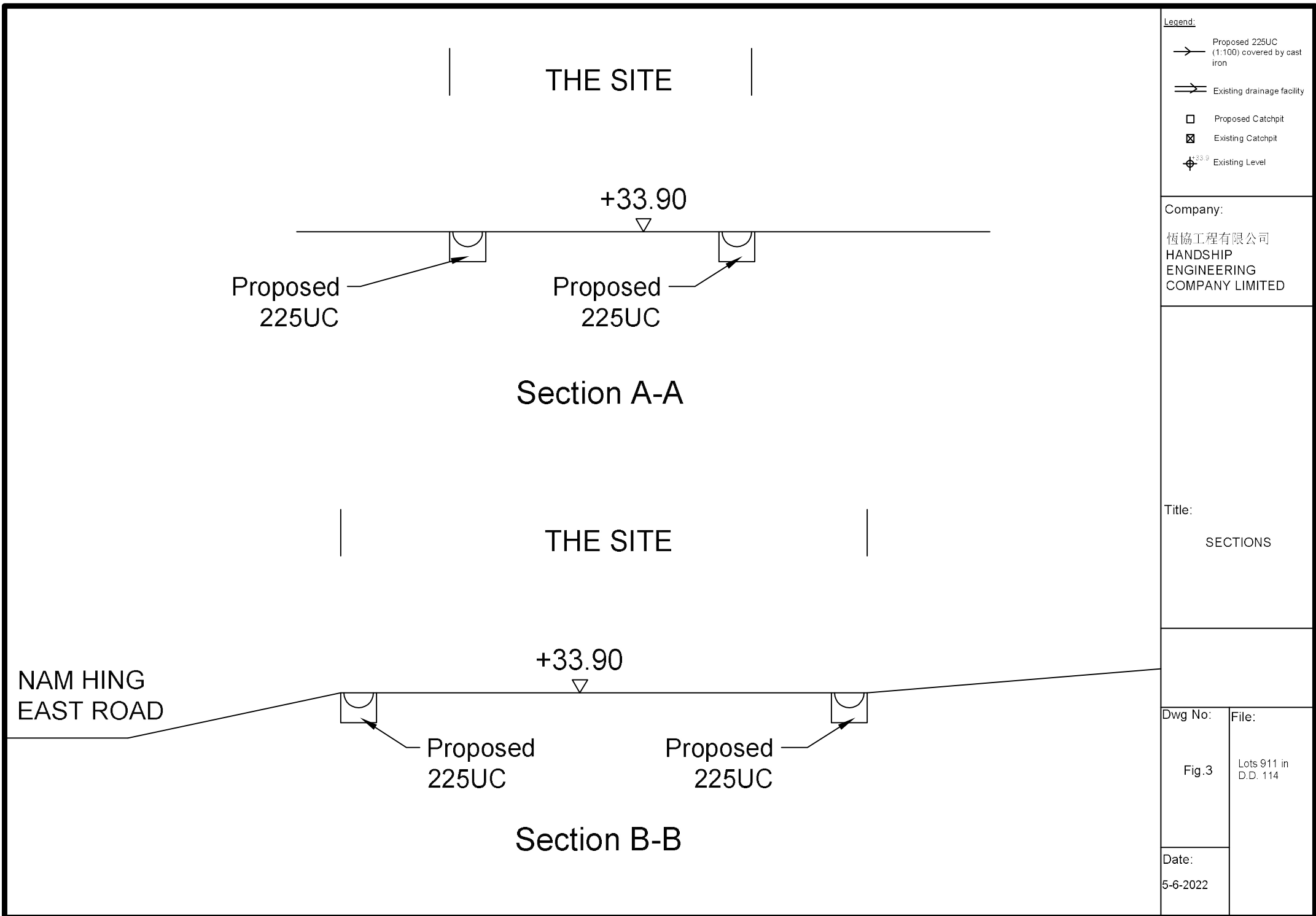


LIST OF APPENDICES

Appendix I	Drainage proposal accepted under previous application
Appendix II	Drainage condition records
Appendix III	Run-in/out proposal accepted under previous application
Appendix IV	FSIs proposal

Appendix I

Drainage proposal accepted under previous application



Company: HANDSHIP ENGINEERING COMPANY LIMITED
Project : A/YL-SK/331
Date: 2020/1/22

Calculation for channels:

Catchment Area of site

Site Catchment Area (Covered Area)

Area = 341 m²
 = 0.000341 km²

Peak runoff in m³/s = 0.278 x 0.25 x 250 mm/hr x 0.000341 km²
 = 0.0059249 m³/s
 = 355 liter/min

Site Catchment Area (Uncovered Area)

Area = 452 m²
 = 0.000452 km²

Peak runoff in m³/s = 0.278 x 0.25 x 250 mm/hr x 0.000452 km²
 = 0.0078535 m³/s
 = 471 liter/min

Total Peak runoff in m³/s = 0.0137784 m³/s
 = 827 liter/min

According to (Figure 8.7 - Chart for the Rapid Design of Channels),
 For gradient 1:100, 225UC will be suitable for proposed site

