

**S16 PLANNING APPLICATION
APPROVED FANLING/SHEUNG SHUI OUTLINE ZONING PLAN
No. S/FSS/28**

**Proposed Minor Relaxation of Building Height Restriction
for Permitted Industrial Use cum Public Vehicle Park
at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling**

SUPPORTING PLANNING STATEMENT

June 2026

Applicant:
Ample Skill Limited

Consultancy Team:
KTA Planning Limited
AGC Design Limited

 S3187_PS_V01



PLANNING LIMITED
規 劃 顧 問 有 限 公 司

Executive Summary

The Applicant, Ample Skill Development Limited, seeks approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use cum Public Vehicle Park (“the Proposed Development”) at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling (“the Site”).

The Site falls within an area zoned “Industrial” (“I”) on the Approved Fanling Sheung Shui Outline Zoning Plan No. S/FSS/28 (“the Approved OZP”) with a building height (“BH”) restriction of 65m imposed thereon. A set of General Building Plan (“GBP”) for industrial use cum public vehicle park development with a max. BH of 65m and 1 storey of basement ancillary carpark was approved in June 2024 (hereafter referred to as the Approved GBP Scheme).

Following the announcement in the 2025 Policy Address, the Government promulgated the enhanced GFA exemption arrangements for carparks in private development projects in November 2025 to allow full GFA exemption for no more than two storeys of aboveground carparks, while eliminating the prerequisite of constructing some of the carparks underground. At the same time, to facilitate the implementation of such enhanced arrangements, the Government announced that the town planning procedures will be streamlined for approving relaxation of BH relevant to the aboveground carparks. The above measures have already taken effect starting from November 2025.

In response to the above mentioned policy initiative, the current planning application proposes a minor relaxation of BH restriction from 65m to 77.25m (+12.25m & +18.85%) to facilitate incorporation of the aboveground ancillary carpark design into the Proposed Development on the Site. Opportunities are also taken to include some design enhancement measures in the development. Basically, the Proposed Scheme is largely the same as the Approved GBP Scheme in terms of the general layout, building disposition and floor-to-floor height arrangement.

The Proposed Development is fully justified based on the following reasons:

- The proposed increase in building height is in-line with the Government’s policy of facilitating aboveground carpark arrangement for private developments;
- The proposed relaxation of building height is minor and reasonable;
- The proposed scheme has provided additional building setbacks and abundant high-quality greenery;
- The proposed scheme has no significant impact in visual aspects; and
- No other technical impacts are anticipated, as the Proposed Development conforms to the planning intention, land uses and maximum plot ratio restrictions of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.

In light of justifications given throughout the Supporting Planning Statement, we sincerely request the TPB to give favourable consideration to this Section 16 Planning Application.

行政摘要

(內文如有差異，應以英文版本為準)

申請人「峯瑋有限公司」現根據城市規劃條例第 16 條，向城市規劃委員會（「城規會」）在粉嶺安居街粉嶺上水市地段第 245 號（「申請地點」）申請擬議略為放寬建築物高度限制，以作准許的工業用途暨公眾停車場（「擬議發展」）。

申請地點位於粉嶺/上水分區計劃大綱核准圖編號 S/FSS/28 的「工業」地帶內。其最高建築物高度為不多於 65 米。申請地點於 2024 年 6 月獲批准一套工業暨公眾停車場發展的建築圖則（以下簡稱「已核准方案」）。已核准方案的最高建築物高度為 65 米，並設有一層附屬地庫停車場。在 2025 年施政報告公佈後，政府於 2025 年 11 月亦相繼公佈了經優化的私人發展項目停車場總樓面面積豁免安排，容許地面不多於兩層停車場的總樓面面積獲全數豁免，亦無須以興建部分停車場於地庫作為先決條件。為配合優化措施的實施，政府亦會簡化審批地面停車場高度限制的城規程序，以批准與興建地面停車場相關的建築物高度限制放寬。上述措施已於 2025 年 11 月生效。

基於上述政策，申請人現提交規劃申請，擬議將建築物高度限制由 65 米放寬至 77.25 米(增加 12.25 米及 18.85%)，以在申請地盤將地面停車場納入經常准許的工業發展項目中。此外，申請人亦把握機會在擬議發展加入一些設計增益及改善措施。基本上，擬議發展在整體佈局、建築物設計及樓層高度，均與已核准方案大致相同。

擬議發展的申請具充份理據，原因如下：

- 擬議的建築物高度增幅符合政府促進私人發展項目安排地面停車場的政策；
- 擬議建築物高度的增幅輕微且合理；
- 擬議發展方案加入額外的建築物後移及充足且高質量的綠化；
- 擬議發展方案在視覺方面沒有重大影響；及
- 擬議發展符合分區計劃大綱圖的規劃意向、土地用途及最高地積比率限制，所有其他發展參數均與已核准方案保持一致，因此擬議發展預計不會產生其他技術層面的影響。

基於以上理據，申請人懇請城規會批准是次規劃申請。

Executive Summary

行政摘要

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S16 PLANNING APPLICATION
APPROVED FANLING/SHEUNG SHUI OUTLINE ZONING PLAN No. S/FSS/28

**Proposed Minor Relaxation of Building Height Restriction
for Permitted Industrial Use cum Public Vehicle Park,
Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Ample Skill Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Building Height (“BH”) Restriction for Permitted Industrial Use cum Public Vehicle Park (“the Proposed Development”) at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling (“the Site”). The Site falls within an area zoned “Industrial” (“I”) on the approved Fanling/Sheung Shui Outline Zoning Plan (“the Approved OZP”) No. S/FSS/28. This Supporting Planning Statement is to provide members of the TPB with information necessary for the consideration of this Application.

