

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/ST/1053

<u>Applicant</u>	: Civil Engineering Office, Civil Engineering and Development Department (CEDD), HKSAR Government represented by Mott MacDonald Hong Kong Limited
<u>Sites</u>	: (i) Government land (GL) at junction of Tai Chung Kiu Road and On Sum Street (new Lot to be known as Sha Tin Town Lot 626 (STTL 626)); and (ii) GL at junction of On Sum Street and On Ping Street (new Lot to be known as STTL 627), Shek Mun, Sha Tin
<u>Site Area</u>	: STTL 626: about 8,015m ² STTL 627: about 4,116m ²
<u>Land Status</u>	: GL
<u>Plan</u>	: Approved Sha Tin Outline Zoning Plan (OZP) No. S/ST/40
<u>Zoning</u>	: “Commercial (1)” (“C(1)”) <i>[Restricted to a maximum plot ratio (PR) of 9.5 and a maximum building height (BH) of 130mPD]</i>
<u>Application</u>	: Proposed Flat with Permitted Shop and Services, Eating Place, Social Welfare Facility (SWF) and Public Vehicle Park (PVP) (excluding container vehicle)

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed flat with permitted shop and services, eating place, SWF and PVP (excluding container vehicle) at the application sites (the Sites), which comprise two pieces of GL (i.e. new Lots to be known as STTL 626 and STTL 627) falling within an area zoned “C(1)” on the OZP (**Plan A-1**). According to the Notes of the OZP for “C” zone, ‘Flat’ is a Column 2 use requiring planning permission from the Town Planning Board (the Board), whereas ‘Shop and Services’, ‘Eating Place’, ‘SWF’ and ‘PVP (excluding container vehicle)’ are always permitted. STTL 626 is currently occupied by a temporary fee-paying public carpark under Short Term Tenancy¹ (STT) and an amenity area managed by the Leisure and Cultural Services Department (LCSD), and STTL 627 is currently vacant.

¹ According to the applicant, the existing temporary fee-paying carpark is under STT No. 2218, subject to a one month notice period for termination.

- 1.2 The Sites are originally planned for commercial developments. To respond to market changes and take forward the government's initiative for providing a steady supply of land for private housing, the applicant has submitted the current application, proposing to convert the Sites for private residential developments. The Sites have been included in the 2026-27 Land Sale List (see details in paragraph 4.2 below).
- 1.3 According to the applicant, the proposed residential developments at the Sites will have a respective total PR of 6.2, including a domestic PR of 6 and a non-domestic PR of 0.2, and BHs of not more than 130mPD (i.e. in compliance with the current BH restriction). To demonstrate the technical feasibility of the proposed residential developments, the applicant has submitted indicative schemes for the Sites with relevant technical assessments conducted in support of the application.

STTL 626

- 1.4 According to the indicative scheme, the proposed development at STTL 626 consists of three residential towers (32 to 34 storeys; BHs of not more than 130mPD) above a three-storey non-domestic podium (**Drawings A-1 to A-3**). Carpark (including ancillary carpark and a PVP), retail facilities (shop and services and/or eating place) and clubhouse will be accommodated in the non-domestic podium.

STTL 627

- 1.5 According to the indicative scheme, the proposed development at STTL 627 consists of two residential towers (33 to 34 storeys; BHs of not more than 130mPD) above a three-storey non-domestic podium (**Drawings A-5 to A-7**). Ancillary carpark, SWF (i.e. an Integrated Children and Youth Services Centre (ICYSC) (sub-base)), retail facilities (shop and services and/or eating place) and clubhouse will be provided in the non-domestic podium.
- 1.6 Major development parameters under the indicative schemes of the Sites are summarised below:

Development Parameters		STTL 626	STTL 627
Site Area (about)		8,015m ²	4,116m ²
PR ⁽ⁱ⁾ (not more than)	- Total	6.2	6.2
	- Domestic	6	6
	- Non-domestic	0.2	0.2
Gross Floor Area (GFA) (m ²) (not more than)	- Total	49,693m ²	25,519m ²
	- Domestic	48,090m ²	24,696m ²
	- Non-domestic	1,603m ²	823m ²
Site Coverage (about)	- Domestic	19%	18%
	- Non-domestic	72%	58%
BH ⁽ⁱ⁾ (not more than)		130mPD	130mPD
No. of Blocks		3 residential blocks atop a 3-storey non-domestic podium	2 residential blocks atop a 3-storey non-domestic podium
No. of Residential Storeys (excluding refuge floor)		32-34	33-34
No. of Flats ⁽ⁱⁱ⁾		962	494

Development Parameters		STTL 626	STTL 627
Anticipated Population ⁽ⁱⁱⁱ⁾		2,501	1,284
Provision of SWF			163m ² ^(iv)
Private Open Space (not less than)		2,501m ²	1,284m ²
Greenery Ratio (not less than)		20%	20%
Internal Transport Facilities ^(v)			
Ancillary Car Park	- Private Car Parking	286 <i>(including 15 visitor parking spaces)</i>	117 <i>(including 10 visitor parking spaces)</i>
	- Motorcycle Parking	15	8
	- Loading/Unloading Bays for Medium/Heavy Goods Vehicle	6	4
	- Bicycle Parking	65	33
PVP ^(vi)	- Private Car Parking	110	
	- Motorcycle Parking	15	
	- Light Goods Vehicle (LGV) and Light Bus Parking	45	
Anticipated Completion Year		2032	2032

Notes:

- (i) Other than the proposed PR and BH, other development parameters are indicative only.
- (ii) An average flat size of 50m² is assumed.
- (iii) A person per occupied flat of 2.6 is assumed.
- (iv) An ICYSC (sub-base) is proposed. 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 in determining the maximum PR for the development in “C(1)” zone according to the Notes of the OZP.
- (v) According to the Buildings Department’s updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2, full GFA exemption for up to two levels of aboveground parking is adopted in the current scheme.
- (vi) To address the local parking demand, a PVP shall be provided at STTL 626 as required by the Transport Department.

- 1.7 According to the applicant, the indicative schemes have incorporated various sensible design in response to the site context, subject to detailed design. As the Sites situated in proximity to Tai Chung Kiu Road and Tate’s Cairn Highway, building setbacks from the roads and relevant mitigation measures (e.g. acoustic window and acoustic balcony) have been adopted to address possible air and noise impacts from the road traffic (**Drawings A-9** and **A-10**). To enhance visual permeability, variations in BH design within the Sites and sufficient building separations between the residential blocks have been proposed (**Drawings A-1** and **A-5**).
- 1.8 Conceptual landscape plans are prepared by the applicant for the Sites (**Drawings A-4** and **A-8**). Local open spaces of not less than 2,501m² and 1,284m² are proposed at multi-levels of the developments at STTL 626 and STTL 627 respectively. To mitigate the possible landscape impacts, greenery and planting will be maximised, such as providing not less than 20% of greenery in the Sites. A total of 58 trees of common species were found within the Sites, of which 13 trees are proposed to be retained and 45 trees are to be felled under the indicative

schemes due to potential conflicts with the site layouts². Detailed layouts and associated landscape and tree treatment proposals will be subject to further design and review in accordance with the relevant regulations/guidelines at detailed design stage³.

- 1.9 According to the Traffic and Transport Impact Assessment (TTIA) submitted by the applicant, all concerned junctions and road links will operate satisfactorily within their capacities. The proposed developments will not induce unacceptable additional public transport demand and impacts to the vicinity. Pedestrian facilities in the area are well-served to handle the pedestrian demand induced by the proposed developments. To address the local demand for public car parking spaces in long term, a PVP will be provided in the development at STTL 626 as required by the Transport Department.
- 1.10 It is noted that underground high-pressure gas mains run along the boundary of the Sites, while a petrol-cum-Liquefied Petroleum Gas (LPG) filling station is located on On Ping Street adjoining STTL 626 (**Plan A-2**). In this regard, the applicant has carried out a Quantitative Risk Assessment (QRA) to assess the associated gas safety risks. For the high-pressure gas mains, the assessment result concludes that the proposed developments have met the requirements, in terms of individual and societal risks, as defined in the relevant Hong Kong risk guidelines, and hence, no mitigation measures are required. For the LPG facilities at the existing petrol filling station, the LPG component will be decommissioned by 2029⁴ as confirmed by the Environmental and Ecology Bureau (EEB). Given that the tentative population intake of the proposed developments is expected in 2032, gas safety risks arising from the LPG component are not anticipated.
- 1.11 Other relevant technical assessments, including Preliminary Environmental Review, Drainage Impact Assessment, Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment, have been conducted by the applicant based on the indicative schemes to ensure technical feasibility of the proposed developments while allowing future design flexibility. The assessments conclude that, with appropriate design and mitigation measures such as setback from roads, implementation of noise mitigation designs, insurmountable environmental impacts are not anticipated while the proposed developments will also not result in any adverse impacts in terms of drainage, sewerage and water supply aspects.
- 1.12 In support of the application, the applicant has submitted the following documents:
 - (a) Application Form and Supplementary Planning (**Appendix I**) Statement (SPS) received on 4.8.2026
 - (b) Further Information (FI) received on 23.9.2026* (**Appendix Ia**)
**accepted and exempted from publication and recounting requirements*

² The conceptual landscape proposals are based on the Tree Survey Report prepared by the Lands Department in 2023.

³ Successful bidder(s)/developer(s) of the Sites shall observe relevant regulations/guidelines such as Development Bureau Technical Circular (Works) No. 4/2020 on Tree Preservation, and Guidelines for Tree Risk Assessment and Management Arrangement.

⁴ The QRA has been conducted based on a no-LPG facilities scenario. According to the applicant, the LPG facilities within the existing petrol filling station will be decommissioned upon 31.1.2029 as confirmed by EEB.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the SPS and FI at **Appendices I and Ia**, as summarised below:

Responding to Government's Policy to Meet the Supply Target for Private Housing by Providing Sufficient Lands

- (a) the proposed developments are in line with the government's policy to maintain a steady supply of land for private housing as announced in the 2025 Policy Address (PA). Should the application be approved by the Rural and New Town Planning Committee (the Committee), the Sites will be rolled out to the market in an orderly and pragmatic manner, providing about 1,500 flats in total and contributing to the government's housing supply target;

Compliance with the Requirements of the OZP and Providing Planning Merits

- (b) the proposed PR and BH of the Sites do not exceed the existing development restrictions as stipulated under "C(1)" zone of the OZP. In respond to the local demand for parking and SWF, a PVP and ICYSC are proposed within the STTL 626 and STTL 627 respectively, fulfilling the government's requirements mentioned in the Explanatory Statement (ES) of the OZP;

Ensuring Full Compatibility with the Surroundings

- (c) the proposed developments are compatible with the surrounding environment. The variations in BH profile have been adopted in the indicative schemes and will not adversely affect the visual resources near riverfront environment; and

No Adverse Impacts

- (d) based on the indicative schemes, various technical assessments have been conducted to ascertain the technical acceptability of the proposed developments. From the assessment results of the performance of key road links and junctions as well as the public transport demand, no insurmountable traffic and transport impacts are anticipated. No adverse air quality impact is anticipated with the incorporation of appropriate design measures including sufficient setbacks from roads. With the adoption of acoustic window and acoustic balcony as mitigation measures, no adverse road traffic noise impact is also anticipated. The proposed developments will induce no adverse impacts from sewerage, water supply and drainage perspectives.

3. **Compliance with the "Owner's Consent/Notification" Requirements**

As the Sites involve GL only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable to the application.

4. **Background**

- 4.1 The 2025 PA projects a private housing supply target of 126,000 units for the coming decade, which is in accordance with the Long Term Housing Strategy. As announced in the 2026-27 Budget, the government will not put up general commercial sites for sale in the coming fiscal year, in view of the vacancy rate in the non-residential property market as well as the prevailing supply and demand situations. In light of the above, the Sites are proposed to be converted for private housing developments by mean of obtaining planning permission from the Board. As steered by the Development Bureau (DEVB), CEDD is tasked to undertake various technical assessments in support of the current application for ascertaining the technical feasibility of proposed residential developments at the Sites.
- 4.2 On 27.2.2026, the Secretary for Development (SDEV) announced the 2026-27 Land Sale List which covers a total of nine sites⁵, including the Sites. Should the application be approved, the Sites will be rolled out to the market, making reference to market situation and other supply sources, so as to maintain a steady supply of land for private housing.

5. **Previous Application**

The Sites do not involve any previous application.

6. **Similar Application**

There is no similar application within the same “C(1)” zone on the OZP.

7. **The Sites and Their Surrounding Areas (Plans A-1 to A-4b)**

- 7.1 The Sites are:
- (a) consisting of two pieces of GL (i.e. STTL 626 and STTL 627). The former is currently occupied by a temporary public fee-paying carpark under STT and an amenity area managed by LCSD, and the latter is currently vacant; and
 - (b) located at the fringe of Shek Mun Business Area (SMBA) and accessible from On Ping Street/On Sum Street connecting to Tai Chung Kiu Road.

⁵ The 2026-27 Land Sale List covers nine sites, involving about 6,650 flats to be put up for sale. Three residential sites, including the Area 106A site in Tung Chung, the Cape Road site in Stanley, and the Clear Water Bay Road site in Sai Kung, are rolled over sites; and six new sites, including three sites in Hung Shui Kiu/Ha Tsuen New Development Area, the Fat Kwong Street site in Ho Man Tin, and the subject two Sites (i.e. STTL 626 and STTL 627) in Sha Tin.

- 7.2 The surrounding areas are predominately a mixture of industrial/commercial buildings and residential developments. To the northwest across Tai Chung Kiu Road is a cluster of residential developments, namely Pictorial Garden and Garden Vista. To the further south is the MTR Shek Mun Station. For STTL 626, to its immediate southeast are a petrol-cum-LPG filling station, Shek Mun Fresh Water Booster Pumping Station, Sha Tin Community Green Station and On Sum Street Substation. For STTL 627, to its immediate southwest are Shek Mun Playground and a hotel (i.e. Courtyard by Marriott Hong Kong Sha Tin); and to its south are some industrial buildings (i.e. Granttech Centre and Topsail Plaza), falling within an area zoned “Other Specified Uses” annotated “Business (1)”, mainly used for office and warehouse uses, as well as shop and services on ground floor.

8. **Planning Intention**

The planning intention of the “C” zone is 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.

9. **Comments from Relevant Government Bureau/Departments**

- 9.1 The following government departments have been consulted and their views on the application are summarised as follows:

Land Supply

- 9.1.1 Comments of the Chief Estate Surveyor/Land Supply, Lands Department (CES/LS, LandsD):

she has no adverse comment on the application from land disposal point of view.

Traffic

- 9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) the TTIA conducted by CEDD is acceptable and she has no comment on the application; and
- (b) proposed PVP at STTL 626 is supported.

- 9.1.3 Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- (a) he has no comment on the application from highway maintenance point of view; and
- (b) his advisory comments are at **Appendix II**.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) he has no objection to the application from environmental planning perspective, considering that no insurmountable environmental issue arising from the proposed developments is anticipated;
- (b) according to the preliminary environmental assessments conducted by CEDD including the Air Quality Impact Assessment, Noise Impact Assessment, Land Contamination Assessment and SIA based on the indicative development schemes, it is noted:
 - (i) sufficient buffer distance in accordance with the requirement stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) can be provided between air sensitive uses of the proposed developments and the nearby roads. No adverse impacts from vehicular emissions are anticipated;
 - (ii) 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 developments are anticipated;
 - (iii) 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 developments;
 - (iv) with implementation of the recommended measures such as a new 300mm diameter sewer connection to the public sewerage for STTL 626 (**Plan A-2**), no adverse sewerage impacts are anticipated from the proposed developments; and
 - (v) no land contamination issues were identified for the Sites based on current and historic uses; and
- (c) the requirements for submission of the relevant technical assessments for the future developer(s) to identify and implement suitable mitigation measures for their proposed development schemes will be addressed through administrative means. Accordingly, corresponding approval conditions are not necessary under the current application.

Urban Design, Visual, Air Ventilation and Landscape

9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design, Visual and Air Ventilation

- (a) she has no comment on the application from visual and air ventilation

perspectives;

- (b) according to the submission, the proposed developments would be of a maximum PR of 6.2 and a maximum BH of 130mPD. Since there is no intensification in development intensity as compared to the restrictions under the OZP, she has no particular view on visual perspective;
- (c) the Sites are not located within any major wind corridors and the proposals do not fall within the criteria requiring an air ventilation assessment (AVA) under the Joint HPLB-ETWB Technical Circular on AVA No. 1/06. As such, AVA submission is not required;

Landscape

- (d) she has no adverse comment on the application from landscape planning perspective;
- (e) based on the aerial photo taken in 2025, the Sites are located in an area comprising industrial, commercial and residential developments, highways/roads and scattered tree groups. The proposed developments are considered not incompatible with the surrounding environment;
- (f) according to the SPS, no Old and Valuable Tree (OVT), potential OVT, large tree with diameter at breast height (DBH) over 750mm, nor rare/protected species was found within the Sites. 58 existing trees of commons species were identified within the Sites based on a tree survey conducted in 2023. According to the applicant, the detailed development layout and associated tree treatment proposals, including the number of trees to be felled, retained and compensated, will be subject to further design and review at the detailed design stage;
- (g) in view of the above, significant adverse landscape impact arising from the application is not anticipated; and
- (h) her advisory comments are at **Appendix II**.

Amenity Area

9.1.6 Comments of Director of Leisure and Cultural Services (DLCS):

- (a) she has no adverse comment on the application;
- (b) as only part of the soft-landscape at the amenity area (**Plan A-3**) is under LCSD's maintenance currently, she has no in-principle objection to give way to private housing development;
- (c) no tree is currently under LCSD's maintenance within the Sites;

- (d) considering that there are leisure venues in the vicinity, such as Shek Mun Playground, On King Street Park, On Muk Street Garden, etc., LCSD has no development plan for the Sites. Nevertheless, LCSD has taken note of the public opinions and will accord due consideration to them in case of any future development in the area. Generally, LCSD will take into account various factors when planning new leisure and recreational facilities, including the relevant guidelines under the HKPSG, demographic changes, number and utilisation of existing facilities, policy objectives of sports development and views of the District Council concerned and stakeholders, in order to provide facilities that suit the needs of local residents; and
- (e) her advisory comments are at **Appendix II**.

Gas Safety

9.1.7 Comments of Director of Electrical and Mechanical Services (DEMS):

- (a) he has no comment on the assessment of risks brought about by the new proposed developments near the high pressure town gas pipe in the area and the nearby petrol-cum-LPG filling station; and
- (b) his advisory comments are at **Appendix II**.

Fire Safety

9.1.8 Comments of the Director of Fire Services (D of FS):

- (a) he has no comment on the application; and
- (b) his advisory comments are at **Appendix II**.

Food and Environmental Hygiene

9.1.9 Comments of the Director of Food and Environmental Hygiene (DFEH):

- (a) he has no adverse comment on the application; and
- (b) his advisory comments are at **Appendix II**.

Buildings Matters

9.1.10 Comments of the Chief Building Surveyor/New Territories East 2 & Rail, Buildings Department (CBS/NTE2&Rail, BD):

- (a) he has no in-principle objection to the application; and
- (b) his advisory comments are at **Appendix II**.

9.2 The following bureau/departments have no objection to/comments on the application:

- (a) SDEV;
- (b) District Lands Officer/Shi Tin, LandsD (DLO/ST, LandsD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (e) North Development Office, CEDD (NDO, CEDD);
- (f) Head of the Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (g) Director of Social Welfare (DSW);
- (h) Commissioner of Police (C of P); and
- (i) District Officer/Shi Tin, Home Affairs Department (DO/ST, HAD).

10. Public Comments Received During Statutory Publication Period

10.1 On 11.8.2026, the application was published for public inspection. During the statutory public inspection period, a total of 89 public comments were received (**Appendix III**), including two supporting comments from individuals, 55 objecting comments (which include one from Shi Tin District Council Member, one from the Incorporated Owners of Garden Vista, and 53 from local residents/individuals), and 32 comments (which include one from MTR Corporation Limited, one from the manager of Grandtech Centre, and 30 from local residents/individuals) providing views on the application. Their major grounds/views are summarised as follows:

Supporting Views

- (a) the proposed developments would provide community and retail facilities to support local neighbourhood;

Objecting Views

- (b) the proposed developments would induce undesirable traffic impacts on the surrounding areas of Shi Mun, with an overwhelming increasing in traffic on the existing road and pedestrian networks; the existing public transport services have reached saturation during rush hours; there are serious illegal parking issues and lack of parking spaces; the relevant traffic assessment submitted by the applicant has yet fully reflected the current traffic conditions; the proposed developments would generate adverse drainage, sewerage, visual, air and noise impacts on the nearby areas; the proposed developments are considered incompatible with surrounding environment; the view of the other residential developments will be blocked; there would be insufficient community and recreational facilities in the area; the proposed developments would be prone to gas safety given its close proximity to the petrol filling station; and the Sites should be reserved for commercial/industrial/other uses to support employment and meet local demands; and

Providing views

- (c) mitigation measures should be implemented to mitigate the adverse air and noise impacts induced by the proposed developments during the construction and operational stages; the Sites could be allocated for public housing/SWF/cultural/recreational uses to address various needs of the community (e.g. mental health); and an approval condition requesting provision of more bicycle parking facilities should be imposed.

11. Planning Considerations and Assessments

- 11.1 The application is for proposed flat with permitted shop and services, eating place, SWF and PVP (excluding container vehicle), with a total PR of 6.2 (including a domestic PR of 6 and a non-domestic PR of 0.2) and a maximum BH of 130mPD at the Sites (i.e. STTL 626 and STTL 627) zoned “C(1)” on the OZP (**Plan A-1**). In the “C(1)” zone, ‘Flat’ is a Column 2 use requiring planning permission from the Board. The application is to facilitate the proposed private residential developments at the Sites which are targeted to be rolled out under the government’s 2026-27 Land Sale List.

Policy Initiative

- 11.2 As announced in the 2026-27 Budget, the government will not put up general commercial sites for sale in the coming fiscal year in view of the market change. To take forward the government’s initiative for providing a steady supply of land for private housing, the Sites are proposed to be converted for private housing developments. As steered by DEVB, CEDD has conducted various technical assessments to ascertain that proposed residential developments at the Sites are technically feasible. Taking account of the above and the planning assessments below, there is no objection to the current application for proposed private residential developments at the Sites.

Planning Intention and Land Use Compatibility

- 11.3 The Sites fall within the “C(1)” zone which is intended primarily for commercial developments, functioning mainly as local commercial area and/or local shopping centre serving the immediate neighbourhood. As mentioned in paragraph 7 above, the Sites are located in an area predominately a mixture of industrial/commercial buildings and residential development (**Plans A-2 and A-3**). A cluster of established residential developments, namely Pictorial Garden and Garden Vista, is located to the northwest of the Sites across Tai Chung Kiu Road. The Sites are located at the fringe of SMBA with some open space and community facilities in the vicinity. The proposed developments mainly for residential use with supporting retail provisions are considered not incompatible with the surrounding developments from land use perspective, which are mainly mixed industrial/commercial and residential uses in nature.
- 11.4 The proposed BHs of not more than 130mPD do not exceed the prevailing BH restriction of 130mPD under the OZP. Besides, photomontages prepared by the applicant have demonstrated that the proposed developments would not adversely affect the visual resources near the riverfront environment. In this regard,

CTP/UD&L of PlanD has no comment on the application from visual perspective.

Planning Merits

- 11.5 The proposed developments at STTL 626 and STTL 627 include a PVP and SWF to address the local demand for car parking and community facilities respectively, which are also in compliance with the relevant government departments' requirements mentioned in the ES of the OZP. In this regard, C for T and DSW have no comment on the application respectively. The concerned provisions of PVP and SWF could be materialised through administrative measures under the land administration regime at later stage.

Technical Aspects

- 11.6 The indicative schemes have incorporated various sensible design and mitigation measures in response to the site context, including variations in BH, building separations and setbacks from surrounding roads, and acoustic window/balcony, to enhance the visual permeability and/or mitigate the possible air quality and noise impacts. Moreover, the future successful bidder(s)/developer(s) of the Sites shall observe the relevant landscape and tree preservation regulations/guidelines to formulate the detailed landscape proposals at detailed design stage. In this regard, CTP/UD&L of PlanD has no comment on the application from landscape planning perspective.
- 11.7 The applicant has conducted various technical assessments from traffic, environmental (including air quality and noise aspects), water supply, sewerage and drainage perspectives to demonstrate that the proposed developments would not generate significant adverse impacts to the surrounding areas. Concerned government departments consulted including C for T, CHE/NTE of HyD, DEP, CE/C of WSD and CE/MS of DSD have no objection to or no adverse comment on the application. Regarding the interface issues with the nearby underground high-pressure gas mains, the QRA conducted by the applicant concludes that the proposed developments have met the requirements under the relevant risk guidelines. Besides, as the LPG facilities adjacent to STTL 626 will be decommissioned prior to the tentative population intake year of the Sites, gas safety concerns arising from the LPG component are not anticipated. In this regard, DEMS has no comment on the application from gas safety perspective. The technical concerns of relevant departments could also be addressed through administrative measures under the land administration regime at later stage.

Indicative Schemes

- 11.8 It should be noted that the layout plans for the proposed developments submitted by the applicant are indicative only and solely for technical assessments purpose. Should the Committee approve the application, the approval is for application as stated in paragraph 11.1 only and the indicative layouts of the Sites do not form part of the approval. This is to allow future design flexibility at detailed design stage through general building plans to be submitted by the successful bidder(s)/developer(s).

Public Comments

- 11.9 Regarding the public comments on the application, the planning considerations and assessments in paragraphs 11.2 to 11.7 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 25.9.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are suggested at **Appendix II** for Members' reference.
- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed developments are not in line with the planning intention of the "C(1)" zone, which is intended primarily for commercial developments. There is no strong planning justification in the submission for a departure from the planning intention.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant the permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form and SPS received on 4.8.2026
Appendix Ia	FI received on 23.9.2026
Appendix II	Recommended Advisory Clauses
Appendix III	Public Comments
Drawing A-1	Master Layout Plan (STTL 626)
Drawing A-2	Typical Residential Floor Plan (STTL 626)
Drawing A-3	Section Plan (STTL 626)
Drawing A-4	Conceptual Landscape Plan (STTL 626)
Drawing A-5	Master Layout Plan (STTL 627)

Drawing A-6	Typical Residential Floor Plan (STTL 627)
Drawing A-7	Section Plan (STTL 627)
Drawing A-8	Conceptual Landscape Plan (STTL 627)
Drawing A-9	Proposed Mitigation Measures (STTL 626)
Drawing A-10	Proposed Mitigation Measures (STTL 627)
Drawings A-11 to A-13	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

PLANNING DEPARTMENT
SEPTEMBER 2026