



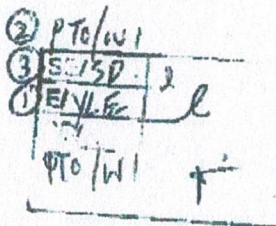
Nolan Consultants Limited
諾蘭顧問有限公司

Fax, Agreed on 28 Aug 2024

Our reference : NU/OTH/011468

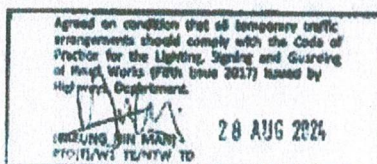
Date: 16 Aug 2024

Transport Department
NT Regional Office
Traffic Engineering (NTW) Division
Boundary Section
7/F, Mongkok Government Offices,
30 Luen Wan Street,
Mongkok, Kowloon



Attn: Mr. CHEUNG Hin Man (Pria Tech Offr (Traffic)/W1)

Temporary Traffic Arrangement for Temporary Run-In Out for Construction Works at Kc Sheung Road near Nam Hing West Road



Applicant's letter ref. no. NU/OTH/011468 dated 16 Aug 2024

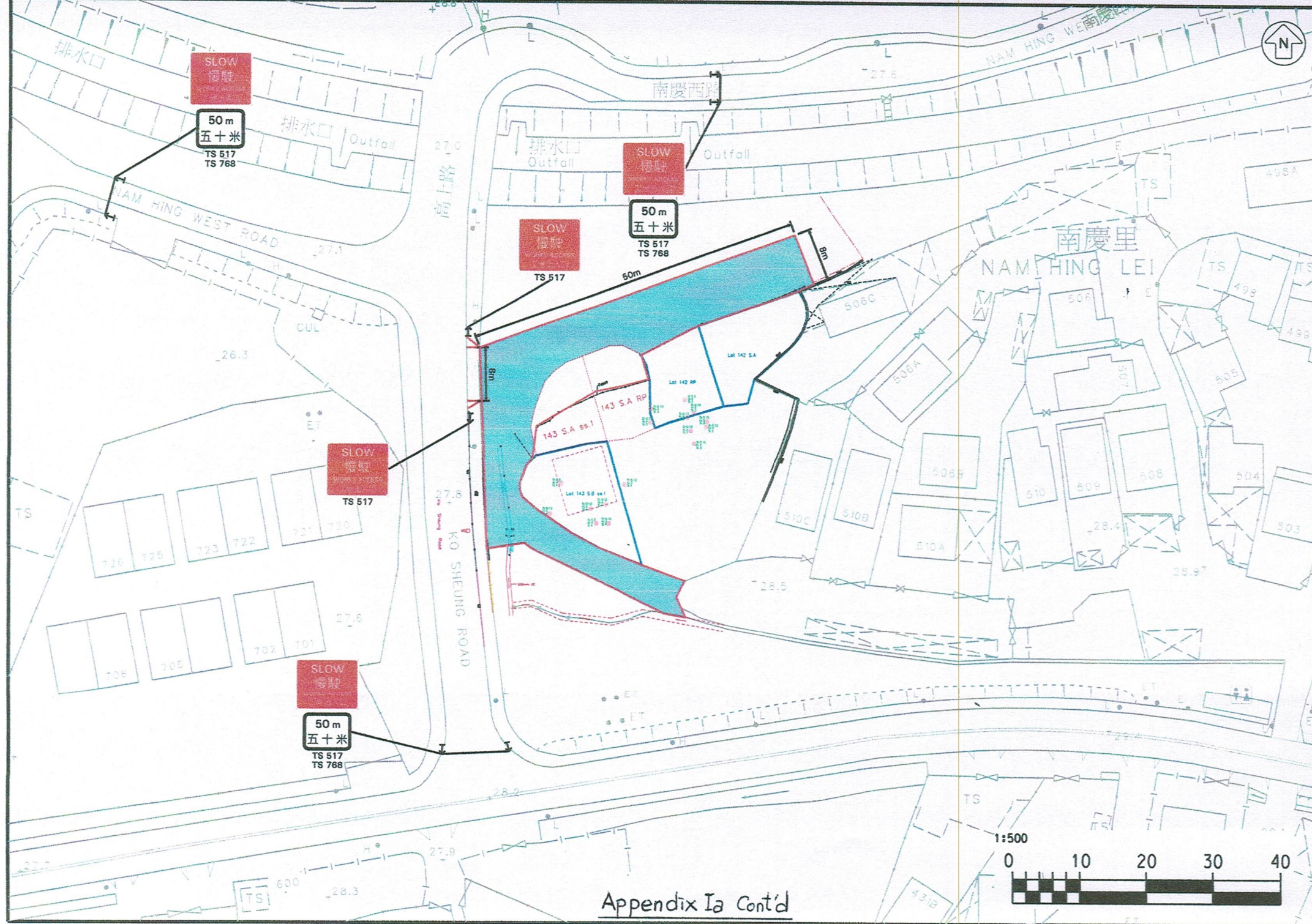
Agreed via fax (3747 3221) on 28 Aug 2024 with the following Approval Conditions :