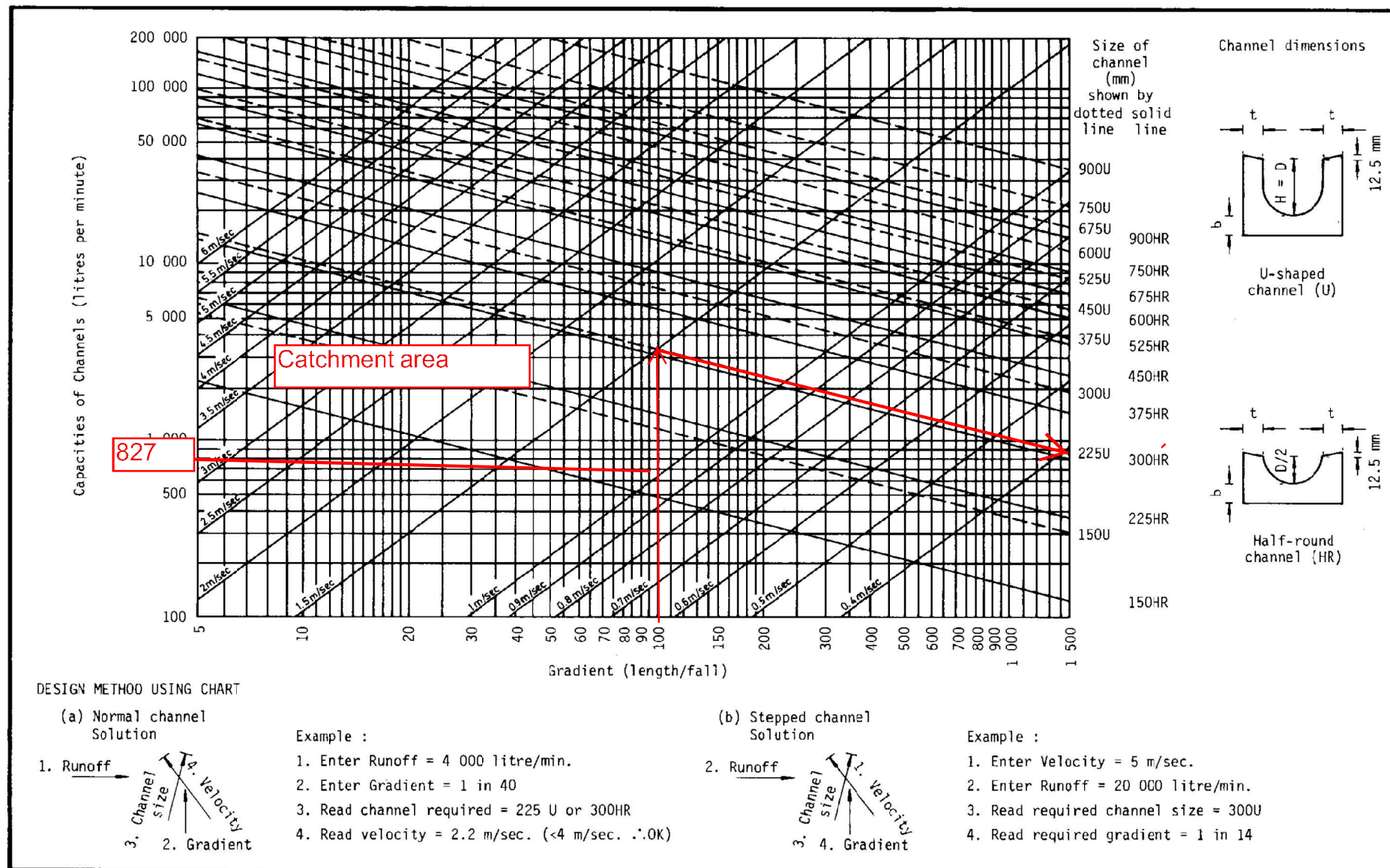
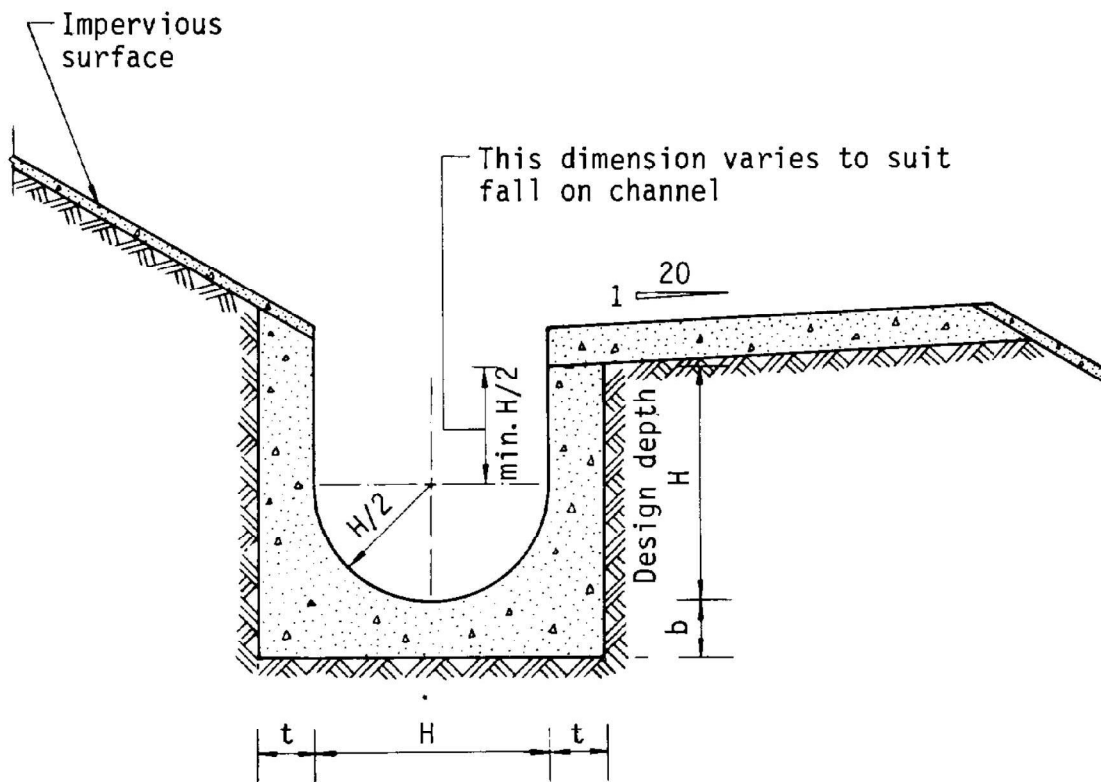