1.2 Background

1.2.1 A set of General Building Plan (“GBP”) for industrial development, with all development parameters conform to the OZP restrictions (i.e. a maximum BH of 65m) and 1 storey of basement carpark was approved in June 2024 (hereafter referred to as “the Approved GBP Scheme”).

1.2.2 Following the announcement in the 2025 Policy Address, the Government promulgated the enhanced GFA exemption arrangements for carparks in private development projects in November 2025 to allow full GFA exemption for no more than two storeys of aboveground carparks, while eliminating the prerequisite of constructing some of the carparks underground. At the same time, to facilitate the implementation of such enhanced arrangements, the Government announced that the town planning procedures will be streamlined for approving relaxation of BH relevant to the aboveground carparks. The above measures have already taken effect starting from November 2025.

1.2.3 In response to the aforementioned policy initiative, this planning application proposes a minor relaxation of BH restriction from 65m to 77.25m (+12.25m & +18.85%) to facilitate the incorporation of the aboveground carparks design into the permitted industrial development on the Site. Since the construction cost for aboveground carparks is lower and the construction time is shorter, the

aboveground carpark arrangement will effectively reduce construction costs and expedite developments. Opportunities are also taken to include some design enhancement measures in the development. Basically, the Proposed Development scheme is largely the same as the Approved GBP Scheme in terms of the general layout, building disposition and floor-to-floor ("f-t-f") height arrangement.

1.3 Report Structure

- 1.3.1 Following this introductory Section, the site and planning context will be briefly set out in **Section 2**. The proposed development scheme and technical considerations will be discussed in **Section 3** and **Section 4**. The planning justifications will be elaborated in **Section 5**, followed by **Section 6** in concluding and summarising this Supporting Planning Statement.

2 SITE AND SURROUNDING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located in On Lok Tsuen Industrial Area at the northeast of Fanling Town, abutting On Kui Street. The Site is about 950m (about 15 minutes walking) away from Fanling MTR Station (**Figure 2.1** refers). The Site is paved and currently vacant.

2.2 Surrounding Context

2.2.1 The Site is situated at the centre of On Lok Tsuen Industrial Area with a mix of industrial establishments (**Figures 2.2 and 2.3** refers):

- To the north, northwest and west across On Kui Street are multi-storey industrial and commercial buildings;
- To the east across the footpath and cycle track and immediate south are vehicle repairing workshops and storage yards. To the further south is a high-rise logistic centre namely Hi-Speed Centre 1;
- To the immediate west is a heritage of stone tablets; and
- To the southwest across the service lane is a concrete batching plant.

2.3 Accessibility

2.3.1 The Site is served by On Kui Street and connects to other parts of Fanling/Sheung Shui via Lok Yip Road and Jockey Club Road. The Site is also well-served by public transport services stopping at Sha Tau Kok Road – Lung Yeuk Tau and Luen Wo Hui Public Transport Terminus.

2.4 Statutory Planning Context

2.4.1 The Site falls within an area zoned “I” on the approved Fanling/Sheung Shui Outline Zoning Plan No. S/FSS/28 (**Figure 2.1** refers).

2.4.2 According to the Statutory Notes of the Approved OZP, the planning intention of “I” zone is *“primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone”*.

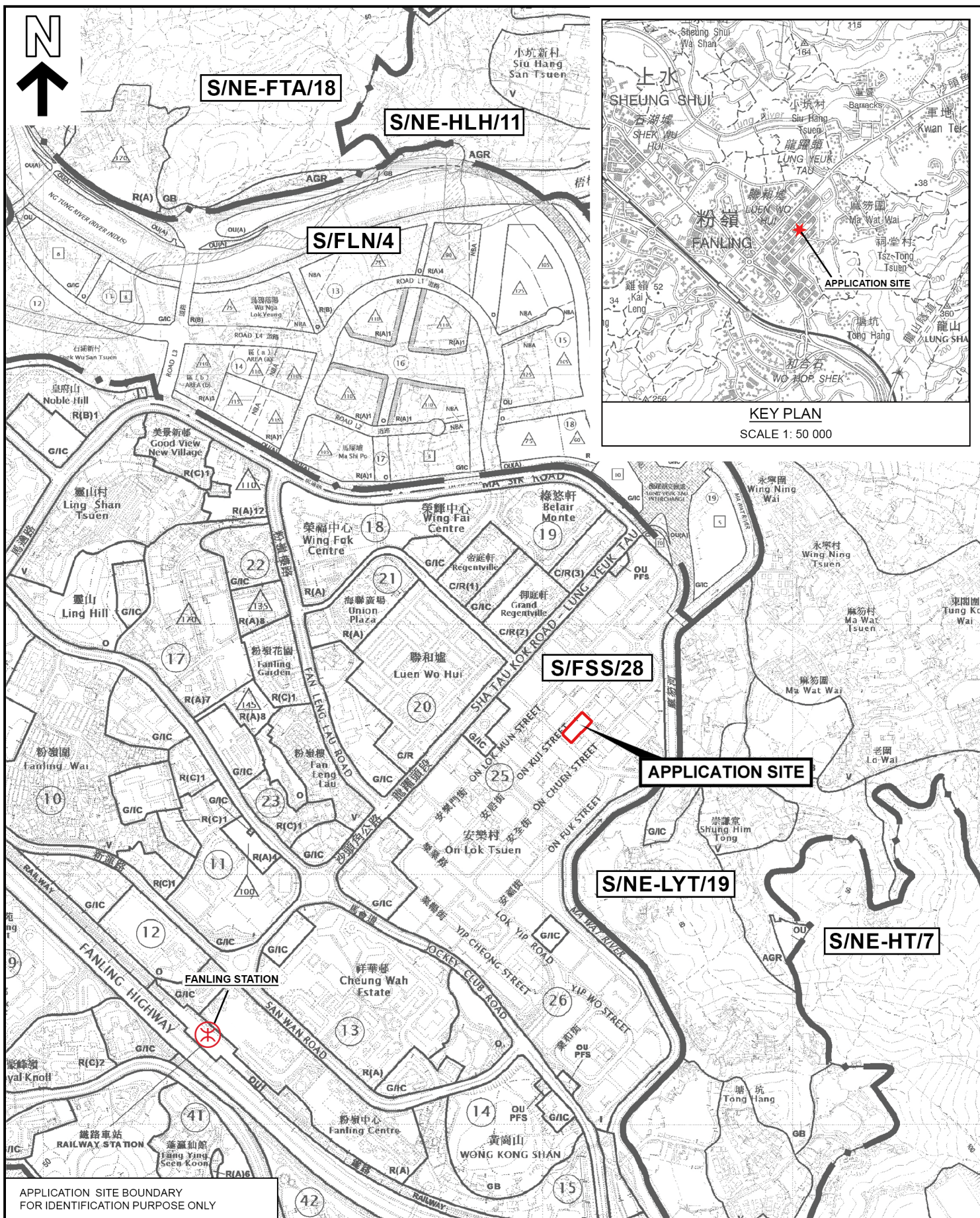
2.4.3 Any developments are subject to a maximum plot ratio (“PR”) of 5 and a maximum building height of 65 metres (excluding basements) on land designated “Industrial” at Planning Areas 25 and 26 (On Lok Tsuen Industrial Area). ‘Industrial Use’ and ‘Public Vehicle Park’ are Column 1 uses, which is always permitted by the TPB.

