Appendix I of RNTPC Paper No. A/NE-WKS/17A



For Official Use Only 請 勿 填 寫 此 欄	Application No. 申請編號	AINE-WKS/17
	Date Received 收到日期	2 3 FFB 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。

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 MGross 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)	67sq.m 平方米 MAbout 約

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					
Land use zone(s) involved "Green Belt" 涉及的土地用途地帶					
Current use(s) 現時用途 (If there are any Government, institution or community facilities, please illustrate o plan and specify the use and gross floor area)					
er" ^{#&} (please proceed to Part 6 and attach documentary proof of ownership).					
vners" ^{# &} (please attach documentary proof of ownership). 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」 [#] 。					
ly on Government land (please proceed to Part 6). 也上(請繼續填寫第6部分)。					
s Consent/Notification 意/通知土地擁有人的陳述					
 According to the record(s) of the Land Registry as at					
 b) The applicant 申請人 – □ has obtained consent(s) of "current land owner(s)"[#]. 已取得					
"current land owner(s)" # obtained 取得「現行土地擁有人」 #同意的詳情					
ot number/address of premises as shown in the record of the Land egistry where consent(s) has/have been obtained 課土地註冊處記錄已獲得同意的地段號碼/處所地址 (日/月/年)					

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	has notified 已通知	"current land owner(s)"# 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							
	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 s	neets if the space of any box above is insufficient. 如上列上何方格的空間不足,請另頁說明)					
	has taken reasonabl 已採取合理步驟以	e steps to obtain consent of or give notification to owner(s): 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					
	I sent request fo 於	r consent to the "current land owner(st" on(DD/MM/YYYY) ^{#&} (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	n a prominent position on or near application site/premises on (DD/M)//YYYY) ^{&}					
	方令	(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 office(s) or run	elevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management al committee on(DD/MM/YYYY) ^{&}					
	成	(口/月/平)把通知寄任相關的耒主业条法圈/耒主要員曾/互助要員曾或官理 鄉事委員會 ^{&}					
	<u>Others 其他</u>						
	□ others (please 其他(请指明	specify)					
	/						
No. 1.	-						
INOTE: Ma Info apr	by insert more than one ormation should be pro-	wided on the basis of each and every lot (if applicable) and premises (if any) in respect of the					
A: 可有 申請	任多於一個万格內加 請人須就申請涉及的4	二′✔」號 針一地段(倘適用)及處所(倘有)分別提供資料					

6. Type(s) of Application	n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 					
(b) Effective period of permission applied for	(Please illustrate the details of the proposa year(s) 年	i on a layout plan) (請用半面圖說明擬議計) 3.			
申請的許可有效期	L month(s) 個月				
 (c) <u>Development Schedule 發展氣</u> Proposed uncovered land area Proposed covered land area Proposed number of buildings Proposed domestic floor area Proposed non-domestic floor area Proposed gross floor area 擬壽 Proposed height and use(s) of diff 的擬議用途 (如適用) (Please use Warehouse (A1) for Construct Warehouses (B1, B2, B3) for 	振議露天土地面積 議有上蓋土地面積 /structures 擬議建築物/構築物數目 擬議住用樓面面積 area 擬議非住用樓面面積 鏡總樓面面積 ferent floors of buildings/structures (if a e separate sheets if the space below is in tion Materials: not more than 1-store Construction Machineries: not more	about 2,028			
Container-converted Compart Container-converted Guardho	ments (C1, C2, C3) for General Stor use (D1): not more than 1-storey (2.	age: not more than 1-storey (2.6m) 6m)			
Proposed number of car parking s	paces by types 不同種類停車位的擬詞	義數目			
Private Car Parking Spaces 私家 Motorcycle Parking Spaces 電單 Light Goods Vehicle Parking Spa Medium Goods Vehicle Parking Sp Heavy Goods Vehicle Parking Sp Others (Please Specify) 其他 (諱	車車位 車車位 ces 輕型貨車泊車位 Spaces 中型貨車泊車位 aces 重型貨車泊車位 詩列明)	2			
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 輕雪 Medium Goods Vehicle Spaces 耳 Heavy Goods Vehicle Spaces 重	2)貨車車位	1			
Others (Please Specify) 其他 (請列明)					

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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 acce the site/subject build 是否有車路通往地 有關建築物?	ess to ing? 2盤/ No 否	 ✓ 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) □ 		
(e)	Impacts of Developm (If necessary, please justifications/reasons 措施,否則請提供理	nent Proposal 擬 use separate shee for not providin 重據/理由。)	議發展計劃的影響 ts to indicate the proposed me g such measures. 如需要的語	asures to minimise possible a 舌,請另頁表示可盡量減少	dverse impacts or give 可能出現不良影響的
(i)	Doesthedevelopmentproposalinvolvealterationofexisting 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	2
(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 M (d) dd	Please indicate on site plan the bo iversion, the extent of filling of land/ 請用地盤平面圖顯示有關土地/池 範圍)] Diversion of stream 河道改] Filling of pond 填塘 Area of filling 填塘面積 Depth of filling 填塘深度 Filling of land 填土 Area of filling 填土面積 Depth of filling 填土面積 Depth of filling 填土回積 Depth of filling 填土厚度] Excavation of land 挖土 Area of excavation 挖土面 Depth of excavation 挖土剂	undary of concerned land/pond(s) pond(s) and/or excavation of land) 塘界線,以及河道改道、填塘、填 (道 	, and particulars of stream 土及/或挖土的細節及/或 常 □About 約 □About 約 NAbout 約 常 □About 約 常 □About 約
(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會 否造成不良影 響?	On environmen On traffic 對交 On water supply On drainage 對 On slopes 對斜 Affected by slop Landscape Impa Tree Felling 析 Visual Impact 和 Others (Please S	t 對環境 通 列對供水 排水 坡 pes 受斜坡影響 act 構成景觀影響 次伐樹木 構成視覺影響 Specify) 其他 (請列明)	Yes 會 Yes 會	No 不不不不不不 No 不不不不不不不不不不不不不不不不不不不不不不不不不不不

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

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 (B) Renewal of Permission for 位於鄉郊地區臨時用途/發 	Temporary Use or Development in Rural Areas 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/YIM 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:
(f) Renewal period sought 要求的續期期間	 year(s) 年 month(s) 個月

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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.
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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(就此申請所提次的所有資料複製及/或上載至委員會網站,供公眾免費瀏覽或下載。 Signature 簽署				
Kim On CHAN Managing Director				
Name in Block LettersPosition (if applicable)姓名(請以正楷填寫)職位 (如應時)ING CONSULTA)				
Professional Qualification(s) □ Member 會員 / ▲ Fellow of 資深會員 ▲ 弘域城市規劃 專業資格 □ HKIP 香港規劃師學會 / □ HKIA 香港建築航空資源問有限公司 □ HKIS 香港測量師學會 / □ HKIE 香港工程師 □ HKILA 香港園境師學會 / □ HKIUD 香港城市設計 □ HKILA 香港園境師學會 / □ HKIUD 香港城市設計 ○ NPP 註冊專業規劃師 Others 其他 ○ Others 其他 Registered Professional Planner No. 29				
on behalf of 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 2.1 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 <u>as far as possible</u>. 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<u>盡量</u>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。)

1 4347人(13 万人万人万人万日重引	名观剧实行旦时她从从一版多风)				
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)				
Location/address	Lots Nos. 1265RP and 1267 in D.D. 79				
位置/地址	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 Covernment land of 包括政府上批 67 sg m 亚方米 About 约)				
	(mendes Government land of 包括政府工地 07 sq. m 千万不 图 About %))				
Plan					
圖則	Approved Wo Keng Shan Outline Zoning Plan No. S/NE-WKS/10				
Zoning					
地帶	"Green Belt"				
-					
Type of	Temporary Use/Development in Rural Areas for a Period of				
Application	位於鄉郊地區的臨時用途/發展為期				
中請類別					
	Year(s) 年 <u>3</u> □ Month(s) 月				
	D Peneuval of Planning Annual for Temperary Use/Development in Pural				
	Areas for a Period of				
	Areas for a refield of				
	山小水水水口也回面时们之外没放了了水面上一门冷漠舟小河舟				
	□ Year(s) 年 □ Month(s) 月				
Applied use/					
development	Proposed Temporary Warehouse for Storage of Construction				
由請用徐/發展	Machineries and Construction Materials for a Period of 3 Years in				
中胡用如 级 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	A	🗆 (Not	m 米 more than 不多於)
			N/A	A	□ (Not	Storeys(s) 層 more than 不多於)
		Non-domestic 非住用	2.6r	m - 5m	(Not	m 米 more than 不多於)
				1	(Not	Storeys(s) 層 more than 不多於)
(iv)	Site coverage 上蓋面積		3	1.7	%	MAbout 約
(v)	No. of parking	Total no. of vehicl	e parking space	es 停車位總數		2
	spaces and loading / unloading spaces 停車位及上落客貨 車位數目	Private Car Parking Spaces 私家車車位 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)				2
		Total no. of vehicle loading/unloading bays/lay-bys2上落客貨車位/停車處總數				
	 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 1 Heavy Goods Vehicle Spaces 重型貨車車位 1 Others (Please Specify) 其他 (請列明) 1			1	

Chinese Engl 中文 英文 Plans and Drawings 圖則及繪圖	rs 圖則及繪圖
Plans and Drawings 圖則及繪圖	zs 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/國境設計圖 □ 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 □	/Layout plan(s) 總綱發展藍圖/布局設計圖 □ (宜圖 □ 面圖 □ 面圖 □ 見圖 □ wing the proposed development 顯示擬議發展的合成照片 □ n(s)/Landscape plan(s) 國境設計總圖/國境設計圖 □ () 其他(請註明) □ dex Plan, Proposed Paved Area, Conceptual Drainage Layout, □ 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 排水影響評估 □ Drainage impact assessment 排示影響評估 □ Risk Assessment 風險評估 □ Others (please specify) 其他 (請註明) □	ustifications 規劃綱領/理據 □ □ ment (noise, air and/or water pollutions) □ □ 、空氣及/或水的污染) □ □ nent (on vehicles) 就車輛的交通影響評估 □ □ nent (on pedestrians) 就行人的交通影響評估 □ □ nent 視覺影響評估 □ □ essment 景觀影響評估 □ □ assessment 土力影響評估 □ □ ssment 排水影響評估 □ □ assest 排污影響評估 □ □ (請註明) □ □

- 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。

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

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

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

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



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<u>城規會</u>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<u>新界 粉嶺 坪輋 五洲路</u>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.

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

Table 1Types of Construction Machineries and Construction MaterialsRequired at Different Construction Stages

Construction Stag	e Duration	Construction Machineries and Construction Materials			
 Site Formation Excavation 	6-7 months	Excavator (Large & Small), hydraulic breaker (炮頭), structural steel members			
3. Substructure Works	7-15 months	Bamboo & metal scaffolding, plywood, aerial work platform (升降台)			
4. Super Structure Works	12-18 months				
5. External Works	18-24 months	Structural steel members, bamboo & metal scaffolding	Excavator (Small), crane truck, aerial work platform,		
6. Outside Site Boundary Work	3-4 months	Hydraulic breaker, flash light, traffic signs	steel plate, water barrier, plastic fence		

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 2,968m², of which about 67m² (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 220m² for storage of sizeable and heavy construction materials, three 5m tall warehouses with roofed area of about 220m² 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 15m². 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.

	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	$220m^{2}$	220m ²	15m ²	$15m^2$	
Structure (about)					
Building Height	1-storey (4m)	1-storey (5m)	1-storey (2.6m)	1-storey (2.6m)	
(not more than)					
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 Sp	baces	2 [2.5m(W) x 5m(L)]			
No. of Loading/Unload	ding Bays (for LGV)	1 [3.5m(W) x 7m(L)]			
No. of Loading/Unload	ding Bays (for HGV)	1 [3.5m(W) x 11m(l	L)]		

 Table 2
 Key Development Parameters

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**).

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

- 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.

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

- 5.9 For peripheral screening trees, species like *Bauhinia Blakeana* (洋紫荆) 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 2,181m² 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.

	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

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

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

¹https://www.districtcouncils.gov.hk/north/doc/2020_2023/tc/committee_meetings_doc/ldhwc/18298/n_ldhwc_2020_036_ch.pdf ²https://www.districtcouncils.gov.hk/north/doc/2020_2023/tc/committee_meetings_doc/ldhwc/18298/n_ldhwc_2020_037_ch.pdf ³https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/684_rnt_agenda.html

⁴https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/committee_meetings_doc/htpdc/18724/htpdc_paper_2020_3.pdf ⁵https://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

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

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







Stage 2- Excavation



Stage 3— Substructure Works

Stage 6 - Outside Site Boundary Works



Stage 5 - External Works

Plastic Fence Steel Plate





Construction Machineries and Reusable Construction Materials Figure 3






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



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





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Appendix ICovering 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 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting	Columbarium (within a Religious Institution
Centre only)	or extension of existing Columbarium
Nature Reserve	only)
Nature Trail	Crematorium (within a Religious Institution
On-Farm Domestic Structure	or extension of existing Crematorium
Picnic Area	only)
Public Convenience	Field Study/Education/Visitor Centre
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	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
	Radar Telecommunications Electronic
	Microwave Repeater, Television
	and/of Kadio Transmitter Installation
	Kengious Institution
	Residential Institution
	School Service Decorrector
	Service Reservoir Social Walfara Engility
	Juliar Wellare Facility Litility Installation for Private Project
	Ounty instantion 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.

<u>Remarks</u>

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.

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

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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 m².

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 C	apacity	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 3.2Link Capacity Assessments

	Consoitu ⁽¹⁾	Volu	ıme	V/C I	Ratio
Road	(pcu/hr)	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**.

	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

 Table 4.1
 Development Traffic Generation during Peak Hour

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 4.2Annual Traffic Census Data

Stn.		Road Section		Ī	AADT	(vehicle/	day) ⁽¹⁾		Average
No.	Road	From	То	2016	2017	2018	2019	2020	Growth (%)
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**.

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

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

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 <u>WITHOUT</u> 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 <u>WITH</u> 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 4.42025 Junction Capacity Assessment

			2025 Re	eference	2025 [Design
Ref.	Junction Location	Type/ Index ⁽¹⁾	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	y Assessments
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	Constitut(1)	Volu	ume	V/C I	Ratio
Road	(pcu/hr)	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.

















