Table A

Responses-to-Comments (“R-to-C”) Table dated 12.5.2026

Application No. Y/YL-MP/11 Proposed Rezoning from "Residential (Group D)" to "Residential (Group C)2" Zone for Proposed Residential Development, Lot 4822 in D.D.104 and Adjoining Government Land, Mai Po, Yuen Long

Table A: Responses-to-Comments (12.5.2026)

Departmental Comments		**Applicant's Responses**
A.	**Environmental Protection Department ("EPD") (received on 16.4.2026)**	
Air Quality		
1.	Table 2.2: The status of ASRs A12-A17 and A18 should be "Planned", please update.	Updated.
2.	Section 2.3.2: Please revise "minimize the adverse" in line 1 to "control the". Same comment for line 6 of Section 4.2.3.	Revised.
3.	Section 2.3.5: For clarity, please revise "Kam Pok Road by >5m. There is also >5m building setback from" in lines 5-6 to "roads by more than 10m (buffer distance requirement for DD) including".	Revised.
4.	Section 2.3.12: The separation distance should be measured from the proposed exhaust location of SPS to the ASRs. Please review and update the 2nd last sentence in lines 11-14. Figure 2.4 should also be updated as appropriate.	The separation distance measured between the ASR and the proposed exhaust location of the SPS is now stated in Section 2.3.12. The separation distance is also indicated in Figure 2.4, as well as Sections 2.3.12 and 2.3.13 accordingly.
5.	Section 4.2.3: Please correct the typo "programmer" in line 14.	Revised.
6.	Section 4.2.4: Please revise "adverse air quality" in line 1 to "potential air quality impact".	Revised.

Departmental Comments		**Applicant's Responses**
7.	Figure 2.1: ASRs A01 to A11 should be the representative ASRs in construction phase and operation phase, please update the legend.	Legend in Figure 2.1 has been revised accordingly.
Land Contamination		
8.	RtC item 29 & Section – i) Please relocate Sections 5.1.2 & 5.1.3 under a separate sub-section titled "Land contamination". ii) Please confirm if it means no known potentially land contaminated activities in Section 5.1.3. If affirmative, please revise the second last sentence of section 5.1.3.	 The sections have now been relocated to Section 5.4. It is confirmed that there is no known potential land contaminated activities conducted within the site. Section 5.4.2 has been revised.
SIA		
9.	RtC item 30 & Section 4.4 – i) Given that the planned sewerage arrangement under Planning Application Nos. Y/YL-NSW/7 and Y/YL-MP/10 are relevant and have been referenced in this SIA, please include the relevant information of such arrangements e.g. sewer alignment, manholes, invert level, pipe length etc. as an appendix of this SIA. ii) The initial estimation of 15,500 m3/day has accounted other developments in the same area.	 i) Relevant information of the planned sewerage arrangements under Planning Application Nos. Y/YL-NSW/7 and Y/YL-MP/10, including sewer alignments, manhole details, invert levels, and pipe lengths, has been extracted and included in the new Appendix F of the revised SIA report for reference. ii) Section 4.4 is revised. The "estimated future average daily flow" of 15,500 m3/day has been adopted for the cumulative flow in

Departmental Comments		Applicant's Responses	
	Thus, please delete ", and Application Nos. Y/YL-MP/7 …respectively", "The estimated sewage … in Appendix B." and Appendix B. Please also adopt the "estimated future average daily flow" as 15,500 m3/day under Tables 4 to 6 as well as the hydraulic assessment.		Tables 4 to 8 and the updated hydraulic assessment in Appendix F.
	iii) Similar to Planning Application No. Y/YL-NSW/7, please state the proposed completion year of Planning Application No. Y/YL-MP/10.		iii) The proposed completion year of Planning Application No. Y/YL-MP/10 (i.e., 2031) has been stated in Section 4.4 of the revised SIA report.
10.	RtC item 32 & Sections 7.3 & 7.4 –		
	i) Please state the population intake year of Y/YL-MP/7, Y/YL-MP/8, which is not 2031.		i) The population intake year in Section 7.3 is revised.
	ii) Please revise the first sentence under Scenario 1 as "If this application is to be proceeded before all of the developments proposing the communal gravity sewer along Pok Wai Road South, the applicant will be responsible for the construction of the proposed PSL, subject to.....".		ii) Scenario 1 and Scenario 2 in Section 7.4 have been revised according to the requested wordings to clarify the construction and upgrading responsibilities.
	iii) Please revise Scenario 2 as " If Planning Application Nos. Y/YL-NSW7 and/or Y/YL-MP/10 are to be proceeded before this application, the hydraulic assessment in Appendix [X] indicates that the capacity of some sections of the communal		iii) Section 7.4 is revised.

Departmental Comments		Applicant's Responses	
	gravity sewer are insufficient to accommodate the sewage flow. The applicant will be responsible for the upgrading works and liaising with the relevant developers proposing the communal gravity sewer on the construction responsibility before the commencement of construction."		
iv)	Scenarios 1 and 2 will suffice. Please delete Scenario 3.	iv)	Scenario 2 & 3 in Section 7.4 is revised.
v)	The hydraulic assessment for Scenario 1 should be consistent with the proposed sewers under Figure 3, i.e. from conversion chamber to FSH1001886 or from conversion chamber to manhole at Pok Wai West Road to FSH1001886. Please revise.	v)	Hydraulic assessment for Scenario 1 is revised.
vi)	For hydraulic assessment for Scenario 2, please show the entire hydraulic assessment for this case of utilising proposed sewers under Y/YL-NSW7 and/or Y/YL-MP/10 with the sewer details provided under these planning applications. Please also conduct a hydraulic assessment proposing the upgrading works (if necessary) from the application site to FSH1001886 taking into account the sewage flow from other developments in the area.	vi)	Hydraulic assessment for Scenario 2 is revised.

Departmental Comments		Applicant's Responses
11.	RtC item 35 – i) Please provide reference for the population density of Elderly Activity Centre. ii) Please note that the UFF under Table T-2 of the GESF adopted for "Elderly Activity Centre" is applicable to employee. Please update the no. of population and relevant parts as appropriate considering it has included both elderly and staff in your response.	i) Table 2 is revised. A population density of 4 m2/person is adopted for the Elderly Activity Centre based on the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 3 regarding the Net Operating Floor Area (NOFA) requirements for elderly community centre. ii) The sewage flow estimation for the Elderly Activity Centre has been updated by separating the populations into staff and elderly guests, with respective Unit Flow Factors (UFF) applied as per the GESF to ensure the total flow accurately reflects both groups.
12.	Please note that the proposed development is covered under an EIA report approved (AEIAR-205/2017) and an Environmental Permit issued (EP-515/2017) under the EIAO. The Applicant should observe and ensure the proposed development will comply with the conditions in the EP and all statutory requirements under the EIAO.	Noted.
B.	**Water Supplies Department ("WSD") (received on 20.4.2026)**	
1.	The applicant has proposed sourcing water supply from the new DN300 freshwater main being laid for the approved application No. Y/YL-MP/10 near the junction of Kam Pok Road and Ha Chuk Yuen Road. However, to avoid interfacing problems and conflict due to programme mismatch between the two developers, we recommend that the subject applicant instead draw supply from the existing	The proposed development now proposes to draw water supply from existing DN300 freshwater main located along Castle Peak Road near Fairview Park Boulevard as per your recommendation. Accordingly, a 200mm dia. freshwater main is proposed to be constructed along Kam Pok Road and Ha San Wai Road to connect an existing 150mm diameter freshwater main, and the connection between existing 300mm diameter and 150mm diameter

Departmental Comments		**Applicant's Responses**
	DN300 freshwater main located along Castle Peak Road, near Fairview Park Boulevard— to ensure greater certainty in service provision. This requires laying of a new DN200 FWM along Ha San Wai Road to connect the existing DN150 FWM near Lamp Post VG6564 and the connection of existing DN300 and DN150 FWMs near PH 11306.	freshwater main near the Fairview Park Boulevard. Please find attached revised WSIA.
C.	**Urban Design and Landscape Section, Planning Department ("UD&L, PlanD") (received on 20.4.2026)**	
Landscape Perspective		
1.	We have no adverse comments in principle on the application from landscape planning perspective. Our detailed comments are as follows:	
(i)	with reference to the aerial photo taken in 2025, the application site (the Site) is located in an area of miscellaneous rural fringe landscape character comprising village houses, ponds, river, temporary structures and scattered tree groups. The proposed development of eight building blocks with a maximum of 16 storeys will alter the existing landscape character of the area;	Noted.
(ii)	according to the Landscape Proposal, 247 existing trees of common species were surveyed within the Site. Among them, 80 trees will be retained, and 154 and 13 existing trees are proposed to be felled and transplanted respectively. To mitigate the landscape impacts, 437 new trees are proposed within the Site to achieve a compensation ratio of not less than 1:1 (154 felled trees: 437 new trees). Landscape treatment including landscape	Noted.

Departmental Comments		Applicant’s Responses
	buUer areas, tree and shrub plantings, lawn, swimming pool and water features are proposed; and	
(iii)	notwithstanding the above, it is noted from the aerial photo taken in 2024 that a pond surrounded by trees and vegetation was found in the southern part 2 of the Site. However, as observed from the aerial photos taken in 2025, the pond could no longer be found and the Site has been largely formed.	Noted.
(iv)	Approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted.
D.	**Transport Department (“TD”) (received on 24.4.2026)**	
1.	RtC item 1 - Provided that the captioned s.12A application has been accepted by TPB, no s.16 planning application is required for the proposed use in the subject site. Please explain when is the "subsequent detailed design stage" in your response.	Please be advised that the detailed design of internal road layout including carpark design/drop-off layout/access arrangement will be formulated in real construction practice in the subsequent building plan submission which will be circulated by BD to relevant government departments (including TD) for comments. The “subsequent detailed design stage” means the Building Plan Submission stage.
2.	RtC item 2 and Para 2.3.3 - Considering the location of the site is in close proximity to the Fairview Park Boulevard, the proposed left turn ban will involve a major detour for vehicles entering the Fairview Park Interchange. As such,	Given that Fairview Park Boulevard is a private road, development traffic using it to access Fairview Park Interchange should be avoided. As such, a left-tun ban is proposed at the main access. To facilitate the proposed left-turn ban, the vehicular access design has been revised such that vehicles will be restricted by a physical island to turn left from the development access. A

Departmental Comments		Applicant's Responses
	the proposal to ban the left turn movement is highly undesirable from traffic engineering point of view.	'No left-turn" traffic sign will also be proposed at the opposite side of the main access. The revised access design is illustrated in **Appendix A of TIA.**
3.	Junction assessment at the site main entrance in Design Year is missing. Please supplement. Please include queue length assessment for this junction (i.e. queue length on eastbound and westbound of Kam Pok Road during peak hour). Necessary measures should be proposed and implemented to avoid vehicles queuing on public road.	The junction at the site main entrance (J8) has been included in the junction assessments and queue length assessments. Please refer to Section 5 of the revised TIA. Kam Pok Road eastbound and westbound are major arms, which have continual priority over the traffic on the minor road. No potential traffic queue at major arms of Kam Pok Road is expected.
4.	RtC item 2 - With the proposed left-turn ban at the development egress, vehicles leaving the site is likely to queue at the main entrance area (i.e. as this is the least priority movement in a priority junction). Please demonstrate how to prevent grid lock situation at the site main entrance during peak hour.	The internal road layout will be reviewed during the detailed design stage. The layout will be designed in such a way as to avoid queueing of vehicles and tailing back onto public roads. The relevant remark is indicated in the **Appendix B1 - Traffic Plan of TIA**
5.	RtC item 3 - Our comment has not been addressed. Please follow up and provide explanation on why the RCF is revised.	Please note that the parameters adopted in the junction assessment have been reviewed and revised. The RFC was therefore revised under the previously submitted TIA. The total in/out flow at Fairview Park Interchange during PM peak has been reviewed and compared with the flows adopted in the traffic impact assessment under the recently approved application Y/YL-MP/10 nearby. The total flows and RFC are found to be similar, as summarized in the table below.

<table>
<tr><th colspan="2">Departmental Comments</th><th>Applicant's Responses</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><th></th><th colspan="2">PM Peak</th></tr>
<tr><th></th><th>Total In/Out Observed Flows at Roundabout</th><th>RFC</th></tr>
<tr><td>Latest TIA</td><td>3980</td><td>0.61</td></tr>
<tr><td>TIA report under Y/YL-MP/10</td><td>3880</td><td>0.68</td></tr>
</table>
</td></tr>
<tr><td>6.</td><td>RtC item 4 - Please seek PlanD's comments/agreement on the key development parameters in Table E1. Please append the correspondence from PlanD for record purpose.</td><td>Comments from PlanD have been sought as shown in Annex 1. The Table E1 has been revised and incorporated the comments from PlanD accordingly.

For Item 14 (Ngau Tam Mei Area NDA), the "Integrated Hospital" in the last submitted TIA refers to integrated medical teaching and research hospital and third medical school. Both trip generations of third medical school and GIC facilities have already been considered in the traffic forecast.</td></tr>
<tr><td>7.</td><td>RtC item 5 - Based on the "TIA Checklist for Development Project" (February 2026 Edition) - Study Aspects (i) Modelling Methodolgy (for medium and large scale developments), development shall fulfill all the criteria listed therein for not requiring two-tier transport model. Please note our follow up comments below:-

(i) Criteria II: Instead of using the net flow difference between the approved scheme and proposed scheme, the estimated flows generated from the proposed development should be used to assess the flow on strategic roads. Please supplement.</td><td>(i) The development flows of the proposed scheme are presented in Appendix F of TIA. As shown in Appendix F of TIA, the estimated traffic flows generated from the proposed development on adjacent strategic road (San Tin Highway) is less than 100 pcu at the critical bound during peak hour.</td></tr>
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Departmental Comments		Applicant's Responses
	(ii) Critieria III: Given the subject development propose road improvement on Fairview Park Interchange, i.e. involve slip roads to strategic road network, please explain why the captioned planning application fullfilled this criteria.	(ii) Please note that there is no change in the road configuration/lane width of the slip roads to San Tin Highway under the junction improvement works at Fairview Park Interchange. As such, the captioned planning application fulfilled this criteria III.
8.	RtC item 6 - The comment is not addressed. Please explain how the proposed drop-off area can accommodate expansion. Please review and revise the layout to ensure sufficient space remains for other vehicles to pass by safely when a bus/ shuttle bus is stopped at the pick up/ drop off location. Please demonstrate the above with swept path analysis.	The proposed drop-off area under the scheme is intended for bus pick-up/drop-off only. No other vehicles will use this drop-off area. The layout and size of the drop-off area will be reviewed during the detailed design stage, taking into account the future bus service provided. The area will be of appropriate size and designed in such a way as to avoid queueing of vehicles and tailing back onto public roads. Also, should the drop-off area be changed to be used by other vehicles in subsequent detailed design stage, the design will ensure that sufficient space remains for other vehicles to pass safely when a bus/shuttle bus is stopped.
9.	RtC item 13 - Noted only 2m wide footpath is reserved in the proposed PU/DO location. Please note that a minimum of 500mm horizontal clearance should be reserved from carriageways and therefore should not be counted as queuing area. Moreover, it is not justify to count the full width of footpath as the queuing area since there would be people using this footway to connect to other parts of the site. Please critically review the layout of PU/DO area and re-assess the LOS of queuing area.	A 3.5m wide footpath is proposed to be reserved in the PU/DO area as indicated in **Appendix B1 – Traffic Plan** and **Appendix B7 of TIA**, which allows 1.5m for pedestrian bypassing and 2m for queueing area. The reserved queuing area is about 37m long and 2m wide (i.e. 1m effective width by assuming 0.5m lateral clearance on both sides). Based on the average pedestrian space of 0.6 m^2/p under satisfactory LOS C, the queuing area could serve at capacity of 61 persons (i.e. 37m x 1m ÷ 0.6 m^2/p), which should be sufficient to accommodate the anticipated passenger demand of about 21 passengers during peak hours.

Departmental Comments		Applicant's Responses
10.	RtC item 14 - To support the statement of "The proposed drop-off area could accommodate 2 buses as illustrated in Appendix F of the revised TIA,…", please supplement the swept path analysis for bus boarding/alighting activities.	The size of the drop-off area has been revised to allow 2 nos. buses driving out from the drop-off point independently, as indicated in **Appendix B1 - Traffic Plan of TIA**, and the relevant swept paths are indicated in **Appendix B2 & B3 of TIA.** The layout and size of the drop-off area will be further reviewed during the detailed design stage, taking into account the future bus service provided.
11.	Para 2.3.1 - Please justify the reason for providing two vehicular access in the subject site. Please clearly state what kind of vehicles would use the second entrance on Ha Chuk Yuen Road and its frequency of the trips generation.	The vehicular access arrangements in the current proposed scheme are basically permitted under the present government lease. The vehicular access at Kam Pok Road is the access for residential use and kindergarten. Whilst, the access at Ha Chuk Yuen Road is reserved for the proposed elderly activity centre (EAC) to separate its traffic from residential use. Considering the nature of the EAC and current vehicle restriction at Ha Chuk Yuen Road, it is expected that EAC will primarily be used by private cars, taxis, and light goods vehicles not exceeding 7 m in length. The EAC mainly serves the local community, its trip generation is thus expected to be limited. Also, the peak hour of EAC is not expected to coincide with commuting peak hour, it is estimated at about 20 pcu per hour (two-way) during the peak hour under assessment.
12.	Table 3.3 - In accordance to TPDM Vol. 2 Ch. 3.11, a single track road with adequate passing places can accommodate 2-way flows of 100 vehicles per hour. Nonetheless, it should not be used as a design figure. Hence, please review	Currently the widths of Fung Chuk Road and Ha Chuk Yuen Road are min. 3.5m. Passing places are also provided along two roads. Additional passing places have also been proposed on both roads under this project as enhancement. It is considered that both roads are standard single track access roads with adequate passing place, and thus the design flow of 100

Departmental Comments		Applicant's Responses
	the road link capacity of L4 and L5 based on the actual road geometry and configuration.	vehicles/hr in 2-way for single track road, as stipulated in TPDM, is considered appropriate to be adopted in the link flow assessments.
13.	In view of the existing single track access road of Fung Chuk Road and your proposed secondary access, please consider providing passing bay on Fung Chuk Road as road improvement measures.	An additional passing place at Fung Chuk Road is proposed under this project as enhancement. The improvement layout at Fung Chuk Road is illustrated in **Drawing 5.7 of TIA**
14.	For vehicle leaving the site from the second vehicular access, motorists very likely would use the most direct route (i.e. Ha Chuk Yuen Road) to connect to Castle Peak Road - Tam Mi. In view of the single track access road nature of Ha Chuk Yuen Road, please consider provide passing bay as road improvement measures, in particular near the junction between Kam Pok Road/ Ha Chuk Yuen Road.	The junction Kam Pok Road/Ha Chuk Yuen Road (J5) is proposed to be minor widened to allow 7m vehicles to turn from Kam Pok Road onto Ha Chuk Yuen Road without being obstructed by the vehicle waiting to exit, and to provide placing place. Please refer to **Drawing 5.6 of TIA**.
15.	Drawing No. 3.1 - The proposed ingress routing using Castle Peak Road - Tam Mi and Kam Pok Road is much longer than the route on Fairview Park Boulevard. Please justify the proposed routing and recommend necessary traffic measures to ensure motorists would follow the proposed ingress routing.	Please be advised that the ingress routing will not be via Fairview Park Boulevard, as right turn is prohibited from Fairview Park Boulevard westbound onto Kam Pok Road northbound. The major ingress route will be via Castle Peak Road – Tam Mi and Kam Pok Road.
16.	Para 4.2.1 - Please elaborate what adjustment has been applied into the traffic forecast to reflect the situation of Toll Plans Changes for Tai Lam Tunnel.	Due to the limited information/planning assumption available in public domain, manual assignment was carried out to picture the traffic impact for the revised toll of Tai Lam Tunnel with reference to "Preliminary Traffic Assessment" as detailed in LegCo Paper No. CB(1)976/2024(05).

