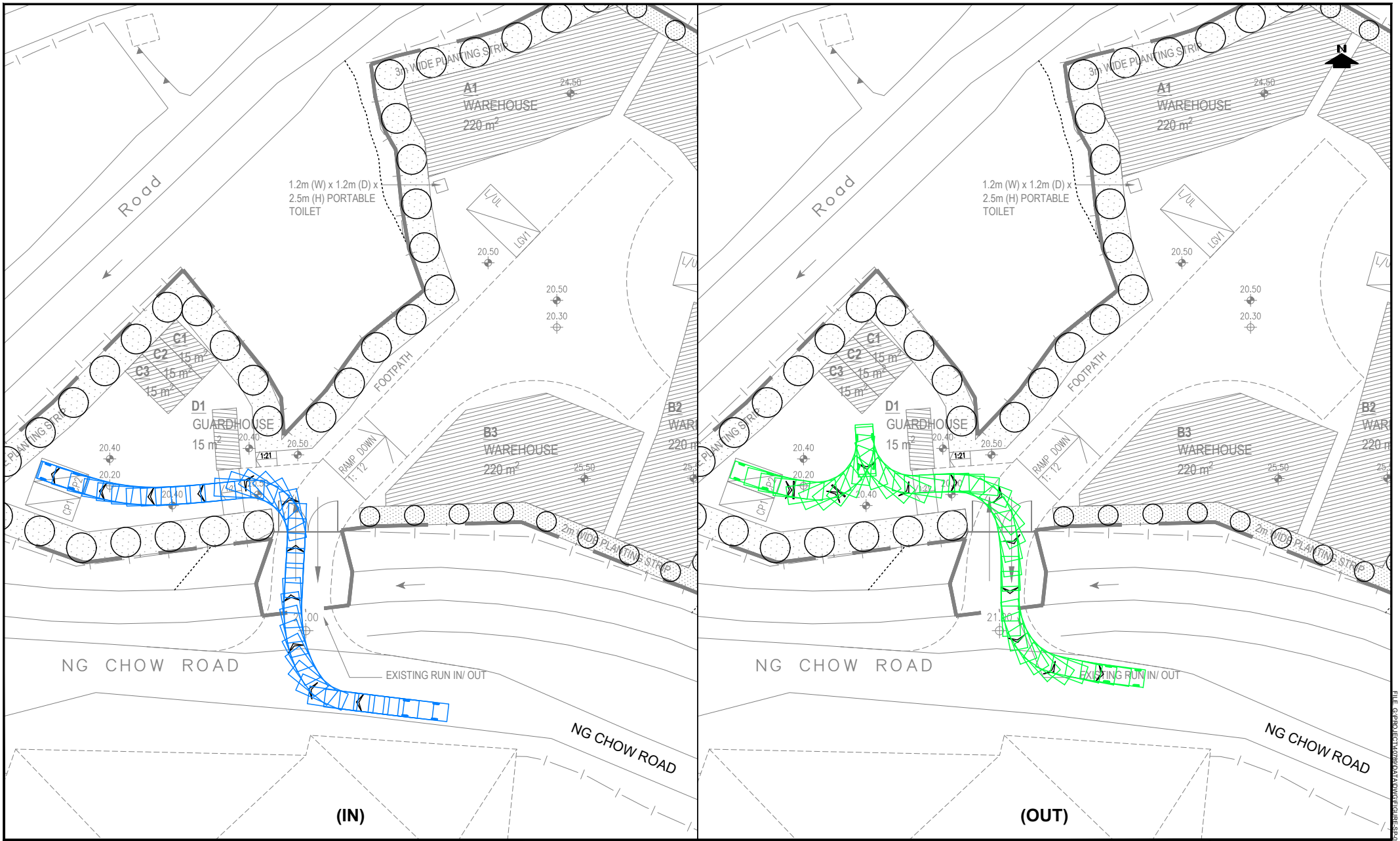

PROJECT NO. 40789	PROJECT TITLE PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES	DRAWING NO. FIGURE SP-02	REV. B
DESIGNED SLN / DATE FEB 2022	DRAWING TITLE SWEPT PATH ANALYSIS - PRIVATE CAR		
DRAWN CLL / SCALE 1:500			
CHECKED SLN			

LLA 顧問有限公司 Consultancy Limited

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Appendix A

Master Layout Plan

MAJOR DEVELOPMENT PARAMETERS

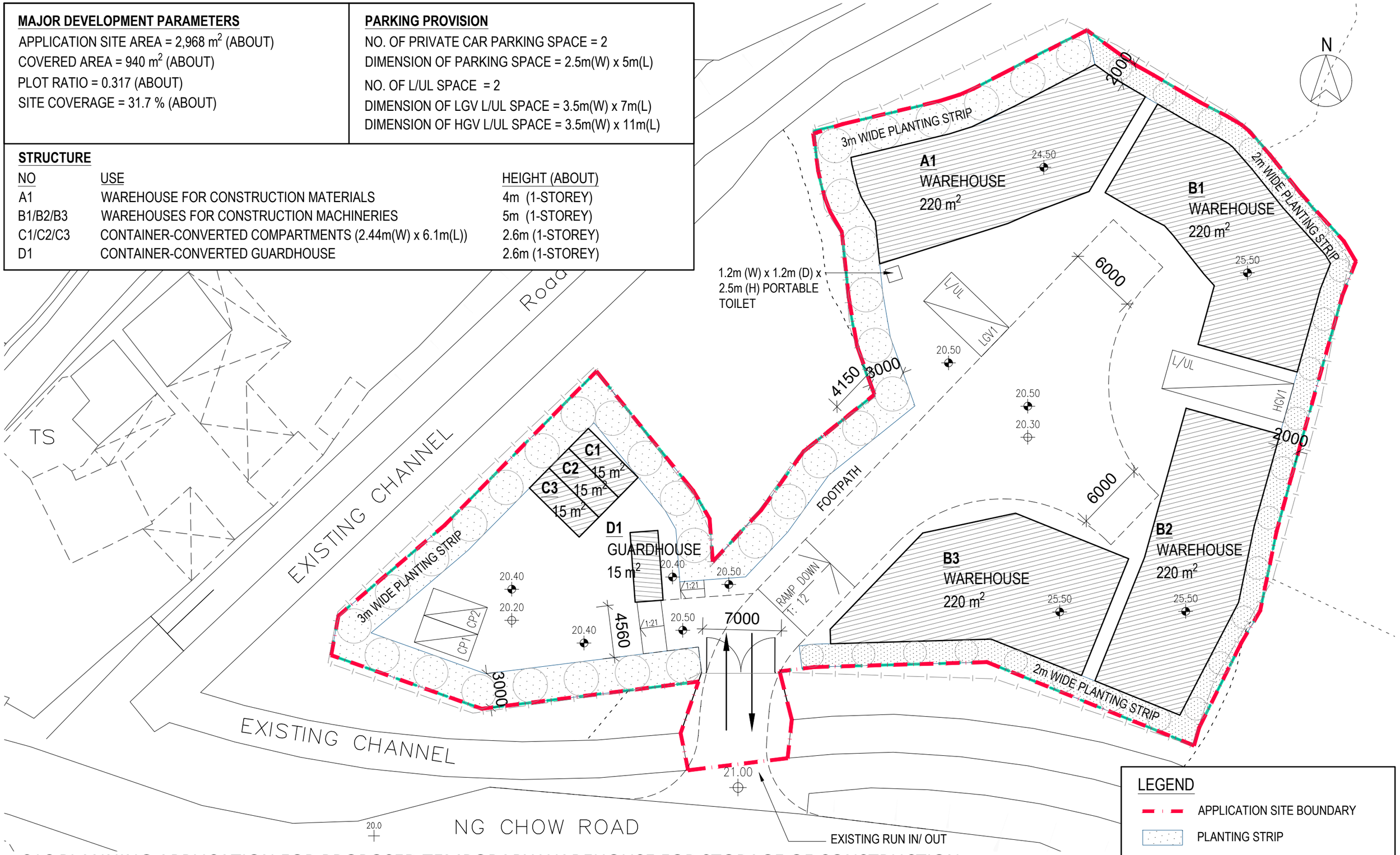
APPLICATION SITE AREA = 2,968 m^2 (ABOUT)
COVERED AREA = 940 m^2 (ABOUT)
PLOT RATIO = 0.317 (ABOUT)
SITE COVERAGE = 31.7 % (ABOUT)

PARKING PROVISION

NO. OF PRIVATE CAR PARKING SPACE = 2
DIMENSION OF PARKING SPACE = 2.5m(W) x 5m(L)
NO. OF L/UL SPACE = 2
DIMENSION OF LGV L/UL SPACE = 3.5m(W) x 7m(L)
DIMENSION OF HGV L/UL SPACE = 3.5m(W) x 11m(L)

STRUCTURE

NO	USE	HEIGHT (ABOUT)
A1	WAREHOUSE FOR CONSTRUCTION MATERIALS	4m (1-STOREY)
B1/B2/B3	WAREHOUSES FOR CONSTRUCTION MACHINERIES	5m (1-STOREY)
C1/C2/C3	CONTAINER-CONVERTED COMPARTMENTS (2.44m(W) x 6.1m(L))	2.6m (1-STOREY)
D1	CONTAINER-CONVERTED GUARDHOUSE	2.6m (1-STOREY)



LEGEND

- APPLICATION SITE BOUNDARY
- PLANTING STRIP
- 2.5m HIGH FENCE OF CORRUGATED IRON SHEETS

S16 PLANNING APPLICATION FOR PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES

SCHEMATIC LAYOUT PLAN

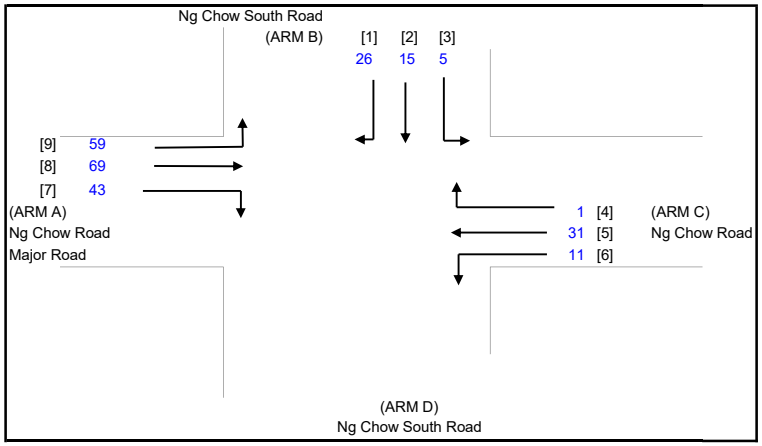
SCALE: 1:300 (A3)
DATE:FEB 14, 2022

Appendix B

Junction Capacity Assessments

- Existing Scenario

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2021 Existing AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	59	(pcu/hr)	q c-a	=	31	(pcu/hr)
q a-c	=	69	(pcu/hr)	q c-b	=	1	(pcu/hr)
q a-d	=	43	(pcu/hr)	q c-d	=	11	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	26	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	15	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	5	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.084	r d-c	=	0.000
ql b-d	=	2.71 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	2.29 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	474 (pcu/hr)	Q d-c	=	310 (pcu/hr)
Q b-c	=	615 (pcu/hr)	Q d-a	=	431 (pcu/hr)
Q c-b	=	660 (pcu/hr)	Q a-d	=	696 (pcu/hr)
Ql b-d	=	472 (pcu/hr)	Ql d-b	=	309 (pcu/hr)
Qr b-d	=	472 (pcu/hr)	Qr d-b	=	309 (pcu/hr)

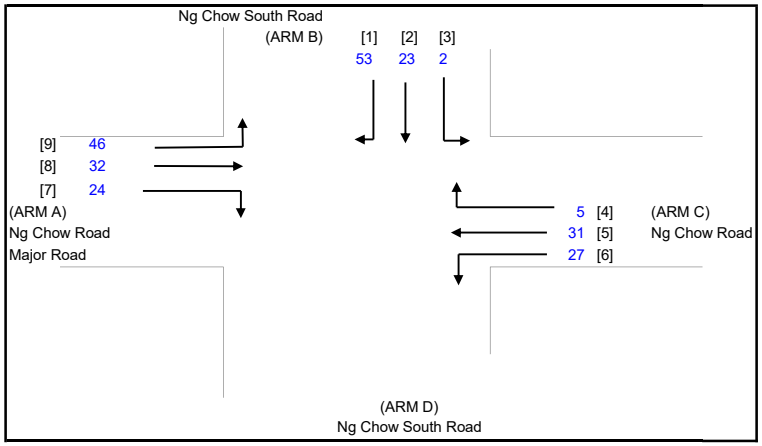
TOTAL FLOW = 260 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0549
DFC b-c	=	0.0244
DFC c-b	=	0.0015
DFCl b-d	=	0.0057
DFCr b-d	=	0.0049
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0618
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2021 Existing PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	46	(pcu/hr)	q c-a	=	31	(pcu/hr)
q a-c	=	32	(pcu/hr)	q c-b	=	5	(pcu/hr)
q a-d	=	24	(pcu/hr)	q c-d	=	27	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	53	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	23	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	2	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.169		r d-c	=	0.000	
ql b-d	=	1.169	(pcu/hr)	ql d-b	=	0	(pcu/hr)
qr b-d	=	0.831	(pcu/hr)	qr d-b	=	0	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	485	(pcu/hr)	Q d-c	=	313	(pcu/hr)
Q b-c	=	611	(pcu/hr)	Q d-a	=	430	(pcu/hr)
Q c-b	=	679	(pcu/hr)	Q a-d	=	691	(pcu/hr)
Ql b-d	=	482	(pcu/hr)	Ql d-b	=	316	(pcu/hr)
Qr b-d	=	482	(pcu/hr)	Qr d-b	=	316	(pcu/hr)

TOTAL FLOW = 243 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1093
DFC b-c	=	0.0376
DFC c-b	=	0.0074
DFCl b-d	=	0.0024
DFCr b-d	=	0.0017
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0347
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.11

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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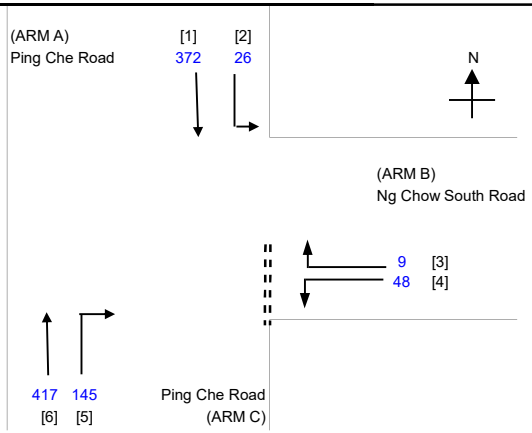
		FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2021 Existing AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	26	(pcu/hr)
q a-c	=	372	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	417	(pcu/hr)
q c-b	=	145	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	9	(pcu/hr)
q b-c	=	48	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.842105

THE CAPACITY OF MOVEMENT :

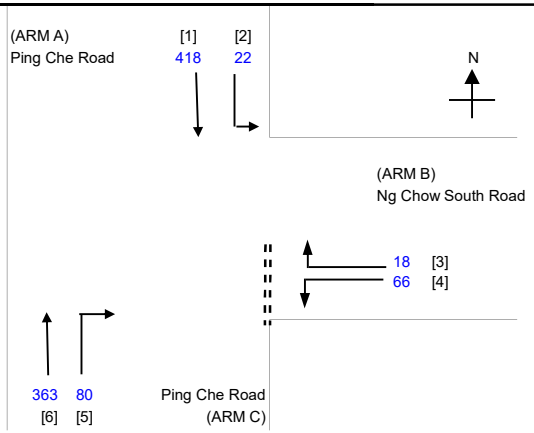
Q b-a	=	361			
Q b-c	=	616	Q b-c (O) =	612.2	
Q c-b	=	609			
Q b-ac	=	554.2			
TOTAL FLOW	=	1017	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0249
DFC b-c	=	0.0779
DFC c-b	=	0.2381
DFC b-ac (share lane)	=	0.1029

CRITICAL DFC = 0.24

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2021 Existing PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	22	(pcu/hr)
q a-c	=	418	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	363	(pcu/hr)
q c-b	=	80	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	18	(pcu/hr)
q b-c	=	66	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.785714

THE CAPACITY OF MOVEMENT :

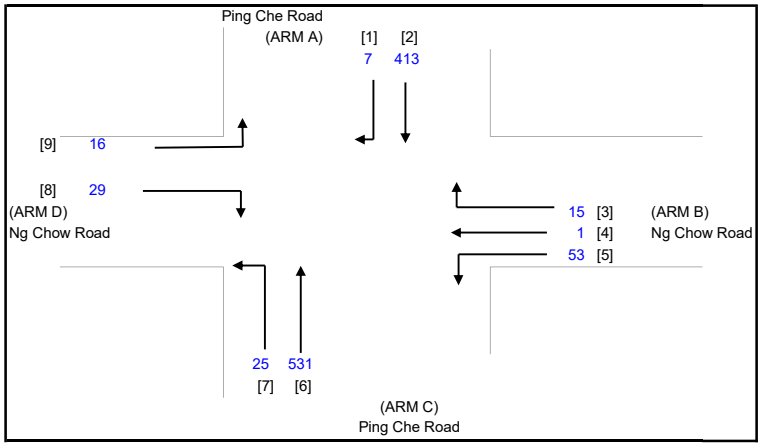
Q b-a	=	381			
Q b-c	=	604	Q b-c (O) =	596.9	
Q c-b	=	598			
Q b-ac	=	536.7			
TOTAL FLOW	=	967	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0472
DFC b-c	=	0.1093
DFC c-b	=	0.1338
DFC b-ac (share lane)	=	0.1565

