



APPENDIX 1

RESPONSE TO DEPARTMENTAL COMMENTS TABLE



Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

No.	Comments Received	Our Responses
A. Comments from Chief Town Planner/Urban Design and Landscape, Planning Department received via email dated 9.10.2025 Subject Officer: Mr. OR Chun Hin, Justin (T: [REDACTED])		
1.	Existing trees are found within the Site, but no trees information/ proposed treatment is provided in the application; and	As shown in Annexes 1a and 1b , all trees are falling outside of the boundary of the Application Site (the Site). No trees will be removed in the Site, and hence no mitigation measures are required.
2.	To facilitate the Town Planning Board’s consideration on the application, a broad brush survey on existing landscape resources including tree/vegetation of dominant species and a landscape proposal with their proposed treatment and mitigation measures included, may be required to demonstrate if there is any landscape impact caused by the applied use.	
B. Comments from Environmental Protection Department received via email dated 9.10.2025 Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])		
1.	It is noted that an eating place (i.e. Cafe) would be provided within the proposed temporary use. Please clarify whether toilet facilities would be provided and advise the proposed arrangement for collection, handling and disposal of the wastewater generated from the temporary use (e.g. wastewater from the cafe, toilet facilities, etc); and	A toilet will be provided at the Site for the use of users of the Site. Revised layout plan is at Annex 2. The applicant will strictly follow the “Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) 1/23” when designing the on-site sewage system within the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly to ensure no overflowing of sewage at the Site. Adequate sewerage facilities will also be provided to ensure proper collection, treatment and disposal of wastewater generated.



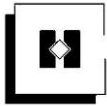
No.	Comments Received	Our Responses
		The Proposed Development will also adopt the mitigation measures in compliance with the “Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites” to minimize any potential adverse environmental impact to the surroundings.
2.	Please clarify whether the application site would be properly paved / hard-surfaced to avoid fugitive dust impact to the surroundings due to vehicle movement.	The Site will be hard paved to avoid fugitive dust impact to the surroundings caused by the Proposed Development.
C. Comments from Transport Department received via email dated 15.10.2025 Subject Officer: Mr. KWONG Siu Ming, Kelvin (T: [REDACTED])		
1.	Please note that the vehicular access may affect bus operation at the proposed bus layby under the Hiram's Highway Improvement Stage 2 (HH2) project. Please review the proposed access arrangement, and propose practical measures to ensure smooth bus operation;	Comments noted. The Proposed Development is temporary in nature. Noting the vehicular access may affect bus operation at the proposed bus layby under the HH2 project, should there be any interfacing issue in the future, the applicant will actively liaise with Transport Department, Highways Department and coordinate with the HH2's contractor to adjust the ingress/egress to the Site if necessary.
2.	It is noted that there is a strip of land between the application site and the footpath along Tai Mong Tsai Road. Please advise the arrangement in the vehicular access control on that strip of land;	Run-in of the Site is currently available and road improvement works for the proposed run-out on public road will be constructed and maintained by the applicant. Hence, it is expected vehicles are only available to enter/leave the Site from the designated vehicular access proposed under this application, which will not affect the strip of between the Application Site and Tai Mong Tsai Road.



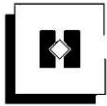
No.	Comments Received	Our Responses
3.	Left-in / left-out arrangement should be implemented for the vehicular access, relevant traffic management measures should be proposed;	Road improvement works (e.g. installation of traffic signs) will be provided to remind drivers not to turn right to/from the Site on the public road, Tai Mong Tsai Road, and the Site is only available to enter/leave from the left on the public road.
4.	The drawings submitted should be scaled drawings;	Comment noted, revised swept path analysis is at Annexes 3 .
5.	Please provide the sight distance at the proposed vehicular access; and	As shown in Annex 4 , the sight distance at the proposed vehicular access is not less than 50m (i.e. about 50m from run-in and about 55m from run-out respectively), which meets the minimum sight-distance requirement of 50m as stated in the Vol. 7 of the Transport Planning and Design Manual. Thus, adequate visibility can be provided from vehicles both driving in from Tai Mong Tsai Road and driving out from the Application Site.
6.	Please advise the measures to ensure vehicles to use the proposed vehicular access.	The Site will be fenced off and vehicles are only available to enter/leave the Site from the designated vehicular access proposed under this application.
D. Comments from Fire Services Department received via email dated 15.10.2025 Subject Officer: Mr. LI Chi Fung (T: [REDACTED])		
1.	In consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to this Department for approval;	Comments noted. Upon approval of this application, the applicant is committed to submit and implement the FSI proposal to ensure the fire safety aspect of the proposed use.
2.	The applicant should also be advised as follows:	



