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

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

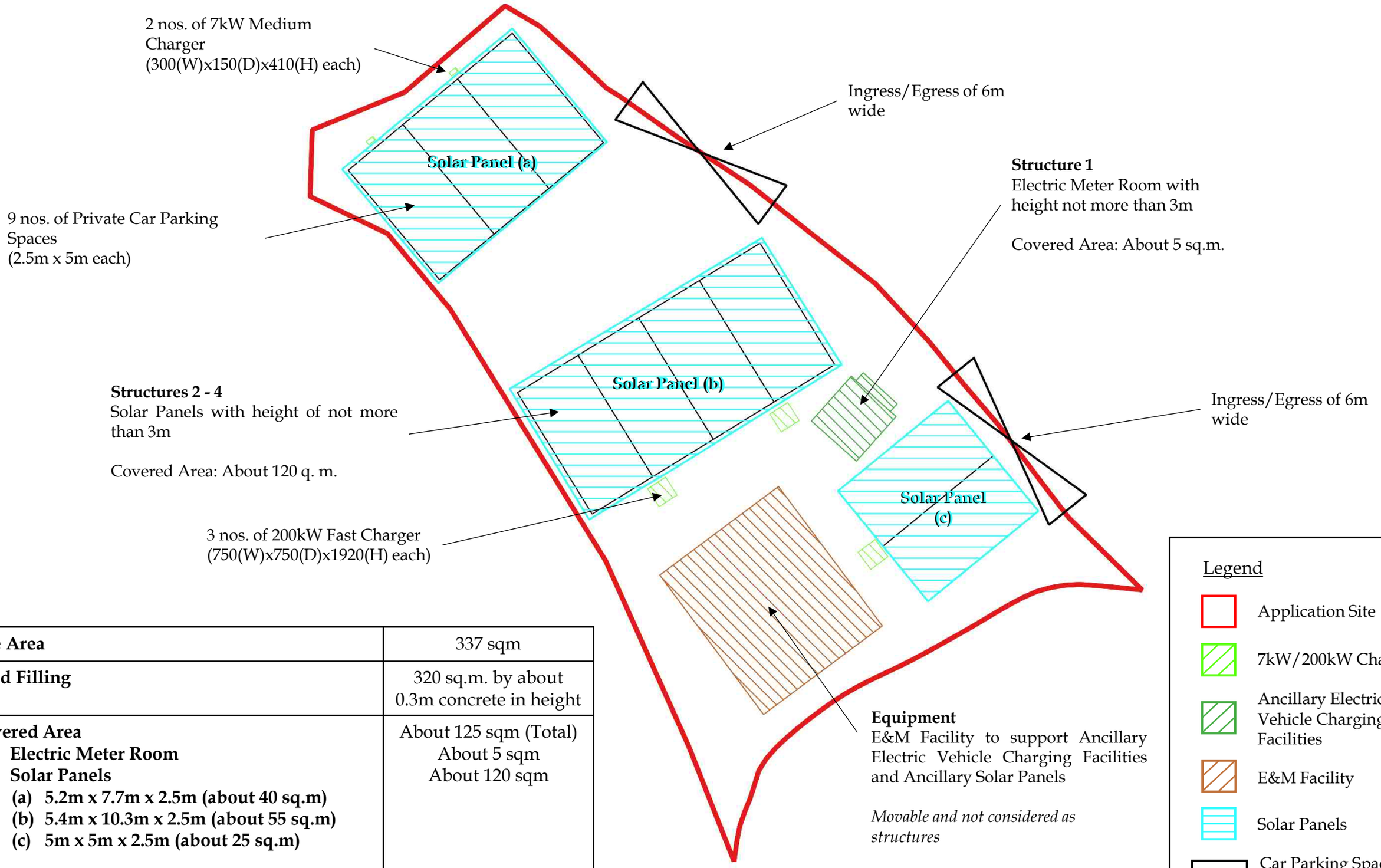
Annex 1 - Response to Comments Table

No.	Comments Received	Our Responses
1.	***Comments from Environment and Ecology Bureau received on 17 July 2025***	
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.	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). A revised **Annex 2** is attached for further clarification.
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.	Noted. 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.
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	Well noted with thanks. The Applicant will take into account the recommendation provided by the department.

	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	***Comments from Transport Department received on 22 July 2025***	
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	***Comments from Drainage Services Department received on 23 July 2025***		
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.



Site Area	337 sqm
Land Filling	320 sq.m. by about 0.3m concrete in height
Covered Area **1. Electric Meter Room** **2. Solar Panels** **(a) 5.2m x 7.7m x 2.5m (about 40 sq.m)** **(b) 5.4m x 10.3m x 2.5m (about 55 sq.m)** **(c) 5m x 5m x 2.5m (about 25 sq.m)**	About 125 sqm (Total) About 5 sqm About 120 sqm
Parking Space	9

