

TOCO PLANNING CONSULTANTS LTD.
TOWN PLANNING, ENVIRONMENT & DEVELOPMENT CONSULTANCY



達材都市規劃
顧問有限公司

The Secretary,
Town Planning Board
15/F, North Point Government Offices
333 Java Road,
North Point, Hong Kong

Your ref: A/YL-NSW/370

Dear Sir/ Madam,

27 July 2026

**Section 16 Planning Application for Proposed Temporary Sales of Private Cars,
Motor Vehicle Showroom, Vehicle Maintenance Workshop,
Retail Shop for Car Components/ Accessories and Convenience Store
with Associated Uses for a Period of 3 Years
at Lot Nos. 766 S.A, 766 S.C and 767 in D.D. 115, Au Tau, Yuen Long**

We refer to our captioned submission dated 9.4.2026 and we have received comments from the Environmental Protection Department (EPD), Fire Services Department (FSD), Drainage Services Department (DSD) and FS&YLE District Planning Office (DPO) via emails from FS&YLE DPO between 7.5.2026 and 14.7.2026, and also public comments received during the first three weeks of the statutory gazette period of the captioned application.

In response to comments from EPD, FSD, DSD and DPO and public comments, please find enclosed 3 copies each of the Response-to-Comments table with revised Fire Services Installation Proposal and Drainage Proposal attached for your attention.

Yours faithfully,

Toco Planning Consultants Ltd.


Ted Chan
Managing Director



cc. *Client*
FS&YLE DPO - Ms. LAI Pui Yin, Athena

**Section 16 Planning Application for Proposed Temporary Sales of
Private Cars,
Motor Vehicle Showroom, Vehicle Maintenance Workshop, Retail Shop
for Car Components/ Accessories
and Convenience Store with Associated Uses for a Period of 3 Years at
Various Lots in D.D. 115, Au Tau, Yuen Long**

(Application No. A/YL-NSW/370)

Further Information I

Part 1 Responses to Departmental Comments

- 1.1 Responses to Comments from Fire Services Department
- 1.2 Responses to Comments from Environmental Protection Department
- 1.3 Responses to Drainage Services Department
- 1.4 Responses to Comments from District Planning Office

Part 2 Responses to Public Comments

- 1. Introduction
- 2. Reasons for Support
- 3. Major Concerns

Appendix I: Revised Fire Services Installation Proposal

Appendix II: Revised Drainage Proposal

Toco Planning Consultants Ltd.



1. RESPONSES TO DEPARTMENTAL COMMENTS

1. Responses to Comments from Fire Services Department (FSD)

Item	Departmental Comments	The Applicant's Responses
FSD(1)	Based on the submitted FSI proposal, his comments are as follows: i. A sufficient number of directional & exit signs shall be provided; and ii. The sprinkler inlets shall be positioned in a prominent	Noted. Please find attached revised Fire Services Installation Proposal (see Appendix I) for your attention.

2. Responses to Comments from Environmental Protection Department (EPD)

Item	Departmental Comments	The Applicant's Responses
EPD(1)	a. whether the proposed uses will involve vehicles with permitted gross weight exceeding 5.5 tonnes; b. whether the vehicle repairing activities will be carried out within enclosed structure; and c. whether the area where vehicle repairing activities would take place will be paved with.	a. The proposed uses will not involve vehicles with permitted gross weight exceeding 5.5 tonnes. b. the vehicle repairing activities will be carried out within enclosed structure. c. the area where vehicle repairing activities would take place will be paved with.
EPD(2)	Grateful if the applicant could confirm that no medium and heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the Road Traffic Ordinance, are allowed to be parked/stored on or enter/exit the Site at any time.	The Applicant confirms that no medium and heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the Road Traffic Ordinance, are allowed to be parked/stored on or enter/exit the Site at any time.

3. Responses to Comments from Drainage Services Department

Item	Departmental Comments	The Applicant's Responses
DSD(1)	Based on the submitted Drainage proposal, his comments are as follows: It should be noted that the current drainage proposal still requires refinement to meet the necessary requirements. To encourage a higher quality submission and avoid rounds of comments, thereby shortening the processing time, the applicant is advised to complete the attached checklist (Appendix A) as part of preparing the revised proposal and include them in the submission. Otherwise, a longer processing time may be required by this office.	Noted. Please find attached revised Drainage Proposal (see Appendix II) for your attention.

4. Responses to Comments from District Planning Office (DPO)

Item	Departmental Comments	The Applicant's Responses
DPO(1)	It is mentioned in the planning statement that the proposed motor vehicle showroom would involve the sale of private car. Please provide the operation details of the proposed use.	The Applicant confirms that the proposed development will incorporate the sale of private cars. The operator is currently engaging with several potential suppliers and remains at the discussion stage. It is further proposed that prospective customers will be required to make a reservation in order to test the vehicles.

2. RESPONSES TO PUBLIC COMMENTS

1. Introduction

During the first three weeks of the statutory gazette period of the captioned application, which ended on 15.5.2026, a total of 24 nos. public comments have been received. Out of the total number, 20 supported the application and 4 raised concerns. The concerns made by the public are mainly on traffic, environmental, and zoning issues.

2. Reasons for Support

We appreciate the strong support from the public. The proposed development would provide daily convenience to nearby residents by catering to local demands for vehicle maintenance and refreshment services. Given the small-scale and temporary nature of the application, the proposed development will not generate adverse long-term impacts on the surrounding environment or community.

3. Major Concerns

i. Traffic & Parking Concerns

Regarding traffic concerns, the existing off-site parking in the vicinity is unrelated to the Application Site, as the proposed site is not yet operational. To ensure smooth traffic flow, the applicant will implement an appointment-only system for clients. On-site parking will strictly serve scheduled visitors, effectively controlling vehicular flow and minimizing the impact on the local road network.

ii. Environmental (Drainage & Fire Safety) Issues

In response to drainage and fire safety concerns, relevant technical proposals have been submitted to government departments for review. A Drainage Proposal has been submitted to the Drainage Services Department (DSD) to ensure proper runoff management and prevent flooding risks. Additionally, Fire Service Installations (FSIs) proposals have been submitted to the Fire Services Department (FSD), and all required safety measures will be implemented in compliance with statutory guidelines.

iii. Land Use & Zoning Concerns

Concerning land use, the Application Site has a long history of commercial operations that functioned smoothly without causing adverse impacts on the surrounding area. Given this operational history, the proposed temporary development is similarly not expected to generate negative effects on local residents or transport networks

