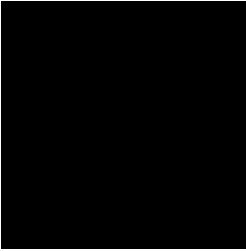


**Application for Permission under
Section 16 of the Town Planning
Ordinance (Cap. 131) for Proposed
“Flat” with “Commercial (1)” Zone of
STTL626 and STTL627 in Shatin**

Supporting Planning Statement

July 2026

Mott MacDonald



**Application for Permission under
Section 16 of the Town Planning
Ordinance (Cap. 131) for Proposed
“Flat” with “Commercial (1)” Zone of
STTL626 and STTL627 in Shatin**

Supporting Planning Statement

July 2026



Contents

Executive Summary	1
行政摘要	3
1 INTRODUCTION	5
1.1 Study Background	5
2 SITE CONTEXT	7
2.1 Location and Existing Condition	7
2.2 Existing fee-paying car park at STTL 626	8
2.3 Accessibility	8
2.4 Surrounding Land Use	8
3 PLANNING CONTEXT	11
3.1 Land Use Zoning	11
4 THE PROPOSED DEVELOPMENT	12
4.1 General Planning and Design Principles	12
4.2 Key Assumptions	12
4.3 Key Development Parameters of Indicative Scheme	13
4.4 Building Design Concept / Consideration	16
4.5 Traffic and Transport Arrangement	16
4.6 Tentative Programme	17
5 SUMMARY OF TECHNICAL ASSESSMENTS	18
5.1 Traffic and Transport	18
5.2 Environmental Aspect	20
5.3 Water Supply Aspect	21
5.4 Sewerage Aspect	21
5.5 Drainage Aspect	22
5.6 Quantitative Risk Assessment	22
5.7 Landscape Aspect	22
5.8 Visual Aspect	23
5.9 Air Ventilation Aspect	23

6	PLANNING JUSTIFICATIONS	24
6.1	In Line with Government Policy to meet the Supply Target for Private Housing by Providing Sufficient Lands	24
6.2	Complying with Relevant TPB Guidelines	24
6.3	Ensure Full Compatibility with the Surrounding Context	24
6.4	In Line with Government Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%	24
6.5	No Insurmountable Impact to the Surroundings	25
7	SUMMARY AND CONCLUSIONS	26

LIST OF FIGURES

MMH/CE19/TO4/PR/FIG/1.1	Site Location
MMH/CE19/TO4/PR/FIG/2.1	Land Requirement Plan
MMH/CE19/TO4/PR/FIG/2.2	Accessibility to Public Transport Facilities
MMH/CE19/TO4/PR/FIG/2.3	Development Intensity of the Surrounding Context
MMH/CE19/TO4/PR/FIG/3.2	Proposed Arrangement for Existing Footpath and Planter
MMH/CE19/TO4/PR/FIG/4.1	Major Vehicular Routing
MMH/CE19/TO4/PR/FIG/4.2	Proposed Vehicular Access
MMH/CE19/TO4/PR/FIG/4.3	Air Quality Buffer Distance for Proposed Development
MMH/CE19/TO4/PR/FIG/4.4a	Possible Fresh Water Mains Connection
MMH/CE19/TO4/PR/FIG/4.4b	Possible Salt Water Mains Connection
MMH/CE19/TO4/PR/FIG/4.5	Possible Sewerage Connection
MMH/CE19/TO4/PR/FIG/4.6	Possible Drainage Connection
MMH/CE19/TO4/PR/FIG/4.7	Existing Gas Main Layout Plan

MMH/CE19/TO4/PR/FIG/5.1	Photomontage – Location Plan
MMH/CE19/TO4/PR/FIG/5.2	Photomontage – Viewpoint 1
MMH/CE19/TO4/PR/FIG/5.3	Photomontage – Viewpoint 2
MMH/CE19/TO4/PR/FIG/5.4	Photomontage – Viewpoint 3 (Sheet 1)
MMH/CE19/TO4/PR/FIG/5.5	Photomontage – Viewpoint 3 (Sheet 2)

APPENDIX

APPENDIX A	Extracted Notes and Explanatory Statement of the OZP
APPENDIX B	Traffic and Transport Impact Assessment
APPENDIX C	Preliminary Environmental Review
APPENDIX D	Water Supply Impact Assessment
APPENDIX E	Sewerage Impact Assessment
APPENDIX F	Drainage Impact Assessment
APPENDIX G	Quantitative Risk Assessment
APPENDIX H	Architectural Drawings

Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (Cap. 131), this Supporting Planning Statement is prepared and submitted to support an application to the Town Planning Board (TPB) for private residential development with supporting commercial, parking and government, institution and community facilities (the Proposed Development) at a site located at junction of Tai Chung Kiu Road and On Sum Street (Lot to be known as Sha Tin Town Lot No. 626 (STTL626)) and a site located at junction of On Sum Street and On Ping Street (Lot to be known as Sha Tin Town Lot No. 627 (STTL627)) (collectively referred to as the "Application Sites"). The Application Sites fall within "Commercial (1)" ("C(1)") zone on the approved Sha Tin Outline Zoning Plan (OZP) No. S/ST/40.

The Application Sites, with site areas of approximately 0.80 ha (STTL 626) and 0.41 ha (STTL 627), are located at the northern fringe of the Shek Mun Business Area. The sites are bounded by Tai Chung Kiu Road, On Sum Street and On Ping Street, and are well served by existing strategic road networks, public transport services and the Shek Mun MTR Station within walkable distance. STTL 626 is currently occupied by a fee-paying public car park and a strip of government land, while STTL 627 comprises vacant Government land. Both sites are formed with an existing ground level of approximately +6 mPD and are entirely on Government land.

Having regard to the planning intention of the "C(1)" zone, which allows "Flat" use with planning permission, the Proposed Development seeks to optimise the use of valuable urban land resources to contribute to private housing supply at this highly accessible urban location, while maintaining compatibility with the surrounding commercial and recreational context. Considering the site location and 2025 Policy Address on private housing supply target for the 10-year period from 2026-27 to 2035-36, the Proposed Development adopts a total plot ratio of 6.2 and adheres to its currently permitted height restriction, thereby maintaining the living quality while increasing housing supply in Sha Tin.

The Proposed Development comprises two separate residential developments with supporting retail, parking and government, institution and community facilities. The development at STTL 626 consists of three residential blocks with a maximum building height of +130 mPD and a total of about 962 residential units, together with podium-level retail uses and the reprovision of a public car park. The development at STTL 627 comprises two residential blocks of similar height profile with about 494 residential units, podium-level retail uses and a social welfare facility. A stepped building height design descending towards the Shing Mun River Channel is adopted to respect the established urban form and minimise visual and environmental impacts.

Technical assessments, including Traffic and Transport Impact Assessment, Preliminary Environmental Review, Water Supply Impact Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Quantitative Risk Assessment, have been conducted. The findings confirm that the Proposed Development is technically feasible and will not result in unacceptable traffic, environmental, infrastructure, drainage, sewerage or safety impacts, with incorporation of appropriate design.

