



Section 16 Planning Application

Proposed Temporary Drone Training Centre with Ancillary Facilities for a Period of 3 Years at Lots 1368(Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378(Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398(Part), 1399(Part), 1400(Part), 1401, 1402(Part), 1403 and 1404 in D.D. 41 and Adjoining Government Land, Tong To Ping Tsuen, Sha Tau Kok, N.T.

Planning Statement

Applicant

Magic 7 Smart Technology Ltd.

Prepared by

Lawson David and Sung Surveyors Limited

July 2026

Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary drone training centre with ancillary facilities (the “proposed development”) for a period of 3 years at Lots 1368(Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378(Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398(Part), 1399(Part), 1400(Part), 1401, 1402(Part), 1403 and 1404 in D.D. 41 and adjoining government land, Tong To Ping Tsuen, Sha Tau Kok, N.T. (the “Application Site”).

The Application Site, covering an area of about 5,121 sq.m. (including about 546 sq.m. of Government land), falls within “Village Type Development” (“V”) zone (about 4,530 sq.m, 88%) and “Recreation” (“REC”) zone (about 591 sq.m, 12%) on the on the Approved Sha Tau Kok Zoning Plan (OZP) No. S/NE-STK/2 gazetted on 13.6.2014. According to the Notes of the OZP, the proposed development is not under either “Column 1” or “Column 2” use of “V” and “REC” zone. Meanwhile, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board (the “Board”).

The Application Site is currently a piece of flat and vacant land. The proposed development comprises six temporary structures: five 1-storey SUA training rooms, each measuring about 15 sq. m and standing at approximately 3 m in height, and a 2-storey structure repaired from an existing structure for use as a reception area/site office/rain shelter (BH:5m). A 15m × 45m area in the middle of the Application Site is proposed for designation as a Flying Zone for the take-off and landing of drones. The remaining open area will be used as a clear area and for vehicular manoeuvring. In addition, there will be one parking space for a 24-seater minibus (3.5m x 7m) and four spaces for private cars (2.5m x 5m) for staff and visitors. The Application Site will be fenced off with 2.5-metre-high corrugated metal sheets. Operations will be conducted on a booking basis and according to scheduled courses, generally from Wednesdays to Sundays (including public holidays) between 9:00 a.m. and 6:00 p.m.

The justifications of this application are:

1. The proposed development supports government policy on low-altitude economy development in Hong Kong;
2. The proposed development is similar in nature with uses under “Place of Recreation, Sports or Culture”;
3. The proposed development will not hinder the availability of land for small house development;
4. The proposed development is in line with the planning intention of “REC” zone;
5. The Application Site is a suitable venue for drone training; and
6. There will be no adverse drainage, traffic and environmental impacts on the surrounding areas.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

行政摘要

此規劃報告書旨在支持在沙頭角塘肚坪村丈量約份第 41 約地段第 1368 號(部分), 第 1369 號, 第 1371 號, 第 1372 號, 第 1373 號, 第 1376 號, 第 1377 號, 第 1378 號(部分), 第 1379 號, 第 1381 號, 第 1382 號, 第 1383 號, 第 1384 號, 第 1385 號, 第 1392 號, 第 1393 號, 第 1394 號, 第 1395 號, 第 1396 號, 第 1397 號, 第 1398 號(部分), 第 1399 號(部分), 第 1400 號(部分), 第 1401 號, 第 1402 號(部分), 第 1403 號和第 1404 號及毗連政府土地 (“申請地點”), 作為期三年的擬議臨時無人機訓練中心連附屬設施(“擬議發展”)用途的規劃申請。

申請地點的面積約 5,121 平方米 (包括約 546 平方米的政府土地), 座落在 2014 年 6 月 13 日刊憲的沙頭角分區計劃大綱核准圖 (圖則編號: S/NE-STK/2) 上的「鄉村式發展」地帶 (約 4,530 平方米, 88%) 和「康樂」地帶 (約 591 平方米, 12%)。根據該大綱圖的註釋, 擬議發展不屬於「鄉村式發展」地帶或「康樂」地帶的第一及第二欄用途。然而, 不超過三年土地或建築物的臨時用途或發展, 需先向城市規劃委員會(“城規會”)提出申請。

申請地點目前是一塊平坦的空地。擬議發展包括六座臨時構築物: 五間單層的無人機訓練室, 每間面積約 15 平方米, 高度約 3 米; 以及一座由現有空置構築物改建而成的 2 層建築用作接待處/辦公室/避雨棚(高度: 約 5 米)。場地中央一處 15 米 x 45 米的區域將劃定為飛行區, 供無人機起降使用。其餘的空地將用作安全緩衝區及車輛調度區。擬議發展亦將為員工及訪客提供一個 24 座小巴泊位 (3.5 米 x 7 米) 及四個私家車泊位 (2.5 米 x 5 米)。申請用地將以高約 2.5 米的金屬板圍封。營運將採預約制, 並依照既定課程進行, 一般於週三至週日 (包括公眾假期) 上午 9 時至下午 6 時之間。

本規劃申請的理據為:

1. 擬議發展支持政府推動本港低空經濟發展的政策;
2. 擬議發展跟「康體文娛場所」用途的定義相近;
3. 擬議發展不會阻礙小型屋宇發展的土地供應;
4. 擬議發展符合「康樂」地帶的規劃意向;
5. 申請地點適合用作無人機訓練場地; 及
6. 擬議發展不會對附近的排水、交通及環境構成不良的影響。

基於本規劃報告書所述的理據, 敬希 各城規會委員及有關政府部門能批准此項申請, 作為期三年的臨時用途。

TABLE OF CONTENTS

Page

1. INTRODUCTION	1
1.1 Purpose	
1.2 Background of the Application	
1.3 Organization of the Planning Statement	
2. SITE CONTEXT	2
2.1 The Application Site and Its Existing Condition	
2.2 Surrounding Land Uses	
2.3 Accessibility	
2.4 Land Status	
3. PLANNING CONTEXT	3
3.1 Outline Zoning Plan	
3.2 Previous Application	
3.3 Similar Application	
4. DEVELOPMENT PROPOSAL	3
4.1 Site Configuration and Layout	
4.2 Site Operations	
4.3 Traffic Arrangement	
4.4 Drainage Proposal	
4.5 Fire Service Installations Proposal	
4.6 Environmental Consideration	
5. PLANNING JUSTIFICATIONS	6
5.1 Support the Government Policy on Low-altitude Economy Development	
5.2 Similar in Nature with Uses under “Place of Recreation, Sports or Culture”	
5.3 No Adverse Impact on Small House Land Supply	
5.4 In Line with the Planning Intention of “REC” Zone	
5.5 A Suitable Venue for Drone Training	
5.6 No Adverse Impacts on the Surrounding Areas	
6. CONCLUSION	8

List of Figures

Figure 1	Location Plan
Figure 2	Lot Index Plan
Figure 3	Vehicular Access to the Site
Figure 4	Indicative Layout Plan
Figure 5	Swept Path Analysis

Site Photos

List of Appendices

Appendix 1	Drainage Proposal
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1. Introduction

1.1 Purpose

Pursuant to Section 16 of the Town Planning Ordinance, this Planning Statement Report is submitted to the Town Planning Board (the “Board”) in support of a planning application for proposed temporary drone training centre with ancillary facilities (the “proposed development”) for a period of 3 years at Lots 1368(Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378(Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398(Part), 1399(Part), 1400(Part), 1401, 1402(Part), 1403 and 1404 in D.D. 41 and Adjoining Government Land, Tong To Ping Tsuen, Sha Tau Kok, N.T. (hereafter referred to as the “Application Site”). **Figure 1** shows the location of the Application Site and the Lot Index Plan indicating the concerned lots is shown per **Figure 2**.

The Application Site, covering an area of about 5,121 sq.m. (including about 546 sq.m. of Government land), falls within an area mainly zoned “Village Type Development” (“V”) (about 4,530 sq.m, 88%) with a small portion zoned “Recreation” (“REC”) (about 591 sq.m, 12%) on the Approved Sha Tau Kok Outline Zoning Plan (OZP) No. S/NE-STK/2 gazetted on 13.6.2014. According to the Notes of the OZP, the proposed development is not under either “Column 1” or “Column 2” use of “V” and “REC” zones. Meanwhile, temporary use or development of any land or building not exceeding a period of three years requires permission from the Board.

1.2 Background of the Application

Small Unmanned Aircraft (SUA), commonly known as drones, are power-driven aircraft weighing 25kg or below, operated without any pilot onboard. With the growing popularity of SUA usage over the past few years, both locally and worldwide, drones are being employed for various purposes ranging from recreation and education to professional deployment for powerline inspection, surveying, filming, drone shows, etc. Under the SUA Order that took full effect on 1.12.2022, SUA operations are regulated under a risk-based approach. Based on the weight of the SUA and the operational risk level, SUA operations are subject to the corresponding regulatory requirements, including registration and labelling of SUA, registration of remote pilots, training and assessment, equipment and operating requirements, etc.

Under the SUA Order, for SUA pilots who wish to conduct advance operations prone to higher risks, they are required to obtain the “Advanced Rating” qualification from the Civil Aviation Department (CAD) by completing pilot training course provided by SUA Approved Training Organization (ATO).

The Applicant is target to cooperate with a SUA ATO to provide superior training standards on a global scale by offering professional drone licence courses that will take people from classroom to operations. The courses organized by the ATO consist of two parts: Part 1 is classroom lectures, which will be conducted in the SUA training rooms. Part 2 is the operation course, which is proposed to be conducted at the flying zone for SUA. To meet the operational needs for training and educational purposes as a SUA ATO in Hong Kong, the Applicant seeks the Board’s approval to develop the Application Site as a drone training centre.

1.3 Organization of the Planning Statement

This planning statement is divided into 6 chapters. Chapter 1 is an introduction outlining the above background of the planning application. Chapter 2 will then illustrate the site context and land status followed by Chapter 3 which describes the planning context in details. Chapter 4 gives the particulars of the proposed development. Detailed accounts of planning justifications of the proposed development are presented in Chapter 5. The planning statement finally concludes with a summary in Chapter 6.

2. Site Context

2.1 The Application Site and Its Existing Condition

The Application Site, with an area of about 5,121 sq.m. (including Government land of about 546 sq.m.), is located in Tong To Ping Tsuen, and can be accessed via a road leading from Sha Tau Kok Road – Shek Chung Au in its southeast. The Application Site is a piece of flat land generally sloping from the west to the east and is currently vacant and covered with grass. The existing vacant structure in the south of the Application Site will be renovated and used by the Applicant (see **Site Photos**).

2.2 Surrounding Land Uses

The surrounding area is characterised by a rural landscape consisting mainly of village houses, abandoned land, and clusters of trees. Clusters of trees are located to the north and west. Further north, across the tree clusters, lies the cluster of Tong To village houses. To the south-west is a S.12A planning application for the rezoning of the site from “V” to “Government, Institution or Community(1)” (“GIC(1)”) for a columbarium. This was partially approved by the Board on 21.12.2025. Apart from a few village houses to the southwest, there are no residential dwellings in the immediate vicinity of the Application Site.

2.3 Accessibility

The Application Site is accessible to Sha Tau Kok Road – Shek Chung Au via an access road to its southeast. The entrance to the Application Site is located to the south with a width of 8m. A plan showing the vehicular access to the Application Site is provided at **Figure 3**.

2.4 Land Status

According to the records of the Land Registry, the subject lots are held under Block Government Lease and are demised as agricultural use with lease term for 75 years, from 1.7.1898 less three days and are renewable for a further term of 24 years.

The Applicant will apply for a Short Term Waiver (STW) for the proposed structures and a Short Term Tenancy (STT) for the use of the government land to the Lands Department upon obtaining planning approval for this application.

3. Planning Context

3.1 Outline Zoning Plan

The Application Site falls within an area zoned “V” and “REC” on the Approved Sha Tau Kok Outline Zoning Plan (OZP) No. S/NE-STK/2 gazetted on 13.6.2014 (see **Figure 1**).

The planning intention of “V” zone is primarily for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. While the planning intention of “REC” zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

According to the OZP, the proposed development (i.e. “Drone Training Centre”) does not fall under either ‘Column 1’ or ‘Column 2’ uses of the “V” zone or “REC” zone. Temporary use or development of any land or building not exceeding a period of three years requires permission from the Board.

3.2 Previous Application

The Application Site is not involved in any previous planning application.

3.3 Similar Application

There is no similar application within the same “V” zone or “REC” zone under the Approved Sha Tau Kok OZP.

4. Development Proposal

4.1 Site Configuration and Layout

The Applicant seeks planning permission to use the Application Site for proposed temporary drone training centre with ancillary facilities for a period of 3 years. The proposed development intends to serve the students and customers of the Applicant for training and education purposes.

The Application Site covers an area of approximately 5,121 sq.m. The proposed development comprises six temporary structures: five 1-storey SUA training rooms (GFA: about 15 sq.m; BH: about 3m each), and a 2-storey structure (GFA: about 173 sq.m., BH: about 5m) renovated from an existing structure for use as a reception/site office/rain shelter. A 15m x 45m area in the middle of the Application Site is proposed for designation as a Flying Zone for the take-off and landing of drones. The remaining open area will be used as a clear area and for vehicular manoeuvring. Drone usage will be restricted to a maximum altitude of 30m above ground level within the clear zone. Access to the clear zone by participants is not allowed during drone flying sessions (see Layout Plan at **Figure 4**).

In addition, there will be one parking space for a 24-seat minibus (3.5m x 7m) and four spaces for private cars (2.5m x 5m) for staff and visitors. The Application Site will be fenced off with 2.5-metre-high corrugated metal sheets, and the surface of the Application Site will not be hard-paved. The key development parameters of the application are shown below:

Applied Use	Temporary drone training centre with ancillary facilities for a period of 3 years
Site Area	About 5,121 sq.m. (including about 546 sq.m. of Government Land)
Total Floor Area (Non-domestic)	About 248 sq.m.
No. of Structures	6 - 5 SUA training rooms - 1 structure for reception/site office/rain shelter
Height of Structures	3m - 5m (1 to 2 storeys)
No. of Parking Spaces	1 (for 24-seat minibus) (3.5m x 7m) 4 (for private cars) (2.5m x 5m)
Operation Hours	9:00am to 6:00 pm Wednesdays to Sundays (including public holidays)

4.2 Site Operations

The proposed hours of operation at the Application Site are based on appointments and scheduled classes, normally 9am to 6pm daily from Wednesdays to Sundays (including public holidays). The Applicant will provide recognised courses for a wide range of customers and users, organised and taught by certified instructors. Classes are scheduled four to five days per week for morning (9:00 am – 12:30 pm) and afternoon (2:00 pm – 5:30 pm) sessions. The maximum number of participants for a full-day course is 22.

The operation of the proposed development will adhere to the regulatory and operating requirements set out in the Safety Requirement Document prepared by the CAD, as well as the regulations stipulated in the SUA Order (Cap. 448G). Drone usage will be restricted to a maximum altitude of 30 metres above ground level and within the Application Site area. Drone operations will also only be conducted during daylight hours.