CRITICAL DFC = 0.16

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2021 Existing AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	3.65	(metres)	W c-b	=	3.65	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	16	(pcu/hr)	q c-a	=	531	(pcu/hr)
q a-c	=	413	(pcu/hr)	q c-b	=	0	(pcu/hr)
q a-d	=	7	(pcu/hr)	q c-d	=	25	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	6.20	(metres)	W d-c	=	3.50	(metres)
W b-c	=	6.20	(metres)	W d-a	=	3.50	(metres)
Vl b-a	=	80	(metres)	Vl d-c	=	60	(metres)
Vr b-a	=	70	(metres)	Vr d-c	=	80	(metres)
Vr b-c	=	70	(metres)	Vr d-a	=	80	(metres)
q b-a	=	15	(pcu/hr)	q d-c	=	29	(pcu/hr)
q b-c	=	53	(pcu/hr)	q d-a	=	16	(pcu/hr)
q b-d	=	1	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.043		r d-c	=	0.083	
ql b-d	=	0.521	(pcu/hr)	ql d-b	=	0	(pcu/hr)
qr b-d	=	0.479	(pcu/hr)	qr d-b	=	0	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	467	(pcu/hr)	Q d-c	=	350	(pcu/hr)
Q b-c	=	739	(pcu/hr)	Q d-a	=	556	(pcu/hr)
Q c-b	=	575	(pcu/hr)	Q a-d	=	546	(pcu/hr)
Ql b-d	=	471	(pcu/hr)	Ql d-b	=	363	(pcu/hr)
Qr b-d	=	471	(pcu/hr)	Qr d-b	=	363	(pcu/hr)

TOTAL FLOW = 1106 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0321
DFC b-c	=	0.0717
DFC c-b	=	0.0000
DFCl b-d	=	0.0011
DFCr b-d	=	0.0010
DFC d-c	=	0.0829
DFC d-a	=	0.0288
DFC a-d	=	0.0128
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
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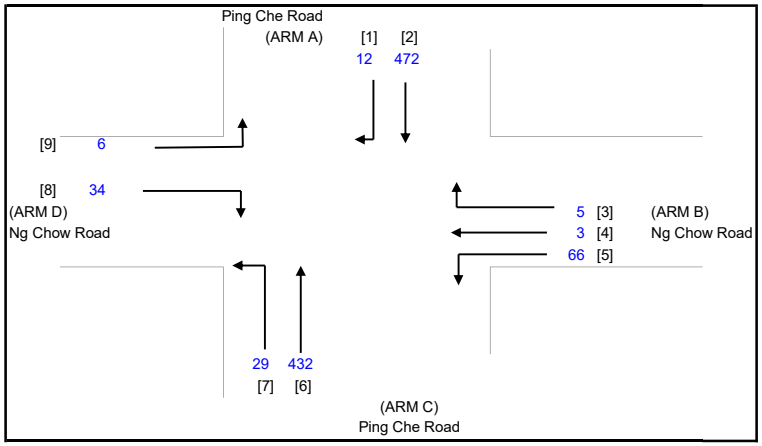
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2021 Existing PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	3.65	(metres)	W c-b	=	3.65	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	6	(pcu/hr)	q c-a	=	432	(pcu/hr)
q a-c	=	472	(pcu/hr)	q c-b	=	0	(pcu/hr)
q a-d	=	12	(pcu/hr)	q c-d	=	29	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	6.20	(metres)	W d-c	=	3.50	(metres)
W b-c	=	6.20	(metres)	W d-a	=	3.50	(metres)
Vl b-a	=	80	(metres)	Vl d-c	=	60	(metres)
Vr b-a	=	70	(metres)	Vr d-c	=	80	(metres)
Vr b-c	=	70	(metres)	Vr d-a	=	80	(metres)
q b-a	=	5	(pcu/hr)	q d-c	=	34	(pcu/hr)
q b-c	=	66	(pcu/hr)	q d-a	=	6	(pcu/hr)
q b-d	=	3	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.014	r d-c	=	0.094
ql b-d	=	1.521 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	1.479 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	470 (pcu/hr)	Q d-c	=	361 (pcu/hr)
Q b-c	=	727 (pcu/hr)	Q d-a	=	579 (pcu/hr)
Q c-b	=	561 (pcu/hr)	Q a-d	=	569 (pcu/hr)
Ql b-d	=	471 (pcu/hr)	Ql d-b	=	377 (pcu/hr)
Qr b-d	=	471 (pcu/hr)	Qr d-b	=	377 (pcu/hr)

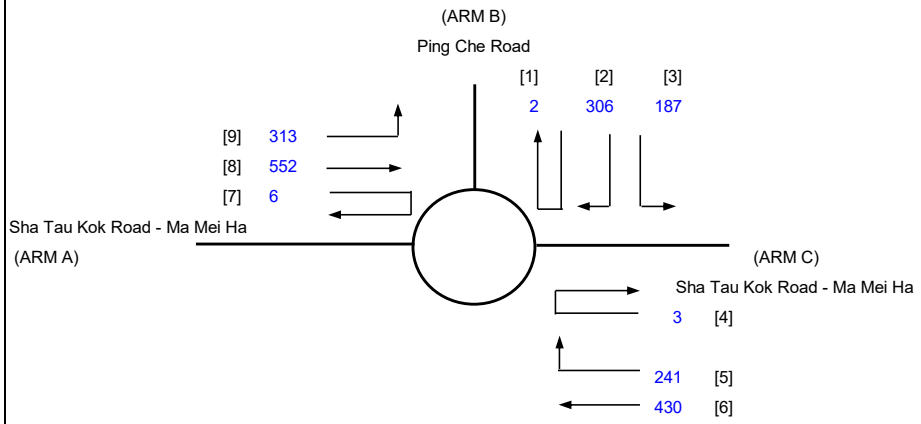
TOTAL FLOW = 1065 (PCU/HR)

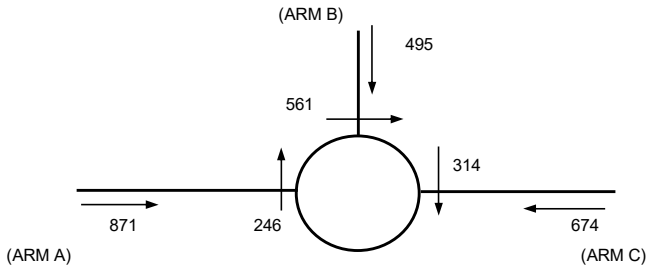
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0106
DFC b-c	=	0.0908
DFC c-b	=	0.0000
DFCl b-d	=	0.0032
DFCr b-d	=	0.0031
DFC d-c	=	0.0942
DFC d-a	=	0.0104
DFC a-d	=	0.0211
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.09

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2021 Existing AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



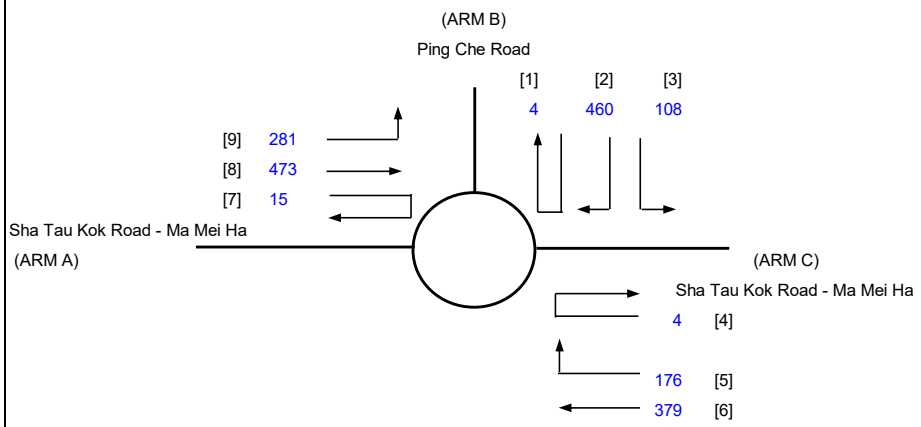


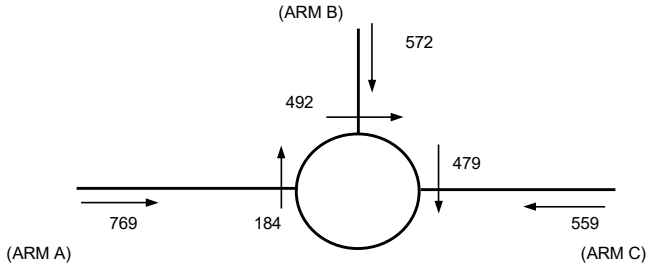
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	871	495	674
Qc	=	Circulating flow across entry (pcu/h)	246	561	314
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2181	1495	2002
DFC	=	Design flow/Capacity = Q/Qe	0.40	0.33	0.34

Total In Sum = 1413 PCU

DFC of Critical Approach = 0.40

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME: J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2021 Existing PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22





ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	769	572	559
Qc	=	Circulating flow across entry (pcu/h)	184	492	479
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2226	1537	1885
DFC	=	Design flow/Capacity = Q/Qe	0.35	0.37	0.30

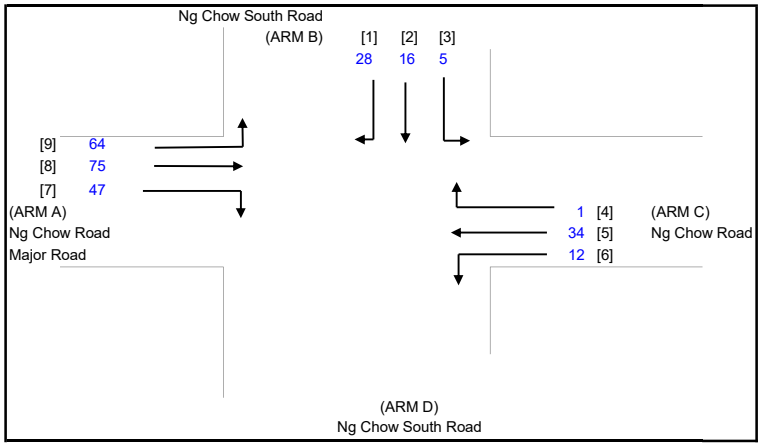
Total In Sum = 1140 PCU

DFC of Critical Approach = 0.37

Appendix C

Junction Capacity Assessments
- Reference & Design Scenarios

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2025 Reference AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	64	(pcu/hr)	q c-a	=	34	(pcu/hr)
q a-c	=	75	(pcu/hr)	q c-b	=	1	(pcu/hr)
q a-d	=	47	(pcu/hr)	q c-d	=	12	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	28	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	16	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	5	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.091	r d-c	=	0.000
ql b-d	=	2.727 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	2.273 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	471 (pcu/hr)	Q d-c	=	308 (pcu/hr)
Q b-c	=	612 (pcu/hr)	Q d-a	=	431 (pcu/hr)
Q c-b	=	656 (pcu/hr)	Q a-d	=	695 (pcu/hr)
Ql b-d	=	469 (pcu/hr)	Ql d-b	=	307 (pcu/hr)
Qr b-d	=	469 (pcu/hr)	Qr d-b	=	307 (pcu/hr)

TOTAL FLOW = 282 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0594
DFC b-c	=	0.0261
DFC c-b	=	0.0015
DFCl b-d	=	0.0058
DFCr b-d	=	0.0048
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0676
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.07

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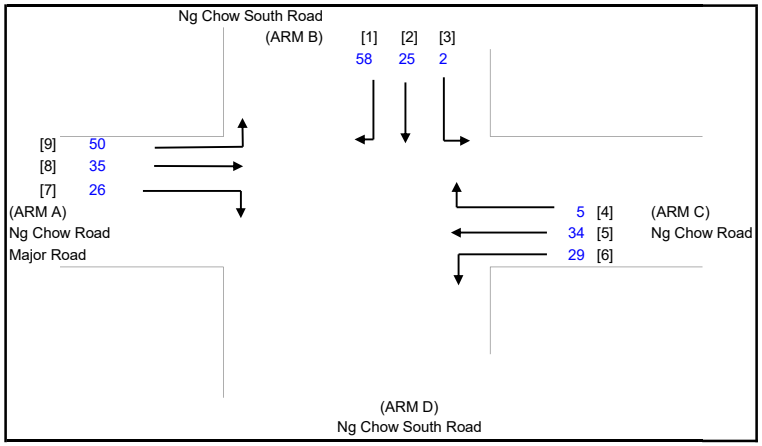
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2025 Reference PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	50	(pcu/hr)	q c-a	=	34	(pcu/hr)
q a-c	=	35	(pcu/hr)	q c-b	=	5	(pcu/hr)
q a-d	=	26	(pcu/hr)	q c-d	=	29	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	58	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	25	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	2	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.186	r d-c	=	0.000
ql b-d	=	1.186 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0.814 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	484 (pcu/hr)	Q d-c	=	311 (pcu/hr)
Q b-c	=	607 (pcu/hr)	Q d-a	=	430 (pcu/hr)
Q c-b	=	677 (pcu/hr)	Q a-d	=	690 (pcu/hr)
Ql b-d	=	480 (pcu/hr)	Ql d-b	=	315 (pcu/hr)
Qr b-d	=	480 (pcu/hr)	Qr d-b	=	315 (pcu/hr)

TOTAL FLOW = 264 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1198
DFC b-c	=	0.0412
DFC c-b	=	0.0074
DFCl b-d	=	0.0025
DFCr b-d	=	0.0017
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0377
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
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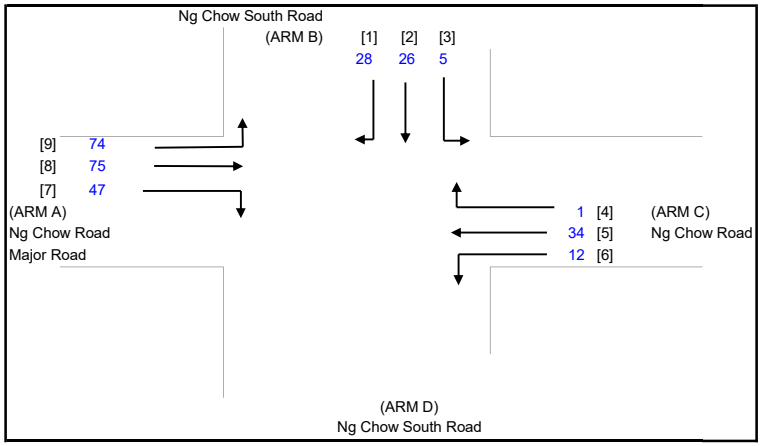
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2025 Design AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	74	(pcu/hr)	q c-a	=	34	(pcu/hr)
q a-c	=	75	(pcu/hr)	q c-b	=	1	(pcu/hr)
q a-d	=	47	(pcu/hr)	q c-d	=	12	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	28	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	26	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	5	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.092	r d-c	=	0.000
ql b-d	=	2.729 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	2.271 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	470 (pcu/hr)	Q d-c	=	306 (pcu/hr)
Q b-c	=	611 (pcu/hr)	Q d-a	=	431 (pcu/hr)
Q c-b	=	653 (pcu/hr)	Q a-d	=	695 (pcu/hr)
Ql b-d	=	468 (pcu/hr)	Ql d-b	=	306 (pcu/hr)
Qr b-d	=	468 (pcu/hr)	Qr d-b	=	306 (pcu/hr)

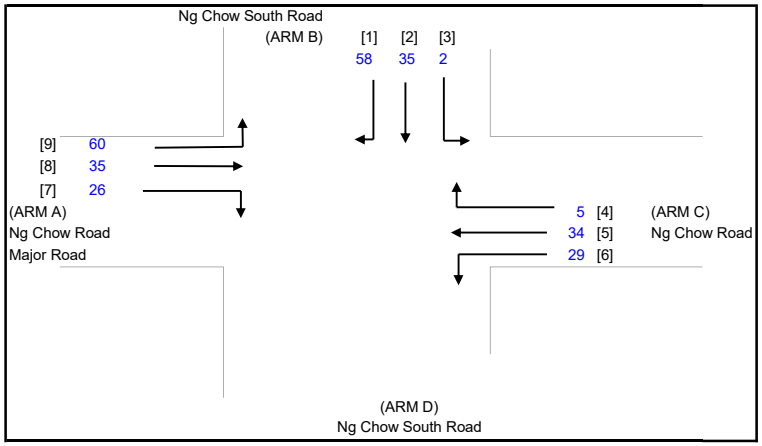
TOTAL FLOW = 302 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0596
DFC b-c	=	0.0426
DFC c-b	=	0.0015
DFCl b-d	=	0.0058
DFCr b-d	=	0.0049
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0676
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road	**2025 Design PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	8.00	(metres)		
W cr	=	0	(metres)	Y =	0.724