The planning justifications for the Proposed Development are summarized as follows:

- Responding to Government's policy to meet the supply target for private housing by providing sufficient land;
- Complying with relevant Explanatory Statement of the OZP;
- Ensuring compatibility with the surrounding environment;
- Aligning with Government's policy to increase maximum permitted domestic plot ratio by 20% for relevant Development Density Zones; and
- Confirming no adverse technical impacts.

The application includes an indicative scheme, which is non-binding and is solely for technical assessment purpose to ensure design flexibility, while confirming that the Proposed Development is technically feasible with no adverse impacts on the surrounding. In light of the planning merits and technical justifications set out in this Supporting Planning Statement, favourable consideration on this Section 16 planning application from the TPB is respectfully sought.

行政摘要

（中文版本與英文版本如有任何差異，概以英文版本為準）

根據《城市規劃條例》（第 131 章）第 16 條，申請人現向城市規劃委員會（下稱「城規會」）就位於沙田大涌橋路與安心街交界的地盤（地段編號：沙田市地段第 626 號（STTL 626））及位於沙田安心街與安平街交界的地盤（地段編號：沙田市地段第 627 號（STTL 627））（下稱「申請地點」）擬議私人住宅發展，連同商業、泊車及政府、機構或社區設施（下稱「擬議發展」）提交規劃申請。申請地點位於《沙田分區計劃大綱圖編號：S/ST/40》內，劃為「商業（1）」（「C(1)」）地帶。

申請地點面積分別約為 0.80 公頃（STTL 626）及 0.41 公頃（STTL 627），位處石門商貿區北端，毗鄰大涌橋路、安心街及安平街，交通配套完善，鄰近主要幹道網絡，並於步行距離內可達石門港鐵站。現時 STTL 626 用作收費公眾停車場及包含一幅長條形土地，而 STTL 627 則為空置政府土地。兩個地盤均已平整，現有地面水平約為主水平基準以上 +6 米及完全位於政府土地上。

考慮到「C(1)」地帶之規劃意圖，而「C(1)」地帶允許在取得城規會許可後可作「分層住宅」用途，擬議發展旨在善用此便捷位置的珍貴土地資源，為沙田提供額外私人房屋供應，同時確保與周邊商業及休憩用地的土地用途相容性。基於地盤位置及 2025 年施政報告提及的十年（2026–27 至 2035–36）私營房屋需求，擬議發展採用的最高總地積比率為 6.2，並遵守現行核準的建築高度限制的要求，在增加房屋供應的同時維持居住環境質素。

擬議發展包括兩項獨立的住宅發展連同零售、泊車及政府、機構或社區設施。位於 STTL 626 的發展項目包括三座住宅大樓，最高建築物高度為主水平基準以上 +130 米，合共提供約 962 個住宅單位，並於基座樓層設置零售設施及重置公眾停車場；位於 STTL 627 的發展項目則包括兩座住宅大樓，建築高度輪廓與前者相約，合共提供約 494 個住宅單位，並設有基座零售設施及一個社會福利設施。整體採用向城門河道方向遞減的梯級式建築高度設計，以配合現有城市景觀脈絡，並減低對視覺及環境的影響。

就擬議發展，本規劃申請已進行相關的技術評估，包括交通及運輸影響評估、初步環境檢討、供水影響評估、污水影響評估、排水影響評估及定量風險評估。評估結果確認擬議發展在技術上可行，並在採納適當設計後對交通、環境、基建、排水、排污及安全等方面均不會對周邊環境造成不可接受的影響。

擬議發展的規劃理據如下：

- 回應政府提供足夠土地以滿足私營房屋需求的政策方向；
- 符合相關分區計劃大綱圖的圖則說明書；
- 擬議發展與周邊環境相容；
- 擬議發展符合政府提出可適度地提高最高住宅用地地積比率約兩成的政策方向；及
- 擬議發展不會造成不良的技術影響。

本申請中的參考方案不具法律約束力，僅供技術評估之用以確保未來設計的靈活性，同時確認擬議發展在技術層面上屬可行，且不會對周邊環境造成不良影響。鑑於本規劃報告所

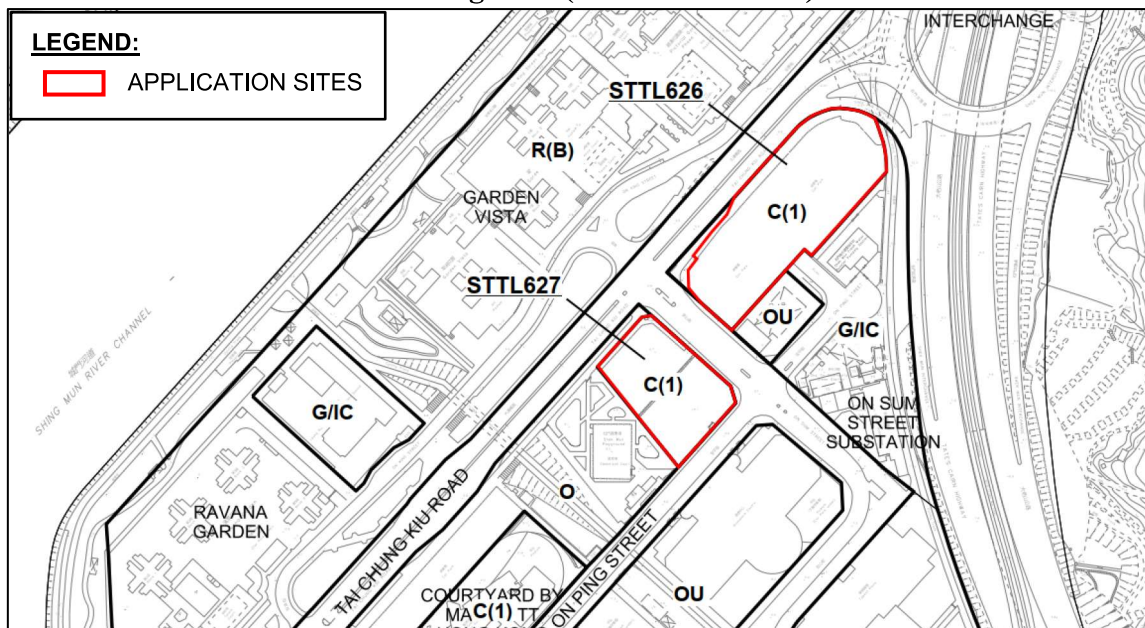
闡述的規劃理據及技術可行性，申請人謹此懇請城規會對本項根據第 16 條提出的規劃申請給予支持。

1 INTRODUCTION

1.1 Study Background

- 1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted in support of proposed Flat in the "Commercial (1)" ("C(1)") zone for a site located at junction of Tai Chung Kiu Road/On Sum Street (Lot to be known as Sha Tin Town Lot No. 626 (STTL626)); and a site at junction of On Sum Street / On Ping Street (Lot to be known as Sha Tin Town Lot No. 627 (STTL627)) (collectively referred as the "Application Sites"), located at Shek Mun, Sha Tin.
- 1.1.2 The Application Sites currently fall within areas zoned "C(1)" on the approved Sha Tin Outline Zoning Plan (OZP) no. S/ST/40. The site areas of STTL626 and STTL627 are approximately 0.80ha and 0.41ha respectively, achieving about 962 and about 494 flat production at STTL626 and STTL627 respectively with a maximum total plot ratio (PR) of 6.2 (including domestic PR of 6 and non-domestic PR of 0.2) and a height restriction of +130mPD.
- 1.1.3 The locations of the Application Sites are shown in **Diagram 1-1** and Fig. No. MMH/CE19/TO4/PR/FIG/1.1.