Figure 8.7 - Chart for the Rapid Design of Channels



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

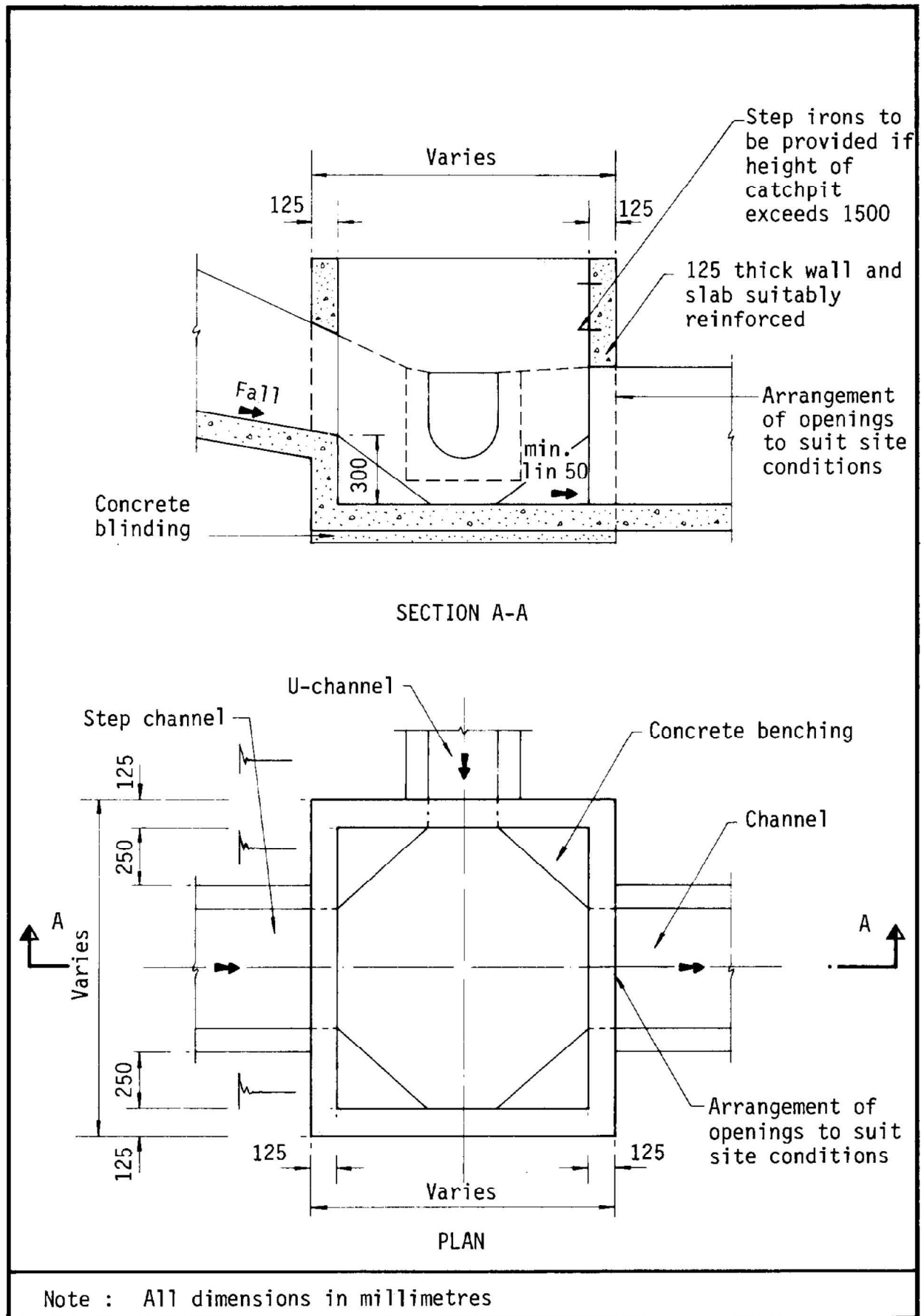
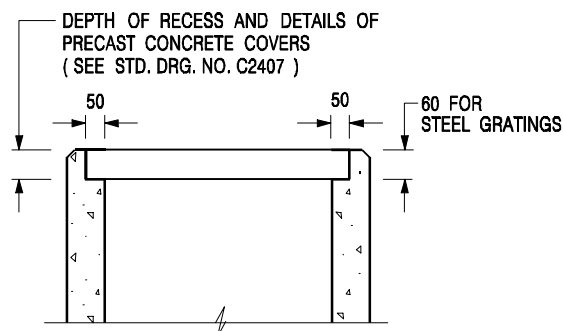


Figure 8.10 - Typical Details of Catchpits



ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'G' ON STD. DRG. NO. C2405; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'F' ON STD. DRG. NO. C2405.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

CATCHPIT WITH TRAP
(SHEET 2 OF 2)



**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

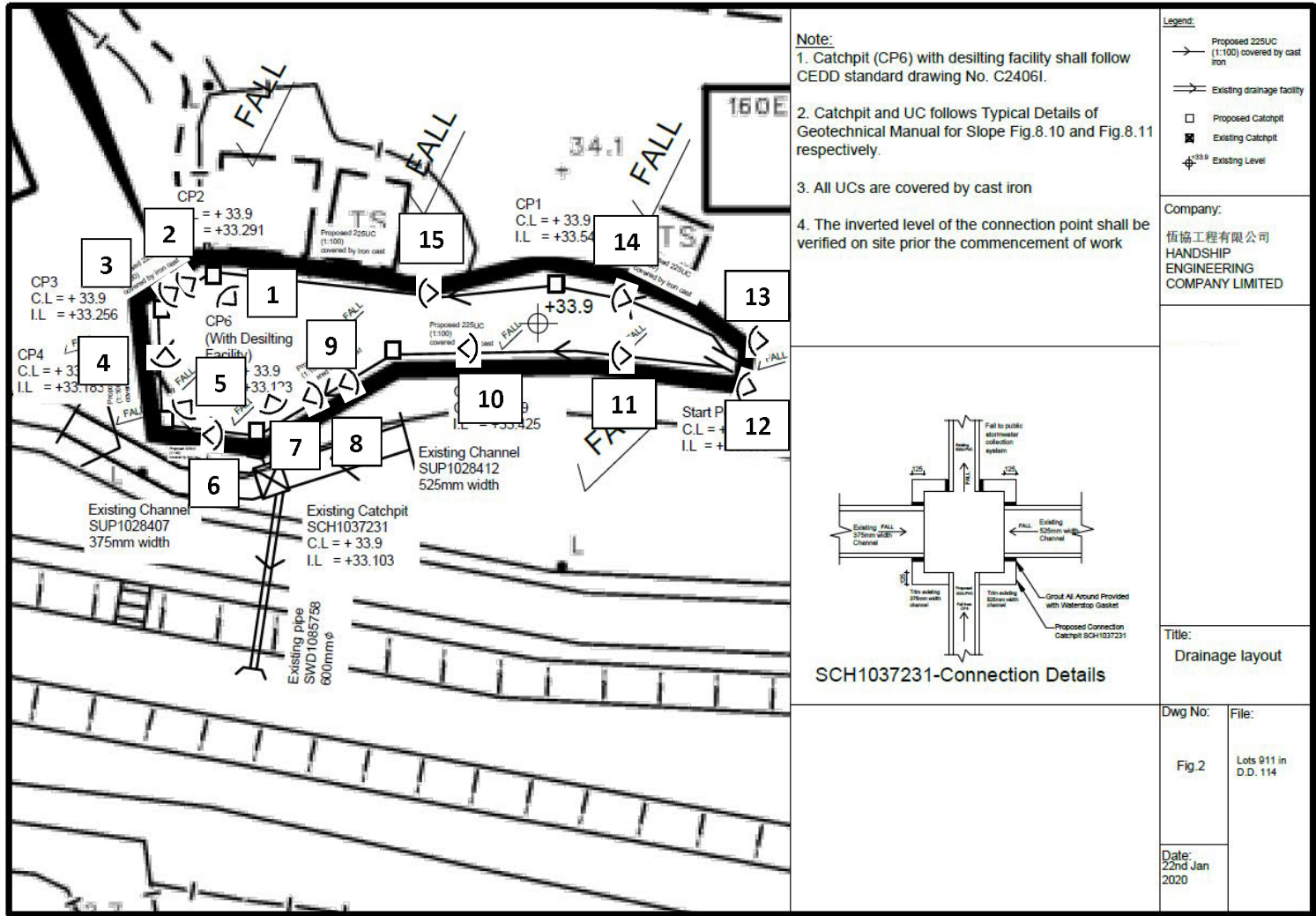
C2406 /2

Appendix II

Drainage condition records

Appendix II – Condition Records of Drainage Facilities

Part 1 – Accepted drainage proposal under previous planning application



Part 2 – Photographic records of the existing drainage facilities (taken on 11.12.2025)