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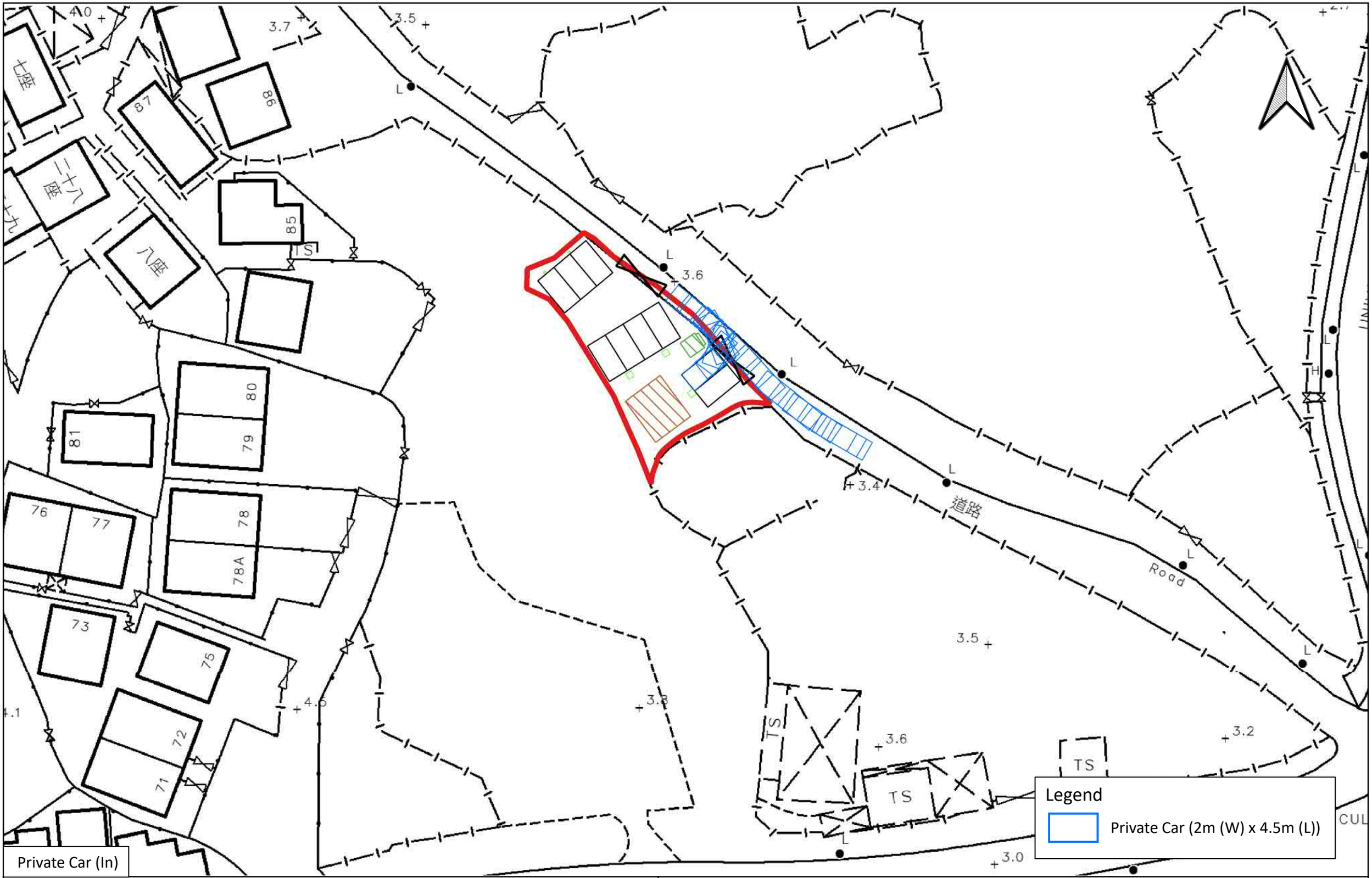
Annex 2 : Indicative Layout Plan

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

(Source: Town Planning Board and HK GEODATA STORE, HKSAR Government)



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Annex 4 : Swept Path Analysis

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

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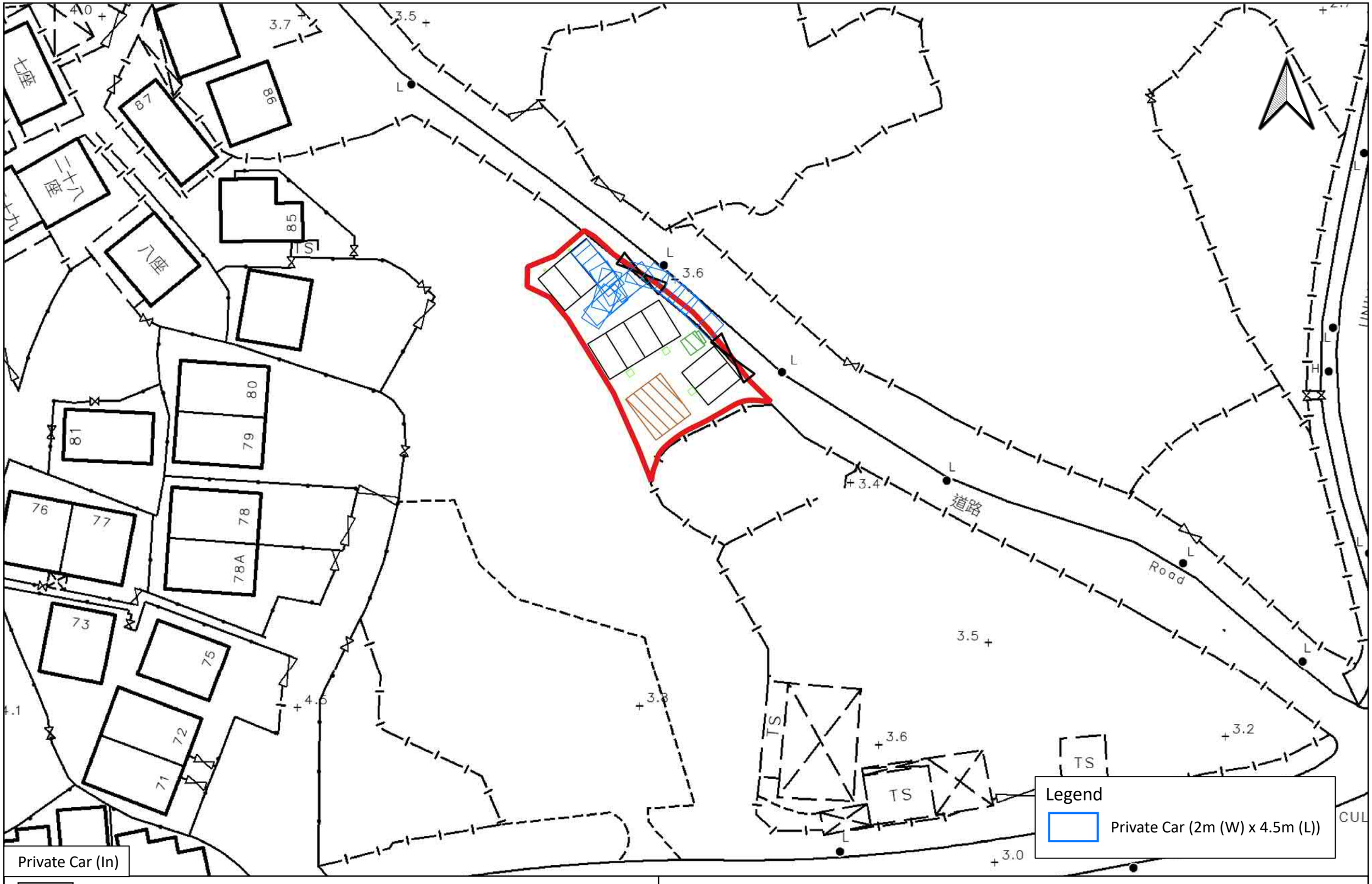