- 1) Please liaise with locals and affected stakeholders before commencement of the proposed works.
- 2) As the works area as shown is outside the purview of TD, please verify the road/land status, seek prior comments and obtain consents from relevant managerial departments/affected parties/stakeholders.
- 3) Please provide the purpose of works area in detail.
- 4) As the proposed vehicular access/run-in/out is temporarily implemented on a footpath, please submit relevant drawing in detail to lay out the TTA for implementation of such vehicular access and pedestrian traffic control on footpath during implementation.
- 5) Please also liaise with district maintenance division of Highways Department beforehand for any removal of existing street furniture such as type II railings on the back of footpath. Such railings shall be immediately reinstated upon completion of works.
- 6) The plastic barriers as shown shall be provided with flashing lanterns for 24-hour TTA/works and shall be specified on the legend.
- 7) Water-filled barriers rather than plastic barriers shall be provided along the back of footpath when there is an adjoining slope or retaining wall underneath, please verify on site accordingly.
- 8) The both sides of vehicular access/run-in/out shall be provided with amber revolving lanterns.
- 9) Banksman shall be deployed at the vehicular access/run-in/out for manual traffic control when necessary.
- 10) Swept path analysis of construction/works vehicle for ingress/egress at the vehicular access/run-in/out shall be demonstrated.
- 11) Adequate and unobstructed sightlines shall be maintained at/near the vehicular access/run in/out.
- 12) Please seek prior comments and obtain consent from Traffic Police.
- 13) Please ensure no other concurrent TTA scheme nearby unless prior approvals/consents granted by TD and Traffic Police.
- 14) Please revise the anticipated programme of works for six months maximum and submit application for re endorsement every six months.

