

附帶規劃文件

按城市規劃條例第 16 條的規劃許可申請，現於新界元朗八鄉下輦丈量約份 DD111
LOT NO. 1031，1046 S.B RP，1052(部份)，1053(部份)，進行規劃申請。

地帶： 「鄉村式發展」

用途： 「擬議臨時公眾停車場(貨櫃車除外)和相關填土工程(為期 3 年)」

場地面積： 「約 2340 平方米」

行政摘要：

申請人現依據城規條例第 16 條向城市規劃委員會申請，擬在新界元朗八鄉下輦丈量約份 DD111 LOT NO. 1031，1046 S.B RP，1052(部份)，1053(部份)，八鄉分區計劃大綱核准圖編號：S/YL-PH/11，「鄉村式發展」地帶內申請作為「擬議臨時公眾停車場(貨櫃車除外)和相關填土工程(為期 3 年)」用途。

申請地點位於八鄉分區計劃大綱核准圖編號 S/YL-PH/11「鄉村式發展」地帶內，申請用途屬於第二欄「須先向城市規劃委員會申請，可能在有附帶條件或無附帶條件下獲准的用途」中的「公眾停車場(貨櫃車除外)」用途。

申請地點中所停泊的車輛預計大多數是屬於下輦居民擁有，並不會對現時申請地點附近地區的車輛數目構成增多或減少。申請地點可以為附近屋宇中上層住戶、附近下輦村村民、訪客提供停車位，加上下輦村中符合政府規範的公眾停車場數目不足，近年下輦村落人口又不斷增加，為減少附近地區的車輛違泊情況，符合規範的公眾停車場有其增加的必要性。

申請地點內不會進行拆卸、保養、修理、清潔、噴漆或其他工場活動。申請地點只為臨時性質，不會取代該區作「鄉村式發展」用途的永久規劃意向。

是次申請是規劃許可編號A/YL-PH/996的重新申請，由於規劃許可編號A/YL-PH/996期間申請地點依照已獲批的排水建議附帶條件進行工程時，被鄰近居民和村民提出強烈意見，不容許申請人在某些位置進行排水設施建造工程，在經過多番商討無果後，申請人無奈對相關已獲批的排水設施建議部份範圍進行技術性調整，在獲得部門批准時已未克可以在規定期限內完成相關排水設施建造，因此無奈需要進行重新申請。

申請地點中的車位數目和運作模式和上次規劃許可編號A/YL-PH/996一樣，沒有任何改變。

倘若時次申請獲批，申請人亦會盡力在時限內完成全部的附帶條件，並在相關處方接受了相關建議後，馬上邀請相關處方的人員前來檢閱。在前次規劃許可編號A/YL-PH/996時，申請人已履行了大部份的附帶條件，因此希望貴署可以酌情處理是次申請。

詳情請參閱以下已履行的附帶條件通知信。

規劃署

粉嶺、上水及元朗東規劃處
新界荃灣青山公路388號
中華大廈22樓2202室



Planning Department

Fanling, Sheung Shui & Yuen Long East
District Planning Office
Unit 2202, 22/F, CDW Building,
388 Castle Peak Road, Tsuen Wan, N.T.

電郵函件

來函檔號 Your Reference:

本署檔號 Our Reference: TPB/A/YL-PH/996

電話號碼 Tel. No. :

傳真機號碼 Fax No. :



(經辦人：鄭嘉翔)

先生／女士：

擬在劃為「鄉村式發展」地帶的元朗八鄉下輦丈量約份第 111 約地段第 1031 號、
第 1046 號 B 分段餘段、第 1052 號（部分）及第 1053 號（部分）
闢設臨時公眾停車場（貨櫃車除外）（為期三年），以及進行填土工程
(規劃申請編號：A/YL-PH/996)

履行規劃許可附帶條件(c)項 – 提交排水建議

本處收到你於二零二五年八月十九日提交的資料以履行上述規劃許可附帶條件。就你提交的資料，本處已諮詢有關部門，有關意見如下：

- 接受。因此，你已經履行上述附帶條件。部門詳細意見請見附件。
- 接受。由於上述附帶條件要求提交及落實建議，因此，你未有完全履行有關附帶條件。請你加快落實已批准的建議以完全履行有關附帶條件。
- 不接受。因此，上述附帶條件未能被視作已履行。部門詳細意見請見附件。

抱歉我們未能為你提供部門詳細意見的中文譯本。如你對部門意見有疑問，請直接聯絡
渠務署 [REDACTED]

規劃署
粉嶺、上水及元朗東規劃專員
(廉玉敏)

二零二五年十月二十七日



規劃署35周年
Planning 35th Anniversary

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Planning a Future of Boundless Opportunities

規 劃 署

粉嶺、上水及元朗東規劃處
新界荃灣青山公路 388 號
中染大廈 22 樓 2202 室



Planning Department

Fanling, Sheung Shui & Yuen Long East
District Planning Office
Unit 2202, 22/F, CDW Building,
388 Castle Peak Road, Tsuen Wan, N.T.

來函檔號 Your Reference :

本署檔號 Our Reference : TPB/A/YL-PH/996

電話號碼 Tel. No. :

傳真機號碼 Fax No. :

電郵函件



(經辦人: 鄭嘉翔先生)



先生/女士：

履行規劃許可附帶條件 (f) 項 – 落實消防裝置建議

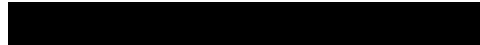
為批給在劃為「鄉村式發展」地帶的元朗八鄉
下輦七星崗第 111 約地段第 1031 號、第 1046 號 B 分段餘段、
第 1052 號 (部分) 及第 1053 號 (部分)
臨時公眾停車場 (貨櫃車除外) (為期三年)，以及進行填土工程

(規劃申請編號 : A/YL-PH/996)

本處收到你於二零二四年五月二十一所提交的資料，以履行上述規劃許可附帶條件。就你提交的資料，本處已諮詢有關部門，有關意見如下：

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- 接受。由於上述附帶條件要求提交及落實建議，因此，你未有完全履行有關附帶條件。請你加快落實已批准的建議以完全履行有關附帶條件。
- 不接受。因此，上述附帶條件未能被視作已履行。

如你對題述附帶條件有疑問，請直接聯絡消防處



規劃署
粉嶺、上水及元朗東規劃專員

(吳劍偉)



二零二四年七月九日

場地設計

1. 申請地點用途的臨時公眾停車場(貨櫃車除外)，主要的服務對象是申請地點附近居住的村民，申請地點附近有小型屋宇群落，有明確的行車通道，申請用途亦和附近環境互融，不會對附近環境和居民造成負面影響，不會對附近治安和居民個人安全構成負面影響。
2. 申請地點內設有私家車停車位53個，每個車位長約5米，闊約2.5米。
3. 申請地點的停車位只會停泊私家車或重量不超過5.5噸的車輛，不會停泊貨櫃車。
4. 申請地點只提供代步車輛進行停泊，不會提供電動車充電設施。
5. 申請地點開放時間為星期一至星期日，全天24小時，公眾假期照常開放。
6. 申請地點會進行填土，填土厚度約0.1米，填土材料為瀝青，場地內不涉及挖土，場地內的香港主水平基准將會由+22.70mPD 增加至+22.80mPD。

詳情請參閱以下圖則。

14

設計圖則：

出入口

私家車停車位

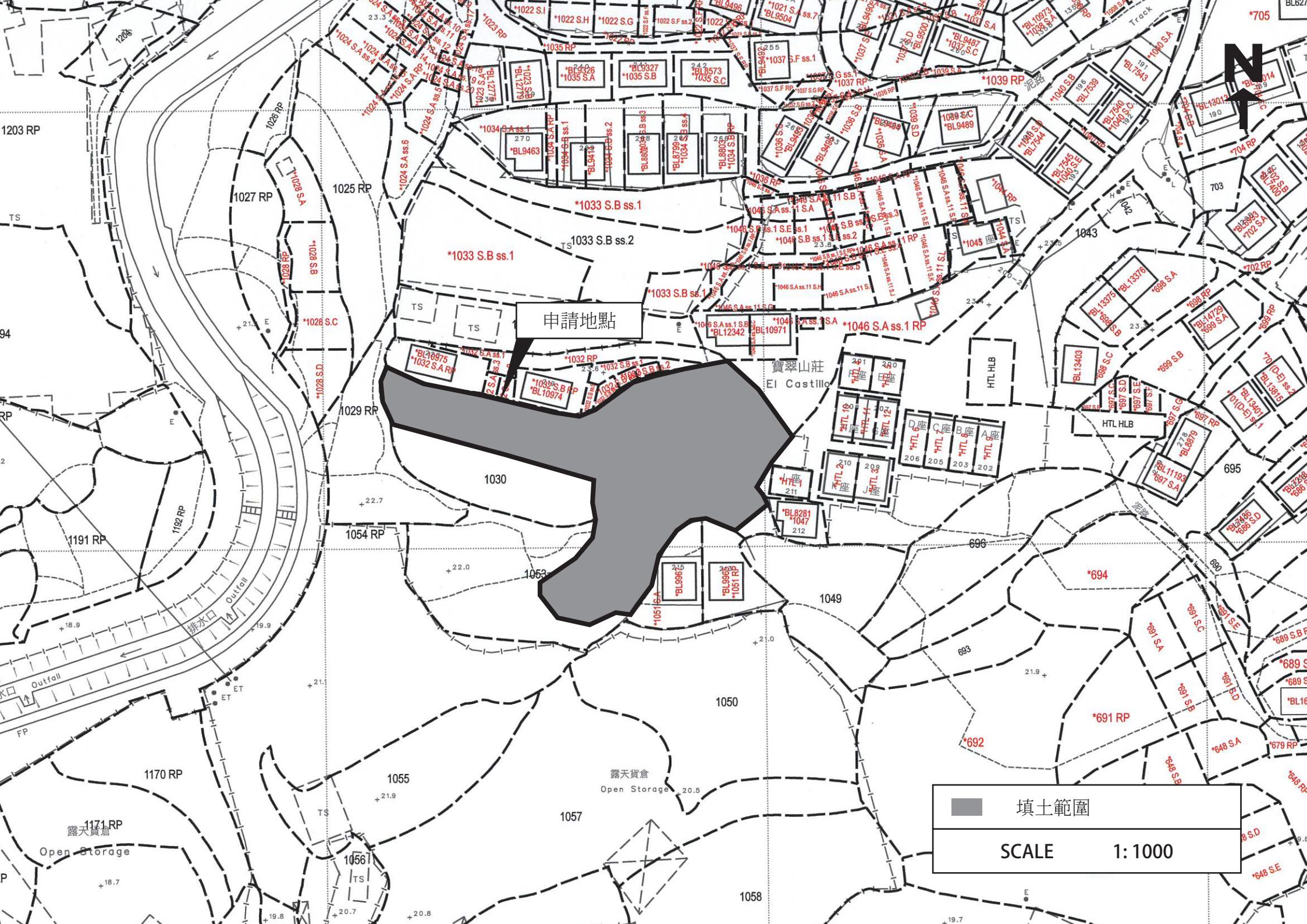
SCALE 1: 1000

申請地點

場地設計圖則：

- 出入口
- 私家車停車位

SCALE 1:1000



渠務排水

申請人會依照前次規劃許可編號 A/YL-PH/996 已獲批的排水建議，為申請地點設置適合的渠務排水設施。

詳細請參閱以下圖則。

Drainage Proposal
in compliance with the Planning Approval Condition (e) of the
Planning Application No. A/YL-PH/996
for Proposed Temporary Public Vehicle Park (Excluding Container
Vehicle) for a Period of 3 Years and Filling of Land in “Village Type
Development” Zone at Lots 1031, 1046 S.B RP, 1052 (Part) and 1053
(Part) in D.D. 111, Ha Che, Pat Heung, Yuen Long, New Territories
(HT24057A)

Drainage Proposal Report

January 2025

Prepared & Approved by:	LEE Kwok Cheung <i>RPE (Civil)</i>
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何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

Responses to Comments from Government Departments on Planning Application No. A/YL-PH/996 (refer to Planning Department letter of 2 January, 2025)

COMMENTS	RESPONSES
<i>Drainage Service Department (DSD)</i>	<i>Applicant</i>
(1) The applicant is reminded to refer to the Stormwater Drainage Manual Corrigendum No. 1/2024 (26 March 2024) for the design calculations.	The design calculations are updated accordingly in this resubmission.
(2) Storm constants adopted for calculation should refer to the return period of Hong Kong Observatory headquarters.	The adopted Storm Constants are amended accordingly.
(3) The applicant is required to provide breakdown for calculation of time of concentration “ t_c ” and include column for “ t_r ” in assessment table.	Added accordingly.
(4) The applicant is required to consider to replace the proposed 150 u-channel from point A to CP1 by a 225 u-channel.	Amended accordingly.
(5) The C.L. of channels/catchpits should be indicated in Figure 2.	Added accordingly.
(6) The C.L., I.L. and B.L. at discharge point should be shown in Figure 4.	Added accordingly.

(7) The applicant is required to ensure that the overland flow from the adjacent lands will not be affected by the proposed site and the proposed 750 u-channel.	Noted, agreed and will strictly follow.
(8) The applicant shall resolve any conflict/disagreement with relevant lot owner(s) and seek the Land Department's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land outside the application site.	Noted, agreed and will strictly follow.
(9) The applicant should submit form HBP1 to the Mainland North Division (新界北渠務部) for application of technical audit for any proposed connection to the Drainage Services Department's drainage facilities.	Noted, agreed and will strictly follow.

