☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

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寄件者: [redacted]
寄件日期: 2026年02月03日星期二 17:36
收件者: [redacted]
主旨: FW: Response the Departmental Comments - Planning Application No. A/YL-PH/1092
附件: Drainage Detail and Section.pdf; HYDRAULIC CALCULATION SHEET.pdf; Site Photo.pdf; 回應渠務署意見 4-12-2025.pdf

類別: Internet Email

[redacted]Plan D

Attached the response the DSD and departmental comments for your record.

The following are responses to your questions:

1. We proposed 74 parking spaces on the site for private cars, light trucks, and motorcycles, with 40 of these spaces equipped with electric vehicle charging stations of at least 7kW. Since China Power Company can only provide 280kW of power, we can only install 10 charging stations, each with 28kW, thus providing 40 charging parking spaces.

2. To echo with the latest version of Ch.8 of HKPSG about EV charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e., EV chargers with output power of not less than 7kW should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site. Please advise whether each of the PC parking spaces of the subject site could be provided with at least 7kW EV charging simultaneously (i.e. when all PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the parking spaces could still be provided with at least 7kW EV charging.).
   40 electric vehicle charging parking spaces for private cars, light goods vehicles and motorcycles of the subject site are equipped with an output power of at least 7kW, and each private car parking space can provide at least 7kW of electric vehicle charging at the same time (that is, when 40 electric vehicle charging parking spaces are occupied by e-PCs and are re-charging at the same time, each parking space could still be provided with at least 7kW EV charging).

3. The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024 and will provide support to realise the target of introducing about 3 000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis and electric light goods vehicles.
   The applicant is very willing to cooperate with government policies and will thoroughly understand and consider installing some fast charging piles with a rated output power of 100 kW or high, and opening up a certain number of charging spaces for electric commercial vehicles (such as electric taxis and electric light goods vehicles).

4. The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles.
   The applicant will cooperate with government policy and will thoroughly understand and consider installing some of the chargers that are compatible with Guobiao charging standard to support southbound vehicles.

5. It is recommended that the applicant provide charger information, including the real-time availability data of each charger, through the government-designated mobile applications such as "HKeMobility" of the TD. For any queries, please contact the EPD's EV Hotline at[redacted]

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Applicants will receive further details about the charging stations, including real-time availability data for each station.

6. Only vehicles with valid license plates are allowed to park inside the application site.

Regards

Leo Wong

尊敬的渠務署：

感謝 貴署對上述申請項目的排水計劃提出的寶貴意見。本公司已仔細研究 貴署的部門意見，並據此對排水計劃進行了相應的修改與補充。以下是針對各項意見的回應及已採取的修改措施：

1. 針對意見 (b) 及 (c)：匯水面積與填土影響

回應：我們已重新評估場地北側地勢較高的情況，將鄰近土地的地表徑流納入匯水面積計算。

修改：

在排水圖中新增了外部匯水面積（Catchment B），並重新計算總峰值徑流量。

更新後的排水設計已確保填土工程不會阻礙現有排水路徑。

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2. 針對意見 (d) 及 (h)：北側渠道水平與截面圖

回應：我們已通過截面圖證明北側渠道水平（28.48mPD 至 29.9mPD）不會阻礙鄰地徑流。

修改：

在圖紙中新增截面圖 A-A，清晰標示現有地面水平、擬議地面水平及渠道底水平。

證明渠道設計能有效引導地表徑流。

---

3. 針對意見 (e) 及 (k)：排水設施容量與水力計算

回應：我們已補充詳細的水力計算，並確保排水設施容量足夠。

修改：

在圖紙中標明所有擬議排水設施的尺寸、坡度與長度。

提供完整的水力計算表，包括徑流係數、降雨強度及峰值徑流量。

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4. 針對意見 (f) 及 (i)：U 形渠與集水井標準詳圖

