



毅勤發展顧問有限公司

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Date : 13th October, 2026
Our Ref. : ADCL/PLG-10359/L003

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

By Email

Dear Sir/Madam,

**Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Lot Nos. 1018 RP (Part), 1019 RP (Part), 1022 RP (Part), 1020 (Part), 1021 (Part) and 1024 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories
(Planning Application No. A/YL-TYST/1374)**

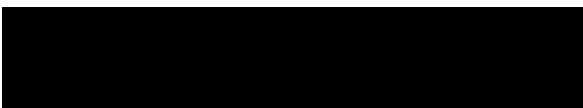
We refer to the comments received from the Drainage Services Department regarding the subject application and enclose a Response to Comment table together with a drainage proposal for the consideration of the relevant department and the Town Planning Board.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at [REDACTED].

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Isa YUEN
Encl.

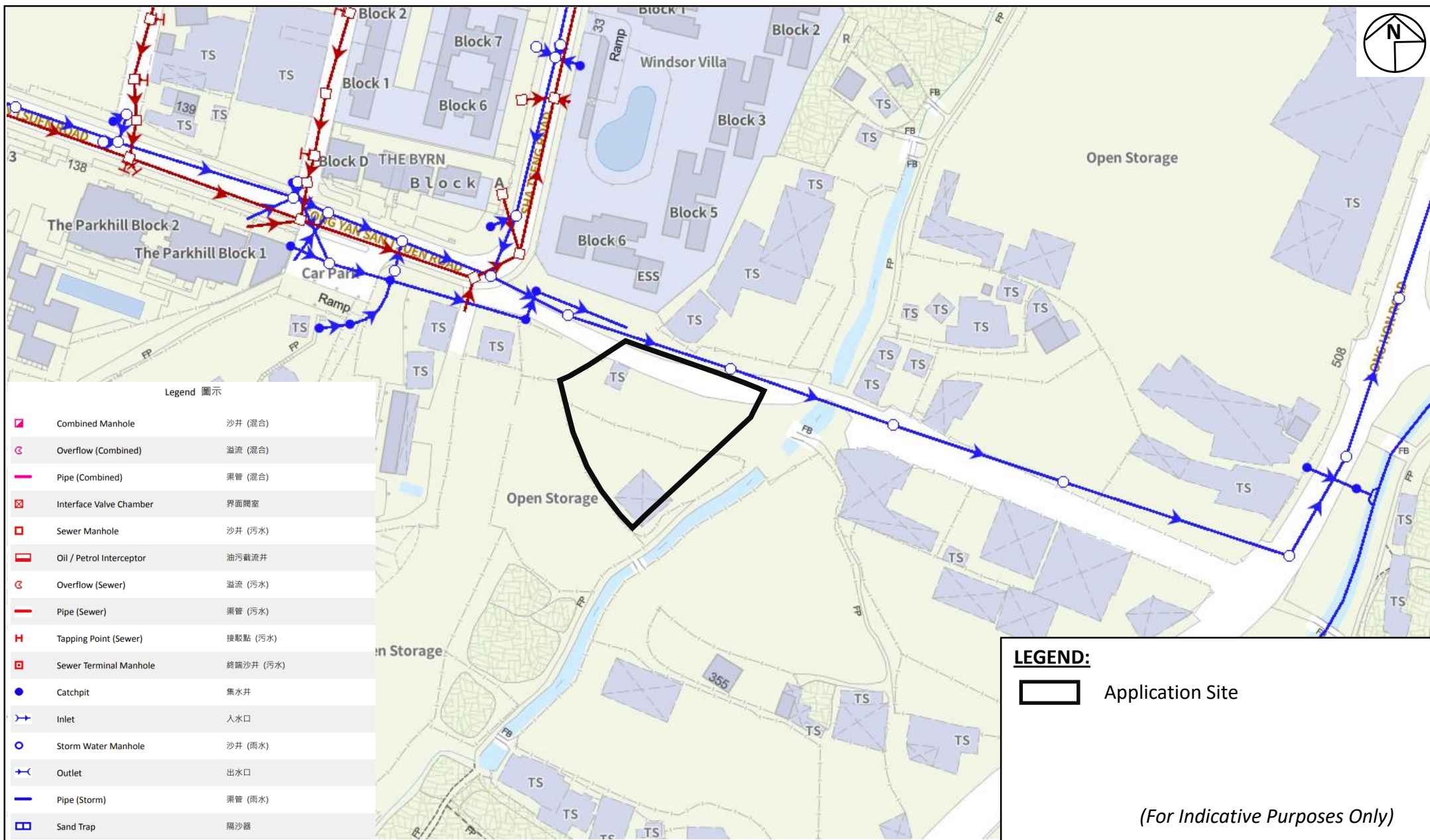
Address 地址 :



