



**LCH Planning and Development
Consultants Limited**

Our Ref.: PD2502002/04
Your Ref.: TPB/A/NE-TK/837

7 August 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-TK/837 FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

We refer to the comments regarding the captioned application.

Please find attached our responses to departmental comments.

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

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited

A handwritten signature in black ink, appearing to be 'JH' with a long horizontal stroke extending to the right.

Junior Ho *RPS RPP*
Director

Encl.
c.c. the Applicant
- Response to Comments Table
- Revised Annex 2 - Indicative Layout Plan
- Revised Annex 4 - Swept Path Analysis
- Annex 5 - Sightline Analysis
- Annex 6 - Drainage Proposal



Section 16 Application No. A/NE-TK/837

Annex 1 - Response to Comments Table

No.	Comments Received	Our Responses
1.	<i>Comments from Environment and Ecology Bureau received on 17 July 2025</i>	
a	It is noted from Para. 3.5.1 of the Supporting Planning Statement (P.22 out of 45 of the pdf) that “among the 9 nos. of parking space, 7 will be the 200kW charging point (fast speed) and the remaining parking spaces will be 7kW charging point (medium speed)”. However, it appears from Annex 2: Indicative Layout Plan (P.38 of 45) that there are only 5 EV chargers (2 nos. of 7kW medium chargers and 3 nos. of 200kW fast chargers). Please clarify and advise the number of parking spaces that would (i) provide with medium charging (7kW or above) and their respective rated output power; (ii) provide with fast charging (100kW or above) and their respective rated output power.	<p>To clarify, three parking spaces shall be provided with medium charging (7kW) and the remaining six parking spaces will be provided with fast charging (200kW).</p> <p>A revised Annex 2 is attached for further clarification.</p>
b	To echo with the latest version of the Ch.8 of HKPSG about EV charging facilities and to support the Government’s policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e. EV chargers with output power of not less than 7kW (i.e. medium chargers) should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site.	<p>Noted.</p> <p>The Applicant will strictly follow the guideline provided in Ch.8 of HKPSG as well as stay up-to-date with relevant guidelines and circulars issued by Government Departments such as the Environment and Ecology Bureau from time to time.</p>
c	The Government announced the Green Transformation Roadmap of Public buses and Taxis in December 2024 and will provide support to realise the target of introducing about 3 000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the	<p>Well noted with thanks.</p> <p>The Applicant will take into account the recommendation provided by the department.</p>



	operations of electric taxis and achieve the aforesaid target. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the proposed site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis and electric light goods vehicles.	
2	<i>Comments from Transport Department received on 22 July 2025</i>	
d	For vehicular access: (i) The number of vehicular access for a development site shall be limited to one from traffic management viewpoint. The applicant shall review the number and location of the vehicular access.	Well noted with thanks.
e	(ii) We note from the swept path analyses that the private car will clash with the existing lamppost. The applicant is reminded to review the locations of access gate and other street furniture to avoid conflicts.	Noted. The swept path analysis in Annex 4 has been revised and it is illustrated that there will be no conflict with street furniture.
f	(iii) The two parking spaces directly in front of the southern access create safety concerns due to limited visibility of drivers and increase risk of accidents when reversing.	Well noted. It is assumed that vehicles driving out from the Application Site will stop at the southern access and view both sides carefully due to the level difference. Based on the sightline analysis as shown in Annex 5 , it is revealed that adequate visibility could still be provided for vehicles both driving in from Tung Tsz Road and driving out from Application Site, and they will not be affected by the Proposed Development and its vehicular access.
g	For the car park layout: (i) The applicant shall demonstrate that there are sufficient spaces for maneuvering of vehicles within the areas, in particular for the parking	Noted. The swept path analysis in Annex 4 has been revised to ensure that there is sufficient space for vehicle to maneuver within the site, particularly for the



	spaces at the inner area, so as to ensure the vehicles would not tail back to the road.	parking spaces at the inner area. It is ensuring that the vehicles would not tail back to the road.
h	(ii) As mentioned in 3(iii) above, the two parking spaces at the southern access are not satisfactory.	Understood. Based on the sightline analysis in Annex 5 , it is believed that vehicles driving out from the Application Site will stop at the southern access and view both sides carefully due to the level difference. The sightline analysis in Annex 5 reveals that adequate visibility could still be provided for vehicles both driving in from Tung Tsz Road and driving out from Application Site, and they will not be affected by the Proposed Development and its vehicular access.
3	<i>Comments from Drainage Services Department received on 23 July 2025</i>	
i	1. I have reservation on the subject application as there is landfilling works to be carried out at the application site which may cause adverse drainage impact to the surrounding lands and premises.	Understood. A drainage proposal is attached in Annex 6 to demonstrate that the Proposed Development would not have adverse drainage impact onto the surrounding lands and premises.
j	2. As such, the applicant is required to provide further information to demonstrate that the development will not cause adverse drainage impact to the adjacent areas.	A drainage proposal is attached in Annex 6 to demonstrate that the Proposed Development would not have adverse drainage impact onto the surrounding lands and premises.
k	3. While there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the	Well noted with thanks.



	nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works.	
l	4. There is existing public sewers in the vicinity of the Site. Our drainage record plan is attached for your ease of reference.	Noted.
m	5. The applicant(s) shall resolve any conflict/disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the application site(s).	Well noted with thanks.