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From: pang hingyeun <[REDACTED]>
Sent: 2026-07-02 Thursday 14:56:28
To: tpbpd/PLAND <tpbpd@pland.gov.hk>; [REDACTED]
[REDACTED]
Subject: S. 16 Planning Application No. A/YL-KTS/1132 - Departmental Comments
Attachment: A_YL_KTS_1132.pdf; D.D. 113 Lot 314 RP & 331 RP Proposed Stormwater Drainage Plan (1).pdf

Dear Sir/Madam,

Please find the enclosed FI for reply to the department's comments.
Thank You !

Regards,
H.Y.Pang

從 [Outlook](#) 傳送

S. 16 Planning Application No. A/YL-KTS/1132

Traffic volume estimation during peak hours (Kam Ho Road and Ma On Kong Village Access)

Weekday Morning Peak (07:30–09:30) :

During the period, the total bidirectional traffic volume is estimated at approximately 20–40 vehicles per hour. The traffic is mainly composed of residents driving to work, school buses, and a small number of light commercial/logistics vehicles.

Weekday Evening Peak (17:30–19:30) :

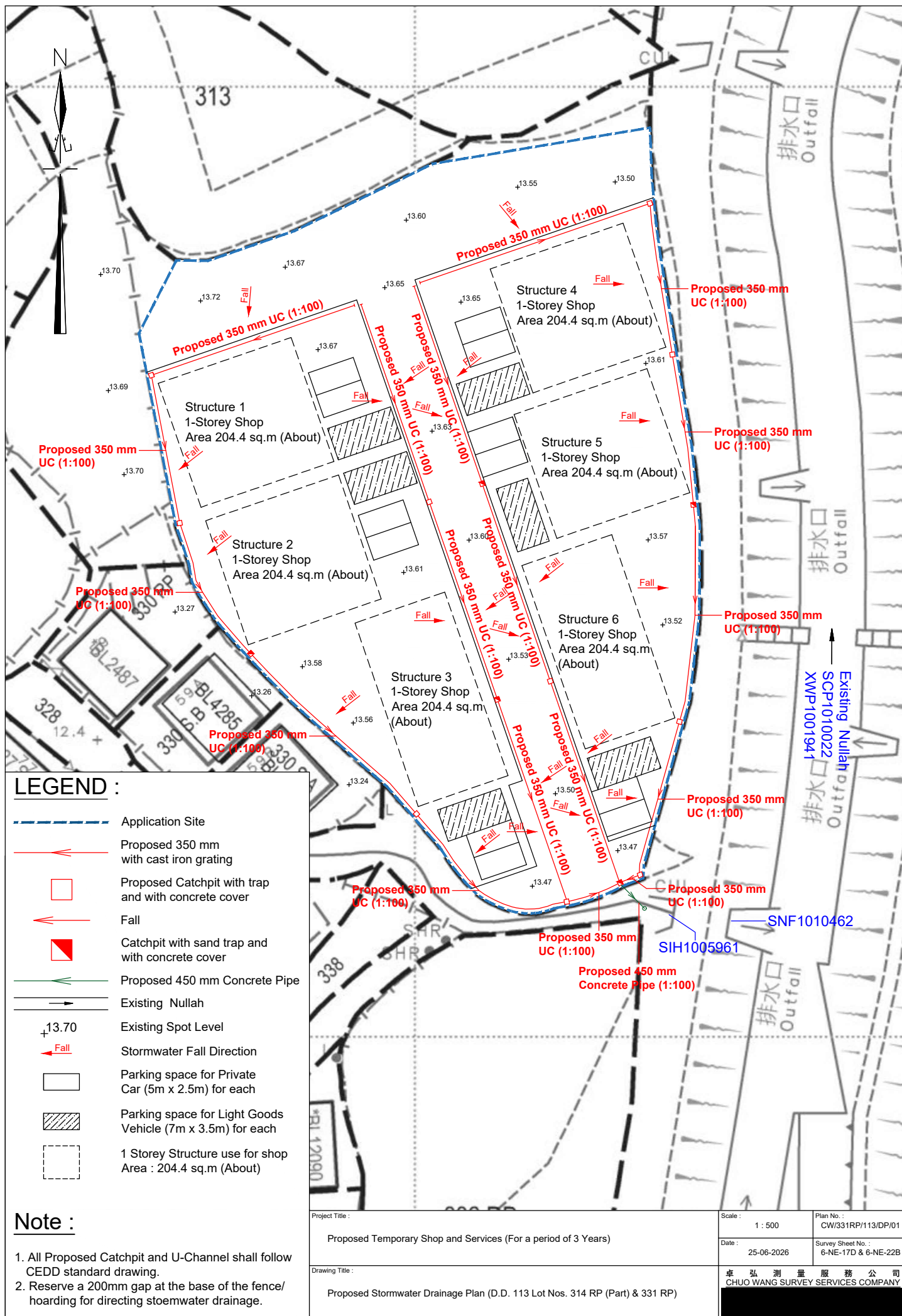
During the period, the total bidirectional traffic volume is estimated at approximately 30–50 vehicles per hour. This is when the village road is busiest. The traffic is primarily caused by residents returning to the village after work.