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	4.00	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	60	(pcu/hr)	q c-a	=	34	(pcu/hr)
q a-c	=	35	(pcu/hr)	q c-b	=	5	(pcu/hr)
q a-d	=	26	(pcu/hr)	q c-d	=	29	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	3.00	(metres)	W d-c	=	0.00	(metres)
W b-c	=	3.00	(metres)	W d-a	=	0.00	(metres)
Vl b-a	=	30	(metres)	Vl d-c	=	0	(metres)
Vr b-a	=	40	(metres)	Vr d-c	=	0	(metres)
Vr b-c	=	40	(metres)	Vr d-a	=	0	(metres)
q b-a	=	58	(pcu/hr)	q d-c	=	0	(pcu/hr)
q b-c	=	35	(pcu/hr)	q d-a	=	0	(pcu/hr)
q b-d	=	2	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.809	X a	=	0.949
X c	=	0.949	X d	=	0.533
Z b	=	0.871	Z d	=	0.586
M b	=	0.809	M d	=	0.533

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.187	r d-c	=	0.000
ql b-d	=	1.187 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0.813 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	483 (pcu/hr)	Q d-c	=	310 (pcu/hr)
Q b-c	=	606 (pcu/hr)	Q d-a	=	430 (pcu/hr)
Q c-b	=	674 (pcu/hr)	Q a-d	=	690 (pcu/hr)
Ql b-d	=	479 (pcu/hr)	Ql d-b	=	314 (pcu/hr)
Qr b-d	=	479 (pcu/hr)	Qr d-b	=	314 (pcu/hr)

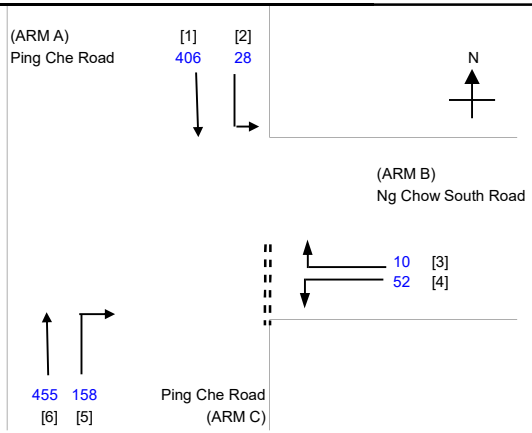
TOTAL FLOW = 284 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1201
DFC b-c	=	0.0578
DFC c-b	=	0.0074
DFCl b-d	=	0.0025
DFCr b-d	=	0.0017
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0377
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2025 Reference AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	406	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	158	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	52	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.83871

THE CAPACITY OF MOVEMENT :

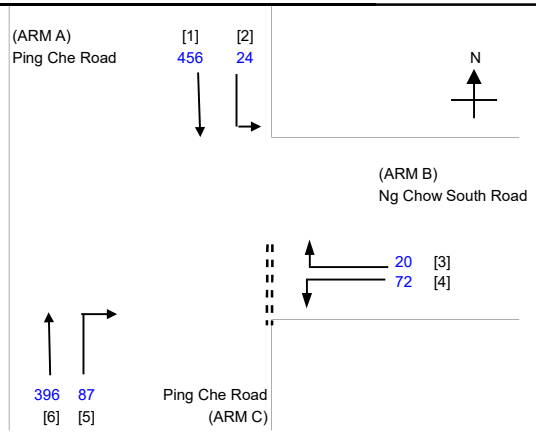
Q b-a	=	342			
Q b-c	=	607	Q b-c (O) =	602.6	
Q c-b	=	600			
Q b-ac	=	539.6			
TOTAL FLOW	=	1109	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0292
DFC b-c	=	0.0857
DFC c-b	=	0.2633
DFC b-ac (share lane)	=	0.1149

CRITICAL DFC = 0.26

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories		PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
		FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2025 Reference PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	24	(pcu/hr)
q a-c	=	456	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	396	(pcu/hr)
q c-b	=	87	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	72	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.782609

THE CAPACITY OF MOVEMENT :

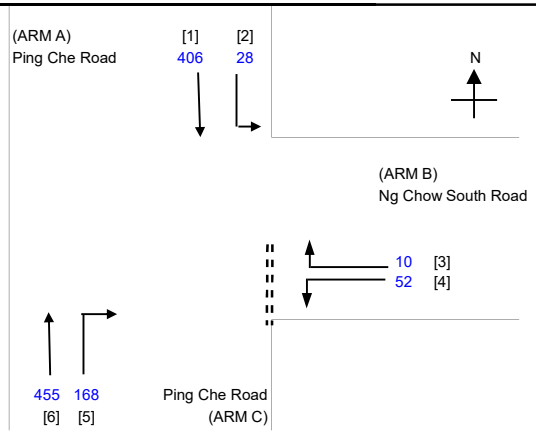
Q b-a	=	364			
Q b-c	=	594	Q b-c (O) =	585.8	
Q c-b	=	588			
Q b-ac	=	522.3			
TOTAL FLOW	=	1055	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0549
DFC b-c	=	0.1212
DFC c-b	=	0.1480
DFC b-ac (share lane)	=	0.1762

CRITICAL DFC = 0.18

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2025 Design AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	406	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	168	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	52	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.83871

THE CAPACITY OF MOVEMENT :

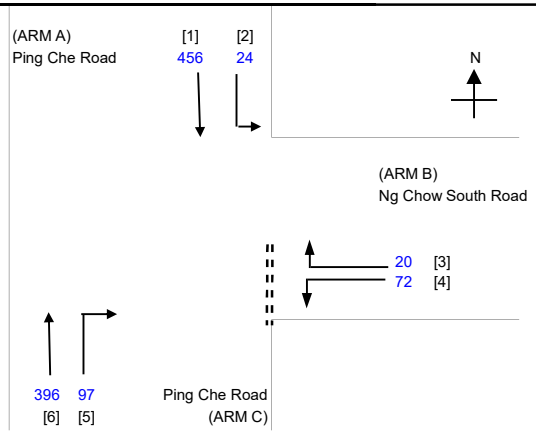
Q b-a	=	338			
Q b-c	=	607	Q b-c (O) =	602.5	
Q c-b	=	600			
Q b-ac	=	537.9			
TOTAL FLOW	=	1119	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0296
DFC b-c	=	0.0857
DFC c-b	=	0.2800
DFC b-ac (share lane)	=	0.1153

CRITICAL DFC = 0.28

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J2_PCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J2 Ping Che Road/ Ng Chow South Road	**2025 Design PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	24	(pcu/hr)
q a-c	=	456	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	85	(metres)
q c-a	=	396	(pcu/hr)
q c-b	=	97	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.60	(metres)
W b-c	=	3.60	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	72	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.907658
E	=	0.959469
F	=	0.954844
Y	=	0.74125
F for (Qb-ac)	=	0.782609

THE CAPACITY OF MOVEMENT :

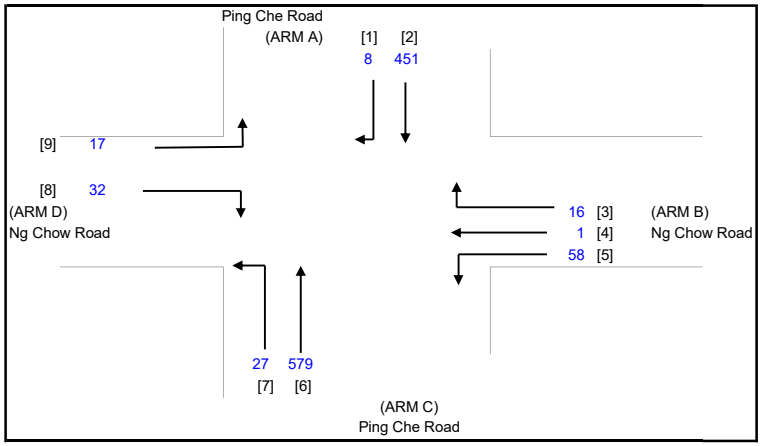
Q b-a	=	360			
Q b-c	=	594	Q b-c (O) =	585.8	
Q c-b	=	588			
Q b-ac	=	520.5			
TOTAL FLOW	=	1065	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0556
DFC b-c	=	0.1212
DFC c-b	=	0.1650
DFC b-ac (share lane)	=	0.1768

CRITICAL DFC = 0.18

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2025 Reference AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	3.65	(metres)	W c-b	=	3.65	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	17	(pcu/hr)	q c-a	=	579	(pcu/hr)
q a-c	=	451	(pcu/hr)	q c-b	=	0	(pcu/hr)
q a-d	=	8	(pcu/hr)	q c-d	=	27	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	6.20	(metres)	W d-c	=	3.50	(metres)
W b-c	=	6.20	(metres)	W d-a	=	3.50	(metres)
Vl b-a	=	80	(metres)	Vl d-c	=	60	(metres)
Vr b-a	=	70	(metres)	Vr d-c	=	80	(metres)
Vr b-c	=	70	(metres)	Vr d-a	=	80	(metres)
q b-a	=	16	(pcu/hr)	q d-c	=	32	(pcu/hr)
q b-c	=	58	(pcu/hr)	q d-a	=	17	(pcu/hr)
q b-d	=	1	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.048	r d-c	=	0.097
ql b-d	=	0.524 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0.476 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	445 (pcu/hr)	Q d-c	=	331 (pcu/hr)
Q b-c	=	726 (pcu/hr)	Q d-a	=	542 (pcu/hr)
Q c-b	=	565 (pcu/hr)	Q a-d	=	533 (pcu/hr)
Ql b-d	=	450 (pcu/hr)	Ql d-b	=	344 (pcu/hr)
Qr b-d	=	450 (pcu/hr)	Qr d-b	=	344 (pcu/hr)

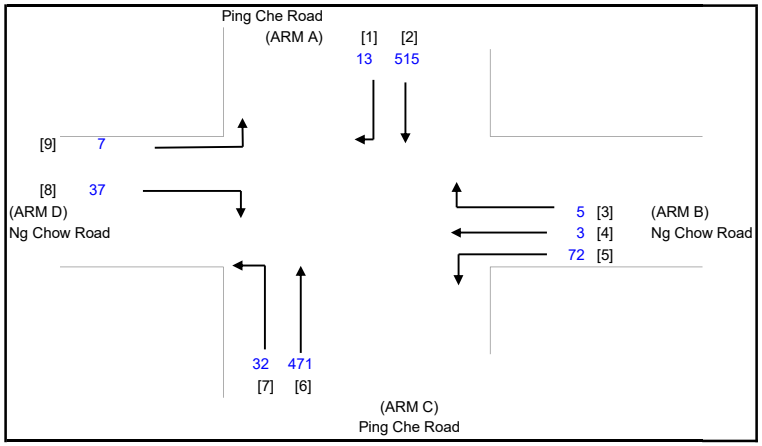
TOTAL FLOW = 1206 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0360
DFC b-c	=	0.0799
DFC c-b	=	0.0000
DFCl b-d	=	0.0012
DFCr b-d	=	0.0011
DFC d-c	=	0.0967
DFC d-a	=	0.0314
DFC a-d	=	0.0150
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.10

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2025 Reference PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	3.65	(metres)	W c-b	=	3.65	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	7	(pcu/hr)	q c-a	=	471	(pcu/hr)
q a-c	=	515	(pcu/hr)	q c-b	=	0	(pcu/hr)
q a-d	=	13	(pcu/hr)	q c-d	=	32	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	6.20	(metres)	W d-c	=	3.50	(metres)
W b-c	=	6.20	(metres)	W d-a	=	3.50	(metres)
Vl b-a	=	80	(metres)	Vl d-c	=	60	(metres)
Vr b-a	=	70	(metres)	Vr d-c	=	80	(metres)
Vr b-c	=	70	(metres)	Vr d-a	=	80	(metres)
q b-a	=	5	(pcu/hr)	q d-c	=	37	(pcu/hr)
q b-c	=	72	(pcu/hr)	q d-a	=	7	(pcu/hr)
q b-d	=	3	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.015	r d-c	=	0.108
ql b-d	=	1.522 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	1.478 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	448 (pcu/hr)	Q d-c	=	342 (pcu/hr)
Q b-c	=	712 (pcu/hr)	Q d-a	=	567 (pcu/hr)
Q c-b	=	549 (pcu/hr)	Q a-d	=	559 (pcu/hr)
Ql b-d	=	449 (pcu/hr)	Ql d-b	=	360 (pcu/hr)
Qr b-d	=	449 (pcu/hr)	Qr d-b	=	360 (pcu/hr)

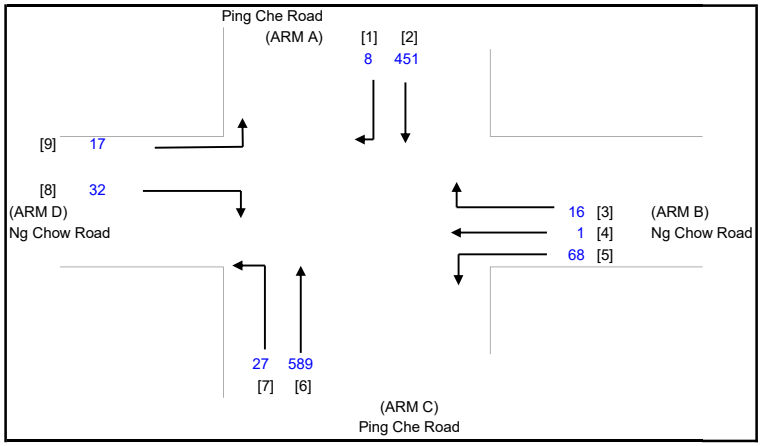
TOTAL FLOW = 1162 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0112
DFC b-c	=	0.1011
DFC c-b	=	0.0000
DFCl b-d	=	0.0034
DFCr b-d	=	0.0033
DFC d-c	=	0.1082
DFC d-a	=	0.0123
DFC a-d	=	0.0233
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.11

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2025 Design AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)

W a-d	=	3.65	(metres)
Vr a-d	=	30	(metres)
q a-b	=	17	(pcu/hr)
q a-c	=	451	(pcu/hr)
q a-d	=	8	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.65	(metres)
Vr c-b	=	30	(metres)
q c-a	=	589	(pcu/hr)
q c-b	=	0	(pcu/hr)
q c-d	=	27	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.20	(metres)
W b-c	=	6.20	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	70	(metres)
q b-a	=	16	(pcu/hr)
q b-c	=	68	(pcu/hr)
q b-d	=	1	(pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	3.50	(metres)
W d-a	=	3.50	(metres)
Vl d-c	=	60	(metres)
Vr d-c	=	80	(metres)
Vr d-a	=	80	(metres)
q d-c	=	32	(pcu/hr)
q d-a	=	17	(pcu/hr)
q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.049	r d-c	=	0.098
ql b-d	=	0.525 (pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0.475 (pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	443 (pcu/hr)	Q d-c	=	326 (pcu/hr)
Q b-c	=	725 (pcu/hr)	Q d-a	=	539 (pcu/hr)
Q c-b	=	565 (pcu/hr)	Q a-d	=	530 (pcu/hr)
Ql b-d	=	448 (pcu/hr)	Ql d-b	=	342 (pcu/hr)
Qr b-d	=	448 (pcu/hr)	Qr d-b	=	342 (pcu/hr)

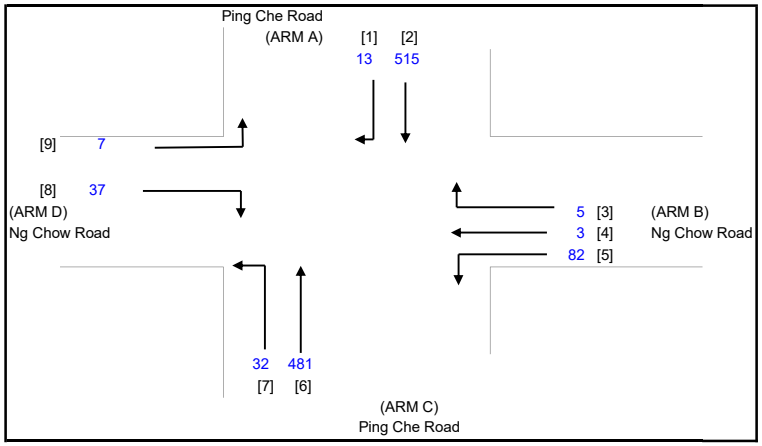
TOTAL FLOW = 1226 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0361
DFC b-c	=	0.0938
DFC c-b	=	0.0000
DFCl b-d	=	0.0012
DFCr b-d	=	0.0011
DFC d-c	=	0.0982
DFC d-a	=	0.0315
DFC a-d	=	0.0151
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.10

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road	**2025 Design PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	7.30	(metres)		
W cr	=	0	(metres)	Y =	0.74815

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-d	=	3.65	(metres)	W c-b	=	3.65	(metres)
Vr a-d	=	30	(metres)	Vr c-b	=	30	(metres)
q a-b	=	7	(pcu/hr)	q c-a	=	481	(pcu/hr)
q a-c	=	515	(pcu/hr)	q c-b	=	0	(pcu/hr)
q a-d	=	13	(pcu/hr)	q c-d	=	32	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	6.20	(metres)	W d-c	=	3.50	(metres)
W b-c	=	6.20	(metres)	W d-a	=	3.50	(metres)
Vl b-a	=	80	(metres)	Vl d-c	=	60	(metres)
Vr b-a	=	70	(metres)	Vr d-c	=	80	(metres)
Vr b-c	=	70	(metres)	Vr d-a	=	80	(metres)
q b-a	=	5	(pcu/hr)	q d-c	=	37	(pcu/hr)
q b-c	=	82	(pcu/hr)	q d-a	=	7	(pcu/hr)
q b-d	=	3	(pcu/hr)	q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS :

X b	=	1.134	X a	=	0.919
X c	=	0.919	X d	=	0.899
Z b	=	1.184	Z d	=	0.950
M b	=	1.134	M d	=	0.899

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.015		r d-c	=	0.109	
ql b-d	=	1.522	(pcu/hr)	ql d-b	=	0	(pcu/hr)
qr b-d	=	1.478	(pcu/hr)	qr d-b	=	0	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	446	(pcu/hr)	Q d-c	=	338	(pcu/hr)
Q b-c	=	712	(pcu/hr)	Q d-a	=	564	(pcu/hr)
Q c-b	=	549	(pcu/hr)	Q a-d	=	556	(pcu/hr)
Ql b-d	=	448	(pcu/hr)	Ql d-b	=	358	(pcu/hr)
Qr b-d	=	448	(pcu/hr)	Qr d-b	=	358	(pcu/hr)

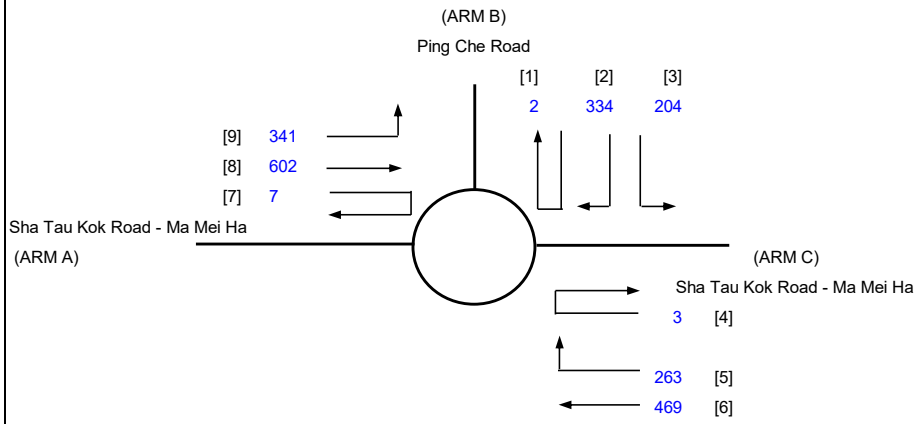
TOTAL FLOW = 1182 (PCU/HR)

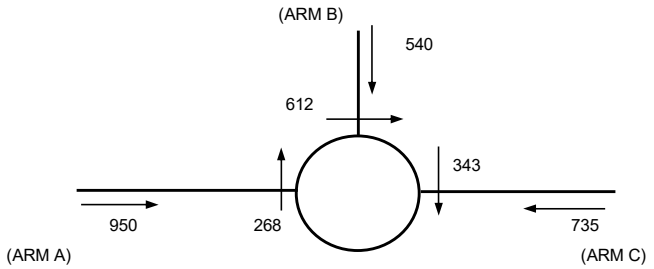
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0112
DFC b-c	=	0.1152
DFC c-b	=	0.0000
DFCl b-d	=	0.0034
DFCr b-d	=	0.0033
DFC d-c	=	0.1095
DFC d-a	=	0.0124
DFC a-d	=	0.0234
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2025 Reference AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



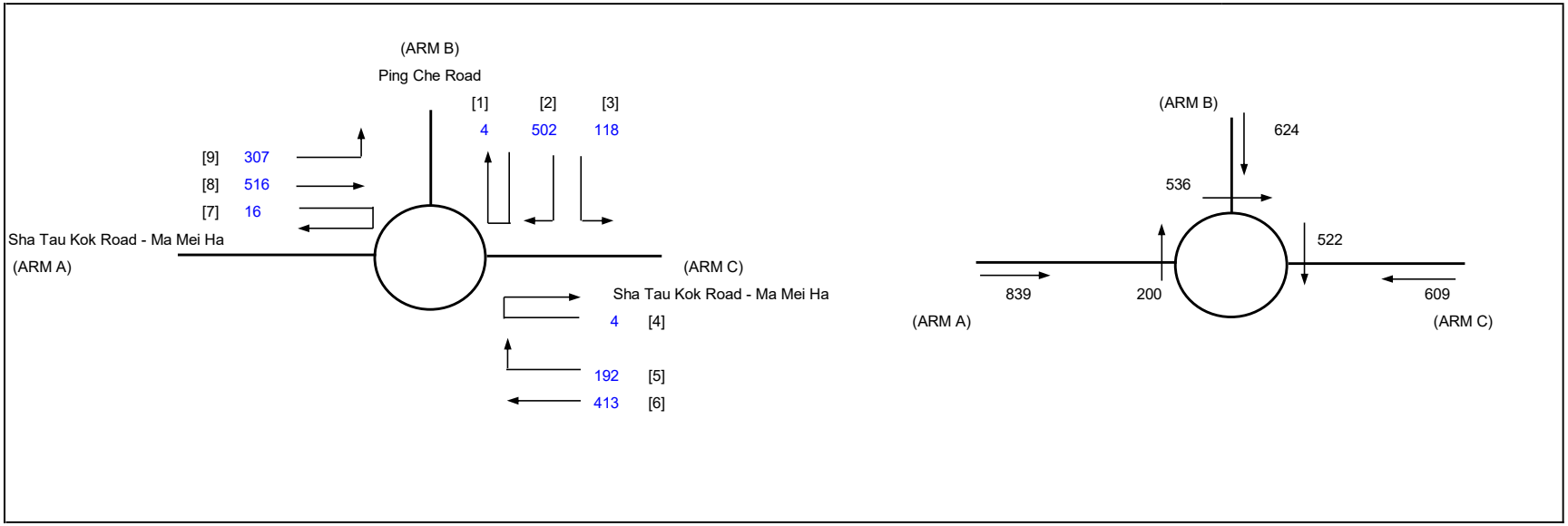


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	950	540	735
Qc	=	Circulating flow across entry (pcu/h)	268	612	343
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2165	1463	1982
DFC	=	Design flow/Capacity = Q/Qe	0.44	0.37	0.37

Total In Sum = 1541 PCU

DFC of Critical Approach = 0.44

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2025 Reference PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22

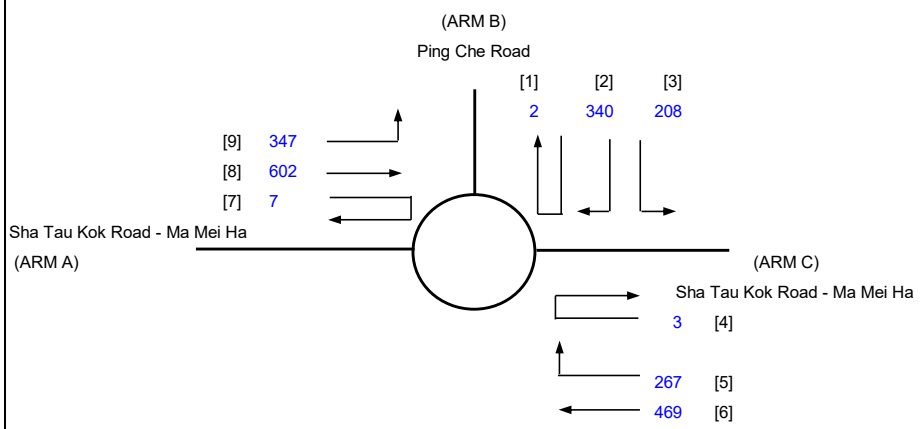


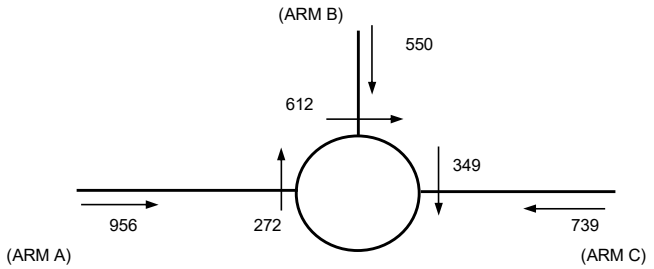
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	839	624	609
Qc	=	Circulating flow across entry (pcu/h)	200	536	522
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2214	1510	1855
DFC	=	Design flow/Capacity = Q/Qe	0.38	0.41	0.33

Total In Sum = 1243 PCU

DFC of Critical Approach = 0.41

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2025 Design AM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



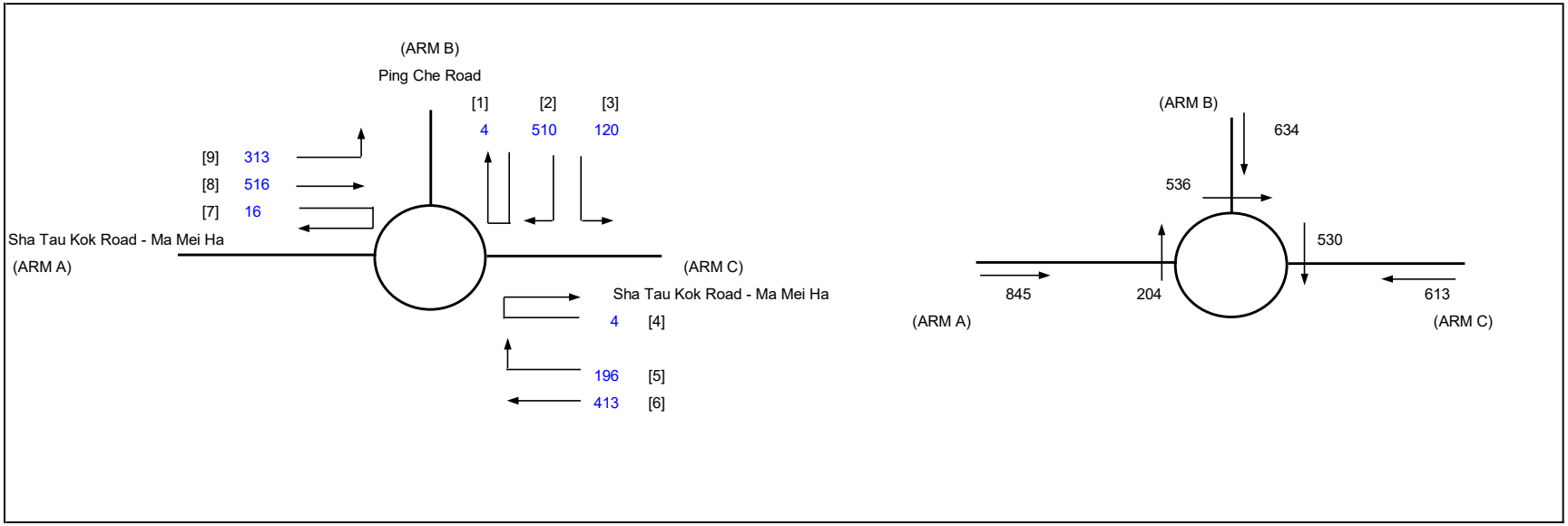


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	956	550	739
Qc	=	Circulating flow across entry (pcu/h)	272	612	349
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2162	1463	1978
DFC	=	Design flow/Capacity = Q/Qe	0.44	0.38	0.37

Total In Sum = 1549 PCU

DFC of Critical Approach = 0.44

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION		INITIALS	DATE
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
	FILENAME J4_PCR_STKR-MMH	CHECKED BY:	SLN	Feb-22
J4 Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	**2025 Design PM**	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	5.00	4.00
E	=	Entry width (m)	8.00	7.50	7.50
L	=	Effective length of flare (m)	5.00	10.00	70.00
R	=	Entry radius (m)	20.00	15.00	50.00
D	=	Inscribed circle diameter (m)	52.00	52.00	52.00
A	=	Entry angle (degree)	30.00	40.00	25.00
Q	=	Entry flow (pcu/h)	845	634	613
Qc	=	Circulating flow across entry (pcu/h)	204	536	530
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.22	0.40	0.08
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.95	1.05
X2	=	V + ((E-V)/(1+2S))	7.78	6.39	7.02
M	=	EXP((D-60)/10)	0.45	0.45	0.45
F	=	303*X2	2358	1936	2126
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.72	0.64	0.68
Qe	=	K(F-Fc*Qc)	2211	1510	1849
DFC	=	Design flow/Capacity = Q/Qe	0.38	0.42	0.33

Total In Sum = 1249 PCU

DFC of Critical Approach = 0.42

Appendix IV

Drainage Impact Assessment

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment Report

Prepared by Skyline Consultants Ltd

Name: Willie Wong

Date: 15 February 2022

Report Ref.: P075R021-01 (Ver. 1)

Table of Contents

List of Figures

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List of Annexes

1 Introduction

1.1.1.1 The Applicant intends to develop a temporary warehouse for storage of construction machineries and construction materials (hereafter as "the proposed development") and proposed filling of land in association with the proposed development for a period of 3 years at Lots No. 1265RP and 1267 in D.D. 79 and adjoining government land (hereafter collectively called "the Site"), north of Ng Chow Road, Ping Che, Fanling, New Territories.

1.1.1.2 According to the Approved Wo Keng Shan Outline Zoning Plan ("OZP") No. S/NE-WKS/10, the Site currently falls within "Green Belt" ("GB") zone. A planning permission for the proposed temporary warehouse for storage of construction machineries and construction materials, as well as the proposed filling of land, are required on application to the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance.

1.1.1.3 In order to assess possible drainage impact may be generated from the proposed development, Skyline Consultants Limited (Skyline) has been commissioned to conduct a Drainage Impact Assessment ("DIA") to support this Section 16 planning application.

1.1.1.4 The objectives of this DIA are to assess the potential drainage impact that may be generated from the proposed development and recommend the mitigation measures, if necessary, to alleviate the impacts.

2 Site Description

2.1 Site Location

2.1.1.1 The Site is located adjacent to Wo Keng Shan, Fanling, north of Ng Chow Road. To the further east of the Site is Heung Yuen Wai Highway. There are some squatter village houses located to the west and north-west of the Site.

2.1.1.2 Currently, the Site is vacant with weeds. The Site is a piece of flat land with gentle site level differences ranged from approx. +19.5 mPD to +20.6 mPD. The Site area is about 2,968 m^2.

2.1.1.3 **Figure 2-1** shows the Site location and its surrounding areas.

2.2 Proposed Development Scheme

2.2.1.1 The Site is intended for a temporary warehouse for storage of construction machineries and construction materials for a period of 3 years. The following uses or facilities will be provided:

- Warehouse for construction materials;
- Warehouses for construction machineries;
- Container-converted compartments;
- Guardhouse;
- Car-parking and loading & unloading areas; and
- Portable toilet.

2.2.1.2 Currently, the Site is an unpaved area while the finished concrete paved ground levels of the proposed development will approximately +20.4 mPD to +20.5 mPD. A proposed master layout plan is shown in **Annex A**.

2.3 Existing Drainage Conditions

2.3.1.1 A site survey was carried out to collect the information of the drainage characteristics, catchments, topography and existing drainage facilities in the vicinity. The land-based survey was conducted with reference to the survey map to identify the existing drainage facilities, flow path and surface type within the Site and its surroundings.

2.3.1.2 Based on the site survey and drainage records obtained from the Drainage Services Department (DSD), two drainage channels (i.e., 3,600mm and 3,300mm width) were identified along north-west and south of the Site, respectively. The surface runoff from the Site could be collected and discharged into these drainage channels (refer to **Figure 2-1**).

3 Drainage Impact

3.1 Assessment Methodology

3.1.1.1 The DIA has adopted the Rational Method for surface runoff estimation:

$$Q_p = 0.278\ i \sum C_j A_j$$

where
Q_p *is peak runoff* (m^3/s);
i *is rainfall intensity (mm/hr);*
A_j *is the* j^{th} *catchment* (km^2);
C_j *is the runoff coefficient of the* j^{th} *catchment (dimensionless).*

3.1.1.2 Details of the Rational Method can be referred to the "*Stormwater Drainage Manual – Planning, Design and Management*" (SDM) published by DSD in 2018.

3.1.1.3 Manning's equation has been adopted to evaluate capacities of the stream and drainage pipes.

3.2 Assessment Assumptions

3.2.1.1 5 catchments (i.e., Catchments A to E) were identified based on the geographical characteristics of the Site and its nearby areas as shown in **Figure 3-1**.

3.2.1.2 Stormwater from the identified catchments will be collected by proposed concrete lined U-channels and discharged into the existing 3,600mm width drainage channel at the north-western side of the Site via underground circular pipe, CP1. The conceptual drainage layout is shown in **Figure 3-2**.

3.2.1.3 Typical designs of U-channel, catchpit and sand trap are shown in **Figure 3-3** and **Figure 3-4**, respectively.

3.2.1.4 Based on a 1:10 year flood protection standard in the SDM and the estimated time of concentration, the appropriate rainfall intensities (i) were calculated based on linear interpolation of the intermediate table values.

3.2.1.5 The assumptions of this DIA are summarised below:

- Rainstorm return period – 1 in 10 years (for temporary use)
- Runoff coefficient for concrete paved area – 0.95
- Runoff coefficient for flatted grassland (heavysoil) – 0.25
- Manning's roughness coefficient for the proposed U-channels – 0.016 (fair condition for concrete-lined channels)
- Manning's roughness coefficient for the circular pipe – 0.015 (fair condition for concrete pipe)
- Manning's roughness coefficient for the drainage channel – 0.016 [fair condition for concrete-lined channels]

3.2.1.6 The capacities of the proposed concrete lined U-channels and circular pipes were checked by comparing with magnitudes of different combinations of the catchments. The capacity of the stormwater pipe and the existing drainage channel at the proposed discharge points of the Site were estimated and compared with the total surface runoff generated from the identified catchments.