Appendix A

Master Layout Plan



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

Appendix B

Junction Capacity Assessments

- Existing Scenario

LLA co	ONSULTA	NCY LIMITE	ED	PRIORITY	JUNCTION	CALCULA	ATION		INITIALS	DATE
Proposed Tempo n "Green Belt" Zo	orary Warehouse for S one and Proposed Fil	torage of Constructio ing of Land in Associa	n Machineries ation with the I	and Construction Materia Proposed Warehouse, at	als for a Period of 3 Yea Lots Nos. 1265RP and	PROJECT N	O.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 a	and Adjoining Govern	ment Land, North of N	Ig Chow Road	I, Ping Che, Fanling, New	Territories	FILENAME :	J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
1 Ng Chow	Road/ Ng Chow So	uth Road		2021 E	Existing AM	REFERENCE	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 59 [8] 69 [7] 43 – ARM A) g Chow Road Jajor Road	Ng Chow South Road (ARM B)	$\begin{bmatrix} 1 \end{bmatrix} \begin{bmatrix} 2 \end{bmatrix} \begin{bmatrix} 3 \end{bmatrix} \\ 26 \end{bmatrix} \begin{bmatrix} 5 \end{bmatrix} \\ \downarrow \end{bmatrix}$	1 [4] 31 [5] 11 [6]	(ARM C) Ng Chow Road	OTES : (GEOMETRIC INPL W = MAJC W cr = CENT W b-a = LANE W b-c = LANE W c-b = LANE V t-b = VISIB Vr b-a = VISIB Vr b-a = VISIB Vr c-b = VISIB Xr c-b = STRE Xb = STRE Zb = STRE M b = STRE Y = (1-0.0)	T DATA) R ROAD WIDTH RAL RESERVE WIDTH WIDTH AVAILABLE TC WIDTH AVAILABLE TC WIDTH AVAILABLE TC LITY TO THE LEFT FO LITY TO THE RIGHT F LITY TO THE RIGHT F AM-SPECIFIC (RIGHT AM-SPECIFIC (STRAIC 345W)	H D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE D VEHICLES WAITING IN S TOR VEHICLES WAITING IN S OR VEHICLES WAITING IN S TURN FROM A) TURN FROM B) URN FROM B) DHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
		(ARM D) Ng Chow South Road			rb-a = RATIO) OF FLOW TO CAPAC	CITY IN STREAM b-a			
GEOMETRIC	C DETAILS:	(ARM D) Ng Chow South Road		GEOMET	rb-a = RATIO	O OF FLOW TO CAPAC	CITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC	C DETAILS:	(ARM D) Ng Chow South Road		GEOMET Xb =	r b-a = RATIO TRIC FACTORS : 0.809	O OF FLOW TO CAPAC	0.949	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W =	C DETAILS: 8.00 (metres)	(ARM D) Ng Chow South Road		GEOMET Xb = Xc =	r b-a = RATIO TRIC FACTORS : 0.809 0.949	X a = X d =	0.949 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.054;	
GEOMETRIC GENERAL W = W cr =	C DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724	GEOMET Xb = Xc = Zb =	r b-a = RATIO TRIC FACTORS : 0.809 0.949 0.871	X a = X d = Z d =	0.949 0.533 0.586	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.054 = 0.024	
GEOMETRIC GENERAL W = W cr =	C DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724	GEOMET Xb = Xc = Zb = Mb =	r b-a = RATK TRIC FACTORS : 0.809 0.949 0.871 0.809	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b	N FLOW = 0.054 = 0.024 = 0.001) ;
GEOMETRIC GENERAL W = W cr = MAJOR RO/	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/	0.724 ARM C)	GEOMET Xb = Xc = Zb = Mb =	rb-a = RATK TRIC FACTORS : 0.809 0.949 0.871 0.809	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1b-d	= 0.054 = 0.024 = 0.001 = 0.005	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b =	0.724 ARM C) 4.00	GEOMET X b = X c = Z b = M b = (metres) PROPOR	rb-a = RATI TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH	X a = X d = Z d = M d = T AHEAD TRAFFIC :	0.949 0.533 0.586 0.533	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC 1b-d DFCr b-d	= 0.054 = 0.024 = 0.001 = 0.005 = 0.004	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = Vr a-d =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 59 (neithe)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = c c c c =	0.724 ARM C) 30 31	GEOMET X b = X c = Z b = M b = (metres) (metres) (metres)	rb-a = RATIO TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084	X a = X d = Z d = M d = T AHEAD TRAFFIC :	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-c DFC c-c DFC c-c DFC c-c DFC c-c	= 0.054 = 0.024 = 0.001 = 0.005 = 0.004 = 0.000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-b =	8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 59 69 (pcu/hr) 69	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-a = q c-b =	0.724 ARM C) 30 31	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (ccu/hr) a b d =	r b-a = RATIO TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pou/br)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = alideb =	0.949 0.533 0.586 0.533 0.000	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-a DFC c-a	<pre>> FLOW = 0.0544 = 0.024 = 0.0013 = 0.0005 = 0.0004 = 0.0000 = 0.0000</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-d =	8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 59 (pcu/hr) 69 (pcu/hr) 43 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-a = q c-b = q c-b =	0.724 ARM C) 30 31 1	GEOMET X b = X c = Z b = M b = (metres) PROPOR (metres) (pcu/hr) r b-a = (pcu/hr) ql b-d =	r b-a = RAT(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (rcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b =	0.949 0.533 0.586 0.533 0.533 0.000 0.000 0.000	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-a DFC c-a	<pre>> FLOW = 0.0544 = 0.024 = 0.001 = 0.005 = 0.004 = 0.000 = 0.000 = 0.000 </pre>	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-d =	8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 59 (pcu/hr) 69 (pcu/hr) 43 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-a = q c-b = q c-d =	0.724 ARM C) 30 31 1 1	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d =	r b-a = RATIO TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.533 0.500 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC b-c DFC	= 0.054 = 0.024 = 0.001 = 0.005 = 0.004 = 0.000 = 0.0001 = 0.0001 = 0.0001 = 0.0001 = 0.0001	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROA	8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 59 (pcu/hr) 69 (pcu/hr) 43 (pcu/hr) AD (ARM B)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (/	0.724 ARM C) 30 31 1 11 NRM D)	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr)	r b-a = RATI(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr) TY OF MOVEMENT :	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.533 0.500 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	= 0.054 = 0.024 = 0.001 = 0.005 = 0.004 = 0.000 = 0.000 = 0.001 = 0.000 = 0.000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Q a-d = Q a-c = Q a-c = Q a-d = Q a-d = MINOR ROA W b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 59 (pcu/hr) 69 (pcu/hr) 43 (pcu/hr) AD (ARM B) 3.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (/ W d-c =	0.724 ARM C) 4.00 30 31 1 1 11 NRM D) 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres)	r b-a = RATI(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr) TY OF MOVEMENT :	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.533 0.500 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	 N FLOW = 0.0541 = 0.0011 = 0.0001 = 0.0041 = 0.0	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Q a-d = Q a-c = Q a-d = Q a-d = MINOR ROA W b-a = W b-c =	State State <th< td=""><td>(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (/ W d-c = W d-a =</td><td>0.724 ARM C) 4.00 30 31 1 1 11 ARM D) 0.00 0.00</td><td>GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a =</td><td>r b-a = RATI(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr) TY OF MOVEMENT : 474 (pcu/hr)</td><td>X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c =</td><td>0.949 0.533 0.586 0.533 0.586 0.533 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr)</td><td>COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b</td><td> N FLOW = 0.0544 = 0.0244 = 0.00015 = 0.0044 = 0.</td><td></td></th<>	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (/ W d-c = W d-a =	0.724 ARM C) 4.00 30 31 1 1 11 ARM D) 0.00 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a =	r b-a = RATI(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr) TY OF MOVEMENT : 474 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c =	0.949 0.533 0.586 0.533 0.586 0.533 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	 N FLOW = 0.0544 = 0.0244 = 0.00015 = 0.0044 = 0.	
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GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-d = q a-c = q a-d = MINOR ROA W b-a = W b-c = V b-a = Vr b-a = Vr b-a = Vr b-a =	State 8.00 (metres) 0 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 59 (pcu/hr) 69 (pcu/hr) 43 (pcu/hr) 4.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres) 3.00 (metres) 30 (metres) 3.00 (metres) 40 (metres) 26 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (/ W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (/ W d-c = W d-a = VI d-c = Vr d-a = q d-c =	0.724 ARM C) 4.00 30 31 1 11 NRM D) 0.00 0.00 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-d =	r b-a = RATI(TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIGH 0.084 2.71 (pcu/hr) 2.29 (pcu/hr) TY OF MOVEMENT : 474 (pcu/hr) 615 (pcu/hr) 660 (pcu/hr) 472 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = q d-b = q r d-b = Q d-a = Q d-a = Q d-a = Q d-a = Q d-b = Q d-b =	0.949 0.533 0.586 0.533 0.500 0 (pcu/hr) 0 (pcu/hr) 431 (pcu/hr) 431 (pcu/hr) 696 (pcu/hr) 309 (pcu/hr) 309 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW = 0.054i = 0.024i = 0.001i = 0.000ii 	
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roposed Tempo n "Green Belt" Zo	orary Warehouse for Sto one and Proposed Fillin	orage of Constructior g of Land in Associa	n Machineries ation with the l	and Construction Material Proposed Warehouse, at L	ls for a Period of 3 Yea ₋ots Nos. 1265RP and		NO.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 a	and Adjoining Governm	ent Land, North of N	g Chow Road	I, Ping Che, Fanling, New	Territories	FILENAME	: J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow Road/ Ng Chow South Road				2021 E	xisting PM	REFERENC	CE NO.:	REVIEWED BY:	SLN	Feb-22
[9] 46 [8] 32 [7] 24 – JRM A) g Chow Road ajor Road	Ng Chow South Road (ARM B)		5 [4] 31 [5] 27 [6]	I (ARM C) Ng Chow Road	DTES: (GEOMETRIC INPU W = MAJO W cr = CEN' W b-a = LANE W b-c = LANE W c-b = LANE V tb-a = VISIE Vr b-a = VISIE Vr b-c = VISIE Vr b-c = VISIE Vr c-b = VISIE Xa = STRE Xb = STRE Zb = STRE M b = STRE Y = (1-0)	IT DATA) IT DATA) IR ROAD WIDTH RAL RESERVE WIDT WIDTH AVAILABLE T WIDTH AVAILABLE T WIDTH AVAILABLE T ILITY TO THE RIGHT ILITY TO THE RIGHT ILITY TO THE RIGHT ILITY TO THE RIGHT AM-SPECIFIC (RIGHT AM-SPECIFIC (LEFT AM-SPECIFIC (STRAI 345W)	TH TO VEHICLE WAITING IN STRE TO VEHICLE WAITING IN STRE TO VEHICLE WAITING IN STRE FOR VEHICLES WAITING IN ST FOR VEHICLES WAITING IN ST FOR VEHICLES WAITING IN ST TURN FROM A) IT TURN FROM B) TURN FROM B) NGHT AHEAD FROM B - LEFT	AM b-a AM b-c AM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
		(ARM D) Ng Chow South Road			rb-a = RATI	O OF FLOW TO CAPA	ACITY IN STREAM b-a			
GEOMETRIC	C DETAILS:	(ARM D) Ng Chow South Road		GEOMET	rb-a = RATI	D OF FLOW TO CAPA	ACITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
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GEOMETRIC GENERAL W =	C DETAILS: 8.00 (metres)	(ARM D) Ng Chow South Road		GEOMET X b = X c =	rb-a = RATI RIC FACTORS : 0.809 0.949	O OF FLOW TO CAPA X a = X d =	ACITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.1093	
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GEOMETRIC GENERAL W = W cr =	C DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724	GEOMET X b = X c = Z b = M b =	rb-a = RATI RIC FACTORS : 0.809 0.949 0.871 0.809	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b	N FLOW = 0.1093 = 0.0376 = 0.0074	
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GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c =	8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 24 (pcu/hr) 3.00 (metres) 3.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (AI W d-c = W d-a =	0.724 RM C) 4.00 30 31 5 27 RM D) 0.00 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (pcu/hr) Q b-a =	rb-a = RATI RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) Y OF MOVEMENT : 485 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC d-a DFC a-d DFC d-b	 N FLOW = 0.1093 = 0.0376 = 0.0074 = 0.0017 = 0.0000 = 0.0000 = 0.0347 = 0.0000 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAL W b-a = W b-c = VI b-a =	8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 24 (pcu/hr) 300 (metres) 3.00 (metres) 3.00 (metres) 30 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (AI W d-c = W d-a = VI d-c =	0.724 IRM C) 30 31 5 27 RM D) 0.00 0.00 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c =	rb-a = RATH RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) 'Y OF MOVEMENT : 485 (pcu/hr) 611 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr) 430 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	= 0.1093 = 0.0376 = 0.0074 = 0.0024 = 0.0000 = 0.0000 = 0.0347 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c = VI b-a = Vr b-a =	State 8.00 (metres) 0 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 24 (pcu/hr) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres) 3.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = q c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (Al W d-c = W d-a = VI d-c = VI d-c =	0.724 IRM C) 4.00 30 31 5 27 RM D) 0.00 0.00 0.00 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) (pcu/hr) q b-d = (metres) (metres) (metres) (pcu/hr) Q b-a = (metres) (metres) Q b-c =	rb-a = RATH RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) 0.831 (pcu/hr) Y OF MOVEMENT : 485 (pcu/hr) 611 (pcu/hr) 679 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr) 430 (pcu/hr) 691 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC b-d DFC b-d DFC c-b DFC b-a	 N FLOW = 0.1093 = 0.0376 = 0.0074 = 0.0014 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-d = MINOR ROAL W b-a = W b-c = V b-a = Vr b-a = Vr b-a = Vr b-a =	8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 32 (pcu/hr) 32 (pcu/hr) 30 (metres) 30 (metres) 30 (metres) 300 (metres) 300 (metres) 30 (metres) 40 (metres)	(ARM D) Ng Chow South Road	0.724 RM C) 4.00 30 31 5 27 RM D) 0.00 0.00 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q c-b = (metres) Q c-b = (metres) Q c-b = (metres) Q c-b = (metres) Q lb-d =	rb-a = RATH RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) 0.831 (pcu/hr) Y OF MOVEMENT : 485 (pcu/hr) 611 (pcu/hr) 679 (pcu/hr) 482 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c = Q d-a = Q d-a = Q a-d = QI d-b =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr) 430 (pcu/hr) 691 (pcu/hr) 316 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC b-d DFC b-d DFC b-d DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW = 0.1093 = 0.0376 = 0.0074 = 0.0014 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-d = q a-c = q a-d = MINOR ROAL W b-a = W b-c = V b-a = Vr b-c = Vr b-c = q b-a =	State 8.00 (metres) 0 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 24 (pcu/hr) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres) 3.00 (metres) 30 (metres) 3.00 (metres) 40 (metres) 53 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (AI W d-c = W d-a = Vr d-c = Vr d-a = q d-c =	0.724 RM C) 4.00 30 31 5 27 RM D) 0.00 0.00 0 0 0 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q b-d = (pcu/hr)	rb-a = RATH RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) 0.831 (pcu/hr) Y OF MOVEMENT : 485 (pcu/hr) 611 (pcu/hr) 679 (pcu/hr) 482 (pcu/hr) 482 (pcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-a = Q d-a = Q a-d = Ql d-b = Q a-d = Ql d-b = Ql d-b =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr) 430 (pcu/hr) 430 (pcu/hr) 316 (pcu/hr) 316 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW 0.1093 0.0376 0.0024 0.0024 0.0000 0.0000 0.0000 0.0347 0.0000 li>	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-c = q a-c = q a-d = MINOR ROA W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a = q b-a = q b-a = q b-a =	8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 46 (pcu/hr) 32 (pcu/hr) 24 (pcu/hr) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.01 (metres) 30 (metres) 40 (metres) 53 (pcu/hr) 23 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-c = Vr d-a = q d-c = q d-a =	0.724 RM C) 4.00 30 31 5 27 RM D) 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q b-d = (metres) Q b-d = (pcu/hr) Q b-d = (pcu/hr)	rb-a = RATH RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.169 1.169 (pcu/hr) 0.831 (pcu/hr) 0.831 (pcu/hr) Y OF MOVEMENT : 485 (pcu/hr) 611 (pcu/hr) 679 (pcu/hr) 482 (pcu/hr) 482 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-a = Q a-a = Q a-d = QI d-b = QI d-b = QI d-b =	ACITY IN STREAM b-a 0.949 0.533 0.586 0.533 0.586 0.533 : 0.000 0 (pcu/hr) 0 (pcu/hr) 313 (pcu/hr) 430 (pcu/hr) 316 (pcu/hr) 316 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	 N FLOW = 0.1093 = 0.0376 = 0.0074 = 0.0000 = 0.0000 = 0.0347 = 0.0000 = 0.0000 = 0.0000 = 0.0000 	