Diagram 1-1 Locations of the Application Sites under Approved Sha Tin Outline Zoning Plan (Plan No. S/ST/40)



Source: Sha Tin Outline Zoning Plan (Plan No. S/ST/40), Town Planning Board Portal

1.1.4 This Supporting Planning Statement is structured as below:

- Section 2 provides a brief description of the Application Sites and their surrounding context;
- Section 3 presents the planning context of the Application Sites;
- Section 4 details the Proposed Development in relation to general planning and design principles, and key development parameters;
- Section 5 provides a summary on the technical assessments conducted in ascertaining the feasibility of the Proposed Development;
- Section 6 presents the planning justifications for the Proposed Development; and
- Section 7 concludes the whole Supporting Planning Statement.

1.1.5 Favourable consideration on this Section 16 Application from the TPB to grant approval is sincerely sought.

2 SITE CONTEXT

2.1 Location and Existing Condition

- 2.1.1 The Application Sites currently fall within areas zoned "C(1)" on the approved Sha Tin OZP no. S/ST/40, and have site areas of approximately 0.80ha (STTL626) and 0.41ha (STTL627). Located at the northern fringe of the Shek Mun Business Area (Planning Area 11 in the OZP), the sites are generally bounded by Shek Mun Interchange to the north, Tai Chung Kiu Road (TCKR) to the northwest, Shek Mun Playground to the south, and On Ping Street (OPS) to the east, with On Sum Street (OSS) running along a corridor that separates the two sites. A hotel (Courtyard by Marriot Hong Kong Shatin) is located to the further southwest.
- 2.1.2 Currently STTL626 is used as a fee-paying carpark (FPC) and includes a strip of government land⁽¹⁾ whereas STTL627 is vacant Government land. The Application Sites fall entirely on Government land.
- 2.1.3 **Table 2.1** and Fig. No. **MMH/CE19/TO4/PR/FIG/2.1** summarize the land status of the Application Sites.

Table 2.1: Land Status of the Application Sites

Application Sites	Land Status	Current Use	Expiry Date of GLA/STT
STTL 626	Short Term Tenancy (STT) 2218	Fee-paying carpark	Under holding over on one month terminable basis
	Unleased and Unallocated Government Land (UUGL)	A strip of government land	N.A.
STTL 627	UUGL	Vacant Government Land	N.A.

⁽¹⁾ The proposed closure of the strip of government land falling within HyD's maintenance polygon along Tai Chung Kiu Road may be subject to authorization under the Roads (Works, Use and Compensation) Ordinance (Cap. 370).

2.2 Existing fee-paying car park at STTL 626

- 2.2.1 An existing fee-paying public car park is currently operating at STTL 626, providing approximately 205 parking spaces. According to the available information, the tenancy contract is renewed monthly and would require one month notice period for termination.
- 2.2.2 A Public Vehicle Park (PVP) will be provided at the Proposed Development at STTL626. This will be further discussed in **Section 4.3**.

2.3 Accessibility

- 2.3.1 For STTL626, vehicular access can be made via TCKR and OSS to reach OPS; For STTL627, vehicular access can be made via TCKR and On Lai Street (OLS) to reach OPS.
- 2.3.2 TCKR is a dual-3 carriageway and classified as a primary distributor running in east-west direction. It connects OSS and OLS, from Che Kung Miu Road to Shek Mun Interchange.
- 2.3.3 The Application Sites are also conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surroundings with about 200m walking distance to the nearest stops along TCKR. Regular public transport services to/from Sha Tin, Kwun Tong and Tsim Sha Tsui are available. The Application Sites are also located in proximity to the Shek Mun MTR Station with about 600m walking distance to the closest exit (Exit C).
- 2.3.4 The accessibility of the Application Sites is shown in Fig. No. **MMH/CE19/TO4/PR/FIG/2.2**.

2.4 Surrounding Land Use

- 2.4.1 The Application Sites are situated at mixed use of residential, industrial, commercial, and Government, Institution or Community uses in its environ. The Application Sites are surrounded by:
- To the further north and northwest of the Application Sites (STTL626 and STTL627) is "Residential (Group B)" zone, comprising residential developments namely Pictorial Garden and Garden Vista.
 - To the immediate south and southeast of STTL626 are "Government, Institution or Community" and "Other Specified Uses" zones, comprising Shek Mun Fresh Water Booster Pumping Station, Sha Tin Community Green Station, and On Sum Street Substation, as well as a Petrol-cum-LPG Filling Station.
 - To the further south and southwest of STTL627 is an area zoned "Other Specified Uses" annotated "Business (1)", comprising with Grandtech Centre and New Trade Plaza.
 - To the immediate west and southwest of STTL627 is Shek Mun Playground which is zoned as "Open Space". To its further southwest is Courtyard By Marriott Hong Kong Sha Tin which is zoned as "Commercial".

- To the immediate west of the Application Site (STTL627) are “Government, Institution or Community” and “Residential (Group B)” zones, comprise with Leung Kui Kau Lutheran Primary School and Ravana Garden.

2.4.2 **Diagram 2-1** and **Table 2.2** summarize the surrounding context of the Application Sites.