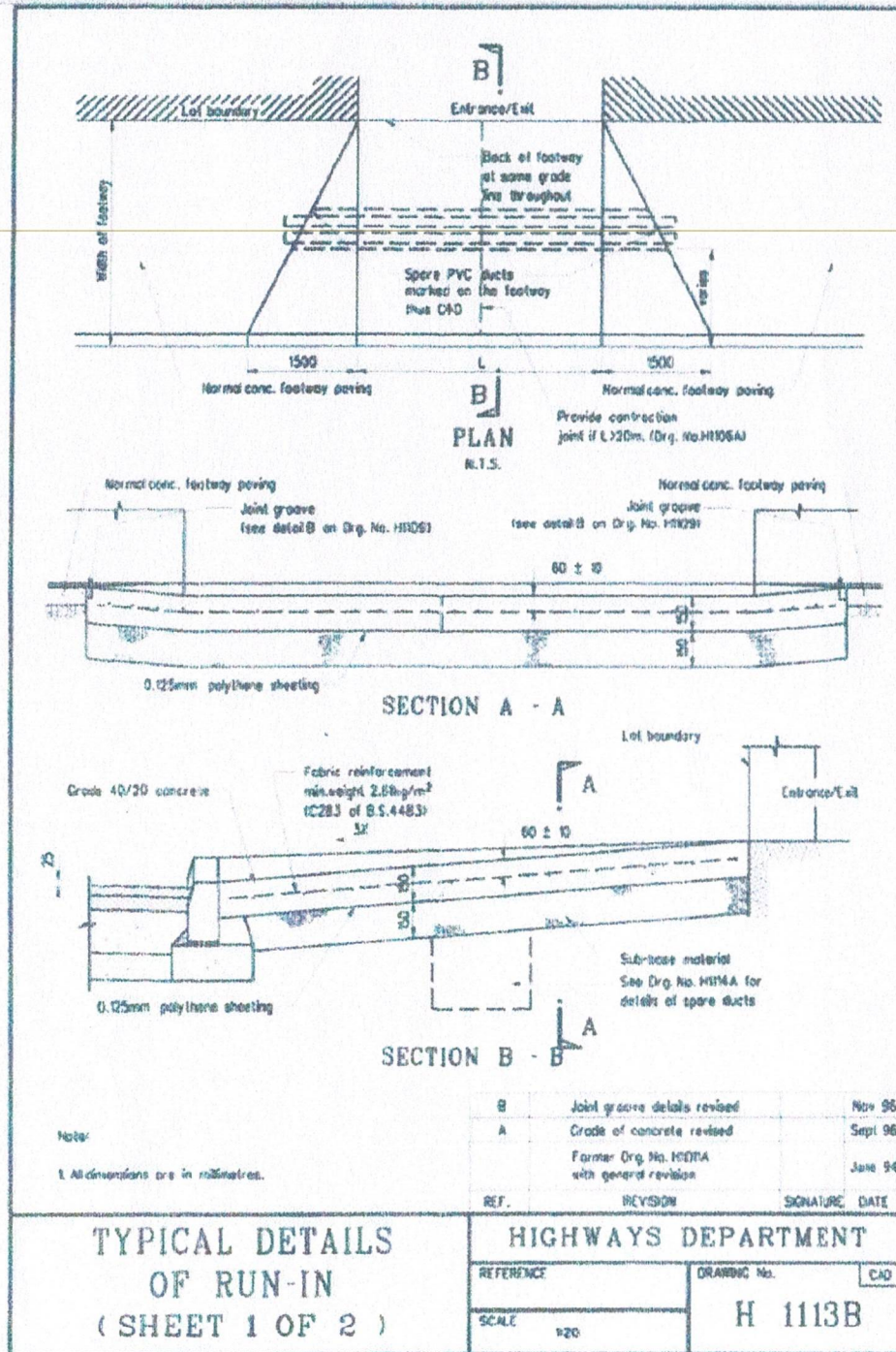
TS/TS 33WD

CL

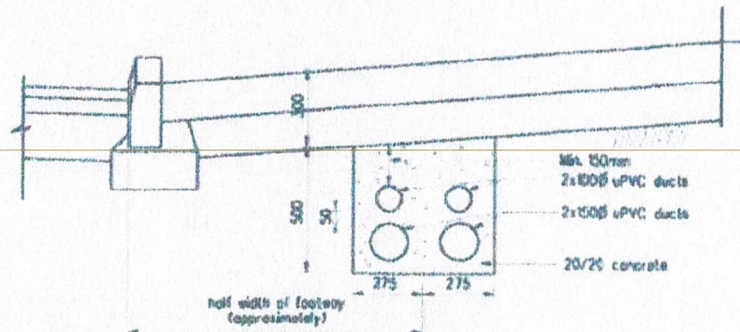
600PTEEZ 60:80 8T02/10/10



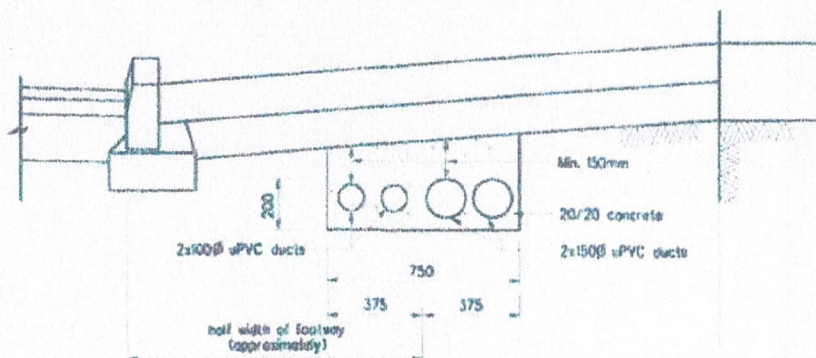
Appendix 1b



Appendix Ic



OPTION A



OPTION B

Notes:

1. 100 diameter ducts are provided for cables of A/C or C/C/V.
- 150 diameter ducts are provided for power cables.
2. The choice of option depends on the site situations (e.g. width of footway, existing underground utilities).
3. Position at both ends of the duct bank to be marked on footway thus CAD.