回應：我們已根據渠務署技術通告第 1 號提供標準詳圖。

修改：

在圖紙中新增 U 形渠與集水井/沙井的截面詳圖，包括材質與規格。

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5. 針對意見 (g)：邊界開口設計

回應：我們已確保邊界圍板設計不會阻礙地表徑流。

修改：

在圖紙中標明邊界圍板底保留 100MM 開口，確保徑流順利通過。

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6. 針對意見 (l) 及 (m)：排放點連接細節

回應：我們已補充排放點的連接細節，並註明申請人將向地政總署申請許可。

修改：

在圖紙中新增排放點連接詳圖，標明渠底水平與內底水平。

在註釋中說明將與相關地段業主協調並申請許可。

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7. 針對意見 (n)：現況照片

回應：我們已提供現場排水設施的彩色照片及拍攝位置。

修改：

在提交文件中附上現況照片，並在總平面圖中標示拍攝位置。

總結

本公司已根據 貴署的意見全面修改排水計劃，確保其符合《雨水排放系統手冊》及相關技術標準。我們相信修改後的設計能有效處理地表徑流，且不會對鄰近土地及現有排水設施造成負面影響。

隨函附上修改後的排水計劃圖及相關文件，敬請 貴署審核。如有任何進一步意見，我們樂意配合修改。

此致

渠務署

M&D Planning and Construction Consultant Ltd.

附件：

修改後的排水計劃圖（圖則編號：DP-01）

水力計算報告

現況照片及拍攝位置圖

LEGEND

FALL — RUNOFF FLOW DIRECTION

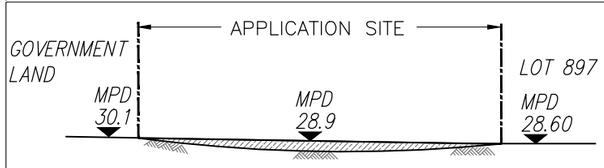
CATCHPIT WITH COVER (1.2m x 1.2m)

CATCHPIT WITH SAND TRAP

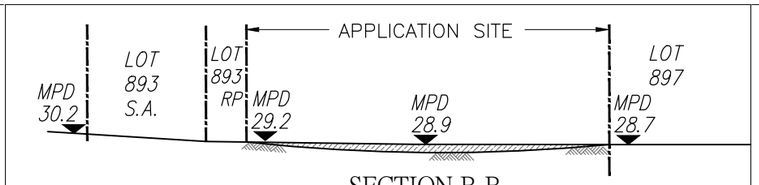
PROPOSED PERIPHERAL CHANNEL (U-SHAPE WITH GRATING COVER)

WATER INLET PIPE

PERIPHERAL CHANNEL TOTAL LENGTH: 270m (About)



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.

CATCHMENT B
(AREA =2490m²)

CATCHMENT A
(AREA =3595m²)

CP1
CL=+29.9
X1=+29.45–450
X2=+29.00–450

CP2
CL=+28.9
X1=+28.45–450
X2=+28.00–450

CP3
CL=+28.9
X1=+28.45–450
X2=+28.00–450

CP4
CL=+28.8
X1=+27.55–450
X2=+27.10–450

CP5
CL=+28.75
X1=+28.30–450
X2=+27.85–450

CP6
CL=+28.65
X1=+28.20–450
X2=+27.75–450

CP7
CL=+28.55
X1=+28.10–450
X2=+27.65–450

CP8 (WITH TRAP)
DOWN PIPE WITH
DESILTING FACILITIES
CL=+28.48
A1=+28.03–450
A2=+27.58–450
X1=+27.13–450

STARTING POINT
CL=+30.1
X1=+29.65–450
X2=+29.20–450

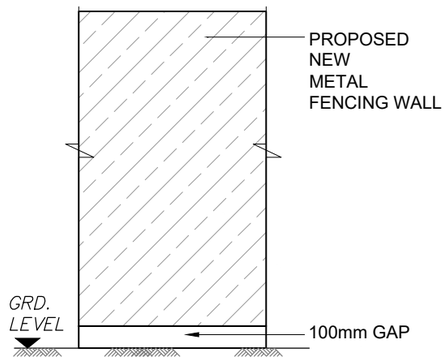
INGRESS/EGRESS
8000

+28.90 (PROPOSED G/F LEVEL)