3.3 Assessment Results

3.3.1.1 Surface runoff and capacities at the proposed U-channels and circular pipe were estimated and tabulated as presented in **Table 3-1**.

Table 3-1 Estimated Runoff and Capacities of the Proposed U-channels and Circular Pipe

Concerned Location	Diameter / Width, m	Depth, m	Gradient	Catchment Runoff, m^3/s	Capacity, m^3/s	Sufficient Capacity? (Yes / No)
U-channel A1 – A2	0.225	0.225	1 : 150	0.015 (Catchment A)	0.042	Yes
U-channel A2 – A3	0.300	0.300	1 : 100	0.057 (Catchments A, B)	0.111	Yes
U-channel A3 – A4	0.300	0.300	1 : 100	0.057 (Catchments A, B)	0.111	Yes
U-channel A4 – A5	0.300	0.300	1 : 150	0.061 (Catchments A, B, D)	0.091	Yes
U-channel A5 – C1	0.375	0.375	1 : 150	0.080 (Catchments A, B, D, E)	0.165	Yes
U-channel B1 – B2	0.225	0.225	1 : 150	--	0.042	Yes
U-channel B2 – B3	0.300	0.300	1 : 150	0.057 (Catchment C)	0.091	Yes
U-channel B3 – C1	0.375	0.375	1 : 150	0.077 (Catchments C, E)	0.165	Yes
Circular Pipe CP1	0.300	--	1 : 10	0.137 (Catchments A to E)	0.265	Yes

3.3.1.2 Surface runoff and capacity at the existing drainage channel was estimated and tabulated as presented in **Table 3-2**.

Table 3-2 Estimated Runoff and Capacity of the Existing Drainage Channel

Concerned Location	Diameter / Width, m	Depth, m	Gradient	Site related Catchment Runoff, m^3/s	Capacity, m^3/s	% Contribution
After CP1	3.6 (top width) 1.0 (bottom width)	1	0.031	0.118 (Catchments B, C, E)	16.82	0.7%

3.3.1.3 The assessment results shown in **Table 3-1** have demonstrated that there is sufficient capacity for the proposed U-channels and underground circular pipe to receive surface runoff from the Site and relevant catchment areas as estimated.

3.3.1.4 With reference to the assessment results in **Table 3-2**, the existing 3,600mm width drainage channel has a total capacity of 16.82 m^3/s. The estimated total surface runoff generated from the Site will be 0.118 m^3/s. The surface runoff contribution due to the Site to the existing drainage channel is about 0.7% only. Given the surface runoff contribution to the existing drainage channel should be minimal, the drainage channel should be capable to handle the runoff from the proposed development. Estimation of the runoff and capacities are detailed in **Annex B**.

3.3.1.5 With the provision of the proposed drainage system for eventual discharge into the existing drainage channel as shown in **Figure 3-2**, the proposed development would not cause adverse drainage impact on the local area, or increase the flooding susceptibility in its adjacent areas.

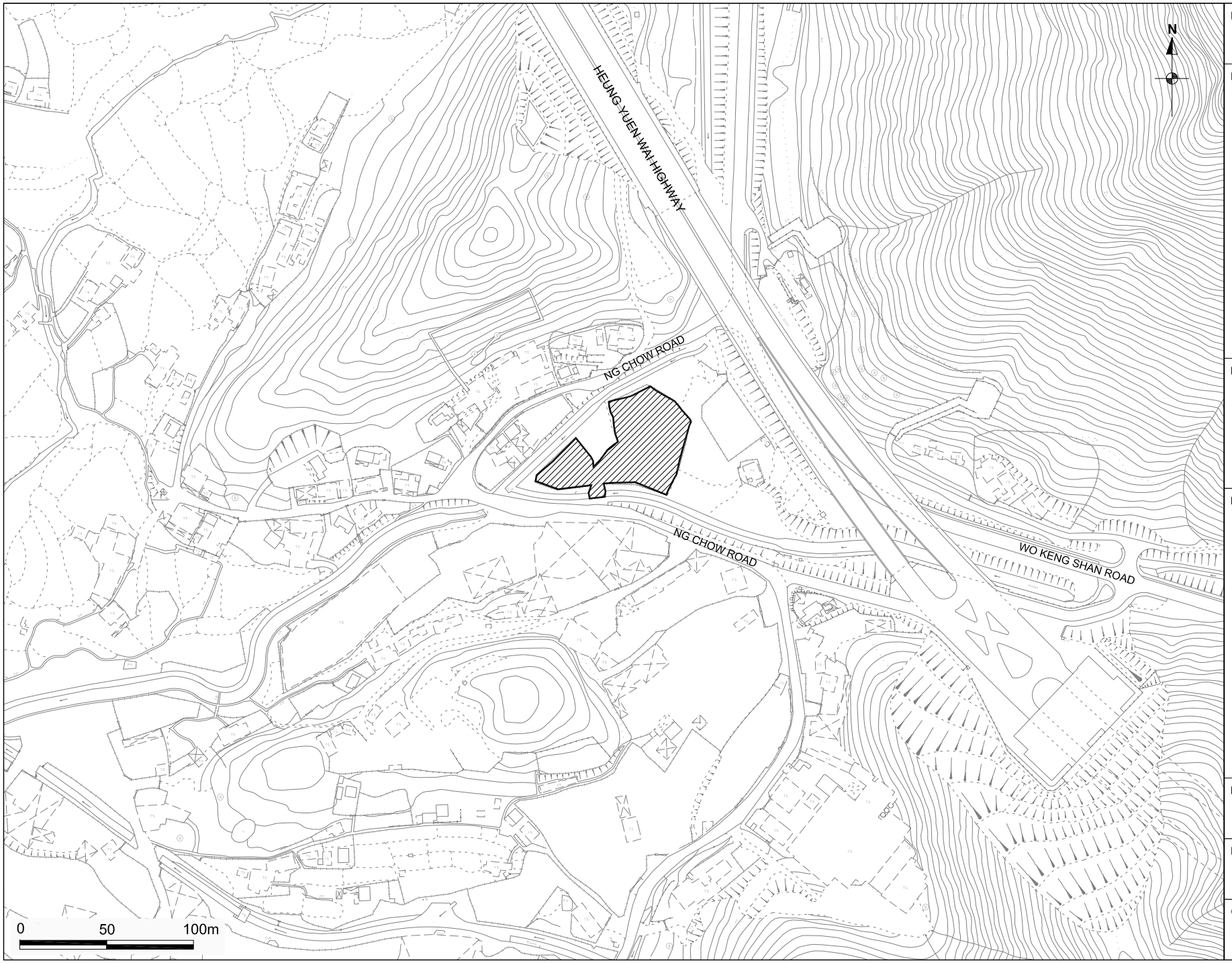
3.3.1.6 Moreover, with reference to the Flooding Blackspots available in the DSD's website, the Site is not located within the flooding blackspots locations/ regions. Therefore, no unacceptable local drainage impact due to the proposed development is anticipated.

4 Recommendation and Conclusion

4.1.1.1 A Drainage Impact Assessment (DIA) has been conducted to evaluate the drainage impacts arising from the proposed development.

4.1.1.2 The assessment findings demonstrated that subject to the implementation of the proposed drainage systems, the proposed development would not cause adverse drainage impact on the local area, or increase the flooding susceptibility in its adjacent areas.

Figures



PROJECT NO :

P075_021

PROJECT TITLE :

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment

FIGURE TITLE :

Site Location

LEGEND :

Subject Site

FIGURE NO :

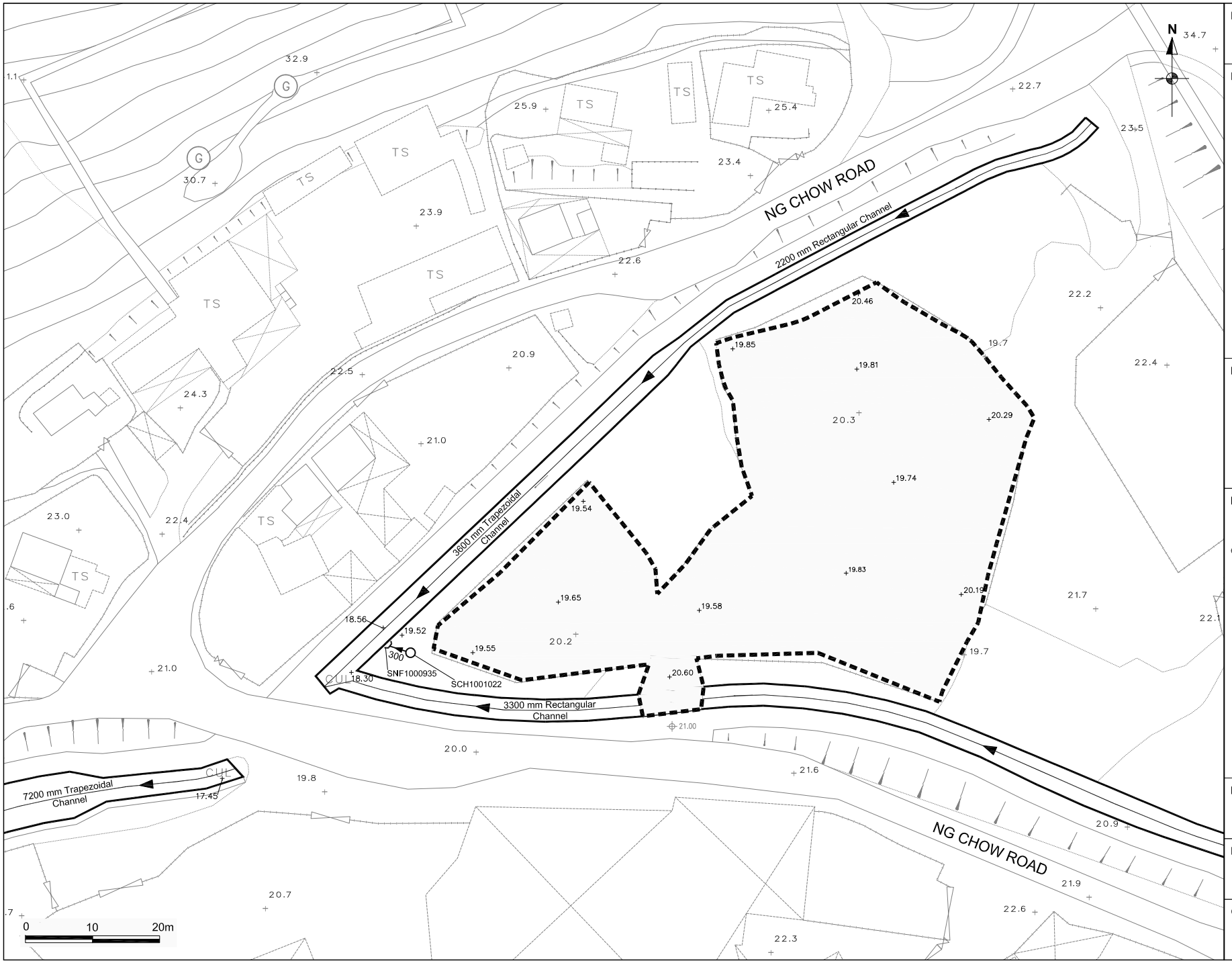
2 - 1

DATE :

2022-01-10

CONSULTANT :

Skyline Consultants Ltd



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Drainage Impact Assessment

FIGURE TITLE :

Existing Drainage System

LEGEND :

- Site Boundary
- Underground Drain Pipe
- Existing Drainage Channel

FIGURE NO :

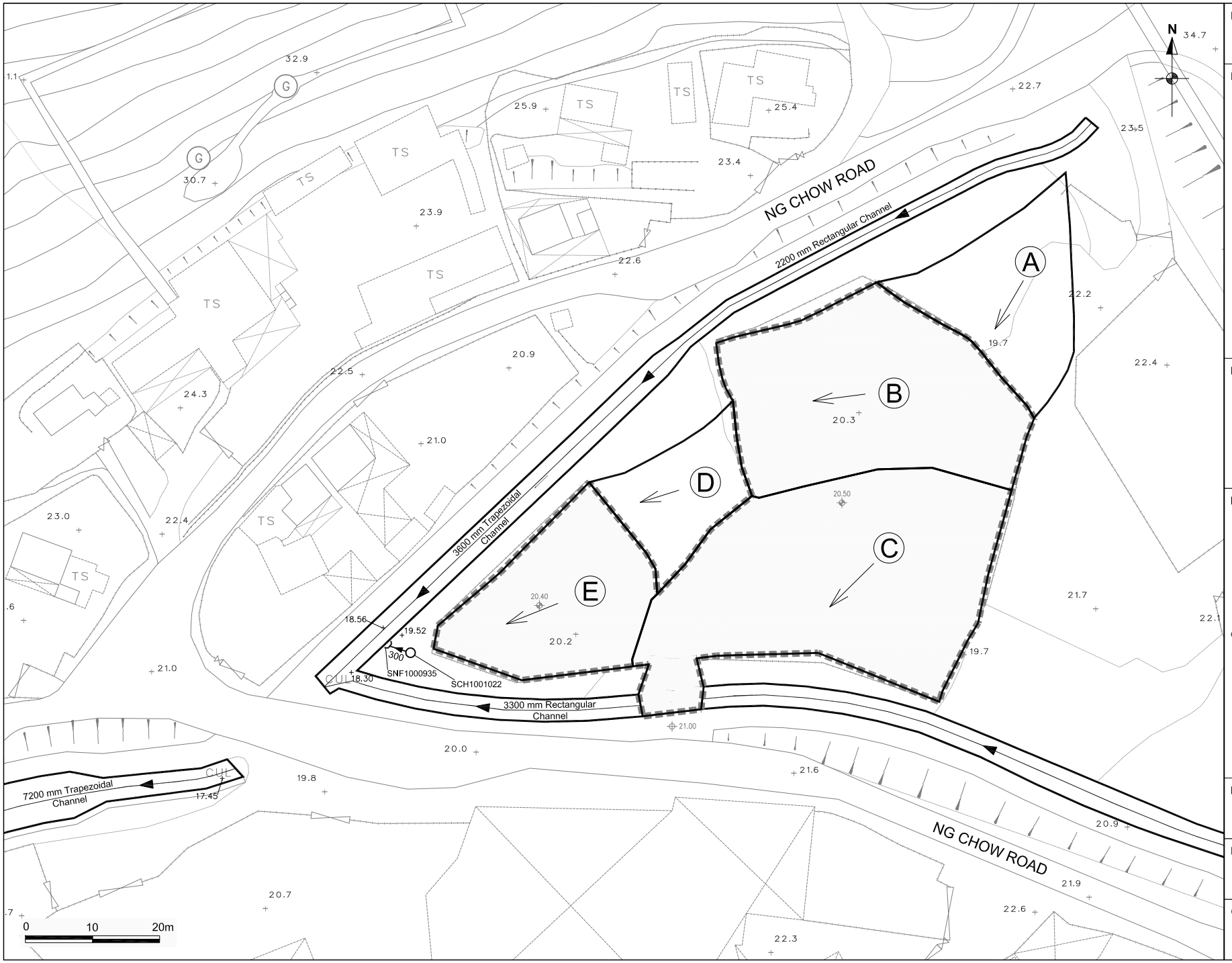
2 - 2

DATE :

2022-01-11

CONSULTANT :

Skyline Consultants Ltd



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Drainage Impact Assessment

FIGURE TITLE :

Identified Catchment Areas

LEGEND :

- Site Boundary
- Catchment Boundary
- (A) Catchment ID
- Flow Path Direction
- Underground Drain Pipe
- Existing Drainage Channel

FIGURE NO :