REF.	A	Concrete cover revised	Sep 98
		Former Drg. No. H101A with general revision	June 94
	REVISION	SIGNATURE	DATE

**TYPICAL DETAILS
OF RUN-IN
(SHEET 2 OF 2)**

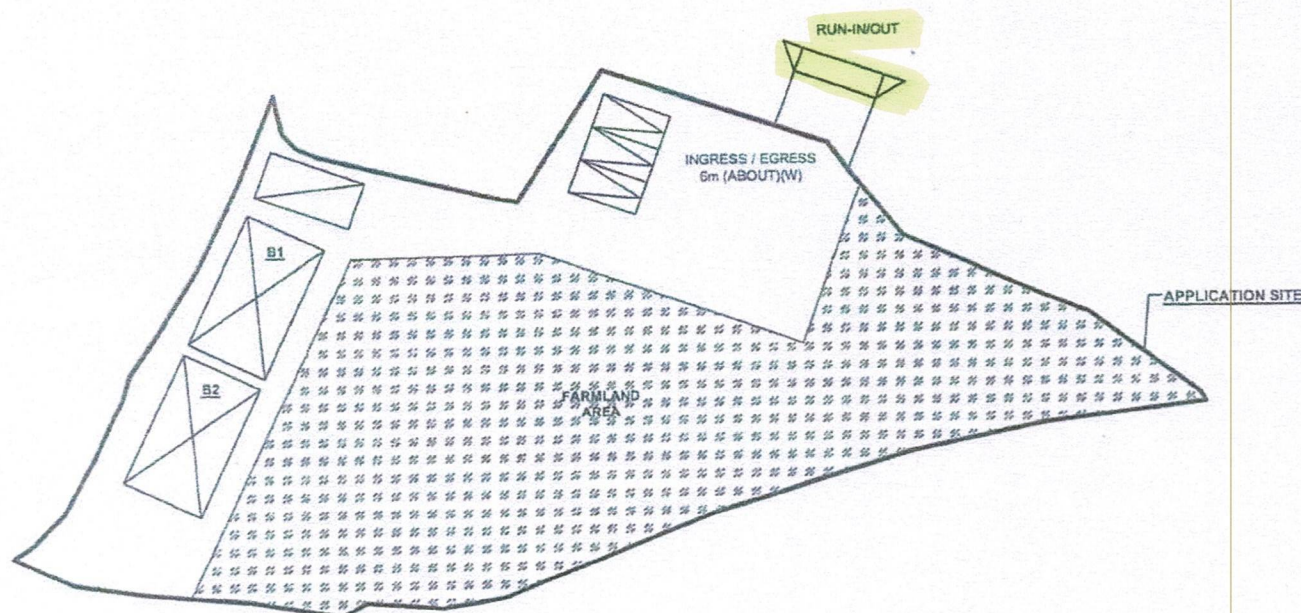
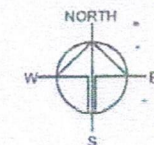
HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE	H 1114A	
v20		

DEVELOPMENT PARAMETERS OF THE APPLICATION SITE

APPLICATION SITE AREA	: 1,769m ² (ABOUT)
COVERED AREA	: 120m ² (ABOUT)
UNCOVERED AREA	: 1,649m ² (ABOUT)
PLOT RATIO	: 0.1 (ABOUT)
SITE COVERAGE	: 7% (ABOUT)
NO. OF STRUCTURE	: 2
DOMESTIC GFA	: NOT APPLICABLE
NON-DOMESTIC GFA	: 180m ² (ABOUT)
BUILDING HEIGHT	: 3.5m - 6m (ABOUT)
NO. OF STOREY	: 1 - 2

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	AGRICULTURAL LEARNING CENTRE AND STORAGE OF SEED AND FARM TOOLS	60m ² (ABOUT)	60m ² (ABOUT)	3.5m (ABOUT)(1-STOREY)
B2 (G/F) (1/F)	RECEPTION, TOILET CHANGING ROOM	60m ² (ABOUT)	120m ² (ABOUT)	6m (ABOUT)(2-STOREY)
TOTAL		120m ² (ABOUT)	180m ² (ABOUT)	