4.3 Traffic Arrangement

The Application Site is accessible via an access road leading to Sha Tau Kok Road – Shek Chung Au (see **Figure 3**). The Applicant will continue to use the existing entrance/exit point of the Application Site, which is about 8 metres wide and located at the southern boundary. Adequate space for vehicle manoeuvring has been reserved at the southern part of the Application Site. The Applicant will maintain an existing pedestrian access point for direct access to the reception/site office.

In addition, the Applicant will provide one parking space for a 24-seater minibus (3.5m x 7m) and four parking spaces for private cars (2.5m x 5m) for staff and visitors. Visitor parking will be provided on an appointment-only basis. As the Application Site is conveniently served by the nearby Tong To bus stop, which is located about a 7–10 minute walk away, most students and customers will travel to the Application Site via public transport (i.e. bus) or the minibus provided by the Applicant. The proposed drone training centre will generate no more than two round trips for the minibus and eight for private cars per day, which the existing road can accommodate.

The estimated traffic arising from the proposed development is as follows:

Time	No. of Trips (Private Cars)		No. of Trips (Minibus)	
	In	Out	In	Out
08:00-09:00 (peak hour)	2	0	1	0
09:00-10:00	2	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	4	0	1
13:00-14:00	4	0	1	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00 (peak hour)	0	4	0	1

A swept path analysis (see **Figure 5**) has been prepared to demonstrate the satisfactory manoeuvring of vehicles entering and exiting the Application Site, as well as manoeuvring within it. There will be no issues with internal traffic circulation, as sufficient space for manoeuvring vehicles has been reserved in the southern area. This means that vehicles will never need to wait or queue outside the Application Site.

4.4 Drainage Proposal

Drainage facilities including 750mm U-channel at 1 in 200 gradient with catchpits and trap, are proposed to collect the surface runoff and divert it to the existing stream via the southeast corner of the Application Site. These facilities will ensure that no surface runoff discharges from the Application Site onto the nearby public road. A drainage proposal has been submitted (see **Appendix 1**) to illustrate the design of the drainage system. The Applicant will provide the drainage facilities to the satisfaction of the Drainage Services Department (DSD).

4.5 Fire Service Installations

To minimize the fire hazard, the Applicant will provide fire service installations (FSIs) to the satisfaction of the Fire Services Department upon approval of this application.

4.6 Environmental Consideration

The nature of the proposed use will merely involve the training and education of drones. To minimize any potential environmental disturbance, the Applicant will adhere to the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and implement the following mitigation measures:

- All drone operations will comply with the regulations set out in the SUA Order, including the restriction of drone usage to a maximum altitude of 30m and operation only during daylight hours etc.;
- The 2.5m high corrugated metal fencing will be constructed along the site boundary;
- No more than 22 students will be permitted on the Application Site at any one time;
- Mandatory advance booking of visitor car parking spaces is required to minimize additional traffic pressure on the existing roads; and
- Waste will be properly stored, packed, collected and disposed of by on-site staff.

5. Planning Justifications

5.1 Support Government Policy on Low-altitude Economy (LAE) Development

LAE, which refers to economic activities in airspace below 1,000 metres, was highlighted in the Chief Executive's 2024 Policy Address as one of the Hong Kong's crucial new quality productive forces. The Government is currently formulating LAE development strategies and considering relaxing weight and loading restrictions on drones to expand their applications in various scenarios. The first LAE Sandbox pilot project was recently announced on 20.3.2025. An increase in the future demand for qualified SUA pilots and relevant training programmes is anticipated. To partner with a SUA ATO in Hong Kong, the Applicant will provide certified courses to train qualified SUA pilots and the Application Site is essential for the Applicant to conduct practical training sessions for all trainees.

As the proposed development is intended for the training and education of drone pilots, approval of the application would complement the Government's policy of promoting the wider application of drones in Hong Kong.

5.2 Similar in Nature with Uses under "Place of Recreation, Sports or Culture"

Although the proposed development (i.e. a drone training centre with ancillary facilities) is not included in the Board's definitions of terms for interpreting the proposed planning uses in statutory plans, it should be noted that the nature of a drone training centre is compatible with the definition of 'Place of Recreation, Sports or Culture'. For example, a radio-controlled model aircraft flying field, which is similar to the proposed development in that it provides education and practice in aircraft modelling, is included under "Place of Recreation, Sports or Culture". It is also a "Column 1" use in the "REC" zone and a "Column 2" use in the "V" zone under the approved Sha Tau Kok OZP No. S/NE-STK/2. Consequently, it is logical to conclude that the proposed development is similar in nature to the uses under "Place of Recreation, Sports or Culture", and thus this planning application should be favorably considered for approval by the Board.

5.3 No Adverse Impact on Small House Land Supply

Although the Application Site is mainly zoned "V" (about 4,530 sq.m) on the OZP, only around 670 sq.m. is located within the Village Environ ('VE') of Tong To. As advised by the Applicant, there are no small house applications within the Application Site. Given the substantial amount of available land for small house development within the 'VE' and the temporary nature of the proposed development, the application will not hinder the availability of land for small house development. It will also not jeopardize the long-term planning intention of the locality, which primarily intend to facilitate the development of small houses by indigenous villagers.

5.4 In Line with the Planning Intention of "REC" Zone

The Application Site is also located within the "REC" zone of the approved Sha Tau Kok OZP No. S/NE-STK/2. The proposed development is considered compatible with the definition of a 'Place of Recreation, Sports or Culture', which is a 'Column 1' use in the "REC" zone under the OZP. Therefore, the proposed development is in line with the planning intention of "REC" zone, which primarily intend for recreational developments for the use of the general public, and supports the long-term recreational development of the Application Site within the "REC" zone, given the recreational and educational nature of the proposed development.

5.5 A Suitable Venue for Drone Training

There are limited options available to the Applicant for identifying a suitable venue for drone training purposes. Taking into account the characteristics of the Application Site, it meets the basic requirements for drone training and is an ideal choice for training in a rural area.

- (a) It falls outside the restricted flying zone;
- (b) It is away from airports, aircraft approach paths, take-off paths and helicopter landing pads;
- (c) Clear of persons, vessels, vehicles or structures;
- (d) Flat enough to enable safe take-off and landing; and
- (e) Free from visual obstruction.

5.6 No Adverse Impacts on the Surrounding Areas

Owing to the nature of the proposed development, no adverse impacts are anticipated on the surrounding areas, as discussed below:

Drainage

Drainage facilities will be provided within the Application Site to effectively collect and discharge surface runoff. The Applicant has submitted a drainage proposal (see **Appendix 1**) and will implement it to the satisfaction of DSD. Therefore, the Application Site will not have an adverse impact on drainage.

Traffic

The Application Site is accessible via an access road leading from Sha Tau Kok Road – Shek Chung Au. Most visitors will travel to the Application Site by public transport, arriving at the Tong To bus station. No increase in traffic volume on the existing track or adverse traffic impact is anticipated. It is anticipated that there will be around two round trips per day for minibuses to and from the Application Site, which can easily be accommodated by the access road. All visitor car parking spaces require a prior appointment, and there is sufficient parking and manoeuvring space within the Application Site. Therefore, no vehicles will be waiting, queuing or reversing onto or from the public road at any time, and no adverse impact is anticipated.

Environment

The Application Site will be used solely as a drone training centre with ancillary facilities. To minimise potential environmental impact on the surrounding area, the Applicant will restrict the maximum flying altitude of drones within the Application Site to 30 metres above ground level, thereby avoiding disturbance to the off-site environment. In addition, operating hours will be restricted to between 9:00 a.m. and 6:00 p.m, from Wednesdays to Sundays. Therefore, it is unlikely that the proposed development will have a significant adverse environmental impact on the surrounding area.

6. Conclusion

The Application Site, which covers an area of about 5,121 sq.m., falls within the “V” zone (about 4,530 sq.m, 88%) and the “REC” zone (about 591 sq.m, 12%) on the approved Sha Tau Kok OZP No. S/NE-STK/2. Given the location of the site and the surrounding land use, as well as the temporary nature of the proposed development, the Application Site is considered suitable for a temporary drone training centre with ancillary facilities and will not hinder the supply of land for small house developments.

While the proposed development does not fall under the uses listed in either ‘Column 1’ or ‘Column 2’ of the “V” and “REC” zones, it resembles the uses listed under ‘Place of Recreation, Sports or Culture’, which are “Column 1” use in the “REC” zone and “Column 2” use in the “V” zone under the OZP. As such, the proposed development is in line with the planning intention of “REC” zone and is not incompatible with the “V” zone.

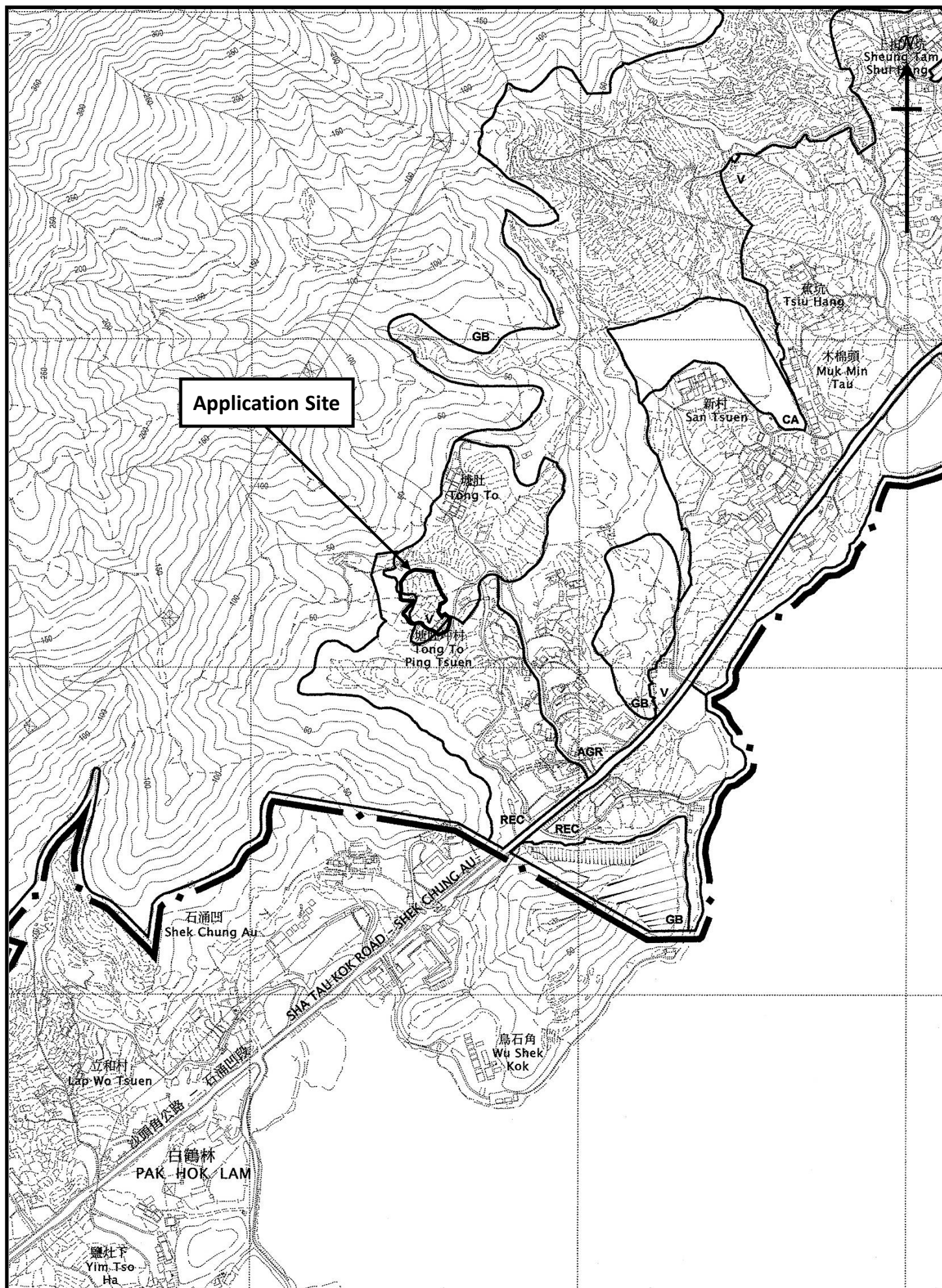
Taking the site characteristics into consideration, the Application Site is a suitable venue for drone training. Approval of this application would complement government policy on promoting low-altitude economic development by facilitating the training of more qualified SUA pilots in Hong Kong.

As the proposed development would not have an adverse impact on the surrounding area, and the technical concerns of the relevant government departments can be addressed through approval conditions, the proposed development will not set an undesirable precedent.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

Figures

- Figure 1 Location Plan
- Figure 2 Lot Index Plan
- Figure 3 Vehicular Access to the Site
- Figure 4 Indicative Layout Plan
- Figure 5 Swept Path Analysis



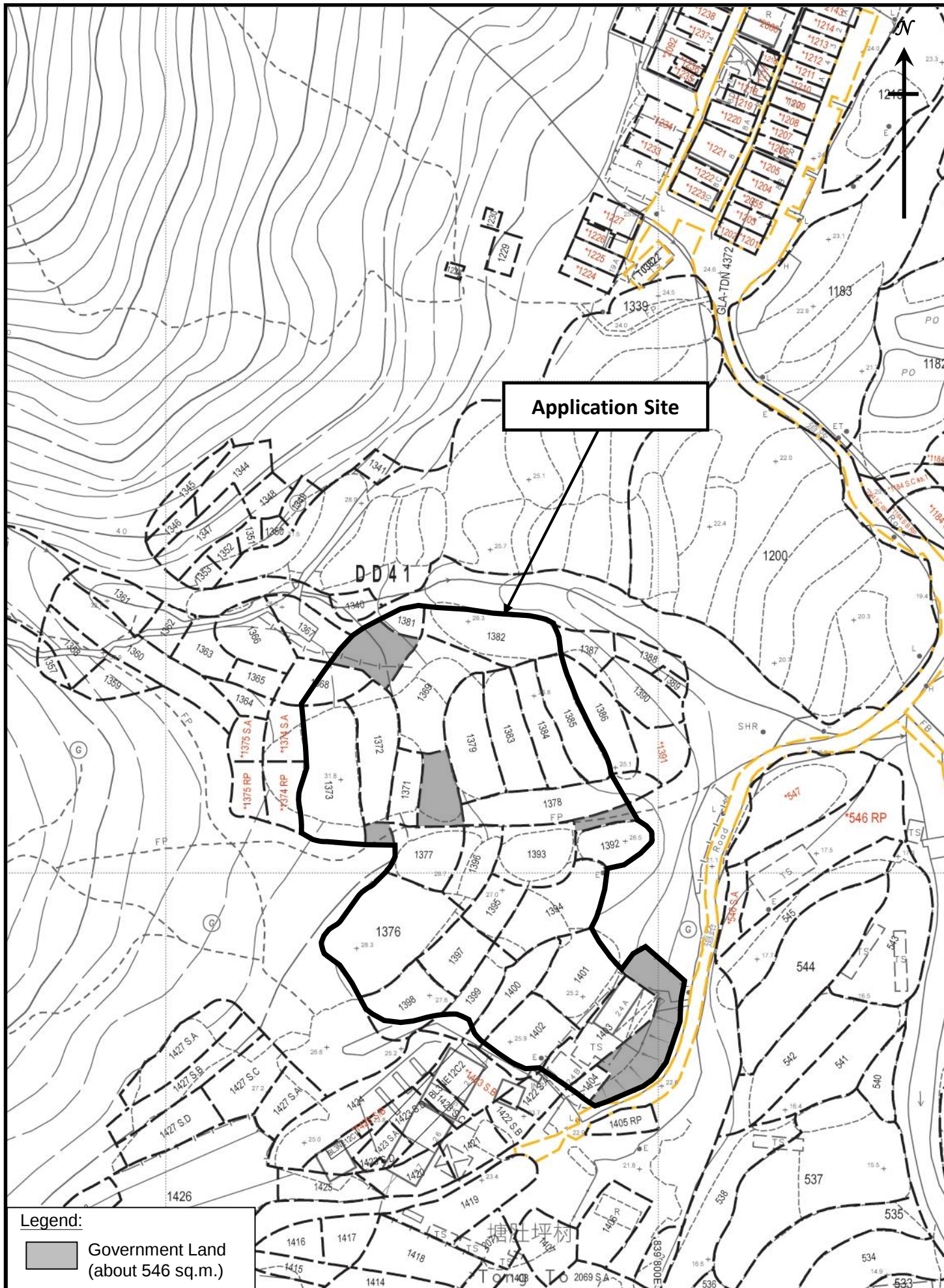
Location Plan
(Extract from Approved Sha Tau Kok Outline Zoning
Plan No. S/NE-STK/2)

