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Esther Hiu Laam LI/PLAND

寄件者: Chan Richie [redacted]
寄件日期: 2026年09月23日星期三 8:55
收件者: Esther Hiu Laam LI/PLAND
副本: Yicko
主旨: SUBMISSION OF INTEGRATED TECHNICAL COMPLIANCE REPORT AND APPENDIX INDEX FOR APPLICATION NO. A/NE-LYT/826 & 881
附件: FIRE SERVICE CERTIFICATE 2026 P2.jpg; FIRE SERVICE CERTIFICATE 2026 P1.jpg; Appendix A (排水01 03092026).pdf; Appendix B (水渠01 03092026 Drainage Proposal.pdf; Appendix C (平面圖01 03092026).pdf; Appendix E (指示牌及地上方向路線01).pdf; LYT826 Compliance Letter for Conditions 排水 Signed.pdf; LYT826 Compliance Letter for Conditions 消防 Signed.pdf; Appendix D (車流量 動線圖01 03092026) P6.pdf; Appendix D (車流量 動線圖01 03092026) P5.pdf; Appendix D (車流量 動線圖01 03092026) P4.pdf; Appendix D (車流量 動線圖01 03092026) P1-3.pdf

類別: Internet Email

Dear Sir/Madam,

On behalf of the Applicant, we herewith formally submit the consolidated technical compliance package in support of the Section 16 Planning Application (Application No. A/NE-LYT/881) for the proposed Temporary Private Car Park (34 spaces) at Lots in D.D. 83, Lung Yeuk Tau, Fanling. To facilitate efficient cross-departmental review by the Town Planning Board, Planning Department, Transport Department, Drainage Services Department, and Fire Services Department, all previously prepared technical schemes, layout options, and engineering assessments have been integrated into this Master Compliance Framework.

This document serves as the central submission guide. It outlines how each technical aspect—specifically Drainage Assessment, Traffic Impact & Vehicular Movement, and Fire Safety / Emergency Access—strictly satisfies the relevant planning guidelines and approval conditions, with direct references to the supporting technical documents enclosed in Appendices A to E.

益高投資顧問管理有限公司
YICKO INVESTMENT CONSULTANTS & MANAGEMENT LIMITED

規劃署

沙田、大埔及北區規劃處
香港新界沙田上禾輋路一號
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十三樓1301-1314室

Planning Department

Sha Tin, Tai Po & North
District Planning Office
Rooms 1301-1314, 13/F,
Shatin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
N.T., Hong Kong

來函檔號 Your Reference

本署檔號 Our Reference ( ) in TPB/A/NE-LYT/826

電話號碼 Tel. No. : 2158 6220

傳真機號碼 Fax No. : 2691 2806

郵遞及電郵函件

[redacted]

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先生／女士：

擬在劃為「住宅（丙類）」地帶的粉嶺龍躍頭第 83 約
地段第 807 號 E 分段、第 827 號餘段（部分）及第 828 號餘段
闢設臨時私人停車場（只限私家車）（為期三年）
（履行規劃申請編號 A/NE-LYT/826 的規劃許可附帶條件(a)項）

本處於二零二六年五月四日收到你有關履行規劃許可附帶條件(a)項提交排水建議，而有關情況必須符合渠務署署長或城市規劃委員會的要求的資料，現回覆如下：

渠務署總工程師／新界北（經辦人：陳韋蓀先生；電話：3965 8925）已審視你提交的文件，並認為你所提交的資料可以接納。因此，你已經履行規劃許可附帶條件(a)項。她的指引意見夾附在**附件一**（只提供英文版本）。請你儘快落實已批准的排水建議，以履行規劃許可附帶條件(b)項。

如你有其他規劃疑問，請與本辦事處顏栢麟先生聯絡（電話：2158 6094）。

規劃署署長

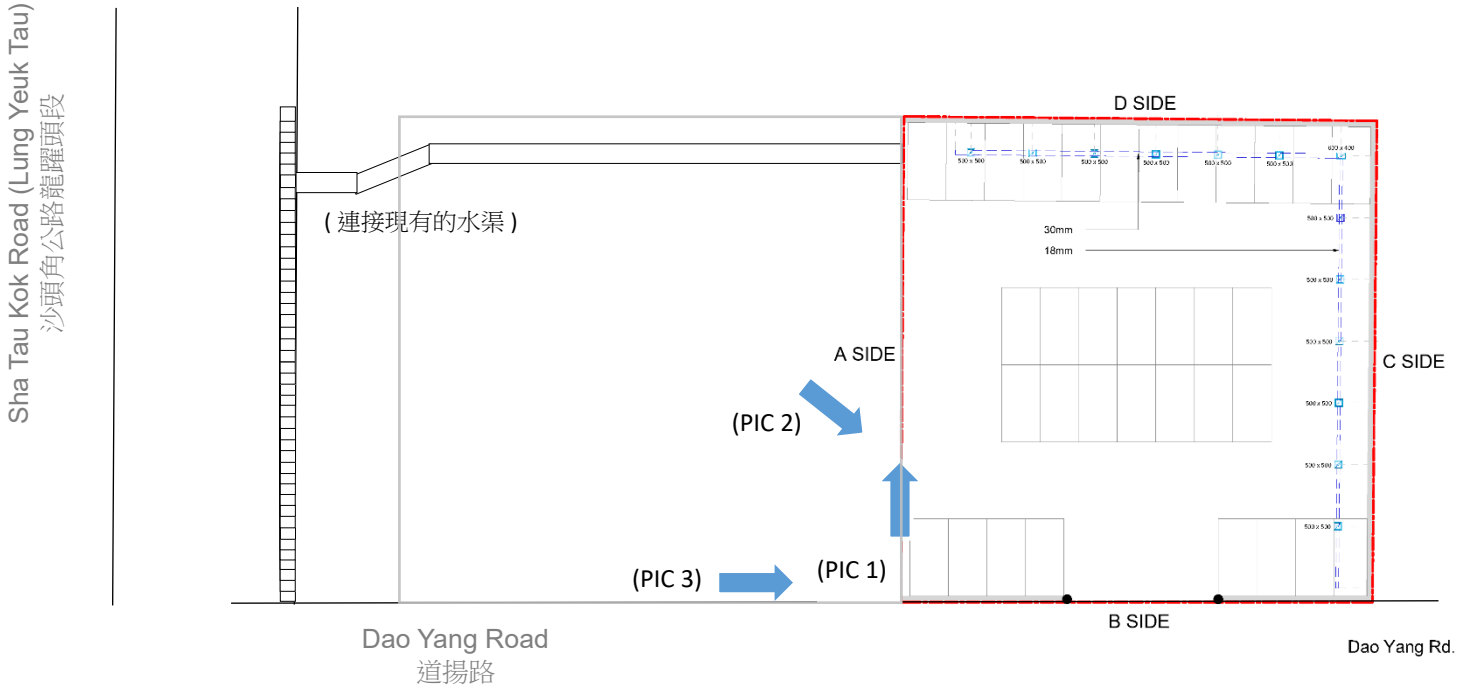
（曾永強 代行）

二零二六年五月五日

參考編號：A/NE-LYT/881 **日期：2026 年 09 月 03 日**

敬啟者：

本人謹代表 [粉嶺龍躍頭第 83 約地段，就規劃署有關 [A/NE-LYT/881] 之有關規劃許可附帶條件(c)排水系統及相關基礎設施的作提交以下回覆。本回覆提供相關說明，以解釋排水要求。有關臨時私人停車場的排水工程，請貴署根據我方已提交相關圖則上的編號及現場照片，對照所附照片，以了解拍攝位置及排水渠的大概設置情況。



