寄件者: [redacted]
寄件日期: 2026年10月27日星期二 17:30
收件者: tpbpd/PLAND
副本: Jason Sek Hei WONG/PLAND; Travis Tsz Ki KWOK/PLAND; Athena Pui Yin LAI/PLAND; [redacted]
主旨: S.16 Planning Application No. A/YL-SK/471 - Submission of Further Information (1)
附件: A_YL-SK_471_FI1_Attachment 1_RtoC.pdf; A_YL-SK_471_FI1_Attachment 2_Revised Drainage Proposal.pdf

郵件標幟: 待處理
標幟狀態: 已標幟

類別: Internet Email

Your Ref.: TPB/A/YL-SK/471

Dear Jason,

Application for Permission under Section 16 of the Town Planning Ordinance (Cap.131)
Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities and Associated Filling of Land for a Period of 5 Years
in "Residential (Group C)" and "Village Type Development" Zones at Various Lots in D.D.112 and Adjoining Government Land, Shek Kong, Yuen Long
(Planning Application No. A/YL-SK/471)

Submission of Further Information (1)

Reference is made to the captioned planning application and the departmental comments received via email from the Planning Department on 16.10.2026.

In response to the concerned departmental comments, we are pleased to submit further information including the following documents for your consideration:

Attachment 1 – Responses-to-Comments Table
Attachment 2 – Revised Drainage Proposal

In view of DSD's comments, a revised drainage proposal is prepared to demonstrated that the proposed development would not induce any adverse drainage impacts on the surrounding areas.

Should you have any queries or require further clarification, please do not hesitate to contact the undersigned at [redacted]. Thank you.

Best regards,
Tiffany HUI
Town Planner

Tensor Planning and Surveying Limited
Direct Line: [redacted] Fax: [redacted]
[redacted]

Attachment 1

Response-to-Comments Table

Planning Application No. A/YL-SK/471
Further Information (1)

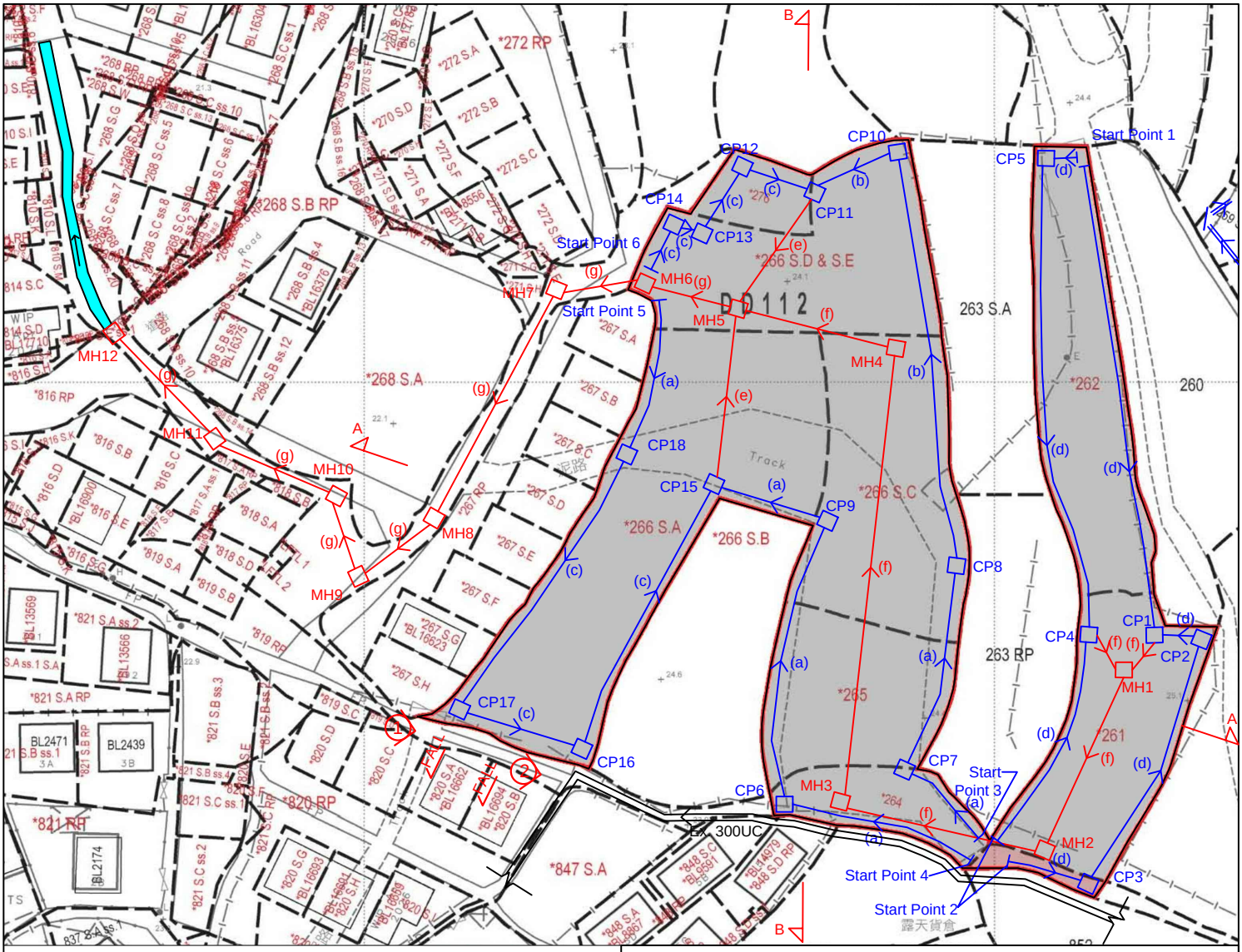
Attachment 1 - Response-to-Comments Table

No.	Comments	Responses
1	**Chief Engineer/Mainland North, Drainage Services Department (Contact Person: Mr. TSE Chi Wa), dated 16.10.2026**	
	(i) The ground to the south of the Site is generally higher. Since the overland flow from the adjacent lands shall be probably intercepted, external catchment shall be considered in the calculation. The applicant shall upgrade all drainage facilities size accordingly (especially for the proposed drainage facilities a) starting point 4 to CP15 and b) starting point 3 to CP11);	Photo 1 and Photo 2 is provided, which shows that no overland flow from the south.
	(ii) Sand trap or provision alike should be provided before the collected runoff is discharged to the proposed underground drainage facilities (i.e. CP1, CP4, CP11, CP15, etc.);	It is revised accordingly. CP1, CP4, CP11 and CP15 is of C2406I.
	(iii) According to the proposed manhole schedule, the proposed manhole (MH6) should be a terminal manhole and located as close as the Site boundary;	It is a terminal manhole, note is revised accordingly.
	(iv) The proposed manhole (MH2) should be located inside the private lot within the Site (Lot 261 in D.D. 112) instead of government land to minimize any conflict for maintenance issue	Location of MH2 is revised accordingly.

		in future.	
	(v)	The applicant shall indicate the existing ground level of adjacent lands in cross sections showing the and the proposed peripheral surface channels shall be provided along the Site boundary at the existing/original ground level (instead of the revised ground level) to collect the surface runoff accrued on the Site and to intercept the overland flow from the adjacent lands.	Cover levels, invert levels and cross sections are revised accordingly.
	(vi)	The proposed drainage facilities outside the Site at government land (from MH6 to MH12) may have conflict with the drainage facilities as agreed in another planning application (Y/YL-SK/1). The applicant shall check with relevant applicant/developer/lot owner to provide a consolidated drainage system to cater for both developments.	Consolidated drainage design shall be submitted upon approval of S16 application.
	(vii)	The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.; and	Noted.
	(viii)	The applicant should consult DLO/YL and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works.	Noted.

Attachment 2

Revised Drainage Proposal

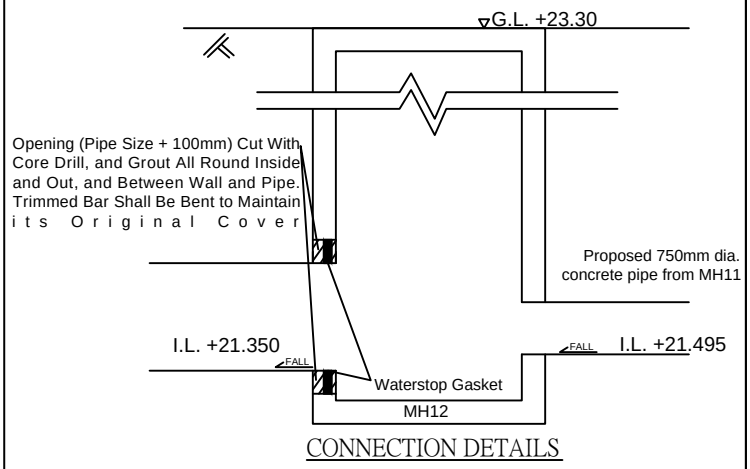


LEGEND

- Existing 1200mm dia. pipe
- CP/MH — Proposed CatchPit/Manhole
- ① — Photo Viewport
- (a) Proposed 300UC (1:100) with Cast Iron Cover
- (b) Proposed 375UC (1:100) with Cast Iron Cover
- (c) Proposed 450UC (1:100) with Cast Iron Cover
- (d) Proposed 450UC (1:200) with Cast Iron Cover
- (e) Proposed 450mm dia. concrete pipe (1:100)
- (f) Proposed 450mm dia. concrete pipe (1:200)
- (g) Proposed 750mm dia. concrete pipe (1:250)

Note:

1. Trap facility provided in CP1, CP4, CP11 and CP15 shall follow CEDD standard drawing No. C2406I.
2. Catchpit and UC follows Typical Details of Geotechnical Manual for Slope Fig.8.10 and Fig.8.11 respectively.
3. Fence Wall to be erected (if any) shall be Open-bottom type.
4. Max. 400mm filling for levelling the site..