Viewpoint 1



Viewpoint 2



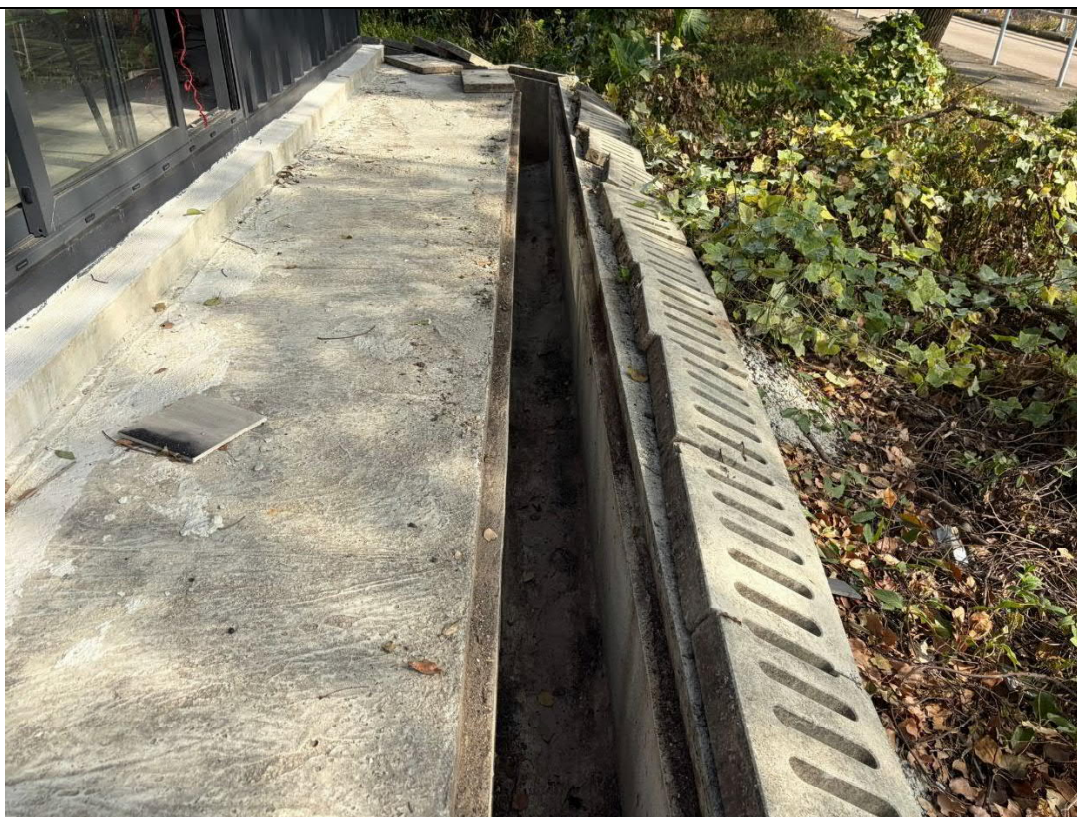
Viewpoint 3



Viewpoint 4



Viewpoint 5



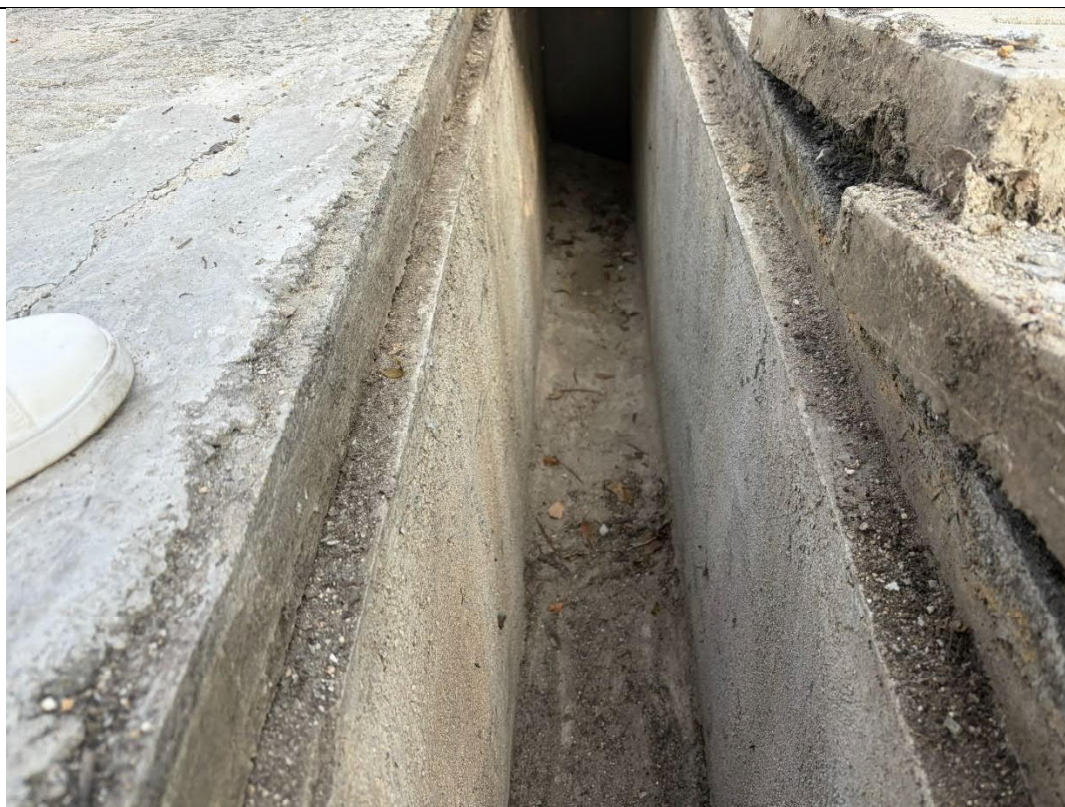
Viewpoint 6



Viewpoint 7



Viewpoint 8



Viewpoint 9



Viewpoint 10



Viewpoint 11



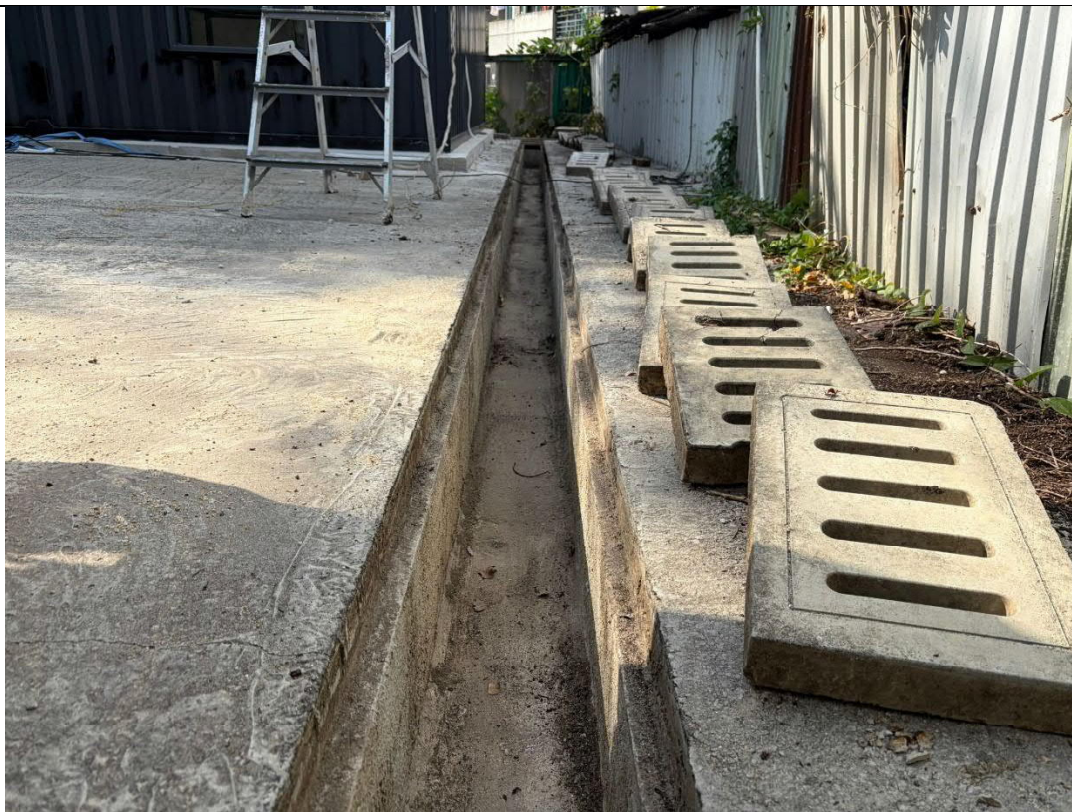
Viewpoint 12



Viewpoint 13



Viewpoint 14



Viewpoint 15

Appendix III

Run-in/out proposal accepted under previous application

Run-in/out Proposal

**Proposed Temporary Shop and Services for a Period of 5 years
and Land Filling at
Lot 911 RP (Part) in D.D.114, Shek Kong, Yuen Long**

Date: 22 March 2022

1. Introduction

1.1 The objective of this proposal are as follows:

- To review the existing run-in/out conditions
- To suggest the design of the run-in/out with reference to Highways Standard Drawings
- To demonstrate the procedures of construction in accordance with requirements of relevant Government guidelines/practices

2. Location of the Application Site and Existing Conditions of the Run In/Out

2.1 The Application Site is situated on the southern side of NAM HING EAST Road and northern side of KAM SHEUNG ROAD, Yuen Long. It is situated approximately 8m to the northern of the NAM HING EAST Road and 3.5km to the west of MTR KAM SHEUNG ROAD STATION (**Appendix 1** shows the location of the Application Site and proposed run in/out location).

2.2 The existing situation of the location of the proposed run-in/out is located at the eastern side of the Application Site, about 5 metres wide and is hard paved with concrete. It is approximately 900mm higher than the level of NAM HING WEST ROAD (Site Plan and Photos of the existing run-in/out in **Appendices 2 and 3** respectively).

3. The Proposal

3.1 The run-in/out will be constructed with concrete (Building Department's Practice Note for Authorized Persons and Registered Structural Engineers No. APP-144 ("the Practice Notes"): "Design and Construction of Run-in and Run-out on Public Road" specified that *"where the adjoining footpath is constructed of concrete, the run-in and run-out should also be constructed with concrete"*). The design of the run-in/out proposal will be in accordance with the latest version of Highway Standard Drawing No. 1113B and 1114A (**Appendices 4 and 5**). Care will be taken to ensure that the design and construction are appropriate in terms of safety and convenience to vehicular and pedestrian traffic.

3.2 To avoid damage of the adjoining pavement, saw-cut method will be adopted for the construction of the run-in/out and any damage to pavement by the construction activities outside the construction area will be re-instated and made good. As regards to the procedures for construction of run-in/out, the guidelines of the Practice Notes will be adopted as appropriate.

3.3 Before construction, hand-rail shall be removed (extend of removed part shall be mentioned in Appendix 3). All works shall be carried out, which should ensure pedestrian safety.

4. Construction Procedures

The following construction procedures will be adopted:



(1) Checking with relevant authorities for the utilities services underneath the proposed run-in/out.



(2) Excavation of the run-in/out after making arrangements for any utilities division.