Figure 1

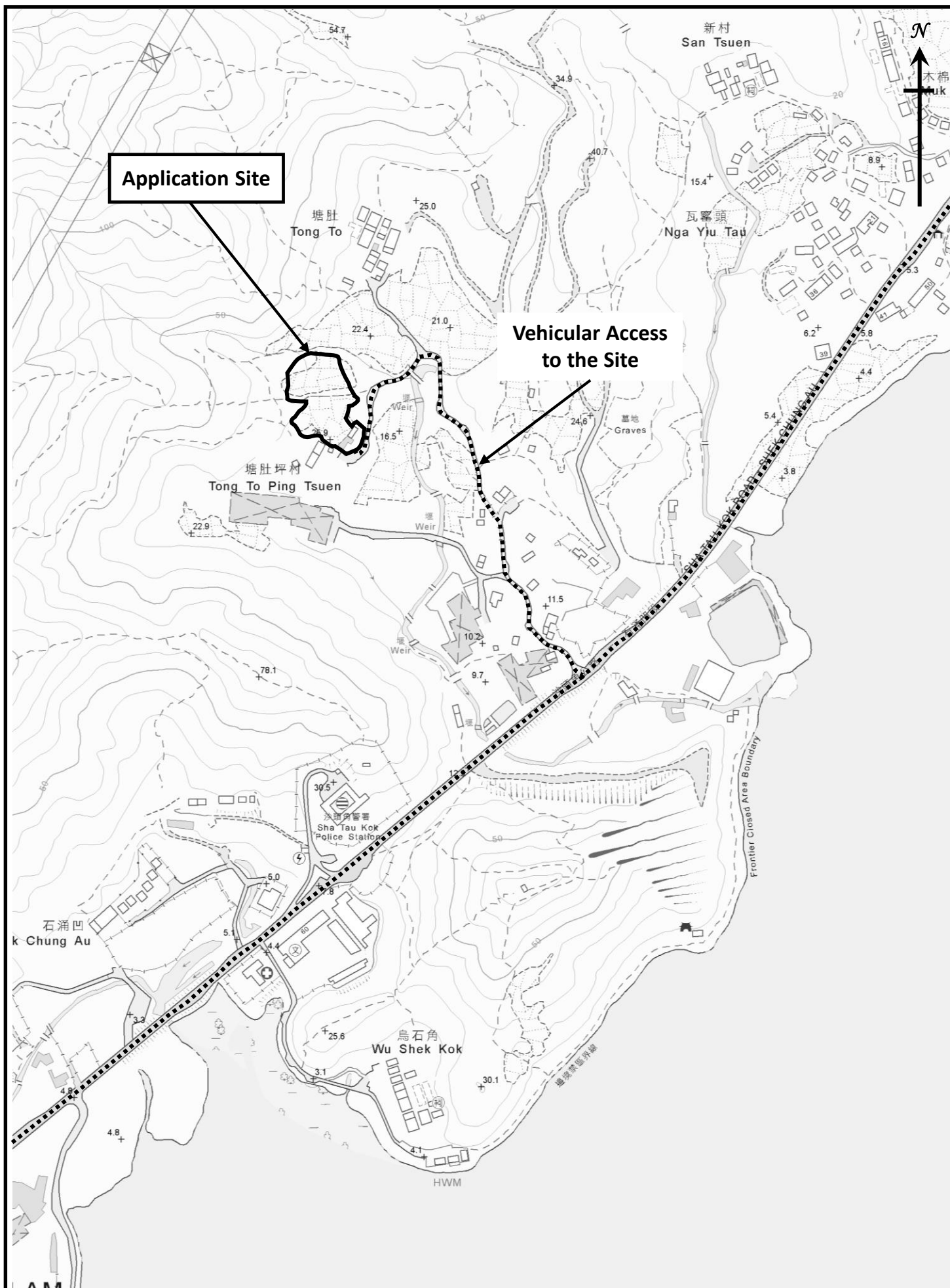
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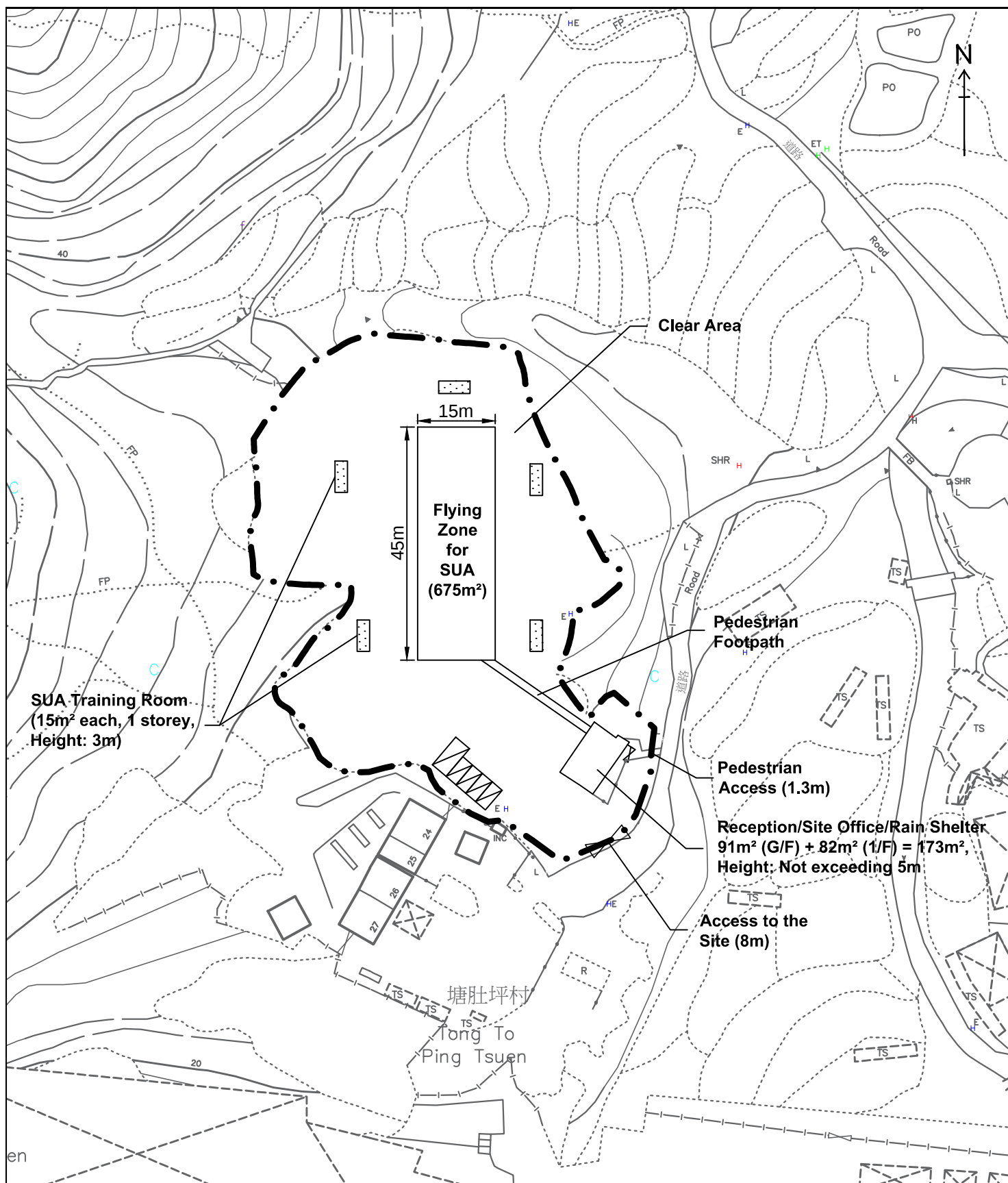
Vehicular Access to the Application Site

Figure 3

1 : 5000



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Estate Agency Licence No. C-006328



Legend:

- Application Site (about 5,121 sq.m.)
- SUA Training Room (About 15 sq.m. each; Height: about 3m (1-storey))
- Parking Spaces for Minibus (3.5m x 7m) (1 no.)
- Parking Spaces for Private Car (2.5m x 5m) (4 nos.)

For Identification Purpose

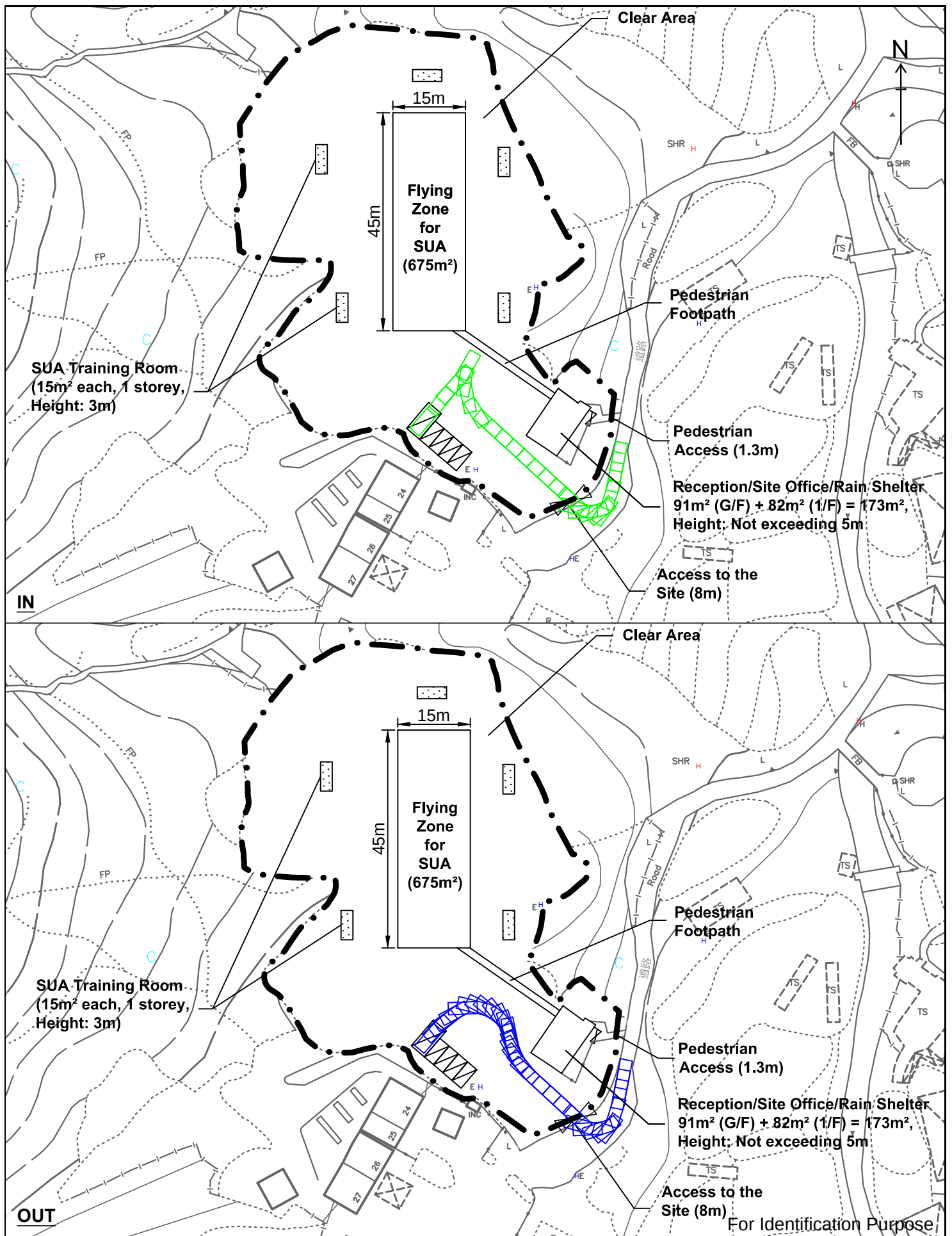
Indicative Layout Plan

Figure 4

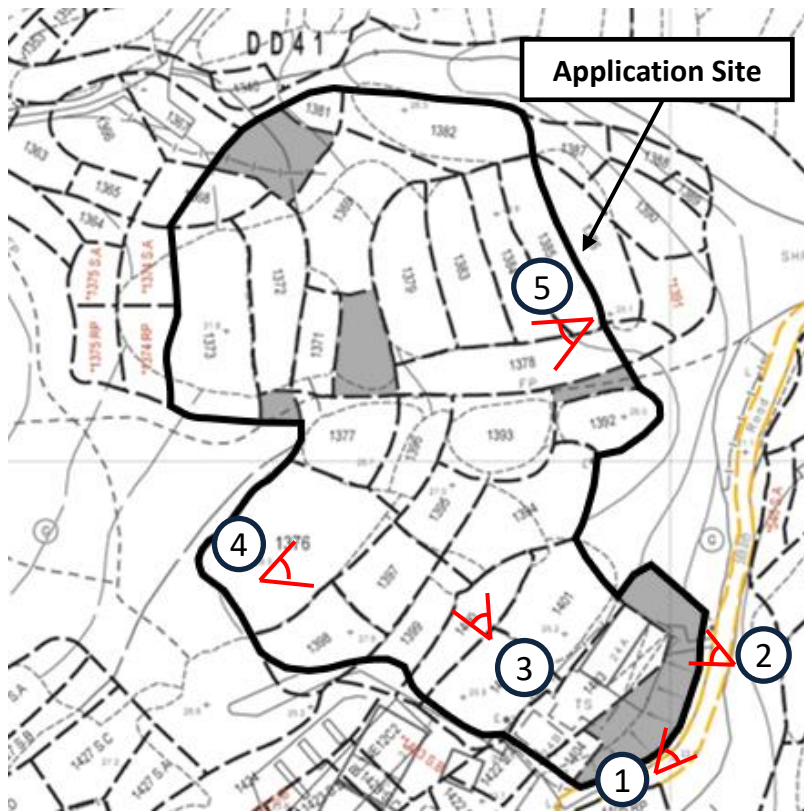
Scale 1:1000



羅迅測計師行
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Site Photos



Legend:

△ Viewpoint of the Photo

① Photo No.