PARKING PROVISION

NO. OF PRIVATE CAR PARKING SPACE	: 3
DIMENSION OF PARKING SPACE	: 2.5m (W) X 5m (L)
NO. OF L/U/L SPACE FOR LGV	: 1
DIMENSION OF L/U/L SPACE	: 3.5m (W) X 7m (L)

LEGEND

	STRUCTURE
	FARMLAND
	LOADING/UNLOADING SPACE
	PARKING SPACE

Appendix II

Drawing No.	Var.
P04	01
Project	
PROPOSED TEMPORARY PLACE OF RECREATION, SPORTS OR CULTURE (HOBBY FARM) FOR A PERIOD OF 5 YEARS AND LAND FILLING	
VARIOUS LOTS IN D.D. 112, SHEK KONG, YUEN LONG, NEW TERRITORIES	
Drawing Title	
LAYOUT PLAN	
Scale of A4	
1 : 500	
Drawn	Date
	8.4.2021
Revised	Date

Estimated Traffic Generation

1. The proposed vehicular access is via Ko Sheung Road and is assumed to serve 4 Small Houses (including Lots 143 S.A RP/143 S.A ss.1, 143 S.B ss.1, 143 S.B ss.2 and 143 S.B RP). The run-in/run-out point is 6m wide. As the proposed Small Houses are within walking distance from public transport facilities at Kam Sheung Road, the traffic generated by them is not significant.
2. It is assumed that there will be one parking space for private car (5m x 2.5m) and one loading/unloading bay for light goods vehicle (7m x 3.5m) for each Small House. The estimated traffic generation/attraction rate is shown as follows:

Type of Vehicle	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Traffic Generation Rate at Peak Hours (pcu/hr)	Traffic Attraction Rate at Peak Hours (pcu/hr)
Private car	0.4	0.4	4	4
Light Goods Vehicle	0.6	0.6	0	0
Total	1.0	1.0	4	4

Note:

- a) The loading/unloading bay would only be used very infrequently and no such activity would be carried out at peak hours;
 - b) The pcu of private car and light goods vehicle are taken as 1 and 1.5 respectively; and
 - c) Morning peak is defined as 7:00 a.m. to 9:00 a.m. whereas afternoon peak is defined as 5:00 p.m. to 7:00 p.m.
 - d) Lot 139 has level difference with the proposed vehicular access and are not assumed to use it. Future connection to this access is subject to additional land filling works under separate planning application. Lot 145 S.A ss.2 is occupied by a car park using another vehicular access on the other side of Nam Hing Lei.
3. In view of the size of the Small House sites, adequate space for manoeuvring could be provided within them such that no queueing up of vehicles onto the proposed vehicular access would be occurred. The negligible increase in traffic would not aggravate the traffic condition of Ko Sheung Road and nearby road networks.

Drainage Proposal

A. Existing Situation

1. The application site (the Site) The proposed vehicular access varies in width from about 3.5m at the southern portion to 6m at the ingress/egress point. The Site will be filled with concrete to a maximum of about 1.2m to form the road surface.

B. Level and Gradient of Site

2. The proposed road levels would range from 27.3mPD to 28.4mPD (**Plan 3**). U-channels would be provided with gradient between 1:35 to 1:50 along the road (**Plan 4**). As demonstrated in Section E below, 225mm surface U-channels will be capable to drain surface runoff accrued at the Site and those from adjacent areas.

C. Catchment Areas

3. The proposed drainage facilities would mainly drain surface runoff from the road surface. According to the direction of flow, the road surface forms Catchment 1. Taking into account the site topography, only part of Lot 143 S.B ss.2, assumed to be hard paved for future Small House development, is included as an external catchment and forms Catchment 2.
4. Lots 142 S.A, 142 RP, 143 S.B.ss.1 and 143 S.B RP have their own drainage facilities and site formation works for proposed Small House developments have been approved under planning application no. A/YL-SK/346 and A/YL-SK/376 respectively.

D. Existing Drainage Facilities

5. There is a public catchpit to the north of the proposed run-in (**Plans 4 and 5b**). A 375mm U-channel would drain into it according to the approved application no. A/YL-SK/346.
6. The run-in/run-out formed by excavation (**Plan 4**) would be served by the existing public drainage system at Ko Sheung Road.
7. The areas near the eastern part of the Site are generally of a higher elevation. With part of the original surface runoff intercepted by the proposed vehicular access, the westward storm water flow into the 525mm surface U-channel below the roadside slope of Ko Sheung Road and the southward flow into the existing stream within Lot 139 would become less (**Plans 4 and 5c**) and the drainage circulation would be improved in general.

