

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Flat Development with Social Welfare Facility and Public Vehicle Park (Proposed Amendments to an Approved Scheme under Application No. A/FSS/294) at Various Lots in D.D. 51 and adjoining Government Land, Ma Sik Road, Fanling

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Appendix C	Traffic Review
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EXECUTIVE SUMMARY

The Application Site covers an area of about 13,232m², and is zoned “Residential (Group A) 12” (“R(A)12”) on the Approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/28, subject to a maximum PR of 5.18 and a maximum BH of 110mPD. A planning application No. A/FSS/294 was submitted to the Town Planning Board (the Board) in August 2023 under Section 16 (S16) of the Town Planning Ordinance for Proposed Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions for Permitted Flat Development with Social Welfare Facility and Public Vehicle Park at various lots in D.D. 51 and adjoining Government Land, Ma Sik Road, Fanling. The application sought to relax the PR from 5.18 to 6.18 (+19.3%) and BH from 110mPD to 132mPD (+20%), and was approved with conditions by the Board on 21 June 2024 (the Approved Scheme).

Subsequent to the above-mentioned planning approval, the Government announced in the 2025 Policy Address to relax the gross floor area (GFA) exemption arrangement for carparks in private development projects to allow full GFA exemption for no more than two storeys of aboveground carparks, while removing the mandatory requirement of constructing underground carparks as a condition of exemption. In the event that a planning application is required for minor relaxation of BH restriction for accommodating no more than two storeys of the aboveground carparks, relevant town planning procedure would be required to facilitate the implementation of the aboveground carparks. The above measures have taken effect starting from November 2025. In this connection, the Applicant now proposes to relax the BH from 132mPD in the Approved Scheme to 141mPD (+9m / +6.8%) to facilitate the incorporation of two storeys of aboveground carparks (the Proposed Scheme).

The Proposed Scheme has maintained the same GFA, PR, residential floor-to-floor height and number of units of the Approved Scheme. The general layout and building disposition have also been largely maintained. The previously committed planning merits, including the provision of a 100-space public vehicle park, a 120-place residential care home for the elderly and a sub-base for neighbourhood elderly centre, have also been respected.

The subject application is supported on the following grounds:

- The proposed development is in line with the Government’s policy of facilitating aboveground carpark design for private developments;

- The proposed increase in building height is solely for incorporation of aboveground car parks as compared with the Approved Scheme;
- The proposed increase in building height is well-justified with reference to similar applications in the Fanling North New Development Area;
- The overall building height is still compatible with the surrounding context;
- The proposed development will continue to adopt MiC method in construction to contribute to the quality, efficiency, and sustainability of the built environment;
- The proposed development will maintain the previously committed planning and design merits;
- The proposed development will not result in any significant change in visual aspect;
- The proposed development will not result in any significant change in air ventilation aspect;
- Given that there is no change in GFA, PR and number of units, no other technical impacts are anticipated.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯文和英文原文有差異，應以英文為準。)

申請地點面積約為 13,232 平方米，在《粉嶺 / 上水分區計劃大綱核准圖編號 S/FSS/28》上劃為「住宅（甲類）12」地帶，其最高地積比率限為 5.18 倍，最高建築物高度限為主水平基準以上 110 米。申請人於 2023 年 8 月根據《城市規劃條例》第 16 條向城市規劃委員會（下稱「城規會」）提交一項規劃申請（編號 A/FSS/294），於粉嶺馬適路第 51 約多個地段及毗鄰政府土地，申請擬議略為放寬地積比率及建築物高度限制，以作准許的分層住宅發展，並附設社會福利設施及公眾停車場。該申請擬議將地積比率由 5.18 倍放寬至 6.18 倍（+19.3%），並將建築物高度由主水平基準以上 110 米放寬至主水平基準以上 132 米（+20%），並已於 2024 年 6 月 21 日獲城規會在有條件下批給許可（下稱「已核准方案」）。

在上述規劃申請獲批後，政府於《2025 年施政報告》頒布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。若興建地面停車場而需要放寬其建築物高度限制，政府亦會處理及審批相關的城規程序。上述措施已於 2025 年 11 月生效。為配合政策的實施，申請人現提交本申請，擬議將建築物高度由已核准方案的主水平基準以上 132 米放寬至主水平基準以上 141 米（+9 米 / +6.8%），以配合設置兩層地面停車場（下稱「擬議方案」）。

擬議方案與已核准方案相比，其總樓面面積、地積比率、樓層之間的高度及單位數目均維持不變。擬議方案亦維持了其整體布局及建築物座向。擬議發展亦將維持先前承諾的規劃增益，包括提供 100 個車位的公眾停車場、120 個宿位的安老院舍，以及長者地區中心分址。

以下為支持本規劃申請的理據：

- 擬議發展符合政府便利私人發展項目設置地面停車場的政策；
- 與已核准方案相比，擬議的建築物高度僅為作設置地面停車場；
- 參考粉嶺北新發展區內同類申請，擬議的建築物高度增幅有充分理據支持；
- 加高後的整體建築物高度仍與周邊環境兼容；

- 擬議發展將繼續採用組裝合成建築法，以提升建築環境的質素、效率及可持續性；
- 擬議發展將維持先前承諾的規劃及設計增益；
- 擬議發展不會對視覺景觀造成顯著影響；
- 擬議發展不會對空氣流通造成顯著影響；
- 由於總樓面面積、地積比率及單位數目均維持不變，預期不會有其他技術層面的影響。

基於上述發展理據，現懇請城規會對是次規劃申請予以贊同。

1 INTRODUCTION

1.1 Background

1.1.1 The Application Site covers an area of about 13,232m², and is zoned “Residential (Group A) 12” (“R(A)12”) on the Approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/28, subject to a maximum PR of 5.18 and a maximum BH of 110mPD (**Figure 1.1** refers).