Existing Condition of the Application Site and Its Surroundings

Site Photos



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Appendix 1

Drainage Proposal

Drainage Submission in support of
S16 Planning Application
for Temporary Drone Training Centre with Ancillary Facilities for a
Period of 3 Years
at Various Lots and Adjoining Government Land in DD41,
Tong To Ping Tsuen, Sha Tau Kok, N.T.

(HT26050)

June 2026

Drainage Consultant:

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED



Prepared & Approved by:	LEE Kwok Cheung <i>MICE, MHKIE(Civil), RPE(CVL, ENV, GEL)</i> <i>(Registration No. RP0159301)</i> Signature: 
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1. Background

With respect to a S16 Planning Application for a Temporary Drone Training Centre with Ancillary Facilities for a Period of 3 Years at Various Lots and Adjoining Government Land in DD41, Tong To Ping Tsuen, Sha Tau Kok, N.T., Ho Tin & Associates Consulting Engineers Limited was appointed to prepare a drainage submission.

2. Approach to Prepare this Proposal

- 2.1 This Drainage Submission is prepared in line with the “Technical Note to prepare a Drainage Submission (Relating to applications for temporary change of land use such as temporary storage areas, car parks, workshops, small factories ... etc. under S.16 of the Town Planning Ordinance)” issued by Drainage Services Department in December 2024.

3. The Subject Site and Proposed Development

- 3.1 The subject site with a total site area of about 5,121m² comprises of Lots 1368 (Part), 1369, 1371, 1372, 1373, 1376, 1377, 1378 (Part), 1379, 1381, 1382, 1383, 1384, 1385, 1392, 1393, 1394, 1395, 1396, 1397, 1398 (Part), 1399 (Part), 1400 (Part), 1401, 1402 (Part), 1403 and 1404 in D.D. 41 and adjoining government land, Tong To Ping Tsuen, Sha Tau Kok, N.T. It is located at the north side of Tong To Ping Tsuen and at about 346m to the northwest of Sha Tau Kok Road – Shek Chung Au. A Site Location Plan is shown in **Figure D1**.
- 3.2 The subject proposed development consists of 5 numbers of SUA Training Rooms, a Reception/Site Office/Rain Shelter, a Rain Shelter, and Pedestrian Footpath connecting the reception and the flying zone, one parking space for minibus and 4 parking spaces for private car. A Layout Plan is shown in **Figure D2**.

4. Existing Drainage Conditions of the Subject Site

- 4.1 At present, the subject site is a piece of flat grassland generally sloping from the west at about +31.8mPD to the east at about +25.1mPD. It is on a relative higher elevation in comparison with the surrounding areas at its eastern and southern sides. The lowest

point of the subject site would be at its southeast corner at which its entrance abuts on an existing access road at the level of about +22.6mPD. The grass area of the subject site will be maintained in general except at which proposed structures/features as mentioned in the above paragraph 3.2 have to be constructed and then the areas will be hard paved.

4.2 There is a streamcourse running close to the northern subject site boundary and connecting to the main stream of the area at about 40m to the east from the subject site boundary. Hence, surface runoff from the north of the subject site will be intercepted by the afore-mentioned streamcourse without entering onto the subject site. The subject site is located at the ridge of a hill spur sloping downward from the west to the east. Surface runoff on the ridge will therefore predominantly flows northward or southward instead of eastward onto the subject site.

4.3 At present, there is no prominent engineering channels within the subject site and its immediate surroundings. Surface runoff of the concerned area including the subject site currently will flow in the form of surface runoff towards the nearby streamcourse.

4.4 Current conditions of the subject site and its surrounding areas are shown in the following photos (photo taking locations are shown on **Figure D3**):

	
Photo No. 1 – View toward the subject site from the north	Photo No. 2 – View toward the northwest corner of the subject site

	
Photo No. 3 – View along the southern subject site boundary	Photo No. 4 – View toward the east from the subject site
	
Photo No. 5 – View toward the proposed entrance area of the subject site	Photo No. 6 – View along the existing access road outside the eastern subject site boundary
	
Photo No. 7 – View of the existing streamcourse running close to the northern subject site boundary	Photo No. 8 – View of existing outfall of the existing streamcourse running close to the northern subject site boundary

	[BLANK]
Photo No. 9 – View of the main streamcourse to the east of the subject site	

5. Drainage Assessment and Proposal

5.1 The subject site is a simple small site with a total site area of about 5,121m². No significant site formation works is proposed. There is no change in the flowing directions nor obstruction of the existing flows of the concerned area.

5.2 With respect to the “Technical Note to prepare a Drainage Submission” (the “TN”) published by Drainage Services Department, for the subject site area = 5,121m² ≤ 6,000m², peripheral 2x450mm U channel at 1 in 200 gradient would be appropriate. The “TN” suggested that other equivalent sizes of U-channel with more or same flow area could be considered to suit various site conditions. The flow area of 2x450mm U channel is about 0.36m², and the flow area of 750mm U channel is about 0.5m² > 0.36m². It is therefore proposed to construct new peripheral 750mm U channel at 1 in 200 gradient for the subject proposed development. A new catchpit with trap will be constructed at the end of the proposed U channels near the southeastern corner of the subject site and from which the collected flow is to be discharged into the existing streamcourse via a proposed 750mm U channel at 1 in 200 gradient.

5.3 Besides, in order to ensure no surface runoff from the surroundings flowing towards the subject site, if occurs, would be obstructed, 100mm high gap will be formed at the bottom of solid security hoarding/fence, when erected, along the subject site boundary. A Proposed Stormwater Drainage Layout Plan is shown in **Figure D4**.

5.4 The Applicant is committed to obtain consents from relevant Government departments and/or owners of adjacent relevant land/lots prior to commencement of

the proposed drainage works outside the subject site and to maintain regularly to avoid blockage of the drainage system to the satisfaction of relevant Government departments.

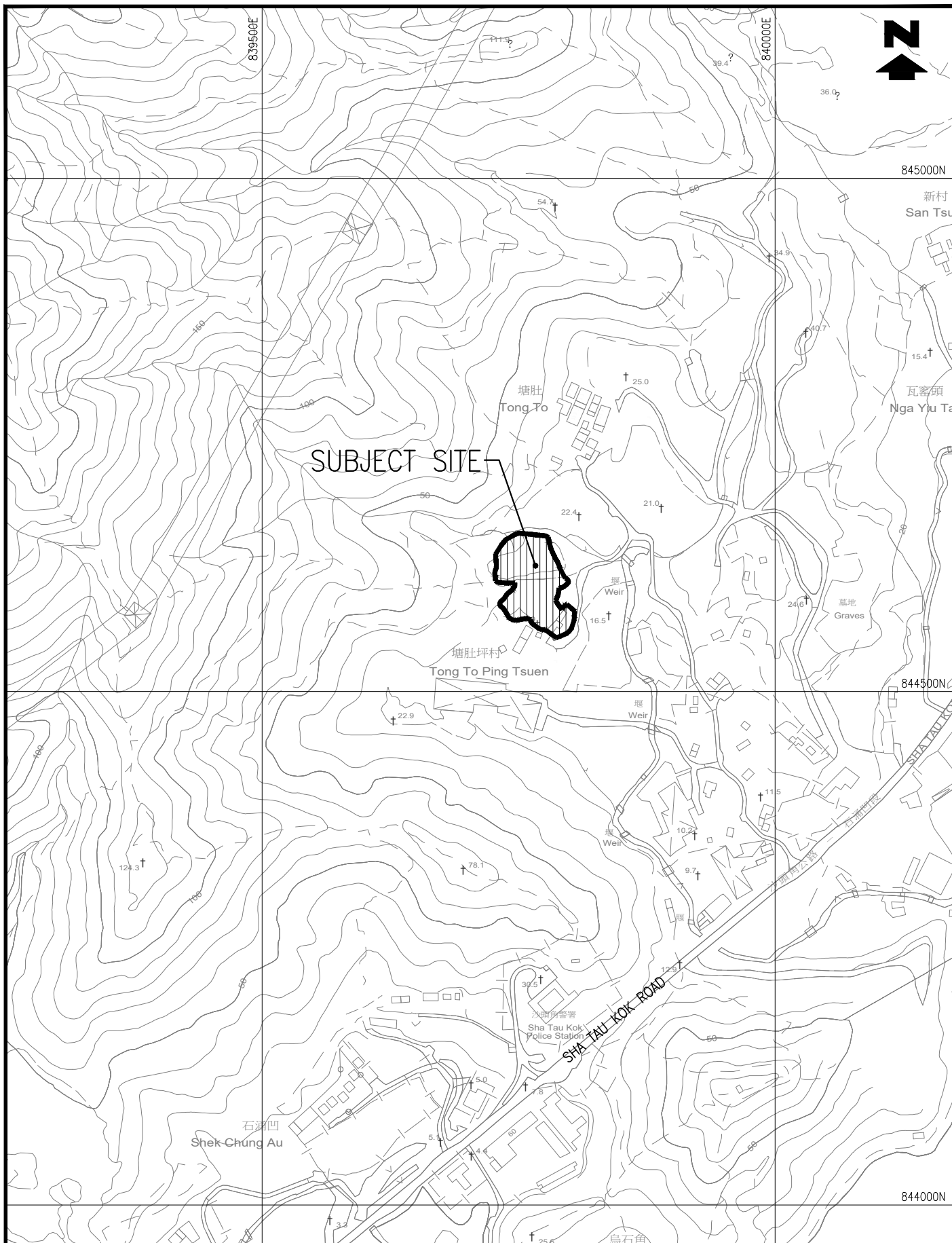
- 5.5 Details of proposed drainage provisions shall follow relevant details shown in Government departments' Standard Drawings as follows:

<i>Proposed Drainage Provisions</i>	<i>Standard Drawings</i>	<i>Drawing No. & Title</i>
Catchpit	CEDD Standard Drawings	C 2405/1 to /5 – Standard Catchpit Details
Catchpit with trap		C 2406/1 to /2A – Catchpit with Trap
Catchpit precast concrete cover		C 2407B – Precast Concrete Covers for Catchpit and Sand Trap
U-channel		C 2409J – Details of Half-round and U-channels
Channel cover		C 2412E – Cover Slab and Cast Iron Grating for Channels

6. Conclusion and Recommendations

- 6.1 The subject proposed development is for a Temporary Drone Training Centre with Ancillary Facilities for a Period of 3 Years at Various Lots and Adjoining Government Land in DD41, Tong To Ping Tsuen, Sha Tau Kok, N.T. The existing site levels which have been completely hard paved would be maintained in general.
- 6.2 There is no engineering channels serving the subject site at present. 750mm U channel at 1 in 200 gradient will be constructed at the peripheral of the subject site to intercept all surface runoff crossing the subject site boundary. 100mm high gap will be formed at the bottom of solid security hoarding/fence, when erected, along the subject site boundary to ensure no surface runoff from the adjacent, due to any unexpected incidents, to be obstructed. A new catchpit with trap will be constructed at the ends of the 750mm U channel within the subject site before discharging into the nearby streamcourse.

- 6.3 The Applicant is committed to obtain consents from relevant Government departments and/or owners of adjacent relevant land/lots prior to commencement of the proposed drainage works outside the subject site and to maintain regularly to avoid blockage of the system to the satisfaction of relevant Government departments.
- 6.4 The subject development would not alter the existing drainage conditions and pattern of the area and the proposed drainage system would be maintained with appropriate drainage clearance and repair works, i.e. debris clearance and damage repair. Therefore, in conclusion, the subject development would not cause any adverse drainage impact onto the area.



TITLE

SITE LOCATION PLAN

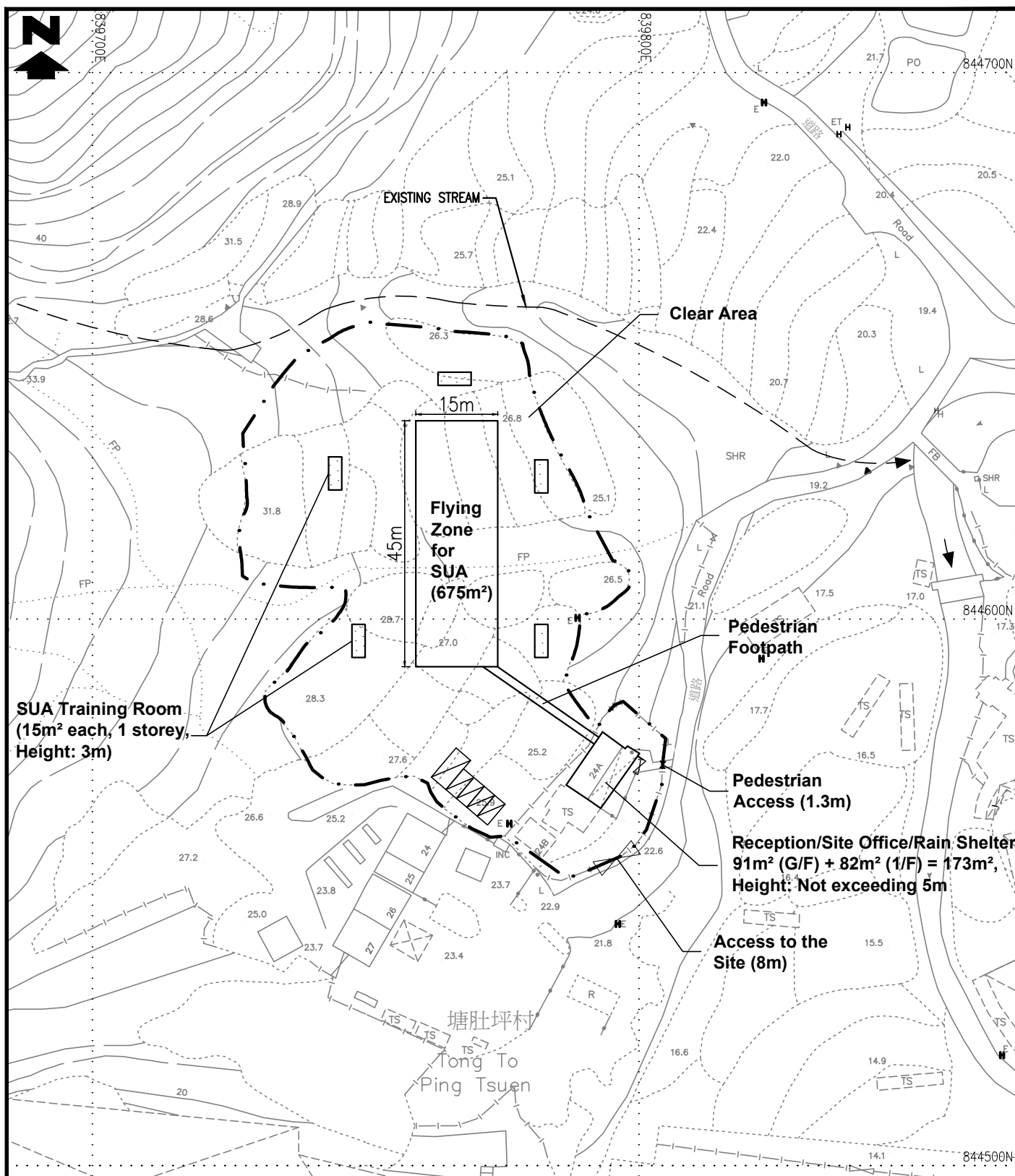
何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE

1 : 5000 - A4

DRAWING No.