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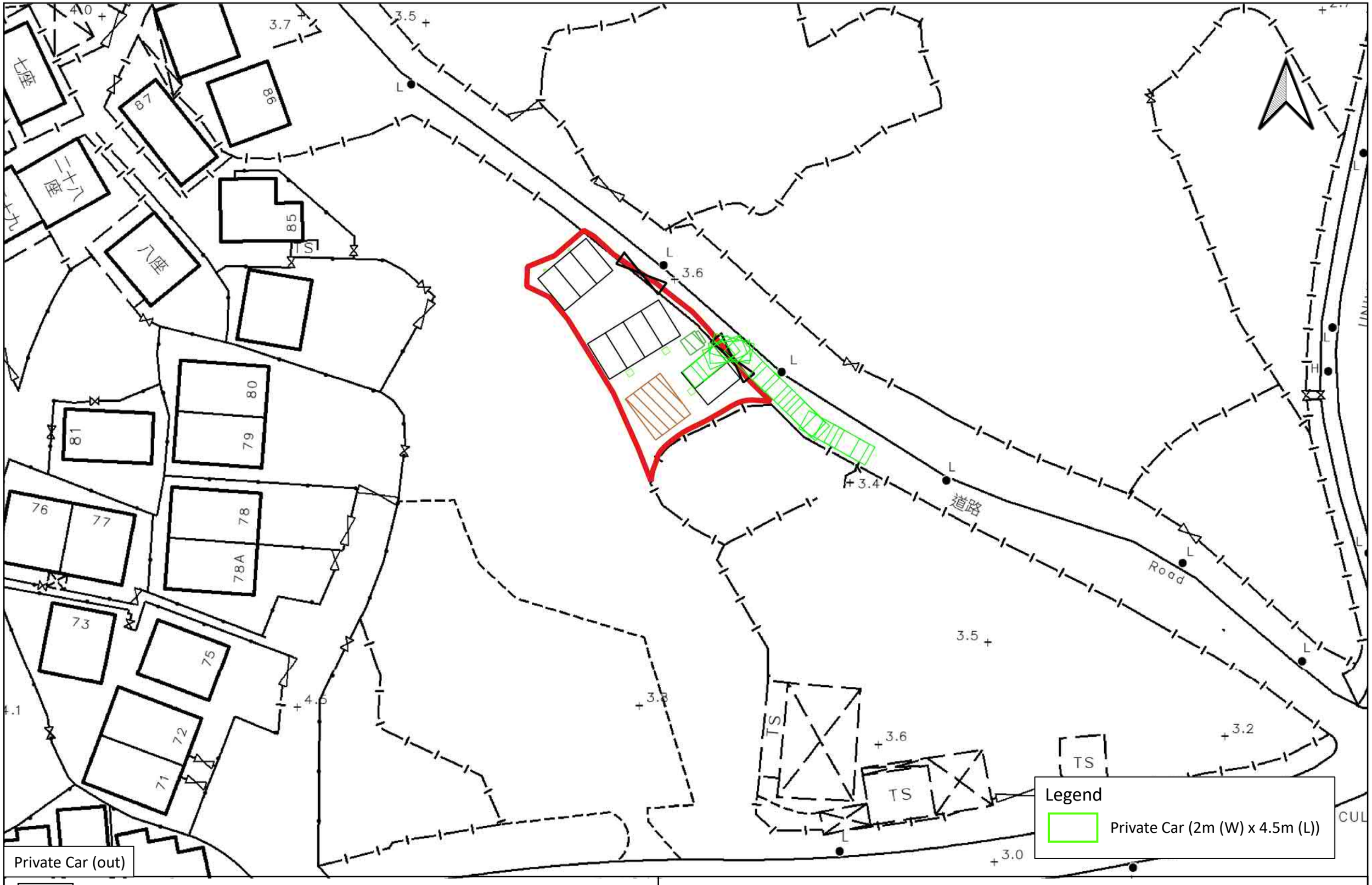

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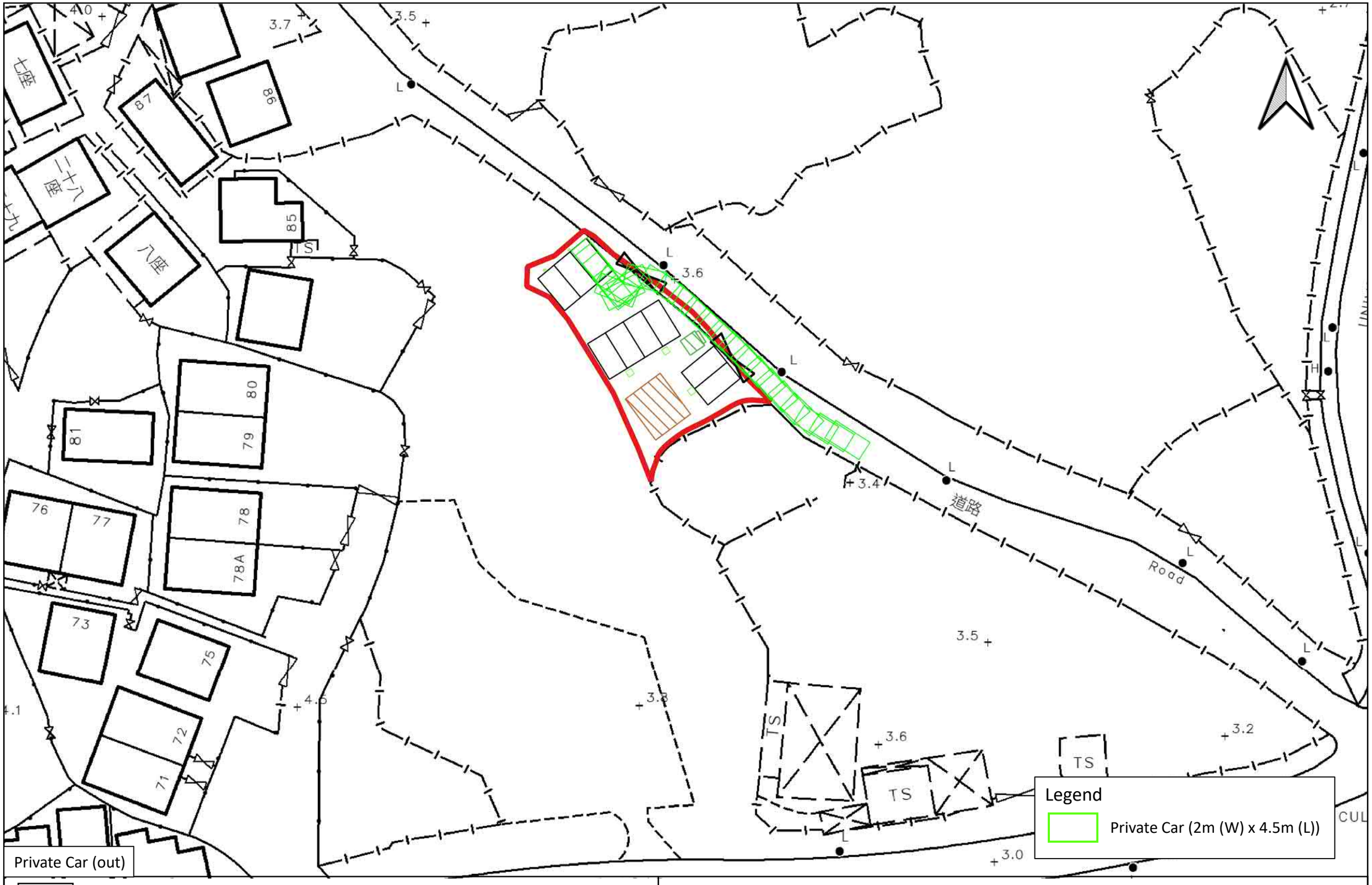

