

- Proposed Flat with Permitted Shop and Services, Eating Place,
Social Welfare Facility and Public Vehicle Park (excluding container vehicle) at**
- (i) Government Land at Junction of Tai Chung Kiu Road and On Sum Street (new Lot to be known as Sha Tin Town Lot 626 (STTL 626))**
- (ii) Government Land at Junction of On Sum Street and On Ping Street (new Lot to be known as Sha Tin Town Lot 627 (STTL 627))**

Shek Mun, Sha Tin

(Application No. A/ST/1053 under s.16 of the Town Planning Ordinance)

Responses to Comments – Public Comments

No.	Comments	Responses
1	Concerns on Traffic and Infrastructure Capacity	
	<u>General Comments</u>	
1.1	The existing road network in Sha Tin District (including Shek Mun Interchange, Tai Chung Kiu Road and Fo Tan Road) is already saturated with severe congestion during morning peak hours. Introducing such scale of development with about 962 flats for STTL626 and 494 flats for STTL627 (total of 1,456 flats), will further worsen the traffic condition in Sha Tin District. Despite that Traffic and Transport Impact Assessment (TTIA) has been carried out, the traffic impact induced by the subject development at STTL626 and STTL627 seems to be underestimated and not on the conservative side, which does not reflect the actual traffic condition.	The Traffic and Transport Impact Assessment (TTIA) has been carried out with thorough consideration on the existing traffic flow, anticipated traffic growth, other planned developments, planned junction improvement works, highway infrastructure in the future and the trip generation / attraction from the subject STTL626 and STTL627 sites based on guidelines/requirements stipulated in the Transport Planning and Design Manual (TPDM) published by Transport Department. With the future highway infrastructure - Trunk Road T4 commissioned, traffic to/from Eagle Nest Tunnel and Shing Mun Tunnel will bypass Shek Mun Interchange, Tai Chung Kiu Road and Fo Tan Road, resulting in an alleviation of traffic flow. TTIA has concluded that junctions and road links along Shek Mun Interchange, Tai Chung Kiu Road and Fo Tan Road will operate within capacity with the proposed development.
1.2	The introduction of new residents is expected to generate excessive pedestrian trips and public transport (PT) demand to the existing PT services, including Shek Mun MTR Station and bus stops at Tai Chung Kiu Road, which are considered saturated in the existing condition. The existing bus services are anticipated not capable of accommodating additional PT demand from the subject development at STTL626 and STTL627.	To cater for the PT demand from the subject development at STTL626 and STTL627, additional bus and public light bus services would be preliminarily proposed. With these additional PT services, normally, the existing bus laybys at Tai Chung Kiu Road would operate in good condition and would not queue back along Tai Chung Kiu Road. Although the proposed development is located within walking distance of Shek Mun MTR Station, future residents may also utilize bus and public light bus services to access other railway stations and destinations. As such, the additional travel demand generated by the proposed development would not concentrate

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		solely on Shek Mun Station.
1.3	Shortage of public parking spaces has been a severe problem in Shek Mun, which results in illegal parking activities in the vicinity, especially in On Sum Street, On Ping Street and On Yiu Street. The conversion of existing public parking spaces at STTL626 into residential buildings with re-provision of public vehicle park (PVP) (i.e. 110 nos. of private car, 45 nos. of light goods vehicle, 15 nos. of motorcycle parking spaces without any HGV parking space) could not accommodate the public parking demand.	Various parking surveys have been conducted to assess the parking demand and available parking spaces in Shek Mun area. The proposed PVP at STTL626 with 110 private vehicles, 45 LGVs and 15 motorcycles parking spaces has taken into consideration the survey results.
1.4	The application documents have not clearly explained the interim arrangements for re-provision of parking spaces during the construction period, nor demonstrated whether the number of public parking spaces re-provided upon completion would be sufficient to maintain the existing level of service. Inadequate arrangements may further aggravate illegal parking and traffic congestion problems in the vicinity.	For the interim parking spaces during construction period, alternative public parking facilities are available in the vicinity. Upon completion of the proposed development, public parking spaces of 110 private vehicles, 45 LGVs and 15 motorcycles would be re-provided.
1.5	The proposed run-in/out at On Ping Street will impose pedestrian-vehicular conflicts, which would increase the risk of accidents and adversely affect pedestrian safety. A footbridge connecting to nearby shopping malls, public transport facilities and other commercial complexes shall be considered to improve the pedestrian connectivity in Shek Mun.	The run-in/outs have been designed in accordance with <i>Transport Planning and Design Manual</i>. Pedestrian accesses are also proposed with segregation to vehicular access, minimizing potential pedestrian-vehicular conflicts at the run-in/outs. Appropriate street furniture, road markings or other safety measures might be proposed to enhance pedestrian and vehicular safety, subject to planning and design by the future developers and vetting by the relevant authorities. In addition, the Level-of-Service (LOS) of the assessed at-grade walkways in the vicinity are found satisfactory to accommodate the additional pedestrian flow induced by the subject development.
	<u>Specific Comments</u>	
1.6	<u>(Comment No.1)</u> To maintain an orderly and visually pleasant streetscape, and to reduce obstruction to pedestrians, I respectfully request that the Town Planning Board consider imposing a planning condition requiring the applicant to provide appropriate, well-located bicycle parking facilities within the development or along its frontage. This would help accommodate legitimate bicycle	Please be advised that 65 and 33 nos. of ancillary bicycle parking spaces are proposed at STTL626 and STTL627 respectively, in accordance with the parking provision requirement in <i>Hong Kong Planning Standards and Guidelines</i> .

