

APPENDIX 1

RESPONSE TO DEPARTMENTAL COMMENTS TABLE



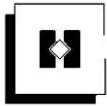
Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

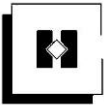
No.	Comments Received	Our Responses
A. Comments from Environmental Protection Department received via email dated 27.10.2025 Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])		
1.	Whether the toilet proposed would require a septic tank and soakaway system to be conducted for collection, handling and disposal of sewage. If negative, please clarify in the application document/ FI as appropriate; and	To clarify, the proposed toilet will be a portable toilet. Licensed collectors will be recruited to collect and dispose the sewage and waste from the portable toilet. No septic tank and soakaway system will be provided.
2.	Would the proposed temporary use create other wastewater (other than toilet sewage) which would then require proper collection, handling and disposal to avoid water quality impact.	Since the eating place will only serve pre-packaged food, no wastewater is expected from the proposed use. As such, toilet sewage will be the only source of wastewater that requires proper collection, handling, and disposal to avoid impacts on water quality.
B. Comments from Transport Department received via email dated 3.11.2025 Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])		
1.	Please indicate on the drawing the proposed bus layby under the Hiram's Highway Improvement Stage 2 (HH2) project to demonstrate that the proposed bus layby would not be affected;	The revised swept path analysis is provided in Annex 1 . Taken into consideration the location of the proposed bus layby under HH2 project (shown below), a back-up plan for a combined run-in/out is proposed, with the relevant swept path analysis and sightline analysis provided in Annex 2 .



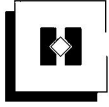
No.	Comments Received	Our Responses
2.	It is noted in the response to comment table (RtC) that a run-out was proposed by the applicant, please provide the drawing for comment;	Please find the proposed run-out, shown as 'egress', in the revised layout plan in Plan 1 of Annex 1 .
3.	It is noted in the RtC that road improvement works were proposed by the applicant to implement left-in/left-out arrangement. Please provide the drawing for comment;	The proposed road improvement works to implement left-in/left-out arrangement is at Plan 1 of Annex 1 .
4.	It is noted that the drawings in Annex 2 and 3 are not to scale. The drawings submitted should be scaled drawings;	Comments noted. Scale bars are included in all the drawings.
5.	Re. Annex 3, the sightline indicated on the drawing is not a straight line. Please review; and	Comments noted. The revised sightline analysis is at Plans 2a and 2b of Annex 1 .



No.	Comments Received	Our Responses
6.	It is noted in the RtC that the site would be fenced off, please update the layout plan in Annex 2.	Please find the revised layout plan in Plan 1 of Annex 1 .
C. Comments from Environment and Ecology Bureau received via email dated 10.11.2025 Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])		
7.	We note from the applicant's response that "...when all PC parking spaces are occupied by e-PCs and are re-charging at the same time, each of the PC parking spaces could still be provided with at least 7kW EV charging.". However, the applicant's FI also states that "All the 7kW and 200kW charging points will be shared by two parking spaces. Hence, only 18 chargers will be installed in the site"; and	Nil.
8.	Given that there will be 36 parking spaces, please advise and confirm whether each EV charger will be equipped with two separate charging guns, allowing two e-PCs to be charged simultaneously by using one charger.	It is expected that each medium charger will be equipped with one charging gun and each fast charger will be equipped with two separate charging guns.
D. Comments Received during the 3-week Public Consultation Period		
3.	Concerns on the demand of carpark in Sai Kung	Apart from serving as a typical carpark, the Proposed Development is mainly intended to support the wider adoption of EVs in Hong Kong by providing additional EV-charging facilities to serve the residents and visitors of the area. Hence, the Proposed Development will provide both additional parking spaces and EV charging spaces in Sai Kung.
4.	Concerns on the adverse impacts on traffic, noise and hygiene caused by the proposed development.	As suggested in the planning statement, the majority of the vehicles are expected to enter and exit the site approximately twice per day only; under the worst case scenario it is expected that about 36 vehicular trips per hours. Hence, the traffic volume generated by the Proposed Development will be low and minimum traffic noise is



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		anticipated. To ensure traffic safety, a left-in/left-out arrangement will be implemented. The proposed eating place will be used as a café serving solely pre-packaged food. Hence, minimal hygiene issues are expected from the proposed eating place.