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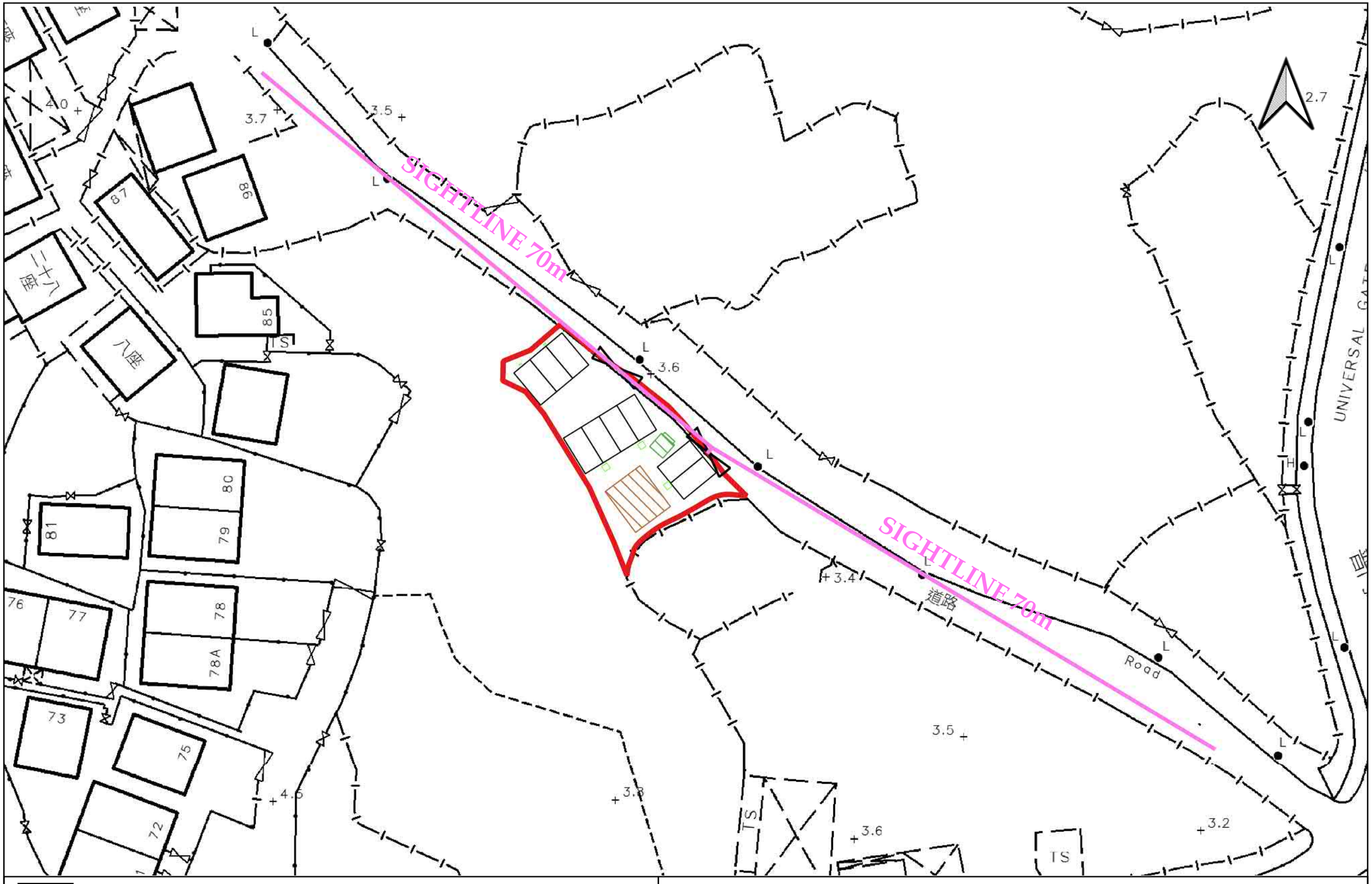

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Annex 5 : Sightline Analysis

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

Annex 6

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

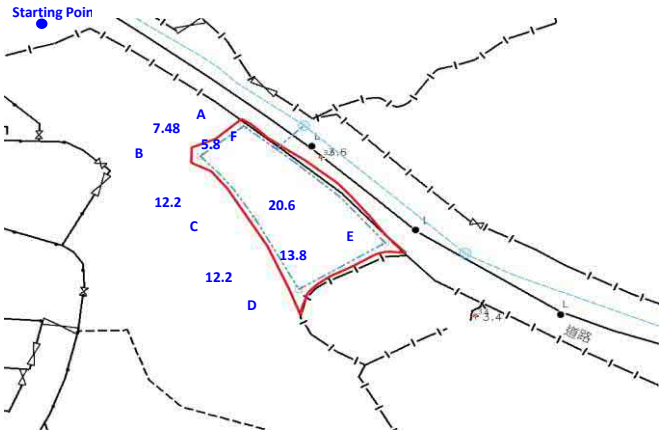
Calculation for channels:

	Catchment Zone A	Lot 241									
	Area		=	337	sqm						
			=	0.000337	sqkm						
	Peak runoff in m^3/s		=	0.278	x	0.95	x	250	mm/hr	x	0.00034 sqkm
			=	0.022252	m^3/s						
			=	1335	liter/min						
	Total Peak runoff in m^3/s		=	**1,335**							
	According to Figure 7.1 Chart for the rapid design of channels, For gradient 1:125, 175UC will be suitable for the subject site										
	Terminal										
	Peak runoff of whole site in m^3/s		=	1335	liter/min						
	Manning Equation	V	=	$R^{2/3}xS_f^{0.5}/n$		dia	175 mm				
	where	R	=	$\pi r^2/ 2\pi r$	r=	0.088 m					
			=	r/2							
			=	0.04375	m						
		n	=	0.012	(Based on Table 13 of Stormwater Drainage Manual)						
1/	125	Sf	=	0.0125							
	Thus,	V	=	0.04375	^	2/3	x	0.013	^	0.5	/ 0.012
			=	1.16	m/sec						
	Provide 175mm dia underground pipe (1:200)										
	Maximum Capacity (Q_{max})		=	V x A							
			=	1.16	x	πr^2					
			=	0.0278102	m/sec						
1	nos of pipe		=	**1,669**	liter/min	>	1,335	OK	80%		

	Site (Lot 241)
	25.8
slope	0.001550388
gradient	1 in 645
Length of catchpit A to catchpit B	7.48
slope	0.002673797
gradient	1 in 374
Length of catchpit B to catchpit C	12.2
slope	0.002459016
gradient	1 in 407
length of catchpit C to catchpit D	12.2
slope	0.002459016
gradient	1 in 407
length of catchpit D to catchpit E	13.8
slope	0.001449275
gradient	1 in 690
length of catchpit A to catchpit F	5.8
slope	0.013793103
gradient	1 in 72.5
length of catchpit E to catchpit F	20.6
slope	0.001941748
gradient	1 in 515
length of catchpit F to terminal manhole	5
slope	0.008
gradient	1 in 125

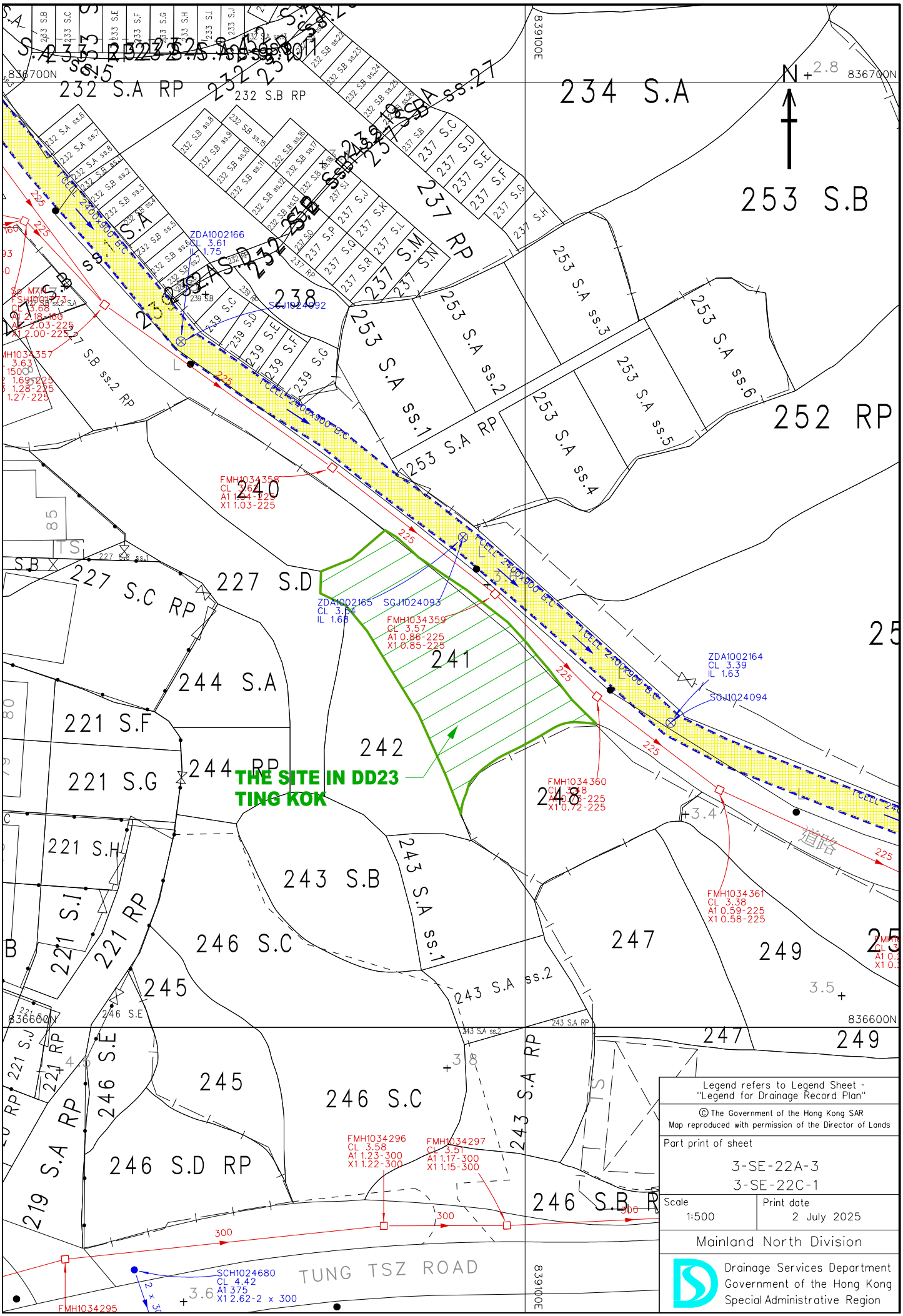
https://www.archlogbook.co/posts/drainage-design-basics

spot height	
Starting point	
Catchpit A	3.66
Catchpit B	3.68
Catchpit C	3.65
Catchpit D	3.62
Catchpit E	3.6
Catchpit F	3.58
terminal manhole	3.54



Site (Lot 241)	CL	IL	depth
A	3.65	3.525	0.125
B	3.7	3.488	0.212
C	3.6	3.427	0.173
D	3.5	3.366	0.134
E	3.45	3.268	0.182
F	3.6	3.297	0.303

Site (Lot 241)	Distance	Starting Height	Slope	End Height	U Channel
A to B	7.48	**3.525**	200	3.488	175
B to C	12.20	3.488	200	3.427	175
C to D	12.20	3.427	200	3.366	175
D to E	13.80	3.366	200	3.297	175
A to F	5.80	3.297	200	3.268	175
E to F	20.60	3.268	200	3.297	175


THE SITE IN DD23
TING KOK
TUNG TSZ ROAD
道路
836700N
836600N
839100E
N
232 S.A RP
232 S.B RP
234 S.A
253 S.B
237 RP
238
240
241
242
243 S.B
244 S.A
244 RP
245
246 S.C
246 S.D RP
246 S.E
247
248
249
252 RP
253 S.A RP
253 S.A ss.1
253 S.A ss.2
253 S.A ss.3
253 S.A ss.4
253 S.A ss.5
253 S.A ss.6
227 S.C RP
227 S.D
221 S.F
221 S.G
221 S.H
221 S.I
221 RP
219 S.A RP
ZDA1002166
CL 3.61
IL 1.75
ZDA1002165
CL 3.54
IL 1.68
ZDA1002164
CL 3.39
IL 1.63
SGJ1024092
SGJ1024093
SGJ1024094
FMH1034358
CL 3.64
A1 1.04-225
X1 1.03-225
FMH1034359
CL 3.57
A1 0.86-225
X1 0.85-225
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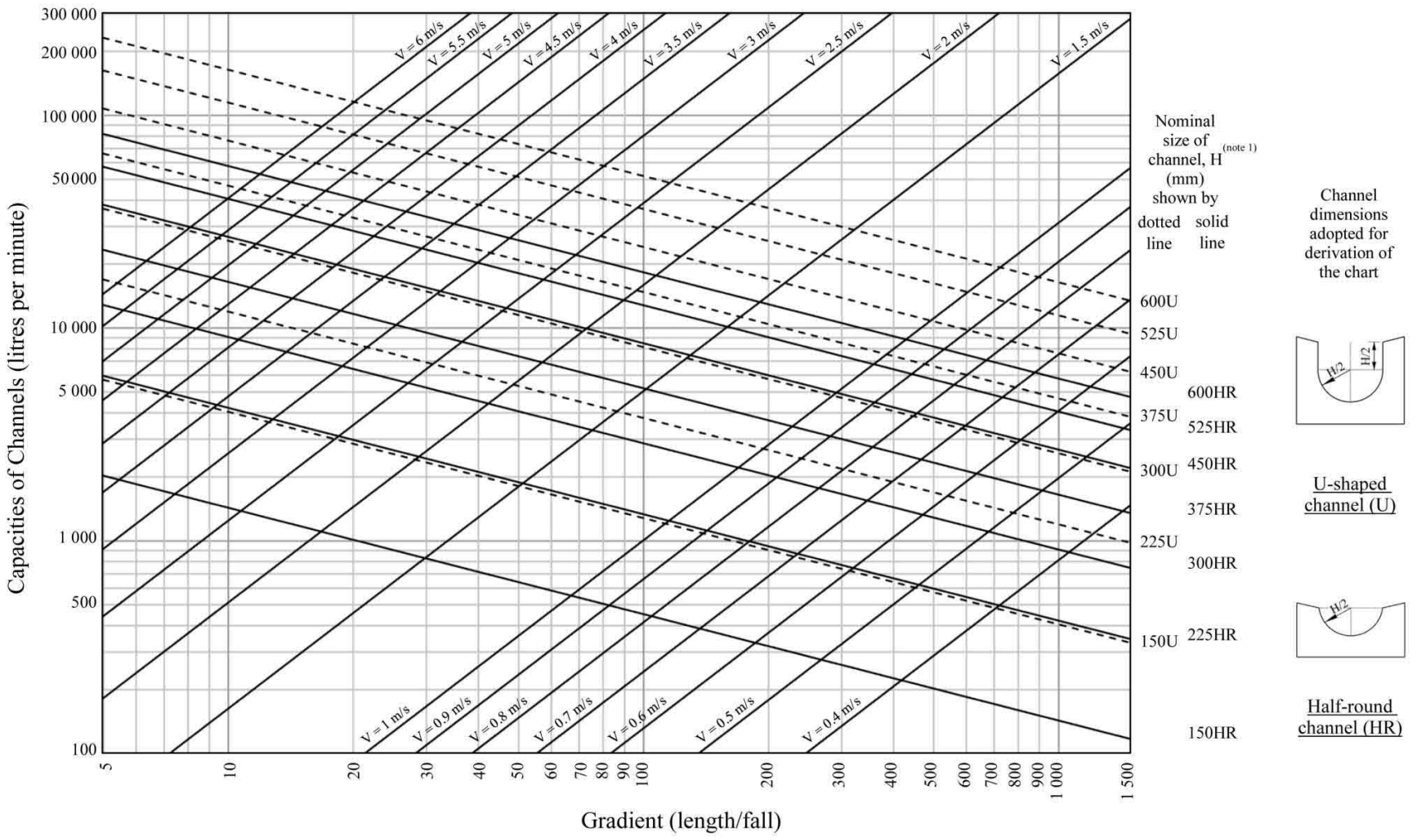
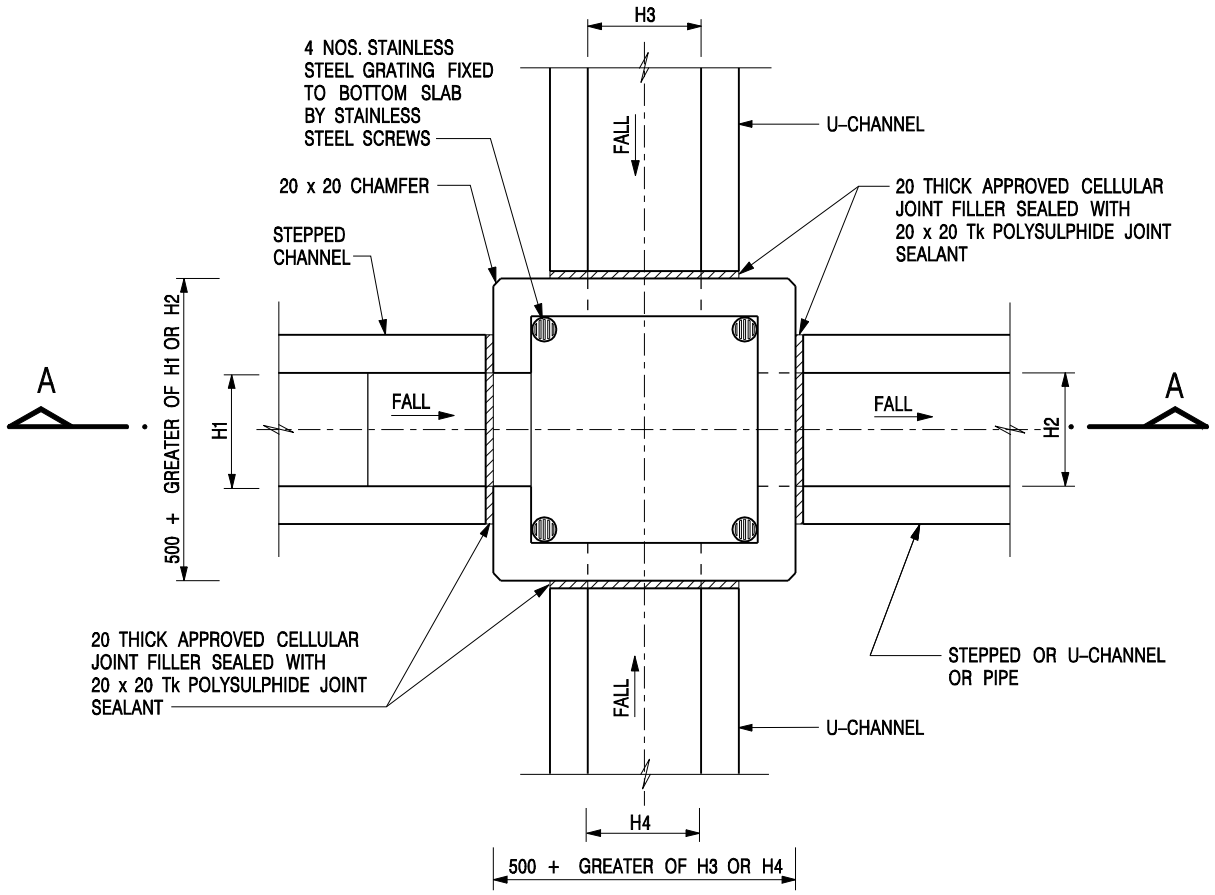
CL 3.58
A1 0.73-225
X1 0.72-225
FMH1034361
CL 3.38
A1 0.59-225
X1 0.58-225
FMH1034296
CL 3.58
A1 1.23-300
X1 1.22-300
FMH1034297
CL 3.51
A1 1.17-300
X1 1.15-300
FMH1034295
SCH1024680
CL 4.42
A1 375
X1 2.62-2 x 300
Legend refers to Legend Sheet - "Legend for Drainage Record Plan"
© The Government of the Hong Kong SAR
Map reproduced with permission of the Director of Lands
Part print of sheet
3-SE-22A-3
3-SE-22C-1
Scale
1:500
Print date
2 July 2025
Mainland North Division
Drainage Services Department
Government of the Hong Kong Special Administrative Region



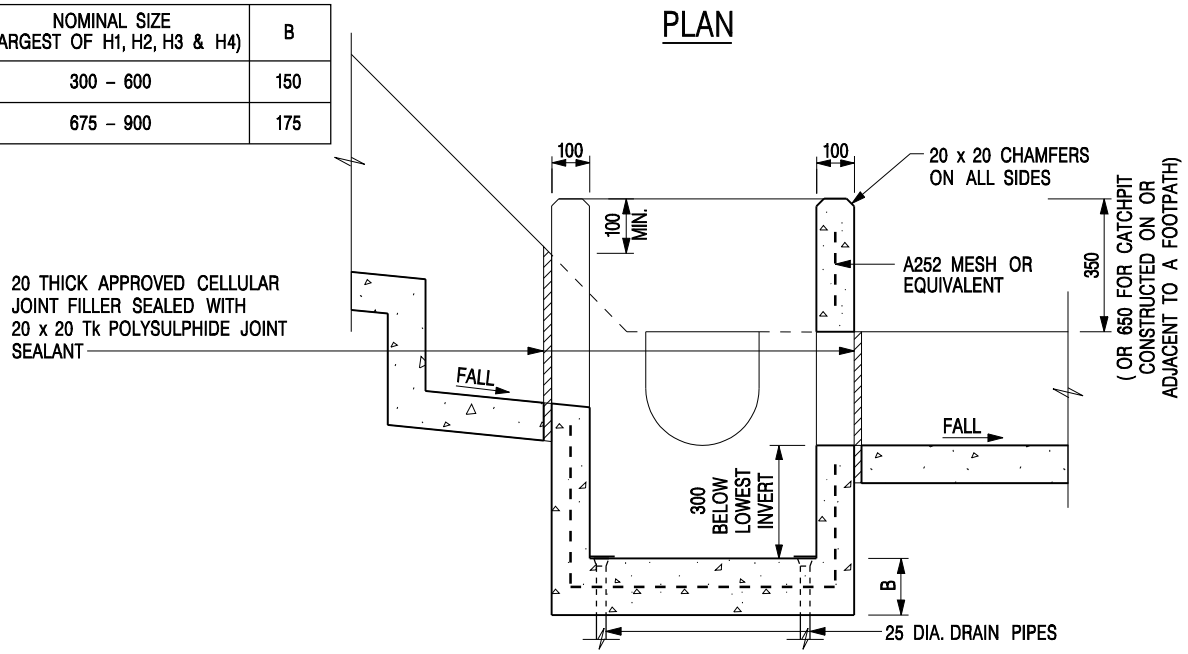
Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

Figure 7.1 Chart for the Rapid Design of U-shaped and Half-round Channels up to 600 mm



PLAN

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 – 600	150
675 – 900	175



SECTION A – A

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

REF.	REVISION	SIGNATURE	DATE
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP

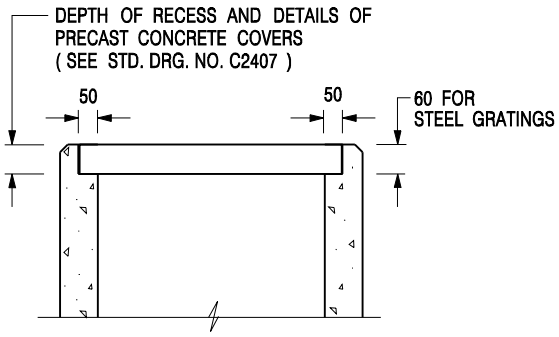
(SHEET 1 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DATE JAN 1991

DRAWING NO. C2406 /1



ALTERNATIVE TOP SECTION
FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'G' ON STD. DRG. NO. C2405; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'F' ON STD. DRG. NO. C2405.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

REF.	REVISION	SIGNATURE	DATE
–	FORMER DRG. NO. C2406J.	Original Signed	03.2015

CATCHPIT WITH TRAP
(SHEET 2 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20	DRAWING NO. C2406 /2
DATE JAN 1991	

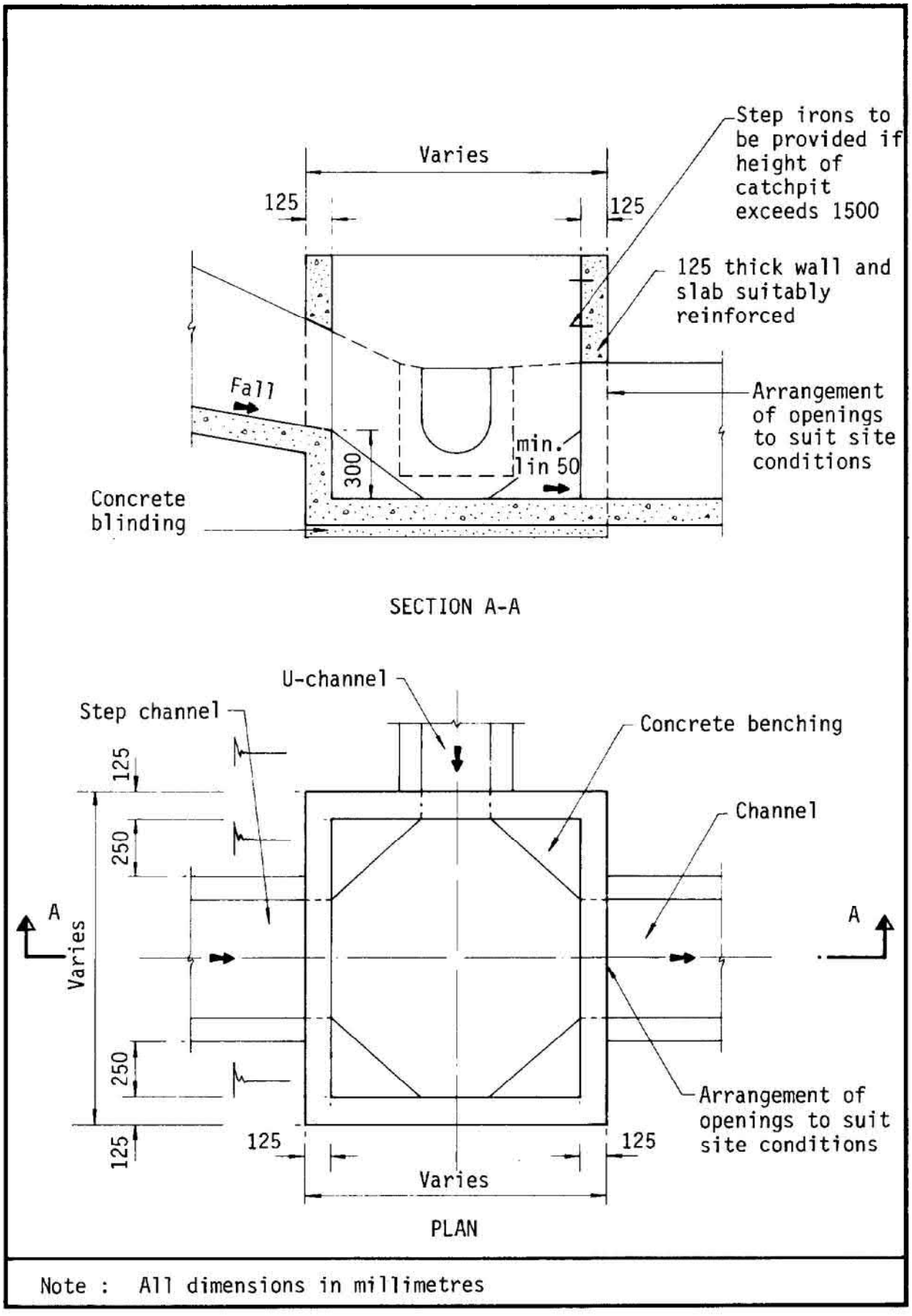
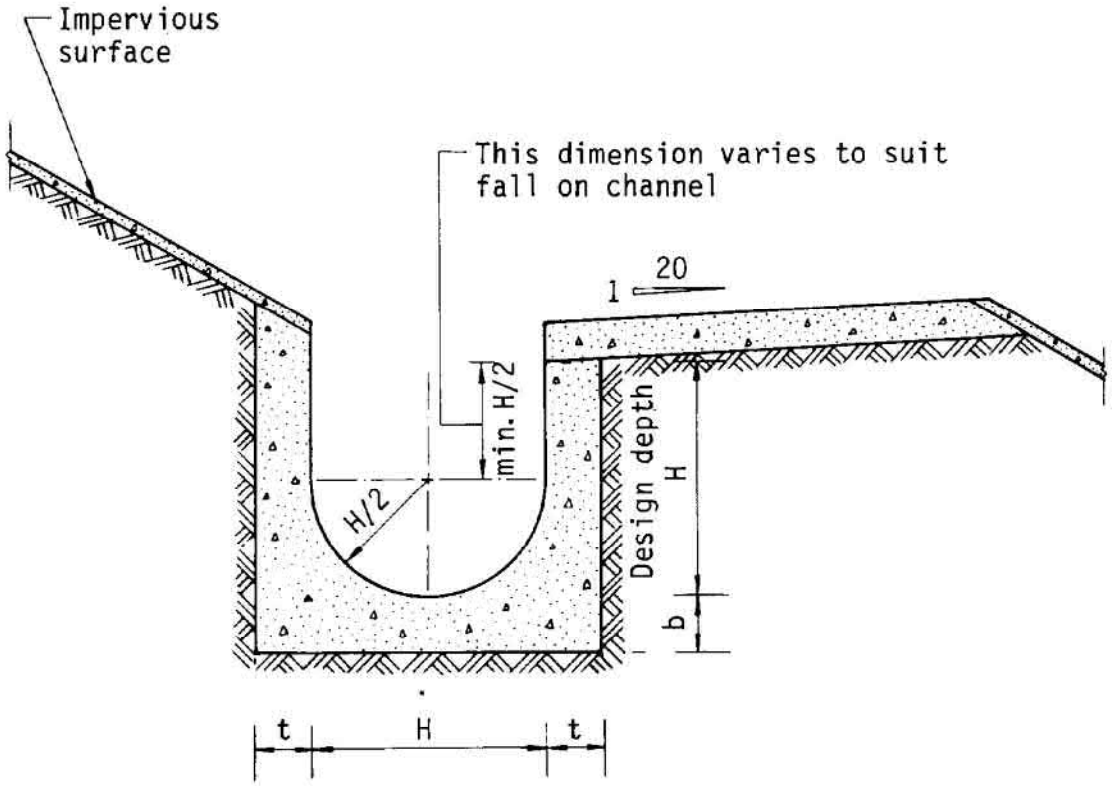


Figure 8.10 - Typical Details of Catchpits



Dimensions of U - channel

Nominal size of channel H (mm)	Thickness t (mm)	Thickness b (mm)
225 to 600	150	150
675 to 1200	175	225

Figure 8.11 - Typical U-channel Details