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	demand, prevent illegal parking on public footpaths, and support sustainable mobility in the district.	
1.7	<u>(Comment No.5)</u> 安心街、安平街一帶鄰近工業大廈及酒店，路面長期有旅遊巴、重型車輛停泊。興建住宅所帶來的人流及車流加重區內路面負荷，目前單線雙程行車未能配合。相關路面不能進行擴闊工程迎合需要。	有關安心街及安平街一帶的路面交通情況，該等內街並非本次交通及運輸影響評估所涵蓋的評估道路範圍。根據已獲相關政府部門同意的評估範圍，本評估主要針對受擬議發展項目影響的主要道路網絡、主要路口及行人設施進行分析。 至於區內現時旅遊巴及重型車輛停泊的情況，屬現有交通管理及執法事宜，並不屬交通及運輸影響評估的評估範疇。交通及運輸影響評估一般基於道路的合法使用及正常交通運作情況進行分析。若路旁活動管理得宜，將有助改善道路使用情況。
1.8	<u>(Comment No.7)</u> 即使申請文件指部分路口未達飽和，但實際情況是區內道路網絡已接近容量上限。	交通及運輸影響評估已按照既定方法及相關要求，就周邊道路網絡的運作情況及擬議發展所產生的新增交通需求進行評估。評估結果顯示，即使計及擬議發展所產生的額外車流，周邊道路網絡仍能維持可接受的運作水平。
1.9	<u>(Comment No. 14)</u> 反對興建樓宇 (A/ST/1053)，因為石門交通擠塞問題嚴重，閣下如果沒有妥善處理，對現有居民不公平，有沒有詳盡計劃設施配套？例如：巴士大站？增加班次？	為配合位於 STTL626 及 STTL627 擬議發展所產生的公共交通需求，初步建議增加巴士及公共小巴服務。
1.10	<u>(Comment No.20)</u> Severe Parking Shortage & Traffic Paralysis: The proposed re-provision of merely 45 light goods vehicle spaces completely ignores heavy vehicle needs, while 110 private car spaces are hopelessly inadequate for 1,456 residential units. Widespread illegal parking of large vehicles will paralyze Tai Chung Kiu Road and surrounding arteries - a premature move given that key infrastructure like Trunk Road T4 is not yet completed.	An assessment of the parking provision for heavy goods vehicles (HGVs) was conducted in the Traffic and Transport Impact Assessment (TTIA). The assessment concluded that the existing On Ping Street and On Lai Street Night-time on-street parking spaces and Grandtech Centre have sufficient vacant HGVs parking spaces to accommodate the anticipated demand. Furthermore, in addition to the Public Vehicle Park (PVP), ancillary parking spaces (i.e. 260 and 101 nos. of private car parking at STTL626 and STTL627 respectively) are provided for future residents of the development in accordance with the <i>Hong Kong Planning Standards and Guidelines (HKPSG)</i>.