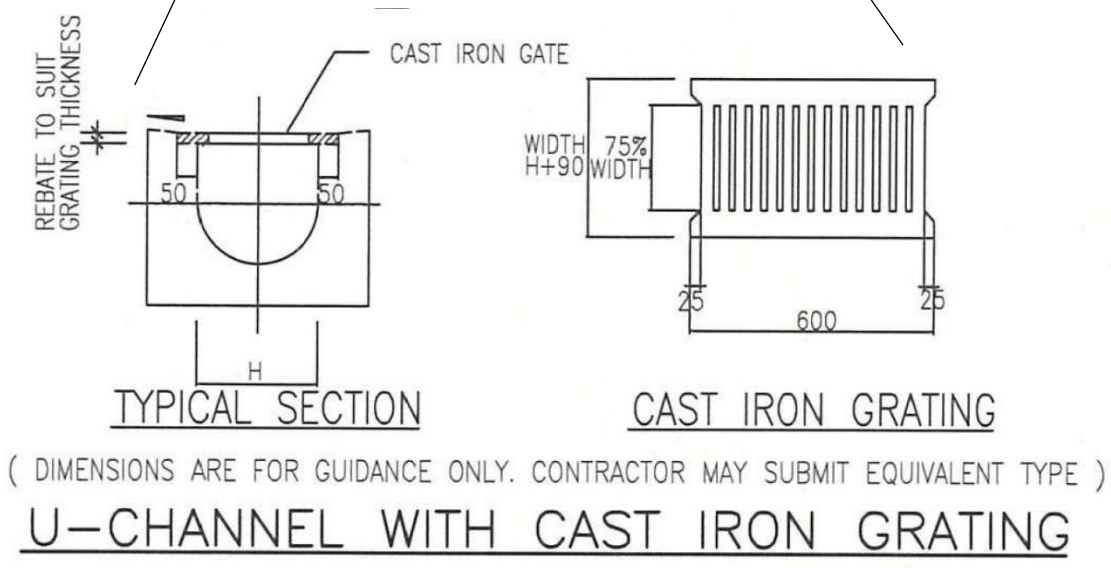
按附帶條件(c)項的規定,落實排水建議,



(PIC 1)



(PIC 2)

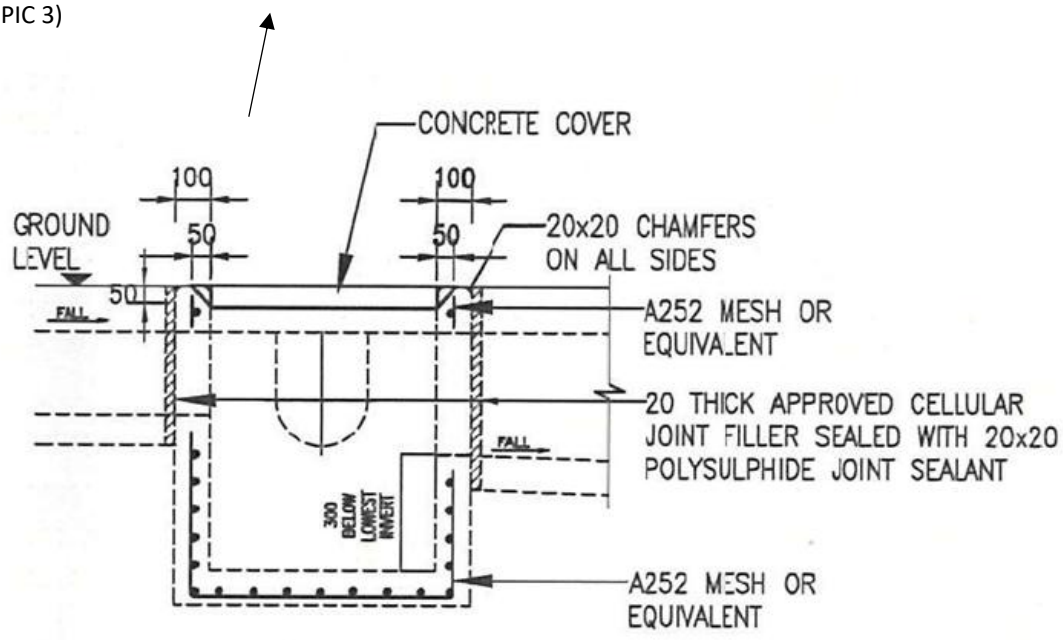


(DIMENSIONS ARE FOR GUIDANCE ONLY. CONTRACTOR MAY SUBMIT EQUIVALENT TYPE)

U-CHANNEL WITH CAST IRON GRATING



(PIC 3)


CONCRETE COVER
100
100
GROUND
LEVEL
50
50
20x20 CHAMFERS
ON ALL SIDES
50
FALL
A252 MESH OR
EQUIVALENT
20 THICK APPROVED CELLULAR
JOINT FILLER SEALED WITH 20x20
POLYSULPHIDE JOINT SEALANT
FALL
300
BELOW
LOWEST
INVERT
A252 MESH OR
EQUIVALENT

添 比 建 設 有 限 公 司
Ratio Architecture & Construction Limited

Your Ref.: TPB/A/NE-LYT/881 4 May 2026

District Planning Officer/Sha Tin, Tai Po & North
Planning Department
Rooms 1301-1314, 13/F., Shatin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
New Territories, Hong Kong

Dear Sir/Madam,

Proposed Temporary Private Vehicle Park (Private Cars Only)
for a Period of 3 Years in "Residential (Group C)" Zone,
Lots 807 S.E, 827 RP (Part) and 828 RP in D.D. 83, Lung Yeuk Tau, Fanling
Submission for Compliance with Approval Condition (a)
Submission of Revised Drainage Proposal

We refer to your letter dated 22 April 2026 with comments from Drainage Services Department (DSD), we are pleased to tabulate the following responses to your comments for your easy reference:

Item	DSD comments	Our Responses
1.	As required in previous comment (provided to the applicant by email on 5.12.2025), engineering drawing to indicate the catchment area, invert level, channel width, catchpits (including those with sand trap) alignment of proposed drainage, planned flow path and downstream discharge point is still outstanding in the resubmission. The applicant may wish to refer to the Technical Note No.1 when preparing the drainage proposal.	The invert level of the proposed catchpit, the alignment and gradient of proposed 300UC and discharge point is provided in the drainage plan in this resubmission.
2.	Please provide various site levels on the drawing to justify the surface flow direction as well as section drawing as indicated below.	The site levels and two sections is provided in the drainage plan in this resubmission.
3.	Please provide the orientation	The photo and its orientation is attached

[redacted] [redacted]

	(direction of view) of each photo on the layout plan as indicated below.	in this resubmission.
4.	The calculation is incomplete. Please provide a complete calculation with justification rather than results.	Noted.

We are pleased to submit herewith revised drainage proposal, for compliance with approval condition (a).

Yours faithfully,
On behalf of

Ratio Architecture & Construction Limited
Mr. Dennis TSE
Director

Encl. As stated

[redacted]

[redacted]

SUBMISSION REPORT
FOR
DRAINAGE PROPOSAL DESIGN
FOR TEMPORARY PRIVATE VEHICLE PARK (PRIVATE CARS ONLY)
FOR A PERIOD OF 3 YEARS
LOT 807 S.E, 827 RP (PART) AND 828 RP IN D.D.83
LUNG YEUK TAU, FANLING, N,T,

Date : May 2026

Response to DSD's comment on 22nd April 2026

Item	DSD's comment	Response to comment
1	As required in previous comment (provided to the applicant by email on 5.12.2025), engineering drawing to indicate the catchment area, invert level, channel width, catchpits (including those with sand trap) alignment of proposed drainage, planned flow path and downstream discharge point is still outstanding in this resubmission. The applicant may wish to refer to the Technical Note No.1 when preparing the drainage proposal	The invert level of the proposed catchpit, the alignment and gradient of proposed 300UC and discharge point is provided in the drainage plan in this resubmission.
2	Please provide various site levels on the drawing to justify the surface flow direction as well as section drawing as indicated below	The site levels and two sections is provided in the drainage plan in this resubmission.
3	Please provide the orientation (direction of view) of each photo on the layout plan as indicated below	The photo and its orientation is attached in this resubmission.
4	The calculation is incomplete. Please provide a complete calculation with justification rather than results	Noted.

TABLE OF CONTENTS

1. Introduction
2. Existing Drainage Condition
3. Design parameters & assumptions
4. Proposed Stormwater Drainage
5. Effect on Drainage Characteristics and potential Drainage Impacts
6. Conclusions

APPENDIX

Appendix A Stormwater Drainage Proposal Plan
Appendix B Surface Drainage Design

REFERENCES

1. Stormwater Drainage Manual, Planning Design and Management by DSD
2. Geotechnical Manual for Slopes by GEO
3. Standard Drawings by DSD

1. Introduction

This proposal is prepared for the proposed stormwater drainage works for the temporary private vehicle park (private cars only) for a period of 3 years at lot 807 S.E, 827 RP(PART) and 828 RP in D.D.83, Lung Yeuk Tau, Fanling, N.T.

2. Existing Drainage Condition

A plan showing the existing catchments are enclosed in **Appendix B**. Currently, the surface runoff collected from the existing 300UC and is discharging to the existing 600UC which has a record on Geoinfo Map as shown in **Appendix A**. As per the existing site condition, additional peripheral U-channels area considered necessary for the proposed development. Drainage proposal is required to be carried out for the proposed development.