Diagram 2-1 Surrounding Context of the Application Sites

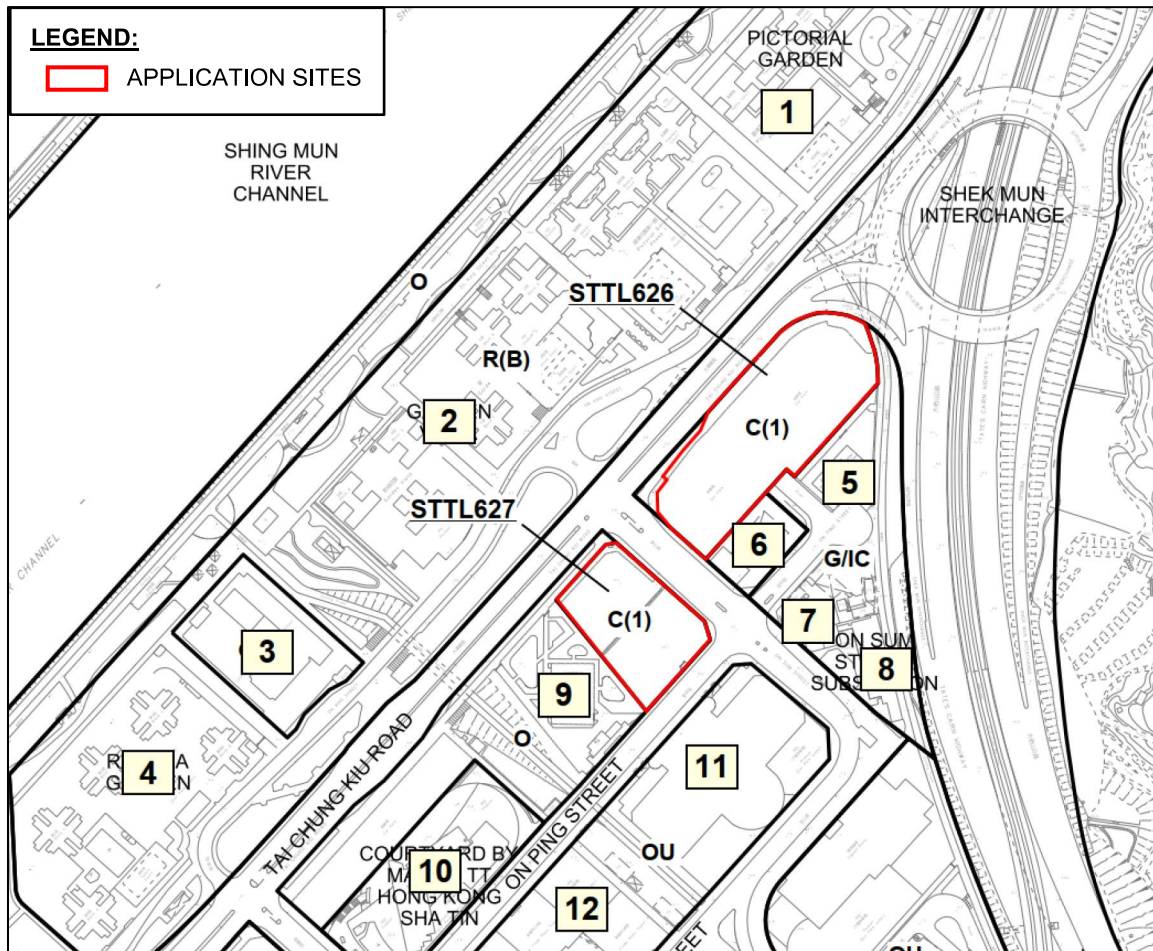


Table 2.2: Surrounding Context of the Application Sites

Index	Surrounding Context
1	Pictorial Garden
2	Garden Vista
3	Leung Kui Kau Lutheran Primary School
4	Ravana Garden
5	Shek Mun Fresh Water Booster Pumping Station
6	Esso – Shek Mun Petrol and LPG Filling Station
7	Sha Tin Community Green Station
8	On Sum Street Substation
9	Shek Mun Playground
10	Courtyard By Marriott Hong Kong Sha Tin

Index	Surrounding Context
11	Grandtech Centre
12	New Trade Plaza

2.4.3 The surrounding contexts also comprise of high-rise residential developments, such as Shek Mun Estate (+140mPD), Yu Tak Court (+110mPD), two planned residential developments at “R(A)9” zone (+110mPD with maximum total PR of 5.0) and “R(A)10” zone (+120mPD with maximum total PR of 6.0). The proposed building height and PR are considered appropriate and optimised. The development intensity of the surrounding contexts is shown in Fig. No. **MMH/CE19/TO4/PR/FIG/2.3**.

3 PLANNING CONTEXT

3.1 Land Use Zoning

- 3.1.1 The Application Sites fall within areas designated as "C(1)" on the approved Sha Tin OZP no. S/ST/40. The Notes of the OZP states that the zone is *"intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood."*
- 3.1.2 According to the Schedule of Uses of "C(1)" zone of the OZP, "Flat" is under the Column 2 Uses that may be permitted with or without conditions on application to the TPB. In addition, "Eating Place", "Public Vehicle Park (excluding container vehicle)", "Shop and Services" and "Social Welfare Facility" are always permitted within the "C(1)" zone.
- 3.1.3 Remarks (b) in the Notes stated that *"no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater."*
- 3.1.4 In remarks (e), it was stated that *"In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government may be disregarded."*
- 3.1.5 Moreover, remarks (f) stated that *"Where the permitted plot ratio/gross floor area as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (b) and (c) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (b) and (c) above may thereby be exceeded."*
- 3.1.6 According to the Explanatory Statement (ES) of the OZP, the "C" zone is *"intended for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood."*
- 3.1.7 Please refer to **Appendix A** for the respective Plan and extracts of the Notes and ES of the OZP.

4 THE PROPOSED DEVELOPMENT

4.1 General Planning and Design Principles

- 4.1.1 ***Contributing to Additional Private Housing Supply*** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Sites for contributing to the housing supply at the territorial level. In addition, the Proposed Development will align with the Government policy of a minimum flat size requirement of not less than 26m² in saleable area.
- 4.1.2 ***Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Future Residents*** – The Proposed Development will provide PR of 0.2 for non-domestic uses, in the form of 'Shop and Services' and 'Eating Place' uses at the podium floor.
- 4.1.3 ***Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Shing Mun River Channel*** – The stepped building height profile for the Proposed Development will maintain the distinct gradation of height profile with descending building height towards the riverfront, without compromising on flat yield. It will also not adversely affect the visual resources at riverfront environment, resulting in a win-win scenario.
- 4.1.4 ***Incorporating Various Design Merits*** – In view of the urban location of the Application Sites, tremendous efforts have made to incorporate various sensible design measures in the Proposed Residential Development aiming to enhance the existing built environment in the vicinity.

4.2 Key Assumptions

- 4.2.1 The Proposed Development will comprise of residential blocks (together with supporting retail facilities), private car parks (provided in accordance with requirements stipulated in HKPSG), a public car park and a social welfare facility.
- 4.2.2 The following major assumptions have been adopted:-
- (i) The average flat size for residential development is taken as 50m².⁽¹⁾
 - (ii) The domestic plot ratio is 6.0.
 - (iii) Building height restriction of the "C(1)" zone is 130mPD. Stepped building height profiles will be adopted.
 - (iv) A public car park, providing 110 spaces for private car, 45 spaces for light goods vehicles (LGV) and light buses, and 15 spaces for motorcycle, will be provided at STTL 626.
 - (v) A social welfare facility, providing 163m² GFA, will be provided at STTL 627.
 - (vi) All car parking spaces are provided above-ground in 2 storeys such that full GFA exemption could be granted according to the prevailing regulations.⁽²⁾
 - (vii) Retail facilities will be provided for both STTL626 and STTL627 at their respective

¹ With reference to the Census 2021, the median flat size is 40m². With the increasing living space of people as promulgated under "Hong Kong 2030+", the average flat size is assumed to be 50m².

² Para 18 (b) (i) of the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2 refers.

- podiums; and
- (viii) The minimum clearance height is assumed as 3.15m for the residential blocks and 4.0m for podium (with private car park).

4.3 Key Development Parameters of Indicative Scheme

- 4.3.1 The Indicative Scheme for development at STTL 626, including master layout plan, floor plans, conceptual landscape plan and section plans, are shown in **Appendix H**. Detailed parameters are given in **Table 4.1** below.