LLA CO	ONSULTAN	CY LIMIT	ED	PRIORITY	JUNCTION	N CALCUL	ATION		INITIALS	DATE
Proposed Tempora n "Green Belt" Zor	ary Warehouse for Sto ne and Proposed Fillin	rage of Constructi g of Land in Assoc	on Machineries iation with the l	s and Construction Materia Proposed Warehouse, at	als for a Period of 3 Yo Lots Nos. 1265RP an	ears d PROJECT N	NO.: 40789	PREPARED BY:	SKL	Feb-22
1267 in D.D. 79 an	nd Adjoining Governme	ent Land, North of	Ng Chow Road	d, Ping Che, Fanling, New	/ Territories	FILENAME	: J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che Road/ Ng Chow Road				2021 E	Existing AM	REFERENC	CE NO.:	REVIEWED BY:	SLN	Feb-22
[9] 16 _ [8] 29 — ARM D) Ig Chow Road	Ping Che Road (ARM A)	[1] [2] 7 413 4 413	15 [3] 1 [4] 53 [5]] (ARM B)] Ng Chow Road]	IOTES : (GEOMETRIC IN W = MA W cr = CE W b-a = LA W b-c = LA W c-b = LA V b-a = VIS Vr b-a = VIS Vr b-a = VIS Vr c-b = VIS X a = ST X b = ST X b = ST M b = ST V - (1)	PUT DATA) JOR ROAD WIDTH NTRAL RESERVE WIDT NE WIDTH AVAILABLE T NE WIDTH AVAILABLE T NE WIDTH AVAILABLE T NE WIDTH AVAILABLE T NBILITY TO THE LEFT F SIBILITY TO THE RIGHT SIBILITY TO THE RIGHT REAM-SPECIFIC (RIGH REAM-SPECIFIC (RIGH REAM-SPECIFIC (LEFT REAM-SPECIFIC (STRA 0.0345W)	TH TO VEHICLE WAITING IN STRE TO VEHICLE WAITING IN STRE FOR VEHICLES WAITING IN ST FOR VEHICLES WAITING IN S' FOR VEHICLES WAITING IN S' FOR VEHICLES WAITING IN S' TTURN FROM A) TTURN FROM B) TTURN FROM B) AIGHT AHEAD FROM B - LEFT	AM b-a AM b-c AM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
	25 531 [7] [6]	(ARM C) Ping Che Road			rb-a = RA	TIO OF FLOW TO CAPA	ACITY IN STREAM b-a			
GEOMETRIC	DETAILS:	(ARM C) Ping Che Road		GEOME	rb-a = RA	TIO OF FLOW TO CAPA	ACITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC GENERAL	 25 531 [7] [6] DETAILS:	(ARM C) Ping Che Road		GEOME Xb =	rb-a = RA TRIC FACTORS : 1.134	TIO OF FLOW TO CAPA	2ACITY IN STREAM b-a	COMPARISION OF DESIGN	N FLOW	
GEOMETRIC GENERAL W =	DETAILS: 7.30 (metres)	(ARM C) Ping Che Road		GEOME" Xb = Xc =	TRIC FACTORS : 1.134 0.919	TIO OF FLOW TO CAPA Xa = Xd =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.0321	
GEOMETRIC GENERAL W = W cr =	DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOME" Xb = Xc = Zb =	TRIC FACTORS : 1.134 0.919 1.184	TIO OF FLOW TO CAPA X a = X d = Z d =	0.919 0.899 0.950	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.0321 = 0.0717	
GEOMETRIC GENERAL W = W cr =	DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOME' Xb = Xc = Zb = Mb =	TRIC FACTORS : 1.134 0.919 1.184 1.134	TIO OF FLOW TO CAPA X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b 	= 0.0321 = 0.0717 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROAD	DETAILS: 7.30 (metres) 0 (metres) D (ARM A)	(ARM C) Ping Che Road Y = MAJOR ROAD	0.74815 (ARM C)	GEOME Xb = Xc = Zb = Mb =	TRIC FACTORS : 1.134 0.919 1.184 1.134	TIO OF FLOW TO CAPA X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1b-d	= 0.0321 = 0.0717 = 0.0001 = 0.0011	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b =	0.74815 (ARM C) 3.65	GEOME Xb = Xc = Zb = Mb = (metres) PROPOR	TRIC FACTORS : 1.134 0.919 1.184 1.134 1.134 RTION OF MINOR STRAIN	TIO OF FLOW TO CAPA X a = X d = Z d = M d = SHT AHEAD TRAFFIC :	0.919 0.899 0.950 0.899	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC1 b-d DFC1 b-d DFC1 b-d	= 0.0321 = 0.0717 = 0.0000 = 0.0011 = 0.0010	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = g a b =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 16 (neutre)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = n c-a =	0.74815 (ARM C) 3.65 30 531	GEOME X b = X c = Z b = M b = (metres) (metres) (coul/br) r b c =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM	X a = X d = Z d = M d = SHT AHEAD TRAFFIC :	0.919 0.899 0.950 0.899 :	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC c-c DFC c-c DFC c-c DFC c-c	= 0.0321 = 0.0717 = 0.0000 = 0.0010 = 0.0822 = 0.0295	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = g a-c =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 16 (pcu/hr) 413 (ncu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = a c-b =	0.74815 (ARM C) 3.65 30 531 0	GEOME' X b = X c = Z b = M b = (metres) PROPOR (metres) r b-a = (pcu/hr) r b-a =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.043 0.521 (pcu/br)	Xa = Xd = Zd = Md = SHT AHEAD TRAFFIC : rd-c = ald-b =	0.919 0.899 0.950 0.899 : 0.083 0.083	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC c-a DFC c-a DFC c-a DFC c-a	= 0.0321 = 0.0717 = 0.0001 = 0.0010 = 0.0820 = 0.0280 = 0.0120	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (rcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-d =	0.74815 (ARM C) 3.65 30 531 0 25	GEOME' X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (ncu/hr) q b-d =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.470 (rocu/hr)	X a = X d = Z d = M d = CHT AHEAD TRAFFIC : r d-c = ql d-b = gr d-b =	0.919 0.899 0.950 0.899 : 0.050 0.899 :	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-a DFC c-b	= 0.0321 = 0.0717 = 0.0001 = 0.0010 = 0.0826 = 0.0286 = 0.0286	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-d =	25 531 [7] [6] DETAILS: 7.30 (metres) 0 (metres) D(ARM A) 3.65 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d =	0.74815 (ARM C) 3.65 30 531 0 25	GEOME' X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) q b-d =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr)	X a = X d = Z d = M d = GHT AHEAD TRAFFIC : qI d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 : 0.083 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC c-b DFC d-a DFC d-a DFC c-b DFC d-b DFC d-b	<pre>> FLOW = 0.0321 = 0.0717 = 0.0001 = 0.0011 = 0.0825 = 0.0286 = 0.0128 = 0.0128 = 0.0120 = 0.0000 = 0.0000</pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAD W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD	25 531 [7] [6] DETAILS: 7.30 (metres) 0 (metres) D(ARM A) 3.65 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (ARM B)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD	0.74815 (ARM C) 3.65 30 531 0 25 ARM D)	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr)	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT :	X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 : : 0.083 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	= 0.0321 = 0.0717 = 0.0001 = 0.0011 = 0.0825 = 0.0286 = 0.0286 = 0.0126 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAU W a-d = Vr a-d = q a-b = q a-c = q a-d = Q a-d = MINOR ROAD W b-a =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (ARM B) 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-b = MINOR ROAD (W d-c =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres)	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1.TY OF MOVEMENT :	TIO OF FLOW TO CAPA X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = q d-b = q r d-b =	0.919 0.899 0.950 0.899 0.950 0.899 : : 0.083 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC 1b-d DFC 1b-d DFC 1c-d DFC d-a DFC d-a DFC a-d DFC 1-b DFC 1-b DFC 1-b DFC 1-b	 N FLOW = 0.0321 = 0.0717 = 0.0001 = 0.0011 = 0.0012 = 0.0286 = 0.0128 = 0.0128 = 0.0000 = 0.0000 	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (ARM B) 6.20 (metres) 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD W d-c = W d-a =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 3.50	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT : 467 (pcu/hr)	TIO OF FLOW TO CAPA X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c =	0.919 0.899 0.950 0.899 : 0.889 : 0.083 0 (pcu/hr) 0 (pcu/hr) 350 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC c-b DFC b-d DFC b-d DFC c-b DFC	= 0.0321 = 0.0717 = 0.0000 = 0.0011 = 0.0825 = 0.0825 = 0.0286 = 0.0126 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAD W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a =	DETAILS: 7.30 (metres) 0 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (ARM B) 6.20 (metres) 80 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD (W d-c = W d-a = Vl d-c =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 3.50 60	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) Q b-d = (metres) Q b-a = (metres) Q b-c =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT : 467 (pcu/hr) 739 (pcu/hr)	TIO OF FLOW TO CAPA X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c = Q d-a =	2ACITY IN STREAM b-a 0.919 0.899 0.950 0.899 : 0.083 0 (pcu/hr) 0 (pcu/hr) 350 (pcu/hr) 556 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC b-d DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	= 0.0321 = 0.0717 = 0.0000 = 0.0011 = 0.0825 = 0.0825 = 0.0826 = 0.0126 = 0.0126 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a = Vr b-a =	25 531 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 30 (metres) 16 (pcu/hr) 413 (pcu/hr) 413 (pcu/hr) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD W d-c = W d-a = Vr d-c = Vr d-c = Vr d-c =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 3.50 60 80	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-c = (metres) Q b-c =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT : 467 (pcu/hr) 739 (pcu/hr) 575 (pcu/hr)	TIO OF FLOW TO CAPA X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = q i d-b = q r d-b = Q d-c = Q d-a = Q a-d =	2ACITY IN STREAM b-a 0.919 0.899 0.950 0.899 : 0.083 0 (pcu/hr) 0 (pcu/hr) 350 (pcu/hr) 556 (pcu/hr) 546 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b DFC d-b	= 0.0321 = 0.0717 = 0.0000 = 0.0011 = 0.0825 = 0.0288 = 0.0288 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a = Vr b-a = Vr b-c =	25 531 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 0 (metres) 3.65 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (metres) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-c = Vr d-c = V	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 3.50 60 80 80	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) (metres) Q c-b = (metres) Q b-d =	TP-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAM 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT : 467 (pcu/hr) 739 (pcu/hr) 575 (pcu/hr) 471 (pcu/hr)	TIO OF FLOW TO CAP4 X a = X d = Z d = M d = GHT AHEAD TRAFFIC : ql d-b = qr d-b = Q d-c = Q d-c = Q d-a = Q a-d = Q l d-b =	2ACITY IN STREAM b-a 0.919 0.899 0.950 0.899 : 0.083 0 (pcu/hr) 0 (pcu/hr) 350 (pcu/hr) 350 (pcu/hr) 556 (pcu/hr) 546 (pcu/hr) 363 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	= 0.0321 = 0.0717 = 0.0000 = 0.0011 = 0.0825 = 0.0286 = 0.0286 = 0.0286 = 0.02000 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a = Vr b-c = q b-a =	DETAILS: 7.30 (metres) 0 (metres) 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 0 (ARM B) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres) 15 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = Vr d-c = W d-c = Vr d-a = Vr d-a = Vr d-a = Q r d-a = Vr d-a = Vr d-a = Q d-c =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 60 80 80 80 29	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q rb-d =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIN 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 1TY OF MOVEMENT : 467 (pcu/hr) 739 (pcu/hr) 575 (pcu/hr) 471 (pcu/hr) 471 (pcu/hr)	TIO OF FLOW TO CAP4 X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.950 0.899 :	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-a DFC a-b DFC a-b DFC a-b DFC a-b DFC a-b	= 0.0321 = 0.0717 = 0.0010 = 0.0012 = 0.0286 = 0.0286 = 0.0286 = 0.0286 = 0.0286 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAD W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAD W b-a = W b-c = Vr b-a = Vr b-a = q b-a = q b-c =	25 531 [7] [6] DETAILS: 7.30 (metres) 0 (metres) D(ARM A) 3.65 (metres) 30 (metres) 16 16 (pcu/hr) 413 (pcu/hr) 7 (pcu/hr) 7 (pcu/hr) 0 (metres) 6.20 (metres) 6.20 (metres) 6.20 (metres) 70 (metres) 70 (metres) 70 (metres) 15 (pcu/hr) 53 (pcu/hr) 53 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = Q c-b = Vr d-a = Vr d-a = Vr d-a = Vr d-a = Q d-c = q d-a =	0.74815 (ARM C) 3.65 30 531 0 25 ARM D) 3.50 3.50 60 80 80 80 29 16	GEOME X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-c = (metres) Q b-c = (metres) Q c-b = (metres) Q t-d = (pcu/hr) Q r b-d = (pcu/hr) Q r b-d =	TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIN 0.043 0.521 (pcu/hr) 0.479 (pcu/hr) 0.479 (pcu/hr) TY OF MOVEMENT : 467 (pcu/hr) 739 (pcu/hr) 575 (pcu/hr) 471 (pcu/hr) 471 (pcu/hr)	TIO OF FLOW TO CAPA X a = X d = Z d = M d = GHT AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c = Q d-a = Q a-d = QI d-b = QI d-b = QI d-b =	0.919 0.899 0.950 0.899 0.950 0.899 : 0.083 0 (pcu/hr) 0 (pcu/hr) 350 (pcu/hr) 556 (pcu/hr) 556 (pcu/hr) 363 (pcu/hr) 363 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC c-b DFC c-b DFC c-d DFC c-d DFC c-b DFC b-a	 N FLOW = 0.0321 = 0.0717 = 0.0001 = 0.0011 = 0.0128 = 0.0288 = 0.0128 = 0.0128 = 0.0000 = 0.0000 = 0.0000 	
LLA CO	ONSULTAN	CY LIMITE	ED	PRIORITY	JUNCTION	I CALCULA	ATION		INITIALS	DATE
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Proposed Tempor in "Green Belt" Zo	rary Warehouse for Sto one and Proposed Filling	age of Construction of Land in Associa	n Machineries ation with the F	and Construction Materia Proposed Warehouse, at l	als for a Period of 3 Ye Lots Nos. 1265RP and	ars PROJECT N	O.: 40789	PREPARED BY:	SKL	Feb-22
1267 in D.D. 79 ar	nd Adjoining Governme	nt Land, North of N	lg Chow Road	, Ping Che, Fanling, New	Territories	FILENAME :	J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
J3 Ping Che I	Road/ Ng Chow Road			2021 E	Existing PM	REFERENCE	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 6 . [8] 34 — (ARM D) Ng Chow Road	Ping Che Road (ARM A)		5 [3] 3 [4] 66 [5]	(ARM B) Ng Chow Road	OTES : (GEOMETRIC INF W = MA W cr = CEI W b-a = LAM W b-c = LAM W c-b = LAM W c-b = LAM V tb-a = VIS Vr b-a = VIS Vr b-c = VIS Vr b-c = VIS X a = STF X b = STF X b = STF M b = STF Y = (1-0)	UT DATA) IOR ROAD WIDTH ITRAL RESERVE WIDTH E WIDTH AVAILABLE TC E WIDTH AVAILABLE TC BUITY TO THE LEFT FO BILITY TO THE RIGHT F BILITY TO THE RIGHT F BILITY TO THE RIGHT F BILITY TO THE RIGHT F EAM-SPECIFIC (RIGHT EAM-SPECIFIC (RIGHT EAM-SPECIFIC (STRAIC 0.345W) 10 OCT I OW TO ODDO	H O VEHICLE WAITING IN STRE O VEHICLE WAITING IN STRE O VEHICLE WAITING IN STRE OR VEHICLES WAITING IN ST FOR VEHICLES WAITING IN S FOR VEHICLES WAITING IN S TURN FROM A) TURN FROM B) TURN FROM B) GHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a ITREAM b-a ITREAM b-c ITREAM c-b		
	 29 432 [7] [6]	(ARM C) Ping Che Road			rb-a = RA`	IO OF FLOW TO CAPAC	CITY IN STREAM b-a			
GEOMETRIC	 29 432 [7] [6] : DETAILS:	(ARM C) Ping Che Road		GEOMET	rb-a = RA TRIC FACTORS :	IO OF FLOW TO CAPAC	CITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC	 29 432 [7] [6]	(ARM C) Ping Che Road		GEOMET Xb =	rb-a = RA TRIC FACTORS : 1.134	X a =	0.919	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W =	29 432 [7] [6] DETAILS: 7.30 (metres)	(ARM C) Ping Che Road		GEOMET Xb = Xc =	rb-a = RA TRIC FACTORS : 1.134 0.919	X a = X d =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.010	5
GEOMETRIC GENERAL W = W cr =	29 432 [7] [6] CDETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOMET X b = X c = Z b =	rb-a = RA TRIC FACTORS : 1.134 0.919 1.184	X a = X d = Z d =	0.919 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.010 = 0.090	3
GEOMETRIC GENERAL W = W cr =	I I 29 432 [7] [6] Comparison of the system of the sy	(ARM C) Ping Che Road	0.74815	GEOMET Xb = Xc = Zb = Mb =	rb-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b	N FLOW = 0.010 = 0.090 = 0.000	
GEOMETRIC GENERAL W = W or = MAJOR ROA W ard =	I I 29 432 [7] [6] c DETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 365	(ARM C) Ping Che Road Y = MAJOR ROAD (A W ch =	0.74815 ARM C)	GEOMET X b = X c = Z b = M b =	rb-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC b-d	= 0.010 = 0.090 = 0.000 = 0.003 = 0.003	5 5 5
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d =	I I 29 432 [7] [6] CDETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (m	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b =	0.74815 ARM C) 3.65 30	GEOMET X b = X c = Z b = M b = (metres) PROPOR	rb-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG	X a = X d = Z d = M d = HT AHEAD TRAFFIC :	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC b-d DFC b-d	= 0.010 = 0.090 = 0.003 = 0.003 = 0.003	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = g a-b =	I I 29 432 [7] [6] CDETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 6 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a =	0.74815 ARM C) 3.65 30 432	GEOMET X b = X c = Z b = M b = (metres) (metres) (pcu/hr) r b-a =	rb-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c =	0.919 0.899 0.950 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1-d DFC rb-d DFC d-c DFC d-c DFC d-c	= 0.010 = 0.090 = 0.003 = 0.003 = 0.003 = 0.094 = 0.010	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c =	I I 29 432 [7] [6] CDETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 6 (pcu/hr) 472 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b =	0.74815 ARM C) 3.65 30 432 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d =	r b-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = q d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC 1b-d DFC r b-d DFC r b-d DFC d-a DFC d-a DFC d-a DFC d-a	= 0.010 = 0.090 = 0.003 = 0.003 = 0.003 = 0.094 = 0.010 = 0.021	
GEOMETRIC GENERAL W = W or = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d =	I I 29 432 [7] [6] 2 DETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 6 (pcu/hr) 472 (pcu/hr) 12 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d =	0.74815 ARM C) 3.65 30 432 0 29	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q l b-d = (pcu/hr) q b-d =	r b-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = q d-b = qr d-b =	0.919 0.899 0.950 0.899 0.899 0.094 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC c-b DFC c-b DFC c-b DFC c-a DFC d-a DFC d-a DFC d-a	 FLOW = 0.010 = 0.090 = 0.003 = 0.033 = 0.094 = 0.094 = 0.094 = 0.021 = 0.000 	
GEOMETRIC GENERAL W = W cr = W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c =	I I 29 432 [7] [6] Comparison (metres) Comparison (metres) AD (ARM A) 3.65 3.0 (metres) 6 (pcu/hr) 472 (pcu/hr) 12 (pcu/hr) D (ARM B) 6.20 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c =	0.74815 ARM C) 3.65 30 432 0 29 RM D) 3.50 3.50	(metres) (metres) (pcu/hr) r b-a = (pcu/hr) q b-d =	r b-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = q d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	 N FLOW = 0.010 = 0.000 = 0.003 = 0.003 = 0.004 = 0.010 = 0.021 = 0.000 = 0.000 	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c = W b-c =	I I 29 432 [7] [6] 29 432 [7] [6] Control 1 Control 1 Con	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-a = Vr d-a =	0.74815 ARM C) 3.65 30 432 0 29 RM D) 3.50 3.50 60	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) Q b-a = (metres) Q b-a =	r b-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr)	X a = X d = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-c =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr) 361 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC r b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	<pre>> FLOW = 0.010 = 0.090 = 0.003 = 0.003 = 0.034 = 0.010 = 0.021 = 0.000 = 0.001</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROAL W b-a = W b-c = VI b-a = VI b-a =	I I 29 432 [7] [6] 29 432 [7] [6] Contractions Contractions (metres) Contractions (metres) AD (ARM A) 3.65 3.0 (metres) 3.0 (metres) 6 (pcu/hr) 12 (pcu/hr) 12 (pcu/hr) D (ARM B) 6.20 6.20 (metres) 80 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-a = Vr d-a = Vr d-a =	0.74815 ARM C) 3.65 30 432 0 29 RM D) 3.50 60	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-a = (metres) Q b-a =	r b-a = RA ⁺ TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr) 727 (pcu/hr) 564 (rou/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr) 361 (pcu/hr) 579 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC d-a DFC a-d DFC a-b DFC c-b DFC c-b	N FLOW = 0.090 = 0.003 = 0.003 = 0.003 = 0.094 = 0.010 = 0.021 = 0.000 = 0.000 = 0.000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-b = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c = VI b-a = Vr b-a =	I I 29 432 [7] [6] 29 432 [7] [6] Contractions 30 (metres) 30 (metres) 30 (metres) 6 (pcu/hr) 12 (pcu/hr) 12 (pcu/hr) 12 (metres) 6.20 (metres) 80 (metres) 70 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-c = Vr d-c = Vr d-c = Vr d-c =	0.74815 ARM C) 3.65 30 432 0 29 RM D) 3.50 3.50 60 80	GEOMET $X b =$ $X c =$ $Z b =$ $M b =$ $(metres) PROPOF$ $(metres)$ $(pcu/hr) r b-a =$ $(pcu/hr) q b-d =$ $(pcu/hr) q r b-d =$ $CAPACIT$ $(metres) Q b-a =$ $(metres) Q b-a =$ $(metres) Q b-c =$ $(metres) Q b-c =$ $(metres) Q b-c =$	r b-a = RA [*] TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIC 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr) 727 (pcu/hr) 561 (pcu/hr) 471 (ccu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr) 361 (pcu/hr) 579 (pcu/hr) 569 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	<pre>></pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	I I 29 432 [7] [6] 29 432 [7] [6] Contractions 30 (metres) 30 (metres) 30 (metres) 6 (pcu/hr) 12 (pcu/hr) 12 (pcu/hr) 12 (metres) 6.20 (metres) 80 (metres) 70 (metres) 70 (metres) 70 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c = Vr d-a = Vr d-a = Vr d-a = Q d-a =	0.74815 ARM C) 3.65 30 432 0 29 ARM D) 3.50 3.50 60 80 80 34	GEOMET $X b =$ $X c =$ $Z b =$ $M b =$ $(metres) PROPOF$ $(metres)$ $(pcu/hr) r b-a =$ $(pcu/hr) q b-d =$ $(pcu/hr) q b-d =$ $CAPACIT$ $(metres) Q b-a =$ $(metres) Q b-c =$ $(metres) Q c-b =$ $(metres) Q c-b =$ $(metres) Q c-b =$ $(metres) Q c-b =$	r b-a = RA ⁺ TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr) 561 (pcu/hr) 471 (pcu/hr) 471 (pcu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = qr d-b = Q d-a = Q d-a = Q d-a = Q d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr) 361 (pcu/hr) 579 (pcu/hr) 569 (pcu/hr) 377 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	<pre>></pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c = VI b-a = Vr b	I I 29 432 [7] [6] 20 Comparison 20 Comparison 20 Comparison 20 Comparison 20 Comparison 21 Comparison 22 Comparison 23 Comparison 24 Comparison 25 Comparison 26 Comparison 30 (metres) 30 (metres) 30 (metres) 30 (metres) 30 (metres) 6 (com/hr) 12 (com/hr) 12 (com/hr) 12 (com/hr) 6 (com/hr) 70 (metres) 70 (metres) 70 (metres) 5 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c = Vr d-a = q d-c = vr d-a = q d-c = vr d-a = Q d-a = Q d-a = Vr d-a = Q d-a = Q d-a = Q d-a = Q d-a = Q d-a = Vr d-a = Q d-a = Q d-a = Vr d-a = Q d-a = Q d-a = Vr d-a = Vr d-a = Q d-a = Vr d-a	0.74815 ARM C) 3.65 30 432 0 29 RM D) 3.50 3.50 60 80 80 80 80 80 80	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q c-b = (metres) Q b-d = (pcu/hr)	r b-a = RA TRIC FACTORS : 1.134 0.919 1.184 1.134 RTION OF MINOR STRAIG 0.014 1.521 (pcu/hr) 1.479 (pcu/hr) 1.479 (pcu/hr) TY OF MOVEMENT : 470 (pcu/hr) 561 (pcu/hr) 471 (pcu/hr) 471 (pcu/hr)	X a = X d = Z d = M d = HT AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.094 0 (pcu/hr) 0 (pcu/hr) 361 (pcu/hr) 579 (pcu/hr) 569 (pcu/hr) 377 (pcu/hr) 377 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	<pre>></pre>	

LLA	CONSULTANCY LIMITED			R	DUNDABOUT	CALCULATION		INITIALS	DATE
Proposed	d Temporary Warehouse for Storage of Construction Ma	chineries and Const	ruction M	aterials for a Period of	3 Years in "Green Belt" Zo	ne PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
and Propo	osed Filling of Land in Association with the Proposed W	arehouse, at Lots N	os. 1265F	₹P and 1267 in D.D. 79	and Adjoining Governmer	THE FILENAME J4 PCR STKR-MMH	CHECKED BY:	SLN	Feb-22
.14 F	Ping Che Road / Sha Tau Kok Road - Ma Mei Ha		· · · · · ·	2021 E	xisting AM	BEEERENCE NO	REVIEWED BY	SLN	Feb-22
0 4 1			L		kioting / th	NEI ERENGE NO			100-22
Sha Tau K (ARM A)	(ARM Ping Cha [9] 313 [8] 552 [7] 6 Kok Road - Ma Mei Ha	M B) e Road [1] [2] 2 306 1 1 2	[3] 187 - Sh - 3 - 241 - 430	(ARM C) a Tau Kok Road - Ma [4] [5] [6]	Mei Ha (ARM .	(ARM B) 561 671 871 246	495	674 (ARM C)	
ARM INPUT PA	ARAMETERS:	A	B	C					
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					
к =	= Entry radius (m)	20.00	15.00	50.00					
ש = א -	 Inscribed circle diameter (m) Entry angle (degree) 	52.00	52.00 40.00	5∠.UU 25.00					
~ = 0 =	 Entry angle (degree) Entry flow (neu/b) 	30.00	40.00	20.00 674					
	 Entry now (pearin) Circulating flow across entry (peu/h) 	07 I 246	490 561	314					
		240	100	314					
s =	= Sharpness of flare = $1.6(F-V)/I$	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					
	= 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		Total In Sum =	1413	PCU	
DFC =	= Design flow/Capacity = Q/Qe	0.40	0.33	0.34		DFC of Critical Approach	= 0.40		

LLA	4 (CONSULTANCY LIMITED				ROUNDABOUT	CALCULATION		INITIALS	DATE
Proposed	d Tei	mporary Warehouse for Storage of Construction Mach	nineries and Cons	struction N	laterials for a F	eriod of 3 Years in "Green Belt" Zor	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
and Prop	osec	d Filling of Land in Association with the Proposed War	ehouse, at Lots N	los. 1265	RP and 1267 ir	D.D. 79 and Adjoining Governmen	TILENAMEJ4 PCR STKR-MMH	CHECKED BY:	SLN	Feb-22
	Pinc	n Che Road / Sha Tau Kok Road - Ma Mei Ha			20	21 Existing PM			SLN	Feb-22
J4	FILL				2		REFERENCE NO	REVIEWED B1.	JUN	FeD-22
Sha Tau (ARM A	Kok)	(ARM E Ping Che F [9] 281 [8] 473 [7] 15 Road - Ma Mei Ha	i) Road [1] [2] 4 460	[3] 108 - Si - 4 - 176 - 379	(ARM na Tau Kok Ro [4] [5] [6]	C) ad - Ma Mei Ha (ARM ∤	(ARM B) 492 769 184	572	559 (ARM C)	
ARM INPUT P	PARA	AMETERS:	A	В	С					
v	=	Approach half width (m)	7.30	5.00	4.00					
E	=	Entry width (m)	8.00	7.50	7.50					
	=	Effective length of flare (m)	5.00	10.00	70.00					
ĸ	-	Entry radius (m)	20.00	15.00	50.00					
U A	-	Inscribed circle diameter (m)	52.00	52.00	52.00					
A	=	Entry angle (degree)	30.00	40.00	25.00					
Q 0-	=		769	572	559					
UC.	=	Circulating flow across entry (pcu/h)	184	492	479					
OUTPUI	ΓΡΑ	RAMETERS:								
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					
М	=	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		Total In Sum =	1140	PCU	
	_	Design flow/Capacity = 0/0e	0.05							