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		Based on the current information, Trunk Road T4 is expected to have been commissioned by 2030, ahead of the proposed development's completion for occupation in 2032.
1.11	<u>(Comment No. 21)</u> First, the traffic implications alone are alarming. Adding 1,456 units means thousands of new residents, which will inevitably clog Tai Chung Kiu Road and the surrounding streets beyond breaking point. Our MTR station is already stretched thin during rush hours; this project would push it into complete gridlock.	Although the proposed development is located within walking distance of Shek Mun MTR Station, future residents may also utilize bus and public light bus services to access other railway stations and destinations. As such, the additional travel demand generated by the proposed development would not concentrate solely on Shek Mun Station. Furthermore, additional bus and public light bus services have been proposed to cater for the anticipated demand arising from the development. The assessment indicates that the surrounding public transport facilities would continue to operate at acceptable levels. Therefore, no unacceptable impact on public transport convenience or service quality is anticipated due to the proposed development.
1.12	<u>(Comment No.22)</u> 本人關注申請文件未有充分反映石門近年住宅及商業項目相繼落成、興建及規劃後所產生的累積影響，尤其是大涌橋路、安心街、安平街一帶道路網絡，以及港鐵石門站繁忙時段的實際承載能力。	交通及運輸影響評估已按照既定方法評估擬議發展所產生的額外交通需求及對周邊道路網絡的影響。 評估結果顯示，周邊道路網絡整體而言有能力應付擬議發展所帶來的新增車流，並能維持可接受的運作水平。 除步行前往石門站外，區內巴士及專線小巴網絡亦提供前往其他鐵路站及主要目的地的接駁服務，出行選擇並不限於單一交通模式或鐵路站。 就石門站於繁忙時段的實際運作表現及承載能力而言，港鐵公司一般會連同政府部門就區內人口增長趨勢等因素適時作出檢視。
1.13	<u>(Comment No. 30)</u> 區內人口急劇膨脹，公共交通網絡（特別是屯馬綫及巴士站）已告飽和 石門區近年因前懋志球場地皮陸續興建及落成多個大型公共屋邨（如碩門邨等），區內常住人口已出現爆發式增長。目前，港鐵屯馬綫（馬鐵）	交通及運輸影響評估已就擬議發展所產生的交通及公共交通需求進行評估。除步行前往石門站外，居民亦可透過區內現有及初步擬議增加班次的巴士和專線小巴服務接駁至其他鐵路站，以選擇不同的出行路線及轉乘安排。因此，擬議發展所產生的出行需求將分散至不同公共交通路線及鐵路站，而非

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	石門站以及大涌橋路一帶的巴士總站／中途站，在上下班繁忙時間的擠迫情況已極為嚴峻，居民往往需要等候多班車方能登車。若再增加 1,456 個私人住宅單位，數千名新增人口將令本已不堪負重的交通網絡陷入癱瘓。申請人提出的交通及運輸影響評估報告（TTIA）顯然低估了石門內街及主要通勤工具的實際飽和衝擊。	集中依賴單一車站。 為配合擬議發展所帶來的公共交通需求，交通及運輸影響評估已初步擬議增加巴士及專線小巴服務，並就周邊主要公共交通設施的運作情況作出評估。評估結果顯示，在落實有關公共交通服務安排後，相關公共交通設施仍可維持可接受的運作水平。 就石門站於繁忙時段的實際運作表現及承載能力而言，港鐵公司一般會連同政府部門就區內人口增長趨勢等因素適時作出檢視。
1.14	<u>(Comment No. 31)</u> 重新規劃車輛出入口、分流車流量：禁止兩地段的所有出入口及上落貨動線同時向安心街傾斜。必須重新評估大涌橋路或周邊其他次要道路的分流可能性，避免安心街路口崩塌。	交通評估結果顯示，即使車輛出入口設於安心街，擬議發展所產生的額外車流對周邊道路網絡仍能維持可接受的運作水平。
1.15	<u>(Comment No. 32)</u> For reasons of pedestrian safety, accessibility, walkability and improved connection to Kowloon-bound public transport, I respectfully request the Town Planning Board to consider imposing a planning condition requiring the applicant to maintain a safe, direct and 24-hour pedestrian access path through Lot STTL 626 (currently STT 2218), including a covered walkway connection to the leisure area beneath the Shek Mun Interchange. In addition, I request that a formal footpath link be provided along the boundary of the Shek Mun Fresh Water Booster Pumping Station and the On Ping Street keyhole dead-end, replacing the current unsafe practice of pedestrians crossing the road and climbing over a curb. Finally, given the presence of the Sha Tin Community Green Station and its need for occasional vehicle pick-up and drop-off activities, I ask that the applicant and relevant departments consider appropriate kerbside or lay-by arrangements to ensure safe and orderly temporary stopping without obstructing pedestrian movement or traffic flow.	The non-domestic podium at the development of STTL626 would serve a pedestrian connection between On Sum Street and leisure area underneath Shek Mun Interchange. Based on the pedestrian travel patterns associated with the proposed development, the concerned footpath link is expected to serve minimal pedestrian from the proposed development. The provision of formal footpath link is outside the scope and purview of the proposed development and would be subject to separate consideration by the relevant authorities. The operation of the Sha Tin Community Green Station and any associated pick-up/drop-off or lay-by arrangements fall outside the scope of the subject development. Such arrangements would be subject to separate consideration by the relevant authorities and operators.
1.16	<u>(Comment No. 33)</u> 忽視工廈違泊及路面「實質容量」：安心街、安平街一帶日常充斥大量工廈、商廈的物流貨車上落貨及違例泊車。TIA 報告僅以理想的「設計容量」作計算，忽視了因違泊導致雙線變單線的路面實質收容情況。新增的 110 個公眾車位更	交通及運輸影響評估已按照既定方法及相關要求，就周邊道路網絡的運作情況及擬議發展所產生的新增交通需求進行評估。評估結果顯示，即使計及擬議發展所產生的額外車流，周邊道路網絡仍能維持可接受的運作