Departmental Comments		Applicant's Responses
		As presented in the LegCo paper, traffic volumes of Tolo Highway (Tai Po Kau section) and Tuen Mun Road are expected to decrease after the toll change. The estimated v/c ratio will be lowered from 1.05 to 1.02 for Tolo Highway and from 1.2 to 1.15 for Tuen Mun Road. Based on the above findings, it is anticipated that some traffic trips on San Tin Highway originally via Tuen Mun Road and Tolo Highway would be diverted via Tai Lam Tunnel to/from urban areas. The resulting impact on San Tin Highway (particularly the section adjacent to the application site) is considered limited after the toll change.
17.	Para 4.2.2 - Please elaborate what is the impact of NOL on BDTM.	The NOL will offer a faster and more sustainable alternative to current road-based transit for residents and commuters in the Northern New Territories. Upon the commissioning of NOL, a modal shift from road-based transport to the railway network is expected. This shift will help relieve traffic loadings on major northern traffic corridors, such as San Tin Highway.
18.	Year 2034 Traffic Forecast: Assuming one-tier modelling approach is accepted, please elaborate how to forecast the traffic in Year 2034 by simply using BDTM. Please supplement the associated methodology and assumption been made in the traffic forecast.	The methodology and assumption of the traffic forecast have been further elaborated. Please refer to Section 4.2 for details.
19.	Para 5.1.18 - Please seek LandsD's agreement the proposed junction improvement work could be covered in the land transaction.	The planning application has been circulated to LandsD under same submission, and no specific adverse comment on the application has been received. Liaisons with LandsD on the proposed junction improvement works will be conducted during subsequent land transaction process.

Departmental Comments		**Applicant's Responses**
20.	Plan 5.5 - It appears that the proposed junction improvement works encroaches upon the 新田區居民協會康樂中心 . Please critically review the feasibility of the improvement works. If the existing buildings/ structures are affected, please confirm with relevant departments on the reprovisioning arrangement, as appropriate.	The proposed junction improvement works has been revised to avoid encroaching onto the 新田區居民協會康樂中心. Please refer to the revised **Drawing 5.6 of TIA**.
21.	Please provide the routing for vehicles from main entrance to basement car park.	The routing for vehicles from main entrance to basement car park has been indicated in **Appendix B1 – Traffic Plan of TIA**.
22.	Appendix A: (i) Please specify the vehicle speed adopted for each case of the analysis; (ii) The swept path only present 7m vehicle at internal road. Please confirm there would be no vehicle longer than 7m would use the internal road; (iii) Based on the results of the swept path, please revise the width of driveway at the bend. (iv) Please advise whether there would be any designated loading/unloading spaces proposed in this area. Please supplement swept path analysis for the scenario that there are vehicles parked there.	(i) The vehicle speed adopted in the swept path analysis at internal roads is 8 km/hr. (ii) The L/UL bays for HGV (coloured orange) are proposed along the main driveway on ground floor plan as shown in **Appendix B1 – Traffic Plan of TIA**, and 11m HGV would use the internal road. The width of driveway at the bend has been revised to allow smooth manoeuvring as indicated in the **Appendix B1 – Traffic Plan of TIA**. Swept path analysis for 11m HGV and a 7m vehicle is presented in **Appendix B5 & B6 of TIA**. (iii) Please refer to our response in above (ii) (iv) No designated loading/unloading space is needed and proposed on the access road connecting to the access at Ha Chuk Yuen Road. As shown in swept path analysis at the access (**Appendix B4 of TIA**),

Departmental Comments		Applicant's Responses	
			the 7m vehicle can perform smooth manoeuvring into and out from site, even if there are any other vehicles on the road. The design of the access road will be reviewed in the detailed design stage. The road area will be of appropriate size and designed in such a way as to avoid queueing of vehicles and tailing back onto public roads. The relevant remark has also been indicted in **Appendix B1 – Traffic Plan of TIA.**
23.	Master Layout Plan: (i) There is a ramp connecting to the basement car park at the eastern portion of the main entrance area. The sightline for vehicle ramping up from the basement is inadequate. Please review the layout holistically. (ii) Please advise whether drop bar would be proposed at the main entrance. If yes, please advise the location of drop bar and make sure there would be sufficient area for vehicle to queue without disturbing the traffic on public road. (iii) Apart from bus/ shuttle bus, please advise what other kinds of vehicle, i.e. taxi/ private car, is allowed to use the proposed PU/DO area at the main entrance (i.e. next to the landscape area). Please review the layout holistically.		(i) Noted. The design of the ramp and road location will be reviewed in the detailed design stage. Detailed design of the ramp will ensure that adequate sightline are provided for vehicles going up from the car ramp. The relevant remark is indicated in the **Appendix B1 - Traffic Plan of TIA**. (ii) Please be advised that there is no intention to provide a drop bar at the main entrance at this planning stage. Should a drop bar be proposed during the subsequent detailed design stage, sufficient area will be provided for vehicle to queue without affecting the traffic on public road. (iii) Please refer to our reply in above Item (8).

Departmental Comments		Applicant's Responses
	(iv) The proposed layby for kindergarten does not consider the PU/DO activities. Please review the layout. (v) Based on the current layout, there are many conflicting points at the main entrance area, including but not limited to vehicle entering and leaving the site, vehicle entering and leaving PU/DO location, vehicle entering and leaving the basement car park. Please provide drawings showing the associated traffic aids at the concerned area to demonstrate the above-mentioned conflicting traffic could be properly managed.	(iv) Please be advised that a buffer area as highlighted in **Appendix B1 – Traffic plan of TIA** has been reserved for school bus pick-up/drop-off. The design of the kindergarten carpark will be reviewed in the detailed design stage, and the detailed design will ensure that sufficient area will be provided for kindergarten pick-up/drop-off. (v) Appropriate traffic aids will be provided at the main entrance area to manage the traffic conflicts. The indicative road markings at the main entrance area, demonstrating that the conflicting traffic could be properly managed, are indicated in **Appendix B1 – Traffic Plan of TIA**.
24.	Please supplement the calculation of queue length assessment for comment.	Noted and will be included in **Appendix I of TIA**.
25.	Drawing 5.4 - Please elaborate the proposed improvement works on San Tin Highway southbound slip road to Fairview Park Interchange, i.e. whether it is an exclusive left-turn lane. Should it be the case, please supplement swept path analysis for 16m long vehicle.	Under the junction improvement works at Fairview Park Interchange, an exclusive left-turn lane is provided at San Tin Highway Slip Road southbound. Swept path analysis for 16m long vehicle has been conducted and shown in **Appendix G of TIA**. Sufficient turning area has been provided at the proposed exclusive lane.

Departmental Comments		Applicant's Responses
E.	**Drainage Services Department ("DSD") (received on 4.5.2026)**	
Comments on the revised Sewerage Impact Assessment (SIA)		
Specific Comments		
1.	Figure 4: The applicant should clarify discrepancy of number of gravity sewers (after the proposed upgrading works) shown on the proposed sewerage plan and legend. Capacity of sewers at the downstream shall not be less than that at the upstream.	Figure 4 and the hydraulic calculations in Appendix F have been revised. The applicant has rectified the discrepancy between the sewerage plan and the legend to accurately reflect the extent of the proposed upgrading works.
2.	The applicant should seek SIG/EPD's confirmation whether the capacity reserved in the proposed communal sewers can be increased from 15,500m^3/day to around 20,000m^3/day. If positive and depend on the quoted scenario, the applicant should be responsible for the liaisons and communications with the relevant other project proponents in the area to agree on the updated design and to ensure the proposed communal sewers will be constructed up to the updated design (i.e. to avoid subsequent further construction for upgrading).	The applicant has consulted EPD/SIG. EPD confirmed that the initial estimation of 15,500 m3/day has already accounted for the sewage flow from all proposed developments in the surrounding area.
General Comments		
3.	The existing public sewerage system should not be affected unless a diversion proposal has been submitted and designed to the satisfaction of DSD and such agreed diversion works should be carried out by the applicant at the cost of his project.	Noted.

Departmental Comments		**Applicant’s Responses**
4.	This Department will only take over those public drainage facilities constructed on government land and located downstream of the terminal manhole. When the proposed gravity sewers are exclusively used by the proposed development, those sewers shall be maintained by the applicant at his/her own cost. If the proposed sewers become public sewers that serve multiple users, the applicant shall hand over the sewer on government land to DSD for maintenance.	Generally as per your comment, the Applicant would be responsible for maintaining and managing exclusive use of the sewer. However, since the new pipe required by DSD is designed to serve more than the subject development, it is a new pipe that will design, construction and function as a public sewer. The proposed arrangement remains flexible at this stage, and the final design and construction of the new pipe will be determined during the detailed design phase, including maintenance and management requirements, to meet DSD’s approval.
5.	Section 7.4: For scenario 2, the applicant is responsible for closely communicating and coordinating with other developers for the upgrading details and the implementation of the proposed PSL works.	Noted.
6.	Previous general comments dated 18 March 2026 (our email dated 18.3.2025 refers) remain valid.	Noted.
Comments on the revised Drainage Impact Assessment (DIA)		
Specific Comments		
7.	R-to-C (No.: H(1)): DSD will not take up maintenance responsibility of the proposed decking, box culvert and maintenance access.	Noted.
8.	Para. 6.9: The applicant should specify the materials which will be used for the proposed drainage system. The roughness values for the concerned proposed drainage system should adhere to the values outlined in Table 14 of the Stormwater Drainage Manual (SDM).	Section 6.9 is revised to specify the use of precast concrete pipes with 'O' ring joints. The roughness coefficient (ks) has been updated to 0.6mm to strictly comply with SDM Table 14.

Departmental Comments		**Applicant's Responses**
9.	Appendix D & Appendix F: The applicant should clarify if deposition of sediment in drainage system has been considered as per the requirement in SDM (Section 9.3) (i.e. Para. 6.7 in Annex E).	Appendix D and F have been revised to incorporate a 10% allowance for blockage/sedimentation in the "Percentage Used" column to meet the requirement.
10.	Appendix D: The applicant should provide an assessment of the overall utilization of the existing drainage system (included Ngau Tam Mei Channel).	Appendix D is updated to show the equivalent C value have decreased after development. As post-development runoff will not exceed pre-development levels, there is no impact on the drainage performance of Ngau Tam Mei Channel.
11.	Appendix F: The applicant should use 0.3 as the runoff coefficient for unpaved area, consistent with the calculation in Appendix D. In addition, the utilization shall be designed lower than 85% for a conservative approach. The applicant should review and amend accordingly.	Appendix F has been revised to use 0.3 as the runoff coefficient for unpaved areas. The utilization is maintained below 85%. The approved drawings for Appendix F by the Building Department is enclosed in the R-to-C for reference.
12.	Appendix D: The applicant should clarify discrepancy of data shown in tables.	Appendix D and all relevant tables in the text section have been revised to ensure full data consistency.
13.	The applicant should clarify whether catchment areas of the application site will contribute flow to the Chuk Yuen Stormwater Pumping Station and review if the surface runoff could be diverted to Ngau Tam Mei Channel in order to avoid increasing stormwater discharge to Chuk Yuen Stormwater Pumping Station.	Appendix D is revised and Section 7.6 has been added to clarify that total runoff to the pumping station via SMH1038220 and SMH1038240 decreases from 0.27 m3/s to 0.26 m3/s after development. As discharge is reduced, there is no adverse impact on the pumping station.

Departmental Comments		Applicant’s Responses
14.	Previous comments in paragraphs 3 and 8 dated 18 March 2026 (our email dated 18.3.2026 refers) remain valid.	Noted.

List of Attachments:

Annex 1: PlanD's Comments on the Key Development Parameters in Table E1 of TIA

Appendix F: Approved Record Drawings by the Building Department

Annex 1 of R-to-C Table dated 12.5.2026 (Application No. Y/YL-MP/11)

norawong@visionplanning.com.hk

寄件者: Jessie Sin Yee LAU/PLAND <jsylau@pland.gov.hk>
寄件日期: 2026年5月6日星期三 15:07
收件者: [redacted]
副本: Chloe Kit Ying LEUNG/PLAND; Yen PY LEUNG/PLAND
主旨: Re: Y/YL-MP/11 - Further Information (5) in response to Departmental Comments
附件: 20260506_Comments on Planned Development-v1.pdf

郵件標幟: 待處理
標幟狀態: 已標幟

Dear Nora,

Attached please find our comments on the list of planned developments for further actions.
[See attachment "20260506_Comments on Planned Development-v1.pdf"]

Regards,
Jessie SY LAU
TP/YLE8, FS&YLE DPO
Planning Department

Tel: 3168 4037

規劃署 Planning Department
透過規劃工作，使香港成為一個宜居、具競爭力和可持續發展的亞洲國際都會
We plan to make Hong Kong a Liveable • Competitive • Sustainable ASIA'S WORLD CITY

From: [redacted]
Sent: Friday, April 24, 2026 5:43 PM
To: Jessie Sin Yee LAU/PLAND <jsylau@pland.gov.hk>
Cc: Pak Him CHIU/PLAND <phchiu@pland.gov.hk>; Chloe Kit Ying LEUNG/PLAND <ckyleung@pland.gov.hk>; Yen PY LEUNG/PLAND <pyleung@pland.gov.hk> [redacted]
Subject: FW: Y/YL-MP/11 - Further Information (5) in response to Departmental Comments

Dear Jessie,

Regarding TD's Comment Item No. 6 (received on 24.4.2026), please refer to the enclosed Table E1 (extracted from FI (5)'s TIA) for PlanD's agreement.

Regards,
Nora WONG
Vision Planning Consultants Limited
Tel: [redacted] | Email: [redacted] | Fax: [redacted]

s.12A Application No. Y/YL-MP/11
To rezone the application site from "Residential (Group D)" to "Residential (Group C) 2" and amend the Notes of the zone applicable to the site
List of Planned/ Committed Developments

Comments from District Planning Office/ Fanling, Sheung Shui and Yuen Long East

1. Item 14 – the applicant is advised to consider including the Third Medical School. PlanD defers to the applicant to consider whether the GIC facilities, including the fire station cum ambulance depot with potential staff quarters, to be completed by 2034 should be taken into account into the assessment.

2. Item 4 – the applicant is advised take into account the latest figures of Kam Sheung Road Phase II development, which will result in a total of 3,490 private housing units.

FS&YLE DPO
MAY 2026

Appendix F of R-to-C Table dated 12.5.2026 (Application No. Y/YL-MP/11)

BD Ref: 6/9069/12

Project Title: Proposed Residential Development at Kam Pok Road, Yuen Long, Lot No. 4822 in D.D.104

Plan Index for Drainage Record Plans as Approved by Building Department

(Drawings with an asterisk (*) represent latest approved plans)

BD Dwg. No/ (For BD use)	AP Dwg. No.		Drawing Title	Rev	Approved Date
	FINAL AMENDMENT APPROVAL				
	SF-F001	*	**Site Formation for Flood Mitigation – Master Drainage Plan (Permanent)**	**D**	**6 Jul 2022**
	SF-F004	*	**Site Formation for Flood Mitigation – RC Details and Schedule for Manhole**	**D**	**6 Jul 2022**

BD Dwg. No/ (For BD use)	AP Dwg. No.		Drawing Title	Rev	Approved Date
	3rd AMENDMENT APPROVAL				
	SF-F001		Site Formation for Flood Mitigation – Master Drainage Plan (Permanent)	C	24 Feb 2022
	SF-F004		Site Formation for Flood Mitigation – RC Details and Schedule for Manhole	C	24 Feb 2022

BD Dwg. No/ (For BD use)	AP Dwg. No.		Drawing Title	Rev	Approved Date
	2nd AMENDMENT APPROVAL				
	SF-F001		Site Formation for Flood Mitigation – Master Drainage Plan (Permanent)	B	12 Oct 2021
	SF-F002	*	**Site Formation for Flood Mitigation – Sections**	**B**	**12 Oct 2021**
	SF-F003	*	**Site Formation for Flood Mitigation – General Notes for Drainage**	**B**	**12 Oct 2021**
	SF-F004		Site Formation for Flood Mitigation – RC Details and Schedule for Manhole	B	12 Oct 2021
	SF-F005	*	**Site Formation for Flood Mitigation – RC Details of Sandtrap and Box Culvert**	**B**	**12 Oct 2021**
	SF-F101	*	**Site Formation for Flood Mitigation – Part Plan for ELS**	**B**	**12 Oct 2021**
	SF-F102	*	**Site Formation for Flood Mitigation – Sections for ELS**	**B**	**12 Oct 2021**

BD Ref: 6/9069/12

Project Title: Proposed Residential Development at Kam Pok Road, Yuen Long, Lot No. 4822 in D.D.104

Plan Index for Drainage Record Plans as Approved by Building Department

(Drawings with an asterisk (*) represent latest approved plans)

BD Dwg. No/ (For BD use)	AP Dwg. No.		Drawing Title	Rev	Approved Date
	1st Amendment APPROVAL				
	SF-F001		Site Formation for Flood Mitigation – Master Drainage Plan (Permanent)	A	11 Aug 2020
	SF-F002		Site Formation for Flood Mitigation – Sections	A	11 Aug 2020
	SF-F003		Site Formation for Flood Mitigation – General Notes for Drainage	A	11 Aug 2020
	SF-F004		Site Formation for Flood Mitigation – RC Details and Schedule for Manhole	A	11 Aug 2020
	SF-F101		Site Formation for Flood Mitigation – Part Plan for ELS	A	11 Aug 2020
	SF-F102		Site Formation for Flood Mitigation – Sections for ELS	A	11 Aug 2020
	SF-F103	*	**Site Formation for Flood Mitigation – Typical Details and Notes for ELS**	**A**	**11 Aug 2020**

BD Dwg. No/ (For BD use)	AP Dwg. No.		Drawing Title	Rev	Approved Date
	1st Submission APPROVAL				
	SF-F001		Site Formation for Flood Mitigation – Master Drainage Plan (Permanent)	-	2 Mar 2017
	SF-F002		Site Formation for Flood Mitigation – Sections	-	2 Mar 2017
	SF-F003		Site Formation for Flood Mitigation – General Notes for Drainage	-	2 Mar 2017
	SF-F004		Site Formation for Flood Mitigation – RC Details for Manhole	-	2 Mar 2017
	SF-F005		Site Formation for Flood Mitigation – RC Details of Sandtrap and Box Culvert	-	2 Mar 2017
	SF-F006	*	**Site Formation for Flood Mitigation – Typical Details for Steel Cover**	**-**	**2 Mar 2017**
	SF-F101		Site Formation for Flood Mitigation – Part Plan for ELS	-	2 Mar 2017
	SF-F102		Site Formation for Flood Mitigation – Sections for	-	2 Mar 2017

BD Ref: 6/9069/12

Project Title: Proposed Residential Development at Kam Pok Road, Yuen Long, Lot No. 4822 in D.D.104