FIGURE D1



Legend:

- · — Application Site (about 5,121 sq.m.)
- SUA Training Room (About 15 sq.m. each; Height: about 3m (1-storey))
- ▨ Parking Spaces for Minibus (3.5m x 7m) (1 no.)
- ▧ Parking Spaces for Private Car (2.5m x 5m) (4 nos.)

TITLE

LAYOUT PLAN

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

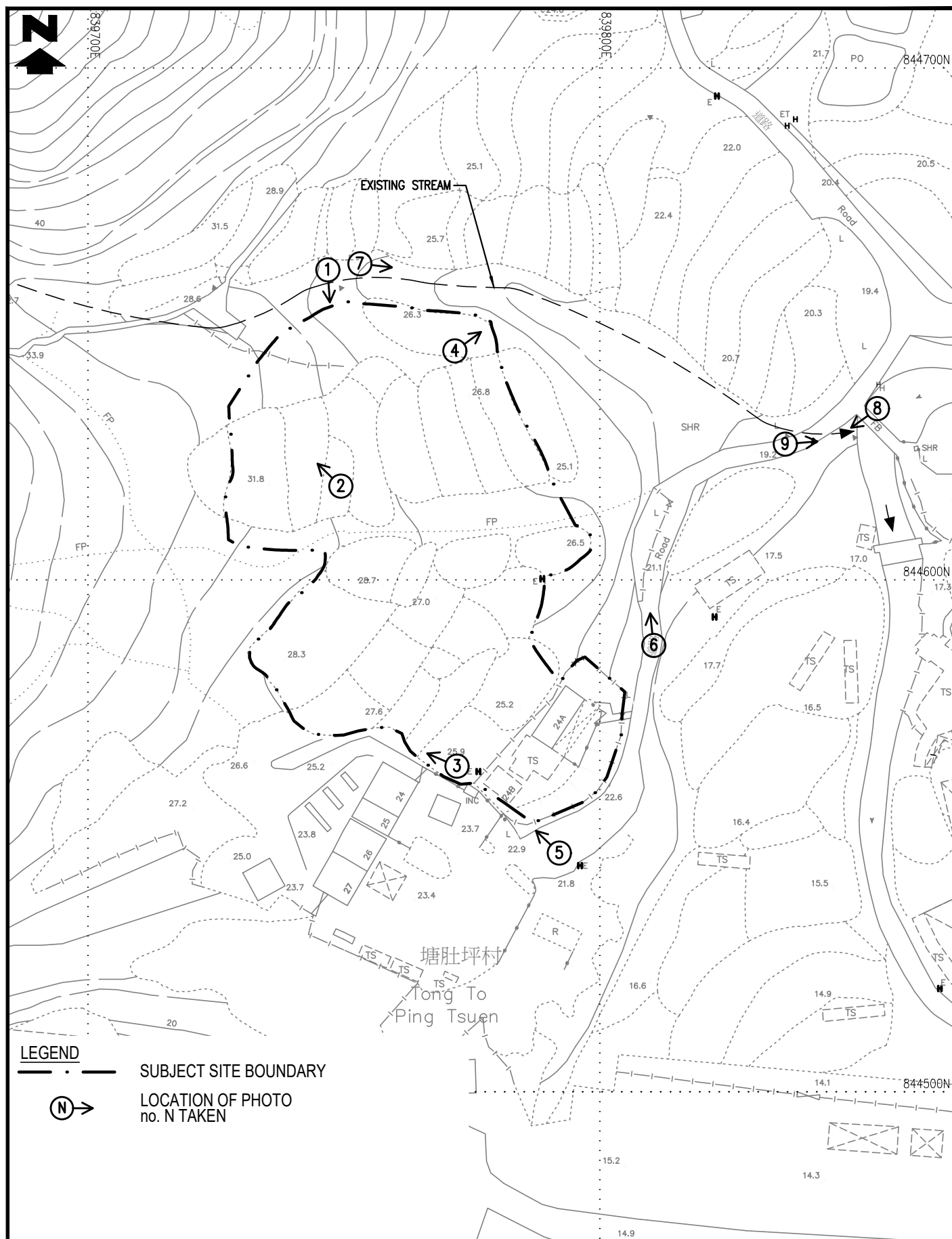
SCALE

1 : 1000 - A4

DRAWING No.

FIGURE D2

H:\26050_ShaTauKok\DRAWING\26050_FIGD2_01 FIGD3_01 FIGD4_01 & FIGD5_00.dwg, 17/6/2026 11:32:44



TITLE

EXISTING DRAINAGE CONDITIONS AND
LOCATIONS OF PHOTO TAKEN

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

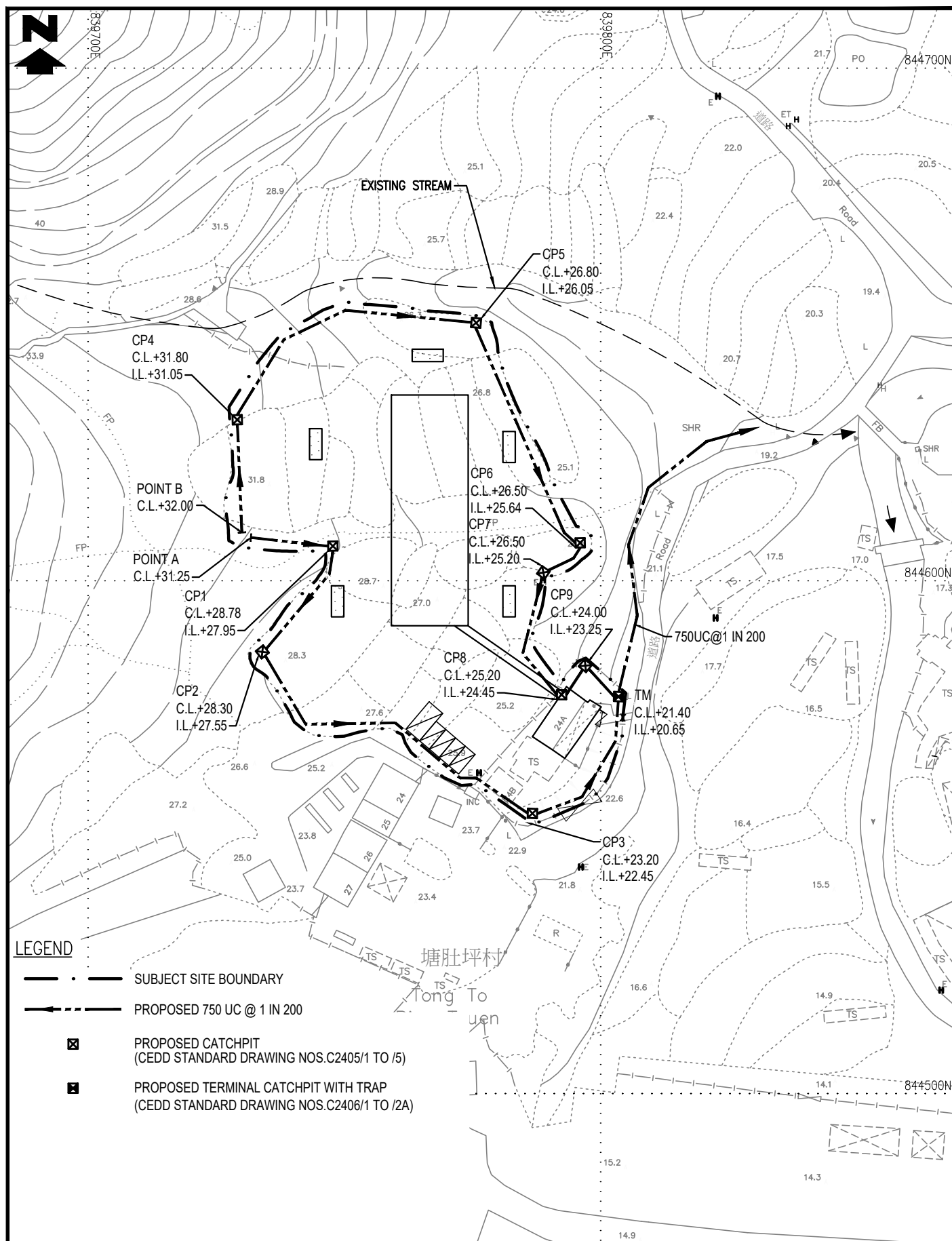
SCALE

1 : 1000 - A4

DRAWING No.

FIGURE D3

H:\26050_ShaTauKok\DRAWING\26050_FIGD2_01 FIGD3_01 FIGD4_01 & FIGD5_00.dwg, 17/6/2026 11:33:27



TITLE

PROPOSED STORMWATER DRAINAGE LAYOUT PLAN

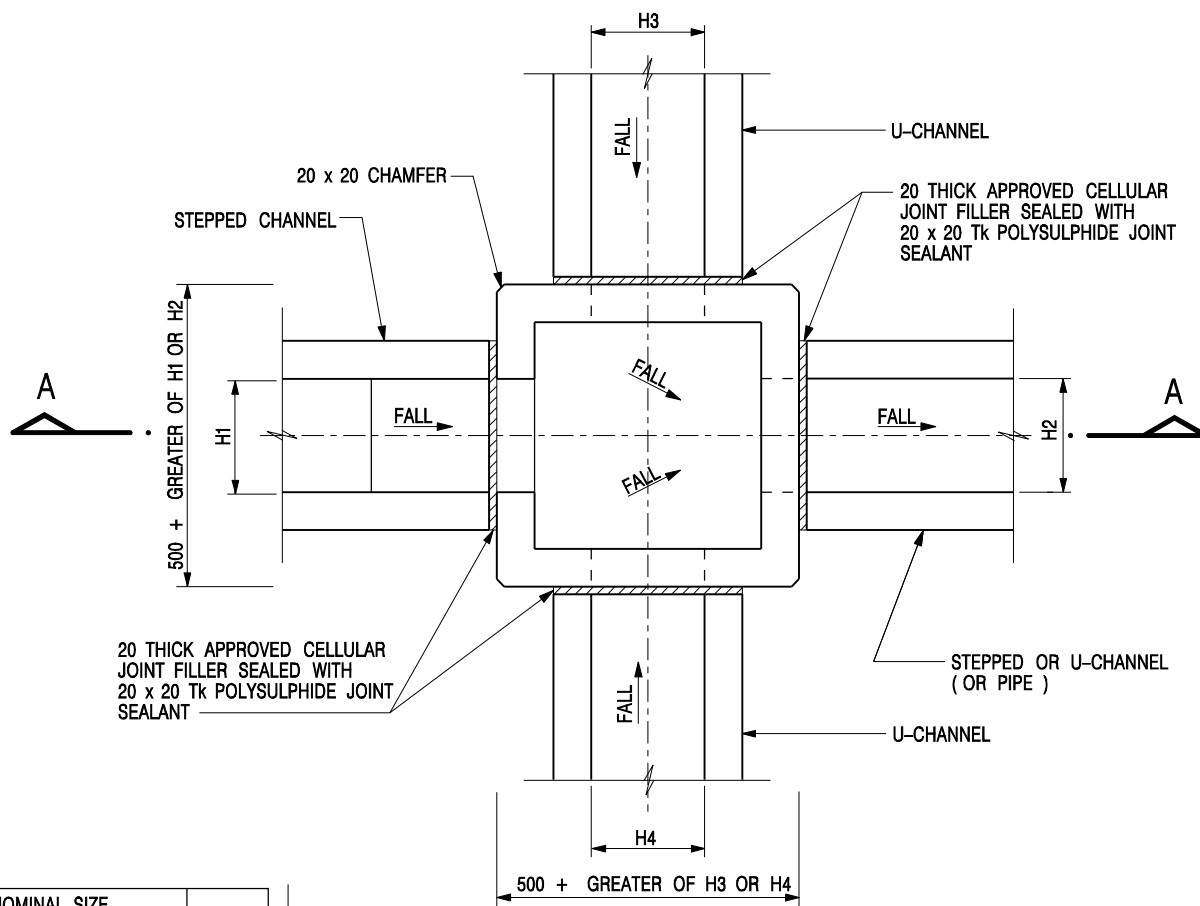
何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE

1 : 1000 - A4

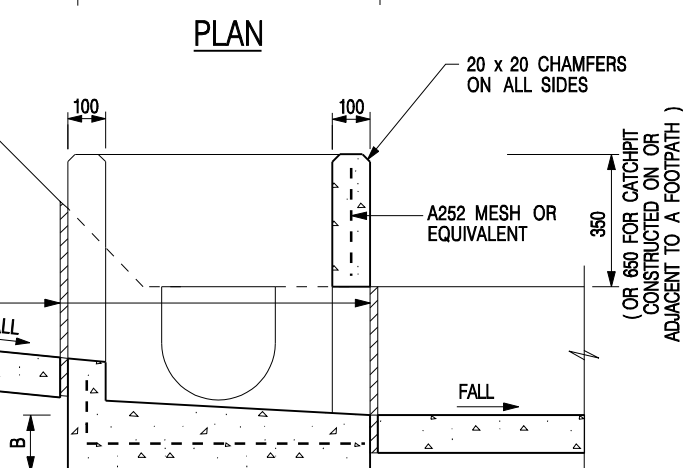
DRAWING No.