CONTENT

1. Introduction
2. General Site Description and the Proposed Development
3. Existing Drainage System of the Area
4. Proposed Drainage Works
5. Hydraulic Calculation
6. Conclusion

FIGURE

- Figure 1** Site Location Plan
- Figure 2** Proposed Stormwater Drainage Layout Plan
- Figure 3** Site Cross Sections
- Figure 4** Details of Proposed Outfall

APPENDIX

Assessment of Hydraulic Capacities of the Proposed Drainage System

1. Introduction

- 1.1 Ho Tin & Associates Consulting Engineers Limited (HTA) was appointed by the client to prepare a Drainage Proposal Report in compliance with the planning approval condition (e) of the Planning Application No. A/YL-PH/996 for Proposed Temporary Public Vehicle Park Excluding Container Vehicle (“the proposed development”) for a Period of 3 Years and Filling of Land in “Village Type Development” Zone at Lots 1031, 1046 S.B RP, 1052 (Part) and 1053 (Part) in D.D. 111, Ha Che, Pat Heung, Yuen Long, New Territories (the ‘subject site’).
- 1.2 The objectives of this report are to:-
 - indicate any changes/increase in drainage characteristics due to the proposed development;
 - assess any potential drainage impacts of the existing/planned drainage facilities nearby due to the proposed development; and
 - propose mitigation measures and drainage improvement work, if necessary, to minimize any potential adverse drainage impacts.
- 1.3 The scope of this report includes:-
 - site description and existing land use;
 - identification of stormwater flow pattern before and after the proposed development;
 - assessment of impacts on existing drainage facilities due to the proposed development; and
 - proposal of new drainage facilities for the proposed development if found necessary.

2. General Site Description and the Proposed Development

- 2.1 The subject site is located in Lots 1031, 1046 S.B RP, 1052 (Part) and 1053 (Part) in D.D. 111, Ha Che, Pat Heung, Yuen Long, New Territories, and is about 370m to the northwest of Fan Kam Road. It is situated within “Village Type Development” zone on the Approved Pat Heung Outline Zoning Plan No. S/YL-PH/11. The subject site area is about 2,340m². It is currently a piece of vacant generally bare flat land (refer to **Plate Nos. 1 and 2** of which the locations of photo taken refer to **Figure 2**). A Site Location Plan is shown in **Figure 1**.

	
Plate No. 1 – Current general conditions of the subject site (1)	Plate No. 2 – Current general conditions of the subject site (2)

2.2 The proposed development at the subject site is for temporary public vehicle park (excluding container vehicle) for a period of 3 years. No structure nor building will be constructed. Total 53 nos. of private car parking spaces will be provided. The subject site will be covered with asphalt of about 100mm thick after regularization of minor filling of land for the whole subject site.

3. Existing Drainage System of the Area

3.1 The subject site is irregular shaped with existing average ground level at about +22.8mPD which is also the proposed finished ground level of the proposed development. The existing ground levels of the subject site generally slope downward from the east to its west. The subject site is bounded by different developments/fence walls at the east, south and north sides in general (refer to **Plate Nos. 3 and 4**). There is an existing public 5.5m wide trapezoidal open channel at about 30m to the west of the subject site (refer to **Plate No. 5**). At present, there is no channel/drainage provision within the subject site, surface runoff on the subject site would flow toward the afore-mentioned 5.5m wide trapezoidal open channel in the form of overland flow.

Plate No. 3 – Existing adjacent developments/fence walls at the east and south sides of the subject site	Plate No. 4 – Existing adjacent developments/fence walls at the north sides of the subject site
	[BLANK]
Plate No. 5 – Existing public 5.5m wide trapezoidal open channel at about 30m to the west of the subject site	

4. Proposed Drainage Works

- 4.1 Levels of the subject site will be maintained similar to those of the existing ground levels. Ground surfaces of the subject site would be generally paved with asphalt of about 100mm thick to avoid potential nuisance caused by dust.
- 4.2 Peripheral channels will be provided within the subject site boundary to intercept all overland flow crossing the boundary. Where fence wall / hoarding is required, the fence wall will be constructed with at least 100x100mm square openings at the bottom at 3m centre to centre in order to allow potential overland flow from the surroundings. The peripheral channels will discharge into a terminal catchpit with trap (refer to CEDD Standard Drawing Nos. C2406/1 and C2406/2A) on the west side of the subject site.

- 4.3 Flow inside the terminal catchpit with trap will be conveyed directly to the existing public 5.5m wide trapezoidal open channel at about 30m to the west of the subject site.
- 4.4 The Applicant is committed to obtain consents from owners of adjacent relevant land/ lots and relevant authorities prior to commencement of the proposed drainage works outside the subject site and to maintain the completed drainage works to the satisfaction of relevant Government departments.
- 4.5 Proposed Stormwater Drainage Layout Plan and Site Cross Sections is shown in **Figure 2** and **3** respectively. Details of Proposed Outfall at the existing watercourse is shown in **Figure 4**.
- 4.6 Details of proposed drainage provisions shall follow relevant details shown in Government departments' Standard Drawings as follows:

Proposed Drainage Provisions	Standard Drawings	Drawing No. & Title
Catchpit with trap	CEDD Standard Drawings	C2406/1 and C2406/2A – Catchpit with trap
Catchpit		C2405/1 to /5 – Standard Catchpit Details
U-channel		C2409I – Details of Half-round and U-channels

5. **Hydraulic Calculation**

- 5.1 Assessment criteria is based on the recommendation set out in the Stormwater Drainage Manual (Fifth edition, Jan 2018) (SDM) and its Corrigendum Nos. 1/2022, 1/2024 and 2/2024 issued by DSD. Design Return Period of 50 years (recommended for 'Village Drainage' in SDM) is being adopted.
- 5.2 The corresponding runoffs under rainfall intensity for various return period are worked out with reference to Rational Method. Brandy-Williams method is used in calculation of the time of concentration. A uniformly distributed rainfall with an intensity is determined by the Intensity-Duration-Frequency. With referenced to Table 3a - Storm Constants for different return periods of HKO Headquarters from SDM, the rainfall profiles are derived based on the following equation:

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

where i = mean rainfall intensity (mm/hr)
 t = duration time of concentration (min)
 a, b and c = storm constants given in Table below

Table : Storm Constants

Return Period (years)	50
a	505.5
b	3.29
c	0.355

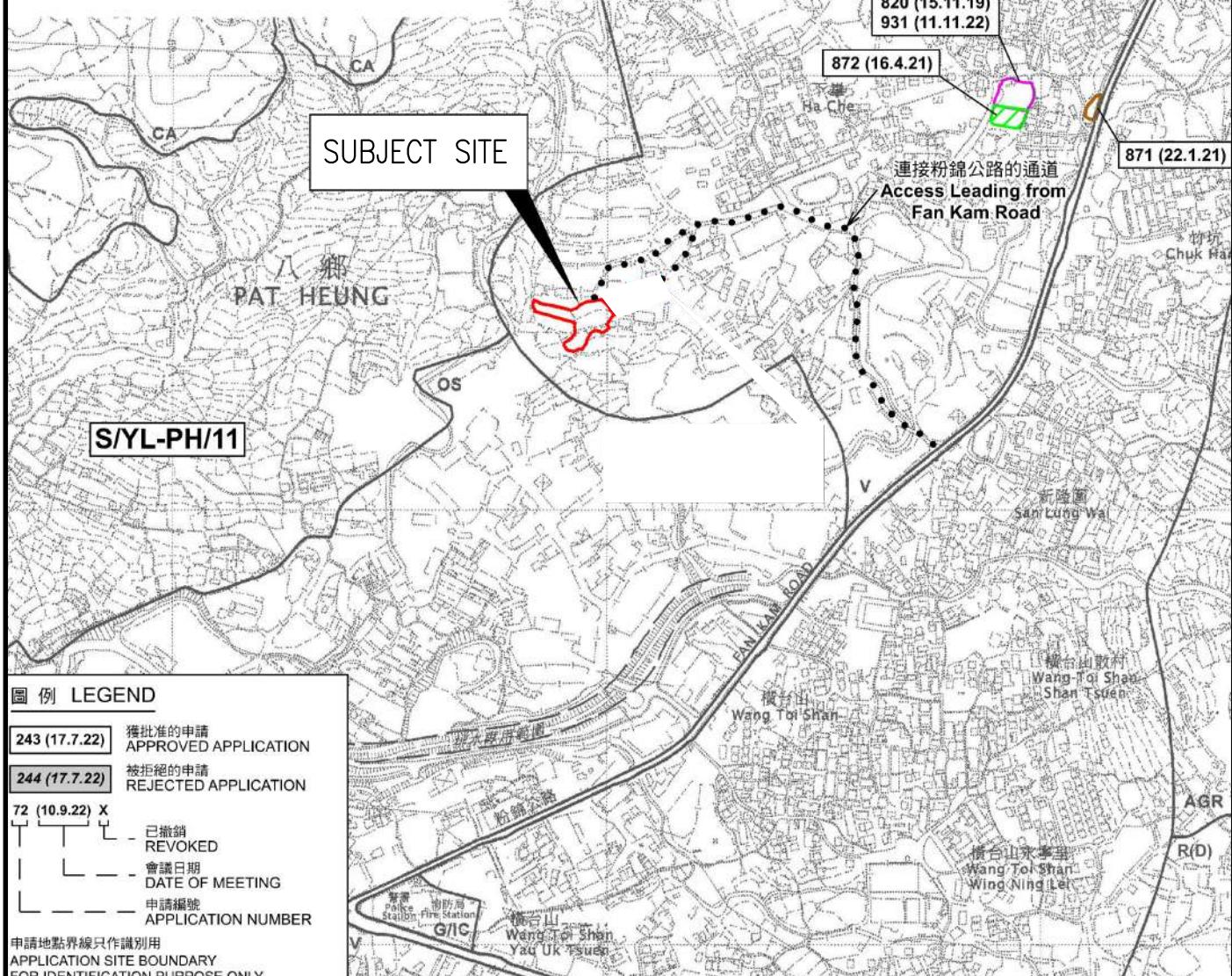
A 16.0% rainfall increase is adopted in the hydraulic calculation to cater for effects due to climate change in accordance with the table 28 with projection to End of 21st Century (it is very conservative, as the subject application is only for 3 years) as stipulated in the item (e) and (k) of the SDM - Corrigendum No. 1/2022. Besides, taking into consideration of design allowance in End of 21st Century, a further 12.1% rainfall increase is incorporated into the hydraulic assessment.

- 5.3 Hydraulic assessment is enclosed in the **Appendix**. 10% reduction in flow area has been incorporated to cater for potential deposition of sediment in stormwater channels and pipes as recommended in the SDM.
- 5.4 The proposed drainage is designed to cater for the estimated runoff under the designed rainstorms. With respect to the calculation, the proposed stormwater drainage system is capable to cater for the surface runoff without causing any adverse drainage impacts on the subject site and its surroundings.
- 5.5 Since all drainage would have sufficient spare capacity, no water backup will occur at the upstream under rainstorms of 50-year (or lower) return periods.

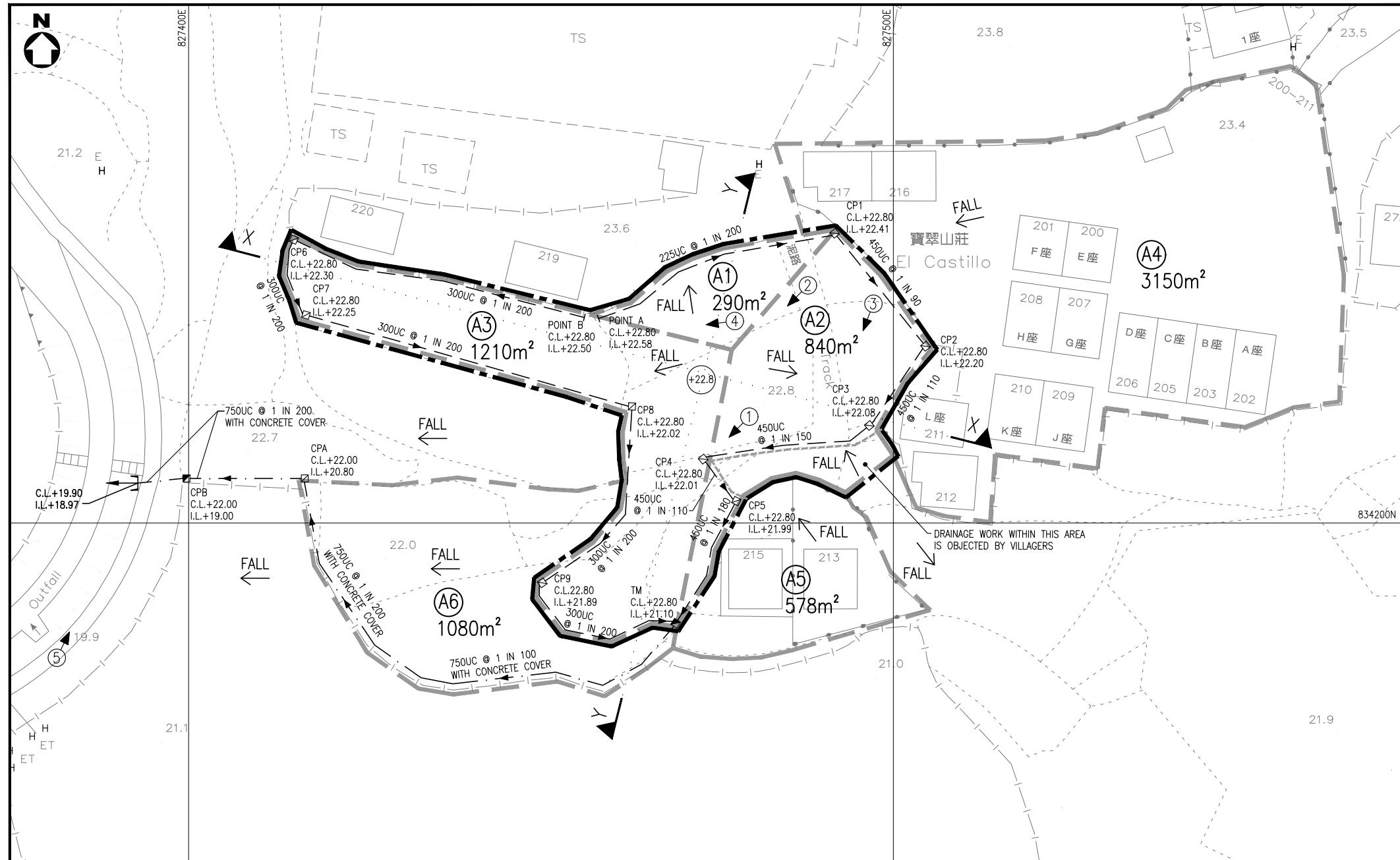
6. Conclusion

- 6.1 The subject site will be for Proposed Temporary Public Vehicle Park Excluding Container Vehicle for a Period of 3 Years and Filling of Land. The existing ground level would be close to the proposed finished ground level such that only minor land filling at the subject site might be required.