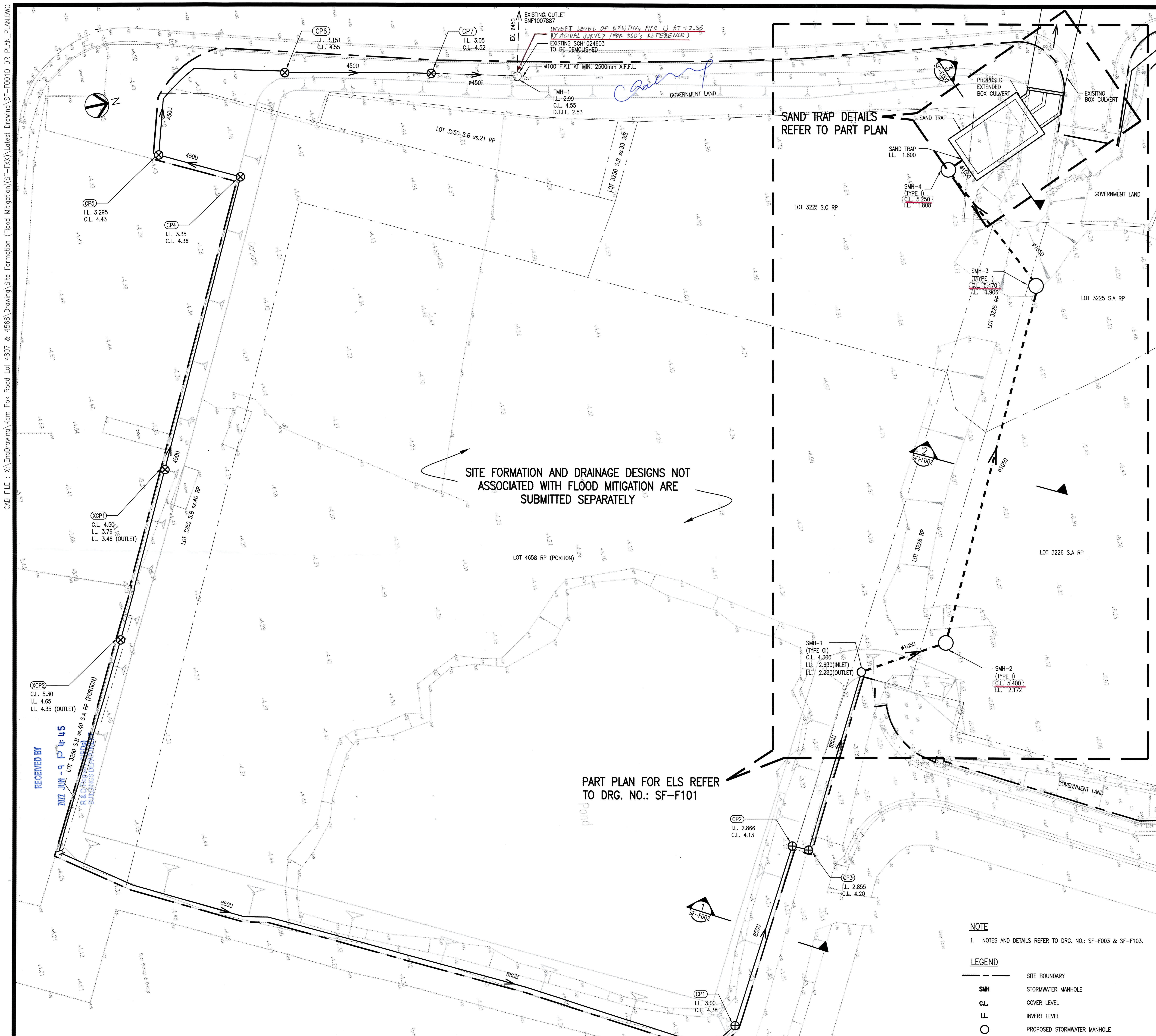
Plan Index for Drainage Record Plans as Approved by Building Department

(Drawings with an asterisk (*) represent latest approved plans)

SF-F103	ELS Site Formation for Flood Mitigation – Typical Details and Notes for ELS	-	2 Mar 2017

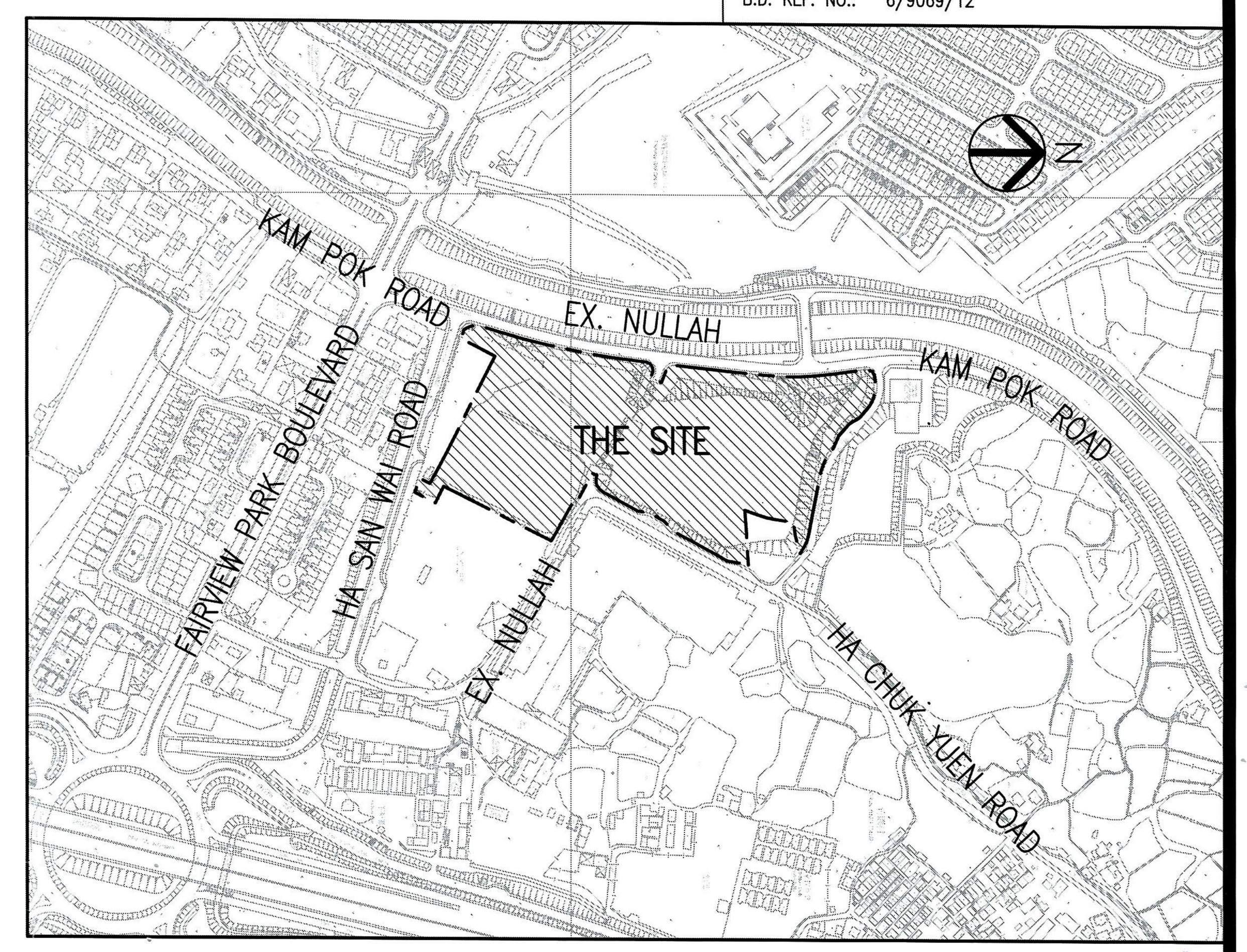
Plans and Record Drawings on Site Formation (Flood Mitigation)

CAD FILE : X:\EngDrawing\Kam Pok Road Lot 4807 & 4568\Drawing\Site Formation (Flood Mitigation)(SF-FXX)\Latest Drawing\SF-F001D DR PLAN_PLAN.DWG



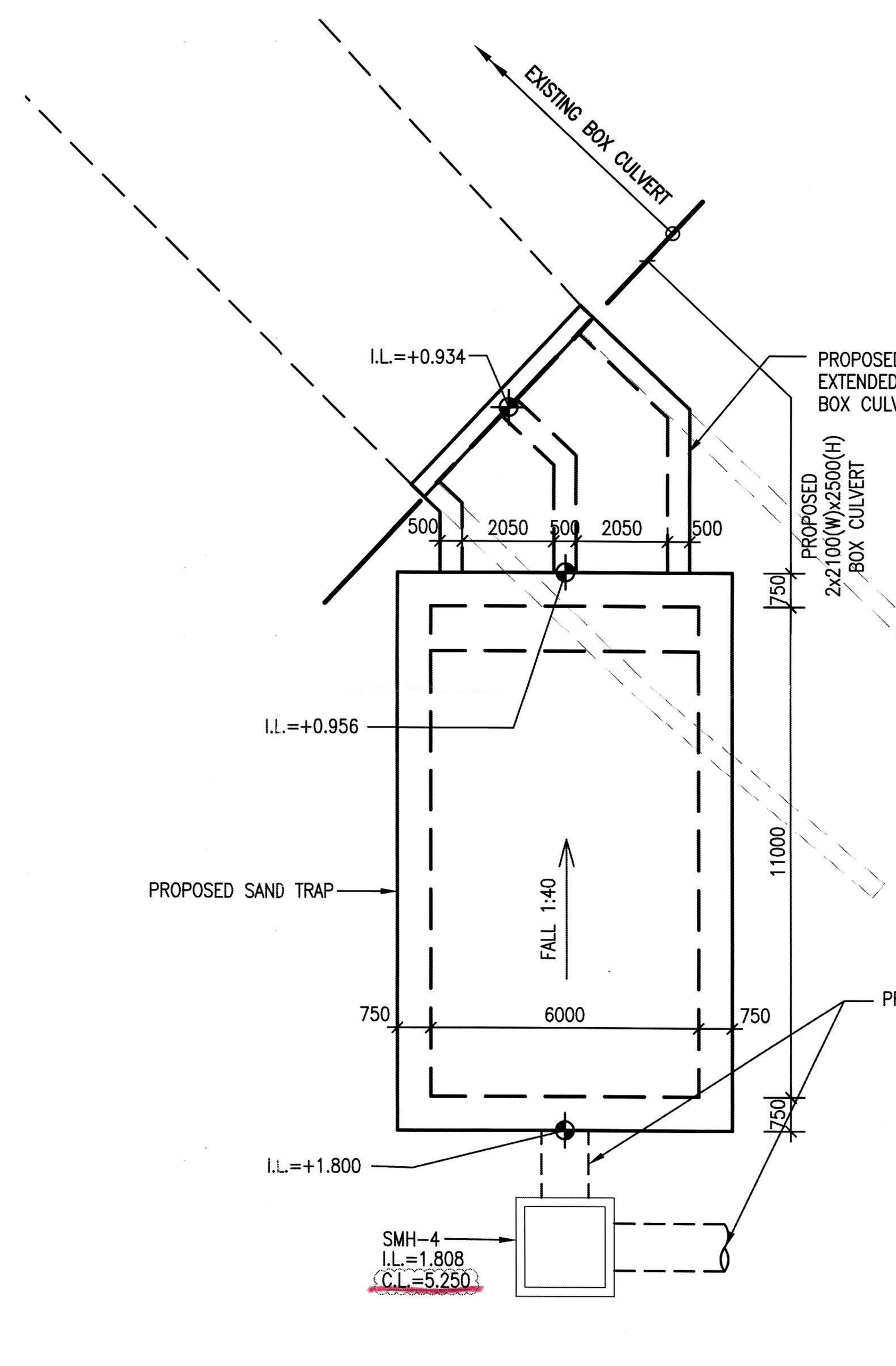
MASTER DRAINAGE PLAN

SCALE 1:300



B.D. REF. NO.: 6/9069/12

BLOCK PLAN



PART PLAN FOR SAND TRAP

SCALE 1:150

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

CHAN WAN MING
Authorized Person (Architect)

Plan Approved
CHENG Hang-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
- 6 JUL 2022

RECEIVED BY
2022 JUN -9 P 4:45

NOTE

1. NOTES AND DETAILS REFER TO DRG. NO.: SF-F003 & SF-F103.

LEGEND

(line)	SITE BOUNDARY
SMH	STORMWATER MANHOLE
C.L.	COVER LEVEL
I.L.	INVERT LEVEL
○	PROPOSED STORMWATER MANHOLE
⊗	PROPOSED CATCH PIT
(line)	PROPOSED UNDERGROUND CONCRETE PIPE
(line)	EXISTING CHANNEL
(line)	PROPOSED U-CHANNEL

TYPE OF PIPE (UNDERGROUND)	DIAMETER OF PIPE (MM)	MATERIAL OF PIPE	COMPLY WITH THE REQUIREMENT OF BRITISH STANDARD (BS)
STORMWATER PIPE	ø450 AND ø1050	CONCRETE	BS EN 5911: PART 1

RECORD PLAN

" The works shown on these plans are Type II works (Site Formation (Flood Mitigation)) in respect of which consent is applied for the application of Fast Track consent application under regulation 33 of the Building (Administration) Regulations."

AMENDMENT

REV.	DATE	DESCRIPTION
D	06/2022	GENERAL REVISION
–	–	BD APPROVED ON 24 FEB 2022
C	01/2022	GENERAL REVISION
–	–	BD APPROVED ON 12 OCT 2021
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

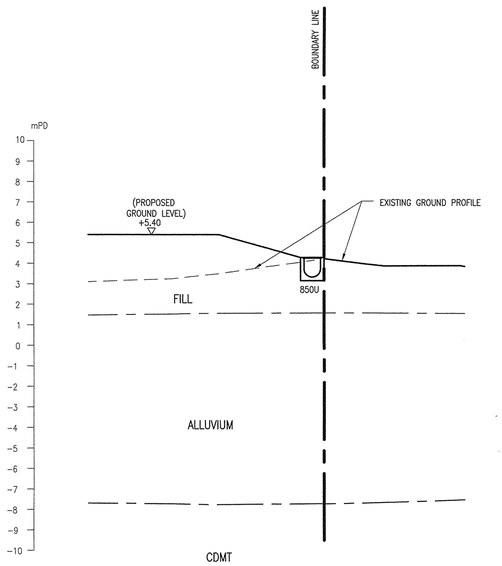
PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – MASTER DRAINAGE PLAN (PERMANENT)

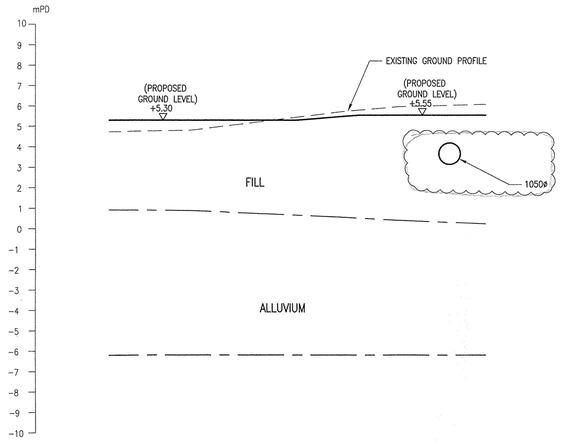
JOB NO.		DESIGNED	TONY AU
DATE	12/2016	DRAWN	WIN
SCALE	1:300 (A1)	CHECKED	TONY AU
DRG. NO.	SF-F001	STATUS	SUBMISSION

ARCHITECT
P&T Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司
[redacted]

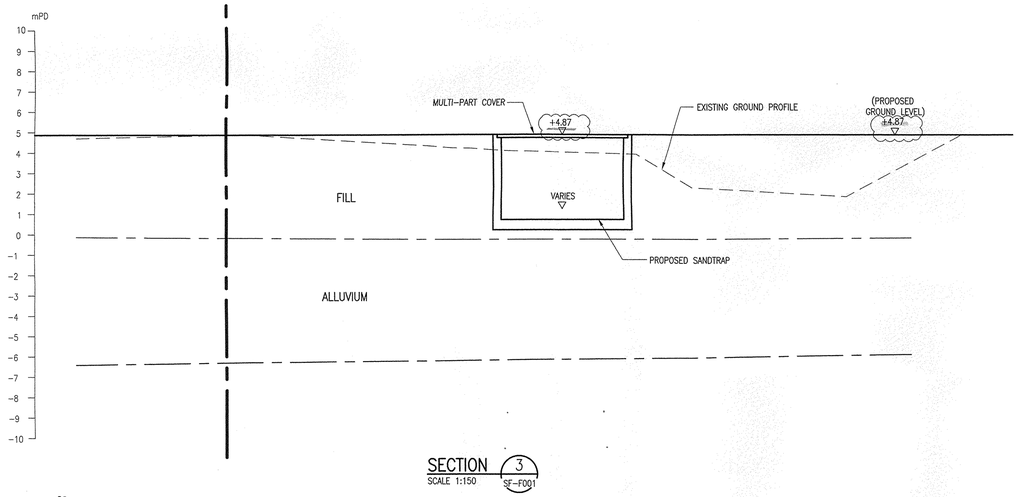
ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond
Registered Structural Engineer



SECTION 1
SCALE 1:150 SF-F001



SECTION 2
SCALE 1:150 SF-F001



SECTION 3
SCALE 1:150 SF-F001

B.D. REF. NO.: 6/9869/12

NOTE

1. NOTES AND DETAILS REFER TO DRG. NO.: SF-F003 & SF-F103.

PARTICULAR NOTES ON DRAINAGE WORKS

1. ALL WORKS AND MATERIALS SHALL COMPLY WITH "GENERAL SPECIFICATION FOR CIVIL ENGINEERING WORKS 1992 EDITION".
2. CONCRETE TO CATCHPIT, U-CHANNEL SHALL BE GRADE C30 EXCEPT OTHERWISE STATED.
3. MINIMUM CONCRETE COVER TO REINFORCEMENT SHALL BE 40mm.
4. ALL CONCRETE SURFACE FINISH FOR CATCHPIT, SAND TRAP AND CHANNEL SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
5. 75mm THICK BLINDING LAYER SHALL BE PLACED UNDER CATCHPIT.CONCRETE TO BLINDING LAYER SHALL BE PRESCRIBED MIX 10P.
6. Y DENOTES HIGH TENSILE STEEL BARS OF YIELD STRESS=500 MPa COMPLYING WITH CS2:2012.
7. ALL DESIGN IS IN ACCORDANCE WITH HONG KONG BUILDING (CONSTRUCTION) REGULATIONS 1990 AND STRUCTURAL USE OF CONCRETE (2013).
8. CONCRETE TO SAND TRAP SHALL BE GRADE C35 EXCEPT OTHERWISE STATED.
9. TO BE AT A GRADIENT IN ACCORDANCE WITH BUILDING REGULATION.
10. CONCRETE FOR ALL R.C. WORKS OF DRAINAGE SYSTEM SHALL BE COMPLY WITH CS1:2010.
11. GRADED STONE FILTER SHALL BE CRUSHER RUN GRANITE AGGREGATE.
12. THE SAND TRAP SHOULD BE REGULARLY DESILTED BY OWNER TO PREVENT SAND AND SILT FROM BEING WASHED DOWN INTO THE EXISTING DRAINAGE SYSTEM/CHANNEL.