Appendix I

Revised Fire Services Installation Proposal

1. GENERAL

- F.S. NOTES
- 1.1 FIRE SERVICE INSTALLATIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE CODES OF PRACTICE FOR MINIMUM FIRE SERVICE INSTALLATIONS AND EQUIPMENT AND INSPECTION, TESTING AND MAINTENANCE OF INSTALLATIONS AND EQUIPMENT 2022 (COP 2022), FSD CIRCULAR LETTERS AND THE HONG KONG WATERWORKS STANDARD REQUIREMENTS. [SEP 2022]"
- 1.2 ALL TUBES AND FITTINGS SHALL BE G.M.S. TO BS1387 MEDIUM GRADE WHERE PIPEWORK UP TO ø150mm.
- 1.3 ALL TUBES AND FITTINGS SHALL BE DUCTILE IRON TO BS EN545 K12 WHERE PIPEWORK ABOVE ø150mm.
- 1.4 ALL DRAIN PIPES SHALL BE DISCHARGED TO A CONSPICUOUS POSITION WITHOUT THE POSSIBILITY OF BEING SUBMERGED.
- 1.5 ALL PUDDLE FLANGES SHALL BE MADE OF DUCTILE IRON
- 1.6 SMOKE EXTRACTION SYSTEM(S) SHALL NOT BE PROVIDED AS THE AGGREGATE AREA OF OPERABLE WINDOW OF STRUCTURE EXCEEDS 6.25% OF THE FLOOR AREA OF THE COMPARTMENT.
- 1.7 VENTILATION/AIR CONDITIONING SYSTEM NOT TO BE PROVIDED.

2. AUTOMATIC SPRINKLER SYSTEM

- 2.1 AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH LPC RULES FOR AUTOMATIC SPRINKLER INSTALLATIONS INCORPORATING BS EN 12845: 2015 (INCLUDING TECHNICAL BULLETINS, NOTES, COMMENTAR AND RECOMMENDATIONS) AND FSD CIRCULAR LETTER NO. 5/2020. THE CLASSIFICATION OF THE OCCUPANCIES WILL BE ORDINARY HAZARD GROUP III.
- 2.2 ONE 135m³ SPRINKLER WATER TANK WILL BE PROVIDED AS INDICATED ON PLAN. THE TOWN MAIN WATER SUPPLY WILL BE FED FROM SINGLE END.
- 2.3 TWO SPRINKLER PUMPS (DUTY/STANDBY) AND ONE JOCKEY PUMP SHALL BE PROVIDED IN FS PUMP ROOM LOCATED AT EXTERNAL AREA.
- 2.4 SPRINKLER CONTROL VALVE SET AND SPRINKLER INLET SHALL BE PROVIDED AS INDICATED ON PLAN.
- 2.5 A TEST VALVE SHALL BE PROVIDED FOR EACH ZONE OF SPRINKLER PIPE. THIS VALVE SHALL BE AT A CONSPICUOUS POSITION THAT WATER CAN BE DRAINED AWAY EASILY.
- 2.6 ALL SUBSIDIARY STOP VALVES TO BE ELECTRIC MONITORING TYPE.
- 2.7 ALL ELECTRIC TYPE VALVES SHOULD GIVE VISUAL SIGNALS TO FIRE SERVICE MAIN SUPERVISORY CONTROL PANEL TO INDICATE THE STATUS (OPEN/CLOSE) OF THE VALVES.
- 2.8 SECONDARY ELECTRICITY SUPPLY DIRECTLY TEE OFF BEFORE CLP'S INCOMING MAIN SWITCH SHALL BE PROVIDED FOR THE SPRINKLER PUMPS.
- 2.9 THE SPRINKLER SYSTEM DESIGN IS BASED ON THE FOLLOWINGS:
HAZARD CLASS : ORDINARY HAZARD GROUP III
TYPE OF STORAGE : POST-PALLET (ST2)
STORAGE CATEGORY : CATEGORY I
MAXIMUM STORAGE HEIGHT : 3.5m
SPRINKLER PROTECTION : CEILING PROTECTION ONLY
THE MAXIMUM STORAGE AREAS SHALL BE 50m² FOR SINGLE BLOCK
THE MINIMUM CLEARANCE AROUND EACH SINGLE STORAGE CLOCK : 2.4m

3. FIRE DETECTOR SYSTEM

- 3.1 THE STAND-ALONE FIRE DETECTOR SHALL BE PROVIDED IN ACCORDANCE WITH THE "STAND-ALONE FIRE DETECTOR GENERAL GUIDELINES ON PURCHASE, INSTALLATION & MAINTENANCE [SEP 2021]"
- 3.2 WHERE TWO OR MORE STAND-ALONE FIRE DETECTORS ARE INSTALLED IN AN ENCLOSED STRUCTURE, ALL DETECTORS SHALL BE INTERCONNECTED (EITHER WIRED OR WIRELESSLY) SUCH THAT WHEN ONE OF THE DETECTORS IS TRIGGERED, ALL CONNECTED DETECTORS SHALL SOUND AN ALARM SIMULTANEOUSLY

4. EMERGENCY LIGHTING

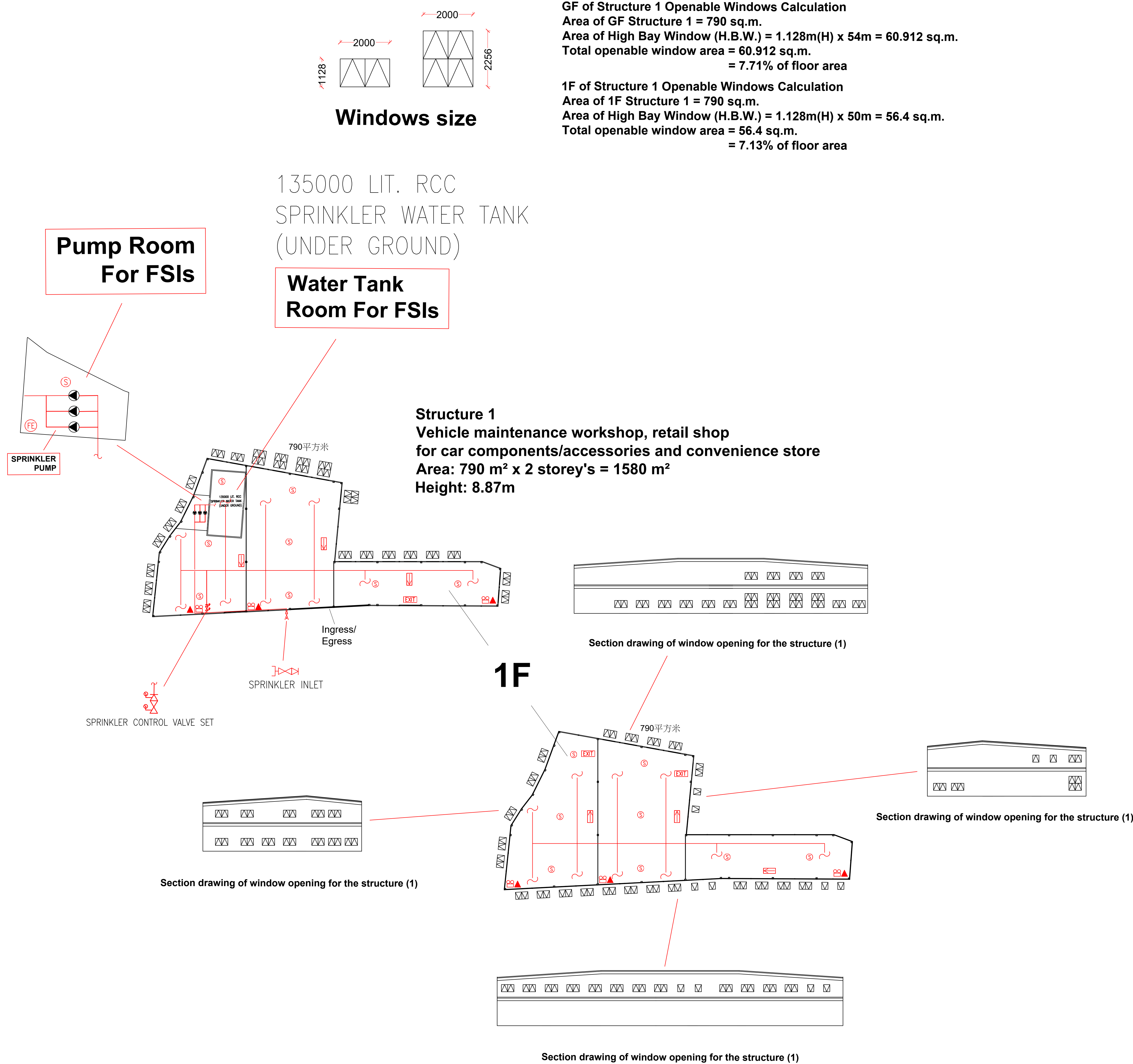
- 4.1 EMERGENCY LIGHTING SHALL BE PROVIDED IN ACCORDANCE WITH "BS 5266-1 :2016 AND BS EN 1838 :2013", AND THE FSD CIRCULAR LETTER NO. 4/2021, COVERING ALL AREA. EMERGENCY LIGHTINGS SHALL BE BACKED UP BY BUILT-IN BATTERY AND CAPABLE OF MAINTAINING FUNCTION OF NOT LESS THAN 2 HOURS IN CASE OF POWER FAILURE

