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From: Ivan Cheng [REDACTED]
Sent: 2026-09-23 星期三 17:12:54
To: TPB Submission/PLAND <tpbsubmission@pland.gov.hk>
Cc: Cherry Sin Ying HO/PLAND <csyho@pland.gov.hk>; LEO TL CHAN/CEDD <leochan@cedd.gov.hk>; CHUN YAT LEE/CEDD <cylee@cedd.gov.hk>; Dicky Ngai [REDACTED]
Andrew Tsang [REDACTED]
Subject: RE: Submission of Soft Copy of s.16 Planning Application No. A/ST/1053 - Further Information (I)

Dear Sir/Madam,

Further to the formal soft-copy submission on 3 August 2026, please be informed that the soft copy of Further Information (I) for s.16 Planning Application **No. A/ST/1053**, has been uploaded via the link below.

https://fespld.pland.gov.hk/FsShare?key=A_ST_1053

Share With Me / A_ST_1053 / Further Information (I)					
		Name	Modified Date	Modified By	Size
		A_ST_1053_FI(1)_Environmental_Assessment	2026-09-23 16:00:29	Me	3.4M
		A_ST_1053_FI(1)_Others	2026-09-23 16:00:29	Me	135K
		A_ST_1053_FI(1)_Planning_Statement	2026-09-23 16:00:29	Me	575K
		A_ST_1053_FI(1)_Responses_To_Comments_1	2026-09-23 16:00:29	Me	222K
		A_ST_1053_FI(1)_Traffic_Impact_Assessment	2026-09-23 16:00:29	Me	306K
		A_ST_1053_FI(1)_Plans_and_Drawings	2026-09-23 16:00:28	Me	51.3M
		A_ST_1053_FI(1)_Responses_To_Comments_2	2026-09-23 16:00:16	Me	566K

Thanks and regards,

Ivan Cheng

D: [REDACTED]
[REDACTED]

**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.

**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)

Supplementary Information (I)

Provision of Carpark

The non-domestic podium designated for parking can fully accommodate the parking demand for the Public Vehicle Park (PVP) and ancillary parking. The provision of carpark in STTL626 is provided with respect to the following justification:

STTL626

The standard parking spaces are based on Item (f) & (g) of Table 11: Parking Standards, Chapter 8, HKPSG as shown below.

Type of Parking Space	Length (m)	Width (m)	Area (m ²)
Private Cars	5	2.5	12.5
Medium / Heavy Goods Vehicles (M/HGV)	11	3.5	38.5
Motorcycles	2.4	1	2.4
“Shared-use” for LGV and Light buses	8	3.5	28

In order to provide the required space for conventional vehicular access, E&M facilities and other ancillary facilities inside the carpark, based on our in-house data, an adjustment factor of 1.7 would be applied on the area of the above standard parking spaces, which are shown below.

Type of Parking Space	Standard Area (m ² per vehicle)	Area with Adjustment Factor (m ² per vehicle)
Private Cars	12.5	21.3
Medium / Heavy Goods Vehicles (M/HGV)	38.5	65.5
Motorcycles	2.4	4.1
“Shared-use” for LGV and Light buses	28	47.6

With the maximum flat production of 962 units and 3 towers under the latest development parameters as well as reprovision of public vehicle park (PVP) at STTL 626, the required parking spaces and corresponding GFA in accordance with Chapter 8, HKPSG are listed below.

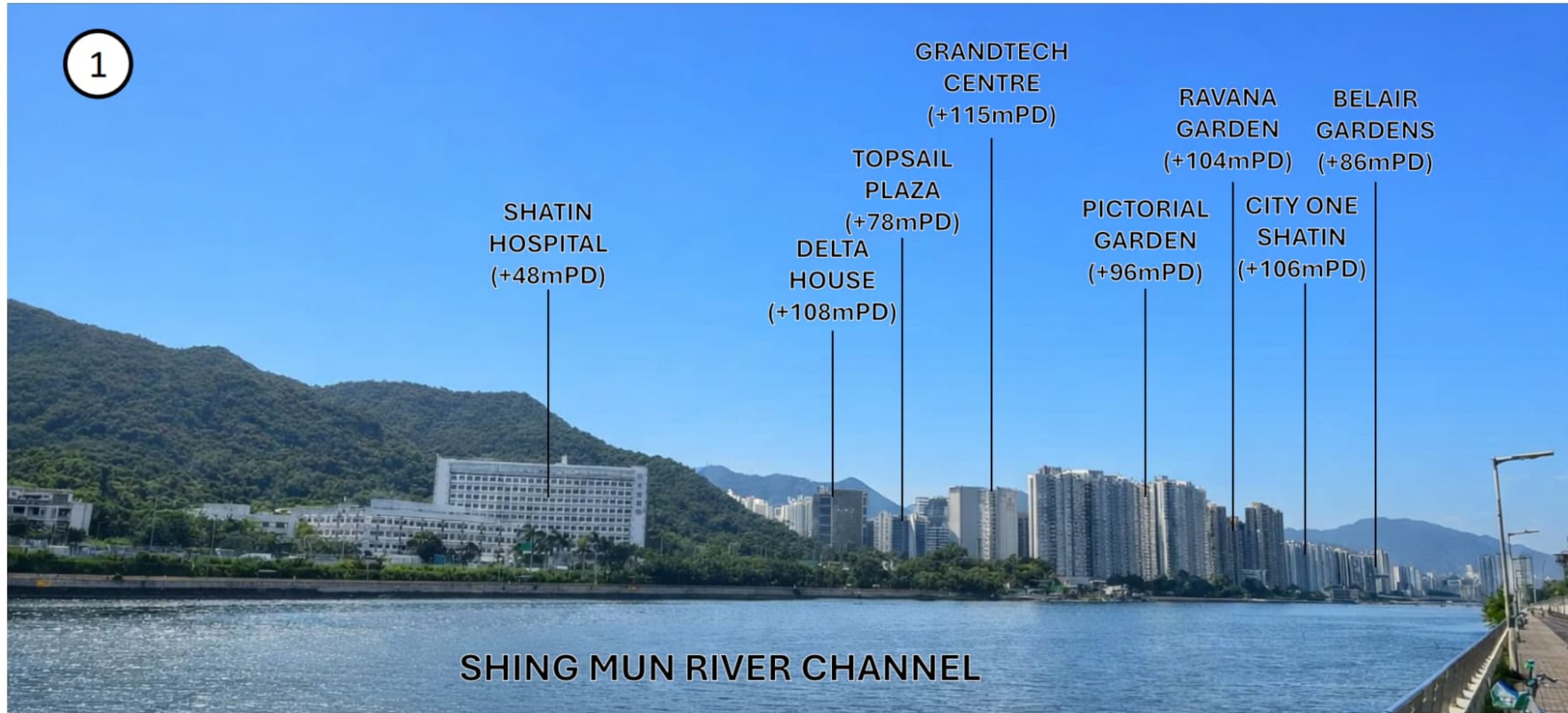
Type of Parking Space	Required Nos. of Parking Space	Area with Adj. Factor (m ² per vehicle)	Required GFA for Carpark (m ²)
Ancillary Parking			
Private Cars (PC)	275 ⁽¹⁾	21.3	5,844
Medium / Heavy Goods Vehicles (M/HGV)	3 ⁽²⁾	65.5	196
Motorcycles (MC)	13 ⁽³⁾	4.1	53
Private Cars (PC) (Non-Domestic)	11 ⁽⁴⁾	21.3	234
Medium / Heavy Goods Vehicles (M/HGV) (Non-Domestic)	3 ⁽⁴⁾	65.5	196
Motorcycles (MC) (Non-Domestic)	2 ⁽⁵⁾	4.1	8
Public Vehicle Park (PVP)			
Private Cars (PC)	110	21.3	2,338
Motorcycles (MC)	15	4.1	61
“Shared-use” for LGV and Light buses ⁽⁶⁾	45	47.6	2,142
Total for STTL626			<u>11,072</u>

Notes:

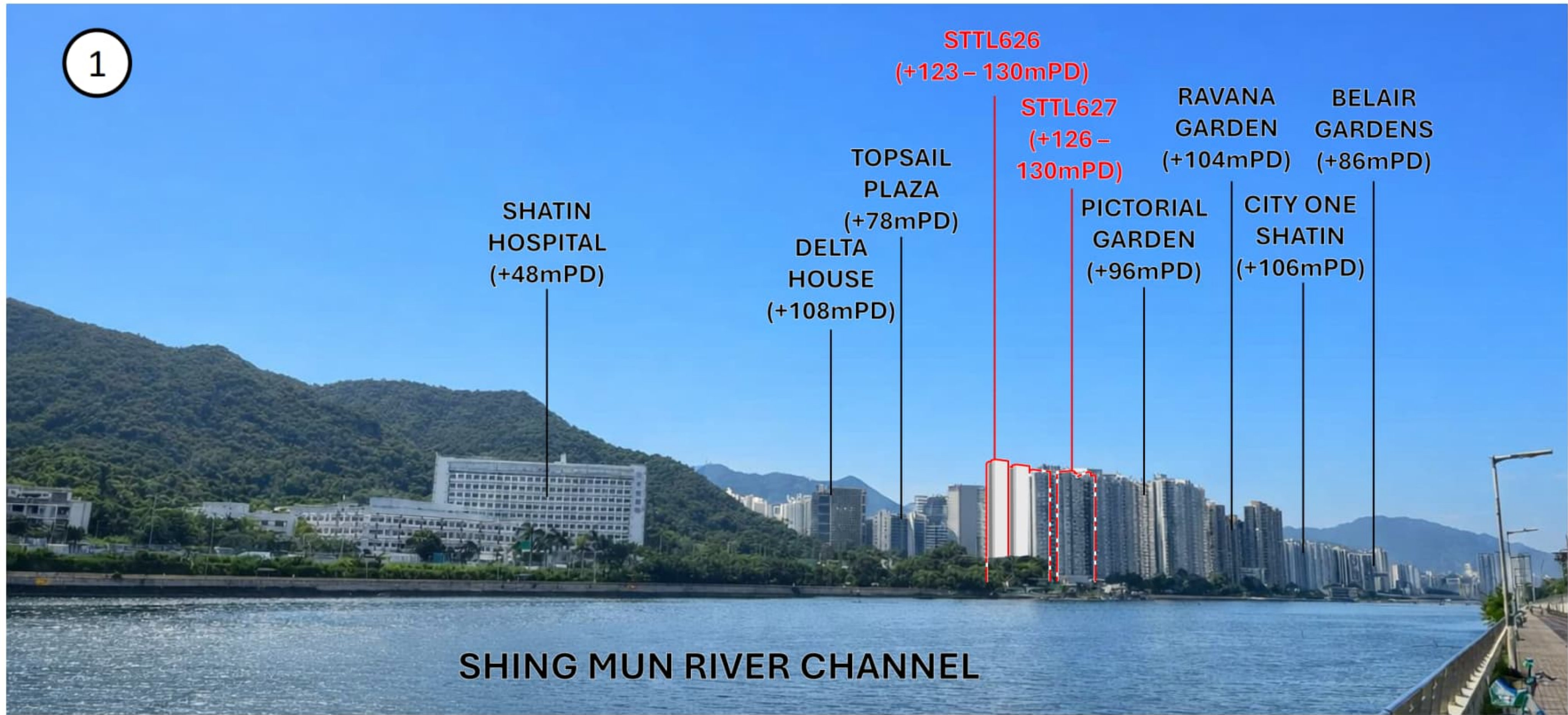
1. The required nos. of PC parking space, including parking space for residents and visitors, are based on Section 1 : Parking Standards for Residential Developments, Detail of Standards, Table 11, Chapter 8, HKPSG.
2. The required nos. of M/HGV loading/unloading bays are based on Section 1, Detail of Standards, Table 11, Chapter 8, HKPSG.
3. The required nos. of MC parking space are based on Section 3(f), Table 11, Chapter 8, HKPSG.
4. The required nos. of PC parking space and M/HGV loading/unloading bays for non-domestic facilities are based on Section 3, Detail of Standards, Table 11, Chapter 8, HKPSG.
5. The required nos. of MC parking space for non-domestic facilities are based on General Notes (f), Statement of Intent, Table 11, Chapter 8, HKPSG.
6. Based on site observations and parking occupancy surveys, a demand for light bus parking was identified within the existing car park. In view of the demand and comparable parking space dimensions between LGV and light bus, “shared-use” for LGV and light buses parking spaces are proposed to optimise parking provision and operational flexibility in the proposed PVP.

With assumption of 2-storey carpark and maximized GFA of 5,816m² on each of the G/F and 1/F, providing a total GFA of 11,631m², it is considered sufficient (i.e. 11,072m² < 11,631m²) to accommodate carpark demand of the ancillary carpark and PVP, including associated E&M, lift lobbies, fire services and safety facilities at STTL626.