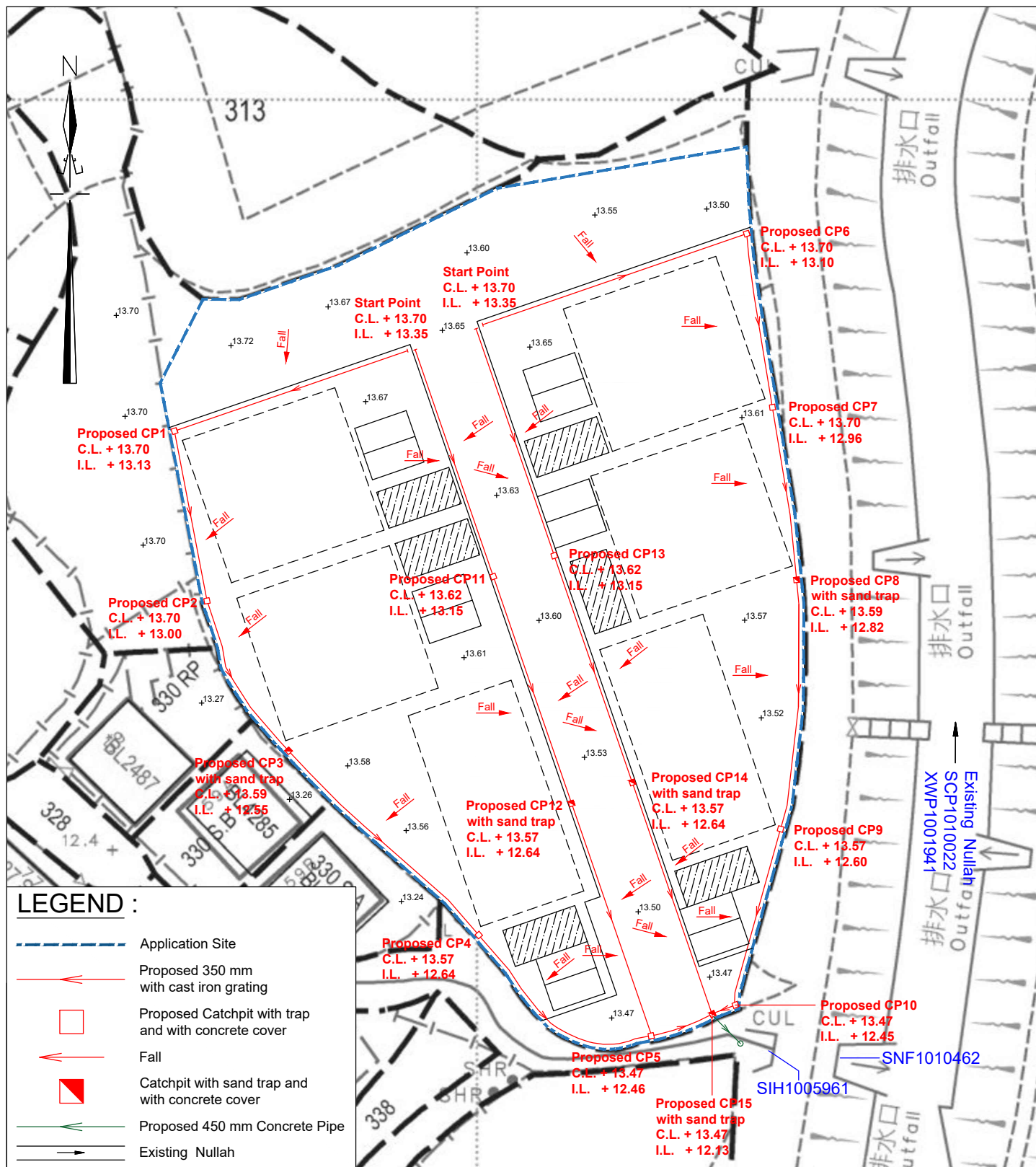
Weekend Peak (Saturday & Sunday daytime) :