+28.7 (EXISTING G/F LEVEL)

APPLICATION SITE

FALL



TYPICAL ELEVATION OF METAL FENCING WALL

Catchment Area A of the site

Site Cal Area : 3595m² = 0.003595 Km^2

Peak runoff in m^3/s = 0.278 x 0.95 x 250mm/hr x 0.003595 = 0.2374m^3/s = 14242 liter/min

Catchment Area B of the site

Site Cal Area : 2490m² = 0.002490 Km^2

Peak runoff in m^3/s = 0.278 x 0.95 x 250mm/hr x 0.002490 = 0.1644m^3/s = 9864 liter/min

Peak runoff in liter/min of A+B = 24106 liter/min
According to (Figure 8.7 Chat for the rapid design of channels)
For gradient 1:200, 450UC will be suitable for A

B.D. Reference
M.W. Reference
L.D. Reference
F.S.D. Reference

Notes

REV	DESCRIPTION	DATE

M&D Planning and Construction Consultant Ltd.

Project
LOT 3083, 894A, 984B, 895 IN D.D.111, HA CHE, PAT HEUNG, YUEN LONG, NEW TERRITORIES

Application
(TEMPORARY PLANNING)
PROPOSED PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) WITH ANCILLARY ELECTRIC VEHICLE CHARGING STATION AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