2.4.4 Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR/BH restrictions may be considered by the TPB on application under section 16 of the Town Planning Ordinance.

2.4.5 Since the Site would also involve a minor relaxation of the BH restriction, this planning application is subject to approval from the TPB.

2.5 Non-statutory Planning Context

2.5.1 The Site falls within an area zoned “I” on the adopted Fanling/Sheung Shui Areas 25 & 26 - Layout Plan No. L/FSS 25/2 (“the Adopted Layout Plan”) (**Figure 2.4** refers). A 4.08m non-building area (“NBA”) is demarcated at the northeastern edge of the Site. Car park and lorry park are indicated at the Site on the Adopted Layout Plan. These planning requirements stipulated on the Adopted Layout Plan have been translated into the lease conditions of the Site.



LOCATION PLAN

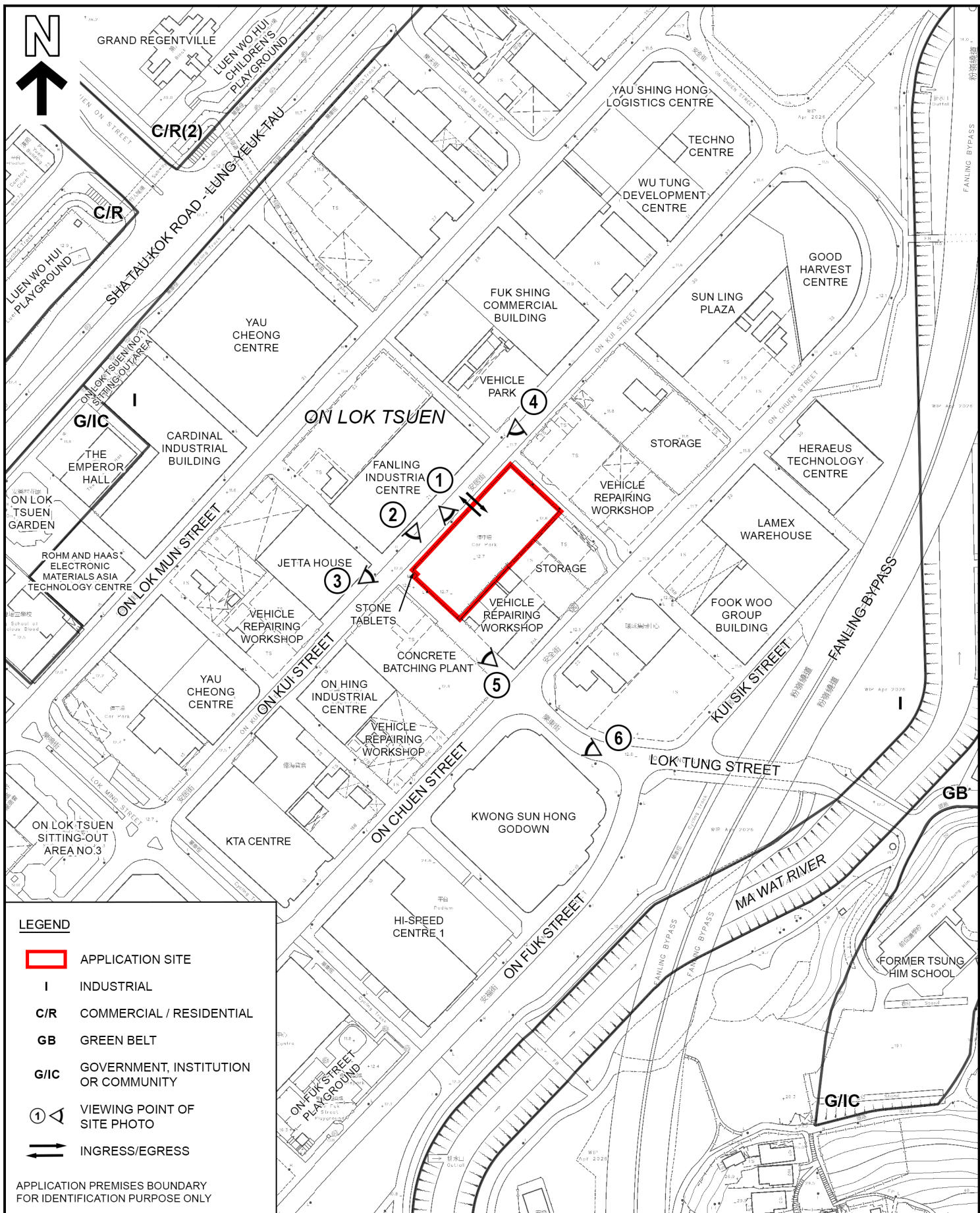
PROPOSED MINOR RELAXATION OF BUILDING HEIGHT
RESTRICTION FOR PERMITTED INDUSTRIAL USE
CUM PUBLIC VEHICLE PARK AT
FANLING SHEUNG SHUI TOWN LOT 245,
ON KUI STREET, FANLING

