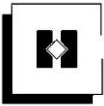




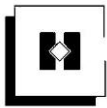
Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

No.	Comments Received	Our Responses
<i>A. Comments from Highways Department received dated 14.5.2026 Subject Officer: Mr. LING Kin Lam, Catherine (██████████)</i>		
1.	Please note the following advisory comments on the subject application: (a) Hiram's Highway Improvement Stage 2 (HH2) project has no objection to the proposed location of run-in/out subject to the following conditions: i. The applicant shall provide detailed information, including detailed design, their construction & operation programme, for HH2 contractor to review and consent. No additional site constraints should be imposed to the progress of works of HH2 contractor. Prior consent should be obtained from HH2 contractor before carrying out any works within the Working Areas.	Noted with thanks.
2.	ii. The applicant should note and take into account the traffic condition, including any traffic impact arising from the HH2 project and temporary traffic arrangement of HH2 project, and obtain necessary agreement from relevant department(s) before commencement of work.	Noted.
3.	iii. For the works constructed by the applicant, the applicant is responsible for seeking comments and obtaining consent from relevant maintenance department for handing-over the works.	Noted.
4.	iv. The applicant should be responsible for the design and construction of traffic signs and other ancillary facilities related to the proposed run in/out.	Noted.
5.	v. The applicant should be responsible for the design and construction of any modification to the run-in/out to cater for	Noted.



No.	Comments Received	Our Responses
	the construction and operation of permanent run-in/out or other permanent works to be constructed under HH2.	
6.	vi. The details of the proposed run-in/out should conform to relevant Highways Standards including but not limited to HyD Guidance Notes RD/GN/042, HyD Standard Drawings, etc., and their latest revisions.	Noted.
B. Comments from Lands Department received dated 14.5.2026 Subject Officer: Mr. WONG Hing Yan ([REDACTED])		
1.	Please note the following advisory comments on the subject application: (a) Please note that Lands Department is not a works agent. Thus, Lands Department will not undertake any maintenance works for the proposed run in/out.	Noted.
2.	(b) Further, Lands Department has no expertise to undertake the management work for the proposed run-in/out.	Noted.
3.	(c) As such, the applicant should properly identify the management party and maintenance party for the proposed run-in/out.	Noted with thanks.
C. Comments from Environment and Ecology Bureau (EEB) received dated 14.5.2026 Subject Officer: Mr. FONG Yiu Sang, Vincent ([REDACTED])		
1.	Please note the following advisory comments on the subject application: (a) It is noted that there will be 36 nos. of parking space for private cars, and only 27 of them will be provided with EV charging guns.	Noted.
2.	(b) 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	Noted with thanks.



No.	Comments Received	Our Responses
	installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site.	
3.	(c) 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.	Noted.
4.	(d) The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles.	Noted with thanks.
5.	(e) 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.	Noted.
<i>D. Comments from Transport Department received dated 14.5.2026</i> <i>Subject Officer: Mr. BOEDIHARDJO Johnathan ()</i>		
1.	Please find the following comments on the application: (a) We have no objection to the captioned planning application, subject to the following approval condition:	Noted.



No.	Comments Received	Our Responses
	"The design, construction and implementation of the traffic improvement measures proposed by the applicant to the satisfaction of the Commissioner for Transport or of the Town Planning Board."	
<i>E. Comments from Planning Department received dated 18.5.2026</i> <i>Subject Officer: Mr. CHENG Tsz Chung, Gordon ([REDACTED])</i>		
1.	It is noted from your updated Supporting Planning Statement (SPS) that the ancillary solar panels are proposed to partly supply the electricity required for the proposed development, please provide more details on the operation and confirm whether the solar panels would fall within the Feed-in Tariff (FiT) Scheme.	The energy input from ancillary solar panels may not be stable and efficient enough to support the EV charging. Thus, connection to existing power grid is necessary to provide the necessary service of this operation. Subject to further study of the power system, the energy input from the ancillary solar panels would mainly support the operational activities of the proposed development, while the residual energy input from ancillary solar panels, if there is any, would be transferred to the existing power grid by joining the Feed-in-Tariff Scheme.
2.	It is noted that the classification of fast charger adopted in your updated SPS differs from that stated in the Secretary for Environment and Ecology's comments. You may wish to rectify the discrepancy, if necessary.	Noted. The discrepancy has been revised accordingly.