ANNEX 1

REVISED PLANS AND ASSESSMENTS



Structures 2

Solar panels with height of not more than 3 m

Covered Area: About 171 sq. m.

Structure 3

Toilet with height of not more than 3 m

Covered Area: About 4 sq. m.

5 nos. of 200kW Fast Charger
(750(W)x750(D)x1920(H) each)

Structures 4

Solar panels with height of not more than 3 m

Covered Area: About 235 sq. m.

Structure 5

Drivers Lounge with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 30 sq. m.

Structures 6

Solar panels with height of not more than 3 m

Covered Area: About 30 sq. m.

36 nos. of Private Car Parking Spaces
(2.5m x 5m each)

Structure 1

Station Café with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 80 sq. m.

Entrance of about 4.5m wide
(for pedestrian access)

Ingress of about 5.4m wide
(for vehicle use)

13 nos. of 7kW Medium Charger
(300(W)x150(D)x410(H) each)

Structures 7

Solar panels with height of not more than 3 m

Covered Area: About 86 sq. m.

Egress of about 4.2m wide
(for vehicle use)

Fencing around the Site

Legend

-  Application Site
-  Parking Space with EV charging and Solar PV Panels on top
-  7kW/200kW Charger
-  Joint Box
-  HV Pillar
-  E&M
- Structures and Other Structures**
-  Structures (about 114 sq.m.)
-  Solar Panels (about 522 sq.m.)



