## Relevant extract of the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-No. 13G)

- 1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:
  - (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;
  - (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;
  - (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and
  - (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.

- 2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarised as follows:
  - (a) port back-up sites and those types of open storage generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;
  - (b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;
  - (c) adequate screening of the sites through landscaping and/or fencing should be considered where sites are located adjacent to public roads or are visible from surrounding residential areas;
  - (d) there is a general presumption against conversion of active or good quality agricultural land and fish ponds to other uses on an ad-hoc basis. For flood prone areas or sites which would obstruct natural drainage channels and overland flow, advice should be sought; and
  - (e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with.

## **Government Departments' General Comments**

## 1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- no adverse comment on the application;
- the application site (the Site) comprises Government Land (GL) and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government; and
- no permission is given for occupation of GL (about 58.1m<sup>2</sup> subject to verification) included in the Site. Any occupation of GL without Government's prior approval is not allowed.

## 2. <u>Traffic</u>

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

• no comment from traffic engineering perspective.

Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

• no objection to the application.

## 3. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application; and
- there was one substantiated environmental complaint pertaining to the Site regarding air quality in the past three years. The substantiated complaint in 2020 is a complaint against malodour from a plastic recycling site located at the concerned lots. Odour assessment was conducted but no plastic odour was detected.

## 4. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

• no objection to the application from landscape planning perspective; and

• based on the aerial photo 2022, the Site is located in an area of rural inland plains landscape character comprising of vacant lands, farmlands, village houses and scattered temporary structures and tree group. According to site photos of August 2023, the site is fenced off, hard paved with some temporary structures. No existing tree is observed within the application site boundary. Significant adverse impact on landscape resources is not anticipated.

## 5. Drainage

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

- no objection in-principle to the proposed development from the public drainage point of view; and
- should the application be approved, approval conditions requiring the applicant to submit a revised drainage proposal and the implementation and maintenance of the drainage proposal for the development to the satisfaction of the Director of Drainage Services or of the Town Planning Board should be included in the planning approval.

## 6. <u>Fire Safety</u>

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

• no objection in-principle to the proposal subject to fire service installations being provided to his satisfaction.

## 7. <u>Building Matters</u>

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

- no objection to the application; and
- there is no record of approval granted by the Building Authority for the existing structures at the Site.

## 8. <u>District Office's Comments</u>

Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

• he has not received any comments from the locals upon close of consultation and has no particular comments on the application.

## 9. <u>Other Departments</u>

The following government departments have no objection to/no adverse comment/no comment on the application:

- Executive Secretary of Antiquities and Monuments Office, Development Bureau (AMO, DEVB);
- the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- Director of Electrical and Mechanical Services (DEMS); and
- Commissioner of Police (C of P).

## **Recommended Advisory Clauses**

- (a) prior planning permission should have been obtained before commencing the development at the Site (the Site);
- (b) to note the comments of the Secretary for Environment and Ecology (SEE) that:
  - according to the Chief Executive's 2022 Policy Address, the Government aims to announce a roadmap for the promotion of electric public transport and commercial vehicles by 2025 and introduce about 3,000 electric taxis by end-2027. A comprehensive quick charging network is needed to effectively support the operations of electric commercial vehicles and achieve the aforesaid target. In this connection, the applicant is suggested to consider sharing the charging facilities with other electric commercial vehicles for use, e.g. electric taxis, electric goods vehicles, to act in concert with the aforesaid policy directions on electric commercial vehicles;
- (c) to note the comments of the Executive Secretary of Antiquities and Monuments Office, Development Bureau (AMO, DEVB) that:
  - if ground excavation works and/or drainage facilities are required for the proposed development, the applicant is required to submit his proposed mitigation measures to AMO in advance and at the early planning stage for comment and agreement. The mitigation measures should be implemented to the satisfaction of AMO;
- (d) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
  - the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations [B(P)R] respectively;
  - the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;
  - if the existing structure is erected on leased land without the approval of the Building Authority, they are unauthorised building works (UBW) under the Buildings Ordinance (BO) and should not be designated for any proposed use under the application;
  - for UBW erected on leased land, enforcement action may be taken by the Buildings Department to effect their removal in accordance with the prevailing 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;

- before any new building works (including containers/ open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
- any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and
- detailed checking under the BO will be carried out at building plan submission stage;
- (e) to note the comments of District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
  - the lot owner(s) will need to apply to his office to permit the structure(s) to be erected or regularise any irregularities on site, if any. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. Furthermore, the applicant has to either exclude the GL from the Site or immediately apply for a formal approval prior to the actual occupation of the GL. Applications for any of the above will be considered by LandsD acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application(s) will be approved. If such application(s) is approved, it will be subject to such terms and conditions, including among others the payment of rent or fee, as may be imposed by the LandsD;
- (f) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
  - the level of the center of the application site is +13.3 (Figure 3.3 of the FI refers), which is not matched with the topographical survey provided at Appendix D of the FI;
  - cross sections showing the existing and proposed ground levels of the captioned site with respect to the adjacent areas should be given;
  - according to Figure 3.2 of the FI, please advise if the proposed 450mm drain connecting with the terminal manhole to the final discharge point is underground pipe or not. Please clearly indicate the type of drainage facilities (e.g. u-channel, pipe, etc.) on the drainage plan for reference;

- catchpit(s)/ manhole(s) should be provided at all changes in direction and at intersections;
- referring to Section 9.3 of Stormwater Drainage Manual, suitable allowance should be made in the design for the deposition of sediment in stormwater channels and pipes. Please provide a detailed plan showing the catchment area for each proposed drain for review. Please review the hydraulic capacity for the proposed drainage system accordingly. Please confirm if any walls or hoarding are/to be erected or laid along the site boundary. If affirmative, adequate opening should be provided to intercept the existing overland flow passing through the site and please provide its details for comments;
- the existing watercourse, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by his office. The applicant should identify the owner of the existing drainage facilities and obtain consent from the owner prior to commencement of the proposed works. In the case that it is a local village drains, DO/YL should be consulted;
- the development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.; and
- the applicant should consult DLO/YL and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works;
- (g) to note the comments of the Commissioner for Transport (C for T) that:
  - the Site is connected to the public road network via a section of a local access road which is not managed by Transport Department. The land status of the local access road should be checked with the LandsD. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly. Sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reverse onto / from public road at any time during the planning approval period;
- (h) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that:
  - HyD shall not be responsible for the maintenance of any access connecting the Site and Shek Kong Airfield Road; and

- adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (i) to note the comments of the Director of Fire Services (D of FS) that:
  - in consideration of the design/nature of the proposal, fire service • installations (FSIs) are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. In addition, the applicant should also be advised that the layout plans 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. Good practice guidelines for open storage (Appendix V of this RNTPC Paper) should also be adhered to. To address the approval condition on provision of fire extinguisher(s), the applicant is advised to submit a valid fire certificate (FS 251) to his Department for approval. However, the applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (Cap. 123), detailed fire services requirements will be formulated upon receipt of formal submission of general building plans;
- (j) to note the comments of the Director of Electrical and Mechanical Services that:
  - in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines; and
- (k) to note the comments of the Director of Environmental Protection (DEP) that:
  - the applicant should follow the relevant mitigation measures and requirements in the latest 'Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department to minimise any potential environmental nuisances.

## **Good Practice Guidelines for Open Storage Sites issued by the Fire Services Department**

		Internal Access for Fire Appliances	Lot Boundaries (Clear Width)	Distance between Storage Cluster and Temporary Structure	Cluster Size	Storage Height
1.	Open Storage of Containers		2m	4.5m		
2.	Open Storage of Non- Combustibles or Limited Combustibles	4.5m	2m	4.5m		
3.	Open Storage of Combustibles	4.5m	2m	4.5m	40m x 40m	3m

Remarks: Smoking and naked flame activities shall not be allowed within the open storage / recycling site.



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

## <u>General Note and Annotation for the Form</u> 填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made 「相行土地擁有人、指在提出由講前六星期,其她名或名稱已在土地計皿處計皿為該由講師關立的

「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的 土地的擁有人的人

- <sup>&</sup> Please attach documentary proof 請夾附證明文件
- ^ Please insert number where appropriate 請在適當地方註明編號

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

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明 Please insert a ✓」 at the appropriate box 請在適當的方格內上加上 ✓」號

2301799 30/6 by Land

Form No. S16-III 表格第 S16-III 號

For Official Use Only	Application No. 申請編號		A/YL-SK/ 350		
請勿填寫此欄	Date Received 收到日期	· ·	2 0 JUL 2023	-	

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 <u>http://www.info.gov.hk/tpb/</u>. 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: <u>http://www.info.gov.hk/tpb/</u>),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 )

Universal Chemical Enterprises 全球化工

## 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 / 1 Company 公司 / □ Organisation 機構 )

KTA Planning Limited

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)	Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long
(b)	Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面 積	<ul> <li>Site area 地盤面積 4,940.3 (by measurement) sq.m 平方米國About 約</li> <li>Gross floor area 總樓面面積 14.2 sq.m 平方米國About 約</li> </ul>
(c)	Area of Government land included (if any) 所包括的政府土地面積(倘有)	58.1 sq.m 平方米 🗹 About 約

(d)	Name and number of statutory plan(s) 有關法定圖則的名稱)	the related 及編號	Approved Shek Kong Outline Zon	ing Plan No. S/YL-SK/9		
(e)	Land use zone(s) involved 涉及的土地用途地帶 "Agriculture"					
(f)	Current use(s) 現時用途		Temporary Open S (If there are any Government, institution or comm plan and specify the use and gross floor area) (如有任何政府、機構或社區設施,請在圖則上	torage munity facilities, please illustrate on 顯示,並註明用涂及總樓面面積)		
4.	"Current Land Ov	vner" of Ap	plication Site 申請地點的「現行	土地擁有人」		
The	applicant 申請人 -	а. — У. а				
	is the sole "current land 是唯一的「現行土地挧	owner" <sup>#&amp;</sup> (ple t有人」 <sup>#&amp;</sup> (請	ase proceed to Part 6 and attach documentary 繼續填寫第 6 部分,並夾附業權證明文件)	proof of ownership).		
<u> </u>	is one of the "current lar 是其中一名「現行土地	nd owners" <sup># &amp;</sup>	(please attach documentary proof of ownershi 請夾附業權證明文件)。	p).		
Ø	is not a "current land owner" <sup>#</sup> . 並不是「現行土地擁有人」 <sup>#</sup> 。					
	The application site is entirely on Government land (please proceed to Part 6). 申請地點完全位於政府土地上(請繼續填寫第 6 部分)。					
5.	Statement on Own 就土地擁有人的	er's Consen 同意/通知	t/Notification 1土地擁有人的陳述			
(a)	According to the application involves a to 根據土地註冊處截至 涉	record(s) of otal of 石「現行土地	the Land Registry as at	(DD/MM/YYYY), this 日的記錄,這宗申請共牽		
(b)	The applicant 申請人 – has obtained conser 已取得	ut(s) of 名「玛	"current land owner(s)" <sup>#</sup> . 見行土地擁有人」 <sup>#</sup> 的同意。			
	Details of consent	of"current la	nd owner(s)" <sup>#</sup> obtained 取得「現行土地擁	有人」"同意的詳情		
	No. of 'Current Land Owner(s)' 「現行土地擁有 人」數目	Lot number/a Registry whe 根據土地註f	ddress of premises as shown in the record of the L re consent(s) has/have been obtained 研處記錄已獲得同意的地段號碼/處所地址	Land Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)		
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		·			
	E.	ł		57		
	(Please use separate sl	heets if the spac	e of any box above is insufficient. 如上列任何方标	4的空間不足,請另頁說明)		

1 | 1

I

Parts 3 (Cont'd), 4 and 5 第 3 (續)、第 4 及第 5 部分

	1
- E - E	nac
	1145
	$\square$

1.8

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

	Nc La 「	o. of 'Current nd Owner(s)' 現行土地擁 人」數目	Lot number/add Land Registry w 根據土地註冊處	ress of premise /here notificatio 記錄已發出站	es as shown in on(s) has/have 重知的地段號	n the record of the been given 碼/處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
							10 17
				2		2	
				e S		in Anno ann an Anna Conomhan A	
	(Plea	se use separate sl	heets if the space of	any box above i	s insufficient.	如上列任何方格的空	
B	has	aken reasonabl	e steps to obtain c	consent of or gi	ve notificatio	n to owner(s).	
	已採	取合理步驟以	取得土地擁有人	的同意或向該	人發給通知	。詳情如下:	
e.	Reas	onable Steps to	Obtain Consent	of Owner(s)	取得土地擁有	有人的同意所採取的	的合理步驟
	512	sent request fo	r consent to the "	current land ou	(ner(s)" on	10/07/2023	
	Ψ	於	· · · · · · · · · · · · · · · · · · ·	年)向每一名「	現行土地擁	有人」"郵遞要求同	(DD/WWW/TTTT) 司意書 <sup>&amp;</sup>
	Reas	onable Steps to	Give Notification	n to Owner(s)	·向十册擁有	人發出通知所採用	如的合理步驟
,			· · · ·				
		published notio	ces in local newsp (日/月/2	apers on 年)在指定報章	就申請刊登	(DD/MM/YY 一次通知 <sup>&amp;</sup>	YY)"
		posted notice i	n a prominent pos (DD/M)	sition on or nea M/YYYY) <sup>&amp;</sup>	r application	site/premises on	
		於	(日/月/	年)在申請地點	1/申請處所:	或附近的顯明位置	貼出關於該申請的通
		sent notice to r office(s) or rur	elevant owners' c al committee on _	corporation(s)/c	wners' comn	nittee(s)/mutual aid MM/YYYY) <sup>&amp;</sup>	committee(s)/manager
		於	(日/月/	年)把通知寄往	主相關的業主	三立案法團/業主委	員會/互助委員會或管
		處,或有關的	鄉事委員會"	e R		1.2	
	Othe	rs 其他					
		others (please) 其他(請指明	specify)				
	_	1.6					
	-				Antonio - erre	-	41.00 16.004 (NI) (10 - 10 - 10 - 10 - 10 - 10 - 10 - 10
					- de la competition de la competition		
	8				•		
		*			2." 		
	-		Г. Г.		* * * *	2	

4

	申請類別	i a k
<ul> <li>(A) Temporary Use/Developm 位於鄉郊地區土地上及/或</li> <li>(For Renewal of Permission (如屬位於鄉郊地區臨時用該)</li> </ul>	nent of Land and/or Buildi 或建築物內進行為期不超近 for Temporary Use or Devel 途/發展的規劃許可續期,請切	ng Not Exceeding 3 Years in Rural Areas 過三年的臨時用途/發展 opment in Rural Areas, please proceed to Part (B)) [[寫(B)部分]
(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary ( Charging Facilities and	Dpen Storage of Electric Vehicles with I Ancillary Site Office
	(Please illustrate the details of the	proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年	3
(c) Development Schedule 發展细	節夷	
Proposed uncovered land area 挑 Proposed covered land area 擬言	疑議露天土地面積 義有上蓋土地面積	4,926.1 sq.m ØAbout 約 sq.m ØAbout 約 
Proposed number of buildings/s	structures 擬讓連架物/ 構築物	7.990日
Proposed domestic floor area 搦 Proposed non-domestic floor ar	i議住用樓面面積 ea 擬議非住用樓面面積	
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab	es (if applicable) 建築物/構築物的擬議高度及不同樓/ ow is insufficient) (如以下空間不足,請另頁說明) oout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab	res (if applicable) 建築物/構築物的擬議高度及不同樓 bw is insufficient) (如以下空間不足,請另頁說明) bout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab	res (if applicable) 建築物/構築物的擬議高度及不同樓 w is insufficient) (如以下空間不足,請另頁說明) pout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位	res (if applicable) 建築物/構築物的擬議高度及不同樓原 ow is insufficient) (如以下空間不足,請另頁說明) pout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 軍車位	res (if applicable) 建築物/構築物的擬議高度及不同樓 bw is insufficient) (如以下空間不足,請另頁說明) bout 2.5m. 在的擬議數目
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 車位 es 輕型貨車泊車位	res (if applicable) 建築物/構築物的擬議高度及不同樓 bw is insufficient) (如以下空間不足,請另頁說明) bout 2.5m. z的擬議數目
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位	res (if applicable) 建築物/構築物的擬議高度及不同樓原 ow is insufficient) (如以下空間不足,請另頁說明) pout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 ces 重型貨車泊車位	res (if applicable) 建築物/構築物的擬議高度及不同樓 ow is insufficient) (如以下空間不足,請另頁說明) pout 2.5m. 
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Heavy Goods Vehicle Parking Space Others (Please Specify) 其他 (請考	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 ces 重型貨車泊車位 列明)	res (if applicable) 建築物/構築物的擬議高度及不同樓 ow is insufficient) (如以下空間不足,請另頁說明) nout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請到	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 ces 重型貨車泊車位 floaces 中型貨車泊車位 ces 重型貨車泊車位	res (if applicable) 建築物/構築物的擬議高度及不同樓 bw is insufficient) (如以下空間不足,請另頁說明) bout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site ( Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請引 Proposed number of loading/unload	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 ces 重型貨車泊車位 列明) ding spaces 上落客貨車位的揚	res (if applicable) 建築物/構築物的擬議高度及不同樓 w is insufficient) (如以下空間不足,請另頁說明) pout 2.5m. Z的擬議數目 2  量 議數目
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家車 Motorcycle Parking Spaces 電單車 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請多 Proposed number of loading/unload Taxi Spaces 的士車位	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 ces 重型貨車泊車位 可es 重型貨車泊車位 ding spaces 上落客貨車位的揚	res (if applicable) 建築物/構築物的擬議高度及不同樓版 ow is insufficient) (如以下空間不足,請另頁說明) pout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site ( Proposed number of car parking sp Private Car Parking Spaces 私家耳 Motorcycle Parking Spaces 電單耳 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請到 Proposed number of loading/unload Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 floaces 中型貨車泊車位 列明) ding spaces 上落客貨車位的搊	res (if applicable) 建築物/構築物的擬議高度及不同樓 w is insufficient) (如以下空間不足,請另頁說明) pout 2.5m. Z的擬議數目 2  指義數目
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C Proposed number of car parking sp Private Car Parking Spaces 私家耳 Motorcycle Parking Spaces 電單耳 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請否 Proposed number of loading/unload Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 ces 重型貨車泊車位 ces 重型貨車泊車位 列明) ding spaces 上落客貨車位的揚	res (if applicable) 建築物/構築物的擬議高度及不同樓 ow is insufficient) (如以下空間不足,請另頁說明) nout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site ( Proposed number of car parking sp Private Car Parking Spaces 私家耳 Motorcycle Parking Spaces 電單耳 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請 Proposed number of loading/unload Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型 Medium Goods Vehicle Spaces 輕型	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 列明) ding spaces 上落客貨車位的搊	res (if applicable) 建築物/構築物的擬議高度及不同樓 w is insufficient) (如以下空間不足,請另頁說明) pout 2.5m. 2 2 
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site C 	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 es 輕型貨車泊車位 baces 中型貨車泊車位 ces 重型貨車泊車位 列明) ding spaces 上落客貨車位的揚 貸車車位	res (if applicable) 建築物/構築物的擬議高度及不同樓版 ow is insufficient) (如以下空間不足,請另頁說明) nout 2.5m.
Proposed height and use(s) of diffe 的擬議用途 (如適用) (Please use One storey of Ancillary Site ( Proposed number of car parking sp Private Car Parking Spaces 私家耳 Motorcycle Parking Spaces 電單耳 Light Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Medium Goods Vehicle Parking Space Others (Please Specify) 其他 (請 Proposed number of loading/unload Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型 Medium Goods Vehicle Spaces 輕型 Medium Goods Vehicle Spaces 輕型 Medium Goods Vehicle Spaces 重型 Others (Please Specify) 其他 (請	rent floors of buildings/structur separate sheets if the space belo Office with the height of ab aces by types 不同種類停車位 軍車位 軍車位 es 輕型貨車泊車位 paces 中型貨車泊車位 floates 中型貨車泊車位 列明) ding spaces 上落客貨車位的搊 貸車車位 型貨車車位 到貨車車位 列明)	res (if applicable) 建築物/構築物的擬議高度及不同樓版 ow is insufficient) (如以下空間不足,請另頁說明) nout 2.5m. 

٠

11

09	:00 to 18:00 (Mond	day to Fr	iday),	09:00	to 12:00 (Saturday and Sunday)
Clo	osed at Public Holi	days			
(d)	Any vehicular acco the site/subject build 是否有車路通往地	ess to ing? 乙盤/	es 是		There is an existing access. (please indicate the street name, wh appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Slip Road off Shek Kong Airfield Road There is a proposed access. (please illustrate on plan and specify the wid
	有關建築物?		~不		有一條擬議車路。(請在圖則顯示,並註明車路的闊度)
(.)	I CD- 1		0 'E'	2年 2年 F	テマ さし 東洋 赤石 見る 細胞
(e)	Impacts of Developm (If necessary, please justifications/reasons 措施,否則請提供到	nent Propo use separa for not pi 里據/理由	te sheet: oviding	a我 设 fi s to inc g such	et 副的影響 dicate the proposed measures to minimise possible adverse impacts or gi measures. 如需要的話,請另頁註明可盡量減少可能出現不良影響
(i)	Does the development proposal involve alteration of	Yes 是	[] F	Please [	provide details 請提供詳情
×	existing building? 擬議發展計劃是 否包括現有建築 物的改動?	No 否			8 8
		Yes 是	(P di (部 節	lease in version, 時用地盤 [國) ] Dive	adicate on site plan the boundary of concerned land/pond(s), and particulars of stree the extent of filling of land/pond(s) and/or excavation of land) 至平面圖顯示有關土地/池塘界線,以及河道改道、填塘、填土及/或挖土的細節及 ersion of stream 河道改道
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉 及右列的工程?	а й Ю		] Fillir Area Dept ] Fillir Area Dept	ng of pond 填塘 a of filling 填塘面積 sq.m 平方米 □About 約 th of filling 填塘深度 m 米 □About 約 ng of land 填土 a of filling 填土面積 sq.m 平方米 □About 約 th of filling 填土厚度 m 米 □About 約
	8 2 <sup>*</sup> 2	2 - 	. □	] Exca Area Dept	avation of land 挖土 a of excavation 挖土面積 sq.m 平方米 口About 約 th of excavation 挖土深度m 米 口About 約
-	1	No 否 On envir On traffi	onment c 對交	對環	境 Yes 會□ No 不會 Ø Yes 會□ No 不會 Ø
(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會 否造成不良影 響?	On water On drain On slope Affected Landscap Tree Fell Visual Ir Others (I	· supply age 對 s 對斜 by slop be Impa ing 杤 npact 朴 Please S	,對供	水     Yes 會     No 不會       Yes 會     No 不會       Yes 會     No 不會       Yes 會     No 不會       斜坡影響     Yes 會     No 不會       秋家 會     No 不會       水     Yes 會     No 不會       水     Yes 會     No 不會       燈影響     Yes 會     No 不會       ) 其他 (請列明)     Yes 會     No 不會

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木,請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)
	Please refer to the attached Supporting Planning Statement.
36	

1 .

<ul> <li>(B) Renewal of Permission for 位於鄉郊地區臨時用途/發</li> </ul>	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/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	(DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<ul> <li>□ The permission does not have any approval condition 許可並沒有任何附帶條件</li> <li>□ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</li> <li>□ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件:</li> <li>□ Reason(s) for non-compliance: 仍未履行的原因:</li> <li>□ (Please use separate sheets if the space above is insufficient) (如以上空間不足,請另頁說明)</li> </ul>
(f) Renewal period sought 要求的續期期間	<ul> <li>year(s) 年</li> <li>month(s) 個月</li> </ul>

Part 6 (Cont'd) 第6部分(續)

#### Form No. S16-III 表格第 S16-III 號

# 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 Supporting Planning Statement.
*
· · · · · · · · · · · · · · · · · · ·
······
· · · · · · · · · · · · · · · · · · ·

Part 7 第7部分

8

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 this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站,供公眾免費瀏覽或下載。
Signature 簽署
KITTY WONG Director
Name in Block LettersPosition (if applicable)姓名(請以正楷填寫)職位 (如適用)
Professional Qualification(s)          Member 會員 / □ Fellow of 資深會員          專業資格          HKIP 香港規劃師學會 / □ HKIA 香港建築師學會 /          □ HKIS 香港測量師學會 / □ HKIE 香港工程師學會 /          □ HKILA 香港國境師學會 / □ HKIUD 香港城市設計學會          □ RPP 註冊專業規劃師          ○ thers 其他
on behalf of KTA Planning Limited
Company 公司 / □ Organisation Name and Chop(他的plicable) 機構名稱及蓋章(如適用)
Date 日期 30/06/2023 (DD/MM/YYYY 日/月/年)
Remark 備註
The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such

The materials submitted in this application 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; and
     when making available this application for public inspection; and
    - 處理這宗申請,包括公布這宗申請供公眾查閱,同時公布申請人的姓名供公眾查閱;以及
  - (b) facilitating communication between the applicant and the Secretary of the Board/Government departments. 方便申請人與委員會秘書及政府部門之間進行聯絡。
- 2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
  - 申請人就這宗申請提供的個人資料,或亦會向其他人士披露,以作上述第1段提及的用途。
- 3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong. 根據《個人資料(私隱)條例》(第 486 章)的規定,申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料,應向委員會秘書提出有關要求,其地址為香港北角渣華道 333 號北角政府合署 15 樓。

# Gist of Application 申請摘要 (Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information. ) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及 下載及於規劃署規劃資料查詢處供一般參閱:) (For Official Use Only) (請勿填寫此欄) Application No. 由請編辦 Location/address 位置一地址 Lot nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long Site area sq. m 平方米 GAbout 約 4,940.3 (by measurement) 地盤面積 (includes Government land of 包括政府土地 58.1 sq. m 平方米 (About 约) Plan 圖則 Approved Shek Kong Outline Zoning Plan No. S/YL-SK/9 Zoning 地帶 "Agriculture" Type of V 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 申請類別 ☑ Year(s) 年 3 □ Month(s) 月 \_\_\_\_ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 □ Year(s) 年 \_\_\_\_\_ □ Month(s) 月 \_\_\_\_ Applied use/ development 申請用途/發展 Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office

(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 R	atio 地積比率
		Domestic 住用	9 - F	□ About 約 □ Not more than 不多於		□About 約 □Not more than 不多於
	2 25 2	Non-domestic 非住用	14.2	<ul> <li>✓ About 約</li> <li>□ Not more than 不多於</li> </ul>	0.003	✔About 約 □Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用		2		
		Non-domestic 非住用	÷	1	*2 I	n e S
(iii)	Building height/No. of storeys 建築物高度/層數	Domestic 住用	-		🗆 (Not	m 米 more than 不多於)
					🗆 (Not	Storeys(s) 層 more than 不多於)
		Non-domestic 非住用	9	2.5	🗹 (Not	m 米 more than 不多於)
		. 9		1	🕅 (Not	Storeys(s) 層 more than 不多於)
(iv)	Site coverage 上蓋面積			0.3	%	✔ About 約
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨 車位數目	Total no. of vehicle parking spaces 停車位總數       2         Private Car Parking Spaces 私家車車位       2         Motorcycle Parking Spaces 電單車車位       2         Light Goods Vehicle Parking Spaces 輕型貨車泊車位       4         Medium Goods Vehicle Parking Spaces 重型貨車泊車位       4         Heavy Goods Vehicle Parking Spaces 重型貨車泊車位       5         Others (Please Specify) 其他 (請列明)       5				
÷		Total no. of vehicle loading/unloading bays/lay-bys 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 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)				.с. 92 ц
	de la companya de la comp		0		54 (SE)	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件						
	<u>Chinese</u> 中文	<u>English</u> 革文				
Plans and Drawings 圖則及綸圖		~~				
Master layout plan(s)/Layout plan(s) 總綱發展藍圖/布局設計圖		50				
Block plan(s) 樓宇位置圖						
Floor plan(s) 樓宇平面圖						
Sectional plan(s) 截視圖						
Elevation(s) 立視圖						
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片						
Master landscape plan(s)/Landscape plan(s) 園境設計總圖/園境設計圖						
Others (please specify) 其他 (請註明) Site Location Plan, Land Status Plan, Zoning Context Plan						
Reports 報告書		240 M.				
Planning Statement/Justifications 規劃綱領/理據		50				
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		10				
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 樹不調查						
Geotechnical impact assessment 土刀影響評估						
Drainage impact assessment 排水京/響評佔		598 1				
Sewerage impact assessment 排行影響評估						
NISK Assessment )出版合"白 Others (please specify) 甘州 ( 詩註阳 )						
Omers (prease specify) 央他(調武切)						
Note: May insert more than one「 <b>イ</b> 」. 註:可在多於一個方格內加上「 <b>イ</b> 」號	21 <sup>10</sup>	9 s				

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。

For Form No. S.16-III 供表格第 S.16-III 號

Urgent Return Receipt Requested Sign Encrypt

Sign Encrypt Mark Subject Restricted Expand personal&public



RE: planning application no. A/YL-SK/350 (proposed temporary open storage of electric vehicles with charging facilities and ancillary site office for a period of 3 years) 24/07/2023 10:25

From: To: <ttwwan@pland.gov.hk> Cc:

1 attachment



20230724\_A\_YL\_SK\_350\_Planning Statement.pdf

Dear Todd,

Please find the attached soft copy of the supporting planning statement for your review and use.