(3) Laying of Spare PVC Duck



(4) Concrete paving



(5) Concrete paving



(6) Spare PVC ducts marked on the footway thus C↑D

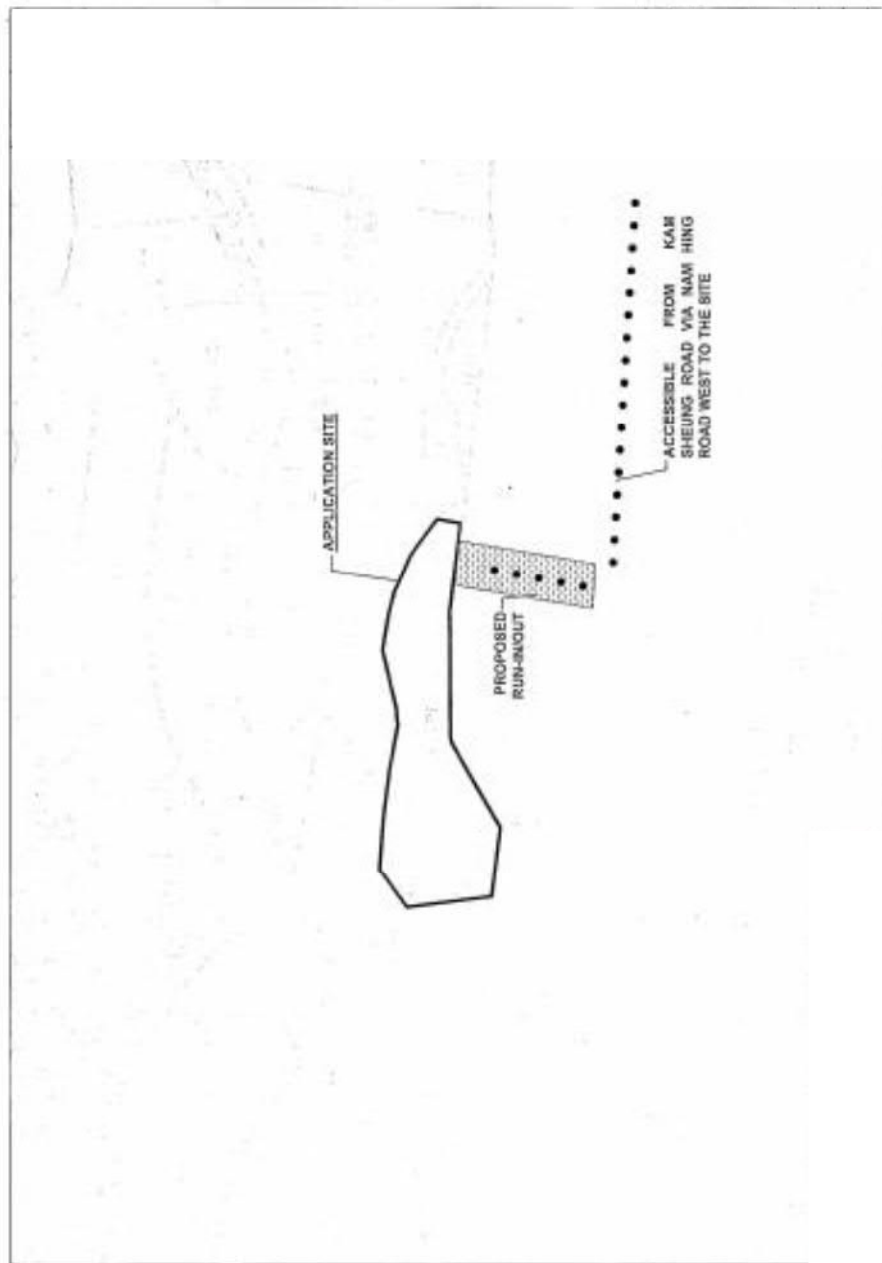
5. Conclusion

The Applicant respectfully submits this run-in/out proposal and will commit to construct the run-in/out at the ingress/egress of the Application Site and ensure the design and construction process are appropriate in terms of safety. The Applicant will provide his best effort from hindering vehicular and pedestrian traffic adjoining the Application Site when carrying out maintenance work.