CONNECTION DETAILS

正宏工程顧問公司

CHING WAN ENGINEERING CONSULTANT COMPANY

Title: Drainage Proposal - LAYOUT

D01

Drawn by: DM

Date: 27–10–2026

Check by: DM

Scale: ————

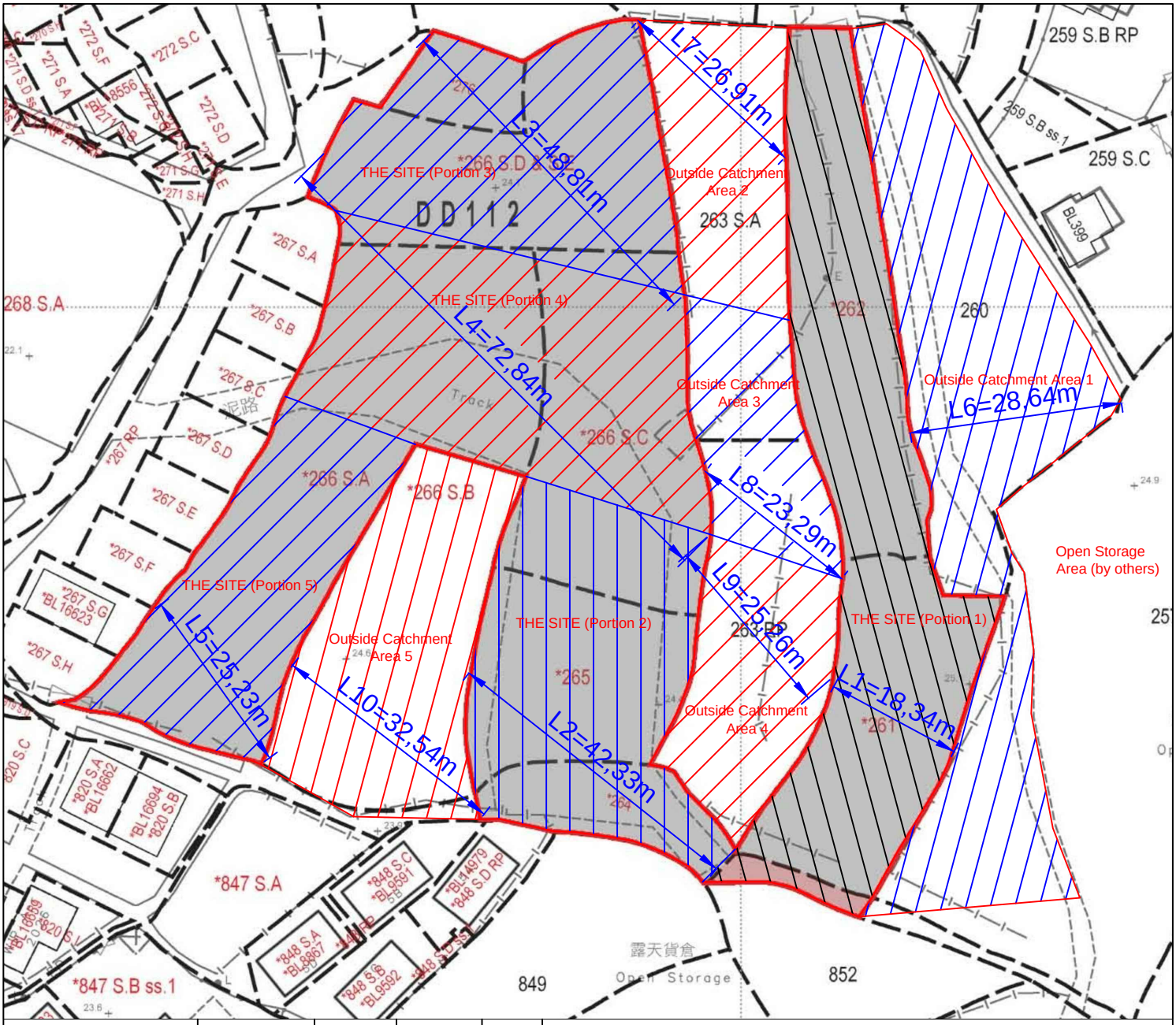
Project:

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS at LOTS 261, 262, 264, 265, 266 S.A, 266 S.C, 266 S.D &S.E AND 276 IN D.D.112 AND ADJOINING GOVERNMENT LAND, SHEK KONG, YUEN LONG, NEWTERRITORIES

Manhole Schedule

	CL	IL
Start Point 1	24.60	24.100
Start Point 2	24.7	24.200
Start Point 3	24.7	24.350
Start Point 4	24.7	24.350
Start Point 5	24.1	23.750
Start Point 6	24.1	23.600
CP1 A1	25.10	23.729
CP1 A2	25.10	23.912
CP1 X1	25.10	23.750
CP2	25.10	23.936
CP3	25.10	24.140
CP4 A1	25.10	24.023
CP4 A2	25.10	23.710
CP4 X1	25.10	23.750
CP5	24.60	24.082
CP6	24.40	24.050
CP7	24.40	24.050
CP8	24.40	23.736
CP9 A1	24.40	23.608
CP9 X1	24.40	23.008
CP10	24.10	23.094
CP11 A1	24.10	23.350
CP11 A2	24.10	22.970
CP11 X1	24.10	22.750
CP12	24.10	23.410
CP13	24.10	23.511

	CL	IL	
CP14	24.10	23.532	
CP15 A1	24.40	22.844	
CP15 A2	24.40	22.421	
CP15 X1	24.40	22.421	
CP16	24.60	22.868	
CP17	24.60	23.046	
CP18	24.40	23.508	
MH1 A1	25.20	23.719	Type E1
MH1 A2	25.20	23.722	Type E1
MH1 X1	25.20	23.569	Type E1
MH2	25.15	23.403	Type E1
MH3	24.80	23.282	Type D1
MH4	24.40	22.943	Type D1
MH5 A1	24.40	23.050	Type D1
MH5 A2	24.40	22.827	Type D1
MH5 A3	24.40	22.163	Type E1
MH5 X1	24.40	22.163	Type E1
MH6 A1	24.60	22.112	Type E1
MH6 X1	24.60	21.962	Type E1
MH7	23.60	21.915	Type E1
MH8	23.40	21.760	Type E1
MH9	23.30	21.708	Type E1
MH10	23.30	21.664	Type E1
MH11	23.30	21.588	Type E1
MH12 A1	23.30	21.495	Type E1
MH12 X1	23.30	21.350	Type E1



	Area (sq.m)	C	L (m)	H (m)	
The Site (Portion 1)	1790	0.95	18.34	0.2	(1:500) Fall
The Site (Portion 2)	1294	0.95	42.33	0.2	(1:500) Fall
The Site (Portion 3)	1184	0.95	48.81	0.2	(1:500) Fall
The Site (Portion 4)	1479	0.95	72.84	0.2	(1:500) Fall
The Site (Portion 5)	948	0.95	25.23	0.2	(1:500) Fall
Outside Catchment Area 1	1852	0.25	28.64	0.698	H=(25.5-25.3)*100/28.64=0.698m
Outside Catchment Area 2	625	0.95	26.91	3.864	H=(25.0-24.4)*100/26.91=2.230m
Outside Catchment Area 3	511	0.95	23.29	1.979	H=(25.3-24.6)*100/23.29=3.006m
Outside Catchment Area 4	630	0.95	25.26	0.2	H=(25.3-24.6)*100/25.26=2.771m
Outside Catchment Area 5	1060	0.95	32.54	0.2	(1:500) Fall

正宏工程顧問公司

CHING WAN ENGINEERING CONSULTANT COMPANY

Title:

Drainage Proposal - CATCHEMTN AREA PLAN

D02

Drawn by: DM

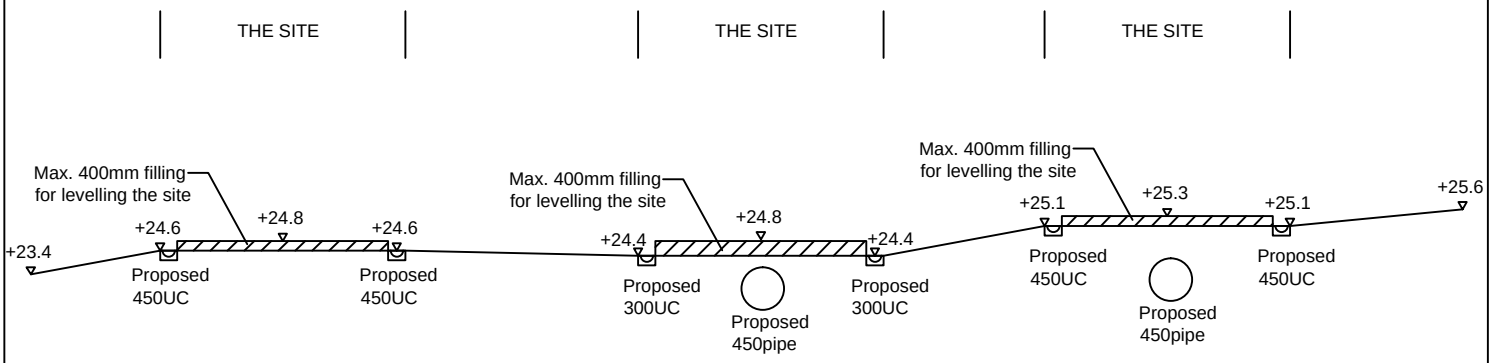
Date: 27–10–2026

Check by: DM

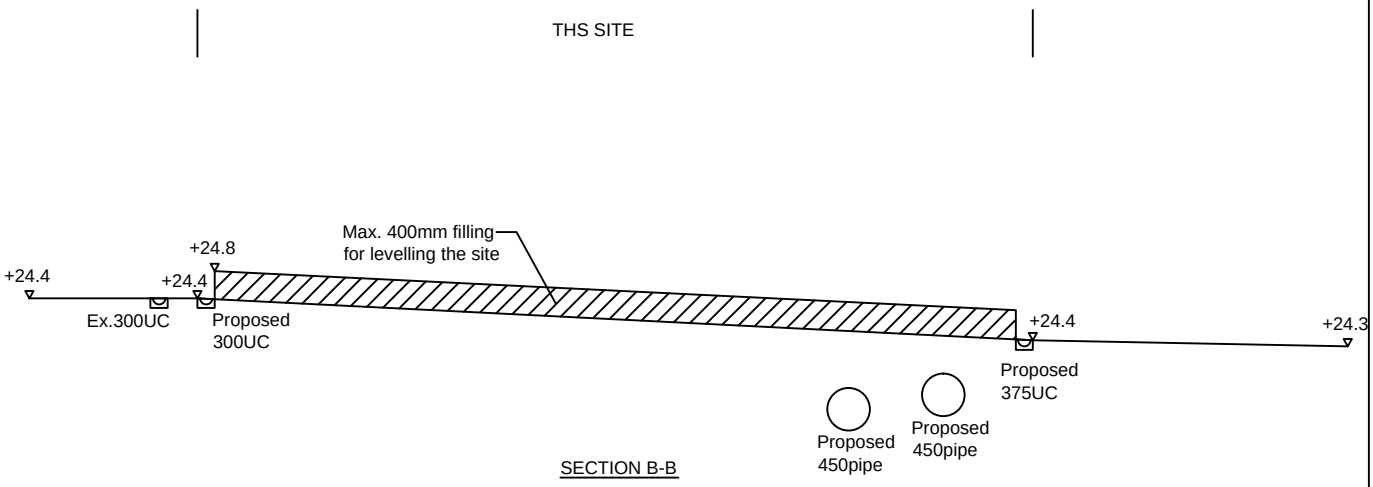
Scale: ----

Project:

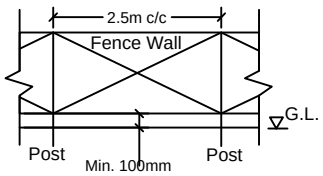
PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS at LOTS 261, 262, 264, 265, 266 S.A, 266 S.C, 266 S.D &S.E AND 276 IN D.D.112 AND ADJOINING GOVERNMENT LAND, SHEK KONG, YUEN LONG, NEWTERRITORIES



SECTION A-A



SECTION B-B



TYPICAL DETAIL OF OPEN-BOTTOM TYPE FENCE WALL

正宏工程顧問公司 CHING WAN ENGINEERING CONSULTANT COMPANY	Title: Drainage Proposal - SECTIONS	D03
	Drawn by: DM	Date: 27–10–2026
Project: **PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS at LOTS 261, 262, 264, 265, 266 S.A, 266 S.C, 266 S.D &S.E AND 276 IN D.D.112 AND ADJOINING GOVERNMENT LAND, SHEK KONG, YUEN LONG, NEWTERRITORIES**	Check by: DM	Scale: ————

Photo 1



Photo 2



For the design of drains inside the site

	Catchment ID	Area (A) km2	Average Slope (H), m/100	Flow Path (L), m	Inlet time (to), min	Storm constants a	b	c	Runoff intensity (i), mm/hr	Runoff Coefficient (C)	Q=1.111*0.278CiA, (m3/s), extra 11%
Q1	The Site (Portion 1)	0.00179	0.2	18.34	2.179	505.5	3.29	0.355	276.547	0.95	**0.145**
Q2	The Site (Portion 2)	0.001294	0.2	42.33	5.195	505.5	3.29	0.355	236.621	0.95	**0.090**
Q3	The Site (Portion 3)	0.001184	0.2	48.81	6.043	505.5	3.29	0.355	228.747	0.95	**0.079**
Q4	The Site (Portion 4)	0.001479	0.2	72.84	8.820	505.5	3.29	0.355	208.545	0.95	**0.091**
Q5	The Site (Portion 5)	0.000948	0.2	25.23	3.194	505.5	3.29	0.355	260.324	0.95	**0.072**
Q6	Outside Catchment Area 1	0.001852	0.698	28.64	2.641	505.5	3.29	0.355	268.701	0.25	**0.038**
Q7	Outside Catchment Area 2	0.000625	2.230	26.91	2.193	505.5	3.29	0.355	276.297	0.95	**0.051**
Q8	Outside Catchment Area 3	0.000511	3.006	23.29	1.824	505.5	3.29	0.355	283.209	0.95	**0.042**
Q9	Outside Catchment Area 4	0.00063	2.771	25.26	1.969	505.5	3.29	0.355	280.411	0.95	**0.052**
Q10	Outside Catchment Area 5	0.00106	0.2	32.54	4.074	505.5	3.29	0.355	248.828	0.95	**0.077**

Design Q from Start Point 1/Start Point 2 to CP1, Start Point 1/Start Point 2 to CP4 and CP4 to MH5, consider Q1+Q6

Q = **0.184** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1563 m; r= 0.225 m; A= 0.1808 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.005 (1: 200)

Therefore, $V = 0.1563^{2/3} * 0.005^{0.5} / 0.016$ = 1.282 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.232** m^3/sec > **0.184** m^3/sec

% Ultimlization= = **79%** <90%, OK

Provide 450UC (1:200) is OK

Colebrook-White Equation

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where :

V	=			mean velocity (m/s)
g	=	9.81	m/s2	gravitational acceleration (m/s2)
D	=	0.45	m	internal pipe diameter (m)
ks	=	0.00006	m	hydraulic pipeline roughness (m) (Table14, from DSD SDM 2018, concrete pipe)
v	=	1.14E-06	m2/s	kinematic viscosity of fluid (m2/s)
s	=	0.005		hydraulic gradient (1: 200)

Therefore, design V of pipe capacity = 1.756 m/s

Q= VA (0.8 factor for sedimentation)

= **0.279** m3/s > **0.184** m3/s Ok

% of capacity utilization = **66%** <90%, OK

Provide 450mm dia. concrete pipe (1:200) is OK

Design Q from Start Point 3 to CP8, consider Q9

Q = **0.052** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1042 m; r= 0.15 m; A= 0.0803 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.01 (1: 100)

Therefore, $V = 0.1042^{2/3} * 0.01^{0.5} / 0.016$ = 1.384 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.111** m^3/sec > **0.052** m^3/sec

% Ultimlization= = **47%** <90%, OK

Provide 300UC (1:100) is OK

Design Q from CP8 to CP11, consider Q7+Q8+Q9

Q = **0.145** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1302 m; r= 0.1875 m; A= 0.1255 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.01 (1: 100)

Therefore, $V = 0.1302^{2/3} * 0.01^{0.5} / 0.016$ = 1.606 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.202** m^3/sec > **0.145** m^3/sec

% Ultimlization= = **72%** <90%, OK

Provide 375UC (1:100) is OK

Design Q from Start Point 6 to MH5 and CP11 to MH5, consider Q3+Q7+Q8+Q9

Q = **0.224** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1563 m; r= 0.225 m; A= 0.1808 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.01 (1: 100)

Therefore, $V = 0.1563^{2/3} * 0.01^{0.5} / 0.016$ = 1.813 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.328** m^3/sec > **0.224** m^3/sec

% Ultimlization= = **68%** <90%, OK

Provide 450UC (1:100) is OK

Colebrook-White Equation

$$V = -\sqrt{(8gDs)}\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where :

V	=			mean velocity (m/s)	
g	=	9.81	m/s2	gravitational acceleration (m/s2)	
D	=	0.45	m	internal pipe diameter (m)	
ks	=	0.00006	m	hydraulic pipeline roughness (m)	(Table14, from DSD SDM 2018, concrete pipe)
v	=	1.14E-06	m2/s	kinematic viscosity of fluid (m2/s)	
s	=	0.010		hydraulic gradient	(1: 100)

Therefore, design V of pipe capacity = 2.520 m/s

Q= VA = **0.401** m3/s > **0.224** m3/s Ok (0.8 factor for sedimentation)

% of capacity utilization = **56%** <90%, OK

Provide 450mm dia. concrete pipe (1:100) is OK

Design Q from Start Point 4 to CP15, consider Q2

Q = **0.090** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1042 m; r= 0.15 m; A= 0.0803 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.01 (1: 100)

Therefore, $V = 0.1042^{2/3} * 0.01^{0.5} / 0.016$ = 1.384 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.111** m^3/sec > **0.090** m^3/sec

% Ultimlization= = **81%** <90%, OK

Provide 300UC (1:100) is OK

Design Q from Start Point 5 to CP18, consider Q4

Q = **0.091** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1042 m; r= 0.15 m; A= 0.0803 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.0100 (1: 100)

Therefore, $V = 0.1042^{2/3} * 0.01^{0.5} / 0.016$ = 1.384 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.111** m^3/sec > **0.091** m^3/sec

% Ultimlization= = **81%** <90%, OK

Provide 300UC (1:100) is OK

Design Q from CP18 to CP15, consider Q4+Q5+Q10

Q = **0.240** m3/s

Manning Equation $V = R^{2/3} * S_f^{0.5} / n$

where $R = (\pi r^2/2+2r^2)/(\pi r+2r)$ = 0.1563 m; r= 0.225 m; A= 0.1808 m^2

n = 0.016 $s/m^{1/3}$ (Talbe 13 of Stormwater Drainage Manual)

