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Timothy Wai Pui WU/PLAND

寄件者: Cherie Lee <[REDACTED]>
寄件日期: 2025年10月27日星期一 15:31
收件者: Timothy Wai Pui WU/PLAND
副本: Junior; Brian Ching Hong CHAN/PLAND
主旨: FW: Response to Departmental Comments on Planning Application No. A/NE-TKLN/102
附件: 20251027_A_NE-TKLN_102_Combined FI.pdf

類別: Internet Email

Dear Timothy and Brian,

Attached please find our submission.

Thank you.

Best regards,
Cherie

LCH (Asia-Pacific) Surveyors Limited | LCH Planning & Development Consultants Limited

[REDACTED]

[REDACTED]

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**LCH Planning and Development
Consultants Limited**

Our Ref.: PD2504003/09

Your Ref.:

27 October 2025

By Email

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

Dear Sir/Madam,

**APPLICATION NO. A/NE-TKLN/102 FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

FURTHER INFORMATION

We refer to the emails enclosing the departmental comments regarding the captioned application.

Please find attached our responses to departmental comments, revised drainage proposal and replacement pages of Application Form and Planning Statement.

This Further Information contains the responses to comments of relevant Government departments and reduction on number of parking spaces. Thus, according to TPB Planning Guideline No. 32B, this Further Information does not result in a material change of the nature of the application and should be accepted by the TPB for inclusion into the application.

Should you require further information or have any query, please feel free to contact the undersigned or Cherie Lee at [REDACTED].

Yours faithfully,

For and on behalf of

LCH Planning & Development Consultants Limited

Junior Ho

Director

Encl.

c.c. the Applicant

- Annex 1 – Response to Comments Table
- Attachment 1 – Revised Drainage Proposal
- Attachment 2 – Revised Layout Plan
- Attachment 3 – Revised Swept Path Analysis
- Attachment 4 – Replacement Pages of Application Form
- Attachment 5 – Replacement Pages of Planning Statement



Annex 1

Response to Comments Table



Section 16 Application No. A/NE-TKLN/102

Response to Comments Table

No.	Comments Received	Our Responses
1.	<i>Comments from Drainage Services Department received on 25 September 2025</i>	
a	Drawing nos. D01 and D02: The applicant should clarify if the diameter of the pipe downstream to the existing catch pit SCH1001029 will be upgraded to 675mm or 750mm, and update the drawings accordingly.	The diameter of the pipe downstream to the existing catchpit SCH1001029 shall be upgraded to 750mm, the drawings are revised accordingly (Attachment 1).
b	Unless the applicant could submit a revised drainage proposal to my satisfaction, I do not support the application from drainage perspective.	Noted. A revised drainage proposal is at Attachment 1 .
2.	<i>Comments from Transport Department received on 25 September 2025</i>	
c	Our previous comment "The applicant shall justify and demonstrate the use of 600 veh/hr is adequate for the design flow capacity of Lin Ma Hang Road, including a journey time delay analysis study should be conducted to demonstrate the journey time in connection with different v/c ratios." has not been addressed.	Taking into account the current traffic situation, we have further updated the car parking spaces in the latest proposal. The Proposed Development is now reduced to have 50 nos. of car parking spaces only, which is the same as the total car parking space numbers in the previously approved application nos. A/NE-TKLN/57 and A/NE-TKLN/58. Revised layout plan is at Attachment 2. It is anticipated that the traffic impact brought by this Proposed Development will be similar to the previously approved applications and there will be no material change in the traffic impact to the surrounding road network. Therefore, a journey time delay analysis is unnecessary in this case.
d	Our previous comment "The applicant shall advise the management / control measures to be implemented to ensure no queueing of vehicles outside the subject site" has not been addressed. The applicant shall further supplement and propose additional measures to prevent queueing of traffic e.g. provision of parking information to the public." has not been addressed. It would be considered too late to inform the public that the carpark is full outside the subject site. The applicant should provide	Well noted. The operator will provide real-time parking information to the Transport Department, allowing the public to access up-to-date parking vacancy information on the HKeMobility. The operator will also provide such real time information of the vacant car parking space number on an online platform



	the parking information well in advance and make the public aware the real time information of the parking vacancy.	to inform the public (i.e. parking space availability updates will be provided hourly and parking space availability forecast will be provided every two hours) so to avoid vehicle entering the proposed car park when it is expected to be fully occupied. Besides, the operator will design an online booking system for the car parking spaces for the concerned car park to avoid congestion. Besides, the setback areas of the Application Site will serve as passing place for drivers to safely stop in and wait, allowing oncoming vehicle from the opposite direction to pass without obstruction or congestion. This ensures that drivers have a clear and secure location to pause, reducing the risk of collisions and improving overall accessibility within the site. Such measure will also have concrete benefit to smooth the traffic flow on the existing Lin Ma Hang Road. It is illustrated in the revised swept path analysis in Attachment 3.
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