3. Design Parameters & Assumptions

The design criteria to be used for the modeling assessment are based on the standards set out in the Stormwater Drainage Manual, Fifth Edition (SDM). According to Section 6.6.1 of the SDM, the existing village drainage system in the vicinity of the development is classified as main rural catchment drainage system. Table 10 of the SDM recommends to be adopted a 50 year design return period storm event for the main rural drainage branch system.

Stormwater Runoff (Q)

The rate of stormwater runoff used in this assessment report is estimated by the "Rational method" in which the peak runoff is calculated from the formula:

$$Q = K \times i \times A / 3600$$

where Q = maximum runoff (L/s)

i = design mean intensity of rainfall (mm/hr)

A = area of catchment (m^2)

K = runoff coefficient

Time of Concentration (tc)

The time of concentration is defined as the time required for stormwater runoff to flow from the most remote part of the catchment area to the point in the drainage system under consideration. Based on the assumptions adopted in the Rational Method, this is the time taken for the peak runoff to become established at the considered section.

The time of concentration comprises the time for water flowing within natural catchments and along the man-made drainage pipes/channels. For natural catchments, the time of concentration is estimated by the modified form of the Brandsby William's equation.

$$t_o = \frac{0.14465L}{H^{0.2} A^{0.1}}$$

Where t_o = time of concentration of a natural catchment (min.)

A = catchment area (m^2)

H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

Mean Rainfall Intensity (i)

Mean rainfall intensity-duration curves attached in this report are based on the Statistical analysis of long term rainfall records from the Hong Kong Observatory. A return period of 50 years is adopted.

Runoff Coefficient (K)

The value of K is taken as 0.95 for developed area. For vegetated ground, the value of K is taken as 0.3.

4. Proposed Stormwater Drainage

The proposed stormwater drainage works include surface U-channels at the peripheral of the site collecting the runoff from catchments within the site. The U-channels will connect and discharge the surface runoff to the existing government drainage. Catchpits with 300mm sump are proposed at the discharged points of proposed U-Channel to desilt the surface water before discharging to the drainage outside. The proposed stormwater drainage layout plan is shown in **Appendix A**.

5. Effect on Drainage Characteristics and Potential Drainage Impact

The drainage design of the proposed U-channel are presented in **Appendix B**.

6. Conclusion

Peripheral channels are to be provided along the site boundary where necessary to intercept runoff from crossing the site. The drainage conditions of adjacent areas will not be adversely affected.

Appendix A

Stormwater Drainage Proposal Plan

Site Photos for Existing Stormwater Drainage Facility
Stormwater Drainage Proposal at Lot 807E, 827RP (Part) and 828RP in D.D. 83, Lung Yeuk Tau, Fanling

Photo 1



EX.300 MM DIAMETER UNDERGROUD PIPE

Photo 2



CLOSE-UP VIEW OF EXC.300 MM DIAMETER UNDERGROUND PIPE

Site Photos for Existing Stormwater Drainage Facility
Stormwater Drainage Proposal at Lot 807E, 827RP (Part) and 828RP in D.D. 83, Lung Yeuk Tau, Fanling

Photo 3



EX.340 MM WIDE U-CHANNEL

Photo 4



CLOSE-UP VIEW OF EX. 340 MM WIDE U-CHANNEL

Site Photos for Existing Stormwater Drainage Facility
Stormwater Drainage Proposal at Lot 807E, 827RP (Part) and 828RP in D.D. 83, Lung Yeuk Tau, Fanling

Photo 5



EX. 420 MM WIDE U-CHANNEL

Photo 6



CLOSE-UP VIEW OF EX. 420 MM WIDE U-CHANNEL

Site Photos for Existing Stormwater Drainage Facility
Stormwater Drainage Proposal at Lot 807E, 827RP (Part) and 828RP in D.D. 83, Lung Yeuk Tau, Fanling

Photo 7



Photo 8



Photo 9



CLOSE-UP VIEW OF EXISTING 600 MM U-CHANNEL

Photo 10



EX. 600 MM U-CHANNEL



LEGEND:

APPLICATION SITE

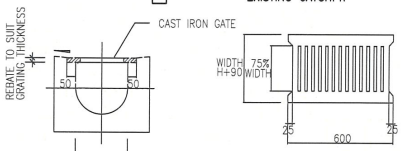
PHOTO TAKING DIRECTION

NEW 300UC — PROPOSED 300mm U-CHANNEL AT FALL 1: 200 (MIN)

CP3(s) — PROPOSED COVERED DESILTED CATCHPIT NO. CP3

CP1 — PROPOSED COVERED CATCHPIT NO. CP1

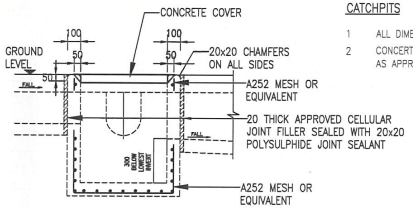
EX. CP — EXISTING CATCHPIT



TYPICAL SECTION — CAST IRON GRATING

(DIMENSIONS ARE FOR GUIDANCE ONLY. CONTRACTOR MAY SUBMIT EQUIVALENT TYPE)

U-CHANNEL WITH CAST IRON GRATING



SECTION D – D WITH DESILTED TRAP

COMPLY WITH CEDD'S DRAWING NO. DS C2405 AND C2406

CATCHPITS

1 ALL DIMENSIONS ARE IN MILLIMETRES

2 CONCERTE SURFACE FINISH SHALL BE CLASS U2 OR F3 AS APPROPRIATE

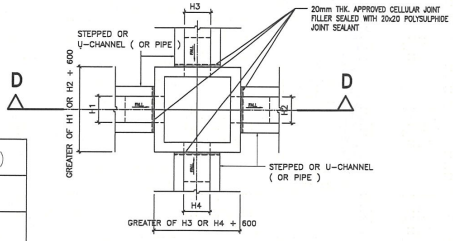
4 DIMENSIONS FOR HALF ROUND AND U-CHANNELS SEE TABLE 1.

5 THE COVER FOR U-CHANNELS AND CATCHPIT SHALL COMPLY WITH CEDD'S STANDARD DRAWINGS NO. C2405 TO C2407 AND C2412.

6 ALL PROPOSED U-CHANNELS SHALL BE COVERED WITH GRATING

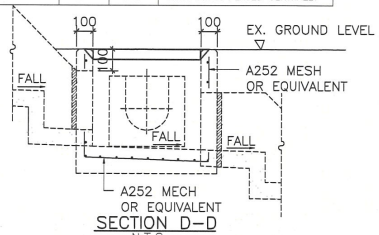
PROPOSED CATCHPIT SCHEDULE

CATCHPIT NO.	C.L. (mPD)	I.L. (mPD)
CP1	12.20	11.770
CP2	12.20	11.770
CP3(s)	12.20	11.640



PLAN

TYPICAL DETAILS OF CATCHPIT



SECTION D–D

N.T.S.

GENERAL NOTE

1. THE PROPOSED DRAINAGE WORK, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHOULD BE CONSTRUCTED AND MAINTAINED BY THE LOT OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT AND AGREEMENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNER SHOULD BE SOUGHT.
2. NO HOARDING/WALL WOULD BE ERECTED ALONG THE BOUNDARY IN THIS DEVELOPMENT APPLCAITION

CONCRETE STRENGTH AND STEEL REINFORCEMENT SPECIFICATION FOR DRAINAGE DETAILS

1. CONCRETE GRADE FOR CATCHPITS SHALL BE 30D DESIGN IN COMPLIANCE WITH CS1 : 2010
   FOR BLINDING LAYER SHALL BE 15D, DESIGN COMPLY WITH CS1–2010.
2. ALL MAIN BARS TO BE HOT ROLLED HIGH YIELD STEEL DEFORMED BAR COMPLM WITH CS2 : 2012
   Y – HIGH YIELD BAR 500 MPa
   M – MILD STEEL BAR 250 MPa
3. CONCRETE COVER TO MAIN REINFORCEMENT TO BE 50mm.
4. LAP LENGTH FOR ALL BARS TO BE 46x DIAMETER OF LARGER BAR TO BE LAPPED.
5. REACTIVE ALKALI CONTENT EXPRESSED IN SODIUM OXIDE PER CUBIC METER OF CONCRETE SHOULD NOT EXCEED 3KG AS PER PNAP APP–74.