5. EXIT SIGN

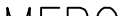
- 5.1 ALL EXIT SIGNS/DIRECTIONAL EXIT SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH BS 5266-1 :2016 AND FSD CIRCULAR LETTER NO. 5/2008, FOR THE BUILDING. EXIT SIGNS/DIRECTIONAL EXIT SIGNS SHALL BE BACKED UP BY BUILT-IN BATTERY AND CAPABLE OF MAINTAINING FUNCTION OF NOT LESS THAN 2 HOURS IN CASE OF POWER FAILURE.

6. PORTABLE APPLIANCES

- 6.1 PORTABLE HAND OPERATED APPLIANCES SHALL BE PROVIDED AS INDICATED ON PLAN.
- 6.2 A SUITABLE TYPE OF PORTABLE FIRE EXTINGUISHER SHALL BE PROVIDED IN LOCATIONS WHERE EASILY ACCESSIBLE BY PERSON IN CHARGE WHERE THE NO. OF F.E. SHALL BE PROVIDED ACCORDING TO THE FORMULA = [STORAGE AREA] (M²) X (0.003]
- 6.3 A 20-35 KG WHEELED TYPE DRY CHEMICAL FIRE EXTINGUISHER IN EVERY 500M² ON EVERY FLOOR OF THE PREMISES AND SHALL BE PROVIDED TO ENSURE THAT EVERY PART OF THE PREMISES CAN BE REACHED BY WHEELED TYPE DRY CHEMICAL FIRE EXTINGUISHER FROM A DISTANCE OF NOT MORE THAN 30M



LEGEND

- | | | | | | |
|--|---|---|---|--|--|
|  STAND ALONE BATTERY TYPE SMOKE DETECTOR |  EMERGENCY LIGHT |  SPRINKLER CONTROL VALVE SET |  PUMP SET |  PRESSURE GAUGE |  SUBSIDIARY VALVE / FLOW SWITCH |
|  25KG WHEELED TYPE DRY CHEMICAL FIRE EXTINGUISHER |  EXIT SIGN |  GATE VALVE |  Y-TYPE STRAINER |  SPRINKLER HEAD (ON PLAN) |  5KG CO2 FIRE EXTINGUISHER |
|  NON-RETURN VALVE | |  GATE TYPE (With MONITORING) |  SPRINKLER INLET |  5KG DRY POWDER FIRE EXTINGUISHER |  DIRECTIONAL SIGN |

PROJECT : TEMPORARY VEHICLE MAINTENANCE WORKSHOP, RETAIL SHOP FOR CAR COMPONENTS/ACCESSORIES AND CONVENIENCE STORE WITH ANCILLARY USES FOR A PERIOD OF 3 YEARS LOTS 766 S.A, 766 S.C AND 767 IN D.D. 115, AU TAU, YUEN LONG	DRAWING TITLE :				ARCHITECT :		CONSULTANT :		FIRE SERVICE CONTRACTOR :			DRAWING NO. :	REV.
	F.S. Notes, Legend, Fire Service Installation Layout Plan							Century Fire Service Engineering Co., Ltd.		NAME	DATE	FS-01	0
									DRAWN BY	C.K.NG	30 May 2026		
									CHECKED BY				
									APPROVED BY				
	REV	DESCRIPTION	DATE							SCALE :	1 : 300 (A0)		
									SOURCE :	B.O.O. Ref. BD F.S.D. Ref. FP			

Drainage Proposal for

**Section 16 Planning Application for Proposed Temporary Sales of
Private Cars, Motor Vehicle Showroom, Vehicle Maintenance Workshop,
Retail Shop for Car Components/ Accessories and Convenience Store
with Associated Uses for a Period of 3 Years at Lot Nos. 766 S.A, 766 S.C
and 767 in D.D. 115, Au Tau, Yuen Long**

Prepared By C & H Consulting CO., Ltd.

Date: July 2026

Remarks: DSD Record Plan Overlaid

Rooftop
200(w)x250(h)
channel

700x700x1000 mm Concrete Catchpit
at the **bottom** of Down Pipe which
connected with the existing
underground 225 u-channel

Existing 225
underground channel
(1:150)

Downpipe

CP1
CL= +8.8
IL=+8.675

港酒店
ng Hotel

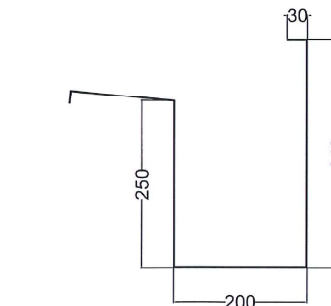
700x700x1000 mm Concrete Catchpit
at the **bottom** of Down Pipe which
connected with the proposed 200 Cast
Iron Pipe