- 6.2 Peripheral U-channels will be constructed along the subject site boundary to avoid surface runoff running across the subject site boundary from both sides. The flow inside the channels will be conveyed into a proposed terminal catchpit with trap of the proposed development. Flow inside the terminal catchpit with trap will be conveyed directly to an existing public 5.5m wide trapezoidal open channel at about 30m to the west of the subject site.
- 6.3 The Applicant is committed to obtain consents from owners of adjacent relevant land/ lots and relevant authorities prior to commencement of the proposed drainage works outside the subject site and to maintain the completed drainage works to the satisfaction of relevant Government departments.
- 6.4 In conclusion, the subject proposed development would not cause any adverse drainage impacts onto the area.



PROJECT	何田顧問工程師有限公司 HO TIN & ASSOCIATES CONSULTING ENGINEERS LIMITED	
PLANNING APPLICATION NO. A/YL-PH/996 FOR PROPOSED TEMPORARY PUBLIC VEHICLE PARK FOR A PERIOD OF THREE YEARS		
TITLE	SCALE	DRAWING No.
SITE LOCATION PLAN	1 : 7500 - A4	FIGURE 1



LEGEND:

- PROPOSED FINISHED GROUND LEVEL
- PROPOSED OUTFALL
- LOCATION OF PHOTO TAKEN



CATCHMENT BOUNDARY



PROPOSED CATCHPIT



PROPOSED CATCHPIT WITH TRAP

PROJECT

PLANNING APPLICATION NO. A/YL-PH/996 FOR PROPOSED
TEMPORARY PUBLIC VEHICLE PARK FOR A PERIOD OF THREE YEARS

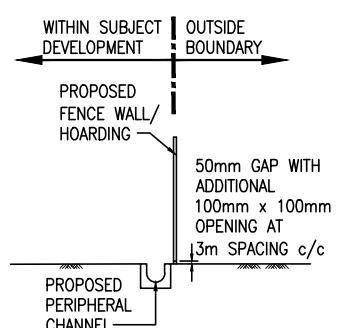
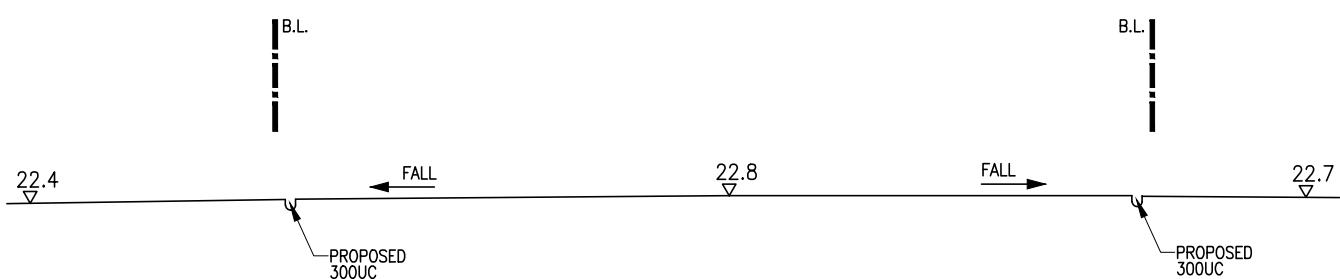
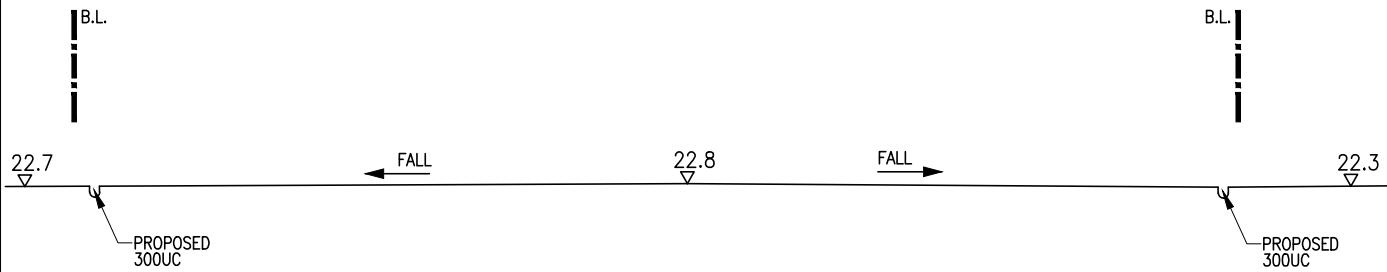
TITLE

PROPOSED STORMWATER DRAINAGE LAYOUT PLAN

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

SCALE
1 : 500 - A3

DRAWING No.
FIGURE 2



TYPICAL SECTION AT
SUBJECT SITE BOUNDARY
N.T.S.

TITLE

SITE CROSS SECTIONS

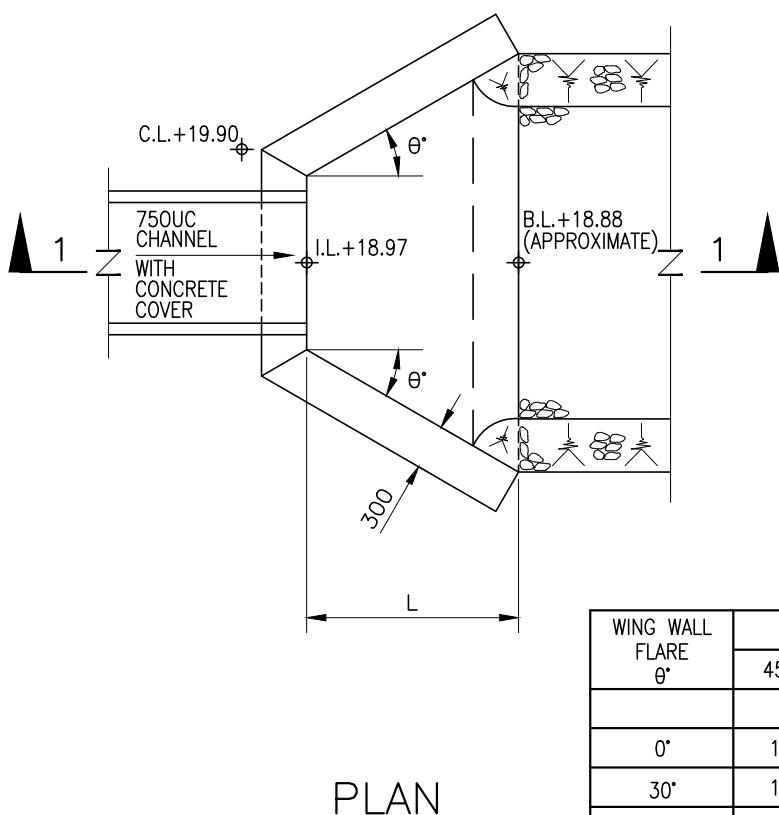
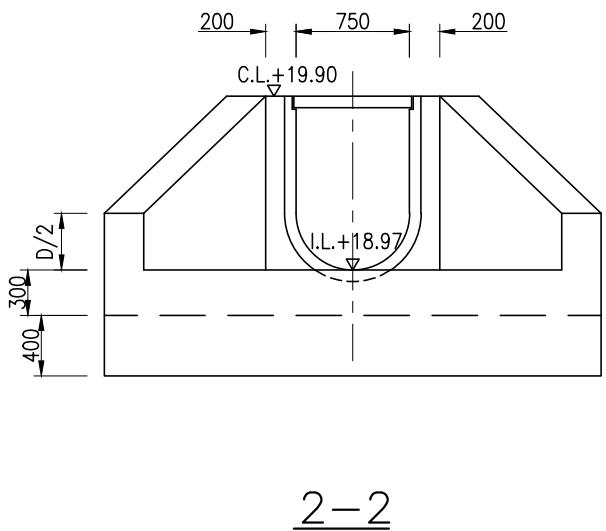
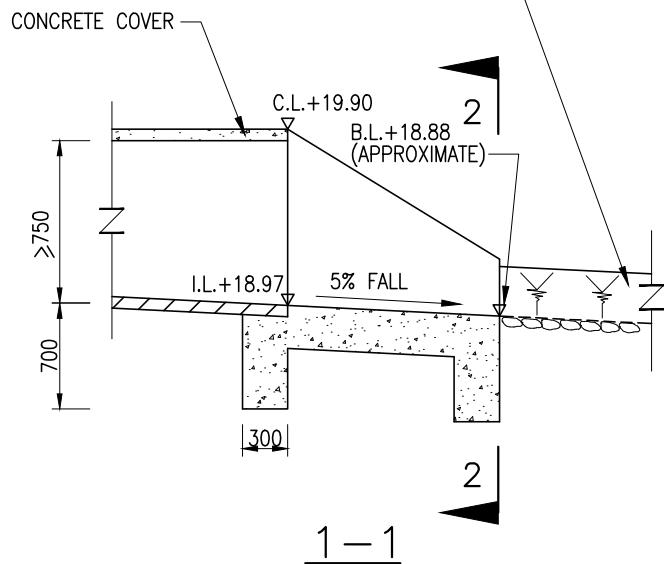
何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE
1 : 500 - A4

DRAWING No.

FIGURE 3

250mm MINIMUM UNCOURSED
RANDOM RUBBLE MASONRY
BEDDED AND JOINTED IN 1:2 CEMENT
MORTAR WHERE DIRECTED BY THE ENGINEER



NOTES :

1. CONCRETE : GRADE 30D/20

WING WALL FLARE θ°	DIAMETER OF CHANNEL H			
	450-750	900-1200	1350-1650	1800-1950
	L			
0°	1800	2400	3000	3600
30°	1400	1800	2300	2700
45°	1200	1500	1900	2300

TITLE

DETAILS OF OUTFALL

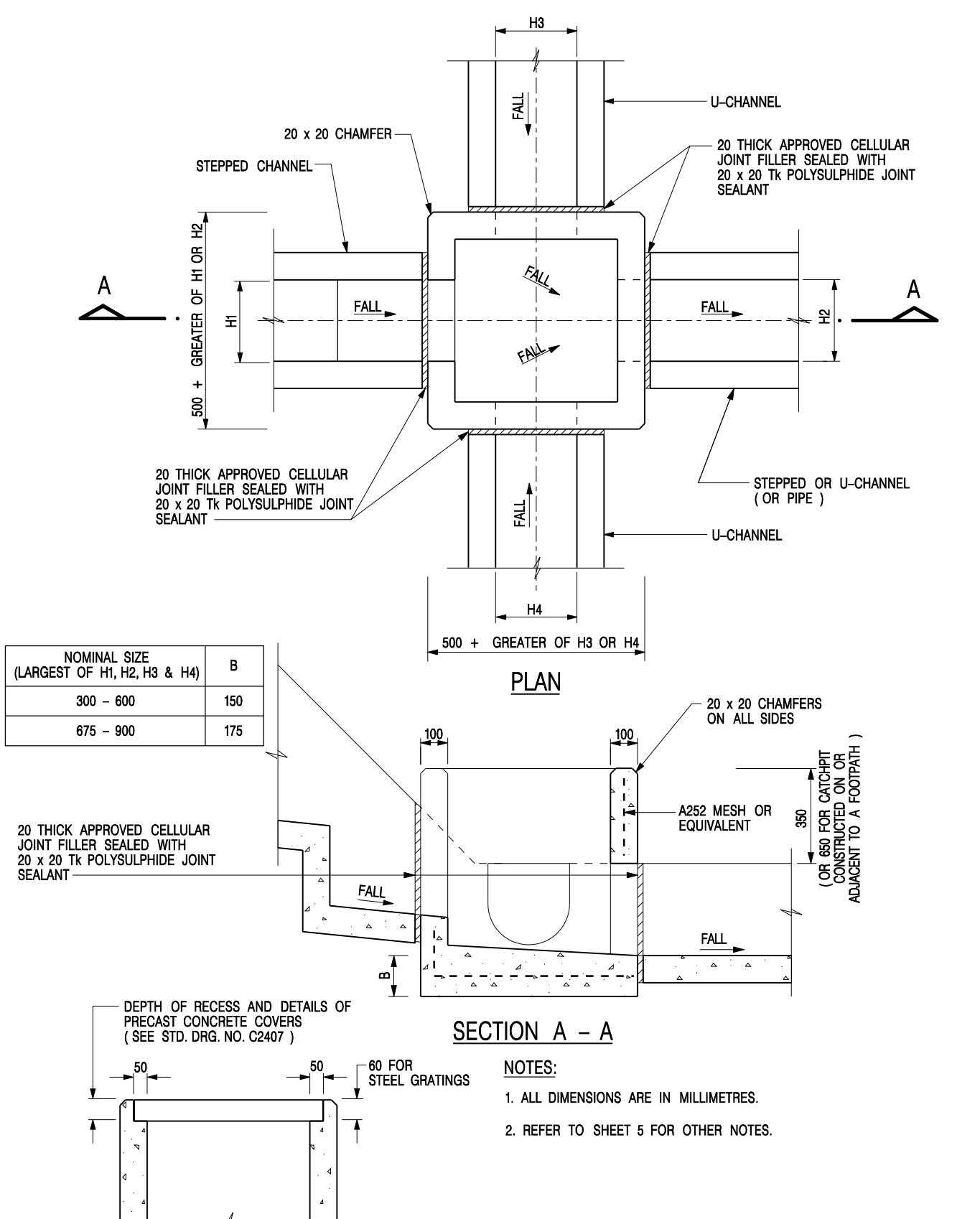
何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE

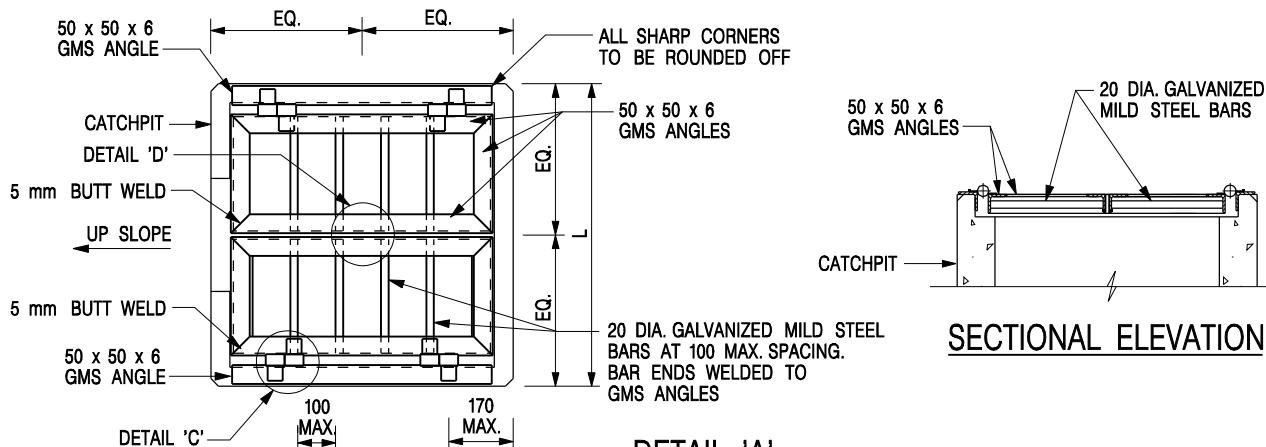
N. T. S.

DRAWING No.

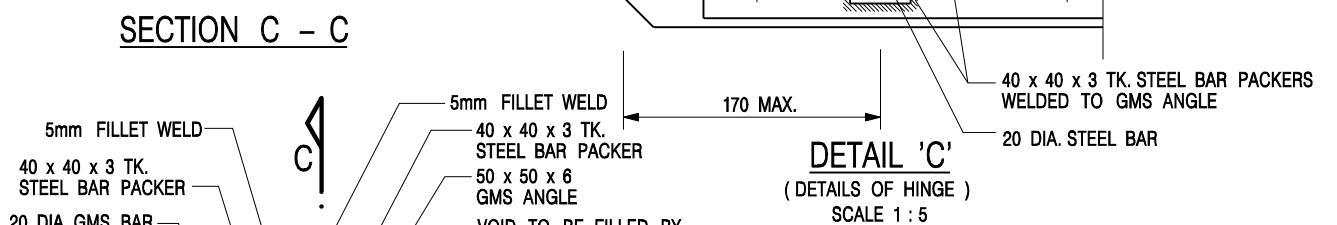
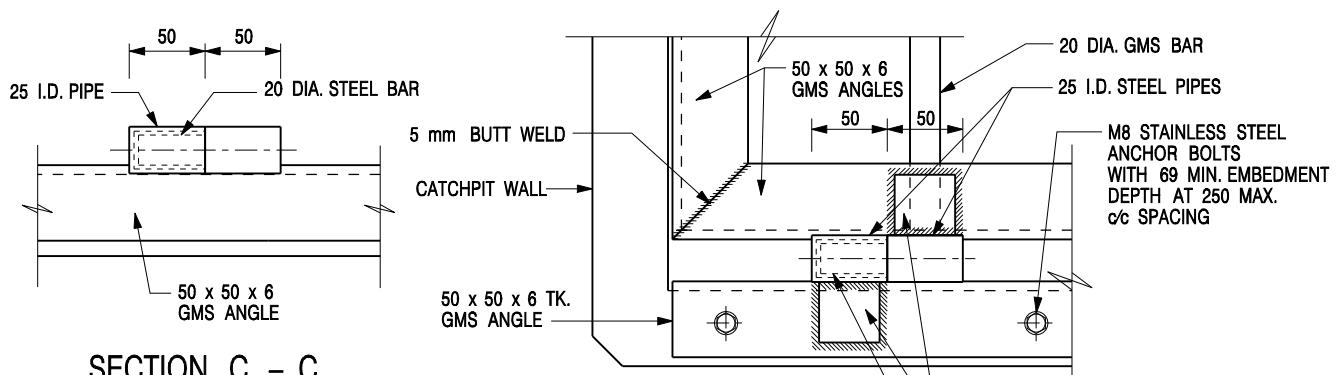
FIGURE 4



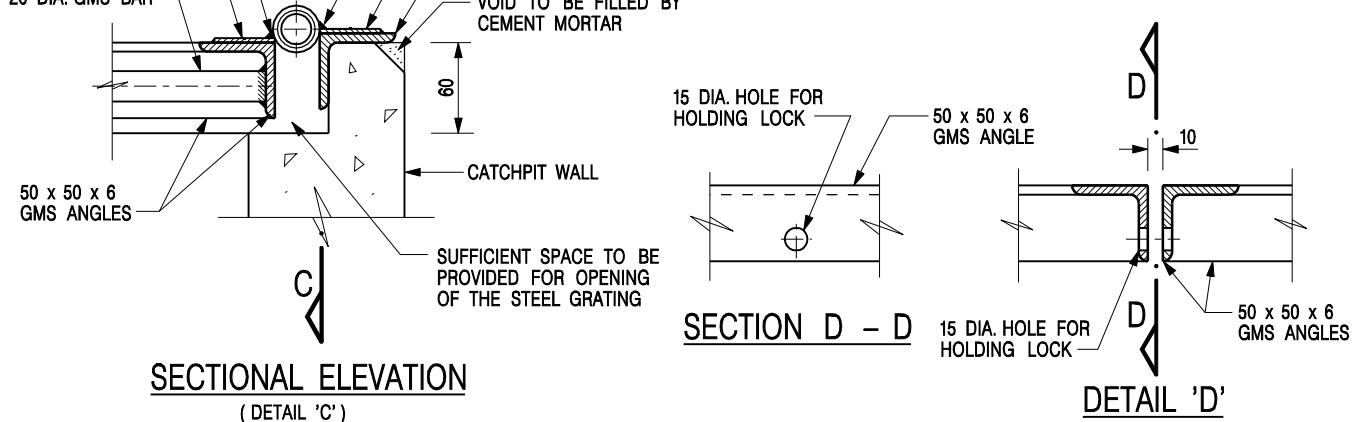
-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE 1:20		DRAWING NO.	
DATE JAN 1991			C2405 /1



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



DETAIL 'C'
(DETAILS OF HINGE)
SCALE 1:5



SECTION D - D

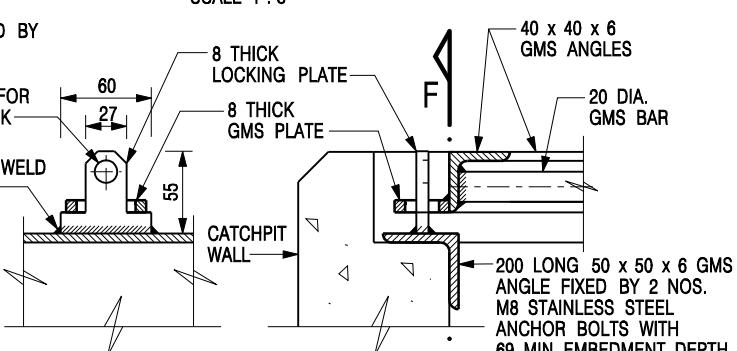
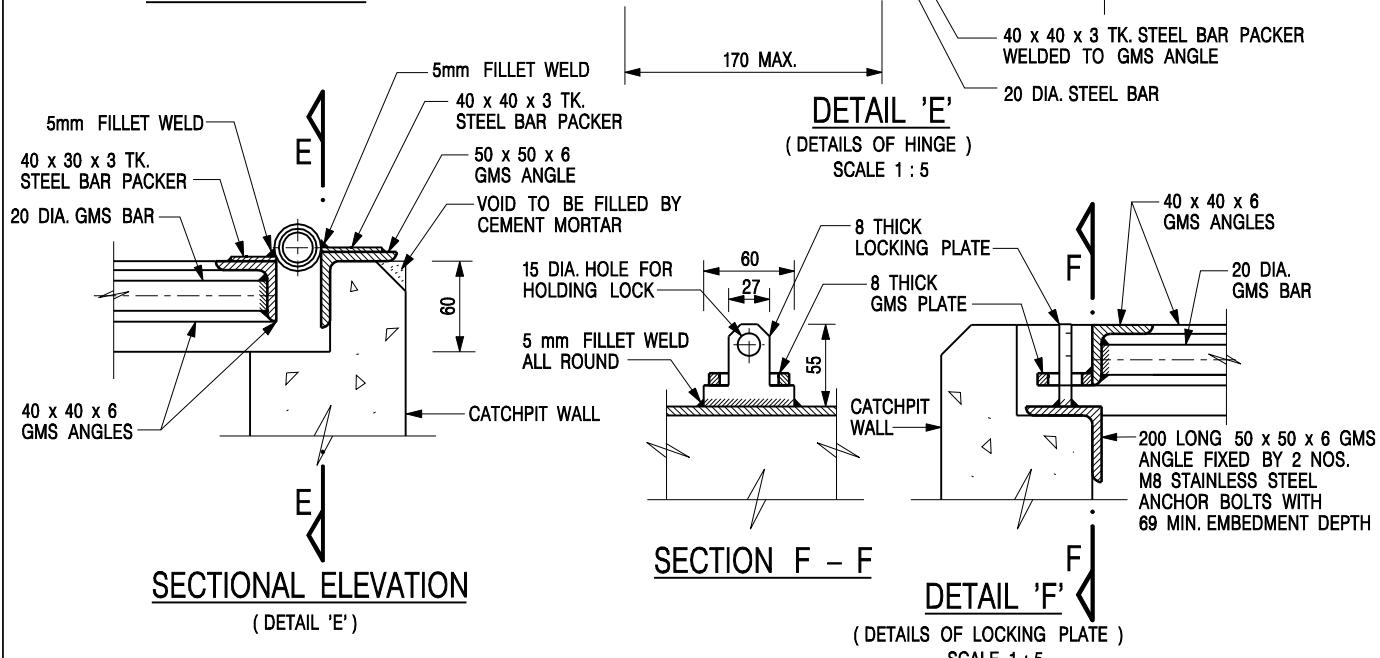
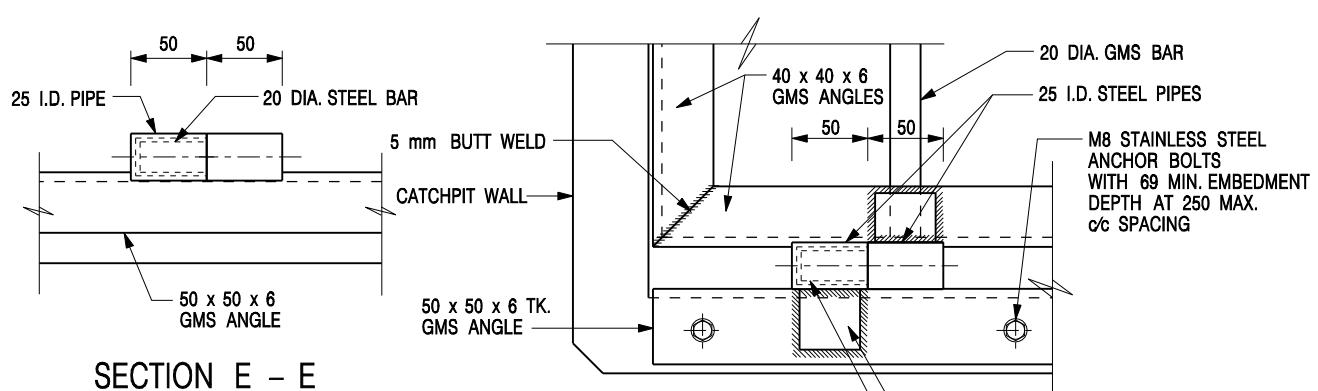
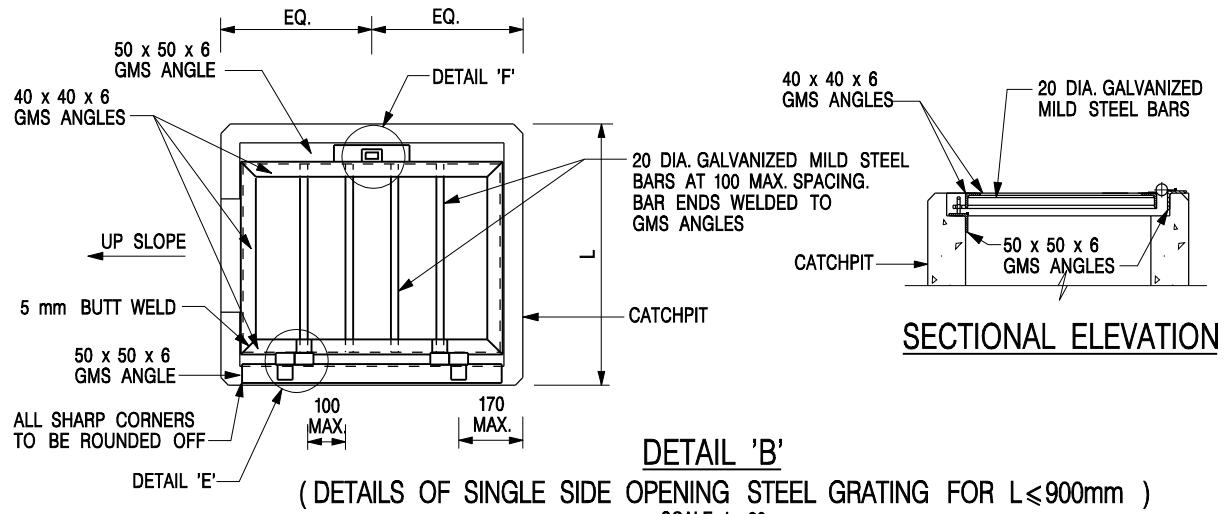
DETAIL 'D'
(DETAILS OF HOLE FOR LOCK)
SCALE 1:5