Drawing Title
PROPOSED DRAINAGE LAYOUT PLAN

Scale	Revisions
1:600 (A3)	–

Designed by	Drawn by
LW	Arthur

Checked by	Date
LW	21–11–2025

Job No.	Drawing No.
–	DP–01

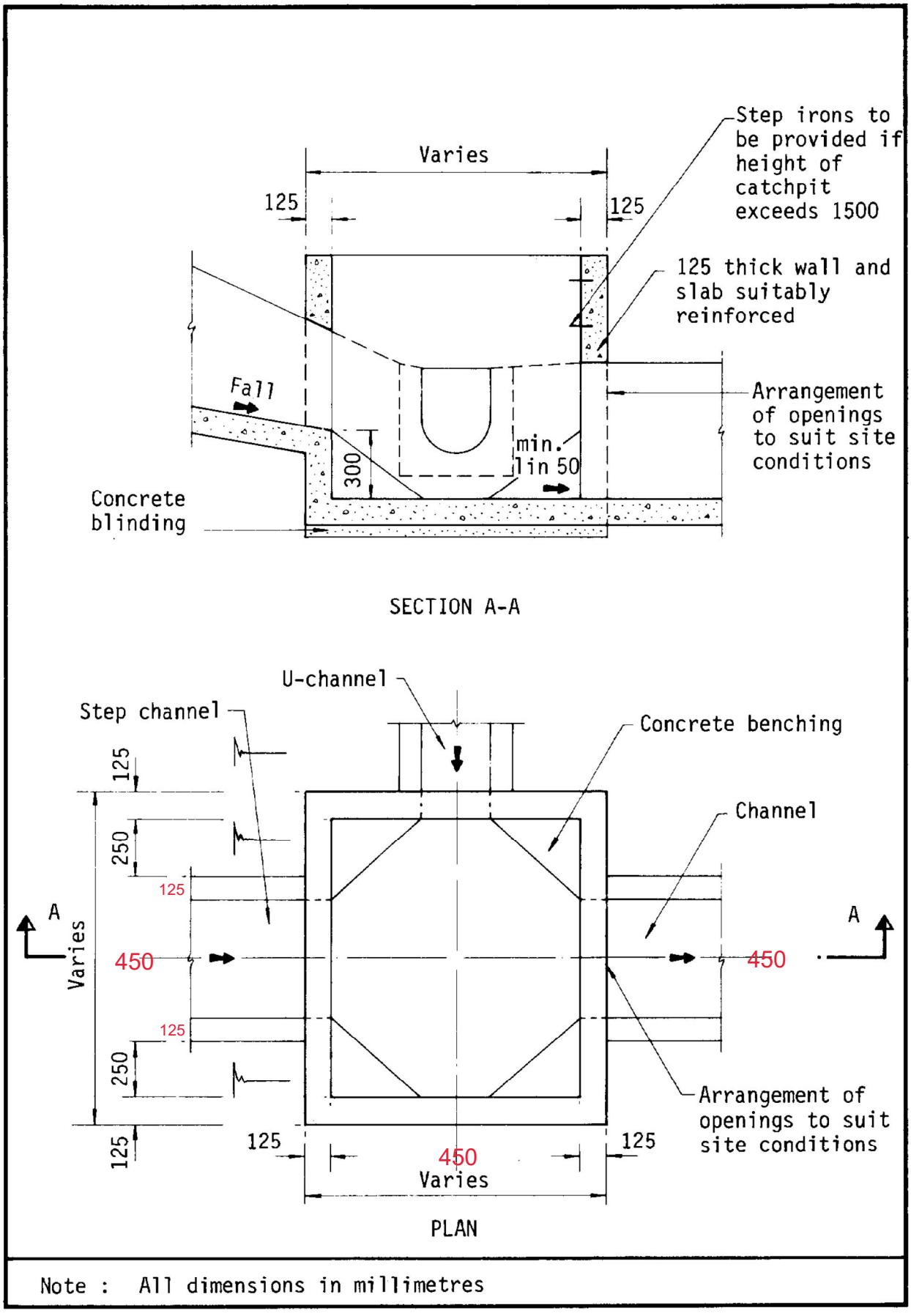
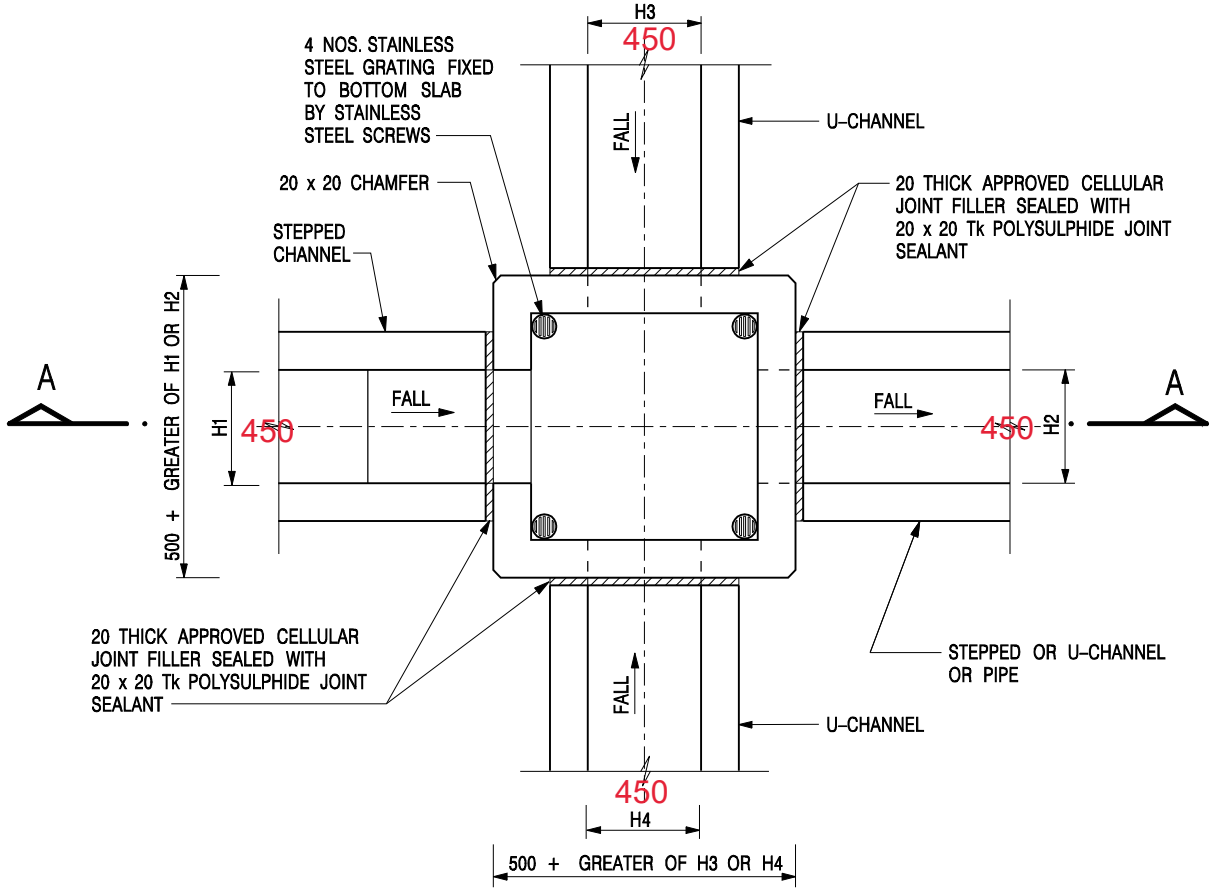
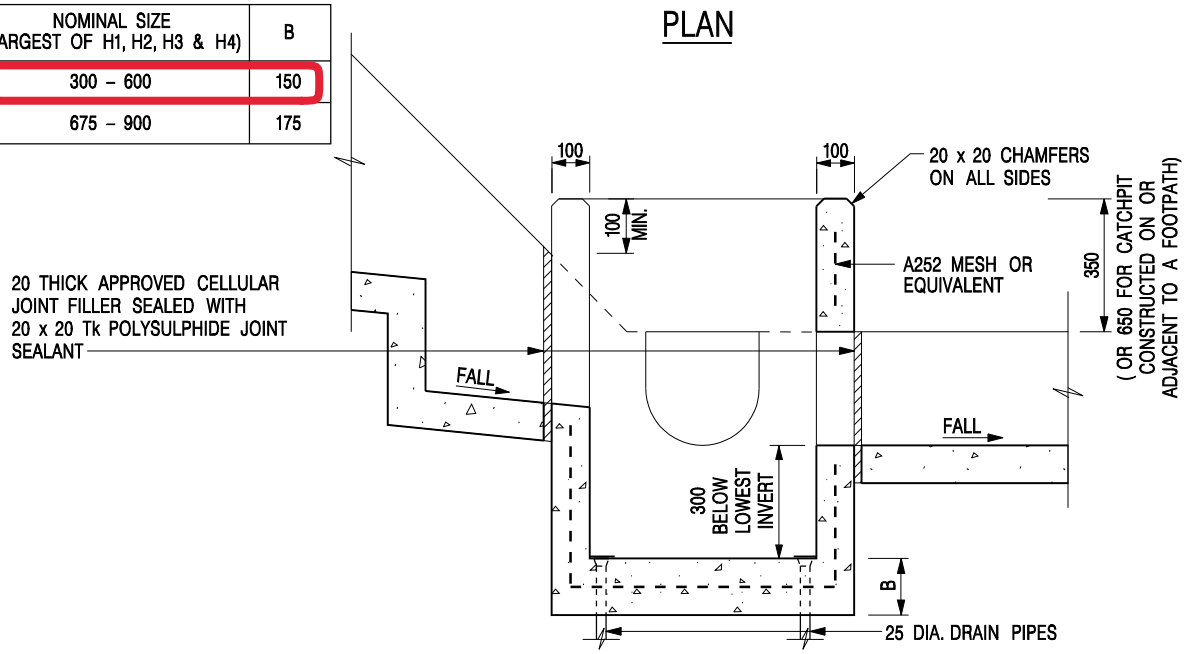


