

Proposed Temporary Public Vehicle Park for Private Cars for a Period of 3 Years and Associated Excavation of Land at Lots 1183 RP (Part), 1184 & 1185 RP (Part) in D.D. 104 Ngau Tam Mei, Yuen Long, N.T.

Annex 1 Drainage Assessment

A. Site particulars

- 1.1.1 The site possesses an area of about 1,630m². The surface of the site will has been hard paved.
- 1.1.2 The application site will be occupied by a public vehicle park for private car.

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

- 1.1.3 The subject site has been hard paved and occupied an area of approximately 1,630m². It has a gradient sloping from northeast to southwest from about +6.9mPD to +6.3mPD.
- 1.1.4 In order to follow the topography of the application site, the proposed surface channel will be constructed following the gradient of the site. As demonstrated in the calculation in **Annex 1.3** hereunder, 375mm surface U-channel will be capable to drain surface runoff accrued at the subject site and the same passing through the site from adjacent area.

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

- 1.1.5 With regard to the location of the existing drain and the topography surrounding the application site, the land to the south, north, west and east of the site is found lower than the application site or about the same as the level of the application site (**Figure 3**).
- 1.1.6 As such, no external catchment has been identified.

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

- 1.1.7 There is an existing public drain to the immediate west of the application site and it is running to the south.

1.2 **Runoff Estimation & Proposed Drainage Facilities**

A. Proposed drainage facilities

- 1.2.1 Subject to the above calculations, it is determined that 375mm surface U-channel which is made of concrete along the site periphery is adequate to intercept storm water passing through and generated at the application site (**Figure 3**).
- 1.2.2 The collected surface runoff will be conveyed to existing public drain to the immediate west of the site. (**Figure 3**)
- 1.2.3 All the proposed drainage facilities, including the section of surface channel proposed in between of the subject site to the open drain, will be provided and maintained at the applicant's own expense. Also, sand trap and U-channel will be cleaned at regular interval to avoid the accumulation of rubbish/debris which would affect the dissipation of storm water.
- 1.2.4 The provision of the proposed surface U-channel will follow the gradient of the application site. All the proposed drainage facilities will be constructed and maintained at the expense of the applicant.
- 1.2.5 All proposed works at the site periphery would not obstruct the flow of surface runoff from the adjacent areas, the provision of trees and surface U-channel at site boundary is detailed hereunder:
 - (a) No leveling work will be carried at the site periphery. The level of the site periphery will be maintained during and after the works. As such, the works at the site periphery would not either alter or obstructed the flow of surface runoff from adjacent areas.
 - (b) Openings will be provided at the toe of hoarding so as to allow unobstructed flow of surface runoff from adjacent area.
- 1.2.6 The applicant is conscientious in preparing this drainage proposal. Also, he is willing to provide necessary drainage facilities to minimize the drainage impact accrued by the proposed development. The acceptance of this drainage proposal will give positive recognition to the applicant's efforts.

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

1. Runoff Estimation

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

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

Assuming that:

- i. The area of the entire catchment is approximately 1,630m²; (**Figure 3**)
- ii. The catchment is predominant paved, it is assumed that the value of run-off co-efficient (k) is taken as 1.

$$\text{Difference in Land Datum} = 6.9\text{m} - 6.3\text{m} = 0.6\text{m}$$

$$L = 65\text{m}$$

$$\therefore \text{Average fall} = 0.6\text{m in } 65\text{m} \text{ or } 1\text{m in } 108.33\text{m}$$

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

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

$$t_c = 0.14465 [65 / (0.92^{0.2} \times 1,630^{0.1})]$$

$$t_c = 4.56 \text{ minutes}$$

With reference to the Intensity-Duration-Frequency Curves provided in the abovementioned manual, the mean rainfall intensity (i) for 1 in 50 recurrent flooding period is found to be 280 mm/hr

$$\text{By Rational Method, } Q = 1 \times 280 \times 1,630 / 3,600$$

$$\therefore Q = 126.77 \text{ l/s} = 7,606.67 \text{ l/min}$$

In accordance with the Chart or the Rapid Design of Channels in “Geotechnical Manual for Slopes”, for an approximate gradient of about 1:145 along the site periphery of the site, 375mm surface U-channel is considered adequate to dissipate all the stormwater accrued by the application site and the adjacent land.

Annex 1 Estimated Traffic Generation

- 1.1 The application site is abutting Ngau Tam Mei Road (**Figure 1**).
- 1.2 The application site will be opened for parking of private cars only. No vehicle other than private car will be allowed to enter the site. Also, vehicles without valid licences issued under the Road Traffic Ordinance will not be permitted to park at the application site.
- 1.3 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

	<u>Average Traffic Generation Rate</u> (pcu/hr)	<u>Average Traffic Attraction Rate</u> (pcu/hr)	<u>Traffic Generation Rate at Peak Hours</u> (pcu/hr)	<u>Traffic Attraction Rate at Peak Hours</u> (pcu/hr)
Private cars	1.75	1.75	18	14

Note 1: The opening hour of the proposed development is 24 hours from Mondays to Sundays including public holidays;

Note 2: The pcu of private car is assumed as 1; &

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

- 1.4 The applicant wishes to draw the Board's attention that the proposed carpark is intended to meet the parking demand for nearby villagers. The proposed development would not generate limited additional traffic leading to and from the site upon planning approval.