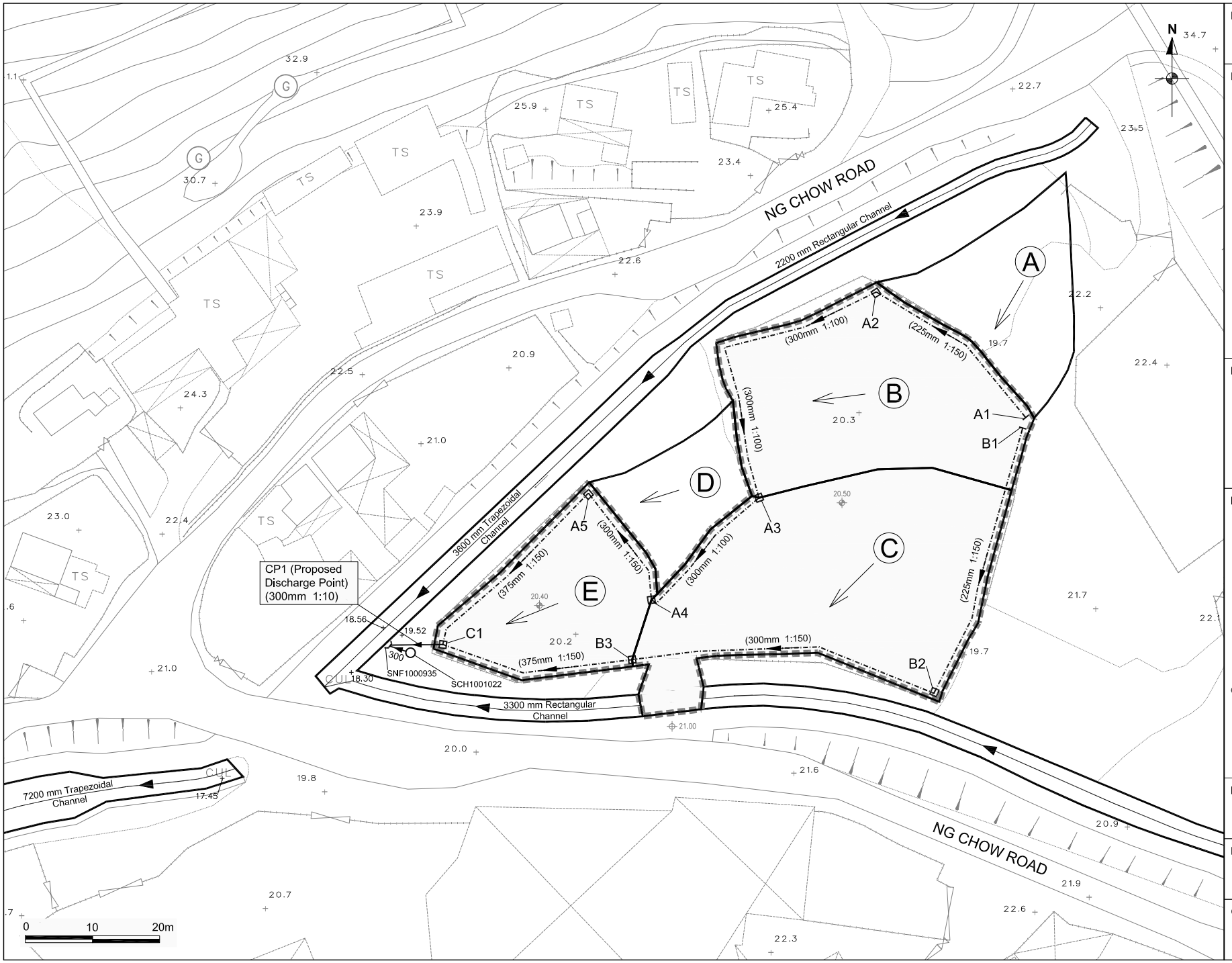
3 - 1

DATE :

2022-01-11

CONSULTANT :

Skyline Consultants Ltd



PROJECT NO :

P075_021

PROJECT TITLE :

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment

FIGURE TITLE :

Conceptual Drainage Layout

LEGEND :

- Site Boundary
- Catchment Boundary
- Catchment ID
- Flow Path Direction
- Proposed U-channel
- Proposed Catchpit / Manhole
- Underground Drain Pipe
- Existing Drainage Channel

FIGURE NO :

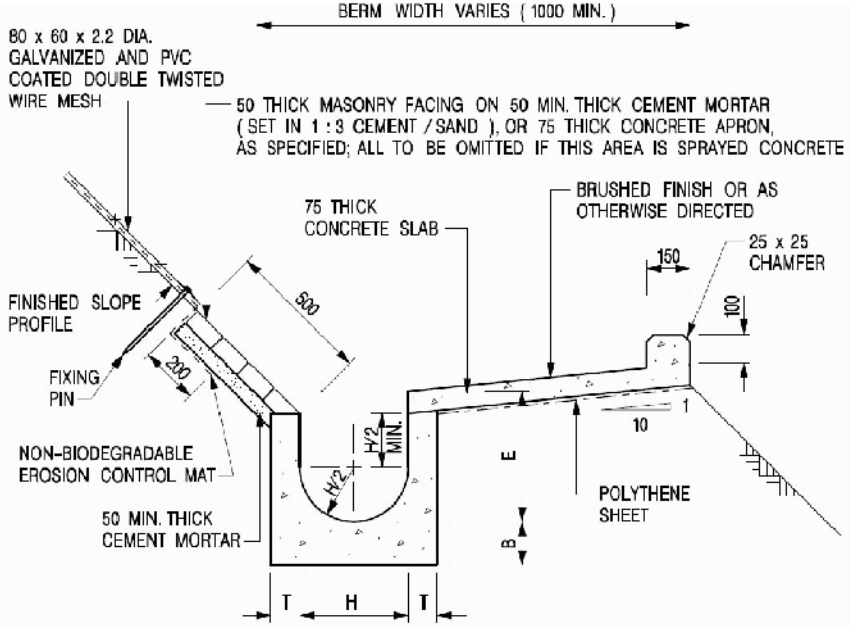
3 - 2

DATE :

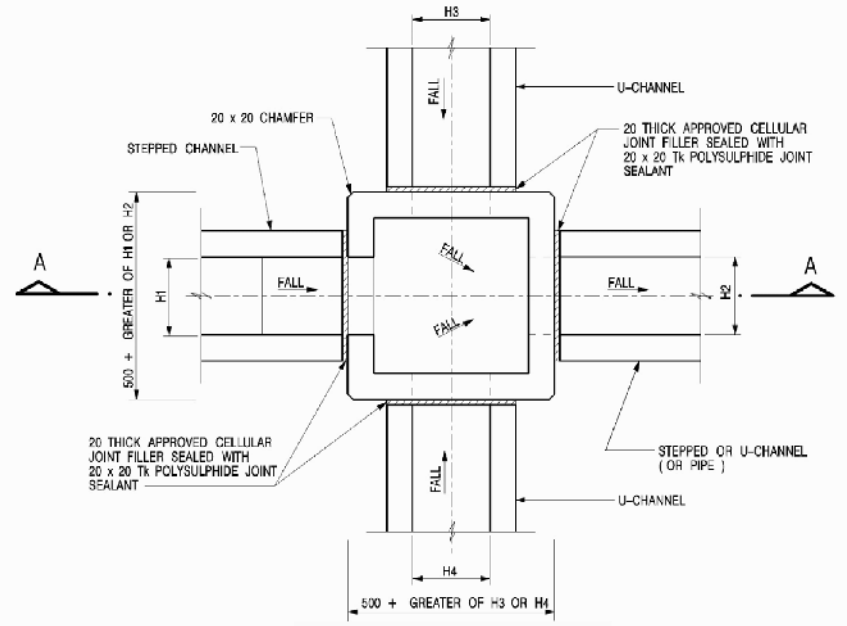
2022-01-11

CONSULTANT :

Skyline Consultants Ltd

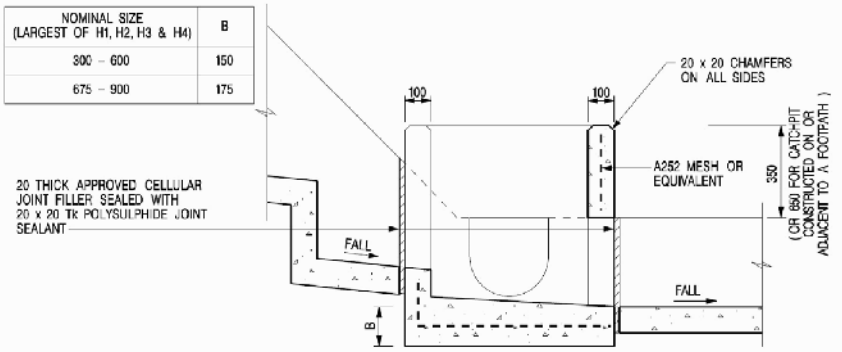


TYPICAL U-CHANNEL DETAILS



TYPICAL CATCHPIT DETAILS

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 – 600	150
675 – 900	175



SECTION A – A

PROJECT NO :

P075_021

PROJECT TITLE :

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in “Green Belt” Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment

FIGURE TITLE :

Typical Design of U-Channel and Catchpit

LEGEND :

FIGURE NO :

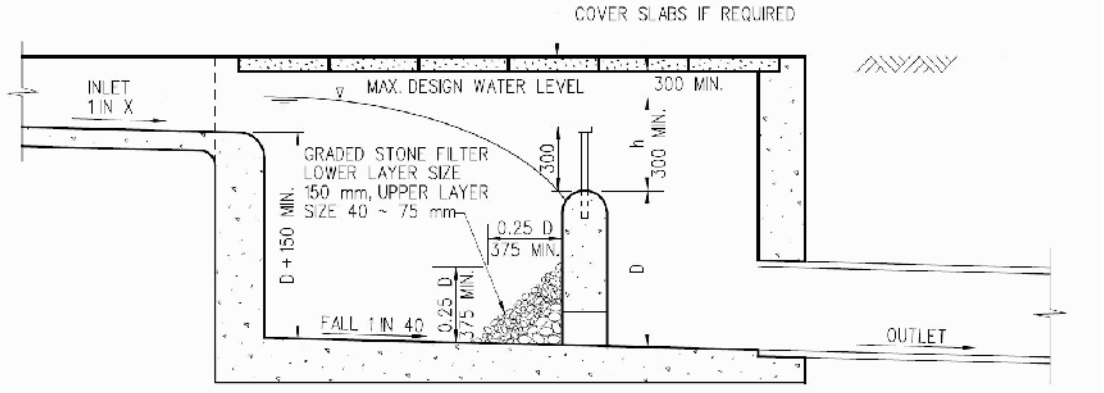
3 - 3

DATE :

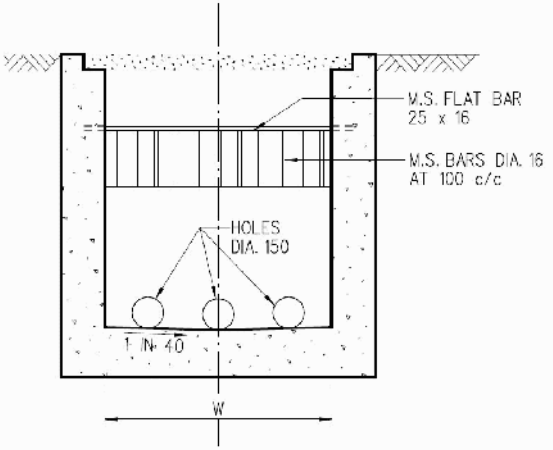
2022-01-11

CONSULTANT :

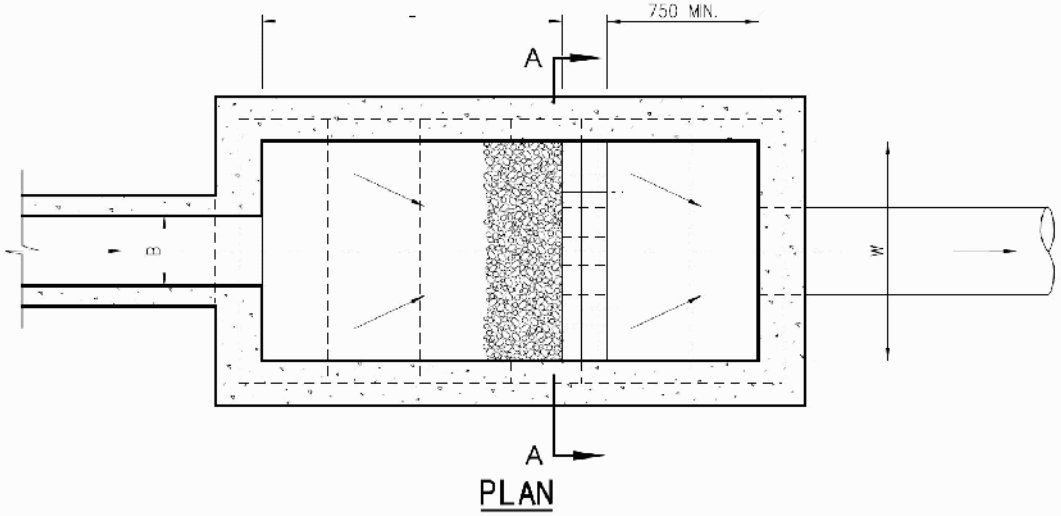
Skyline Consultants Ltd



LONGITUDINAL SECTION



SECTION A-A



PLAN

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. NORMALLY FOR DRAINS OF 900 mm DIA. AND BELOW. FOR BIGGER DRAINS AND STEEP TERRAIN, SAND TRAP SHOULD BE SPECIALLY DESIGNED.
3. SIZE
   DEPTH : $D \leq 750$
   WIDTH : $W \geq 3B$
   LENGTH : $4.8D^{0.67}\ H^{0.5}\ X^{-0.5} \geq 4B$
4. GRADED STONE FILTER SHALL BE CRUSHER RUN GRANITE AGGREGATE.
5. CAPACITY D W L TO BE ACCORDING TO SIZE AND NATURE OF CATCHMENT, PROVIDING DETENTION TIME NOT LESS THAN 5 MINUTES FOR MAX. DESIGN FLOW OF INLET.

PROJECT NO :

P075_021

PROJECT TITLE :

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories

Drainage Impact Assessment

FIGURE TITLE :

Typical Design of Sand Trap

LEGEND :

FIGURE NO :

3 - 4

DATE :

2022-01-11

CONSULTANT :

Skyline Consultants Ltd

Annex A

Development Plans

MAJOR DEVELOPMENT PARAMETERS

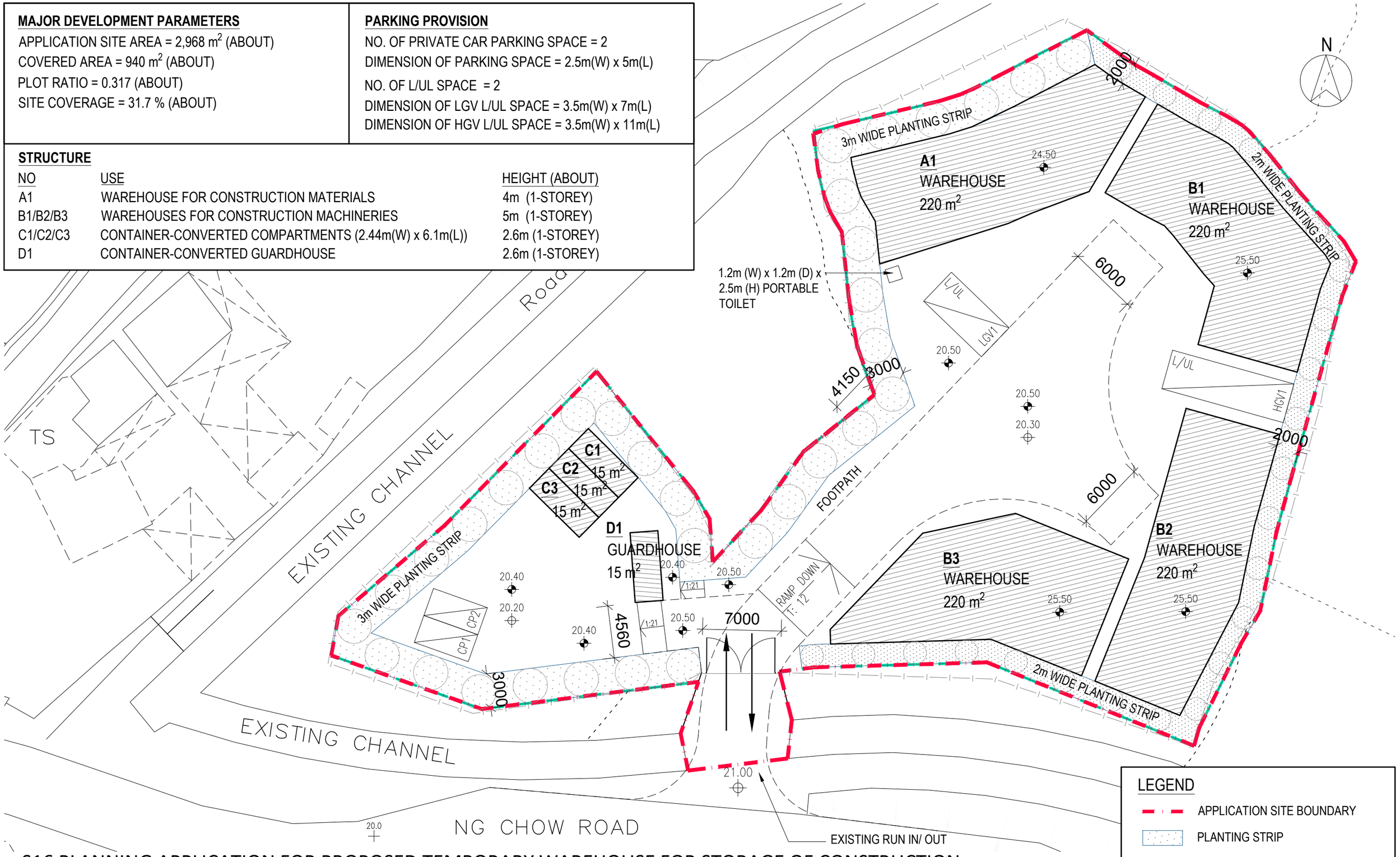
APPLICATION SITE AREA = 2,968 m^2 (ABOUT)
COVERED AREA = 940 m^2 (ABOUT)
PLOT RATIO = 0.317 (ABOUT)
SITE COVERAGE = 31.7 % (ABOUT)