Regards, Faith Lai

**KTA Planning Limited** 

From: ttwwan@pland.gov.hk <ttwwan@pland.gov.hk> Sent: Monday, 24 July 2023 10:05 am To: Cc: Subject: planning application no. A/YL-SK/350 (proposed temporary open storage of electric vehicles with charging facilities and ancillary site office for a period of 3 years)

Dear Faith,

I refer to the above captioned application.

As discussed earlier over the phone, grateful if you could let us have a soft copy of the supporting planning statement that your side has submitted for the subject application please. Thanks!

Best regards, Todd Wan For DPO/FSYLE, PlanD Tel.: 3168 4051

## S16 PLANNING APPLICATION APPROVED SHEK KONG OUTLINE ZONING PLAN NO. S/YL-SK/9

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long

# SUPPORTING PLANNING STATEMENT

June 2023

<u>Applicant:</u> Universal Chemical Enterprises

<u>Consultancy Team:</u> KTA Planning Limited LLA Consultancy Limited Urban Green Consultants Limited

S3091\_PS\_V01



PLANNING LIMITED 規劃顧問有限公司

## Executive Summary

The Applicant, Universal Chemistry Enterprises, is seeking approval from Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for the Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office ("Proposed Development") at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long ("the Site") for a period of 3 years. The Site is zoned "Agriculture" ("AGR") on the Approved Shek Kong Outline Zoning Plan ("Approved OZP") No. S/YL-SK/9.

With the promulgation of various policies on encouraging the use of electric vehicles ("EVs") by the Government, there is an increasing demand for new EVs in Hong Kong. The proposal would offer a temporary storage space for newly imported EVs during the new vehicle registration period.

The Proposed Development is fully justified due to the following reasons:

- The Proposed Development is in-line with TPB Guidelines No. 13G.
- The Site is readily available for the Proposed Development as it is already paved and no additional construction is required.
- The approval of the Planning Application will not degrade the natural environment.
- EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the open storage site.
- Results of the DIA and TIA revealed that there would be no adverse impacts onto the surrounding environment.

In view of the above, the Planning Application should be supported by the TPB from planning and technical points of view.

## 行政摘要

## (內文如有差異,應以英文版本為準)

申請人全球化工擬根據《城市規劃條例》第16條向城市規劃委員會(下稱「城規 會」)申請於元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土 地(下稱「申請地點」)作臨時露天存放電動車和充電設施及附屬辦公室用途(下 稱「擬議發展」),為期三年。申請地點位於石崗分區計劃大綱核准圖編號 S/YL-SK/9之「農業」地帶內。

隨著政府公布各項政策推廣電動車的使用,香港對電動車的需求不斷增加。擬 議發展將提供一個臨時空間讓進口的電動車在等候首次車輛登記時存放。

申請人提出是次規劃申請是基於以下理據:

- 擬議發展符合城規會規劃指引編號 13G。
- 申請地點已平整,無須進行額外的工程,可以立即用作臨時露天存放用途。
- 擬議發展不會破壞周遭的自然環境。
- 電動車很環保,擬議發展不會在營運時對附近環境帶來滋擾。
- 技術評估均證明擬議發展不會在交通及渠務方面帶來不良影響。

根據以上各點,申請人希望是次規劃申請能在規劃及技術層面上獲城規會支持。

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

# **Table of Contents**

## 1 INTRODUCTION

- 1.1 Purpose
- 1.2 Report Structure

## 2 SITE AND PLANNING CONTEXT

- 2.1 Site and Surrounding Context
- 2.2 Land Status
- 2.3 History of the Site
- 2.4 Statutory Planning Context
- 2.5 Non-Statutory Planning Context
- 2.6 Existing Government Policies on Promoting the Use of Electric Vehicle

## 3 PROPOSED DEVELOPMENT SCHEME

- 3.1 The Development Proposal
- 3.2 Vehicular Access Arrangement
- 3.3 Existing Landscaping at the Site

## 4 PLANNING MERITS AND JUSTIFICATIONS

- 4.1 The Proposal is needed to Address the Emerging Demand for Electric Vehicles
- 4.2 The Proposal is In-line with Town Planning Board Guidelines No. 13G
- 4.3 The Site is Readily Available for the Proposed Development
- 4.4 Approval of the Planning Application Will Not Result in Degradation of the Natural Environment
- 4.5 No Environmental Nuisance
- 4.6 No Adverse Traffic Impact
- 4.7 No Adverse Drainage Impact

## 5. SUMMARY AND CONCLUSION

## List of Figures

- Figure 2.1 Site Location Plan
- Figure 2.2 Lot Status Plan
- Figure 2.3 Zoning Context Plan
- Figure 2.4 Town Planning Board Guidelines No. 13E Locations of Category 1, 2, 3 and 4 Areas for Open Storage and Port Back-up Uses in Ha Tsuen and Surrounding Area (Extracts)
- Figure 3.1 Existing Vegetation within the Site
- Figure 3.2 Existing Greenery along the Fence Wall outside the Site

## List of Tables

Table 3.1Summary of Development Proposal

## **List of Appendices**

- Appendix 1 Schematic Site Layout
- Appendix 2 Traffic Impact Assessment
- Appendix 3 Drainage Impact Assessment

# S16 Planning Application Approved Shek Kong Outline Zoning Plan No. S/YL-SK/9

## Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" zone, Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long

# **Supporting Planning Statement**

# 1. INTRODUCTION

## 1.1 Purpose

1.1.1 This Planning Statement is prepared and submitted on behalf of Universal Chemical Enterprises ("The Applicant") to seek approval from Town Planning Board ("TPB") for the proposed temporary open storage of electric vehicles with charging facilities and ancillary site office at Lot no. 987 and Lot no. 988 in DD106 and adjoining Government Land, Shek Kong, Yuen Long ("The Site") for a period of 3 years. The Site is zoned "Agriculture" on the Approved Shek Kong Outline Zoning Plan ("Approved OZP") No. S/YL-SK/9. This Supporting Planning Statement is to provide TPB members with the necessary information to facilitate the consideration of this Planning Application.

## 1.2 Report Structure

1.2.1 Following this Introductory section, the site and planning context will be briefly set out in Section 2. The development proposal is presented in Section 3. The planning justifications for the Proposed Development are provided in Sections 4 while Section 5 concludes and summarizes this Supporting Planning Statement.

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

## 2. SITE AND PLANNING CONTEXT

## 2.1 Site and Surrounding Context

2.1.1 The Site is located at Lot Nos. 987 and 988 in DD106 and adjoining Government Land, Shek Kong, Yuen Long. Situated to the south of Shek Kong Airfield across the open channel, some village houses, active/fallow agricultural fields and temporary structures are scattered to the east and west of the Site respectively. To the south of the Site is some abandoned agricultural land. The Site is paved with concrete and an existing transformer is situated at the northern tip of the Site which is operated and managed by CLP Power Hong Kong Ltd. The existing vehicular access is via a slip road off Shek Kong Airfield Road. **Figure 2.1** illustrates the location of the Site and the surrounding context.



Figure 2.1 Site Location Plan

#### 2.2 Land Status

2.2.1 According to the land status plan (Figure 2.2 refers), there is a total of two nos. of private lots (i.e. Lot Nos. 987 and 988) within the Site. The private lots have a total registered area on lease of about 8,174.6 sq.m. By measurement, the total area of the private lots is 4,882.2 sq.m (about 98.8%)

while the remaining area is Government Land of about 58.1 sq.m (about 1.2%). Hence, the total area of the Site is about 4,940.3 sq.m by measurement.



Figure 2.2 Land Status Plan

# 2.3 History of the Site

2.3.1 The Site and the surrounding area have been characterized by rural use. The Site was paved for open storage of plastic materials since 1980s before the gazettal of the first IDPA Plan No. IDPA/YL-SK/1 on 5 October 1990. The operation of open storage of plastic materials ceased in 2020 due to the COVID pandemic.

# 2.4 Statutory Planning Context

2.4.1 The Site falls within area zoned "Agriculture" ("AGR") zone on the Approved OZP No. S/YL-SK/9 (**Figure 2.3** refers). According to the Statutory Notes of the Approved OZP, the planning intention of "AGR" zone is "*primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes*". It is also stated that the zone is "*intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*". According to the Covering Notes attached to the Approved OZP,

"temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board". It is also stated that "Notwithstanding that the use of development is not provided for in terms of the Plan, the TPB may grant permission, with or without conditions, for a maximum of period of three years, or refuse to grant permission".



#### Figure 2.3 Zoning Context Plan

## 2.5 Non-Statutory Planning Context

2.5.1 The Town Planning Board Guidelines for Application for Open Storage and Port Back-Up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) (revised in April 2023) is of relevance. According to this set of Guidelines, the Site is designated as "**Category 2 Areas**" (**Figure 2.4** refers) which are "mostly without clear planning intention or fixed development programme; or areas to be affected by major upcoming infrastructural projects; or areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses.". It is further stated that "this area should not be subject to high flooding risk". The guideline also stated that "Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments



and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions".

Figure 2.6: Town Planning Board Guidelines No. 13G – Locations of Category 1, 2, 3 and 4 Areas for Open Storage and Port Back-up Uses in Shek Kong area (Extracts)

## 2.6 Government Policies on Promoting the Use of Electric Vehicles

- 2.6.1 The policy initiative of promoting EVs was first announced in the Policy Address 2014. Since then, the Government has been actively promoting the use of electric vehicles ("EVs") with a view to reduce greenhouse gas emissions and create green business opportunities. Series of policies and measures including the provision of financial incentives such as tax concessions for EV owners, expanding the public charging networks, and providing funding for the trial of EVs and relevant technologies are in place to encourage the use of EVs. Under the existing policies, the percentage of electric private vehicles among newly registered private cars in Hong Kong has been growing from 5.2% in 2015 to 12.4% in 2020. The total number of EVs in Hong Kong has also increased from about 180 in 2010 to over 18500 by the end of 2020.
- 2.6.2 In order to further encourage the use of EVs and achieve zero carbon emissions from vehicles before 2050, the Chief Executive launched the first long-term strategy on popularising the use of EVs in the Policy Address 2020.

The Environment and Ecology Bureau published the "Roadmap on Popularisation of Electric Vehicles" ("the Roadmap") in 2021 with a number of policies initiatives. Apart from increasing the concession cap of First Registration Tax and replacing government's small and medium vehicles by EVs, the Roadmap has also indicated that no new registration of fuelpropelled private cars and hybrid vehicles in 2035 or earlier. Furthermore, the target of increasing provision of charging facilities in both public and private developments by 2025 are proposed to support the increasing number of EVs.

# 3. PROPOSED DEVELOPMENT SCHEME

## 3.1 The Development Scheme

3.1.1 The layout of the proposed temporary open storage of electric vehicles with charging facilities and ancillary site office at the Site is annexed at Appendix
1 of this Supporting Planning Statement. Table 3.1 below summarizes the key development parameter for the Site.

Key Parameters						
Site Area	About 4,940.3m <sup>2</sup>					
Total Gross Floor Area (GFA)	About 14.2m <sup>2</sup>					
No. of Structure	1					
Maximum Height of the Structure	About 2.5m					
Car Parking Space	2					
Summary of Development Proposal						
Ancillary Site Office						
Area of Ancillary Site Office	About 14.2m <sup>2</sup>					
No. of Storey	1					
Maximum Height	About 2.5m					
Storage Area for Electric Vehicles						
Area of the Storage Area (a)	About 2,607.2m <sup>2</sup>					
Area of the Storage Area (b)	About 225.3m <sup>2</sup>					
Charging Facilities						
Area of the Charging facilities for electric	About 2m <sup>2</sup>					
vehicles						
Maximum Height	About 2.5m					
Existing Transformer						
Existing transformer (operated and managed	About 29.2m <sup>2</sup>					
by CLP)						
Others						
Circulation and maneuvering space	About 2,062.4m <sup>2</sup>					

 Table 3.1
 Summary of Development Proposal

- 3.1.2 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. The existing transformers at the northern tip of the Site will be maintained to support the operation of the open storage use.
- 3.1.3 Existing periphery concrete wall with the height of about 2.4m is provided along the northern, western and southern boundaries respectively. The operation hours will be restricted to the period from 9:00am to 6:00pm during Mondays to Fridays, and 9:00am to 12:00pm on Saturdays and Sundays. It will be closed during Public Holiday.

# 3.2 Vehicular Access Arrangement and Internal Transport Facilities

3.2.1 The Site is accessible from a slip road off Shek Kong Airfield Road. Vehicles to and from the Site can reach other major roads in the vicinity such as Kam Tin Road and Kam Tin Bypass via Shek Kong Airfield Road.
3.2.2 A maneuvering space is provided near the vehicular entrance. The delivery of new EVs will not require car carrier trailer as each new vehicle will be driven by the staff of the dealer. There would be not more than 20 vehicular trips in and out of the Site per day.

# 3.3 The Need for the Temporary Storage Space for the New EVs

3.3.1 Upon importing new EVs to Hong Kong, the motor vehicle importer/ dealer will need to apply for fist registration of vehicle. The processing time of the application by Transport Department will usually take around six to eight weeks. New EVs will need to be temporarily stored within the Site during the registration period. Once obtaining approval, the new EVs will be delivered to the showroom or to the buyers directly.

# 3.3 Existing Landscaping on Site

3.3.1 It is noted that there are some existing vegetation including shrubs and climbing plants along the southeastern, southwestern and western boundary fence wall (Figure 3.1 refers). Some trees are also identified along the fence wall immediately outside the Site (Figure 3.2 refers). These vegetation will be maintained to screen off and soften the fence wall along the Site.

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application



Figure 3.1 Existing Vegetation within the Site



Figure 3.2 Existing Greenery along the Fence Wall outside the Site

# 4. PLANNING MERITS AND JUSTIFICATIONS

# 4.1 The Proposal is needed to Address the Increasing Demand for Electric Vehicles

- 4.1.1 According to the statistics provided by the Environment and Ecology Bureau in the Roadmap, it is noted that the number of EV ownership has been increasing since 2010. The proportion of electric private vehicles among the newly registered private cars is growing gradually in which 1 out of every 8 new private cars was electric vehicle in 2020. With the promulgation of various policies on encouraging the use of electric private cars, there is an increasing demand for EVs in Hong Kong.
- 4.1.2 Upon importing new EVs to Hong Kong, the motor vehicle importer/ dealer will need to apply for fist registration of vehicle. The processing time of the application by Transport Department will usually take around six to eight weeks. A place is therefore required to temporarily store the new EVs in Hong Kong before delivery to the customers. The proposal would facilitate logistical arrangement during the registration processing period. Hence, the Proposed Development would be much-needed to meet the increasing demand of EVs and to be in-line with Government Policy on promoting the use of EVs.

# 4.2 The Proposal is In-line with Town Planning Board Guidelines No. 13G

4.2.1 The Town Planning Board Guidelines No. 13G was promulgated in April 2023. One of the revisions in this set of Guidelines was to review the criteria with a view to making more land available under Category 2, where temporary planning permission may be granted for open storage uses to meet the acute demand for brownfield sites. The Site was re-classified from Category 3 to Category 2 Area in the latest revision. Category 2 area refers to the area "without clear planning intention or fixed development programme; to be affected by major upcoming infrastructural projects; within or close to clusters of open storage or port back-up or other types of brownfield sites/temporary uses" which should not be subject to high The guidelines stated that "subject to no adverse flooding risk". departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years". Various technical assessments have been carried out to demonstrate that the proposed open storage of electric vehicles at the Site will not result in adverse impact to the surrounding environment.

# 4.3 The Site is Readily Available for the Proposed Development

4.3.1 The Site had long been used as open storage for plastic materials since

early 1980s. The Site is already paved and no excavation or filling of land for site formation work is required to facilitate the Proposed Development. No additional construction work is required for the proposed use. Given that the Site is with good accessibility to the major road in the vicinity (e.g. Kam Tin Road, Kam Tin Bypass etc.) via the existing Shek Kong Airfield Road, the suitability of the Site for the proposed use is further ascertained.

# 4.4 Approval of the Planning Application Will Not Result in Degradation of the Natural Environment and Agricultural Activities

4.4.1 Although the Site falls within the area zoned "Agriculture" on the Approved OZP, the Site is fully paved and has been used for open storage since 1980s. The vegetation along the western and southern periphery wall will be maintained. Therefore, it is anticipated that the approval of the Planning Application will not degrade the natural environment.

# 4.5 No Environmental Nuisance

4.5.1 EVs are environmentally friendly without any exhaust emission and engine noise. Hence, no environmental nuisance in terms of air and noise pollution will be anticipated during the operation of the open storage site.

# 4.6 No Adverse Traffic Impact

4.6.1 A Traffic Impact Assessment was carried out to assess the traffic impact associated with the Proposed Development. According to the operator, there will be a maximum of 2 vehicles in and 2 vehicles out during the AM and PM peak hours and the total number will not be more than 20 vehicles (two-way) per day. Junction capacity assessment was carried out for the assessment year 2026 and the results revealed that the concerned junction would perform satisfactorily in 2026. It is anticipated that the proposed temporary storage of vehicles will not induce significant traffic impact to the surrounding road network.

# 4.7 No Adverse Drainage Impact

4.7.1 A Drainage Impact Assessment was conducted to appraise the drainage impact associated with the Proposed Development. It is noted that the total paved area and the surface runoff by the Proposed Development in the Site will be remained unchanged upon the operation stage of the proposed open storage use. The runoff will be discharged into the existing natural rivulet through an existing catchpit. Therefore, it is concluded that no adverse drainage impact will be anticipated due to the Proposed Development.

### 5. SUMMARY AND CONCLUSION

- 5.1 The Applicant is seeking permission from the TPB for the Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a period of 3 years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long. The Site falls within the area zoned "Agriculture" on the Approved Shek Kong OZP no. S/YL-SK/9.
- 5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the Proposed Development based on the followings:
  - (a) The proposal is much-needed to meet the increasing demand of EVs by providing a temporary storage area for new EVs to facilitate the logistic arrangement during the vehicle registration process.
  - (b) The Proposed Development is in-line with TPB Guidelines No. 13G given the latest re-classification of the Site from Category 3 to Category 2 areas.
  - (c) The Site is readily available for the Proposed Development as it is already paved and no additional construction is required.
  - (d) The approval of the planning application will not degrade the natural environment.
  - (e) EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the open storage site.
  - (f) Results of the DIA and TIA revealed that there would be no adverse impact onto the surrounding environment.

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

# **Appendix 1**

Schematic Site Layout



FILE. G:\PROJECT\40881\DATA\DWG\FIGURE\_SITE LAYOUT-01.DWG PLOT SCALE : 1 = 1

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

# **Appendix 2**

**Traffic Impact Assessment** 

#### **Document Status Control Record**

# Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long

**Traffic Impact Assessment Report** 

		-	
Originating Organisation:	Prepared by: SKL	SKL	Date: 28 June 2023
LLA Consultancy Limited Unit 610, 6/F Island Place Tower	Approved by: SLN	ng	Date: 28 June 2023
510 King's Road North Point, Hong Kong	Revision No.: -		Date of Issue: 28 June 2023

Note: © - LLA Consultancy Limited. All rights reserved. Except for the internal use by the client for whom this document is prepared by LLA Consultancy Limited. No part of this document, which contains valuable trade secrets of a confidential nature to LLA Consultancy Limited may be (1) reproduced, stored in a retrieval system, or transmitted in any format or by any means, electronic, mechanical, photocopying, recording or otherwise; or (2) disclosed to any third party, without the prior consent of LLA Consultancy Limited.

#### 1 INTRODUCTION

#### 1.1 Background

- 1.1.1 The Applicant proposes to use a piece of land for temporary open storage of electric vehicles with charging facilities for a period of 3 years. The piece of land (hereinafter referred to "the Site") is located at Lot Nos. 987 and 988 in D.D.106, Shek Kong, Yuen Long.
- 1.1.2 The Site falls within the "Agriculture" ("ARG") zone on the approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9 gazetted on 27.1.2006. A planning application is required for the proposed temporary open storage.
- 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 the 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 open storage use;
  - to project the future traffic situations in the surrounding road network;
  - to appraise the potential traffic impact of the proposed temporary open storage use; and
  - to recommend the internal transport facilities for the proposed temporary open storage use.

#### 2 THE PROPOSED TEMPORARY OPEN STORAGE USE

#### 2.1 The Site

2.1.1 As shown in **Figure 2.1**, the Site is located at Shek Kong area at the north western side of Shui Lai Tin Tsuen.

#### 2.2 The Proposed Temporary Open Storage

- 2.2.1 The Site has only one frontage at a local access road to the south of Shek Kong Airfield Road and the vehicular access of the proposed temporary open storage use must therefore be located at this local access road. At present, there are one vehicular access point at the existing site along the local access road and it will be maintained for the site operations.
- 2.2.2 The Site is used to store electric vehicles while charging facilities is provided. In the proposed layout, majority of the Site is used for storage of electrical vehicles. For operation purpose, 2 car parking spaces is provided. The proposed layout is shown in **Appendix A**.

#### 2.3 Swept Path Analysis and Sightline Checking

2.3.1 Swept path analysis was conducted to demonstrate the feasibility of the proposed layout. The details are provided in **Figure 2.2**.

#### 3 EXISTING TRAFFIC SITUATION

#### 3.1 Existing Road Network

- 3.1.1 The Site is located in Shek Kong area and is connecting to Shek Kong Airfield Road to the north and Kam Sheung Road to the west via the local access road.
- 3.1.2 Shek Kong Airfield Road is a 2-lane single carriageway which links the local village developments, like Shui Lau Tin Tsuen, to Kam Shek Road.

#### 3.2 Traffic Count Surveys

- 3.2.1 In order to appraise the existing traffic conditions, a traffic count survey was carried out on 13 June 2023 (Tuesday) for the time periods of 07:30 09:30 and 17:00 19:00. The location of the surveyed junction is shown in **Figure 3.1**.
  - J1 Tung Wui Road / Kam Shek Road
- 3.2.2 The morning and the evening peak hours identified are 08:15 09:15 (AM Peak) and 17:15 18:15 (PM Peak). The observed 2023 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 junction is assessed. It is calculated that the junction is operating satisfactorily. The results are presented in **Table 3.1** and the detailed calculation sheets are attached in **Appendix B**.

#### Table 3.1 Existing Junction Capacity Assessment

Ref.	Junction Location	Type/Index <sup>(1)</sup>	AM Peak	PM Peak
J1	Tung Wui Road / Kam Shek Road	Priority/DFC	0.18	0.23

Note: (1) DFC = Design Flow to Capacity ratio for priority junction.

3.3.2 From **Table 3.1**, it is noted that the concerned junction is operating satisfactorily during the existing AM and PM peak hours.

#### 4 FUTURE TRAFFIC SITUATION

#### 4.1 Design Year

4.1.1 The proposed temporary storage, if approved by the Town Planning Board, will be valid for 3 years until 2026. Hence, Year 2026 is adopted as the design assessment year.

#### 4.2 Traffic Generation of the Proposed Temporary Open Storage Use

4.2.1 The proposed use is for the temporary storage of electric vehicles where they are brand new vehicles waiting for delivery to the customers. According to the operator, there will be a maximum of 2 vehicles in and 2 vehicles out during the AM and PM peak hours and the total number will not be more than 20 vehicles (two-way) per day. 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 2017 to 2021 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 4.1**.

Stn.	F	Road Section			Annual / (pero	Average Da centage ch	uly Traffic ange)		Average Annual
NO.	Road	From	То	2017	2018	2019	2020	2021	Growth
6110	Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	14,120	15,470 (9.6%)	14,990 (-3.1%)	12,810 (-14.5%)	12,450 (-2.8%)	-3.1%
6207	Kam Tin Rd	Kam Sheung Rd western junction	Fan Kam Rd	20,550	20,390 (-0.8%)	21,300 (4.5%)	21,640 (1.6%)	20,490 (-5.3%)	-0.1%
6208	Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	7,860	8,120 (3.3%)	8,080 (-0.5%)	9,400 (16.3%)	8,960 (-4.7%)	3.3%
	1	「otal		42,530	43,980 (3.4%)	44,370 (0.9%)	43,850 (-1.2%)	41,900 (-4.4%)	-0.4%

 Table 4.1
 Annual Traffic Census Data

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

4.3.2 From **Table 4.1**, the recorded traffic flows in the past years have been decreasing 0.4% annually between the years 2017 to 2021 for the above counting stations.

#### Territorial Population and Employment Data Matrix (TPEDM)

4.3.3 Reference was also made to the 2019–based TPEDM published by Planning Department. The population and employment data of year 2019 and 2026 in Northwest New Territories (other area) are summarized in **Table 4.2**.

#### Table 4.2 Population and Employment Data in Northwest New Territories (Other Area)

Year	Population	Employment	Total
2019	222,800	58,400	281,200
2026	239,250	76,850	316,100
	Avera	ge Annual Growth Rate	+1.7%

4.3.4 As shown in **Table 4.2**, the projected average annual growth rate of the population and employment total number under the TPEDM in Northwest New Territories (other area) is +1.7% between the years 2019 and 2026. To be conservative, the larger growth rate of +1.7% is adopted for the subsequent assessments.

#### 4.4 Reference and Design Flows

4.4.1 The 2026 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:

2026 Reference Flows = 2023 Existing Flows x  $(1 + 1.7\%)^3$ 

4.4.2 The 2026 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.

2026 Design Flows = 2026 Reference Flows + Traffic generated and attracted by the proposed temporary open storage

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 2026. The assessment results are shown in **Table 4.3** and the detailed calculation sheets are attached in **Appendix C**.

#### Table 4.3 2026 Junction Capacity Assessment

			2026 Re	ference	2026 [	Design
Ref.	Junction Location	Type/ Index <sup>(1)</sup>	AM Peak	PM Peak	AM Peak	PM Peak
J1	Tung Wui Road / Kam Shek Road	Priority/DFC	0.19	0.25	0.19	0.25

Note: (1) DFC = Design Flow to Capacity ratio for priority junction.