No.	Comments Received	Our Responses
	i. The layout plans should be drawn to scale and depicted with dimensions and the nature of occupancy; ii. The location of the proposed FSIs to be installed should be clearly marked on the layout plans; and	
3.	The applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (Cap. 123), detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans.	Noted.
<i>E. Comments from Environment and Ecology Bureau received via email dated 20.10.2025</i> <i>Subject Officer: Mr. FONG Yiu Sang, Vincent (T: [REDACTED])</i>		
4.	It is noted from Section 3.5.1 of the Planning Statement that the applicant proposed to provide 36 private car (PC) parking spaces. 10 of them will be 200kW charging points and the remaining will be 7kW charging points. Please amend Figure 4 in "A_SK-PK_310_Plans" accordingly to reflect the above EV charger information;	All the 7kW and 200kW charging points will be shared by two parking spaces. Hence, only 18 chargers will be installed in the Site.
5.	To echo with the latest version of 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. Please clarify whether each of the PC parking spaces of the subject site could be provided with at least 7kW EV charging simultaneously (i.e. when all PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the parking	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. Hence, it is believed that when all PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the PC



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	spaces could still be provided with at least 7kW EV charging.); and	parking spaces could still be provided with at least 7kW EV charging.
6.	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 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 subject 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.	The applicant will take into account the recommendation provided by the Environment and Ecology Bureau.
F. Comments from Lands Department received via email dated 20.10.2025 Subject Officer: Mr. FONG Yiu Sang, Vincent (T: [REDACTED])		
7.	The application site falls on 5 private lots. The private lots are Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government;	Noted.
8.	The private lots included in the application are not covered by Short Term Waiver;	Upon approval of this planning application, Short Term Waiver will be applied to Lands Department for erection of structures at the Site.
9.	The applicant should remove the unauthorized structures currently erected on the application site;	Noted.
10.	The proposed ingress and egress for vehicles are blocked by Simplified Temporary Land Allocation (STLA-TSK 167) which	Noted, should there be any interfacing issue with the HH2 project in the future, the applicant will actively liaise with Transport



No.	Comments Received	Our Responses
	was allocated to HyD for dualling of Hiram's Highway from Marina Cove to Sai Kung Town (i.e. Hiram's Highway Improvement Works Stage 2) until 31.12.2032 and maybe further extended;	Department and Highways Department and coordinate with the HH2's contractor to adjust the ingress/egress to the Site if necessary.
11.	Should planning approval be given to the subject planning application, the owners of the lots without Short Tem Waiver (STW) will need to apply to this office for an STW to permit the structures to be erected on site, if any. Given the proposed use is temporary in nature, only application for erection of temporary structures will be considered. The application will be considered by LandsD acting in the capacity as landlord at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, it will be subject to such terms and conditions as may be imposed by LandsD including the payment of fee as considered appropriate; and	Comment noted. Upon approval of this planning application, the existing structure near the ingress point of the Site will be removed and a Short Term Waiver application will be submitted for the structures proposed in the revised layout plan at Annex 2 .
12.	The applicant should note that there is no guarantee to the grant of a right of way over government land to the application site or approval of vehicular or pedestrian access thereto. In case any Government land is found to have been unlawfully occupied or excavated, enforcement action in accordance with the Land (Miscellaneous Provisions) Ordinance (Cap. 28) will be taken by the Government.	Noted.
G. Comments from Major Works of Highways Department received via email dated 21.10.2025 Subject Officer: Ms. LING Kin Lam, Catherine (T: [REDACTED])		
13.	The applicant is reminded to ensure that their application site is located outside the boundary of the Hiram's Highway Improvement Stage 2 (HH2) project; and	Noted.