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	會吸引更多外來車輛駛入狹窄的內街倒灌，造成系統性擠塞。 報告未能準確反映「住宅早尖峰」對安心街內街造成的瞬間擁擠，以及公共運輸系統在尖峰時的承載力，並且亦無兼顧若壞車或公交脫班等情況所帶來的惡劣影響。 大涌橋路、屯馬綫前往石門方向的「剩餘逆向容量」，不會與本區居民爭奪出九龍的交通資源，改建住宅將加劇「同向擠塞」。然而，是項申請將其改劃為純住宅，新增的居民在早上繁忙時段，將會與全沙田、馬鞍山數十萬居民同一時間，往同一方向（出九龍／港島），湧入大涌橋路及港鐵屯馬綫。這將導致原本已爆滿的上行車流、雪上加霜，徹底壓垮現有的交通系統。	水平。 至於區內現時重型車輛違例泊車的情況，屬現有交通管理及執法事宜，並不屬交通及運輸影響評估的評估範疇。交通及運輸影響評估一般基於道路的合法使用及正常交通運作情況進行分析。 至於擬議公眾泊車位，其主要目的是回應區內泊車需求。根據交通及運輸影響評估結果，有關泊車設施不會對周邊道路網絡造成不可接受的交通影響。 除石門站外，居民亦可利用區內現有及初步擬議增加班次的巴士及專線小巴服務接駁至其他鐵路站，以選擇不同的出行路線及轉乘安排。因此，擬議發展所產生的出行需求將分散至不同公共交通模式、路線及鐵路站，而非集中依賴單一車站或走廊。 評估結果顯示，有關設施在落實建議公共交通服務安排後，仍可維持可接受的運作水平。因此，預計擬議發展不會對區內公共交通系統造成不可接受的負荷。
1.17	<u>(Comment No. 37)</u> 由於沒巴士總站，而且去九龍的巴士絕大部份是從馬鞍山開出的，繁忙時間居民在大涌橋路站已經上不到車，就算可以，也只可勉強站在門口。由安景街出大涌橋路的車路週末經常塞車，可見流量已達飽和。另外石門地鐵站也是一個偏小型的地鐵站，早上繁忙時段人流擠逼，水洩不通。由碧湖區往中大非常轉折，必須先去大圍站，然後再以東鐵線轉返。可見這裏的配套並不成熟，一直都非常擠迫。現在再突然多了一個大型屋苑，實在令整個 infrastructure 百上加斤。請問政府有沒有研究過這樣一個小區能否負荷？	就擬議發展而言，交通及運輸影響評估已就發展所產生的公共交通需求進行評估。評估結果顯示，為應付擬議發展所帶來的新增需求，初步擬議增設額外巴士及專線小巴服務。相關評估亦已檢視周邊主要巴士站及公共交通設施的承載能力，結果顯示有關設施在加入建議新增服務後，仍可維持在可接受的運作水平。
1.18	<u>(Comment No. 38)</u> 建議城規會要求申請人於擬議發展項目的基座預留足夠的總樓面面積，興建一個符合現代標準的有蓋公共交通交匯處，以全面安置現時以安明街為總站的巴士路線，從而改善車長工作環境、理順石門站一帶的交通擠塞，並釋放路面空間。	儘管如此，擬議發展鄰近石門站及多項現有公共交通設施。為應付發展所產生的新增公共交通需求，交通及運輸影響評估已初步建議增加巴士及專線小巴服務，並已就周邊主要公共交通設施的承載能力進行評估。評估結果顯示，有關設施仍可維持在可接受的運作水平。考慮到用地面積、場地限制、發展參數及各項規劃和技術要求後，於用地內設置公共交通交匯處並不屬可行方案。
1.19	<u>(Comment No. 48)</u> The TIA concludes that the road network would operate satisfactorily in 2036 on the assumption	Based on the current information, the concerned junction improvement works at J5