CP2
(With Desilting Facility)
CL= +8.6
IL=+8.375

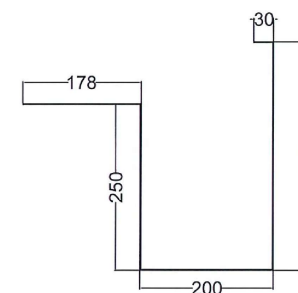
EX CP
(SCH100G205)
CL= +9.5
IL=+8.35

Proposed 225mm Underground Concrete
Pipe (Fall 1:150) with 150mm Concrete surround

東成里不銹鋼水槽



水槽B (1.3mm厚304不銹鋼)
6米長x13支
共78米長



水槽A (1.3mm厚304不銹鋼)
6米長x3支, 2米長x1支
共20米長

水槽位

Rooftop
200(w)x250(h)
channel

Cycling Track

Scale 1: 400

Assume return period $T = 50$ years

According to Table 3a of SDM 2018,

$a = 505.5$, $b = 3.29$, $c = 0.355$

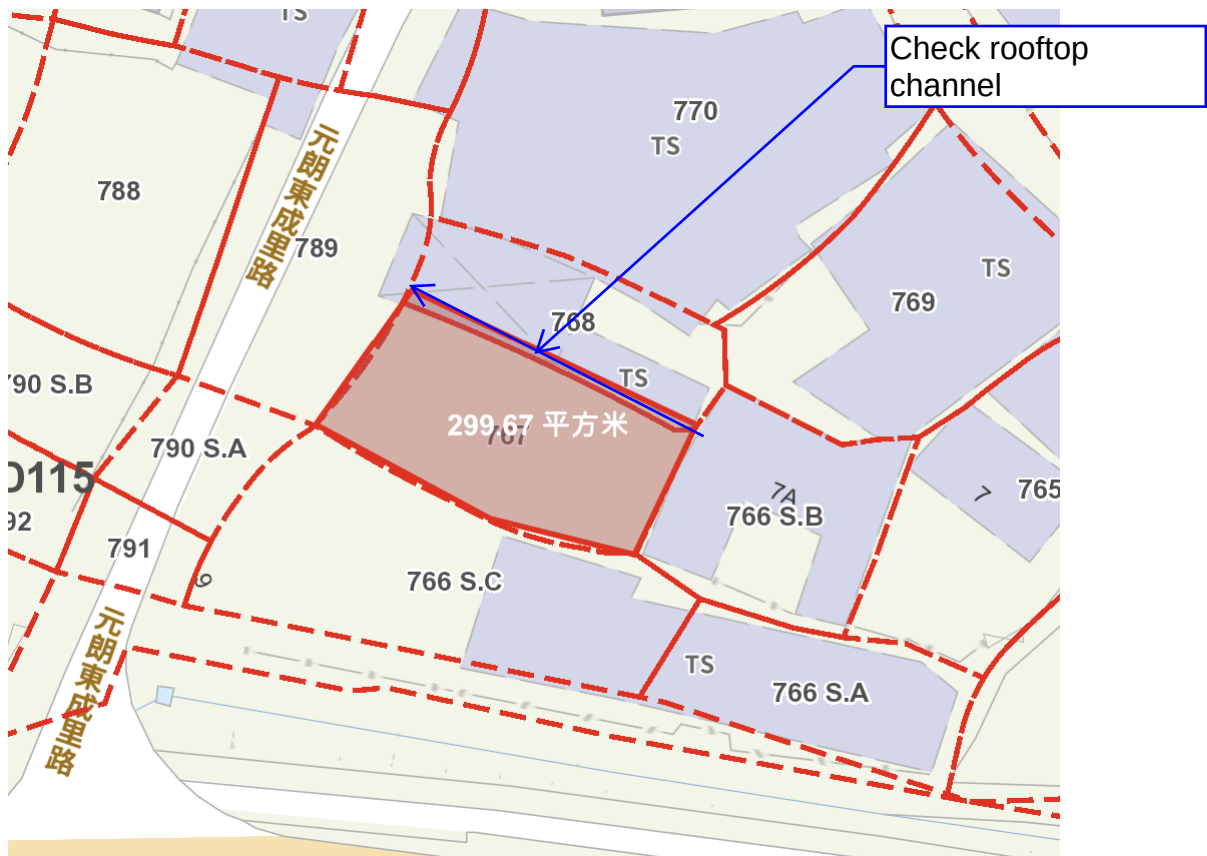
$$i = \frac{a}{(td+b)^c}$$

Duration in minutes is taken as 6 mins

According to Table 28 of SDM, 2018 , rainfall increase = 16%

$$i = \frac{505.5}{(6+3.29)^{0.355}} \cdot (1 + 16\%) = 229 \times (1 + 16\%) = 265 \text{ mm/hr}$$

265mm/hr is taken for design



Catchment Area = 300m² , Coefficient of runoff = 0.9

According to Section 9.3 of SDM 2018, reduction in area capacity 10%, Q should be enlarged as 1.1

$$\begin{aligned}
 Q &= 0.278 C i A \times 1.1 \\
 &= 0.278(0.9)(265)(300 \times 10^{-6}) \times 1.1 \\
 &= 0.0219 \text{m}^3/\text{s} \\
 &= 1313 \text{lit}/\text{min}
 \end{aligned}$$



Catchment Area = 700m² , Coefficient of runoff = 0.9

According to Section 9.3 of SDM 2018, reduction in area capacity 10%, Q should be enlarged as 1.1

$$\begin{aligned}
 Q &= 0.278 C i A \times 1.1 \\
 &= 0.278(0.9)(265)(700 \times 10^{-6}) \times 1.1 \\
 &= 0.0511 \text{m}^3/\text{s} \\
 &= 3063 \text{lit}/\text{min}
 \end{aligned}$$

Checking 0.2m (width) x 0.25m(Depth) rooftop channel (1:150)

By Manning's equation,

$$Q = \frac{1}{n} \frac{A^{5/3}}{P^{2/3}} S_o^{1/2}$$

Take $n = 0.012$

$S_o = 0.0067$

$A = 0.2 \times 0.25 = 0.05 \text{m}^2$

$P = 0.2 + 0.25 + 0.25 = 0.7 \text{m}$

Table 13 - Values of n to be used with the Manning equation

Source: Brater, E.F. & King, H.W. (1976)

Surface	Best	Good	Fair	Bad
Uncoated cast-iron pipe	0.012	0.013	0.014	0.015
Coated cast-iron pipe	0.011	0.012	0.013	
Commercial wrought-iron pipe, black	0.012	0.013	0.014	0.015
Commercial wrought-iron pipe, galvanized	0.013	0.014	0.015	0.017
Smooth brass and glass pipe	0.009	0.010	0.011	0.013
Smooth lockbar and welded "OD" pipe	0.010	0.011	0.013	
Riveted and spiral steel pipe	0.013	0.015	0.017	
Vitrified sewer pipe	0.010	0.013	0.015	0.017
Common clay drainage tile	0.011	0.012	0.014	0.017
Glazed brickwork	0.011	0.012	0.013	0.015
Brick in cement mortar; brick sewers	0.012	0.013	0.015	0.017
Neat cement surfaces	0.010	0.011	0.012	0.013
Cement mortar surfaces	0.011	0.012	0.013	0.015
Concrete pipe	0.012	0.013	0.015	0.016
Wood stave pipe	0.010	0.011	0.012	0.013
Plank flumes - Planed	0.010	0.012	0.013	0.014
- Unplaned	0.011	0.013	0.014	0.015
- With battens	0.012	0.015	0.016	
Concrete-lined channels	0.012	0.014	0.016	0.018

$$Q = \frac{1}{0.012} \times (0.05)^{5/3} \times 0.0067^{1/2} / 0.7^{2/3}$$

$$= 0.059 \text{m}^3/\text{s}$$

> 0.0511 m³/s OK!