Figure 8.10 - Typical Details of Catchpits



PLAN

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



SECTION A – A

NOTES:

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

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

CATCHPIT WITH TRAP

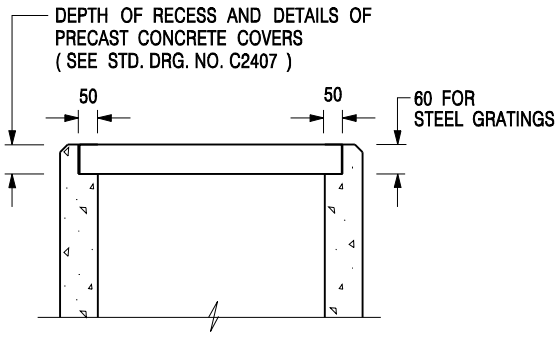
(SHEET 1 OF 2)

CEDD 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.

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

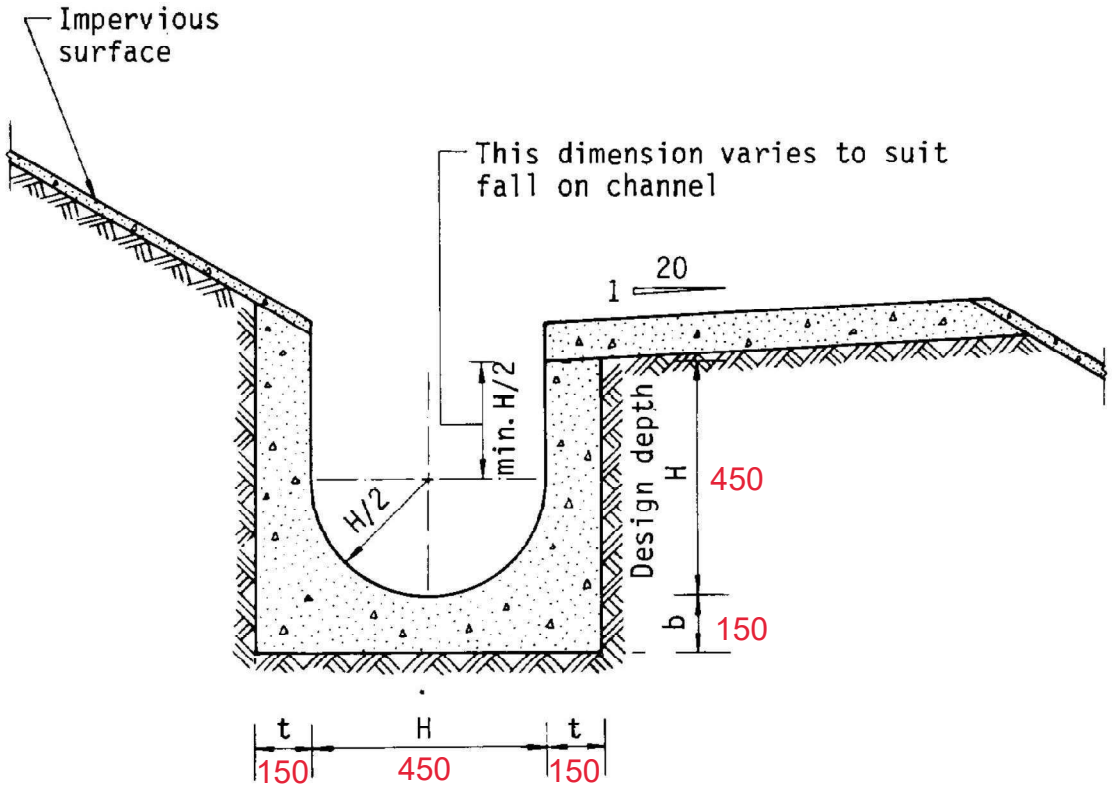
CATCHPIT WITH TRAP
(SHEET 2 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