NOTES:

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

STANDARD CATCHPIT DETAILS
(SHEET 2 OF 5)

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

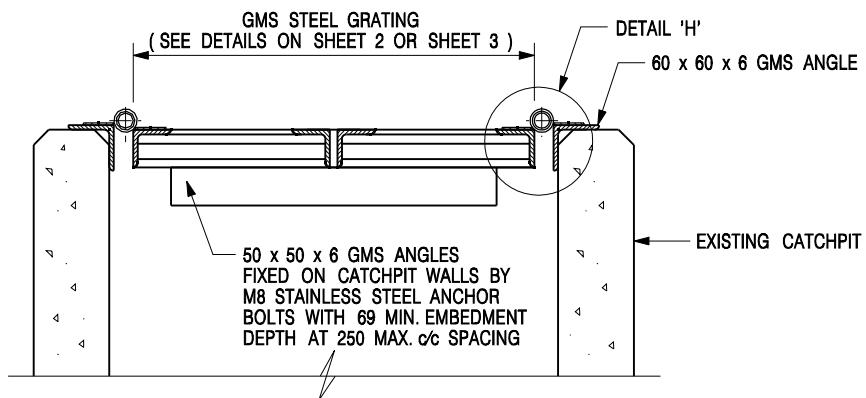


NOTES:

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

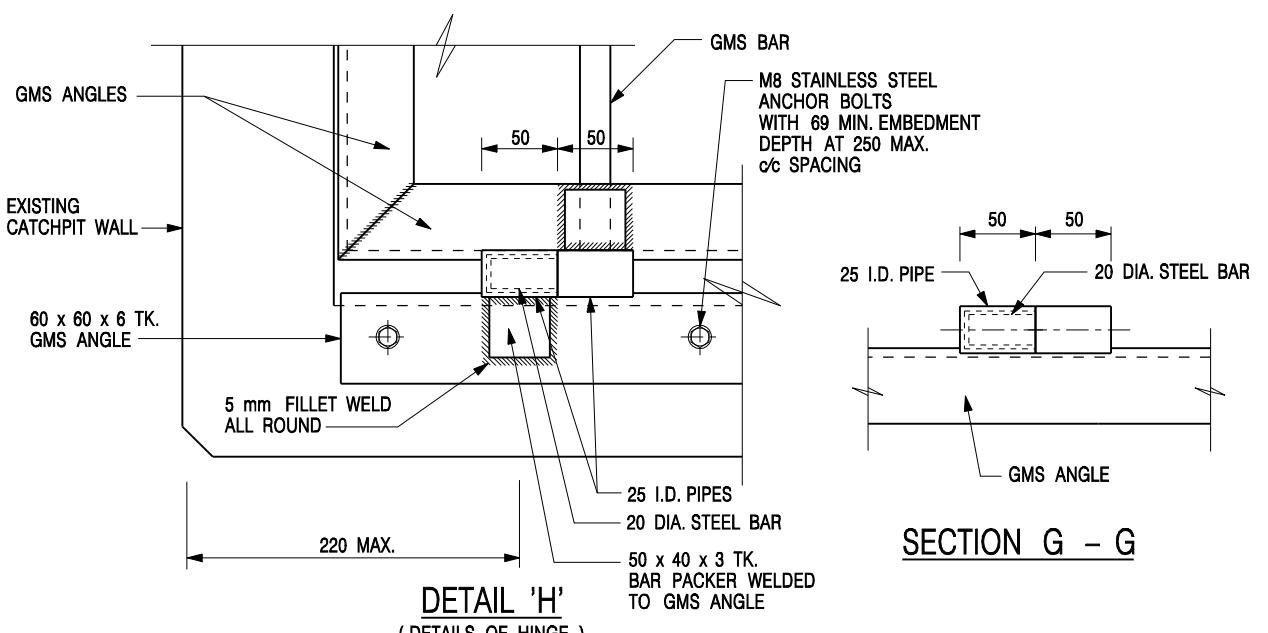
STANDARD CATCHPIT DETAILS
(SHEET 3 OF 5)

REF.	FORMER DRG. NO. C2405J. REVISION	Original Signed SIGNATURE	03.2015 DATE
CEDD 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

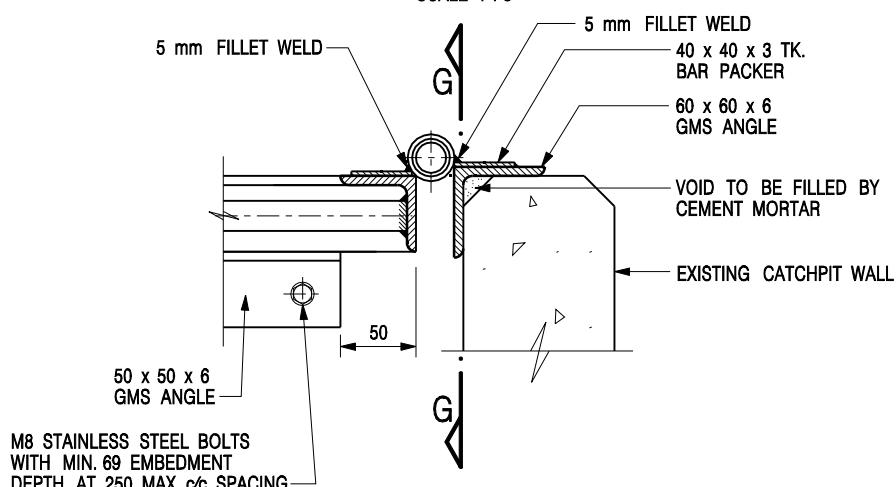
SCALE 1 : 10



SECTION G – G

DETAIL 'H'
(DETAILS OF HINGE)

SCALE 1 : 5



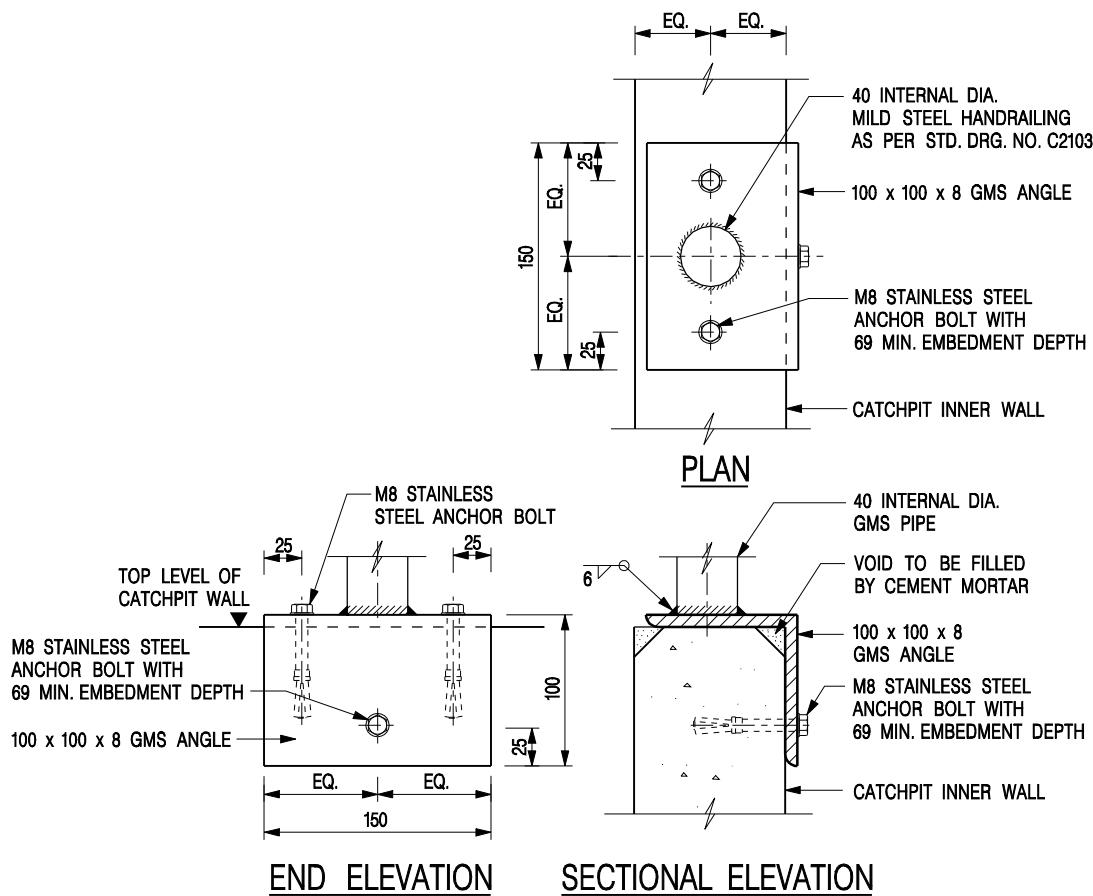
SECTIONAL ELEVATION
(DETAIL 'H')

1. ALL DIMENSIONS ARE IN MILLIMETRES.

2. REFER TO SHEET 5 FOR OTHER NOTES.

STANDARD CATCHPIT DETAILS
(SHEET 4 OF 5)

REF.	FORMER DRG. NO. C2405J.	Original Signed	03.2015
SCALE AS SHOWN		DRAWING NO.	
			C2405 /4



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

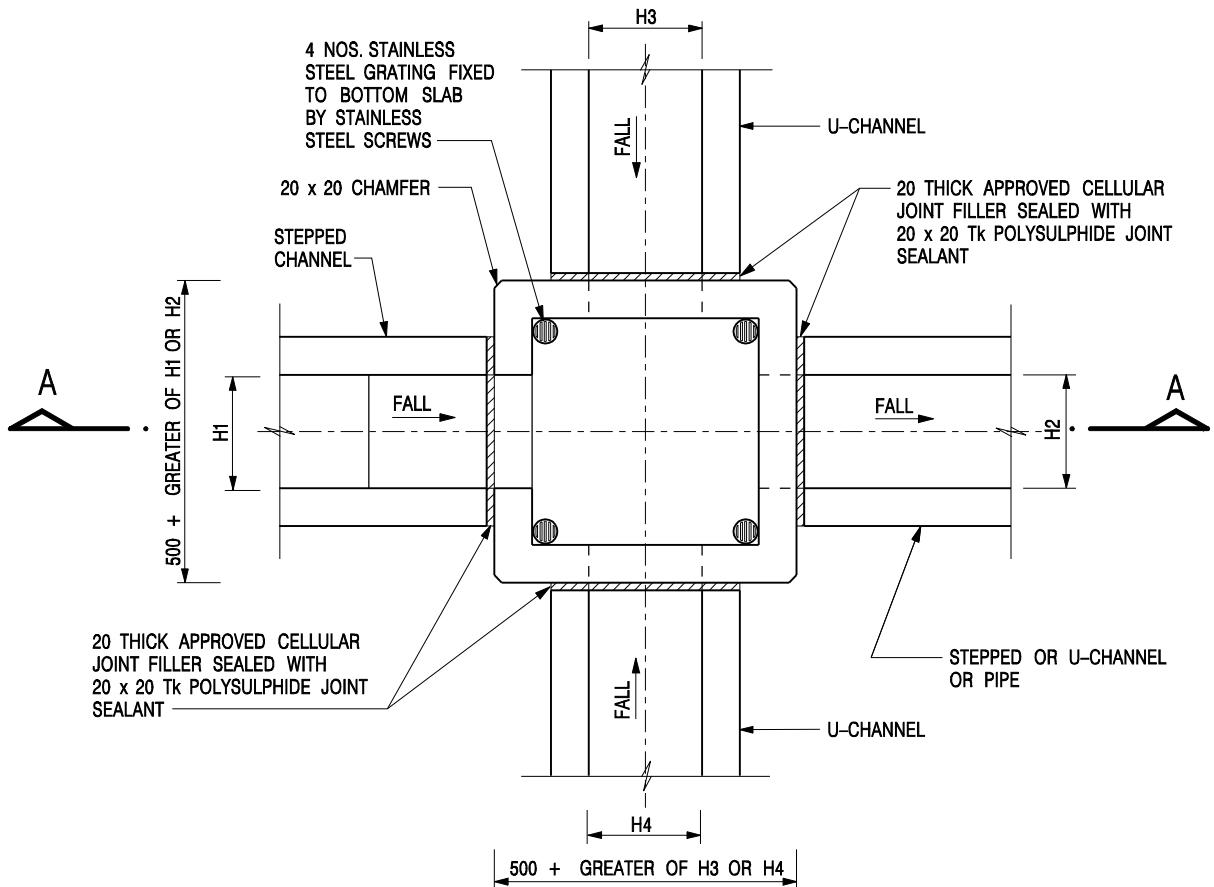
NOTES:

SCALE 1 : 5

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. 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.
7. 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.
8. 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.
9. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON SHEET 4.
10. ALL STEEL ANGLES SHALL COMPLY WITH BS EN 10025 AND BS EN 10056.
11. UNLESS OTHERWISE SPECIFIED, ALL WELDS SHALL BE 5 mm CONTINUOUS FILLET WELDS.
12. ALL WELDS SHALL BE CHIPPED, GROUND SMOOTH, BRUSHED TO REMOVE SLAG PRIOR TO HOT-DIP GALVANIZATION.
13. 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.
14. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

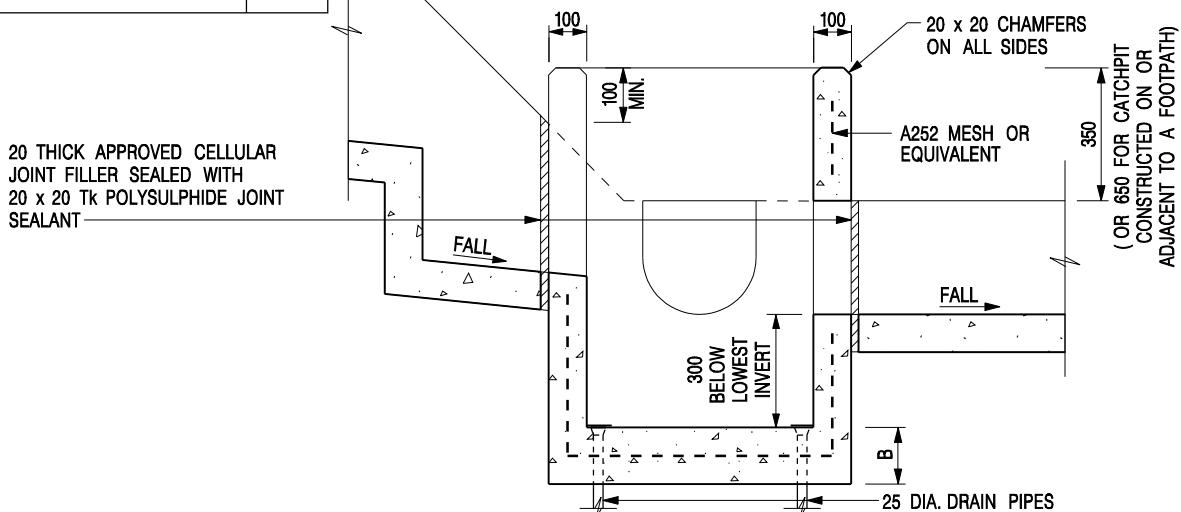
-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE	AS SHOWN	DRAWING NO.	
DATE	JAN 1991	C2405	/5

STANDARD CATCHPIT DETAILS (SHEET 5 OF 5)



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

PLAN



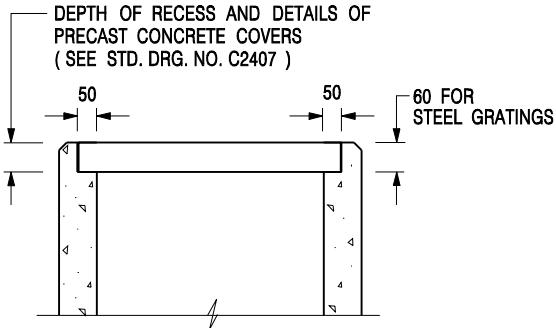
SECTION A - A

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		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)

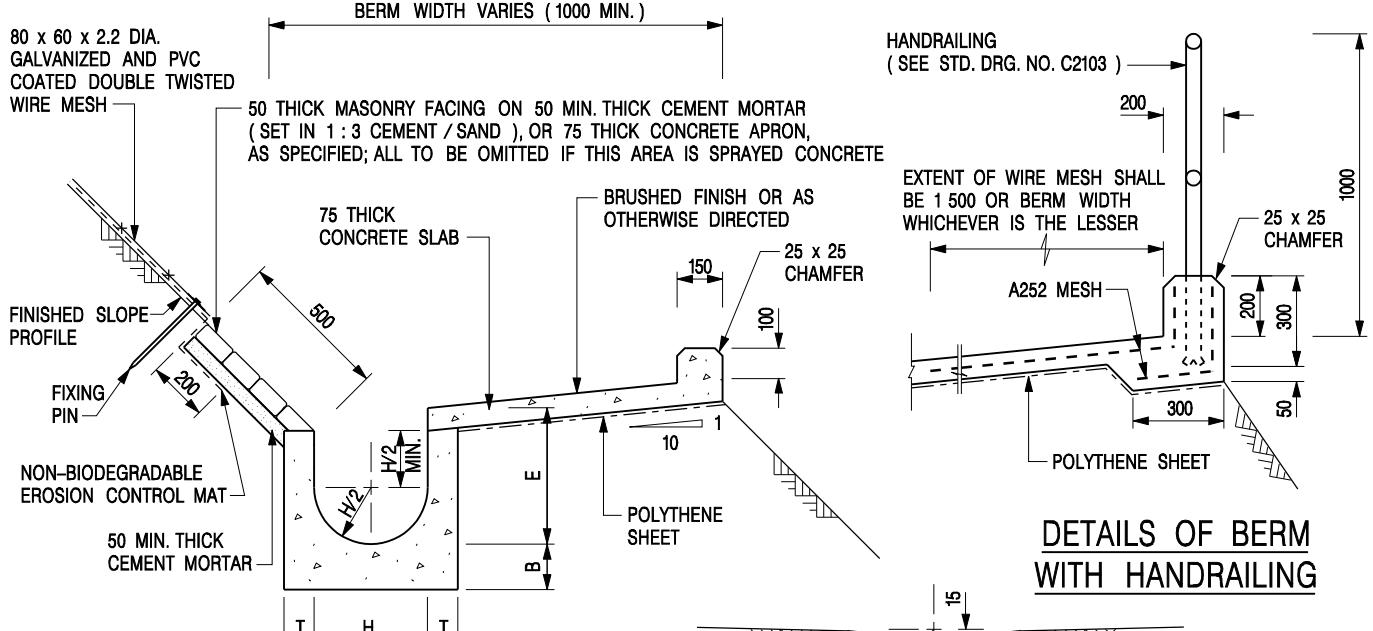


CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

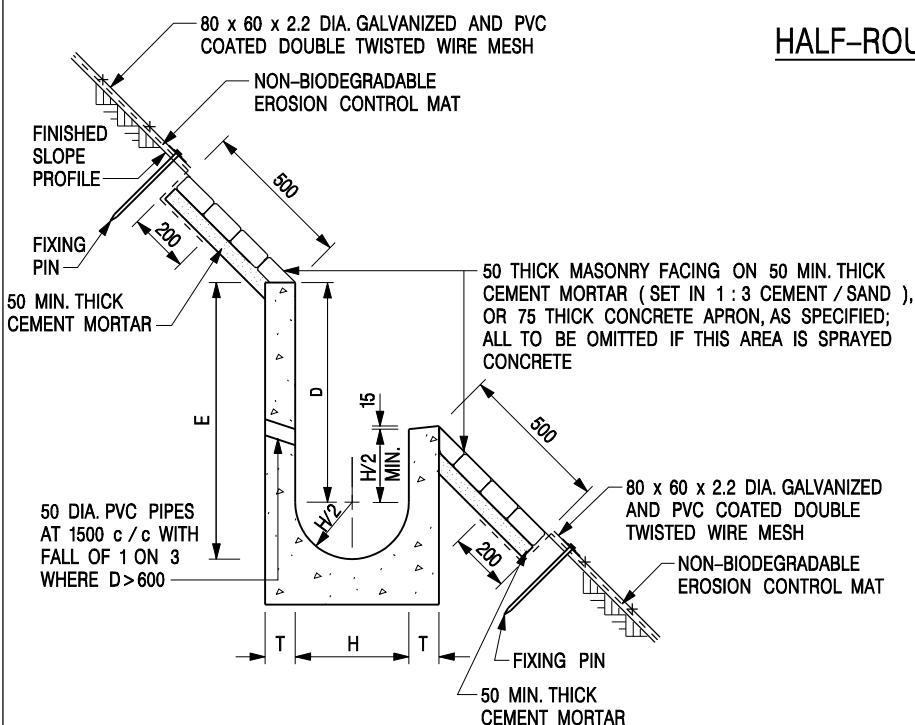
SCALE 1:20

DATE JAN 1991

DRAWING NO.
C2406 /2A



U-CHANNELS CONSTRUCTED ON BERM



U-CHANNELS NOT CONSTRUCTED ON BERM

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

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 WIRE MESH ON BERM. (SEE STD DRG. NO. C2511/E)

I	MINOR AMENDMENT.	Original Signed	DATE
H	THICKNESS OF MASONRY FACING AMENDED.	Original Signed	01.2005
G	MINOR AMENDMENT.	Original Signed	01.2004
F	GENERAL REVISION.	Original Signed	12.2002
E	DRAWING TITLE AMENDED.	Original Signed	11.2001
D	MINOR AMENDMENT.	Original Signed	08.2001
C	150 x 100 UPSTAND ADDED AT BERM.	Original Signed	6.99
B	MINOR AMENDMENTS.	Original Signed	3.94
REF.	REVISION	SIGNATURE	DATE



CEDD
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

SCALE 1:25

DRAWING NO.

C24091

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

Assessment of Hydraulic Capacities of the Proposed Drainage System for 1 in 50 year design return period

Using Rational Method

Design Flow = $0.278CA$ m^3/s for grassland (heavy soil) - steep, $C = 0.35$
for concrete surface, $C = 0.95$

Using Manning Equation

Design Mean Velocity = $R^{1/6}/n(RS_0)^{1/2}$ where $n = 0.016$ for concrete-lined open channel with fair surface
(ref. Table 13 in SDM)

Using Gumbel Solution in frequency analysis

Rainfall Intensity = $a / (t_0 \cdot b)^2$ where $a = 505.5$, $b = 3.29$ and $c = 0.355$ in 50 year design return period
referenced from Table 3a in SDM - Storm Constants for Different Return Periods of HKO Headquarters

Using Bransby William's Equation (for channel flow)

Inlet time t_0 = $0.14465L / (H^{0.2}A^{0.1})$ or 2 when the distance is too short

Using Colebrook's White Equation (for pipe flow)

$V = \sqrt{8gD_s} \times \log [k_s / (3.7D_s) + (2.51v / D \times \sqrt{2gD_s})]$

For precast concrete pipes with 'O' ring joints with poor condition, k_s (mm) = 0.6