During the daytime, the total bidirectional traffic volume is estimated at approximately 20–40 vehicles per hour. Since there are nearby attractions such as the Ho Pui Reservoir Family Route (河背水塘家樂徑), on weekends there may be outside vehicles entering and existing the village roads. Therefore, the vehicle traffic volume may be similar to that of weekdays.

We transport/loading goods about two to three times per week. Loading/unloading operations take place from 10:00 a.m. to 12:00 pm and from 2:00 p.m. to 4:00 p.m. These time periods are not within the peak hours. They fall within a low traffic volume period, so there is no conflict between the two, and they will not affect traffic.

In addition, we expect the proposed site to have about 8–10 vehicle trips per day entering and exiting, in addition, most of the activity is concentrated in non-peak hours. At the same time, the proposed site has 12 private car parking spaces and six loading/unloading spaces for delivery vehicles, moreover, the road width within the premises is approximately 6.5 m to 8 m, which is sufficient to accommodate vehicles without causing congestion on nearby roads, this ensures that all customers will never queue, wait, or park illegally on Ma On Kong Village Road.





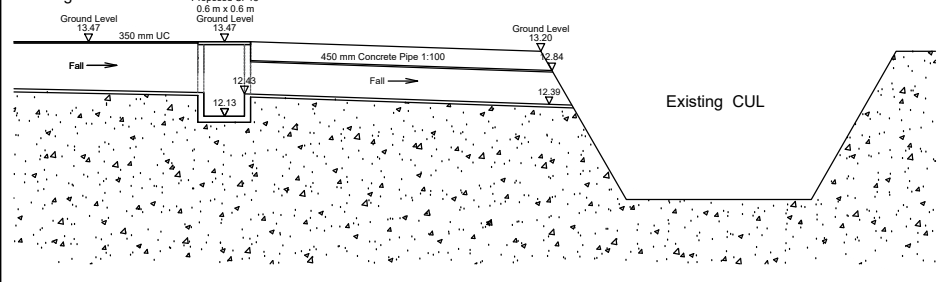
LEGEND :

- Application Site
- Proposed 350 mm with cast iron grating
- Proposed Catchpit with trap and with concrete cover
- Fall
- Catchpit with sand trap and with concrete cover
- Proposed 450 mm Concrete Pipe
- Existing Nullah
- Existing Spot Level
- Stormwater Fall Direction
- Parking space for Private Car (5m x 2.5m) for each
- Parking space for Light Goods Vehicle (7m x 3.5m) for each
- 1 Storey Structure use for shop Area : 204.4 sq.m (About)