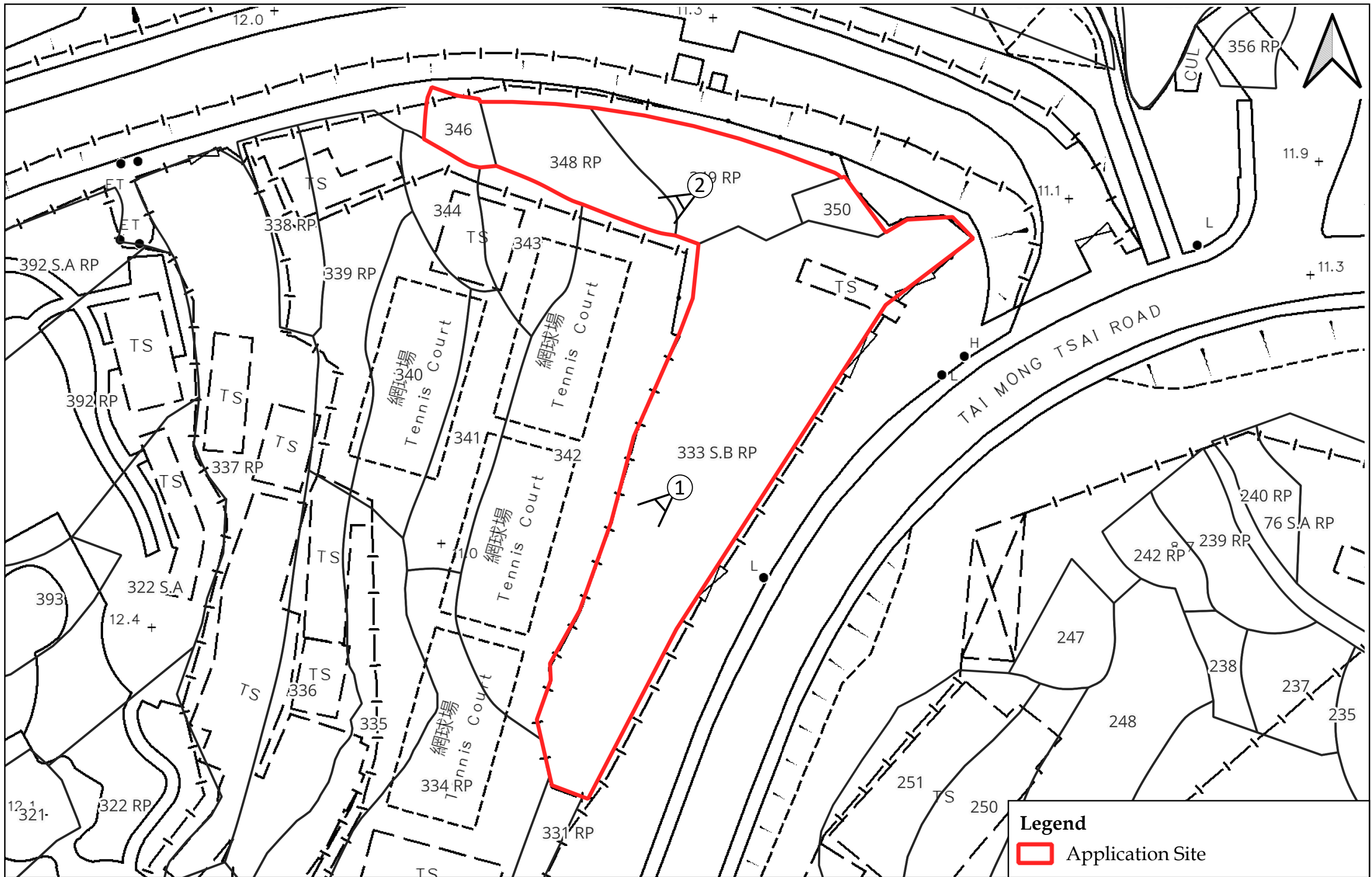


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14.	Under the HH2 project adjacent to the application site, there will be road improvement works including construction of a bus lay-by, footpath, landscaping etc. The applicant is required to ensure that the vehicular access to the application site does not encroach upon or interfere with HH2's road and associated works. Additionally, the applicant should seek advice from the Highways Department and coordinate with the HH2's contractor regarding any activities related to the application that may impact the HH2 project.	Noted, the applicant is committed to ensure the vehicular access to the Site will not encroach upon or interfere with the HH2's project and associated works. Should there be any interfacing issue in the future, the applicant will actively liaise with Transport Department, Highways Department and coordinate with the HH2's contractor to adjust the ingress/egress to the Site if necessary.