Table 4.1 Development Details of Indicative Scheme at STTL626

Development Parameters	Indicative Scheme ⁽¹⁾
Application Site Area (m ²)	8,015
Total PR	Not more than 6.2
Domestic PR	Not more than 6
Non-domestic PR	Not more than 0.2
Total GFA (m ²)	Not more than 49,693
Domestic GFA (m ²)	Not more than 48,090
Non-domestic GFA (m ²)	Not more than 1,603
Clubhouse GFA (m ²) ⁽²⁾	Not more than 2,164
Maximum Height of Development (mPD)	Not more than +130
No. of Storeys	32 – 34 residential storeys atop a 3-storey podium
Domestic Site Coverage	19%
Non-domestic Site Coverage	72%
No. of Residential Block	3
No. of Flats	About 962
Average Flat Size (m ²)	50
Anticipated Population ⁽³⁾	2,501
Local Open Space (m ²) ⁽⁴⁾	Not less than 2,501
Greenery Provision	Not less than 20%
<u>Ancillary Parking Spaces</u> ⁽⁵⁾	
GFA for Ancillary Car Park (m ²)	6,082
Private Car Parking Spaces (Domestic)	275
Loading/Unloading (L/UL) Bays (Domestic)	3
Motorcycle Parking Spaces (Domestic)	13
Private Car Parking Spaces (Non-Domestic)	11
Loading/Unloading (L/UL) Bays (Non-Domestic)	3
Motorcycle Parking Spaces (Non-Domestic)	2
<u>Public Vehicle Park (PVP) Parking Spaces</u> ⁽⁵⁾	

Development Parameters	Indicative Scheme ⁽¹⁾
GFA for PVP (m ²)	5,549
Private Car Parking Spaces	110
LGV and Light Bus Parking Spaces	45
Motorcycle Parking Spaces	15
Anticipated Completion Year	2032

Note:

- (1) Future developments in the Application Site will be bounded by the proposed plot ratio, should the application be approved by the Town Planning Board. The maximum building height of the Proposed Development will be subject to the building height restriction stipulated in the Outline Zoning Plan, while other development parameters are indicative only.
- (2) The clubhouse GFA is proposed to be exempted from GFA calculation in accordance with PNAP APP-104.
- (3) According to average domestic household size of 2.6 in Year 2025 Whole Territory, *Table 130-06806: Average household size and median monthly household income of households by District Council district* provided by Census and Statistics Department.
- (4) In view of the provision of ancillary car parks, retail, clubhouse and other facilities at the constrained developable area, in accordance with the Hong Kong Planning Standards and Guidelines, not less than 1m² of communal open space per person will be considered while optimizing overall site functionality.
- (5) The provision of ancillary carpark, public vehicle park, loading/unloading areas and carpark ancillary areas are proposed to be exempted from the GFA calculation, subject to B/Ds' approval.

4.3.2 The Indicative Scheme for development at STTL 627, including master layout plan, floor plans, conceptual landscape plan and section plans, are shown in **Appendix H**. Detailed parameters are given in **Table 4.2** below.

Table 4.2 Development Details of Indicative Scheme at STTL627

Development Parameters	Indicative Scheme ⁽¹⁾
Application Site Area (m ²)	4,116
Total PR	Not more than 6.2
Domestic PR	Not more than 6
Non-domestic PR	Not more than 0.2
Total GFA (m ²)	Not more than 25,519
Domestic GFA (m ²)	Not more than 24,696
Non-domestic GFA (m ²)	Not more than 823
Clubhouse GFA (m ²) ⁽²⁾	Not more than 1,111
Maximum Height of Development (mPD)	Not more than +130
No. of Storeys	33 – 34 residential storeys atop a 3-storey podium
Domestic Site Coverage	18%
Non-domestic Site Coverage	58%
No. of Residential Block	2
No. of Flats	About 494
Average Flat Size (m ²)	50
Anticipated Population ⁽³⁾	1,284
Local Open Space (m ²) ⁽⁴⁾	Not less than 1,284
Greenery Provision	Not less than 20%
<u>Ancillary Parking Spaces</u> ⁽⁵⁾	
GFA for Ancillary Car Park(m ²)	3,220
Private Car Parking Spaces (Domestic)	111
Loading/Unloading (L/UL) Bays (Domestic)	2
Motorcycle Parking Spaces (Domestic)	7
Private Car Parking Spaces (Non-Domestic)	6
Loading/Unloading (L/UL) Bays (Non-Domestic)	2
Motorcycle Parking Spaces (Non-Domestic)	1
Anticipated Completion Year	2032

Note:

- (1) Future developments in the Application Site will be bounded by the proposed plot ratio, should the application be approved by the Town Planning Board. The maximum building height of the Proposed Development will be subject to the building height restriction stipulated in the Outline Zoning Plan, while other development parameters are indicative only.
- (2) The clubhouse GFA is proposed to be exempted from GFA calculation in accordance with PNAP APP-104.
- (3) According to average domestic household size of 2.6 in Year 2024 Whole Territory, *Table 130-06806: Average household size and median monthly household income of households by District Council district* provided by Census and Statistics Department.

- (4) In view of the provision of ancillary car parks, retail, clubhouse and other facilities at the constrained developable area, in accordance with the Hong Kong Planning Standards and Guidelines, not less than 1m² of communal open space per person will be considered while optimizing overall site functionality.
- (5) The provision of ancillary carpark, loading/unloading areas and carpark ancillary areas are proposed to be exempted from the GFA calculation, subject to B/Ds' approval.

4.4 Building Design Concept / Consideration

- 4.4.1 ***Incorporation of Stepped Building Height Design:*** Stepped building height design with three building height bands (130mPD, 126mPD and 123mPD) at STTL626 and two building height bands (130mPD and 126mPD) at STTL627 descending towards the river channel are proposed for the Indicative Scheme. The Indicative Scheme complies with the building height restriction of 130mPD, which is compatible with the building heights of the surrounding areas.
- 4.4.2 ***Compliance with Building (Planning) Regulations and Relevant Provisions of Sustainable Building Design Guidelines (SBDG):*** The building design of the Indicative Scheme complies with the design requirements Lp, S and P as outlined in Building (Planning) Regulations and SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 published by the Buildings Department.
- 4.4.3 ***Building Setback:*** A setback of not less than 7.5m allowed is adopted between the buildings and the centreline of adjoining streets under SBDG requirements.
- 4.4.4 ***Building Separation:*** The Indicative Scheme complies with the separation requirement as outlined in SBDG.
- 4.4.5 ***Air Quality Setback:*** The existing OSS is wider than 15m, no further setback from the street is required under the SBDG requirement. Nevertheless, considering the air quality setbacks recommended under Hong Kong Planning Standards and Guidelines (HKPSG), the following setback distance (measured at the domestic block levels) is adopted with respect to the road types of surrounding roads:

Road Name	Road Type	Setback Requirement
Tai Chung Kiu Road	Primary Distributor	20m
On Sum Street	Local Distributor	5m
On Ping Street	Local Distributor	5m

- 4.4.6 ***Greenery:*** Since the total area of the Application Sites is more than 1,000m² and less than 20,000m², the minimum site coverage of greenery of 20% of the site area, i.e. not less than 1,603m² for STTL626 and 824m² for STTL627 should be provided in accordance with PNAP APP-152.