HALF ROUND, U, AND STEPPED – CHANNELS

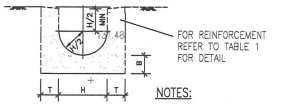
1 ALL DIMENSIONS ARE IN MILLIMETERS

2 CONCRETE SURFACE FINISHING SHALL BE CLASS U2 OR F2 AS APPROPRIATE

3 FOR HALF ROUND AND U – CHANNEL, SPACING OF EXPANSION JOINT IN CHANNELS, BERMS AND APRON TO BE 10m MAXIMUN. FOR STEPPED CHANNELS, EXPANSION JOINTS TO BE PROVIDED AT A MAXIMUN SPACING OF 10m.

TABLE 1 : DIMENSION OF U-CHANNEL AND HALF-ROUND CHANNEL

NORMAL SIZE H	T	B	REINFORCING
<300	100	100	NIL
375 – 675	150	150	NIL
750 – 900	175	175	A252 MESH PLACED CENTRALLY

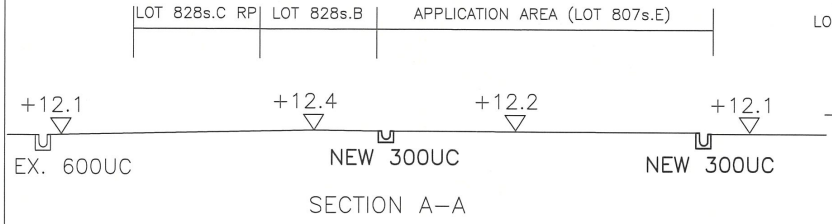


NOTES:

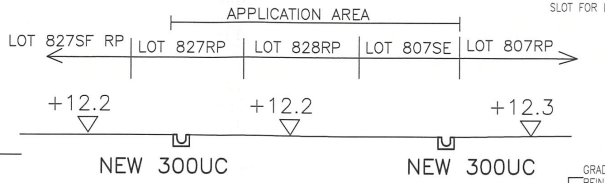
1. H = NOMINAL CHANNEL SIZE.

U-CHANNEL

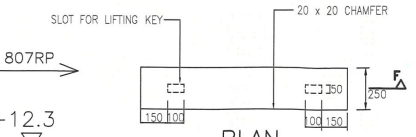
COMPLY WITH FIG 8.11 OF GEOTECHNICAL MANUAL FOR SLOPES



SECTION A–A



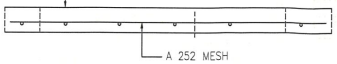
SECTION B–B



PLAN

N.T.S.

GRADE 25D CONCRETE WITH ONE LAYER OF A 252 MESH REINFORCEMENT PLACED CENTRALLY F2 AND U2 FINISH



PRECAST CONCRETE COVERS FOR CATCHPIT

N.T.S.

REV	DESCRIPTION	CHECKED	APPROVED	DWN	DATE
	DLO SUBMIT	RC	AY	RY	MAY 26

PROJECT TITLE:

STORMWATER DRAINAGE PROPOSAL
LOT 807S.E, 827RP (PART) AND 828RP IN D.D. 83
LUNG YEUK TAU, FANLING, NEW TERRITORIES

DRAWING TITLE:

DRAINAGE PROPOSAL PLAN
AND TYPICAL DETAILS

SCALE :	N.T.S.		CAD FILE: CAD_REF
DRAWN	RY		DRAWING NO.
S.D	RY		SDP001
DESIGNED	RC		
CHECKED	AY		B.D. REF. NO.:

Appendix B

Surface Drainage Design



CATCHMENT AREA PLAN

Drainage Design Page no.

Project No.: Drainage Design at lot 807S.E, 827RP (PART) AND 828RP IN D.D. 83 Date: 1-May-26
Prepared by: Ray Cheng

Check for the drainage capactiy of proposed 300UC

Catchment area, A1 = 1028 m^2 Assume k = 0.95 for paved surface

Use Rational Method from Geo-Manual

$Q = kiA/3600$ where,

Q = Maximum runoff (lit/sec)
k = Runoff coefficient
i = Design mean intensity of rainfall (mm/hr)
A = Total catchment area (m^2)

Longest distance from summit point to outlet, CP3(s) (Ld) = 60.00 m
Shortest distance from summit point to outlet, CP3s) (Ls) = 44.00 m

Elevation of remote point (Pt A) = 12.20 mPD
Elevation of outlet point CP3(s) = 11.640 mPD

Average fall, H = $(z_1-z_2)/L_s$ x 100
= 1.27 m per 100m

T_c = $0.14465 \times L_d / (H^{0.2} \times A^{0.1})$
= 4.13 min

Assume a 1 in 50 year design rainfall return period for rural area
From SDM Corrigendum No. 1/2024

i = 215 mm/hr rainfall increase
Q = kiA/60 x 1.16
4059 lit/min

From TGN 43A1
For proposed 300 UC with 1 in 200 gradient

Maximum capacity	=	6000	lit/min	>	4059	o.k.
The corresponding velocity	=	1.30	m/s	<	4	o.k.

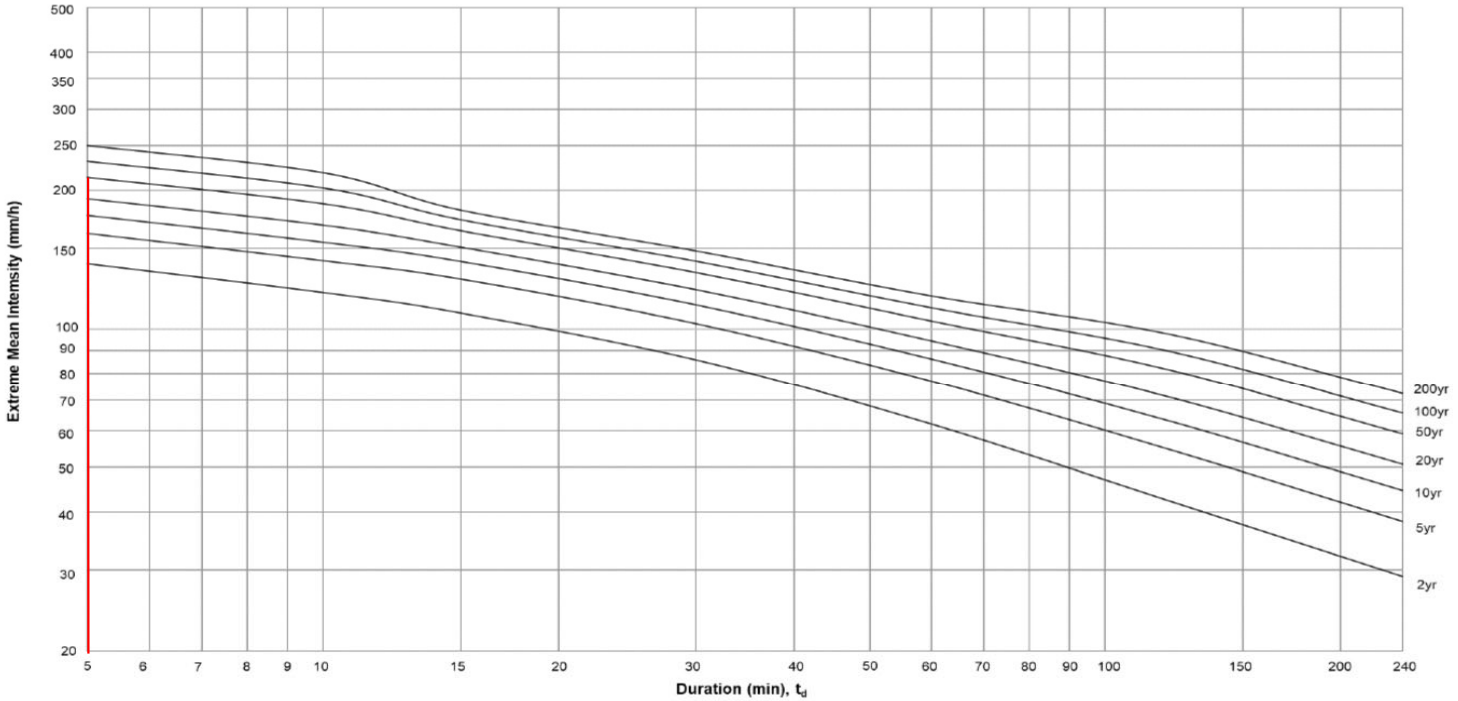


Figure 4d – Intensity-Duration-Frequency Curves of North District Area
(for durations not exceeding 4 hours)