Proposed rooftop channel (1:150) can cater the surface runoff from proposed development

Check existing 225 ϕ PE100 pipe by Colebrook - white Equation.

$$V = \frac{1.49}{(8gDs)^{1/2}} \log \left(\frac{ks}{3.7D} + \frac{2.51V}{D\sqrt{2gDs}} \right)$$

$$g = 9.81 \text{ m/s}^2$$

$$D = 0.225 \text{ m}$$

$$Ks = 0.00015 \text{ m (Table 5, from DSD Sewage Manual, concrete pipe)}$$

$$\nu = 1.14 \times 10^{-6} \text{ m}^2/\text{s}$$

$$S = 0.015$$

$$\text{Cross-Section Area} = \frac{\pi D^2}{4} = 0.0397 \text{ sqm}$$

$$\text{Therefore, design velocity of pipe capacity} = 1.93 \text{ m/s}$$

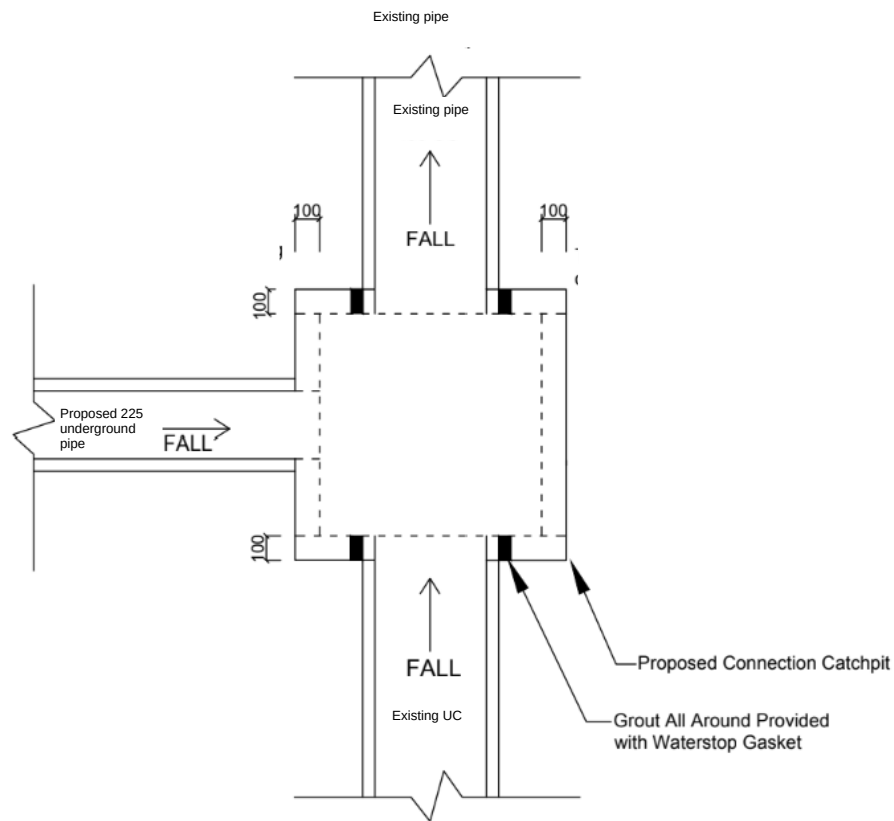
> velocity from catchment area

$$= \frac{0.073}{0.0397} = 1.84 \text{ m/s}$$

OK!

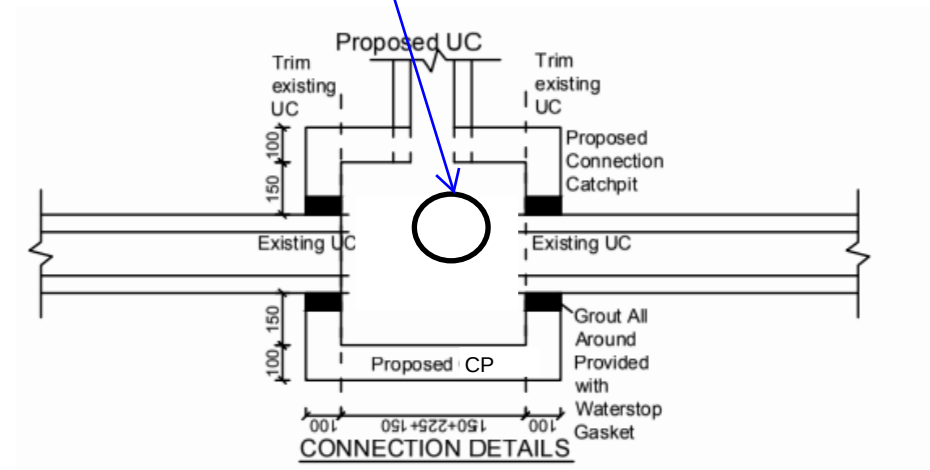
Total Q = 0.0219 + 0.0511 = 0.073 m/s
--

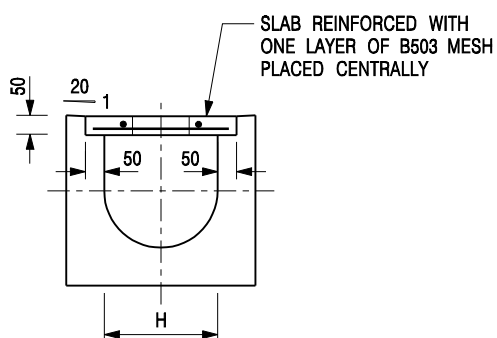
As a result, proposed 225mm dia underground pipe can cater the surface runoff due to proposed development