BUILDINGS DEPARTMENT

AMENDED PLAN

Chiang Hong Man, Michael,
B. (A.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

REV.	DATE	DESCRIPTION
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – SECTIONS

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	1:150 (A1)	CHECKED	TONY
DRG. NO.	SF-F002	STATUS	SUBMISSION

ARCHITECT
mcaaL
michael chiang and associates architects
麥振文建築師事務所
[redacted]

ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond
Registered Structural Engineer

RECORD PLAN

AMENDMENT

GENERAL

1. ALL WORKS SHALL BE COMPLIED WITH THE CONTRACT SPECIFICATION UNLESS STATED OTHERWISE.
2. ALL DIMENSIONS ARE IN MILLILMETRES UNLESS NOTED OTHERWISE.
3. ALL LEVELS ARE IN METRES TO HONG KONG PRINCIPAL DATUM (m.P.D.) UNLESS NOTED OTHERWISE.
4. DRAWINGS ARE NOT TO BE SCALED. ALL DIMENSIONS SHOULD BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. EXTREME CARE MUST TAKEN WHEN EXCAVATIONS AREA MADE IN THE PROXIMITY OF THE UTILITIES. PRECAUTIONS SHALL BE TAKEN TO PREVENT DAMAGE TO ANY OF THE UTILITIES.
6. ALL EXISTING UNDERGROUND UTILITIES WITHIN THE SITE BOUNDARY SHALL BE IDENTIFIED AND SHALL BE DIVERTED, IF NECESSARY, PRIOR TO COMMENCEMENT OF ANY EXCAVATION.
7. ALL EXISTING SERVICES SHALL BE MAINTAINED IN GOOD CONDITION DURING CONSTRUCTION.
8. BEFORE CONSTRUCTION COMMENCES THE CONTRACTOR SHALL CHECK THE POSITIONS OF ALL SERVICES TO CONFIRM THERE IS NO CONFLICT WITH THE PROPOSED PIPELINES.
9. ALL UNDERGROUND DRAINAGE SHALL BE TESTED IN ACCORDANCE WITH PNAP APP 58 AND BS 8301:1985.
10. THE EXACT POSITIONS OF MANHOLES SHALL BE AGREED WITH THE ARCHITECT ON SITE.
11. THE INVERT LEVELS, LOCATIONS AND SIZES SHOWN FOR EXISTING DRAINAGE SYSTEM ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THESE INFORMATION ON SITE.
12. 75mm BLINDING LAYER TO BE PLACED UNDER ALL MANHOLES UNLESS OTHERWISE SPECIFIED.
13. THE CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS WITH AND OBTAIN THE NECESSARY APPROVALS FROM GOVERNMENT DEPARTMENTS, UTILITY UNDERTAKINGS AND OTHER DULY CONSTITUTED AUTHORITIES FOR CONNECTING NEW PIPEWORK TO GOVERNMENT/AUTHORITIES MAINS.
14. ALL DRAINAGE WORKS SHALL COMPLY WITH THE REQUIREMENTS OF THE HONG KONG BUILDING (CONSTRUCTION) REGULATIONS 2012, THE HONG KONG BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS AND LATRINES) REGULATIONS, AP/RSE PRACTICE NOTES, EPD PRACTICE NOTES, DSD AND HIGHWAY DEPARTMENT REGULATIONS AND STANDARD DETAILS AND THE LATEST VERSION OF BRITISH STANDARDS (BS) AND CODE OF PRACTICE (CP), EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE SPECIFIED HEREIN.
15. THE CONTRACTOR SHALL MAINTAIN CLOSE LIAISON WITH OTHER CONTRACTORS, UTILITY UNDERTAKINGS OR OTHER AUTHORITIES WHO ARE CARRYING OUT WORK ON OR ADJACENT TO THE SITE. THE CONTRACTOR SHALL ENSURE AS FAR AS POSSIBLE THAT THE PROGRESS OF THE WORKS IS NOT AFFECTED BY THE ACTIVITIES OF SUCH OTHER CONTRACTORS.
16. IN CARRIAGEWAYS, FOOTPATHS AND VERGES, MANHOLE COVERS AND FRAMES SHALL BE SET WITH ONE SIDE PARALLEL TO THE KERB LINE OR PATH EDGINGS.
17. WHEN IN CARRIAGEWAY TOP OF MANHOLE COVER SHALL BE FLUSH WITH THE FINISHED ROAD SURFACE.
18. MANHOLE COVER AND FRAME SHALL NOT COINCIDE WITH KERB LINE OR PATH EDGING.
19. UNLESS OTHERWISE STATED, CONCRETE SURFACE FINISH SHALL BE :

	FORMED	UNFORMED
EXPOSED	F3	U3
BURIED	F2	U2

20. CCTV INSPECTION FOR THE PROPOSED PIPES AFTER THE COMPLETION OF THE PROJECT SHOULD BE CARRIED OUT. CCTV INSPECTION REPORTS SHALL BE SUBMITTED TO THE ARCHITECT FOR APPROVAL PRIOR TO ONWARD SUBMISSION TO BD/DSD. ANY DAMAGE CAUSED TO PROPOSED PIPES WOULD HAVE TO BE MADE GOOD AND TO A STANDARD SATISFACTORY TO BD'S AND DSD'S STANDARD. EXTENT OF CCTV INSPECTION SHOULD BE DETERMINED BY BD/ DSD / ARCHITECT.
21. CCTV INSPECTION FOR UNDERGROUND EXISTING PIPLELINE SYSTEM (EXTENT TO BE AGREED WITH DSD/PROJECT MANAGER) SHALL BE CARRIED OUT AND CCTV INSPECTION REPORT SHALL BE SUBMITTED TO THE ARCHITECT FOR APPROVAL PRIOR TO SUBMISSION TO BD/DSD.
22. EXISTING ABANDONED FEATURE SHOULD BE REMOVED OFF SITE.
23. ALL STORMWATER PRECAST CONCRETE PIPES IS IN CLASS H CONCRETE. ALL THE PRECAST CONCRETE PIPES COMPLY WITH BS5911 : PART 100.
24. ALL STORMWATER PRECAST CONCRETE PIPES AND FITTINGS SHALL HAVE FLEXIBLE SPIGOT AND SOCKET JOINTS.
25. MANUFACTURE AND INSTALLATION OF STAINLESS STEEL LADDERS WITH HOOPS, SAFETY CHAINS AND STAINLESS STEEL STEP IRONS TO BE IN ACCORDANCE WITH SECTION 22 OF THE GENERAL MATERIALS AND WORKMANSHIP SPECIFICATION (GMWS).
26. FOR MANHOLES DEPTH TO SOFFIT EXCEEDING 3.0m THE CAT LADDER IS FIXED TO THE MANHOLE AT TOP, BOTTOM AND MID POINTS. HOOPS IS TERMINATED AT 1.8m ABOVE PIPE INVERT. FOR FIXING DETAILS REFER TO WSD STANDARD DRAWING NO. 7.3.
27. STAGGERED STEP SHALL BE PROVIDED AND COMPLY WITH BS 1247. HEIGHT FROM GROUND LEVEL TO THE FIRST STEP DO NOT EXCEED 600mm.
28. JOINT FILLER FOR JOINTS SHALL CONFORM WITH THE REQUIREMENTS STATED IN THE SECTION 6 OF THE GMWS AND BE A PROPRIETARY TYPE REVIEWED AND AGREED WITH THE ARCHITECT.

JOINT FILLER FOR CONCRETE BED, HAUNCH AND SURROUND

NOMINAL DIAMETER OF PIPE (mm)	THICKNESS OF JOINT FILLER (mm)
LESS THAN 450 mm	18
450 mm – 1200 mm	36
EXCEEDING 1200 mm	54

29. JOINT SEALANT FOR CONCRETE STRUCTURES SHALL COMPLY WITH THE SECTION 20 OF THE GMWS.
30. WATERSTOPS, INCLUDING INTERSECTIONS, REDUCERS AND JUNCTIONS, SHALL COMPLY WITH SECTION 20 OF THE GMWS AND BE A PROPRIETARY TYPE REVIEWED AND AGREED WITH THE ARCHITECT.
31. FLEXIBLE JOINTS AT STRUCTURES IS REFERRED AS FOLLOWS UNLESS STATED OTHERWISE.

FLEXIBLE JOINTS AT STRUCTURES

DIAMETER OF PIPE	POSITION OF FIRST FLEXIBLE JOINT FROM OUTSIDE FACE OF STRUCTURE		DISTANCE OF SECOND FLEXIBLE JOINT FROM FIRST FLEXIBLE JOINT
	MINIMUM	MAXIMUM	
NOT EXCEEDING 450 mm	150 mm	500 mm OR DIAMETER OF PIPE, WHICHEVER IS LESS	500 mm – 800 mm
EXCEEDING 450 mm BUT NOT EXCEEDING 1050 mm			900 mm – 1250 mm
EXCEEDING 1050 mm			1500 mm – 1800 mm

32. ISOLATION JOINTS SHALL BE FORMED IN PAVED AREAS FOR MANHOLES.
33. ALL MANHOLE COVERS AND FRAMES ARE CLASS C250
34. THE DESIGN SURCHARGE IS TAKEN AS 5 kPa.
35. ALL INFORMATION OF EXISTING FEATURES ARE FOR INDICATIVE ONLY. THE CONTRACTOR SHALL VERIFY ALL EXISTING FEATURES ON SITE BY ITS OWN COST AND SEEK THE ARCHITECT APPROVAL BEFORE COMMENCEMENT OF WORKS.
36. ALL SETTING OUT OF PROPOSED FEATURES ARE FOR INDICATIVE ONLY AND SHALL BE AGREED ON SITE WITH THE ARCHITECT.
37. THE CONTRACTOR SHALL IDENTIFY THE INFORMATION OF THE EXISTING CONSTRAINTS FOR THE ARCHITECT TO REVIEW WITHOUT OBJECTION BEFORE COMMENCEMENT OF CONSTRUCTION.
38. GENERAL ABBREVIATIONS

MIN. – MINIMUM
MAX. – MAXIMUM
NTS – NOT TO SCALE
TYP. – TYPICAL
THK. – THICK
SW – STORMWATER
FW – FOUL WATER
UC – U-CHANNEL

39. UNLESS SHOWN OTHERWISE, ALL PIPEWORKS SHALL BE LAID TO FALL AS FOLLOWS:

PIPE DIA. (mm)	MINIMUM FALL
100	1 TO 40
150	1 TO 70
225	1 TO 100
300 OR ABOVE	1 TO 150

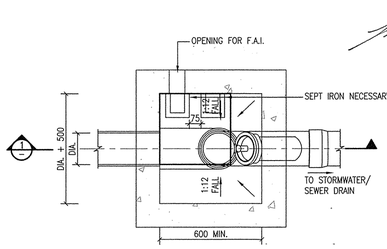
BACKFILLING

1. THE SOURCE OF SUPPLY OF FILLING MATERIAL IS TO BE PROPOSED BY THE CONTRACTOR AND TO BE APPROVED BY THE ARCHITECT.
2. THE MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE SHALL BE GRAPHS OF DRY DENSITY VS MOISTURE CONTENT, LABORATORY TEST RECORD SHEETS AND COMPLETE SOIL DESCRIPTION ARE TO BE KEPT IN A COMPANION FOLDER.
3. THE INSITU FIELD DENSITY AND MOISTURE CONTENT SHALL BE DETERMINED IN ACCORDANCE WITH GEOSPEC 3. THE TESTING FREQUENCY SHALL COMPLY WITH GEOSPEC 3. RECORDS SHALL BE KEPT IDENTIFYING ON PLAN DRAWINGS THE SOIL TYPE AND PLAN. WITH DRY DENSITY OF SOIL TESTED. MOISTURE CONTENT AND RELATIVE COMPACTION ACHIEVED (%). THE FIELD SHEETS AND CALCULATION SHEETS AND A COMPLETE SOIL DESCRIPTION ARE TO BE KEPT IN A COMPANION FOLDER.
4. MOISTURE CONTENT DETERMINATION IN CONNECTION WITH B.S. COMPACTION TEST SHALL BE CARRIED OUT BY MEANS OF A DRYING OVEN. IN ORDER TO EXPEDITE RESULTS, MOISTURE CONTENT FOR FIELD DENSITY TEST MAY BE DETERMINED BY USE OF THE RAPID MOISTURE TESTER USING CARBIDGE. THIS TESTED SHALL BE USED UNTIL IT HAS BEEN CALIBRATED AGAINST MOISTURE CONTENT TESTS CARRIED OUT IN A DRYING OVEN. RECORDS SHALL BE KEPT WITH THE CALIBRATION TESTS AND CALIBRATION CHARTS.
5. FILL MATERIAL SHALL BE GRADED, CONTAINING NO PARTICLES COARSER THAN 200mm AND THE PERCENTAGE BY MASS PASSING 75mm B.S. TEST SIEVE SHALL BE 75% TO 100%.
6. THE IN-SITU FIELD DRY DENSITY OF COMPACTED MATERIAL FORMING THE FORMATION LEVEL SHALL BE NOT LESS THAN 95% OF THE MAX. DRY DENSITY DESCRIBED IN TERM (3) ABOVE.
7. THE IN-SITU FIELD DRY DENSITY AND MOISTURE CONTENTS SHALL BE DETERMINED IN ACCORDANCE WITH THE STANDARD GIVEN IN GEO SPEC. CLAUSE 11.1 & PNAP-APP-15 TO DETERMINE THE RELATIVE COMPACTION ACHIEVED.
8. THE NUMBER OF DETERMINATIONS FOR EACH BATCH OF FILL MATERIAL SHALL BE AS STATED IN TABLE 1 BELOW.

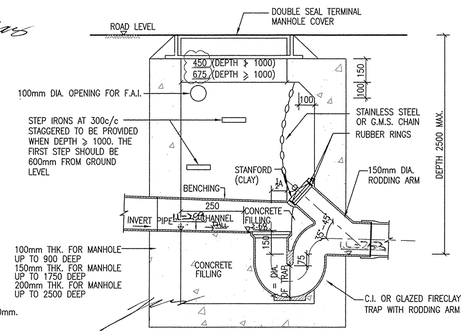
TABLE 1 – NUMBER OF DETERMINATIONS FOR MOISTURE CONTENT AND RELATIVE COMPACTION ACHIEVED

DESCRIPTION	SIZE OF AREA OF FILL IN BATCH *	NO. OF DETERMINATION PER BATCH
AREAS OF FILL IN EXCAVATION FOR STRUCTURES, PITS AND TRENCHES AND ON FORMATION	0–100 SQ. m	3
	100–500 SQ. m	2 FOR EACH 100 SQ. m OR PART THEREOF
	>500 SQ. m	1 FOR EACH 100 SQ. m OR PART THEREOF
OTHER AREAS OF FILL	0–1 HA	4 FOR EACH 100 SQ. m OR PART THEREOF
	1–10 HA	3 FOR EACH 100 SQ. m OR PART THEREOF
	>10 HA	2 FOR EACH 100 SQ. m OR PART THEREOF

* A BATCH OF FILL MATERIAL IS ANY QUANTITY OF FILL MATERIAL OF THE SAME TYPE AND SIMILAR PROPERTIES THROUGHOUT.



SECTIONAL PLAN



SECTION 1–1

NOTES
1.NOTES REFER TO DRG. SF-F003 & SF-F103.
2.PIPE DIAMETER OF PIPE TO BE LESS THAN OR EQUAL TO 450mm.
3.NORMAL RANGE OF DEPTH: MAXIMUM 2500mm.
4. USED IN: STORM WATER DRAIN AND SEWER.
5. CONCRETE: GRADE 35/20.
9. ALL STRUCTURAL DETAIL REFER TO SF-F004
10. COVER AND FRAME NOT SHOWN FOR PLAN FOR CLARITY.

TERMINAL MANHOLE TYPE T1_1

BUILDINGS DEPARTMENT

AMENDED PLAN

RECORD PLAN

AMENDMENT

Chiang Hong Man, Michael, B.Sc.(A.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

REV.	DATE	DESCRIPTION
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

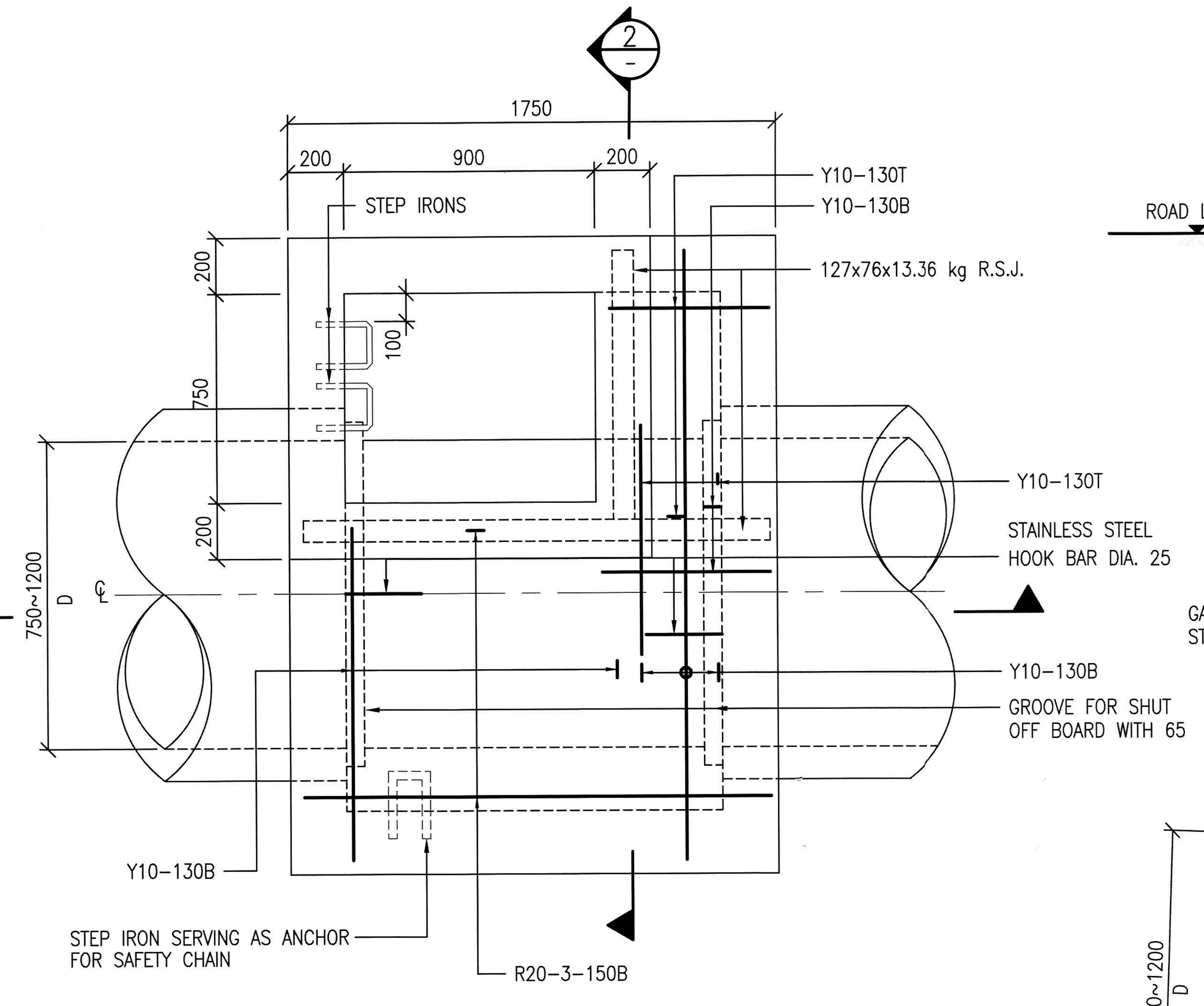
DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – GENERAL NOTES FOR DRAINAGE

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	1:50 (A1)	CHECKED	TONY
DRG. NO.	SF-F003	STATUS	SUBMISSION

ARCHITECT
mcaaL
michael chiang and associates architects
[redacted]

ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond Registered Structural Engineer