22.3.2022

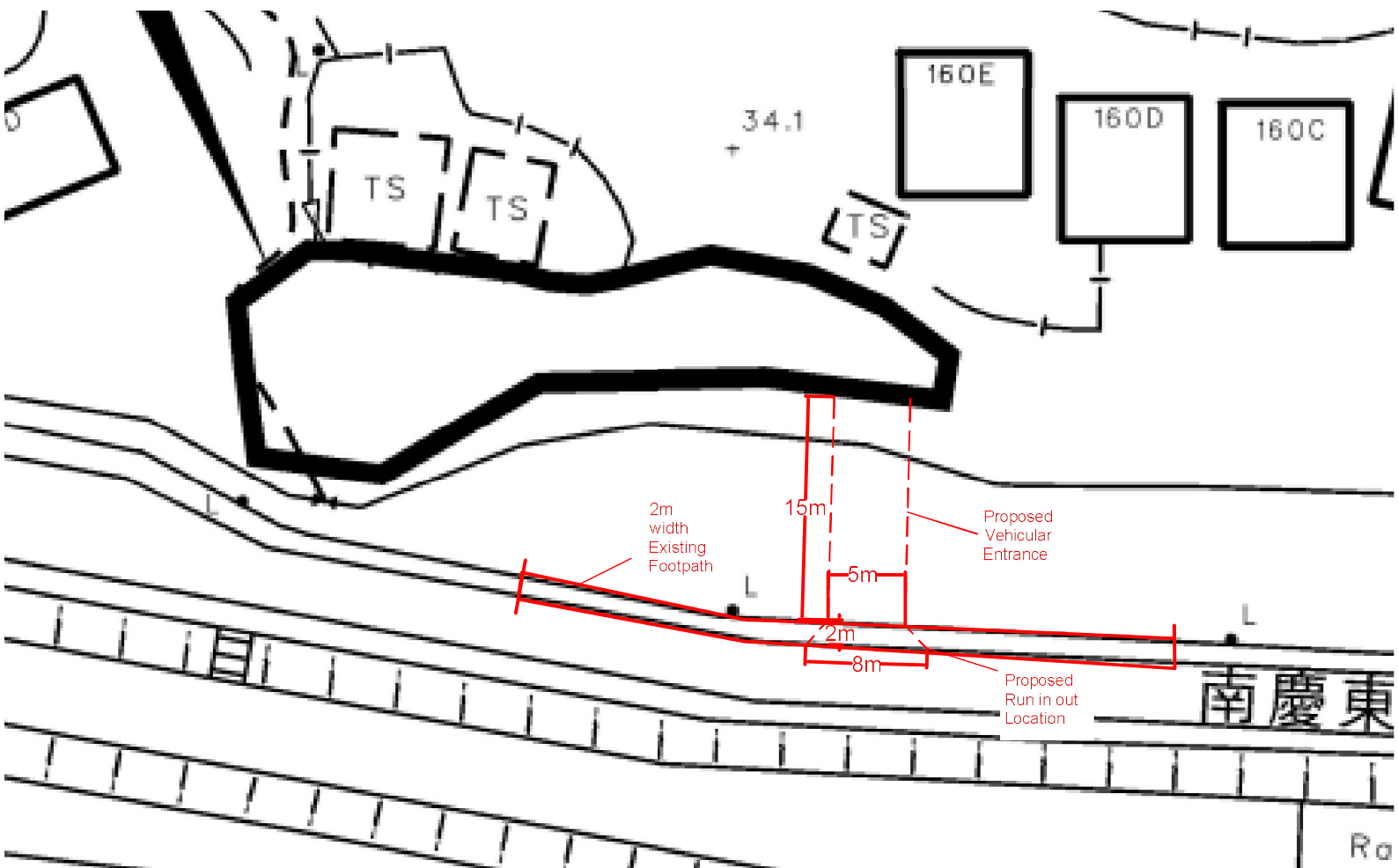
APPENDIX

Appendix 1a



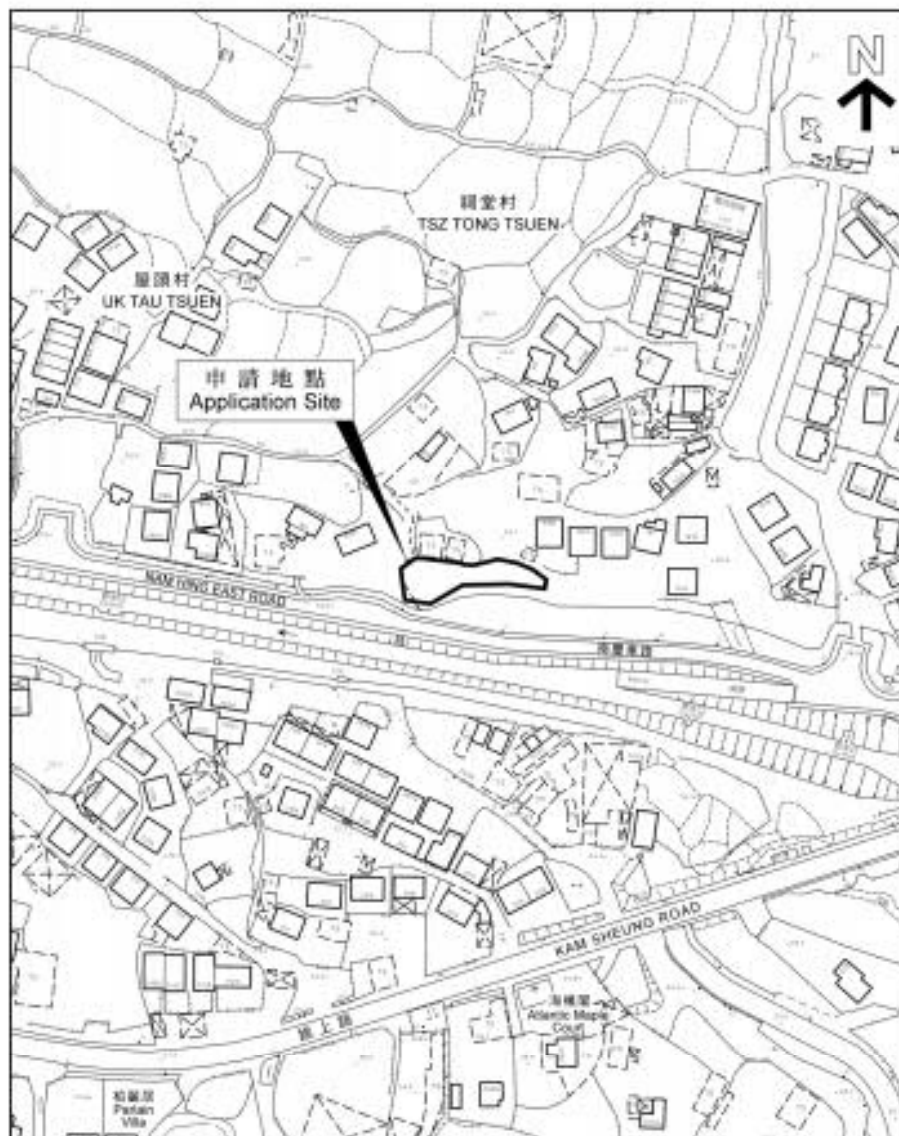
Location Plan

Appendix 1b



Proposed Run in/out Location

Appendix 2



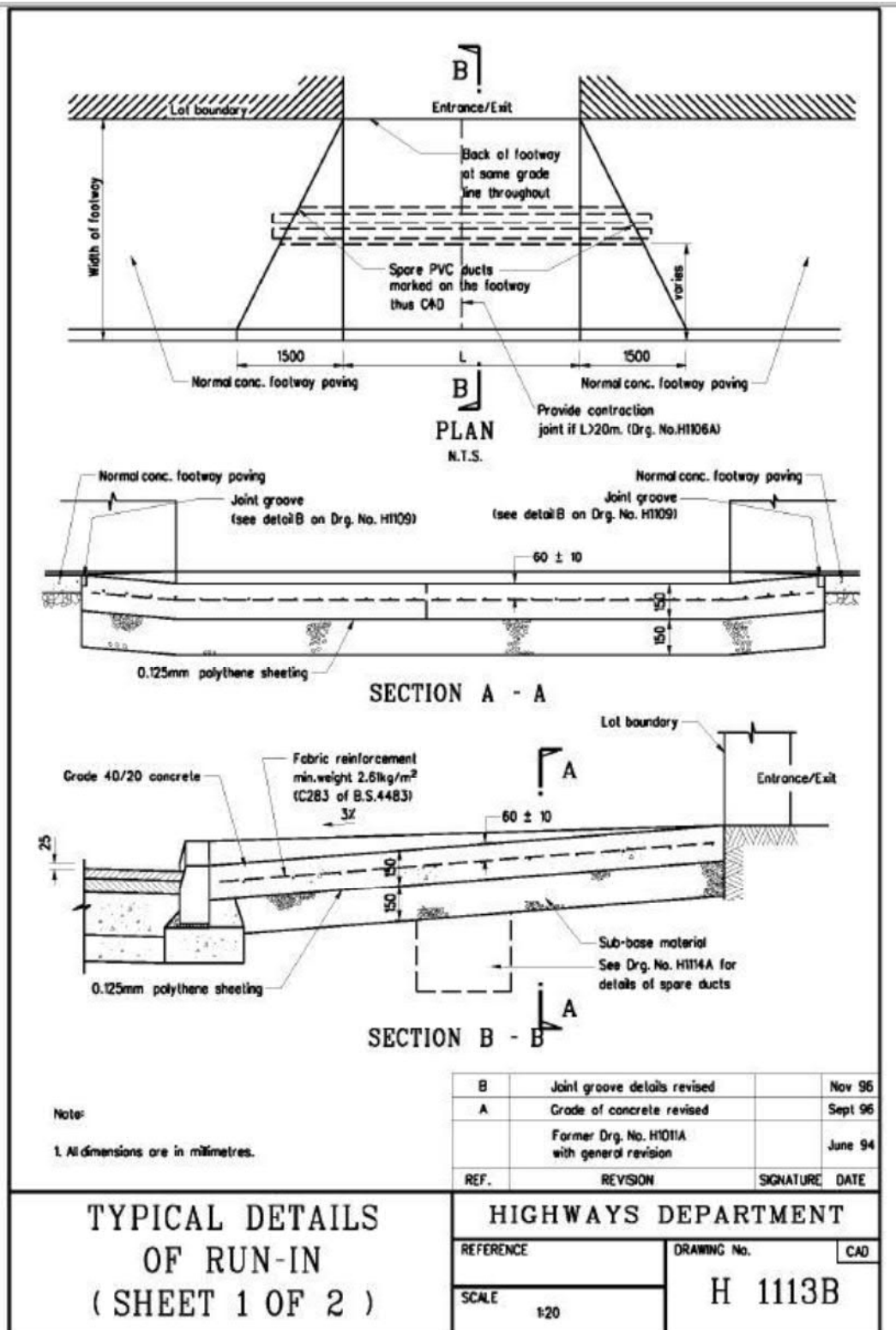
Site Plan

Appendix 3

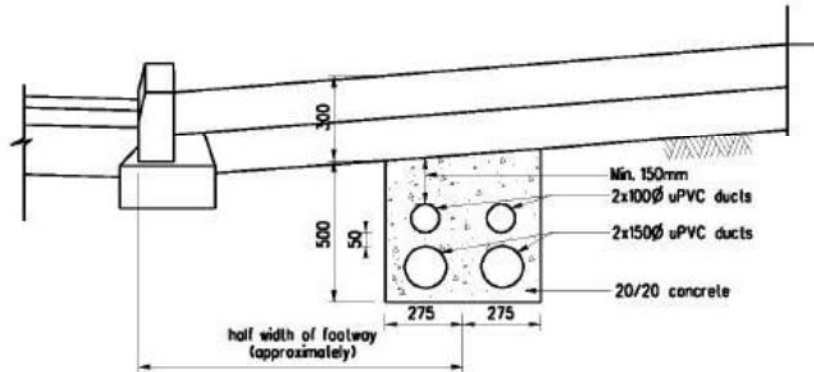


Photos of Existing Run-in/Out

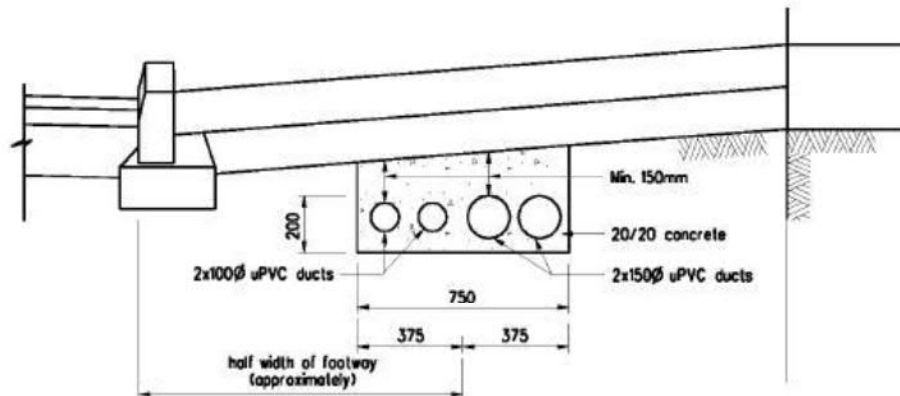
Appendix 4



Appendix 5



OPTION A



OPTION B

Notes:

1. 100 diameter ducts are provided for cables of ATC or CCTV.
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 of both ends of the duct bank to be marked on footway thus CAD.

A	Concrete cover revised		Sept 96
	Former Drg. No. H1011A with general revision		June 94
REF.	REVISION	SIGNATURE	DATE

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

HIGHWAYS DEPARTMENT

REFERENCE

DRAWING No.

CAD

SCALE

1:20

H 1114A

Appendix IV

FSIs proposal

DEVELOPMENT PARAMETERS

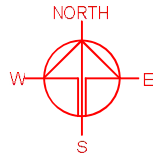