Response to Comment Table

Comment from the Drainage Services Department (8.10.2026)	Response
It is noted the application site would encroach upon an existing access road on its northern site and this access road will be realigned further north into the existing verge area according to Figure 1 of the planning statement. The proposed realignment would affect the existing drains (serving the upstream private developments, including Planning Application No. A/YL-TYST/1351) and the existing trees located north of the existing access road. The relevant government departments and stakeholders should be consulted on the applicant's proposed works; Further to the above comment from public drainage point of view, the applicant should submit a drainage proposal demonstrating a feasible diversion scheme for the existing drains for our agreement and such diversion works should be carried out by the applicant at his own expense. The existing drainage facilities should not be disturbed or interfered with until any necessary diversion works, which have been accepted by DSD and the relevant stakeholders, have been satisfactorily completed. The applicant may refer to the GeoInfo Map (http://www.map.gov.hk/gm/) to obtain records of nearby public drainage pipes and manhole facilities.	The application site encompasses private lots only and access road will be realigned further north. A site inspection was carried out on 12.10.2026. Photos 3 and 9 of the drainage proposal show the existing condition at the proposed road realignment location and no U-channels were found to the north of the application site. As refer to the drainage proposal, the proposed development does not encroach upon the existing 1.5m pipe, and would not affect the existing drains serving the upstream private developments. The applicant will consult relevant government departments for the proposed works. Noted. Please refer to the drainage proposal. Based on current site conditions, no existing U-channel is found to the north of the application site. As shown in the drainage proposal, the proposed works will not affect existing drainage facilities. Consequently, no diversion works are required, and the proposed development will not affect existing drains. The applicant is committed to implementing the drainage works to the satisfaction of DSD by way of approval conditions. Noted. With reference to Figure 5 and the drainage proposal, no existing U-channel is found to the north of the application site, and the proposed

Comment from the Drainage Services Department (8.10.2026)	Response
The applicant should verify the existence of any drains/sewers/utilities and also their exact locations, levels, and alignments on site in order to ascertain the positions and levels of the proposed manholes and the associated connection works. The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.	development will not affect nearby public drainage pipes or manhole facilities. The applicant is committed to implementing the drainage works to the satisfaction of DSD by way of approval conditions. Noted.



Project:

Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories

Title:

Existing Drainage Pipes and Manhole Facilities (Extract of the GeoInfo Map)

Figure:

5

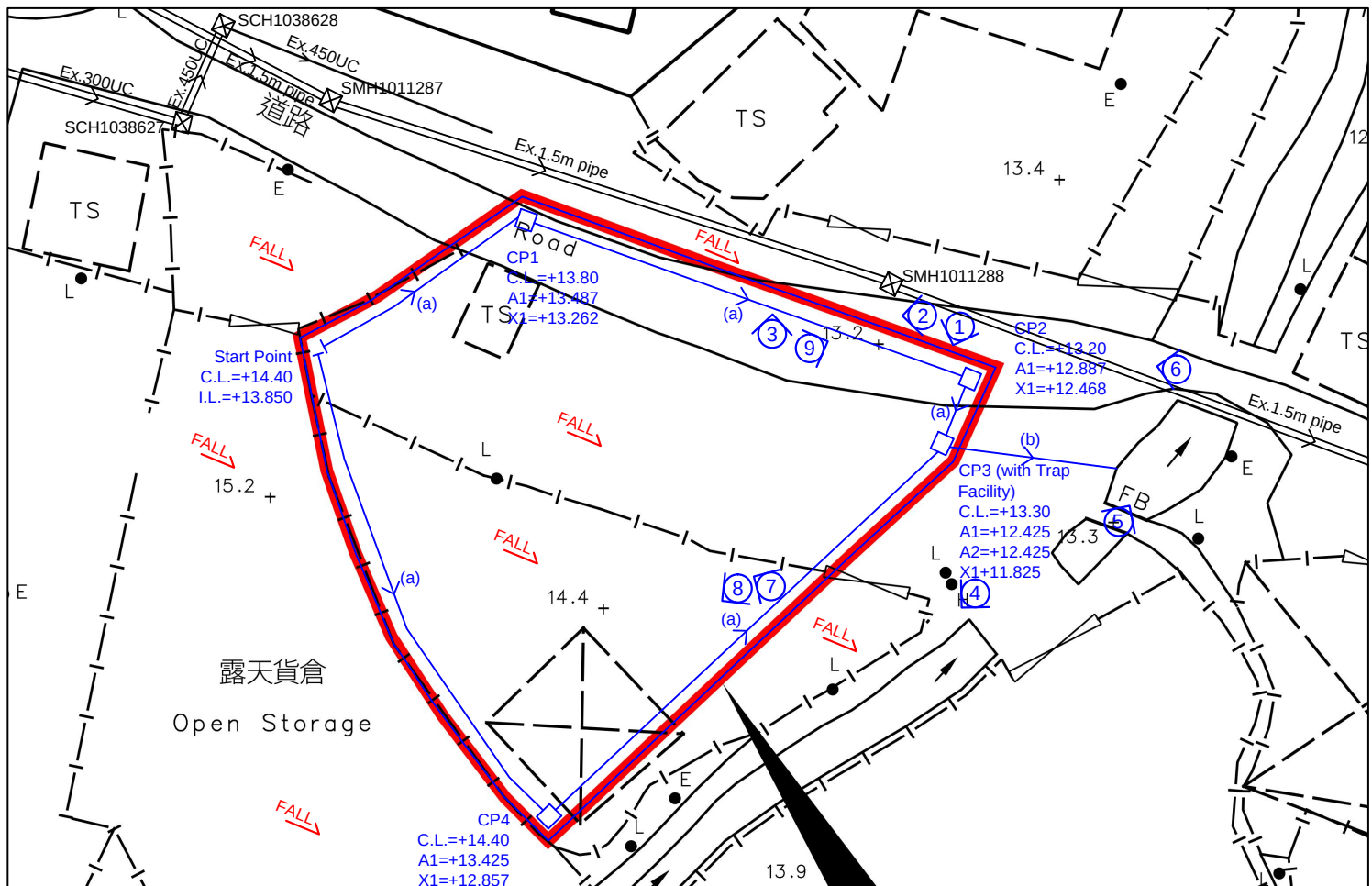
Scale:

Not to Scale

Date:

Oct 2026

Ref.: ADCL/PLG-10359-R001/F005



Note:
1. Catchpits (CP3) with desilting facility shall follow CEDD standard drawing No. C24061.

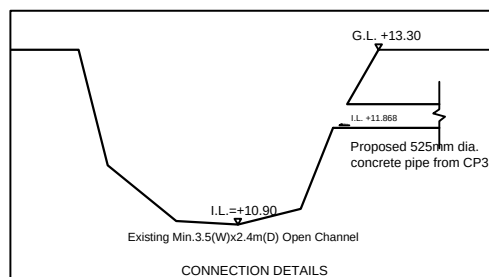
2. Catchpit and UC follows Typical Details of Geotechnical Manual for Slope Fig.8.10 and Fig.8.11 respectively.