PARKING PROVISION

NO. OF PRIVATE CAR PARKING SPACE = 2
DIMENSION OF PARKING SPACE = 2.5m(W) x 5m(L)
NO. OF L/UL SPACE = 2
DIMENSION OF LGV L/UL SPACE = 3.5m(W) x 7m(L)
DIMENSION OF HGV L/UL SPACE = 3.5m(W) x 11m(L)

STRUCTURE

NO	USE	HEIGHT (ABOUT)
A1	WAREHOUSE FOR CONSTRUCTION MATERIALS	4m (1-STOREY)
B1/B2/B3	WAREHOUSES FOR CONSTRUCTION MACHINERIES	5m (1-STOREY)
C1/C2/C3	CONTAINER-CONVERTED COMPARTMENTS (2.44m(W) x 6.1m(L))	2.6m (1-STOREY)
D1	CONTAINER-CONVERTED GUARDHOUSE	2.6m (1-STOREY)



S16 PLANNING APPLICATION FOR PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MACHINERIES AND CONSTRUCTION MATERIALS FOR A PERIOD OF 3 YEARS IN "GREEN BELT" ZONE AND PROPOSED FILLING OF LAND IN ASSOCIATION WITH THE PROPOSED WAREHOUSE, AT LOTS NOS. 1265RP AND 1267 IN D.D. 79 AND ADJOINING GOVERNMENT LAND, NORTH OF NG CHOW ROAD, PING CHE, FANLING, NEW TERRITORIES

SCHEMATIC LAYOUT PLAN

SCALE: 1:300 (A3)
DATE:FEB 14, 2022

Annex B

Drainage Analysis

A. Calculation of Surface Runoff

Catchment ID	Surface Type	Catchment Area (A), m^2	Catchment Area (A), km^2	Average Slope (H), m/100m	Flow Path Length (L), m	Inlet Time (t_0), min	Time of Concentration (t_c), min	Duration (t_d), min	a (10-yr return period)	b (10-yr return period)	c (10-yr return period)	Runoff Intensity (i) mm/hr	Runoff Coefficient (C)	C x A	Peak Runoff (Q_p), m^3/s
After Development															
A	50% Concrete + 50% Grassland (heavysoil), flat	469	0.00047	12.4	23	1.10	1.10	1.10	1157.7	19.04	0.597	193	0.60	0.000281	0.015
B	80% Concrete + 20% Grassland (heavysoil), flat	1,009	0.00101	0.8	38	2.89	2.89	2.89	1157.7	19.04	0.597	183	0.81	0.000817	0.042
C	85% Concrete + 15% Grassland (heavysoil), flat	1,334	0.00133	0.3	34	3.02	3.02	3.02	1157.7	19.04	0.597	183	0.85	0.001127	0.057
D	100% Grassland (heavysoil), flat	300	0.00030	1.3	18	1.43	1.43	1.43	1157.7	19.04	0.597	191	0.25	0.000075	0.004
E	60% Concrete + 40% Grassland (heavysoil), flat	573	0.00057	0.2	32	3.29	3.29	3.29	1157.7	19.04	0.597	181	0.67	0.000384	0.019

Note: a, b, c is storm constants. The values are referred to Tables 3d of Stormwater Drainage Manual based on 10 years return period of North District Area.

B. Capacity Flow Estimation and Adequacy Check for Proposed Drainage System

Point (channel/ pipe no.)	Shape	Diameter, m	Depth, m	Average Slope	Length, m	Manning's Roughness Coefficient	Cross Section Area, m^2	Wetted Perimeter, m	Hydraulic Radius, m	Mean Velocity, m/s	Capacity Flow, m^3/s	Catchments Served	Runoff, m^3/s	% of Capacity Flow	Sufficient Capacity? (Y/N)
A1 - A2	U-channel	0.225	0.225	0.007	30	0.016	0.045	0.578	0.08	0.93	0.042	A	0.015	36%	Y
A2 - A3	U-channel	0.300	0.300	0.010	47	0.016	0.080	0.771	0.10	1.38	0.111	A, B	0.057	51%	Y
A3 - A4	U-channel	0.300	0.300	0.010	23	0.016	0.080	0.771	0.10	1.38	0.111	A, B	0.057	51%	Y
A4 - A5	U-channel	0.300	0.300	0.007	19	0.016	0.080	0.771	0.10	1.13	0.091	A, B, D	0.061	67%	Y
A5 - C1	U-channel	0.375	0.375	0.007	32	0.016	0.126	0.964	0.13	1.31	0.165	A, B, D, E	0.080	49%	Y
B1 - B2	U-channel	0.225	0.225	0.007	42	0.016	0.045	0.578	0.08	0.93	0.042	--	0.000	0%	Y
B2 - B3	U-channel	0.300	0.300	0.007	46	0.016	0.080	0.771	0.10	1.13	0.091	C	0.057	63%	Y
B3 - C1	U-channel	0.375	0.375	0.007	29	0.016	0.126	0.964	0.13	1.31	0.165	C, E	0.077	47%	Y
CP1	Circular	0.300	--	0.100	8	0.015	0.071	0.942	0.08	3.75	0.265	A to E	0.137	52%	Y

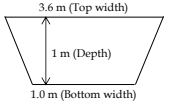
C. Capacity Flow Estimation for Existing Drainage Channel

Channel	Shape	Top Width, m	Bottom Width, m	Depth, m	Slope	Manning's Roughness Coefficient	Cross Section Area, m^2	Wetted Perimeter, m	Hydraulic Radius, m	Mean Velocity, m/s	Capacity Flow, m^3/s	Site related Catchments Served	Runoff from Site related Catchments, m^3/s	% Contribution due to the Site related Catchments
After CP1	Trapezoidal	3.6	1.0	1	0.031	0.016	2.30	4.280	0.54	7.31	16.82	B, C, E	0.118	0.7%

Note: Adequacy in capacities of drainage channel have been checked at downstream of the proposed discharge point

Applied Equations

$$t_0 = \frac{0.14465L}{H^{0.2}A^{0.1}} \qquad t_c = t_0 + t_f \qquad i = \frac{a}{(t_d + b)^c} \qquad Q_p = 0.278\,C\,i\,A$$



Schematic Section of the Streamcourse

VISION PLANNING CONSULTANTS LTD.
弘域城市規劃顧問有限公司

Our Ref: NE-NCR/PA/SWE/21-07
Your Ref: TPB/A/NE-WKS/17
Date: 6 April, 2022

By Email
(tpbpd@pland.gov.hk)

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

Dear Sirs,

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories *(Application No. A/NE-WKS/17)* – *Further Information*

The Applicant would like to submit herewith the following materials to respond to comments raised by relevant Government departments and the general public on the captioned application:

i. Responses-to-Comments ("R-to-C") Table dated 6.4.2022 (**Table A**); and
ii. Details of construction machineries and construction materials to be stored at the Subject Site (**Annex A**).

Should you have any queries with regard to the above, please do not hesitate to contact our [redacted].

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

Kim On CHAN
Managing Director

Encl.

c.c Client — By email
Project Team — By email
STNDPO (Attn.: Ms. CHAN Lok Ting, Michelle) — By email

Table A: Responses to Departmental Comments (dated 6.4.2022)

Departmental Comments			Responses
A.	**Commissioner for Transport**		
1.	The applicant should advise the type, size and the estimated amount of machinery and materials to be stored in the subject site.		Noted. Details of the machinery and materials to be stored in the Subject Site are shown in (**Annex A**). All these construction machineries and materials will be properly stored and managed within the Subject Site.
2.	The applicant should advise and substantiate the traffic generation and attraction from and to the site and the traffic impact to the nearby road links and junctions.		As mentioned in Section 4.2 in the submitted report of the Traffic Impact Assessment ("**TIA**") on 21.2.2022, according to the Applicant's information, there will only be a maximum of 5 vehicles trips (3 goods vehicles trips and 2 private cars trips) generated by the Site during peak hours, which is equivalent to a two-way traffic flow of 20 pcu/hour during peak hours. Future link and junction capacity assessments were conducted accordingly and have been presented in Sections 4.5 and 4.6 of the TIA. The results show that all concerned road links and junctions will operate with capacity during AM and PM peak hours after accommodating the development traffic flows.
3.	The applicant shall justify the adequacy of the parking spaces and loading/unloading spaces so provided by relating to the number of vehicles visiting the subject site and with reference to other similar developments.		As mentioned in response item (2) above, there will only be a maximum of 5 vehicles trips (3 goods vehicles trips and 2 private cars trips) generated by the Site during peak hours. Having considered that good vehicles trips are anticipated to conduct loading/unloading activities and will not occupy the loading/unloading spaces for a long period of time, the provision of 2 car parking spaces and 2 loading/unloading spaces would be sufficient.
4.	The applicant shall justify the number and width of the vehicular accesses to be provided.		Please note that only one vehicular access will be provided at Ng Chow Road. The width of the vehicular access is and will be 7m. It is considered adequate to facilitate heavy goods vehicle manoeuvring in this single operator storage site. Please refer to Figure SP-01 in the submitted report of TIA for details.

5.	The applicant shall demonstrate the satisfactory manoeuvring of vehicles entering to and exiting from the subject site and manoeuvring within the subject site, preferably using the swept path analysis;		Noted. Swept path analysis was conducted to demonstrate sufficient spaces will be provided within the Subject Site for vehicle manoeuvring. Please refer to Figure SP-01 and Figure SP-02 for details.
6.	The applicant shall advise the management/control measures to be implemented to ensure no queueing of vehicles outside the subject site; and		Having considered that the parking spaces and loading/unloading spaces are provided by relating to the number of vehicles visiting this single operator storage site, it is not anticipated to have vehicles queuing outside the Subject Site.
7.	The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety.		Please note that a 1.5m wide footpath is proposed within the Subject Site connecting the warehouses, compartments and the guardhouse. Furthermore, a pair of amber revolving lanterns will be provided at the vehicular access to warn the pedestrians on the public road whenever there is a vehicle entering or leaving.
8.	The vehicular access between the site and Ng Chow Road is not managed by TD. The applicant should seek comment from the responsible party.		Noted.
B.	**Chief Town Planner/Urban Design & Landscape (Landscape Unit)**		
3.	Based on the aerial photo of 2020, the site is located in an area of rural inland plains landscape character comprising of woodland with the "GB" zone at the north. To the south across Ng Chow Road is an "Open Storage" zone. With reference to the Planning Statement submitted by the applicant, the site is vacant and covered by grass. According to aerial photos of 2013 to 2020, vegetation clearance with hard paved area within the site is observed, adverse landscape impact on existing landscape resources has taken place since 2016.		The aerial photos of 2013 to 2020 have provided a very strong evident that the Site could be reverted back its landscaping amenity after a proper reinstatement process. It should be clarified that the Site has ever been part of the woodland at any times in the past.
4.	According to the record, no similar development has previously been approved by the TPB within the "GB" zone in close proximity. There is concern that approval of the application may further alter the landscape character and degrade the landscape quality of the "GB" zone. As such, we have some reservations on the application from		The present proposed development is solely temporary in nature. It is required due to the increase in the construction activities in the northern region and it will only be used to store the Applicant's construction machineries and construction materials with a view not to causing any unnecessary chaotic open storage problems in the area so as to allow the Applicant sufficient time to seek a new piece of proper

	landscape planning perspective.		open storage site in the vicinity. The Site is small in extent and is considered a piece of suitable land resources to meet this short-term demand purpose. It abuts Ng Chow Road and is also closely surrounded by built developments. The Applicant has committed to reinstate the Site with proper landscaping treatment upon the validity of the approval time limit. In view of the above, the present application should be encouraged and supported from a good practical town planning approach standpoint, and it would be completely oversimplified to conclude that the present proposed temporary use of land resources plainly by referring *"no similar development has previously been approved by the TPB within the "GB" zone in close proximity…."*. While the land resources are very limited, proper controlled use of them at different stages of socio-economic development, like the one under application, should always be encouraged. This not only represents a smart use of our limited land resources, but also allows our community a greater flexibility to meet its ad hoc demand for land resources without causing adverse sporadic open storage problems in the area.
C.	**Public Comment**		
1.	The proposed warehouse development will create additional traffic pressure and cause traffic congestion. Also, it may cause environmental pollution and fire danger, and affect the living quality of the village.		The results of the submitted report of TIA have demonstrated that no significant adverse traffic impact will be resulted due to the proposed development. All construction machineries and construction materials should be cleaned before leaving the construction site. All these facilities will be properly stored and managed in the proposed warehouses. No environmental problem or fire hazard is anticipated due to this small-scaled temporary development.

Annex A

Details of Construction Machineries and Construction Materials to Be Stored at the Subject Site

Items	Size (Length x Width) (Approximate)	Amount to be stored / Area to be occupied (Approximate)
Excavators	8m x 3m	12-14 (to be put in Warehouses B1 and B2)
Reinforcement Front Attachment (K-arm) of Excavators	3.5m x 0.5m	Not to occupy more than 50% area of Warehouse B3
Hydraulic Breakers	1m x 0.5m	
Aerial work platforms	4m x 3m	5 - 6 / Not to occupy more than 50% area of Warehouse B3
Structural steel members/ Steel plate	/	Not to occupy more than 40% area of Warehouse A1
Bamboo & metal scaffoldings	/	Not to occupy more than 30% area of Warehouse A1
Plywood	/	Not to occupy more than 30% area of Warehouse A1
Water barrier	/	To be put in container-converted compartments 1/2/3 as appropriate
Plastic fence	/	To be put in container-converted compartments 1/2/3 as appropriate
Flashlight and traffic signs	/	To be put in container-converted compartments 1/2/3 as appropriate
Cement	/	To be put in container-converted compartments 1/2/3 as appropriate

VISION PLANNING CONSULTANTS LTD.
弘域城市規劃顧問有限公司

Our Ref: NE-NCR/PA/SWE/21-09
Your Ref: TPB/A/NE-WKS/17
Date: 25 April, 2022

By Email
(tpbpd@pland.gov.hk)

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

Dear Sirs,

Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period of 3 Years in "Green Belt" Zone and Proposed Filling of Land in Association with the Proposed Warehouse, at Lots Nos. 1265RP and 1267 in D.D. 79 and Adjoining Government Land, North of Ng Chow Road, Ping Che, Fanling, New Territories
(Application No. A/NE-WKS/17) *– Further Information*

The Applicant would like to submit herewith the Responses-to-Comments Table dated 25.4.2022 (**Table A**) to respond to comments raised by the Drainage Services Department on the captioned application.

Should you have any queries with regard to the above, please do not hesitate to contact our [redacted]

Thank you very much for your kind attention.

Yours faithfully,
for and on behalf of
VISION PLANNING CONSULTANTS LTD.

Kim On CHAN
Managing Director

Encl.
[KC/MS]
[NE-NCR/PA/SWE/21-09]

c.c Client — By email
Project Team — By email
STNDPO (Attn.: Ms. CHAN Lok Ting, Michelle) — By email

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Table A: Responses to Departmental Comments (dated 25.4.2022)

Departmental Comments			Responses
A.	**Drainage Services Department**		
2.	Please be advised that I have no objection to the above application from the public drainage viewpoint.		Noted.
(a)	Should the application be approved, a condition should be included to request the applicant to submit and implement a drainage proposal for the site to ensure that it will not cause adverse drainage impact to the adjacent area.		The Applicant has no objection to the imposition of an approval condition to submit an updated Drainage Proposal and to implement the proposed on-site drainage facilities, if any, to the satisfaction of Drainage Services Department ("**DSD**") or the Town Planning Board.
(b)	The site is in an area where no public sewerage connection is available. EPD should be consulted regarding the sewage treatment/disposal facilities for the proposed development.		The Planning Statement has already been submitted to Environmental Protection Department ("**EPD**") for its review and comments. No comment received from EPD on the proposed on-site portable toilet.
3.	Please note the applicant of our general comments on the drainage proposal.		Noted. Upon receipt of TPB approval, the Applicant will submit an updated Drainage Proposal in accordance with the DSD's requirements.
(a)	Please be advised that the limited desk-top checking by DSD on the drainage works covers only the fundamental aspects of the drainage design which will by no means relieve the project proponent's obligations to ensure that (i) the proposed drainage works will not cause any adverse drainage or environmental impacts in the vicinity; and (ii) the proposed drainage works and the downstream drainage systems have adequate capacity and are in good conditions to receive the flows collected from the subject locations and all upstream catchments.		
(b)	Please remind the applicant to ensure that the information in the proposal is clear and readable.		
(c)	The details such as invert level, gradient etc. of the proposed drain / surface channel should be provided.		
(d)	The applicant should provide the formation levels of the		

Departmental Comments			Responses
	subject site and the areas in the vicinity.		
(e)	The cover levels of proposed channels should flush with the existing adjoining ground level.		
(f)	The applicant should check and ensure that the existing drainage channel downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the subject lot. He should also ensure that the flow from this site will not overload the existing drainage system.		
(g)	The applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs with details to be agreed by DSD.		
(h)	The existing discharge location to which the applicant proposed to discharge the storm water from the subject site is not maintained by this office. The applicant should identify the owner of the existing discharge location to which the proposed connection will be made and obtain consent from the owner prior to commencement of proposed works.		
(i)	The applicant is reminded that all existing flow paths as well as the runoff falling onto and passing through the site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drain, channels and watercourses on or in the vicinity of the subject site any time during or after the works.		