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	that planned improvement schemes will be implemented. Table 5.2.2 shows that the projected performance of J5 and J7 depends on completion of the schemes. However, the TIA provides no evidence that the necessary works have been committed to or will be completed before occupation of the development. The conclusion that the proposal would not result in unacceptable traffic impacts is therefore not fully substantiated. The applicant estimates that the proposed development will introduce approximately 3,785 additional residents. This increase will place further pressure on Shek Mun MTR Station, nearby bus stops and pedestrian facilities. Increased demand is likely to result in longer queues, more crowded services and greater competition for taxi services during peak periods. Existing and future residents may therefore experience a decline in public transport convenience and service quality.	are tentatively scheduled to be completed by 2027, prior to the anticipated completion of the subject development in 2032. The junction J7 performance presented in Table 5.2.2 incorporates the traffic impact arising from another public housing development at the Fo Tan ex-cottage area. However, this development has yet to commence, and its completion date for occupation remains subject to confirmation. Accordingly, for the current TTIA of the proposed development at STTL626 and STTL627, reference should be made to junction J7 performance under the scenario that excludes this public housing development, as shown in Table 5.3.1, which meets the current junction performance standards. Should other developments in Shek Mun affect the performance of J7, the relevant party should carry out a new TTIA to reassess the junction performance of J7 arising from their development and determine whether improvement works at J7 are required. The concerned junction improvement works at J7 is subject to confirmation and will be implemented by others instead of the subject development. The sensitivity test on Section 5.3 of TTIA concluded that the junction would be operated in spare capacity without the concerned planned improvement scheme. Therefore, road improvement works would not be regarded as impacts arising from the proposed development. Although the proposed development is located within walking distance of Shek Mun MTR Station, future residents may also utilize bus and public light bus services to access other railway stations and destinations. As such, the additional travel demand generated by the proposed development would not concentrate solely on Shek Mun Station. Furthermore, additional bus and public light bus services have been proposed to cater for the anticipated demand arising from the development. The assessment indicates that the surrounding public transport facilities would continue to operate at acceptable levels. Therefore, no unacceptable impact on public transport convenience or service quality is anticipated as a result of the proposed