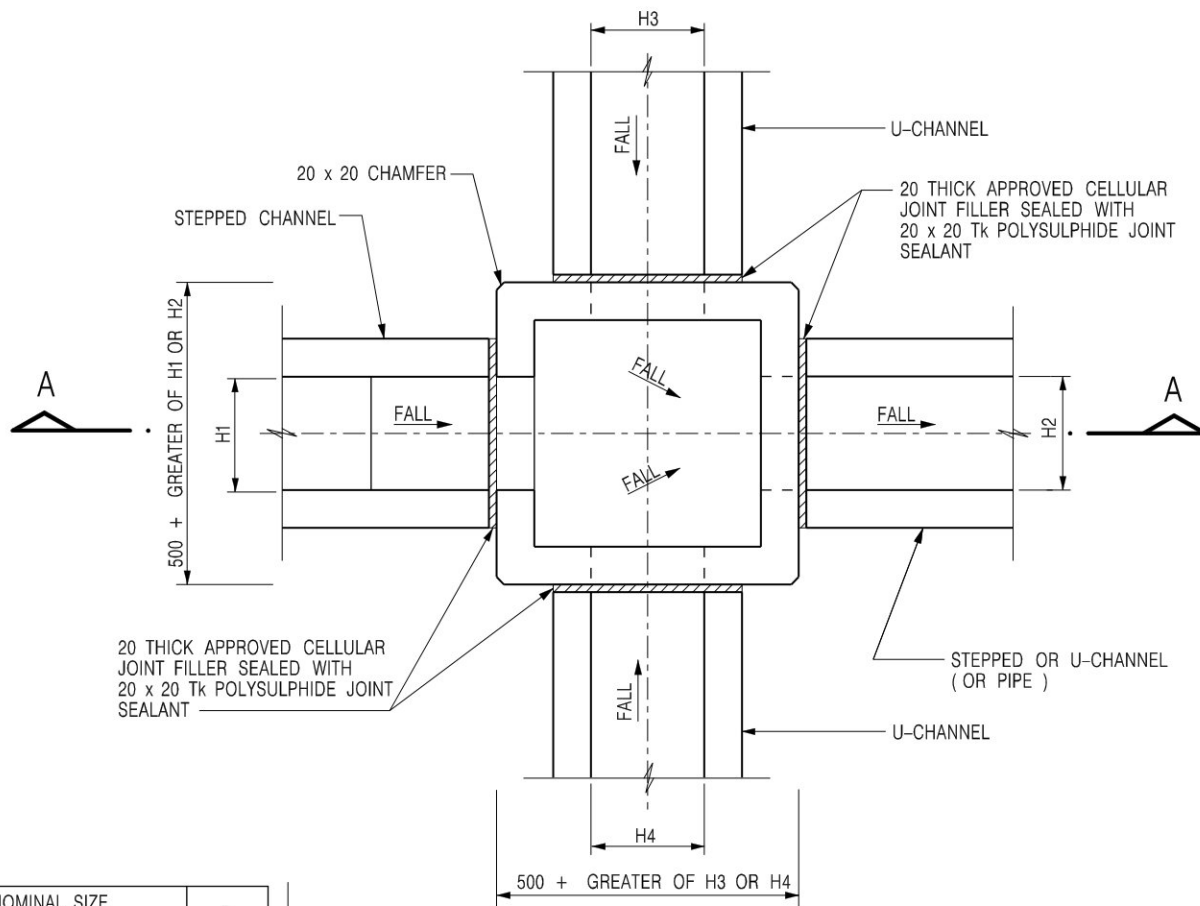
Note :

- All Proposed Catchpit and U-Channel shall follow CEDD standard drawing.
- Reserve a 200mm gap at the base of the fence/hoarding for directing stoemwater drainage.

Discharge Details

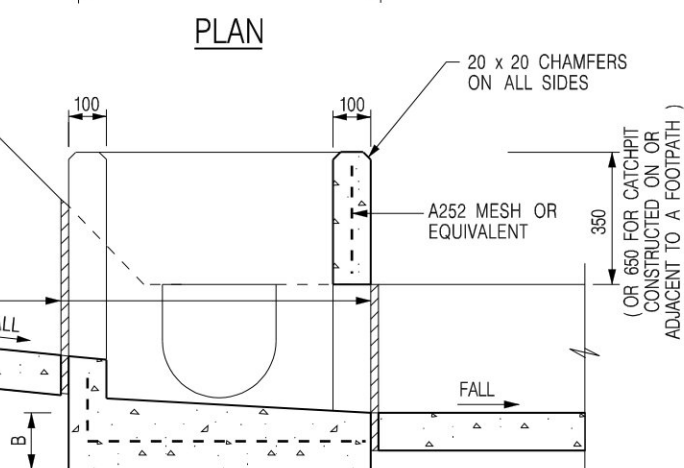


Project Title :	Scale : 1 : 500	Plan No. : CW/331RP/113/DP/02
Proposed Temporary Shop and Services (For a period of 3 Years)	Date : 25-06-2026	Survey Sheet No. : 6-NE-17D & 6-NE-22B
Drawing Title :	卓弘測量服務公司 CHUO WANG SURVEY SERVICES COMPANY	
Proposed Stormwater Drainage Plan (D.D. 113 Lot Nos. 314 RP (Part) & 331 RP)		