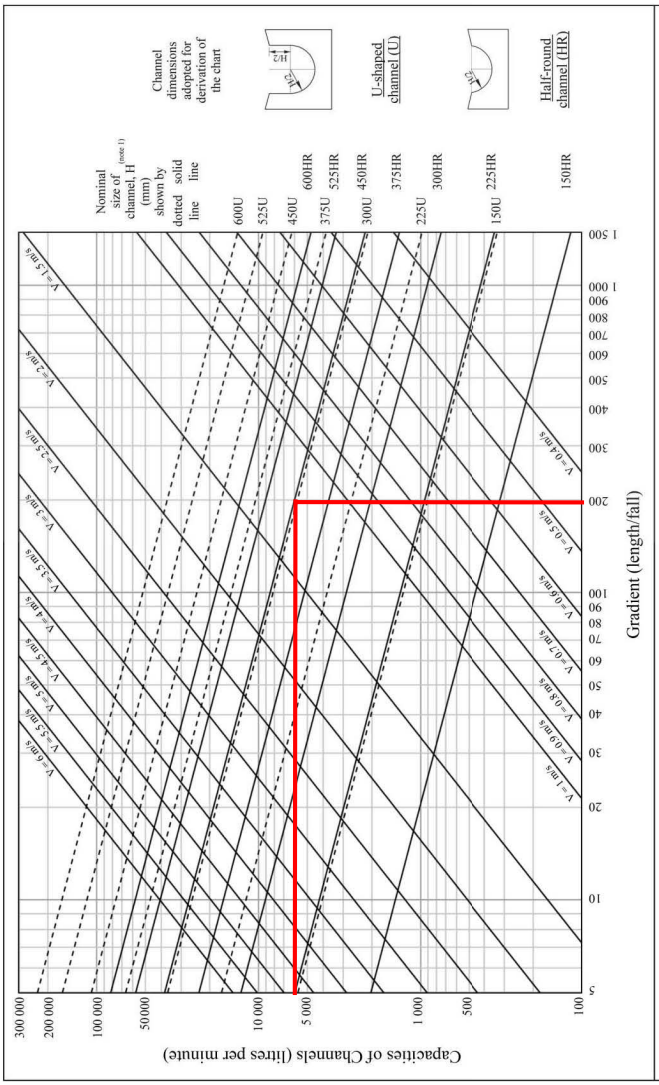
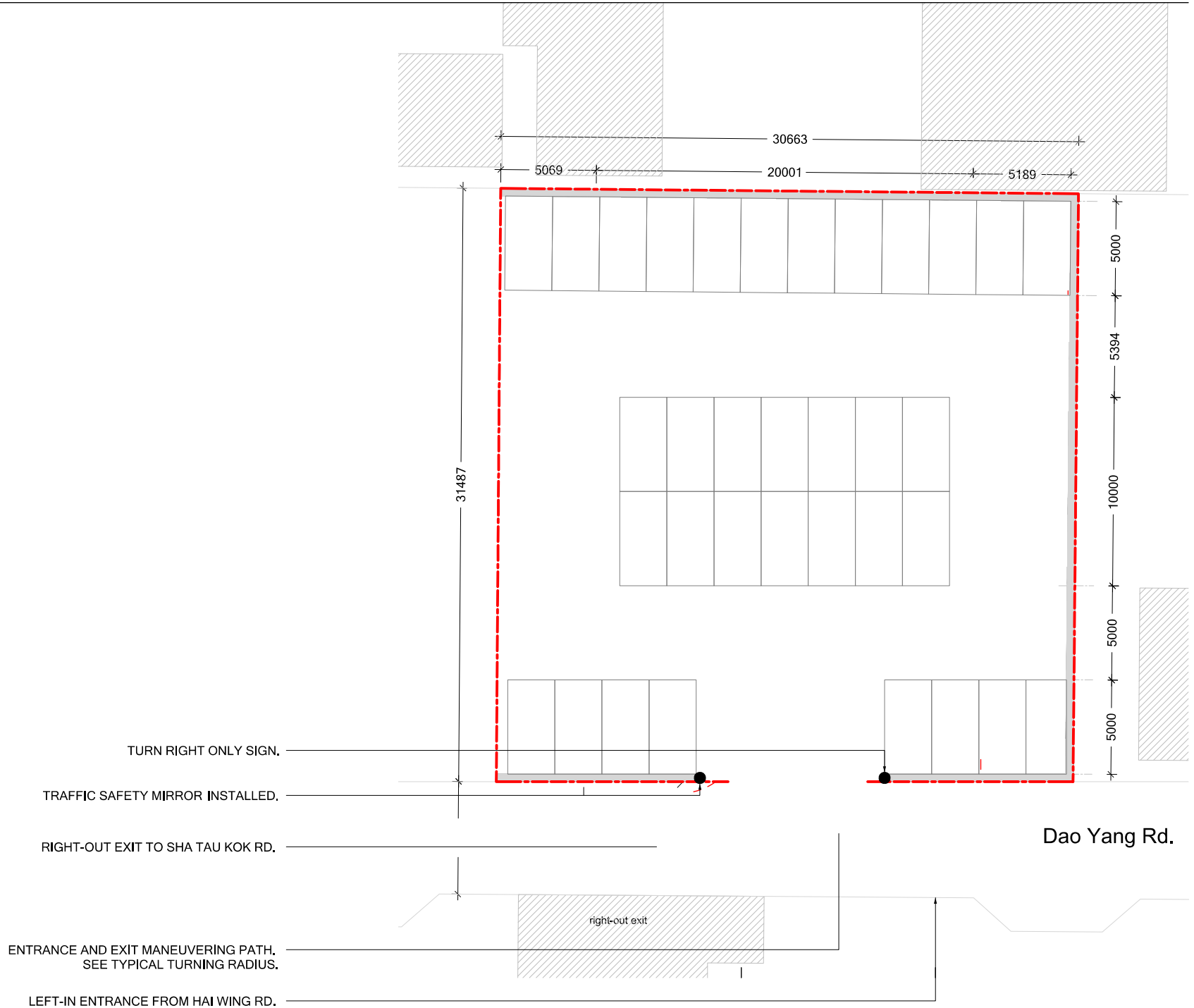


Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm

Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.



1	DD MMM YYYY	ISSUED FOR REVIEW

A/NE-LYT/826

HONG KONG SAR

PLAN

A/NE-LYT/881 FLOOR PLAN 002

規 劃 署

沙田、大埔及北區規劃處
香港新界沙田上禾輋路一號
沙田政府合署
十三樓 1301-1314 室

Planning Department

Sha Tin, Tai Po & North
District Planning Office
Rooms 1301-1314, 13/F,
Shatin Government Offices,
1 Sheung Wo Che Road, Sha Tin ,
N.T., Hong Kong

來函檔號	Your Reference	
本署檔號	Our Reference	( ) in TPB/A/NE-LYT/826
電話號碼	Tel. No. :	2158 6220
傳真機號碼	Fax No. :	2691 2806

[redacted]

電郵函件

[redacted]

先生／女士:

擬在劃為「住宅(丙類)」地帶的粉嶺龍躍頭第 83 約
地段第 807 號 E 分段、第 827 號餘段(部分)及第 828 號餘段
闢設臨時私人停車場(只限私家車)(為期三年)
(履行規劃申請編號：A/NE-LYT/826 的規劃許可附帶條件(d)及(e)項)

本處於二零二五年六月十七日收到你有關履行規劃許可附帶條件（d）項提交消防裝置建議及（e）項落實消防裝置建議，而有關情況必須符合消防處處長或城市規劃委員會的要求的資料，並曾於二零二五年七月二十九日向你發出初步答覆，現回覆如下：

消防處處長（經辦人：李志峰先生；電話：2733 5844）已審視你提交的文件，並認為你所提交的資料可以接納。因此，你已經履行規劃許可附帶條件（d）及（e）項。

如你有其他規劃疑問，請與本處顏栢麟先生（電話：2158 6094）聯絡。

規劃署署長

（曾永強 代行）

二零二五年八月十九日

消防處檔號:
FSD Ref.