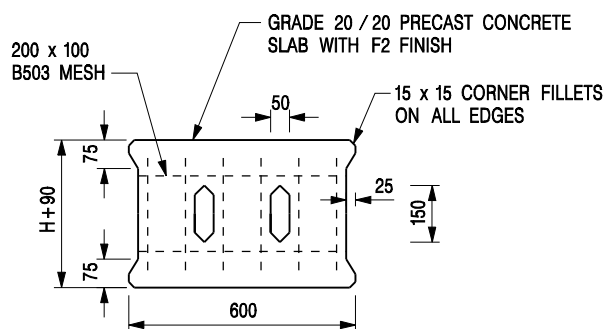
EX CP -Connection Details

Proposed downpipe
from rooftop channel





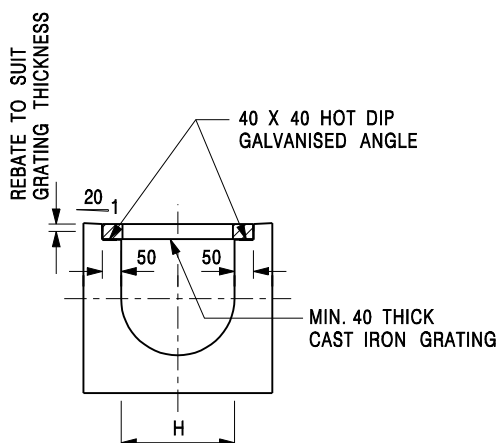
TYPICAL SECTION



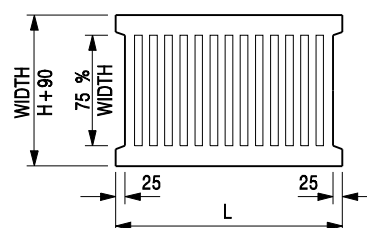
PLAN OF SLAB

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

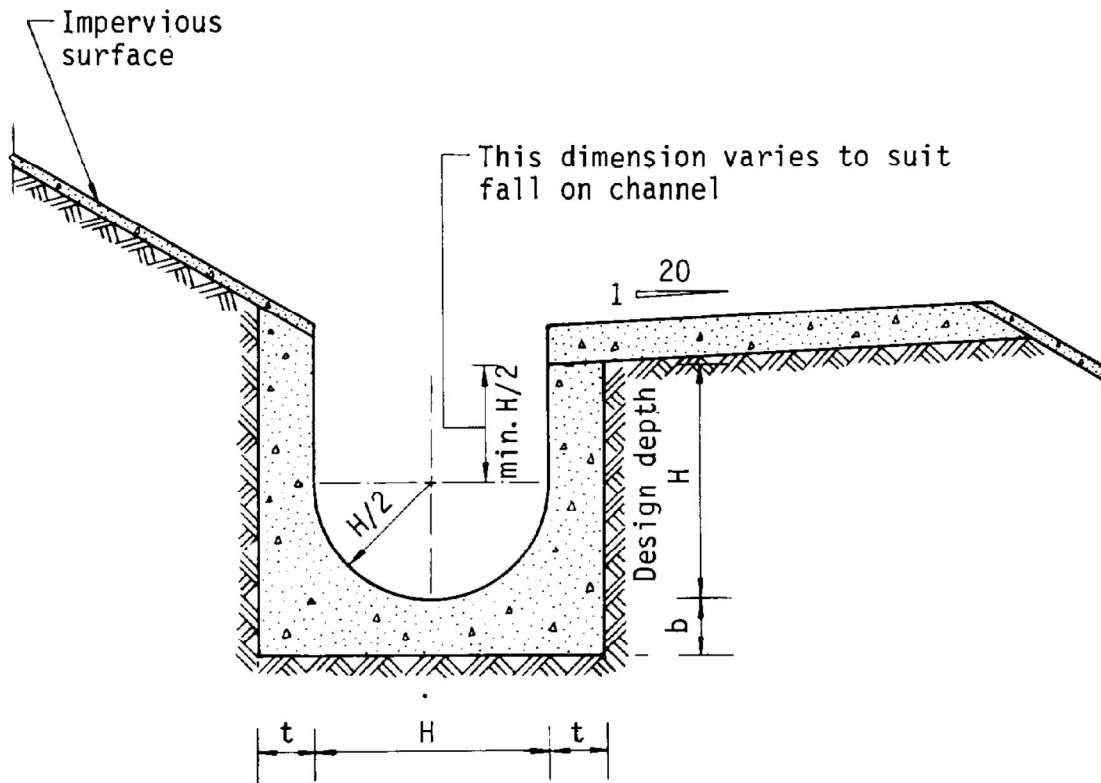


**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.
C2412E



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

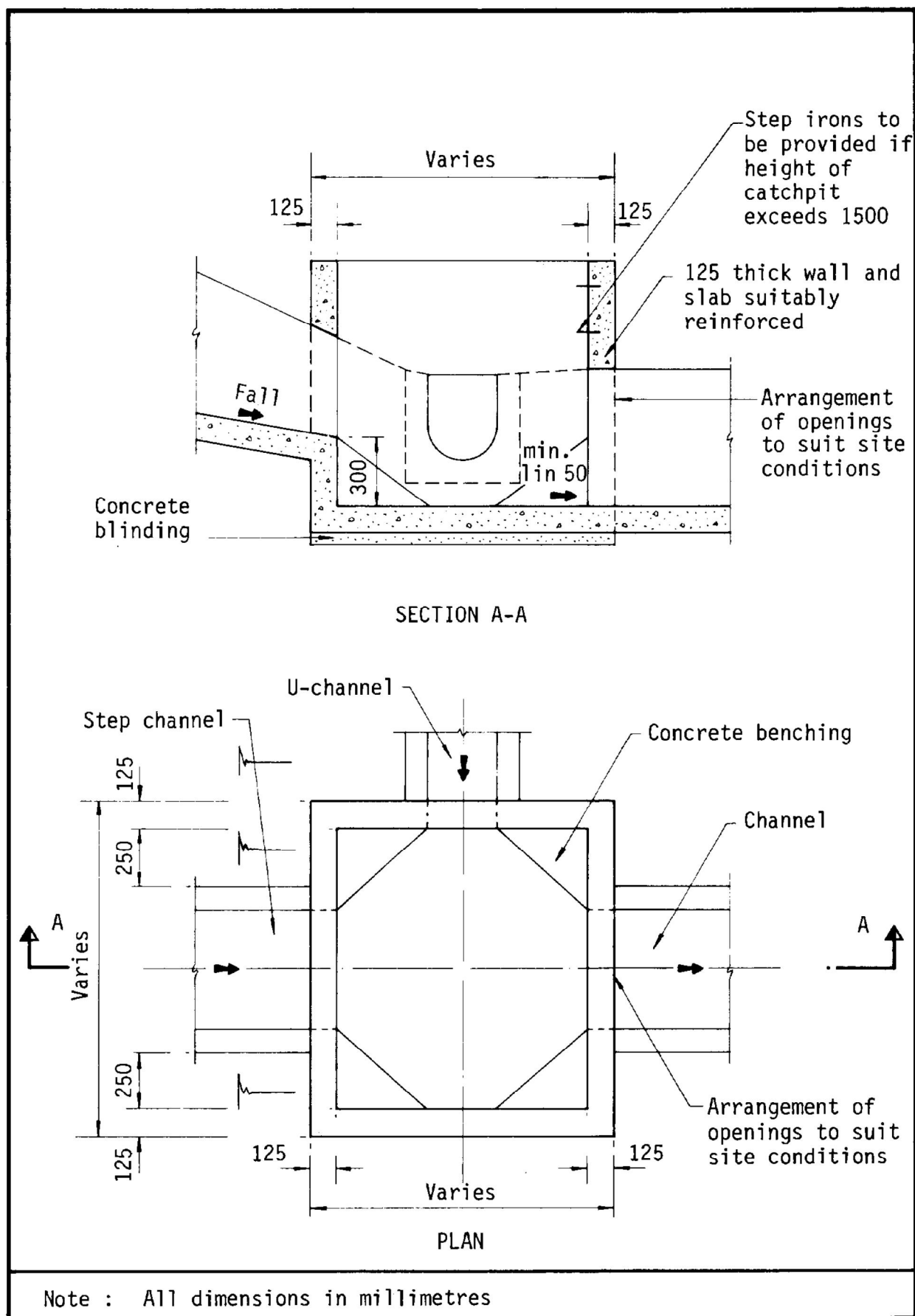
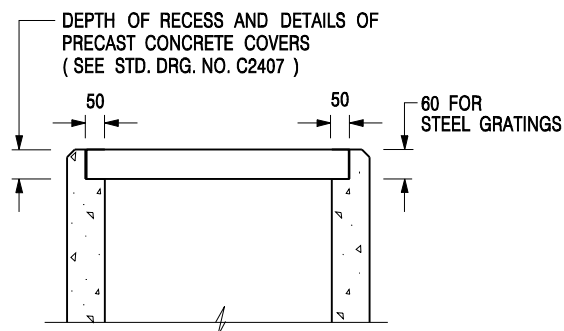