S_f = 0.01 (1: 100)

Therefore, $V = 0.1563^{2/3} * 0.01^{0.5} / 0.016$ = 1.813 m/sec

Maximum Capacity (Q_{max}) = V*A = **0.328** m^3/sec > **0.240** m^3/sec

% Ultimlization= = **73%** <90%, OK

Provide 450UC (1:100) is OK

Design Q from CP15 to MH5, consider Q2+Q4+Q5+Q10

Q = **0.330** m3/s

Colebrook-White Equation

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where :

V	=			mean velocity (m/s)	
g	=	9.81	m/s2	gravitational acceleration (m/s2)	
D	=	0.525	m	internal pipe diameter (m)	
ks	=	0.00006	m	hydraulic pipeline roughness (m)	(Table14, from DSD SDM 2018, concrete pipe)
v	=	1.14E-06	m2/s	kinematic viscosity of fluid (m2/s)	
s	=	0.010		hydraulic gradient	(1: 100)

Therefore, design V of pipe capacity = 2.773 m/s

Q= VA (0.8 factor for sedimentation)

= **0.600** m3/s

> **0.330** m3/s Ok

% of capacity utilization = **55%** <90%, OK

Provide 450mm dia. concrete pipe (1:100) is OK

Design Q from MH5 to Final Outfall, consider All

Q = **0.738** m3/s

Colebrook-White Equation

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where :

V	=			mean velocity (m/s)	
g	=	9.81	m/s2	gravitational acceleration (m/s2)	
D	=	0.75	m	internal pipe diameter (m)	
ks	=	0.00006	m	hydraulic pipeline roughness (m)	(Table14, from DSD SDM 2018, concrete pipe)
v	=	1.14E-06	m2/s	kinematic viscosity of fluid (m2/s)	
s	=	0.004		hydraulic gradient	(1: 250)

Therefore, design V of pipe capacity = 2.148 m/s

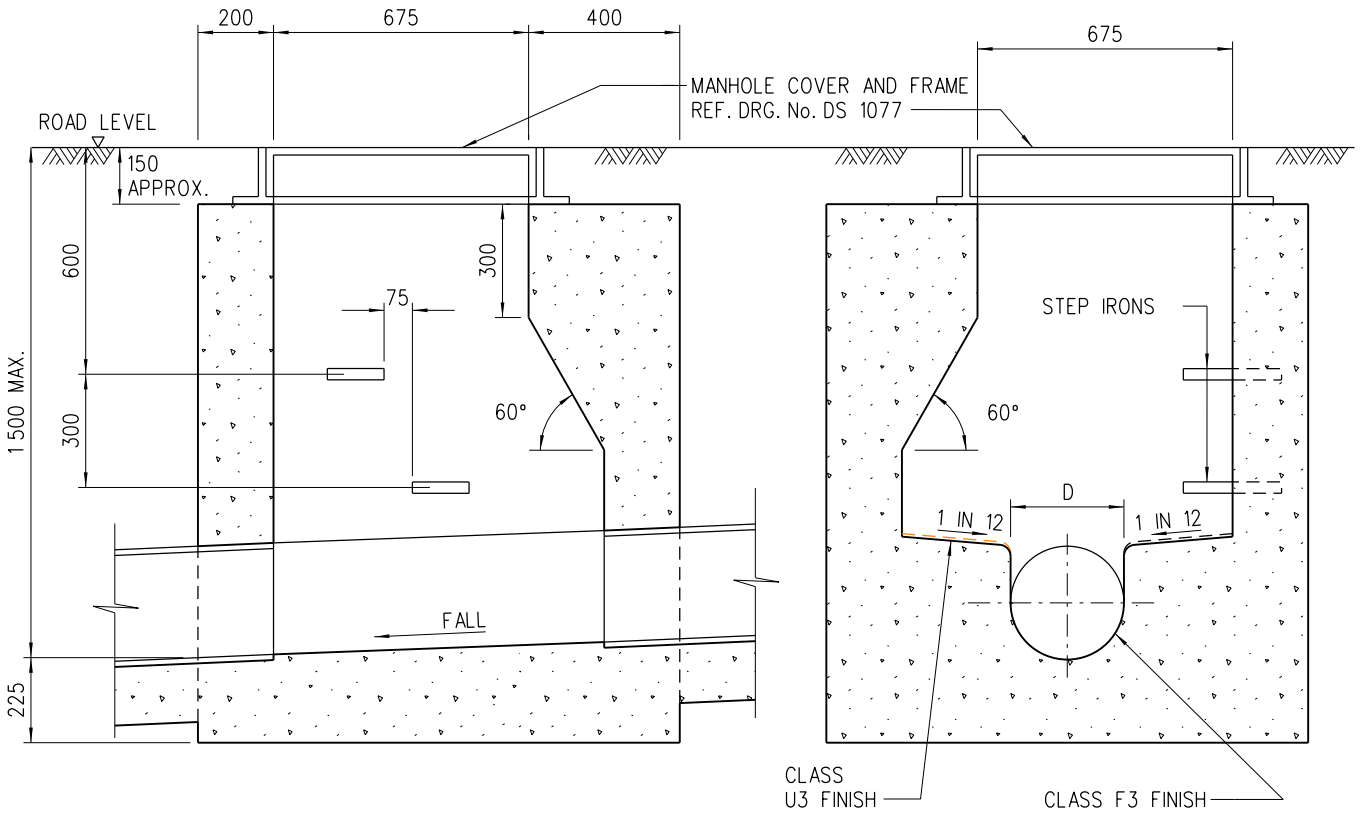
Q= VA (0.8 factor for sedimentation)

= **0.949** m3/s

> **0.738** m3/s Ok

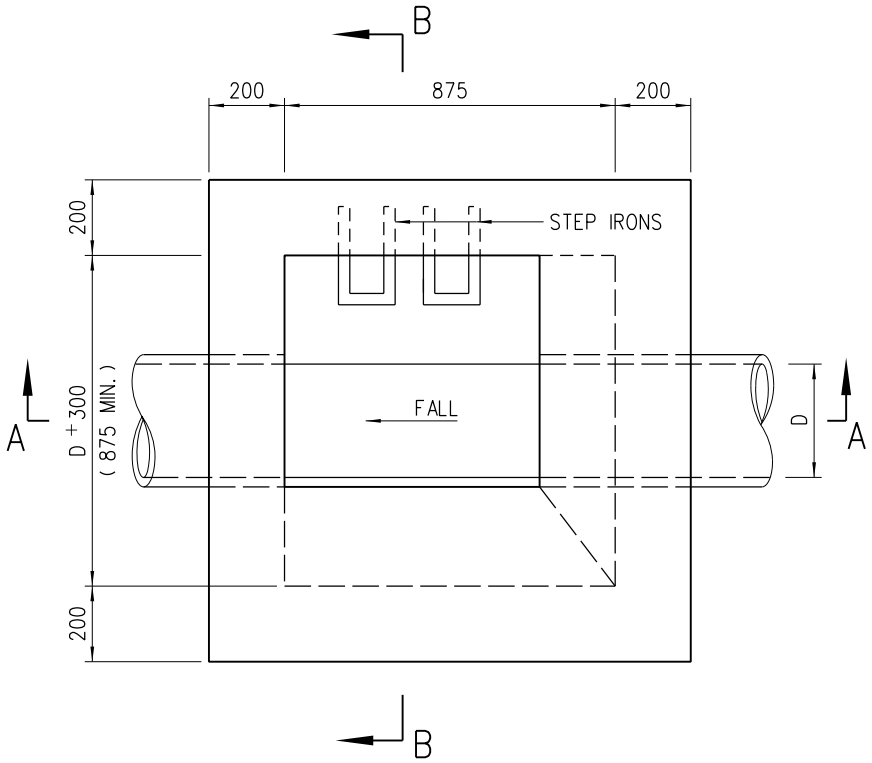
% of capacity utilization = **78%** <90%, OK

Provide 750mm dia. concrete pipe (1:250) is OK



SECTION A-A

SECTION B-B



PLAN

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. PIPE DIAMETER : 150 TO 675 mm
3. NORMAL RANGE OF DEPTH : 1 000 TO 1 500 mm (FROM ROAD LEVEL TO LOWEST INVERT)
4. USED IN : STORMWATER DRAIN AND SEWER
5. JUNCTION : POSITION OF JUNCTION TO BE DETERMINED IN EACH INDIVIDUAL CASE. CHANNELS IMMEDIATELY UNDER ACCESS TO MANHOLE SHOULD BE AVOIDED.
6. TOP TREATMENT : SEE DRG. No. DS 1032
7. FOUNDATION : FOUNDATION OF MANHOLE VARIES WITH SITE CONDITION. THEREFORE, IT SHOULD BE DETERMINED ON SITE BY THE ENGINEER.
8. CONCRETE : GRADE 30/20
9. COVER AND FRAME NOT SHOWN ON PLAN FOR CLARITY.
10. RECESS WITH SQUARE STEEL ROD SHALL BE PROVIDED AT TOP OF MANHOLE CHAMBER FOR INSTALLING MONITORING DEVICE(S). DETAILS REFER TO DSD STANDARD DRAWING NO. DS 1099.