SCALE 1: 10 000

FIGURE 2.1

EXTRACT PLAN BASED ON
OUTLINE ZONING PLANS No.
S/FSS/28 APPROVED ON 9.4.2024;
S/NE-LYT/19 APPROVED ON 6.12.2022;
S/NE-HT/7 APPROVED ON 6.12.2022;
S/NE-HLH/11 APPROVED ON 17.10.2006;
S/NE-FTA/18 APPROVED ON 9.4.2024 &
S/FLN/4 APPROVED ON 19.9.2023

DATE: 24.6.2026



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SITE PLAN

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT
RESTRICTION FOR PERMITTED INDUSTRIAL USE
CUM PUBLIC VEHICLE PARK AT
FANLING SHEUNG SHUI TOWN LOT 245,
ON KUI STREET, FANLING

SCALE 1:2 000

FIGURE 2.2

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 3-SW-7D, 8C,
12B & 13A

DATE: 24.6.2026



REMARKS: LOCATION OF SITE PHOTOS AS SHOWN IN FIGURE 2.2 SITE PLAN



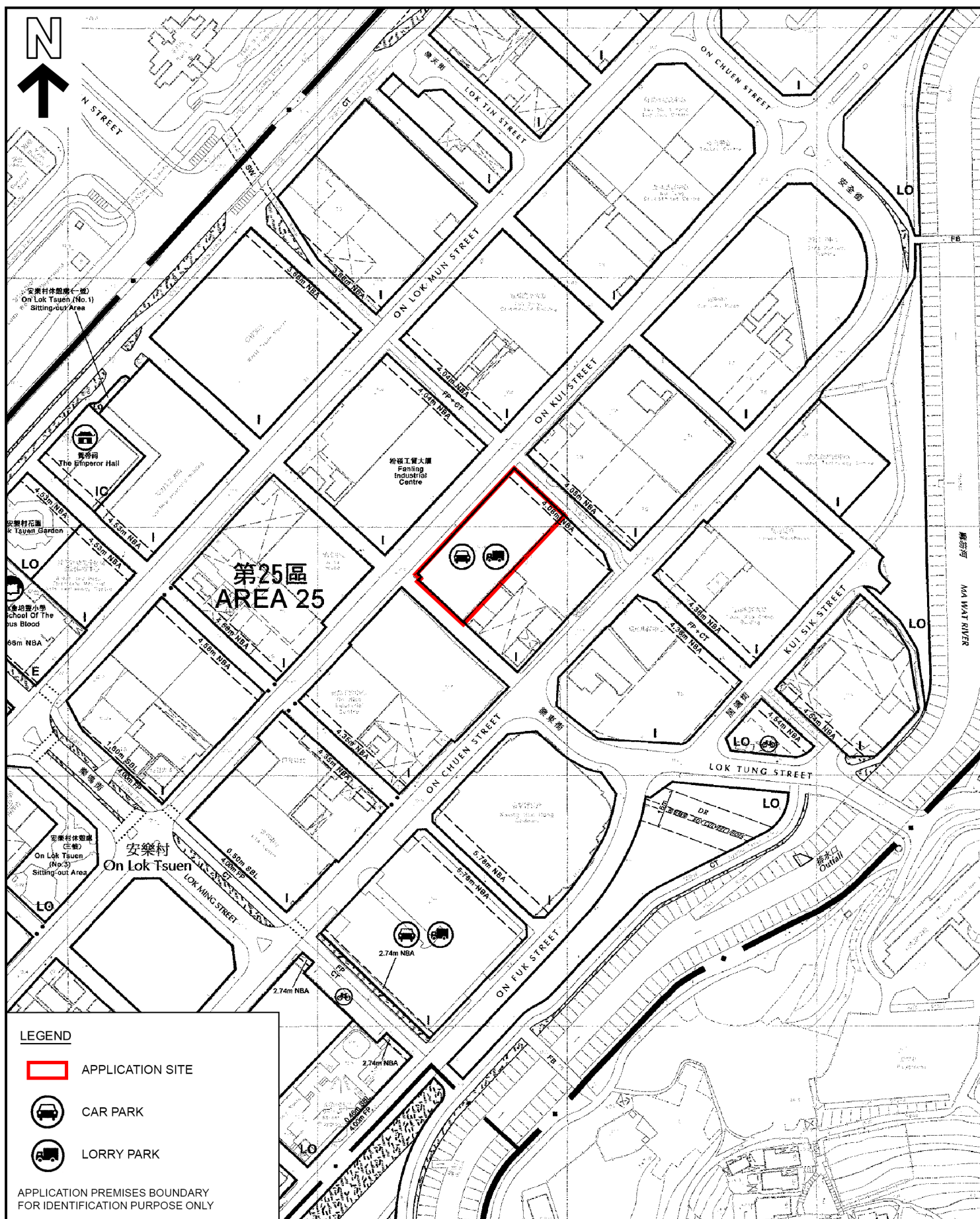
SITE PHOTOS

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT
RESTRICTION FOR PERMITTED INDUSTRIAL USE
CUM PUBLIC VEHICLE PARK AT
FANLING SHEUNG SHUI TOWN LOT 245,
ON KUI STREET, FANLING