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		development.
1.20	<u>(Comment No. 52)</u> 申請人的交通評估存在重大遺漏 申請的初步交通評估似乎以近年數據為基礎，惟未有考慮： (1) 北部都會區發展的累積交通影響； (2) 石門垃圾轉運站重置及重型貨車流量； (3) 安平街偉達中心繁忙時段的貨車進出。	有關石門垃圾轉運站的重型貨車流量，以及安平街貨車流量，已反映於交通流量調查所記錄的現況交通數據中，並已納入交通及運輸影響評估的分析範圍。 此外，根據運輸署相關指引(包括運輸策劃及設計手冊，Checklist of Traffic Impact Assessment (TIA) for Development Projects 等)，北部都會區發展的累積交通影響已在交通模型及預測作考慮。
1.21	<u>(Comment No. 70)</u> 興建「單車友善」、有蓋行人天橋網絡	擬議發展將於 STTL626 及 STTL627 分別提供約 65 個及約 33 個附屬單車泊車位，相關泊車位數目乃按照《香港規劃標準與準則》的泊車設施要求釐定。 此外，根據行人影響評估結果，周邊地面行人設施的服務水平維持於可接受水平，足以應付擬議發展所帶來的額外行人流量。
1.22	<u>(Comment No. 75)</u> 住宅加設公共巴士站及小巴士站，以減輕現有萬怡酒店外巴士站壓力	就擬議發展而言，交通及運輸影響評估已就發展所產生的公共交通需求進行評估。評估結果顯示，為應付擬議發展所帶來的新增需求，初步擬議增設額外巴士及專線小巴服務。相關評估亦已檢視周邊主要巴士站及公共交通設施的承載能力，結果顯示有關設施在加入建議新增服務後，仍可維持在可接受的運作水平。
1.23	<u>(Comment No. 86)</u> 目前安平街道路兩旁經常有車輛違例停泊，有時甚至出現雙行泊車的情況。這導致原本雙線行車道大幅縮減，使大型貨車轉彎及避過路障極為困難。在現有違泊問題未能有效解決前，該處的道路承載力實在難以再承受額外的車流量。	交通及運輸影響評估已按照既定方法及相關要求，就周邊道路網絡的運作情況及擬議發展所產生的新增交通需求進行評估。評估結果顯示，即使計及擬議發展所產生的額外車流，周邊道路網絡仍能維持可接受的運作水平。 理解有意見關注安心街及安平街一帶不時出現的路旁上落貨活動及違例泊車情況。該等情況或會對個別路段的實際運作效率造成影響。然而，有關情況屬交通管理及道路使用事宜，並非由擬議發展所引致。若路旁活動管理得宜，將有助改善道路使用情況。

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1.24	<u>(Comment No. 87)</u> 1. For section 2.2.6, according to Annual Traffic Census (ATC), Tai Chung Kiu Road and Fo Tan Road servicing are identified as primary Distributor, please clarify the road link capacity adopted for the assessment. 2. Refer to section 2.4.3: the bus routes mentioned above were found to be not crowded and were operating with sufficient spare capacity, indicating that they can accommodate additional passenger demand from the future development, the purpose of TIA is to assess and support the potential traffic impact of the development, all statement should be provided with supportive data and assessment. 3. For section 5, please clarify the trip generation/attraction of retails facilities are included in the assessment. 4. For section 5.1.4, traffic rate of private housing (mean) is adopted and no comparison of nearby/similar developments, please confirm this trip rate is representative for the proposed development. Otherwise, the assessment is considered no conservative. 5. Refer to the junction capacity assessment in section 5.2, the reserved capacity ratio of J1	1. In assessing the capacity of the surrounding road network, the Traffic Impact Assessment considered relevant factors including the road classification, number of traffic lanes, roadside activities and traffic characteristics of individual road sections. The road link capacity adopted for Tai Chung Kiu Road (L1) and Fo Tan Road (L2) are 5,250 pcu/hr and 5,600 pcu/hr respectively in Table 2.2.4, 5.2.3 and 5.4.4. They are categorized as primary distributor for the determination of their respective road link capacity. 2. Based on the estimated public transport patronage arising from the proposed development in the future, additional bus and public light bus services are preliminarily proposed to cater the public transport demand for the proposed development. Therefore, the passenger demand induced by the proposed development would be fully accommodated by these additional proposed bus and minibus services and would not result in adverse impacts on the operation of the public transport services. Furthermore, based on the capacity assessment of the existing bus laybys in Section 6.5 of TTIA, the existing bus laybys on Tai Chung Kiu Road operates in good conditions and would not cause queue back with the additional bus service. 3. The trip generation/attraction of retail facilities has been included in Table 5.1.3 of traffic impact assessment. 4. Having considered the development's scale, location and availability of public transport facilities, the use of mean trip rates is considered reasonable and comparable to practice adopted by similar TTIA studies. 5. With the future highway infrastructure - Trunk Road T4 commissioned, traffic to/from Eagle Nest Tunnel and Shing Mun