E. Calculation for Channels

Catchment 1

$$\begin{aligned}\text{Site Area} &= 205.5 \text{ m}^2 \\ (\text{concrete-paved}) &= 0.000205 \text{ km}^2\end{aligned}$$

$$\begin{aligned}\text{Peak runoff in m}^3 &= 0.278 \times 0.95 \times 250\text{mm/hr} \times 0.0002055 \text{ km}^2 \\ &= 0.01357 \text{ m}^3/\text{s} \\ &= 814 \text{ liter/min}\end{aligned}$$

Catchment 2 (External Catchment Area)

$$\begin{aligned}\text{Site Area} &= 150 \text{ m}^2 \\ (\text{concrete-paved}) &= 0.00015 \text{ km}^2\end{aligned}$$

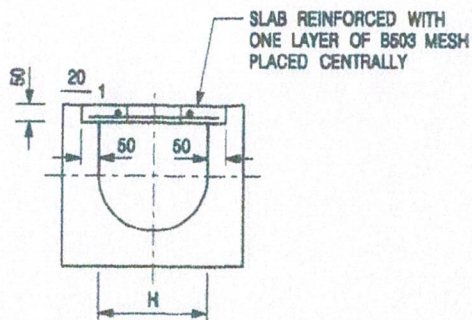
$$\begin{aligned}\text{Peak runoff in m}^3 &= 0.278 \times 0.95 \times 250\text{mm/hr} \times 0.00015 \text{ km}^2 \\ &= 0.0099 \text{ m}^3/\text{s} \\ &= 594 \text{ liter/min}\end{aligned}$$

$$\begin{aligned}\text{Total Peak Runoff for Site} &= 0.02347 \\ &= 1408 \text{ liter/min}\end{aligned}$$

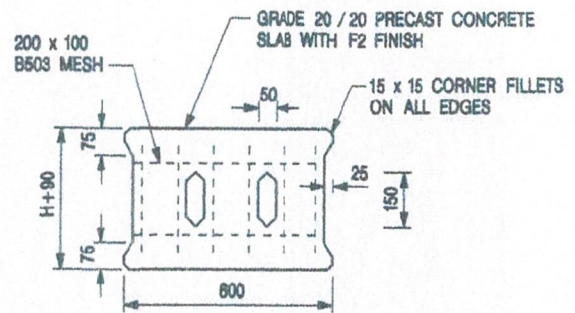
According to Figure 8.7 – Chart for the Rapid Design of Channels,
For gradient 1: 50, 225UC will be suitable.

F. Proposed Drainage Facilities

8. Based on the above calculations, it is considered that the proposed 225mm surface U-channels for Catchments 1 and the external catchment (Catchment 2) would be adequate to intercept storm water passing through and generated at the Site (**Plan 4**).
9. All the proposed drainage facilities will be constructed and maintained at the applicant's own cost.
10. All U-channels are to be covered by precast concrete slabs or cast iron gratings.
11. The proposed drainage facilities may be modified to tie in with those in connection with the approval condition on drainage under planning application no. A/YL-SK/346.
12. The proposed drainage works, mainly at the fringe of the Site, are detailed below:
 - (a) In view that construction of U-channels may be continued for several working days, surface channel would be formed in short sections and all redundant soil would be cleared before the formation of another short section.
 - (b) The proposed development would neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas.
 - (c) Adequate openings of about 100mm would be provided at the bottom of walls or hoarding to intercept the existing overland flow passing through the Site.