REV.	DESCRIPTION	SIGNATURE	DATE
A	NOTE 10 ADDED	ORIGINAL SIGNED	2.8.2022
	NEW ISSUE	ORIGINAL SIGNED	15.8.2007

STANDARD MANHOLE TYPE D1

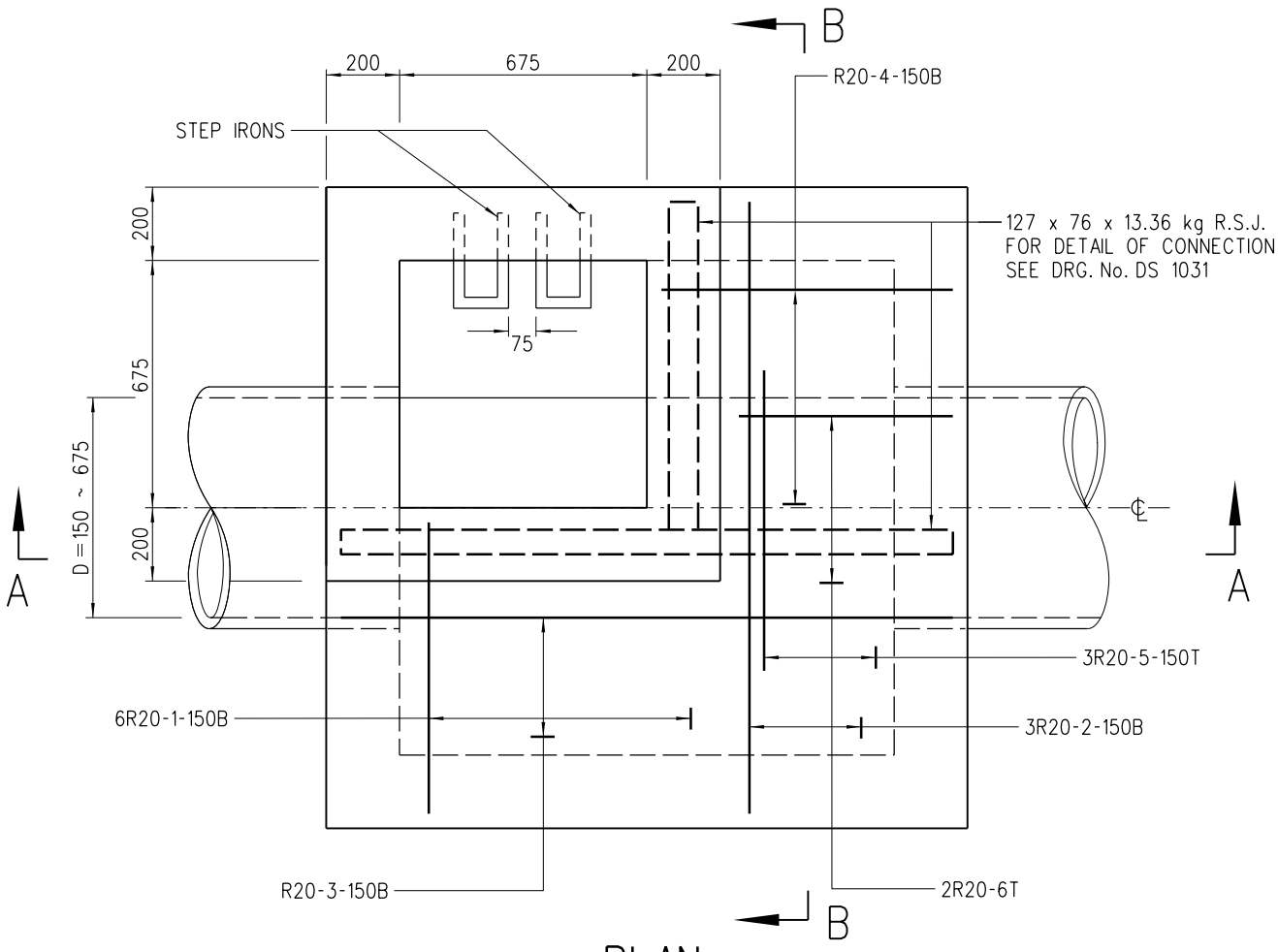
DRAINAGE SERVICES DEPARTMENT

REFERENCE

DRAWING No.

DS 1079A

SCALE 1 : 20



PLAN

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. NOTATION OF REINFORCEMENT : THE SEQUENCE OF DESCRIPTION OF IDENTIFICATION MARKS ON DRAWINGS FOR STEEL REINFORCING BARS FOR CONCRETE WORK IS AS FOLLOWS (NUMBER, TYPE, SIZE, MARK, SPACING, LOCATION OR COMMENT)
3. B DENOTES GRADE 500B RIBBED REINFORCEMENT.
4. R DENOTES GRADE 250 PLAIN REINFORCEMENT.
5. PIPE DIAMETER : 150 TO 675 mm
6. NORMAL RANGE OF DEPTH : 1 500 TO 3 000 mm (MEASURED FROM ROAD LEVEL TO LOWEST INVERT)
7. USED IN : STORMWATER DRAIN AND SEWER
8. JUNCTION : POSITION OF JUNCTION TO BE DETERMINED IN EACH INDIVIDUAL CASE. CHANNELS IMMEDIATELY UNDER ACCESS TO MANHOLE SHOULD BE AVOIDED.
9. TOP TREATMENT : SEE DRG. No. DS 1032
10. FOUNDATION : FOUNDATION OF MANHOLE VARIES WITH SITE CONDITION. THEREFORE, IT SHOULD BE DETERMINED ON SITE BY THE ENGINEER.
11. CONCRETE : GRADE 30/20
12. ALL BAR MARKS APPEARED HEREON ARE USED FOR REFERENCE IN THIS DRAWING ONLY.
13. MINIMUM COVER AT END OF BARS 40 mm
14. COVER AND FRAME NOT SHOWN ON PLAN FOR CLARITY.
15. RECESS WITH SQUARE STEEL ROD SHALL BE PROVIDED AT TOP OF MANHOLE CHAMBER FOR INSTALLING MONITORING DEVICE(S). DETAILS REFER TO DSD STANDARD DRAWING NO. DS 1099.

REV.	DESCRIPTION	SIGNATURE	DATE
C	NOTE 15 ADDED	ORIGINAL SIGNED	2.8.2022
B	NOTE 11 DELETED NOTES 2, 3 & 4 ADDED	ORIGINAL SIGNED	29.4.2015
A	NOTE 11 REVISED	ORIGINAL SIGNED	24.11.2014
	NEW ISSUE	ORIGINAL SIGNED	15.8.2007

STANDARD MANHOLE TYPE E1

DRAINAGE SERVICES DEPARTMENT

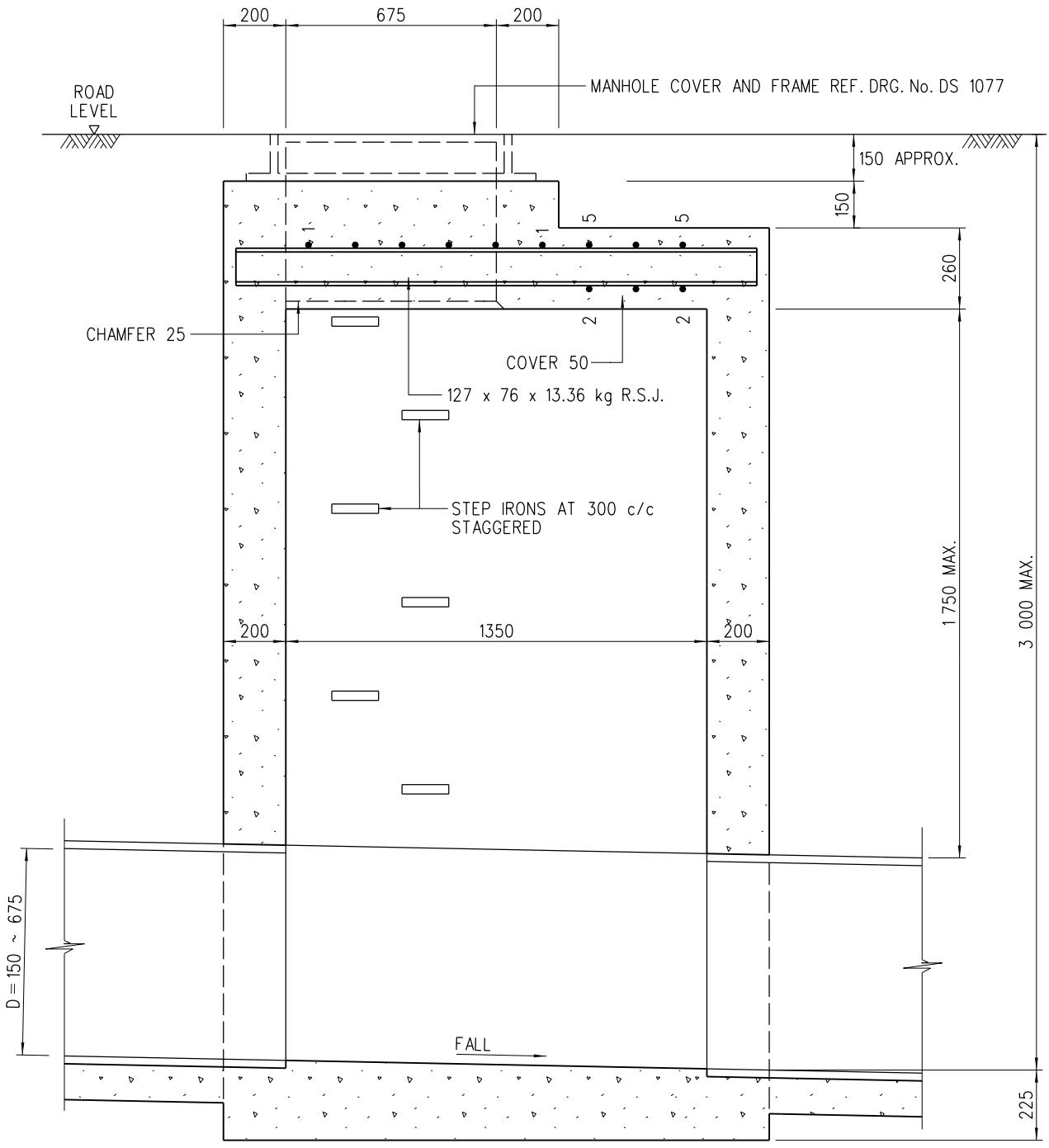
REFERENCE

DRAWING No.