3. Fence Wall to be erected (if any) shall be Open-bottom type.

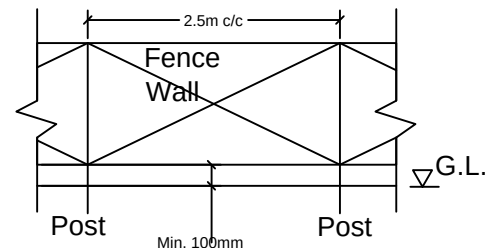
4. No site formation/levelling works to be carried out.

LEGEND

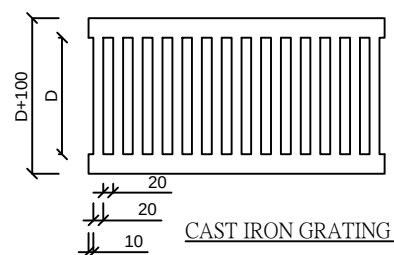
- CP Proposed Catchpit
- (a) Proposed 525HRUC (1:100) with cast iron cover
- (b) Proposed 525 mm dia. concrete pipe (1:100)
- ① Photo Viewport



CONNECTION DETAILS



TYPICAL DETAIL OF OPEN-BOTTOM TYPE FENCE WALL



CAST IRON GRATING

正宏工程顧問公司

CHING WAN ENGINEERING CONSULTANT COMPANY

Project:

Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long

(Application Number:A/YL-TYST/1374)

Title:

Drainage Proposal - LAYOUT

D01-1

Drawn by:

DM

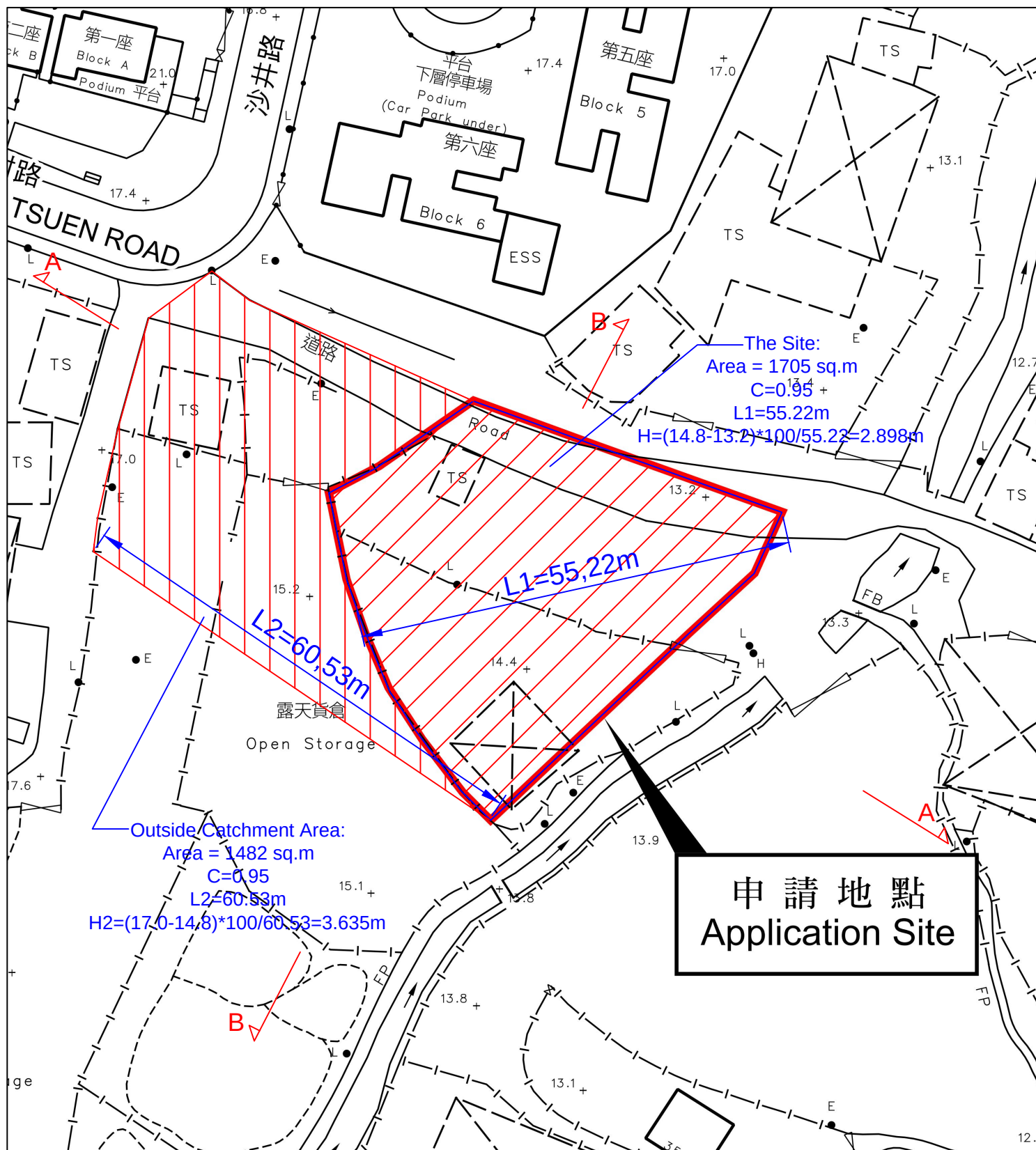
Date:

14-10-2026

Check by:

DM

Scale:



正宏工程顧問公司

CHING WAN ENGINEERING CONSULTANT COMPANY

Project:

Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long

(Application Number:A/YL-TYST/1374)

Title:

Drainage Proposal -
Catchment Area Plan

D02

Drawn by:

DM

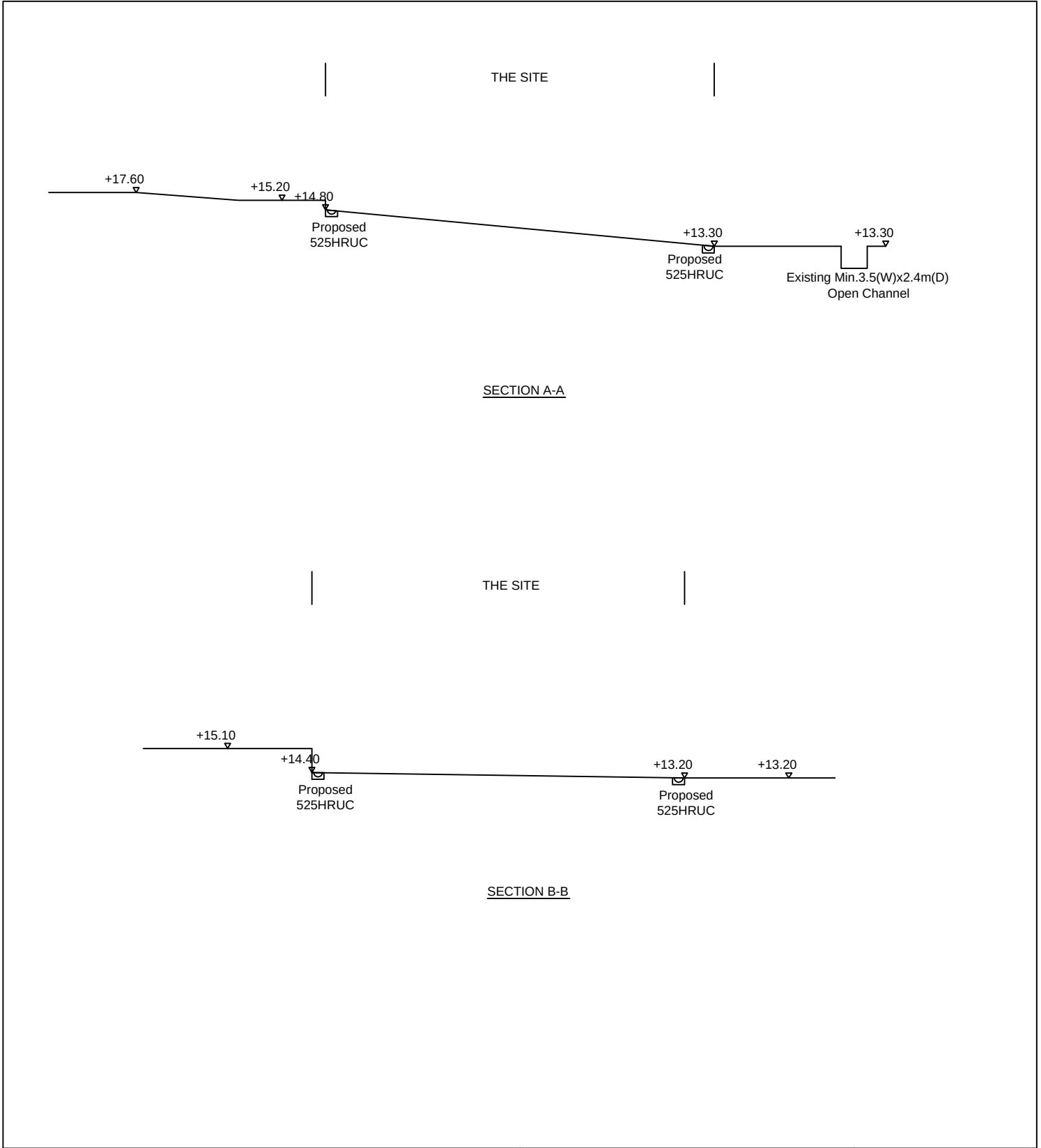
Date:

14-10-2026

Check by:

DM

Scale:



正宏工程顧問公司 CHING WAN ENGINEERING CONSULTANT COMPANY Project: Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long (Application Number:A/YL-TYST/1374)	Title: Drainage Proposal - SECTIONS		D03
	Drawn by: DM	Date: 14-10-2026	
	Check by: DM	Scale: ----	



Ultimate Discharge Point of Ex. Min. 3.5m(W)x2.4m(D) Open Channel



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Runoff Calculation

After Development

	Catchment ID	Area (A) km ²	Average Slope (H), m/100	Flow Path (L), m	Inlet time (to), min	Storm constants			Runoff intensity (i), mm/hr	Runoff Coefficient (C)	Q=1.111*0.278C ^{0.5} A, (m ³ /s), extra 11.1% for climate change
						a	b	c			
Q1	The Site	0.001705	2.898	55.22	3.862	505.5	3.29	0.355	251.417	0.95	0.1258
Q2	Outside Catchment Area	0.001482	3.635	60.53	4.103	505.5	3.29	0.355	248.478	0.95	0.1080

Total= 0.1258

Design drain inside the site and Outfall, consider Q1

$$Q = 0.1258 \text{ m}^3/\text{s}$$

Manning Equation

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

where

$$R = (\pi r^2 / 2) / (\pi r) = 0.1823 \text{ m}$$

$$r = 0.2625 \text{ m}$$

$$A = 0.1082 \text{ m}^2$$

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

$$S_f = 0.01 \text{ (1: 100)}$$

$$\text{Therefore, } V = 0.1823^{2/3} * 0.01^{0.5} / 0.016 = 2.009 \text{ m/sec}$$

Maximum Capacity (Q_{max})

$$= V * A = 0.2175 \text{ m}^3/\text{sec}$$

$$\% \text{ Utilization} = \frac{0.1258}{0.2175} = 58\% < 90\%, \text{ OK}$$

Provide 525HRUC (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/s ² gravitational acceleration (m/s ²)
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	m ² /s kinematic viscosity of fluid (m ² /s)
s	=	0.010	hydraulic gradient (1: 100)

$$\text{Therefore, design V of pipe capacity} = 2.773 \text{ m/s}$$

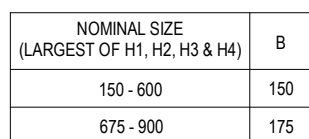
$$Q = VA \text{ (0.8 factor for sedimentation)}$$

$$= 0.600 \text{ m}^3/\text{s}$$

$$> 0.1258 \text{ m}^3/\text{s} \text{ Ok}$$

$$\% \text{ of capacity utilization} = 21\% < 90\%, \text{ OK}$$

Provide 525mm dia. concrete pipe (1:100) is OK



- SECTION A - A

CATCHPIT WITH TRAP (SHEET 1 OF 2)