ANNEX 1

SITE PHOTOS



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Annex 1a: Location of Site Photos

(For reference only. Not to scale.)

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years at Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories

(Source: HK GEODATA STORE, HKSAR Government)



Legend
 Application Site



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Annex 1b: Site Photos

(For reference only. Not to scale.)

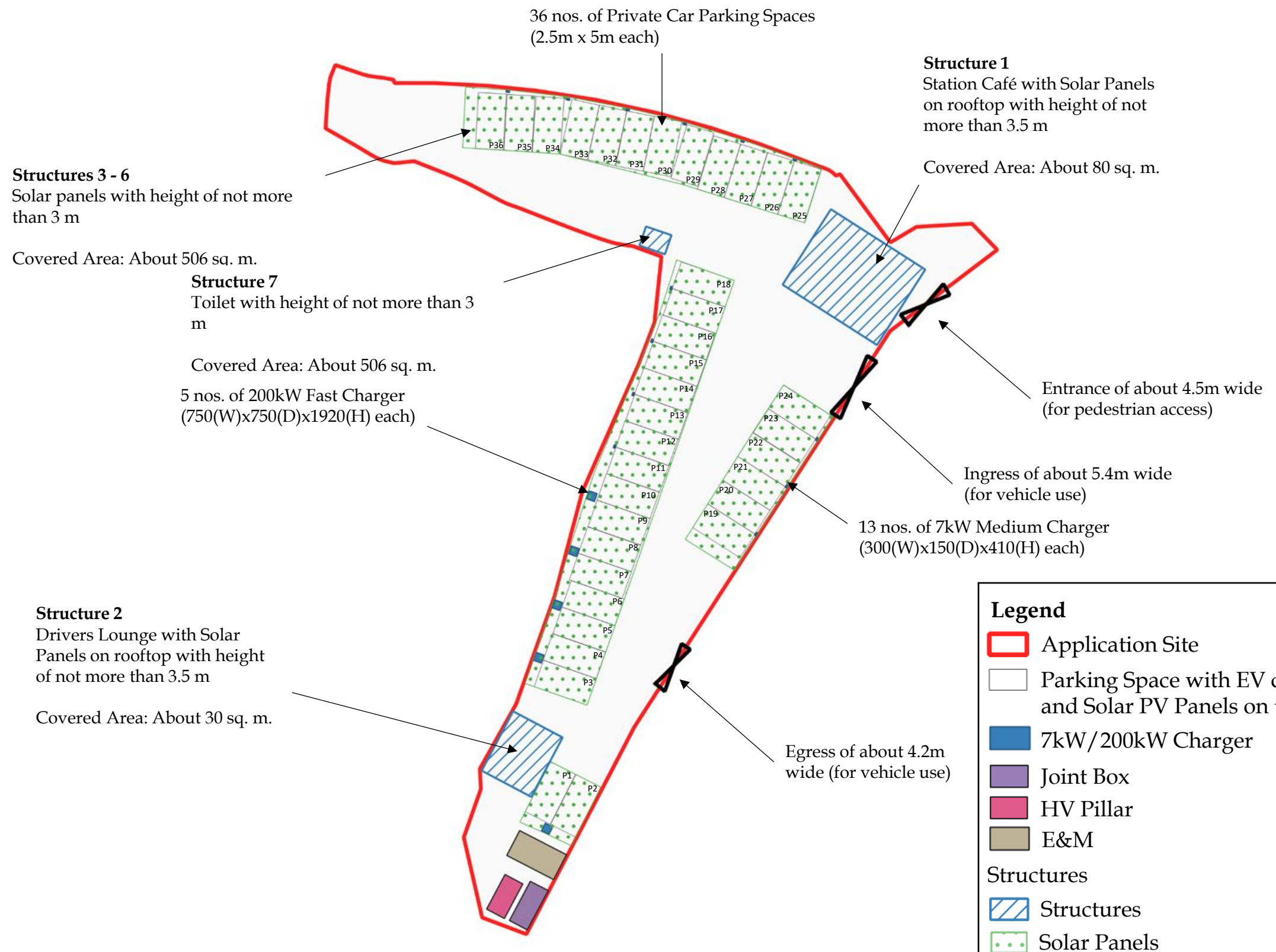
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(Source: HK GEODATA STORE, HKSAR Government)



ANNEX 2

REVISED LAYOUT PLAN



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Figure 4 : Revised Indicative Layout Plan

(For reference only. Not to scale.)