4.5.2 The results in **Table 4.3** show that the assessed junction will operate satisfactorily in 2026.

#### 5 SUMMARY AND CONCLUSION

#### 5.1 Summary

- 5.1.1 The Applicant proposes to use a piece of land for temporary open storage of electric vehicles with charging facilities for a period of 3 years. The piece of land is located at Lot Nos. 987 and 988 in D.D.106, Shek Kong, Yuen Long.
- 5.1.2 At present, there are one vehicular access point at the existing site along a local access road and it will be maintained for the site operations. The Site will continue to store electric vehicles with charging facilities. In the proposed layout, majority of the Site is used for storage of electrical vehicles. For operation purpose, 2 car parking spaces is provided.
- 5.1.3 Traffic count survey was conducted to establish the current traffic conditions at the concerned junction for the time periods of 07:30 09:30 and 17:00 19:00 on a typical weekday. Based on the existing traffic flows, the junction assessments show that the concerned junction is operating satisfactorily.
- 5.1.4 The proposed temporary open storage, if approved by the Town planning Board, to be valid for 3 years until 2026 and Year 2026 is adopted as the design assessment year.
- 5.1.5 The proposed use is for the temporary storage of electric vehicles where they are brand new vehicles waiting for delivery to the customers. According to the operator, there will be a maximum of 2 vehicles in and 2 vehicles out during the AM and PM peak hours and the total number will not be more than 20 vehicles (two-way) per day.
- 5.1.6 Junction capacity assessment was carried out for the assessment year 2026 and the results revealed that the concerned junction would perform satisfactorily in 2026. Therefore, it is anticipated that the proposed temporary open storage use will not induce significant traffic impact to the surrounding road network.

#### 5.2 Conclusion

5.2.1 This planning application is to propose to use the piece of land for temporary open storage of electric vehicles with charging facilities for a period of 3 years. Based on the assessment result, it can be concluded that the proposed temporary open storage use will not induce additional adverse traffic impact on the surrounding road network and it is considered acceptable from traffic engineering point of view.















Appendix A

**Proposed Layout Plan** 



FILE. G:\PROJECT\40881\DATA\DWG\FIGURE\_SITE LAYOUT-01.DWG PLOT SCALE : 1 = 1

Appendix B

Junction Capacity Assessments - Existing Scenario

LLA CONS	ULTANCY LIMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Oper a Period of 3 Years in "Adr	1 Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for icultura" Zone at 1 of Nos 987 and 988 in DD106 and Articining Government		PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lo		2023 Existing AM	FILENAME : J1_TWR_KS	<b>В</b> СНЕСКЕD ВУ:	SLN	Jun-23
J1 Tung Wui Road	/ Kam Shek Road		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-23
	(Arm A) Tung Wui Road (Arm B) (Arm C) (Arm C	NOTES : ( GEOMETRIC INPUT DATA ) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W cr = LANE WIDTH AVAILABLE TC W b-c = LANE WIDTH AVAILABLE TC W c-b = VISIBILITY TO THE RIGHT FI VI b-a = VISIBILITY TO THE VI B-A = VISIBILIT	I VEHICLE WAITING IN STREAM b-a VEHICLE WAITING IN STREAM b-c VEHICLE WAITING IN STREAM b-b R VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM C- OR VEHICLES WAITING IN STREAM C-	_ @ Y &		
	Tung Wui Road					
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION O TO CAPACITY.	IF DESIGN FLOW		
MAJOR ROAD (ARM	A)					
W = 7.3	0 (metres) D = 0.53322	Q b-a = 266		DFC b-a	0.0000 =	
W cr = C	(metres) E = 1.01655	Q b-c = 627 Q b-c (O) =	627	DFC b-c	= 0.1786	
qa-b = 9.	2 (pcu/hr) F = 0.58595	Q c-b = 353		DFC c-b	0.0000 =	
q a-c = 43	3 (pcu/hr) Y = 0.74815	Q b-ac = 627		DFC b-ac	0.1786	
MAJOR ROAD (ARM C	() F for (Qb-ac) = 1	TOTAL FLOW = 637 (I	PCU/HR)			
W c-b = 0.0	0 (metres)					
Vr c-b =	0 (metres)					
9 0-a =	(pcu/hr)					
d c-p =	(pout ht)				18 0 18	
MINOR ROAD (ARM B				5		
W b-a = 0.0	0 (metres)					
W b-c = 4.4	0 (metres)					
VI b-a = C	(metres)					
Vrb-a = C	(metres)					
Vr b-c = 64	(metres)					
9 1-3 = 1						
2						

LLA CONS	ULTANC	Y LIMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Oper a Period of 3 Years in "Adr	n Storage of Electri iculture" Zone at Lo	ic Vehicles with Charging Facilities and Ancillary Site Office for or Nos 987 and 988 in DD106 and Adicining Government		PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lo	ng		2023 Existing PM	FILENAME : J1_TWR_KS	<b>ВСНЕСКЕ</b> ВУ:	SLN	Jun-23
J1 Tung Wui Road	/ Kam Shek Roa	d		REFERENCE NO .:	REVIEWED BY:	SLN	Jun-23
	(Arm A) Tung Wui Road	[1] [2] 613 142 613 142 613 142 613 142 613 142 613 142 614 BJ (Arm B) 614 142 614 142 614 614 614 614 614 614 614 614 614 614	VOTES : ( GEOMETRIC INPUT DATA ) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W cr = LANE WIDTH AVAILABLE T W b-c = LANE WIDTH AVAILABLE T W b-c = LANE WIDTH AVAILABLE T W b-a = VISIBILITY TO THE LEFT F( V b-a = VISIBILITY TO THE RIGHT I V b-c = VISIBILITY TO THE RIGHT I V b-c = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F = (1-0.0345W)	<ul> <li>O VEHICLE WAITING IN STREAM ba</li> <li>O VEHICLE WAITING IN STREAM ba</li> <li>O VEHICLE WAITING IN STREAM ba</li> <li>D VEHICLES WAITING IN STREAM bancher</li> <li>OR VEHICLES WAITING IN STREAM back</li> <li>OR VEHICLES WAITING IN STREAM back</li> </ul>	<u>ም 6 6 ዓ</u>		
	Tung	Wui Road					
GEOMETRIC DETAILS:		GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION C TO CAPACITY:	JF DESIGN FLOW		
MAJOR ROAD (ARM ,	A)						
W = 7.3	O (metres)	D = 0.53322	Q b-a = 237		DFC b-a	0.0000 =	
W cr = 0	(metres)	E = 1.01655	Q b-c = 572 Q b-c (O) =	572	DFC b-c	<ul> <li>0.2290</li> </ul>	
qa-b = 14,	2 (pcu/hr)	F = 0.58595	Q c-b = 316		DFC c-b	0.0000	
q a-c = 61.	3 (pcu/hr)	Y = 0.74815	Q b-ac = 572		DFC b-ac	= 0.2290	
MAJOR ROAD (ARM C	()	F for (Qb-ac) = 1	TOTAL FLOW = 886	(PCU/HR)			
W c-b = 0.0	0 (metres)						
Vr c-b =	0 (metres)						
q c-a = 6	(pcu/hr)						
d c-b =	(pcu/hr)					, c, c, i	
	_			CUIICAL	2	1.43	
W b-a = 0.00	) (metres)						
W b-c = 4.4	) (metres)						
VI b-a = 0	(metres)						
Vr b-a = 0	(metres)						
Vr b-c = 64	(metres)						
а р-а =	0 (pcu/hr)						
q b-c = 13	1 (pcu/hr)						

Appendix C

**Junction Capacity Assessments** 

- Reference & Design Scenarios

LLA CONS	<b>ULTANCY L</b>	IMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Ope a Period of 3 Years in "Ad	n Storage of Electric Vehic iculture" Zone at Lot Nos 3	sles with Charging Facilities and Ancillary Site Office for 987 and 988 in DD106 and Adioining Government		PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lo	יחם		2026 Reference AM	FILENAME : J1_TWR_KS	<b>ВСНЕСКЕ</b> ВУ:	SLN	Jun-23
J1 Tung Wui Road	/ Kam Shek Road			REFERENCE NO.:	REVIEWED BY:	SLN	Jun-23
	(Arm A) Tung Wui Road 455	Kam Shek Road (Arm B) (Arm B	OTES : ( GEOMETRIC INPUT DATA ) W = MAJOR ROAD WIDTH W or = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TT W b-a = LANE WIDTH AVAILABLE TT W b-a = VISBILITY TO THE RIGHT F V b-a = VISBILITY TO THE V b-A = VISBILITY TO THE V B V b-A = VISBILITY TO THE V B = VISBILITY TO	D VEHICLE WAITING IN STREAM b-a D VEHICLE WAITING IN STREAM b-a D VEHICLE WAITING IN STREAM b- R VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM c-	. Q Q D		
	(Arm C Tung Wui Roa	C) .					
GEOMETRIC DETAILS:		GEOMETRIC FACTORS :	HE CAPACITY OF MOVEMENT :	COMPARISION O TO CAPACITY	F DESIGN FLOW		
MAJOR ROAD (ARM	A)						
W = 7.3	0 (metres)	D = 0.53322	Q b-a = 263		DFC b-a	0.0000 =	
W cr = (	(metres)	E = 1.01655	Q b-c = 621 Q b-c (O) =	621	DFC b-c	= 0.1900	
q a-b = 6	7 (pcu/hr)	F = 0.58595	Q c-b = 348		DFC c-b	0.0000	
q a-c = 45	5 (pcu/hr)	Y = 0.74815	Q b-ac = 621		DFC b-ac	0.1900	
MAJOR ROAD (ARM	()	F for (Qb-ac) = 1	TOTAL FLOW = 670	(PCU/HR)			
W c-b = 0.0	0 (metres)						
Vr c-b =	0 (metres)						
а с-а =	(pcu/hr)						
d c-p =	) (pcu/hr)					10,10	
MINOR ROAD (ARM E	(				2	2.0	
W b-a = 0.0	0 (metres)						
W b-c = 4.4	0 (metres)						
VI b-a = (	(metres)						
Vr b-a = (	(metres)						
Vrb-c = 6	(metres)						
9 D-a =	0 (pcu/nr)						
	o (pcmili)						

LLA CONSI	ULTANCY LIMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Open a Period of 3 Years in "Adric	Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for ultime" Zone at Lot Nos 987 and 988 in DD106 and Adjoining Government	1	PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lon	מנגור בסור מי בסיו אסט. סטי מוש סטט וו בם וסט מוש איטטיוווויט סטיטווויטווי פ	2026 Reference PM	FILENAME : J1_TWR_KS	СНЕСКЕD ВУ:	SLN	Jun-23
J1 Tung Wui Road / I	(am Shek Road		REFERENCE NO .:	REVIEWED BY:	SLN	Jun-23
	(Arm A) [1] [2] Truno Witi Bood 645 140	NOTES : ( GEOMETRIC INPUT DATA ) w = MA IOP POAD WIDTH				
		W cr = CENTRAL RESERVE WIDTH	Ŧ			
	,	W b-a = LANE WIDTH AVAILABLE TO W b-c = LANE WIDTH AVAILABLE TO	D VEHICLE WAITING IN STREAM b-a D VEHICLE WAITING IN STREAM b-c			
	(Arm B)	W c-b = LANE WIDTH AVAILABLE TO	O VEHICLE WAITING IN STREAM c-b			
		Vrb-c = VISIBILITY TO THE RIGHT F Vrb-c = VISIBILITY TO THE RIGHT F	OR VEHICLES WAITING IN STREAM DE COR VEHICLES WAITING IN STREAM DE COR VEHICLES WAITING IN STREAM DE	с л		
	138 [3]	Vrc-b = VISIBILITY TO THE RIGHT F	OR VEHICLES WAITING IN STREAM O	م م		
		E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC B-C				
		Y = (1-0.0345W)				
	(Arm C) Tung Wui Road					
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION O	F DESIGN FLOW		
			TO CAPACITY:			
W = 7.30	(metres) D = 0.53322	Q b-a = 232		DFC b-a	0.0000 =	
W cr = 0	(metres) E = 1.01655	Q b-c = 562 Q b-c (O) =	562	DFC b-c	0.2456	
q a-b = 149	(pcu/hr) F = 0.58595	Q c-b = 310		DFC c-b	0.0000 =	
q a-c = 645	(pcu/hr) Y = 0.74815	Q b-ac = 562		DFC b-ac	<ul> <li>0.2456</li> </ul>	
MAJOR ROAD (ARM C)	F for (Qb-ac) = 1	TOTAL FLOW = 932 (	(PCU/HR)			
W c-b = 0.00	(metres)					
Vr c-b = 0	(metres)					
q c-a = 0	(pcu/hr)					
q c-b = 0	(pau/hr)				300 -	
MINOR ROAD (ARM B)				2	1	
W b-a = 0.00	(metres)					
W b-c = 4.40	(metres)					
VI b-a = 0	(metres)					
Vr b-a = 0	(metres)					
Vr b-c = 64	(metres)					
q b-a = 0	(pcu/hr)					
q b-c = 138	(pcu/hr)					

LLA CONS	SULTANCY LIMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Ope a Period of 3 Years in "Adr	n Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for iculture." Zone at 1 of Nos. 987 and 988 in DD106 and Adioining Government		PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lo		2026 Design AM	FILENAME : J1_TWR_KS	<b>ГСНЕСКЕD ВУ:</b>	SLN	Jun-23
J1 Tung Wui Road	/ Kam Shek Road		REFERENCE NO .:	REVIEWED BY:	SLN	Jun-23
	Tung Wui Road 455 99 Tung Wui Road 455 99 (Am B) (Am B) (Am B) (Am B) (Am B) (Am B) (Am B) (Am C)	NOTES : ( GEOMETRIC INPUT DATA ) W = MAJOR ROAD WIDTH W = CENTRAL RESERVE WIDTH W = LANE WIDTH AVAILABLE TT W = VISIBILITY TO THE RIGHTI V = NISIBILITY TO THE RIGHTI V = NISIBILITY TO THE RIGHTI V = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC G-B Y = (1-0.0345W)	H O VEHICLE WAITING IN STREAM b-a O VEHICLE WAITING IN STREAM b-c O VEHICLE WAITING IN STREAM b- COR VEHICLES WAITING IN STREAM b- FOR VEHICLES WAITING IN STREAM b- FOR VEHICLES WAITING IN STREAM b- FOR VEHICLES WAITING IN STREAM c-	ू ल ५ <del>०</del>		
	nang wur Koad					
GEOMET RIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION C TO CAPACITY:	IF DESIGN FLOW		
MAJOR ROAD (ARM	A)					
W = 7.3	0 (metres) D = 0.53322	Q b-a = 263		DFC b-a	0.0000 =	
W cr = (	) (metres) E = 1.01655	Q b-c = 621 Q b-c (O) =	621	DFC b-c	= 0.1932	
q a-b = 9	9 (pcu/hr) F = 0.58595	Q c-b = 348		DFC c-b	0.0000	
q a-c = 45	5 (pcu/hr) $Y = 0.74815$	Q b-ac = 621		DFC b-ac	= 0.1932	
MAJOR ROAD (ARM (	C) F for (Qb-ac) = 1	TOTAL FLOW = 674	(PCU/HR)			
W c-b = 0.0	0 (metres)					
Vr c-b =	0 (metres)					
q c-a = (	(pcu/hr)					
d c-p = (	(pou/hr)				- 10 10	
MINOR ROAD (ARM F					<u>0</u>	
W b-a = 0.0	0 (metres)					
W b-c = 4.4	0 (metres)					
VI b-a = C	(metres)					
Vrb-a = (	(metres)					
Vrb-c = 64	(metres)					
q b-a =	0 (pcu/hr)					
d D-C =						

LLA CONS	ULTANCY LIMITED	PRIORITY JUNCTION	CALCULATION		INITIALS	DATE
Proposed Temporary Ope a Period of 3 Years in "Adr	1 Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for icultura" Zone at 1 of Nos 987 and 988 in DD106 and Advining Government		PROJECT NO.: 40881	PREPARED BY:	SKL	Jun-23
Land, Shek Kong, Yuen Lo		2026 Design PM	FILENAME : J1_TWR_KS	<b>В</b> СНЕСКЕD ВУ:	SLN	Jun-23
J1 Tung Wui Road	/ Kam Shek Road		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-23
	(Arm A) Tung Wui Road 645 151 (Arm B) (Arm B)	NOTES : ( GEOMETRIC INPUT DATA )       W     =       MAJOR RODA WUDTH       W     =       MAJOR RODA WUDTH       W     =       LANE WIDTH AVAILABLE TC       W     =       U     =       U     =       W     =       LANE WIDTH AVAILABLE TC       W     =       V     =       V     =       VISIBILITY TO THE LEFT FO       VID-a     VISIBILITY TO THE RIGHT FO       VID-a     VISIBILITY TO THE RIGHT FO       VID-b     =       VID-b     =       VID-CO-D     =	A VEHICLE WAITING IN STREAM b-a O VEHICLE WAITING IN STREAM b-c O VEHICLE WAITING IN STREAM b- R VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM b- OR VEHICLES WAITING IN STREAM c- OR VEHICLES WAITING IN STREAM c-	- <del>•</del> • • <del>•</del>		
	(Arm C) Tung Wui Road					
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION O TO CAPACITY	IF DESIGN FLOW		
MAJOR ROAD (ARM	A)					
W = 7.3	0 (metres) D = 0.53322	Q b-a = 232		DFC b-a	0.0000 =	
W cr =	(metres) E = 1.01655	Q b-c = 562 Q b-c (O) =	562	DFC b-c	= 0.2491	
qa-b = 15	1 (pcu/hr) F = 0.58595	Q c-b = 310		DFC c-b	0.0000	
q a-c = 64	5 (pcu/hr) $Y = 0.74815$	Q b-ac = 562		DFC b-ac	=	
MAJOR ROAD (ARM (	() F for (Qb-ac) = 1	TOTAL FLOW = 936 (	PCU/HR)			
W c-b = 0.0	0 (metres)					
Vr c-b =	0 (metres)					
q c-a = (	(pcu/hr)					
d c-p = (	(pcu/hr)				1 0 25	
				2	C7.0	
W b-a = 0.0	0 (metres)					
W b-c = 4.4	0 (metres)					
VI b-a = 0	(metres)					
Vrb-a = (	(metres)					
Vrb-c = 64	(metres)					
9 b-a =	c (pcu/hr)					
	(http://www.international.com					

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

# **Appendix 3**

**Drainage Impact Assessment** 



Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

**Drainage Impact Assessment Report** 

Reference: P114/R01 Issue 1 Date: 15 June 2023 Confidential





Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

# **Drainage Impact Assessment Report**

Reference: P114/R01 Issue 1

Date: 15 June 2023

Issue	Status	Prepared By	Date	Checked by	Date	Approved By	Date
1	Final	Emily Tang	15/6/2023	Patrick Ip	15/6/2023	Patrick Ip	15/6/2023

23/F Wui Tat Centre, 55 Connaught Road West, Hong Kong Tel: (852) 3114 1144

Urban Green Consultants Ltd. assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to any third parties. Urban Green Consultants Ltd. also assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to the client unless the same is proved to have arisen solely from the negligence or wilful default of Urban Green Consultants Ltd in which case our contractual limit of liability shall apply.

# Contents

1	Introduction		3
	1.1	Background	3
	1.2	Report Structure	3
2	Site Context		4
	2.1	Site Characteristic and Proposed Uses	4
	2.2	Existing Drainage Condition	4
3	Drainage Analysis		5
	3.1	Assessment Methodology and Assumptions	5
	3.2	Design Parameters	6
	3.3	Assessment Results	6
4	Conclusion		8

### **List of Figures**

- Figure 2.1 Site Location and its Environs
- Figure 3.1 Identified Catchment Areas and Existing Drainage System

#### **List of Tables**

- Table 3.1
   Existing and Proposed Catchment Properties
- Table 3.2Estimated Runoff of the Existing Land Use and the Proposed Land<br/>Use

### **List of Appendices**

- Appendix A Location of the Project Site
- Appendix B Detailed Drainage Analysis
- Appendix C Aerial Photos
- Appendix D Photo Records of the Natural Stream and Rivulet
## **1** Introduction

### 1.1 Background

This Drainage Impact Assessment is prepared in support of a Section 16 Planning Application for the temporary open storage of electric vehicles with charging facilities and ancillary site office at lot nos. 987 and 988 in DD106 and adjoining government land, Shek Kong. The Application Site falls within an area zoned ed "Agriculture" ("AGR") on the Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9.

The Application Site has an area of about 8232.8m<sup>2</sup>, Shek Kong Airfield Road and Kam Tin River are located to its north, some temporary structures are to its east and west, uncultivated land to its south, while to its further east and west are village houses in Shui Lau Tin and The Scenicwoods, respectively. The Application Site is currently occupied by open storage uses. Figure 2.1 shows the Site location and its environs.

This Planning Application seeks approval from the Town Planning Board (TPB) for temporary open storage for electric vehicles with charging facilities.

Due to the concerns of possible drainage impact arising from the change of uses, Urban Green Consultants Limited (UGC) has been commissioned by the Project Proponent to conduct a Drainage Impact Assessment (DIA) to demonstrate the acceptability of drainage impact upon the surrounding environment.

### 1.2 Report Structure

The remaining chapters of this report are shown below:

Chapter 2 – Site Context

Chapter 3 – Drainage Analysis

Chapter 4 - Conclusion

### 2 Site Context

### 2.1 Site Characteristic and Proposed Uses

The project site covers an area of about 8232.8m<sup>2</sup> and is located next to a natural stream which connects to Kam Tin River. The site is currently served as temporary open storage area. According to the site visit and historical aerial photos, the site is fully paved. The location plan of the application site is presented in Appendix A.

### 2.2 Existing Drainage Condition

A site survey was conducted on 01 May 2023 to collect the updated information of the drainage characteristics, catchments, topography and existing drainage facilities in the vicinity. The land-based survey was conducted with reference to the Geoinfo Map to identify the existing drainage facilities, flow path and the surface type within the Site and its surroundings.

Based on the Geoinfo Map, an open channel (SCP1007940) is located at the north of the site. A natural stream is located at the southwest to the site. as mentioned above, existing surface characteristic of the site area is found to be fully paved as it is currently occupied by the open storage uses. The aerial photo and paved area under the existing condition can be referred to Appendix C.

According to the site survey, an existing discharge catchpit located at the southwest of the site connecting to a natural rivulet by an existing natural discharge stream. All surface runoff from the site will be discharged to the rivulet via the existing natural discharge stream. The photo records of the natural stream and rivulet are presented in Appendix D. The existing drainage system and catchment plan under existing condition are presented in Figure 3.1.

## **3 Drainage Analysis**

### 3.1 Assessment Methodology and Assumptions

This DIA has adopted the Rational Method for runoff estimation:

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

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

The details of the Rational Method can be referred to the *Stormwater Drainage Manual* (SDM) (DSD, 2018).

Based on a 1:50 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.

The assumptions of this DIA are summarised below:

- Rainstorm return period 1 in 50 years
- Runoff coefficient for concrete-paved area 0.95
- Runoff coefficient for flatted grassland (heavysoil) 0.25

The existing paving condition of the Site has runoff coefficients of 0.95 for concrete which are adopted in this DIA. In this assessment, catchment area and paving condition are compared to identify the potential drainage impact.

### 3.2 Design Parameters

4 catchments (Catchments A-D) were identified based on the geographical characteristics of the Site as shown in Figure 3.1. The surface runoff within the Site area will be collected by the existing discharge catchpit and discharged into the natural rivulet via the existing natural discharge stream.

The surface runoff from relevant catchment has been estimated and presented in Appendix B.

### 3.3 Assessment Results

The surface characteristics of the on-site catchments area (i.e. Catchment A-D) of the existing condition and proposed conditions are summarised in Table 3.1.

#### **Proposed Catchment Properties Existing Catchment Properties** (S16 scheme) **On-Site Catchment Area** Soft Soft Concrete Concrete Landscape Landscape A 0% 100% 0% 100% В 0% 100% 0% 100% С 0% 100% 0% 100% Е 0% 100% 100% 0%

### Table 3.1 Existing and Proposed Catchment Properties

As summarised above, the concrete paving area for on-site catchment remains unchanged for the site after the planning application. the total catchment area and paved area remains unchanged after the planning application, no additional runoff will be induced by the land use changes. The estimated runoff from the existing land use and the proposed land use is summarised in Table 3.2.

## Table 3.2Estimated Runoff of the Existing Land Use and the Proposed<br/>Land Use

On-Site Catchment	Estimated I	Runoff, m³/s
Area	Existing Land Use	Proposed Land Use
A	0.5711	0.5711
В	0.1025	0.1025

С	0.0158	0.0158
D	0.0023	0.0023
Total Runoff m <sup>3</sup> /s	0.6917	0.6917

From the results, there is no overall change in the total paved area due to the land use changes, hence, there is no increase in surface runoff arising from the land use changes. As such, it is anticipated that there is no adverse drainage impact to the existing drainage system after implementation of the land use changes.

## 4 Conclusion

A Drainage Impact Assessment (DIA) has been conducted for the proposed land use change in Shek Kong. There is no change in the total paved area due to the land use changes, and no increase in surface runoff arising from the land use changes. Also, the runoff will be discharged into existing natural rivulet. Based on the above, it is concluded that the Proposed land use change shall not result in any adverse drainage impacts.

## **Figures**

UGC, ref: P040/R02 Issue 1, dated June 2023





# **Appendix A**

Location of the Project Site



## **Appendix B**

Detailed Drainage Analysis

#### A. Calculation of Runoff (Before Land Use Changed)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C×A	Peak runoff (Q <sub>p</sub> ), m³/s
A	100% Concrete	8,232.8	0.00823	0.19	30.7	2.52	2.52	2.52	451.3	2.5	0.34	263	0.95	0.007821	0.5711
В	100% Concrete	1,634.3	0.00163	0.49	53.5	4.27	4.27	4.27	451.3	2.5	0.34	237	0.95	0.001553	0.1025
С	100% Concrete	273.6	0.00027	0.19	53.3	6.10	6.10	6.10	451.3	2.5	0.34	219	0.95	0.000260	0.0158
D	100% Concrete	50.9	0.00005	0.19	115.8	15.83	15.83	15.83	451.3	2.5	0.34	169	0.95	0.000048	0.0023
	1	1	1	1							1	1	l	Total	0.6917

#### B. Calculation of Runoff (After Land Use Changed to Electric Vehicles Storage)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	CxA	Peak runoff (Q <sub>p</sub> ), m³/s
A	100% Concrete	8,232.8	0.00823	0.19	30.7	2.52	2.52	2.52	451.3	2.5	0.34	263	0.95	0.007821	0.5711
В	100% Concrete	1,634.3	0.00163	0.49	53.5	4.27	4.27	4.27	451.3	2.5	0.34	237	0.95	0.001553	0.1025
с	100% Concrete	273.6	0.00027	0.19	53.3	6.10	6.10	6.10	451.3	2.5	0.34	219	0.95	0.000260	0.0158
D	100% Concrete	50.9	0.00005	0.19	115.8	15.83	15.83	15.83	451.3	2.5	0.34	169	0.95	0.000048	0.0023
														Total	0.6917

# **Appendix C**

**Aerial Photos** 

### Historical Aerial Photographs



### Photo 1 - Year 2020 (Ref. No.: E089468C)





# **Appendix D**

Photo Records of the Natural Stream and Rivulet

### Photos of Existing Natural Stream and Rivulet

1) Existing Discharge Catchpit



2) Existing Natural Discharge Stream



### 3) Existing Natural Rivulet



Appendix Ib of RNTPC Paper No. A/YL-SK/350A



Our Ref: S3091/DD106SK/23/003Lg

11 July 2023

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



PLANNING LIMITED 規劃顧問有限公司

UNIT K, 16/F, MG TOWER 133 HOI BUN ROAD, KWUN TONG KOWLOON, HONG KONG 九龍觀塘海濱道133號

萬兆豐中心16樓K室 電話TEL (852) 3426 8451 傳真FAX (852) 3426 9737 電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long - S16 Planning Application -

This letter supersedes our previous letter (Ref. S3091/DD106SK/23/002Lg) dated 11 July 2023.

Reference is made to the captioned S16 Planning Application which was submitted to the Town Planning Board on 30 June 2023.

We would like to clarify that the total area of the Site is about 4,940.3 sq.m by measurement. Please find enclosed the revised page 7, 8, 12, Appendix 1, Appendix A of Appendix 2 (Traffic Impact Assessment), and Photo 3 of Appendix 3 (Drainage Impact Assessment) of the Supporting Planning Statement, and the updated Notification Letter with record of registered mail for onward replacement.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at

Thank you for your kind attention.