Figure 8.10 - Typical Details of Catchpits



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)**



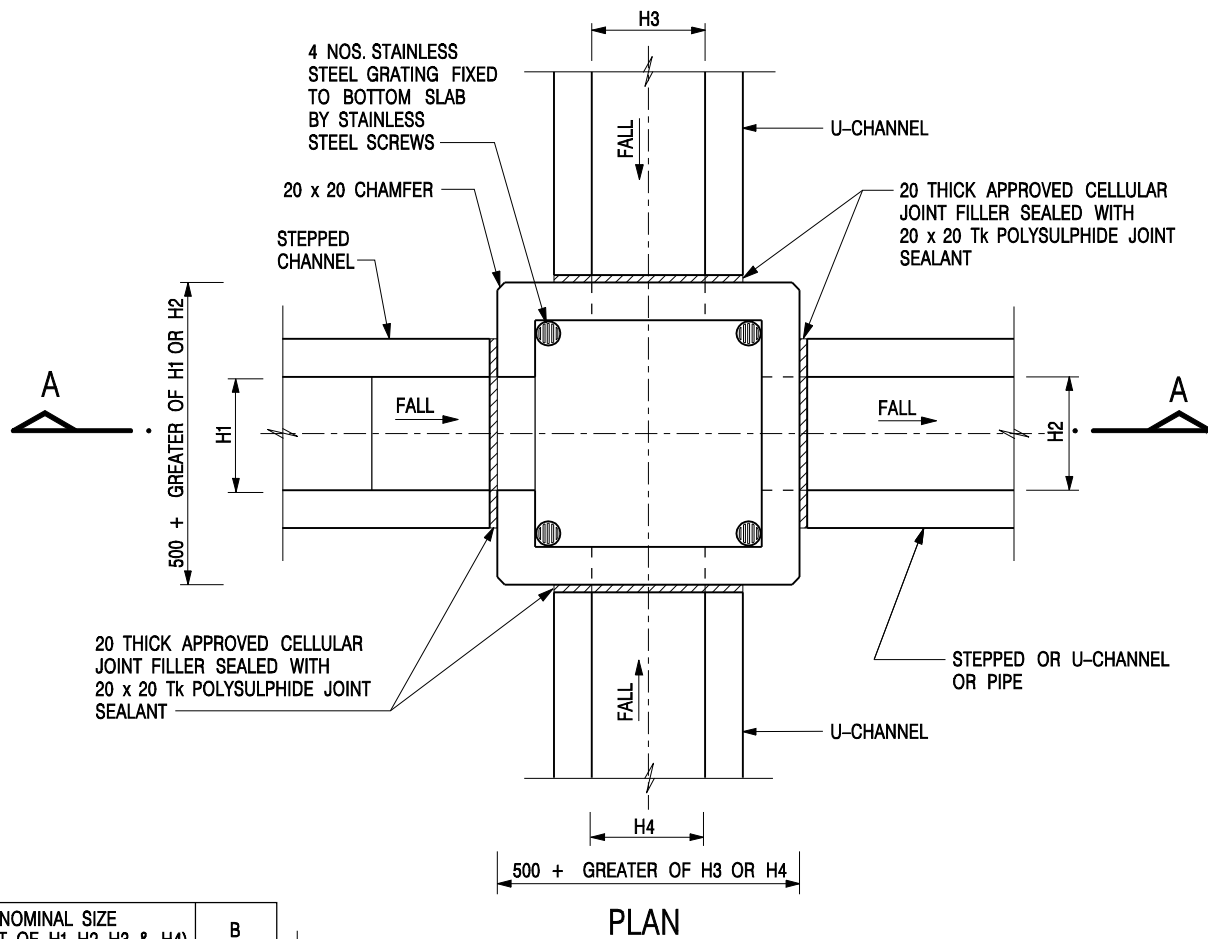
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

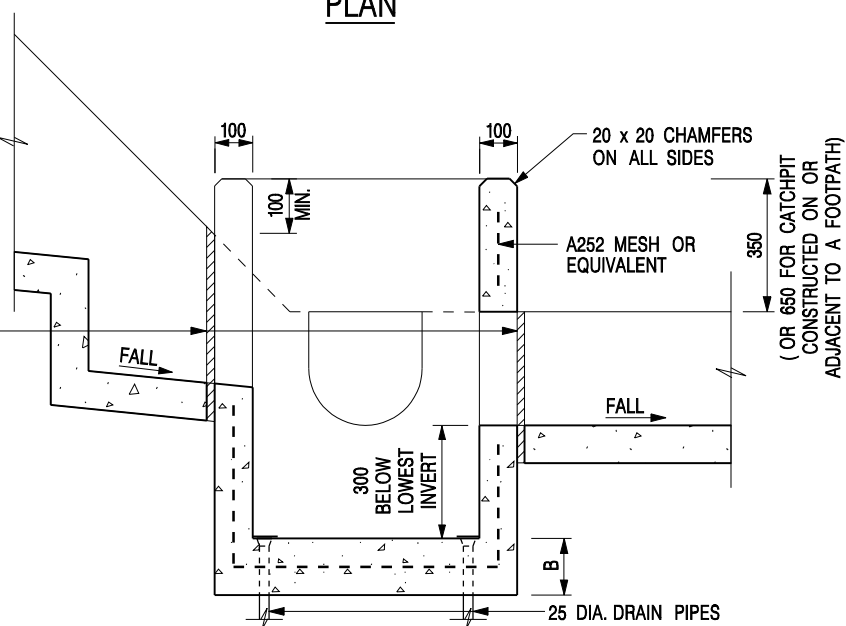
DRAWING NO.