消防（裝置及設備）規例（第9條（1）款）消防裝置及設備證書
FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS (REGULATION 9(1))
CERTIFICATE OF FIRE SERVICE INSTALLATIONS AND EQUIPMENT

序號 Serial Number [redacted]

顧客姓名
Name of Client: YICKO INVESTMENT CONSULTANTS & MANAGEMENT LIMITED

地址
Address: [redacted]

持牌/註冊處所類型(如適用)
Type of Licensed/ Registered Premises (If applicable)
請在合適空格內填上「✓」號
Please tick the appropriate "box"

- ☐ 簡樸房 Basic Housing Unit
- ☐ 危險品倉 Dangerous Goods Store
- ☐ 食物業處所 Food Premises
- ☐ 校舍 School Premises
- ☐ 幼兒中心 Child Care Centre
- ☐ 酒店 Hotel
- ☐ 會社 Club
- ☐ 木料倉 Timber Store
- ☐ 電器廢物處置設施／處所 E-waste Disposal Facility/Premises
- ☐ 改建校舍 Non-designed School Premises
- ☐ 私營骨灰安置所 Private Columbaria
- ☐ 賓館 Guesthouse
- ☐ 床位寓所 Bedspace Apartment
- ☐ 危險品車輛 Dangerous Goods Vehicle
- ☐ 公眾娛樂場所 Place of Public Entertainment
- ☐ 安老院舍 Residential Care Homes for the Elderly
- ☐ 殘疾人士院舍 Residential Care Homes for Persons with Disabilities
- ☐ 卡拉OK場所 Karaoke Establishment

第一部 只適用於年檢事項 Part 1 Annual Inspection ONLY

根據消防(裝置及設備)規例第8條(1)(b)條，擁有裝置在任何處所內的任何消防裝置或設備的人， 須每12個月由一名註冊承辦商檢查該等消防裝置或設備至少一次。
In accordance with Regulation 8(1)(b) of the Fire Service (Installations and Equipment) Regulations, the owner of any fire service installation or equipment which is installed in any premises shall have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months.

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	狀況評述 Comment on Condition	完成日期 Completion Date (DD/MM/YYYY)	到期日 Due Date (DD/MM/YYYY)

第二部 裝置/保養/修理/檢查工作 Part 2 Installation / Maintenance / Repair / Inspection work

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	完成之工作內容 Nature of Work Carried out	數量 Quantity	狀況評述 Comment on Condition	完成日期 Completion Date (DD/MM/YYYY)	消防裝置關閉/嚴重損壞/恢復通知書消防處檔案編號 FSD serial number of Notification of FSI Shutdown/ Major Defect/Resumption
24	手提滅火筒	Lung Yeuk Tau, Lot Nos.807 S.E.827 RP and 828 RP in D.D.83	已供應 5 公斤 乾粉滅火器	4	符合消防處規定	17/09/2026	

第三部 欠妥事項 Part 3 Defects

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	欠妥事項 Defects (請以「*」註明主要系統嚴重損壞) Please indicate major defects in major system with a "*" sign	數量 Quantity	欠妥事項評述 Comment on Defects	消防裝置關閉/嚴重損壞/恢復通知書消防處檔案編號 FSD serial number of Notification of FSI Shutdown/ Major Defect/Resumption

本人/我們藉此聲明，上述之消防裝置/設備經測試及/或檢查，其運作狀況符合消防處處長訂明適用於該建築物/處所的《最低限度之消防裝置及設備守則》中的規格/要求，以及最新的《裝置及設備之檢查、測試及保養守則》中的要求，以證明其性能良好，除在第三部分中詳列的裝置/設備欠妥事項（如有）。

I/We hereby declare that the above installations/equipment has/have been tested and/or inspected, with its/their working conditions certified in conformance with the specifications/requirements in the Code of Practice for Minimum Fire Service Installations and Equipment applicable to the building/premises and the requirements in the latest Code of Practice for Inspection, Testing and Maintenance of Installations and Equipment prescribed by the Director of Fire Services to be in efficient working order except defect(s) of the installations/equipment, if any, detailed in Part 3.

請將此證書張貼於大廈或處所當眼處以供消防處人員查核
Please display this certificate at a conspicuous position in the building or premises for FSD's inspection.

獲授權簽署人簽署
Signature of Authorized Signatory: 已由 YEUNG Siu Hon Edmond 電子簽署 Digitally signed by YEUNG Siu Hon Edmond

獲授權簽署人姓名
Name of Authorized Signatory: YEUNG Siu Hon, Edmond

註冊編號
Registration No.: [redacted]

註冊消防裝置承辦商名稱
Name of Registered Fire Service Installation Contractor: YEUNG Siu Hon, Edmond

聯絡電話
Telephone: [redacted]

電郵地址
Email address: [redacted]

日期
Date: 17/09/2026

備註
Remark: n/a

掃瞄此二維碼，可查核此 FS251證書是否真確，並確認證書已傳送至消防處
Scan this QR code to verify this FS251 certificate and confirm that it has been submitted to the Fire Services Department

序號 Serial Number [redacted]

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	完成之工作內容 Nature of Work Carried out	數量 Quantity	狀況評述 Comment on Condition	完成日期 Completion Date (DD/MM/YYYY)	消防裝置關閉/嚴重損壞/恢復通知書消防處檔案編號 FSD serial number of Notification of FSI Shutdown/ Major Defect/Resumption
第二部 裝置/保養/修理/檢查工作 Part 2 Installation / Maintenance / Repair / Inspection work							
25	認可的人手操作手提器具	Lung Yeuk Tau, Lot Nos.807 S.E.827 RP and 828 RP in D.D.83	已供應 沙桶	2	符合消防處規定	17/09/2026	

1. The applicant should justify why the capacity of Dao Yang Road is 300 vehicle/hour. Otherwise, the applicant should refer to the Transport Planning and Design Manual for the capacity.

Traffic Capacity Analysis for Dao Yang Road

1. Road Capacity Calculation

Methodology:

- **Road Classification**: Dao Yang Road is classified as a secondary road.
- **Lane Configuration**: The road has 1 lane, with a width of 3.5 meters.
- **Capacity Reference**: According to the *Transport Planning and Design Manual*, the capacity for secondary roads is approximately 100 vehicles per lane per hour.

Calculation Formula:

$$\text{Capacity} = \text{Number of Lanes} \times \text{Capacity per Lane}$$

Application:

$$\text{Capacity} = 1 \text{ lane} \times 100 \text{ vehicles/hour} = 100 \text{ vehicles/hour}$$

2. v/c Ratio Calculation

Methodology:

- **Traffic Flow Data**: Actual flow record during the peak hour
  - **Known Road Capacity**: The theoretical capacity has been established at 100 vehicles per hour. hour (according to the "Traffic Planning and Design Manual")

Calculation Formula:

$$v/c = \frac{v}{c}$$

Application:

$$v/c = \frac{29 \text{ vehicles/hour}}{100 \text{ vehicles/hour}} \approx 0.29$$

3. Results Interpretation

- **Theoretical Road Capacity**: The maximum theoretical capacity of Dao Yang Road is 100 vehicles per hour.
- **v/c Ratio Analysis**: The calculated v/c ratio is approximately 0.29, indicating that the road operates at 29% of its maximum capacity during peak hours. This suggests that the road is functioning efficiently and has not reached a congested state.

2. The applicant should include the existing traffic flow in calculating the v/c ratio of Dao Yang Road.

Remarks:

- **v/c Ratio for Dao Yang Road: During the peak hour period and high in/out traffic estimation, the v/c ratio is 0.59, indicating that the traffic flow is well below the road's design capacity, and the traffic conditions are good.**
- **Proposed parking lot is intended for long term parking (not daily parking) so the traffic volume in/out to the premise is more likely to be closer to the low estimation**

1. Overview of Traffic Flow Data

According to the provided data on 29 AUG 2026 , below are the traffic flows for Dao Yang Road during peak periods (07:00 – 12:00 & 16:00 & 19:00):

Traffic Flow Out of Sha Tau Kok Road (Dao Yang Road):

- 07:00 - 08:00: 12 vehicles
- 08:00 - 09:00: 20 vehicles
- 09:00 - 10:00: 17 vehicles
- 10:00 - 11:00: 18 vehicles
- 11:00 - 12:00: 14 vehicles
- 16:00 - 17:00: 17 vehicles
- 17:00 - 18:00: 16 vehicles
- 18:00 - 19:00: 18 vehicles

Traffic Flow Into Dao Yang Road:

- 07:00 - 08:00: 12 vehicles
- 08:00 - 09:00: 18 vehicles
- 09:00 - 10:00: 23 vehicles
- 10:00 - 11:00: 19 vehicles
- 11:00 - 12:00: 19 vehicles
- 16:00 - 17:00: 20 vehicles
- 17:00 - 18:00: 21 vehicles
- 18:00 - 19:00: 22 vehicles

2. Capacity of Dao Yang Road

- **Road Type**: Minor arterial road
- **Number of Lanes**: 1 lane
- **Capacity per Lane**: 100 vehicles/hour (according to the "Traffic Planning and Design Manual")