B.D. REF. NO.: 6/9069/12

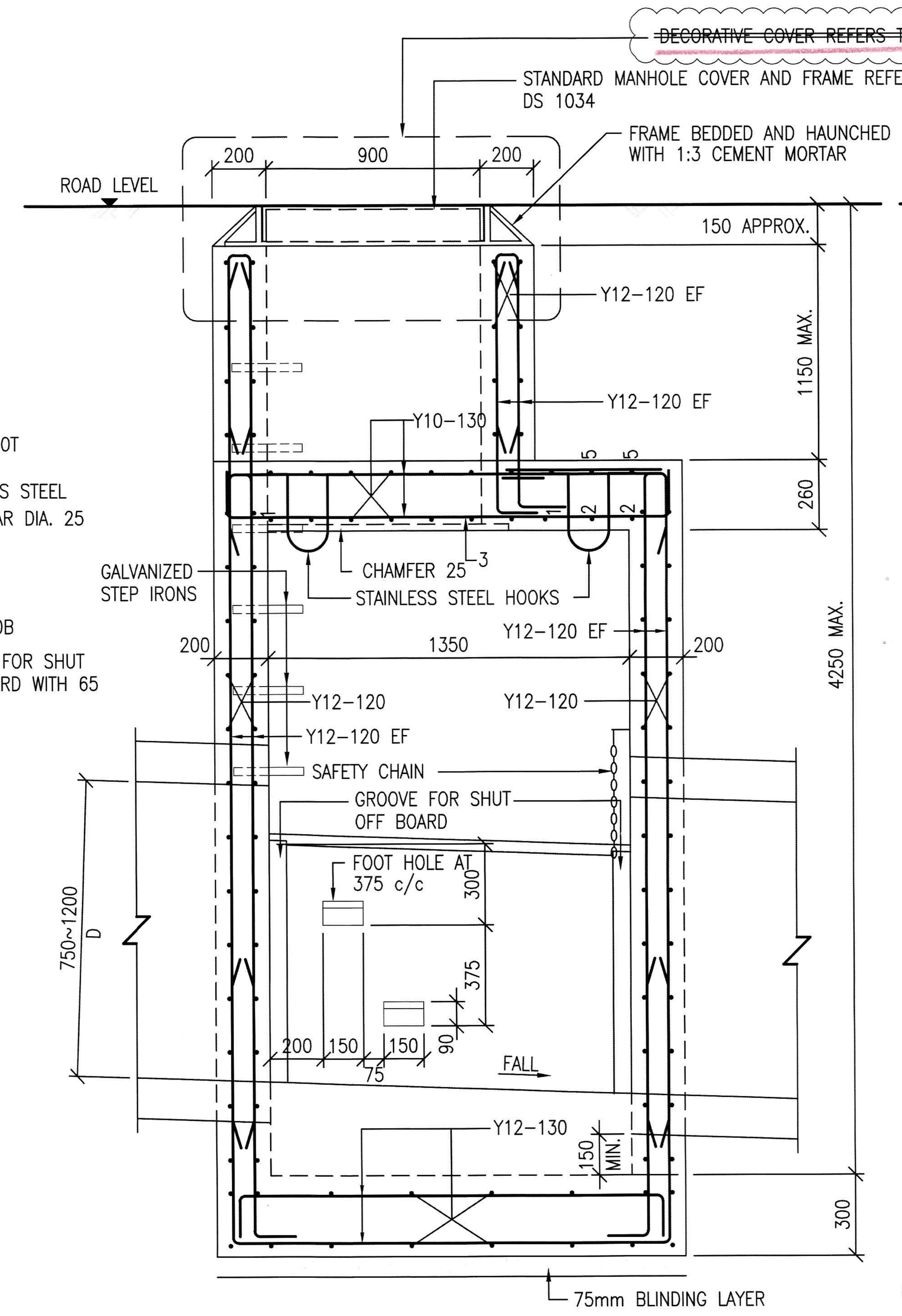


PLAN

MANHOLE TYPE I

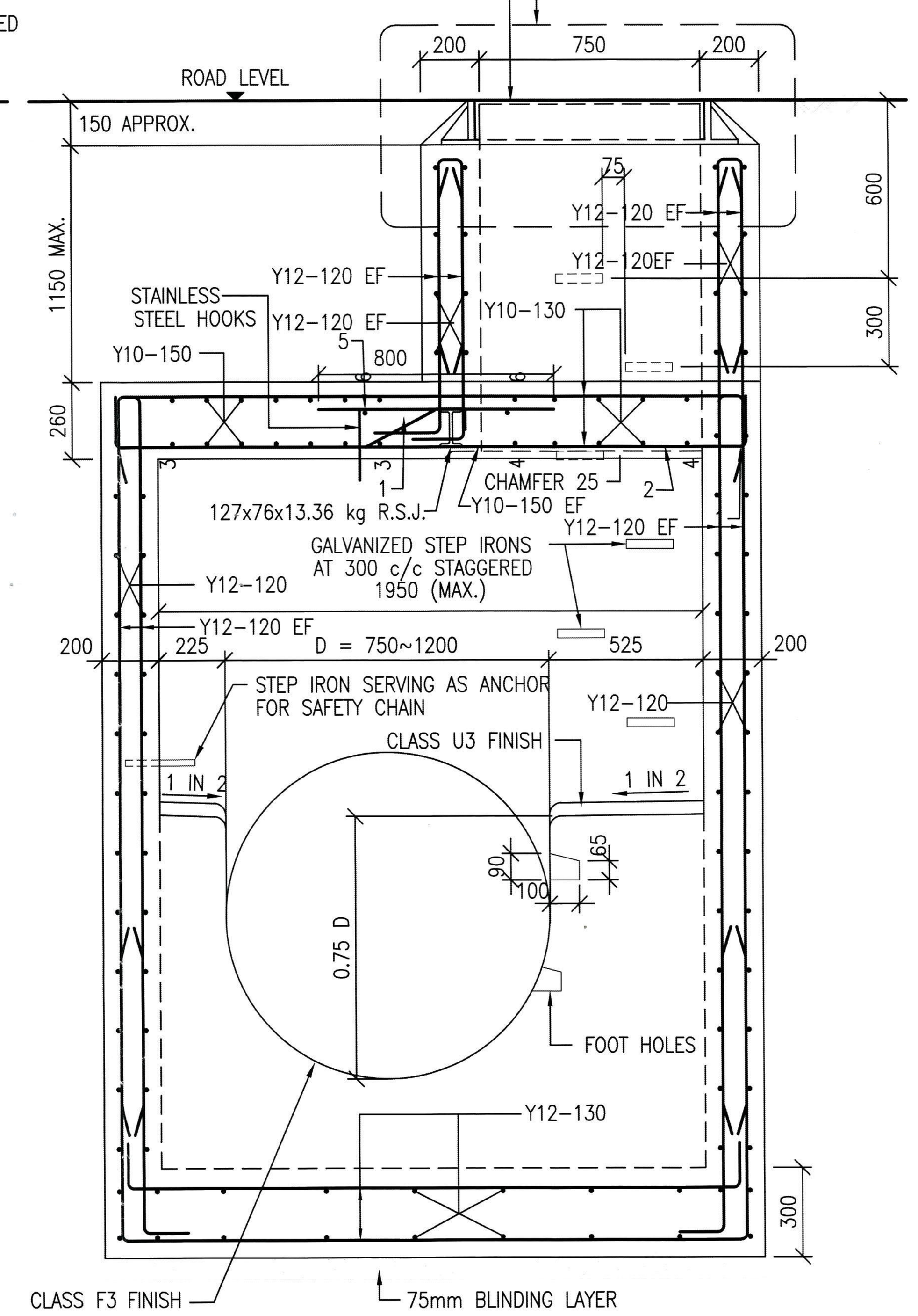
1 : 20

BAR MARKS	SHAPE CODE ○
1 & 4	99
2 & 3	33
5 & 6	20



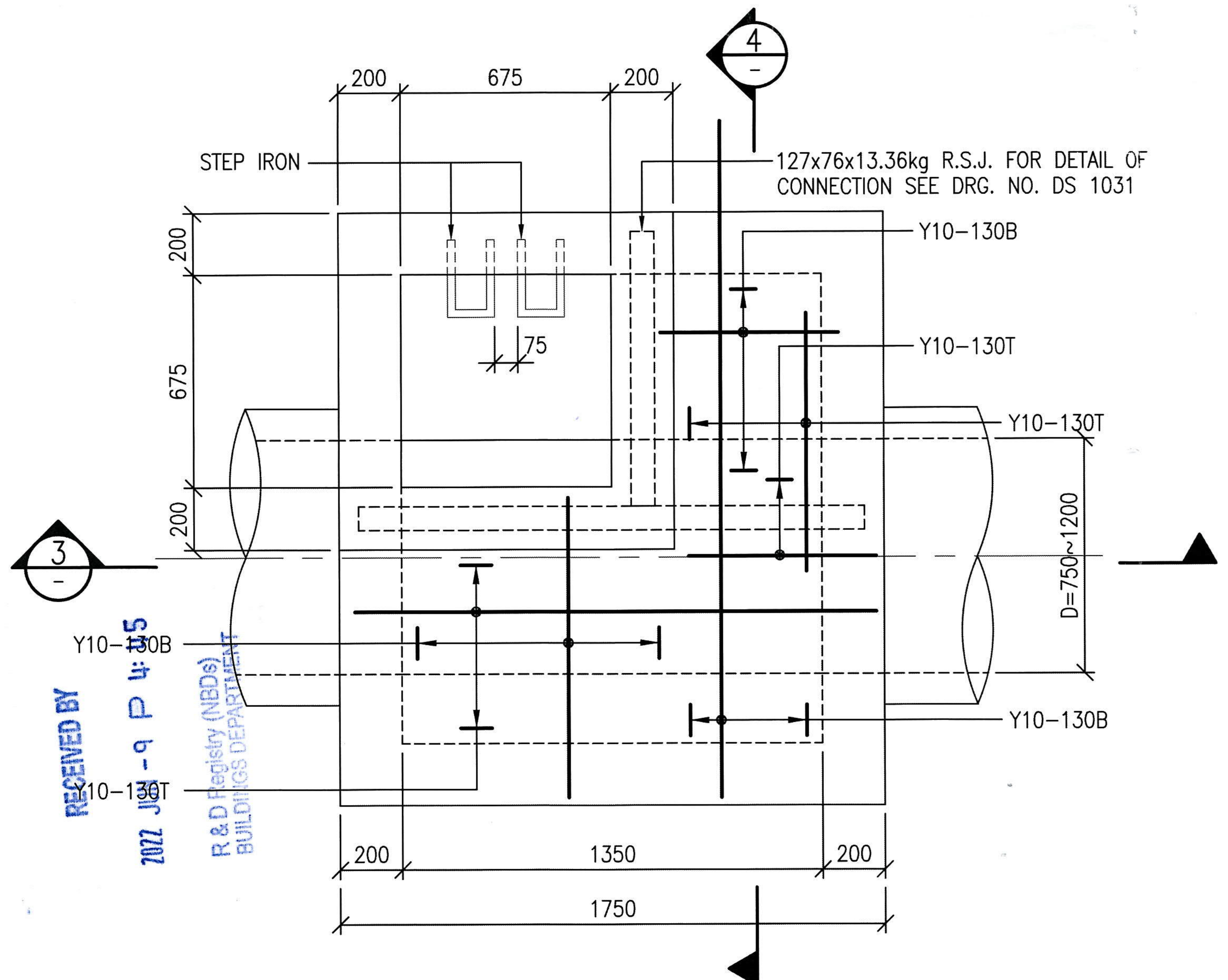
SECTION 1-1

1 : 20



SECTION 2-2

1 : 20



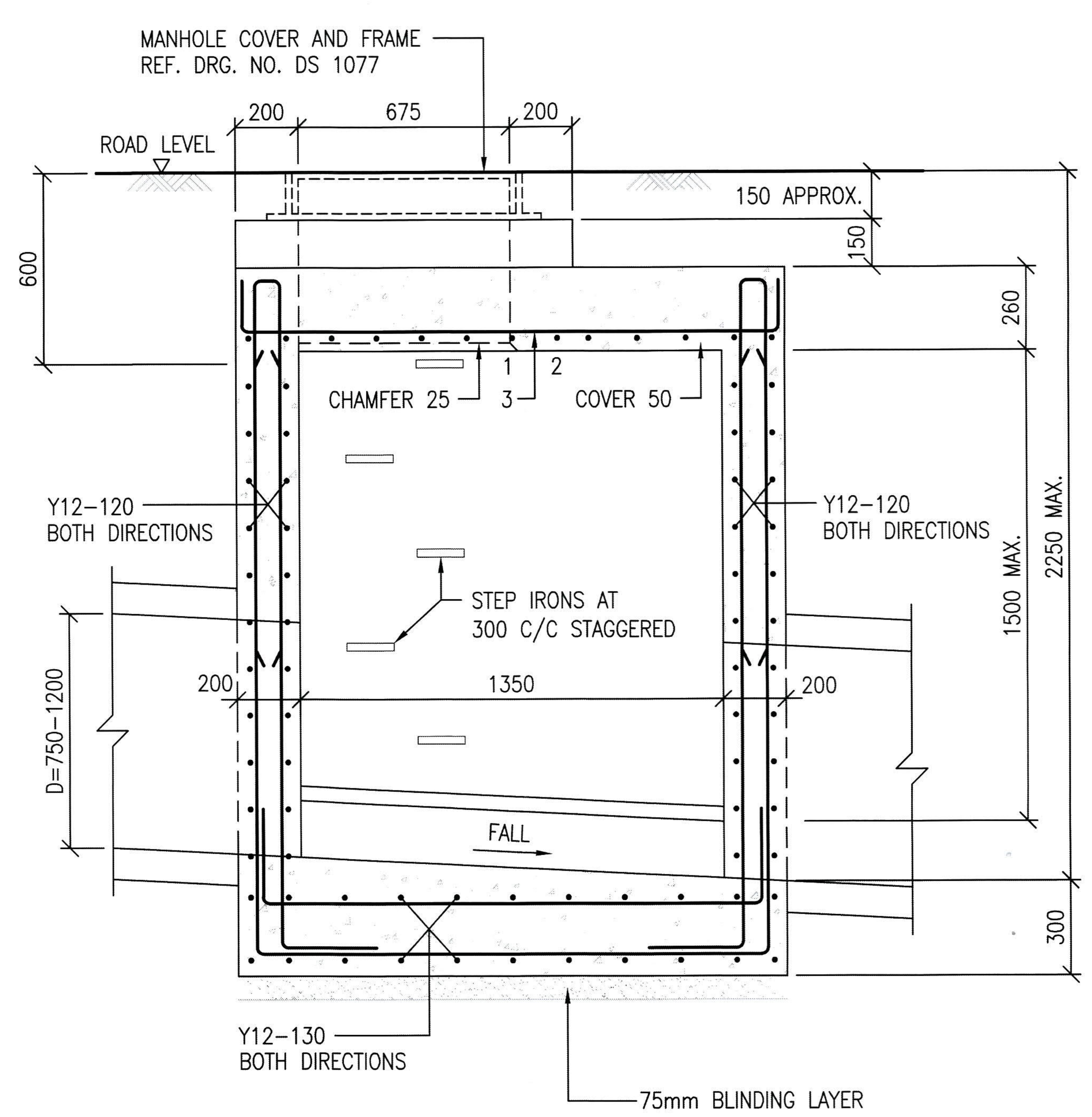
PLAN

MANHOLE TYPE G1

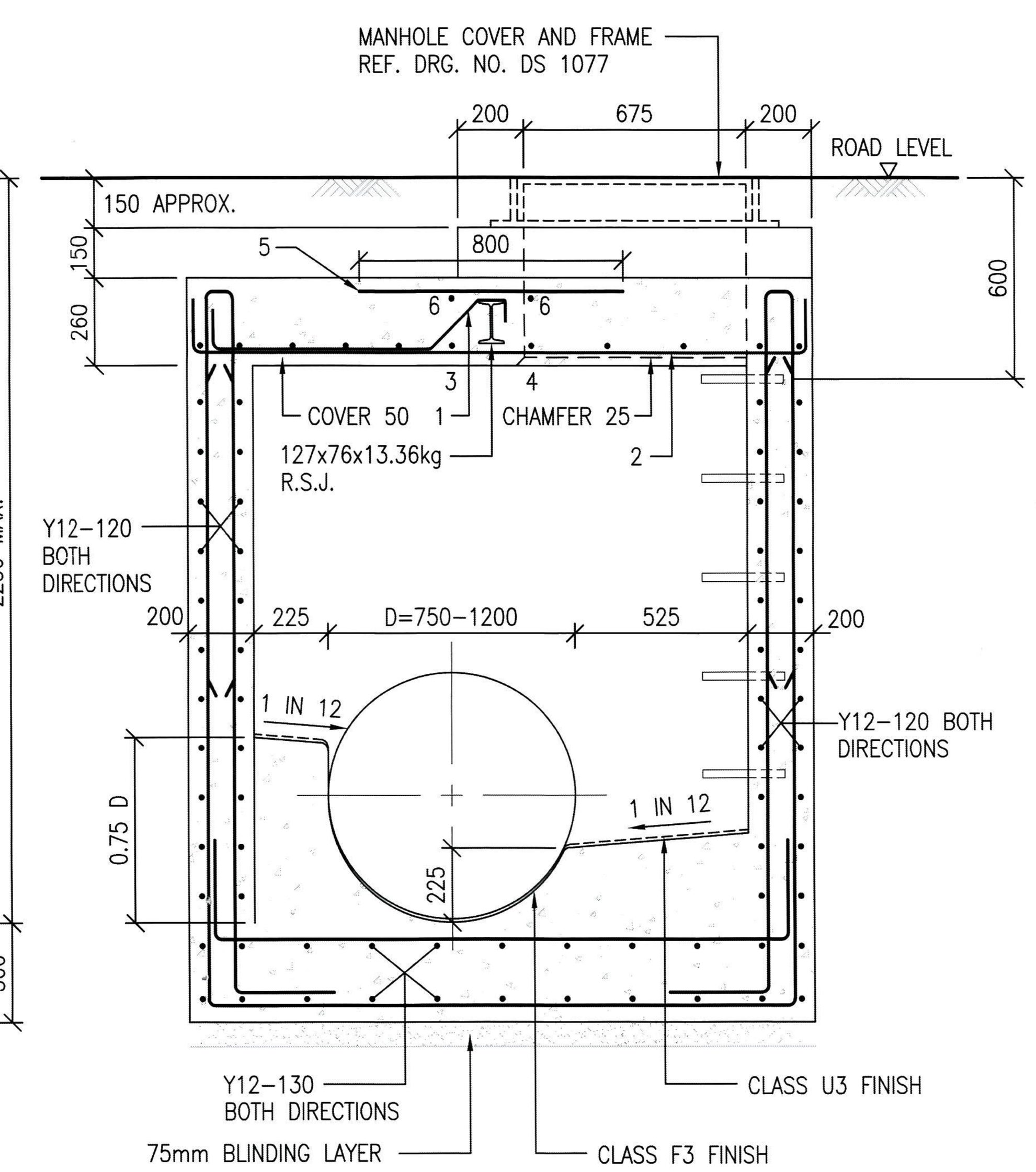
(WITHOUT DESILTING OPENING)

1 : 20

BAR MARKS	SHAPE CODE ○
1 & 4	99
2 & 3	33
5 & 6	20



SECTION 3-3



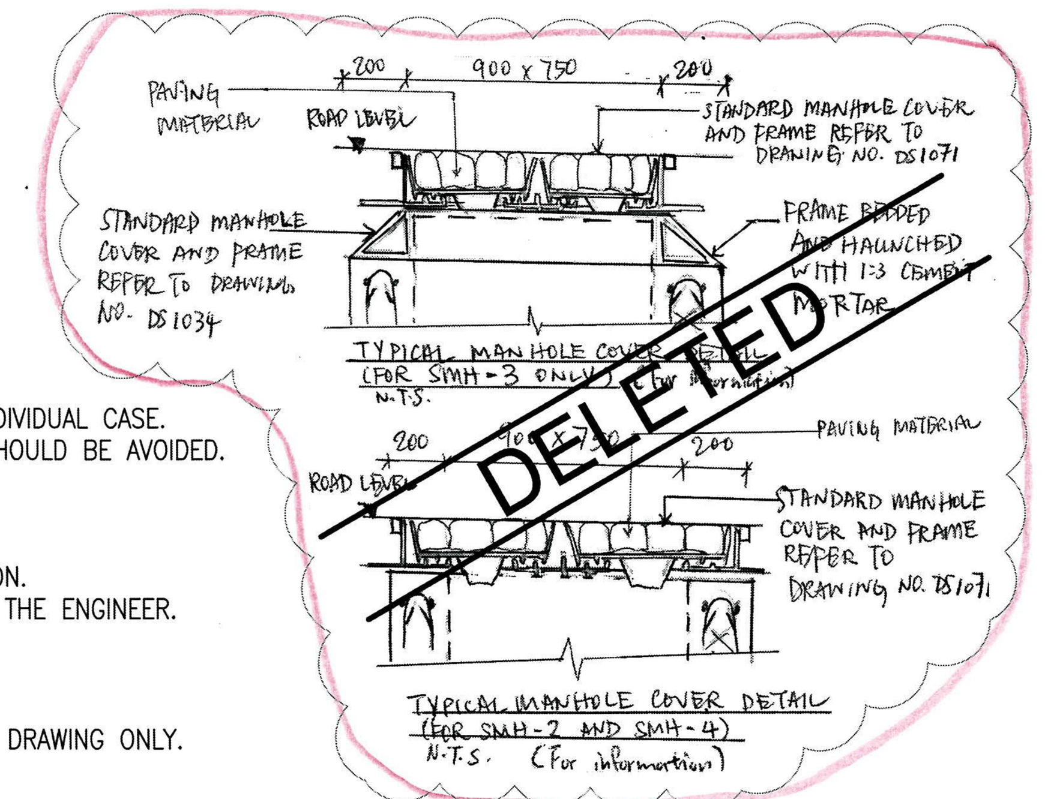
SECTION 4-4

MANHOLE SCHEDULE

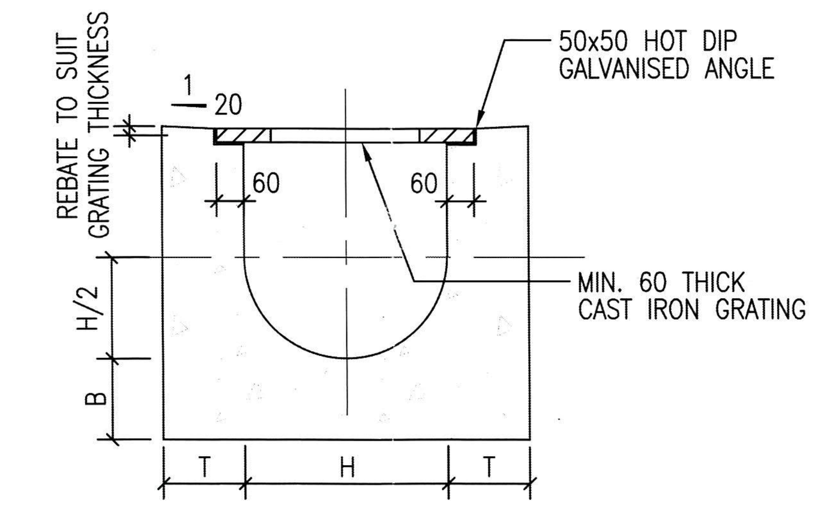
MANHOLE NO.	APPROX. COVER LEVEL (MPD)	MANHOLE TYPE	UPSTREAM INLET PIPE			DOWNSTREAM OUTLET PIPE			LENGTH (m)	GRADIENT
			MANHOLE NO.	PIPE DIA. (mm)	INVERT LEVEL (mPD)	MANHOLE NO.	PIPE DIA. (mm)	INVERT LEVEL (mPD)		
SMH-1	4.30	G1	CP3	850 DIA UC	2.230	SMH-2	1050.00	2.172	11.73	0.0049
SMH-2	5.40	I	SMH-1	1050.00	2.172	SMH-3	1050.00	1.906	53.23	0.0050
SMH-3	5.47	I	SMH-2	1050.00	1.906	SMH-4	1050.00	1.808	19.50	0.0050
SMH-4	5.25	I	SMH-3	1050.00	1.808	SAND TRAP	1050.00	1.800	1.50	0.0053

NOTES

1. NOTES REFER TO DRG. NO.: SF-F003 & SF-F103.
2. PIPE DIAMETER : 750 TO 1200mm
3. NORMAL RANGE OF DEPTH : 2750 TO 4250mm (MEASURED 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 35/20.
9. ALL BAR MARKS APPEARED HEREON ARE USED REFERENCE IN THIS DRAWING ONLY.
10. MINIMUM COVER AT THE END OF BARS 40mm.
11. REINFORCEMENT SHALL COMPLY WITH BS 4449, BENDING OF REINFORCEMENT SHALL COMPLY WITH BS 8666.
12. COVER AND FRAME NOT SHOWN ON PLAN FOR CLARITY.



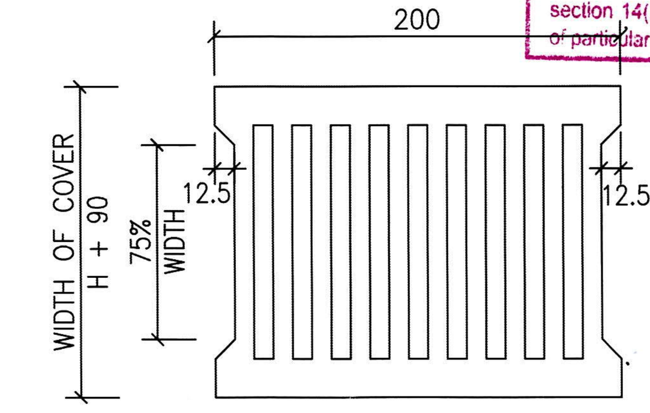
Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(...) of the Buildings Ordinance are of particular relevance in this regard.



TYPICAL SECTION

U-CHANNEL WITH CAST IRON GRATING

N.T.S.



CAST IRON GRATING

NOMINAL SIZE H	T	B	REINFORCEMENT
< 300	100	100	NIL
375 - 675	150	150	A393 MESH PLACED CENTRALLY
750 - 900	175	175	B1131 MESH PLACED CENTRALLY

CATCH PIT SCHEDULE

	FROM		TO			
APPROX. COVER LEVEL (mPD)	CATCH PIT NO.	INVERT LEVEL (mPD)	CATCH PIT NO.	INVERT LEVEL (mPD)	LENGTH (m)	GRADIENT
4.38	CP1	3.000	CP2	2.866	30.3	0.0044
4.13	CP2	2.866	CP3	2.855	2.3	0.0047
4.20	CP3	2.855	SMH-1	2.630	13	0.0082
5.30	XCP2	4.650	XCP1	3.760	33.6	0.0176
4.43	XCP1	3.460	CP4	3.350	35.0	0.0031
4.36	CP4	3.350	CP5	3.295	12.2	0.0050
4.43	CP5	3.295	CP6	3.151	28.8	0.0050
4.55	CP6	3.151	CP7	3.050	20.3	0.0050
4.52	CP7	3.050	TMH-1	2.990	12.7	0.0050

Plan Approved
CHENG Hang-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
- 6 JUL 2022

RECEIVED BY
2022 JUL -9 P 4:15
R&D Registry (NBDs)
BUILDINGS DEPARTMENT

RECORD PLAN

" The works shown on these plans are Type II works (Site Formation (Flood Mitigation)) in respect of which consent is applied for the purpose of Fast Track consent application under regulation 33 of the Building (Administration) Regulations."

AMENDMENT

REV.	DATE	DESCRIPTION
D	06/2022	GENERAL REVISION
–	–	BD APPROVED ON 24 FEB 2022
C	01/2022	BD APPROVED ON 24 FEB 2022
–	–	BD APPROVED ON 12 OCT 2021
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – RC DETAILS AND SCHEDULE FOR MANHOLE

JOB NO.		DESIGNED	J.L.
DATE	12/2016	DRAWN	J.L
SCALE	1:20 (A1)	CHECKED	J.L.
DRG. NO.	SF-F004	STATUS	SUBMISSION

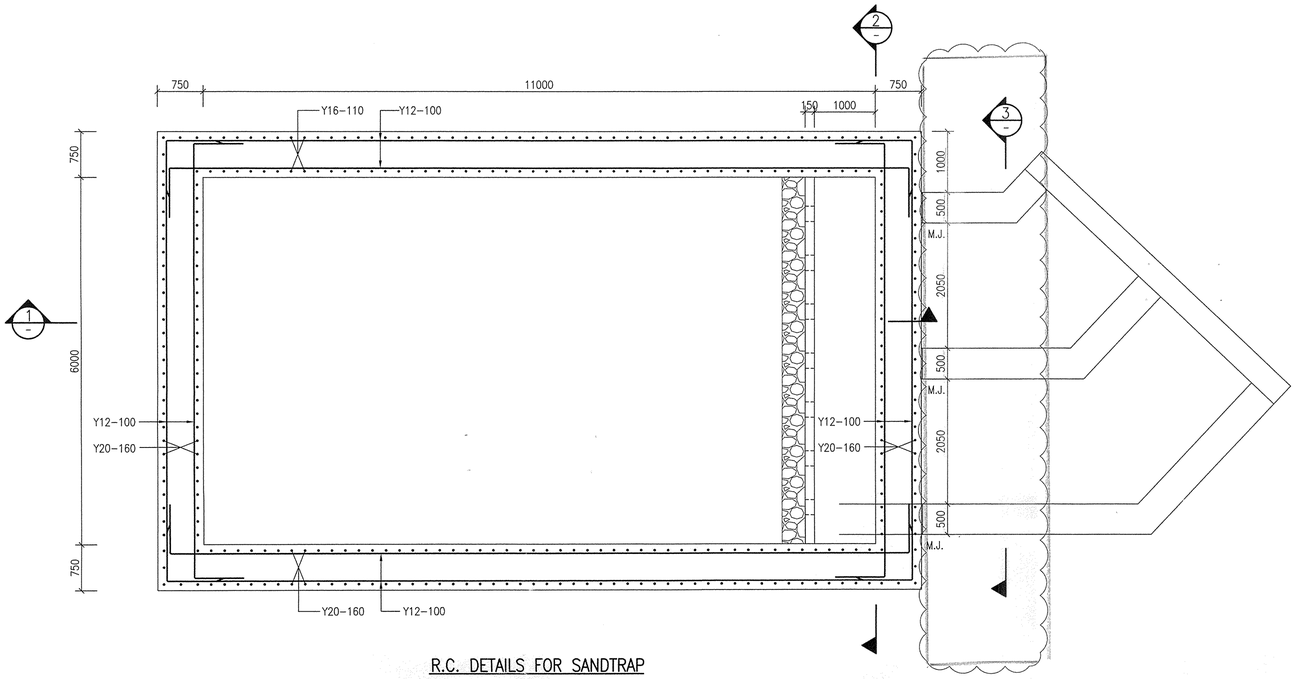
ARCHITECT
P&T Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司
[redacted]

ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond
Registered Structural Engineer

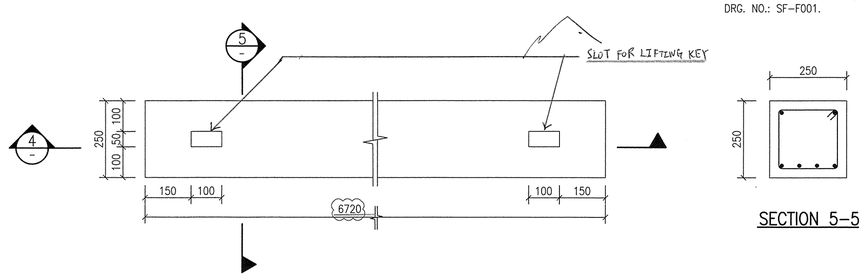
B.D. REF. NO.: 6/9069/12

NOTE

1. NOTES AND DETAILS REFER TO DRG. NO.: SF-F003 & SF-F103.
2. LOCATION OF SANDTRAP AND BOX CULVERT REFER TO DRG. NO.: SF-F001.

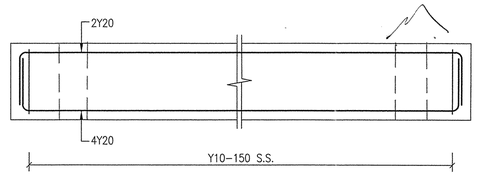


R.C. DETAILS FOR SANDTRAP
(PLAN)



SECTION 5-5

PRECAST CONCRETE COVER

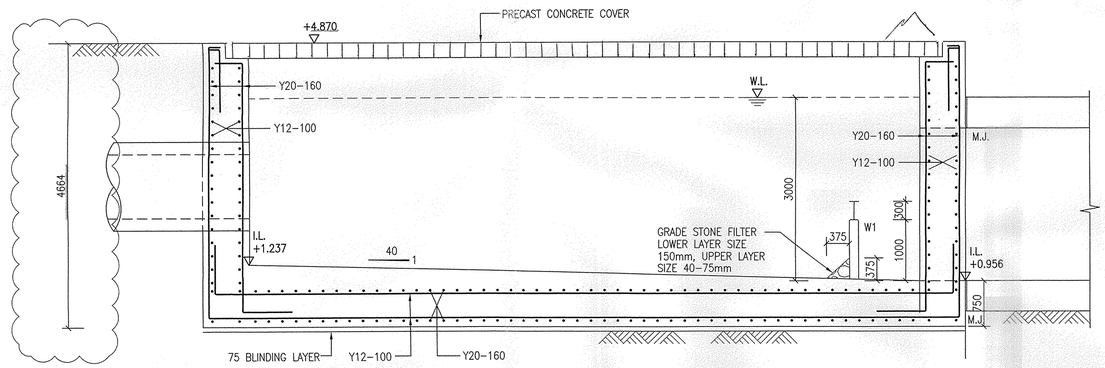


SECTION 4-4
RC DETAILS FOR PRECAST CONCRETE COVER

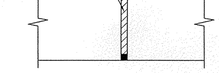
BUILDINGS DEPARTMENT

AMENDED PLAN

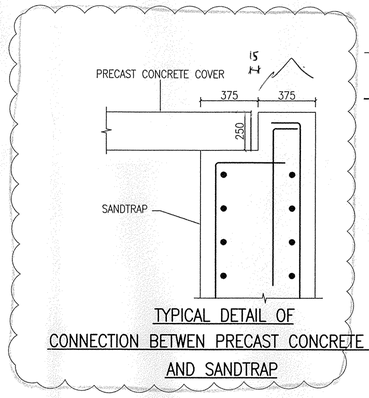
Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.



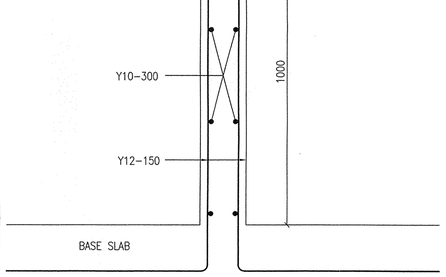
SECTION 1-1



TYPICAL DETAIL OF
MOVEMENT JOINT (M.J.)

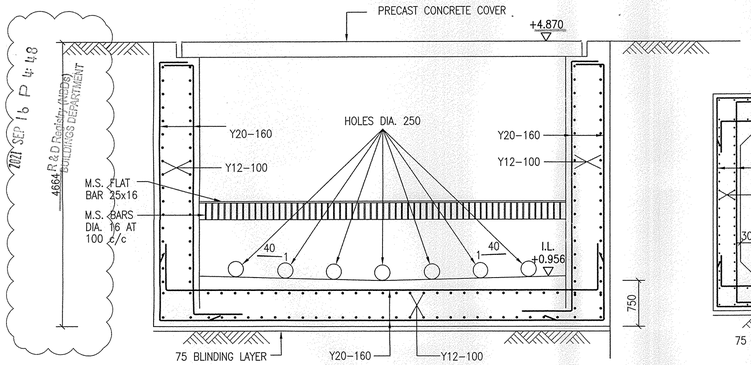


TYPICAL DETAIL OF
CONNECTION BETWEEN PRECAST CONCRETE COVER
AND SANDTRAP

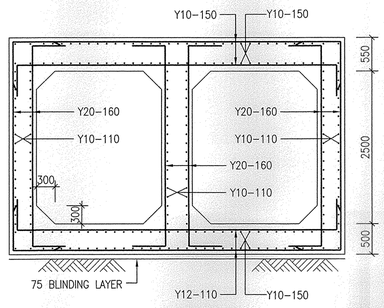


R.C. DETAIL OF LW1

N.T.S.



SECTION 2-2



SECTION 3-3
R.C. DETAILS FOR BOX CULVERT

Chiu Hong Man, Michael,
B. Arch. (U.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

Plan Approved
NG Man Kit
Building Surveyor
for BUILDING AUTHORITY
12 OCT 2021

REV.	DATE	DESCRIPTION
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION –
RC DETAILS OF SANDTRAP AND BOX CULVERT

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	1:50 (A1)	CHECKED	TONY
DRG. NO.	SF-F005	STATUS	SUBMISSION

ARCHITECT
mcaal
michael chiang and associates architects
[redacted]

ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond
Registered Structural Engineer

RECORD PLAN

AMENDMENT

CAD FILE : \\hdfi35\ENGDRAWING\Kam Pok Road Lot 4807 & 4568\Drawing\Site Formation\Outgoing\BD Submission\2016-12-30 1st Submission (Drainage)\CAD\SF-F006 DR PLAN_MANHOLE COVER.dwg

B.D. REF. NO.:

NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.

NOTES:
1. FOR GENERAL NOTES OF DUCTILE IRON MANHOLE COVER & FRAME, REFER TO DRG. NO. DS1076 (2 SHEETS)
2. FILLETS FOR BOTTOM ENDS OF THE COVER EDGES AND RIBS ARE R1. OTHER UNSPECIFIED FILLETS ARE R2

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(1)(c) of the Buildings Ordinance are of particular relevance in this regard.

Plan Approved
LAW Pui-sze, Anny
Senior Building Surveyor
for BUILDING AUTHORITY
- 2 MAR 2017

RECEIVED BY BUILDINGS DEPARTMENT
2017 JAN -3 P 4: 26

Chiang Hong Man, Michael,
BA (A.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

REV.	DATE	DESCRIPTION

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – TYPICAL DETAILS FOR STEEL COVER

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	N.T.S. (A1)	CHECKED	TONY
DRG. NO.	SF-F006	STATUS	SUBMISSION

ARCHITECT
mcaal
michael chiang and associates architects
[redacted]

RECORD PLAN

ENGINEER
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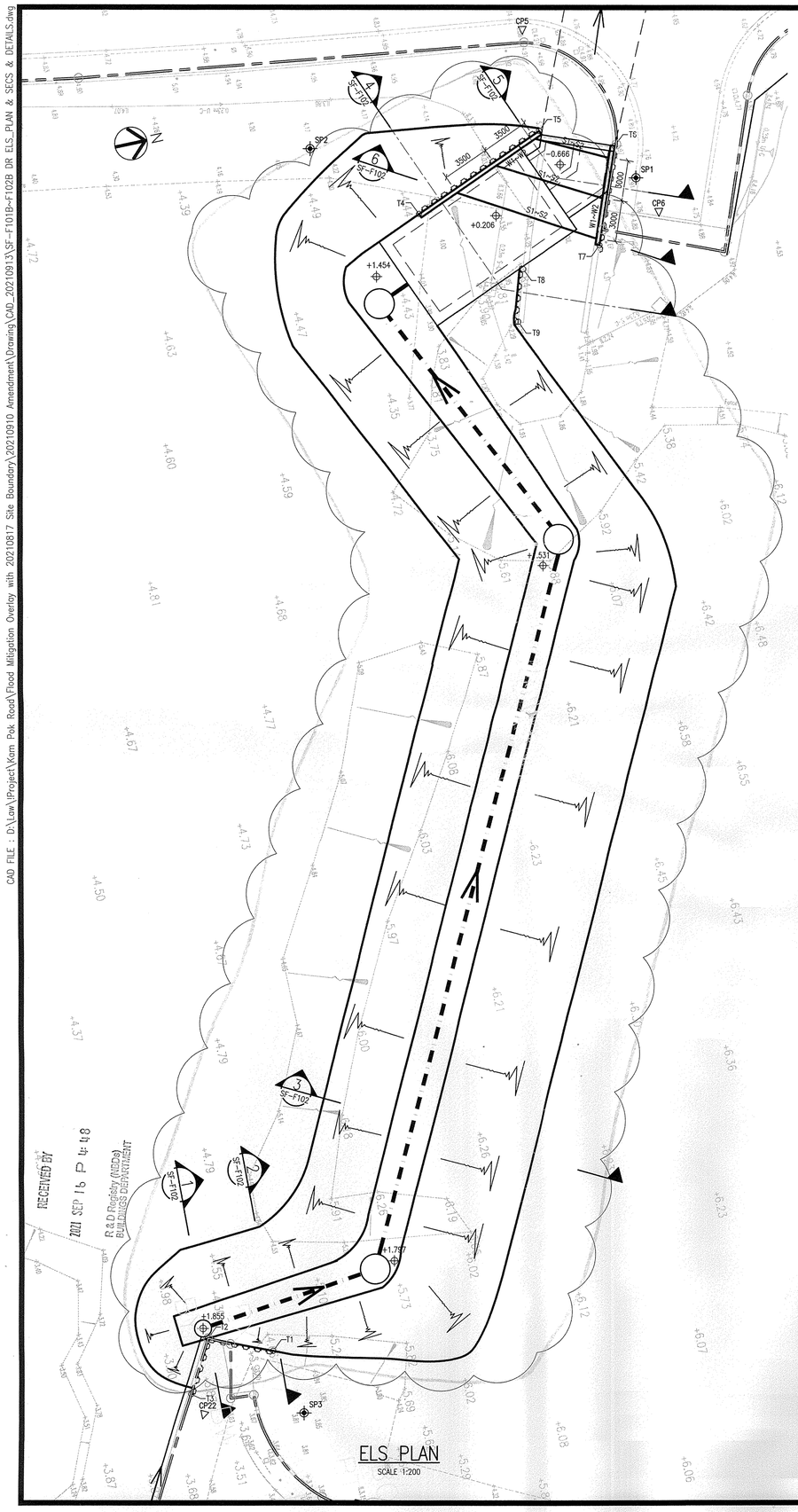
Cheng Yiu Lun
Registered Structural Engineer
Registered Geotechnical Engineer

B.D. REF. NO.: 6/9069/12



ELS PLAN
SCALE 1:200

LEGEND

- SITE BOUNDARY
- PROPOSED CUT SLOPE (30° MAX.)
- S1 — PROPOSED STRUT
- W1 — PROPOSED WALING
- PROPOSED SHEETPILE
- ALIGNMENT OF PROPOSED UNDERGROUND DRAINPIPES
- +1.65 — PROPOSED FINAL EXCAVATION LEVEL
- CP5 — PROPOSED SETTLEMENT CHECK POINT ON GROUND (CP5, CP6, CP22)
- SP1 — PROPOSED STANDPIPE (SP1~SP3)
- T6 — PROPOSED TURNING POINT

MEMBER SIZE SCHEDULE

MEMBER	TYPE	MEMBER SIZE	MAX. RETAINING HEIGHT	MIN. EMBEDMENT LENGTH
SHEET PILES FOR SANDTRAP	CASE 1	FSP-II SHEET PILE	6m	7.25m
SHEET PILES FOR MANHOLE SMH-1	CASE 3	FSP-III SHEET PILE	2.445m	5.655m
WALING	W1, W2	305x305x240 kg/m UC		
STRUT	S1	203x203x86 kg/m UC		
	S2	254x254x89 kg/m UC		
SHEET PILES FOR WING WALL (BOX CULVERT)	CASE 2	FSP-III SHEET PILE	2.3m	7.206m

NOTE

1. NOTES AND DETAILS REFER TO DRG. NO.: SF-F003 & SF-F103.

OVERALL SEQUENCE OF CONSTRUCTION

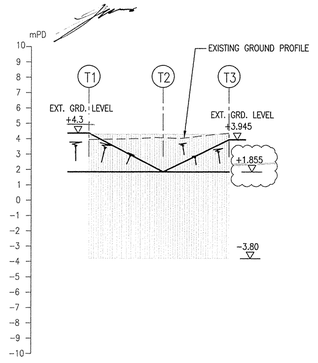
1. WITH THE SITE IN EXISTING GROUND CONDITION, CARRY OUT EXCAVATION AND LATERAL SUPPORT WORKS TO FACILITATE THE PROPOSED FLOOD MITIGATION WORKS.
2. CONSTRUCT THE DRAINAGE WORKS ASSOCIATED WITH THE FLOOD MITIGATION.
3. BACKFILL THE EXCAVATION WITH PROPERLY COMPACTED SOIL MATERIALS.
4. THE BACKFILLING SHALL BE CARRIED OUT TO REINSTATE THE ORIGINAL GROUND PROFILE.

NOTES ON SEQUENCE OF ELS WORKS

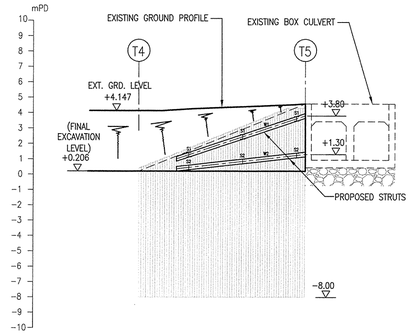
1. INSTALL THE MONITORING CHECK POINTS AND STANDPIPES AND RECORD THE INITIAL READINGS.
2. INSTALL THE SHEET PILES TO THE REQUIRED DEPTH BY PRESSING WITH A HEAVY EXCAVATOR OR BY MEANS OF A VIBRATOR.
3. CARRY OUT OPEN CUTTING TO THE BASE LEVEL OF THE SUBGRADE/BLINDING LAYER BENEATH THE PROPOSED MANHOLES, CATCH-PITS, AND 1050mm DIAMETER DRAINAGE PIPES.
4. CONCURRENTLY, CARRY OUT EXCAVATION AND LATERAL SUPPORT (ELS) WORKS IN FRONT OF THE SHEET PILE WALLS:
   (A) EXCAVATE TO 300mm BELOW THE FIRST LAYER OF LATERAL SUPPORT AND THEN INSTALL THE FIRST LAYER OF WALING AND STRUTS.
   (B) EXCAVATE TO 300mm BELOW THE NEXT LAYER OF LATERAL SUPPORT AND THEN INSTALL THE SECOND LAYER OF WALING AND STRUTS.
   (C) EXCAVATE TO THE FINAL EXCAVATION LEVEL.
5. UPON BACKFILLING IN EXCAVATION WITH SHORING WORKS, THE FILLING WORKS SHALL BE CARRIED OUT PROGRESSIVELY:
   (A) BACKFILL TO 300mm BELOW THE SECOND LAYER OF LATERAL SUPPORT AND THEN REMOVE THE SECOND LAYER OF WALING AND STRUTS.
   (B) BACKFILL TO 300mm BELOW THE FIRST LAYER OF LATERAL SUPPORT AND THEN REMOVE THE FIRST LAYER OF WALING AND STRUTS.
   (C) BACKFILL TO THE ORIGINAL GROUND LEVEL.

NOTES FOR TCP SUPERVISION

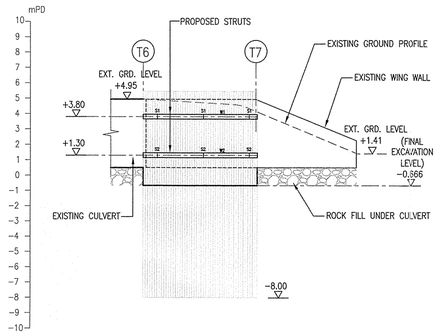
1. THE TCP T5 SITE SUPERVISION PERSONNEL UNDER THE RGE'S STREAM SHALL SUBMIT REGULAR REPORT OF HIS/HER/ THEIR FINDING AND RECOMMENDATION TO THE RGE. THE RGE SHALL FORMALLY SUBMIT THESE REPORTS TO THE BD AND PROVIDE A COPY TO THE GEO AT MONTHLY INTERVALS OR MORE FREQUENTLY AS NECESSARY. THE FIRST REPORT SHALL BE SUBMITTED TO BD WITHIN ONE MONTH AFTER THE COMMENCEMENT OF THE SITE FORMATION/ELS WORKS. THE SUBSEQUENT REPORTS SHALL BE SUBMITTED TO BD WITHIN FOUR WEEKS AFTER THE REPORTING MONTH.
2. TYPICAL CONTENTS OF THE REGULAR REPORTS PREPARED BY THE TCP T5 SITE SUPERVISION PERSONNEL SHOULD INCLUDED THE FOLLOWING:
   (1) PROGRESS OF THE WORKS
   (2) INTERPRETATION OF INSTRUMENTATION RESULTS TAKEN DURING CONSTRUCTION
   (3) SITE OBSERVATIONS
   (4) INSPECTION RECORDS
   (5) REVIEW
3. UPON INSTALLATION/RE-PROVISION OF MONITORING STATION THE TCP T5 SITE SUPERVISION PERSONNEL SHOULD VERIFY THE CONDITION AND SERVICEABILITY OF THE MONITORING STATIONS AND THE BASE READING IF PERSON. RECORDS OF SUCH VERIFICATION SHOULD BE PROVIDED IN THE REGULAR REPORTS PREPARED BY THE TCP T5 SITE SUPERVISION PERSONNEL.
   (6) COMPLIANCE WITH APPROVED PLANS
   NOTE: CUMULATIVE MONITORING RESULTS WITH THE AAA AND DESIGN LEVES (ONLY IN GRAPHICAL FORM) CHOULD BE PROVIDED IN THE APPENDIX.
   EACH REPORT SHALL COVER ONE CALENDAR MONTH OF SITE ACTIVITIES AND BE COMPLETED WITHIN TWO WEEKS AFTER EACH REPORING PERIOD. THE REPORTS SHALL BE KEPT AT THE SITE OFFICE FOR INSPECTION OF THE BD/GEO.



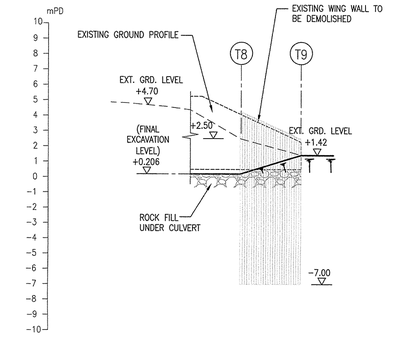
DEVELOPED ELEVATION T1 TO T3
SCALE 1:200
(CASE 3)



DEVELOPED ELEVATION T4 TO T5
SCALE 1:200
(CASE 1)



DEVELOPED ELEVATION T6 TO T7
SCALE 1:200
(CASE 1)



DEVELOPED ELEVATION T8 TO T9
SCALE 1:200
(CASE 2)

BUILDINGS DEPARTMENT

AMENDED PLAN

Plan Approved
NG Man Kin
Building Surveyor
for BUILDING AUTHORITY
12 OCT 2021

Chiang Heng Man, Michael,
B. (A.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

RECORD PLAN

AMENDMENT

REV.	DATE	DESCRIPTION
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – PART PLAN FOR ELS

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	1:200 (A1)	CHECKED	TONY
DRG. NO.	SF-F101	STATUS	SUBMISSION

ARCHITECT
mcaal
michael chiang and associates architects
[redacted]

ENGINEER
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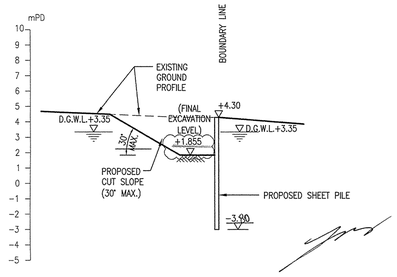
Chan Chu Fai Edmond
Registered Structural Engineer

B.D. REF. NO.: 6/9069/12



SECTION 1
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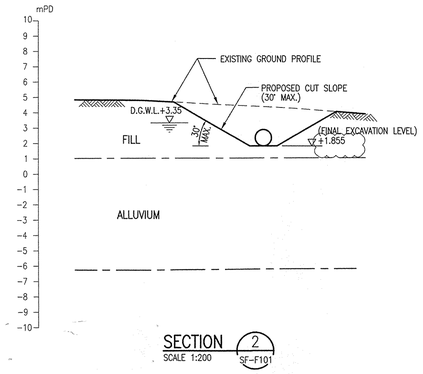

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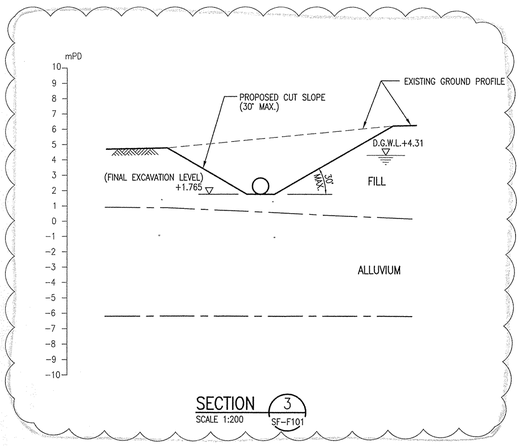


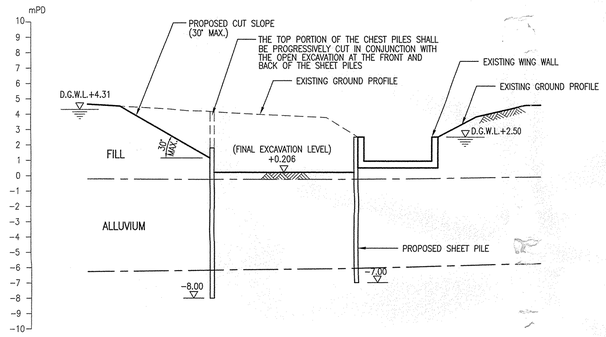
SECTION 3
SCALE 1:200 SF-F101

NOTE

1. NOTES AND DETAILS REFER TO DRG. NO.: SF-F003 & SF-F103.

LEGEND

D.G.W.L. – DESIGN GROUND WATER LEVEL



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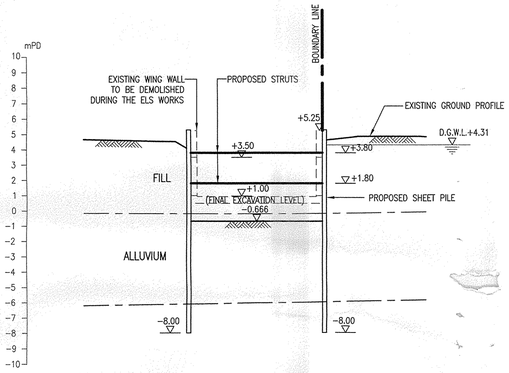

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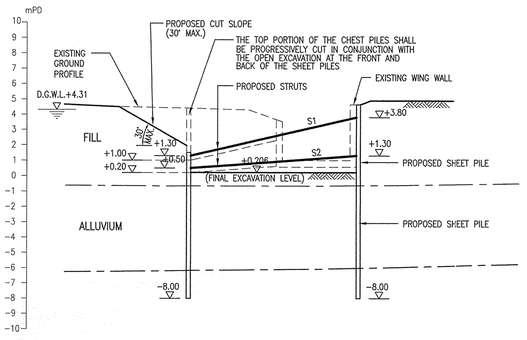

SECTION 6
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2021 SEP 16 P 4:48
R & D Registry (NRDs)
BUILDINGS DEPARTMENT

Plan Approved
NG Man Kin
Building Surveyor
for BUILDING AUTHORITY
12 OCT 2021

Chan Hong Man, Michael,
B. S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

RECORD PLAN

AMENDMENT

BUILDINGS DEPARTMENT

AMENDED PLAN

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(2)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

REV.	DATE	DESCRIPTION
B	09/2021	GENERAL REVISION
A	07/2020	GENERAL REVISION
–	–	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION – SECTIONS FOR ELS

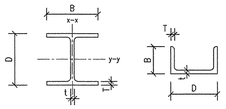
JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	1:200 (A1)	CHECKED	TONY
DRG. NO.	SF-F102	STATUS	SUBMISSION

ARCHITECT
mcaal
michael chiang and associates architects
[redacted]

ENGINEER
STEPHEN CHENG
CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond
Registered Structural Engineer

GENERAL NOTES

1. ALL DIMENSIONS ARE IN mm AND LEVELS IN mPD.
2. THE DESIGN IS TO BE IN ACCORDANCE WITH BUILDING (CONSTRUCTION) REGULATIONS THE CODE OF PRACTICE FOR STRUCTURAL USE OF STEEL 2011. GEOGUIDE1 1993 AND GCO PUBLICATION NO. 1/90.
3. ALL STRUCTURAL STEEL MEMBERS SHALL COMPLY WITH BS EN 10025 2004, GRADE S275 J0. ALL SHEET PILES SHALL COMPLY WITH BS EN 10248-1:1996.
4. ALL WELDINGS SHALL BE FILLET WELD ALL ROUND COMPLYING WITH BS EN 1011-PART II.
5. ALL SHEET PILE AND LATERAL SUPPORT MEMBERS SHALL BE REFERRED TO "MEMBER SIZE SCHEDULE".
6. SIZE OF WELDING AT THE CONNECTIONS BETWEEN STRUCTURAL MEMBERS SHALL BE 6mm FILLET WELD ALL ROUND UNLESS OTHERWISE STATED.
7. DESIGN GROUND WATER LEVEL TO BE 1m ABOVE OBSERVED WATER LEVEL.
8. DESIGN SURCHARGE LOAD = 20kPa FOR CARRIAGE WAY 10kPa FOR CONTSTRUCTION LOAD AT REAR SIDE OF THE SITE
9. ALL STEEL STRUCTURAL MEMBER SHALL BE 6mm GRADE S275 JO EXCEPTED GRADE S355 FOR WALINGS AND STRUTS UNLESS OTHERWISE SPECIFIED.
10. CHANNEL BRACKETS FOR SUPPORTING WALING SHALL BE PROVIDED AT MAX. 3000c/c OR NOT LESS THAN 2 NOS. FOR EACH WALING.
11. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE APPROVED PLANS. IF THERE ARE ANY VARIATIONS OF WORKS WHICH ARE INCONSISTENT WITH THE APPROVED PLANS, THE SUPERVISORS SHALL NOTIFY THE AP/RSE, RGE/RSC/RGBC OF SUCH VARIATIONS IMMEDIATELY THE AP/RSE/RGE/RSC/RGBC SHALL REVIEW THE SITUATIONS AND TAKE APPROPRIATE ACTIONS SO AS TO COMPLY WITH THE BUILDING ORDINANCE.
12. TCP T3 UNDER THE RGE STREAM SHOULD BE FULL TIME ON SITE DURING THE REMOVAL OF STRUTS.