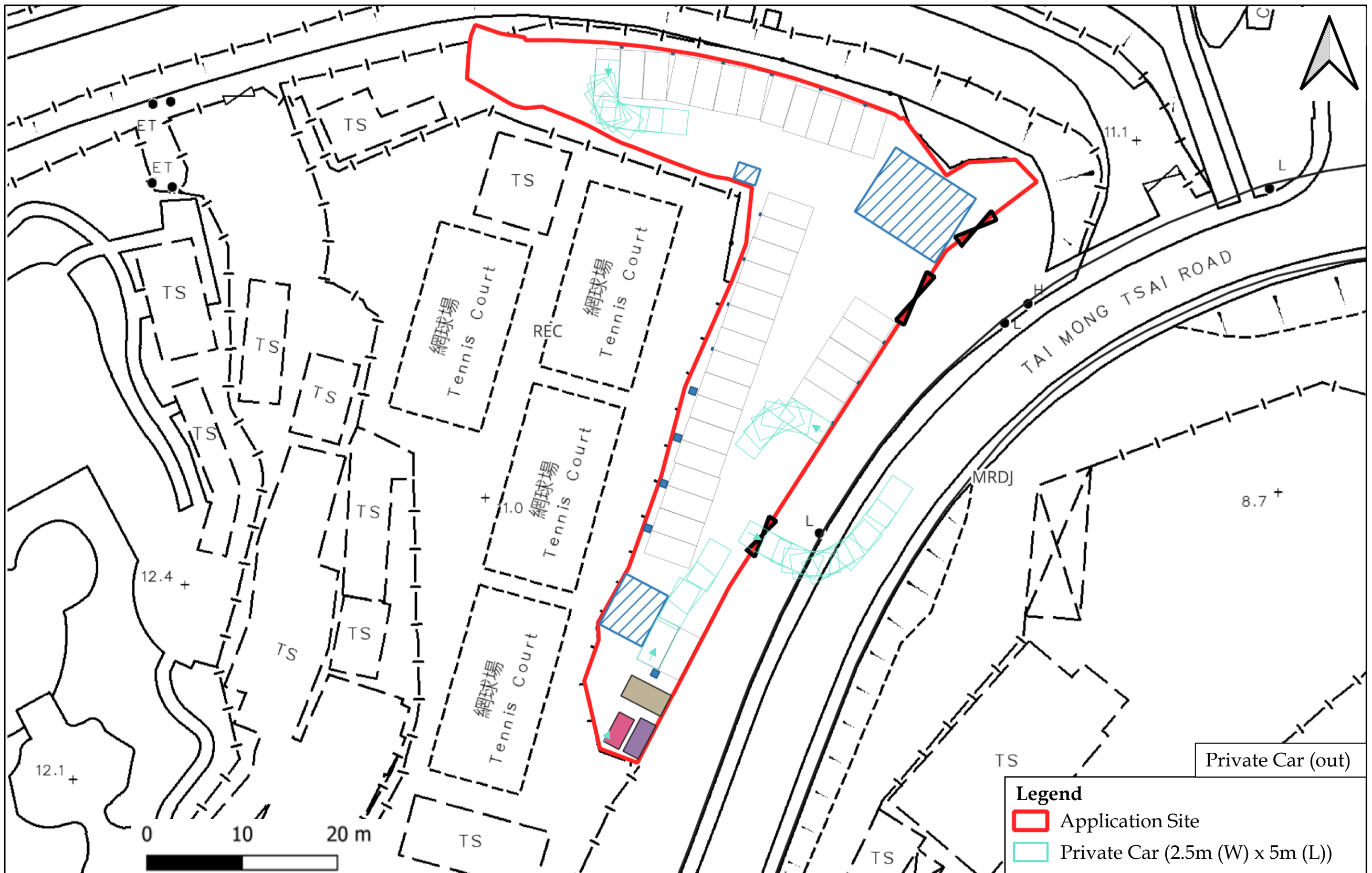
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(Source: Town Planning Board and HK GEODATA STORE, HKSAR Government)



ANNEX 3

REVISED SWEEP PATH ANALYSIS



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Annex 1b : Revised Swept Path Analysis

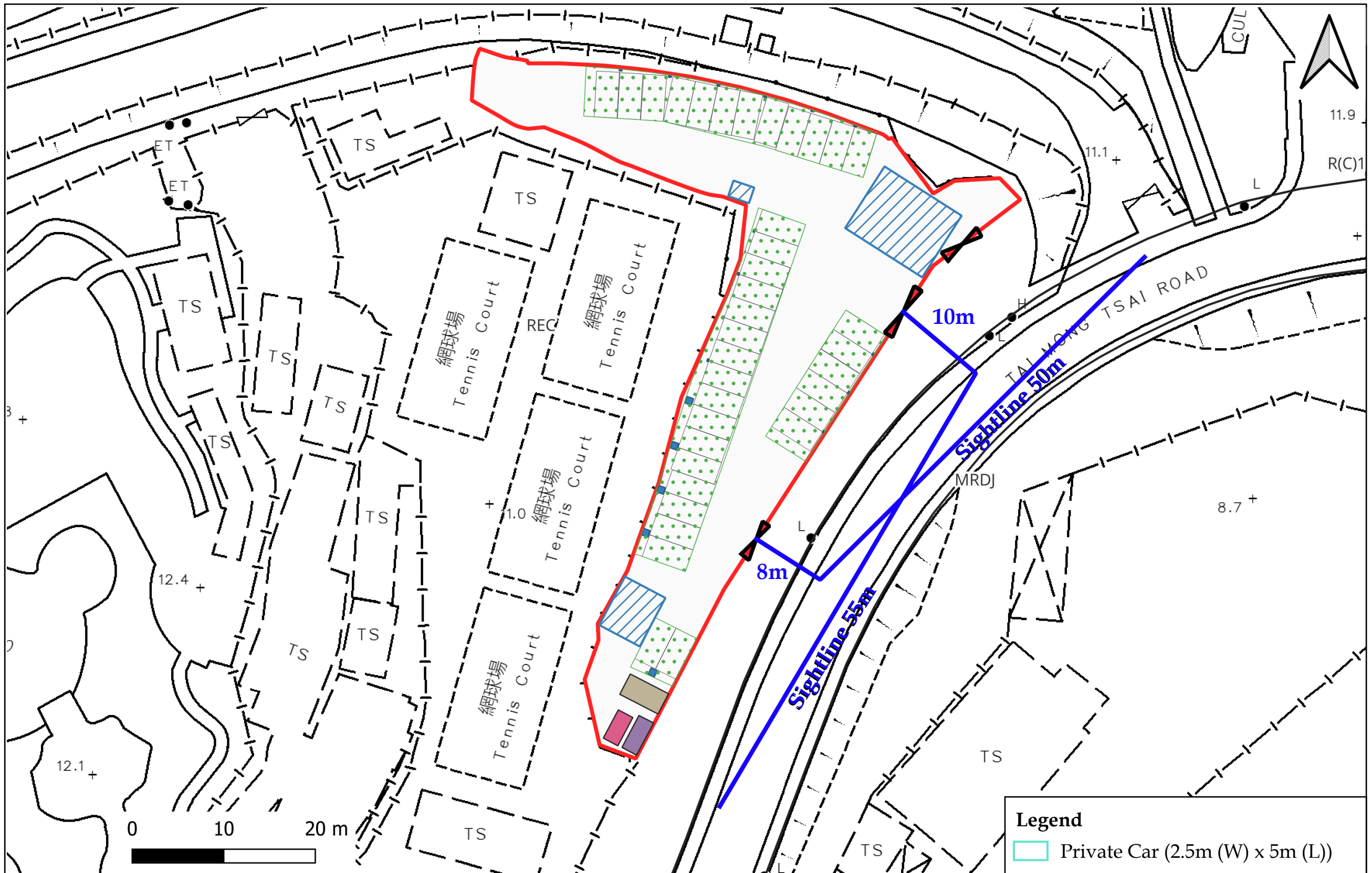
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(Source: Town Planning Board and HK GEODATA STORE, HKSAR Government)



ANNEX 4

SIGHTLINE ANALYSIS



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Annex 4 : Sightline Analysis

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