3. Calculation of v/c Ratio

3.1 Collect Traffic Flow Data

Highest volume during peak period (from survey data):

- Outflow : 20 vehicles
- Inflow : 23 vehicles
- in/out premise (LOW ESTIMATION) : 20% parking capacity (34 lot) = 7 vehicles
- in/out premise (HIGH) : 50% parking capacity (34 lot) = 17 vehicles

3.2 Calculate Total Flow V

$$\mathbf{V = outflow + inflow + in/out\ premise\ (HIGH)}$$

$$\mathbf{V = 20 + 23 + (34 * 0.5) = 60\ vehicles/hour}$$

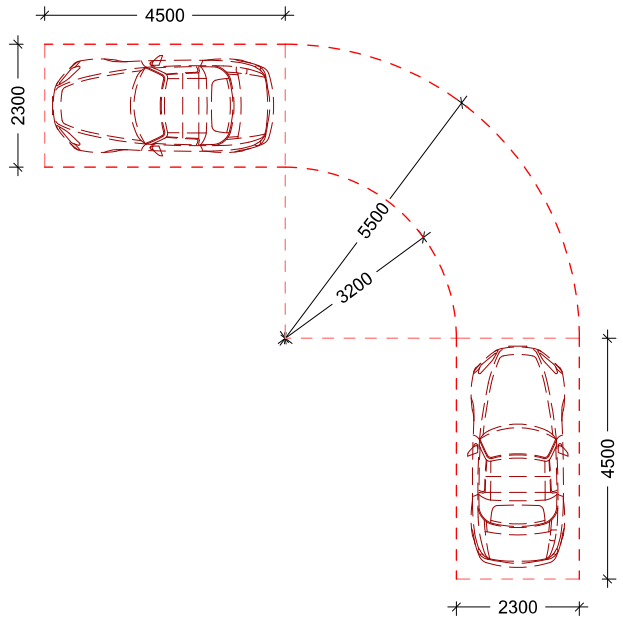
.3 Known Road Capacity C

- **Road Capacity**: 100 vehicles/hour

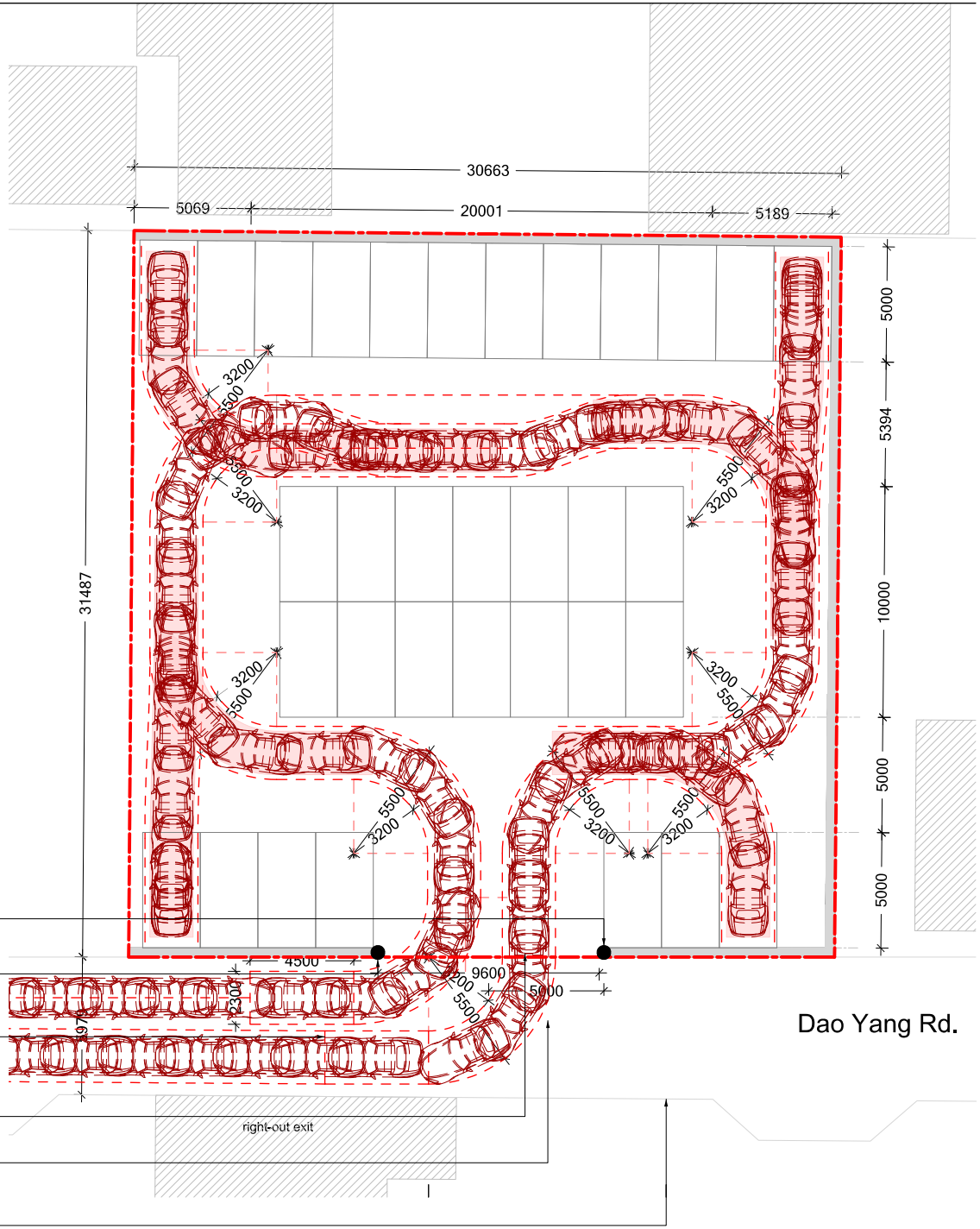
3.4 Calculate v/c Ratio (HIGH ESTIMATE)

$$\mathbf{V/C = 60 / 100 = 0.600}$$

3. In the latest swept path analysis diagrams provided by the applicant, only the discrete positions of the vehicle were shown. Continuous profile of the outline of the vehicle should be shown along the whole path of travelling.



1 / 002 TYPICAL TURNING RADIUS
SCALE = 1:100



TURN RIGHT ONLY SIGN.

TRAFFIC SAFETY MIRROR TO BE INSTALLED.

RIGHT-OUT EXIT TO SHA TAU KOK RD.

ENTRANCE AND EXIT MANEUVERING PATH.
SEE TYPICAL TURNING RADIUS.

LEFT-IN ENTRANCE FROM HAI WING RD.