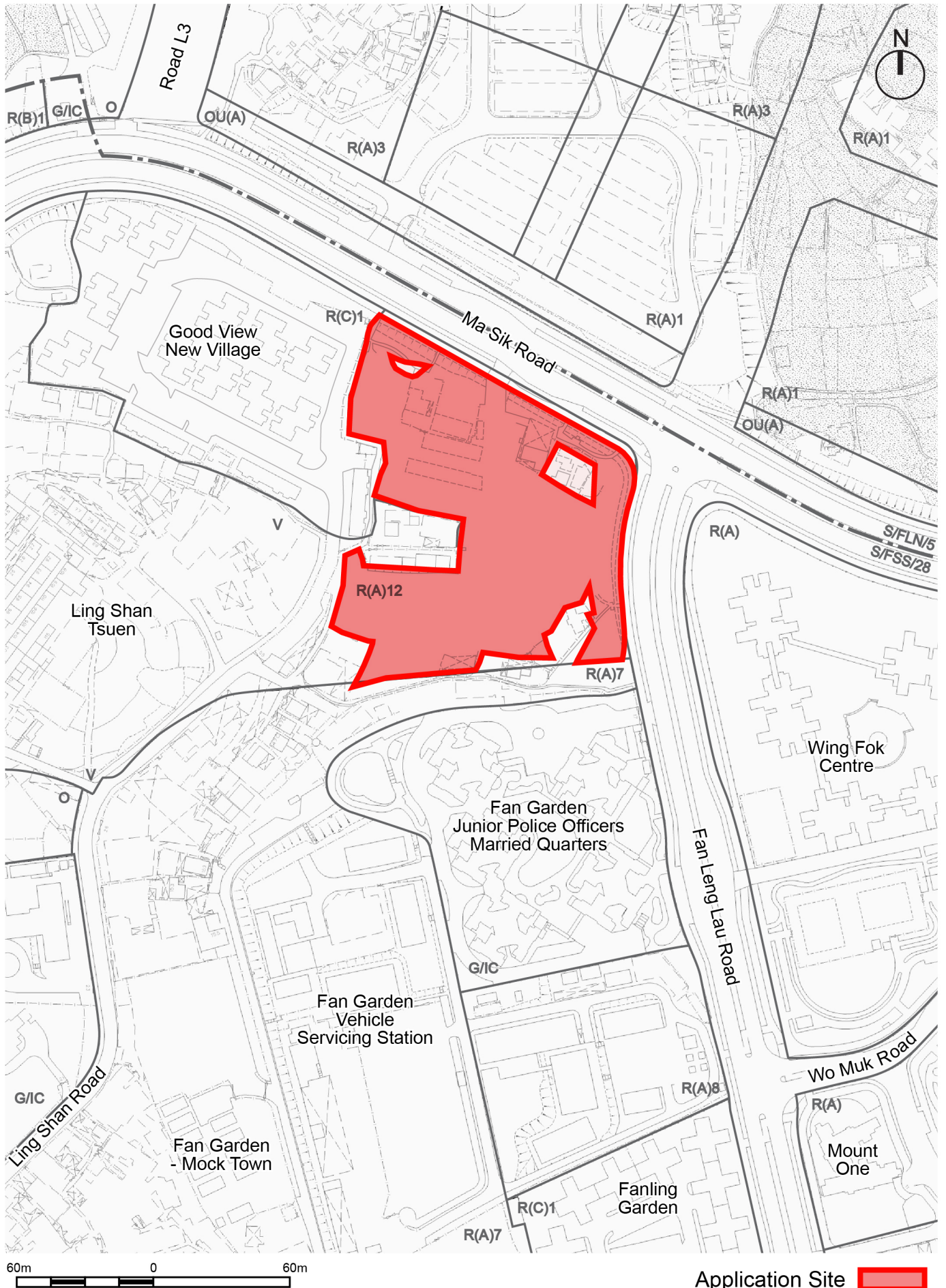
1.1.2 A planning application No. A/FSS/294 was submitted to the Town Planning Board (the Board) in August 2023 under Section 16 (S16) of the Town Planning Ordinance for Proposed Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions for Permitted Flat Development with Social Welfare Facility and Public Vehicle Park at various lots in D.D. 51 and adjoining Government Land, Ma Sik Road, Fanling. The application sought to relax the PR from 5.18 to 6.18 (+19.3%) and BH from 110mPD to 132mPD (+20%) ⁽¹⁾, and was approved with conditions by the Board on 21 June 2024 (the Approved Scheme). The indicative plan and sections of the Approved Scheme are enclosed in **Appendix A** for reference.

1.2 Purpose of Submission

1.2.1 Subsequent to the above-mentioned planning approval, the Government announced in the 2025 Policy Address to relax the gross floor area (GFA) exemption arrangement for carparks in private development projects to allow full GFA exemption for no more than two storeys of aboveground carparks, while removing the mandatory requirement of constructing underground carparks as a condition of exemption. In the event that a planning application is required for minor relaxation of BH restriction for accommodating no more than two storeys of the aboveground carparks, relevant town planning procedure would be required to facilitate the implementation of the aboveground carparks. The above measures have taken effect starting from November 2025.

1.2.2 In this connection, the Applicant now proposes to relax the BH from 132mPD in the Approved Scheme to 141mPD (+9m / +6.8%) under the current submission to facilitate the incorporation of two storeys of aboveground carparks (the Proposed

⁽¹⁾ The proposed increase in BH was to cater for (i) the additional number of units arising from the increase in domestic PR from 5 to 6 and also for (ii) the use of Modular Integrated Construction (MiC) method as stated in the JPN No. 8.



Application Site [Red Box]

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Title

Extract of the Approved Fanling / Sheung Shui
Outline Zoning Plan No. S/FSS/28

Checked	DH	Drawn	PW
Rev	0	Date	Aug 2026
Scale	Figure		
NA	1.1		

Scheme). **The Proposed Scheme has maintained the same GFA, PR, residential floor-to-floor height (FTFH) and number of units of the Approved Scheme.** The general layout and building disposition have also been largely maintained. The previously committed planning merits, including the provision of a 100-space public vehicle park (PVP), a 120-place residential care homes for the elderly (RCHE) and a sub-base for neighbourhood elderly centre (NEC), have also been maintained.

- 1.2.3 Accordingly, **the subject S16 planning application focuses primarily on the discussion of relevant aspects in relation to the relocation of two storeys of carparks from basement to aboveground.**

1.3 Report Structure

- 1.3.1 This planning statement includes the following sections:

Section 2:	describes the Application Site, its planning and policy context;
Section 3:	describes the indicative development proposal and compares it with the Approved Scheme;
Section 4:	presents the key technical considerations in relation to the relocation of basement carpark to aboveground;
Section 5:	presents the planning justifications of the development proposal; and
Section 6:	concludes the planning statement.

- 1.3.2 Detailed technical reports and other supplementary information are attached in **Appendices A to F.**

Appendix A	Approved Scheme (under Application No. A/FSS/294)
Appendix B	Landscape Master Plan and Tree Preservation Proposal
Appendix C	Traffic Review
Appendix D	Environmental Review
Appendix E	Review of Drainage and Sewerage Impact
Appendix F	Review of Water Supply Impact

2 SITE AND PLANNING CONTEXT

2.1 Site Context

- 2.1.1 The Application Site is situated in the northern portion of the Fanling New Town and to the immediate south of the planned Fanling North (FLN) New Development Area (NDA) District Centre, surrounded by existing and planned high-rise residential developments (**Figure 2.1** refers). It covers an area of about 13,232m² comprising various lots in D.D. 51 and adjoining Government land.

2.2 Planning and Policy Context

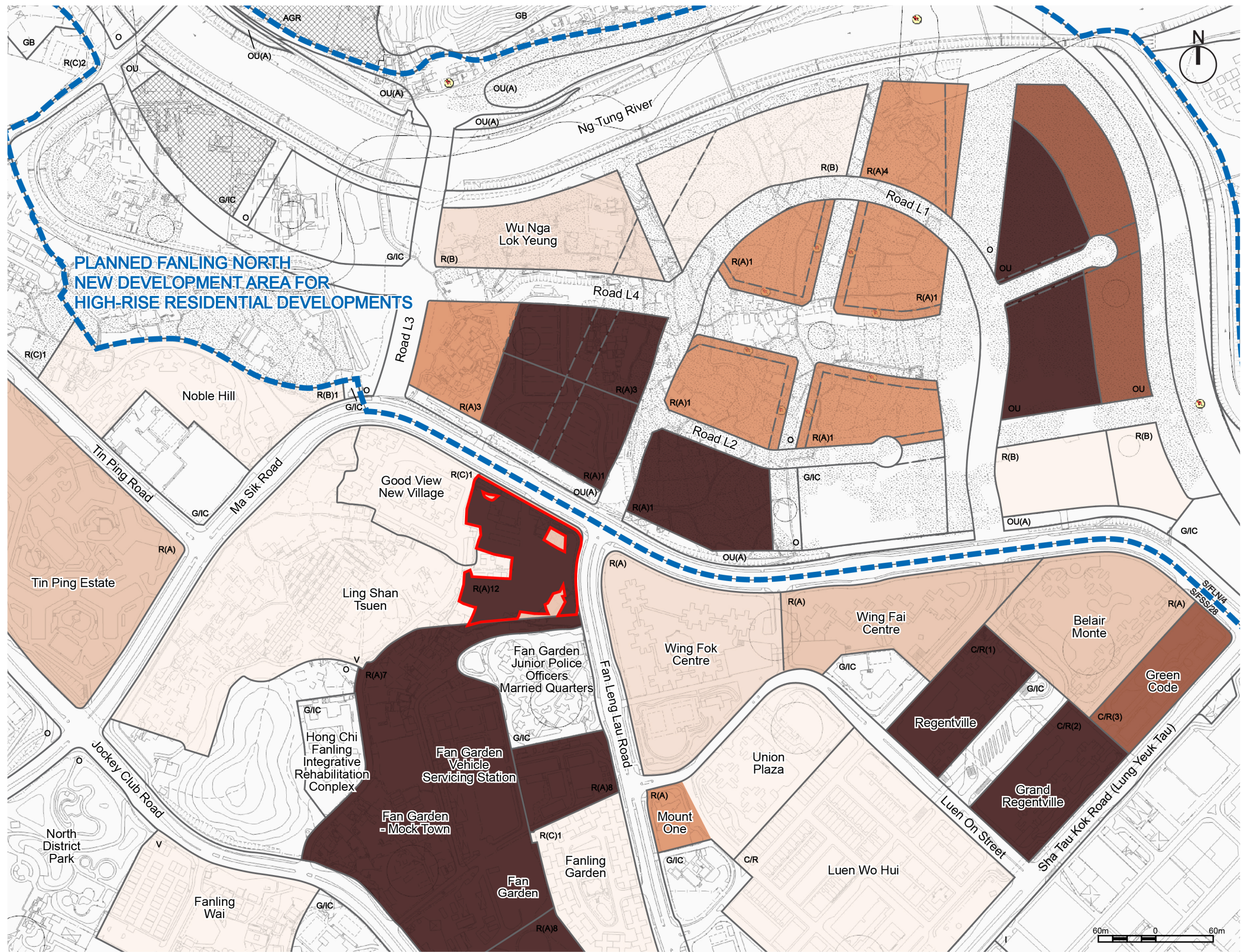
Enhanced GFA Exemption Arrangements for Aboveground Carparks

- 2.2.1 Following the announcement in the 2025 Policy Address to improve land production efficiency and to lower construction costs in land development, the Government promulgated the enhanced GFA exemption arrangements for carparks in private development projects to allow full GFA exemption for no more than two storeys of aboveground carparks, while removing the mandatory requirement of constructing underground carparks as a condition of exemption.
- 2.2.2 In the event that a planning application is required for minor relaxation of BH restriction for accommodating no more than two storeys of the aboveground carparks, relevant town planning procedure would be required to facilitate the implementation of the aboveground carparks. The above measures have taken effect starting from November 2025.

Planning Context – Similar Applications in the FLN NDA

- 2.2.3 As discussed in **Section 1.1** above, the Application Site is subject to an approved S16 application for minor relaxation of PR and BH restrictions. Similar to the approved application, there were three S16 applications (Nos. A/FLN/28, A/FLN/30 and A/FLN/32) seeking minor relaxation of PR and BH restrictions at 12 private and public housing sites in the FLN NDA District Centre approved by the Board between 2022 and 2024 ⁽²⁾. Under these approved applications, the proposed BH for the

⁽²⁾ The approved application Nos. A/FLN/28, A/FLN/30 and A/FLN/32 were submitted by the Housing Authority, the Civil Engineering and Development Department (CEDD) and an individual landowner respectively.



Legend

Application Site



Building Height by mPD
(to Main Roof):

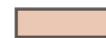
≤ 90 mPD



91 - 100mPD



101 - 110mPD



111 - 120mPD



121 - 130mPD



> 130mPD



private housing sites were formulated based on the assumption that their carpark would be located underground.

2.2.4 Subsequently, following the promulgation of the enhanced GFA exemption arrangements for aboveground carpark, another S16 application (No. A/KTN/111) was submitted by CEDD to further relax the BH of the private housing sites in the FLN NDA District Centre to facilitate the incorporation of two storeys of aboveground carpark. This application is now being processed and is expected to be approved within the Year 2026.

2.2.5 The figure below shows the location of the 12 private and public housing sites in the FLN NDA District Centre, while **Table 2.1** summarises their development restrictions/parameters under the OZP and the S16 applications.



Table 2.1 Development Restrictions/ Parameters of 12 Private and Public Housing Sites in the FLN NDA District Centre

Site	Zoning	PR			BH (in mPD)		
		OZP	Previously Approved S16 Applications ⁽¹⁾	Latest S16 Application with Aboveground Carparks ⁽²⁾	OZP	Previously Approved S16 Applications ⁽¹⁾	Latest S16 Application with Aboveground Carparks ⁽²⁾
Private Housing Sites							
A	R(A)3	5	6 (+1 / +20%)	Same as the previous S16 Application	110	120 (+10m / +9%)	135 (+25m / +23%) ⁽³⁾ (+15m / +13%) ⁽⁴⁾
B	R(A)1	6	7.2 (+1.2 / +20%)		115	144.14 (+29.14m / +25%)	155 (+40m / +35%) ⁽³⁾ (+10.86m / +8%) ⁽⁴⁾
C	R(B)	3.5	4.2 (+0.7 / +20%)		75	80 (+5m / +7%)	95 (+20m / +23%) ⁽³⁾ (+15m / +19%) ⁽⁴⁾
D, E, F, G	R(A)1	6	7.2 (+1.2 / +20%)		110	120 (+10m / +9%)	135 (+25m / +23%) ⁽³⁾ (+15m / +13%) ⁽⁴⁾
Public Housing Sites							
H	R(B)	3.5	4.88 (+1.38 / +39%)	Not the subject of Application	75	97.5 (+22.5m / +30%)	Not the subject of Application
I	R(A)1	5	6.98 (+1.98 / 40%)		110	135 (+25m / +23%)	
J	R(A)1	6	7.8 (+1.8 / +30%)		105	135 (+30m / +29%)	
K	R(A)4	4	5.58 (+1.58 / +40%)		90	115 (+25m / 28%)	
L	OU (CRDPT11)	5	6.09 (+1.09 / +22%)		125	137 (+12m / +10%)	

Remarks:

1. Application Nos. A/FLN/28, A/FLN/30 or A/FLN/32 (approved between 2022 and 2024)
2. Application No. A.KTN/111
3. As compared with OZP restrictions
4. As compared with previously approved S16 applications Nos. A/FLN/28, A/FLN/30 or A/FLN/32

2.2.6 As highlighted in red in the table above, **to accommodate two storeys of aboveground carparks, an increase in BH ranging from 10.86m to 15m has been sought for these sites (i.e. about +8% to +19%). In alignment with the same policy objective, the magnitude of increase in BH from 132mPD to 141mPD (i.e. about +9m; about 6.8%) ⁽³⁾ under current application is considered to be under similar basis and reasonable.**

⁽³⁾ The feasibility of the increase in BH from 110mPD to 132mPD to cater for the increase of number of units and adoption of MiC has already been justified and approved under S16 planning approval No. (A/FSS/294). The key development parameters (including domestic PR, GFA and PR) have remained unchanged in the subject S16 planning application.

3 INDICATIVE DEVELOPMENT PROPOSAL

3.1 Indicative Development Scheme

3.1.1 Same as the Approved Scheme, the Proposed Development is planned with a GFA of about 81,774m² (equivalent to a PR of about 6.18 comprising a domestic PR of 6 and non-domestic PR of 0.18) providing about 1,898 units. The major difference is the relocation of two storeys of car parks from basement to aboveground in response to the latest Government policy, which results in a minor increase in BH from 132mPD to 141mPD (+9m / +6.8%).

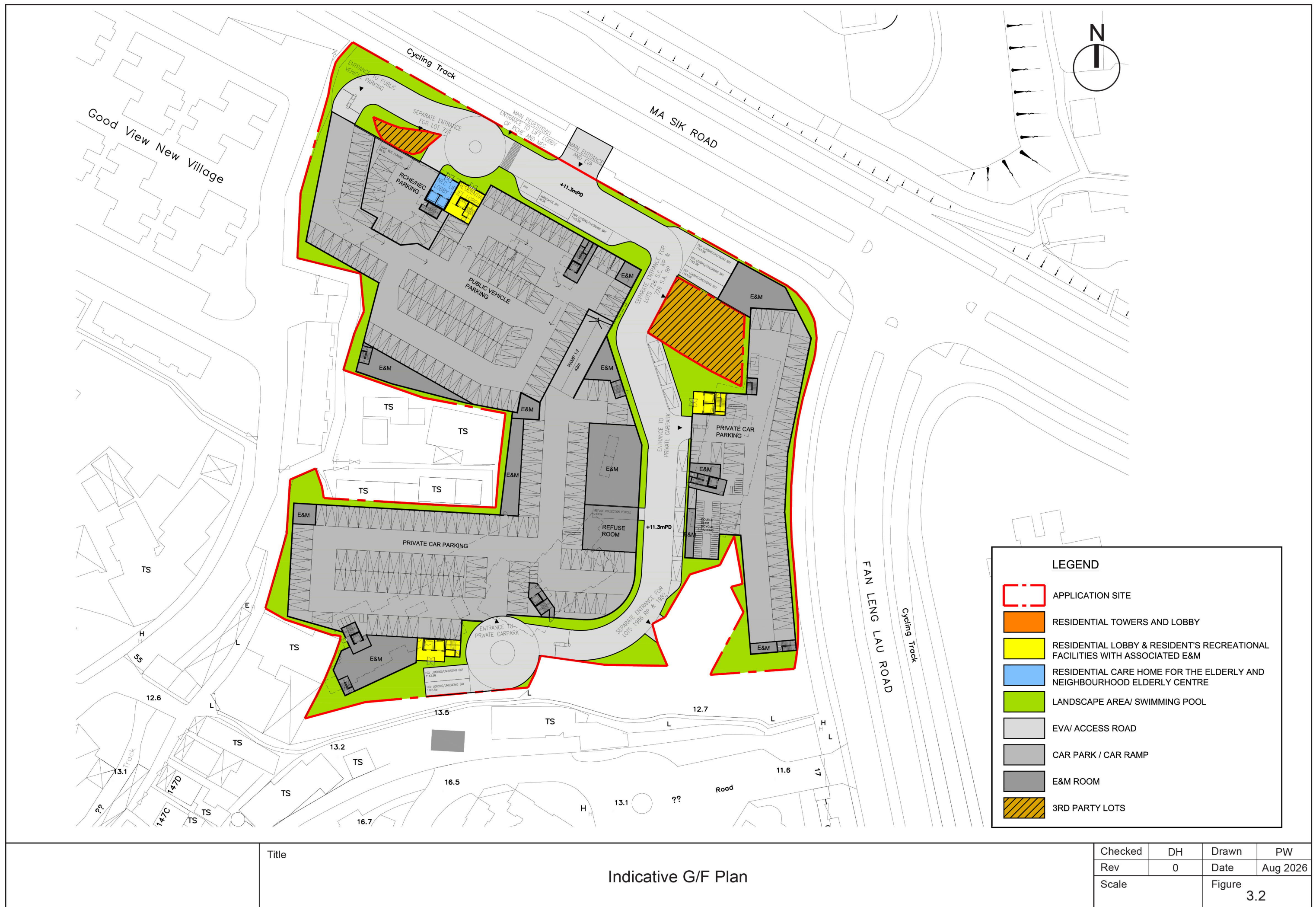
3.1.2 The major development parameters of the Proposed Scheme as compared with the Approved Scheme are provided in **Table 3.1**. The Indicative Block Plan, Floor Plans and Section of the Proposed Scheme are shown in **Figures 3.1** to **3.7**.

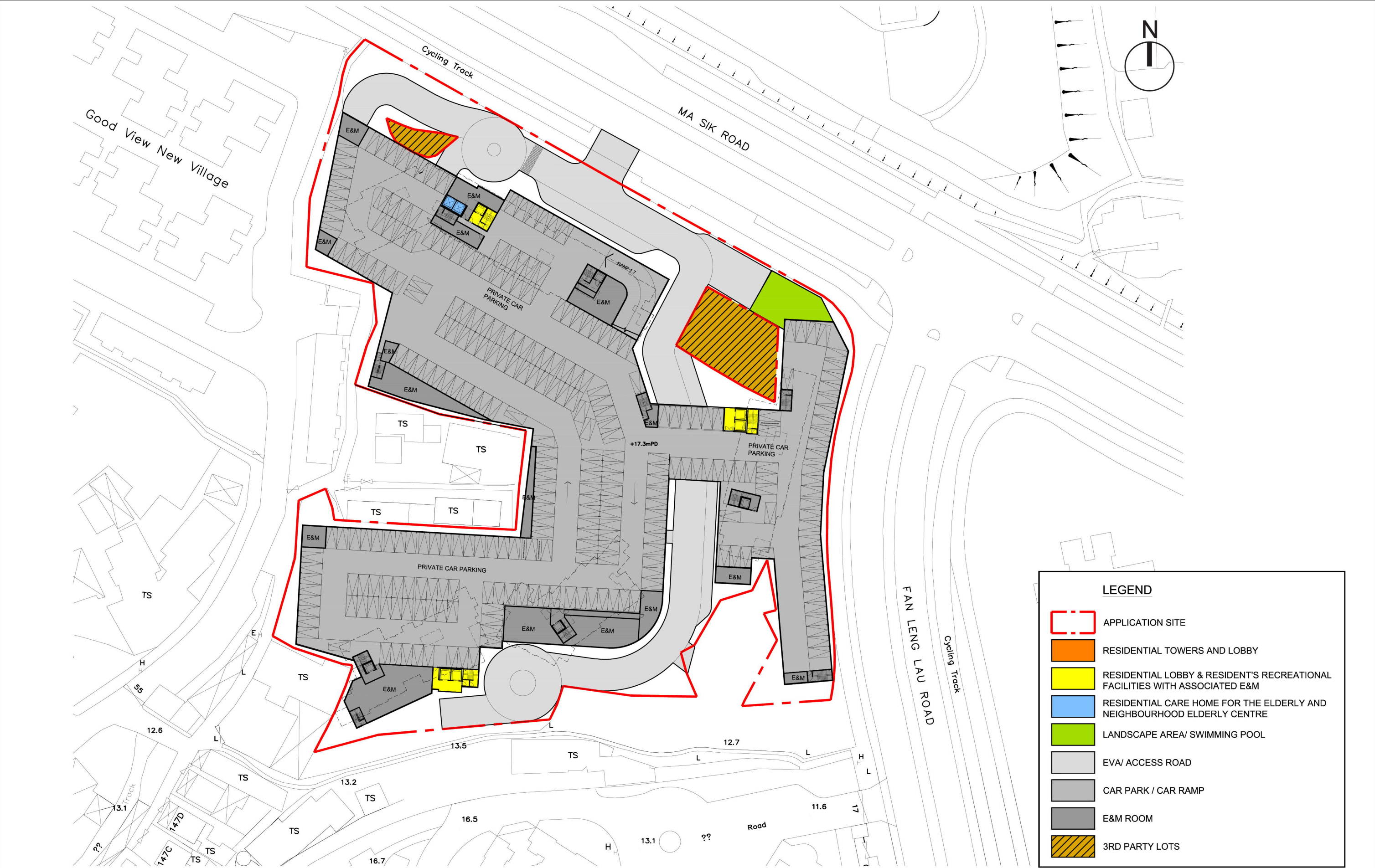
Table 3.1 Development Schedule

	Approved Scheme (A/FSS/294) [A]	Proposed Scheme [B]	Difference [B] - [A]
Site Area (about)	13,232m ²	13,232m ²	-
GFA (about) - Domestic - Non-domestic ^{(1) (2)}	81,774m ² 79,392m ² 2,382m ²	81,774m ² 79,392m ² 2,382m ²	-
Plot Ratio (about) - Domestic - Non-domestic ^{(1) (2)}	6.18 6 0.18	6.18 6 0.18	-
Maximum BH ⁽³⁾	132mPD	141mPD	+9m (+6.8%)
No. of Storeys ⁽⁴⁾ - Aboveground - Belowground	39 37 2	39 39 -	- +2 storeys -2 storeys
No. of Blocks	5	5	-
No. of Units	1,898	1,898	-
Average Flat Size (about)	41.8m ²	41.8m ²	-
Anticipated Population ⁽⁵⁾	5,125	5,125	-
Private Open Space	Not less than 1m ² per person	Not less than 1m ² per person	-
Resident's Recreational Facilities GFA ⁽⁶⁾	3,000m ²	3,000m ²	-



Title	Indicative Block Plan				Checked	DH	Drawn	PW
					Rev	0	Date	Aug 2026
					Scale		Figure 3.1	





LEGEND

APPLICATION SITE

RESIDENTIAL TOWERS AND LOBBY

RESIDENTIAL LOBBY & RESIDENT'S RECREATIONAL FACILITIES WITH ASSOCIATED E&M

RESIDENTIAL CARE HOME FOR THE ELDERLY AND NEIGHBOURHOOD ELDERLY CENTRE

LANDSCAPE AREA/ SWIMMING POOL

EVA/ ACCESS ROAD

CAR PARK / CAR RAMP

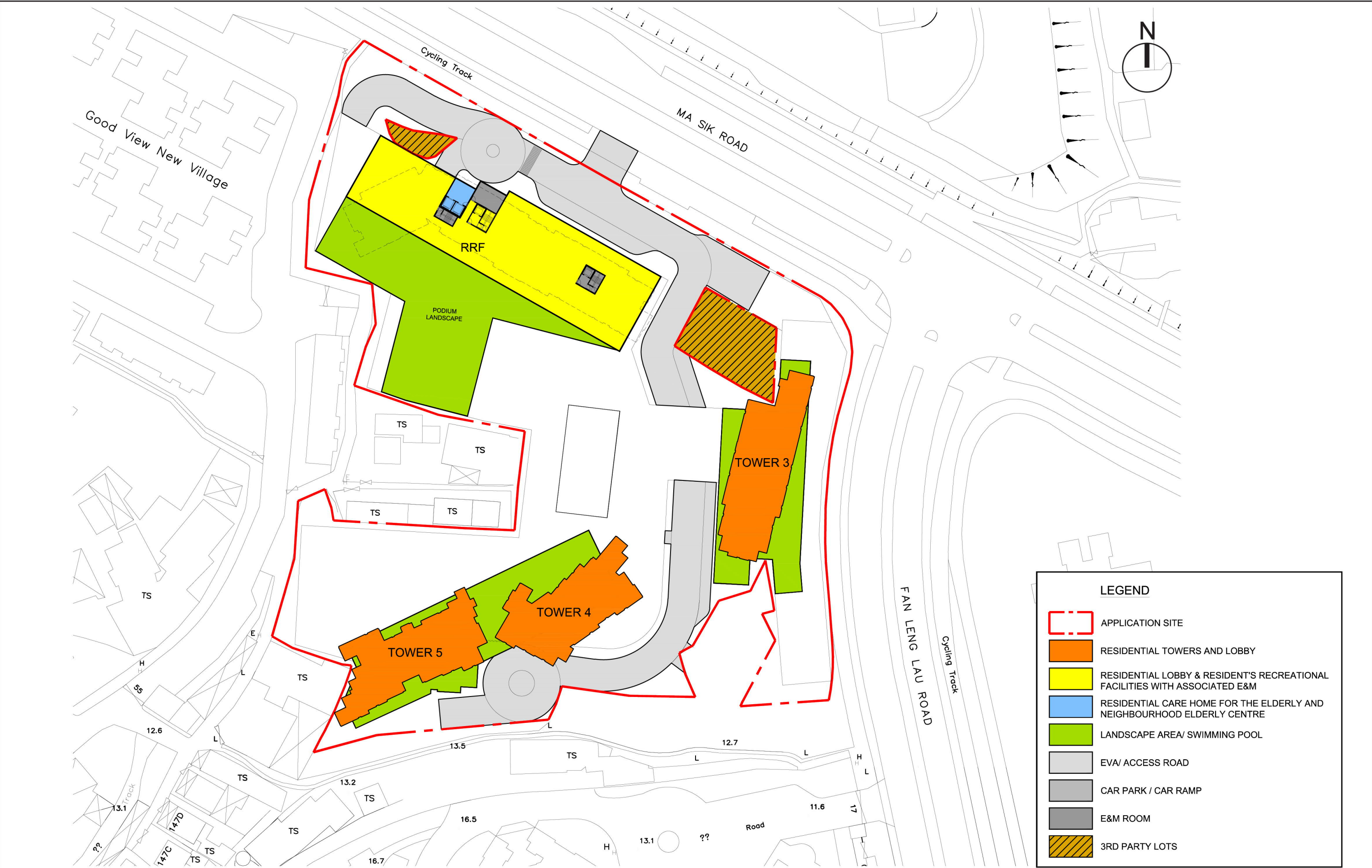
E&M ROOM

3RD PARTY LOTS

Title

Indicative 1/F Plan

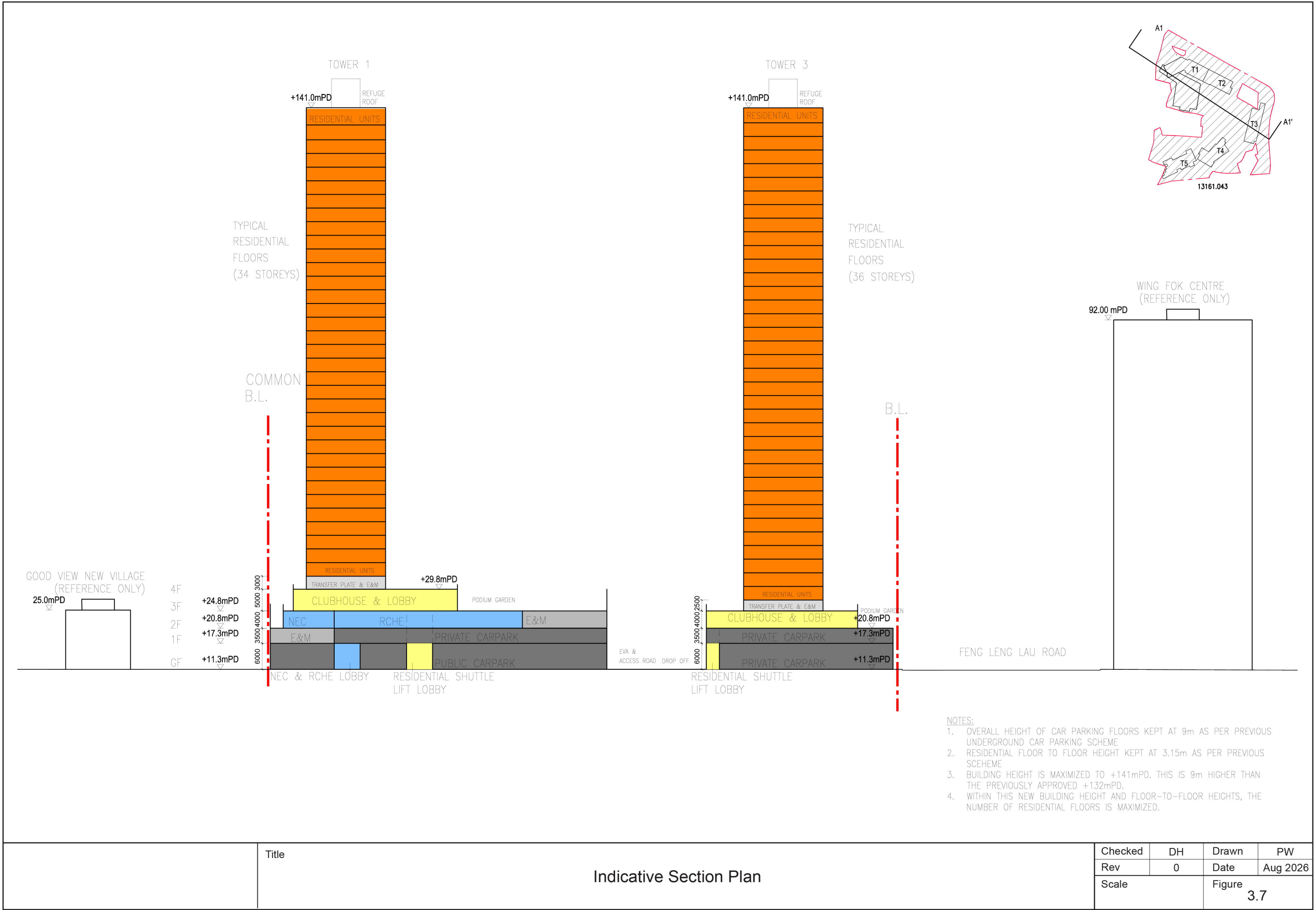
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Scale		Figure 3.3	



Title	Indicative 3/F Plan				Checked	DH	Drawn	PW
					Rev	0	Date	Aug 2026
					Scale		Figure 3.5	



Title	Indicative Typical Floor Plan			Checked	DH	Drawn	PW
				Rev	0	Date	Aug 2026
				Scale	Figure 3.6		



Remarks:

- (1) For the privately operated 120-place Residential Care Home for the Elderly;
- (2) Excludes the GFA of:
 - a Neighbourhood Elderly Centre which will be assigned back to the Government as Government Accommodation (GA) and the floor area shall be disregarded from GFA calculation;
 - a 100-space Public Vehicle Park as required by relevant Government departments as per the Notes of the OZP of the subject "R(A)12" zone; and
 - the aboveground ancillary carparks serving the subject residential development as per latest Government directives and the notes of the OZP of the subject "R(A)12" zone.
- (3) Already taken into account the 10% of the Modular Integrated Construction (MiC) floor area of the subject development, which will be disregarded by GFA calculations as per Joint Practice Note (JPN) No.8 (JPN-8); and increase of building height of 4% of the total storey height of MiC floor, which will be given favourable consideration as per JPN-8;
- (4) Excluding transfer plate;
- (5) Based on the average domestic household size of 2.7 of Fanling Town District Council Constituency Area under 2021 Population Census;
- (6) Or such other areas of resident's recreational facilities as may be approved by the Buildings Department based on the total permissible domestic GFA for individual land parcel (site under the Buildings Ordinance) at the future GBP stage, which is exempted from PR and GFA calculations.

3.2 Comparison with the Approved Scheme

Relocation of Basement Carparks to Aboveground

3.2.1 Under the current submission, the major change to the Approved Scheme involves the relocation of two storeys of carparks from basement to aboveground in response to the latest Government policy. In formulating the development proposal, the Applicant has paid her best effort to minimize the increase in BH arising from the incorporation of the aboveground carparks. For instance:-

- Efforts have been made to maximize the carpark footprint to accommodate as many parking spaces as practicable. Only 2 levels of aboveground car parks will be sufficient to accommodate all ancillary car parking spaces and public vehicle park spaces;
- Not only relocating the uses situated at belowground to aboveground; the use of aboveground floorspace has also been optimised to co-locate the parking spaces with other at-grade facilities under the Approved Scheme; such as NEC, RCHE and etc.;
- To allow accommodation of all ancillary car parking spaces at aboveground, a tiny connecting bridge has been proposed to connect the 1/F car park between Tower 2 and Tower 3. As such, the headroom of G/F of 6m is only to allow for a clear headroom for Emergency Vehicular Access (EVA) passing beneath the connecting bridge;

- At 1/F, a relative stringent floor-to-floor height (FTFH) has been adopted for the carparking floors, with a relative stringent FTFH of 3.5m on 1/F to accommodate the headroom for car parking spaces; structural support as well as necessary E&M facilities.
- The aggregate height of these two aboveground carpark storeys (i.e. 9.5m) is therefore nearly identical to that of the two basement levels in the Approved Scheme (i.e. 9m).

Residential Floor-to-floor Height

- 3.2.2 Same as the Approved Scheme, the FTFH of the typical residential floors is maintained at 3.15m under the Proposed Scheme.

Adoption of Modular Integrated Construction (MiC) Method

- 3.2.3 Like the Approved Scheme, the Proposed Scheme will continue to adopt MiC method for the construction of the development in response to the Government's policy promoting the use of MiC method to foster a sustainable built environment. In accordance with Joint Practice Notes (JPN) No. 8, a 10% GFA concession is granted for MiC floor area in the calculation of GFA and site coverage, while a 4% storey height concession is applied to the MiC floors in the calculation of BH.
- 3.2.4 As such, the increase of building height from the max. BH of 110mPD under the OZP to 132mPD is to cater for the increase of domestic PR and also the necessary BH relaxation for the adoption of MiC. The feasibility of this increase in BH from 110mPD to 132mPD has already been justified and approved under S16 planning approval No. A/FSS/294. **It is to be stressed that the key development parameters (including domestic PR, GFA, PR and number of units) have remained unchanged in the subject S16 planning application.**

Provision of Community Facilities Serving the Neighbourhood

- 3.2.5 Same as the Approved Scheme, various community facilities will be provided in the development to serve the neighbourhood. These include the provision of a 100-space public vehicle park (PVP) at G/F of Towers 1 and 2 to address the parking demand in the neighbourhood; as well as a privately-operated 120-place residential

care homes for the elderly (RCHE) and a sub-base for neighbourhood elderly centre (NEC) ⁽⁴⁾ at 2/F of Towers 1 and 2 to address the shortage of such social welfare facilities in the area.

Building Setbacks and Separations

3.2.6 The Proposed Scheme has maintained the general layout and building disposition of the Approved Scheme. The following building setbacks and separations have been maintained to promote visual openness and facilitate permeability:

- 7m setback from site boundary fronting Fan Leng Lau Road at Tower 3;
- 10m setback from site boundary fronting Ma Sik Road at Towers 1 and 2;
- 20m separation between Towers 2 and 3; and
- 15m separation between Towers 4 and 5

⁽⁴⁾ Subsequent to the approval of the previous planning application No. A/FSS/294, the Applicant has proceeded with land exchange matters, during which the Social Welfare Department (SWD) indicated that the required size (in NOFA) of the NEC has been reduced from about 320m² to about 141m². