

Table 1: Responses to Comments from Government Departments on Planning Application No. A/NE-TKL/813 (3 December, 2025)

COMMENTS		RESPONSES
1. Transport Department (TD)		
(a)	Drawing No. FIGURE 4.2: The total entry traffic flows on Sha Tau Kok Road-Lung Yeuk Tau southbound arms in both junctions do not tally with those in the previous version of TIA. Please review.	(a) Please note that the development traffic of a nearby planned development (Planning Application No. A/NE-LYT/860) was incorporated into the updated traffic impact assessment report. The traffic flows of the planned development were distributed onto the road network in the reference and design scenarios which lead to an increase in the total entry traffic flows at the concerned location.
(b)	Drawing No. FIGURE 4.3: The total entry traffic flow on Sha Tau Kok Road-Lung Yeuk Tau southbound arm in the junction of Sha Tau Kok Road-Lung Yeuk Tau/Lau Shui Heung Road does not tally with that in the previous version of TIA. Please review.	(b) Please note that the development traffic of a nearby planned development (Planning Application No. A/NE-LYT/860) was incorporated into the updated traffic impact assessment report. The traffic flows of the planned development were distributed onto the road network in the reference and design scenarios which lead to an increase in the total entry traffic flows at the concerned location.
(c)	Drawing Nos. SP-01 and SP-02: Vehicles shall not encroach onto the lateral side of the proposed run-in/out. Please revise the swept paths.	(c) Please note that the swept paths were revised and please refer to the attached Figures (Drawing Nos. SP-01 and SP-02) for details.
2. Public Comments		
(a)	The concern on air quality arisen from the proposed use and the potential noise and light nuisance caused by the traffic induced by the proposed use.	(a) <u>Concerns on Air Quality</u> Using electric vehicles (EVs) instead of petrol vehicles significantly reduces emissions and improves air quality. With the adoption of advanced technology for EV charging devices, the temperature generated by the devices will not exceed 60°C, and small cooling fans will be used to ventilate the produced heat during operation. These fans will be placed inside the containers, and the fluid-dynamic design of

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	the cooling fans will reduce operating noise. The Applicant will also provide a good-air circulation system at the Application Site to prevent air pollution. Since the Application Site is hard-paved, limited dust nuisance is anticipated from vehicles manoeuvring during the proposed development. <u>Concerns on Potential Noise and Light Nuisance</u> The number of vehicles visiting the Application Site can be controlled, as only 18 charging spaces for electric taxis will be provided. The EV charging station at the Application Site will be open 24 hours a day, 7 days a week (including public holidays), while other supporting facilities will be open from 7 am to 8 pm daily. Therefore, the potential noise impact at night is minimal. Other supporting facilities are located within structures and no noise impact is anticipated. The Application Site is located within the "Open Storage" ("OS") zone. Operating the proposed EV charging station is similar to running a public car park, which is always permitted in the "OS" zone. The potential noise and light nuisance generated by the Application Site is expected to be insignificant. The lighting system is primarily intended to illuminate the Application Site. During the evening and night, it provides basic lighting for electric taxis only and does not cause light pollution issues for the surrounding environment.