DS 1080C

SCALE 1 : 20

(SHEET 1 OF 3)



SECTION A-A

BAR MARKS	SHAPE CODE ○
1 & 4	99
2, 3 & 6	35
5	20

REV.	DESCRIPTION	SIGNATURE	DATE
C	NOTE 15 ADDED	ORIGINAL SIGNED	2.8.2022
B	NOTE 11 DELETED NOTES 2, 3 & 4 ADDED	ORIGINAL SIGNED	29.4.2015
A	NOTE 11 REVISED	ORIGINAL SIGNED	24.11.2014
	NEW ISSUE	ORIGINAL SIGNED	15.8.2007

STANDARD MANHOLE TYPE E1

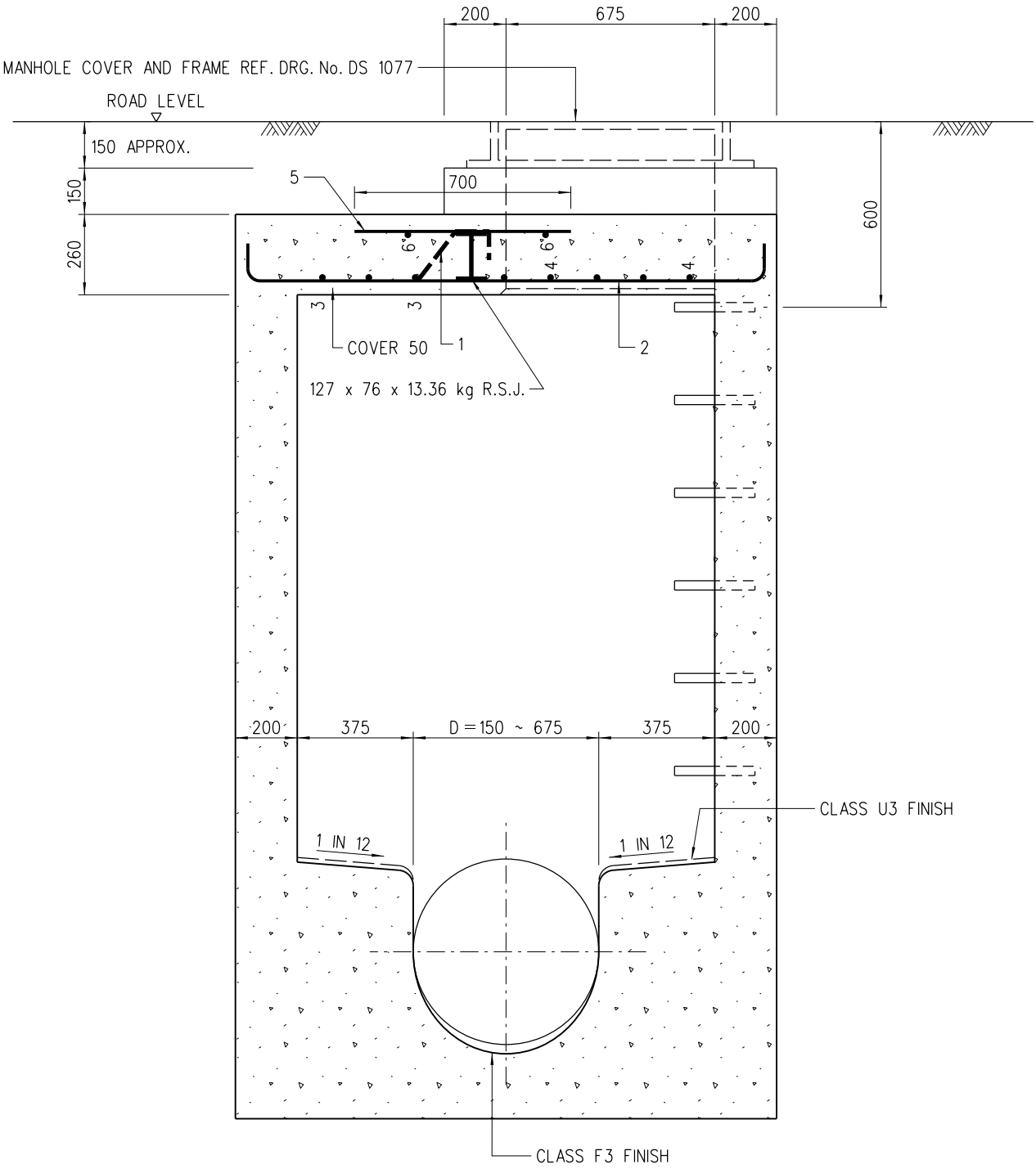
DRAINAGE SERVICES DEPARTMENT

REFERENCE

SCALE 1 : 20

DRAWING No. DS 1080C

(SHEET 2 OF 3)



SECTION B-B

REV.	DESCRIPTION	SIGNATURE	DATE
C	NOTE 15 ADDED	ORIGINAL SIGNED	2.8.2022
B	NOTE 11 DELETED NOTES 2, 3 & 4 ADDED	ORIGINAL SIGNED	29.4.2015
A	NOTE 11 REVISED	ORIGINAL SIGNED	24.11.2014
	NEW ISSUE	ORIGINAL SIGNED	15.8.2007