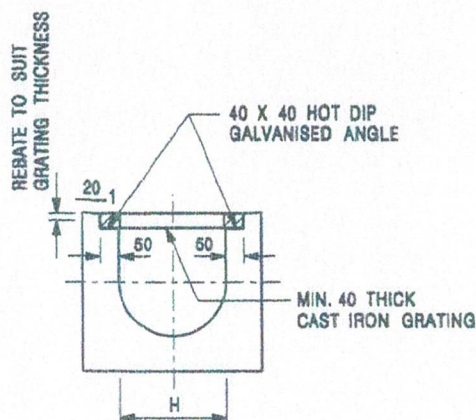
TYPICAL SECTION



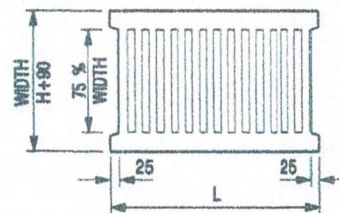
PLAN OF SLAB

U-CHANNELS WITH PRECAST CONCRETE SLABS

(UP TO H OF 525)



TYPICAL SECTION



L = 600mm FOR H ≤ 375mm
L = 400mm FOR H > 375mm

CAST IRON GRATING

(DIMENSIONS ARE FOR GUIDANCE ONLY, CONTRACTOR MAY SUBMIT EQUIVALENT TYPE)

U-CHANNEL WITH CAST IRON GRATING

(UP TO H OF 525)

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. H=NOMINAL CHANNEL SIZE.
3. ALL CAST IRON FOR GRATINGS SHALL BE GRADE EN-GJL-150 COMPLYING WITH BS EN 1561.
4. FOR COVERED CHANNELS TO BE HANDED OVER TO HIGHWAYS DEPARTMENT FOR MAINTENANCE, THE GRATING DETAILS SHALL FOLLOW THOSE AS SHOWN ON HyD STD. DRG. NO. H3156.

E	NOTES 3 & 4 AMENDED.	Original Signed	12.2014
D	NOTE 4 ADDED.	Original Signed	06.2008
C	MINOR AMENDMENT. NOTE 3 ADDED.	Original Signed	12.2005
B	NAME OF DEPARTMENT AMENDED.	Original Signed	01.2005
A	CAST IRON GRATING AMENDED.	Original Signed	12.2002
REF.	REVISION	SIGNATURE	DATE