4.5 Traffic and Transport Arrangement

Vehicular Access and Connectivity

- 4.5.1 Vehicular access to the Application Sites is proposed from OPS, which connects to OSS at its eastern end and OLS at its western end. Both of which are connected to TCKR.

- 4.5.2 TCKR is a major transport corridor in Shek Mun providing strategic access to the Shek Mun Interchange, Tate's Cairn Highway, and the planned Trunk Road T4 in the future.

Pedestrian Circulation:

- 4.5.3 The Application Sites have good pedestrian accessibility. Future residents could make use of roadside footpaths at TCKR, OSS and OPS with pedestrian crossings to the surroundings (including retail facilities, community facilities) and public transport facilities.
- 4.5.4 A strip of government land along TCKR, which does not serve any useful purpose for pedestrian use to other areas in the vicinity, is proposed to close and allocate as part of the Application Site for STTL626 as shown in Fig. No. **MMH/CE19/TO4/PR/FIG/3.2**.

Internal Transport Facilities:

- 4.5.5 Provisions of internal transport facilities, including carparking spaces, loading/unloading bays (L/UL) etc., for the Proposed Development are provided in accordance with the relevant requirements stipulated in the HKPSG. The internal transport facilities are linked up by the vehicular access by internal driveway. Carparking and L/UL spaces are located aboveground with 2-storeys.
- 4.5.6 A Public Vehicle Park (PVP) is also provided at STTL626 which will be located on the two aboveground floors.
- 4.5.7 Please refer to summary of Traffic and Transport Impact Assessment in **Section 5.1** for details.

Public Transport Accessibility:

- 4.5.8 The Application Sites have good public transport accessibility. Future residents could make use of the existing bus and minibus stops at TCKR, namely Shek Mun BBI – Heung Yee Kuk Building within 200m walking distance from the Application Sites. The Application Sites are also located close to Shek Mun MTR Station with about 600m walking distance.

4.6 Tentative Programme

- 4.6.1 The Proposed Development is anticipated to be completed for occupation no later than 2032.

5 SUMMARY OF TECHNICAL ASSESSMENTS

5.1 Traffic and Transport

- 5.1.1 The Application Sites have good vehicular accessibility with the major road network leading to Sha Tin, Ma On Shan and other urban/metropolis areas. The major traffic routings to/from the Application Sites are indicated in Fig. No. **MMH/CE19/TO4/PR/FIG/4.1**.
- 5.1.2 The vehicular access for the Proposed Development is indicated in Fig. No. **MMH/CE19/TO4/PR/FIG/4.2**.
- 5.1.3 The required ancillary car park provisions and loading/unloading bays for the Proposed Development are assessed according to HKPSG. The public car parking provision is based on surveys conducted in 2025 & 2026. They are summarised in Table 5.1.1 below.

Table 5.1.1 Provision of Carpark

Type	STTL 626	STTL 627
Ancillary Parking		
Private Car Parking	260	101
Visitor Parking	15	10
Loading/Unloading Bay	3	2
Motorcycle Parking	13	7
Bicycle Parking	65	33
Private Car Parking (Non-Domestic)	11	6
Loading/Unloading Bay (Non-Domestic)	3	2
Motorcycle Parking (Non-Domestic)	2	1
Public Parking		
Private Car Parking	110	-
Motorcycle Parking	15	
Light Goods Vehicle Parking	45	

- 5.1.4 A Preliminary Traffic and Transport Impact Assessment (**Appendix B** refers) was conducted according to requirements stipulated in the "Transport Planning and Design Manual (TPDM)" and "Traffic Impact Assessment (TIA) Checklist for Development Project" to review the traffic impact brought by the Proposed Development.
- 5.1.5 For assessment purpose, traffic forecasts for year 2036 had been produced for ascertaining the future traffic conditions. The traffic forecasts had taken into account the latest population and employment data of the Sha Tin / Ma On Shan District. Other planned and committed developments in the Sha Tin / Ma On Shan District had also been considered as applicable and appropriate.

- 5.1.6 The traffic generated by developments at both STTL 626 and STTL 627 (including residential development, retail, social welfare, and the proposed public car park) had been estimated based on trip rates in TPDM and other appropriate methodologies.
- 5.1.7 Based on the results from junction capacity assessments, it is identified that all junctions and road links within the Area of Influence (AOI) assessed will operate within their capacities. i.e. with Design Flow Capacity within 1.0 (for priority junctions and roundabouts) or Reserved Capacity exceeding 0% (for signalised junction) before and after the population intake for developments at both STTL 626 and STTL 627.
- 5.1.8 As for public transport aspect, both developments at STTL626 and STTL627 are well-served by existing bus-stops located at Tai Chung Kiu Road. Additional bus trips to various districts and railway feeder are proposed to cater the extra demand due to the Proposed Development.
- 5.1.9 Capacity assessment for bus laybys of Tai Chung Kiu Road were conducted, and the results conclude the additional bus trips would not generate immense impact on the operation of the current bus laybys on Tai Chung Kiu Road.
- 5.1.10 As such, it is concluded that the Proposed Development will not induce unacceptable traffic and transport impacts to the surroundings.

5.2 Environmental Aspect

- 5.2.1 A Preliminary Environmental Review (PER) (**Appendix C** refers) was conducted to identify environmental key issues and constraints and possible environmental impacts of the Proposed Development, and hence to propose mitigation measures against any unacceptable environmental impacts.

Air Quality

- 5.2.2 The air quality impacts to the Proposed Development was preliminary reviewed. During operation phase, given that the required vehicular air quality buffer distance as stipulated in HKPSG is complied (See Fig. No. **MMH/CE19/TO4/PR/FIG/4.3**), no adverse air quality impact is anticipated.

Noise

- 5.2.3 During operation stage, the road traffic noise impacts to the Proposed Development was preliminary reviewed. Noise exceedances of up to 78 dB(A) are identified for all building blocks. Mitigation measure of enhanced acoustic balcony is proposed. With these mitigation measures, no adverse road traffic noise impact is anticipated.
- 5.2.4 The railway noise impacts to the Proposed Development was preliminary reviewed. The predicted noise levels at all representative noise sensitive receivers (NSRs) would comply with the relevant noise criteria, except 1 NSR during night-time period. Innovative noise mitigation measures including acoustic window and enhanced acoustic balcony are proposed. With these mitigation measures, no adverse railway traffic noise impact is anticipated.
- 5.2.5 Fixed noise sources were identified within 300m assessment area delineated from the site boundaries of the Application Sites. The predicted noise levels at most representative NSRs would comply with the relevant noise criteria. No insurmountable noise impact arising from the fixed noise sources to the Proposed Development is anticipated subject to implementation of the following possible mitigation measures:

- Innovative noise mitigation designs (INMD) - Typical INMD includes acoustic window and enhanced acoustic balcony;
- Fixed glazing or façade with non-noise sensitive use; and
- 1.7m architectural fin.