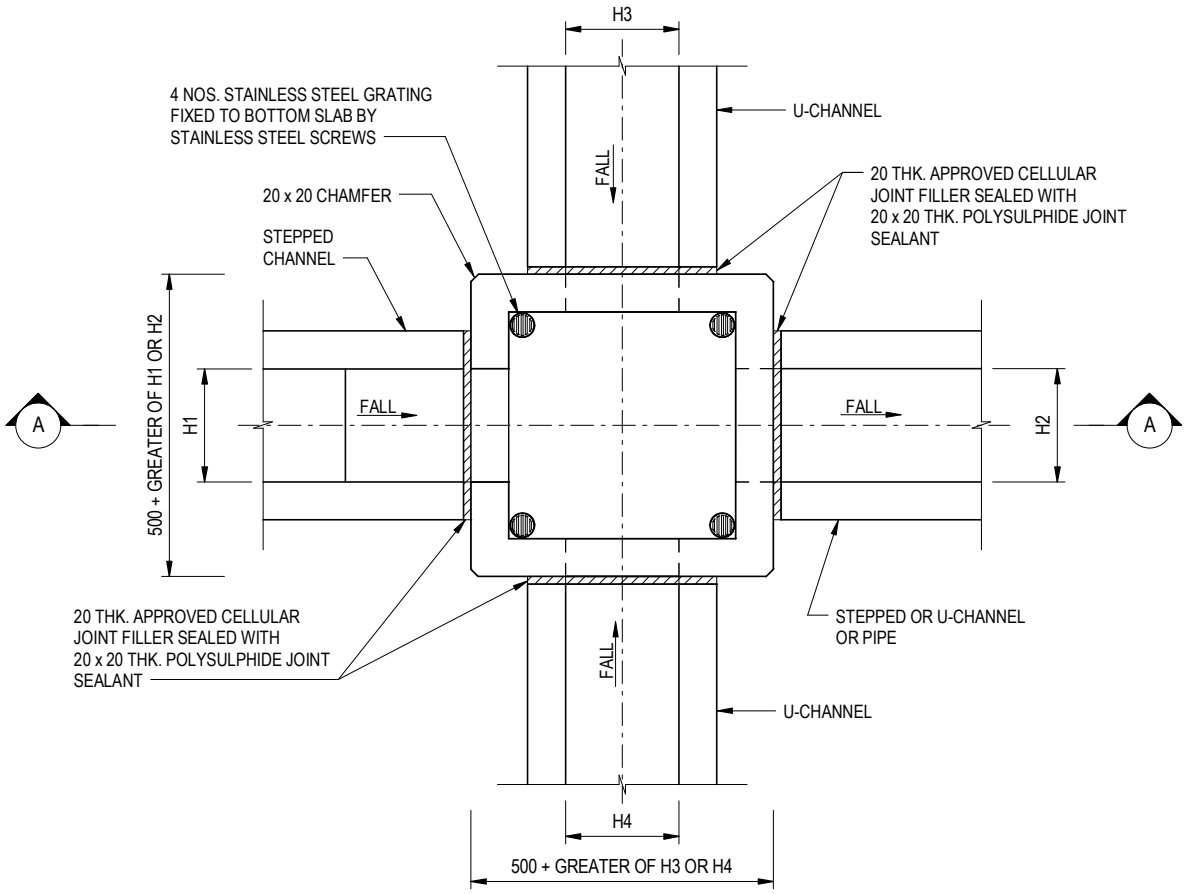
STANDARD MANHOLE
TYPE E1

DRAINAGE SERVICES DEPARTMENT

REFERENCE

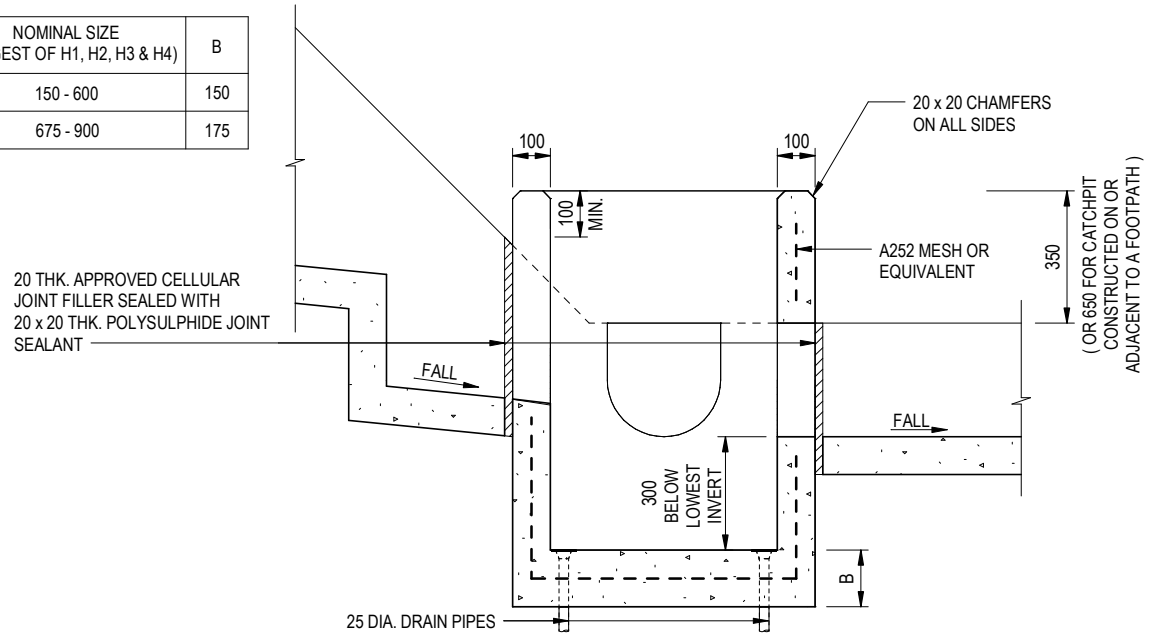
DRAWING No.
DS 1080C
(SHEET 3 OF 3)

SCALE
1 : 20



PLAN

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
150 - 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
A	BIM OBJECT REVISION.	Original Signed	12.2025
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP (SHEET 1 OF 2)

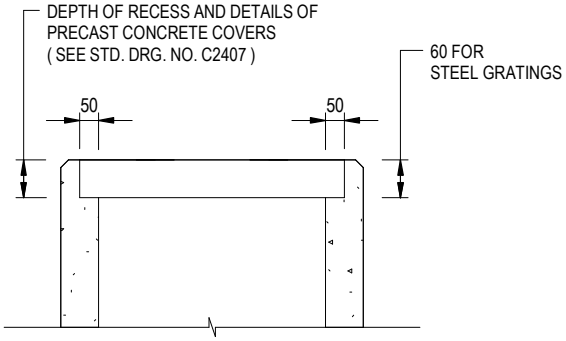
CEDD

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DATE JAN 1991

DRAWING NO. C2406 /1A



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 1000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.

10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1000 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
B	BIM OBJECT REVISION.	Original Signed	12.2025
A	MINOR AMENDMENT.	Original Signed	04.2016
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP
(SHEET 2 OF 2)

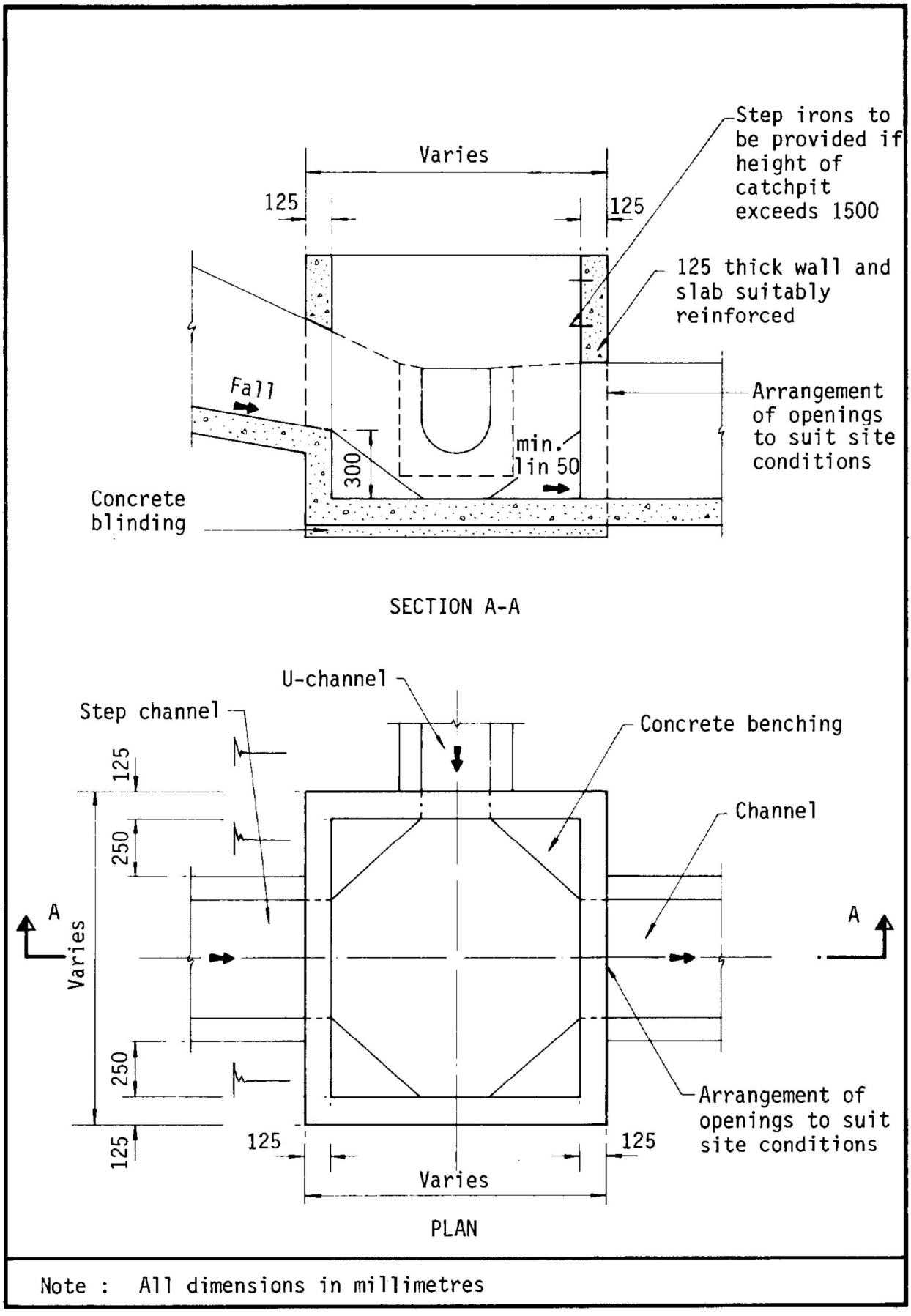
CEDD

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

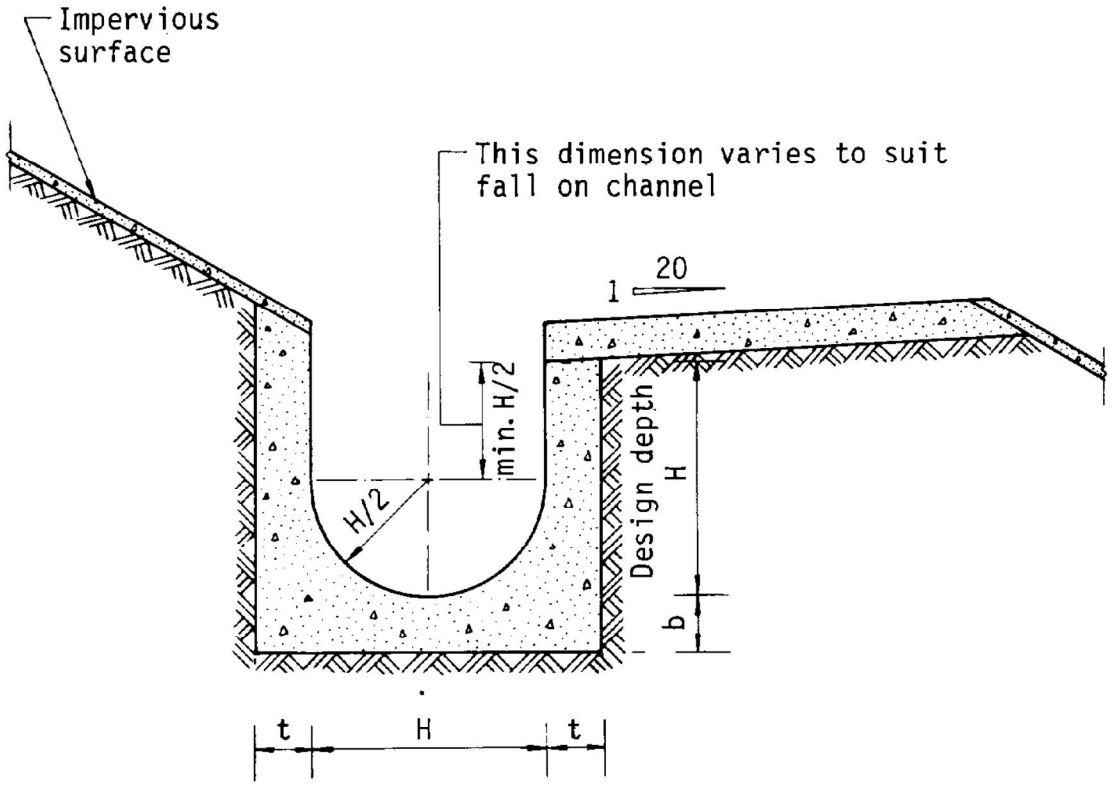
DATE JAN 1991

DRAWING NO.
C2406 /2B



Note : All dimensions in millimetres

Figure 8.10 - Typical Details of Catchpits



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

寄件者: [redacted]
寄件日期: 2026年10月29日星期四 14:36
收件者: tpbpd/PLAND
副本: Jason Sek Hei WONG/PLAND; Travis Tsz Ki KWOK/PLAND; Athena Pui Yin LAI/PLAND; [redacted]
主旨: S.16 Planning Application No. A/YL-SK/471 - Submission of Further Information (2)
附件: A_YL-SK_471_FI(2)_Attachment 1_RtoC Table_Combined.pdf; Plans 1-2.pdf

郵件標幟: 待處理
標幟狀態: 已標幟

類別: Internet Email

Your Ref.: TPB/A/YL-SK/471

Dear Jason,

Application for Permission under Section 16 of the Town Planning Ordinance (Cap.131)
Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities and Associated Filling of Land for a Period of 5 Years
in "Residential (Group C)" and "Village Type Development" Zones at Various Lots in D.D.112 and Adjoining Government Land, Shek Kong, Yuen Long
(Planning Application No. A/YL-SK/471)

Submission of Further Information (2)

Reference is made to the captioned planning application and the departmental comments received via email from the Planning Department on 16.10.2026.