A	BIM OBJECT REVISION.	Original Signed	12.2025
—	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE



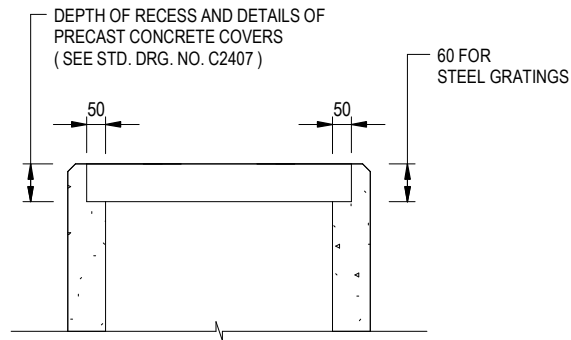
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE	JAN 1991
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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.

B	BIM OBJECT REVISION.	Original Signed	12.2025
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 /2B

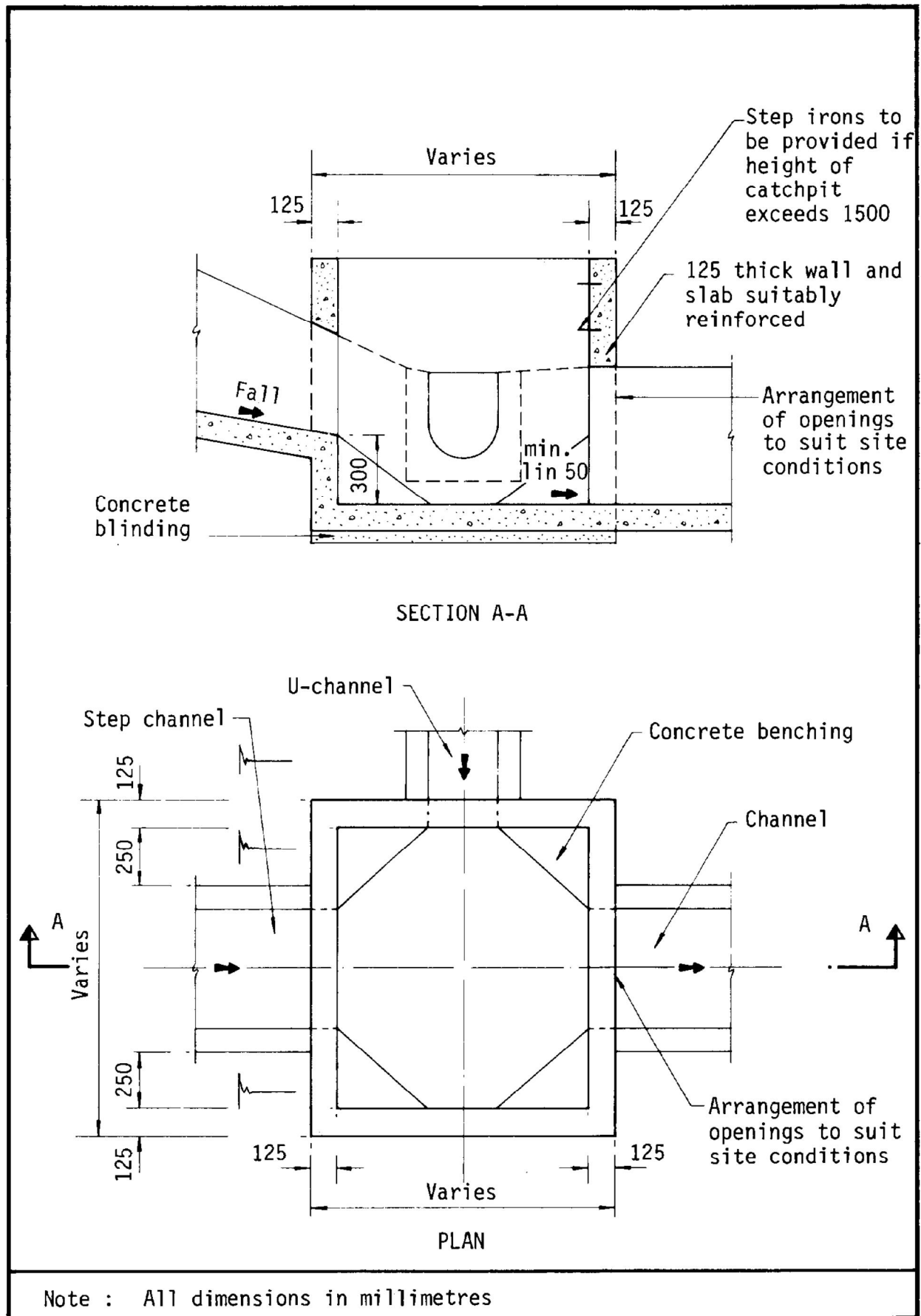
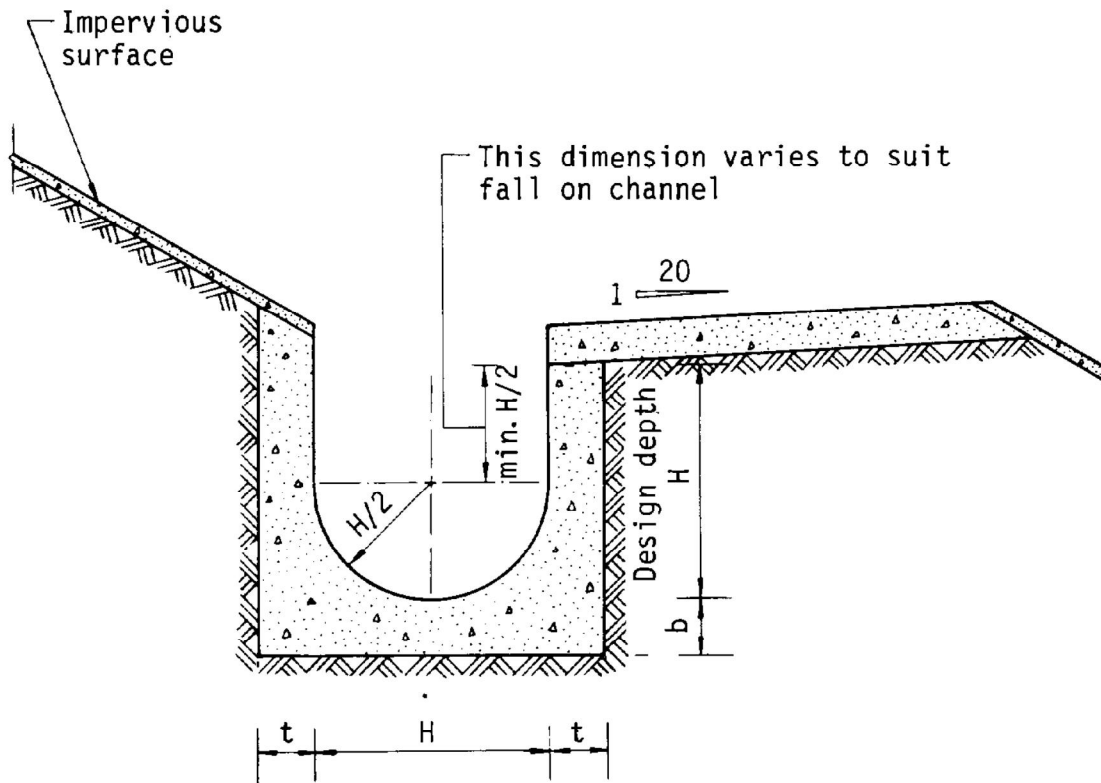


Figure 8.10 - Typical Details of Catchpits



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