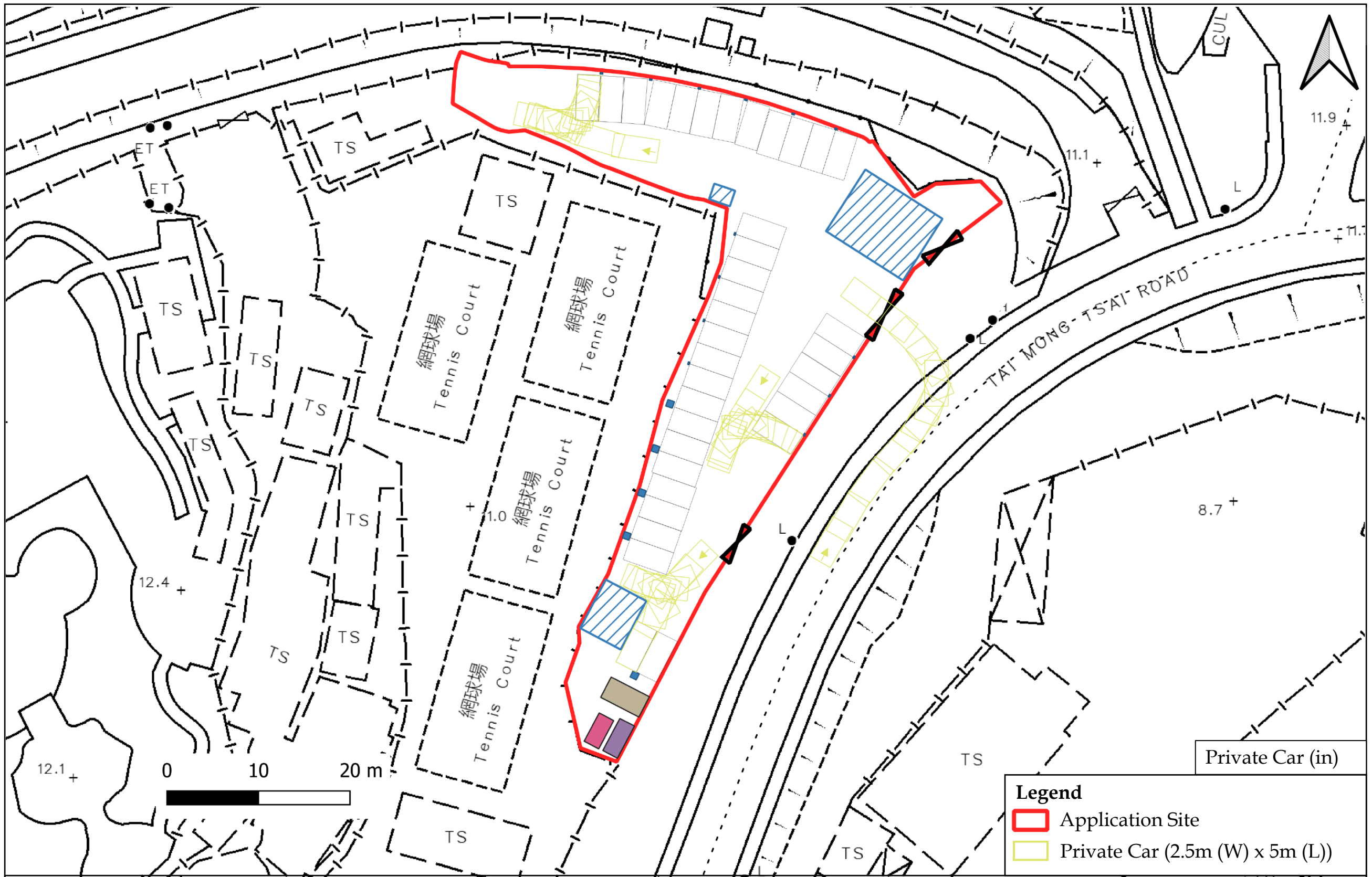
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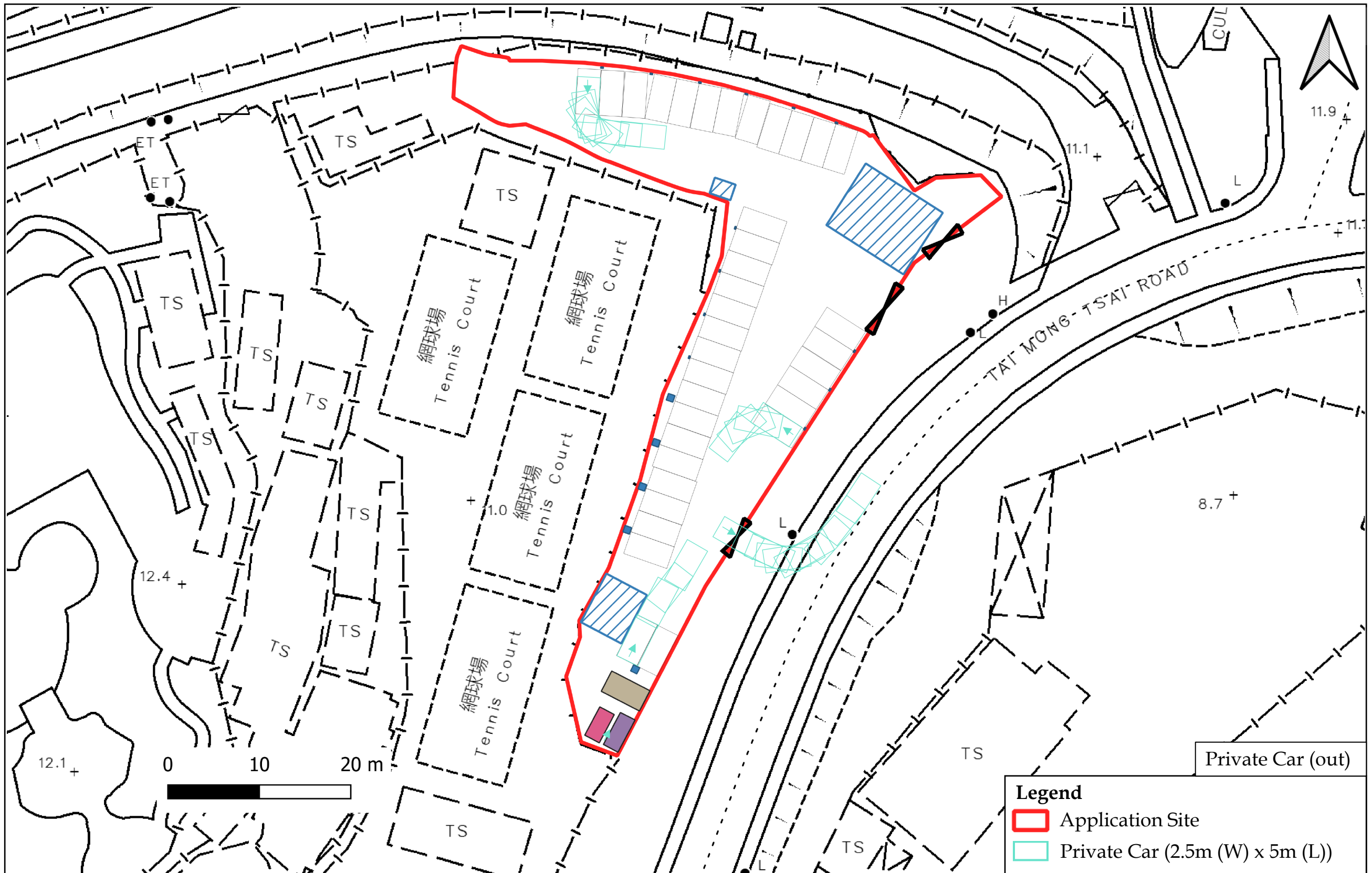
Plan 1 : Revised Indicative Layout Plan