FIGURE 2.3

BASED ON SITE PHOTOS
TAKEN ON 13.5.2026

DATE: 17.6.2026



EXTRACT OF ADOPTED LAYOUT PLAN

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT
RESTRICTION FOR PERMITTED INDUSTRIAL USE
CUM PUBLIC VEHICLE PARK AT
FANLING SHEUNG SHUI TOWN LOT 245,
ON KUI STREET, FANLING

SCALE 1:2 000

FIGURE 2.4

EXTRACT PLAN BASED ON ADOPTED
FANLING/SHEUNG SHUI AREAS 25 & 26 -
LAYOUT PLAN No. L/FSS 25/2

DATE: 24.6.2026

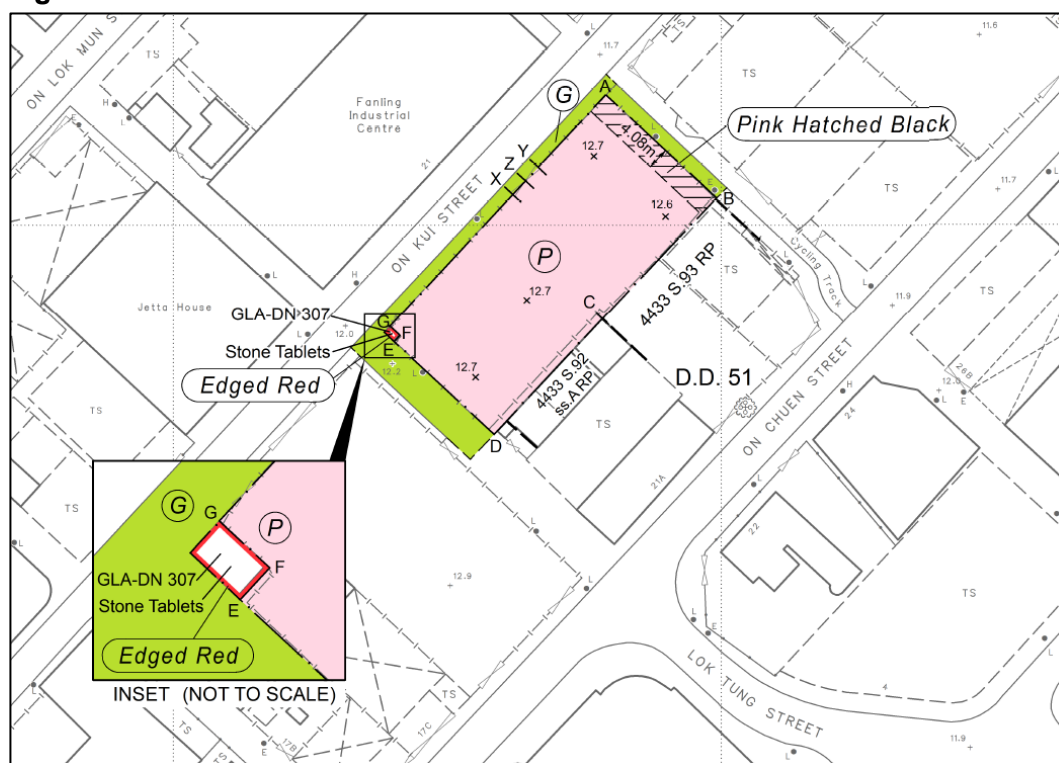


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2.6 Land Status, Lease Condition and Approved GBP Scheme

- 2.6.1 The Site is a land sale site which was awarded to the Applicant through public tender in January 2022. The Site covers an area of about 1,631.3m². Under the Conditions of Sale, a public vehicle park (“PVP”) having 25 motor vehicle, 5 light goods vehicle (“LGV”) and 20 medium goods vehicle (“MGV”) or heavy goods vehicles parking spaces has to be constructed.
- 2.6.2 After being awarded the Site, the Applicant has proceeded with the detailed design of an industrial development and in June 2024, a set of general building plan (GBP) for an industrial development with one storey of basement carpark was approved by the Government for the Site. This 2024 Approved Scheme (i.e. the Approved GBP Scheme) complies with the OZP restrictions (including the maximum BH restriction of 65m) and lease conditions (including the provision of a PVP and a 4.08m wide NBA designated as “Pink Hatched Black” area under Lease (**Figure 2.5** refers). The details of the Approved GBP Scheme and its comparison with the latest scheme of the Proposed Development (“the Proposed Scheme”) are depicted in **Section 3** below.

Figure 2.5 Extract of Lease Plan



3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use

3.1.1 With a site area of approximately 1,631.3m² and a proposed plot ratio of 5, the Proposed Scheme will yield a total gross floor area (GFA) of not more than 8,156.5m². The Proposed Scheme involves a minor relaxation of the BH restriction from 65m to 77.25m due to the relocation of the basement carpark to above ground. To provide the PVP required under lease and to comply with the relevant building regulations, the coverage of the building has already been optimised as far as possible.

3.1.2 The Proposed Development will be a 14-storey industrial building accommodating a PVP. Please refer to **Table 3.1** below for the proposed development parameters and **Appendix 1** for the indicative master layout plan and section plan.