FIGURE D4



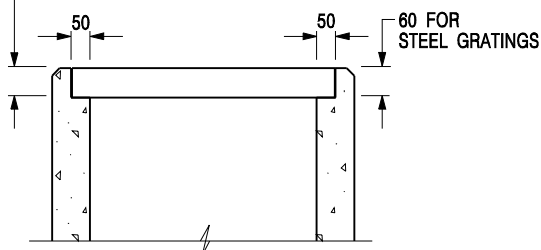
NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175

20 THICK APPROVED CELLULAR JOINT FILLER SEALED WITH 20 x 20 Tk POLYSULPHIDE JOINT SEALANT



SECTION A - A

DEPTH OF RECESS AND DETAILS OF PRECAST CONCRETE COVERS (SEE STD. DRG. NO. C2407)



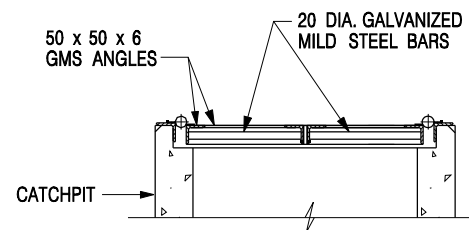
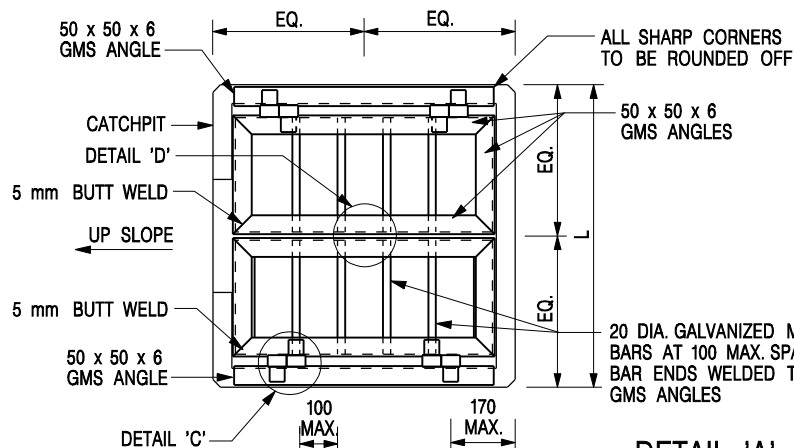
NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

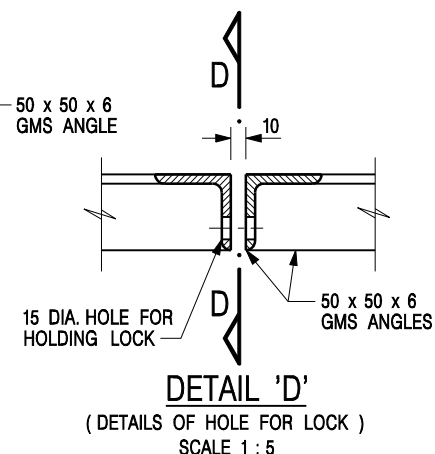
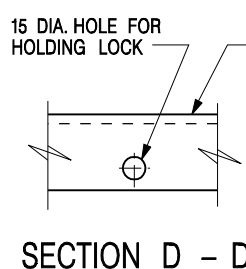
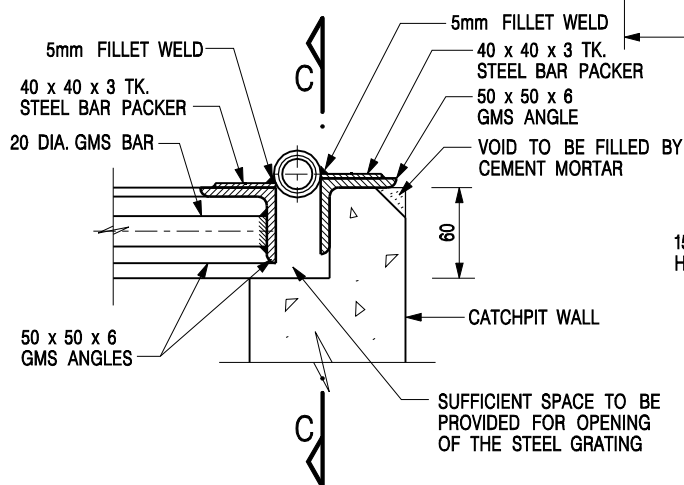
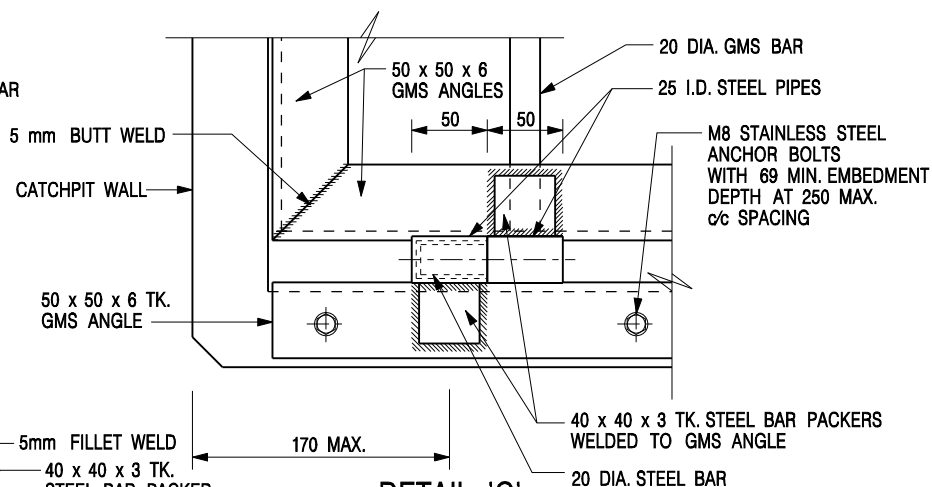
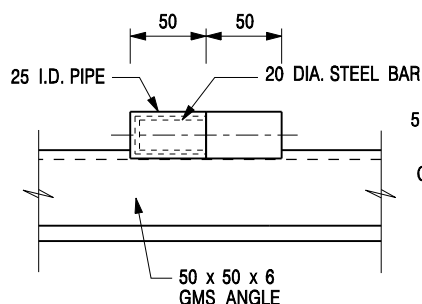
ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

STANDARD CATCHPIT DETAILS (SHEET 1 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE 1 : 20		DRAWING NO. C2405 /1	
DATE JAN 1991			



DETAIL 'A'
(DETAILS OF DOUBLE SIDE OPENING STEEL GRATING FOR L > 900mm)
SCALE 1 : 20

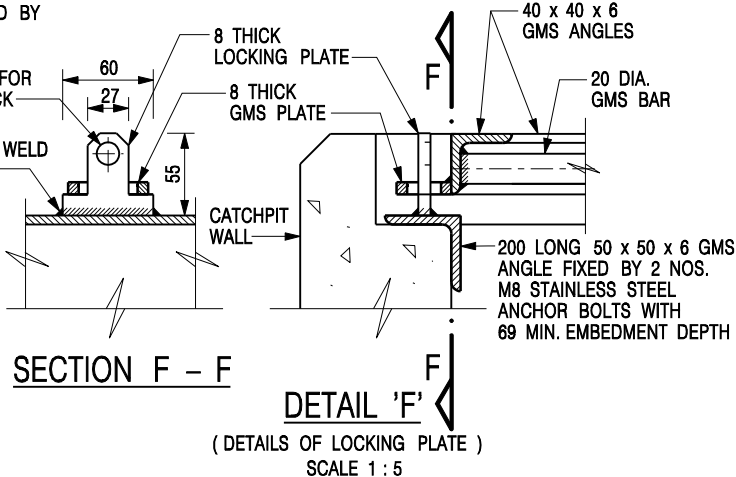
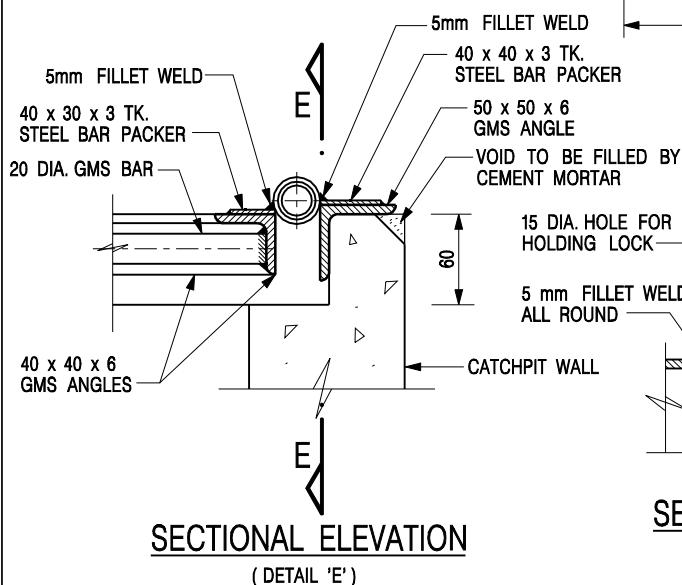
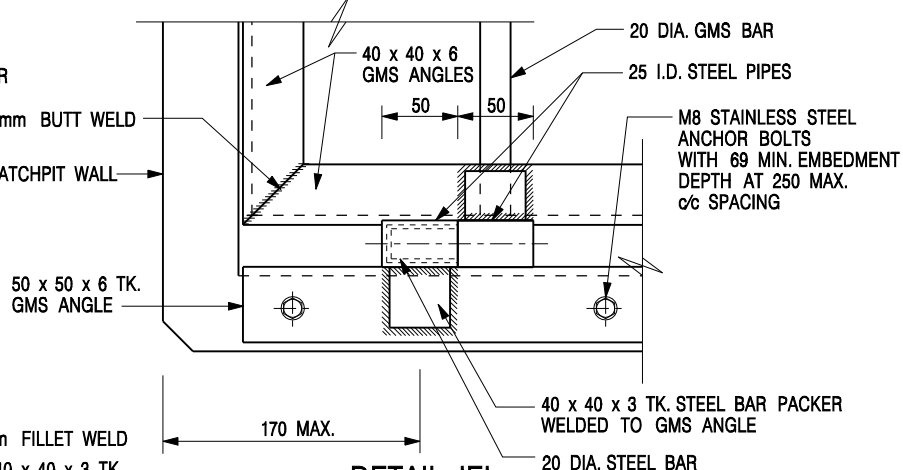
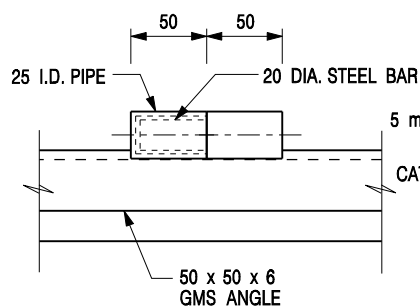
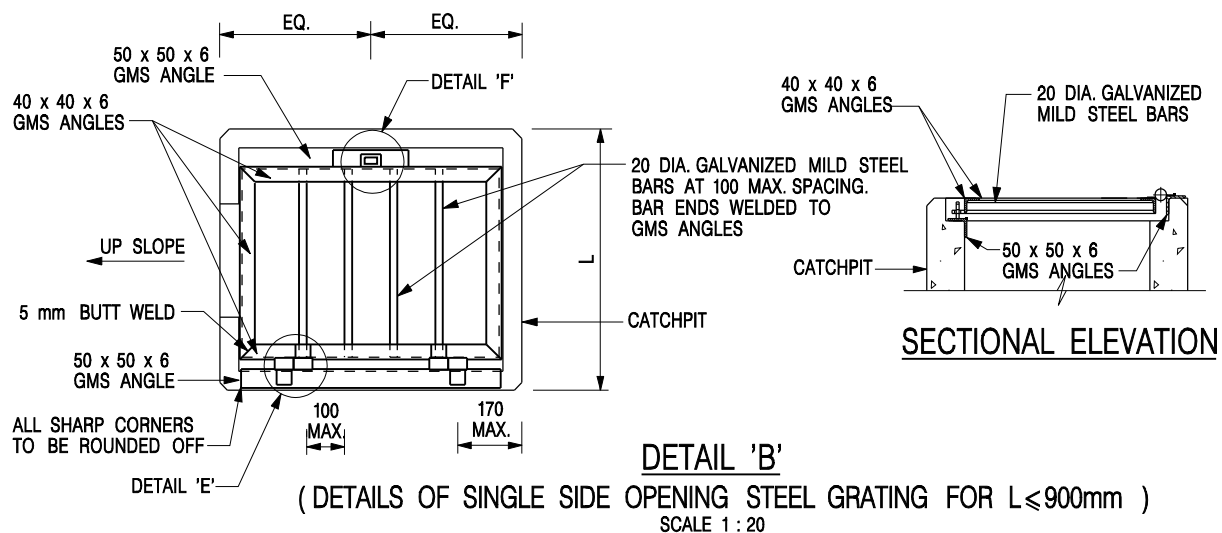


NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

STANDARD CATCHPIT DETAILS
(SHEET 2 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT		SCALE AS SHOWN DATE JAN 1991	
		DRAWING NO. C2405 /2	

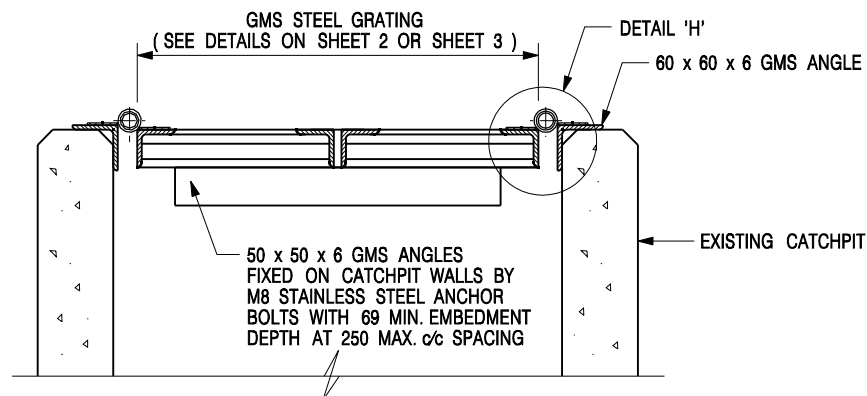


NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

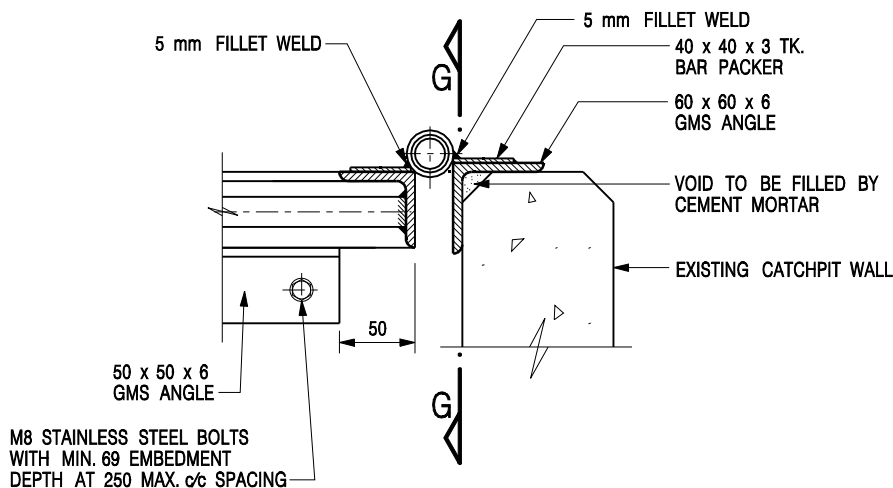
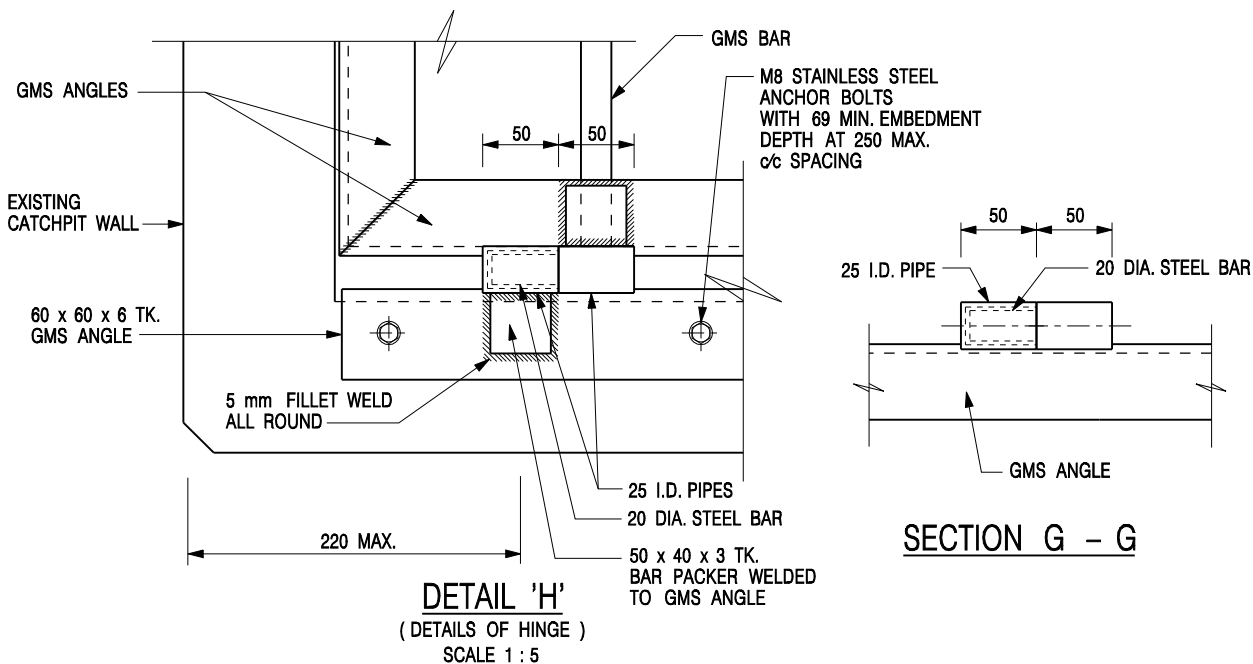
STANDARD CATCHPIT DETAILS
(SHEET 3 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT		SCALE AS SHOWN DATE JAN 1991	
		DRAWING NO. C2405 /3	