Yours faithfully For and on behalf of KTA PLANNING LTD

Kitty Wong

Encl. Revised pages of Supporting Planning Statement, Updated Notification Letter with record of registered mail

cc. Applicant and Team

KT/KW/FL/vy



6. Type(s) of Application	n 申請類別					
(A) Temporary Use/Develop	oment of Land and/or Buildin	g Not Exceeding 3 Years in Rural Areas				
位於鄉郊地區土地上及	/或建築物内進行為期不超過	三年的臨時用途/發展				
(For Renewal of Permissio	(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	1途/發展的規劃許可續期,請填	寫(B)部分)				
(a) Proposed use(s)/development	Proposed Temporary O	pen Storage of Electric Vehicles with				
擬議用途/發展	Charging Facilities and	Ancillary Site Office				
	(Please illustrate the details of the pr	roposal on a layout plan) (請用平面圖說明擬議詳情)				
(b) Effective period of	☑ year(s) 年					
申請的許可有效期	□ month(s) 個月					
(c) Development Schedule 發展的						
Droposed up severed lond area	城送承工工业五柱	4,926.1				
Proposed uncovered land area	1 擬藏路大工地॥傾	14.2				
Proposed covered land area 扬	議有上蓋土地面積	sq.m ♥About 約				
Proposed number of buildings	s/structures 擬議建築物/構築物	數目				
Proposed domestic floor area	sq.m □About 約					
Proposed non-domestic floor	area 擬議非住用樓面面積	<b>14.2</b>				
Proposed gross floor area 擬語	義總樓面面積	<b>14.2</b>				
Proposed height and use(s) of diff	ferent floors of buildings/structure	s (if applicable) 建筑物/構筑物的擬議高度及不同樓區				
的擬議用途 (如適用) (Please us	e separate sheets if the space below	v is insufficient) (如以下空間不足,請另頁說明)				
One storey of Ancillary Site	Office with the height of abo	out 2.5m.				
••••••						
••••••						
Proposed number of car parking s	snaces by types 不同種類停車位	····································				
Troposed number of car parking s	spaces by types 不同性與仔牛山					
Private Car Parking Spaces 私家		۲۲.				
Motorcycle Parking Spaces 道車						
Light Goods Vehicle Parking Spa	aces 輕型員単冶単位 Spaces 由刑貨車泊車位					
Heavy Goods Vehicle Parking Sr	paces 重刑貨車泊車位					
Others (Please Specify) 其他 (請	春列明)					
Proposed number of loading/unlo	ading spaces 上落客貨車位的擬語	義數目				
Tori Space 他上走母						
Taxi Spaces 的工单位						
Light Goods Vehicle Spaces 越开	即貨車車位					
Medium Goods Vehicle Spaces	中型貨車車位					
Heavy Goods Vehicle Spaces 重	型貨車車位					
Others (Please Specify) 其他 (請	青列明)					

Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long – S16 Planning Application

### 2. SITE AND PLANNING CONTEXT

### 2.1 Site and Surrounding Context

2.1.1 The Site is located at Lot Nos. 987 and 988 in DD106 and adjoining Government Land, Shek Kong, Yuen Long. Situated to the south of Shek Kong Airfield across the open channel, some village houses, active/fallow agricultural fields and temporary structures are scattered to the east and west of the Site respectively. To the south of the Site is some abandoned agricultural land. The Site is paved with concrete and an existing transformer is situated at the northern tip of the Site which is operated and managed by CLP Power Hong Kong Ltd. The existing vehicular access is via a slip road off Shek Kong Airfield Road. **Figure 2.1** illustrates the location of the Site and the surrounding context.



Figure 2.1 Site Location Plan

### 2.2 Land Status

2.2.1 According to the land status plan (Figure 2.2 refers), there is a total of two nos. of private lots (i.e. Lot Nos. 987 and 988) within the Site. The private lots have a total registered area on lease of about 8,174.6 sq.m. By measurement, the total area of the private lots is 4,882.2 sq.m (about 98.8%)

while the remaining area is Government Land of about <mark>58.1 sq.m (about 1.2%)</mark>. Hence, the total area of the Site is about 4,940.3 sq.m by measurement.



Figure 2.2 Land Status Plan

### 2.3 History of the Site

2.3.1 The Site and the surrounding area have been characterized by rural use. The Site was paved for open storage of plastic materials since 1980s before the gazettal of the first IDPA Plan No. IDPA/YL-SK/1 on 5 October 1990. The operation of open storage of plastic materials ceased in 2020 due to the COVID pandemic.

### 2.4 Statutory Planning Context

2.4.1 The Site falls within area zoned "Agriculture" ("AGR") zone on the Approved OZP No. S/YL-SK/9 (**Figure 2.3** refers). According to the Statutory Notes of the Approved OZP, the planning intention of "AGR" zone is "*primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes*". It is also stated that the zone is "*intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*". According to the Covering Notes attached to the Approved OZP,

### 3. PROPOSED DEVELOPMENT SCHEME

### 3.1 The Development Scheme

3.1.1 The layout of the proposed temporary open storage of electric vehicles with charging facilities and ancillary site office at the Site is annexed at Appendix
1 of this Supporting Planning Statement. Table 3.1 below summarizes the key development parameter for the Site.

Key Parameters			
Site Area	About 4,940.3m <sup>2</sup>		
Total Gross Floor Area (GFA)	About 14.2m <sup>2</sup>		
No. of Structure	1		
Maximum Height of the Structure	About 2.5m		
Car Parking Space	2		
Summary of Development Proposal			
Ancillary Site Office			
Area of Ancillary Site Office	About 14.2m <sup>2</sup>		
No. of Storey	1		
Maximum Height	About 2.5m		
Storage Area for Electric Vehicles			
Area of the Storage Area (a)	About 2,607.2m <sup>2</sup>		
Area of the Storage Area (b)	About 225.3m <sup>2</sup>		
Charging Facilities			
Area of the Charging facilities for electric	About 2m <sup>2</sup>		
vehicles			
Maximum Height	About 2.5m		
Existing Transformer			
Existing transformer (operated and managed	About 29.2m <sup>2</sup>		
by CLP)			
Others			
Circulation and maneuvering space	About 2.062.4m <sup>2</sup>		

 Table 3.1
 Summary of Development Proposal

- 3.1.2 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. The existing transformers at the northern tip of the Site will be maintained to support the operation of the open storage use.
- 3.1.3 Existing periphery concrete wall with the height of about 2.4m is provided along the northern, western and southern boundaries respectively. The operation hours will be restricted to the period from 9:00am to 6:00pm during Mondays to Fridays, and 9:00am to 12:00pm on Saturdays and Sundays. It will be closed during Public Holiday.

### 3.2 Vehicular Access Arrangement and Internal Transport Facilities

3.2.1 The Site is accessible from a slip road off Shek Kong Airfield Road. Vehicles to and from the Site can reach other major roads in the vicinity such as Kam Tin Road and Kam Tin Bypass via Shek Kong Airfield Road.



FILE. G:\PROJECT\40881\DATA\DWG\FIGURE\_SITE LAYOUT-01.DWG PLOT SCALE : 1 = 1



Appendix Ic of RNTPC Paper No. A/YL-SK/350A

By Email and Hand

Our Ref: S3091/DD106SK/23/004Lg

28 August 2023

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



PLANNING LIMITED 規劃顧問有限公司

UNIT K, 16/F, MG TOWER 133 HOI BUN ROAD, KWUN TONG KOWLOON, HONG KONG 力離觀塘海濱道133號 萬兆豐中心16樓K室 電話TEL (852) 3426 8451 傳真EAX (852) 3426 9737

傳真FAX (852) 3426 9737 電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

#### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350) - Further Information No. 1 -

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 8 September 2023 and the departmental comments received from various Government Departments via emails from Fanling, Sheung Shui and Yuen Long East District Planning Office on 15 August 2023.

In responses to the departmental comments received, we submit herewith a table containing the responses together with the updated Layout Plan (**Annex A** refers) and revised Drainage Impact Assessment (**Annex B** refers) for the consideration of the TPB. Please note that in response to comments from Drainage Services Department, u-channels have been proposed as a new mitigation measure to alleviate any adverse drainage impact.

Please note that the proposed temporary open storage of Electric Vehicles ("EVs") echoes with the prevailing policies on encouraging the use of EVs promulgated in the "Hong Kong Carbon Action Plan 2050" and "Roadmap on Popularisation of Electric Vehicles" by the Environment and Ecology Bureau in 2021. With the anticipated increase in the numbers of new EVs under the policies, suitable site is needed for temporarily store the new EVs in order to allow the processing time of first registration of vehicles by Transport Department. The proposal would facilitate the logistical arrangement during the registration processing period. Therefore, the proposed use is in-line with Government Policy by facilitate the increasing use of EVs.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at . Thank you for your kind attention.

Yours faithfully For and on behalf of KTA PLANNING LID itty Wong⊀

Encl. Reponses-to-Comments table with Annexes A to B (70 Copies)

cc. DPO/FSYLE – Ms Margaret Szeto (by Email) Applicant and Team



### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" zone, Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350)

#### Comments Forwarded from Fanling, Sheung Shui and Yuen Long East District Planning Office

Comments		Responses				
Comments from Fanling, Sheung Shui and Yuen Lo (Contact Person: Ms Margaret SZETO, Tel: 3168 409	ng East District Planning 50)	Office, Planning Department (Received on 15 August 2023)				
(1) Please provide the number of EV to be stored in S	lite.	Please note that there will be about 300 nos. of EVs to be stored within the Site at any one time.				
(2) Please clarify the types of EVs. Private car? Tax	? Commercial vehicle?	Please note that only electric private vehicles will be stored within the Site.				
(3) Please clarify who would the Site be serving.		The Site would be serving for an electric vehicle importer / dealer to temporarily store electric vehicles before delivering to customers.				
(4) Please clarify if anyone would stay overnight withi	n the Site.	Please note that the Site will be closed during non-operation hours. No personnel will stay overnight within the Site.				
(5) Please clarify/ indicate the use of the blank area the site and south of the pedestrian entrance.	on the eastern portion of	For the blank area at the eastern portion of the Site, it refers to an abandoned storage water tank structure. The blank area at the south of the pedestrian entrance is the circulation area for the electric vehicles. Please refer to the updated layout plan with the updated annotation ( <b>Annex A</b> refers).				
Comments from Drainage Services Department (Re (Contact Person: Mr Jeff TSE, Tel: 2300 1627)	ceived on 15 August 2023	3)				
<ul> <li>Peripheral surface channels shall be provided all collect the surface runoff accrued on the applicatio overland flow from the adjacent lands;</li> </ul>	ong the site boundary to n site and to intercept the	( <i>Revised Drainage Impact Assessment is included at</i> <b>Annex B</b> of this submission) Noted. U-channels have been proposed along the site boundary. However,				
		runoff from the road located immediately north of the Site will flow along the road (from 13.5mPD to 13.1mPD) and would not enter the Site (13.4mPD). Hence, the runoff from the road has not be considered into the calculation. Since the site level of the Site is descending from northeast to southwest,				

Con	nments	Responses
		no U-channel will be provided along the northern site boundary. Please refer to Figure 3.2 and Appendix B of the revised DIA for the detailed calculation.
(ii)	Please demonstrate with hydraulic calculation that the proposed drainage facilities are adequate to collect, convey and discharge the surface runoff accrued on the application site and the overland flow intercepted from the adjacent lands;	Noted. Please refer to Appendix B for the detailed calculation.
(iii)	Cross sections showing the existing and proposed ground levels of the captioned site with respect to the adjacent areas should be given;	It is clarified that U-channels will be provided along the site boundary. Hence, existing ground level would not affect the current design.
(iv)	The gradients and the sizes of the proposed U-channels should be shown on the drainage plan;	Noted. Please refer to Figure 3.2 of the revised DIA report.
(v)	Appendix D: Sand trap or provision alike should be provided before the collected runoff is discharged to the public drainage facilities. Standard details should be provided to indicate the sectional details of the proposed/existing u-channel and the catchpit/sand trap.	Noted. Please refer to Figure 3.3 for the sectional details of the proposed U- channel and Catchpit.
(vi)	Appendix D: Please advise the location of photos taken and the existing natural rivulet in the drainage plan for reference	Noted. Please refer to the revised Appendix D of the DIA.
(vii)	Appendix D: According to the photo provided, the condition of the existing natural stream is not in good condition. The applicant should check and ensure the hydraulic capacity of the existing drainage facilities would not be adversely affected by the captioned development.	Noted. Please refer to the revised Appendix D of the DIA.
(viii)	The existing watercourse, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by this office. The applicant should identify the owner of the existing drainage facilities and obtain consent from the owner prior to commencement of the proposed works. In the case that it is a local village drains, DO/YL should be consulted.	Noted. The runoff from the Site will be collected by the proposed U-channels and discharged to the natural stream located immediately southwest of the Site directly. The DIA will be submitted to DO/YL for their review.
(ix)	The cover levels and invert levels of the proposed u-channels, catchpits/sand traps should be shown on the drainage plan;	Noted. Please refer to Figure 3.2 and Appendix B of the revised DIA for the details.
(x)	Where walls or hoarding are erected are laid along the site boundary, adequate opening should be provided to intercept the existing overland flow	Noted.

Comments	Responses
passing through the site;	
(xi) The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc;	Noted.
(xii) The applicant should consult DLO/UL and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works.	Noted.
Comments from Buildings Department (Received on 15 August 2023) (Contact Person: Ms Yumi NG, Tel: 2626 1435)	
<ul> <li>(i) The site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations [B(P)R] respectively;</li> </ul>	Noted.
<ul> <li>(ii) The site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;</li> </ul>	Noted.
<ul> <li>(iii) If the existing structure is erected on leased land without the approval of the BA, they are unauthorized building works (UBW) under the Buildings Ordinance (BO) and should not be designated for any proposed use under the captioned application;</li> </ul>	Noted.
(iv) For UBW erected on leased land, enforcement action may be taken by the Buildings Department to effect their removal in accordance with the prevailing 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 application site under the BO;	Noted.
<ul> <li>(v) Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on application site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;</li> </ul>	Noted.
(vi) Any temporary shelters or converted containers for office, storage,	Noted.

Comments	Responses
washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and	
(vii) Detailed checking under the BO will be carried out at building plan submission stage.	Noted.
Comments from Lands Department (Received on 15 August 2023) (Contact Person: Ms CHENG Sze Lai, Tel: 2443 1072)	
<ul> <li>(i) The application site comprises Government Land (GL) and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government.</li> </ul>	Noted.
<ul> <li>(ii) No permission is given for occupation of GF (about 58.1m2 subject to verification) included in the application site. Any occupation of GL without Government's prior approval is not allowed.</li> </ul>	Noted.
Comments from Environmental Protection Department (Received on 15 Aug (Contact Person: Ms HE Zhongming, Tel: 2835 2390)	ust 2023)
<ol> <li>Please make reference to the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" with regard to the use of non-heavy vehicles arising from the proposed temporary use and whether there is any sensitive use (e.g. residential use) within 100m from the site, and form a view on the subject application.</li> </ol>	It is noted that some village houses are located within 100m from the Application Site boundary. As referring to the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites", the proposed use is under the categorization of open storage for "Unlicensed Vehicles". The proposed use at the Application Site involves the temporary storage of electric private vehicles ("EV") only. As EVs are environmental nuisance in terms of air and noise pollution will be anticipated during the operation of the Site. The transportation of EVs will not require car carrier trailer or heavy vehicles as each new vehicle will be driven by the staff of the dealer in and out of the Site. Therefore, no heavy vehicle is required during the operation of the Site. Given that the Site is fully paved and no additional construction work is required for the proposed use, no air and noise pollution will be anticipated.
	The Site will be used as temporary open storage of EVs with charging facilities and ancillary site office only. No scrapping, dismantling, assembling, car washing or repairing activities will be executed within the Site. Furthermore, as the Site is fully paved with concrete, no dust impact would be resulted due to the movement of EVs. There is existing periphery concrete wall along the northern, western and southern boundaries and the

Comments	Responses
	operation hours will be restricted to the period from 9:00am to 6:00pm during Mondays to Fridays, and 9:00am to 12:00pm on Saturdays and Sundays. No noise nuisance especially during night time will be anticipated.
	As the Site will not involve car washing activities and the proposed ancillary office is intended to allow the staff of the dealer for short stay only, no sewerage shall be generated from the operation of the Site.
Comments from Environmental Protection Department (Air Quality Managem	ent Division) (Received on 15 August 2023)
(Contact Person: Mr Danny LO, Tel: 2594 6513)	
i) What are the output power of the two proposed EV chargers?	The output power of the two proposed EV chargers will be 60-200kw in total.
ii) What are the intended purposes of the two EV chargers? For charging up of the stored electric vehicles and/or other usage?	The proposed EV chargers are intended to charge the electric vehicles stored in the Site only.
iii) Please provide a layout plan showing the location of the two EV chargers to be installed for reference.	Please note that the location of the two EV chargers is already indicated on the layout plan.
Compiled by: KTA	

Date: 28 August 2023 File Ref: 20230816\_A\_YL\_SK\_350\_FI1\_V01

# **Annex A**

**Updated Layout Plan** 



## Annex **B**

## **Revised Drainage Impact Assessment**


Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

**Drainage Impact Assessment Report** 

Reference: P114/R01 Issue 2 Date: 28 August 2023 Confidential





Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

## **Drainage Impact Assessment Report**

Reference: P114/R01 Issue 2

Date: 28 August 2023

Issue	Status	Prepared By	Date	Checked by	Date	Approved By	Date	
1	Final	Emily Tang	15/6/2023	Patrick Ip	15/6/2023	Patrick Ip	15/6/2023	
2	Review	Emily Tang	28/8/2023	Patrick Ip	28/8/2023	Patrick Ip	28/8/2023	

23/F Wui Tat Centre, 55 Connaught Road West, Hong Kong Tel: (852) 3114 1144

Urban Green Consultants Ltd. assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to any third parties. Urban Green Consultants Ltd. also assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to the client unless the same is proved to have arisen solely from the negligence or wilful default of Urban Green Consultants Ltd in which case our contractual limit of liability shall apply.

## Contents

1	Intr	oduction	3
	1.1	Background	3
	1.2	Study Objectives	3
	1.3	Report Structure	3
2	Site	e Context	4
	2.1	Site Characteristic and Proposed Uses	4
	2.2	Existing Drainage Condition	4
3	Dra	inage Analysis	5
	3.1	Assessment Methodology and Assumptions	5
	3.2	Design Parameters	6
	3.3	Estimated Existing and Future Runoff	6
	3.4	Assessment Results	7
	3.5	Recommendation	8

### 4 Conclusion

9

## List of Figures

Figure 2.1	Site Location and its Environs
Figure 3.1	Identified Catchment Areas
Figure 3.2	Drainage Proposal

### List of Tables

Table 3.1	Existing and Proposed Catchment Properties
Table 3.2	Estimated Runoff of the Existing Land Use and the Proposed Land Use
Table 3.3	Estimated Runoff and Capacities of the Channels

### **List of Appendices**

- Appendix B Detailed Drainage Analysis
- Appendix C Aerial Photos
- Appendix D Site Photo Records

# **1** Introduction

### 1.1 Background

This Drainage Impact Assessment is prepared in support of a Section 16 Planning Application for the temporary open storage of electric vehicles with charging facilities and ancillary site office at lot nos. 987 and 988 in DD106 and adjoining Government Land, Shek Kong. The Application Site falls within an area zoned ed "Agriculture" ("AGR") on the Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9.

The Application Site has an area of about 4,940m<sup>2</sup>, Shek Kong Airfield Road and Kam Tin River are located to its north, some temporary structures are to its east and west, uncultivated land to its south, while to its further east and west are village houses in Shui Lau Tin and The Scenicwoods, respectively. The Application Site is currently occupied by open storage uses. Figure 2.1 shows the Site location and its environs.

This Planning Application seeks approval from the Town Planning Board (TPB) for temporary open storage for electric vehicles with charging facilities.

Due to the concerns of possible drainage impact arising from the change of uses, Urban Green Consultants Limited (UGC) has been commissioned by the Project Proponent to conduct a Drainage Impact Assessment (DIA) to demonstrate the acceptability of drainage impact upon the surrounding environment.

### 1.2 Study Objectives

The objectives of this DIA are to assess the possible drainage impacts may be caused by the proposed development and to recommend the mitigation measures to alleviate such impacts if necessary.

#### 1.3 Report Structure

The remaining chapters of this report are shown below:

Chapter 2 – Site Context

Chapter 3 – Drainage Analysis

Chapter 4 - Conclusion

## 2 Site Context

### 2.1 Site Characteristic and Proposed Uses

The project site covers an area of about 4,940m<sup>2</sup> and a natural stream which connects to Kam Tin River is located immediately south of the site. The site is currently served as temporary open storage area. According to the site visit and historical aerial photos, the site is fully paved. The location plan of the application site is presented in Appendix A.

### 2.2 Existing Drainage Condition

A site survey was conducted on 01 May and 18 August 2023 to collect the updated information of the drainage characteristics, catchments, topography and existing drainage facilities in the vicinity. The land-based survey was conducted with reference to the Geoinfo Map to identify the existing drainage facilities, flow path and the surface type within the Site and its surroundings.

Based on the Geoinfo Map, an open channel (SCP1007940) is located at the north of the site. A natural stream is located at the south to the site. as mentioned above, existing surface characteristic of the site area is found to be fully paved as it is currently occupied by the open storage uses. The aerial photo and paved area under the existing condition can be referred to Appendix C.

According to the site survey and checking of drainage plans from Drainage Services Department (DSD) revealed that the Site is not currently served by any form of DSD's drainage facility. Based on the site survey, existing discharge holes located at the southwest fence wall of the site connecting to the natural stream which connecting Kam Tin River. All surface runoff from the site will be discharged to the natural stream. The photo records of the natural stream and existing discharge holes are presented in Appendix D. The existing drainage system and catchment plan under existing condition are presented in Figure 3.1.

# **3 Drainage Analysis**

### 3.1 Assessment Methodology and Assumptions

This DIA has adopted the Rational Method for runoff estimation:

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

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

The details of the Rational Method can be referred to the *Stormwater Drainage Manual* (SDM) (DSD, 2018).

Based on a 1:50 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.

The assumptions of this DIA are summarised below:

- Rainstorm return period 1 in 50 years
- Runoff coefficient for concrete-paved area 0.95
- Runoff coefficient for flatted grassland (heavysoil) 0.25

The existing paving condition of the Site has runoff coefficients of 0.95 for concrete which are adopted in this DIA. In this assessment, catchment area and paving condition are compared to identify the potential drainage impact.

### 3.2 Design Parameters

4 catchments (Catchments A-D) were identified based on the geographical characteristics of the Site as shown in Figure 3.1. The surface runoff within the Site area will be collected by the existing discharge hole and discharged into the natural stream.

The surface runoff from relevant catchment has been estimated and presented in Appendix B.

### 3.3 Estimated Existing and Future Runoff

The surface characteristics of the on-site catchments area (i.e. Catchment A-D) of the existing condition and proposed conditions are summarised in Table 3.1.

## Table 3.1 Existing and Proposed Catchment Properties

	Existing Catchn	nent Properties	Proposed Catchment Properties (S16 scheme)				
On-Site Catchment Area	Soft Landscape	Concrete	Soft Landscape	Concrete			
A	0%	100%	0%	100%			
В	0%	100%	0%	100%			
С	0%	100%	0%	100%			
E	0%	100%	0%	100%			

As summarised above, the concrete paving area for on-site catchment remains unchanged for the site after the planning application. the total catchment area and paved area remains unchanged after the planning application, no additional runoff will be induced by the land use changes. The estimated runoff from the existing land use and the proposed land use is summarised in Table 3.2.

# Table 3.2Estimated Runoff of the Existing Land Use and the Proposed<br/>Land Use

On-Site Catchment	Estimated I	Runoff, m³/s
Area	Existing Land Use	Proposed Land Use
A	0.3397	0.3397
В	0.0323	0.0323

C	0.0684	0.0684
D	0.0023	0.0023
Total Runoff m³/s	0.4428	0.4428

From the results, there is no overall change in the total paved area due to the land use changes, hence, there is no increase in surface runoff arising from the land use changes. As such, it is anticipated that there is no adverse drainage impact to the existing drainage system after implementation of the land use changes.

#### 3.4 Assessment Results

In order to effectively collect runoff from the project site and runoff from the land lots (Site B and C) located immediately south of the Site which are also owned by the Project Proponent, a series of concrete lined U-channels will be proposed at the perimeter of the Site. Surface runoff within the Site will be collected by a series of U-channels. The collected surface runoff will be finally discharged into the existing natural stream via a proposed U-channel (C1). Figure 3.2 shows the proposed U-channels and the discharge point of the Site.

The capacities of the proposed U-channels have been checked by comparing with magnitudes of different combinations of the catchments. For the worst-case scenario, value used for calculating U-channel by using Manning's Equation was assumed to be 0.016 (fair condition for concrete-lined U-channels).

Runoffs and capacities of the proposed U-channels at the perimeter of the Site were estimated and tabulated in Table 3.3.

Concerned Location	Diameter, m	Depth, m	Gradient	Capacity, m³/s	Catchment Runoff, m³/s	Sufficient Capacity?
U-Channel U1	0.150	0.150	1:100	0.018	0.002 (Catchment D)	Y
U-Channel U2	0.150	0.150	1:100	100 0.018 0.002 (Catchment		Y
U-Channel U3	0.450	0.450	1:10	1.037	0.334 (Catchment A & D)	Y
U-Channel U4	0.225	0.225	1:100	0.052	0.032 (Catchment B)	Y
U-Channel U5	0.225	0.225	1:100	0.052	0.032 (Catchment B)	Y
U-Channel U6	0.225	0.225	1:100	0.052	0.032 (Catchment B)	Y
U-Channel U7	0.300	0.300	1:50	0.157	0.101 (Catchment B & C)	Y

Table 3.3Estimated Runoff and Capacities of the Channels

U-Channel U8	0.300	0.300	1:50	0.157	0.101 (Catchment B & C)	Y
U-Channel U9	0.300	0.300	1:50	0.157	0.101 (Catchment B & C)	Y
U-Channel C1	0.450	0.450	1:10	1.037	0.443 (Catchment A - D)	Y

With the provision of the proposed drainage system for eventual discharge into the existing natural stream via the proposed U-channels as shown Figure 3.2, the proposed development would not cause adverse drainage impacts or increase in the flooding susceptibility of the surrounding areas.

### 3.5 Recommendation

Upon detailed design stage, the Project Proponent will appoint engineer and contractor to design and to construct the proposed drainage system. The detailed arrangement of the proposed drainage system and drainage connections will be further investigated at the detailed design. Detailed information of the proposed drainage system will be prepared and submitted to DSD and relevant parties during the detailed design stage.

# 4 **Conclusion**

A Drainage Impact Assessment (DIA) has been conducted for the proposed land use change in Shek Kong. There is no change in the total paved area due to the land use changes, thus no increase in surface runoff arising from the land use changes will be anticipated.

For effectively collecting surface runoff within the Site, a series of U-channels should be designed and constructed. The detailed arrangement of the drainage system shall require further investigation at the detailed design stage.

To sum up, the runoff will be discharged into existing natural stream. Based on the above, it is concluded that the Proposed land use change shall not result in any adverse drainage impacts.