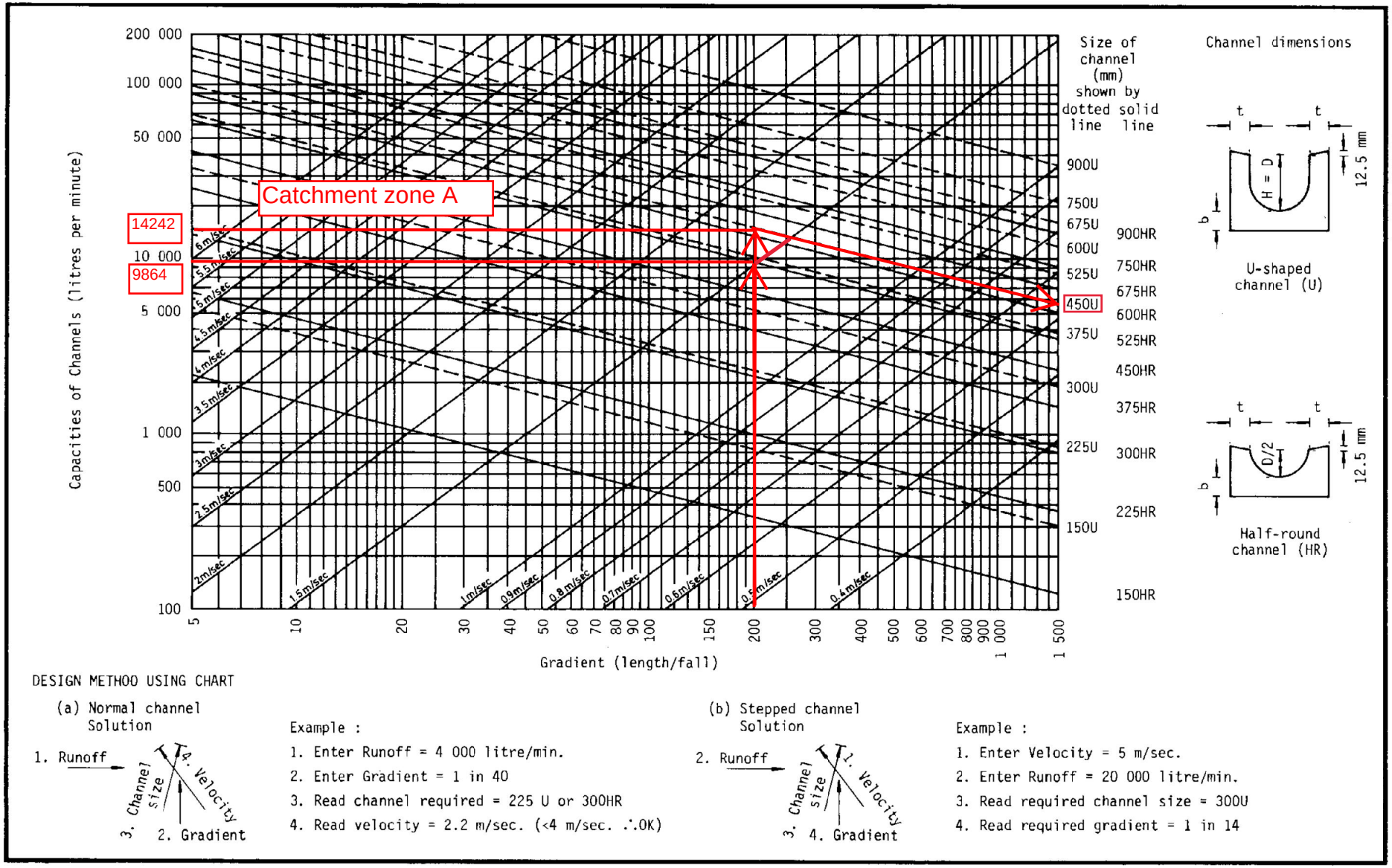
DATE JAN 1991

DRAWING NO. C2406 /2A



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



DESIGN METHOD USING CHART

(a) Normal channel Solution

1. Runoff
2. Gradient
3. Channel size
4. Velocity

Example :