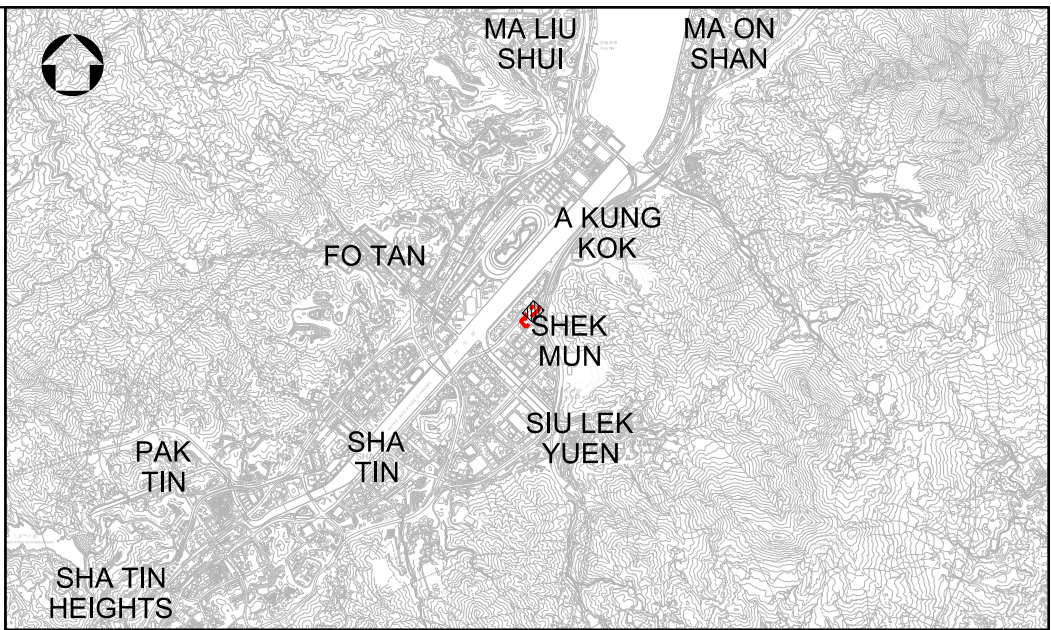
Figures



SITE PHOTO

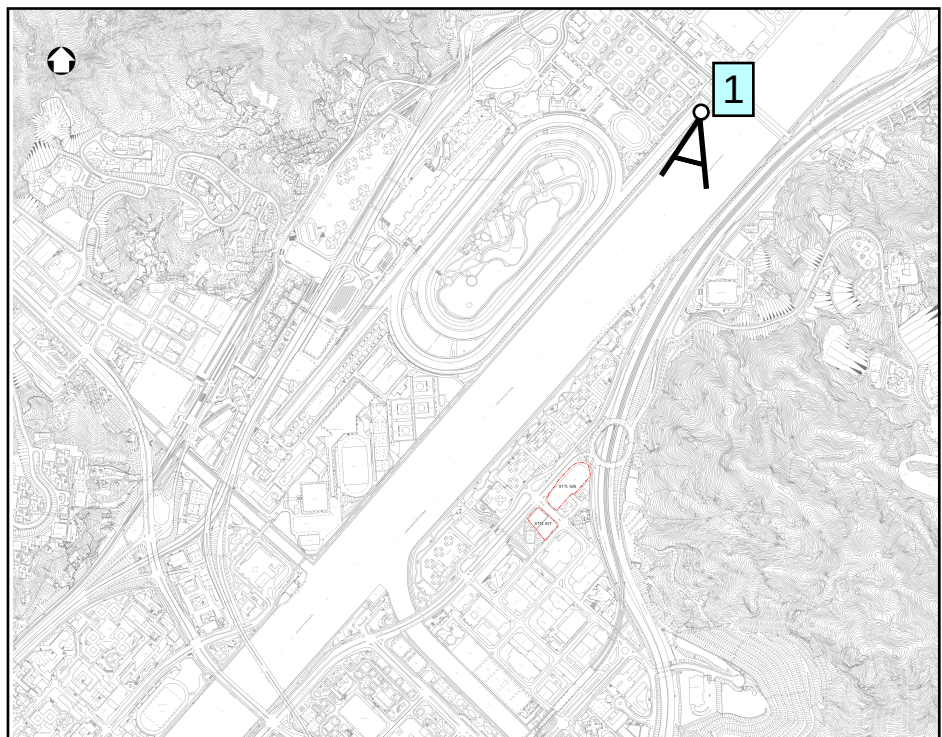


PHOTOMONTAGE



KEY PLAN

VIEW POINT 1
VIEW FROM RIVERSIDE
PROMENADE BETWEEN SHA TIN
RACECOURSE AND SHA TIN
SEWAGE TREATMENT WORKS



LOCATION PLAN

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Title
PHOTOMONTAGE - VIEWPOINT 1

Designed	TC	Eng check	VF
Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN

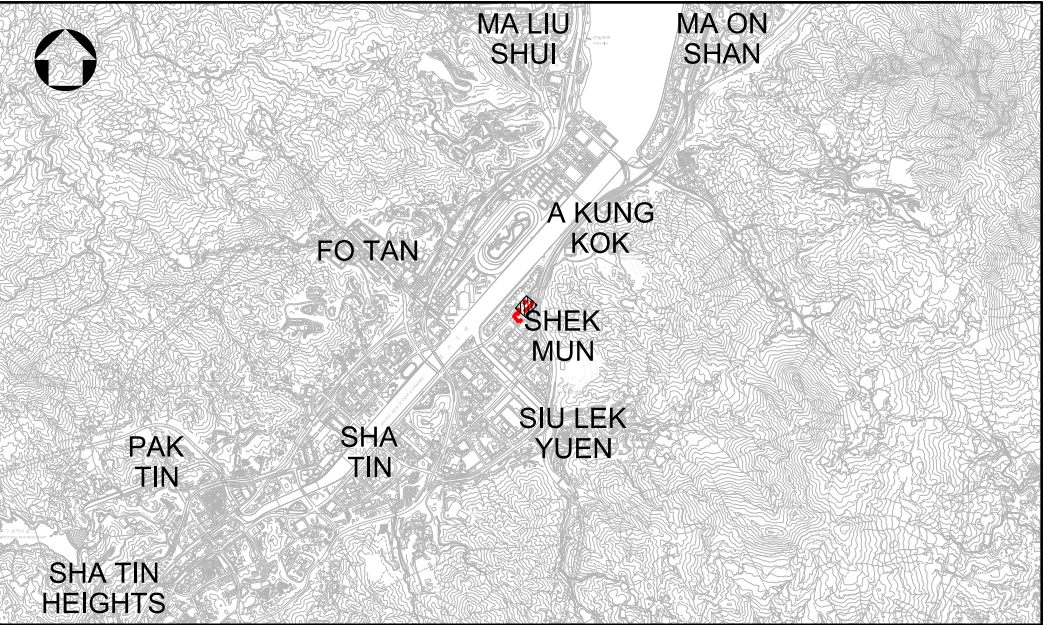
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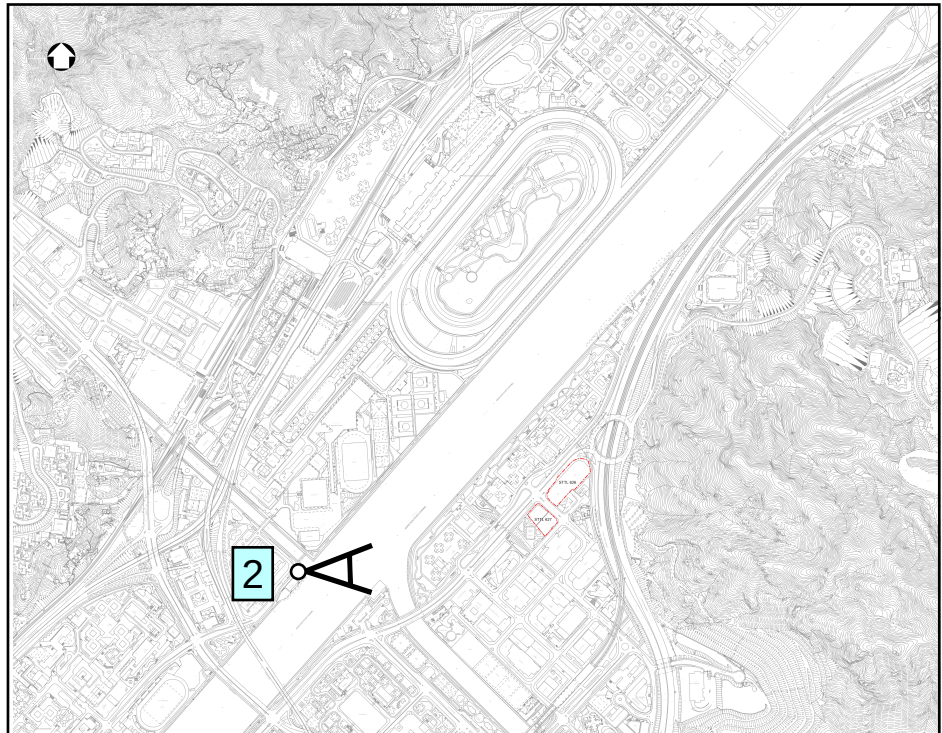


PHOTOMONTAGE



KEY PLAN

VIEW POINT 2
VIEW FROM RIVERSIDE
PROMENADE OUTSIDE HONG
KONG SPORTS INSTITUTE



LOCATION PLAN

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

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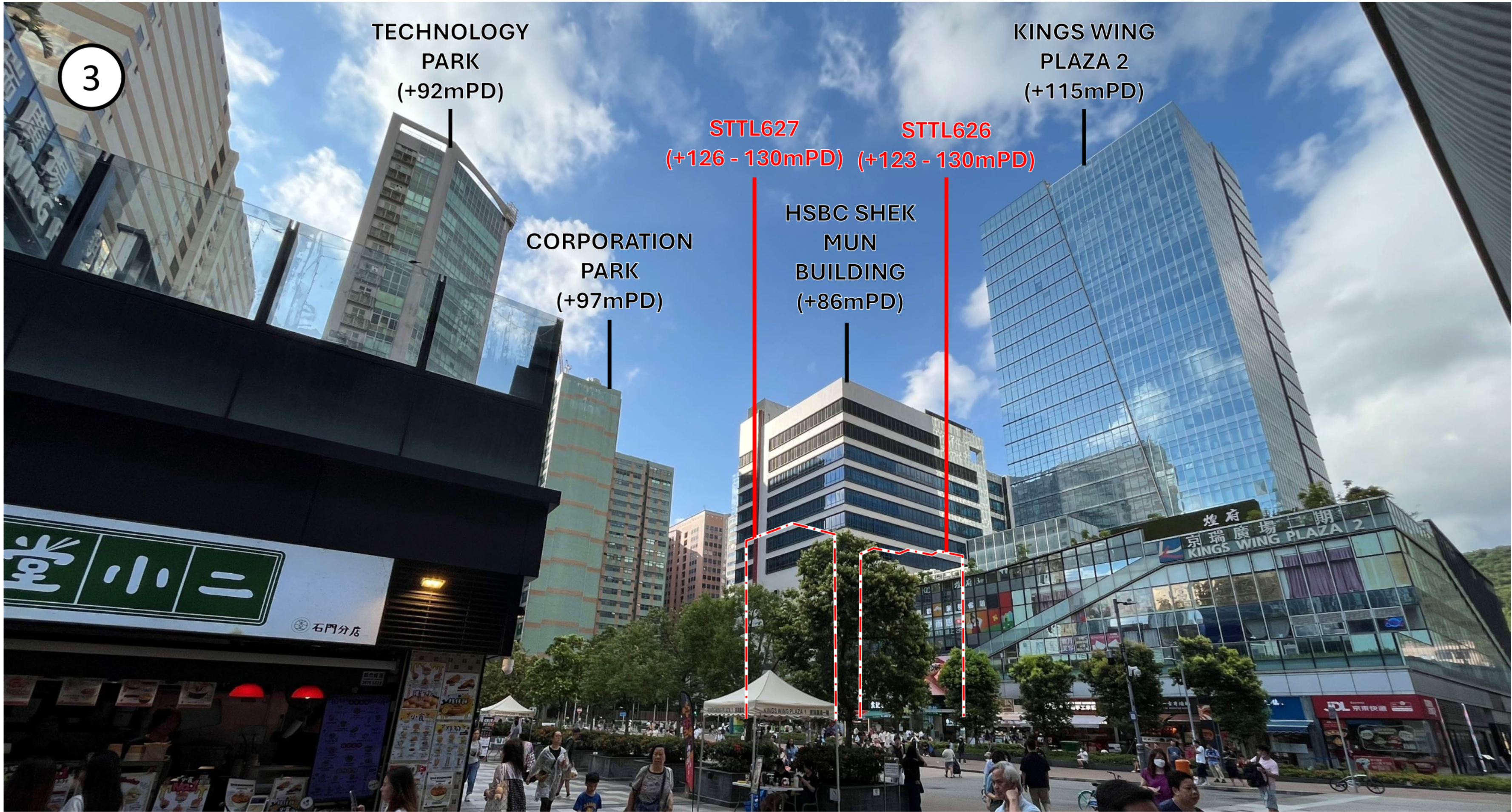
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PHOTOMONTAGE - VIEWPOINT 2

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Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN

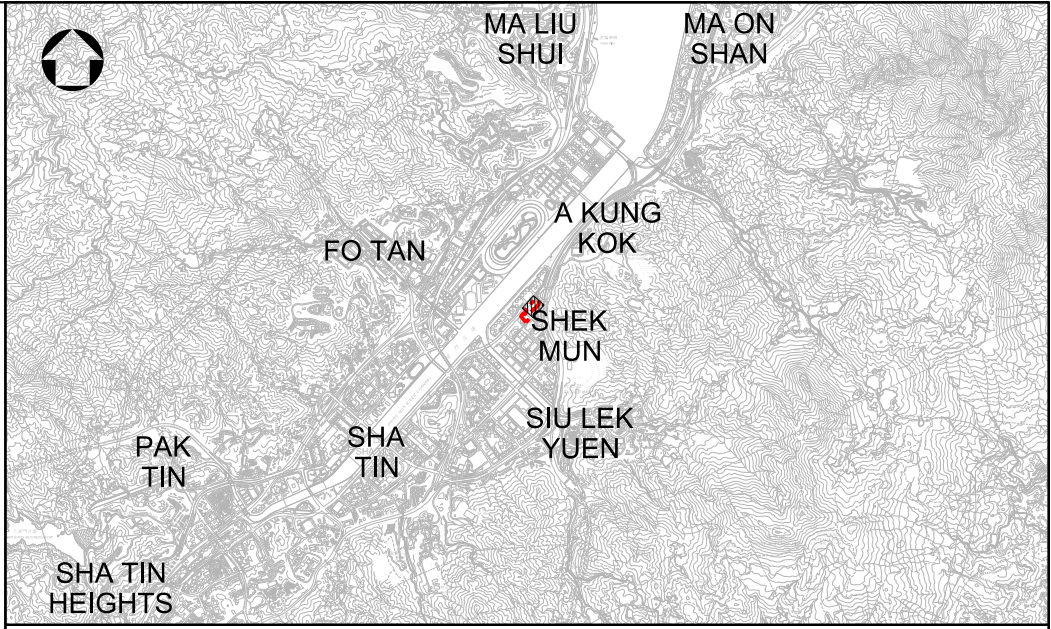
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SITE PHOTO