Appendix C

Junction Capacity Assessments

- Reference & Design Scenarios

LLA co	ONSULTA	NCY LIMIT	ED	PRIORITY	JUNCTION	CALCUL	ATION		INITIALS	DATE
roposed Tempo "Green Belt" Zo	orary Warehouse fo one and Proposed I	r Storage of Constructi Filling of Land in Assoc	on Machineries ciation with the	and Construction Material Proposed Warehouse, at L	ls for a Period of 3 Yea ∟ots Nos. 1265RP and	PROJECT N	IO.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 a	and Adjoining Gove	rnment Land, North of	Ng Chow Road	l, Ping Che, Fanling, New	Territories	FILENAME :	J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
1 Ng Chow	Road/ Ng Chow S	South Road		2025 Re	ference AM	REFERENC	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 64 [8] 75 [7] 47 – RM A) j Chow Road ajor Road	Ng Chow South Ro (ARM	ad B) [1] [2] [3] 28 16 5 4 4 4 •	1 [4] 34 [5] 12 [6] (ARM C)] Ng Chow Road	DTES : (GEOMETRIC INPU W = MAJC W cr = CENT W b-a = LANE W b-c = LANE W c-b = LANE V t b-a = VISIB Vr b-a = VISIB Vr b-c = VISIB Vr c-b = VISIB Xa = STRE Xb = STRE Zb = STRE Mb = STRE Y = (1-0.0)	T DATA) IR ROAD WIDTH RAL RESERVE WIDTI WIDTH AVAILABLE T WIDTH AVAILABLE T WIDTH AVAILABLE T ILITY TO THE RIGHT F LITY TO THE RIGHT F LITY TO THE RIGHT F AM-SPECIFIC (RIGHT AM-SPECIFIC (LEFT T AM-SPECIFIC (STRAI 345W)	H O VEHICLE WAITING IN STRE O VEHICLE WAITING IN STRE OR VEHICLES WAITING IN ST FOR VEHICLES WAITING IN S FOR VEHICLES WAITING IN S FOR VEHICLES WAITING IN S FOR VEHICLES WAITING IN S I TURN FROM A) I TURN FROM B) TURN FROM B) IGHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a STREAM b-a STREAM b-c STREAM c-b		
		(ARM D) Ng Chow South Road			rb-a = RATIO	OF FLOW TO CAPA	CITY IN STREAM b-a			
GEOMETRIC	C DETAILS:	(ARM D) Ng Chow South Road		GEOMET	rb-a = RATIO	O OF FLOW TO CAPA	CITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC	C DETAILS:	(ARM D) Ng Chow South Road	1	GEOMET Xb =	rb-a = RATIC	O OF FLOW TO CAPA	CITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W =	C DETAILS: 8.00 (metres)	(ARM D) Ng Chow South Road		GEOMET X b = X c =	rb-a = RATIC RIC FACTORS : 0.809 0.949	X a = X d =	CITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.0594	
GEOMETRIC GENERAL W = W cr =	C DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724	GEOMET X b = X c = Z b =	rb-a = RATK RIC FACTORS : 0.809 0.949 0.871	X a = X d = Z d =	CITY IN STREAM b-a 0.949 0.533 0.586	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.0594 = 0.0261	
GEOMETRIC GENERAL W = W cr =	C DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724	GEOMET X b = X c = Z b = M b =	rb-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b	N FLOW = 0.0594 = 0.0261 = 0.0015	
GEOMETRIC GENERAL W = W cr = MAJOR ROA	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A)	(ARM D) Ng Chow South Road Y = MAJOR ROAD	0.724 (ARM C)	GEOMET X b = X c = Z b = M b =	rb-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC 1b-d	= 0.0594 = 0.0261 = 0.0015 = 0.0058	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) 4.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD W c-b =	0.724 (ARM C) 4.00	GEOMET X b = X c = Z b = M b = (metres) PROPOR	rb-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 .100 OF MINOR STRAIGH	X a = X d = Z d = M d = T AHEAD TRAFFIC :	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC 1b-d DFCr b-d	= 0.0594 = 0.0261 = 0.0015 = 0.0058 = 0.0058	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = Vr a-d =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 64	(ARM D) Ng Chow South Road	0.724 (ARM C) 30	GEOMET X b = X c = Z b = M b = (metres) (metres)	rb-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH	X a = X d = Z d = M d = T AHEAD TRAFFIC :	0.949 0.533 0.586 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-c DFC c-c DFC c-c DFC c-c DFC c-c	= 0.0594 = 0.0261 = 0.0015 = 0.0058 = 0.0048 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-b =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (cou/hr)	(ARM D) Ng Chow South Road	0.724 (ARM C) 30 34	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) r b-a =	rb-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pay/fbr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ald b =	0.949 0.533 0.586 0.533 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC c-a DFC c-a DFC c-a	= 0.0594 = 0.0261 = 0.0015 = 0.0058 = 0.0048 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-c =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (ncv/rb)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.272 (pcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = gr d b =	0.949 0.533 0.586 0.533 0.500 0.000 0 (pcu/hr) 0. (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC d-a DFC a-d	= 0.0594 = 0.0261 = 0.0015 = 0.0058 = 0.0058 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.500 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC c-d DFC d-a DFC a-d DFC a-d DFC d-b DFC 1-b DFC 1-b	= 0.0594 = 0.0261 = 0.0015 = 0.0058 = 0.0058 = 0.0000 = 0.0000 = 0.0070 = 0.0070 = 0.0070 = 0.0070	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROA	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) AD (ARM B)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D)	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (CAPACIT	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr)	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.500 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC a-d DFC i d-b DFC i d-b	= 0.0594 = 0.0261 = 0.0015 = 0.0048 = 0.0048 = 0.0040 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAI W b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) AD (ARM B) 3.00 (metres)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) A b-d = (pcu/hr) M b-d = (pcu/hr) Q b-d =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 0.686 0.533 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	 N FLOW = 0.0594 = 0.0261 = 0.0015 = 0.0048 = 0.0048 = 0.0046 = 0.0000 = 0.0000 = 0.0000 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAL W b-a = W b-c =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 43.00 (metres) 3.00 (metres)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) qr b-d = CAPACIT (metres) (metres) Q b-a =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c =	0.949 0.533 0.586 0.533 0.000 0 (pcu/hr) 0 (pcu/hr) 308 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	 N FLOW = 0.0594 = 0.0261 = 0.0015 = 0.0048 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = q a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c = V b-c = V b-a =	C DETAILS: 8.00 (metres) 0 (metres) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 43.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00 0.00 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) qr b-d = (metres) (metres) (pcu/hr) qr b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 TION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 72 OF MOVEMENT : 471 (pcu/hr) 612 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-c = Q d-a =	CITY IN STREAM b-a 0.949 0.533 0.586 0.533 0.000 0 (pcu/hr) 0 (pcu/hr) 308 (pcu/hr) 431 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-d DFC c-b DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	<pre>> FLOW = 0.0594 = 0.0261 = 0.0015 = 0.0048 = 0.0048 = 0.0000 = 0.0676 = 0.0000 = 0.0000 = 0.0000</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = q a-d = q a-c = q a-d = MINOR ROAL W b-a = W b-c = V b-a = V b-a =	C DETAILS: 8.00 (metres) 0 (metres) 30 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 40 (ARM B) 3.00 (metres) 3.00 (metres) 30 (metres) 40 (metres)	(ARM D) Ng Chow South Road	0.724 (ARM C) 30 34 1 12 (ARM D) 0.00 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) (pcu/hr) q b-d = (metres) (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-c =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 7Y OF MOVEMENT : 471 (pcu/hr) 612 (pcu/hr) 656 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	CITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC c-b DFC c-b DFC d-a DFC c-a DFC a-d DFC d-b DFC d-b	 N FLOW = 0.0594 = 0.0261 = 0.0058 = 0.0006 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = q a-d = q a-c = q a-d = MINOR ROAL W b-a = W b-c = V b-a = Vr b-a = Vr b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 47 (pcu/hr) 47 (pcu/hr) 40 (metres) 30 (metres) 40 (metres) 40 (metres)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00 0.00 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) (pcu/hr) q b-d = (metres) (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q c-b = (metres) Q b-c = (metres) Q b-d =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 612 (pcu/hr) 612 (pcu/hr) 656 (pcu/hr) 469 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b =	CITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC b-d DFC b-d DFC b-d DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW = 0.0594 = 0.0261 = 0.0016 = 0.0048 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-d = MINOR ROAL W b-a = W b-c = V b-a = Vr b-a = Vr b-a = Vr b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 300 (metres) 3.00 (metres) 300 (metres) 40 (metres) 40 (metres) 28 (pcu/hr)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00 0.00 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q b-d = (ptres) Q b-d = (ptres) Q b-d = (ptres) Q b-d = (ptres) Q b-d =	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 471 (pcu/hr) 656 (pcu/hr) 469 (pcu/hr) 469 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-a = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	CITY IN STREAM b-a	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	<pre>></pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-d = q a-c = q a-d = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a = Vr b-a = q b-a = q b-c =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) (metres) 30 (metres) 64 (pcu/hr) 75 (pcu/hr) 47 (pcu/hr) 300 (metres) 3.00 (metres) 30 (metres) 30 (metres) 40 (metres) 28 (pcu/hr) 16 (pcu/hr)	(ARM D) Ng Chow South Road	0.724 (ARM C) 4.00 30 34 1 12 (ARM D) 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) (metres) (metres) (metres) (metres) Q b-a = (metres) (metres) Q b-c = (metres) Q b-c = (metres) Q b-d = (metres) Q b-d = (pcu/hr) Q b-d = (pcu/hr)	r b-a = RATIC RIC FACTORS : 0.809 0.949 0.871 0.809 CTION OF MINOR STRAIGH 0.091 2.727 (pcu/hr) 2.273 (pcu/hr) 2.273 (pcu/hr) 471 (pcu/hr) 612 (pcu/hr) 656 (pcu/hr) 469 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = qI d-b = qr d-b = Q d-a = Q d-a = Q a-d = QI d-b = QI d-b = QI d-b =	0.949 0.533 0.586 0.533 0.000 0 (pcu/hr) 0 (pcu/hr) 0 (pcu/hr) 308 (pcu/hr) 431 (pcu/hr) 695 (pcu/hr) 307 (pcu/hr) 307 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC b-d DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	<pre>></pre>	

LLA CO	ONSULTAN	CY LIMITE	D	PRIOF	RITY J	IUNC	TION C	ALCU	JLATION		INITIAL	S DATE	
Proposed Tempor n "Green Belt" Zo	rary Warehouse for Sto one and Proposed Fillin	prage of Construction g of Land in Associa	n Machineries tion with the	s and Construction Proposed Wareh	n Materials ouse, at Lot	for a Perio ts Nos. 12	od of 3 Years 265RP and	PROJEC	CT NO.: 40789	PREPARED BY:	SKL	Feb-22	
1267 in D.D. 79 a	nd Adjoining Governm	ent Land, North of Ne	g Chow Road	d, Ping Che, Fanli	ng, New Te	erritories		FILENA	ME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22	
J1 Ng Chow I	Road/ Ng Chow Sout	h Road		20	25 Refe	erence	PM	REFERE	ENCE NO.:	REVIEWED BY:	SLN	Feb-22	
[9] 50 [8] 35 [7] 26 — ARM A) 4g Chow Road Major Road	Ng Chow South Road (ARM B)	[1] [2] [3] 58 25 2	5 [4 34 [5 29 [6	4] (ARM C) 5] Ng Chow Road	NOTE	ES: (GEON W = W cr = W b-a = W cb = V cb = V rb-a = V rb-a = V rc-b = X a = Z b = X b = Y b = Y c =	METRIC INPUT D MAJOR F CENTRAI LANE WII LANE WII VISIBILIT VISIBILIT VISIBILIT VISIBILIT STREAM STREAM STREAM STREAM (1-0.0345 RATIO OI	ATA) COAD WIDTH L RESERVE \ DTH AVAILAE DTH AVAILAE DTH AVAILAE Y TO THE LE Y TO THE RIG Y TO THE RIG SPECIFIC (R SPECIFIC (R SPECIFIC (L SPECIFIC (S W) FLOW TO C	I WIDTH BLE TO VEHICLE WAITING IN STRE BLE TO VEHICLE WAITING IN STRE FT FOR VEHICLES WAITING IN ST GHT FOR VEHICLES WAITING IN S GHT FOR VEHICLES WAITING IN S RIGHT TURN FROM A) RIGHT TURN FROM B) EFT TURN FROM B) ETRAIGHT AHEAD FROM B - LEFT CAPACITY IN STREAM b-a	EAM b-a EAM b-c EAM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b			
		(ARM D) Ng Chow South Road											
GEOMETRIC	: DETAILS:	(ARM D) Ng Chow South Road			GEOMETRI	C FACTOR	s:			COMPARISION OF DESIG	N FLOW		
GEOMETRIC GENERAL	: DETAILS:	(ARM D) Ng Chow South Road			GEOMETRIC X b =	C FACTOR 0.809	S:	Xa	= 0.949	COMPARISION OF DESIG TO CAPACITY:	N FLOW		
GEOMETRIC GENERAL W =	: DETAILS: 8.00 (metres)	(ARM D) Ng Chow South Road			GEOMETRIC X b = X c =	C FACTOR 0.809 0.949	s:	X a X d	= 0.949 = 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a	n flow =	0.1198	
GEOMETRIC GENERAL W = W cr =	S DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724		GEOMETRIC X b = X c = Z b =	C FACTOR 0.809 0.949 0.871	s:	X a X d Z d	= 0.949 = 0.533 = 0.586	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = =	0.1198 0.0412	
GEOMETRIC GENERAL W = W cr =	S DETAILS: 8.00 (metres) 0 (metres)	(ARM D) Ng Chow South Road	0.724		GEOMETRIC X b = X c = Z b = M b =	C FACTORS 0.809 0.949 0.871 0.809	s:	Xa Xd Zd Md	= 0.949 = 0.533 = 0.586 = 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-c DFC b-c DFC c-c	N FLOW = = =	0.1198 0.0412 0.0074	
GEOMETRIC GENERAL W = W cr = MAJOR ROA	S DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A	0.724 RM C)	(motron)	GEOMETRIC X b = X c = Z b = M b =	C FACTORS 0.809 0.949 0.871 0.809	S :	Xa Xd Zd Md	= 0.949 = 0.533 = 0.586 = 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-c DFC b-c DFC b-c DFC b-c	N FLOW = = = = =	0.1198 0.0412 0.0074 0.0025 0.017	
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Proposed Tempor in "Green Belt" Zo	rary Warehouse for Sto ne and Proposed Fillin	prage of Constructio g of Land in Associa	n Machineries a ation with the Pr	and Construction Materia roposed Warehouse, at	als for a Period of 3 Lots Nos. 1265RP	Years and PROJEC	CT NO.: 40789	PREPARED BY:	SKL	Feb-22
1267 in D.D. 79 ar	nd Adjoining Governm	ent Land, North of N	lg Chow Road,	Ping Che, Fanling, New	Territories	FILENA	ME : J1_NCR_NCSR.xls	CHECKED BY:	SLN	Feb-22
J1 Ng Chow F	Road/ Ng Chow Sout	h Road		2025 [Design AM	REFER	ENCE NO.:	REVIEWED BY:	SLN	Feb-22
[9] 74 . [8] 75 . [7] 47 — (ARM A) Ng Chow Road Major Road	Ng Chow South Road (ARM B)	[1] [2] [3] 28 26 5 ↓	1 [4] 34 [5] 12 [6]	(ARM C) Ng Chow Road	OTES : (GEOMETRIC W = 1 W cr = (W b-a = 1 W b-c = 1 W c-b = 1 V lb-a = (Vr b-a = (Vr b-a = (Vr b-c = 1) Vr b-c = (Vr b-c = 1) X a = (X b	INPUT DATA) MAJOR ROAD WIDT- CENTRAL RESERVE : ANE WIDTH AVAILAI ANE WIDTH AVAILAI ANE WIDTH AVAILAI (ISIBILITY TO THE RI VISIBILITY TO THE RI VISIBILITY TO THE RI VISIBILITY TO THE RI STREAM-SPECIFIC (F STREAM-SPECIFIC (F STREAM-SPECIFIC (S STREAM-SPECIFIC (H WIDTH BLE TO VEHICLE WAITING IN STRE BLE TO VEHICLE WAITING IN STRE ELE TO VEHICLES WAITING IN STR GHT FOR VEHICLES WAITING IN S' GHT FOR VEHICLES WAITING IN S' GHT FOR VEHICLES WAITING IN S' RIGHT TURN FROM A) RIGHT TURN FROM B) LEFT TURN FROM B) STRAIGHT AHEAD FROM B - LEFT CAPACITY IN STREAM b-a	EAM b-a EAM b-c EAM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
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GEOMETRIC	DETAILS:			GEOMET Xb =	TRIC FACTORS : 0.809	Xa	= 0.949	COMPARISION OF DESIG	N FLOW	
GEOMETRIC GENERAL W =	DETAILS: 8.00 (metres)			GEOMET Xb = Xc =	TRIC FACTORS : 0.809 0.949	X a X d	= 0.949 = 0.533	COMPARISION OF DESIG TO CAPACITY: DFC b-a	n FLOW = 0.0596	
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[9] 60 [8] 35 [7] 26 – "RM A) g Chow Road ajor Road	Ng Chow South Road (ARM B)	[1] [2] [3] 58 35 2 4 4 4	5 [4] 34 [5] 29 [6]] (ARM C)] Ng Chow Road]	OTES: (GEOMETRIC IN W = MA W cr = CE W b-a = LAI W b-c = LAI W c-b = LAI V c-b = VIS Vr b-a = VIS Vr b-a = VIS Vr c-b = VIS X a = STI X b = STI Z b = STI M b = STI Y = (1-1)	PUT DATA) JOR ROAD WIDTH NTRAL RESERVE WID NE WIDTH AVAILABLE VE WIDTH AVAILABLE VE WIDTH AVAILABLE BIBILITY TO THE RIGHT BIBILITY TO THE RIGHT BIBILITY TO THE RIGHT BIBILITY TO THE RIGHT REAM-SPECIFIC (RIGH REAM-SPECIFIC (LETT) REAM-SPECIFIC (STR/ 0.0345W)	DTH TO VEHICLE WAITING IN STRE. TO VEHICLE WAITING IN STRE. TO VEHICLE WAITING IN STRE. FOR VEHICLES WAITING IN ST IT FOR VEHICLES WAITING IN ST IT FOR VEHICLES WAITING IN ST HT TURN FROM A) HT TURN FROM B) T TURN FROM B) RAIGHT AHEAD FROM B - LEFT	AM b-a AM b-c AM c-b REAM b-a IREAM b-a IREAM b-c IREAM c-b		
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GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b =	0.724 .RM C) 4.00	GEOMET X b = X c = Z b = M b = (metres) PROPOR	rb-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFCr b-d	<pre>> FLOW = 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 90 (retres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b =	0.724 RM C) 30 34	GEOMET X b = X c = Z b = M b = (metres) (metres)	rb-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG	X a = X d = Z d = M d =	0.949 0.533 0.586 0.533	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b	<pre>> FLOW = 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017 = 0.0000</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-b =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 25 (nou/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = c o b =	0.724 RM C) 30 34 5	GEOMET X b = X c = Z b = M b = (metres) PROPOR (metres) (pcu/hr) r b-a = (cou/hr) r b-a =	rb-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.197 (2000/bc)	X a = X d = Z d = M d = SHT AHEAD TRAFFIC	0.949 0.533 0.586 0.533 :: 0.000 0.(pau/bc)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC b-d DFC c-c DFC c-a DFC c-a	■ 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0025 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-b =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (= cu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b =	0.724 RM C) 4.00 30 34 5 00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d =	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.942 (row/hr)	X a = X d = X d = Z d = M d = SHT AHEAD TRAFFIC r d-c = q d-b = c =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (ccu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-c DFC d-a DFC a-d DFC a-d	■ 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-d =	8.00 (metres) 0 (metres) VAD (ARM A) 4.00 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d =	0.724 RM C) 4.00 30 34 5 29	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d =	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr)	X a = X a = X d = Z d = M d = CHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC d-c DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b DFC d-b DFC d-b	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-b = q a-c = q a-d = MINOR ROA	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) AD (ARM B)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD (A)	0.724 RM C) 4.00 30 34 5 29 RM D)	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr)	r b-a = RA	X a = X d = X d = Z d = M d = SHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) AD (ARM B) 3.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (A) W d-c =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) qr b-d = (metres)	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) TY OF MOVEMENT :	X a = X d = X d = Z d = M d = SHT AHEAD TRAFFIC r d-c = qI d-b = qr d-b =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	 FLOW = 0.1201 = 0.0578 = 0.0074 = 0.0017 = 0.0017 = 0.0000 = 0.0000 = 0.0377 = 0.0000 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c =	C DETAILS: 8.00 (metres) 0 (metres) VAD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) AD (ARM B) 3.00 (metres) 3.00 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (Al W d-c = W d-a =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = CAPACITI (metres) (metres) (pcu/hr) q b-d = (metres) (metres) (pcu/hr)	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) TY OF MOVEMENT : 483 (pcu/hr)	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = qI d-b = qr d-b = Q d-c =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017 = 0.0000 = 0.0377 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = q a-d = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c = VI b-a =	8.00 (metres) 0 (metres) VAD (ARM A) (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) 30.00 (metres) 3.00 (metres) 30 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c =	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) TY OF MOVEMENT : 483 (pcu/hr) 606 (pcu/hr)	X a = X d = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr) 430 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0017 = 0.0000 = 0.0377 = 0.0000 = 0.0377	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = q a-b = q a-b = q a-b = q a-c = q a-d = MINOR ROA W b-a = W b-c = VI b-a = Vr b-a =	8.00 (metres) 0 (metres) VAD (ARM A) (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) 30.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres) 30 (metres) 30 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c = VI d-c = Vr d-c =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00 0.00 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-c = (metres)	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) TY OF MOVEMENT : 483 (pcu/hr) 606 (pcu/hr) 674 (pcu/hr)	X a = X d = X d = Z d = M d = 3HT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	0.949 0.533 0.586 0.533 :: 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr) 430 (pcu/hr) 690 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC b-d DFC b-d DFC b-d DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = q a-d = q a-d = MINOR ROA W b-a = W b-c = VI b-a = VI b-a = VI b-a = VI b-a = VI b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) 26 (pcu/hr) AD (ARM B) 3.00 (metres) 30 (metres) 40 (metres) 40 (metres)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (AW c-b =Vr c-b =q c-b =q c-b =q c-b =q c-b =q c-d =MINOR ROAD (AlW d-c =Vr d-c =Vr d-c =Vr d-c =Vr d-c =Vr d-c =Vr d-c =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q b-d =	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) 0.813 (pcu/hr) 606 (pcu/hr) 674 (pcu/hr) 479 (pcu/hr)	X a = X d = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b =	0.949 0.533 0.586 0.533 2 : 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr) 430 (pcu/hr) 690 (pcu/hr) 314 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC c-b DFC b-a	= 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-d = q a-c = q a-d = MINOR ROA W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) 26 (pcu/hr) AD (ARM B) 3.00 (metres) 3.00 (metres) 30 (metres) 40 (metres) 40 (metres) 58 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (AI W d-c = W d-a = Vr d-c = Vr d-c = Vr d-a = q d-c =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00 0 0 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q b-d = (pcu/hr) Q b-d = (pcu/hr) Q b-d = (pcu/hr)	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) 0.813 (pcu/hr) TY OF MOVEMENT : 483 (pcu/hr) 606 (pcu/hr) 674 (pcu/hr) 479 (pcu/hr)	X a = X d = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.949 0.533 0.586 0.533 2 : 0.000 0 (pcu/hr) 0 (pcu/hr) 310 (pcu/hr) 430 (pcu/hr) 690 (pcu/hr) 314 (pcu/hr) 314 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC b-d DFCr b-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW = 0.1201 = 0.0578 = 0.0074 = 0.0025 = 0.0000 	
GEOMETRIC GENERAL W = W cr = MAJOR RO/ W a-d = Vr a-d = q a-d = q a-c = q a-d = MINOR ROA W b-a = W b-c = Vr b-a = Vr b-c = q b-a = q b-a = q b-c =	C DETAILS: 8.00 (metres) 0 (metres) AD (ARM A) 4.00 (metres) 30 (metres) 60 (pcu/hr) 35 (pcu/hr) 26 (pcu/hr) 3.00 (metres) 3.00 (metres) 3.00 (metres) 3.00 (metres) 30 (metres) 35 (pcu/hr) 35 (pcu/hr)	(ARM D) Ng Chow South Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-c = Vr d-c = Vr d-c = q d-c = q d-a =	0.724 RM C) 4.00 30 34 5 29 RM D) 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) Q b-c = (metres) (metres) Q b-c = (metres) Q b-c = (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q b-d = (pcu/hr)	r b-a = RA TRIC FACTORS : 0.809 0.949 0.871 0.809 RTION OF MINOR STRAIG 0.187 1.187 (pcu/hr) 0.813 (pcu/hr) 0.813 (pcu/hr) 433 (pcu/hr) 606 (pcu/hr) 674 (pcu/hr) 479 (pcu/hr) 479 (pcu/hr)	X a = X d = X d = Z d = M d = CHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.949 0.533 0.586 0.533 2 : 0.000 0 (pcu/hr) 0 (pcu/hr) 430 (pcu/hr) 430 (pcu/hr) 314 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	<pre>> FLOW = 0.1201 = 0.0578 = 0.0025 = 0.0025 = 0.0000 = 0.0000 = 0.0377 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000 = 0.0000</pre>	