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	reduced from 0.93 in 2026 existing scenario to 0.82 in 2036 reference scenario while other junctions' performance decreased with the proposed development, please clarify this assessment is valid. 6. Refer to Section 5.2.5 on the proposed junction improvement for J7 (Tai Chung Kiu Road / Fo Tan Road / Sha Tin Road), please supplement/clarify: a) Long queue [200m to 300m] always observed on Fo Tan Road (NB) towards Yuen Wo Road during AM peak period, please confirm the proposed junction improvement has considered this queuing issue, otherwise, please kindly provide relevant traffic assessment. b) The exist arm at Fo Tan Road is reduced to approx. 8m, please clarify whether two 12.8m franchise bus can turn at the same time. c) As the proposed development is a private housing project, the proposed work agent should be borne by the developer instead of the HKSAR. This should be included in the application approval condition. 7. For section 5, the traffic impact assessment only assessed the junction performance during weekday AM and PM peak period. It is noted that event/learning centres at Kings Wing Plaza (I & II) will attract and generate numerous traffic and pedestrian during weekend, please clarify the nearby junctions could operate with ample junction capacity during weekend. Please also confirm whether nearby car park can cater the parking demand during weekend and construction period. 8. Refer to section 5.5.4: illegal parking activities were observed along On Sum Street, On Lai Street, On Ping Street, On Yiu Street, On Kwan Street and On Muk Street during both daytime and nighttime periods, please clarify if these illegal parking would affect the observed junction capacity performance.	Tunnel will bypass Shek Mun Interchange (J1), resulting in an alleviation of traffic flow. Therefore, the junction performance of J1 is improved in 2036 reference scenario. 6. Under the assessment on Section 5.3 of TTIA, junction improvement for J7 is not required for the proposed development at STTL626 and STTL627. 7. From typical trip-making phenomena, the additional traffic generated by the residential development (in measure of PCU/hour) would be relatively small during weekends, compared to AM/PM peak hour on normal weekday. Alternative public parking facilities are available in the vicinity. 8. Please be clarified the junction assessments were conducted according to guidelines stipulated in Transport Planning and Design Manual (TPDM). Illegal parking is a traffic management and enforcement issue. Traffic and Transport

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	9. Refer to notes (1) and (2) of table 5.5.5, Table 5.4.4a and Table 5.4.2a is absent in the report, please supplement further information as illegal parking is a serious issue in Shek Mun area. 10. Refer to table 6.2.5, the development site will generate and attract 1695 and 1670 pedestrian trip, please clarify sufficient bus stop queuing area in the nearby bus stops. 11. Refer to table 6.5, there is only one bus route (special route) located in the most southern bus layby, please clarify that adopting 4 no. of laybys at Tai Chung Kiu Road SB in the assessment is valid. Otherwise, traffic measure should be proposed to avoid bus waving/tail-back issue.	Impact Assessments (TTIAs) are generally conducted based on lawful use of the road network and normal traffic operating conditions. As such, the capacity assessment in TTIA has not assumed that illegal parking would occupy traffic lanes on a permanent basis. 9. Please be clarified that Note (2) shall refer to Table 5.5.4a while Note (3) shall refer to Table 5.5.2a. 10. It is observed that the subject bus layby currently serves only one regular bus route (i.e. 38B) and one special bus route (i.e. 49X). The additional bus trips and public light bus trips as preliminarily proposed in the TTIA are anticipated to be accommodated at the southern bus layby. The detailed service arrangement and allocation of bus layby facilities will be subject to the planning and operational considerations of the relevant public transport operators. 11. As the additional bus and public light bus trips preliminarily proposed in the TTIA are anticipated to be accommodated at the southern bus layby, the adoption of 4 no. of bus laybys along Tai Chung Kiu Road southbound for the layby capacity assessment is considered valid. Based on the capacity assessment of the existing bus laybys in Section 6.5 of TTIA, the existing bus laybys on Tai Chung Kiu Road operates in good conditions and would not cause queue back with the additional bus service.
2	Concerns on Gas Safety	
2.1	The existing Petrol-cum-LPG Filling Station is located immediately adjacent to the subject sites, resulting in potential hazard and safety concerns for future residents, which is not desirable for residential development at the subject sites.	The Quantitative Risk Assessment (QRA) report has been carried out to identify the possible hazards in the vicinity and conclude the feasibility of residential development at the subject sites. It was found that the proposed development meets the requirements as stipulated in <i>Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong</i> and the risk is