Departmental Comments			Responses
(j)	The proposed drainage works, whether within or outside the lot boundary, should be constructed and maintained by the lot owner at their own expense.		
(k)	For works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N and/or relevant private lot owners.		
(l)	The applicant should make good all the adjacent affected areas upon the completion of the drainage works.		
(m)	The applicant should construct and maintain the proposed drainage works properly and rectify the system if it is found to be inadequate or ineffective during operation.		
(n)	Please indicate the size of the existing outlet drainage pipe in the drainage plan. Please also check and ensure that the existing drainage pipe has sufficient drainage capacity to cater for the additional discharge from the subject lot and also the drainage flow from the existing catchment areas.		
(o)	The applicant is required to provide the sectional views of the site in 2 different directions showing clearly any walls would be erected or kerbs would be laid along the boundary of the house, the proposed and existing drainage facilities, flow direction, the existing ground level of the adjacent lands and the formation level of the subject sites for our reference.		
(p)	The applicant should be aware of flood prone areas in Ng Chow Road near Lamp post (LIP no.AD4449), where is one of the access road to the applicant's site.		
(q)	As usual, Government should be empowered to inspect-conditions of the private drainage system and to enforce its cleansing by the owners, if necessity arises (e.g., upon receipt of complaints).		

(1)	The existing steel bridge over DSD's channel connecting to the lots 1265 RP and 1267 in DD 79 was not constructed by DSD, the applicant should assess the impact on the existing channel and take mitigation measures to the satisfaction of DSD.		Upon receipt of an approval of this Planning Application, the Applicant will carry out a detailed technical study to assess the likely implications on the existing drainage channel that may be resulted in due to use of the existing steel bridge as run in/out for the proposed development. The detailed technical study will be submitted to relevant Government departments for further consideration thereafter. Proper strengthening works / mitigation measures will be proposed if and when necessary to the satisfaction of DSD and/ or relevant Government departments.

Relevant Extracts of Town Planning Board Guidelines No. 10
for "Application for Development within Green Belt Zone
under Section 16 of the Town Planning Ordinance"
(TPB PG-No. 10)

The relevant assessment criteria for assessing applications include:

(a) there is a general presumption against development (other than redevelopment) in a "GB" zone;

(b) an application for new development in a "GB" zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The scale and intensity of the proposed development including the plot ratio, site coverage and building height should be compatible with the character of surrounding areas;

(c) the design and layout of any proposed development should be compatible with the surrounding area. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, or cause any adverse visual impact on the surrounding environment;

(d) the vehicular access road and parking provision proposed should be appropriate to the scale of the development and comply with relevant standards. Access and parking should not adversely affect existing trees or other natural landscape features. Tree preservation and landscaping proposals should be provided;

(e) the proposed development should not overstrain the capacity of existing and planned infrastructure such as sewerage, roads and water supply. It should not adversely affect drainage or aggravate flooding in the area;

(f) the proposed development must comply with the development controls and restrictions of areas designated as water gathering grounds;

(g) the proposed development should not overstrain the overall provision of Government, institution and community facilities in the general area; and

(h) the proposed development should not be susceptible to adverse environmental effects from pollution sources nearby such as traffic noise, unless adequate mitigating measures are provided, and it should not itself be the source of pollution.

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- the Site comprises Lots No. 1265 RP and 1267 in D.D. 79 and adjoining government land (GL). The lots are Old Schedule lots held under the Block Government Lease (demised for agricultural use) without any guarantee of right of access. The applicant should make his own arrangement for acquiring access to the Site, and there is no guarantee that any adjoining GL will be allowed for vehicular access to the Site for the proposed use;

- it is noted that land filling works would be carried out on the Site. The applicant should make precautionary measures to restrict the scale of land filling activity so as to ensure no private lot(s)/GL adjacent to the Site would be disturbed. Besides, the applicant should also comply with all land filling requirements imposed by relevant government department(s), if any; and

- according to the proposed development, a toilet would be erected on the Site. The applicant should note that any proposed toilet facility should meet current health requirements.

2. Traffic

Comments of the Commissioner for Transport (C for T):

- based on the FI submitted by the applicant, there would be adequate loading/unloading and manoeuvring spaces at the Site, and the provision of traffic management measures to ensure pedestrian safety, there is no further comment on the application from traffic engineering point of view and the traffic impact induced by the temporary development is considered tolerable; and

- should the application be approved, the applicant is required to implement the traffic management measures as proposed by the applicant to the satisfaction of C for T.

3. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection to the application from public drainage viewpoint; and

- should the application be approved, approval conditions should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that the development will not cause adverse drainage impact to the adjacent area.

4. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no in-principle objection to the application subject to fire service installations (FSIs) being provided to the satisfaction of D of FS.

5. Building Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- there is no record of approval by the Building Authority for the existing buildings/ structures at the Site and BD is not in a position to offer comments on their suitability for the use related to the application.

6. Other Departments

- The following government departments have no comments on the application:

  (a) Director of Agriculture, Fisheries and Conservation (DAFC);
  (b) Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD);
  (c) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD); and
  (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that if the planning application is approved, the owner of the lots concerned shall apply to her office for a Short Term Waiver (STW) and a Short Term Tenancy (STT) to cover all the actual occupation area and proposed structures concerned. The applications for STW and STT will be considered by the government in its landlord's capacity and there is no guarantee that they will be approved. If the STW and STT are approved, its commencement date will be backdated to the first date of occupation and it will be subject to such terms and conditions to be imposed including payment of waiver fee/rent and administrative fees as considered appropriate;

(b) to note the comments of the Commissioner for Transport (C for T) that the vehicular access between the Site and Ng Chow Road is not managed by the Transport Department. The applicant should seek comment from the responsible party;

(c) to note the comments of the Director of Environmental Protection (DEP) that the applicant is advised to follow the latest COP and ProPECC PN 1/94 *Construction Site Drainage* and should also comply with all relevant environmental protection / pollution control ordinances, including but not limited to Noise Control Ordinance, to minimise any potential environmental nuisances on the surrounding area;

(d) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:

- the limited desk-top checking by DSD on the drainage works cover only the fundamental aspects of the drainage design which will by no means relieve the project proponent's obligations to ensure that (i) the proposed drainage works will not cause any adverse drainage or environmental impacts in the vicinity; and (ii) the proposed drainage works and the downstream drainage systems have adequate capacity and are in good conditions to receive the flows collected from the Site and all upstream catchments;

- the applicant should ensure that the information in the proposal is clear and readable;

- the details such as invert level, gradient etc. of the proposed drain / surface channel should be provided;

- the applicant should provide the formation levels of the Site and the areas in the vicinity;

- the cover levels of proposed channels should flush with the existing adjoining ground level;

- the applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the captioned site. He should also ensure that the flow from the Site will not overload the existing drainage system;

- the applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls/kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;

- the existing discharge location to which the applicant proposed to discharge the storm water from the Site is not maintained by DSD. The applicant should identify the owner of the existing discharge location to which the proposed connection will be made and obtain consent from the owner prior to commencement of proposed works;

- the applicant is reminded that all existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the subject site any time during or after the works;

- the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained during operation at his own expense;

- for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N and/or relevant private lot owners;

- the applicant should make good all the adjacent affected areas upon the completion of the drainage works;

- the applicant should construct and maintain the proposed drainage works properly and rectify the system if it is found to be inadequate or ineffective during operation;

- please indicate the size of the existing outlet drainage pipe in the drainage plan. Please also check and ensure that the existing drainage pipe has sufficient drainage capacity to cater for the additional discharge from the Site and also the drainage flow from the existing catchment areas;

- the applicant is required to provide the sectional views of the Site in two different directions showing clearly any walls would be erected or kerbs would be laid along the boundary of the house, the proposed and existing drainage facilities, flow direction, the existing ground level of the adjacent lands and the formation level of the Site for DSD's reference;

- the applicant should be aware of flood prone areas in Ng Chow Road near Lamp post (L/P no. AD4449), where is one of the access road to the Site; and

- the government should be empowered to inspect conditions of the private drainage system and to enforce its cleansing by the owners, if necessary arises (e.g. upon receipt of complaints).

(e) to note the comments of the Director of Fire Services (D of FS) that:

- in consideration of the design/ nature of the proposed use, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his satisfaction;

- the applicant is advised that the layout plan should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSIs to be installed should be clearly marked on the layout plans; and

- the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (BO), detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and

(f) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- if the existing structures are erected on leased land without approval of the BD (no being a New Territories Exempted House), they are unauthorised under the BO and should not be designated for any approved use under the application;

- before any new building works are to be carried out on the Site, prior approval and consent of the Building Authority should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System, otherwise they are unauthorised building works (UBW). An Authorised Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;

- for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

- if the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;

- any temporary shelters or converted containers for storage or office, canteen or other uses are considered as temporary buildings, and they are subject to the control of Part VII of the Building (Planning) Regulations (B(P)R);

- the Site shall be provided with means of obtaining access thereto from a street under the B(P)R 5 and emergency vehicular access shall be provided under B(P)R 41D;

- if the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the BA under B(P)R 19(3) at the building plan submission stage;

- it is noted that portable toilets are to be provided for the proposed development. The applicant is drawn to the provision of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations;

- there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under the B(P)R 72 and Division 3 of Design Manual: Barrier Free Access 2008; and

- formal submission under the BO is required for any proposed new works, including any temporary structures and site formation works like site formation drainage works. Detailed comments under the BO will be provided at the building plan submission stage.

5-1

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-WKS/17

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment _____

簽署 Signature _____ 日期 Date 14 MAR 2022

5-2

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220307-112532-65664
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	07/03/2022 11:25:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wong

意見詳情
Details of the Comment :

I support this application since it could timely provide a storage place for the construction machi neries and materials which are crucial for the new development projects in the North.

The Government wants to develop the northern part of the Territories. Construction machineries and materials generated by the construction projects are inevitable, and they should be properly handled instead of placing randomly which will disturb the residents and environment.

The applicant of this application provides decent environment and proper management. Mitigati on measures will be done to prevent nuisance to the surrounding users. His effort should be will considered by the Board.

5-3

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220311-141023-70869
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	11/03/2022 14:10:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

I support this S16 application. It meets with growing Northern HK in the Greater Bay Area, and for sure it also helps utilize our existing land. Plus it is a temporary proposal that could help ease the land shortage. Furthermore, all the nearby warehouses have proved the old zoning use is a bi t out-dated.

5-4

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220311-154443-88598
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	11/03/2022 15:44:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，鄉郊設倉庫及工場必會增加附近車輛出入流量，引至附近交通阻塞、環境污染，增加引發火警危機，影響村民安全及生活質數。

5-5

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220312-140251-41516
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	12/03/2022 14:02:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ku

意見詳情
Details of the Comment :

我支持這宗規劃申請。申請地點對面已經有一大片土地用作露天貯物，周邊環境也與周圍現有發展環境也算協調的。加上，申請人主動提出的協調措施，並會受到管控，同時，也是臨時性質，所以支持。在地理位置，周邊發展狀況和社會真正的需求的情況下，這是一種正面和有擔當的申請

5-6

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220316-150643-11221
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	16/03/2022 15:06:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Samantha Li

意見詳情
Details of the Comment :

我們支持這宗規劃申請。申請地點對面已經有一大片土地用作露天貯物，周邊環境也與周圍現有發展環境也算協調的。加上，申請人主動提出的協調措施，並會受到管控，同時，也是臨時性質，所以支持。擬議規劃申請不但對該區的整體發展帶來社會及經濟增益，更有助減低亂用地盤附近土地。臨時用途是合情合理的做法，本人十分支持。

5-7

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220316-150939-94710
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	16/03/2022 15:09:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Alison Chan

意見詳情
Details of the Comment :

There are rising needs for construction storage in HK, especially in the Northern Part of Hong K ong to facilitate the future 2030+ planning of Hong Kong. We feel this is a good solution to allo w temporary use of converting the land into a reasonable use of land. It is also non-destructive t o the environmental environment for their measurement. Even if later the landlord violates the u se of land, the govt could have rejected the renewal of the planning application.

5-8

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220316-151303-62441
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	16/03/2022 15:13:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jeffrey

意見詳情
Details of the Comment :

我們支持擬議規劃申請不但對該區的整體發展帶來社會及經濟增益，更有助減低亂用地盤附近土地。臨時用途是合情合理的做法，本人十分支持。另外如果申請人能夠在申請地點內提供邊沿植樹綠化及為單層建築物配搭顏色，能提升了視覺效果，也是雙贏的發展項目。政府也是時候更新土地規劃的用途，去支持明日大嶼的發展。

5-9

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220316-152234-36212
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	16/03/2022 15:22:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

擬議規劃申請不但對該區的整體發展帶來社會及經濟增益，更有助減低亂用地盤附近土地。臨時用途是合情合理的做法，本人十分支持。另外，亦看到在附近有噪音管理和綠化設施，確保沒有不可逆轉的傷害，我認為這次申請有十分充裕的理由去支持和是有擔當的申請。

5-10

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220316-153901-34569
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	16/03/2022 15:39:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ki

意見詳情 **Details of the Comment :**

I support this planning application for it is a sane solution to meet the demand for open storage/ warehouse in the Northern area of Hong Kong. I see the applicant has raised reasonable measures for traffic, landscape, and environmental issue which shows full understanding and effort towards. This is a win-win application for everyone, rather than only letting the land stand in the sun-bathe.

5-11

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220322-165726-81403
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	22/03/2022 16:57:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tam

意見詳情
Details of the Comment :

I tend to support this planning application, for nearby is full of land with open storage usage. Th rough a formal application with sincere consideration and measurements taken, it is well regulat ed and should be advocated instead of the illegal use of land. Moreover, it is a temporary wareho use and if any illegal activities are found could reject their further renewals of land use.

5-12

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220322-170028-35743
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	22/03/2022 17:00:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chi Fung

意見詳情
Details of the Comment :

本人非常支持這規劃申請。現時在新界北部及西南部地域有大規模開發和發展項目，需要較多臨時儲存地擺放建築機械及建築材料，來應對龐大社區發展引至對短期土地需求的過渡性操作需要，在可以控制及監管的情況下，是可以接受的。另外，未來附近地點亦有不同發展，按步就班的容許一些土地規劃用途改變能令香港的土地發展有更多的可讓性。

我亦覺得邊沿種植的綠化能有助提升視覺效果，值得支持。

5-13

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220322-170441-94186
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	22/03/2022 17:04:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ms. Koo

意見詳情
Details of the Comment :

I support this application. It is a good move to use land sources in temporary manner without un dermining the long term use of land. It has proper management and mitigation measures that it will not disturb the surrounding users.

5-14

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 Reference Number:	220324-162020-43832
提交限期 Deadline for submission:	25/03/2022
提交日期及時間 Date and time of submission:	24/03/2022 16:20:20
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-WKS/17
「提意見人」姓名/名稱 Name of person making this comment:	先生 Mr. Kit Wong

意見詳情 Details of the Comment :

I support this planning application because it can provide space for storing machines which are important for the housing construction nearby. Putting the machines closer to the construction sites in the Norther New Territories can reduce air pollution and traffic flow from transporting these tools from far locations.

5-15

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220324-161743-21982
提交限期 **Deadline for submission:**	25/03/2022
提交日期及時間 **Date and time of submission:**	24/03/2022 16:17:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-WKS/17
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Li

意見詳情
Details of the Comment :

支持這個規劃申請。現時塊地未有用途，雜草橫生，有適當用途和管理，不會浪費地方之餘又可改善環境。

tpbpd@pland.gov.hk 5-16

寄件者: [redacted]
寄件日期: 2022年03月24日星期四 13:30
收件者: tpbpd
主旨: A/NE-WKS/17 DD 79 Ng Chow Road GB
附件: Ng Chau S Rd - Google Maps.pdf

A/NE-WKS/17

Lots 1265 RP and 1267 in D.D. 79 and Adjoining Government Land, Ng Chow Road, Ping Che

Site area : About 2,968sq.m Includes Government Land of about 67sq.m

Zoning : "Green Belt"

Applied use " Warehouse for Storage of Construction Materials / 4 Vehicle Parking / **Filling of Land**

Dear TPB Members,

Strongest objections. There is no previous history of approval and according to Google Maps the Lots were, at least until recently, covered in dense vegetation and trees.

Policy is to phase out brownfield use, not create additional environmental degradation.

Member must inquire into current conditions of site and reject the application that would encourage further trashing of the natural environment.

Mary Mulvihill


Wai Hwy
Heung Yuen Wai Hwy
香園圍公路
Ng Chow Rd
Ng Chow Rd
五洲路
Ng Chow Rd
五洲路
禾徑山新村dd79
五洲路
合盈
Car repair and maintenance
Google

5-17

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

KFBG's comments on two planning applications
25/03/2022 15:18

From: EAP KFBG <eap@kfbg.org>
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

2 attachments

220325 s16 WKS 17.pdf 220325 s17 CWBN 63.pdf

Dear Sir/ Madam,

Attached please see our comments regarding two applications. There are two pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

K F B G
Kadoorie Farm & Botanic Garden
嘉道理農場暨植物園

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

25th March, 2022. **By email only**

Dear Sir/ Madam,

Proposed Temporary Warehouse for Storage of Construction Machinery and Construction Materials for a Period of 3 Years and Filling of Land (A/NE-WKS/17)

1. We refer to the captioned.

2. We urge the Board to reject the current application as the proposed use is unlikely to be in line with the planning intention of Green Belt (GB) zone.

3. We also urge the Board to consider whether the approval of this application would set a precedent for other similar applications in this GB zone.

4. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org