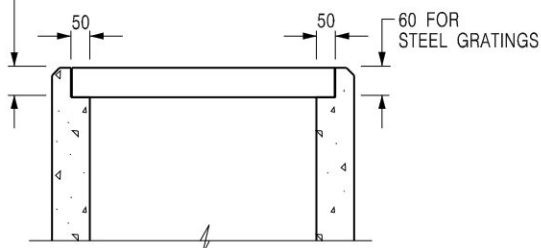
NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175

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)



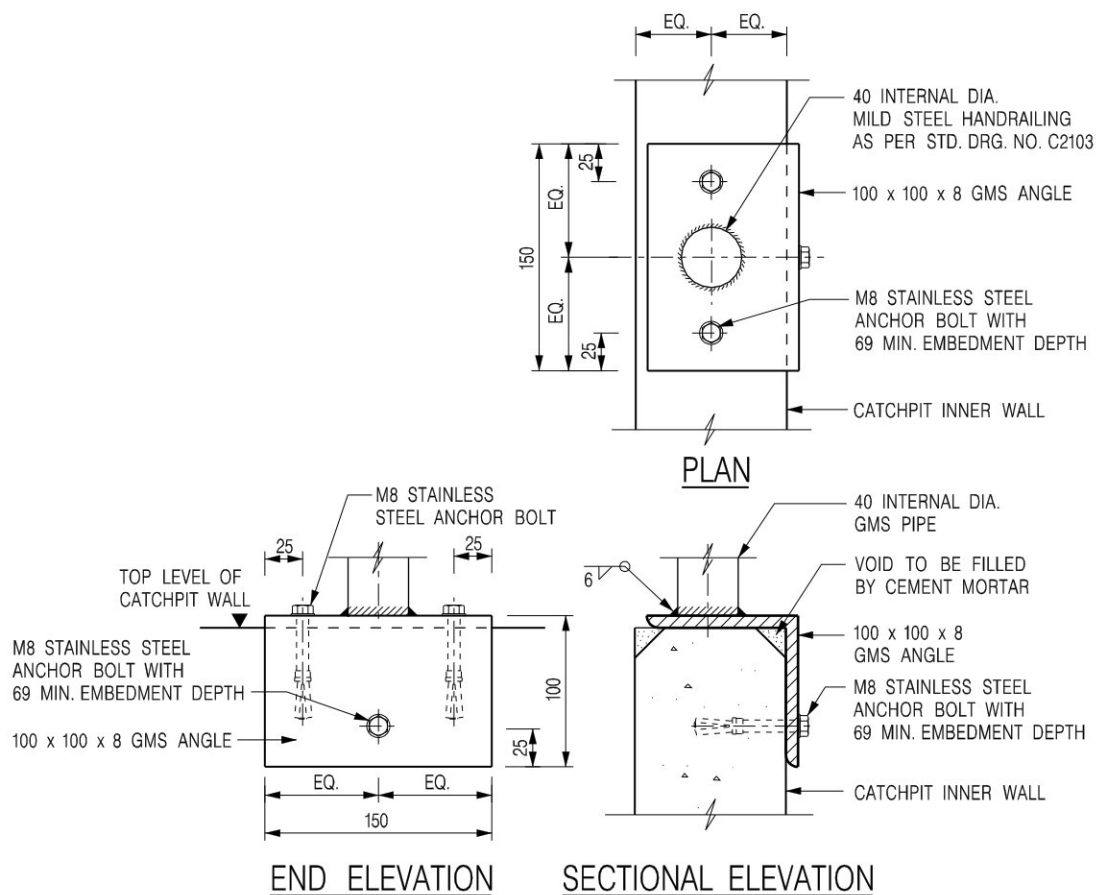
NOTES:

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.	
DATE JAN 1991		C2405 /1	



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

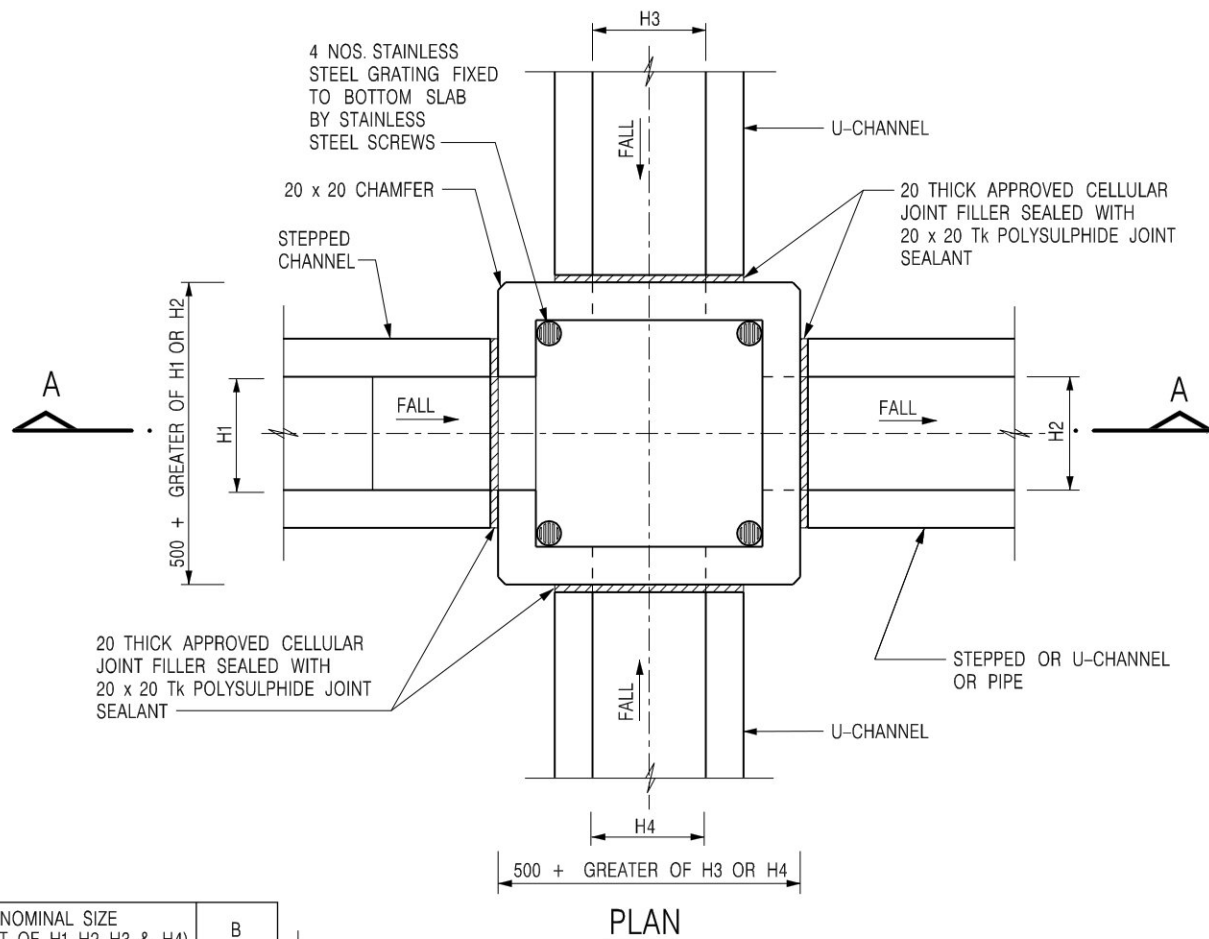
SCALE 1 : 5

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.