LLA co	ONSULTAN	CY LIMITE	ED	PRIORITY	JUNCTION	CALCULA	ATION		INITIALS	DATE
Proposed Tempor n "Green Belt" Zoi	rary Warehouse for Sto one and Proposed Fillin	rage of Construction g of Land in Associa	n Machineries a ation with the P	and Construction Materials Proposed Warehouse, at L	ls for a Period of 3 Yea .ots Nos. 1265RP and	PROJECT N	O.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 ar	nd Adjoining Governme	ent Land, North of N	lg Chow Road,	Ping Che, Fanling, New 1	Territories	FILENAME :	J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
3 Ping Che F	Road/ Ng Chow Road	l		2025 Re	ference AM	REFERENCE	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 17 . [8] 32 — ARM D) Ig Chow Road	Ping Che Road (ARM A)	[1] [2] 8 451 ↓ ↓ ↓ • ↓	16 [3] — 1 [4] 58 [5]	(ARM B) Ng Chow Road	DTES : (GEOMETRIC INPL W = MAJC W cr = CENT W b-a = LANE W c-b = LANE W c-b = LANE V t-a = VISIB V t-a = VISIB V t-c = VISIB V t-c = VISIB V t-c = VISIB X a = STRE X b = STRE Z b = STRE M b = STRE Y = (1-0.0)	T DATA) R ROAD WIDTH RAL RESERVE WIDTH WIDTH AVAILABLE TC WIDTH AVAILABLE TC UITY TO THE LEFT FO LITY TO THE RIGHT F LITY TO THE RIGHT F LITY TO THE RIGHT F AM-SPECIFIC (RIGHT AM-SPECIFIC (STRAIG 345W)	H D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE D VEHICLES WAITING IN STRE IN VEHICLES WAITING IN S OR VEHICLES WAITING IN S TURN FROM A) TURN FROM B) URN FROM B) SHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
	27 579 [7] [6]	(ARM C) Ping Che Road			rb-a = RATIO	OF FLOW TO CAPAC	CITY IN STREAM b-a			
GEOMETRIC	27 579 [7] [6]	(ARM C) Ping Che Road		GEOMET	rb-a = RATIO	O OF FLOW TO CAPAC	CITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC	27 579 [7] [6]	(ARM C) Ping Che Road		GEOMETF Xb =	rb-a = RATIO RIC FACTORS : 1.134	O OF FLOW TO CAPAC	CITY IN STREAM b-a	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W =	DETAILS: 7.30 (metres)	(ARM C) Ping Che Road		GEOMETH X b = X c =	rb-a = RATIO RIC FACTORS : 1.134 0.919	X a = X d =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.036	,
GEOMETRIC GENERAL W = W cr =	27 579 [7] [6] DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOMETF Xb = Xc = Zb =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184	X a = X d = Z d =	0.919 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.036 = 0.079)
GEOMETRIC GENERAL W = W cr =	DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road Y =	0.74815	GEOMETF X b = X c = Z b = M b =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b	N FLOW = 0.036 = 0.079 = 0.000)
GEOMETRIC GENERAL W = W cr = MAJOR ROA	DETAILS: 7.30 (metres) 0 (metres) 3.65 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A	0.74815 ARM C)	GEOMETR X b = X c = Z b = M b =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRACT	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1b-d DFC 1b-d	= 0.036 = 0.079 = 0.000 = 0.001	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vra-d =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) XD (ARM A) 3.65 (metres) 20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = V c-b =	0.74815 ARM C) 3.65	GEOMETR X b = X c = Z b = M b = (metres) PROPORT	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 1.134 TION OF MINOR STRAIGH	X a = X d = Z d = M d = T AHEAD TRAFFIC :	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC r b-d DFC r b-d	= 0.036 = 0.079 = 0.001 = 0.001 = 0.001	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = d a-b =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 17 (ocu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = V c-b = q c-a =	0.74815 NRM C) 3.65 30 579	GEOMETF X b = X c = Z b = M b = (metres) (metres) (cou/hr) r b-a =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048	X a = X d = Z d = M d = T AHEAD TRAFFIC : r d-c =	0.919 0.899 0.950 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d	<pre>>> FLOW = 0.036 = 0.079 = 0.000 = 0.001 = 0.001 = 0.001 = 0.096 = 0.031</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b =	0.74815 NRM C) 3.65 30 579 0	GEOMETH X b X c Z b M b (metres) (pcu/hr) r b-a (ccu/hr) gl b-d	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcw/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ald-b =	0.919 0.899 0.950 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-c DFC c-a DFC c-a DFC c-a DFC c-a DFC c-a	<pre>>> FLOW = 0.036 = 0.079 = 0.000 = 0.001 = 0.091 = 0.031 = 0.015</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d =	27 579 [7] [6] EDETAILS: 7.30 7.30 (metres) 0 (metres) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d =	0.74815 NRM C) 3.65 30 579 0 27	GEOMETR X b X c Z b M b (metres) (pcu/hr) r b-a (pcu/hr) q b-d (pcu/hr) qr b-d	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFCr b-d DFCr b-d DFCr d-a DFC c-a DFC c-b	= 0.036 = 0.079 = 0.000 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAE W b-a = W b-c =	27 579 [7] [6] EDETAILS: 7.30 (metres) 0 (metres) 30 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 8 (pcu/hr) D (ARM B) 6.20 (metres) 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a =	0.74815 NRM C) 3.65 30 579 0 27 RM D) 3.50 3.50	(metres) (metres) (pcu/hr) r b-a = (pcu/hr) ql b-d = (pcu/hr) qr b-d = CAPACIT (metres) (metres) (metres) Q b-a =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) 9 OF MOVEMENT : 445 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC r b-d DFC d-c DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	<pre>> FLOW = 0.036 = 0.079 = 0.001 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000 = 0.000</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAE W b-a = W b-c = VI b-a =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) 30 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 0 (metres) 6.20 (metres) 80 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c =	0.74815 ARM C) 3.65 30 579 0 27 ARM D) 3.50 60	GEOMETH X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) qt b-d = (metres) (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-a = (metres) Q b-a =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = q d-b = qr d-b = Q d-c = Q d-c =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 331 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFCl b-d DFCr b-d DFCr d-a DFC d-a DFC d-a DFC d-b DFCr d-b	N FLOW = 0.036 = 0.079 = 0.001 = 0.001 = 0.031 = 0.031 = 0.015 = 0.000 = 0.000	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAE W b-a = W b-c = VI b-a = Vr b-a =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 8 (pcu/hr) D (ARM B) 6.20 (metres) 80 (metres) 80 (metres) 17 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-c = Vr d-c = Vr d-c =	0.74815 ARM C) 3.65 30 579 0 27 RM D) 3.50 60 90	GEOMETI X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (metres) (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q b-c =	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr) 565 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 331 (pcu/hr) 542 (pcu/hr) 543 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-c DFC c-a DFC c-a DFC c-b DFC c-a DFC c-b DFC b-a DFC a-a DFC d-b DFC	<pre>>> FLOW = 0.036 = 0.079 = 0.000 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000 = 0.000</pre>	
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	27 579 [7] [6] : DETAILS: 7.30 (metres) 0 (metres) AD (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 0 (metres) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c = Vr d-c = Vr d-c = Vr d-c =	0.74815 3.65 30 579 0 27 RM D) 3.50 3.50 60 80	(metres) (metres) (pcu/hr) (metres) (pcu/hr) (pcu/hr) (pcu/hr) (pcu/hr) (pcu/hr) (pcu/hr) (metres) (metre	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr) 565 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Q a-d =	0.919 0.899 0.950 0.899 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 542 (pcu/hr) 533 (pcu/hr) 344 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-b DFC b-a DFC a-b DFC	<pre>> FLOW = 0.036 = 0.079 = 0.001 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000 = 0.000</pre>) 9 9 2 7 4 9 9 9
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = q a-d = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	27 579 [7] [6] 20 ETAILS: 7.30 (metres) 0 (metres) 30 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 0 (metres) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = q c-d = Q c-d = MINOR ROAD (A W d-c = W d-a = VI d-c = Vr d-a = Vr d-a = Vr d-a = Q d-a = Q d-a = Vr d-a = Vr d-a = Q d-a = Vr d-a = Vr d-a = Q d-a = Vr d-a =	0.74815 ARM C) 3.65 30 579 0 27 4 RM D) 3.50 60 80 80 80 80 80 80	GEOMETR X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) ql b-d = (pcu/hr) qr b-d = CAPACITY (metres) (metres) Q b-a = (metres) Q b-a	rb-a = RATIO RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr) 565 (pcu/hr) 450 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Cr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 331 (pcu/hr) 542 (pcu/hr) 533 (pcu/hr) 344 (pcu/hr) 344 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	<pre>></pre>))) 2 , , 4))
GEOMETRIC GENERAL W = W cr = MAJOR ROA W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAL W b-a = W b-c = Vr b-a = Vr b-a = q b-a = q b-a = q b-a =	27 579 [7] [6] CETAILS: 7.30 (metres) 0 (metres) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 451 (pcu/hr) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD (A W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD (A W d-c = W d-a = Vr d-a = Vr d-c = Vr d-a = q d-c = q d-a = q d-a =	0.74815 ARM C) 3.65 30 579 0 27 ARM D) 3.50 3.50 60 80 80 80 32 17	GEOMETI X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) Q b-a = <tr< td=""><td>rb-a = RATIC RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr) 555 (pcu/hr) 450 (pcu/hr)</td><td>X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = qr d-b = Q d-a = Q a-d = Ql d-b = Q d-b = Q d-b =</td><td>0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 331 (pcu/hr) 542 (pcu/hr) 533 (pcu/hr) 344 (pcu/hr) 344 (pcu/hr)</td><td>COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC c-d DFC c-d DFC c-d DFC c-d DFC c-d DFC c-b DFC c-b DFC</td><td><pre>>> FLOW = 0.036 = 0.079 = 0.000 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000 = 0.000 = 0.000</pre></td><td>))) 2 1 7 4))</td></tr<>	rb-a = RATIC RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAIGH 0.048 0.524 (pcu/hr) 0.476 (pcu/hr) Y OF MOVEMENT : 445 (pcu/hr) 726 (pcu/hr) 555 (pcu/hr) 450 (pcu/hr)	X a = X d = X d = Z d = M d = T AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = qr d-b = Q d-a = Q a-d = Ql d-b = Q d-b = Q d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.097 0 (pcu/hr) 0 (pcu/hr) 331 (pcu/hr) 542 (pcu/hr) 533 (pcu/hr) 344 (pcu/hr) 344 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC c-d DFC c-d DFC c-d DFC c-d DFC c-d DFC c-b DFC	<pre>>> FLOW = 0.036 = 0.079 = 0.000 = 0.001 = 0.096 = 0.031 = 0.015 = 0.000 = 0.000 = 0.000</pre>))) 2 1 7 4))