C2406 /2



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

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	



Photo 1: Aerial View of the site.



Photo 2: The western side of the site.



Photo 3: The southern side of the site.



Photo 4: The eastern side of the site.

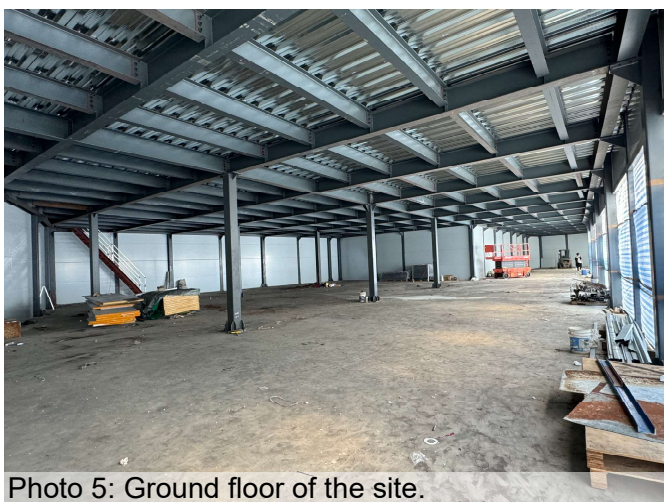


Photo 5: Ground floor of the site.

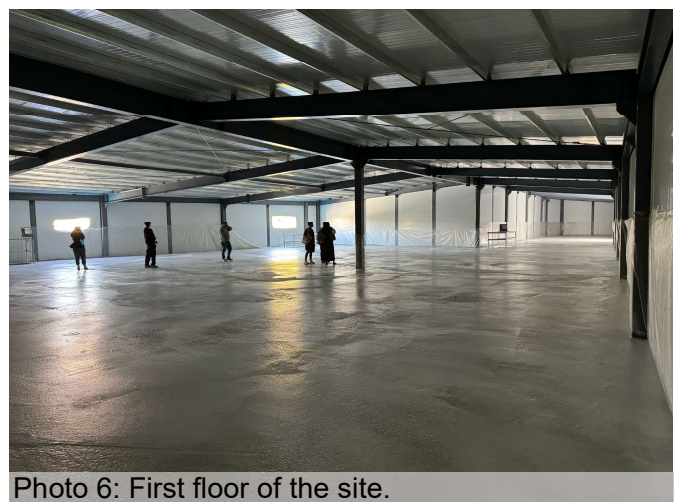


Photo 6: First floor of the site.

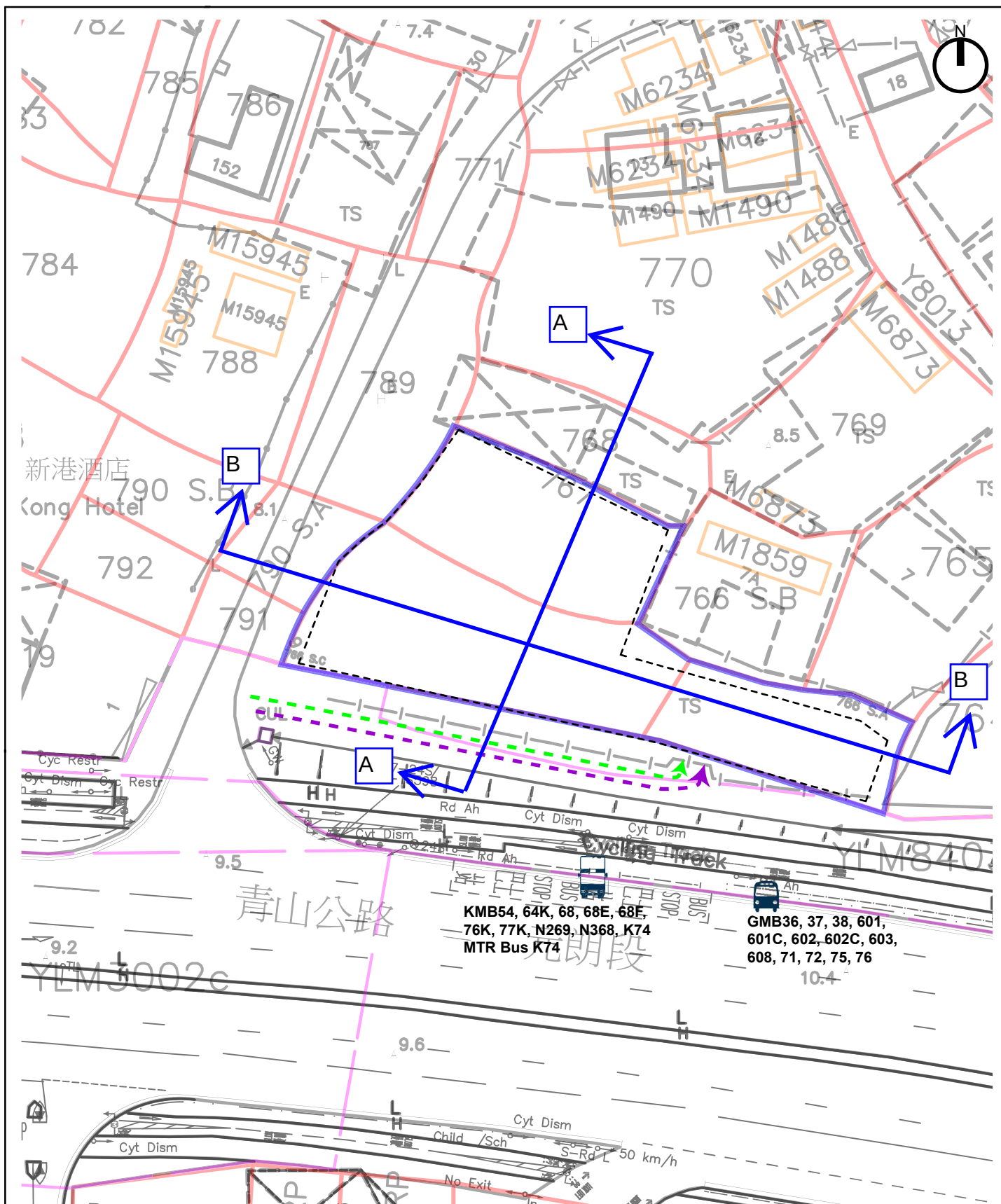


Site Photos

(Prepared on 8.4.2026)



Photo 7 Existing Drainage Facility SCH1006205



Legend

- The application site
- - - ➤ Vehicular Access
- - - ➤ Pedestrian Access

(Do not scale this drawing. All measurements must be checked on Site.)

Scale 1:500

+9.5

S.B.

S.B.

Proposed Structure

Existing Structure

+8.8

Section A-A (N.T.S)

S.B.

S.B.

Proposed Structure

+8.8

+8.1

Section B-B (N.T.S)