# **Figures**

UGC, ref: P040/R02 Issue 2, dated August 2023







Year in "AGR" zone at Lot No.987 and Lot No.988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long

**URBAN GREEN** 

Rev. 0

Drainage Proposal

# **Appendix A**

Location of the Project Site



# **Appendix B**

Detailed Drainage Analysis

#### A. Calculation of Runoff (Before Land Use Changed)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m³/s
А	100% Concrete	4,940.0	0.00494	0.19	30.7	2.66	2.66	2.66	451.3	2.5	0.34	260	0.95	0.004693	0.3397
В	100% Concrete	518.9	0.00052	0.73	53.5	4.41	4.41	4.41	451.3	2.5	0.34	236	0.95	0.000493	0.0323
С	100% Concrete	1,119.7	0.00112	0.32	53.3	4.80	4.80	4.80	451.3	2.5	0.34	231	0.95	0.001064	0.0684
D	100% Concrete	51.8	0.00005	0.19	115.8	15.80	15.80	15.80	451.3	2.5	0.34	170	0.95	0.000049	0.0023
			·	·	•		•	•	•	•	•		•	Total	0.4428

#### B. Calculation of Runoff (After Land Use Changed to Electric Vehicles Storage)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m³/s
A	100% Concrete	4,940.0	0.00494	0.19	30.7	2.66	2.66	2.66	451.3	2.5	0.34	260	0.95	0.004693	0.3397
В	100% Concrete	518.9	0.00052	0.73	53.5	4.41	4.41	4.41	451.3	2.5	0.34	236	0.95	0.000493	0.0323
С	100% Concrete	1,119.7	0.00112	0.32	53.3	4.80	4.80	4.80	451.3	2.5	0.34	231	0.95	0.001064	0.0684
D	100% Concrete	51.8	0.00005	0.19	115.8	15.80	15.80	15.80	451.3	2.5	0.34	170	0.95	0.000049	0.0023
		•	-	•	-	•	•		•	•	•		•	Total	0.4428

#### C. Capacity Flow Estimation and Adequacy Check for Existing Drainage System

Point (channel no.)	Shape	Diameter, m	Depth, m	Slope	Length, m	Manning's roughness coefficient	Cross Section Area, m <sup>2</sup>	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)
U1	U-Channel	0.150	0.150	0.010	30	0.016	0.020	0.386	0.05	0.87	0.018	D	0.002	13%	Y
U2	U-Channel	0.150	0.150	0.010	35	0.016	0.020	0.386	0.05	0.87	0.018	D	0.002	13%	Y
U3	U-Channel	0.450	0.450	0.100	28	0.016	0.181	1.157	0.16	5.73	1.037	D and A	0.342	33%	Y
U4	U-Channel	0.225	0.225	0.010	34	0.016	0.045	0.578	0.08	1.14	0.052	В	0.032	63%	Y
U5	U-Channel	0.225	0.225	0.010	27	0.016	0.045	0.578	0.08	1.14	0.052	В	0.032	63%	Y
U6	U-Channel	0.225	0.225	0.010	8	0.016	0.045	0.578	0.08	1.14	0.052	В	0.032	63%	Y
U7	U-Channel	0.300	0.300	0.020	18	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
U8	U-Channel	0.300	0.300	0.020	28	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
U9	U-Channel	0.300	0.300	0.020	17	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
C1	U-Channel	0.450	0.450	0.100	3	0.016	0.181	1.157	0.16	5.73	1.037	A - D	0.443	43%	Y

Note:

Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual - Planning, Design and Management" (SDM), Fifth edition, Jan 2018.

#### **Equations Used**

$$t_{0} = \frac{0.14465L}{H^{0.2}A^{0.1}} \qquad t_{c} = t_{0} + t_{f} \qquad i = \frac{a}{(t_{d} + b)^{c}} \qquad Q_{p} = 0.278 C i A$$

# **Appendix C**

**Aerial Photos** 

## Historical Aerial Photographs



Photo 1 - Year 2020 (Ref. No.: E089468C)





# **Appendix D**

Site Photo Records



### Photos of Existing Natural Stream and Rivulet

1) Existing Discharge Hole



2) Existing Discharge Hole



### 3) Existing Natural Stream



### 4) Access Road at the East of the Site



5) Access Road at the East of the Site





7) The Site





Appendix Id of RNTPC Paper No. A/YL-SK/350A

By Email and Hand

Our Ref: S3091/DD106SK/23/005Lg

29 September 2023

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



PLANNING LIMITED 規劃顧問有限公司

UNIT K, 16/F, MG TOWER 133 HOI BUN ROAD, KWUN TONG Kowloon, Hong Kong

九龍觀塘海濱道133號 萬兆豐中心16樓K室 電話TEL (852) 3426 8451

傳真FAX (852) 3426 9737 電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

#### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350) - Further Information No. 2 -

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 27 October 2023 and the comments from relevant Government Departments conveyed via emails from Fanling, Sheung Shui and Yuen Long East District Planning Office during the period from 15 September to 18 September 2023.

In response to the departmental comments received, we submit herewith a table containing technical clarifications to the comments from the Government Departments for the consideration of the TPB. Replacement pages of Traffic Impact Assessment (Annex A refers) and Drainage Impact Assessment (Annex B refers) are enclosed.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at

Thank you for your kind attention.

Yours faithfully For and on behalf of KTA PLANNING LTD

Kitty Wong

Encl. Reponses-to-Comments table with Annexes A to B (70 hardcopies)

cc. DPO/FSYLE – Ms Margaret Szeto (by Email) Applicant and Team

KT/KW/FL/vy



#### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" zone, Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350)

#### Comments Forwarded from Fanling, Sheung Shui and Yuen Long East District Planning Office

Comments	Responses					
Comments from Environment and Ecology Bureau (Received on 15 September 2023) (Contact Person: Mr Vincent EONG, Tel: 2594 6507)						
<ol> <li>According to the Chief Executive's 2022 Policy Address, the Government aims to announce a roadmap for the promotion of electric public transport and commercial vehicles by 2025 and introduce about 3 000 electric taxis by end-2027. A comprehensive quick charging network is needed to effectively support the operations of electric commercial vehicles and achieve the aforesaid target. In this connection, we suggest the applicant consider sharing the charging facilities with other electric commercial vehicles for use, e.g. electric taxis, electric goods vehicles, to act in concert with our aforesaid policy directions on electric commercial vehicles.</li> </ol>	Upon careful review, only serve the private	please note that electric vehicles s	the proposed tored within th	charging fa e Site.	icilities will	
Comments from Transport Department (Received on 15 September 2023) (Contact Person: Mr Phil CAI, Tel: 2399 2421)						
<ul> <li>(a) The applicant should provide the trip generation and attraction due to the development and assess the traffic impact to Shek Kong Airfield Road and the local access;</li> </ul>	<ul> <li>(Replacement Pages of TIA are included at Annex A of this submission)</li> <li>Please be clarified that the proposed development will induce a 2-way traffic of 4 pcu/hr. Please refer to paragraph 4.2.1 and Figure 4.1 of the submitted TIA report for details.</li> <li>Additional assessment has been conducted at the concerned junction of Shek Kong Airfield Road and the local access and the results are summarized below.</li> </ul>					
	Junction	Scenario	Type/Index	AM Peak	PM Peak	
	Shek Kong Airfield	2023 Existing		0.04	0.01	
	Road / Local Access Road	2026 Reference	Priority/DFC	0.04	0.01	
		2026 Design		0.04	0.02	

Con	nments	Responses				
		The calculation is also attached for reference.				
(b)	The applicant should demonstrate the smooth maneuvering of vehicles to / from Shek Kong Airfield Road, along the local access and within the site. The applicant is reminded that vehicle over 7m is restricted to enter the local access from Shek Kong Airfield Road;	Swept path analysis has been conducted to demonstrate the smooth maneuvering of vehicles to / from Shek Kong Airfield Road, along the local access and within the site. Please refer to attached Figures 2.2 – 2.3 for details.				
(c)	The applicant shall clarify whether loading / unloading will involve good vehicles;	Please be clarified that loading/unloading will not involve goods vehicles.				
(d)	The applicant should provide the routing between Shek Kong Airfield Road and the site;	Please refer to attached Figure T1 for the routing between Shek Kong Airfield Road and the site.				
(e)	The applicant should note the local access between Shek Kong Airfield Road and the site is not managed by this Department.	Noted.				
Con (Co	Comments from Drainage Services Department (Received on 15 September 2023) (Contact Person: Mr Jeff TSE. Tel: 2300 1627)					
(1)	Please indicate the size of each catchment area on the drainage plan for clarity	(Replacement Pages of DIA are included at <b>Annex B</b> of this submission)				
		The Size of each catchment area has been indicated in the updated Figure 3.2.				
(2)	Figure 3.3 is missing in this submission.	Noted. Figure 3.3 is attached in the updated DIA.				
(3)	The cover levels and invert levels of the proposed U channel, every catchpit and sand traps should be show on drainage plan.	Noted. Relevant information will be included in the revised DIA to be submitted to DSD for compliance with relevant planning condition upon obtaining approval from the TPB.				
(4)	The channels U5, U6 and U7 should serve catchment B and C, please revise.	Noted. The calculation has been revised accordingly.				
(5)	The channels U8 and U9 should serve catchment B, C and part of A, please revise.	Noted. It is assumed that 50% of surface runoff from Catchment A will be served by channels U8 and U9. Relevant calculation has been revised accordingly.				
(6)	The channel U2 should serve catchment D and part of A, please revise.	Noted. It is assumed that Catchment D and 50% surface runoff from Catchment A will be served by channel U2. Relevant calculation has been revised accordingly.				

Comments	Responses						
(7) Please provide cross section showing the existing and proposed ground level.	Noted. Relevant information will be included in the revised DIA to be submitted to DSD for compliance with relevant planning condition upon obtaining approval from the TPB.						
Comments from Agriculture, Fisheries and Conservation Department (Received on 15 September 2023) Contact Person: Ms Cheuk Ling WONG, Tel: 2626 1435)							
<ol> <li>The subject site falls within the "AGR" zone and is a cemented vacant land. The agricultural activities are active in the vicinity, and agricultural infrastructures such as road access and water source are also available. The subject site can be used for agricultural activities such as greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the proposed development is not supported from an agricultural perspective.</li> </ol>	<text></text>						

Comments	Responses						
Comments from Antiquities and Monuments Office (Received on 18 September 2023) (Contact Person: Ms Chun Fei FAN, Tel: 2655 0824)							
<ol> <li>Since the application site is situated within the Shui Lau Tin Site of Archaeological Interest, please confirm / clarify if there is any ground excavation proposed for the temporary open storage of electric vehicles with charging facilities and ancillary site office, including but not limited to site formation works, building works, drainage works, etc. If affirmative, the applicant is required to provide details of the proposed works, e.g. the location, extent and depth of the proposed ground excavation and so on for the further comment of the Antiquities and Monuments Office.</li> </ol>	Please note that there is no ground excavation proposed for the temporary open storage of electric vehicles with charging facilities and ancillary site office. Relevant information on the proposed works will be provided to AMO if any ground excavation works would be required in detailed design stage.						
Compiled by: KTA							

Date: 29 September 2023 File Ref: 20230929\_A\_YL\_SK\_350\_FI2\_V01

# Annex A

# **Replacement Pages of Traffic Impact Assessment**




N







LLA CO	NSULTANCY	LIMITED	PRIORITY JUNCTIO	N CALCULATION		INITIALS	DATE
Proposed Temporary	Open Storage of Electric Vel	hicles with Charging Facilities and Ancillary Site C	office	PROJECT NO.: 40881	PREPARED BY:	SKL	Sep-23
Government Land, Shek Kong, Yuen Long J2 Shek Kong Airfield Road / Local Access Road			2023 Existing AM	FILENAME : J2_SKAR_L	A CHECKED BY:	SLN	Sep-23
				REFERENCE NO .:	REVIEWED BY:	SLN	Sep-23
(Arm A) Local Access Rov [6] 25 [5] 5	(ARM B) Shek Kong [ 1 ad →	Airfield Road 1] [2] 8 13 (ARM C) Local Access Road 20 [3] 3 [4]	$\begin{array}{llllllllllllllllllllllllllllllllllll$	VIDTH LE TO VEHICLE WAITING IN STREAM b- E TO VEHICLE WAITING IN STREAM b- LE TO VEHICLE WAITING IN STREAM b- T FOR VEHICLES WAITING IN STREAM BHT FOR VEHICLES WAITING IN STREAM SHT FOR VEHICLES WAITING IN STREAM A C	b-a b-a b-a b-c c-b		
GEOMETRIC DETAILS:		GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION	OF DESIGN FLOW		
GEOMETRIC DETAILS: MAJOR ROAD (/	ARM A)	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION TO CAPACITY:	OF DESIGN FLOW		
GEOMETRIC DETAILS: MAJOR ROAD (/ W =	ARM A) 3.50 (metres)	<b>GEOMETRIC FACTORS</b> : D = 0.80453	THE CAPACITY OF MOVEMENT : Q b-a = 493	COMPARISION TO CAPACITY:	OF DESIGN FLOW	= 0.0363	5
GEOMETRIC DETAILS: MAJOR ROAD (/ W = W cr =	ARM A) 3.50 (metres) 0 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 E = 0.60487	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) =	COMPARISION TO CAPACITY: = 443.9	OF DESIGN FLOW DFC b-a DFC b-c	= 0.036 = 0.029	5
GEOMETRIC DETAILS: MAJOR ROAD (/ W = W cr = q a-b = q a-c =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473	COMPARISION TO CAPACITY: = 443.9	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027	5
GEOMETRIC DETAILS: MAJOR ROAD ( W = W cr = q a-b = q a-c =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473	COMPARISION TO CAPACITY: = 443.9	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027	5 0 3 5
GEOMETRIC DETAILS: MAJOR ROAD (A W = W cr = q a-b = q a-c = MAJOR ROAD (A	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR)	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.035 = 0.027	5 0 3 5
GEOMETRIC DETAILS: MAJOR ROAD ( W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = V c-b =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) ARM C) 1.75 (metres) 50 (motres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT :         Q b-a =       493         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       473         TOTAL FLOW       =       84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR)	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027	5 ) 3 5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = C = 0 = 2	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 2 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR)	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.0353 = 0.0278	5 ) 3 5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (ncu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR)	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.0353 = 0.0278	5 0 3 5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.0352 = 0.0275 = 0.0275	5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B)	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS:} \\ & D &= & 0.80453 \\ & E &= & 0.60487 \\ & F &= & 0.76965 \\ & Y &= & 0.87925 \\ & Y &= & 0.87925 \\ & F \mbox{ for } (\mbox{Qb-ac}) &= & 0.41935484 \end{array}$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.0353 = 0.0275 = 0.0275	5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A W b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres)	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS:} \\ & D &= & 0.80453 \\ & E &= & 0.60487 \\ & F &= & 0.76965 \\ & Y &= & 0.87925 \\ & Y &= & 0.87925 \\ & F  for  (Qb\text{-ac}) &= & 0.41935484 \end{array}$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.036 = 0.0290 = 0.0353 = 0.0275 = 0.0275	5
GEOMETRIC DETAILS: MAJOR ROAD (, W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A W b-a = W b-c =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 0.00 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.41935484	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.0353 = 0.0273 = 0.0273	5
GEOMETRIC DETAILS: MAJOR ROAD ( W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A W b-a = W b-c = VI b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) MRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 0.00 (metres) 50 (metres)	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS :} \\ & D & = & 0.80453 \\ & E & = & 0.60487 \\ & F & = & 0.76965 \\ & Y & = & 0.87925 \\ & Y & = & 0.87925 \\ \end{array}$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027 = 0.027	5
GEOMETRIC DETAILS: MAJOR ROAD (. W = W cr = q a-b = q a-b = q a-c = MAJOR ROAD (. W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (. W b-a = W b-c = VI b-a = Vr b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) ARM C) 1.75 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 50 (m	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS :} \\ & D & = & 0.80453 \\ & E & = & 0.60487 \\ & F & = & 0.76965 \\ & Y & = & 0.87925 \\ & Y & = & 0.87925 \\ \end{array}$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027 = 0.027	5
GEOMETRIC DETAILS: MAJOR ROAD (. W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 0.00 (metres) 50 (metres) 32 (metres) 32 (metres)	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS :} \\ & D & = & 0.80453 \\ & E & = & 0.60487 \\ & F & = & 0.76965 \\ & Y & = & 0.87925 \\ & Y & = & 0.87925 \\ & F \mbox{ for (Qb-ac) } = & 0.41935484 \end{array}$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.035 = 0.027 = 0.027	5
GEOMETRIC DETAILS: MAJOR ROAD (. W = W cr = q a-b = q a-c = MAJOR ROAD (A W c-b = Vr c-b = q c-a = q c-b = MINOR ROAD (A W b-a = W b-c = VI b-a = Vr b-a = Vr b-a = Vr b-a = Q b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 0.00 (metres) 32 (metres) 32 (metres) 33 (pcu/hr)	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS :} \\ & D & = & 0.80453 \\ & E & = & 0.60487 \\ & F & = & 0.76965 \\ & Y & = & 0.87925 \end{array} \\ & F \mbox{ for (Qb-ac)} & = & 0.41935484 \end{array}$	THE CAPACITY OF MOVEMENT :         Q b-a =       493         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       473         TOTAL FLOW       =       84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.027 = 0.027 = 0.024	5
GEOMETRIC DETAILS:           MAJOR ROAD (.           W =           W cr =           q a-b =           q a-c =           MAJOR ROAD (A           W c-b =           Vr c-b =           q c-a =           q c-b =           MINOR ROAD (A           W b-a =           W b-c =           Vr b-a =           Vr b-a =           Vr b-a =           Vr b-a =           Vr b-c =           q b-a =           q b-a =	ARM A) 3.50 (metres) 0 (metres) 25 (pcu/hr) 5 (pcu/hr) NRM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 20 (pcu/hr) RM B) 2.90 (metres) 0.00 (metres) 50 (metres) 32 (metres) 32 (metres) 33 (pcu/hr) 13 (pcu/hr)	$\begin{array}{llllllllllllllllllllllllllllllllllll$	THE CAPACITY OF MOVEMENT : Q b-a = 493 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 473 TOTAL FLOW = 84	COMPARISION TO CAPACITY: = 443.9 (PCU/HR) CRITICA	OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.036 = 0.029 = 0.0353 = 0.0273 = 0.0273	5

LLA co	ONSULTANCY	LIMITED	PRIORITY JUN	PRIORITY JUNCTION CALCULATION				
Proposed Tempora	ary Open Storage of Electric Ve	ehicles with Charging Facilities and Ancillary Site	e Office	PR	ROJECT NO.: 40881	PREPARED BY:	SKL	Sep-23
Government Land, Shek Kong, Yuen Long J2 Shek Kong Airfield Road / Local Access Road			2023 Existing	PM FIL	LENAME : J2_SKAR	LA CHECKED BY:	SLN	Sep-23
			¥	RE	EFERENCE NO.:	REVIEWED BY:	SLN	Sep-23
(Arm A) Local Access [6] 10 — [5] 2 —	(ARM B) Shek Kon	g Airfield Road $\begin{bmatrix} 11 & [2] \\ 7 & 4 \\ 1 & 1 \end{bmatrix} = \underbrace{\begin{pmatrix} n \\ + \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$	NOTES : (GEOMETRIC INPUT DAT W = MAJOR ROA W cr = CENTRAL R W b-a = LANE WIDTH W b-c = LANE WIDTH W c-b = LANE WIDTH W c-b = LANE WIDTH V b-a = VISIBILITY T Vr b-a = VISIBILITY T Vr b-c = VISIBILITY T Vr c-b = VISIBILITY T D = STREAM-SP E = STREAM-SP F = STREAM-SP Y = (1-0.0345W)	A) D WIDTH SERVE WIDTH AVAILABLE TO \ AVAILABLE TO \ AVAILABLE TO \ D THE LEFT FOR D THE RIGHT FOF D THE RIGHT FOF CIFIC B-A COFIC B-C CIFIC C-B	VEHICLE WAITING IN STREAM VEHICLE WAITING IN STREAM VEHICLE WAITING IN STREAM VEHICLES WAITING IN STREAM R VEHICLES WAITING IN STREA R VEHICLES WAITING IN STREA	a c b b-a Mb-a Mb-c Mc-b		Sep-23
GEOMETRIC DETAIL	S:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :		COMPARISIO	N OF DESIGN FLOW		
GEOMETRIC DETAIL	_S: AD (ARM A)	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :		COMPARISIO TO CAPACITY	N OF DESIGN FLOW		
GEOMETRIC DETAIL MAJOR ROA W =	_S: \D (ARM A) 3.50 (metres)	<b>GEOMETRIC FACTORS</b> : D = 0.80453	THE CAPACITY OF MOVEMENT : Q b-a = 500		COMPARISIO TO CAPACITY	N OF DESIGN FLOW : DFC b-a	= 0.0	140
GEOMETRIC DETAIL MAJOR ROA W = W cr =	LS: AD (ARM A) 3.50 (metres) 0 (metres)	<b>GEOMETRIC FACTORS</b> : D = 0.80453 E = 0.60487	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 C b-c = 449	Q b-c (O) = 44;	COMPARISIO TO CAPACITY 7.4	N OF DESIGN FLOW : DFC b-a DFC b-c	= 0.0 = 0.0	140 089
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480	Q b-c (O) = 44;	COMPARISIO TO CAPACITY 7.4	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480	Q b-c (O) = 44;	COMPARISIO TO CAPACITY 7.4	N OF DESIGN FLOW : DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL	-S: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44	COMPARISIO TO CAPACITY 7.4	N OF DESIGN FLOW : DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b =	-S: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44	COMPARISIO TO CAPACITY 7.4 CU/HR)	N OF DESIGN FLOW : DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a =	-S: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (rcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44. (PC	COMPARISIO TO CAPACITY 7.4 CU/HR)	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44; (PC	COMPARISIO TO CAPACITY 7.4 CU/HR)	N OF DESIGN FLOW : DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44; (PC	COMPARISIO TO CAPACITY 7.4 CU/HR)	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = q a-c = Vr c-b = Vr c-b = q c-a = q c-b = MINOR ROAE	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44; (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b = q c-b = MINOR ROAL W b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44. (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres) 0.00 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 443 (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-b = q a-c = MAJOR ROAI W c-b = Vr c-b = q c-a = q c-b = MINOR ROAE W b-a = W b-c = VI b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres) 0.00 (metres) 50 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 443 (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAI W c-b = Vr c-b = q c-a = q c-b = MINOR ROAE W b-a = W b-c = Vr b-a = Vr b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres) 50 (metres) 50 (metres) 32 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 447 (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAI W c-b = Vr c-b = q c-b = q c-b = q c-b = W b-a = Vr b-a = Vr b-a = Vr b-a = Vr b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres) 0.00 (metres) 32 (metres) 32 (metres)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT :           Q b-a =         500           Q b-c =         449           Q c-b =         570           Q b-ac =         480           TOTAL FLOW =         33	Q b-c (O) = 44 (PC	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAI W c-b = Vr c-b = q c-a = q c-b = q c-b = MINOR ROAE W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 10 (pcu/hr) 2 (pcu/hr) D (ARM C) 1.75 (metres) 50 (metres) 2 (pcu/hr) 8 (pcu/hr) D (ARM B) 2.90 (metres) 50 (metres) 32 (metres) 32 (metres) 32 (metres) 7 (pcu/hr)	GEOMETRIC FACTORS : D = 0.80453 E = 0.60487 F = 0.76965 Y = 0.87925 F for (Qb-ac) = 0.36363636	THE CAPACITY OF MOVEMENT : Q b-a = 500 Q b-c = 449 Q c-b = 570 Q b-ac = 480 TOTAL FLOW = 33	Q b-c (O) = 44	COMPARISIO TO CAPACITY 7.4 CU/HR) CRITICA	N OF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.0 = 0.0 = 0.0 = 0.0	140 089 140 083