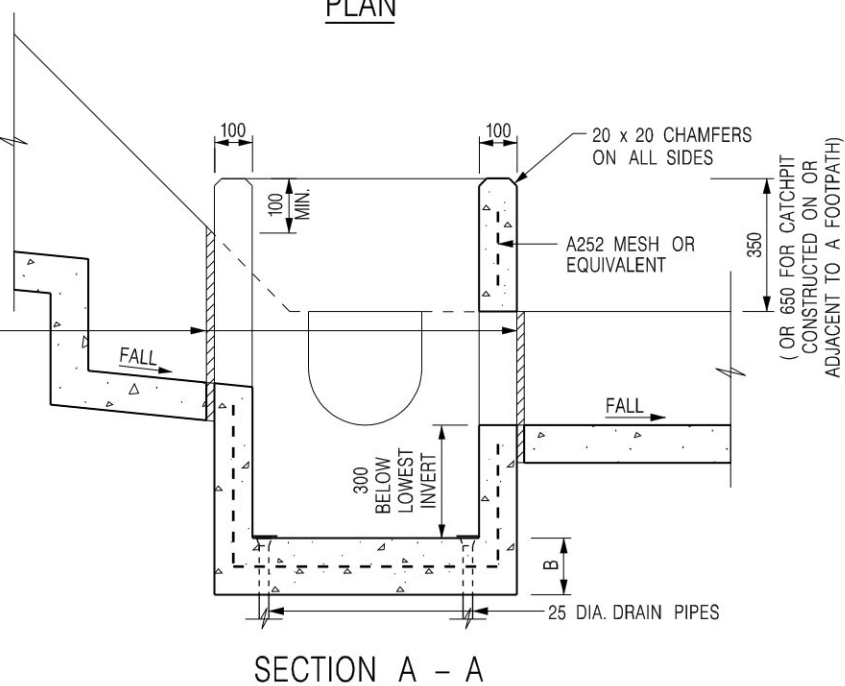
STANDARD CATCHPIT DETAILS
(SHEET 5 OF 5)

-	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

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

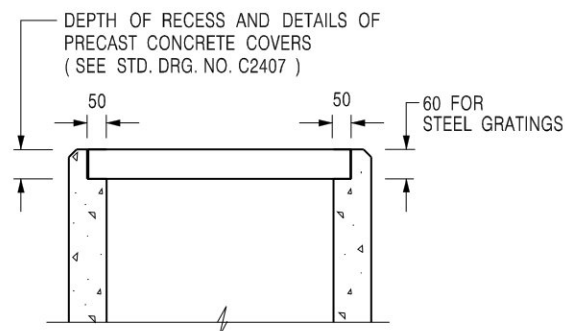


NOTES:

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		DRAWING NO.	
DATE JAN 1991		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)**



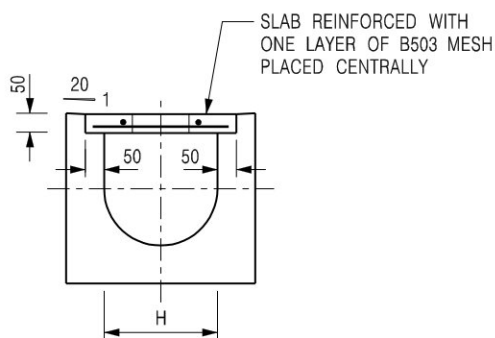
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

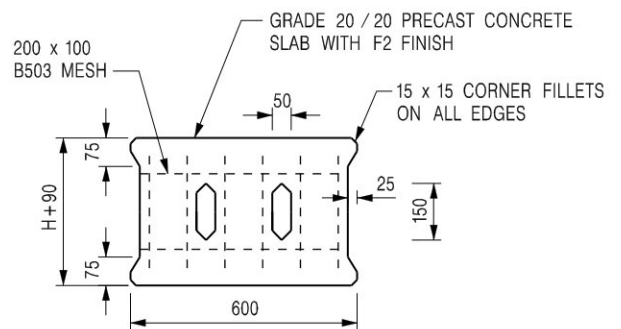
DATE JAN 1991

DRAWING NO.

C2406 /2A



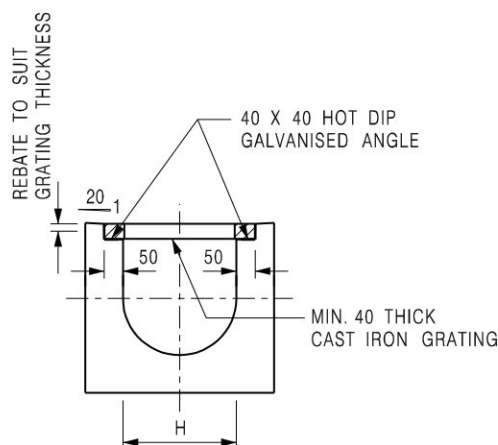
TYPICAL SECTION



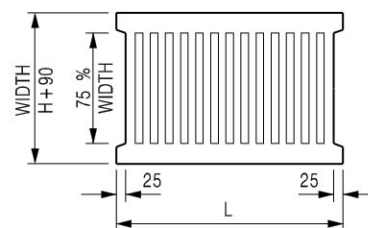
PLAN OF SLAB

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