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



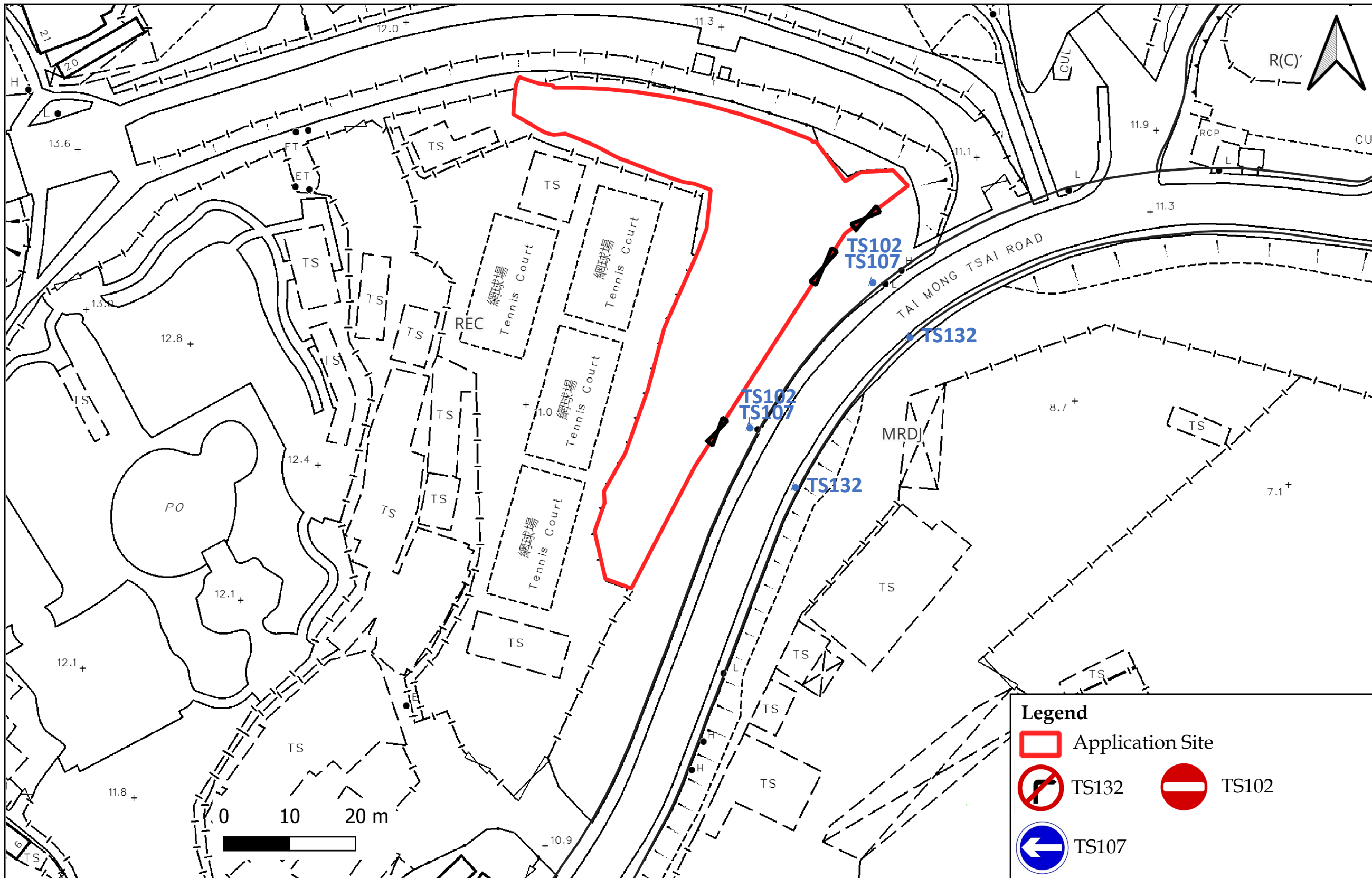


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Plan 2b : Revised Swept Path Analysis