**COVER SLAB AND CAST IRON
GRATING FOR CHANNELS**



**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20
DATE JAN 1991

DRAWING NO.
C2412E

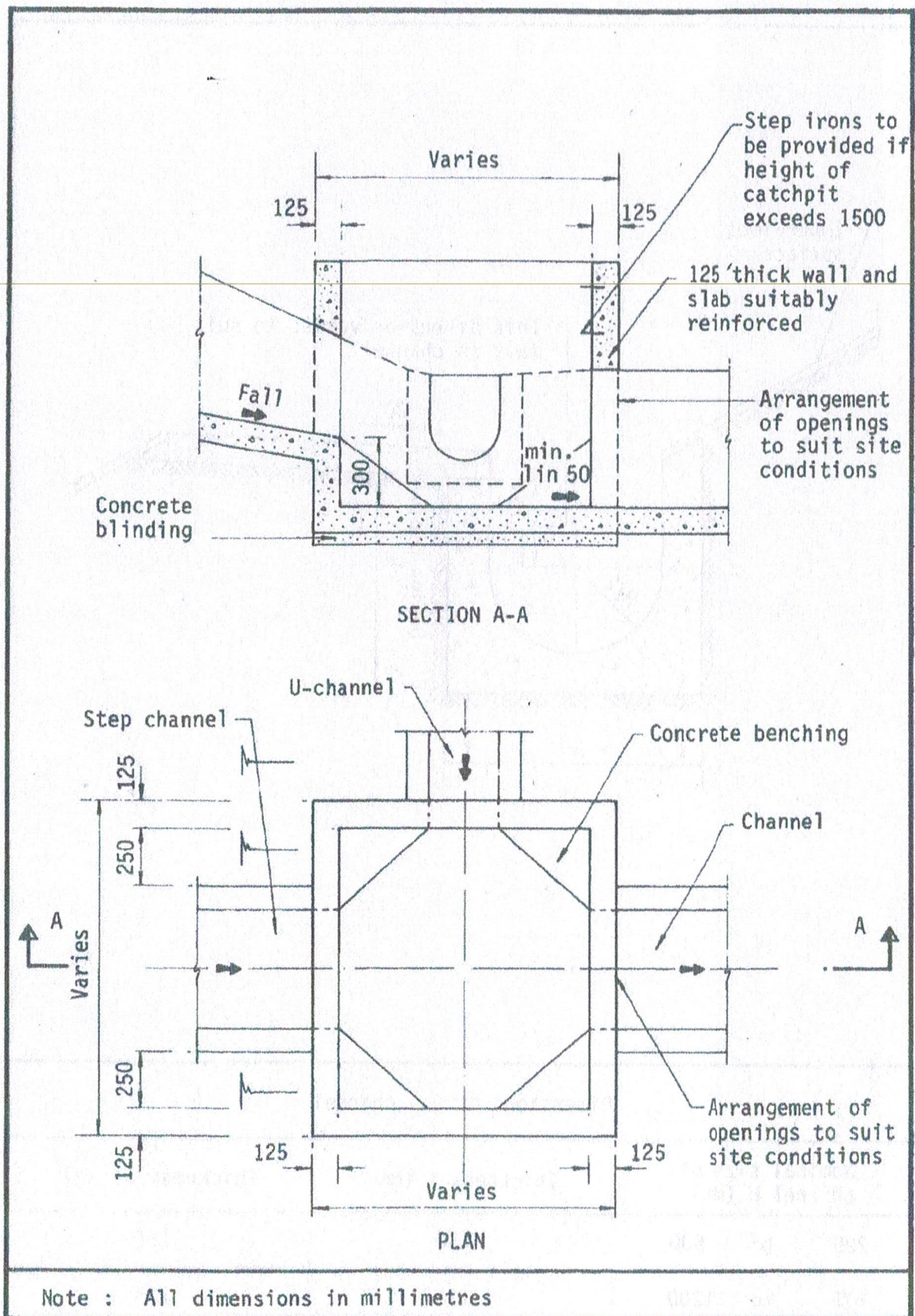
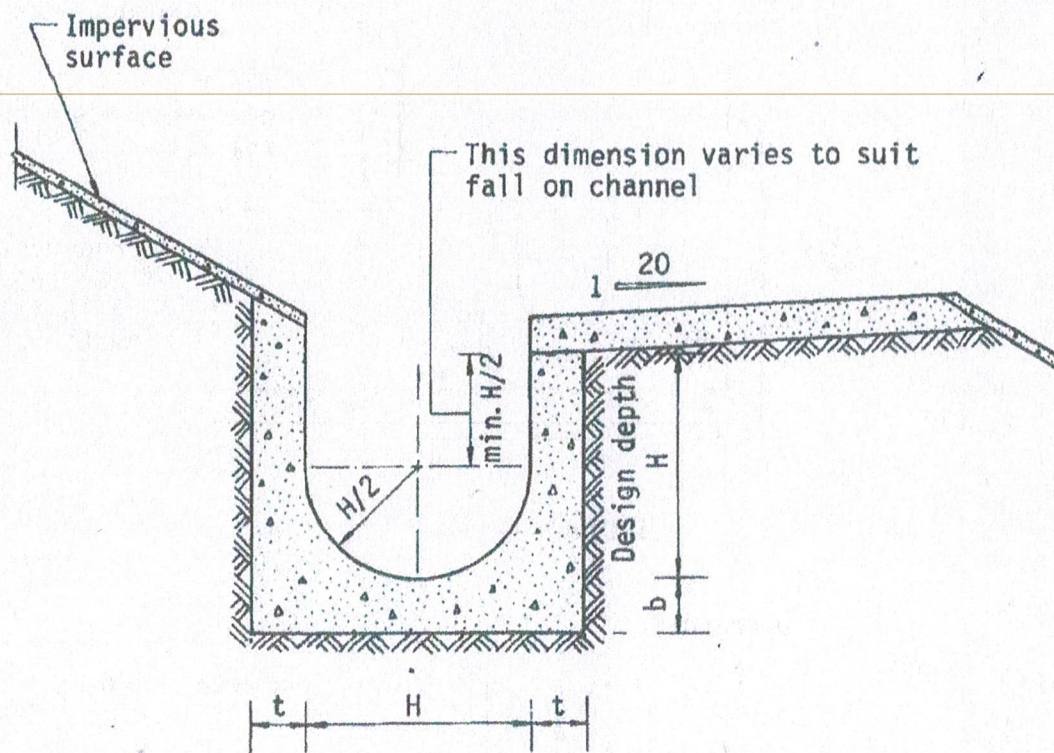


Figure 8.10 - Typical Details of Catchpits



Dimensions of U - channel

Nominal size of channel H (mm)	Thickness t (mm)	Thickness b (mm)
225 to 600	150	150
675 to 1200	175	225

Figure 8.11 - Typical U-channel Details