



**LCH Planning and Development**  
**Consultants Limited**

Our Ref.: PD2502002/06  
Your Ref.: TPB/A/NE-TK/837

11 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', written over a white background.

**Junior Ho** *RPS RPP*  
Director

Encl.  
c.c. the Applicant  
- Response to Comments Table  
- Revised Annex 4 - Swept Path Analysis  
- Revised Annex 5 - Sightline Analysis



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

Annex 1 - Response to Comments Table

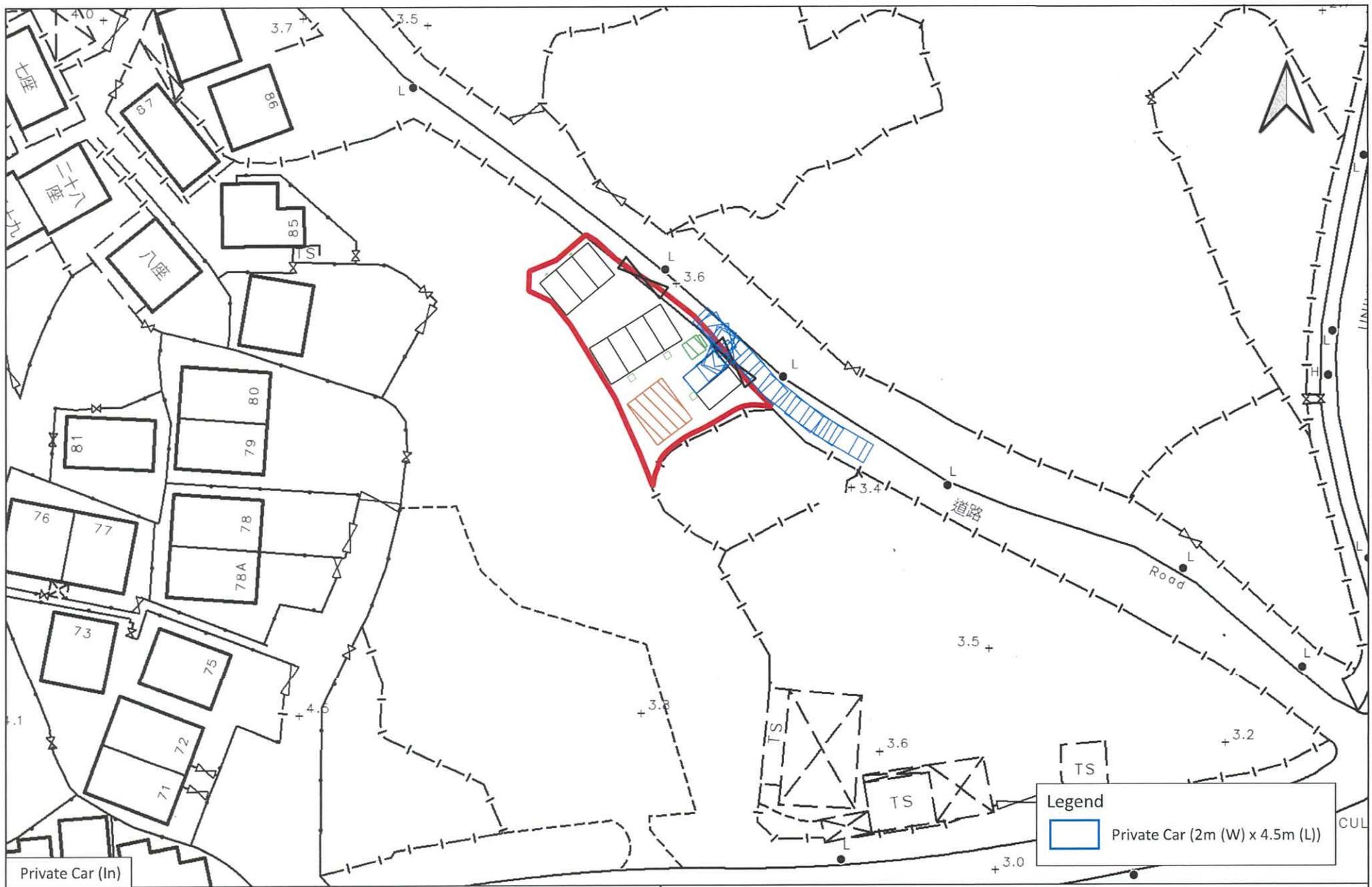
No.	Comments Received	Our Responses
<b>1.</b>	<b><i>Comments from Environment and Ecology Bureau received on 8 August 2025</i></b>	
a	<p>It is noted from the revised Annex 2 (P.6 of 19 of the pdf) that there will be two 7kW medium chargers (to be shared use by 3 private car (PC) parking spaces) and three 200kW fast chargers (to be shared use by 6 PC parking spaces).</p> <p>To recap, our comment as stated on 17 July 2025 was that “EV chargers with output power of not less than 7kW (i.e. medium chargers) should be installed in <u>all</u> parking spaces for private cars, light goods vehicles and motorcycles of the subject site”. The applicant shall clarify if each PC parking space could be provided with at least 7kW EV charging simultaneously (i.e. when all 9 PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the 9 PC parking spaces could still be provided with at least 7kW EV charging).</p>	<p>A dynamic load management system (DLMS) will be used to redistribute power from the fast chargers' excess capacity to the medium charger group. In this case, an integrated charging system will be adopted where all chargers share a common electrical controller, allowing surplus power to be redirected. The Applicant will further consult with CLP Power to upgrade the service connection, ensuring that there would be sufficient power to be provided for all PC parking spaces when they are being occupied and recharged at the same time.</p> <p>Hence, it is believed that when all 9 PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the 9 PC parking spaces could still be provided with at least 7kW EV charging.</p>
<b>2.</b>	<b><i>Comments from Agriculture, Fisheries and Conservation Department received on 11 August 2025</i></b>	
b	<p>The subject site is zoned "AGR" and is a paved vacant land. There are some agricultural activities in the vicinity, and agricultural infrastructures such as road access and water source are available in the area. The subject site can be used for agricultural activities such as greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the application is not supported from agricultural perspective.</p>	<p>Noted. Although the Application Site is zoned "AGR" and is a paved vacant land, it is mentioned in the submitted planning statement that the Application Site in nature has no good potential for agricultural rehabilitation for four reasons:</p> <ol style="list-style-type: none"> <li>1. According to the Notes of OZP, it is intended that with proper management, the land would be revitalised and utilised for agricultural uses. Nevertheless, the scale and soil condition of the subject land do not provide a favourable environment for agricultural activities such as greenhouses, plant nurseries and cash crop growing etc. Hence, it is not</li> </ol>



		<p>financially and environmentally viable for cultivation.</p> <ol style="list-style-type: none"> <li>2. Aerial photos between 2000 and 2023 in previously submitted <b>Annex 1</b> shows that the Application Site has remained vacant over the past decades, with no active agricultural activities in the surrounding areas.</li> <li>3. Although there may be some agricultural activities in the vicinity, and agricultural infrastructures such as road access and water source are available in the area, the current condition of the subject site does not provide a favourable environment for cultivation because of its scale, location near the roadside and its surrounding environment characterised by open storages and vehicle parking. Thus, the Applicant would like to fully utilise the site for non-agricultural use in the short term to address the current demand for vehicle parking spaces for local residents, particularly for those villagers who own EVs.</li> <li>4. The site's small scale, roadside location, and existing paved surface means no tree felling, heavy machinery or waste generation is involved. Thus, no adverse environmental impact is anticipated. Given its temporary basis, the proposed use of the land could be reversible despite initial agricultural concerns. The Applicant ensures that the Proposed Development would not cause irreversible damage such as soil contamination or vegetation loss and could be reinstated upon expiry.</li> </ol> <p>Hence, the Applicant is sincerely seeking the favourable consideration of the concerned department to support this planning application.</p>
<b>3.</b>	<i>Comments from Transport Department received on 11 August 2025</i>	
c	There are still two accesses for the proposed development. Our comment remains valid.	Noted.
d	The revised swept path maneuvers beyond the proposed 6m ingress/egress at the southern access. Please review.	The swept path analysis in <b>Annex 4</b> has been revised and it is illustrated that there will be no conflict with street furniture.



	The swept path is possibly impractical. The accuracy of the swept path is in doubt.	
e	[Item (f)] The sightline assessment shall be conducted at a point 2m from the access road to simulate the position of driver. The driver shall be able to observe the approaching traffic at the access road before his vehicle moving into the access road.	Noted. The sightline assessment in <b>Annex 5</b> has been revised.
f	Swept path for the inner parking spaces are not provided. Our comment remain valid.	The swept path analysis in <b>Annex 4</b> has been revised based on the comment.
g	Please refer to our further comment on item (f).	Noted.



Private Car (In)

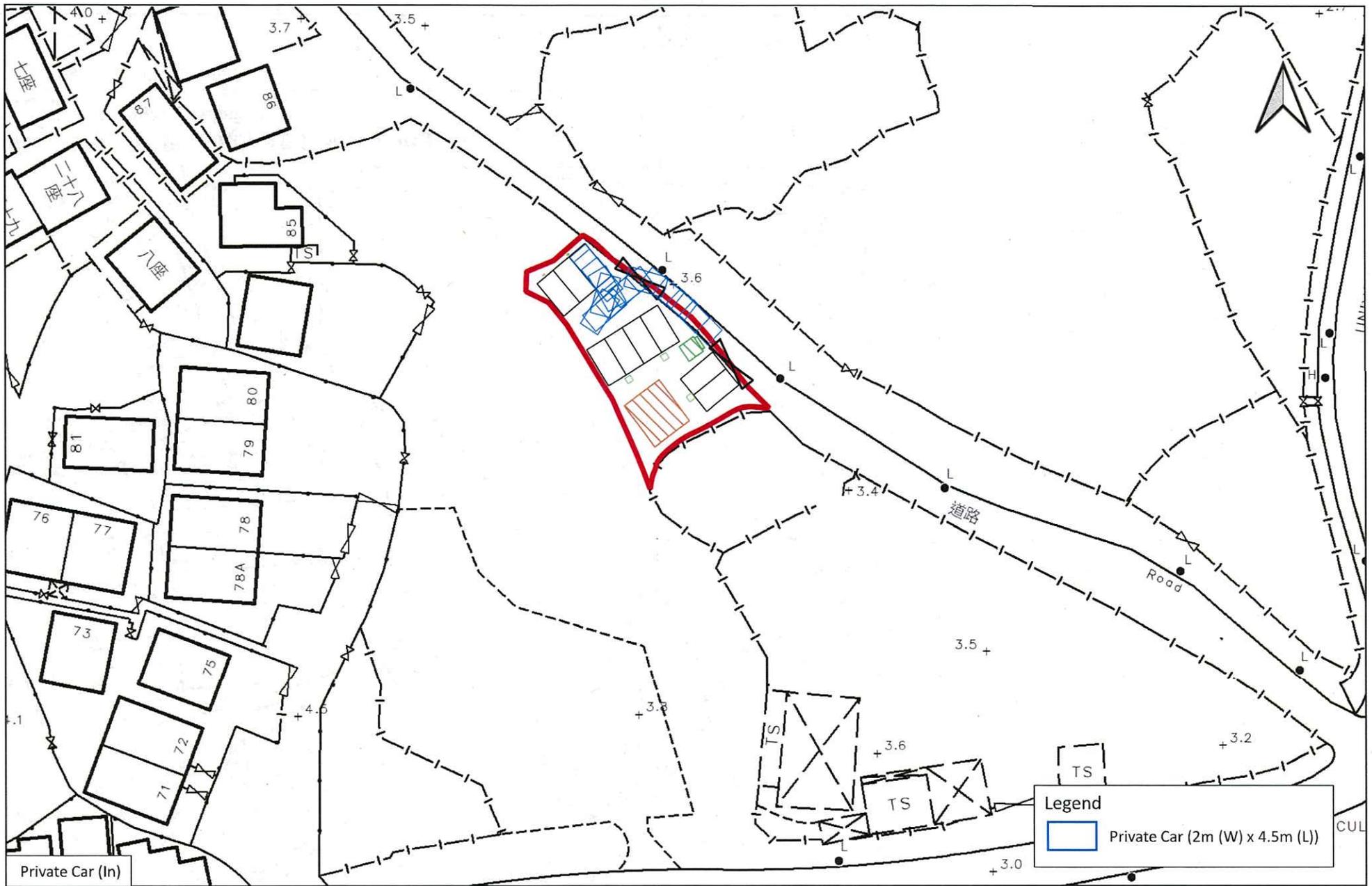


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Annex 4 : Swept Path Analysis

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

(Source: HK GEODATA STORE, HKSAR Government)



Private Car (In)

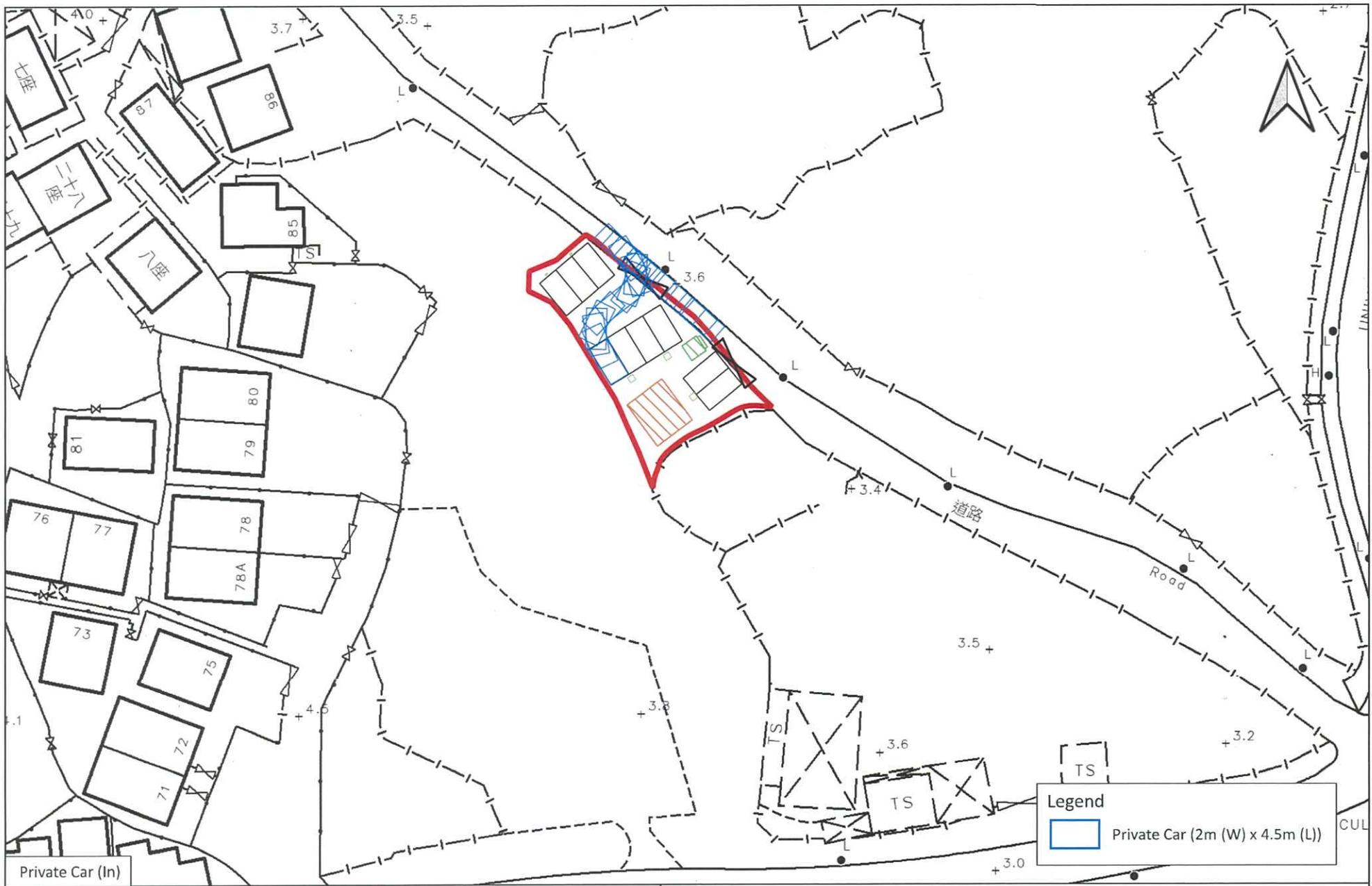


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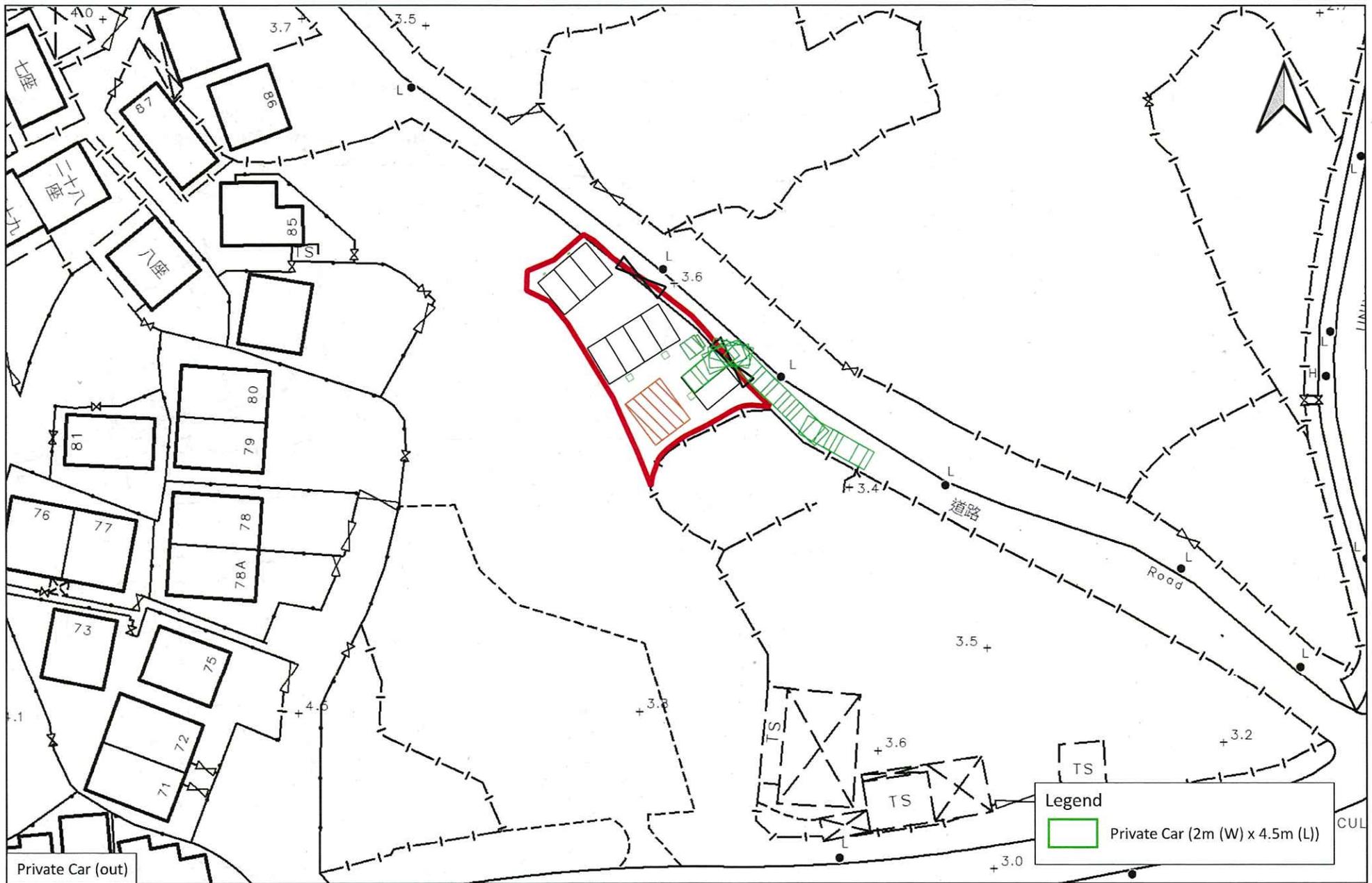


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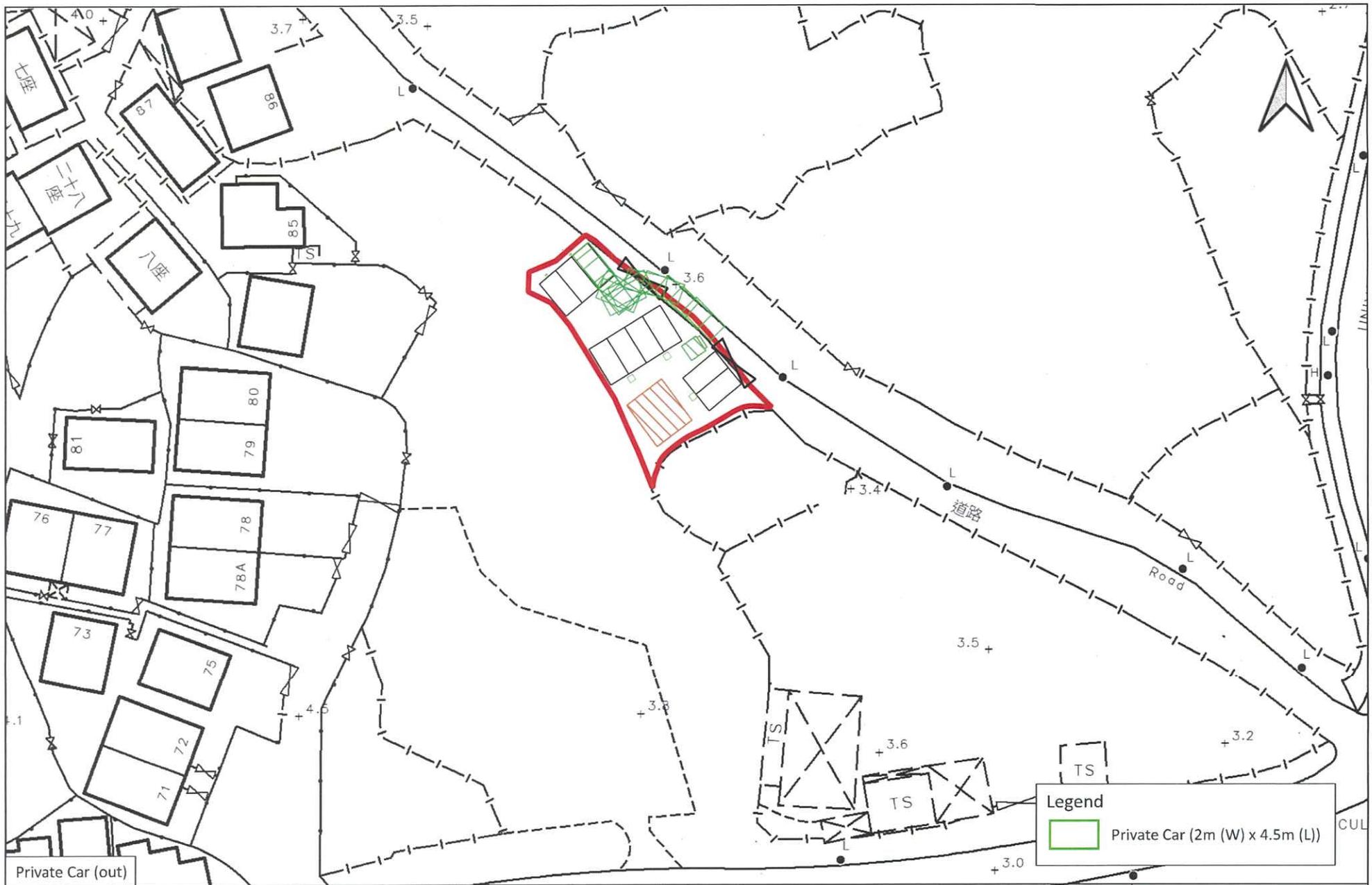


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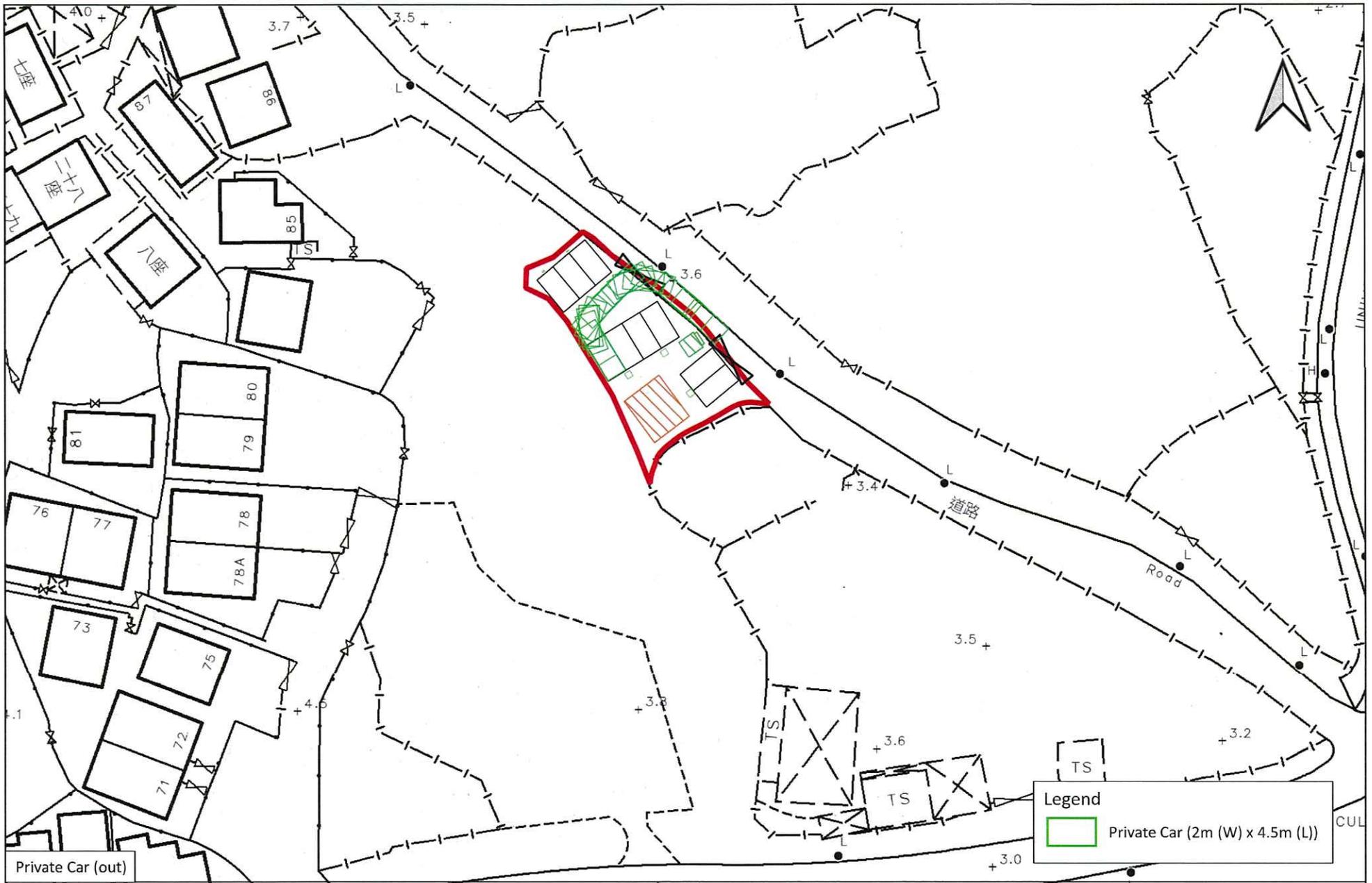


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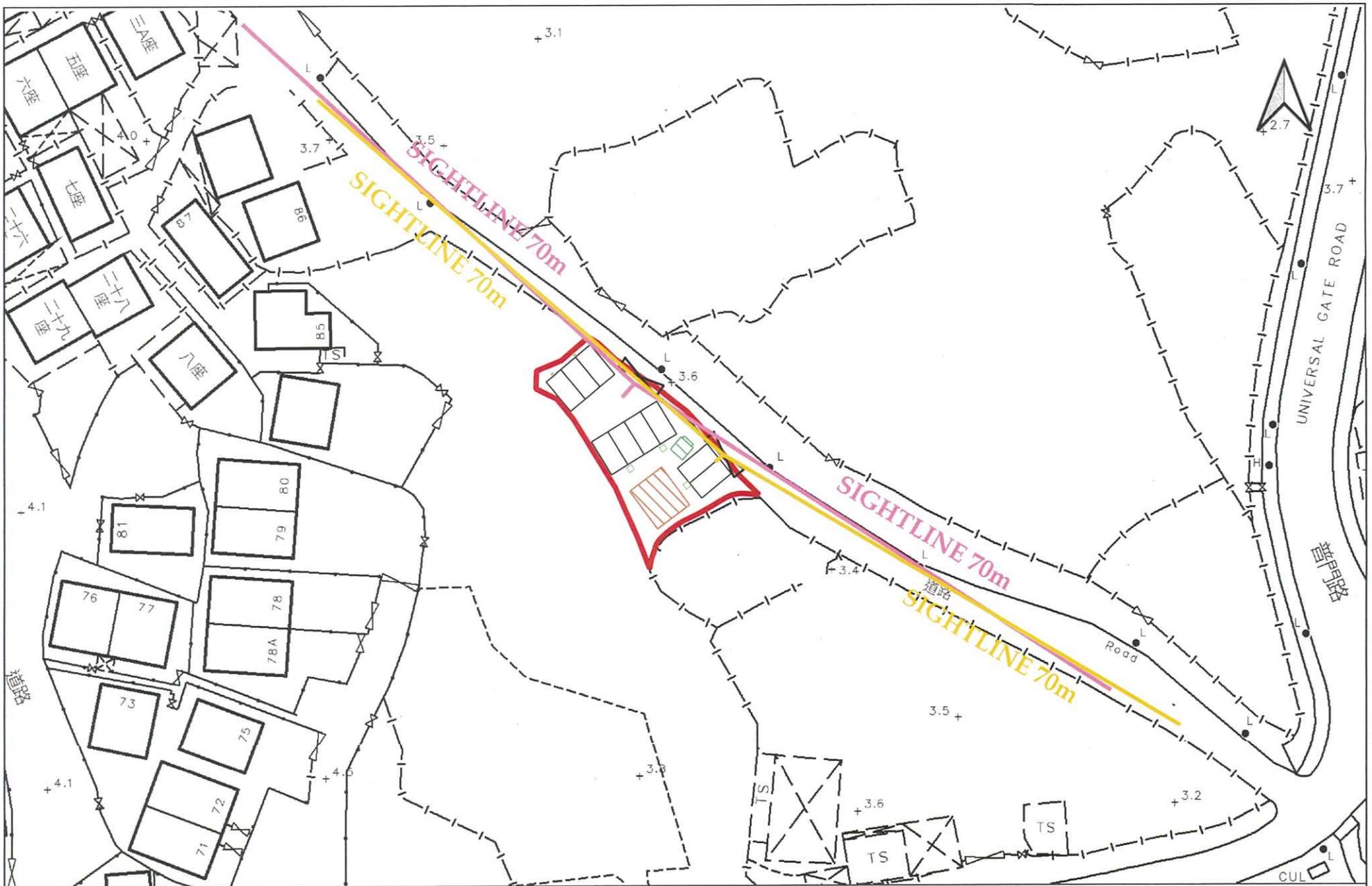


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Annex 5 : Sightline Analysis

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