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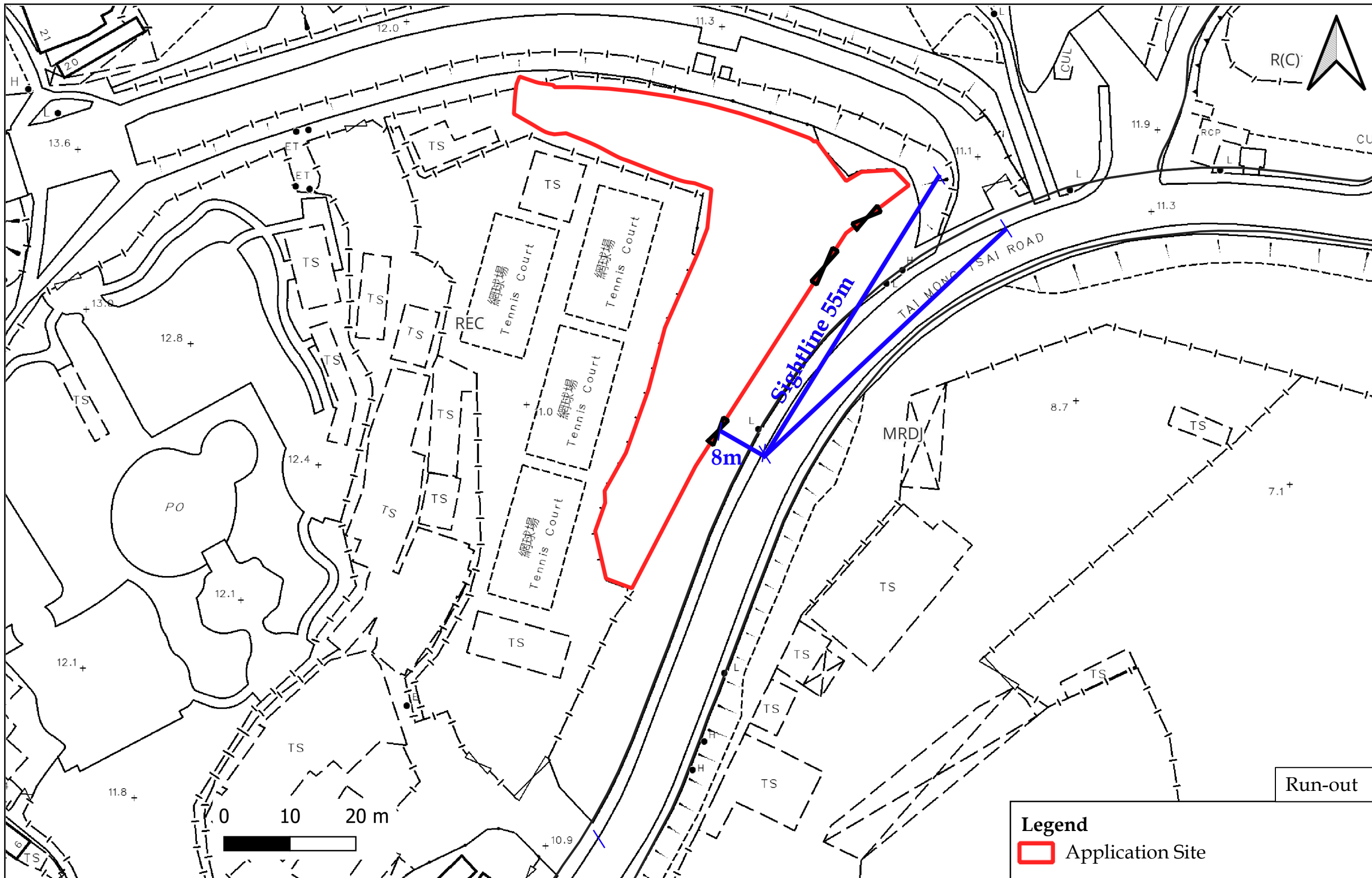


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Plan 3 : Indicative Access Design

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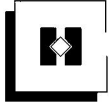


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Plan 4b : Revised Sightline Analysis

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ANNEX 2

BACKUP PLAN AND RELEVANT ASSESSMENTS

Structures 6
Solar panels with height of not more than 3 m

Covered Area: About 171 sq. m.