DETAIL 'G' - DETAILS OF STEEL GRATING CONSTRUCTED ON EXISTING CATCHPIT

SCALE 1 : 10



SECTIONAL ELEVATION

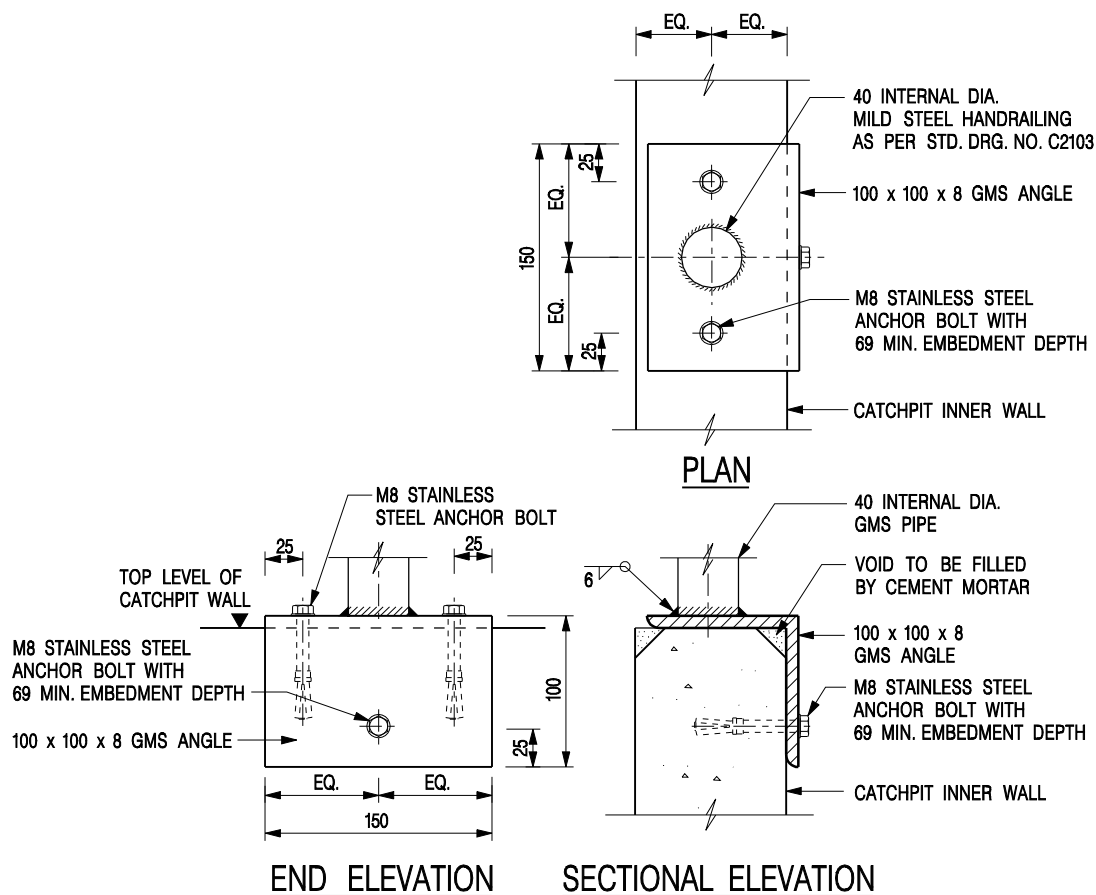
(DETAIL 'H')

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

STANDARD CATCHPIT DETAILS
(SHEET 4 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE AS SHOWN		DRAWING NO. C2405 /4	
DATE JAN 1991			



DETAIL 'J' – FIXING DETAILS FOR HANDRAILING ON TOP OF CATCHPIT WALL

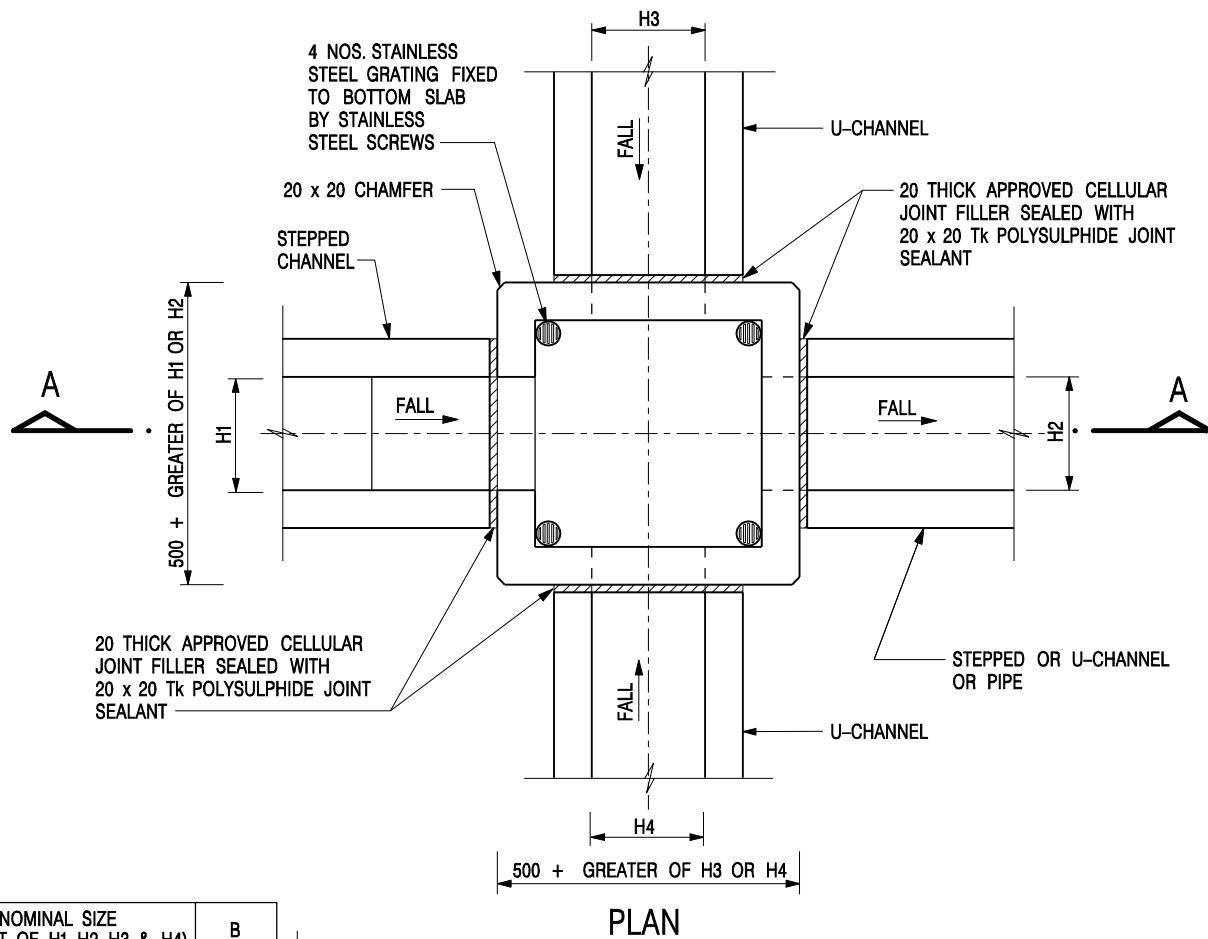
SCALE 1 : 5

NOTES:

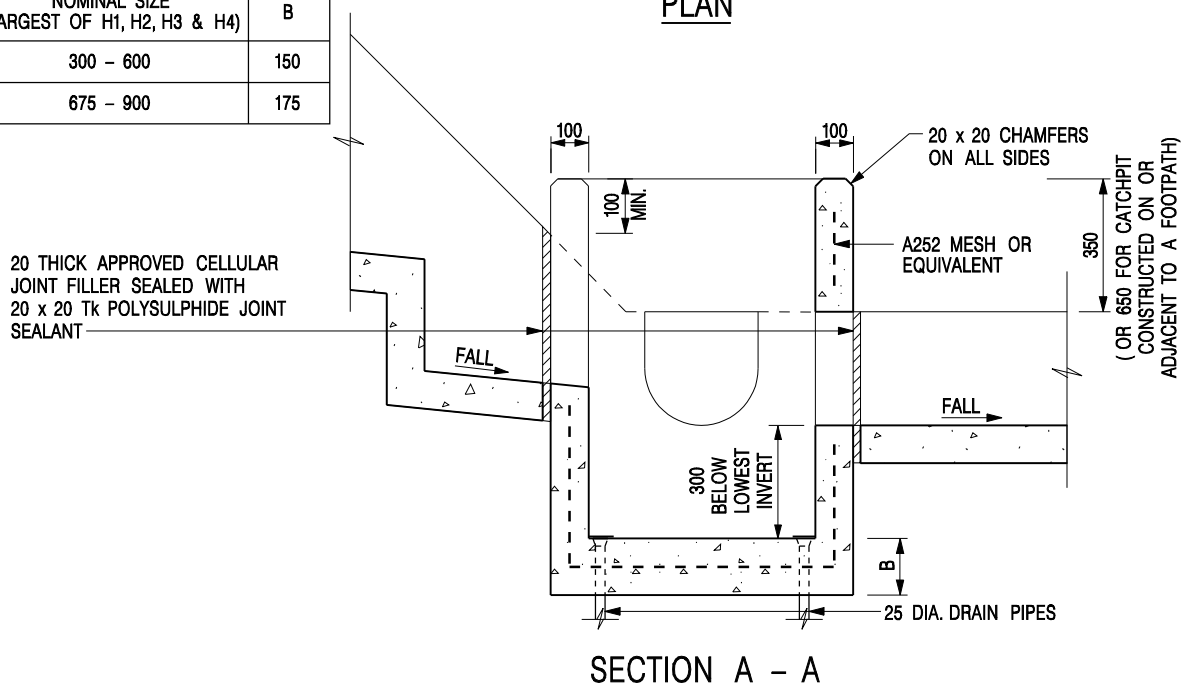
- ALL DIMENSIONS ARE IN MILLIMETRES.
- ALL CONCRETE SHALL BE GRADE 20 /20.
- CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
- FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
- CONCRETE TO BE COLOURED AS SPECIFIED.
- FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAILS ON SHEET 2 OR SHEET 3) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
- IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'J' ON SHEET 5; 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.
- 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 mm c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
- FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON SHEET 4.
- ALL STEEL ANGLES SHALL COMPLY WITH BS EN 10025 AND BS EN 10056.
- UNLESS OTHERWISE SPECIFIED, ALL WELDS SHALL BE 5 mm CONTINUOUS FILLET WELDS.
- ALL WELDS SHALL BE CHIPPED, GROUND SMOOTH, BRUSHED TO REMOVE SLAG PRIOR TO HOT-DIP GALVANIZATION.
- ALL STEELWORK SHALL BE HOT-DIP GALVANIZED TO BS EN ISO 1461. ALL EXPOSED STEELWORK SURFACES SHALL BE TREATED AND PAINTED IN ACCORDANCE WITH THE GENERAL SPECIFICATION.
- SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

STANDARD CATCHPIT DETAILS
(SHEET 5 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE AS SHOWN		DRAWING NO. C2405 /5	
DATE JAN 1991			



NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

CATCHPIT WITH TRAP
(SHEET 1 OF 2)

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



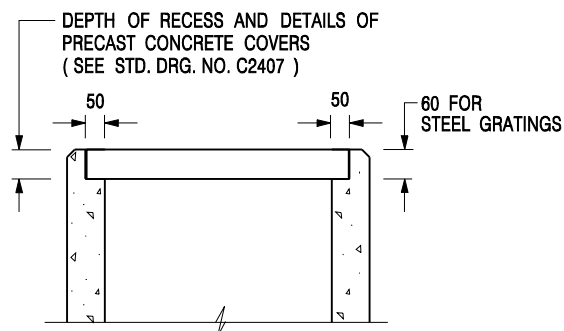
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

C2406 /1



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 /2) 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 'J' ON STD. DRG. NO. C2405 /5; 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 'G' ON STD. DRG. NO. C2405 /4.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

A	MINOR AMENDMENT.	Original Signed	04.2016
-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

**CATCHPIT WITH TRAP
(SHEET 2 OF 2)**



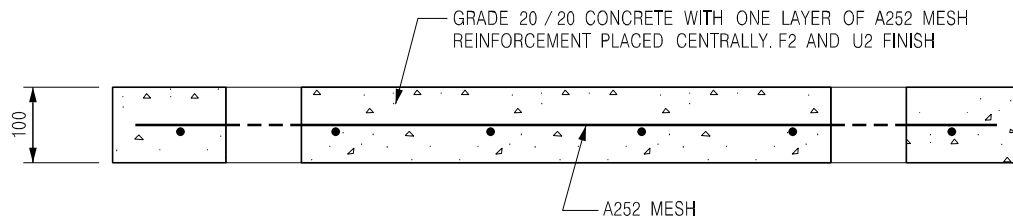
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

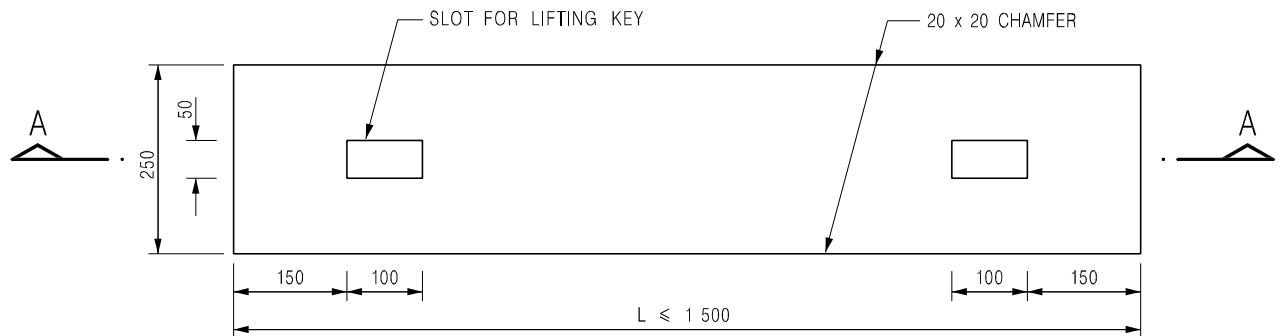
DATE JAN 1991

DRAWING NO.