$v (m^2/s) = 1.00E-06$

$g (m^2/s) = 9.81$

USCP/USMH		DSCP/DSMH		Collected Runoff from Catchment (refer to Figure 3 and 4)		USGL (mPD)		DSGL (mPD)		USL (mPD)		DSL (mPD)		INLET DIFF. (m)		LENGTH OF CHANNEL / DRAIN (m)		SLOPE 1 IN (m)		LENGTH FOR CALCULATING TIME OF INLET TIME L (m)		INLET t ₀ (min)		TIME OF FLOW INSIDE CHANNEL/ DRAIN t ₁ (min)		TIME OF CONCENTRATION t ₂ (min) = t ₀ + t ₁ (i.e. Column (9) + Column (26) + 60)		RAINFALL INTENSITY i (mm/hr)		RAINFALL INTENSITY INCLUDING EFFECT OF CLIMATE CHANGE (+16.0%) (mm/hr) [refer to item (e) and (k) in SDM Corrigendum No. 1/2022]		ADOPTED RAINFALL INTENSITY INCLUDING EFFECT OF CLIMATE CHANGE (+16.0%) & DESIGN RAINFALL INTENSITY (12.1%) (mm/hr)		RUNOFF COEF. C		SUB-CATCHMENT AREA (m ²)		EFF. AREA (m ²)		CUM. EFF. AREA (m ²)		DESIGN FLOW (m ³ /s)		SIZE (mm)		CHANNEL TYPE		VELOCITY (m/s)		PEAK FLOW CAPACITY (m ³ /s)		SPARE CAPACITY (m ³ /s)		Occupancy of the Proposed Pipe/ Channel	
Point A	CP1	A1	22.80	22.80	22.58	22.41	0.17	33.00	0.005	200	-	2.00	0.62	2.62	269.08	312.14	349.51	0.95	290	276	276	0.027	255	UC	0.89	0.07	0.07	0.047	36.5%	OK!																									
CP1	CP2	A1 + A2 + A4	22.80	22.80	22.41	22.20	0.21	19.00	0.011	90	-	2.62	0.16	2.77	266.60	309.26	346.68	0.95	3,990	3,791	4,066	0.392	450	UC	2.03	0.50	0.45	0.112	77.8%	OK!																									
CP2	CP3	ditto	22.80	22.80	22.20	22.08	0.12	13.00	0.009	110	-	2.77	0.11	2.89	264.83	307.20	344.38	0.95	0	0	4,066	0.389	450	UC	1.89	0.57	0.51	0.123	75.9%	OK!																									
CP3	CP4	ditto	22.80	22.80	22.08	22.01	0.07	11.00	0.007	150	-	2.89	0.11	3.00	263.15	305.25	342.19	0.95	0	0	4,066	0.387	450	UC	1.64	0.55	0.49	0.162	70.5%	OK!																									
CP4	CP5	A1 + A2 + A4 + A5	22.80	22.80	22.01	21.99	0.02	2.00	0.009	110	-	3.00	0.02	3.02	262.89	304.95	341.85	0.95	578	549	4,615	0.439	450	UC	1.92	0.66	0.59	0.154	74.0%	OK!																									
CP5	TM	ditto	22.80	22.80	21.99	21.85	0.14	25.00	0.006	180	-	3.02	0.27	3.29	258.97	300.41	336.76	0.95	0	0	4,615	0.432	450	UC	1.53	0.62	0.56	0.126	77.4%	OK!																									
Point B	CP6	A3	22.80	22.80	22.50	22.30	0.21	41.00	0.005	200	-	2.00	0.64	2.64	268.79	311.79	349.52	0.95	1,210	1,150	1,150	0.112	300	UC	1.08	0.15	0.14	0.041	73.2%	OK!																									
CP6	CP7	ditto	22.80	22.80	22.30	22.25	0.05	9.00	0.005	200	-	2.64	0.14	2.77	266.60	309.26	346.68	0.95	0	0	1,150	0.111	300	UC	1.09	0.17	0.15	0.058	65.5%	OK!																									
CP7	CP8	ditto	22.80	22.80	22.25	22.02	0.23	46.00	0.005	200	-	2.77	0.68	3.45	256.76	297.85	333.89	0.95	0	0	1,150	0.107	300	UC	1.13	0.25	0.23	0.122	46.7%	OK!																									
CP8	CP9	ditto	22.80	22.80	22.02	21.89	0.13	26.00	0.005	200	-	3.45	0.38	3.83	251.84	292.14	327.49	0.95	0	0	1,150	0.105	300	UC	1.15	0.30	0.27	0.167	38.5%	OK!																									
CP9	TM	ditto	22.80	22.80	21.89	21.76	0.13	26.00	0.005	200	-	3.83	0.37	4.20	247.31	286.88	321.59	0.95	0	0	1,150	0.103	300	UC	1.16	0.35	0.32	0.213	32.6%	OK!																									
TM	CPA	A1 + A2 + A3 + A4 + A5 + A6	22.00	22.00	21.10	20.80	0.30	60.00	0.005	200	-	4.20	0.51	4.71	241.61	280.27	314.18	0.95	1,080	1,026	6,791	0.593	750	UC	1.97	1.65	1.49	0.893	39.9%	OK!																									
CPA	CPB	ditto	22.00	22.00	20.80	20.72	0.08	16.00	0.005	200	-	4.71	0.13	4.84	240.18	278.61	312.33	0.95	0	0	6,791	0.590	750	UC	1.99	1.79	1.61	1.018	36.7%	OK!																									
CPB	Proposed outfall	ditto	22.00	19.90	19.00	18.97	0.03	6.00	0.005	200	-	4.84	0.05	4.90	239.63	277.97	311.61	0.95	0	0	6,791	0.588	750	UC	1.88	1.20	1.08	0.492	54.4%	OK!																									

A1	290
A2	340
A3	1,210
A4	3150
A5	578
A6	1080

The subject site

2,340

消防裝置

申請人會依照消防處所提供的意見，為申請地點裝設適合的消防設備，並會定期為相關的消防裝置進行維護及保養。

詳情請參閱以下圖則。

FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS

消防 (裝置及設備) 規例

(Regulation 9(1))

(第九條(1)款)

CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT

消防裝置及設備證書

FSD Ref.: 消防處檔號Serial Number Name of Client 顧客姓名 Address 地址 新界元朗八鄉下輦DD111 LOT NO. 1031, 1046 S.B RP, 1052(部份), 1053(部份) Type of Building 樓宇類型: Industrial 工業 Commercial 商業 Domestic 住宅 Composite 綜合 Licensed premises 持牌處所 Institutional 社團**Part 1 Annual Maintenance
ONLY**

第一部 只適用於年檢事項

In accordance with Regulation 8(b) of the Fire Service (Installations and Equipment) Regulations, the owner of any fire service installation or equipment which is installed in any premises shall have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months. 根據消防(裝置及設備)規例第八條(b)款，擁有裝置在任何處所內的任何消防裝置或設備的人，須每12個月由一名註冊承辦商檢查該等消防裝置或設備至少一次。

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
24	5 x 5kg Dry Powder type (F.E.)		Conforms with FSD requirements	11/12/2025	10/12/2026

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人藉此證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部。

如證書涉及年檢事項，應張貼於大廈或
處所當眼處以供消防處人員查核This certificate should be displayed at prominent location of the building or
premises for FSD's inspection if any annual maintenance work is involved.

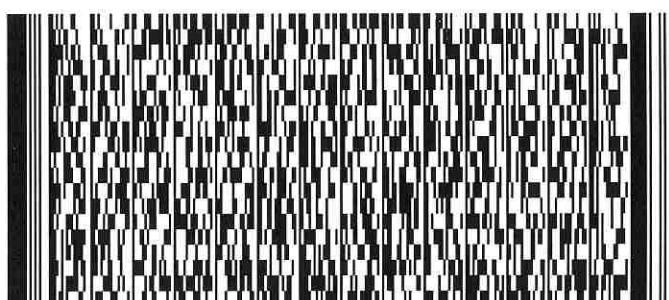
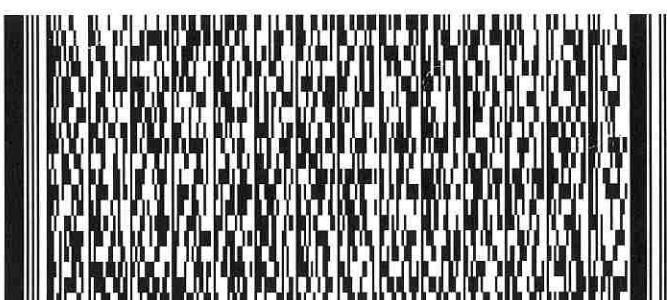
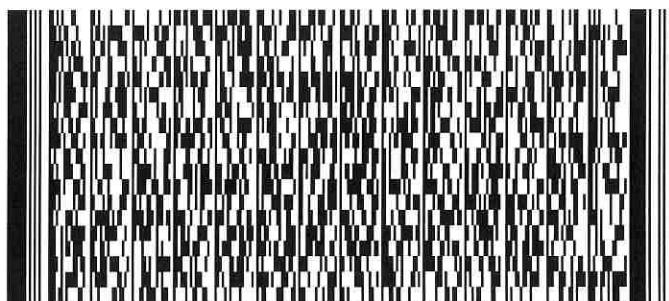
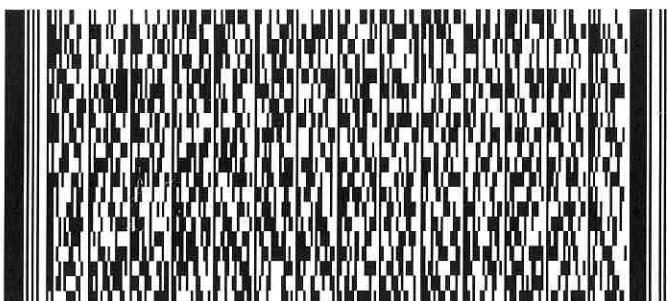
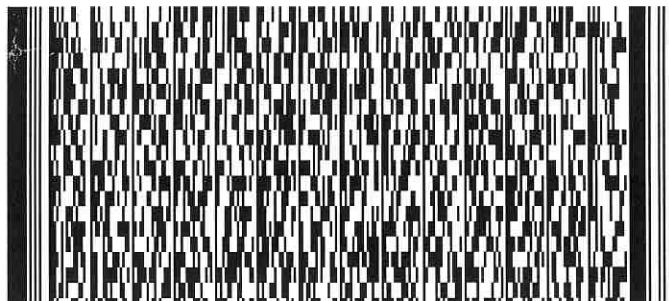
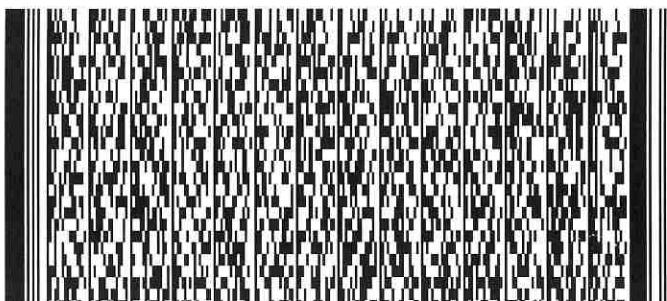
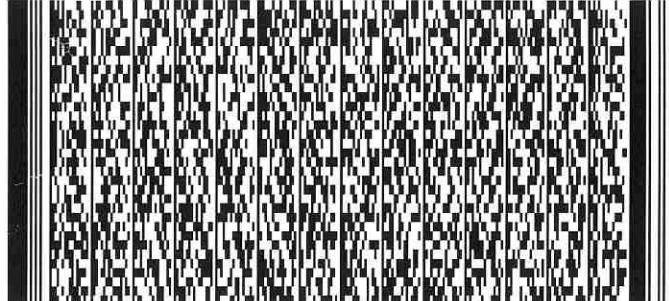
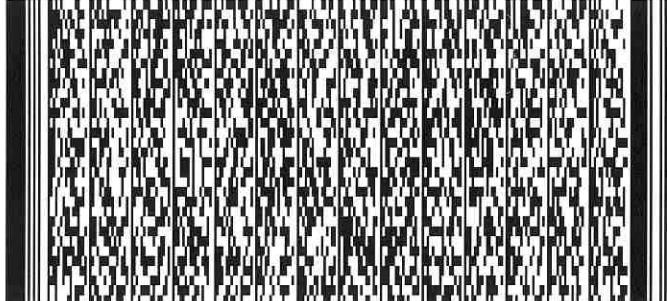
Authorized Signature: 受權人簽署 	For FSD use only <input type="text"/>
Name: 姓名 <input type="text"/>	Inspected <input type="text"/>
FSD/RC No.: 消防處註冊號碼 RC3 / 0229 RC / <input type="text"/>	Key-in <input type="text"/>
Company Name: 公司名稱 <input type="text"/>	Verified <input type="text"/>
Telephone: 聯絡電話 <input type="text"/>	
Date: 日期 11/12/2025	