36 nos. of Private Car Parking Spaces
(2.5m x 5m each)

Structure 1
Station Café with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 80 sq. m.

Structure 5
Toilet with height of not more than 3 m

Covered Area: About 4 sq. m.

5 nos. of 200kW Fast Charger
(750(W)x750(D)x1920(H) each)

Structures 4
Solar panels with height of not more than 3 m

Covered Area: About 265 sq. m.

Structure 2
Drivers Lounge with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 30 sq. m.

13 nos. of 7kW Medium Charger
(300(W)x150(D)x410(H) each)

Structures 3
Solar panels with height of not more than 3 m

Covered Area: About 86 sq. m.

Fencing around the Site

Ingress/Egress of about 5.4m wide (for vehicle use)

Legend

-  Application Site
-  Parking Space with EV charging and Solar PV Panels on top
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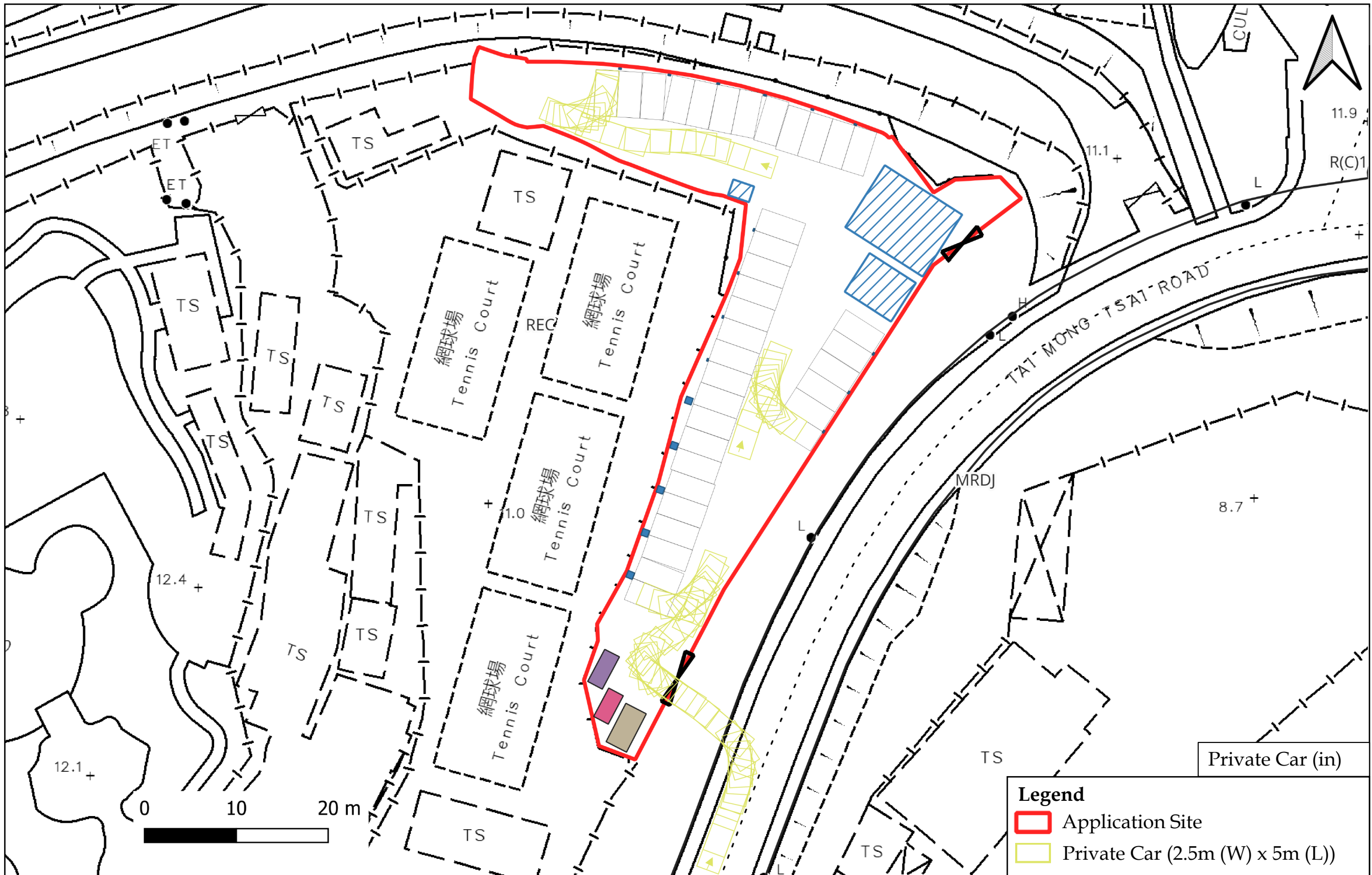
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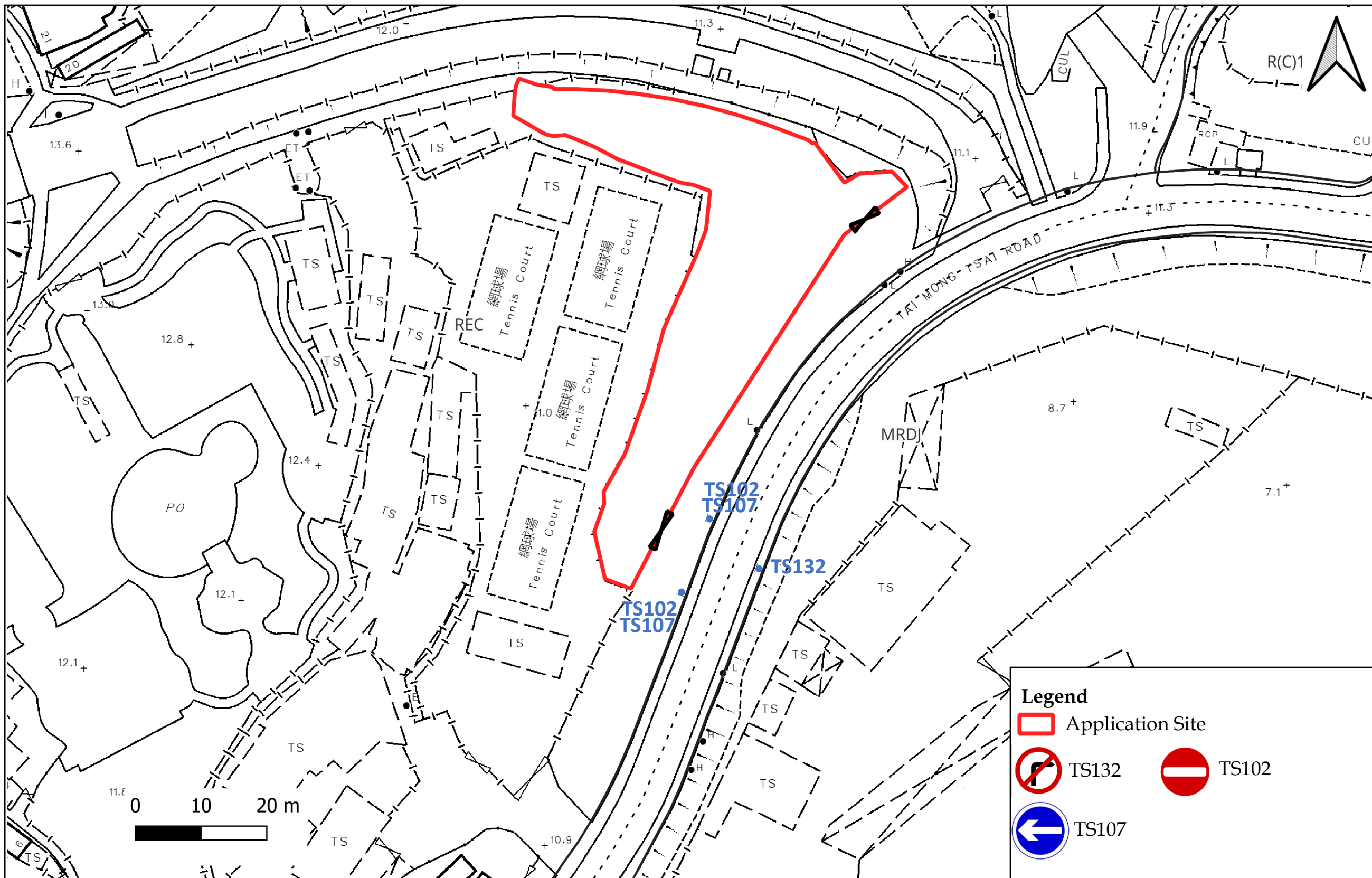
Plan 1 : Revised Indicative Layout Plan