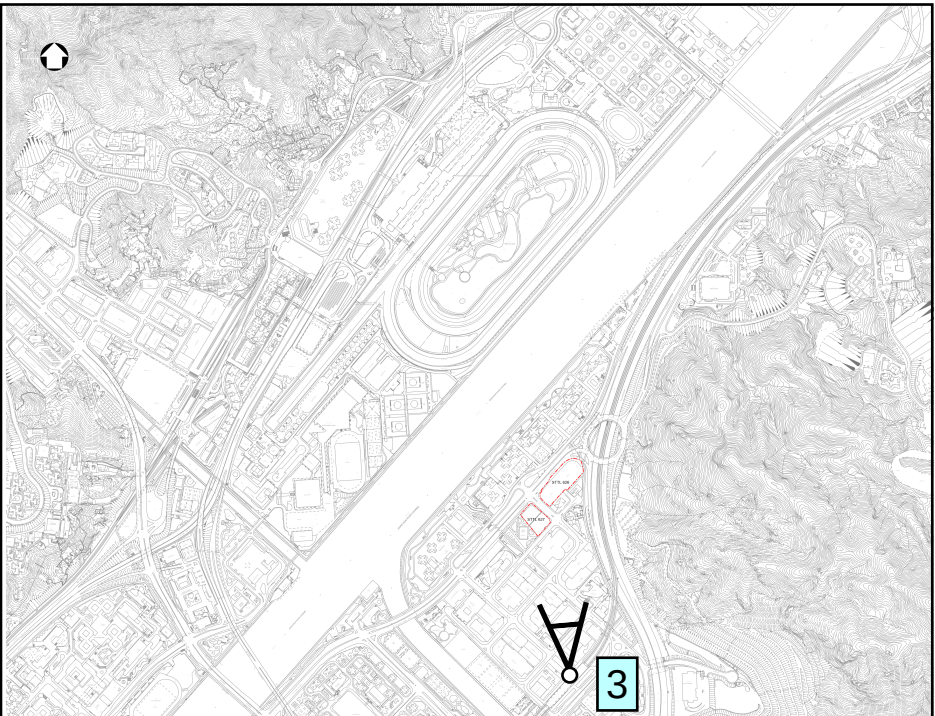


PHOTOMONTAGE



KEY PLAN

VIEW POINT 3
VIEW FROM EXIT C OF MTR SHEK
MUN STATION



LOCATION PLAN

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

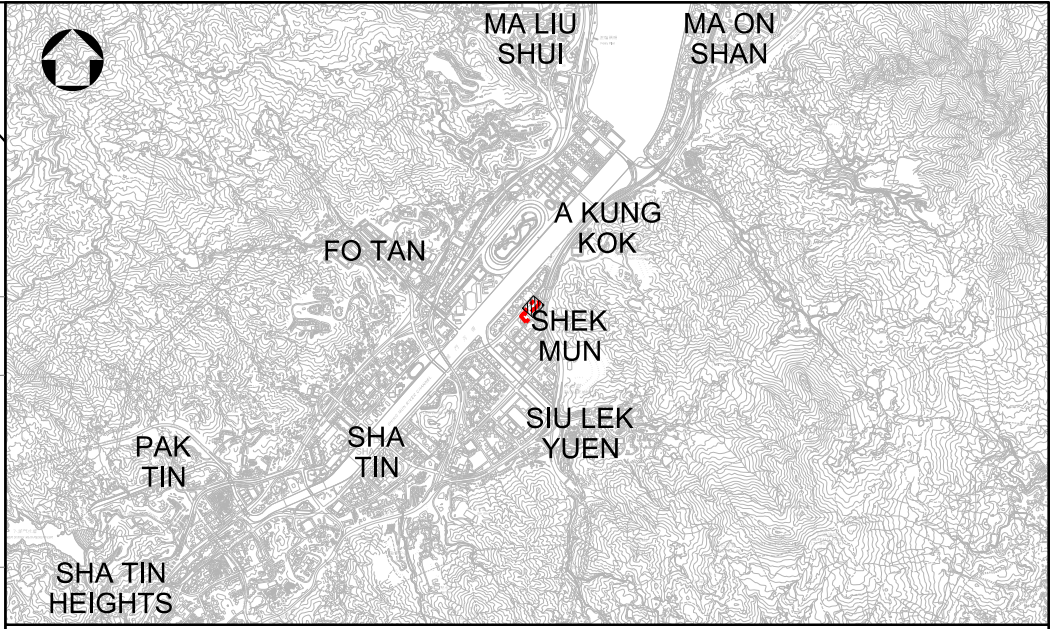
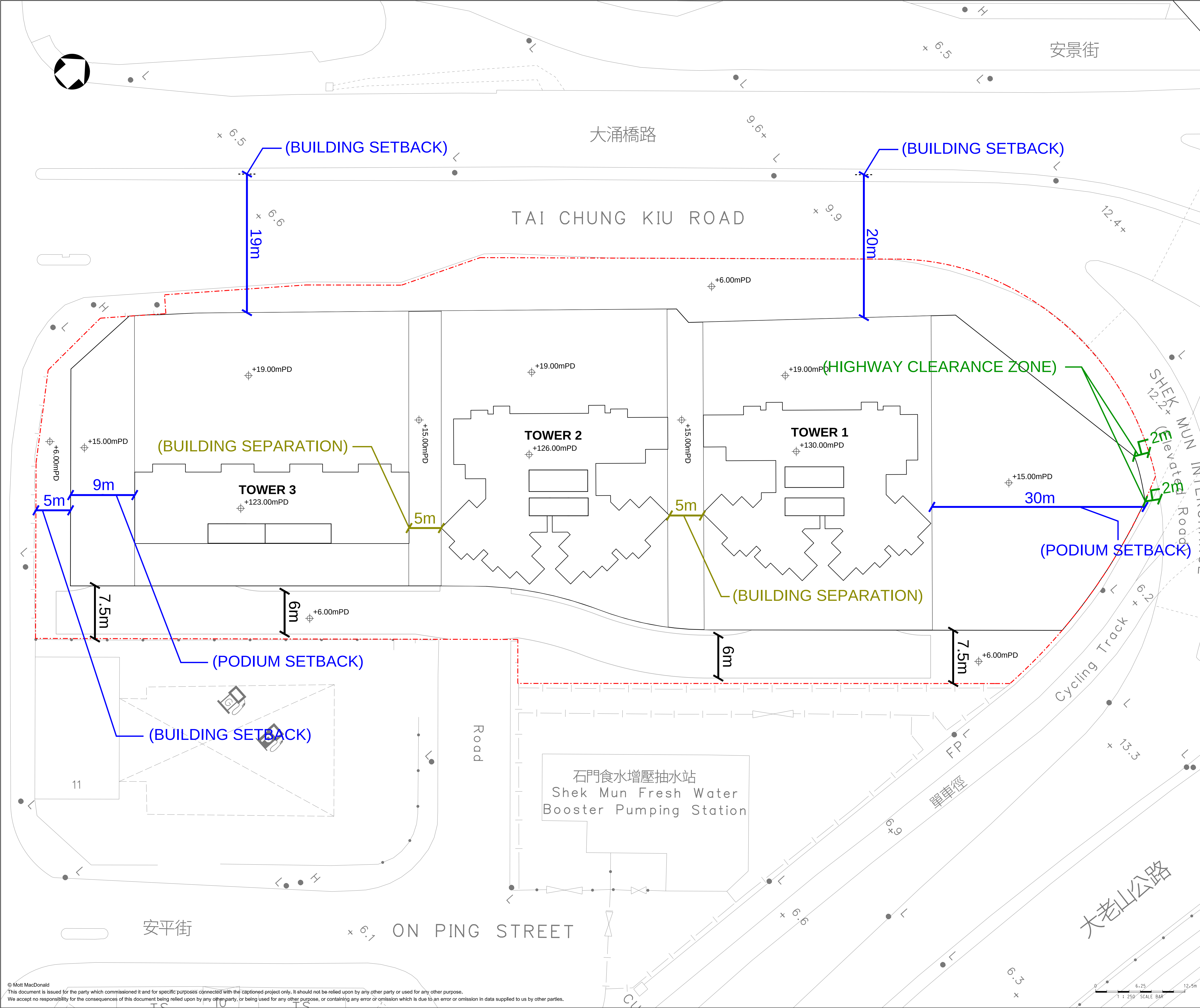


Title
PHOTOMONTAGE - VIEWPOINT 3

Designed	TC	Eng check	VF
Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN

MMH/CE19/TO4/PR/FIG/5.3

Appendix H – Architectural Drawings



KEY PLAN

LEGEND:	
	APPLICATION SITE BOUNDARY

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Rev	Date	Drawn	Description	Ch'k'd	App'd

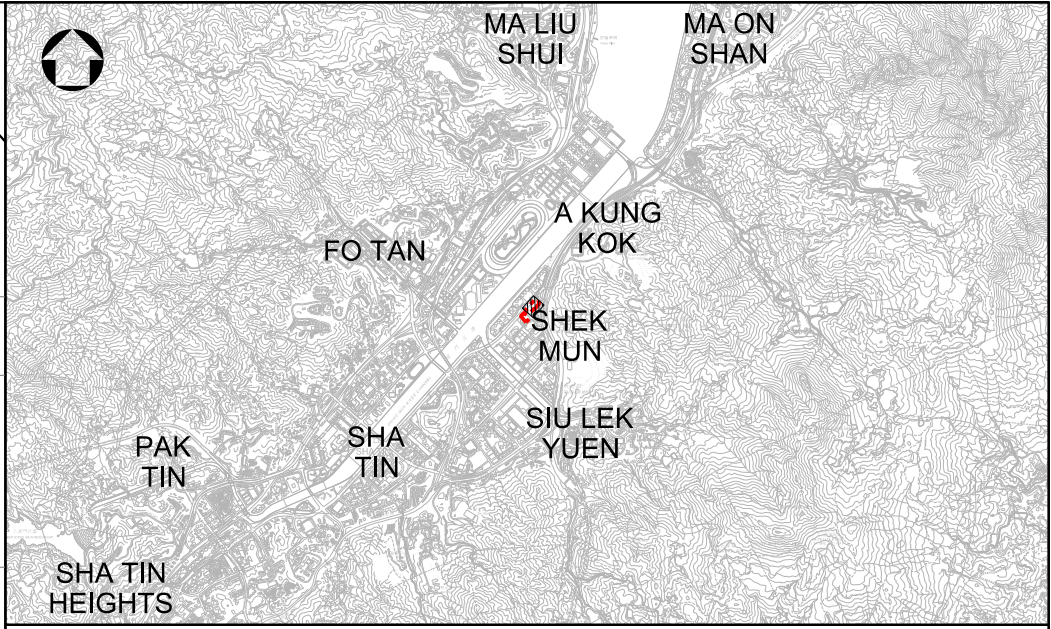
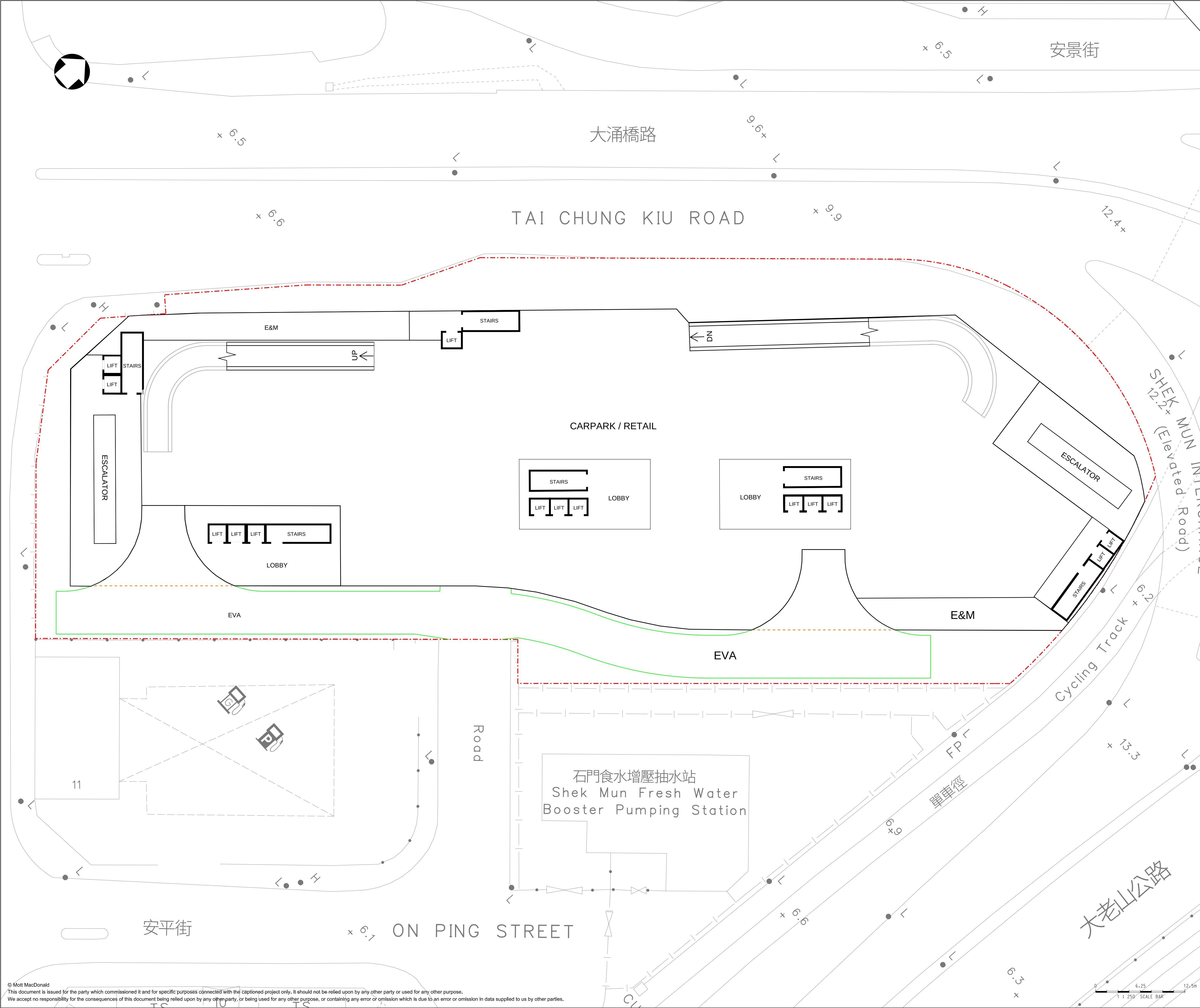
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Title
MASTER LAYOUT PLAN
(STTL626)

Designed	TC	Eng check	VF
Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN
Scale at A1 1:250	Status PRE	Rev P1	

DRAWING A-1



KEY PLAN					
LEGEND:					
	APPLICATION SITE BOUNDARY				
	PODIUM				
	PROPOSED EVA				

P1	SEP 2026	TL	FIRST ISSUE		VF	DN
Rev	Date	Drawn	Description		Ch'k'd	App'd

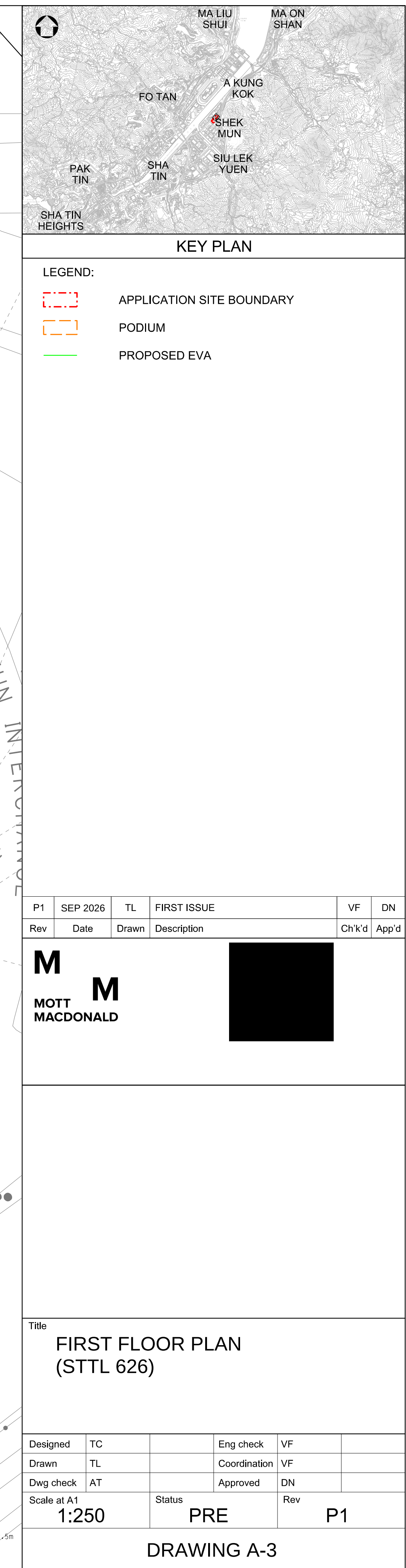
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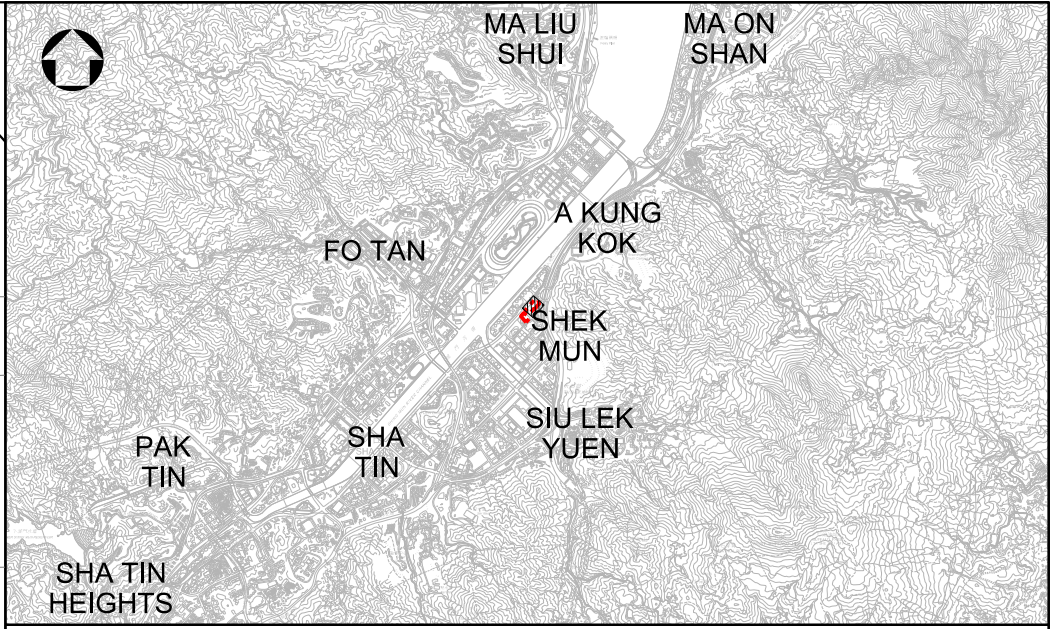
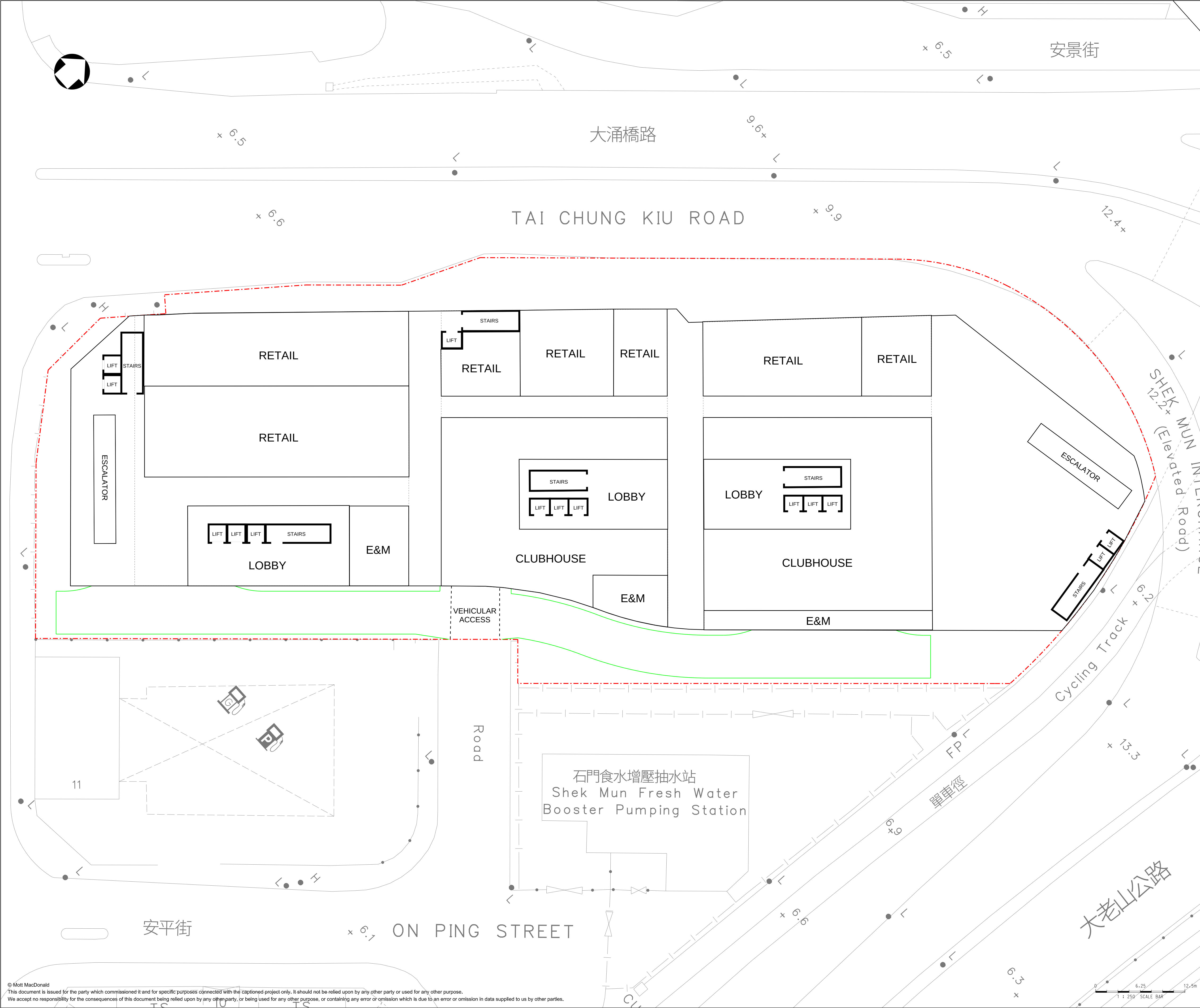
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Title

GROUND FLOOR PLAN
(STTL 626)

Designed	TC		Eng check	VF	
Drawn	TL		Coordination	VF	
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DRAWING A-2					



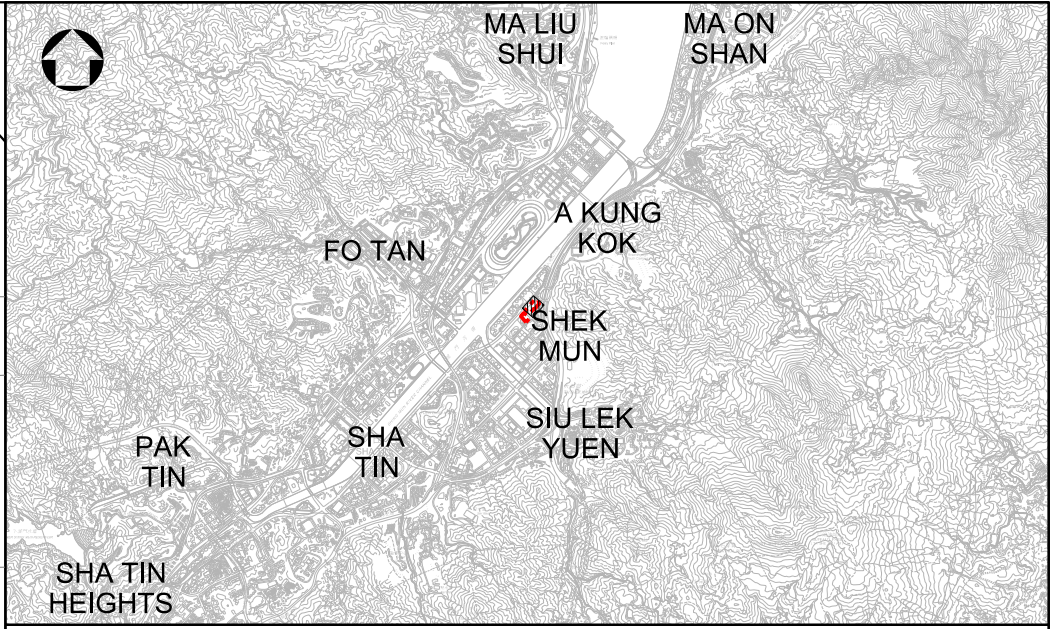
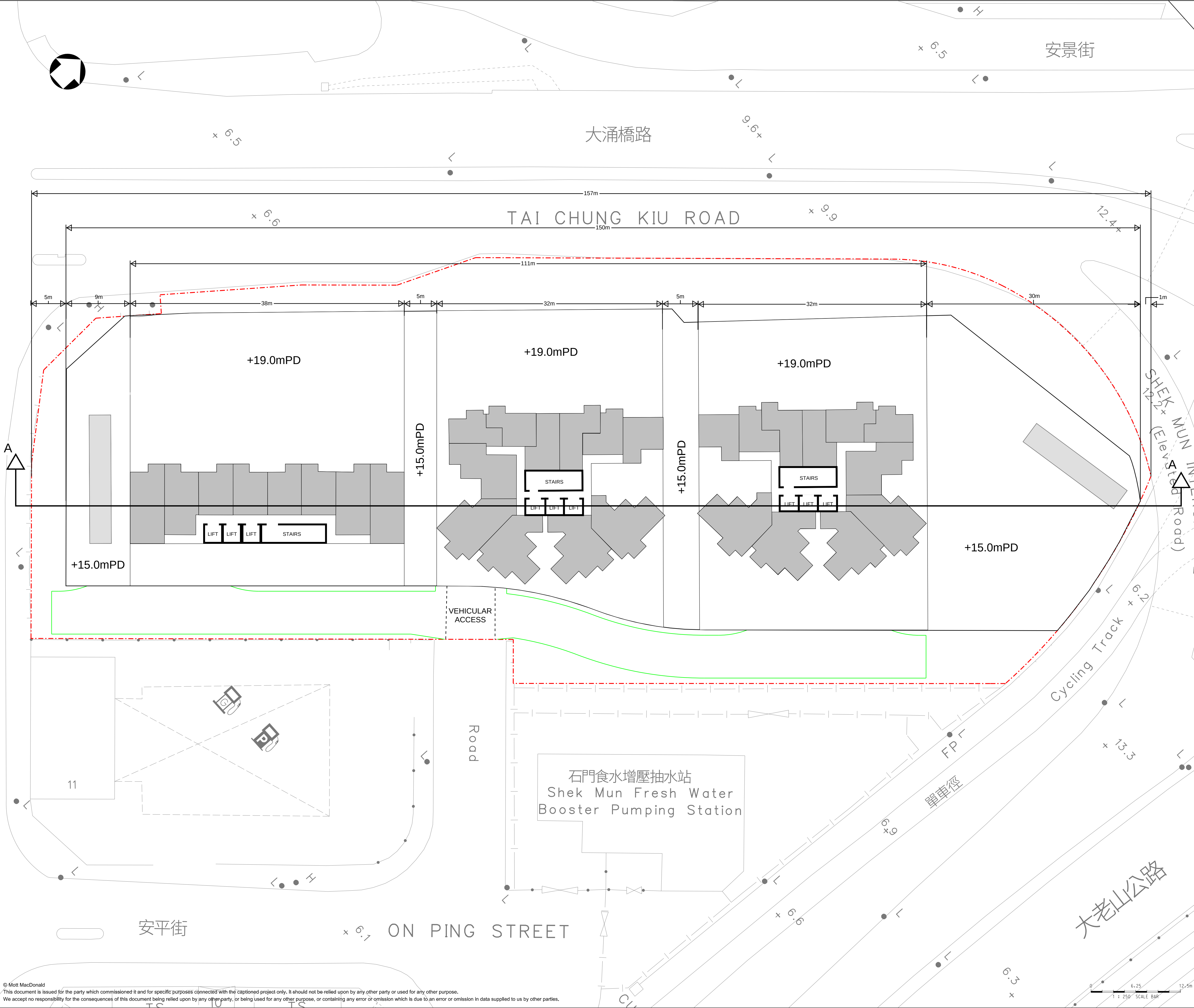


KEY PLAN

LEGEND:

- APPLICATION SITE BOUNDARY
- PODIUM
- PROPOSED EVA

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd
MOTT MACDONALD					
Title					
SECOND FLOOR PLAN (STTL 626)					
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Drawn	TL		Coordination	VF	
Dwg check	AT		Approved	DN	
Scale at A1		Status	Rev		
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DRAWING A-4					



KEY PLAN	
LEGEND:	
	APPLICATION SITE BOUNDARY
	PODIUM
	PROPOSED EVA

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Rev	Date	Drawn	Description	Ch'k'd	App'd

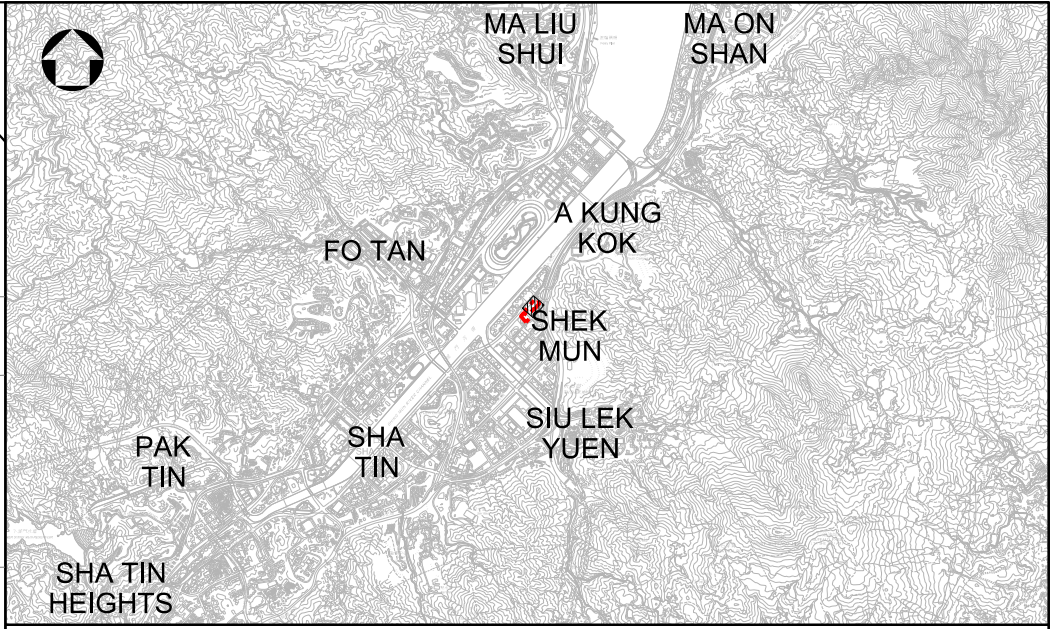
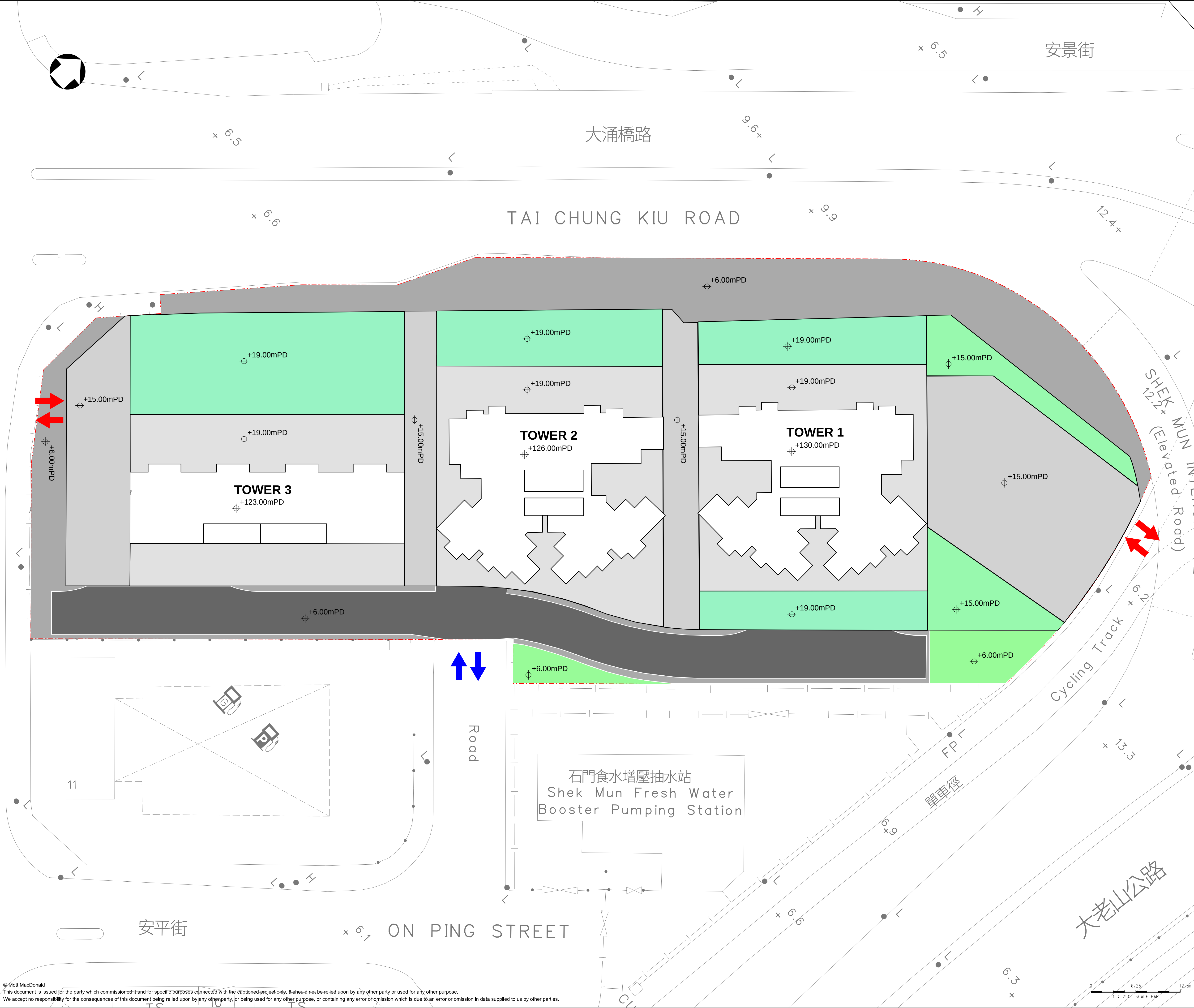
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Title
TYPICAL RESIDENTIAL FLOOR
PLAN (STTL 626)

Designed	TC	Eng check	VF
Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN
Scale at A1 1:250	Status PRE	Rev P1	

DRAWING A-5



- KEY PLAN
- LEGEND:
- APPLICATION SITE BOUNDARY
 - PROPOSED BUILDING BLOCK
 - VEHICULAR ACCESS (+6.00 mPD)
 - PAVED AREA (+6.00 mPD)
 - PODIUM (+15.00 mPD)
 - PODIUM (+19.00 mPD)
 - PLANTING AREA (+6.00 mPD)
 - PLANTING AREA (+15.00 mPD)
 - PLANTING AREA (+19.00 mPD)
 - VEHICULAR ENTRANCE
 - PEDESTRIAN ENTRANCE

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

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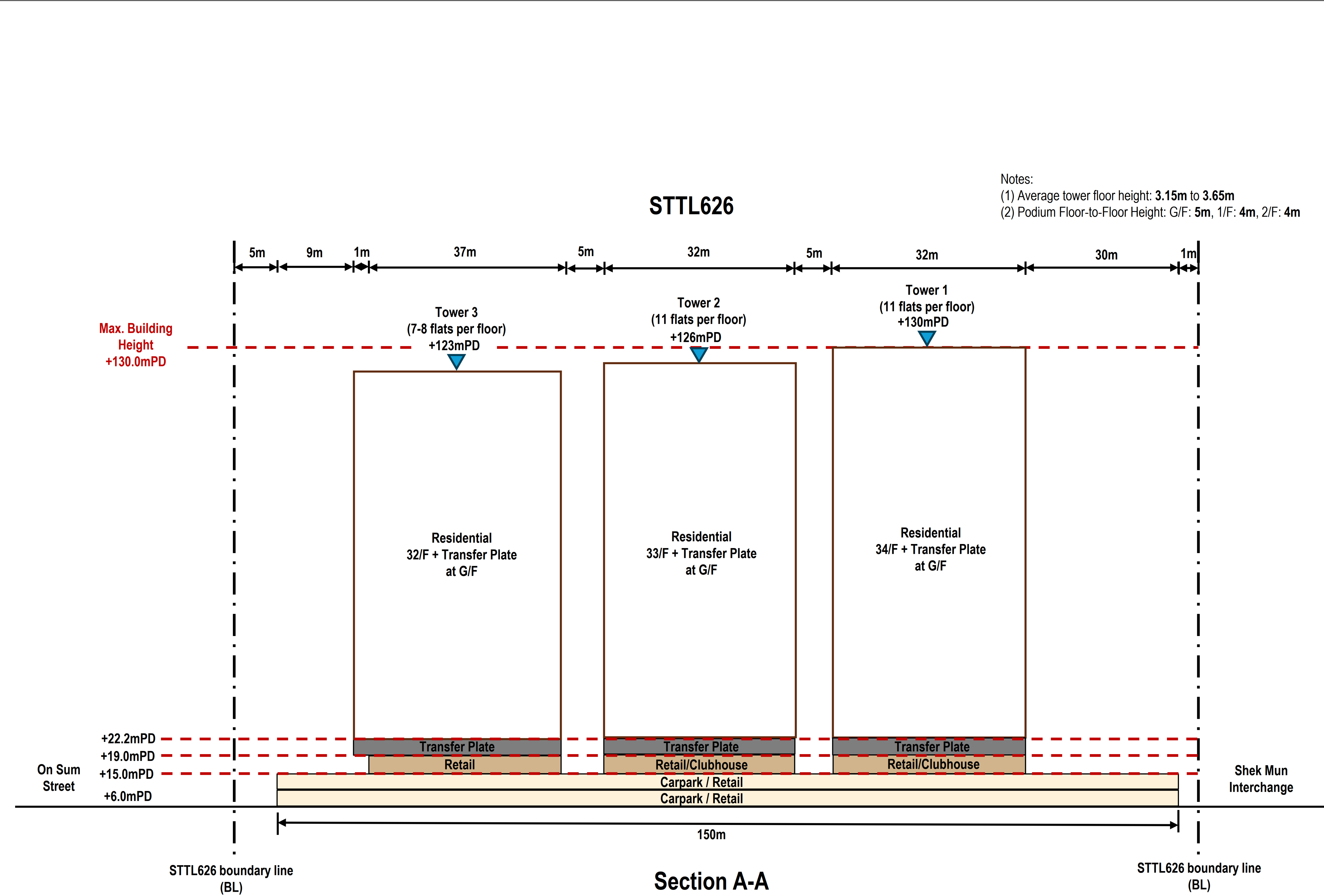
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Title

CONCEPTUAL LANDSCAPE PLAN (STTL626)

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Scale at A1	Status	Rev	
1:250	PRE	P1	

DRAWING A-6



KEY PLAN

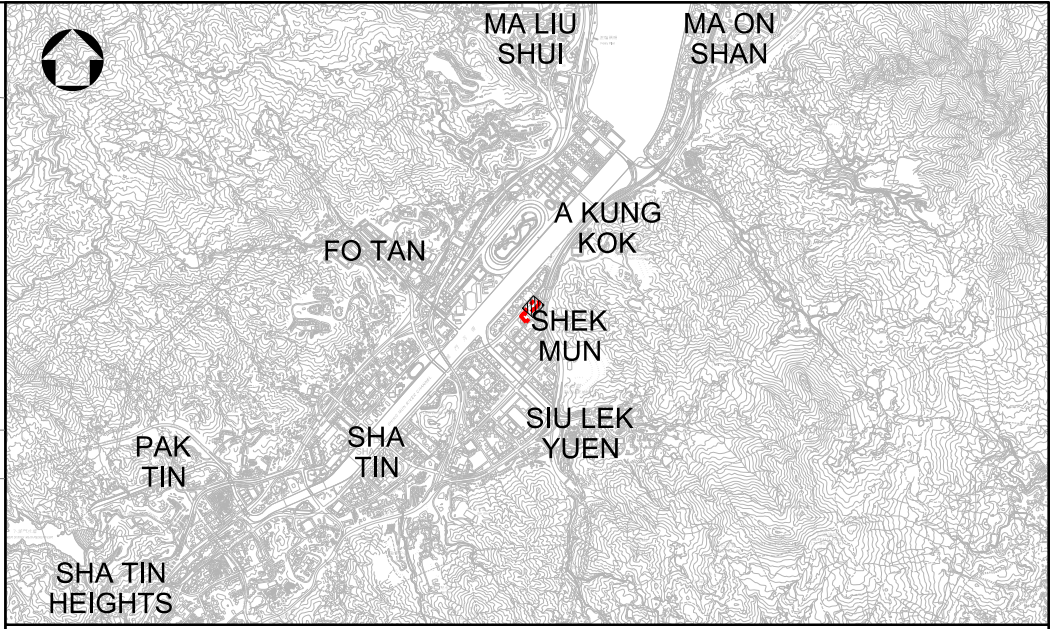
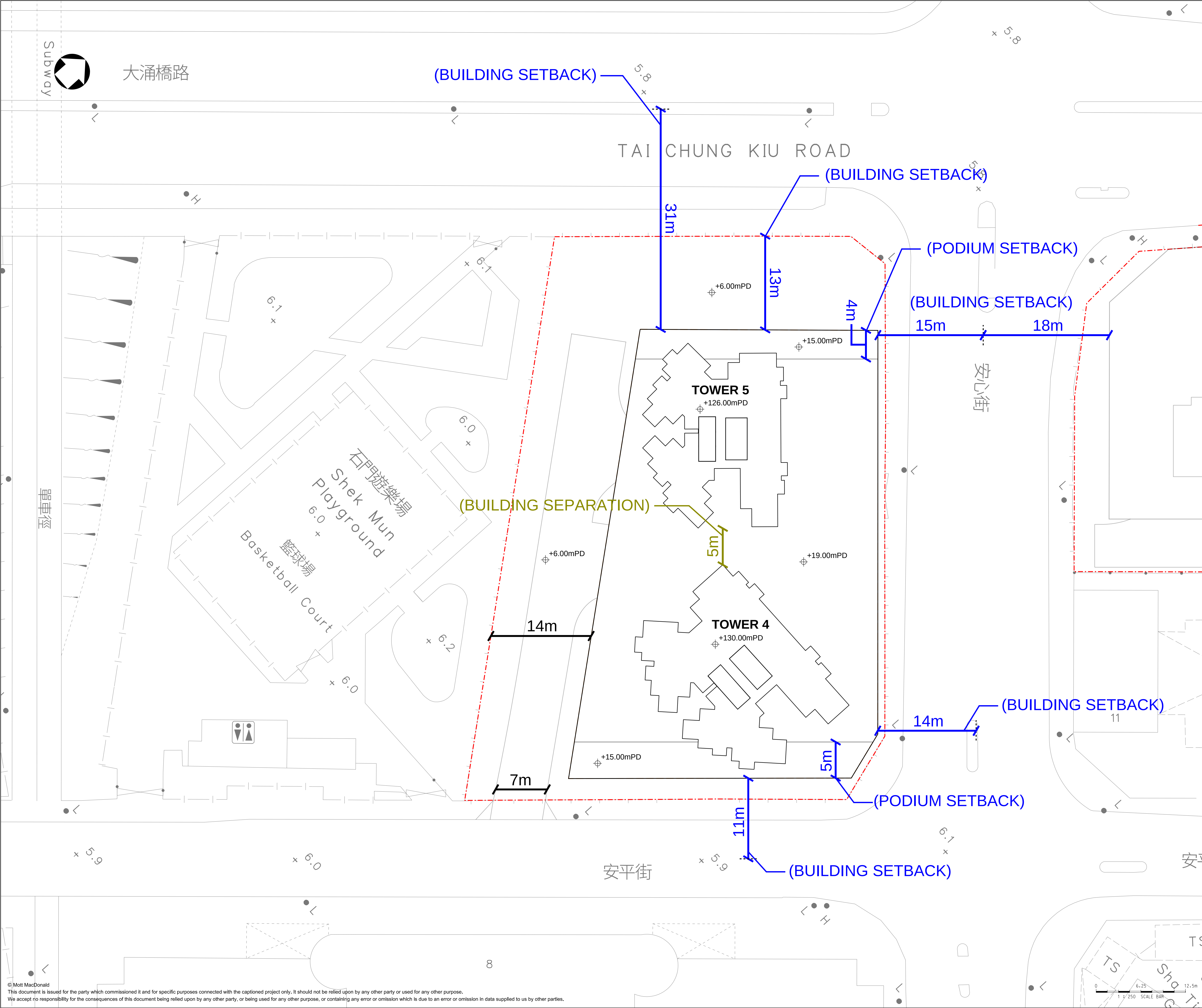
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Rev	Date	Drawn	Description	Ch'k'd	App'd



SECTION PLAN
(STTL626)

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Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN
Scale at A1 1:250	Status PRE	Rev P1	

DRAWING A-7



KEY PLAN

LEGEND:

APPLICATION SITE BOUNDARY

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Rev	Date	Drawn	Description	Ch'k'd	App'd

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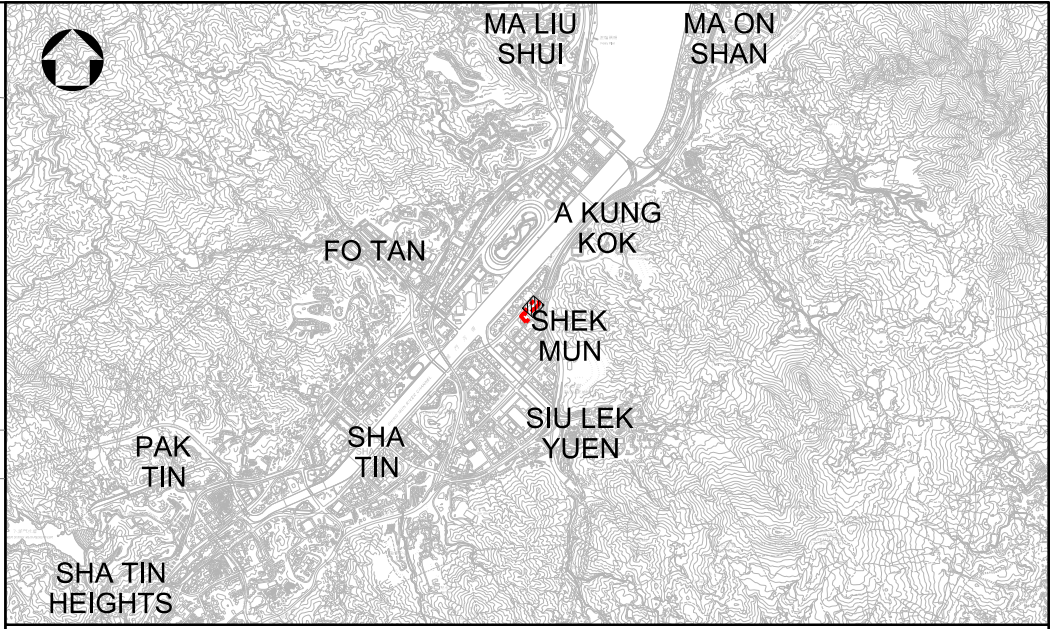
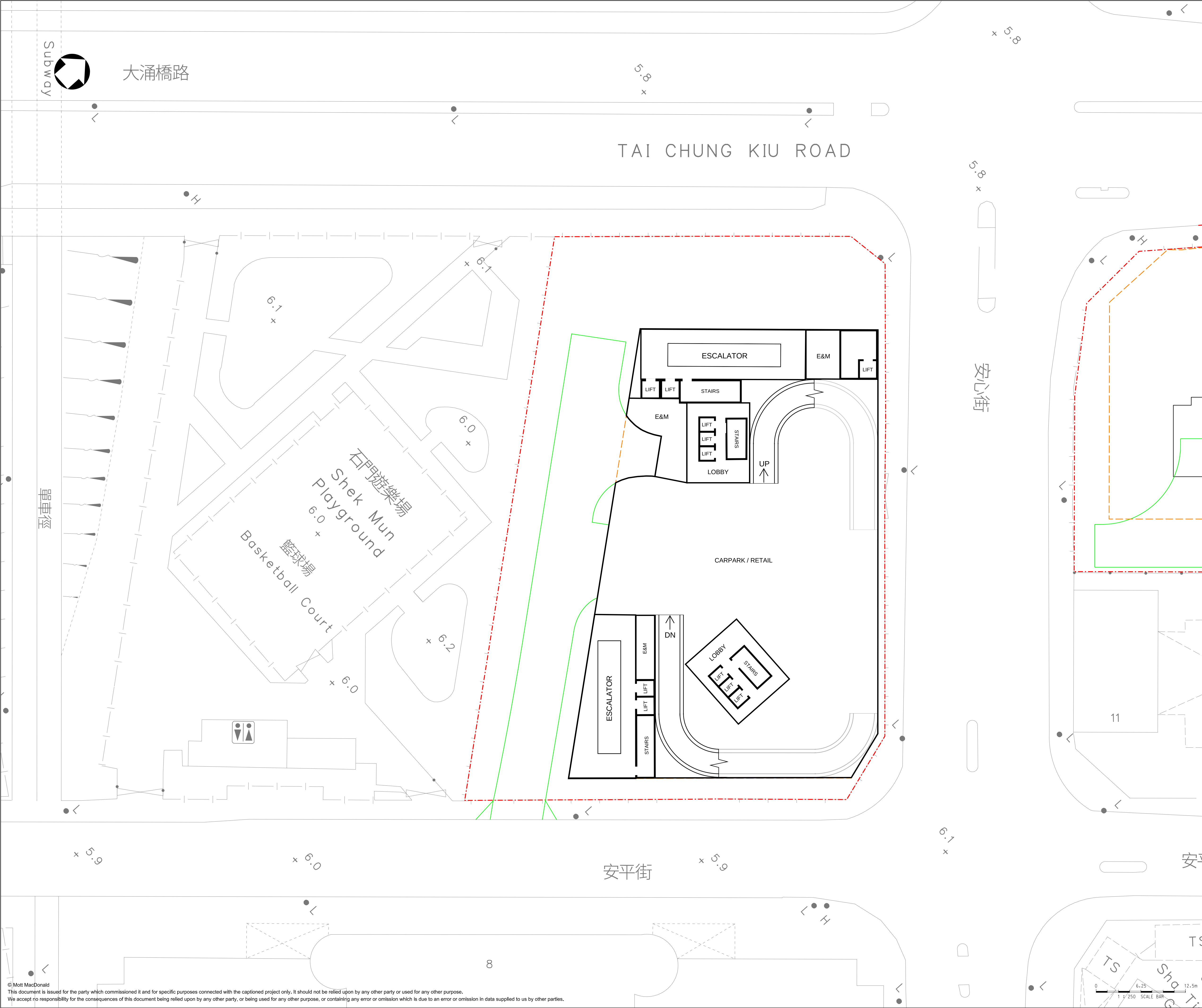
MOTT
MACDONALD

Title

MASTER LAYOUT PLAN
(STTL627)

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Drawn	TL		Coordination	VF	
Dwg check	AT		Approved	DN	
Scale at A1	1:250	Status	PRE	Rev	P1

DRAWING B-1



KEY PLAN

LEGEND:

- APPLICATION SITE BOUNDARY
- PODIUM
- PROPOSED EVA

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

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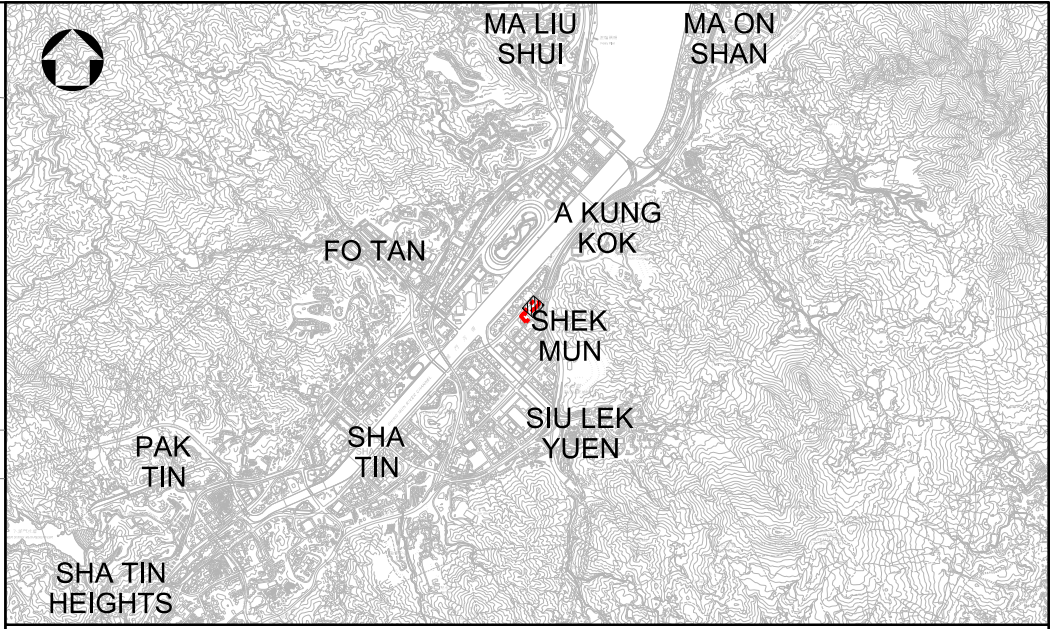
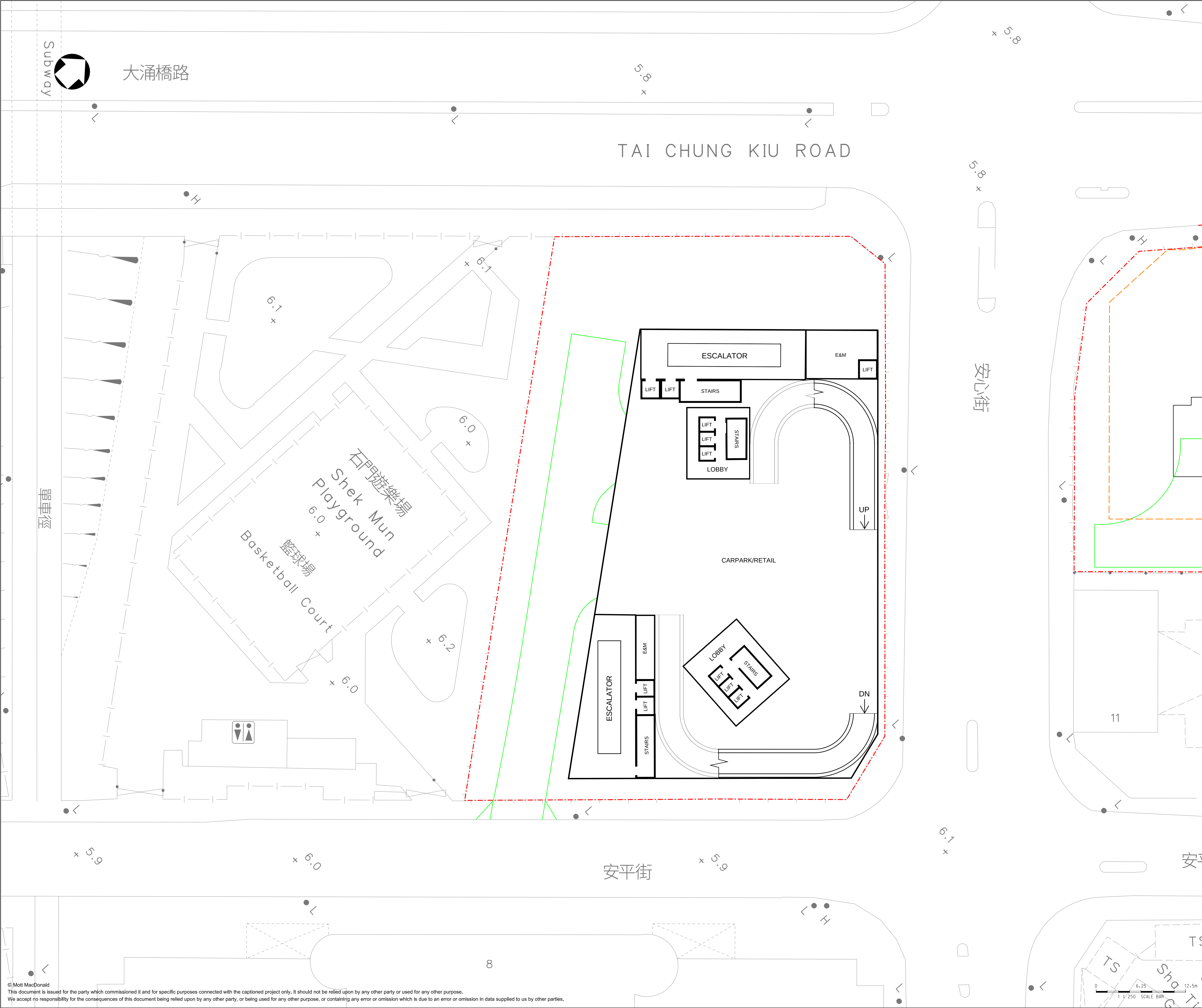


Title

GROUND FLOOR LAYOUT
(STTL 627)

Designed	TC		Eng check	VF	
Drawn	TL		Coordination	VF	
Dwg check	AT		Approved	DN	
Scale at A1	1:250	Status	PRE	Rev	P1

DRAWING B-2



KEY PLAN

LEGEND:

- APPLICATION SITE BOUNDARY
- PODIUM
- PROPOSED EVA

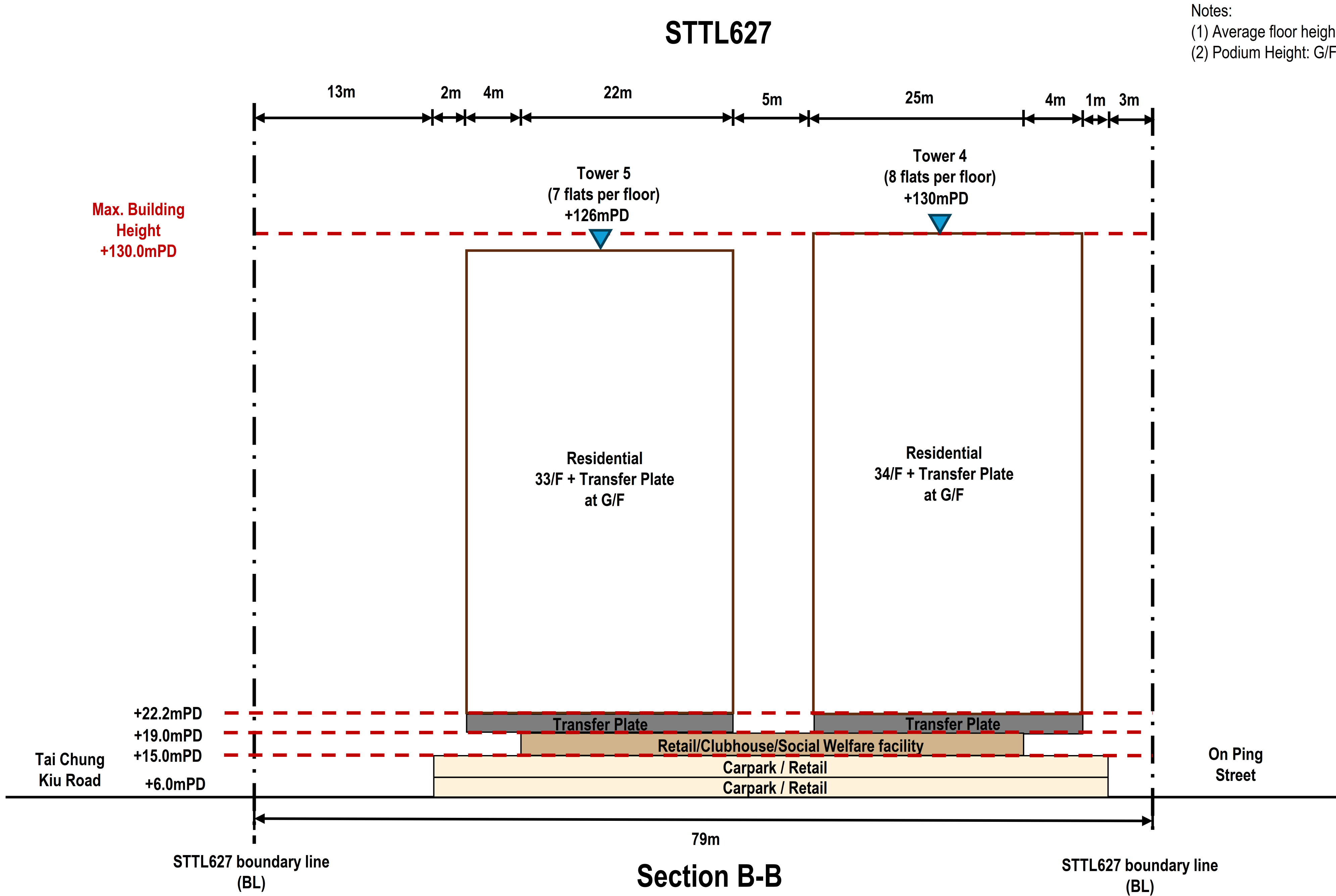
P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd
MOTT MACDONALD					



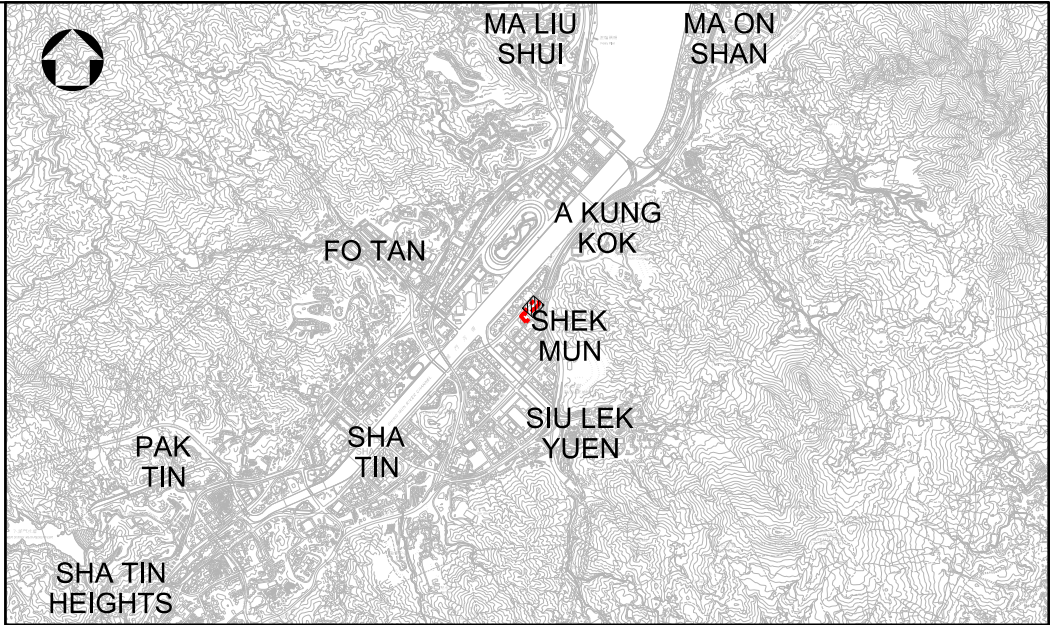
First Floor Layout (STTL 627)

Designed	TC	Eng check	VF
Drawn	TL	Coordination	VF
Dwg check	AT	Approved	DN
Scale at A1	Status	Rev	
1:250	PRE	P1	

DRAWING B-3



Notes:
(1) Average floor height: **3.15m to 3.65m**
(2) Podium Height: G/F: **5m**, 1/F: **4m**, 2/F: **4m**



KEY PLAN

P1	SEP 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

MOTT
MACDONALD

Title

SECTION PLAN
(STTL627)

Designed	TC		Eng check	VF	
Drawn	TL		Coordination	VF	
Dwg check	AT		Approved	DN	
Scale at A1	1:250	Status	PRE	Rev	P1

DRAWING B-7

MMH/CE19/TO4/PR/FIG/5.1	Photomontage – Viewpoint 1
MMH/CE19/TO4/PR/FIG/5.2	Photomontage – Viewpoint 2
MMH/CE19/TO4/PR/FIG/5.3	Photomontage – Viewpoint 3

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. **Variations in** 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.

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 203 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".

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*** – **Variations in building height design** 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. Variations in building height design will be adopted.
 - (iv) A public car park, providing 110 spaces for private car, 45 spaces for "shared-use" light goods vehicles (LGV) and light buses, and 15 spaces for motorcycle parking spaces, will be provided at STTL 626.
 - (v) A social welfare facility **in form of an Integrated Children and Youth Services Centre (ICYSC) sub-base**, 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⁾

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.

- (vii) Retail facilities will be provided for both STTL626 and STTL627 at their respective 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
Private 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⁾	6,531
Private Car Parking Spaces (Domestic)	275
M/HGV Loading/Unloading (L/UL) Bays (Domestic)	3
Motorcycle Parking Spaces (Domestic)	13
Bicycle Parking Spaces (Domestic)	65
Private Car Parking Spaces (Non-Domestic)	11
M/HGV Loading/Unloading (L/UL) Bays (Non-Domestic)	3
Motorcycle Parking Spaces (Non-Domestic)	2

Development Parameters	Indicative Scheme ⁽¹⁾
<u>Public Vehicle Park (PVP) Parking Spaces</u> ⁽⁵⁾	
GFA for PVP (m ²) ⁽⁶⁾	4,541
Private Car Parking Spaces	110
"Shared-use" for LGV and Light Buses 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.
- (6) The Gross Floor Area (GFA) adopted for the conservative scenario reflects the maximum GFA available on the podium. This is sufficient to accommodate the required parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), as well as conventional vehicular access and other associated carpark facilities.

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
Private 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) ⁽⁶⁾	3,220
Private Car Parking Spaces (Domestic)	111
M/HGV Loading/Unloading (L/UL) Bays (Domestic)	2
Motorcycle Parking Spaces (Domestic)	7
Bicycle Parking Spaces (Domestic)	33
Private Car Parking Spaces (Non-Domestic)	6
M/HGV 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 carparks, 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.
- (6) The Gross Floor Area (GFA) adopted for the conservative scenario reflects the maximum GFA available on the podium. This is sufficient to accommodate the required parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), as well as conventional vehicular access and other associated carpark facilities.

4.4 Building Design Concept / Consideration

- 4.4.1 **Incorporation of Variations in Building Height Design:** Variations in 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

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
M/HGV Loading/Unloading Bay	3	2
Motorcycle Parking	13	7
Bicycle Parking	65	33
Private Car Parking (Non-Domestic)	11	6
M/HGV Loading/Unloading Bay (Non-Domestic)	3	2
Motorcycle Parking (Non-Domestic)	2	1
Public Parking		
Private Car Parking	110	-
Motorcycle Parking	15	
"Shared-use" for Light Goods Vehicle and Light Buses 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.

5.2 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 measures of enhanced acoustic balcony, **acoustic windows and proper layout design are** 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 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.

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 Pigging 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 A tree survey was conducted in 2023 which identified 58 trees of common species within the STTL626 and STTL 627². No Old and Valuable Tree (OVT), potential OVT, large tree with diameter at breast height (DBH) over 750mm, nor rare/protected species is found within the STTL626 and STTL627. Based on the Indicative Scheme, 45 trees will be felled and 13 will be retained. The Indicative Scheme is preliminary in nature and intended for planning assessment purposes. The detailed development layout and associated tree treatment proposals, including the nos. of trees to be felled, retained and compensated, will be subject to further design and review at the detailed design stage³.

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.

³ The tree treatment proposal will be carried out, in accordance with DEVB Technical Circular (Works) on Tree Preservation, and Guidelines for Tree Risk Assessment and Management Arrangement (TRAM), by the future developer.

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/5.3). 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 design measures as follows:

- Building setback of around 18m to 20m from the centreline of adjoining streets and building façade at STTL626;
- Building setback of around 11m to 31m from the centreline of adjoining streets and building façade at STTL627;
- Building separation of around 5m between residential towers and podium at STTL626;
- Building separation of around 5m between residential towers at STTL627;

5.9.4 The above design measures 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, a social welfare facility 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

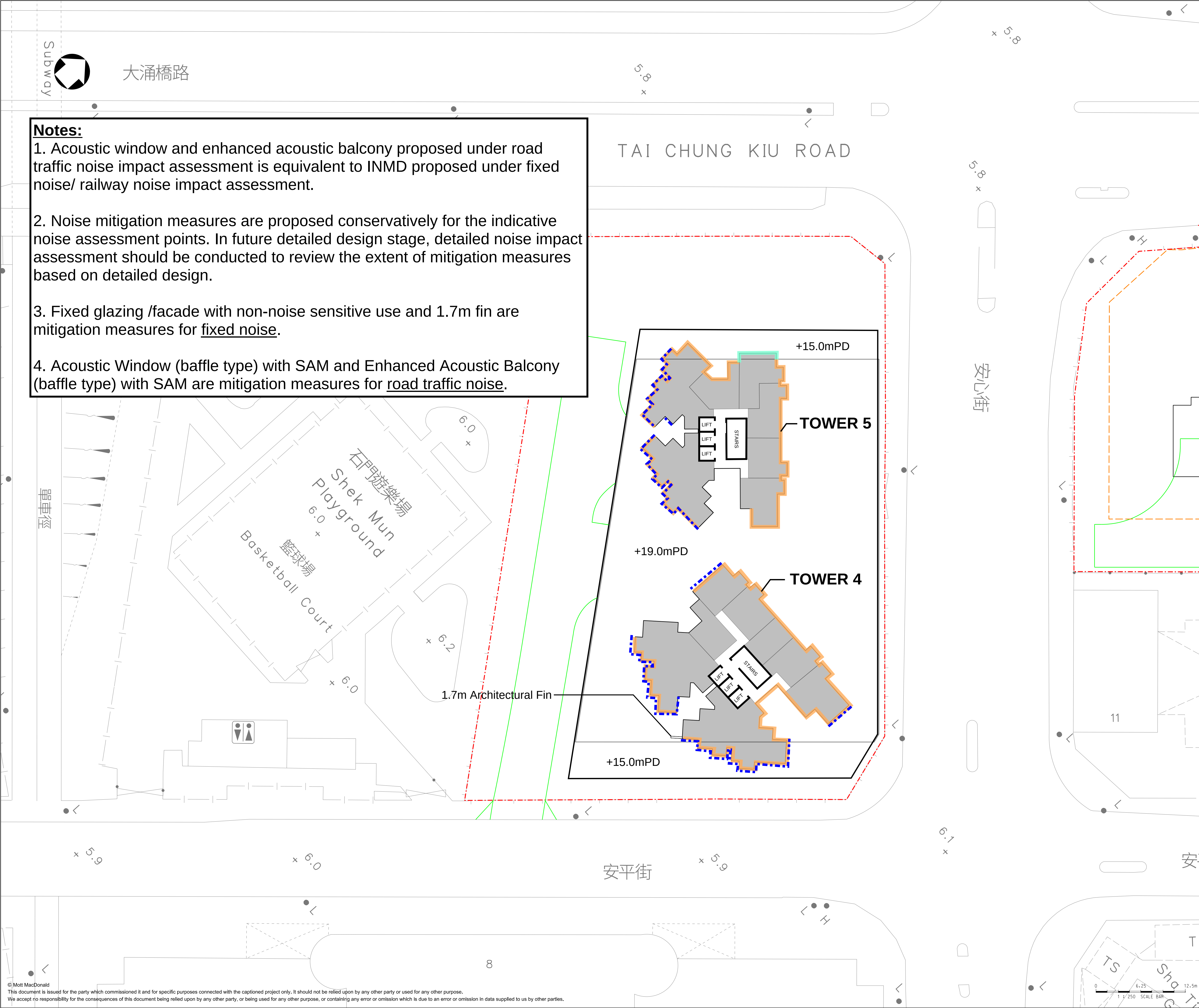
- 6.3.1 **Variations in building height design** at STTL626, consisting of one residential building with 123mPD near On Sum Street, one residential building with 126mPD and one residential building with 130mPD near Shek Mun Interchange, is proposed, resulting in a more interesting skyline in the Shek Mun Area. In addition, **variations in building height design** 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 **Variations in building height design** 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.

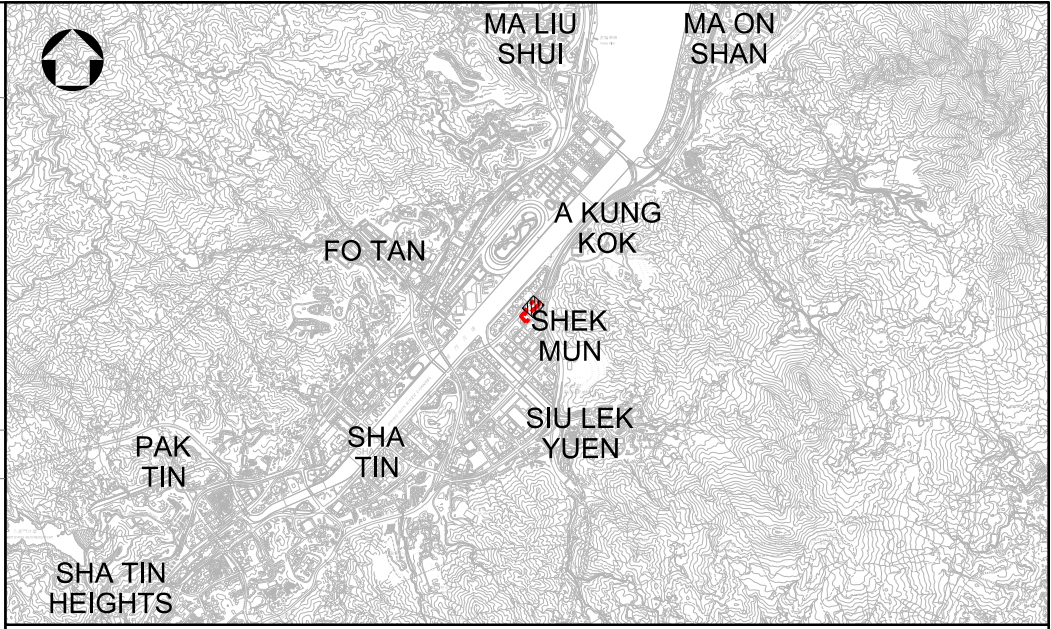
6.4 In Line with Government Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

- 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.

4.9 Reference Flat Arrangement



- Notes:**
- 1. Acoustic window and enhanced acoustic balcony proposed under road traffic noise impact assessment is equivalent to INMD proposed under fixed noise/ railway noise impact assessment.
 - 2. Noise mitigation measures are proposed conservatively for the indicative noise assessment points. In future detailed design stage, detailed noise impact assessment should be conducted to review the extent of mitigation measures based on detailed design.
 - 3. Fixed glazing /facade with non-noise sensitive use and 1.7m fin are mitigation measures for fixed noise.
 - 4. Acoustic Window (baffle type) with SAM and Enhanced Acoustic Balcony (baffle type) with SAM are mitigation measures for road traffic noise.



KEY PLAN

LEGEND:

- APPLICATION SITE BOUNDARY
- PODIUM
- PROPOSED EVA
- ACOUSTIC WINDOW (BAFFLE TYPE) OR ENHANCED ACOUSTIC BALCONY (BAFFLE TYPE) WITH SAM
- ACOUSTIC WINDOW (BAFFLE TYPE)
- FIXED GLAZING/ FACADE WITH NON-NOISE SENSITIVE USE

Notes:
Fixed glazing /facade with non-noise sensitive use are mainly adopted on 26/F and above under the fixed noise impact assessment.

P1	JUL 2026	TL	FIRST ISSUE	VF	DN
Rev	Date	Drawn	Description	Ch'k'd	App'd
M MOTT MACDONALD					
Title					
CONSOLIDATED PROPOSED MITIGATION MEASURES (STTL627)					
Designed	TC		Eng check	VF	
Drawn	TL		Coordination	VF	
Dwg check	AT		Approved	DN	
Scale at A1		Status	Rev		
1:250		PRE	P1		
APPENDIX 4.9					

**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

No.	Comments	Responses
		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> .

No.	Comments	Responses
	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>.

No.	Comments	Responses
		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

No.	Comments	Responses
	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

No.	Comments	Responses
	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

No.	Comments	Responses
	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

No.	Comments	Responses
		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。

No.	Comments	Responses
1.24	(Comment No. 87) 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

No.	Comments	Responses
	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

No.	Comments	Responses
		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.

No.	Comments	Responses
	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.

Table 5.5.4a Summary of Peak Illegal Parking Activities within the Vicinity

Peak Illegal Parking Activities	Private Vehicle	LGV	M/HGV	Motorcycle
Total	64	29	16	3

5.5.4 As shown in **Tables 5.5.3 to 5.5.4a**, 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.

Evaluation on Adequacy of Public Vehicle Parking

5.5.5 To further assess the adequacy of public vehicle parking provision within the vicinity, the parking demand and supply were examined based on the peak survey results as shown in **Table 5.5.2a** and **5.5.4a**, as well as reference of Night-time Overall Parking Utilization Rates for STT Sites by District (As at End-2025) for conservative approach.

5.5.6 The adequacy of parking provision is then evaluated by comparing the total parking demand with the future public vehicle parking provision, together with the available vacancy at nearby parking facilities as shown in **Table 5.5.5** and **5.5.6** below.

Table 5.5.5 Summary of Demand for Public Vehicle Parking

Index	Item	Private Vehicle	LGV	M/HGV	Motorcycle
[A]	No. of Parked Vehicles in Existing STT Car Park on Subject Site STTL626 ⁽¹⁾	90	16	45	-
[B]	No. of On-Street Illegal Parking ⁽²⁾	64	29	16	3
[C]	Total Parking Demand [A]+[B]	<u>154</u>	<u>45</u>	<u>61</u>	<u>3</u>
[D]	Vacancy of On Lai Street STT Parking ⁽³⁾	45	-	-	-
[E]	Vacancy of On Sum Street On-Street Motorcycle Parking ⁽³⁾	-	-	-	8
[F]	Vacancy of On Ping Street and On Lai Street Night-time On-Street Parking ⁽³⁾	-	-	21	-
[G]	Vacancy of Grandtech Centre ⁽³⁾	-	-	42	-
[H]	No. of Parking Spaces Required [C]-[D]-[E]-[F]-[G]	<u>109</u>	<u>45</u>	<u>0</u>	<u>0</u>

Note:

(1) Reference made to Night-time Overall Parking Utilization Rates for STT Sites by District (As at End-2025) provided by TD.

(2) Refer to Table 5.5.4a.

(3) Refer to Table 5.5.2a.