Table 3.1 Development Parameters of the Proposed Scheme

Development Parameter	Approved GBP Scheme (a)	Proposed Scheme (b)	Difference (b) - (a)
Site Area	About 1,631.3m ²	About 1,631.3m ²	No change
Plot Ratio	About 4.9332	Not more than 5	No change
Total GFA ⁽¹⁾	About 8,047.464m ²	Not more than 8,156.5m ²	No change
Building Height (main roof) (excluding basement)	About 65m excluding basement (+76.85mPD)	Not more than 77.25m (+89.1mPD)	+12.25m (18.85%)
No. of Blocks	1	1	No change
No. of Storeys ⁽²⁾ - Industrial Use - Aboveground Carpark - Basement Carpark	13 7 5 1	14 7.5 6.5 0	+1 +0.5 +1.5 -1
Site Coverage	84.330% (Below 28m) 76.563% (Below 44m) 64.998% (Above 44m)	Not more than 85% (Below 36m) Not more than 77% (Below 47m) Not more than 65% (Above 47m)	No change
Public Vehicle Park - Private Car Parking Spaces - LGV Parking Spaces - MGW Parking Spaces	25 (incl. 1 accessible parking spaces) 5 20	25 (incl. 1 accessible parking spaces) 5 20	No change
Ancillary Vehicle Park - Private Car Parking Spaces - Motorcycle Parking Spaces - LGV Parking Spaces - L/UL Bays for LGV - L/UL Bays for MGW	9 (incl. 1 accessible parking spaces) 1 6 2 3	9 (incl. 1 accessible parking spaces) 1 6 2 3	No change

3.2 Comparison with the Approved GBP Scheme

- 3.2.1 To facilitate the incorporation of the aboveground carparks design into the permitted industrial development on the Site, there is a minor increase in BH and number of storeys for the Proposed Scheme. In terms of the general layout, building disposition and f-t-f height arrangement, the Proposed Scheme is largely the same as the Approved GBP Scheme.

Minor Increase in BH and Number of Storeys

- 3.2.2 Under the Approved GBP Scheme, the basement floor almost fully occupied the Site, except the area designated as NBA. A single basement storey with a f-t-f height of 5m was found sufficient to accommodate most of the ancillary car parking spaces. The remaining ancillary car parking spaces and loading and unloading bays are located on G/F.
- 3.2.3 To fulfil the parking space requirement mentioned in para. 2.6.1, given the vehicular ramp for MGCV already occupies about half of the Site, the Approved GBP Scheme provides five aboveground storeys for PVP use. The f-t-f height of G/F, 1/F, 2/F and 3/F is 5.9m due to the provision of MGCV parking spaces. 4/F with only private car parking spaces have a f-t-f height of 4m. The remaining levels (5/F to 11/F) are used for industrial uses, having the same f-t-f height of 5.35m except 11/F having a compromised f-t-f height of 5.15m to meet the statutory 65m BH restriction.
- 3.2.4 In the Proposed Scheme, the underground carpark is relocated aboveground. With the incorporation of the required NBA and proposed setbacks (section 3.3.3 refers), the site coverage of aboveground floors is limited to about 85% only. Considering the provision of vehicular ramp to PVP, one aboveground storey is not sufficient to accommodate all ancillary parking spaces. To minimise the aboveground areas serving the ancillary carpark (such as driveways and ramps) which are accountable for GFA calculations under lease (50%) and subject to the premium assessment according to *Land Administration Office Practice Note Issue No. 10/2025*, the ancillary carpark is proposed at G/F and 1/F and hence the PVP will occupies 2/F to 6/F. The f-t-f height of G/F, 1/F, 2/F, 3/F and 4/F will be 5.9m due to the provision of MGCV parking spaces up to 4/F. 5/F with LGV and private car parking spaces will have a f-t-f height of 4.8m.
- 3.2.5 To minimise the BH, reference has been made to the Set Back Approach under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ("PNAP") APP-132 to optimise the site coverage of the Proposed Development. Nonetheless, referring to Appendix B of PNAP APP-132, lower site coverage is allowed at higher levels. As a result, 6/F will be a mixed-use floor accommodating a portion of industrial use and some PVP parking spaces. All floors for industrial use (6/F to 13/F) will have a f-t-f height of 5.35m, which is the same as the f-t-f height of the industrial use floors under the Approved GBP Scheme.

- 3.2.6 When compared with the Approved GBP Scheme, the Proposed Scheme has relocated the carpark from the basement level to the aboveground level, which results in a minor increase in building height by 12.25m (excluding basement). If the actual BH of the development includes the basement level (i.e. 70m), the increase in BH will be 7.25m (10.4%).

Figure 3.1 Diagrammatic Section of the Approved GBP Scheme

Floor	Height (m)	(mPD)	
R/F	65 (total)	76.85	
11/F	5.15	71.70	Industrial Use
10/F	5.35	66.35	Industrial Use
9/F	5.35	61.00	Industrial Use
8/F	5.35	55.65	Industrial Use
7/F	5.35	50.30	Industrial Use
6/F	5.35	44.95	Industrial Use
5/F	5.35	39.60	Industrial Use
4/F	4.00	35.60	PVP
3/F	5.90	29.70	PVP
2/F	5.90	23.80	PVP
1/F	5.90	17.90	PVP
G/F	5.90	12.00	Ancillary L/UL PVP
B1/F	5.00	7.00	Ancillary L/UL and Carpark

Figure 3.2 Diagrammatic Section of the Proposed Scheme

Floor	Height (m)	(mPD)	
R/F	77.25 (total)	89.10	
13/F	5.35	83.75	Industrial Use
12/F	5.35	78.40	Industrial Use
11/F	5.35	73.05	Industrial Use
10/F	5.35	67.70	Industrial Use
9/F	5.35	62.35	Industrial Use
8/F	5.35	57.00	Industrial Use
7/F	5.35	51.65	Industrial Use
6/F	5.35	46.30	Industrial Use PVP
5/F	4.80	41.50	PVP
4/F	5.90	35.60	PVP
3/F	5.90	29.70	PVP
2/F	5.90	23.80	PVP
1/F	5.90	17.90	Ancillary Carpark
G/F	5.90	12.00	Ancillary L/UL & Carpark PVP

Similar Development Parameters as per the Approved GBP Scheme

- 3.2.7 Other than the changes in building height due to the aboveground car parks, all other development parameters remain the same as per the Approved GBP Scheme. When compared with the Approved GBP Scheme, the Proposed Scheme has the same maximum GFA, PR, number of blocks, parking and loading/unloading spaces, and similar site coverage and f-t-f floor height for industrial use floors (i.e. 5.35m).