1. Enter Runoff = 4 000 litre/min.
2. Enter Gradient = 1 in 40
3. Read channel required = 225 U or 300HR
4. Read velocity = 2.2 m/sec. (<4 m/sec. ∴OK)

(b) Stepped channel Solution

2. Runoff
1. Velocity
3. Channel size
4. Gradient

Example :

1. Enter Velocity = 5 m/sec.
2. Enter Runoff = 20 000 litre/min.
3. Read required channel size = 300U
4. Read required gradient = 1 in 14

Figure 8.7 - Chart for the Rapid Design of Channels

HYDRAULIC CALCULATION SHEET

Project: Proposed Temporary Public Vehicle Park at DD 111, Ha Che, Pat Heung, Yuen Long

Planning Application No.: A/YL-PH/1092

Date: 04 Dec 2025

Prepared by: M&D Planning and Construction Consultant Ltd.

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1. DESIGN STANDARDS & PARAMETERS

Item	Value	Reference
Design Storm Return Period	50 years	DSD Stormwater Drainage Manual
Rainfall Intensity (I)	250 mm/hr	DSD Manual Figure 8.7
Runoff Coefficient (C)	0.95	Rational Method for paved areas
Time of Concentration (Tc)	10 minutes	Assumed based on site conditions

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2. CATCHMENT AREA DETAILS

Catchment	Description	Area (m^2)	Area (km^2)
A	Internal Site Area (Lots 894 S.A, 894 S.B, 895, 3083)	3,595	0.003595
B	External Northern Upland Area	2,490	0.002490
Total	**Combined Catchment**	**6,085**	**0.006085**

3. PEAK RUNOFF CALCULATION

Formula: $Q = C \times I \times A$
Where:

- Q = Peak runoff (m^3/s)
- C = Runoff coefficient
- I = Rainfall intensity (m/hr)
- A = Catchment area (km^2)

Catchment	Calculation	Peak Runoff (m^3/s)	Peak Runoff (liter/min)
A Only	$0.95 \times 0.250 \times 0.003595$	0.237	14,242
A + B Combined	$0.95 \times 0.250 \times 0.006085$	0.4018	24,106

4. DRAINAGE FACILITY CAPACITY VERIFICATION

Facility	Location	Size/Gradient	Design Capacity (liter/min)	Required Capacity (liter/min)	Status
450UC U-channel	Northern periphery	450mm, 1:200 gradient	38,000	24,106	✅ More than Adequate
Catch pits (1.5×1.5m)	Site perimeter	-	-	-	✅ Provided

Note: 450UC channel capacity based on DSD Technical Note No.1 and Manning's equation with n=0.015.

5. SAFETY MARGIN ANALYSIS

- **Required Capacity:** 24,120 liter/min
- **450UC Design Capacity:** 38,000 liter/min
- **Safety Margin:** $\frac{38{,}000-24{,}106}{24{,}106} \times 100\% = 57.64\%$

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6. SUMMARY AND CONCLUSIONS

1. The **combined catchment area** (Internal + External) has been considered in the drainage design.
2. The **peak runoff rate** for the 50-year storm is **24,106 liter/min**.
3. The proposed **450UC U-channels** with 1:200 gradient have **substantial excess capacity (38,000 liter/min)**.
4. The design provides a **57.6% safety margin**, well above standard engineering practice requirements.
5. All drainage facilities are designed to comply with DSD standards and will not cause flooding or adverse impacts to adjacent areas.

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Location of Photo