LLA CONSULTANCY LIMITED	PRIORITY JUNCTIO	N CALCULATION		INITIALS	DATE
Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office		PROJECT NO.: 40881	PREPARED BY:	SKL	Sep-23
Government Land, Shek Kong, Yuen Long	2026 Reference AM	FILENAME : J2 SKAR LA	CHECKED BY:	SLN	Sep-23
J2 Shek Kong Airfield Road / Local Access Road	1	REFERENCE NO ·	REVIEWED BY.	SLN	Sep-23
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} (Arm \ A) \\ Local \ Access \ Road \end{array} \end{array} \end{array} \\ \hline \begin{array}{c} (Arm \ A) \\ \hline \begin{array}{c} (Arm \ A) \\ Local \ Access \ Road \end{array} \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} (Arm \ B) \\ Shek \ Kong \ Airfield \ Road \\ \hline \begin{array}{c} 11 \\ 19 \\ 14 \\ \hline \end{array} \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ B) \\ 19 \\ 14 \\ \hline \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} (ARM \ C) \\ Local \ Access \ Road \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} (ARM \ C) \\ Local \ Access \ Road \end{array} \\ \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ C) \\ 19 \\ \hline \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} (ARM \ C) \\ 19 \\ \hline \end{array} \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ C) \\ 10 \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \\ \hline \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ C) \\ 10 \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \end{array} \\ \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ C) \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \end{array} $ } \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} (ARM \ C) \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \\ \hline \end{array} \end{array} \end{array} \\ \hline \end{array} \end{array} \end{array} \end{array}  } \hline \begin{array}{c} \begin{array}{c} \begin{array}{c} \end{array} \end{array} \end{array} \end{array}  \\ \hline \end{array} \end{array}	NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WID W b-a = LANE WIDTH AVAILABLE W b-c = LANE WIDTH AVAILABLE W c-b = LANE WIDTH AVAILABLE V b-a = VISIBILITY TO THE LEFT Vr b-a = VISIBILITY TO THE RIGH Vr c-b = VISIBILITY TO THE RIGH Vr c-b = VISIBILITY TO THE RIGH D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-A F = STREAM-SPECIFIC C-B Y = (1-0.0345W)	TH TO VEHICLE WAITING IN STREAM b-a TO VEHICLE WAITING IN STREAM b-c TO VEHICLE WAITING IN STREAM c-b FOR VEHICLES WAITING IN STREAM b T FOR VEHICLES WAITING IN STREAM b T FOR VEHICLES WAITING IN STREAM c	A -a -c -b		Sep-23
GEOMETRIC DETAILS: GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION O	F DESIGN FLOW		
GEOMETRIC DETAILS: GEOMETRIC FACTORS : MAJOR ROAD (ARM A)	THE CAPACITY OF MOVEMENT :	COMPARISION O TO CAPACITY:	F DESIGN FLOW		
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) D = 0.80453	THE CAPACITY OF MOVEMENT : Q b-a = 492	COMPARISION O TO CAPACITY:	F DESIGN FLOW	= 0.038	5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A)         D           W         =         3.50 (metres)           W or         =         0.80453           W or         =         0.60487           E         =         0.60487	THE CAPACITY OF MOVEMENT : Q b-a = 492 Q b-c = 448 Q b-c (O) = Q b-b = 500	COMPARISION O TO CAPACITY: 443.7	F DESIGN FLOW	= 0.038 = 0.031	5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A)         D         = $0.80453$ W cr         =         0         (metres)         E         = $0.60487$ q a-b         =         26         (pcu/hr)         F         = $0.76965$ q a-c         =         5         (pcu/hr)         Y         = $0.87925$	THE CAPACITY OF MOVEMENT : Q b-a = 492 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 472	COMPARISION O TO CAPACITY: 443.7	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	3 3 1 5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A) $W = 3.50$ (metres) $D = 0.80453$ W or = 0 (metres) $E = 0.60487$ q a-b = 26 (pcu/hr) $F = 0.76965$ q a-c = 5 (pcu/hr) $Y = 0.87925$	Q b-a         =         492           Q b-c         =         448         Q b-c (O) =           Q c-b         =         566         Q b-ac         =         472	COMPARISION O TO CAPACITY: 443.7	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	5 3 1 5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A)         D         = $0.80453$ W cr         =         0         (metres)         E         = $0.60487$ q a-b         =         26         (pcu/hr)         F         = $0.76965$ q a-c         =         5         (pcu/hr)         F         = $0.87925$ MAJOR ROAD (ARM C)         F for (Qb-ac) = $0.42424242$	Q b-a =         492           Q b-c =         448         Q b-c (O) =           Q c-b =         566           Q b-ac =         472	443.7 (PCU/HR)	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	5 3 1 5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A)         D         = $0.80453$ W cr         =         0         (metres)         E         = $0.60487$ q a-b         =         26         (pcu/hr)         F         = $0.76965$ q a-c         =         5         (pcu/hr)         F         = $0.87925$ MAJOR ROAD (ARM C)         F for (Qb-ac) = $0.42424242$ W c-b = $1.75$ (metres)           Vr c-b =         50         (metres)         Vr $0.42424242$	Q b-a =         492           Q b-c =         448         Q b-c (O) =           Q c-b =         566           Q b-ac =         472	443.7 (PCU/HR)	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	5 3 1 5
GEOMETRIC DETAILS:         GEOMETRIC FACTORS :           MAJOR ROAD (ARM A)         D         = $0.80453$ W cr         =         0         (metres)         D         = $0.80453$ W cr         =         0         (metres)         E         = $0.60487$ q a-b         =         26         (pcu/hr)         F         = $0.76965$ q a-c         =         5         (pcu/hr)         Y         = $0.87925$ MAJOR ROAD (ARM C)         F for (Qb-ac)         = $0.42424242$ W c-b = $1.75$ (metres)           Vr c-b         = $50$ (metres) $0.624$ $3.4$ (rcu/hr)	Q b-a         492           Q b-c         448         Q b-c (O) =           Q c-b         566         Q b-ac         472           TOTAL FLOW         =         88	COMPARISION O TO CAPACITY: 443.7 (PCU/HR)	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	5 3 1 3
$ \begin{array}{cccc} \textbf{GEOMETRIC DETAILS:} & \textbf{GEOMETRIC FACTORS:} \\ \hline \\ MAJOR ROAD (ARM A) & & & \\ W & = & 3.50 & (metres) & D & = & 0.80453 \\ W & cr & = & 0 & (metres) & E & = & 0.60487 \\ q & a - b & = & 26 & (pcu/hr) & F & = & 0.76965 \\ q & a - c & = & 5 & (pcu/hr) & Y & = & 0.87925 \\ \hline \\ MAJOR ROAD (ARM C) & & F & for (Qb-ac) & = & 0.42424242 \\ W & c-b & = & 1.75 & (metres) \\ Vr & c-b & = & 50 & (metres) \\ Vr & c-b & = & 50 & (metres) \\ q & c-a & = & 3 & (pcu/hr) \\ q & c-b & = & 21 & (pcu/hr) \\ \end{array} $	Q b-a =         492           Q b-c =         448         Q b-c (O) =           Q c-b =         566           Q b-ac =         472	COMPARISION O TO CAPACITY: 443.7 (PCU/HR)	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029	5 3 1 5
$ \begin{array}{rcl} \textbf{GEOMETRIC DETAILS:} & \textbf{GEOMETRIC FACTORS:} \\ \hline \\ \textbf{MAJOR ROAD (ARM A)} & & & & \\ W & = & 3.50 & (metres) & & D & = & 0.80453 \\ W & cr & = & 0 & (metres) & & E & = & 0.60487 \\ q & a - b & = & 26 & (pcu/hr) & & F & = & 0.76965 \\ q & a - c & = & 5 & (pcu/hr) & & Y & = & 0.87925 \\ \hline \\ \textbf{MAJOR ROAD (ARM C)} & & F & for (Qb-ac) & = & 0.42424242 \\ W & c-b & = & 1.75 & (metres) \\ Q & c-b & = & 3 & (pcu/hr) \\ q & c-b & = & 21 & (pcu/hr) \\ \end{array} $	D b-a =       492         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       472         TOTAL FLOW       =       88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029 = 0.029	5 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W cr       =       0       (metres)       E       = $0.60487$ q a-b       =       26       (pcu/hr)       F       = $0.76965$ q a-c       =       5       (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac) = $0.42424242$ W c-b = $1.75$ (metres)       Yr c-b = $0.42424242$ Vr c-b =       50       (metres)       q c-a = $3$ (pcu/hr)         q c-a = $3$ (pcu/hr)       MINOR ROAD (ARM B)       HINOR ROAD (ARM B)	Db-a       492         Qb-c       448       Qb-c (O) =         Qc-b       566         Qb-ac       472         TOTAL FLOW       88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029 = 0.04	5 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W cr       =       0       (metres)       D       = $0.80453$ W cr       =       0       (metres)       E       = $0.60487$ q a-b       =       26       (pcu/hr)       F       = $0.76965$ q a-c       =       5       (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac)       = $0.42424242$ W c-b       =       1.75       (metres)         q c-a       =       3       (pcu/hr)         q c-b       =       21       (pcu/hr)         MINOR ROAD (ARM B)       W b-a       2.90       (metres)	Q b-a =         492           Q b-c =         448         Q b-c (O) =           Q c-b =         566           Q b-ac =         472           TOTAL FLOW         =         88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.029 = 0.029	5 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W r       = $0$ (metres)       E       = $0.60487$ q a-b       = $26$ (pcu/hr)       F       = $0.76965$ q a-c       = $5$ (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac) = $0.42424242$ W c-b = $1.75$ (metres)       Y c-b = $0.42424242$ W c-b = $21$ (pcu/hr)       F for (Qb-ac) = $0.42424242$ W c-b = $21$ (pcu/hr)       MINOR ROAD (ARM B)       W b-a = $2.90$ (metres)         W b-a = $2.90$ (metres)       W b-c = $0.00$ (metres)	Db-a =       492         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       472         TOTAL FLOW       =       88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.037 = 0.029 = 0.04	3 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W r       =       0       (metres)       E       = $0.60487$ q a-b       =       26       (pcu/hr)       F       = $0.76965$ q a-c       =       5       (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac)       = $0.42424242$ W c-b       =       1.75       (metres)         Vr c-b       =       50       (metres)         q c-a       =       3       (pcu/hr)         MINOR ROAD (ARM B)       W       b-a       2.90       (metres)         W b-c       =       0.00       (metres)       Ub-a       5.00       (metres)         W b-c       =       0.00       (metres)       Ub-a       5.00       (metres)	THE CAPACITY OF MOVEMENT :         Q b-a =       492         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       472         TOTAL FLOW       =       88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.029 = 0.029	6 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W r       = $0$ (metres)       E       = $0.60487$ q a-b       = $26$ (pcu/hr)       F       = $0.76965$ q a-c       =       5 (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac)       = $0.42424242$ W c-b       = $1.75$ (metres)       Y c-b       = $0.42424242$ W c-b       = $1.75$ (metres)       Y c-b       = $0.42424242$ W c-b       = $1.75$ (metres)       Y c-b       = $0.42424242$ W c-b       = $2.90$ (metres)       Y c-b       = $0.42424242$ MINOR ROAD (ARM B)       W b-a       = $0.90$ (metres)       Y b-a       = $0.00$ (metres)         VI b-a       = $0.00$ (metres)       Y b-a       = $0.00$ (metres)       Y b-a         VI b-a       = $3.2$ (metres) $0.0$ $0.0$ $0.0$ $0.0$ VI b-a       = $3.2$ (metres) $0.0$ $0.0$	THE CAPACITY OF MOVEMENT : Q b-a = 492 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 472 TOTAL FLOW = 88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)	= 0.038 = 0.031 = 0.029 = 0.029	5 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W r       =       0       (metres)       E       = $0.60487$ q a-b       =       26       (pcu/hr)       F       = $0.79965$ q a-c       =       5       (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac)       = $0.42424242$ W c-b       =       1.75       (metres)         Vr c-b       =       50       (metres)         Q c-a       =       3       (pcu/hr)         Q c-b       =       2.10       (pcu/hr)         MINOR ROAD (ARM B)       W       b-a       =       2.90         W b-a       =       2.90       (metres)       Vr b-a       =       32         Vr b-a       =       32       (metres)       Vr b-a       =       32       (metres)         Vr b-a       =       32       (metres)       Vr b-a       =       32       (metres)         Vr b-a       =       32       (metres)       Vr b-a       =       32       (metres)	THE CAPACITY OF MOVEMENT : Q b-a = 492 Q b-c = 448 Q b-c (O) = Q c-b = 566 Q b-ac = 472 TOTAL FLOW = 88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane) DFC	= 0.038 = 0.031 = 0.037 = 0.029 = 0.04	5 3 1 5
GEOMETRIC DETAILS:       GEOMETRIC FACTORS :         MAJOR ROAD (ARM A)       D       = $0.80453$ W r       = $0$ (metres)       D       = $0.80453$ Q ab       = $0$ (metres)       E       = $0.60487$ Q ab       = $26$ (pcu/hr)       F       = $0.60487$ Q ab       = $26$ (pcu/hr)       F       = $0.76965$ Q ac       = $5$ (pcu/hr)       Y       = $0.87925$ MAJOR ROAD (ARM C)       F for (Qb-ac)       = $0.42424242$ W c-b       = $1.75$ (metres)       Vr c-b       = $0.42424242$ W c-b       = $0.00$ (metres)       W b-a = $2.90$ (metres)         W b-a       = $2.90$ (metres)       W b-a = $2.90$ (metres)         W b-a       = $2.90$ (metres)       W b-a = $32$ (metres)         V b-a       = $32$ (metres)       Vr b-a = $32$ (metres)         V b-a       = $32$ (metres)       Vr b-a = $32$ (metres)         V b-a       = $94$ (metres) $94$ (metres) $94$ (metres)	D-a =       492         Q b-c =       448       Q b-c (O) =         Q c-b =       566         Q b-ac =       472         TOTAL FLOW       =       88	443.7 (PCU/HR) CRITICAL	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane) DFC	= 0.038 = 0.031 = 0.037 = 0.029 = 0.04	5 3 1 5

LLA CONSULTANCY LIMITED	PRIORITY JUNCTIO	N CALCULATION		INITIALS	DATE
Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office		PROJECT NO.: 40881	PREPARED BY:	SKL	Sep-23
Government Land, Shek Kong, Yuen Long	2026 Reference PM	FILENAME : J2 SKAR LA	CHECKED BY:	SLN	Sep-23
.l2 Shek Kong Airfield Road / Local Access Road	1	REFERENCE NO ·	REVIEWED BY	SLN	Sep-23
J2 Shek Kong Airfield Road / Local Access Road (Arm A) $(Arm A)$ $(Arm C)$ $(Arm C$	NOTES : ( GEOMETRIC INPUT DATA ) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WID W b-a = LANE WIDTH AVAILABLE W b-c = LANE WIDTH AVAILABLE W c-b = LANE WIDTH AVAILABLE V b-a = VISIBILITY TO THE LEFT Vr b-a = VISIBILITY TO THE RIGH Vr c-b = VISIBILITY TO THE RIGH D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)	DTH TO VEHICLE WAITING IN STREAM b-a TO VEHICLE WAITING IN STREAM b-c TO VEHICLE WAITING IN STREAM b-c FOR VEHICLES WAITING IN STREAM b-a T FOR VEHICLES WAITING IN STREAM b- T FOR VEHICLES WAITING IN STREAM b- T FOR VEHICLES WAITING IN STREAM c-	REVIEWED BY:	SLN	Sep-23
GEOMETRIC DETAILS: GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF TO CAPACITY:	F DESIGN FLOW		
MAJOR ROAD (ARM A)	o		DECL		
W = 3.50 (metres) $D = 0.80453W cr = 0$ (metres) $E = 0.60487$	Q b a = 500 Q b c = 449 Q b c (Q) = -100	447 4	DFC b-c	= 0.014	9
$g_{a-b} = 11 (p_{cu/hr}) F = 0.76965$	$Q_{c-b} = 570$		DFC c-b	= 0.014	0
q a - c = 2 (pcu/hr) Y = 0.87925	Q b-ac = 480		DFC b-c (share lane)	= 0.008	3
MAJOR ROAD (ARM C) F for (Qb-ac) = 0.36363636 W c-b = 1.75 (metres) Vr c-b = 50 (metres) g c-a = 2 (pcu/hr)	TOTAL FLOW = 34	(PCU/HR)			
q c-b = 8 (pcu/hr)					
MINOR ROAD (ARM B) W b-a = 2.90 (metres) W b-c = 0.00 (metres) VI b-a = 50 (metres) Vr b-a = 32 (metres) Vr b-c = 322 (metres)		CRITICAL	DFC	= 0.01	

	ONSULTANCY	PRIORITY JUNCTION CALCULATION					INIT	TIALS	DATE		
Proposed Tempora	ary Open Storage of Electric '			PROJECT NO .:	40881	PREPARED BY:	s	SKL	Sep-23		
Government Land, Shek Kong, Yuen Long J2 Shek Kong Airfield Road / Local Access Road			2026 Des	sign AM	FILENAME :	J2_SKAR_LA	CHECKED BY:	s	SLN	Sep-23	
				•	REFERENCE N	10.:	REVIEWED BY:	s	SLN	Sep-23	
$\begin{array}{c} J2  \text{Shek Kong Airfield Road / Local Access Road} \\ \hline \\ (Arm A) \\ (Arm A) \\ (Arm A) \\ (Arm A) \\ (Carm A) \\ (Carm$			NOTES : (GEOMETRIC IN W = MA W cr = CEI W b-a = LAN W b-c = LAN W b-b = LAN W t-b = VIS Vr b-a = VIS Vr b-a = VIS Vr c-b = VIS D = STT E = STF F = STF Y = (1-C	IPUT DATA ) JOR ROAD WIDTH NTRAL RESERVE WID NE WIDTH AVAILABLE NE WIDTH AVAILABLE SIBILITY TO THE LEFT SIBILITY TO THE RIGH SIBILITY TO THE RIGH REAM-SPECIFIC B-A REAM-SPECIFIC B-C REAM-SPECIFIC C-B 0.0345W)	DTH TO VEHICLE WAITIN TO VEHICLE WAITIN FOR VEHICLES WAIT T FOR VEHICLES WAI T FOR VEHICLES WAI T FOR VEHICLES WAI	G IN STREAM b-a G IN STREAM b-c G IN STREAM c-b ING IN STREAM b-a ITING IN STREAM b- ITING IN STREAM b ITING IN STREAM c	a -a -C -C- -D	·			
GEOMETRIC DETAIL	LS:	GEOMETRIC FACTORS :		THE CAPACITY OF MOVE!	MENT :		COMPARISION O	F DESIGN FLOW			
GEOMETRIC DETAIL	LS: AD (ARM A)	GEOMETRIC FACTORS :		THE CAPACITY OF MOVE	MENT :		COMPARISION O TO CAPACITY:	F DESIGN FLOW			
GEOMETRIC DETAIL MAJOR ROA W =	LS: AD (ARM A) 3.50 (metres)	GEOMETRIC FACTORS : D =	0.80453	THE CAPACITY OF MOVEN Q b-a =	<b>MENT</b> : 492		COMPARISION O TO CAPACITY:	F DESIGN FLOW	_	0.0427	
GEOMETRIC DETAIL MAJOR ROA W = W cr =	LS: AD (ARM A) 3.50 (metres) 0 (metres)	GEOMETRIC FACTORS : D = E =	0.80453 0.60487	THE CAPACITY OF MOVE! Q b-a = Q b-c =	<b>MENT</b> : 492 448 Q b-c (O) =	443.2	COMPARISION O TO CAPACITY:	F DESIGN FLOW	=	0.0427 0.0313	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = g a-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr)	GEOMETRIC FACTORS : D = E = F = Y =	0.80453 0.60487 0.76965 0.87925	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac =	MENT : 492 448 Q b-c (O) = 565 473	443.2	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-c (share Jane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr)	GEOMETRIC FACTORS :           D         =           E         =           F         =           F         =           Y         =	0.80453 0.60487 0.76965 0.87925	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac =	MENT : 492 448 Q b-c (O) = 565 473	443.2	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C)	GEOMETRIC FACTORS :           D         =           E         =           F         =           Y         =           F for (Qb-ac)         =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = Q c-2 =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 3 (pcu/hr)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR RO/ W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres) 0.00 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296 0.04	
GEOMETRIC DETAIL MAJOR RO/ W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c = Vl b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres) 50 (metres) 50 (metres) 50 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR RO/ W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres) 50 (metres) 50 (metres) 32 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR RO/ W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) AD (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres) 0.00 (metres) 32 (metres) 32 (metres)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0427 0.0313 0.0372 0.0296	
GEOMETRIC DETAIL MAJOR RO/ W = W cr = q a-b = q a-c = MAJOR ROA W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a = q b-a =	LS: AD (ARM A) 3.50 (metres) 0 (metres) 28 (pcu/hr) 5 (pcu/hr) ND (ARM C) 1.75 (metres) 50 (metres) 3 (pcu/hr) 21 (pcu/hr) D (ARM B) 2.90 (metres) 50 (metres) 50 (metres) 32 (metres) 32 (metres) 31 (pcu/hr)	GEOMETRIC FACTORS : D = E = F = Y = F for (Qb-ac) =	0.80453 0.60487 0.76965 0.87925 0.4	THE CAPACITY OF MOVEN Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	MENT : 492 448 Q b-c (O) = 565 473 = 92	443.2 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane) DFC		0.0427 0.0313 0.0372 0.0296	

LLA CONSULTANCY LIMITED					PRIORITY	JUNCTIO	N CALCU	LATION		INIT	IALS	DATE
Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office							PROJECT NO.	: 40881	PREPARED BY:	s	KL	Sep-23
Government Land, Shek Kong, Yuen Long			2026 De	sian PM	FILENAME :	J2 SKAR LA	CHECKED BY:	s	LN	Sep-23		
				0	REFERENCE	NO ·	REVIEWED BY	s	IN	Sep-23		
(Arm A) Local Access	Road	(ARM B) Shek Kong Airfield Road [1] [2] 9 4 4		N	NOTES : (GEOMETRIC W = M W cr = C W b-a = L W b-c = L W c-b = L V b-c = N V b-a = N Vr b-a = N Vr b-c = N	INPUT DATA ) MAJOR ROAD WIDTH ENTRAL RESERVE WI ANE WIDTH AVAILABLI ANE WIDTH AVAILABLI 'ISIBILITY TO THE LEFT 'ISIBILITY TO THE RIGF 'ISIBILITY TO THE RIGF 'ISIBILITY TO THE RIGF	DTH E TO VEHICLE WAITIN E TO VEHICLE WAITIN F TO VEHICLE WAITIN T FOR VEHICLES WAI IT FOR VEHICLES WAI IT FOR VEHICLES WAI T FOR VEHICLES WAI	IG IN STREAM b-a IG IN STREAM b-c IG IN STREAM c-b TING IN STREAM b- ITING IN STREAM b ITING IN STREAM b	a Ha Ha Ho			
[6] <u>13</u> [5] <u>2</u>	] 			ss Road 3 [3] 2 [4]	D = S E = S F = S Y = (	TREAM-SPECIFIC B-A STREAM-SPECIFIC B-C STREAM-SPECIFIC C-B 1-0.0345W)			-			
EOMETRIC DETAIL	S:	GEOMETRIC	C FACTORS :		THE CAPACITY OF MOV	'EMENT :		COMPARISION O TO CAPACITY:	F DESIGN FLOW			
EOMETRIC DETAIL	<b>S</b> : D (ARM A)	GEOMETRI	C FACTORS :		THE CAPACITY OF MOV	'EMENT :		COMPARISION O TO CAPACITY:	F DESIGN FLOW			
EOMETRIC DETAIL MAJOR ROA W = W cr =	S: D (ARM A) 3.50 (m 0 (m	GEOMETRI	<b>D</b> = 0.	80453	Q b-a =	<b>ΈΜΕΝΤ</b> : 499 449 Ο h-c (Ο) =	447	COMPARISION O TO CAPACITY:	IF DESIGN FLOW	=	0.0180	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b =	<b>.S:</b> D (ARM A) 3.50 (m 0 (m 13 (pr	GEOMETRI etres) etres) su/hr)	C FACTORS : D = 0. E = 0. F = 0.	80453 60487 76965	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b =	<b>'EMENT</b> : 499 449 Q b-c (O) = 570	447	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b	=	0.0180 0.0089 0.0140	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c =	<b>.S</b> : D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr	GEOMETRI etres) etres) cu/hr) cu/hr)	D = 0. E = 0. F = 0. Y = 0.	80453 60487 76965 87925	C b-a = Q b-a = Q b-c = Q c-b = Q b-ac =	<b>'EMENT</b> : 499 449 Q b-c (O) = 570 482	447	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = = =	0.0180 0.0089 0.0140 0.0083	
MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b =	.S: .D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 50 (m 2 (pr 8 (pr	GEOMETRIC etres) cu/hr) cu/hr) F fc etres) etres) cu/hr) cu/hr)	D = 0. E = 0. F = 0. Y = 0. Y = 0. or (Qb-ac) = 0.307	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>'EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	PF DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083	
MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b =	.S: .D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 50 (m 2 (pr 8 (pr	GEOMETRIC etres) cu/hr) cu/hr) F fc etres) etres) cu/hr) cu/hr)	D = 0. E = 0. F = 0. Y = 0. Y = 0. or (Qb-ac) = 0.307	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	
MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL	.S: .D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 2 (pr 50 (m 2 (pr 8 (pr 0 (ARM B))	GEOMETRIC etres) cu/hr) cu/hr) F fc etres) etres) cu/hr) cu/hr)	D = 0. E = 0. F = 0. Y = 0. Y = 0. or (Qb-ac) = 0.307	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>'EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0180 0.0089 0.0140 0.0083 0.0083	
MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAE W c-b = Vr c-b = q c-a = q c-b = MINOR ROAE W b-a =	S: D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 50 (m 2 (pr 8 (pr 8 (pr 0 (ARM B) 2.90 (m	GEOMETRI etres) su/hr) su/hr) cu/hr) etres) etres) su/hr) su/hr) su/hr)	D = 0. E = 0. F = 0. Y = 0. Y = 0.	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>'EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Y c-b = q c-b = q c-b = MINOR ROAL W b-a = W b-c =	S: D (ARM A) 3.50 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 50 (m 2 (pr 8 (pr 0 (ARM B) 2.90 (m 0.00 (m	GEOMETRI etres) cu/hr) cu/hr) etres) etres) cu/hr) cu/hr) etres) etres)	D = 0. E = 0. F = 0. Y = 0. Y = 0.	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC b-c DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-b = q c-b = MINOR ROAL W b-a = W b-c = VI b-a =	S: D (ARM A) 3.50 (m 0 (m 13 (pr 2 (pr D (ARM C) 1.75 (m 50 (m 2 (pr 6 (pr 0 (ARM B) 2.90 (m 0.00 (m 50 (m) 0.00 (m) 0.0	GEOMETRIC etres) cu/hr) cu/hr) etres) etres) etres) etres) etres) etres)	D = 0. E = 0. F = 0. Y = 0. Y = 0.	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)	= = =	0.0180 0.0089 0.0140 0.0083 0.0083	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-a = q c-b = MINOR ROAL W b-a = W b-c = Vr b-a = Vr b-a =	S: D (ARM A) 3.50 (m 0 (m 13 (p) 2 (p) D (ARM C) 1.75 (m 50 (m 2 (p) 4.75 (p) 0 (ARM B) 2.90 (m 0.00 (m 50 (m 3.2 (m) 3.50 (m) 3.	GEOMETRIC etres) etres) cu/hr) cu/hr) etres) etres) etres) etres) etres) etres) etres) etres) etres)	D = 0. E = 0. F = 0. Y = 0. Y = 0.	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-b = MINOR ROAL W b-a = W b-c = VI b-a = Vr b-a = Vr b-a =	S: D (ARM A) 3.50 (m 0 (m 13 (p/ 2 (p/ D (ARM C) 1.75 (m 50 (m 2 (p/ 8 (p/ 0 (ARM B)) 2.90 (m 0.00 (m 50 (m 32 (m 32 (m)	GEOMETRIC etres) etres) cu/hr) cu/hr) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres)	D = 0. E = 0. F = 0. Y = 0. Y = 0.	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	F DESIGN FLOW DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	
EOMETRIC DETAIL MAJOR ROA W = W cr = q a-b = q a-c = MAJOR ROAL W c-b = Vr c-b = q c-b = MINOR ROAL W b-a = W b-c = Vr b-a = Vr b-a = Vr b-a = Vr b-a =	S: D (ARM A) 3.50 (m 0 (m 13 (p/ 2 (p/ D (ARM C) 1.75 (m 50 (m 2 (p/ 8 (p/ 0 (ARM B) 2.90 (m 0.000 (m 3.2 (m 3.2 (m 9 (p/)	GEOMETRIC etres) etres) cu/hr) cu/hr) F fc etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres) etres)	D = 0. E = 0. F = 0. Y = 0. Y = 0. or (Qb-ac) = 0.307	80453 60487 76965 87925 69231	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = TOTAL FLOW	<b>EMENT</b> : 499 449 Q b-c (O) = 570 482 = 38	447 (PCU/HR)	COMPARISION O TO CAPACITY:	DFC b-a DFC b-c DFC c-b DFC b-c (share lane)		0.0180 0.0089 0.0140 0.0083 0.0083	

# **Annex B**

# **Repalcement Pages of Drainage Impact Assessment**

# **List of Figures**

Figure 2.1	Site Location and its Environs
Figure 3.1	Identified Catchment Areas
Figure 3.2	Drainage Proposal
Figure 3.3	Typical Design of Catchpit and U-Channel
Figure 3.4	Typical Design of Sand Trap

# List of Tables

Table 3.1	Existing and Proposed Catchment Properties
Table 3.2	Estimated Runoff of the Existing Land Use and the Proposed Land Use
Table 3.3	Estimated Runoff and Capacities of the Channels

# List of Appendices

Appendix A	Location of the Project Site

- Appendix B Detailed Drainage Analysis
- Appendix C Aerial Photos
- Appendix D Site Photo Records

С	0.0684	0.0684
D	0.0023	0.0023
Total Runoff m <sup>3</sup> /s	0.4428	0.4428

From the results, there is no overall change in the total paved area due to the land use changes, hence, there is no increase in surface runoff arising from the land use changes. As such, it is anticipated that there is no adverse drainage impact to the existing drainage system after implementation of the land use changes.

### 3.4 Assessment Results

In order to effectively collect runoff from the project site and runoff from the land lots (Site B and C) located immediately south of the Site which are also owned by the Project Proponent, a series of concrete lined U-channels will be proposed at the perimeter of the Site. Surface runoff within the Site will be collected by a series of U-channels. As U-channel U2-U3 and U8-U9 will serve surface runoff from part of Catchment A. Therefore, it is assumed U-channel U2-U3 and U8-U9 will serve 50% runoff from Catchment A to demonstrate the worst-case scenario. The collected surface runoff will be finally discharged into the existing natural stream via a proposed U-channel (C1). Figure 3.2 shows the proposed U-channels and the discharge point of the Site. The typical design of proposed sand trap, catchpit and U-channel are presented in Figure 3.3 - 3.4.

The capacities of the proposed U-channels have been checked by comparing with magnitudes of different combinations of the catchments. For the worst-case scenario, value used for calculating U-channel by using Manning's Equation was assumed to be 0.016 (fair condition for concrete-lined U-channels).

Runoffs and capacities of the proposed U-channels at the perimeter of the Site were estimated and tabulated in Table 3.3.