In response to the concerned departmental comments, we are pleased to submit further information including the following documents for your consideration:

- **Attachment 1** – Responses-to-Comments Table
- **Plans 1-2**

In view of DSD's comments, a revised drainage proposal is prepared to demonstrated that the proposed development would not induce any adverse drainage impacts on the surrounding areas.

Should you have any queries or require further clarification, please do not hesitate to contact the undersigned at [redacted] Thank you.

Regards,
Woody LIN
Senior Town Planner
Tensor Planning and Surveying Limited

Direct Line: [redacted] Fax: [redacted]
301 Sha Po Tsuen, Kam Tin Yuen Long, N.T.

Attachment 1 - Response-to-Comments Table

<table>
<tr><th></th><th>Comments</th><th>Responses</th></tr>
<tr><td></td><td>Transport Department (Contact Person: Mr. Phil CAI), dated 16.10.2026

Considering the scale of the development, please submit a traffic review to assess the traffic impact to public road and the local access</td><td>The vehicular access in Lin Fa Tei is a two-way road with the width of about 7.5m, connecting with the subject site by the branch roads with the width of 4m (see site photos attached). In view of potential traffic issue of one-way branch road, the proposed ingress and egress route are revised as shown in Plan 1. Traffic signs would be placed at the ingress/egress point to guide the drivers to leave the proposed public vehicle park via the proposed egress route. Hence, no vehicle would be expected to queue back to or reverse onto/from the public road.

A traffic survey was conducted on 28.10.226 (Wednesday) 5-6pm and 29.10.226 (Thursday) 8-9am counting the traffic in and out to Kam Sheung Road at the vehicular access in Lin Fa Tei. The traffic count results are as follow :

<u>Private Car</u>
<table>
<tr><td></td><td colspan="2">In</td><td colspan="2">Out</td></tr>
<tr><td></td><td>From KSR West bound</td><td>From KSR East bound</td><td>To KSR West bound</td><td>To KSR East bound</td></tr>
</table>
</td></tr>
</table>

Trip at AM peak hour (8-9am)	0	0	0	0
Trip at PM peak hour (5-6pm)	2	1	6	0

LGV

	In		Out	
	From KSR West bound	From KSR East bound	To KSR West bound	To KSR East bound
Trip at AM peak hour (8-9am)	3	0	0	0
Trip at PM peak hour (5-6pm)	0	1	1	1

Estimated Traffic Generation and Attraction of the Proposed Public Vehicle Park (from Planning Statement)

Time Period	Private Car		LGV	
	In	Out	In	Out

		<table><tr><td>Trips at peak hours (7:00 to 9:00 a.m. & 5:00 to 7:00 p.m.)</td><td>48</td><td>30</td><td>6</td><td>4</td></tr><tr><td>Average Traffic trip per hour</td><td>5</td><td>5</td><td>2</td><td>1</td></tr></table> According to the TPDM Chapter 2.4, the design capacity of a local two-way carriageway is 800 vehicles/hour. The proposed public vehicle park targets the local villagers and visitors, as well as some workers who work nearby to park their LGV during work hours. As their traffic pattern would be different : visitors are with most frequent visit in weekends, workers will park or use their LGV during work hours, etc. They would drive at flexible hours that vehicle trips would not be concentrated on rush hour. Considering the traffic infrastructure, traffic count results and traffic pattern provided as above, it is expected that the traffic impact of the proposed public vehicle park would be limited.
	Agriculture, Fisheries and Conservation Department (Contact Person: Miss WONG Cheuk Ling), dated 16.10.2026 It is noted from the aerial photo that the eastern portion of the application site (the Site) is vegetated, yet it is noted from part 9 of application from that there will be no tree felling.	Noted. A site visit was conducted on 22.10.2026 that the eastern portion mainly comprises bush, shrubs and grassland, and no trees were identified. Hence, there would be no tree felling. An aerial photo (see **Plan 2**) was attached for your further reference.

	Please clarify whether tree will be felled for the proposed use.	

Photos of the Subject Site and Associated Vehicular Access












1
4.0m
4.0m
Proposed Vehicular Egress


2
4.0m
4.0m
Proposed Vehicular Ingress

LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 6,695 m^2 (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM KAM SHEUNG ROAD VIA A LOCAL TRACK

ACCESSIBLE FROM KAM SHEUNG ROAD VIA A LOCAL TRACK

KAM SHEUNG ROAD

錦上路

LIN FA 連花地

YUEN LONG DD112

WAH YUEN 華園

LAI UK TSUEN 黎屋村

0 20 50 M @A3

- ALL DIMENSIONS ARE IN MILLIMETER EXCEPT OTHERWISE NOTED
- DO NOT SCALE DRAWING

N

LEGEND

APPLICATION SITE

ACCESS ROUTE

–	LOCATION PLAN	21 JUL 2026

REVISION

	name	
drawn	CT	DATE –
checked	–	DATE –
approved	–	DATE –

contract no. –

project no. DD112

TITLE :

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS

SITE LOCATION :

LOTS 261, 262, 264, 265, 266 S.A, 266 S.C, 266 S.D & S.E AND 276 IN D.D.112 AND ADJOINING GOVERNMENT LAND, SHEK KONG, YUEN LONG, NEW TERRITORIES

drawing title.

LOCATION PLAN

drawing no.	rev.	scale
PLAN 1	–	N.T.S.


268 RP
269 S.B
269 S.C
269 S.D
269 S.E
269 S.F
269 S.G
269 S.H
269 S.J
269 S.K
269 S.L
269 S.M
269 S.N
269 S.P
269 S.Q
269 S.R
269 S.S
269 S.T
269 S.U
269 S.V
269 S.W
269 S.X
269 S.Y
269 S.Z
268 S.A
268 S.B
268 S.C
268 S.D
268 S.E
268 S.F
268 S.G
268 S.H
268 S.J
268 S.K
268 S.L
268 S.M
268 S.N
268 S.P
268 S.Q
268 S.R
268 S.S
268 S.T
268 S.U
268 S.V
268 S.W
268 S.X
268 S.Y
268 S.Z
272 RP
272 S.A
272 S.B
272 S.C
272 S.D
272 S.E
272 S.F
271 RP
271 S.A
271 S.B
271 S.C
271 S.D
271 S.E
271 S.F
271 S.G
271 S.H
270 S.A
270 S.B
270 S.C
270 S.D
270 S.E
270 S.F
270 S.G
270 S.H
270 S.J
270 S.K
270 S.L
270 S.M
270 S.N
270 S.P
270 S.Q
270 S.R
270 S.S
270 S.T
270 S.U
270 S.V
270 S.W
270 S.X
270 S.Y
270 S.Z
274
275
277
278 S.B
279
280
284
276
266 S.D & S.E
263 S.A
262
267 S.A
267 S.B
267 S.C
267 S.D
267 S.E
267 S.F
267 S.H
266 S.A
266 S.B
266 S.C
263 RP
265
261
264
816 RP
816 S.A
816 S.B
816 S.C
816 S.D
816 S.E
816 S.F
816 S.H
816 S.J
816 S.K
816 S.L
816 S.M
816 S.N
816 S.P
816 S.Q
816 S.R
816 S.S
816 S.T
816 S.U
816 S.V
816 S.W
816 S.X
816 S.Y
816 S.Z
818 S.A
818 S.B
819 S.A
819 S.B
819 S.C
819 S.D
819 S.E
819 S.F
819 S.G
819 S.H
819 RP
820 S.A
820 S.B
820 S.C
820 S.D
820 S.E
820 S.F
820 S.G
820 S.H
820 S.K
820 RP
821 S.A
821 S.A RP
821 RP
847 S.A
847 S.B
846 S.A
846 S.B
846 S.C
846 S.H
846 RP
849
852
853
854 S.A
854 S.B
255
257
256
861
860
259 S.A
259 S.B RP
259 S.C
259 S.D
259 RP
258
245
246
247
BL950
BL400
BL396
BL397
BL398
BL399
BL1630
BL1631
BL1633
BL1634
BL1721
BL18556
BL16376
BL16377
BL17710
BL16900
BL13569
BL16623
BL16662
BL16694
BL16693
BL16691
BL16659
BL9591
BL14979
BL9...
BL774
BL1694
BL16944
BL2471
BL2439
YLM9450d
STW3855
WAH YUEN
露天貨倉
Open Storage
泥路
Track