C2406 /2A

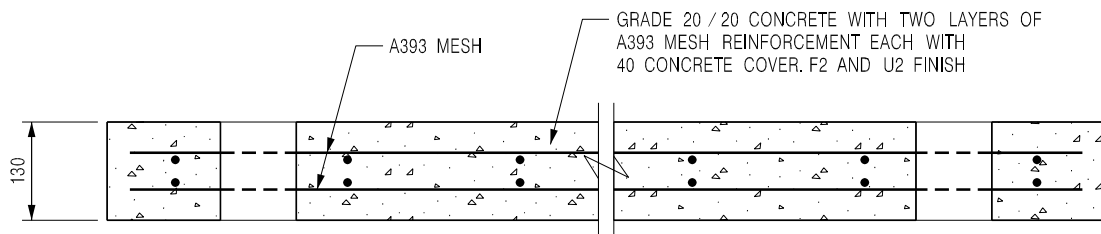


SECTION A - A

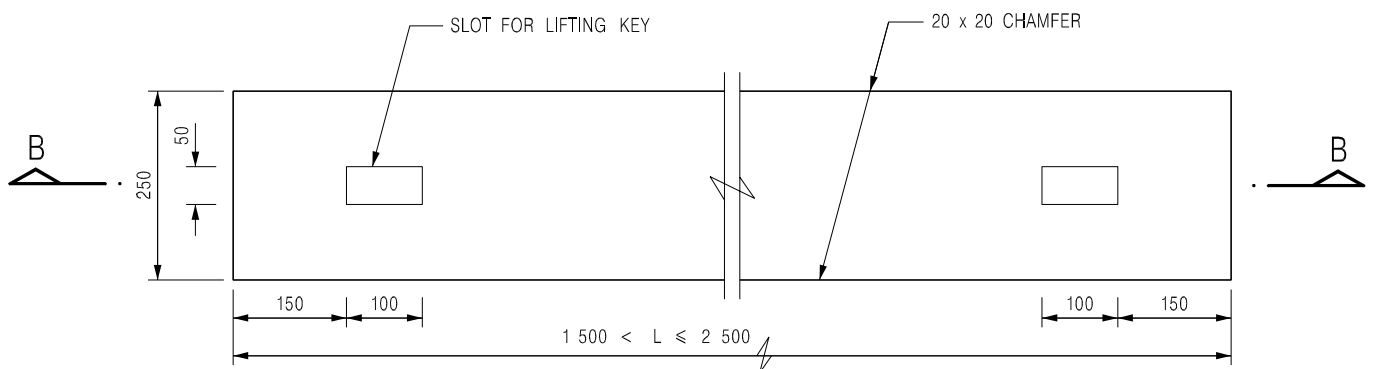


PLAN

TYPE 1 - FOR SPAN UP TO 1.5 m



SECTION B - B



PLAN

TYPE 2 - FOR SPANS 1.5 m TO 2.5 m

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL EXTERNAL EDGES OF THE COVERS SHALL BE 20mm CHAMFERED.

B	NAME OF DEPARTMENT AMENDED.	Original Signed	01.2005
A	GENERAL REVISION	Original Signed	12.2002
REF.	REVISION	SIGNATURE	DATE

PRECAST CONCRETE COVERS
FOR CATCHPIT AND SAND TRAP

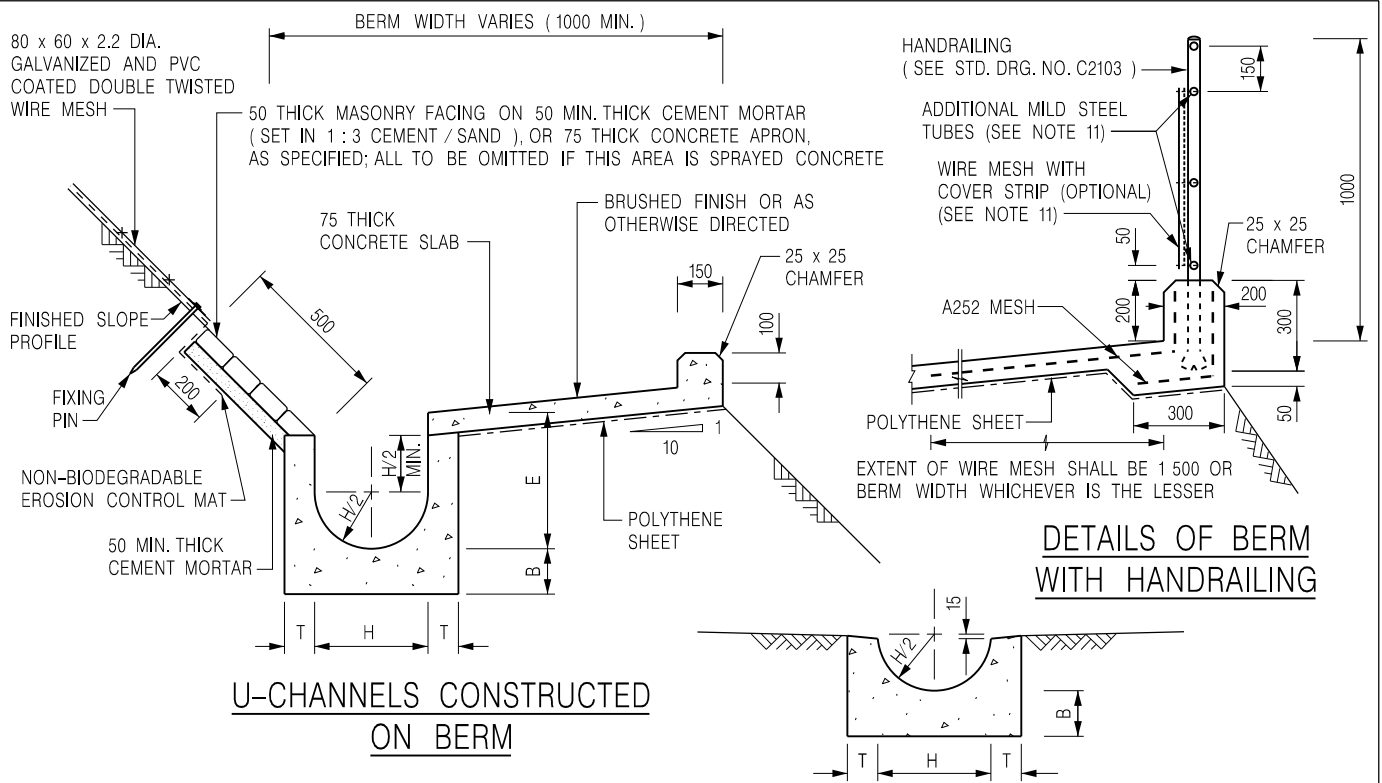


CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

SCALE 1 : 10

DATE JAN 1991

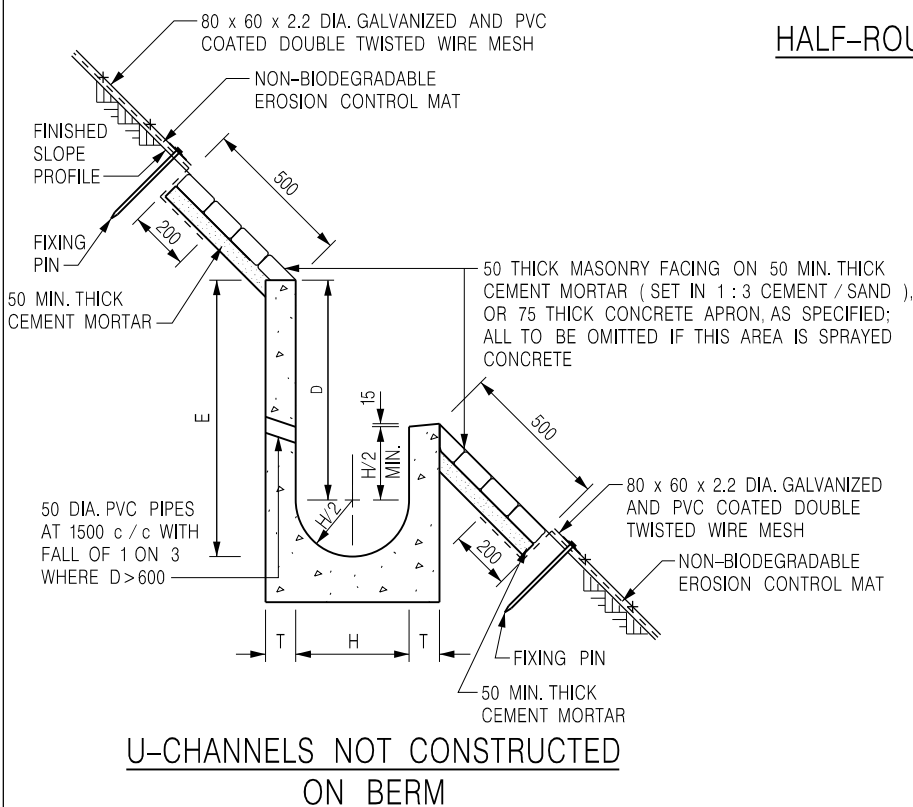
DRAWING NO.
C2407B



HALF-ROUND CHANNEL

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE TO BE GRADE 20 / 20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2, F2 OR BRUSHED FINISH AS DIRECTED.
4. SPACING OF EXPANSION JOINT IN CHANNELS, BERM SLABS AND APRONS TO BE 10 METRES MAXIMUM, SEE STD. DRG. NO. C2413 FOR DETAILS.
5. JOINTS FOR CHANNELS, BERM SLABS, APRONS AND WALLS, ETC. TO BE ON THE SAME ALIGNMENT.
6. FOR DIMENSIONS T, H, & B, SEE TABLE BELOW.
7. BIODEGRADABLE EROSION CONTROL MAT IF REQUIRED, SEE STD. DRG. NO. C2511/E.
8. CONCRETE TO BE COLOURED AS SPECIFIED.
9. CONCRETE U-CHANNEL CAN BE CAST IN-SITU OR PRECAST CONCRETE SUBJECT TO THE ENGINEER'S AGREEMENT ON THE DETAILS.
10. DETAILS OF EROSION CONTROL MAT AND WESH MESH ON BERM. (SEE STD. DRG. NO. C2511/E)
11. THE WIRE MESH ON HANDRAILING IS OPTIONAL. THE COVER STRIP AND ADDITIONAL MILD STEEL TUBES ARE NEEDED ONLY IF WIRE MESH IS PROVIDED. (SEE STD. DRG. NO. C2103)



NOMINAL SIZE H	T	B	REINFORCEMENT
300	80	100	A252 MESH PLACED CENTRALLY AND T=100 WHEN E>650
375 - 600	100	150	
675 - 900	125	175	A252 MESH PLACED CENTRALLY

DETAILS OF HALF-ROUND AND U-CHANNELS (TYPE A - WITH MASONRY APRON)

J	DETAILS OF HANDRAILING AMENDED.	Original Signed	08.2024
I	MINOR AMENDMENT.	Original Signed	07.2018
H	THICKNESS OF MASONRY FACING AMENDED.	Original Signed	01.2005
G	MINOR AMENDMENT.	Original Signed	01.2004
F	GENERAL REVISION.	Original Signed	12.2002
REF.	REVISION	SIGNATURE	DATE



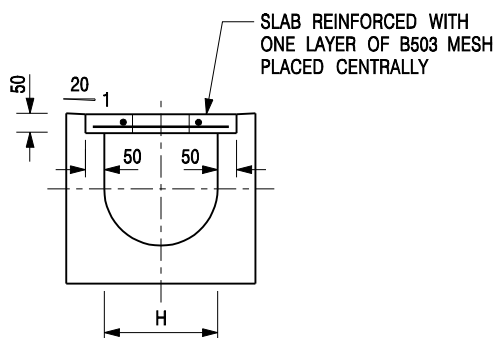
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 25

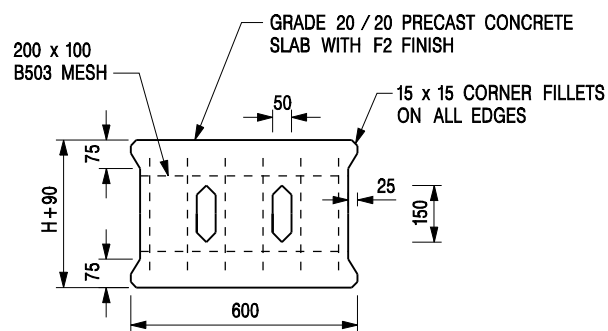
DATE JAN 1991

DRAWING NO.

C2409J



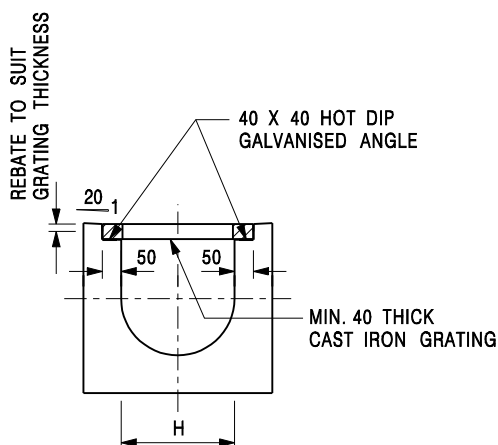
TYPICAL SECTION



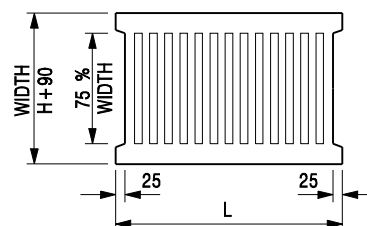
PLAN OF SLAB

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:

- ALL DIMENSIONS ARE IN MILLIMETRES.
- H=NOMINAL CHANNEL SIZE.
- ALL CAST IRON FOR GRATINGS SHALL BE GRADE EN-GJL-150 COMPLYING WITH BS EN 1561.
- 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