



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

Response to Departmental Comments Table

No.	Comments Received	Our Responses
<i>A. Comments from Transport Department received via email dated 2.3.2026</i> <i>Subject Officer: Mr. BOEDIHARDJO Johnathan, Ding Chian ([REDACTED])</i>		
1.	Previously, the applicant advised in the RtC that the site would be fenced off and updated the layout plan indicating the fence. However, the fence is now missing in Plan 1. Please review.	Please find the revised indicative layout plan in Figure 4 of the Supporting Planning Statement (SPS) . Updated sightline analysis is at Annex 3 of the SPS .
2.	Refer to Plan 1, only the ingress is indicated. Please clarify if the ingress point should be read as ingress/egress point.	Please find the revised indicative layout plan in Figure 4 of the SPS .
3.	Please provide the drawing of all proposed run-in / run-out for comment;	The proposed run-in / run-out of the Site will not be less than 7.3m in accordance with the Transport Planning and Design Manual. A set of kerb will be also erected to fulfil the requirement for footway crossing for vehicle entrance. Please find the proposed run-in / run-out in Annex 2 of the SPS . The swept path analysis (Annex 1 of the SPS) has been updated accordingly taken into consideration of the latest run-in / run-out design.
4.	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 Annex 2 of the SPS .
5.	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 Annex 2 of the SPS .
6.	The design and construction of the proposed improvement works, including the proposed run-in/out, proposed traffic	Noted, a new section 3.6.5 is included in the planning statement to ensure the applicant will be responsible for the design and



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	signs for implementation of left-in/out arrangement, shall be responsible by the applicant.	construction of the proposed improvement works upon approval of this planning application.
B. Comments from Highways Department received via email dated 11.3.2026 Subject Officer: Ms. LING Kin Lam, Catherine ([REDACTED])		
1.	<p>Please find below my comment from the perspective of the Hiram's Highway Improvement Stage 2 (HH2) project:</p> <p>It was noted that the revised layout plan was not overlaid with the layout plan of HH2 project. The applicant is advised to show its proposed run-in/out access to Tai Mong Tsai Road, which should align with HH2's temporary traffic and road arrangement and permanent road layout (if such proposed run-in/out access is still in use after the permanent road works is completed under HH2) as well as construction programme to avoid impact on HH2, for our further consideration.</p>	<p>It is noted that under the HH2 project, there is a permanent run-in/out reserved for the Application Site, which is currently directly adjacent to a fire hydrant and a lamp post and the relocation works of the existing fire hydrant and lamp post will not be conducted until the commencement on construction works of the relevant section of the HH2 project (expected to commence in 2027/2028). Therefore, a temporary run-in/out is proposed during this interim period and a permanent run-in/out will be adopted upon the permanent road works is completed under HH2 project.</p> <p>Upon obtaining planning approval from Planning Department and consents from Lands Department and Highways Department, the applicant is expected to take about 2 weeks to complete the construction works for the temporary run-in/out to Tai Mong Tsai Road.</p> <p>Please find the revised swept path analysis, sightline analysis and indicative access design overlaid with the layout plan of HH2 project for the permanent run-in/out access to Tai Mong Tsai Road in Annexes 1 to 3 of the SPS for your consideration.</p>



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2.	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. In case the run-in/out would inevitably interfere with HH2 project, the applicant should consult with the Highways Department (HyD) and coordinate with the HH2's contractor. Additionally, the applicant should seek advice from the HyD 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 run-in/out to Tai Mong Tsai Road if necessary.
C. Comments from Lands Department received via email dated 11.3.2026 Subject Officer: Mr. WONG Hing Yan ([REDACTED])		
1.	I have no comment on the 3rd further information.	Nil.
2.	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.
3.	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.
4.	The applicant should remove the unauthorized structures currently erected on the application site.	Noted.
5.	The proposed ingress and egress for vehicles are blocked by Simplified Temporary Land Allocation (STLA-TSK 167) which 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.	Should there be any interfacing issues with the HH2 project in the future, the applicant will continue to actively liaise with HyD, Transport Department and coordinate with the HH2's contractor to adjust the ingress/egress to Tai Mong Tsai Road if necessary.
6.	Should planning approval be given to the subject planning application, the owners of the lots without Short Tem Waiver	Noted.



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	<p>(STW) will need to apply to this office for an STW to permit the structures to be erected on site, if any.</p> <p>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.</p>	
7.	<p>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.</p>	Noted.
<p><i>D. Comments from Environment and Ecology Bureau (EEB) received via email dated 11.3.2026</i> <i>Subject Officer: Mr. FONG Yiu Sang, Vincent (██████████)</i></p>		
1.	<p>Note that there will be 36 private car (PC) parking spaces, with 5 nos. of 250kW 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).</p>	<p>Based on the latest scheme, there will be 36 private car parking spaces, with 9 nos. >22kW Fast Charger and 9 nos. 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).</p> <p>Updated SPS and replacement pages of Application form are attached in Appendices 2 and 3.</p>
2.	<p>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</p>	Noted.



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	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 subject site.	
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 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 addition, the Government announced the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles in February 2026, which states that the Government will leverage market forces in the future to build a public charging network with fast chargers as the backbone. 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, electric light goods vehicles.	The applicant will take into account the recommendation provided by EEB.
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.	The applicant will take into account the recommendation provided by EEB.
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 EEB.
E. Comments from Planning Department received via email dated 11.3.2026 Subject Officer: Mr. CHENG Tsz Chung, Gordon ([REDACTED])		



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1.	It is noted from your update Supporting Planning Statement (SPS) that the number of fast and medium EV charging facilities provided is inconsistent across different sections of the SPS. You may wish to rectify the discrepancy, if necessary.	Comments noted. Updated SPS is attached in Appendix 2 .