APPLICATION SITE AREA : 336 m² (ABOUT)
COVERED AREA : 54 m² (ABOUT)
UNCOVERED AREA : 282 m² (ABOUT)

PLOT RATIO : 0.32 (ABOUT)
SITE COVERAGE : 16% (ABOUT)

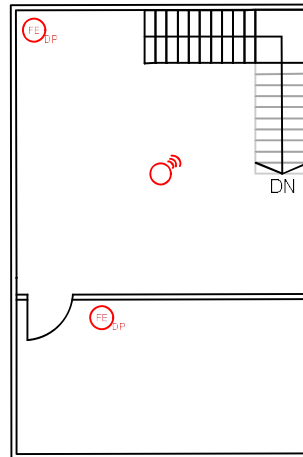
NO. OF STRUCTURE : 1
DOMESTIC GFA : NOT APPLICABLE
NON-DOMESTIC GFA : 108 m² (ABOUT)
TOTAL GFA : 108 m² (ABOUT)

BUILDING HEIGHT : 6 m (ABOUT)
NO. OF STOREY : 2

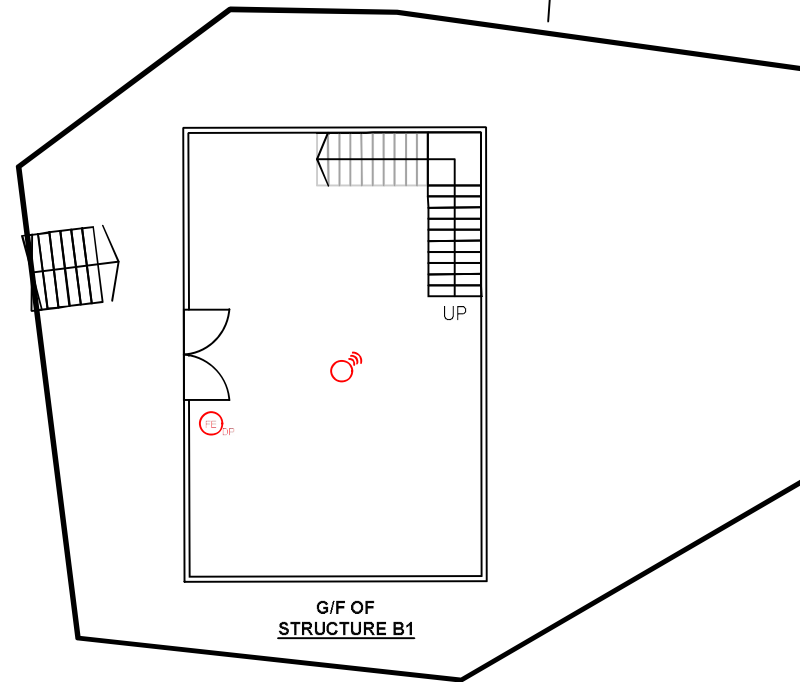
STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	(G/F) (1/F)	SHOP AND SERVICES SHOP AND SERVICES	54m ² (ABOUT) 54m ² (ABOUT)	6m (ABOUT)(2-STOREY)
TOTAL		54m ² (ABOUT)	108m ² (ABOUT)	



APPLICATION SITE



1/F OF
STRUCTURE B1



G/F OF
STRUCTURE B1

FIRE SERVICE INSTALLATIONS

-  STAND-ALONE FIRE DETECTOR
-  4 KG DRY POWDER TYPE FIRE EXTINGUISHER

FS NOTES:

- SUFFICIENT STAND-ALONE FIRE DETECTOR SHALL BE PROVIDED THROUGHOUT THE ENTIRE BUILDING IN ACCORDANCE WITH "STAND-ALONE FIRE DETECTOR GENERAL GUIDELINES ON PURCHASE, INSTALLATION & MAINTENANCE [SEP 2021]".