3.3 Planning and Design Merits

3.3.1 The Proposed Scheme has provided various additional planning and design merits beyond compliance of the OZP requirements.

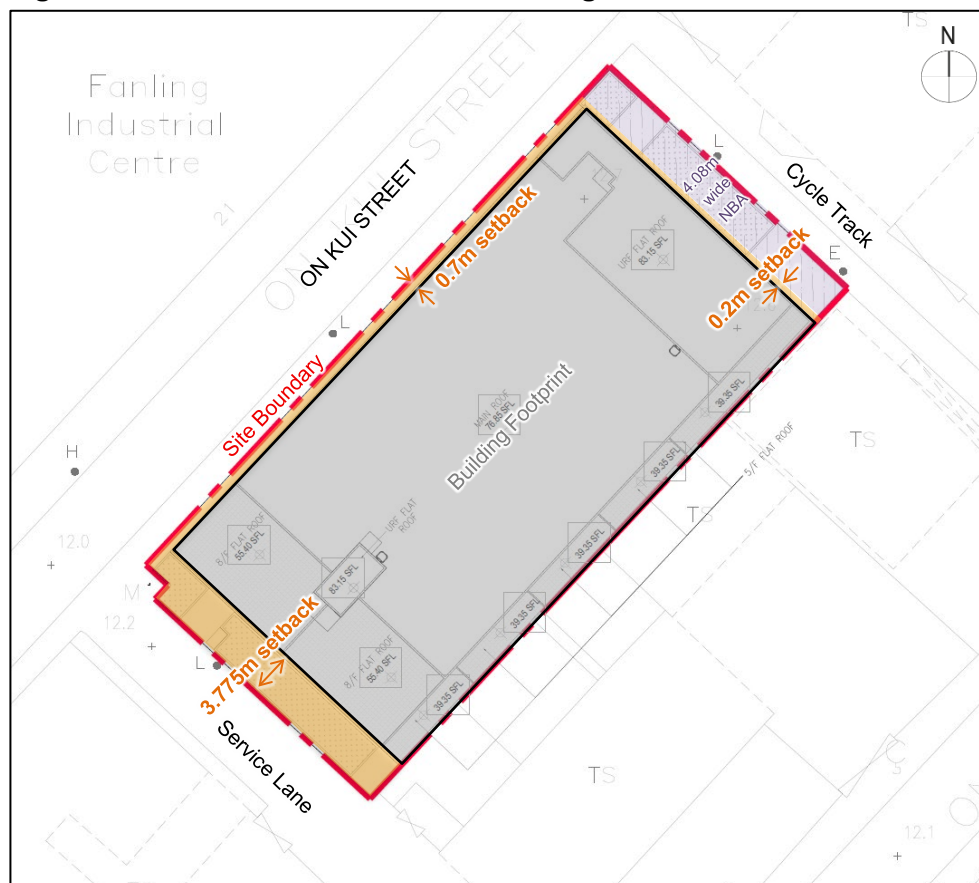
Additional Building Setback

3.3.2 There is no setback requirement under the Approved OZP. As mentioned in Sections 2.5 and 2.6, the proposed development is required to setback 4.08m from its northeastern boundaries to maintain the NBA stipulated on the Adopted Layout Plan and lease document. Other than that, there are no setback requirement on other sides under the Adopted Layout Plan and lease document.

3.3.3 To improve street environment, enhance air ventilation and visual permeability, the Proposed Scheme has provided additional building setbacks fronting public passageway:

- 1) A setback of about 3.775m along the footpath to the southwest of the Site;
- 2) A setback of about 0.7m along On Kui Street to the northwest of the Site; and
- 3) A further setback of 0.2m from the 4.08m wide NBA to the northeast of the Site.

Figure 3.3 Location of Additional Building Setbacks



- 3.3.4 These setback areas will be utilised as green buffer to create a more spacious pedestrian realm.

Abundant and High-quality Greenery

- 3.3.5 In order to enhance the aesthetics and environmental quality of the industrial area, particularly at the pedestrian level. The Applicant has taken the opportunity to maximise the greenery coverage of the Site. The Proposed Scheme has introduced two planting strips along the northeastern and southwestern boundaries to provide spatial and visual relief at street level, contributing greenery area¹ of about 240m² (**Figure 3.4** refers). The proposed planting strips can enhance the existing unattractive service lanes into a more pleasing public space.
- 3.3.6 The Proposed Scheme has also introduced a total of 168m² vertical green² along On Kui Street and the northern and western corners of the Proposed Development. The vertical green will soften the building edge of the Proposed Development and create visual interest.
- 3.3.7 With a total greenery area of 408m² (about 25% of the site area), the establishment of vegetation corridors along the On Kui Street and the adjoining footpath and cycle track should be considered as abundant and high-quality greenery.

Figure 3.4 Artist Impression Viewing from the North of the Site



¹ The multiplying factor of 2 applicable in computing the greenery area of a green buffer according to PNAP APP-151 Appendix C1 and APP-152 Appendix D has been factored in.

² Among the 168m² vertical green, 97.878m² are accountable towards the minimum requirement of site coverage of greenery under PNAP-152.

Figure 3.5 Artist Impression Viewing from the West of the Site



3.4 Implementation Programme

- 3.4.1 It is anticipated that the Proposed Development will be completed at the end of 2029.

