

- 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 – Departmental Comments

No.	Comments	Responses
1	Comments from Electrical and Mechanical Services (EMSD) dated 20 August 2026	
	<u>Town Gas Safety</u>	
	1. It is noticed that the applicant had submitted an acceptable QRA report, we have no further comment on the assessment of risks brought about by the new proposed development near the high pressure town gas pipe in the area.	-
	2. Notwithstanding, if there are major changes in the development parameters (e.g. an increase in maximum population to be housed in these sites), the applicant / eventual developer should prepare an updated risk assessment.	Noted.
	3. While we understand that the architectural drawings may only be the preliminary framework and may be subject to further changes in the future, please ensure that all the building structures on G/F, 1/F and 2/F (mainly car parks and retail uses) are at least 3m away from the high pressure town gas pipeline, as this is the typical setback distance required by Towngas for maintenance as well as a safety requirement under international standards. For residential blocks, the setback distance from the high pressure town gas pipe should be at least 12m.	Noted.
	<u>LPG Safety</u>	
	4. With regard to the submitted QRA report, please provide supporting documentation to confirm that the nearby petrol-cum-LPG filling station in the vicinity will be decommissioned prior to the population intake of the development. Additionally, please note that if the nearby petrol-cum-LPG filling station is eventually coexist with the proposed development, a QRA should be conducted to ensure that the risks posed by the filling station comply with the government's risk guidelines under Chapter 12 of the Hong Kong Planning Standards and Guidelines.	The supporting documentation has been supplemented for your confirmation on decommission of LPG facilities at the nearby petrol-cum-LPG filling station prior to the population intake of the development.

2	Comments from District Lands Officer/Land Supply, Lands Department dated 20 August 2026	
	Please be advised that this office has no objection to the captioned s.16 application from land disposal point of view. Nonetheless, the Applicant shall review/ clarify the following:-	
	- With reference to para. 4.5.6 of the Planning Statement (p.17), the public vehicle park (“PVP”) to be provided at STTL 626 will be located on the two aboveground floors. However, only “Carpark” use is shown on the relevant schematic floor plans (G/F & 1/F) of STTL 626 (Drawings A-2 and A-3 at Appendix H of the Planning Statement) without indication of the respective areas accommodating the ancillary parking spaces or the PVP. Please clarify the proposed locations of the ancillary parking spaces and the PVP with a view to demonstrating the design feasibility.	Please be advised that the locations of the ancillary parking spaces and the PVP are not indicated on the floor plans in order to allow flexibility in the detailed design of the proposed development by the Developer. Supplementary information for demonstrating the design feasibility of ancillary parking spaces and PVP is attached in A_ST_1053_FI(1)_Others.
3	Comments from Planning Department, Urban Design and Landscape Section, dated 24 August 2026	
	You may wish to note our observations on the accuracy of the photomontages:-	
	(i) VP1 – the location of the proposed developments appears to be shifted to the right-hand side of the photomontage and half of the building façade appears to be screened by Pictorial Garden; and	Noted. The photomontage is updated in Fig. no. MMH/CE19/TO4/PR/FIG/5.2 of A_ST_1053_FI(1)_Plans_and_Drawings .
	(ii) VP2 – the location of the proposed developments appears to be shifted to the right-hand side of the photomontage and STTL627 appears to be screened by Ravana Garden.	Noted. The photomontage is updated in Fig. no. MMH/CE19/TO4/PR/FIG/5.3 of A_ST_1053_FI(1)_Plans_and_Drawings .
4	Comments from Environmental Protection Department, dated 25 August 2026	
	1. I refer to the captioned S.16 planning application.	-
	2. According to the information provided, it is noted that the S.16 application is for private residential development at two sites located at junction of (a) Tai Chung Kai Road and On Sum Street (STTL 626) and (b) On Sum Street and on Ping Street (STTL 627) at Shek Mun. The application sites fall within an area zoned “Commercial (1)” (C(1)) under the approved Sha Tin OZP (No. S/ST/40). The areas of the application sites are approx. 0.80ha for STTL 626 and 0.41ha for STTL 627.	-
	3. The Civil Engineering and Development Department (CEDD) has conducted an Engineering Feasibility Study in support of two separate residential developments at the sites, with an indicative development scheme of three residential blocks with a total of about 962 residential units at STTL 626, and two residential	-

	blocks with about 494 residential units at STTL 627.	
	4. According to the preliminary environmental assessments conducted by CEDD including the Air Quality Impact Assessment, Noise Impact Assessment (NIA), Land Contamination Assessment and Sewerage Impact Assessment (SIA) based on the indicative development scheme, it is noted:- • Sufficient buffer distance in accordance with the requirement stipulated in the HKPSG can be provided between air sensitive uses of the proposed development and the nearby roads. No adverse impacts from vehicular emissions are anticipated. • With proper building design and the implementation of the recommended mitigation measures such as the use of enhanced acoustic balcony, baffle type acoustic windows, etc., no adverse traffic noise and railway noise impacts to the proposed development are anticipated. • With implementation of fixed glazing, enhanced acoustic balcony, baffle type acoustic windows, architectural fin, etc., no adverse fixed noise impacts are anticipated for the proposed development. • With implementation of the recommended measures such as a new 300mm dia. sewer connection to the public sewerage for STTL 626, no adverse sewerage impacts are anticipated from the proposed development. • No land contamination issues were identified for both sites based on current and historic uses.	-
	5. Considering no insurmountable environmental issue arising from the proposed developments is anticipated, please be advised that we have no objection to the S.16 planning application from environmental planning perspective.	-
	6. Nevertheless, we have the following minor observations on the (a) Planning Statement (PS) and (b) Preliminary Environmental Review (Appendix C of the PS) of the captioned planning application.	-
	<u>Planning Statement</u>	
	• Section 5.2.3 - The mitigation measures for road traffic noise impact include not only enhanced acoustic balconies but also acoustic windows and proper layout design.	Noted. The relevant paragraph has been revised in Section 5.2.3 of Supporting Planning Statement.
	<u>Preliminary Environmental Review (Appendix C)</u>	
	• S.6.3.7 – For the estimation of general refuse	The estimation of general refuse generation at this

	generation, the assumed peak workforce of 10 workers during site formation works appears to be on the low side. Nevertheless, the further developer shall ensure the proper handling, treatment, and disposal of waste in accordance with relevant legislation throughout the construction works.	stage is a preliminary assessment prepared for the purpose of this application. The actual quantity of general refuse generated will be subject to the future developer's detailed planning, design, construction methodology and programme for the proposed development.
	Appendix 4.9 - The 1.7m architectural fin proposed as a fixed noise mitigation measure should be indicated on the floor plan.	Noted. The 1.7m architectural fin has been indicated in the typical floor plan in Appendix 4.9 of Preliminary Environmental Review (Appendix C).
5	Comments from Social Welfare Department, dated 25 August 2026	
	It is noted that there is no detailed mentioning of our proposed Integrated Children and Youth Services Centre (ICYSC) sub-base but “social welfare facility” in the submission. We assume it refers to our proposed ICYSC sub-base and please advise if otherwise.	Noted. “Integrated Children and Youth Services Centre (ICYSC) sub-base” has been specified in Section 4.2.2 of Supporting Planning Statement.