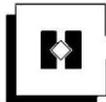




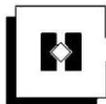
Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

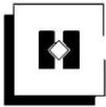
No.	Comments Received	Our Responses
<i>A. Comments from Environment and Ecology Bureau received via email dated 10.11.2025 Subject Officer: Mr. LI Chun Leung, Alan (T: ██████████)</i>		
1.	Note that there will be 36 private car (PC) parking spaces, with 5 nos. of 200kW Fast Charger and 13 nos. of 7kW Medium Charger (each medium charger will be equipped with one charging gun; and each fast charger will be equipped with two separate charging guns);	Nil.
2.	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 should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the Site;	Noted.
3.	The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3000 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 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 Environment and Ecology Bureau.



No.	Comments Received	Our Responses
4.	The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles; and	The applicant will take into account the recommendation provided by Environment and Ecology Bureau.
5.	It is recommended that the applicant provide charger information, including the real-time availability data of each charger, through the government-designated mobile applications such as "HKeMobility" of the Transport Department.	The applicant will take into account the recommendation provided by Environment and Ecology Bureau.
<i>B. Comments from Environmental Protection Department received via email dated 27.10.2025</i> <i>Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])</i>		
1.	Noted that the proposed temporary use is for private cars parking and charging only. Besides, the associated eating place is for serving prepackage food without wastewater generation and the sewage arising from the on-site portable toilets would be collected by license contractor. Overall, no adverse environmental impact is anticipated and we therefore have no objection to the subject application; and	Noted.
2.	The applicant is advised to follow relevant measures for vehicle parks under "Code of Practice on Handling the Environmental Aspects of Temporary uses and Open Storage Sites" promulgated by EPD.	Noted, the applicant will follow relevant measures for vehicle parks under "Code of Practice on Handling the Environmental Aspects of Temporary uses and Open Storage Sites" promulgated by EPD upon approval of this planning application.
<i>C. Comments from Transport Department received via email dated 3.11.2025</i> <i>Subject Officer: Mr. LI Chun Leung, Alan (T: [REDACTED])</i>		
1.	The proposed bus layby under the Hiram's Highway Improvement Stage 2 (HH2) project has not been indicated in the drawings submitted. Please indicate on the drawing the proposed bus layby under the Hiram's Highway Improvement	Comments noted. Please find the revised layout plan overlaid with the traffic layout plan of HH2 project below.



No.	Comments Received	Our Responses
	Stage 2 (HH2) project to demonstrate that the proposed bus layby would not be affected by the proposed vehicular access;	The vehicular run-in/out has been revised to avoid encroachment on the proposed bus layby under the HH2 project. Please find the revised indicative layout plan at Plan 1 . Swept path analysis for the revised layout at Plan 2 .
2.	Please provide the drawing of all proposed run-in / run-out for comment;	Comments noted. The revised swept path analysis is at Plans 4 3a and 3b .
3.	Re. Plan 3 of Annex 1, please review the location and direction of sign facing of the proposed traffic signs. TS102 is “give way”, rather than “no entry” as indicated in the legend. Please review;	Comments noted. The revised Indicative Access Design is at Plan 4 .
4.	Re. Plan 2 of Annex 2, please review the location and direction of sign facing of the proposed traffic signs. TS102 is “give way”, rather than “no entry” as indicated in the legend. Please review; and	Comments noted. The revised Indicative Access Design is at Plan 4 .
5.	The design and construction of the proposed improvement works, including the proposed run-in/out, proposed traffic signs for implementation of left-in/out arrangement, shall be responsible by the applicant.	Noted, the applicant will be responsible for the design and construction of the proposed improvement works, including the proposed run-in/out, proposed traffic signs for implementation of left-in/out arrangement upon approval of this planning application.
D. Comments Received during the 3-week Public Consultation Period		
1.	Objection on the Proposed Development at the Site.	<p>The Proposed Development is intended to support the wider adoption of EVs in Hong Kong by providing additional EV-charging facilities while providing additional parking spaces to serve the residents and visitors of the area.</p> <p>As suggested in the planning statement and previous FIs, the majority of the vehicles are expected to enter and exit the site approximately twice per day only; under the worst case scenario it</p>



No.	Comments Received	Our Responses
		<p>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 anticipated. To ensure traffic safety, a left-in/left-out arrangement will be implemented.</p> <p>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.</p>