Water Quality

- 5.2.6 During operation phase, the potential water quality impact sources of the Proposed Development involve the sewage generated and surface runoff. With proper connection to the public drainage and sewerage system, no adverse water quality impact during operation phase is anticipated.

Waste Management

- 5.2.7 No adverse impact is anticipated.

Ecology

- 5.2.8 The Application Sites are located within urban developed area and surrounded by residential and commercial developments. It does not fall within the boundary of Coastal Protection Area (CPA), Site of Special Scientific Interest (SSSI), Green Belt (GB), Conservation Area (CA), Country Park, Marine Park and Marine Reserve. Therefore, with the implementation of good site practice for construction activities (i.e. control of noise and glare), potential disturbance to Penfold Park Egrettry and its associated flight paths is not anticipated.

5.3 Water Supply Aspect

- 5.3.1 A Preliminary Water Supply Impact Assessment (WSIA) (**Appendix D** refers) was conducted to review the water supply impact brought by the Proposed Development. It was found that with the planned water-supply upgrading works by WSD, the existing fresh water and salt water systems are able to supply the additional fresh and salt water required from the Proposed Development.
- 5.3.2 For connection to the existing fresh water supply system, a new 150mm dia. fresh water main is proposed to connect STTL626 to the existing 200mm dia. fresh water distribution main at On Ping Street. Another new 100mm dia. fresh water main is proposed to connect STTL627 to the existing 200mm dia. fresh water distribution main at On Ping Street. Existing DN20 – DN50 fresh water mains located within the Application Sites are proposed to be abandoned.
- 5.3.3 For connection to the existing salt water supply system, a new 100mm dia. salt water main is proposed to connect STTL626 to the existing 150mm dia. salt water distribution main at On Sum Street. Another new 100mm dia. salt water main is proposed to connect STTL627 to the existing 150mm dia. salt water distribution main at On Ping Street.
- 5.3.4 The possible fresh and salt water mains connection are shown in Fig. No. **MMH/CE19/TO4/PR/FIG/4.4a** and **MMH/CE19/TO4/PR/FIG/4.4b** respectively.

5.4 Sewerage Aspect

- 5.4.1 A Preliminary Sewerage Impact Assessment (SIA) (**Appendix E** refers) was conducted to review the sewerage impact brought by the Proposed Development. Based on the hydraulic check on the existing pipe capacity, the existing sewer pipelines at east side of the 2 sites (i.e. from manhole nos. FMH4038216 to FMH4038219) are incapable to cater the additional sewage from the Proposed Development.
- 5.4.2 For STTL 626, a connection sewer discharging sewage from STTL626 to public sewerage system is required. The design for the connection sewer should be reviewed and proposed by the construction parties. For STTL 627, the sewage generated is proposed to discharge to a new terminal manhole TM02 replacing the existing tapping point no. FTH4002224 which will then discharge to the existing 225mm dia. sewer at On Ping Street.
- 5.4.3 The possible sewerage connection arrangements are shown in Fig. No. **MMH/CE19/TO4/PR/FIG/4.5**

5.5 Drainage Aspect

- 5.5.1 A Preliminary Drainage Impact Assessment (DIA) (**Appendix F** refers) was conducted to review the drainage impact brought by the Proposed Development. It was found that the Proposed Development will induce no adverse impact to the existing drainage system and no mitigation measure is required.
- 5.5.2 For STTL 626, the drainage runoff is proposed to discharge to a new terminal manhole TM01 with a 600mm dia. drain connected to the existing catchpit no. SCH4005413, which will eventually discharge to Shing Mun River. For STTL 627, the drainage runoff is proposed to discharge to a new terminal manhole TM02 replacing an existing catchpit. The surface runoff will then drain off to the existing public drainage system.
- 5.5.3 The possible drainage connection arrangements are shown in Fig. No. **MMH/CE19/TO4/PR/FIG/4.6**.

5.6 Quantitative Risk Assessment

- 5.6.1 According to record plans provided by relevant utility company, it is identified that a high pressure gas mains is located in the vicinity of the Application Sites (See Fig. No. **MMH/CE19/TO4/PR/FIG/4.7**).
- 5.6.2 A Quantitative Risk Assessment¹ (**Appendix G** refers) has been carried out for the high-pressure gas mains, along with the associated Shatin North Offtake and Piggling Station. It is found that the maximum individual risk associated with both high-pressure pipeline and the Application Sites is below 1×10^{-7} per year. Therefore, in terms of individual risk, the requirement is met and no mitigation measures are necessary. It is found that the societal risk is within the acceptable region. Therefore, in terms of societal risk, the risk level are met and no mitigation measures are necessary.

5.7 Landscape Aspect

- 5.7.1 No Old and Valuable Tree (OVT), potential OVT, large tree with diameter at breast height (DBH) over 750mm, nor rare/protected species² is found within the Application Sites. In addition, a total of 20% greenery areas will be provided at both STTL626 and STTL627. It is considered that no adverse landscape impact is anticipated.

¹ A LPG-cum-Petrol Filling Station is located in close proximity to the Application Sites. As confirmed with the Environment and Ecology Bureau, the LPG facilities of this station will be decommissioned and there will be no LPG supply at this station after 31 Jan 2029. Consequently, the QRA is conducted based on the scenario that is without LPG supply at this station.

² The tree survey findings and relevant landscape information are extracted from the findings of the Landscape Assessment in support of the rezoning of the subject site from "Government, Institution or Community" ("G/IC") to "C(1)" zone in 2023.

5.8 Visual Aspect

- 5.8.1 Under the Indicative Scheme, the proposed building heights range from +123mPD to +130mPD for STTL626 and +126mPD to +130mPD for STTL627. Photomontages at three representative viewpoints, including Shing Mun River Promenade outside Sha Tin Racecourse, Hong Kong Sports Institute and MTR Shek Mun Station, are produced to illustrate the potential visual impact to the viewers (See Fig. No. **MMH/CE19/TO4/PR/FIG/5.1** to **MMH/CE19/TO4/PR/FIG/5.5**). The Proposed Development would integrate well into the existing high-rise buildings from slight obstruction to negligible visual impact, which is considered acceptable to the surrounding environment.

5.9 Air Ventilation Aspect

- 5.9.1 By incorporating design features such as building setback/separation between towers, no significant adverse impact on the pedestrian wind environment is anticipated when compared to the OZP compliance scheme.
- 5.9.2 With reference to the findings of Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) in support of the rezoning of the subject site from "G/IC" to "C(1)" zone in 2023, the subject sites are in alignment with the current urban grids and the proposed developments would not step into the major NE/NNE wind breezeways along Tai Chung Kiu Road and On Ping Street. Tai Chung Kiu Road would help to maintain the wind environment to the vicinity of the identified potential wind sensitive areas. Both wind breezeways would help to maintain the wind environment near Shek Mun Playground and Courtyard by Marriott HK Shatin. The proposed developments are OZP compliant schemes which do not exceed the current development restrictions on building height and plot ratio of the "C(1)" zone.
- 5.9.3 The Indicative Scheme has provided adequate building setbacks (Podium with around 3m to 14m setback distance from site boundary at STTL627; Podium with around 5m to 7.5m setback distance from site boundary at STTL626) to facilitate the flow of E to NE directional wind, enhance wind permeability and alleviate the potential wind impacts upon the proposed developments.