(Scale: 1:400)

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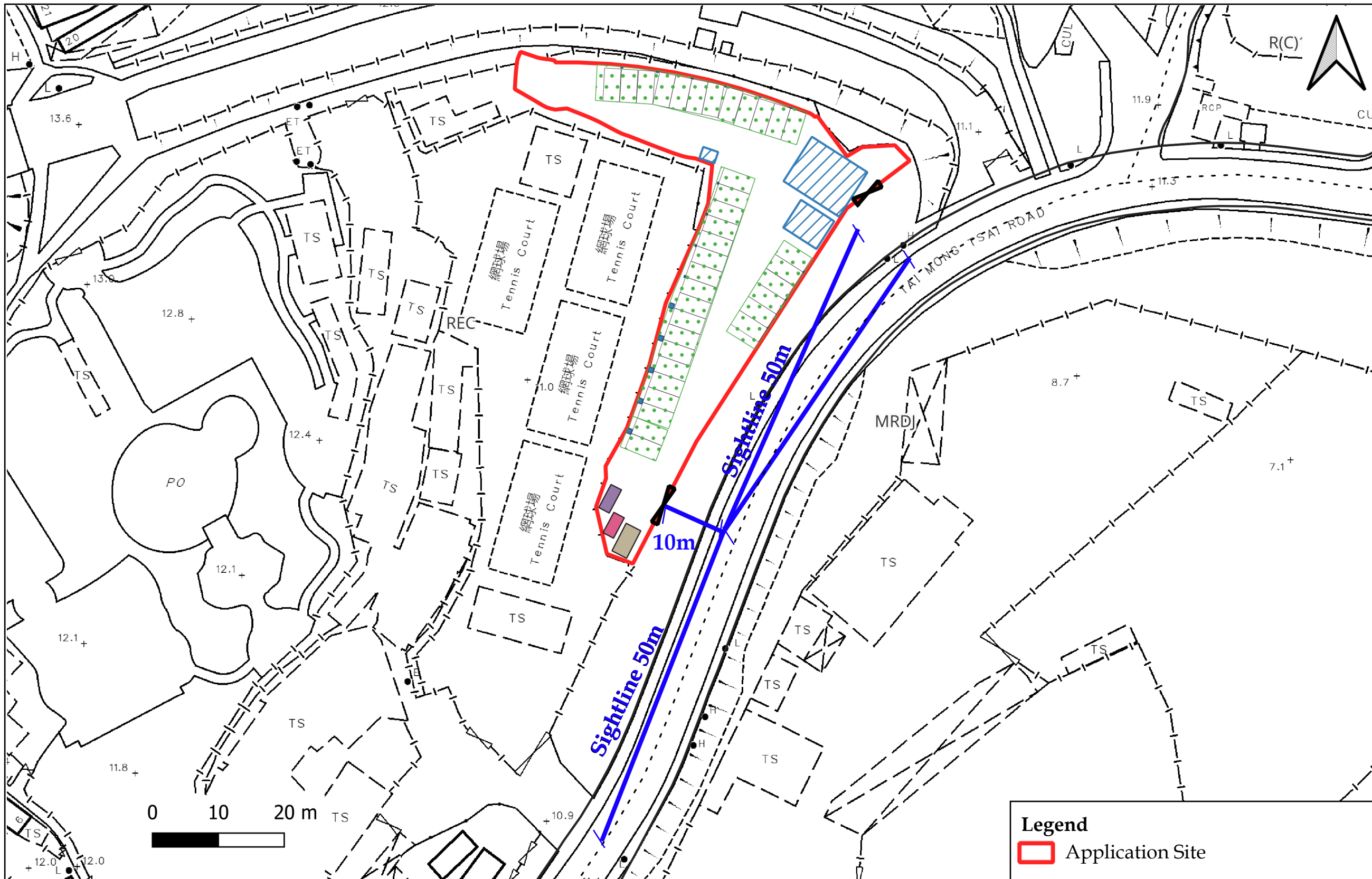


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Plan 2 : Indicative Access Design for the Combined Run-in/Run-out Access

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Legend

Application Site



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Plan 3 : Sightline Analysis for the Combined Run-in/Run-out Access

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