4 TECHNICAL CONSIDERATION

4.1 Visual

4.1.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Appraisal enclosed in **Appendix 2** has been conducted. A total of four viewing points (“VPs”) has been selected to assess the visual impact of the proposed scheme against the baseline scheme which complies with the building height restriction stipulated on the Approved OZP. The overall visual impact on viewers from VPs are anticipated to be slight.

4.1.2 The Proposed Scheme has provided additional building setback and abundant high-quality greenery as design measures. These enable to breakdown the building mass, improve visual permeability to the surroundings, create visual interest and further mitigate the visual impact induced by the Proposed Development.

4.2 Tree

4.2.1 The Tree Preservation and Removal Proposal (“TPRP”), enclosed in **Appendix 3**, has been conducted to evaluate the treatment of existing trees in response to the Proposed Development. Based on the tree survey, a total of 24 nos. of trees are surveyed within the Site. All 24 nos. existing trees within the Site are proposed to be felled (including 2 nos. dead trees and 2 nos. emergency felled trees). Total number of 27 nos. compensatory tree plantings within the future development, to achieve a minimum 1:1.125 compensation ratio in quantity. The TPRP was submitted to Lands Department in August 2023 and approval were given in September 2023.

4.3 Other Consideration

4.3.1 Since the Proposed Scheme conforms to the planning intention, land uses and PR restriction of the OZP, and maintains the same development parameters (including the GFA and car parking provision) as the Approved GBP Scheme, the Proposed Development will not induce additional traffic and engineering impacts to its surrounding.

5 PLANNING MERITS AND JUSTIFICATIONS

5.1 In Line with the Government's Policy of Facilitating Aboveground Carpark Arrangement for Private Developments

- 5.1.1 The Proposed Scheme, as compared to the Approved GBP Scheme, is mainly to relocate the carpark from the basement level to the aboveground level, with a minor increase in BH. Since no more than two levels of aboveground carparks have been proposed in this Application, full GFA exemption for carparks will be allowed. Such a scheme refinement is in line with the latest Government's policy to facilitate the provision of the aboveground carpark in private development projects, which could effectively reduce construction costs and expedite developments.

5.2 Proposed Building Height Relaxation is Minor and Reasonable

- 5.2.1 The Proposed Scheme has made reference to PNAP APP-132 to optimise the site coverage thereby minimise the BH. Since relocating the carpark from basement to aboveground will inevitably be constrained by a lowered building coverage, the original single storey basement carpark occupying one floor has to be accommodated on two separate floors. As a result, the total number of storeys increases from 13 (including basement) to 14 (all aboveground).
- 5.2.2 The Proposed Scheme maintains similar f-t-f height for both carpark and industrial uses in the Approved GBP Scheme, the proposed building height has been optimised to cater the aboveground ancillary carpark, the required PVP and the permitted industrial use. Hence, the overall BH of the Approved GBP Scheme (including basement) is 70m while the BH of the Proposed Scheme with aboveground carpark is 77.25m (+7.25m) only.
- 5.2.3 It should be noted that the required PVP already occupied a significant portion (6 storey or 33m) of the Proposed Scheme, which is about half of the permitted BH under the Approved OZP. However, the Site having such PVP requirement does not enjoy higher BH restriction on the Approved OZP as compared to the surrounding land falling within the same "I" zone.
- 5.2.4 Despite this application seeks to relax the BH from 65m to 77.25m (+12.25m or 18.8%, it is indeed for a typical industrial development with a PVP having similar scale as the industrial development.

5.3 Provision of Additional Building Setbacks and Abundant High-quality Greenery

- 5.3.1 The Applicant has taken the opportunity to include additional design measures in the Proposed Scheme. While there is no statutory setback requirement from the Approved OZP, the Proposed Scheme has provided a setback of about 3.775m along the southwestern boundary, a setback of about 0.7m along On Kui Street

and a setback of 4.28m along the northeastern boundary. The setbacks can improve street environment, enhance air ventilation and visual permeability to create a more spacious pedestrian realm and pleasing public space.

- 5.3.2 Also, greenery including two planting strips along the northeastern and southwestern boundaries and vertical green along On Kui Street and the northern and western corners of the Proposed Development. The vertical green at prominent locations will create visual interest and soften the building edge of the Proposed Development. The establishment of vegetation corridors along the On Kui Street and the adjoining footpath and cycle track enhance the aesthetics and environmental quality of the industrial area.

5.4 No Significant Impact in Visual Aspects

- 5.4.1 According to the visual appraisal as provided in **Appendix 2**, it is concluded that the overall visual impact induced by the Proposed Scheme is considered slight as compared to the BH restriction stipulated on the Approved OZP.

5.5 No Other Technical Impacts Anticipated

- 5.5.1 Since the Proposed Scheme conforms to the planning intention, land uses and PR restriction of the OZP, and all development parameters (e.g. GFA and car parking provision) proposed are basically the same as the Approved GBP Scheme, the proposed minor relaxation of BH for the Site will not induce additional traffic and engineering impacts to its surrounding. In this regard, the Proposed Scheme is therefore not anticipated to have any other technical impacts.

6 CONCLUSION

- 6.1.1 This Planning Application is prepared and submitted on behalf of the Applicant to seek approval from the TPB under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of BH Restriction for Permitted Industrial Use cum Public Vehicle Park at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling.
- 6.1.2 The TPB and relevant Government Departments are respectfully requested to give favourable consideration to support the proposed development scheme based on the following:
- The proposed increase in building height is in-line with the Government's policy of facilitating aboveground carpark arrangement for private developments;
 - The proposed relaxation of building height is minor and reasonable;
 - The proposed scheme has provided additional building setbacks and abundant high-quality greenery;
 - The proposed scheme has no significant change in visual aspects; and
 - No other technical impacts are anticipated, as the Proposed Development conforms to the planning intention, land uses and maximum plot ratio restrictions of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.