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		tolerable. According to correspondence with Environment and Ecology Bureau (EEB), the LPG facilities of this station will be decommissioned and there will be no LPG supply at this station after 31 Jan 2029. Therefore, the risk associated with the LPG component of this Petrol-cum-LPG Filling Station will not exist after 31 Jan 2029.
3	Concerns on Visual Impact to the Surroundings	
3.1	The proposed residential buildings are too high (i.e. up to +130mPD), which are incapable of blending into the surrounding contexts, especially the residential buildings of Pictorial Garden (i.e. ~+96mPD) and Garden Vista (i.e. ~+86mPD).	According to the Explanatory Statement of Approved Sha Tin Outline Zoning Plan No. S/ST/40, STTL626 and STTL627 are subject to a maximum building height of +130mPD. The residential development proposed in the application (i.e. +123 – 130mPD at STTL626 and +126 – 130mPD at STTL627) complied with this building height restriction as outlined in the OZP.
3.2	The proposed high-rise residential towers would create a wall effect, adversely affecting air ventilation, visual permeability, and natural light penetration in Shek Mun area, thereby resulting in undesirable environmental and visual impacts on nearby residents.	The proposed Indicative Scheme in the Application met the building setback and building separation distance stipulated in the Sustainable Building Design Guideline. Photomontages have also been conducted. Therefore, undesirable environmental and visual impacts to nearby residents are not anticipated.
4	Concerns on Land-Use of the Sites	
4.1	The subject sites are zoned as “Commercial (1)”, but the application proposed a development with domestic PR of 6.0 and non-domestic PR of 0.2. This proposal is inconsistent with the planning intention as outlined in OZP, by providing commercial facilities for the local community.	Please be advised that “Flat” may be permitted with planning permission from the Town Planning Board under Column 2 of the Notes for the “Commercial (1)” Zone on the Approved Sha Tin Outline Zoning Plan No. S/ST/40. Accordingly, the current Section 16 application follows the statutory planning mechanism. The proposed development, comprising a domestic plot ratio of 6.0 and a non-domestic plot ratio of 0.2, may be permitted subject to approval by the Town Planning Board and is considered compatible with the OZP planning framework.
4.2	Shopping malls and other commercial facilities in Shek Mun are extremely limited. Residents of Pictorial Garden, Garden Vista and Ravana Garden are required to travel approximately 10 to 20 minutes to reach the nearest major shopping centers, such as Kings Wing Plaza and City One	The development at STTL626 and STTL627 would provide non-domestic facilities with GFA of 1,603m ² and 823m ² respectively.

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	Shatin. This indicates a demand for additional local commercial and retail facilities to better serve the daily needs of the existing and future population in the area.	
5	Concerns on Environmental Impact to the Surroundings	
5.1	Introducing new residential development with additional traffic would further increase the noise level to the surroundings. It is noted that mitigation measures are proposed for the residential towers only at STTL626 and STTL627, but not for the existing developments. Therefore, the induced traffic will further diminish the living environment of the existing residents.	A Preliminary Environmental Review (PER) has been carried out in accordance with Environmental Impact Assessment Ordinance and the relevant guidelines.
5.2	The proposed residential development will inevitably require extensive construction activities, including large-scale piling, excavation, concrete works, and heavy machinery operations, resulting in prolonged noise, vibration, dust, and air pollution. As the site is situated immediately adjacent to existing residential neighborhoods, these impacts will be borne directly by nearby residents. The environmental nuisance and disturbance generated by the proposed residential development are expected to significantly deteriorate the living conditions throughout the construction period.	The Preliminary Environmental Review (PER) has been carried out to evaluate the potential environmental impact during the construction period. With implementation of appropriate mitigation measures during construction as recommended in the PER, no insurmountable environmental impact, including noise, air, water quality and waste, would be induced. Some examples of mitigation measures to control potential dust impacts during construction are listed below: • High standard of housekeeping would be maintained to prevent emission of fugitive dust; and • Any piles of materials accumulated on or around the work areas would be cleaned up regularly.
6	Concerns on Public Utility Infrastructure	
6.1	The existing sewer and drainage infrastructures in Shek Mun were originally designed for industrial use, which involved significantly lower population density than residential development. Introducing an additional 1,456 high-density residents, together with the associated increase in sewage generation, is likely to exceed the capacity of the existing sewerage network. This may lead to sewage backflow, and an increased risk of localized flooding and drainage system failure, thereby adversely affecting the surrounding community and environment.	The Drainage Impact Assessment (DIA) and Sewerage Impact Assessment (SIA) have been carried out to estimate the anticipated drainage runoff and sewage flow generated by the development and assess the capacity of the drainage and sewerage infrastructure network in the vicinity of the sites. With the proposed connection/infrastructure works (to be carried out by future Developer) in place, no insurmountable impact on drainage and sewerage aspects are anticipated.