Concerned Location	Diameter, m	Depth, m	Gradient	Capacity, m³/s	Catchment Runoff, m³/s	Sufficient Capacity?
U-Channel U1	<mark>0.150</mark>	<mark>0.150</mark>	<mark>1:300</mark>	0.010	0.002 (Catchment D)	Y
U-Channel U2	0.450	<mark>0.450</mark>	1:200	0.232	0.172 (Catchment A (50%) & D)	Y
U-Channel U3	0.450	<mark>0.450</mark>	1:200	0.232	0.172 (Catchment A (50%) & D)	Y
U-Channel U4	0.225	0.225	1:100	0.052	0.032 (Catchment B)	Y
U-Channel U5	0.300	0.300	1:50	0.157	0.101 (Catchment B & C)	Y

#### Table 3.3 Estimated Runoff and Capacities of the Channels

U-Channel U6	0.300	0.300	1:50	0.157	0.101 (Catchment B & C)	Y
U-Channel U7	0.300	<mark>0.300</mark>	1:50	0.157	0.101 (Catchment B & C)	Y
U-Channel U8	0.450	0.450	1:50	0.464	0.271 (Catchment A (50%) & B & C)	Y
U-Channel U9	0.450	<mark>0.450</mark>	1:50	0.464	0.271 (Catchment A (50%) & B & C)	Y
U-Channel C1	0.450	<mark>0.450</mark>	1:20	0.733	0.443 (Catchment A - D)	Y

With the provision of the proposed drainage system for eventual discharge into the existing natural stream via the proposed U-channels as shown Figure 3.2, the proposed development would not cause adverse drainage impacts or increase in the flooding susceptibility of the surrounding areas.

## 3.5 Recommendation

Upon detailed design stage, the Project Proponent will appoint engineer and contractor to design and to construct the proposed drainage system. The detailed arrangement of the proposed drainage system and drainage connections will be further investigated at the detailed design. Detailed information of the proposed drainage system will be prepared and submitted to DSD and relevant parties during the detailed design stage.







Rev. 0

### A. Calculation of Runoff (Before Land Use Changed)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m³/s
А	100% Concrete	4,940.0	0.00494	0.19	30.7	2.66	2.66	2.66	451.3	2.5	0.34	260	0.95	0.004693	0.3397
В	100% Concrete	518.9	0.00052	0.73	53.5	4.41	4.41	4.41	451.3	2.5	0.34	236	0.95	0.000493	0.0323
С	100% Concrete	1,119.7	0.00112	0.32	53.3	4.80	4.80	4.80	451.3	2.5	0.34	231	0.95	0.001064	0.0684
D	100% Concrete	51.8	0.00005	0.19	115.8	15.80	15.80	15.80	451.3	2.5	0.34	170	0.95	0.000049	0.0023
			·	·	•		•	•	•	•	•		•	Total	0.4428

#### B. Calculation of Runoff (After Land Use Changed to Electric Vehicles Storage)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m³/s
A	100% Concrete	4,940.0	0.00494	0.19	30.7	2.66	2.66	2.66	451.3	2.5	0.34	260	0.95	0.004693	0.3397
В	100% Concrete	518.9	0.00052	0.73	53.5	4.41	4.41	4.41	451.3	2.5	0.34	236	0.95	0.000493	0.0323
С	100% Concrete	1,119.7	0.00112	0.32	53.3	4.80	4.80	4.80	451.3	2.5	0.34	231	0.95	0.001064	0.0684
D	100% Concrete	51.8	0.00005	0.19	115.8	15.80	15.80	15.80	451.3	2.5	0.34	170	0.95	0.000049	0.0023
		•	-	•	•		•		•	·	•		•	Total	0.4428

### C. Capacity Flow Estimation and Adequacy Check for Existing Drainage System

Point (channel no.)	Shape	Diameter, m	Depth, m	Slope	Length, m	Manning's roughness coefficient	Cross Section Area m <sup>2</sup>	Wetted perimeter, m	Hydraulic radius, m	Mean velocity, m/s	Capacity flow, m <sup>3</sup> /s	Catchments Served	Runoff, m³/s	% of capacity flow	Sufficient Capacity? (Y/N)
U1	U-Channel	0.150	0.150	0.003	30	0.016	0.020	0.386	0.05	0.50	0.010	D	0.002	23%	Y
U2	U-Channel	0.450	0.450	0.005	<mark>35</mark>	0.016	<mark>0.181</mark>	<mark>1.157</mark>	0.16	<mark>1.28</mark>	0.232	50% A and D	0.172	<mark>74%</mark>	Y
U3	U-Channel	0.450	0.450	0.005	28	0.016	<mark>0.181</mark>	<mark>1.157</mark>	0.16	<mark>1.28</mark>	0.232	50% A and D	0.172	<mark>74%</mark>	Y
U4	U-Channel	0.225	0.225	0.010	34	0.016	0.045	0.578	0.08	1.14	0.052	В	0.032	63%	Y
U5	U-Channel	0.300	0.300	0.020	27	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
U6	U-Channel	0.300	0.300	0.020	8	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
U7	U-Channel	0.300	0.300	0.020	18	0.016	0.080	0.771	0.10	1.96	0.157	B and C	0.101	64%	Y
U8	U-Channel	0.450	0.450	0.020	28	0.016	<mark>0.181</mark>	<mark>1.157</mark>	0.16	2.56	0.464	50% A , B and C	0.271	<mark>58%</mark>	Y
U9	U-Channel	0.450	0.450	0.020	17	0.016	<mark>0.181</mark>	<mark>1.157</mark>	0.16	2.56	0.464	50% A , B and C	0.271	<mark>58%</mark>	Y
C1	U-Channel	0.450	0.450	0.050	3	0.016	0.181	1.157	0.16	4.05	0.733	A - D	0.443	60%	Y

Note:

Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual - Planning, Design and Management" (SDM), Fifth edition, Jan 2018.

#### **Equations Used**

$$t_{0} = \frac{0.14465L}{H^{0.2}A^{0.1}} \qquad t_{c} = t_{0} + t_{f} \qquad i = \frac{a}{(t_{d} + b)^{c}} \qquad Q_{p} = 0.278 C i A$$

Appendix Ie of RNTPC Paper No. A/YL-SK/350A

By Email and Hand

Our Ref: S3091/DD106SK/23/007Lg

17 November 2023

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



PLANNING LIMITED 規劃顧問有限公司

UNIT K, 16/F, MG TOWER 133 HOI BUN ROAD, KWUN TONG KOWLOON, HONG KONG 九龍觀塘海濱道 133號

萬兆豐中心16樓K室 電話TEL (852) 3426 8451 傳真FAX (852) 3426 9737 電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

#### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" Zone Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350) - Further Information No. 3 -

Reference is made to the captioned S16 Planning Application which is deferred by the Town Planning Board ("TPB") at its meeting on 27 October 2023 and the comments from Drainage Services Department ("DSD") conveyed by Fanling, Sheung Shui and Yuen Long East District Planning Office via email on 12 October 2023.

To address the comments received, we submit herewith a table containing the responses to the comments together with the revised Drainage Impact Assessment (**Annex A** refers) for the consideration of DSD.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned at

Thank you for your kind attention.

Yours faithfully For and on behalf of KTA PLANNING LTD

Kitty Wong

Encl. Responses-to-Comments table with Annex A (70 hardcopies)

cc. DPO/FSYLE – Ms Margaret Szeto (by Email) DSD – Mr Jeff Tse (by Email) Applicant and Team

KW/FL/vy



### Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "Agriculture" zone, Lot Nos. 987 and 988 in DD106 and Adjoining Government Land, Shek Kong, Yuen Long (Planning Application No. A/YL-SK/350)

#### Comments Forwarded from Fanling, Sheung Shui and Yuen Long East District Planning Office

Cor	nments	Responses
Cor (Co	nments from Drainage Services Department (Received on 12 October 202 ntact Person: Mr Jeff TSE, Tel: 2300 1627)	3)
(1)	The cover levels and invert levels of the proposed U channel, each catchpit and sand traps should be shown on the drainage plan.	The cover levels and invert levels of the proposed U channel, catchpit and sand traps are indicated at the updated Figure 3.2.
(2)	Cross sections showing the existing and proposed ground levels of the captioned site with respect to the adjacent areas should be given.	Please refer to the Sections A and B of Figure 3.3 for the cross sections showing the existing and proposed ground levels of the Site. There will not be any changes on the ground levels.
(3)	Please clarify whether the existing natural watercourse will be affected or not.	It is clarified that the existing natural watercourse will not be affected by the Proposed Development. Since the total catchment area and paved area remain unchanged, no surface runoff will be increased.
(4)	The existing watercourse, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by this office. The applicant should identify the owner of the existing drainage facilities and obtain consent from the owner prior to commencement of the proposed works. In the case that it is a local village drains, DO/YL should be consulted.	Noted. Comments from DO/YL's will be sought.
(5)	Further to (4) above, since there is no record of the said discharge path, please provide site photos to demonstrate its presence and existing condition.	Please refer to the Appendix C for the photos of the existing discharge holes and existing natural stream.
(6)	Sand trap or provision alike should be provided before the collected runoff is discharged to the public drainage facilities.	Noted. The sand trap will be provided together with the terminal manhole to collect sediments before discharging to the existing watercourse.
Com		

Compiled by: KTA Date: 17 November 2023 File Ref: 20231117 A YL SK 350 FI3 V01

# **Annex A**

# **Revised Drainage Impact Assessment**



Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" Zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

**Drainage Impact Assessment Report** 

Reference: P114/R01 Issue 3 Date: 16 November 2023 Confidential



Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and Ancillary Site Office for a Period of 3 Years in "AGR" zone at Lot No. 987 and Lot No. 988 in DD 106 and Adjoining Government Land, Shek Kong, Yuen Long

# **Drainage Impact Assessment Report**

Reference: P114/R01 Issue 3

Date: 16 November 2023

Issue	Status	Prepared By	Date	Checked by	Date	Approved By	Date
1	Final	Emily Tang	15/6/2023	Patrick Ip	15/6/2023	Patrick Ip	15/6/2023
2	Review	Emily Tang	16/11/23	Patrick Ip	16/11/23	Patrick Ip	16/11/23

23/F Wui Tat Centre, 55 Connaught Road West, Hong Kong Tel: (852) 3114 1144

Urban Green Consultants Ltd. assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to any third parties. Urban Green Consultants Ltd. also assumes no responsibility and shall not be liable for any loss, damage or expense caused by reliance on the information or advice in this document to the client unless the same is proved to have arisen solely from the negligence or wilful default of Urban Green Consultants Ltd in which case our contractual limit of liability shall apply.

# Contents

1	Intr	oduction	3				
	1.1	Background	3				
	1.2	Study Objectives	3				
	1.3	Report Structure	3				
2	Site Context						
	2.1	Site Characteristic and Proposed Uses	4				
	2.2	Existing Drainage Condition	4				
3	Dra	5					
	3.1	Assessment Methodology and Assumptions	5				
	3.2	Design Parameters	6				
	3.3	Estimated Existing and Future Runoff	6				
	3.4	Assessment Results	7				
	3.5	Recommendation	8				

# 4 Conclusion

9

# List of Figures

Figure 2.1	Site Location and its Environs
Figure 3.1	Identified Catchment Areas
Figure 3.2	Drainage Proposal
Figure 3.3	Cross Section
Figure 3.4	Typical Design of Catchpit and U-Channel

# List of Tables

Table 3.1	Existing and Proposed Catchment Properties
Table 3.2	Estimated Runoff of the Existing Land Use and the Proposed Land Use
Table 3.3	Estimated Runoff and Capacities of the Channels

# List of Appendices

Appendix A	Location of the Project Site
Appendix B	Detailed Drainage Analysis
Appendix C	Site Photo Records
Appendix D	Topographical Survey

# **1** Introduction

# 1.1 Background

This Drainage Impact Assessment is prepared in support of a Section 16 Planning Application for the temporary open storage of electric vehicles with charging facilities and ancillary site office at lot nos. 987 and 988 in DD106 and adjoining Government Land, Shek Kong. The Application Site falls within an area zoned ed "Agriculture" ("AGR") on the Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9.

The Application Site has an area of about 4,940m<sup>2</sup>, Shek Kong Airfield Road and Kam Tin River are located to its north, some temporary structures are to its east and west, uncultivated land to its south, while to its further east and west are village houses in Shui Lau Tin and The Scenicwoods, respectively. The Application Site is currently occupied by open storage uses. Figure 2.1 shows the Site location and its environs.

This Planning Application seeks approval from the Town Planning Board (TPB) for temporary open storage for electric vehicles with charging facilities.

Due to the concerns of possible drainage impact arising from the change of uses, Urban Green Consultants Limited (UGC) has been commissioned by the Project Proponent to conduct a Drainage Impact Assessment (DIA) to demonstrate the acceptability of drainage impact upon the surrounding environment.

## 1.2 Study Objectives

The objectives of this DIA are to assess the possible drainage impacts may be caused by the proposed development and to recommend the mitigation measures to alleviate such impacts if necessary.

### 1.3 Report Structure

The remaining chapters of this report are shown below:

Chapter 2 – Site Context

Chapter 3 – Drainage Analysis

Chapter 4 - Conclusion

# 2 Site Context

### 2.1 Site Characteristic and Proposed Uses

The project site covers an area of about 4,940m<sup>2</sup> and a natural stream which connects to Kam Tin River is located immediately south of the site. The site is currently served as temporary open storage area. According to the site visit and site photos, the site is fully paved. The location plan of the application site is presented in Appendix A.

### 2.2 Existing Drainage Condition

A site survey was conducted on 01 May and 18 August 2023 to collect the updated information of the drainage characteristics, catchments, topography and existing drainage facilities in the vicinity. The land-based survey was conducted with reference to the Geoinfo Map to identify the existing drainage facilities, flow path and the surface type within the Site and its surroundings.

Based on the Geoinfo Map, an open channel (SCP1007940) is located at the north of the site. A natural stream is located at the south to the site. As mentioned above, existing surface characteristic of the site area is found to be fully paved as it is currently occupied by the open storage uses. The topography of the Site is generally flat and currently situated with levels ranging from +12.74 to+15.02 mPD (Appendix D refers). In general, the direction of surface runoff should flow from northeast to southwest (i.e. toward the existing watercourse). The finished ground levels of the project site remain as existing levels. Hence, there is no change in the flow direction.

According to the site survey and checking of drainage plans from Drainage Services Department (DSD) revealed that the Site is not currently served by any form of DSD's drainage facility. Based on the site survey, existing discharge holes located at the southwest fence wall of the site connecting to the natural stream which connecting Kam Tin River. All surface runoff from the site will be discharged to the natural stream. The photo records of the natural stream and existing discharge holes are presented in Appendix C. The existing drainage system and catchment plan under existing condition are presented in Figure 3.1.

# **3 Drainage Analysis**

## 3.1 Assessment Methodology and Assumptions

This DIA has adopted the Rational Method for runoff estimation:

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

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

The details of the Rational Method can be referred to the *Stormwater Drainage Manual* (SDM) (DSD, 2018).

Based on a 1:50 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.

The assumptions of this DIA are summarised below:

- Rainstorm return period 1 in 50 years
- Runoff coefficient for concrete-paved area 0.95
- Runoff coefficient for flatted grassland (heavysoil) 0.25

The existing paving condition of the Site has runoff coefficients of 0.95 for concrete which are adopted in this DIA. In this assessment, catchment area and paving condition are compared to identify the potential drainage impact.

## 3.2 Design Parameters

6 catchments (Catchments A-F) were identified based on the geographical characteristics of the Site as shown in Figure 3.1. The surface runoff within the Site area will be collected by the existing discharge hole and discharged into the natural stream.

The surface runoff from relevant catchment has been estimated and presented in Appendix B.

## 3.3 Estimated Existing and Future Runoff

The surface characteristics of the on-site catchments area (i.e. Catchment A-F) of the existing condition and proposed conditions are summarised in Table 3.1.

### Table 3.1 Existing and Proposed Catchment Properties

	Existing Catchn	nent Properties	Proposed Catchment Properties (S16 scheme)			
On-Site Catchment Area	Soft Landscape	Concrete	Soft Landscape	Concrete		
A	0%	100%	0%	100%		
В	0%	100%	0%	100%		
С	0%	100%	0%	100%		
D	0%	100%	0%	100%		
E	0%	100%	0%	100%		
F	0%	<mark>100%</mark>	<mark>0%</mark>	<mark>100%</mark>		

As summarised above, the concrete paving area for on-site catchment remains unchanged for the site after the planning application. the total catchment area and paved area remains unchanged after the planning application, no additional runoff will be induced by the land use changes. The estimated runoff from the existing land use and the proposed land use is summarised in Table 3.2.

On-Site Catchment	Estimated Runoff, m³/s						
Area	Existing Land Use	Proposed Land Use					
A	<mark>0.1592</mark>	<mark>0.1592</mark>					
В	<mark>0.1796</mark>	<mark>0.1796</mark>					
C	0.0302	0.0302					
D	0.0733	0.0733					
E	0.0028	0.0028					
F	0.0067	0.0067					
Total Runoff m <sup>3</sup> /s	<mark>0.4518</mark>	<mark>0.4518</mark>					

# Table 3.2Estimated Runoff of the Existing Land Use and the Proposed<br/>Land Use

From the results, there is no overall change in the total paved area due to the land use changes, hence, there is no increase in surface runoff arising from the land use changes. As such, it is anticipated that there is no adverse drainage impact to the existing drainage system after implementation of the land use changes.

### 3.4 Assessment Results

In order to effectively collect runoff from the project site and runoff from the land lots (Site C, D, E and F) located immediately east and northwest of the Site, a series of concrete lined U-channels will be proposed at the perimeter of the Site. Surface runoff within the Site will be collected by a series of U-channels. U-channel U1 will handle surface runoff from Catchment E, and U-channel U2 and U3 will service Catchment E and A. Catchment F is a pond structure area, runoff from this area will be discharged directly to Catchpit M4. Surface runoff from Catchment A, E and F will be collected by U-channel U4. Catchment C will be served by U-channel U5. U-channel U6-U8 will collect runoff from Catchment C and D. And U-channel U9 will handle runoff from Catchment B, C and D. The collected surface runoff will be finally discharged into the existing natural stream via a proposed U-channel (U10). Sand trap will be provided together with the terminal manhole to collect sediments before the collected runoff is discharged to the existing watercourse. Figure 3.2 shows the proposed U-channels and the discharge point of the Site. The typical design of proposed catchpit and U-channel are presented in Figure 3.4.

The capacities of the proposed U-channels have been checked by comparing with magnitudes of different combinations of the catchments. For the worst-case scenario, value used for calculating U-channel by using Manning's Equation was assumed to be 0.016 (fair condition for concrete-lined U-channels).

Runoffs and capacities of the proposed U-channels at the perimeter of the Site were estimated and tabulated in Table 3.3. Detailed calculations are presented in Appendix B.

Concerned Location	Diameter, m	Depth, m	Gradient	Capacity, m³/s	Catchment Runoff, m³/s	Sufficient Capacity?
U-Channel U1	0.150	0.150	1:300	<mark>0.010</mark>	0.003 (Catchment E)	Y
U-Channel U2	0.450	0.450	1:200	<mark>0.232</mark>	0.162 (Catchment A & E)	Y
U-Channel U3	0.450	0.450	1:200	<mark>0.232</mark>	0.162 (Catchment A & E)	Y
U-Channel U4	0.450	0.450	1:200	<mark>0.232</mark>	0.169 (Catchment A, E& F)	Y
U-Channel U5	0.225	0.225	<mark>1:150</mark>	<mark>0.042</mark>	0.030 (Catchment C)	Y
U-Channel U6	0.300	0.300	<mark>1:70</mark>	<mark>0.133</mark>	0.103 (Catchment C & D)	Y
U-Channel U7	0.300	0.300	<mark>1:70</mark>	<mark>0.133</mark>	0.103 (Catchment C & D)	Y
U-Channel U8	0.300	0.300	<mark>1:70</mark>	<mark>0.133</mark>	0.103 (Catchment C & D)	Y
U-Channel U9	0.450	0.450	<mark>1:80</mark>	<mark>0.366</mark>	0.283 (Catchment B - D)	Y
U-Channel U10	0.450	0.450	<mark>1:30</mark>	<mark>0.598</mark>	0.452 (Catchment A - F)	Y

 Table 3.3
 Estimated Runoff and Capacities of the Channels

With the provision of the proposed drainage system for eventual discharge into the existing natural stream via the proposed U-channels as shown Figure 3.2, the proposed development would not cause adverse drainage impacts or increase in the flooding susceptibility of the surrounding areas.

## 3.5 Recommendation

Upon detailed design stage, the Project Proponent will appoint engineer and contractor to design and to construct the proposed drainage system. The detailed arrangement of the proposed drainage system and drainage connections will be further investigated at the detailed design. Detailed information of the proposed drainage system will be prepared and submitted to DSD and relevant parties during the detailed design stage.

# 4 Conclusion

A Drainage Impact Assessment (DIA) has been conducted for the proposed land use change in Shek Kong. There is no change in the total paved area due to the land use changes, thus no increase in surface runoff arising from the land use changes will be anticipated.

For effectively collecting surface runoff within the Site, a series of U-channels should be designed and constructed. The detailed arrangement of the drainage system shall require further investigation at the detailed design stage.

To sum up, the runoff will be discharged into existing natural stream. Based on the above, it is concluded that the Proposed land use change shall not result in any adverse drainage impacts.

# **Figures**

UGC, ref: P040/R02 Issue 3, dated November 2023
















Typical Design of Sand Trap

URBAN GREEN

Rev. 0

# **Appendix A**

Location of the Project Site



# **Appendix B**

**Detailed Drainage Analysis** 

#### A. Calculation of Runoff (Before Land Use Changed)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m³/s
А	100% Concrete	2,286.2	0.00229	0.39	30.7	2.47	2.47	2.47	451.3	2.5	0.34	264	0.95	0.002172	0.1592
В	100% Concrete	2,517.6	0.00252	0.79	30.7	2.13	2.13	2.13	451.3	2.5	0.34	270	0.95	0.002392	0.1796
С	100% Concrete	518.9	0.00052	0.16	53.5	5.95	5.95	5.95	451.3	2.5	0.34	220	0.95	0.000493	0.0302
D	100% Concrete	1,119.7	0.00112	1.63	53.3	3.46	3.46	3.46	451.3	2.5	0.34	248	0.95	0.001064	0.0733
E	100% Concrete	55.4	0.00006	1.26	115.8	10.70	10.70	10.70	451.3	2.5	0.34	189	0.95	0.000053	0.0028
F	100% Concrete	136.2	0.00014	0.63	115.8	11.25	11.25	11.25	451.3	2.5	0.34	187	0.95	0.000129	0.0067
		•	•		•	-	•	-	•	•	•		•	Total	0.4518

#### B. Calculation of Runoff (After Land Use Changed to Electric Vehicles Storage)

Catchment ID	Surface Type	Catchment Area (A), m <sup>2</sup>	Catchment Area (A), km <sup>2</sup>	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t <sub>0</sub> ), min	Time of Concentratio n (t <sub>c</sub> ), min	Duration (t <sub>d</sub> ), min	a (50 year return period)	b (50 year return period)	c (50 year return period)	Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q <sub>p</sub> ), m <sup>3</sup> /s
A	100% Concrete	2,286.2	0.00229	0.39	30.7	2.47	2.47	2.47	451.3	2.5	0.34	264	0.95	0.002172	0.1592
В	100% Concrete	2,517.6	0.00252	0.79	30.7	2.13	2.13	2.13	451.3	2.5	0.34	270	0.95	0.002392	0.1796
С	100% Concrete	518.9	0.00052	0.16	53.5	5.95	5.95	5.95	451.3	2.5	0.34	220	0.95	0.000493	0.0302
D	100% Concrete	1,119.7	0.00112	1.63	53.3	3.46	3.46	3.46	451.3	2.5	0.34	248	0.95	0.001064	0.0733
E	100% Concrete	55.4	0.00006	1.26	115.8	10.70	10.70	10.70	451.3	2.5	0.34	189	0.95	0.000053	0.0028
F	100% Concrete	136.2	0.00014	0.63	115.8	11.25	11.25	11.25	451.3	2.5	0.34	187	0.95	0.000129	0.0067
· · · · · · · · · · · · · · · · · · ·														Total	0.4518

### C. Canacity Flow Estimation and Adequacy Check for Existing Drainage Syste

C. Capacity Flow Est	Capacity Flow Estimation and Adequacy Check for Existing Drainage System														
Point (channel no.)	Shape	Diameter, m	Depth, m	Slope	Length, m	Manning's roughness coefficient	Cross Section Area, m <sup>2</sup>	Wetted perimeter, m	Hydraulic radius, m	Mean velocity, m/s	Capacity flow, m³/s	Catchments Served	Runoff, m³/s	Capacity flow	Drainage Analysis Sufficient Capacity? (Y/N)
U1	U-Channel	0.150	0.150	0.003	21	0.016	0.020	0.386	0.05	0.50	0.010	E	0.003	27%	Y
U2	U-Channel	0.450	0.450	0.005	11	0.016	0.181	1.157	0.16	1.28	0.232	A and E	0.162	70%	Y
U3	U-Channel	0.450	0.450	0.005	8	0.016	0.181	1.157	0.16	1.28	0.232	A and E	0.162	70%	Y
U4	U-Channel	0.450	0.450	0.005	55	0.016	0.181	1.157	0.16	1.28	0.232	A, E and F	0.169	73%	Y
U5	U-Channel	0.225	0.225	0.007	30	0.016	0.045	0.578	0.08	0.93	0.042	С	0.030	72%	Y
U6	U-Channel	0.300	0.300	0.014	27	0.016	0.080	0.771	0.10	1.65	0.133	C and D	0.103	78%	Y
U7	U-Channel	0.300	0.300	0.014	8	0.016	0.080	0.771	0.10	1.65	0.133	C and D	0.103	78%	Y
U8	U-Channel	0.300	0.300	0.014	18	0.016	0.080	0.771	0.10	1.65	0.133	C and D	0.103	78%	Y
U9	U-Channel	0.450	0.450	0.013	47	0.016	0.181	1.157	0.16	2.03	0.366	B, C and D	0.283	77%	Y
U10	U-Channel	0.450	0.450	0.033	3	0.016	0.181	1.157	0.16	3.31	0.598	A - F	0.452	75%	Y

Note:

Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual - Planning, Design and Management" (SDM), Fifth edition, Jan 2018.