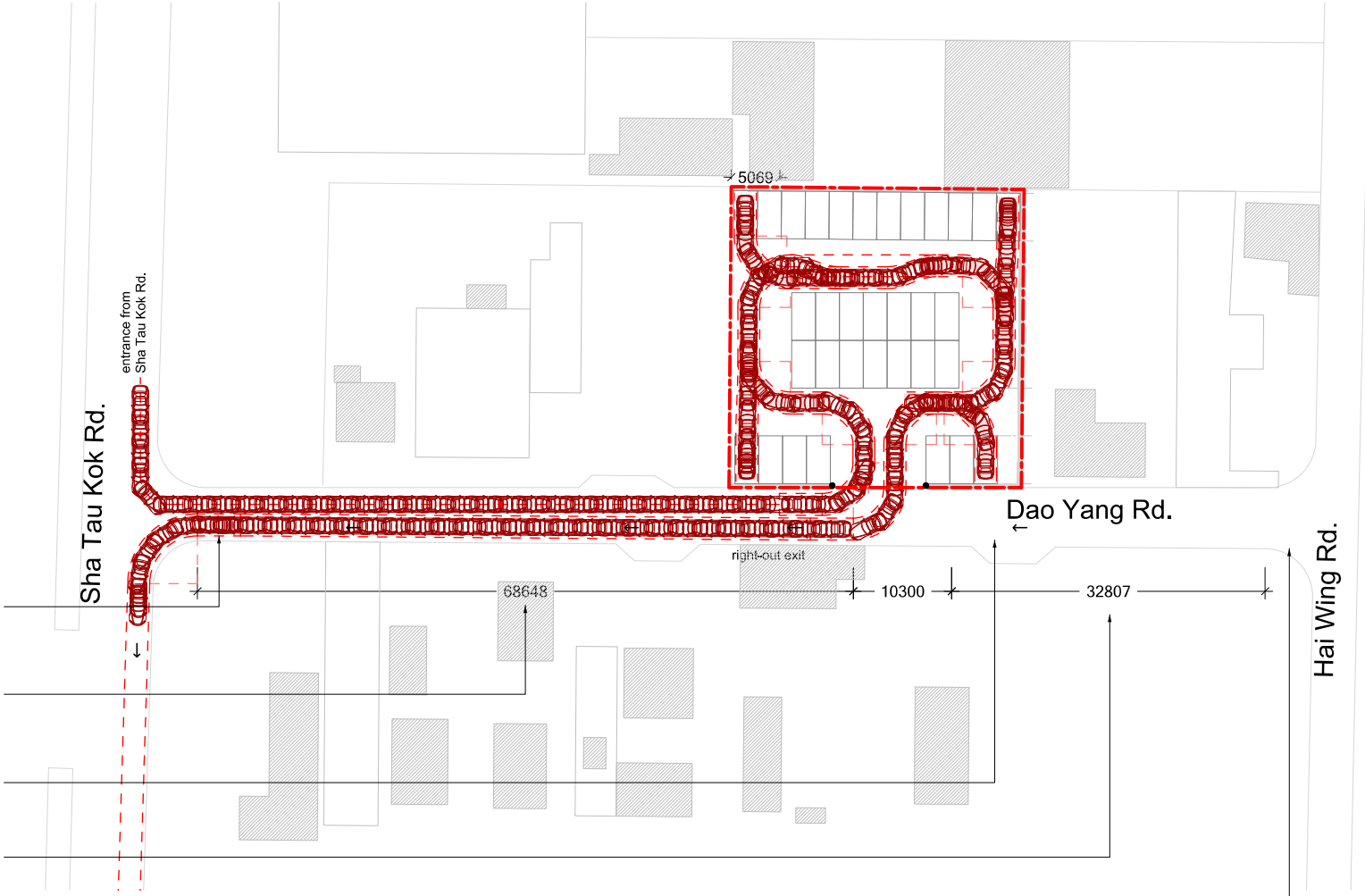
1 / 001 Plan: Swept Path
SCALE = 1:200

1	DD MMM YYYY	ISSUED FOR REVIEW

HONG KONG SAR

PLAN

001



VOLUME-TO-CAPACITY RATIO < 0.65. REASONABLY UNIMPENDED OPERATIONS WITH LIGHT RESTRICTED MANEUVERABILITY.

68.6 METER CLEARANCE FROM TURNING RADIUS TO SHA TAU KOK ROAD INTERSECTION.

LEFT-IN ENTRANCE ACCESS FROM HAI WING ROAD.

32.8 METER CLEARANCE FROM HAI WING ROAD.

VOLUME-TO-CAPACITY RATIO < 0.5. FREE-FLOW CONDITION. STOPPED DELAY AT INTERSECTION IS MINIMAL

1 | DD MMM YYYY | ISSUED FOR REVIEW

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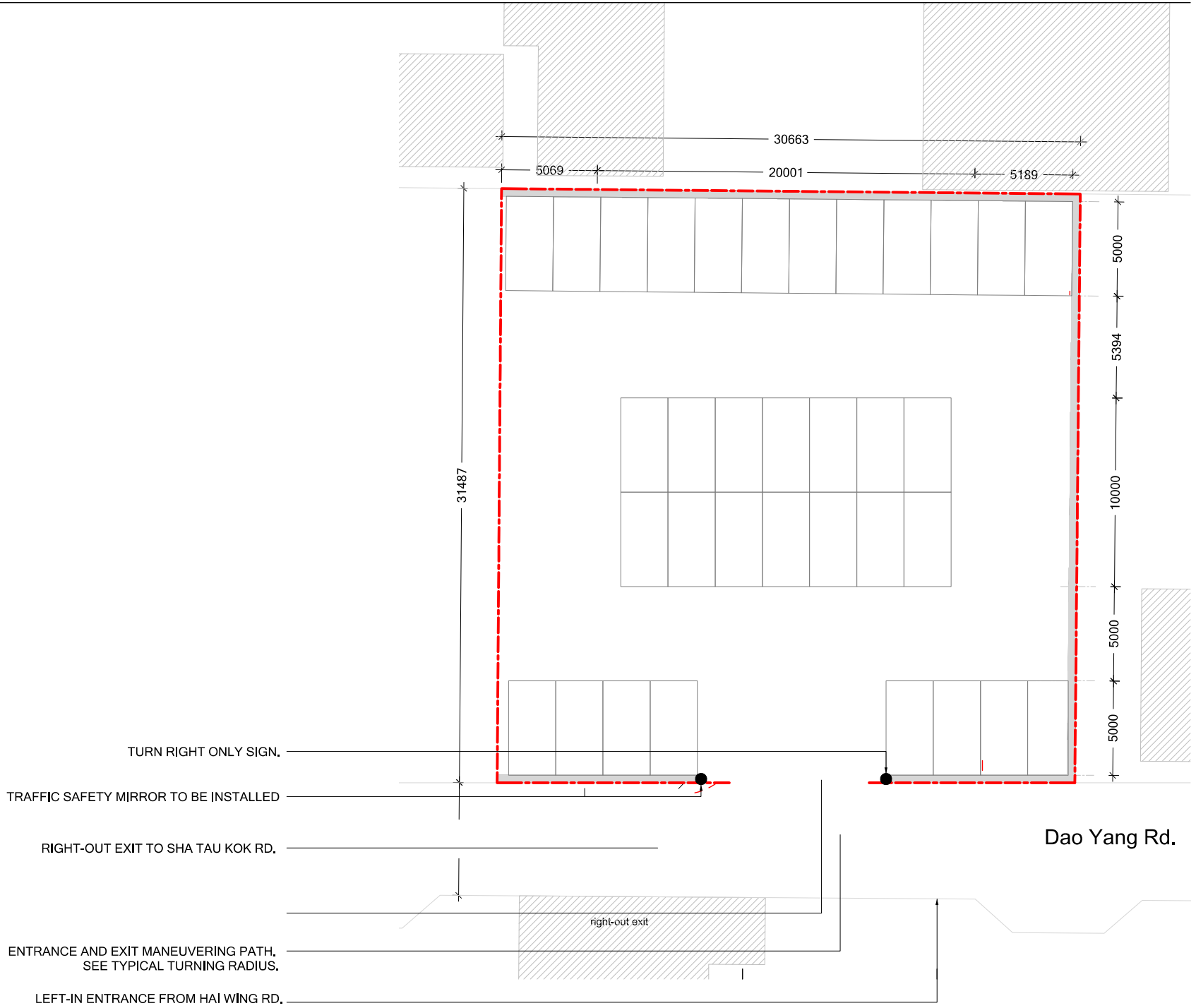
SITE PLAN: Access

1/000 SITE PLAN: Access

SCALE = 1:500

000



1 | DD MMM YYYY | ISSUED FOR REVIEW

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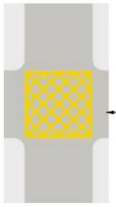
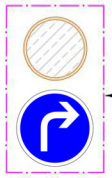
PLAN

A/NE-LYT/881 FLOOR PLAN 002

道路指示牌 及 相片拍攝位置



1黃格(接線盒)標記



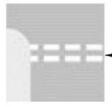
2.A. 交通鏡
2.B. 右轉標誌
*所有標誌牌圓盤均放置在距離地面280公分以上。



3.A. 交通鏡
3.B. 停車標誌 及 左轉標誌
*所有標誌牌圓盤均放置在距離地面280公分以上。



4. 禁止右轉
*所有標誌牌圓盤均放置在距離地面280公分以上。



5. 優先路口的讓行線



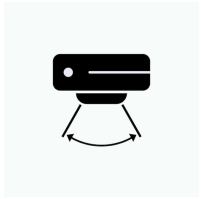
6. 左轉標誌



7. 右轉標誌



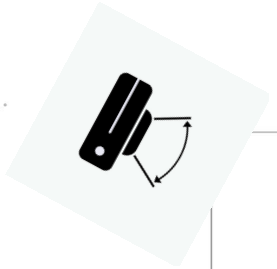
相片004



相片003



相片005



相片001

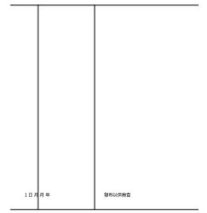


相片002



相片006

1/004 方案 :入口標識和標線
比例尺 = 1:100



004

相片001



相片002



相片003



相片004



相片006



相片005