Serial Number

30229008063

Name of Client 顧客姓名



交通運輸

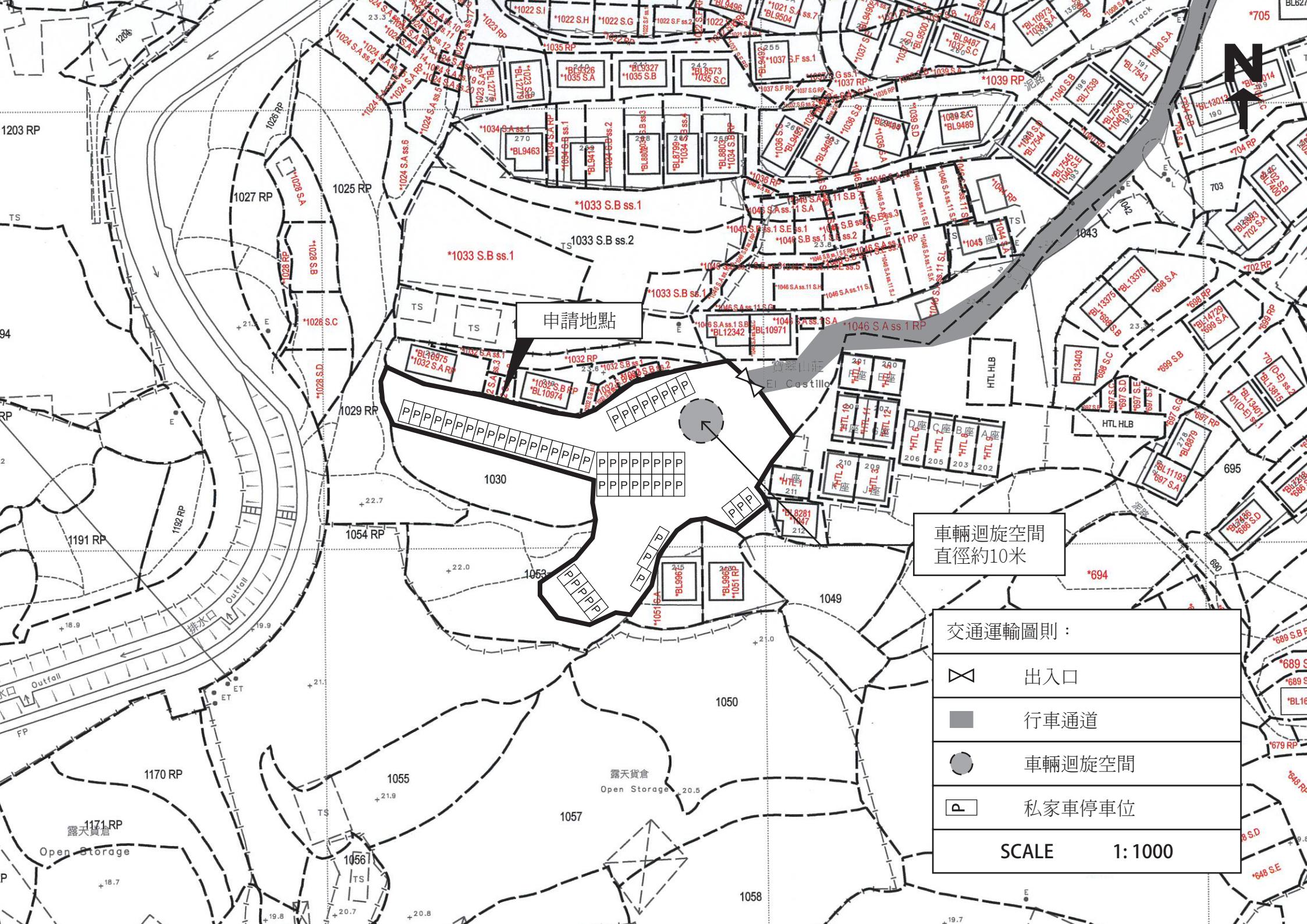
- 申請地點東北面有一個明確的出入口，出入口寬度約5米，可以直通粉錦公路。
- 申請地點的行車通道，路面寬度約4米至5米，足夠應付申請地點和附近地區的車輛正常出入。
- 申請地點內有足夠的迴旋空間，提供予車輛進行調頭。
- 申請地點內設有私家車停車位53個，每個車位長約5米，闊約2.5米。
- 申請地點預計平均每天進出約53輛私家車，不會提高申請地點附近的汽車流量。就整體而言，不會對錦田公路或附近交通造成影響。車流量詳情請參閱下表：

預計申請地點內私家車及輕型貨車車流量時間表

時間	01 00	02 00	03 00	04 00	05 00	06 00	07 00	08 00	09 00	10 00	11 00	02 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	24 00
車輛數	0	0	0	0	0	0	11	10	15	17	0	0	0	0	5	10	16	10	12	0	0	0	0	

- 申請地點內不會停泊貨櫃車或重量超過5.5噸的車輛。
- 申請人和土地使用人承諾在申請獲批准後，會自行維修和維護申請地點附近的道路。

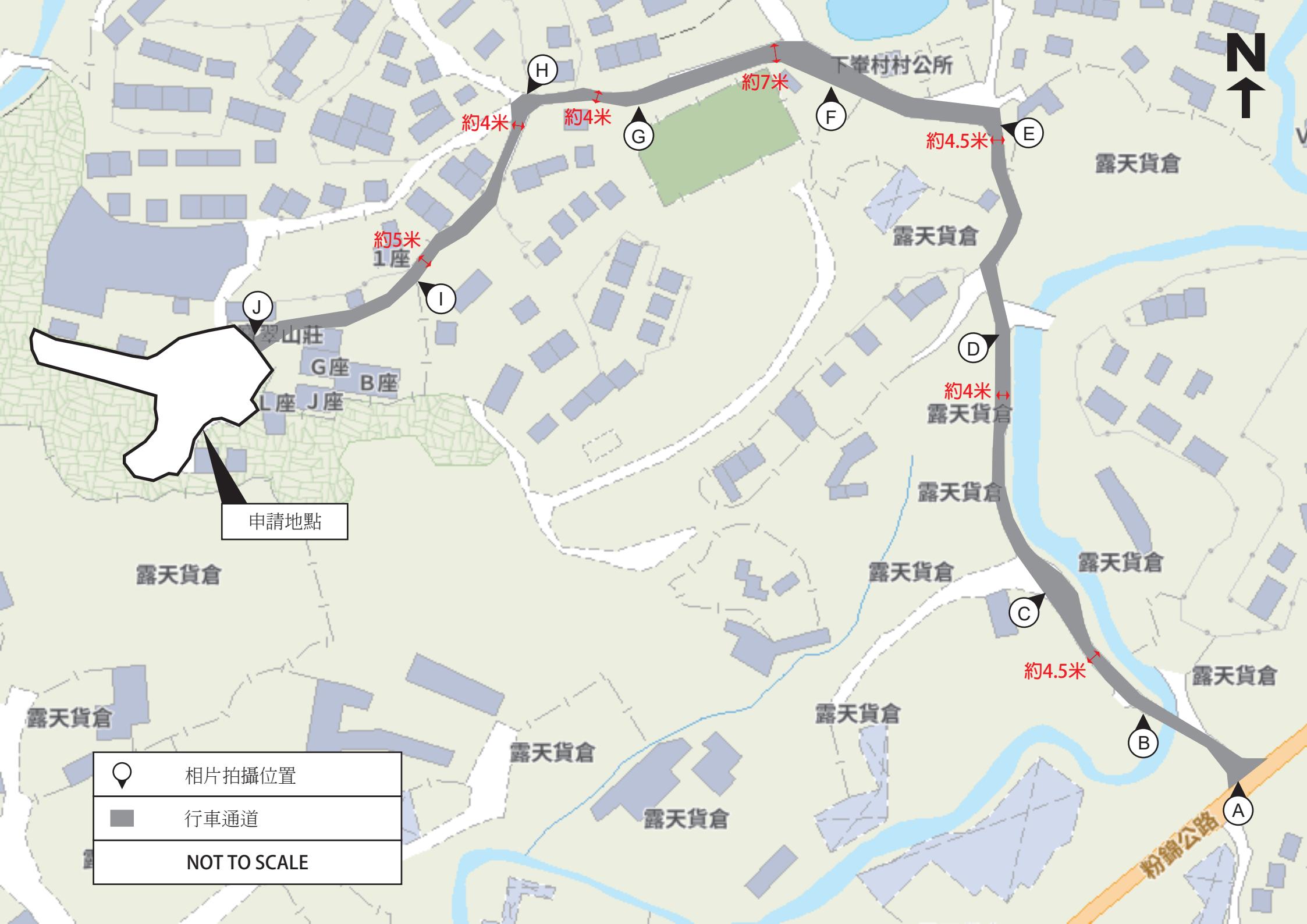
詳情請參閱以下圖則。



Urgent Return receipt Expand Group Restricted Prevent Copy

From: Cheng Johnny
Sent: 2025-12-31 星期三 16:18:12
To: [REDACTED]
Subject: 有關 A/YL-PH/1100 規劃申請補充資料
Attachment: PH1100_S16-III_page.3.pdf

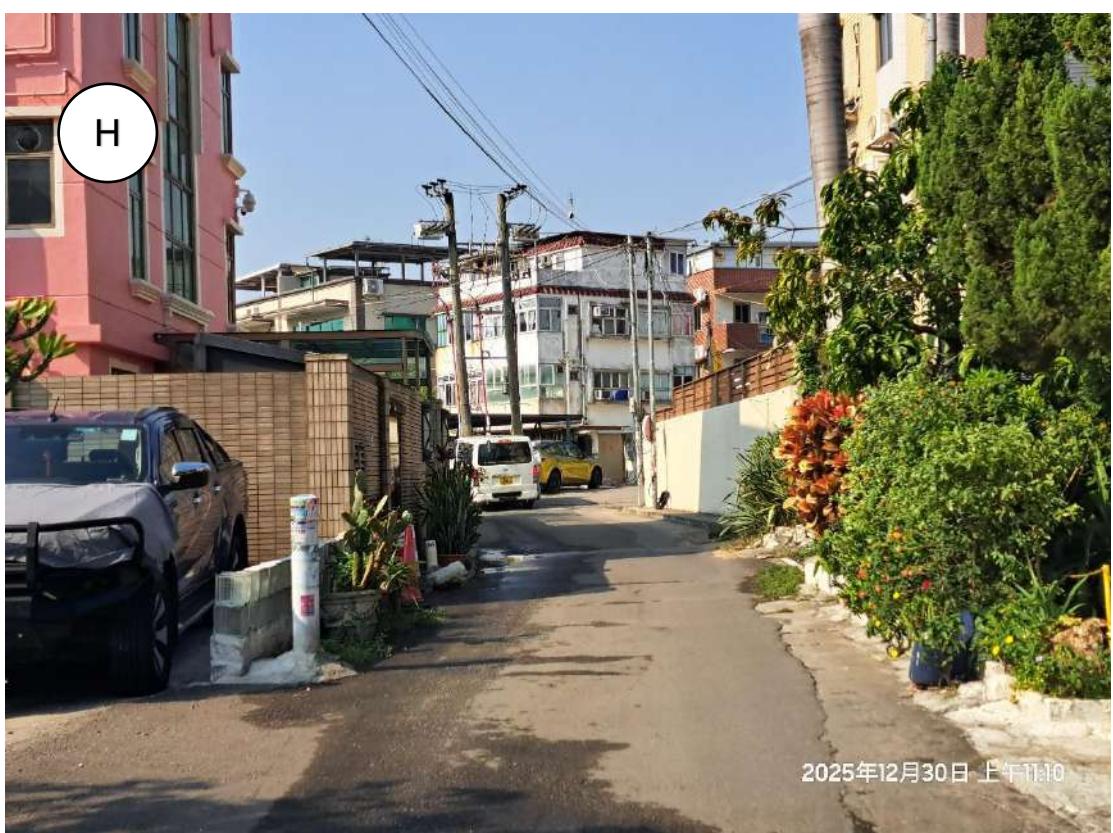
煩請閣下檢閱，謝謝。

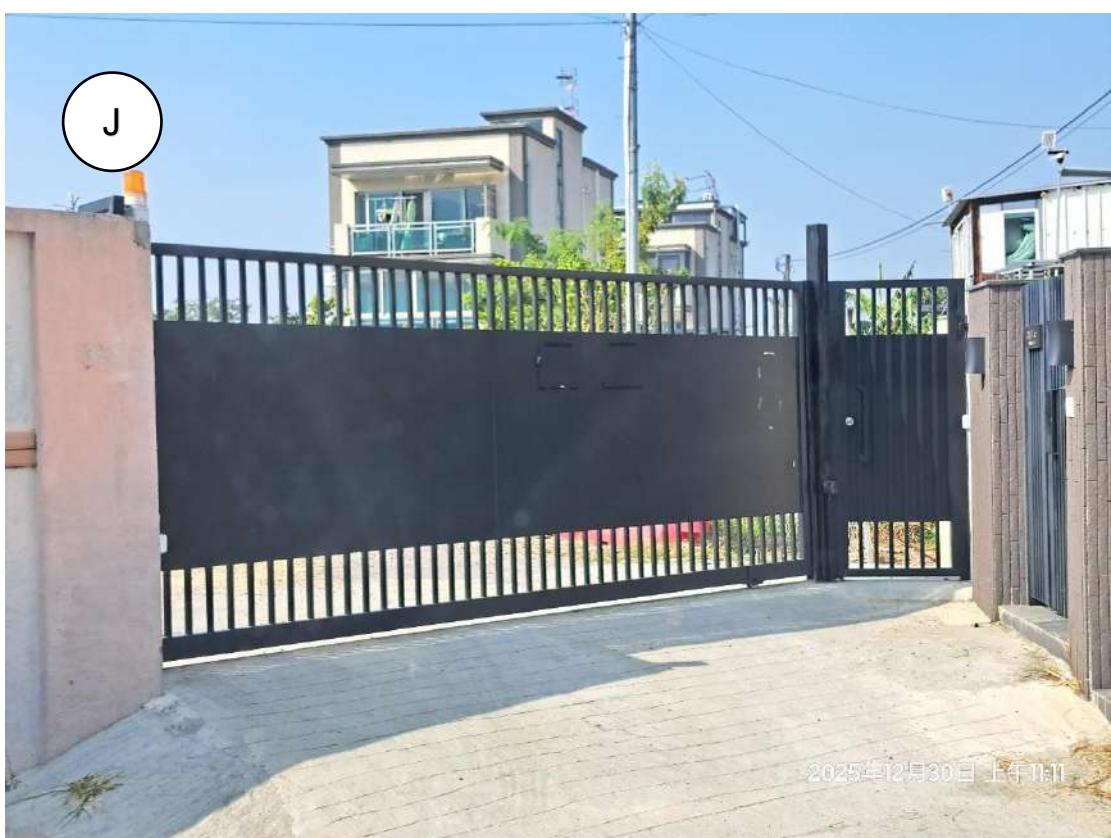












致： 城市規劃委員會
粉嶺、上水及元朗東規劃處

**有關 A/YL-PH/1100
規劃申請補充資料**

申請人現就近日政府部門/公眾人士的意見/查詢，作出以下補充/澄清：

1. 澄清申請地點主要的服務對象是附近居住的村民，申請地點中停泊的車輛都有車牌。

申請人： 志科有限公司
通訊地址：
傳真號碼：
聯絡電話：
電郵：
日期： 2026 年 01 月 02 日