- IN RELATION TO 1) ABOVE, WHERE TWO OR MORE STAND-ALONE FIRE DETECTORS ARE INSTALLED IN AN ENCLOSED STRUCTURE, ALL STAND-ALONE DETECTORS SHALL BE INTERCONNECTED (EITHER WIRED OR WIRELESSLY) SUCH THAT WHEN ONE OF THE STAND-ALONE FIRE DETECTOR IS TRIGGERED, ALL CONNECTED STAND-ALONE FIRE DETECTORS SHALL SOUND AN ALARM SIMULTANEOUSLY.
- PORTABLE HAND-OPERATED APPROVED APPLIANCE SHALL BE PROVIDED AS REQUIRED BY OCCUPANCY.
- ACCESS IS PROVIDED FOR EMERGENCY VEHICLE TO REACH 30m OF ALL PART OF STRUCTURES.

LEGEND

-  APPLICATION SITE
-  STRUCTURE

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY SHOP AND SERVICES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS

SITE LOCATION

LOT 911 RP (PART) IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE

1: 150 @ A4

DRAWN BY: MN DATE: 14.11.2025

CHECKED BY: DATE:

APPROVED BY: DATE:

DWG TITLE

FSIS PROPOSAL

DWG NO:
APPENDIX IV

VER:
001