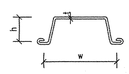


SECTION PROPERTIES FOR WALING / STRUT

SIZE	D (mm)	B (mm)	T (mm)	t (mm)	AREA (cm^2)
203x203x86 kg/m UC	222.3	208.8	20.5	13	110
305x305x240 kg/m UC	352.6	317.9	37.7	23	306
254x254x89 kg/m UC	260.4	255.9	17.3	10.5	114

NOTES ON SHEET PILING

1. ALL STEEL SHEET PILES SHOULD BE DRIVEN TO THE REQUIRED LEVEL AS SHOWN ON SECTION 1-1, 4-4, 5-5 & 6-6.
2. UPON COMPLETION INSTALLATION OF SHEET PILE WALLS, A RECORD PLAN FOR SHEET PILING WALL SHALL BE SUBMITTED TO THE BUILDING AUTHORITY.



REDUCTION FACTOR FOR STEEL SHEET PILES (CATEGORY 1)

TYPE	FACTOR
β_B	0.9
β_D	0.8

STEEL MEMBER	DIMENSION w	h	t	AREA cm^2	WEIGHT kg/m^2	I per pile cm^4	Z per pile cm^2	I cm^4/m	Z cm^3/m
FSP-II SHEET PILE	400	100	10.5	61.18	120	1240	152	8740	874
FSP-III SHEET PILE	400	125	13	76.42	150	2220	223	16800	1340

SOIL DESIGN PARAMENTERS

SOIL TYPE	C'(kPa)	ϕ' (°)	YOUNG'S MODULUS (kN/m^2)
FILL	0	33	4000
ALLUVIUM	2	34	8000

NOTES OF MONITORING

1. INSTALL SETTLEMENT CHECK POINTS AS SHOWN ON PLAN BEFORE THE COMMENCEMENT OF ELS WORKS.
2. THE INITIAL READINGS SHOULD BE SUBMITTED TO BUILDING AUTHORITY BEFORE WORK COMMENCE.
3. THE MONITORING POINTS SHOULD BE MONITORED DAILY, AND THE RECORD SHOULD BE KEPT ON SITE FOR INSPECTION AND SUBMITTED TO THE AP/RSE AND BUILDING AUTHORITY AT TWO WEEKS INTERVAL.
4. BEFORE COMMENCING EXCAVATION WORKS, INSTALL STANDPIPES SP1 TO SP3.
5. SHOULD ANY UNDUE SETTLEMENT BE FOUND, THE WORK SHOULD BE SUSPENDED IMMEDIATELY, THE RSE AND BUILDING AUTHORITY SHOULD BE INFORMED AND REMEDIAL PROPOSAL SHOULD BE SUBMITTED FOR CONSIDERATION & APPROVAL PRIOR TO RESUMING THE ELS WORKS.
6. THE PROPOSED ALERT LEVEL, ALARM LEVEL AND ACTION LEVEL FOR MONITORING WORKS ARE :

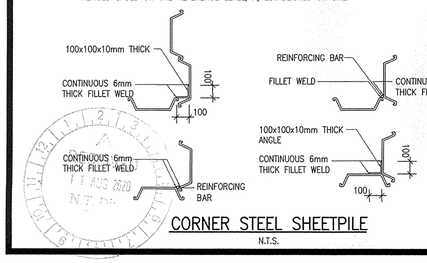
MONITORING STATION		ALERT LEVEL	ALARM LEVEL	ACTION LEVEL
STANDPIPE	SP1~SP3	* R-200mm (2.12 mPD)	R-300mm (2.02 mPD)	R-600mm (1.72 mPD)
SETTLEMENT CHECK POINT ON GROUND	CP5, CP6, CP22	12mm	18mm	25mm

a) WHENEVER ANY CHECK POINT REACHES ALERT LEVEL, THE FREQUENCY OF SITE SUPERVISION BY RSE(TS) AND RSC(T4) STREAMS SHOULD BE INCREASED TO NOT LESS THAN TWICE A WEEK.

b) WHENEVER ANY CHECK POINT REACHES ALARM LEVEL, THE FREQUENCY OF SITE SUPERVISION BY RSE(TS) AND RSC(T4) STREAMS SHOULD BE INCREASED TO NOT LESS THAN 3 TIMES A WEEK.

c) WHENEVER ANY CHECK POINT REACHED ACTION LEVEL, ALL WORKS SHALL BE CEASE IMMEDIATELY, AND THE ENGINEER, BD SHALL BE INFORMED. NO WORKS SHALL BE RE-STARTED UNTIL A REMEDIAL PROPOSAL HAS BEEN SUBMITTED, APPROVED BY BD AND IMPLEMENTED.

* R DENOTES REFERENCE LEVEL WHICH IS THE LOWEST GROUND WATER PRIOR TO THE COMMENCEMENT OF EXCAVATION WORKS. BUT THE ALERT/ALARM/ACTION LEVELS ARE TENTATIVELY TAKEN TO BE THE FIGURES SHOWN WITHIN BRACKETS IN THE TABLE ABOVE BASE ON PREVIOUS GROUND INVESTIGATION RESULT. THE ALERT/ALARM/ACTION LEVELS SHALL BE REVISED BASED ON THE REFERENCE LEVEL, R, ESTABLISHED ON SITE.



CORNER STEEL SHEETPILE
N.T.S.

GENERAL NOTE FOR ELS WORKS

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE APPROVED PLANS. IF THERE ARE ANY VARIATIONS OF WORKS WHICH ARE INCONSISTENT WITH THE APPROVED PLANS, THE SUPERVISORS SHALL NOTIFY THE AP/RSE/RGE/RSC OF SUCH VARIATIONS IMMEDIATELY. THE AP/RSE/RGE/RSC/RGBC SHALL REVIEW THE SITUATIONS AND TAKE APPROPRIATE ACTIONS SO AS TO COMPLY WITH THE BUILDINGS ORDINANCE.

ALERT LEVEL

a. RESPONSE ACTION:
- (i) RC TO NOTIFY AND SUBMIT WRITTEN REPORT TO RSE/RGE.
- (ii) RSE/RGE TO ASSESS EFFECT OF MOVEMENTS AND PREDICT FUTURE MOVEMENTS.
- (iii) RSE/RGE TO AGREE WITH RC ON THE SUITABLE ACTION PLAN WHICH MAY INCLUDE THE INSTALLATION OF ADDITIONAL CHECK POINTS AND/OR INCREASING MONITORING FREQUENCY, AND THE REMEDIAL/MITIGATING MEASURES TO BE TAKEN UPON REACHING THE "ALARM LEVEL"

ALARM LEVEL

a. RESPONSE ACTION:
- (i) RC TO NOTIFY AND SUBMIT UPDATED REPORT TO RSE/RGE AND NOTIFY THE BD IMMEDIATELY.
- (ii) RSE/RGE AND RSC/RGBC TO CONDUCT JOINT SITE INSPECTION TO DETERMINE IF ANY CONSTRUCTION ACTIVITIES SHOULD BE TEMPORARILY SUSPENDED.
- (iii) RSC/RGBC TO IMPLEMENT THE NECESSARY REMEDIAL/MITIGATING MEASURES IN ACCORDANCE WITH THE AGREED ACTION PLAN.
- (iv) RSE/RGE AND RSC/RGBC TO DISCUSS THE INSTRUMENT RESPONSE AND REVIEW THE EFFECTIVENESS OF THE RESPONSE ACTION.
- (v) RSE/RGE TO AGREE WITH RC ON THE EMERGENCY PLAN DETAILING THE MEASURES TO BE TAKEN UPON REACHING "ACTION LEVEL"
- (vi) ANY CONSTRUCTION ACTIVITIES MAY BE SUSPENDED IF THE RESPONSE ACTION HAS BEEN IMPLEMENTED AND ON THE ADVICE OF THE RSE/RGE AS NECESSARY.
- (vii) RSE/RGE TO REVIEW THE METHOD STATEMENTS OF WORKS TO DETERMINE WHETHER MODIFICATION TO THE CONSTRUCTION METHODS IS REQUIRED TO PREVENT ACTION LEVEL FROM BEING REACHED.

ACTION LEVEL

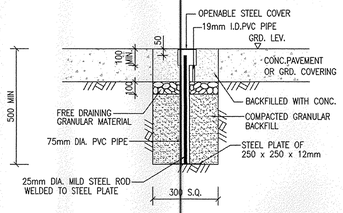
a. RESPONSE ACTION:
- (i) ALL WORKS ARE TO BE CEASED.
- (ii) RSC/RGBC TO NOTIFY AND CARRY OUT A JOINT SITE INSPECTION WITH THE RSE/RGE IMMEDIATELY. THE BD AND THE RELEVANT PARTIES SHOULD BE NOTIFIED IMMEDIATELY.
- (iii) RSC/RGBC TO IMPLEMENT THE NECESSARY EMERGENCY MEASURES IN ACCORDANCE WITH THE AGREED EMERGENCY PLAN.
- (iv) RSC/RGBC TO SUBMIT AN INCIDENT REPORT TO RSE/RGE AND THE BD DETAILING THE FULL HISTORY OF THE MOVEMENTS AND REMEDIAL/EMERGENCY MEASURES IMPLEMENTED.
- (v) RSE/RGE TO REVIEW THE INCIDENT AND AGREE WITH RSC/RGBC ON FURTHER REMEDIAL AND PREVENTIVE MEASURES TO ENABLE RESUMPTION OF THE SUSPENDED WORKS.
- (vi) CONSTRUCTION ACTIVITIES SHOULD NOT BE RESUMED UNTIL THE NECESSARY REMEDIAL AND PREVENTIVE MEASURES HAVE BEEN COMPLETED TO THE SATISFACTION OF THE BD.
- (vii) IF THE TRIGGER VALUES AND RESPONSE ACTION ARE REVISED, THE AMENDED PLANS SHOULD BE SUBMITTED TO THE BD FOR APPROVAL. THE SUSPENDED CONSTRUCTION ACTIVITIES SHOULD NOT BE RESUMED UNTIL THE AMENDED PLANS ARE APPROVED BY THE BA AND THE CONSENT IS GIVEN.

REMARKS

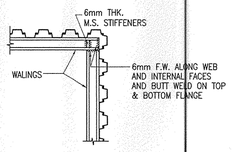
1. THE "ACTION LEVEL" RESPONSE ACTION SHOULD BE TAKEN IF ANY OF THE FOLLOWING SITUATION OCCURS:
2. UNDUE SETTLEMENT AS INDICATED IN ANY CHECK POINTS (e.g. AN INCREASE OF 5mm BETWEEN TWO CONSECUTIVE DAILY READINGS.)
3. SIGN OF DISTRESS OR DAMAGES OBSERVED IN ANY ADJACENT STRUCTURES AND/OR UTILITIES.

THE PROTECTION OF EARTHWORKS AGAINST HEAVY RAINFALL

1. SURFACE WATER FLOWING INTO THE SITE SHALL BE INTERCEPTED AND CONDUCTED FROM THE SITE TO AN INDICATED SAFE DISCHARGE POINT.
2. EARTHWORK TO FORM THE FINAL FACE SHALL BE PROTECTED WITH SHEETING WELL-SECURED AGAINST THE WIND. PROVIDE 50mm CHAUNM PLASTER / HARD SURFACING FOR EXPOSED MORE THAN 2 WEEKS.
3. SILT AND DEBRIS SHALL BE INTERCEPTED BY TRAPS OR DESILTING TANKS BEFORE THE WATER IS DISCHARGED FROM THE SITE.



DETAILS OF SETTLEMENT CHECK POINTS ON GROUND



TYPICAL CONNECTION DETAIL BETWEEN WALING
N.T.S.

GENERAL NOTES

1. 75mm THICK BLINDING LAYER OF PRESCRIBED MIX GRADE 10P SHALL BE PLACED BENEATH ALL FOOTING.
2. ALL REINFORCEMENT SHALL COMPLY WITH CS2:2012. 'Y' INDICATES HIGH TENSILE STEEL, WITH CHARACTERISTIC STRENGTH OF 500MPa.
3. THE TENSION ANCHORAGE BOND LENGTH (T.A.L.) FOR DESIGNED MIX OF 45D/20 OF ABOVE SHALL BE AS FOLLOWED:

BAR DIA. (mm)	C45/20
10	330
12	396
16	528
20	660
25	825
32	1056
40	1320

LAP LENGTH

1. ABBREVIATIONS

Y 40 - 150 (T1)
- TYPE OF BAR
- BAR DIAMETER
- BAR POSITION
- BAR SPACING

a). UNLESS STATED OTHERWISE, THE MINIMUM LAP LENGTHS FOR ALL STEEL REINFORCEMENT BARS SHALL BE THE FULL TENSION LAP LENGTH (T.L.L.) AND INCREASED ACCORDING TO (c) BELOW.

b). FULL TENSION LAP LENGTH (T.L.L.) AND FULL COMPRESSION LAP LENGTH (C.L.L.) SHALL BE AS FOLLOWS:

HIGH YIELD BAR DIA. (mm)	CONCRETE GRADE (45D) T.L.L./C.L.L.	T.L.L.x1.4	T.L.L.x2.0
10	330	470	660
12	396	564	792
16	528	752	1056
20	660	940	1320
25	825	1175	1650
32	1056	1504	2112
40	1320	1880	2640

c). ADDITIONAL REQUIREMENT FOR TENSION LAP LENGTH

1.1. WHERE A LAP OCCURS AT THE TOP OF A SECTION AS CAST AND THE MINIMUM COVER IS LESS THAN TWICE THE DIAMETER OF THE LAPPED REINFORCEMENT, THE LAP LENGTH SHOULD BE INCREASED BY A FACTOR OF 1.4.

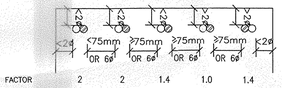
1.2. WHERE A LAP OCCURS AT A CORNER OF SECTION AND THE MINIMUM COVER TO EITHER FACE IS LESS THAN TWICE THE DIAMETER OF THE LAPPED REINFORCEMENT OR, WHERE THE CLEAR DISTANCE BETWEEN ADJACENT LAPS IS LESS THAN 75mm OR 6 TIMES THE SIZE OF THE LAPPED REINFORCEMENT, WHICHEVER IS THE GREATER, THE LAP LENGTH SHOULD BE INCREASED BY A FACTOR OF 1.4.

1.3. WHERE BOTH CONDITIONS (1.1) & (1.2) APPLY, THE LAP LENGTH SHOULD BE INCREASED BY A FACTOR OF 2.0.

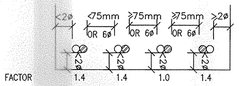
NOTE

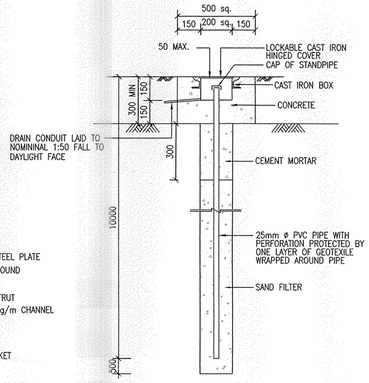
(i) LAP LENGTH FOR BARS OF UNEQUAL SIZE MAY BE BASED ON THE SMALLER BAR.

e.g. TOP BARS AS CAST (NOTES : ø = BAR DIA.)

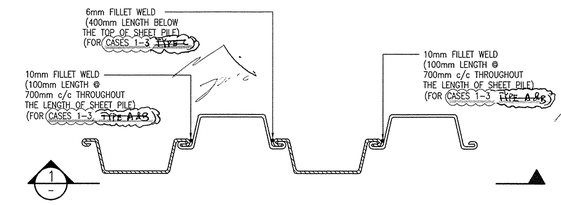


e.g. BOTTOM BARS AS CAST



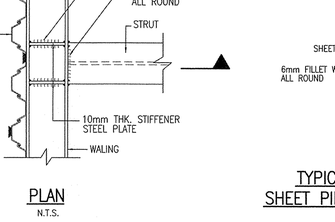


DETAILS OF STANDPIPE
N.T.S.

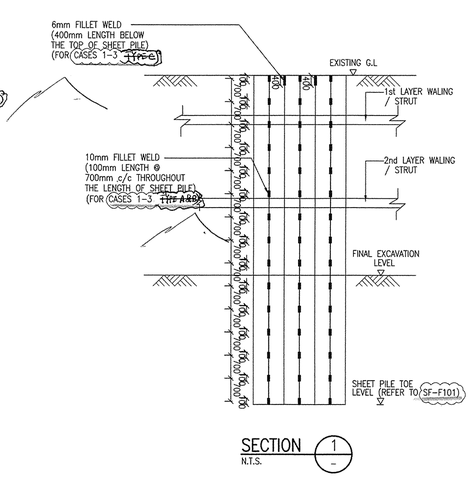


TYPICAL DETAIL FOR STEEL SHEET PILES

1. BEFORE DRIVING SHEET PILE, TWO NOS. OF SHEET PILE ARE WELDED WITH 100mm LENGTH AT 700mm c/c THROUGHOUT THE LENGTH OF SHEET PILE.
2. AFTER DRIVING PAIRS OF SHEET PILES AND DURING EXCAVATION, THE PAIRS OF SHEET PILES ARE WELDED TOGETHER WITH WELD LENGTH 400mm BELOW THE TOP OF SHEET PILE AND BELOW THE LEVEL OF 2nd LAYER OF WALING / STRUT.

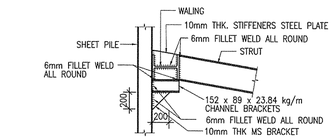


WELDING DETAILS OF SHEETPILE

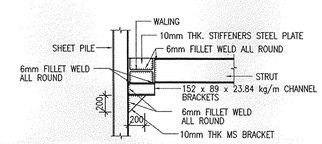


SECTION 1-1
N.T.S.

PLAN
N.T.S.



TYPICAL CONNECTION DETAIL BETWEEN SHEET PILE AND INCLINED WALING AND STRUT
N.T.S.



SECTION 2-2
TYPICAL CONNECTION DETAIL BETWEEN SHEET PILE AND WALING AND STRUT
N.T.S.

B.D. REF. NO.:

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-10. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 41(3)(b) and the provision of section 16(1)(c) of the Buildings Ordinance are of ordinary nature as the report.

Plan Approved
Building Surveyor for BUILDING AUTHORITY
11 AUG 2020

BUILDINGS DEPARTMENT

Chiang Hong Man, Michael,
Ba (A.S.) B. Arch. H.K.I.A. R.I.B.A.
Authorised Person, Architect

REV.	DATE	DESCRIPTION
A	07/2020	GENERAL REVISION
-	-	BD APPROVED ON 02 MAR 2017

PROJECT
RESIDENTIAL DEVELOPMENT
KAM POK ROAD NEW TERRITORIES

DRAWING TITLE
SITE FORMATION FOR FLOOD MITIGATION - TYPICAL DETAILS AND NOTES FOR ELS

JOB NO.		DESIGNED	CATH
DATE	12/2016	DRAWN	WIN
SCALE	N.T.S. (A1)	CHECKED	TONY
DRG. NO.	SF-F103	STATUS	SUBMISSION

ARCHITECT
mcaaL
michael chiang and associates architects

ENGINEER
STEPHEN CHENG CONSULTING ENGINEERS LTD.
Chan Chu Fai Edmond Registered Structural Engineer

RECORD PLAN

AMENDMENT