6 PLANNING JUSTIFICATIONS

6.1 In Line with Government Policy to meet the Supply Target for Private Housing by Providing Sufficient Lands

- 6.1.1 According to the Chief Executive's 2025 Policy Address, the supply target for private housing in the 10-year period from 2026-27 to 2035-36 was projected to be 126,000 units. The Proposed Development responds positively to the Government's policy to have sufficient land to meet the demand in the 10-year period, and to roll out such land to the market in an orderly and pragmatic manner.

6.2 Complying with Relevant Explanatory Statement (ES) of the OZP

- 6.2.1 The Proposed Development has taken into considerations of the Explanatory Statement (ES) of the OZP, the Application Sites in the "C(1)" zone are subject to a maximum PR of 9.5 and a maximum building height of 130mPD. In addition, social welfare facilities and a public vehicle park shall be provided. The Proposed Development has incorporated all these requirements.

6.3 Ensure Full Compatibility with the Surrounding Context

- 6.3.1 A stepped building height profile at STTL626, consisting of one residential building with 123mPD near On Sum Street, one residential building with 126mPD and one residential building with 130mPD near Shek Mun Interchange, is proposed, resulting in a more interesting skyline in the Shek Mun Area. In addition, a stepped building height profile at STTL627, consisting of one residential building with 126mPD near Tai Chung Kiu Road and one residential building with 130mPD towards On Ping Street, is proposed, resulting in a more interesting skyline in the Shek Mun Area.
- 6.3.2 The stepped building height profile for the Proposed Development will maintain the distinct gradation of height profile with descending building height, without compromising on flat yield. It will also not adversely affect the visual resources near riverfront environment, resulting in a win-win scenario. The visual impact associated with the Proposed Development is considered acceptable, compatible and blend in well with the surrounding environment.

6.4 In Line with Government Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

- 6.4.1 Since the 2014 Policy Address, the Government has indicated that "*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*". With a view to optimise the precious land resources for increasing housing supply at the Application Sites, the Proposed Development, which is classified as density zone R2 at New Development Areas, can apply the above-mentioned relaxation of domestic PR.

6.5 No Insurmountable Impact to the Surroundings

- 6.5.1 Various technical assessments including Traffic and Transport Impact Assessment (TTIA) (**Appendix B**), Preliminary Environmental Review (PER) (**Appendix C**), Water Supply Impact Assessment (WSIA) (**Appendix D**), Sewerage Impact Assessment (SIA) (**Appendix E**), Drainage Impact Assessment (DIA) (**Appendix F**), and Quantitative Risk Assessment (QRA) (**Appendix G**), have been conducted to assess the technical feasibility of the Proposed Development.
- 6.5.2 Findings of the technical assessment have confirmed that the Proposed Development is technically feasible, and no adverse impact is anticipated with incorporation of appropriate design.

7 SUMMARY AND CONCLUSIONS

- 7.1.1 This Supporting Planning Statement is to support the application to the TPB under Section 16 of the TPO for private residential development (with retail facilities, parking provision, and government, institution and community facility) for STTL626 and STTL627 located within "C(1)" zone on the approved Sha Tin OZP No. S/ST/40.
- 7.1.2 The Proposed Development responds to the Government's efforts on private housing supply.
- 7.1.3 An Indicative Scheme with a respective domestic plot ratio of 6.0 and non-domestic plot ratio of 0.2 for both STTL626 and STTL627, complying with the building height restriction of 130mPD is formulated for the purpose of technical assessments. It is intended to be non-binding to ensure future design flexibility, while demonstrating the technical feasibility of the Proposed Development. It has been confirmed in the technical assessments, which are attached to this Supporting Planning Statement, that no adverse impacts in terms of traffic, drainage, sewerage, water supply, noise, air quality, and public safety are anticipated with incorporation of appropriate design.
- 7.1.4 In light of the planning merits and justifications outlined in this Supporting Planning Statement, favourable consideration on this Section 16 planning application from the TPB is sincerely sought.

Appendix A – Extracted Notes and Explanatory Statement of the OZP

Extracted Schedule of Use of the Approved Sha Tin Outline Zoning Plan No.S/ST/40 - "Commercial" (Sheet 1 of 2)

S/ST/40

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Flat
Eating Place	Government Refuse Collection Point
Educational Institution	Hospital
Exhibition or Convention Hall	House
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Residential Institution
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Library	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park	
(excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (b) On land designated "Commercial (1)" ("C(1)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.
- (c) On land designated "Commercial (2)" ("C(2)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 32,000m² or the gross floor area of the existing building, whichever is the greater.
- (d) In determining the maximum plot ratio/gross floor area for the purposes of paragraph (b) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government may be disregarded.
- (f) Where the permitted plot ratio/gross floor area as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (b) and (c) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (b) and (c) above may thereby be exceeded.
- (g) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or plot ratio/gross floor area restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

7. LAND-USE ZONINGS

7.1 Commercial ("C") : Total Area 8.61 ha

7.1.1 This zone is intended for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

7.1.2 This zone covers the major part of Planning Area 20 and parts of Planning Areas 5, 11, 14 and 16. Planning Area 20 is in close proximity to the East Rail Sha Tin Station and forms an extension to the town centre. The site abutting Tai Chung Kiu Road in Planning Area 5 has been developed into a hotel. The site in Planning Area 11 was disposed of in April 1997 to provide commercial and office accommodation to serve the industrial area in Shek Mun. The site in the northern corner of Planning Area 14 has been developed into a permanent concrete 'boat-like' restaurant. The site in the Yuen Chau Kok Industrial Area in Planning Area 14 has been developed into a commercial/office building to serve the adjacent industrial and residential developments. It also serves as a buffer between industrial developments in the Yuen Chau Kok Industrial Area and the adjoining residential developments. The site in Planning Area 16 has also been developed to a commercial/office building to serve the Fo Tan Industrial Area.

"Commercial (1)" ("C(1)") : Total Area 1.37ha

7.1.3 One site at the junction on Yuen Hong Street and Yuen Shun Circuit in Siu Lek Yuen in Planning Area 14B and two sites to the north and south of On Sum Street in Shek Mun in Planning Area 11 respectively are zoned "C(1)". The sites are subject to a maximum PR of 9.5. The two sites in Shek Mun are subject to a maximum building height of 130mPD while the site in Siu Lek Yuen is subject to a maximum building height of 120mPD.

7.1.4 Facilities of the Department of Health and other social welfare facilities as required by the Government shall be provided at the two sites to the north and south of On Sum Street. In order to facilitate provision of Government, institution or community (GIC) facilities, in determining the maximum PR of the development at the site, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A public vehicle park shall also be provided at the site to the north of On Sum Street.

"Commercial (2)" ("C(2)") : Total Area 0.64ha

7.1.5 A completed hotel development on Yuen Hong Street in Planning Area 14B is zoned "C(2)". The site is subject to a maximum gross floor area (GFA) of 32,000m² and a maximum building height of 120mPD.