#### Equations Used

0.14465 <i>L</i>	4
$t_0 = \frac{1}{H^{0.2}A^{0.1}}$	$\iota_{a}$

- $t_c = t_0 + t_f$   $i = \frac{a}{(t_d + b)^c}$   $Q_p = 0.278 C i A$

# **Appendix C**

Site Photo Records

### Photos of Existing Natural Stream and Rivulet

1) Existing Discharge Hole



2) Existing Discharge Hole



### 3) Existing Natural Stream



### 4) Access Road at the East of the Site



5) Access Road at the East of the Site





7) The Site





# **Appendix D**

**Topographical Survey** 



	826320		Hille Range -4、時記時 -112 -112 -112 -112 -112 -112 -112 -11		- <sup>13.7</sup>	
	Ē	17.9		v	2 3	4 5
		*L		•	•	5.0
		SHEK KONG AIRFIELD ROAD		+13.1 7	當機場路	•. •.
		, <sup>12,9</sup> 1			402 TS TS H & A	
nm Ç-Channel			SUBJECT			
13.32	9325900	TS A STATE	度天党自 Deen Storage	TS		, ,
13.75 GU23 13.78 Hill=13.46					E BO	~
S = GU22 $T = 13.47$ $U = 13.47$				:		
13.78 250mm C-Channel		75 2.8		19.1 *	)	7.E
13.77 MH			ε - <sup>16.8</sup> 1 <sup>-16.8</sup>			
M□13,81 35 3.77 13.83			KEY PLAN	1:10,000		
6		NOTES : 1 measurem	ENTS ARE RASED ON	HONG KONG 198	O METRIC GE	א חוא
		HONG KON	G PRINCIPAL DATUM. S ARE IN METRES OR	OTHERWISE ST	ATED.	VID Q
		3. ALL LEVE	LS OF KERB WERE M	EASURED FROM	TOE OF KER	в.
	832560N	4. LOT BOUNL BOUNARY M	MAP iC1000, LANDS D	EPARTMENT, ANI	) ARE FOR RE	FERENCE.
		5. THE ASSI (C.L.) A PRINCIP	GNED NUMBER OF EAC ND INVERT LEVEL (I AF DATUM (MPD), DE	h manhule wit .l.) In Metre Pth arf Summa	H IIS CUVER S ABOVE HON RIZED AND S	R LEVEL NG KONG Shown
=2.2 W=0.17		IN THE T. DRAWING.	ABLE "SUMMARY OF M	ANHOLES & GUL	LIES" ON TH	ŧΕ
		ABBREVIATIONS	5 :-			
ereru Structure		BB SIGN BOARD BD BOULDER BH BORE HOLE BO BOLLARD	FP FOOTPATH FIG FEEDS IN GU GRATING/ GH GUARD H	H To ground /gully Ouse	R RUIN RCP REFUSE COLLE SP SIGN POLE SC STEPPED CHAN	CTION POINT
ordry Structure		BN BENCH BR FOOTBRIDGE BS BOUNDARY STO BU BUS SHELTER	GV GRAVE IC INSPECTIO INE IL INVERT LE IT INLET	DN CHAMBER EVEL	SHR SHRINE SR STORE ROOM ST SEPTIC TANK ( T MANHOLE (TEL	(COVER) EPHONE CO)
		CC COVERED CHAN CD CABLE DUCT CL COVER LEVEL CN CONCRETE	NEL LAT LATRINE LB LETTER B LP LAMP PO: MF MANHOLE	OX ST (FOUL WATER)	TA OIL TANK/WAT TB TRAFFIC LIGHT TK TELEPHONE KIG TL TRAFFIC LIGHT	ER TANK CONTROL BOX OSK
		CO COLUMN CP CATCHPIT CU CULTIVATION CUL CULVERT	MH MANHOLE MI MIRROR MP PARKING MS MANHOLE	METER (STORM WATER)	TP TELEPHONE PC TS TEMPORARY S <sup>T</sup> UC U CHANNEL V VALVE	dle Tructure
		DP DOWNWPIPE E ELECTRIC POLE ESS ELECTRIC SUB- FT ELECTRICAL TR	MW MANHOLE OT OUTLET STATION PH PUMP HO ANSEORMER PI PLATEORN	(WATERWORKS)´ USE 4	VF VALVE-FIRE VG VALVE-GAS WS VALVE-WATER WP WORKS IN PRO	WORKS
	832540N	FB FLOWER BED FIG FEED IN GROUN FH FIRE HYDRANT	PO POND ID PV PAVILION PZ PIEZOMET	er tube	WL WELL	
		SYMBOLS :-		MPORARY STRUCTURE		- ZGULLY
Structure				TEPS .OPE	T1 TREE & + 54.88 SPOT LE	TREE NO. VEL
Structure			E/RAILING - RE	ETAINING WALL	GATE	
		— - — - EXTEI	NT OF TOPOGRAPHICAL SURVE	Y		
			NT OF UNDERGROUND DRAINAG	GE CHANNEL SURVEY		
		PROPOSED		N STORAGE	NE ELECTE	R I C
		VEHICLES	WITH CHARGING	FACILITIE	S AND	
13.58		IN D.D.10	6 AND ADJOININ	at lut nus NG GOVERNMI	. 987 AND Ent Land,	988
LP ⊕ 13.49 .55	832520N 	SHEK KON(	G, YUEN LONG			
=13.20 +13.59		– TOPOGRA – UNDERGF	APHICAL SURVEY ROUND DRAINAGE	& Channel s	URVEY	
13.73 13.36 13.36	5	DATE OF	SURVFY	SCALE A	Т Д 1	
13.28 3 13.60		Nover	mber 2023	1:2	200	
13.30		DRAWING	NUMBER		REVIS	SION
		KEL/TOPO	/23/14 (SHEE	T 1 OF 2)		
		Plan Appi	roved By:			
	832500N					
		Signature	Sr Dr	. Ching Siu-t	ong	
		FHK	Author IS, FRICS, MIS(Aust	.), RPS(LS), M	eyor ICIArb, MSSI	(Aust.)
		Dated this:		November 2	2023	
		<b>4</b>	<b>圭</b> 地測量規劃	及地理訊息	系統有限	<b></b> 公司
	82632	建地 建地	Chather Curvey	ving, Plannin	g & GIS C Authorized Land	Surveyors
	POE	Tel: 2765 5737 Fa	ax: 2765 5722 Web: www.ke	eland.com.hk E-mail	: keland@biznetv	igator.com

TR	EE SCH	EDU	LE
Tree No.	Trunk Diameter (m)	Height (m)	Spread (m)
T1	0.10	3	2
T2	0.26	4	3
Т3	0.12	3	3
T4	0.22	7	9
Т5	0.10	5	5
T6	0.10	5	4
Τ7	0.50	8	9
T8	0.25	8	6
Т9	0.32	8	7
T10	0.13	7	5
T11	0.10	5	4
T12	0.10	5	5
T13	0.10	4	6
T14	0.14	6	6
T15	0.14	6	5
T16	0.11	4	5
T17	0.13	3	3
T18	0.25	7	6
T19	0.11	6	4
T20	0.10	6	3
T21	0.11	6	3
T22	0.10	5	5
T23	0.24	6	7
T24	0.15	5	5
T25	0.23	7	9
T26	0.13	8	6
T27	0.13	3	3
T28	0.34	8	9
T29	0.23	7	8
Т30	0.20	6	4
T31	0.12	3	2
T32	0.10	5	4
T33	0.12	5	6
Т34	0.13	5	5
T35	0.24	9	6
T36	0.33	10	8
T37	0.14	6	6
T38	0.14	5	5
T39	0.13	5	4
[ [40 	0.13	5	4
41	0.11	5	4

Item	Manhole/Pit No	. Function	Dimensions	Cover Level (mPD)	Invert Level (mPD)	Dep (m
1	MS1	STORM WATER MANHOLE	0.60m width x 0.60m length	13.75	12.15	1.6
2	GU1	STORM WATER GULLY	0.43m width x 0.51m length	13.55	13.20	0.3
3	GU2	STORM WATER GULLY	0.43m width x 0.51m length	13.52	13.13	0.3
4	GU 3	STORM WATER GULLY	0.43m width x 0.51m length	13.55	13.16	0.3
5	GU4	STORM WATER GULLY	0.43m width x 0.51m length	13.55	13.13	0.4
6	GU5	STORM WATER GULLY	0.43m width x 0.51m length	13.58	13.13	0.4
7	GU6	STORM WATER GULLY	0.43m width x 0.51m length	13.57	13.12	0.4
8	GU7	STORM WATER GULLY	0.43m width x 0.51m length	13.57	13.07	0.5
9	GU8	STORM WATER GULLY	0.43m width x 0.51m length	13.57	13.05	0.5
10	GU9	STORM WATER GULLY	0.43m width x 0.51m length	13.63	13.03	0.6
11	GU10	STORM WATER GULLY	0.43m width x 0.51m length	13.67	13.01	0.6
12	GU11	STORM WATER GULLY	0.43m width x 0.51m length	13.67	12.99	0.6
13	GU12	STORM WATER GULLY	0.43m width x 0.51m length	13.64	12.96	0.6
14	GU13	STORM WATER GULLY	0.43m width x 0.51m length	13.66	12.98	0.6
15	GU14	STORM WATER GULLY	0.43m width x 0.51m length	13.64	12.95	0.6
16	GU15	STORM WATER GULLY	0.43m width x 0.51m length	13.67	12.96	0.7
17	GU16	STORM WATER GULLY	0.43m width x 0.51m length	13.68	12.97	0.7
18	GU17	STORM WATER GULLY	0.43m width x 0.51m length	13.70	12.97	0.7
19	GU18	STORM WATER GULLY	0.43m width x 0.51m length	13.71	12.95	0.7
20	GU19	STORM WATER GULLY	0.43m width x 0.51m length	13.70	12.91	0.7
21	GU20	STORM WATER GULLY	0.43m width x 0.51m length	13.71	12.89	0.8
22	GU21	STORM WATER GULLY	0.43m width x 0.51m length	13.73	12.87	0.8
23	GU22	STORM WATER GULLY	0.43m width x 0.51m length	13.79	13.47	0.3
24	GU23	STORM WATER GULLY	0.43m width x 0.51m length	13.78	13.46	0.3
RFMAF	RKS: NO. GU1 TO	GU21 WERE CONNECTED F	3Y 430mm WIDTH UNDERGROUND C	HANNFL.		

Ţ		Rifie Ronge ( 線配場 ) +13.0 代		
		enta Ritte Ronge	$\diamond$	
		0.0+		
-	SHEK KONG AIRFIELD ROAD	# / E	+13.1 7-1004 Nullah	
	The second secon			
		SUBJECT/ SITE Dent Storage	тя	
1				
	U.A. \TS			
			-10.1	
-			1 • 10 - 000	\
	NOTES .		1.10,000	
	1. MEASUREMENT	S ARE BASED ON HI	ONG KONG 1980	METRIC GRID &
	2. ALL UNITS A	RE IN METRES OR	OTHERWISE STA	TED.
	4. LOT BOUNDARY BOUNARY MAP	SHOWN HEREIN WER iclooo, Lands Def	RE EXTRACTED F PARTMENT, AND	ROM DIGITAL LAND ARE FOR REFERENCE.
	5. THE ASSIGNED (C.L.) AND	) NUMBER OF EACH INVERT LEVEL (I.I	MANHOLE WITH ) IN METRES	ITS COVER LEVEL ABOVE HONG KONG
	PRINCIPAL [ IN THE TABLE DRAWING.	)ATUM (MPD), DEP E "SUMMARY OF MAN	TH ARE SUMMAR NHOLES & GULL	IZED AND SHOWN IES" ON THE
	ABBREVIATIONS : -			DUN
	BB SIGN BOARD BD BOULDER BH BORE HOLE BO BOLLARD RN BENCH	FP FOOTPATH FIG FEEDS INTO GU GRATING/GL GH GUARD HOU	GROUND R JILLY S SE S	RUIN CP REFUSE COLLECTION POINT SIGN POLE C STEPPED CHANNEL HR SHRINF
	BR FOOTBRIDGE BS BOUNDARY STONE BU BUS SHELTER CC COVERED CHANNEL	IC INSPECTION IL INVERT LEVI IT INLET LAT LATRINE	CHAMBER S EL S T T	R STORE ROOM T SEPTIC TANK (COVER) MANHOLE (TELEPHONE CO) A OIL TANK/WATER TANK
	CD CABLE DUCT CL COVER LEVEL CN CONCRETE CO COLUMN	LB LETTER BOX LP LAMP POST MF MANHOLE (F MH MANHOLE	COUL WATER) T	B TRAFFIC LIGHT CONTROL BOX K TELEPHONE KIOSK L TRAFFIC LIGHT P TELEPHONE POLE
	CP CATCHPTT CU CULTIVATION CUL CULVERT DP DOWNWPIPE E ELECTRIC POLE	MI MIRROR MP PARKING ME MS MANHOLE (1 MW MANHOLE (1 O UTLET	T ETER U STORM WATER) V WATERWORKS) V	S TEMPORARY STRUCTURE C U CHANNEL VALVE F VALVE-FIRE C VALVE-CAS
	ESS ELECTRIC SUB-STATI ET ELECTRICAL TRANSFC FB FLOWER BED FIG FEED IN GROUND	ON OF OUMPHOUS RMER PL PLATFORM PO POND PV PAVILION	E V W W	W VALVE-WATER WORKS IP WORKS IN PROGRESS /L WELL
	FH FIRE HYDRANT SYMBOLS :-	PZ PIEZOMETER	TUBE	
	BUILDING		PORARY STRUCTURE	MANHOLE/GULLY
			AINING WALL	GATE
	EXTENT OF	TOPOGRAPHICAL SURVEY		
_	PROJECT :	UNDERGROUND DRAINAGE	CHANNEL SURVEY	
	PROPOSED TE	MPORARY OPEN	STORAGE O	F ELECTRIC
	VEHICLES WI Ancillary s	TH CHARGING I ITE OFFICE A	FACILITIES T LOT NOS.	AND 987 AND 988
	IN D.D.106 SHEK KONG,	AND ADJOINING Yuen long	G GOVERNME	NT LAND,
	- TOPOGRAPH	ICAL SURVEY	&	
	- UNDERGROU	NU URAINAGE	CONFERENCE	
	Novembe	tvei 9r 2023	SUALE AI 1:20	ат 00
ŀ	DRAWING NU	VBER		REVISION
	KEL/TOPO/2	3/14 (SHEET	2 OF 2)	
	Plan Appro	ved By:		
	Signature	Cr D-	China Ciu-+-	
	FHKIS,	sr UF. Authoriz FRICS, MIS(Aust.	zed Land Surve , RPS(LS), MC	yor IArb, MSSI (Aust.)
	Dated this:	8th day of	November 20	023
ſ	建建	地測量規劃及	5地理訊息	系統有限公司
	Flat B, 20/F	Land Surveyin	ng, Planning	Authorized Land Surveyors nam Road North, Kowloon
1	Tel: 2765 5737 Fax: 27	65 5722 Web: www.kela	nd.com.hk E-mail:	keland@biznetvigator.com

#### Appendices VI-1 to VI-58 of <u>RNTPC Paper No. A/YL-SK/350A</u>

001



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

 ▲/YL-SK/350 DD 106 Shek Kong

 16/08/2023 02:09

From: To: File Ref:

tpbpd <tpbpd@pland.gov.hk>

A/YL-SK/350

Lots 987 and 988 in D.D. 106 and Adjoining Government Land, Shek Kong

Site area: About 4,940.3sq.m Includes Government Land of about 58.1sq. m

Zoning : "Agriculture"

Applied use: Open Storage / 2 Vehicle Parking

Dear TPB Members,

Although previous applications for brownfield use were rejected the operation went ahead regardless.

Was any enforcement action taken?

Approval would reward failure to respect existing rules and regulations.

Mary Mulvihill

002 黎永添區議員辦事處 OFFICE OF LAI WING TIM DISTRICT COUNCILLOR

- 致 : 城市規劃委員會秘書
- 傳真 : 2877 0245 / 2522 8426

本處檔號: LWT23-08-085

電郵 : tpbpd@pland.gov.hk

送遞方式: 傳真 及 電郵

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年) 申諂編號: A/YL-SK/350

執事先生/女士:

本人接獲八鄉水流田村村代表和眾多居民的投訴,就上述申請作出強烈的反對。

申請地段接連水流田村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通道) 與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積塗4,940平方米。近年,相關 交匯處附近交通事故頻生,居民極度憂慮大量「光顧充電服務的電動車輛」,阻塞水流田村 唯一的汽車通道,增加交通意外的風險,除了對居民構成不便及生活困擾外,更對他們出 入安全造成威脅!

此外,申誚地段十分接近水流田村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路單 線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純商業 發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目,居民不 能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業發展而帶 來對居民的損害。

本人懇說城市規劃委員會考慮上述申請對水流田村居民帶來的交通問題、對當地居住 環境造成的破壞、對民生造成的困擾,聆聽和接納他們的訴求,否決相關申請,造福水流 田村居民!



元朗區議員(八鄉南)黎永添 謹啓

2023年8月15日

## 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)

18th August 2023.

By email only

Dear Sir/ Madam,

## <u>Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and</u> <u>Ancillary Site Office for a Period of 3 Years</u> (A/YL-SK/350)

1. We refer to the captioned.

2. We urge the Board to liaise with relevant authorities as to whether there is ongoing enforcement case covering the site. If yes, we urge the Board to consider whether it is appropriate to approve this application.

3. Thank you for your attention.

Ecological Advisory Programme Kadoorie Farm and Botanic Garden



1

香港新界大埔林錦公路 Lam Kam Roa<u>d. Tai Po. New Territories.</u> Hong Kong

# 1/ 25

004

城市規劃委員會秘書

(傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk)

香港北角渣華道 333 號北角政府合署 15 樓

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

申請編號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村原居民代表,接獲眾多村民投訴,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依. 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村原居民代表簽署: 姓名:

2023年8月 9日



# 2/ 25

005

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 楼

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

<u>申請編號:A/YL-SK/350</u>

孰事先生/女士;

本人為八鄉水流田村居民代表,接獲眾多村民投訴,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民代表簽署

2023年8月

# 3/ 25

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請编號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷):(HENG MA SWUY

2023年8月16日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:\_ 姓名(正楷): 盐 少 雄

2023年8月9日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號: A/YL-SK/350</u>

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷):)=天 KA WA11

2023年8月 / 日



96%

# 6/ 25

009

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 姓名(正楷): 蔡瑞昌

2023年8月 /1 日



# 7/ 25

010

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣莓道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:\_\_\_\_Hang\_\_\_ 姓名(正楷): 察 无, 恆

2023年8月/0\_日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940 平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 39 36 1

姓名(正楷): 建丁酮王多

2023年8月 9日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請编號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 1928年 姓名(正楷): 1 19

2023 年 8 月



15-AUG-2023 12:12

-

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署

2023年8月 10 日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請编號:A/YL-SK/350</u>

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接速本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光額充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人態請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

入鄉水流田村居民簽署 : 从 姓名(正楷):要筋膜

2023年8月10日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 楼

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 上二

2023年8月 10日



城市規劃委員會秘書

016

(傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 城市規劃委員會秘書 香港北角渣藥道 333 號北角政府合署 15 楼

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

## 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故频生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成成脅!

此外,申请地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 赖石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:\_ 姓名(正楷):

2023年8月 0 日



1

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣莓道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940 平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷):\_\_

2023年8月10日


1 0

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

### 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故類生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

八鄉水流田村居民簽署 姓名(正楷): 慕料言

2023年8月 10日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣藝道 333 號北角政府合署 15 楼

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### <u>申請編號:A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接速本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 赖石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 本

2023年8月10日

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

### <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 如告;

2023年8月 10日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

#### 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 下東教主 姓名(正楷): 了本家了了-

2023年8月 / 日日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣薙道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號:A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

入鄉水流田村居民簽署: King 姓名(正楷): 陸京幸

2023年8月10日



# 20/ 25

023

. .

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣莓道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

## <u>申請編號:A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

姓名(正楷): 蔡法 考

2023年8月 (0日



# 21/ 25

024

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號:A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940 平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

Penn 八鄉水流田村居民簽署;

姓名(正楷): BSALOND NG

2023年8月\_16日



:

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

#### 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號: A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷):

2023 年 8 月 1 (日



1 .

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請编號: A/YL-SK/350

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4.940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八卿中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷):

2023年8月11日



城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk) 香港北角渣華道 333 號北角政府合署 15 樓

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號:A/YL-SK/350</u>

轨事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接進本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: \_\_\_\_\_\_

2023 年 8 月 1 日



# 25/ 25

028

城市規劃委員會秘書 (傳真 2877 0245 及 電郵 tpbpd@pland.gov.hk)

香港北角渣華道 333 號北角政府合署 15 樓

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號:A/YL-SK/350</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 化心

姓名(正楷): 卫克 求 奉

2023年8月 14日



seg. 1 2

Urgent Return Receipt Requested

Sign Encrypt Mark Subject Restricted Expand personal&publi



A/YL-SK/350 DD 106 Shek Kong 21/09/2023 03:24

From: To: File Ref:

tpbpd <tpbpd@pland.gov.hk>

A/YL-SK/350 Lots 987 and 988 in D.D. 106 and Adjoining Government Land, Shek Kong Site area: About 4,940.3sg.m Includes Government Land of about 58.1sg.m Zoning: "Agriculture" Applied use: Open Storage / 2 Vehicle Parking

Dear TPB Members.

The site was rejected on appeal for open storage a decade ago but the operation was not terminated.

This appears to be one of the many examples of unapproved use that was not dealt with in a timely manner.

Members should ask if any enforcement action was in fact undertaken.

Unapproved use should not be legitimized.

Mary Mulvihill



## 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)

21st September, 2023.

By email only

Dear Sir/ Madam,

## <u>Proposed Temporary Open Storage of Electric Vehicles with Charging Facilities and</u> <u>Ancillary Site Office for a Period of 3 Years</u> (<u>A/YL-SK/350</u>)

1. We refer to the captioned.

2. We urge the Board to liaise with relevant authorities as to whether the site is involved in any ongoing enforcement case, and if yes, to consider whether it is appropriate to approve this application.

3. Thank you for your attention.

Ecological Advisory Programme Kadoorie Farm and Botanic Garden



香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

## 申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民,

八鄉水流田村居民簽署:

姓名(正楷):

2023年9月 E 通訊: 電話:

香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

;

<u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:\_\_\_\_\_

姓名(正楷):陳那 起了

2023年9月\_19日 通訊: 電話:

(傳真28770245及郵遞)

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年) 申請編號: A/YL-SK/350-申請人提交的進一步

孰事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940 平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

2023年9月 19 日

通訊: 電話:

香港北角渣孳道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

# 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

## 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

城市規劃委員會秘書

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

八鄉水流田村居民簽署: 燕天生 姓名(正楷): 我天子

2023年9月 19日



#### 城市規劃委員會秘書

香港北角渣 華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

2023年9月\_18日 通訊: 雷話:

21-SEP-2023 20:51

96%

城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 楼

(傳真 2877 0245 及郵遞)

1

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

李小 八鄉水流田村居民簽署:

2023年9月 18日 通訊: 電話:

香港北角渣 華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

城市規劃委員會秘書

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

20, 八鄉水流田村居民簽署:

姓名(正楷): Lee Ka Wah

2023年9月18日



## 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

;

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年) 申請編號: A/YL-SK/350-申請人提交的進一步

#### 執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故频生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

Keup heug ma sung 姓名(正楷):

2023年9月 通訊: 電話:

96%

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 楼

(傳真 2877 0245 及郵遞)

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷): 蔡瑞昌

2023年9月17日

通訊: 電話:

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

:

<u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: \_\_\_\_\_

姓名(正楷): WONG SIL HUNG



2023年9月\_/8\_日

96%

#### 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

1

<u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民人

八鄉水流田村居民簽署

2023年9月 通訊: 電話:

香港北角渣孳道333號北角政府合署15楼

(傳真 2877 0245 及郵遞)

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

## 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

1. 11

城市規劃委員會秘書

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 48 3 姓名(正楷): 花

A. 18



## 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 楼

(傳真28770245及郵遞)

;

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

藍家莺 八鄉水流田村居民簽署 : 姓名(正楷):\_

2023年9月13日 通訊: 電話:

香港北角渣華道333號北角政府合署15樓

(傳真 2877 0245 及郵遞)

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請编號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

城市規劃委員會秘書

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故频生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

入鄉水流田村居民簽署: 一天教泽

姓名(正楷): 夏末 象3年

2023年9月15日

通訊: 電話:

城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 楼

(傳真 2877 0245 及郵遞)

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

八鄉水流田村居民簽署: 东北 姓名(正楷):

2023年9月 3 日

通訊: 電話:

;

#### 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

## 反對元明石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線變程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

m 八鄉水流田村居民簽署:

姓名(正楷): 菇た州」

2023年9月 [3 日



#### 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

2023年9月13 通訊: 電話

(傳真 2877 0245 及郵遞)

÷

## <u>反對元明石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### <u>申請編號:A/YL-SK/350 - 申請人提交的進一步</u>

轨事先生/女士:

城市規劃委員會秘書

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署: 15 68 22

姓名(正楷): 14 七号 花星

2023年9月12日



### 城市規劃委員會秘書

香港北角渣 華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

:

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請编號: A/YL-SK/350 - 申請人提交的進一步

孰事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故频生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

村居民簽署: 榜的的 姓名(正楷): 蔡田盈名 八鄉水流田村居民簽署:

2023年9月12 日

通訊: 電話:

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

;

## 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

## 申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

ET TEN Z 八鄉水流田村居民簽署

姓名(正楷): 照那

2023年9月 / 日

20:49

21-SEP-2023

通訊: 電話:

#### 城市規劃委員會秘書

香港北角渣華道333號北角政府合署15樓

(傳真28770245及郵遞)

## <u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民代表,接獲眾多村民投訴,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民代表簽署:

蔡俊

2023年9月12日 通訊: 電話:

姓名:

# 0/ 21

#### 城市規劃委員會秘書

香港北角渣 華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

;

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

申請編號: A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故频生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷): 差

2023年9月 /2日

通訊: 電話:

城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷): 馬希科

2023年9月\_12日

诵訊: 電話:
# 4/ 41

#### 城市規劃委員會秘書

香港北角渣華道 333 號北角政府合署 15 樓

(傳真28770245及郵遞)

反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地

## 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 額石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安静的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署

姓名(正楷): 藍志定

2023年9月12日

通訊: 電話:

视印就副安貝冒機者

# 3/ 61

## 城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

<u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號:A/YL-SK/350-申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署 姓名(正楷)

2023年9月12日



96%

# 6/ 61

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓

(傳真 2877 0245 及郵遞)

<u>反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地</u> 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### <u>申請編號:A/YL-SK/350-申請人提交的進一步</u>

執事先生/女士:

本人為八鄉水流田村居民,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電動車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村居民簽署:

姓名(正楷

2023年9月20 通訊: 電話:

0057

# 1/ 61

香港北角渣華道333號北角政府合署15樓

(傳真28770245及郵遞)

# 反對元朗石崗丈量約份第106約地段第987號及第988號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期3年)

#### 申請編號:A/YL-SK/350 - 申請人提交的進一步

執事先生/女士:

本人為八鄉水流田村原居民代表,接獲眾多村民投訴,就上述申請作強烈反對。

上述申請地段接連本村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通 道)與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年, 相關交匯處附近交通事故頻生,村民極度憂慮大量「光顧充電服務的電勁車輛」,阻塞本 村的唯一汽車通道,增加交通意外的風險,除了對村民構成不便及生活困擾外,更對他 們出入安全造成威脅!

此外,申請地段十分接近本村大量居民的住屋,附近是八鄉中心小學,居民出入依 賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路 單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純 商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目, 村民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業 發展而帶來對居民的損害。

本人懇請城市規劃委員會正視發展項目對我們水流田村帶來的交通問題、對當地居 住環境造成的破壞、對民生造成的困擾,否決相關申請,造福水流田村居民!

八鄉水流田村原居民代表簽署: 姓名:

2023年9月 /2日

通訊: 電話:

96%

## 黎永添區議員辦事處 OFFICE OF LAI WING TIM DISTRICT COUNCILLOR

致 : 城市規劃委員會秘書

傳真 : 2877 0245 / 2522 8426

本處檔號:LWT23-09-103

電郵 : tpbpd@pland.gov.hk

送遞方式:傳真 及 電郵

Town Planning

Poard

58

反對元朗石崗丈量約份第 106 約地段第 987 號及第 988 號和毗連政府土地 擬議臨時露天存放電動車輛連充電裝置及附屬辦公室(為期 3 年) 申請編號: A/YL-SK/350 - 申請人提交的進一步資料 2 2 SEP 2023

執事先生/女士:

本人接獲八鄉水流田村村代表和眾多居民的投訴,就上述申請作出強烈的反對。

申請地段接連水流田村唯一汽車通道(沿錦田河石崗機場防洪渠的鄉村單線雙程通道) 與通往石崗機場路行車橋的交匯點,有關申請規模龐大,面積達4,940平方米。近年,相關 交匯處附近交通事故頻生,居民極度憂慮大量「光顧充電服務的電動車輛」,阻塞水流田村 唯一的汽車通道,增加交通意外的風險,除了對居民構成不便及生活困擾外,更對他們出 入安全造成威脅!

此外,申請地段十分接近水流田村大量居民的住屋,附近是八鄉中心小學,居民出入依賴石崗機場路、水流田行車橋再接連錦田河河邊的一條鄉村道路,這條狹窄的鄉村道路單線雙程行車,又缺乏避車處,經常出現阻塞及道路使用者的爭執情況。有關申請是純商業發展項目,發展商定必用盡一切辦法吸引顧客,周遭從沒有大型的商業發展項目,居民不能容忍安靜的鄉郊生活環境被破壞,更不能接受因鄉郊「農業」地帶改變為商業發展而帶來對居民的損害。

本人懇請城市規劃委員會考慮上述申請對水流田村居民帶來的交通問題、對當地居住 環境造成的破壞、對民生造成的困擾,聆聽和接納他們的訴求,否決相關申請,造福水流 田村居民!





元朗區議員(八鄉南)黎永添 謹啓

2023年9月22日