LLA CONSULI	ANCY LIMI	ſED	PRIORITY J	UNCTION	CALCULA	ATION		INITIALS	DATE
Proposed Temporary Warehouse n "Green Belt" Zone and Propose	for Storage of Constructed Filling of Land in Asso	tion Machineries and ociation with the Prop	d Construction Materials to posed Warehouse, at Lot	for a Period of 3 Years s Nos. 1265RP and		O.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 and Adjoining Go	vernment Land, North o	f Ng Chow Road, Pir	ng Che, Fanling, New Te	rritories	FILENAME :	J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
3 Ping Che Road/ Ng Cho	w Road		2025 Refe	erence PM	REFERENCE	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 7 (Al [9] 7 (Al [8] 37 ARM D) g Chow Road	Road RM A) [1] [2] 13 515 ↓ ↓ ↓ ↓ ↓	5 [3] 3 [4] 72 [5]	(ARM B) Ng Chow Road	$ \begin{array}{rcl} \mathrm{S}: (\mbox{GEOMETRIC INPUT} \\ \mathrm{W} &= & \mathrm{MAJOF} \\ \mathrm{W} \mbox{cr} &= & \mathrm{CENTF} \\ \mathrm{W} \mbox{baseline} &= & \mathrm{LANE} \ \mathrm{V} \\ \mathrm{W} \mbox{baseline} &= & \mathrm{VISIBIL} \\ \mathrm{Vr} \mbox{baseline} &= & \mathrm{VISIBIL} \\ \mathrm{Xa} &= & \mathrm{STREA} \\ \mathrm{Xb} &= & \mathrm{STREA} \\ \mathrm{Xb} &= & \mathrm{STREA} \\ \mathrm{Mb} &= & \mathrm{STREA} \\ \mathrm{Y} &= & (1-0.03) \\ \mathrm{Y} &= & (1-0.03) \\ \mathrm{Y} \mbox{baseline} $	DATA) ROAD WIDTH AL RESERVE WIDTH WIDTH AVAILABLE TO WIDTH AVAILABLE TO WIDTH AVAILABLE TO WIDTH AVAILABLE TO TITY TO THE RIGHT FH ITY TO THE RIGHT FH M-SPECIFIC (RIGHT M-SPECIFIC (RIGHT M-SPECIFIC (RIGHT M-SPECIFIC (STRAIG 45W)	H D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE D VEHICLE WAITING IN STRE R VEHICLES WAITING IN ST OR VEHICLES WAITING IN S OR VEHICLES WAITING IN S OR VEHICLES WAITING IN S TURN FROM A) TURN FROM B) URN FROM B) DHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a ITREAM b-a ITREAM b-c ITREAM c-b		
32 [7]	471 [6] (ARM C) Ping Che Road			rb-a = RAIIO	OF FLOW TO CAPAC				
32 [7] GEOMETRIC DETAILS:	471 [6] (ARM C) Ping Che Road		GEOMETRIC	rb-a = RAIIO	OF FLOW TO CAPAC		COMPARISION OF DESIG	N FLOW	
32 [7] GEOMETRIC DETAILS: GENERAL	471 [6] (ARM C) Ping Che Road		GEOMETRIC Xb =	rb-a = RAIIO C FACTORS : 1.134	Xa =	0.919	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC DETAILS: GENERAL W = 7.30 (metr	471 [6] (ARM C) Ping Che Road		GEOMETRIC X b = X c =	rb-a = RAIIO C FACTORS : 1.134 0.919	X a = X d =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.011	2
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr	471 [6] (ARM C) Ping Che Road es) es) Y =	0.74815	GEOMETRIC X b = X c = Z b =	rb-a = RAIIO C FACTORS : 1.134 0.919 1.184	X a = X d = Z d =	0.919 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.011 = 0.101	2
GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr	471 [6] (ARM C) Ping Che Road es) es) Y =	0.74815	GEOMETRIC X b = X c = Z b = M b =	rb-a = RAIIO C FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b	N FLOW = 0.011 = 0.101 = 0.000	2 1 0
GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W ad = 2365 (metr	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAI mail (ARM C) Ping Che Road	0.74815 D (ARM C)	GEOMETRIC X b = X c = Z b = M b =	C FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC b-d DFC b-d	N FLOW = 0.011 = 0.101 = 0.000 = 0.003	2 1 0 4
32 [7] GEOMETRIC DETAILS: [7] GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr [20 (metr Value d = 3.65 (metr [20 (metr	471 [6] (ARM C) Ping Che Road es) Y = MAJOR ROAI w c-b = co) V(c-b =	0.74815 D (ARM C) 3.65 (me	GEOMETRIC X b = X c = Z b = M b = PROPORTIC	rb-a = RAIIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT	X a = X d = Z d = M d = AHEAD TRAFFIC :	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC b-d	N FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.003	2 1 0 4 3
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr g a-b = 7 (reput)	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) W c-b = es) Vr c-b = hr) g c.a =	0.74815 D (ARM C) 3.65 (me 30 (me 471 (no	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) u/hr) r b a =	C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015	X a = X d = Z d = M d = AHEAD TRAFFIC :	0.919 0.899 0.950 0.899 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1-d DFC rb-d DFC d-c DFC d-c DFC d-c	<pre>> PLOW = 0.011 = 0.101 = 0.000 = 0.003 = 0.003 = 0.108 = 0.012</pre>	2 1 0 4 3 2 3
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr. W cr = 0 (metr. MAJOR ROAD (ARM A) W a-d = 3.65 (metr. Vr a-d = 3.06 (metr. q.a-b = 7 (pcu/) q.a-c = 515 (pcu/) (metr.	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) W c-b = es) Vr c-b = hr) q c-a = hr) q c-a =	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (nc	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC stres) su/hr) r b-a = su/hr) q b-d =	C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ald-b =	0.919 0.899 0.950 0.899 0.108 0. (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-d DFC d-a DFC d-a DFC d-a DFC d-a	<pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.018 = 0.012 = 0.012</pre>	2 1 0 4 3 2 3 3
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr q a-b = 7 (pcu/ q a-c = 515 (pcu/ q a-d = 13 (ncu/	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAI es) V c-b = es) V c-b = hr) q c-b = hr) q c-b = hr) q c-b =	0.74815 D (ARM C) 30 (me 471 (pc 0 (pc 32 (nc	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) scu/hr) r b-a = scu/hr) q b-d = xu/hr) q b-d =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = gr d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC c-c DFC d-a DFC d-a DFC a-d DFC a-d DFC a-d DFC a-d DFC a-d	<pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.018 = 0.012 = 0.023 = 0.023</pre>	2 1 0 4 3 2 3 3 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W or = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr q a-b = 7 (pcu/ q a-c = 515 (pcu/ q a-d = 13 (pcu/	471 [6] (ARM C) Ping Che Road es) Y = MAJOR ROAL es) V c-b = es) V c-b = hr) q c-b = hr) q c-b = hr) q c-d =	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) su/hr) r b-a = su/hr) q b-d = su/hr) q b-d =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-c DFC d-a DFC d-a DFC a-d DFC d-b DFC a-d DFC d-b DFC a-d	<pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.012 = 0.012 = 0.023 = 0.020 = 0.020</pre>	2 1 0 4 3 2 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W or = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr q a-b = 7 (pcu/ q a-d = 515 (pcu/ q a-d = 13 (pcu/ MINOR ROAD (ARM B) (MEX B) <t< td=""><td>471 [6] (ARM C) Ping Che Road es) Y = MAJOR ROAL es) V c-b = hr) q c-a = hr) q c-b = hr) q c-d = MINOR ROAL</td><td>0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc D (ARM D)</td><td>GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) su/hr) r b-a = cu/hr) q b-d = su/hr) q b-d = CAPACITY 0</td><td>r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT :</td><td>X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =</td><td>0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr)</td><td>COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC b-d DFC c-a DFC d-a DFC a-d DFC d-b DFC d-b</td><td><pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.108 = 0.012 = 0.023 = 0.000 = 0.000</pre></td><td>2 1 0 4 3 2 3 3 3 0 0</td></t<>	471 [6] (ARM C) Ping Che Road es) Y = MAJOR ROAL es) V c-b = hr) q c-a = hr) q c-b = hr) q c-d = MINOR ROAL	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc D (ARM D)	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) su/hr) r b-a = cu/hr) q b-d = su/hr) q b-d = CAPACITY 0	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT :	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC b-d DFC c-a DFC d-a DFC a-d DFC d-b DFC d-b	<pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.108 = 0.012 = 0.023 = 0.000 = 0.000</pre>	2 1 0 4 3 2 3 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 3.065 (metr q a-b = 7 (pcu/ q a-c = 515 (pcu/ q a-d = 13 (pcu/ MINOR ROAD (ARM B) W b-a = 6.20 (metr 1000000000000000000000000000000000000	471 [6] (ARM C) Ping Che Road es) Y = MAJOR ROAI es) V c-b = w c-b = hr) q c-b = hr) q c-d = MINOR ROAI MINOR ROAI es) W d-c =	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc) (ARM D) 3.50 (me	GEOMETRIC X b = X c = Z b = M b = etres) proportic etres) pu/hr) r b-a = cu/hr) ql b-d = eu/hr) qr b-d = cu/hr) qr b-d =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT :	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = q d-b = qr d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	N FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.108 = 0.012 = 0.023 = 0.000 = 0.000	2 1 0 4 3 2 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W or = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr q a-b = 7 (pcu/ q a-d = 13 (pcu/ quert MINOR ROAD (ARM B) W b-a = 6.20 (metr	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) W c-b = es) Vr c-b = hr) q c-b = hr) q c-d = MINOR ROAE es) W d-c = es) W d-a =	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc 0 (ARM D) 3.50 (me 3.50 (me	GEOMETRIC X b = X c = Z b = M b = etres) proportion etres) etres) proportion etres) etres) Q b-a =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 448 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	N FLOW = 0.011 = 0.000 = 0.003 = 0.003 = 0.108 = 0.012 = 0.023 = 0.000 = 0.000	2 1 0 4 3 2 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr. W cr = 0 (metr. MAJOR ROAD (ARM A) W a-d = 3.65 (metr. Vr a-d = 30 (metr. q.a-b = 7 (pcu/ q.a-c = 515 (pcu/ q.a-d = 13 (pcu/ MINOR ROAD (ARM B) W b-a = 6.20 (metr. W b-c = 6.20 (metr. V b-a = 80 (metr. S0.52 (metr. S0.53 (metr.	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) Vr c-b = hr) q c-b = hr) q c-b = hr) q c-b = hr) q c-d = MINOR ROAL es) W d-a = es) V d-a = hr) Q c-b = hr) V d-c = es) V d-c = es)	0.74815 D (ARM C) 3.65 (me 471 (pc 0 (pc 32 (pc 0 (ARM D) 3.50 (me 3.50 (me 60 (me	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) pu/hr) r b-a = pu/hr) q b-d = pu/hr) q b-d = pu/hr) q b-d = CAPACITY C etres) etres) Q b-a = etres) Q b-a = etres) Q b-c =	r b-a = RATIO C FACTORS : 1.134 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 448 (pcu/hr) 712 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr) 567 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b	N FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.108 = 0.012 = 0.023 = 0.000 = 0.000	2 1 0 4 3 2 3 3 0 0
$\begin{array}{c} 32\\ \hline 32\\ \hline 32\\ \hline 7\\ \hline \\ \hline$	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) W c-b = es) Vr c-b = hr) q c-b = hr) q c-b = hr) q c-b = hr) q c-b = hr) q c-d = MINOR ROAL es) W d-c = es) W d-c = es) V d-c = es)	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc 32 (pc 0 (ARM D) 3.50 (me 3.50 (me 60 (me 80 (me	GEOMETRIC X b = X c = Z b = M b = etres) PROPORTIC etres) etres) etres) etres) PROPORTIC etres) etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-c = etres) Q c-b =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 448 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr) 567 (pcu/hr) 559 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	<pre>></pre>	2 1 0 4 3 2 3 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr y a-d = 3.06 (metr q a-b = 7 (pcu/ q a-c = 515 (pcu/ qa-d = 13 (pcu/ MINOR ROAD (ARM B) W b-a = 6.20 (metr V b-a = 80 (metr V b-a = 80 (metr V b-a = 80 (metr V b-a = 70 (metr V b-a = 70 (metr	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAI es) W c-b = es) Vr c-b = hr) q c-b = hr) q c-d = MINOR ROAE es) W d-c = es) W d-c = es) V d-c = es)	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc 32 (pc 0 (ARM D) 3.50 (me 60 (me 80 (me	GEOMETRIC X b = X c = Z b = M b = M b = etres) PROPORTIC etres) eu/hr) r b-a = eu/hr) q b-d = eu/hr) q b-d = CAPACITY (etres) etres) Q b-a =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 448 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr) 449 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr) 567 (pcu/hr) 559 (pcu/hr) 360 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	<pre>></pre>	2 1 0 4 3 2 3 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = W a-d = 3.65 (metr q a-b = 7 (pcu/ q a-c = 515 (pcu/ q a-d = 13 (pcu/ MINOR ROAD (ARM B) W b-a = W b-a = 6.20 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 5 (pcu/	471 [6] (ARM C) Ping Che Road es) es) Y = MAJOR ROAL es) Vr c-b = hr) q c-b = hr) q c-b = hr) q c-b = hr) q c-b = hr) q c-d = MINOR ROAL es) W d-c = es) Vr d-c = es) Vr d-c = es) Vr d-c = es) Vr d-c = hr) q c-a = hr) q c-d = MINOR ROAL es) Vr d-c = hr) q c-d = hr) q d-a = hr) hr) q d-a = hr) hr) q d-a = hr) hr) q d-a = hr) hr) q d-a = hr) hr) hr) hr) hr) hr) hr) hr)	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc 32 (pc 0 (ARM D) 3.50 (me 60 (me 80 (me 80 (me 80 (me 37 (pc	GEOMETRIC X b = X c = Z b = M b = etres) proportion stres) proportion proportion stres) proportion proportion display= etres) etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q b-a = etres) Q c-b = etres) Q c-b = etres) Q lb-d = etres) Q lb-d =	r b-a = RATIO C FACTORS : 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 448 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr) 449 (pcu/hr) 449 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr) 567 (pcu/hr) 559 (pcu/hr) 360 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b	<pre>></pre>	2 1 0 4 3 2 3 3 3 0 0
32 [7] GEOMETRIC DETAILS: GENERAL W = 7.30 (metr W cr = 0 (metr MAJOR ROAD (ARM A) W a-d = 3.65 (metr Vr a-d = 30 (metr q a-c = 515 (pcu/ q a-c = 515 (pcu/ q a-d = 13 (pcu/ MINOR ROAD (ARM B) W b-a = 6.20 (metr V b-c = 6.20 (metr V b-a = 6.20 (metr V b-c = 6.20 (metr V b-a = 6.20 (metr V b-c = 70 (metr V b-a = 80 (metr V b-a = 50 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 70 (metr V b-a = 5	471 [6] (ARM C) Ping Che Road (ARM C) Ping Che Road (ARM C) Ping Che Road (ARM C) Ping Che Road (ARM C) (ARM	0.74815 D (ARM C) 3.65 (me 30 (me 471 (pc 0 (pc 32 (pc 32 (pc 32 (pc 3.50 (me 3.50 (me 60 (me 80 (me 80 (me 80 (me 80 (me 80 (me	$\begin{array}{c} \textbf{GEOMETRIC}\\ \textbf{X b} = \\ \textbf{X c} = \\ \textbf{Z b} = \\ \textbf{M b} = \\ \textbf$	r b-a = RATIO C FACTORS : 1.134 1.134 0.919 1.184 1.134 DN OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DO MOVEMENT : 448 (pcu/hr) 549 (pcu/hr) 449 (pcu/hr)	X a = X d = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.108 0 (pcu/hr) 0 (pcu/hr) 342 (pcu/hr) 567 (pcu/hr) 559 (pcu/hr) 360 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-d DFC c-d DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b	<pre>> FLOW = 0.011 = 0.101 = 0.003 = 0.003 = 0.012 = 0.012 = 0.023 = 0.000 = 0.000</pre>	2 1 0 4 3 2 3 3 3 0 0

LLA co	ONSULTAN	CY LIMIT	ED	PRIORITY	JUNCTION	N CALCUL	LATION		INITIALS	DATE
Proposed Tempora n "Green Belt" Zor	ary Warehouse for Sto ne and Proposed Fillin	orage of Constructi g of Land in Assoc	ion Machineries ciation with the	and Construction Material Proposed Warehouse, at L	ls for a Period of 3 Yo ₋ots Nos. 1265RP an	ears Id PROJECT	NO.: 40789	PREPARED BY:	SKL	Feb-22
l267 in D.D. 79 an	nd Adjoining Governme	ent Land, North of	Ng Chow Road	I, Ping Che, Fanling, New	Territories	FILENAME	E : J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
I3 Ping Che F	Road/ Ng Chow Road	d		2025 D	Design AM	REFEREN	ICE NO.:	REVIEWED BY:	SLN	Feb-22
[9] 17 _ [8] 32 — ARM D) Ig Chow Road	Ping Che Road (ARM A)	[1] [2] 8 451 ↓ ↓ ↓ ↓	16 [3] 1 [4] 68 [5]	I (ARM B) Ng Chow Road	DTES: (GEOMETRIC IN W = MA W cr = CE W b-a = LA W b-c = LA W c-b = LA V r b-a = VIS V r b-a = VIS V r b-a = VIS V r b-c = VIS V r c-b = VIS X a = ST X b = ST Z b = ST M b = ST Y = (1)	PUT DATA) JOR ROAD WIDTH INTRAL RESERVE WID NE WIDTH AVAILABLE NE WIDTH AVAILABLE SIBILITY TO THE REFT I SIBILITY TO THE REGHT SIBILITY TO THE RIGHT REAM-SPECIFIC (RIGF REAM-SPECIFIC (RIGF REAM-SPECIFIC (RIGF REAM-SPECIFIC (RIGF REAM-SPECIFIC (RIGF REAM-SPECIFIC (RIGF 0.0345W)	DTH E TO VEHICLE WAITING IN STRE E TO VEHICLE WAITING IN STRE TO VEHICLE WAITING IN STRE FOR VEHICLES WAITING IN ST IT FOR VEHICLES WAITING IN ST IT FOR VEHICLES WAITING IN ST IT FOR VEHICLES WAITING IN ST HT TURN FROM A) HT TURN FROM B) T TURN FROM B) RAIGHT AHEAD FROM B - LEFT	AM b-a AM b-c AM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
	27 589 [7] [6]	(ARM C) Ping Che Road			rb-a = RA	TIO OF FLOW TO CAP	PACITY IN STREAM b-a			
GEOMETRIC	27 589 [7] [6]	(ARM C) Ping Che Road		GEOMET	rb-a = RA	TIO OF FLOW TO CAP	PACITY IN STREAM b-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC	27 589 [7] [6] DETAILS:	(ARM C) Ping Che Road		GEOMET X b =	rb-a = RA RIC FACTORS : 1.134	TIO OF FLOW TO CAP	0.919	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W =	DETAILS:	(ARM C) Ping Che Road		GEOMET X b = X c =	rb-a = RA RIC FACTORS : 1.134 0.919 1.101	TIO OF FLOW TO CAP X a = X d =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
GEOMETRIC GENERAL W = W cr =	DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOMET X b = X c = Z b =	rb-a = RA RIC FACTORS : 1.134 0.919 1.184 1.104	TIO OF FLOW TO CAP X a = X d = Z d =	0.919 0.950 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.036 ⁷ = 0.093	
GEOMETRIC GENERAL W = W cr =	DETAILS: 7.30 (metres) 0 (metres)	(ARM C) Ping Che Road	0.74815	GEOMET X b = X c = Z b = M b =	RIC FACTORS : 1.134 0.919 1.184 1.134	TIO OF FLOW TO CAP X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b	= 0.0361 = 0.0936 = 0.0000	
GEOMETRIC GENERAL W = W cr = MAJOR ROAL	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 2 65 (patters)	(ARM C) Ping Che Road Y = MAJOR ROAD	0.74815 (ARM C)	GEOMET X b = X c = Z b = M b =	RIC FACTORS : 1.134 0.919 1.184 1.134 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d	= 0.036 ⁺ = 0.0936 = 0.0000 = 0.0012	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b =	0.74815 (ARM C) 3.65	GEOMET X b = X c = Z b = M b = (metres) PROPOR	RIC FACTORS : 1.134 0.919 1.184 1.134 1.134 TION OF MINOR STRAM	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC1 b-d DFC1 b-d DFC1 b-d	= 0.036 ¹ = 0.0936 = 0.0000 = 0.0012 = 0.0011	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = c a-b =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (neu/br)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b =	0.74815 (ARM C) 3.65 30 589	GEOMET X b = X c = Z b = M b = (metres) (metres) (metres)	rb-a = RA RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAM 0.049	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-c DFC c-c DFC c-c DFC c-c DFC c-c	<pre>> FLOW = 0.036' = 0.0936 = 0.0001 = 0.0011 = 0.0932 = 0.0931 </pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = a a-c =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = a c-b =	0.74815 (ARM C) 3.65 30 589 0	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (ccu/hr) ol b-d =	rb-a = RA 1.134 1.134 TION OF MINOR STRAM 0.049 0.525 0.049	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = al.d.b =	0.919 0.899 0.950 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC c-a	<pre>> FLOW = 0.036 = 0.0936 = 0.0012 = 0.0012 = 0.0012 = 0.0982 = 0.0315 = 0.0315 = 0.0315</pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-c =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (ccu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = a c-d =	0.74815 (ARM C) 3.65 30 589 0 27	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (cnu/hr) gr b-d =	rb-a = RA rload RIC FACTORS : 1.134 1.134 0.919 1.184 1.134 1.134 1.134 TION OF MINOR STRAM 0.049 0.525 (pcu/hr) 0.525 (pcu/hr) 0.475 (pcu/hr) 1.475	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = q d-b = cr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 5: 0.098 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-a DFC c-b	<pre>> FLOW = 0.036' = 0.0936 = 0.0012 = 0.0012 = 0.0982 = 0.0315 = 0.015 = 0.015</pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-d =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) D(ARM A) 3.65 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d =	0.74815 (ARM C) 3.65 30 589 0 27	GEOMET X b X c Z b M b (metres) PROPOR (metres) (pcu/hr) r b-a (pcu/hr) q b-d (pcu/hr) qr b-d	rb-a = RA 1.134 0.919 1.184 1.134 1.134 1.134 TION OF MINOR STRAM 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) 0.475 (pcu/hr)	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.899 0.899 0.899 0.899 0.098 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC d-a DFC c-a DFC c-b DFC b-a DFC	<pre>> FLOW = 0.036' = 0.0936 = 0.0012 = 0.0012 = 0.0982 = 0.0318 = 0.015 = 0.015 = 0.0000</pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAU W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD	27 589 [7] [6] DETAILS: 7.30 0 (metres) 0 (metres) 10 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 9 (ARM B)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D)	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (pcu/hr)	rb-a = RA 1.134 0.919 1.184 1.134 1.134 1.134 TION OF MINOR STRAIN 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) 0.475 (pcu/hr) Y OF MOVEMENT : ************************************	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.899 5: 0.098 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIGN TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b DFC d-b	= 0.036' = 0.0936 = 0.0002 = 0.0012 = 0.0012 = 0.0012 = 0.0012 = 0.0015' = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-d = Q a-d = MINOR ROAD W b-a =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 0 (ARM B) 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD W d-c =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres)	rb-a = RA rb-a = RA RIC FACTORS :	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.950 0.899 0.098 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC d-c DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	 N FLOW = 0.036² = 0.0001 = 0.0011 = 0.0012 = 0.0014 = 0.0316 = 0.015⁵ = 0.0000 = 0.0000 	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c =	DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 9 (ARM B) 6.20 (metres) 6.20 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-b = q c-b = q c-d = MINOR ROAD W d-c = W d-a =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 3.50	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) Q b-a =	r b-a = RA r b-a = RA RIC FACTORS : 1.134 0.919 1.184 1.134 1.134 TION OF MINOR STRAM 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) Y OF MOVEMENT : 443 443 (pcu/hr)	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c =	0.919 0.899 0.950 0.899 0.950 0.899 5: 0.098 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-d DFC c-b DFC c-b DFC c-d DFC	 N FLOW = 0.0367 = 0.0901 = 0.0011 = 0.0912 = 0.0912 = 0.0942 = 0.09457 = 0.00157 = 0.0000 = 0.0000 	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAU W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 6.20 (metres) 80 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD W d-c = W d-a = VI d-c =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 3.50 60	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (pcu/hr) q b-d = (metres) (metres) Q b-a = (metres) Q b-a = (metres) Q b-c =	rb-a = RA rkic FACTORS : 1.134 1.134 0.919 1.184 1.134 TION OF MINOR STRAM 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) Y OF MOVEMENT : 443 443 (pcu/hr) 725 (pcu/hr)	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.919 0.899 0.950 0.899 0.950 0.899 5: 0.098 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr) 539 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC b-d DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	= 0.0367 = 0.0938 = 0.0001 = 0.0011 = 0.0988 = 0.0988 = 0.0988 = 0.0157 = 0.0000 = 0.0000	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAI W a-d = Vr a-d = q a-b = q a-c = q a-d = MINOR ROAD W b-a = W b-c = V b-a = Vr b-a =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD W d-c = W d-a = VI d-c = Vr d-c =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 60 80	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) q b-d = (pcu/hr) qr b-d = (metres) (metres) (metres) (metres) (metres) Q b-a = (metres) (metres) Q b-c = (metres) Q b-c = (metres)	r b-a = RA rkic FACTORS : 1.134 0.919 1.184 1.134	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	0.919 0.899 0.950 0.899 2: 0.098 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr) 539 (pcu/hr) 530 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b DFC d-b	<pre>> = 0.0361 = 0.0938 = 0.0001 = 0.0012 = 0.0988 = 0.0315 = 0.0151 = 0.0000 = 0.0000</pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = q a-d = q a-d = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 10 (metres) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 9 (ARM B) 6.20 (metres) 80 (metres) 70 (metres) 70 (metres)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-d = MINOR ROAD W d-c = V d-c = V d-c = Vr d-c =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 3.50 60 80 80 80	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) (metres) (metres) (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q b-d =	r b-a = RA rl.134 0.919 1.184 1.134 0.919 1.184 1.134 0.919 1.184 1.134 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) 0.475 (pcu/hr) Y OF MOVEMENT : 443 (pcu/hr) 725 (pcu/hr) 565 (pcu/hr) 448 (pcu/hr) 1000000000000000000000000000000000000	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b =	0.919 0.899 0.950 0.899 0.950 0.899 2: 0.098 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr) 539 (pcu/hr) 530 (pcu/hr) 342 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b DFC d-b	 N FLOW = 0.0361 = 0.0002 = 0.0012 = 0.0012 = 0.0012 = 0.00151 = 0.0002 = 0.0002 = 0.0002 = 0.0002 = 0.0002 	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAL W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAD W b-a = W b-c = VI b-a = Vr b-c = q b-a =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) 30 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 8 (pcu/hr) 0 (metres) 70 (metres)	(ARM C) Ping Che Road $Y =$ MAJOR ROAD $W c-b =$ $Vr c-b =$ $q c-a =$ $q c-b =$ $q c-b =$ $q c-d =$ MINOR ROAD $W d-c =$ $W d-a =$ $Vr d-c =$ $Q c-d =$	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 3.50 60 80 80 80 32	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) (metres) (metres) (metres) Q b-a = (metres) Q b-c = (metres) Q b-c = (metres) Q b-d = (pcu/hr) Q b-d =	rb-a = RA rb-a = RA RIC FACTORS : 1.134 0.919 1.184 1.134 TION OF MINOR STRAM 0.049 0.525 (pcu/hr) 0.475 (pcu/hr) 725 (pcu/hr) 725 (pcu/hr) 565 (pcu/hr) 448 (pcu/hr) 448 (pcu/hr)	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b = Qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 2: 0.098 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr) 539 (pcu/hr) 530 (pcu/hr) 342 (pcu/hr) 342 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b DFC d-b	<pre>></pre>	
GEOMETRIC I GENERAL W = W cr = MAJOR ROAD W a-d = Vr a-d = q a-b = q a-c = q a-c = q a-d = MINOR ROAD W b-a = W b-c = Vr b-a = Vr b-a = q b-c =	27 589 [7] [6] DETAILS: 7.30 (metres) 0 (metres) D (ARM A) 3.65 (metres) 30 (metres) 17 (pcu/hr) 451 (pcu/hr) 8 (pcu/hr) 6.20 (metres) 6.20 (metres) 80 (metres) 70 (metres) 16 (pcu/hr) 68 (pcu/hr)	(ARM C) Ping Che Road Y = MAJOR ROAD W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-d = MINOR ROAD W d-c = W d-a = Vr d-c = Vr d-c = q d-c = q d-a =	0.74815 (ARM C) 3.65 30 589 0 27 (ARM D) 3.50 3.50 60 80 80 80 32 17	GEOMET X b = X c = Z b = M b = (metres) (pcu/hr) r b-a = (pcu/hr) q b-d = (pcu/hr) q b-d = (metres) Q b-a = (metres) Q b-a = (metres) Q b-c = (metres) Q c-b = (pcu/hr) Q r b-d = (pcu/hr) Q r b-d =	r b-a = RA rb-a = RA non-a = Row non-a = Row non-a = Row non-a = Row non-a = Row	TIO OF FLOW TO CAP X a = X d = Z d = M d = GHT AHEAD TRAFFIC r d-c = qI d-b = qr d-b = Q d-c = Q d-a = Q a-d = QI d-b = Qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.950 0.899 0.950 0.899 0 (pcu/hr) 0 (pcu/hr) 326 (pcu/hr) 539 (pcu/hr) 530 (pcu/hr) 342 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	 N FLOW = 0.036' = 0.0000 = 0.0012 = 0.0012 = 0.0316 = 0.015' = 0.015' = 0.0000 = 0.0000 = 0.0000 = 0.0000 	

LLA CONSULIAN		P	RIORITY J	UNCTION	CALCUL	ATION		INITIALS	DATE
roposed Temporary Warehouse for S "Green Belt" Zone and Proposed Fill	torage of Construction Mad	chineries and Co with the Propose	nstruction Materials for d Warehouse, at Lots	or a Period of 3 Year Nos. 1265RP and	^S PROJECT N	IO.: 40789	PREPARED BY:	SKL	Feb-22
267 in D.D. 79 and Adjoining Govern	nent Land, North of Ng Cho	ow Road, Ping C	che, Fanling, New Ter	ritories	FILENAME :	J3_PCR_NCR.xlsx	CHECKED BY:	SLN	Feb-22
3 Ping Che Road/ Ng Chow Ro	ad		2025 De	sign PM	REFERENC	E NO.:	REVIEWED BY:	SLN	Feb-22
[9] 7 [8] 37 RM D) g Chow Road		5 [3] (AF - 3 [4] Ng - 82 [5]	M B) Chow Road	S: (GEOMETRIC INPUT W = MAJOI W cr = CENTF W b-a = LANE ' W b-c = LANE ' W b-c = LANE ' V b-a = VISIBII Vr b-a = VISIBII Vr b-a = VISIBII Vr c-b = VISIBII X a = STRE/ X b = STRE/ X b = STRE/ Y = (1-0.03	F DATA) R ROAD WIDTH RAL RESERVE WIDTH WIDTH AVAILABLE T WIDTH AVAILABLE T WIDTH AVAILABLE T ITY TO THE LEFT FC ITY TO THE RIGHT F ITY TO THE RIGHT F M-SPECIFIC (RIGHT M-SPECIFIC (RIGHT M-SPECIFIC (STRAIN 45W) 0000	H O VEHICLE WAITING IN STRE O VEHICLE WAITING IN STRE O VEHICLE WAITING IN STR FOR VEHICLES WAITING IN S' FOR VEHICLES WAITING IN S' FOR VEHICLES WAITING IN S' FOR VEHICLES WAITING IN S' I TURN FROM A) I TURN FROM B) TURN FROM B) GHT AHEAD FROM B - LEFT	EAM b-a EAM b-c EAM c-b REAM b-a TREAM b-a TREAM b-c TREAM c-b		
I 32 481 [7] [6]	(ARM C) Ping Che Road			rb-a = RATIO	OF FLOW TO CAPA	GITY IN STREAM D-a			
GEOMETRIC DETAILS:	(ARM C) Ping Che Road		GEOMETRIC	rb-a = RATIO	OF FLOW TO CAPA	GITT IN STREAM D-a	COMPARISION OF DESIG	N FLOW	
GEOMETRIC DETAILS:	(ARM C) Ping Che Road		GEOMETRIC X b =	r b-a = RATIO FACTORS : 1.134	Xa =	0.919	COMPARISION OF DESIG TO CAPACITY:	N FLOW	
I I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W W = 7.30 (metres)	(ARM C) Ping Che Road		GEOMETRIC X b = X c =	r b-a = RATIO FACTORS : 1.134 0.919	X a = X d =	0.919 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a	N FLOW = 0.011	2
I I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres)	(ARM C) Ping Che Road Y = 0.	74815	GEOMETRIC X b = X c = Z b =	rb-a = RATIO FACTORS : 1.134 0.919 1.184	X a = X d = Z d =	0.919 0.899 0.950	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c	N FLOW = 0.011 = 0.115	2
I I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) W cr = 0 (metres)	(ARM C) Ping Che Road Y = 0.	74815	GEOMETRIC X b = X c = Z b = M b =	rb-a = RATIO FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b	N FLOW = 0.011 = 0.115 = 0.000	2 2 0
I I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W = 7.50 (metres) MAJOR ROAD (ARM A)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C	74815	GEOMETRIC X b = X c = Z b = M b =	FACTORS : 1.134 0.919 1.184 1.134	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC b-d	= 0.011 = 0.115 = 0.000 = 0.003	2 2 0 4
I I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) W a-d = 3.65 (metres) Va-d = 3.65 (metres)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = V c-b =	74815) 3.65 (metres	GEOMETRIC X b = X c = Z b = M b = PROPORTIO	rb-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC 1b-d DFC1 b-d DFC1 b-d	= 0.011 = 0.115 = 0.000 = 0.003 = 0.003	2 2 0 4 3
I 32 481 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) Vr a-d = 30 (metres) Cr a-d = 30 (metres) Vr a-d = 30 (metres) Vr a-d = 30 (metres) Vr a-d = 30 (metres) Vr a-d = 7 (metre	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = c a c =	74815) 3.65 (metres, 30 (metres, 481 (cu/ba)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO	FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015	X a = X d = Z d = M d =	0.919 0.899 0.950 0.899	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d DFC 1b-d	= 0.011 = 0.115 = 0.000 = 0.003 = 0.003 = 0.003	2 2 0 4 3 5 4
I 32 481 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) Q a-b = 7 (pcu/hr) q a-b = 515 (ncu/hr) Com/hr)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b =	74815 3.65 (metres, 30 (metres, 481 (pcu/hr) 0 (ccu/hr)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = cl b-d =	FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (petu/br)	X a = X d = Z d = M d = TAHEAD TRAFFIC : r d-c = ald-b =	0.919 0.899 0.950 0.899 0.109 0.109	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-d DFC c-c DFC c-a DFC c-a DFC c-a DFC c-a	= 0.011 = 0.115 = 0.000 = 0.003 = 0.003 = 0.019 = 0.012 = 0.023	2 2 0 4 3 5 4 4
I 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) q-b = q a-b = 7 (pcu/hr) q a-d = 515 (pcu/hr)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d =	74815 3.65 (metres; 30 (metres; 481 (pcu/hr) 0 (pcu/hr) 32 (ccu/br)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = gr b-d =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = q d-b = ar d-b =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC a-d DFC a-d	= 0.011 = 0.115 = 0.000 = 0.003 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000	2 2 0 4 3 5 4 4 0
I 32 481 32 481 [7] [6] GEOMETRIC DETAILS: GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) q a-b = 7 (pcu/hr) q a-c = 515 (pcu/hr) q a-d = 13 (pcu/hr)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d =	74815 3.65 (metres) 30 (metres) 481 (pcu/hr) 0 (pcu/hr) 32 (pcu/hr)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr)	X a = X d = Z d = M d = • AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC 1-b DFC	= 0.011 = 0.115 = 0.000 = 0.003 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000 = 0.000	2 2 0 4 3 5 4 4 0 0 0
I 32 481 32 481 [7] [6] GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) q a-b = 7 (pcu/hr) q a-c = 515 (pcu/hr) q a-d = 13 (pcu/hr) MINOR ROAD (ARM B) MINOR ROAD (ARM B)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (ARM D)	74815 3.65 (metres 30 (metres 481 (pcu/hr) 0 (pcu/hr) 32 (pcu/hr)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) PF MOVEMENT :	X a = X d = Z d = M d = • AHEAD TRAFFIC : r d-c = ql d-b = qr d-b =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	N FLOW = 0.011 = 0.115 = 0.000 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000 = 0.000	2 2 0 4 3 5 4 4 0 0
I 32 481 32 481 [7] [6] GENERAL W = 7.30 (metres) W or = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) q a-b = 7 (pcu/hr) q a-c = 515 (pcu/hr) q a-d = 13 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.20 (metres)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (ARM D) W d-c =	74815) 3.65 (metres, 30 (metres, 481 (pcu/hr) 0 (pcu/hr) 32 (pcu/hr)) 3.50 (metres,	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY C	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) F MOVEMENT :	X a = X d = Z d = M d = * AHEAD TRAFFIC : r d-c = q d-b = qr d-b =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFC d-b	N FLOW = 0.011 = 0.115 = 0.000 = 0.003 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000 = 0.000	2 2 0 4 3 5 4 4 0 0
I 32 481 32 481 [7] [6] GENERAL W = 7.30 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W a-d = 3.65 (metres) Vr a-d = 30 (metres) q a-b = 7 (pcu/hr) q a-c = 515 (pcu/hr) q a-d = 13 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.20 (metres) W b-c = 6.20 (metres)	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (ARM D) W d-c = W d-a =	74815) 3.65 (metres, 30 (metres, 481 (pcu/hr) 0 (pcu/hr) 32 (pcu/hr)) 3.50 (metres, 3.50 (metres,	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O Q b-a =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) F MOVEMENT : 446 (pcu/hr)	X a = X d = Z d = M d = * AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC c-b DFC c-b DFC c-d DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b	N FLOW = 0.011 = 0.105 = 0.003 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000 = 0.000	2 2 0 4 3 5 4 4 4 0 0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-d = MINOR ROAD (ARM D) W d-c = W d-a = VI d-c =	74815 3.65 (metres; 30 (metres; 481 (pcu/hr) 32 (pcu/hr) 3.50 (metres; 3.50 (metres; 60 (metres;	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O Q b-a = Q b-c =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) 712 (pcu/hr)	X a = X d = Z d = M d = • AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr) 564 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC b-d DFC c-b DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	N FLOW = 0.011 = 0.115 = 0.003 = 0.003 = 0.109 = 0.012 = 0.023 = 0.000 = 0.000	2 2 0 4 3 5 4 4 4 0 0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C) W c-b = Vr c-b = q c-a = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (ARM D) W d-c = W d-a = VI d-c = Vr d-c = Vr d-c =	74815) 3.65 (metres; 30 (metres; 481 (pcu/hr) 0 (pcu/hr) 32 (pcu/hr)) 3.50 (metres; 60 (metres; 80 (metres;	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O Q b-a = Q b-c = Q c-b =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 446 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr) 564 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b	<pre>></pre>	2 2 0 4 3 5 4 4 4 0 0
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C) W c-b = Vr c-b = q c-	74815) 3.65 (metres; 30 (metres; 481 (pcu/hr) 0 (pcu/hr) 3.50 (metres; 60 (metres; 80 (metres; 80 (metres;	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O Q b-a = Q b-c = Q b-c = Q c-b = Ql b-d =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) DF MOVEMENT : 446 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr) 448 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-c = Q d-a = Q a-d = Ql d-b =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr) 564 (pcu/hr) 556 (pcu/hr) 358 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC c-b DFC c-b DFC c-b DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	<pre>></pre>	2 2 0 4 3 5 4 4 4 0 0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C) W c-b = Vr c-b = q c-b = q c-b = q c-b = q c-d = MINOR ROAD (ARM D) W d-c = Vr d-c = Vr d-c = Vr d-c = Vr d-c = Vr d-c = Qr d-c =	74815) 3.65 (metres; 30 (metres; 481 (pcu/hr) 0 (pcu/hr) 3.50 (metres; 60 (metres; 80 (metres; 37 (pcu/hr)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = qr b-d = qr b-d = Q b-a = Q b-a = Q b-a = Q b-a = Q c-b = Q c-b = Q l b-d = Qr b-d =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) 446 (pcu/hr) 549 (pcu/hr) 448 (pcu/hr) 448 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-a = Q a-d = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr) 564 (pcu/hr) 358 (pcu/hr) 358 (pcu/hr) 358 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC b-d DFC b-d DFC b-d DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b DFC d-b	<pre>></pre>	2 2 0 4 3 5 4 4 4 0 0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(ARM C) Ping Che Road Y = 0. MAJOR ROAD (ARM C W c-b = Vr c-b = q c-a = q c-b = q c-a = q c-b = q c-d = MINOR ROAD (ARM D) W d-c = W d-a = Vr d-c = Vr d-c = Vr d-a = q d-c = q d-a = q d-a = q d-a =	74815 3.65 (metres; 30 (metres; 481 (pcu/hr) 0 (pcu/hr) 3.50 (metres; 60 (metres; 80 (metres; 80 (metres; 80 (metres; 7 (pcu/hr) 7 (pcu/hr)	GEOMETRIC X b = X c = Z b = M b = PROPORTIO r b-a = ql b-d = qr b-d = CAPACITY O Q b-a = Q b-a = Q b-c = Q c-b = Ql b-d = Qr b-d =	r b-a = RATIO FACTORS : 1.134 0.919 1.184 1.134 N OF MINOR STRAIGHT 0.015 1.522 (pcu/hr) 1.478 (pcu/hr) 712 (pcu/hr) 549 (pcu/hr) 549 (pcu/hr) 448 (pcu/hr) 448 (pcu/hr)	X a = X d = Z d = M d = AHEAD TRAFFIC : r d-c = ql d-b = qr d-b = Q d-a = Q d-a = Q a-d = Ql d-b = Ql d-b = Ql d-b =	0.919 0.899 0.950 0.899 0.109 0 (pcu/hr) 0 (pcu/hr) 338 (pcu/hr) 564 (pcu/hr) 556 (pcu/hr) 358 (pcu/hr)	COMPARISION OF DESIG TO CAPACITY: DFC b-a DFC b-C DFC c-b DFC b-d DFC c-b DFC c-b DFC c-b DFC c-b DFC c-a DFC c-a DFC c-a DFC c-b DFC b-c DFC c-c DFC c-c DFC c-b DFC	<pre>></pre>	2 2 0 4 3 5 4 4 0 0 0

	A	CONSULTANCY LIMITED				ROUNDABOUT (CALCULATION			INITIALS	DATE
Propos	ed Te	emporary Warehouse for Storage of Construction Machine	ries and Constr	ruction M	aterials for a Pe	riod of 3 Years in "Green Belt" Zon	e PROJECT NO.: 40789) PF	REPARED BY:	SKL	Feb-22
and Pr	pose Jorth	ed Filling of Land in Association with the Proposed Wareho of Ng Chow Road, Ping Che, Fanling, New Territories	ouse, at Lots No	os. 1265F	RP and 1267 in I	D.D. 79 and Adjoining Government	FILENAME J4 PCR STKR-M	имн сн	HECKED BY:	SLN	Feb-22
J4	Pin	ng Che Road / Sha Tau Kok Road - Ma Mei Ha			202	5 Reference AM	REFERENCE NO.:	RE	EVIEWED BY:	SLN	Feb-22
								1.42		02.1	
Sha Ta	u Kok A)	(ARM B) Ping Che Roa [9] 341 [8] 602 [7] 7 k Road - Ma Mei Ha	d [1] [2] 2 334	[3] 204 - Sh - 3 - 263 - 469	(ARM C a Tau Kok Road [4] [5] [6]) d - Ma Mei Ha (ARM A	(Al 6 	RM B) 12 54	0 343	735 (ARM C)	
											1
ARM INPUT	PAR	AMETERS:	A	В	C						
ARM INPUT V	PAR/ =	AMETERS: Approach half width (m)	A 7.30	B 5.00	C 4.00						
ARM INPUT V E	PAR/ = =	AMETERS: Approach half width (m) Entry width (m)	A 7.30 8.00	B 5.00 7.50	C 4.00 7.50						
ARM INPUT V E L	PAR/ = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m)	A 7.30 8.00 5.00	B 5.00 7.50 10.00	C 4.00 7.50 70.00 50.00						
ARM INPUT E L R	PAR/ = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m)	A 7.30 8.00 5.00 20.00	B 5.00 7.50 10.00 15.00 52.00	C 4.00 7.50 70.00 50.00 52.00						
ARM INPUT V E L R D	PAR/ = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry andle (degree)	A 7.30 8.00 5.00 20.00 52.00 30.00	B 5.00 7.50 10.00 15.00 52.00 40.00	C 4.00 7.50 70.00 50.00 52.00 25.00						
ARM INPUT E L R D A	PAR/ = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry flow (ccu/h)	A 7.30 8.00 5.00 20.00 52.00 30.00 950	B 5.00 7.50 10.00 15.00 52.00 40.00 540	C 4.00 7.50 70.00 50.00 52.00 25.00 735						
ARM INPUT E L R D A Q Qc	PAR/ = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h)	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343						
ARM INPUT V E L R D A Q Q Q c	PAR/ = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS:	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343						
ARM INPUT V E L R D A Q Q C OUTP S	PAR/ = = = = = = JT PA =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343						
ARM INPUT V E L L R D D A Q Q C OUTP S K	PAR/ = = = = = = JT PA = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05)	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343 0.08 1.05 7.00						
ARM INPUT V E L R D A Q Q c OUTP S K X2	PAR/ = = = = = = = JT PA = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXD(D = 0.0140)	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45						
ARM INPUT V E L R D A Q Q C OUTP S K X2 M F	PAR/ = = = = = = JT P/ = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 203420	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78 0.45	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39 0.45	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45 2426						
ARM INPUT V E L R D A Q Q C OUTP S K X2 M F T	PAR/ = = = = = = = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2 1 (0.5 (/1.1M))	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78 0.45 2358 1.24	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39 0.45 1936	C 4.00 7.50 70.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45 2126 1.24						
ARM INPUT V E L R D A Q Q C OUTP S K X2 M F T d T T	PAR/ = = = = = = = = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = $1.6(E-V)/L$ 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303^*X2 1+(0.5/(1+M)) 0.214T(4+0.23V2)	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78 0.45 2358 1.34 0.72	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39 0.45 1936 1.34	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45 2126 1.34 0.68						
ARM INPUT V E L R D A Q Q C OUTP S K X2 M F T d F C Q	PAR/ = = = = = = = = = = = = = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = $1.6(E-V)/L$ $1-0.00347(A-30)-0.978(1/R-0.05)$ V + ((E-V)/(1+2S)) EXP((D-60)/10) 303^*X2 $1+(0.5/(1+M))$ $0.21*Td(1+0.2*X2)$	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78 0.45 2358 1.34 0.72 2465	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39 0.45 1936 1.34 0.64	C 4.00 7.50 70.00 50.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45 2126 1.34 0.68 1.982		Total in Sum -		4544		
ARM INPUT V E L R D A Q Q C UTP S K X2 M F T d F C Qe	PAR/ = = = = = = = = = = = = = = = = = = =	AMETERS: Approach half width (m) Entry width (m) Effective length of flare (m) Entry radius (m) Inscribed circle diameter (m) Entry angle (degree) Entry flow (pcu/h) Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2 1+(0.5/(1+M)) 0.21*Td(1+0.2*X2) K(F-Fc*Qc)	A 7.30 8.00 5.00 20.00 52.00 30.00 950 268 0.22 1.00 7.78 0.45 2358 1.34 0.72 2165	B 5.00 7.50 10.00 15.00 52.00 40.00 540 612 0.40 0.95 6.39 0.45 1936 1.34 0.64 1.34	C 4.00 7.50 70.00 52.00 25.00 735 343 0.08 1.05 7.02 0.45 2126 1.34 0.68 1982		Total In Sum =		1541	PCU	

LLA CONSULTANCY LIMITED						ROUNDABOUT CALCULATION				
Proposed Temporary Warehouse for Storage of Construction Machineries and Construction Materials for a Period			od of 3 Years in "Green Belt" Zon	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22			
and Pro	opose North (d Filling of Land in Association with the Proposed V of Na Chow Road, Ping Che, Fanling, New Territor	Warehouse, at Lots N	os. 1265	RP and 1267 in D	.D. 79 and Adjoining Government	FILENAME J4 PCR STKR-MMH	CHECKED BY:	SLN	Feb-22
J4	Pin	g Che Road / Sha Tau Kok Road - Ma Mei Ha	103	<u> </u>	2025	Reference PM	REFERENCE NO.:	REVIEWED BY:	SLN	Feb-22
				I					02.1	1.00 22
Sha Ta (ARM	au Kok A)	(AR Ping Cl [8] 516 [7] 16 (Road - Ma <u>Mei Ha</u>	:M B) he Road [1] [2] 4 502 1 4 502	[3] 118 • St - 4 - 192 - 413	(ARM C) na Tau Kok Road [4] [5] [6]	- Ma Mei Ha (ARM A	(ARM B)		609 (ARM C)	
ARM INPUT	PAR	AMETERS:	A	В	C					
v	=	Approach half width (m)	7.30	5.00	4.00					
IE I.	=	Entry width (m)	8.00	7.50	7.50					
	=	Effective length of flare (m)	5.00	10.00	70.00					
	-	Enu y raulus (III)	20.00	15.00	52.00					
	_	Entry angle (degree)	02.00 30.00	32.00 40.00	25.00					
	_	Entry flow (pcu/h)	830	624	609					
S.			000	02-1	000					
Qc	=	Circulating flow across entry (pcu/h)	200	536	522					
Qc OUTPI	= UT PA	Circulating flow across entry (pcu/h)	200	536	522					
Qc OUTPI S	= UT PA =	Circulating flow across entry (pcu/h) RAMETERS: Sharpness of flare = 1.6(E-V)/L	200	536 0.40	522 0.08					
Qc OUTPI S K	= UT PA = =	Circulating flow across entry (pcu/h) NRAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05)	200 0.22 1.00	536 0.40 0.95	522 0.08 1.05					
Qc OUTPI S K X2	= UT PA = = =	Circulating flow across entry (pcu/h) NRAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S))	200 0.22 1.00 7.78	536 0.40 0.95 6.39	522 0.08 1.05 7.02					
Qc OUTP\ S K X2 M	= UT PA = = = =	Circulating flow across entry (pcu/h) NRAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10)	0.22 1.00 7.78 0.45	536 0.40 0.95 6.39 0.45	522 0.08 1.05 7.02 0.45					
Qc OUTP S K X2 M F	= UT PA = = = = =	Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2	200 0.22 1.00 7.78 0.45 2358	536 0.40 0.95 6.39 0.45 1936	522 0.08 1.05 7.02 0.45 2126					
Qc OUTP ^I S K X2 M F Td	= UT PA = = = = =	Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2 1+(0.5/(1+M))	200 0.22 1.00 7.78 0.45 2358 1.34	536 0.40 0.95 6.39 0.45 1936 1.34	522 0.08 1.05 7.02 0.45 2126 1.34					
Qc OUTP ^I S K X2 M F Td Fc	= UT PA = = = = = =	Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2 1+(0.5/(1+M)) 0.21*Td(1+0.2*X2)	200 0.22 1.00 7.78 0.45 2358 1.34 0.72	536 0.40 0.95 6.39 0.45 1936 1.34 0.64	522 0.08 1.05 7.02 0.45 2126 1.34 0.68					
Qc OUTP S K X2 M F Td Fc Qe	= UT PA = = = = = = =	Circulating flow across entry (pcu/h) ARAMETERS: Sharpness of flare = 1.6(E-V)/L 1-0.00347(A-30)-0.978(1/R-0.05) V + ((E-V)/(1+2S)) EXP((D-60)/10) 303*X2 1+(0.5/(1+M)) 0.21*Td(1+0.2*X2) K(F-Fc*Qc)	200 0.22 1.00 7.78 0.45 2358 1.34 0.72 2214	536 0.40 0.95 6.39 0.45 1936 1.34 0.64 1510	522 0.08 1.05 7.02 0.45 2126 1.34 0.68 1855		Total In Sum =	1243	PCU	

LLA	A CONSULTANCY LIMITED)		ROUNDABOUT	CALCULATION		INITIALS	DATE
Proposed	ed Temporary Warehouse for Storage of Constructio	n Machineries and Constr	uction Ma	aterials for a Period of 3 Years in "Green Belt" Z	PROJECT NO.: 40789	PREPARED BY:	SKL	Feb-22
and Propo	posed Filling of Land in Association with the Propose orth of Na Chow Road, Ring Che, Eapling, New Terr	ed Warehouse, at Lots No itories	s. 1265R	P and 1267 in D.D. 79 and Adjoining Governme	FILENAMEJ4 PCR STKR-MMH	CHECKED BY:	SLN	Feb-22
.14	Ping Che Road / Sha Tau Kok Road - Ma Mei Ha	liones		2025 Design AM		REVIEWED BY	SLN	Feb-22
0 - 1				2020 2001911741	REFERENCE NO			100-22
Sha Tau H (ARM A)	(Ping [9] 347 [8] 602 [7] 7 U Kok Road - Ma <u>Mei Ha</u> A)	ARM B) (Che Road [1] [2] 2 340 4 4 4 4 4 4 4 4 4 4 4 4 4	[3] 208 - Sha - 3 - 267 - 469	(ARM C) a Tau Kok Road - Ma Mei Ha [4] (ARM [5] [6]	(ARM B) 612 956 272 A)	550	739 (ARM C)	
ARM INPUT P#	PARAMETERS:	A	В	С				
v =	= Approach half width (m)	7.30	5.00	4.00				
E =	= Entry width (m)	8.00	7.50	7.50				
	= Effective length of flare (m)	5.00	10.00	70.00				
к :	= Entry radius (m)	20.00	15.00	50.00				
	Inscribed circle diameter (m) Entry angle (degree)	52.00	52.00 40.00	52.00 25.00				
	= Entry angle (degree)	30.00	40.00	730				
Q - Qc =	 Entry now (pcu/n) Circulating flow across entry (pcu/h) 	956 272	550 612	349				
		212	012	349				
s :	= Sharpness of flare = 1.6/F-V//	0.22	0 40	0.08				
ĸ	= 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	Total In Sum =	1549	PCU	
DFC =	= Design flow/Capacity = Q/Qe	0.44	0.38	0.37	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				od of 3 Years in "Green Belt	t" Zone	PROJECT NO.: 40789	PREPA	RED BY:	SKL	Feb-22	
and Propose	ed Filling of Land in Association with the Proposed Warel	house, at Lots N	os. 1265	RP and 1267 in D	.D. 79 and Adjoining Goverr	nment	FILENAME J4 PCR STKR-MMH	CHECK	ED BY:	SLN	Feb-22
J4 Pir	ng Che Road / Sha Tau Kok Road - Ma Mei Ha			20	25 Design PM		REFERENCE NO.:	REVIE	VED BY:	SLN	Feb-22
								1.21.21		02.1	
Sha Tau Ko (ARM A)	(ARM B) Ping Che Ro [9] 313 [8] 516 [7] 16 [7] 16 ok Road - Ma Mei Ha	bad [1] [2] 4 510 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	[3] 120 - St - 4 - 196 - 413	(ARM C) ha Tau Kok Road [4] [5] [6]	- Ma Mei Ha (A	RM A)	(ARM B)		30	613 (ARM C)	
ARM INPUT PAR	RAMETERS:	A	В	C							
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							
	ARAMETERS										
s =	Sharpness of flare = 1.6(F-V)/I	0 22	0.40	0.08							
к =	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			Total In Sum =		1249	PCU	
DFC =	Design flow/Capacity = Q/Qe	0.38	0.42	0.33			DFC of Critical Approa	ch =	0.42		

AppendixIVDrainage Impact Assessment

SKYLINE

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 LtdName:Willie WongDate:15 February 2022Report Ref.:P075R021-01 (Ver. 1)

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

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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 m².
- 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 (m³/s); *i* is rainfall intensity (mm/hr); A_j is the *j*th catchment (km²); C_i 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 Uchannels and discharged into the existing 3,600mm width drainage channel at the northwestern 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**.

Concerned Location	Diameter/ Width, m	Depth, m	Gradient	Catchment Runoff, m³/s	Capacity, m³/s	Sufficient Capacity? (Yes/No)
U-channel 0.225 0.2 A1 – A2		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

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

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

Concerned Location	Diameter / Width, m	Depth, m	Gradient	Site related Catchment Runoff, m³/s	Capacity , m³/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%

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

- 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 m³/s. The estimated total surface runoff generated from the Site will be 0.118 m³/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.

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

Figures












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

Annex A

Development Plans



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

Annex B

Drainage Analysis

Drainage Impact Assessment

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)	CxA	Peak Runoff (Q _p), m ³ /s
After Develop	ment														
А	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
В	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
С	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
Е	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, m³/s	Catchments Served	Runoff, m³/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	А	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	А, В	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	А, В	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	С	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	С, Е	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

 $t_{c} = t_{0} + t_{f}$

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, m³/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



	_	0.14465L
0	-	$H^{0.2}A^{0.1}$

 $i = \frac{a}{\left(t_d + b\right)^c}$

3.6 m (Top width) 1 m (Depth) 1.0 m (Bottom width)

 $Q_p = 0.278 C i A$

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

<u>By Email</u> (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

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 Project Team STNDPO

(Attn.: Ms. CHAN Lok Ting, Michelle)

By email By email By email



Depar	tmental Comments	R	esponses
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.

Table A: Responses to Departmental Comments (dated 6.4.2022)

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 (Lands	sca	pe 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 <u>some reservations</u> 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	<u> </u>	
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.

Details of Construction Machineries and Construction Materialsto 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	3.5m x 0.5m				
Attachment (K-arm) of Excavators		Not to occupy more than <u>50%</u> 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/	/	Not to occupy more than 40%			
Steel plate		area of Warehouse A1			
Bamboo & metal scaffoldings	/	Not to occupy more than <u>30%</u> area of Warehouse A1			
Plywood	/	Not to occupy more than <u>30%</u> 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 <u>By Email</u> (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

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 Project Team STNDPO

(Attn.: Ms. CHAN Lok Ting, Michelle)

By email By email 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 Email: vision@visionplanning.com.hk Website: www.visionplanning.com.hk



Depai	i inentar Comments	Γ	esponses
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		

Table A: Responses to Departmental Comments (dated 25.4.2022)

Depar	tmental Comments	R	lesponses
	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.		

Depar	tmental Comments	R	lesponses
(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.		
(1)	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.		
(0)	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.
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Relevant Extracts of Town Planning Board Guidelines No. 10 for "Application for Development within Green Belt Zone <u>under Section 16 of the Town Planning Ordinance"</u> (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. <u>Traffic</u>

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. <u>Building Matters</u>

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. <u>Other Departments</u>

- 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.

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 <u>A/NE-WKS/17</u>

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 14.MAR 2022 日期 Date 簽署 Signature

- 2 -

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就規劃申請/覆核提出意見 Making Comment o	on Planning Application / Review
参考編號 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:

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

女士 Ms. Wong

A/NE-WKS/17

意見詳情

Details of the Comment :

I support this application since it could timely provide a storage place for the construction machineries 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.

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41023-70869

2

就規劃申請/覆核提出意見 Making Commen	t on Planning Application / Review
参考編號 Reference Number:	220311-141023-7086
提交限期 Deadline for submission:	25/03/2022
提交日期及時間 Data and time of unbusinging	11/03/2022 14:10:23

损 Date and time of submission:

有關的規劃申請編號 The application no. to which the comment relates:

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

小姐 Miss Chan

A/NE-WKS/17

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.

提交限期 Deadline for submission:

Reference Number:

25/03/2022

220311-154443-88598

11/03/2022 15:44:43

A/NE-WKS/17

提交日期及時間 Date and time of submission:

有關的規劃申請編號 The application no. to which the comment relates:

「提意見人」姓名/名稱 Name of person making this comment: 先生 Mr. Lam Ka Hing

意見詳情

參考編號

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。

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

5-4

	5-5	
就規劃申請/覆核提出意見 Making Comment on Plann	ing Application / Review	
参考編號 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:		
改又持這示規劃中調。申請地點對面已經有一天后土地用作盛大时物,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 C	omment on Planning Application / Review	
參考編號		

Reference Number:

提交限期 Deadline for submission:

提交日期及時間

Date and time of submission:

有關的規劃申請編號 The application no. to which the comment relates:

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

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。

25/03/2022

16/03/2022 15:06:43

220316-150643-11221

A/NE-WKS/17

小姐 Miss Samantha Li

file://pld-egis3-app/Online_Comment/220316-150643-11221_Comment_A_NE-WKS... 18/03/2022

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

参考編號 Reference Number:

提交限期 Deadline for submission:

提交日期及時間 Date and time of submission:

有關的規劃申請編號 The application no. to which the comment relates:

「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.

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220316-150939-94710

25/03/2022

16/03/2022 15:09:39

A/NE-WKS/17

	5-8
就規劃申請/覆核提出意見 Making Comment	on Planning Application / Review
参考編號 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:

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

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,去支持明日大興的發展。

A/NE-WKS/17

先生 Mr. Jeffrey

file://pld-egis3-app/Online_Comment/220316-151303-62441_Comment_A_NE-WKS... 16/03/2022

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	5-9
就規劃申請/覆核提出意見 Making Comment on Planning A	Application / Review
参考編號 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地。臨時用途是合情合理的做法,本人十分支持。另外,初化設施,確保沒有不可逆轉的傷害,我認為這次申請有十分當的申請。	,更有助減低亂用地盤附近土 亦看到在附近有噪音管理和綠 分充裕的理由去支持和是有擔

Page 1	of
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	5-10
就規劃申請/覆核提出意見 Making Comment on Plannin	ng Application / Review
参考編號 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 measure s for traffic, landscape, and environmental issue which shows full understanding and effort towa rds. This is a win-win application for everyone, rather than only letting the land stand in the sunbathe.

就規劃申請/覆核提出意見 Making Comment on Plann	ing 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.

file://nld-egis3-app/Online Comment/220322-165726-81403 Comment A NE-WKS 23/03/2022

	5-1
就規劃申請/覆核提出意見 Making Comment on P	lanning 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
有關的規劃申讀編號 The application no. to which the comment relates:	A/NE-WKS/17
「提意見人」姓名/名稱	告任 Mr. Chi Euro

Name of person making this comment:

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。

先生 Mr. Chi Fung

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

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review		
参考編號 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 i mportant for the housing construction nearby. Putting the machines closer to the construction sit es in the Norther New Territories can reduce air pollution and traffic flow from transporting thes e tools from far locations.

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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:		
支持這個規劃甲請。現時塊地未有用途,雜草橫 之餘又可改善環境。 	生,有瓋富用蒁和管埋,个曾浪費地万	
tpbpd@pland.gov.hk

寄件者: 寄件日期: 收件者: 主旨: 附件:

2022年03月24日星期四 13:30 tpbpd A/NE-WKS/17 DD 79 Ng Chow Road GB 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

5-16

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.

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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



5-17

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

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Crisic A
V. **7
(Constantine)

To:

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

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

2 attachments A PDF

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



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

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Dear Sir/ Madam,

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

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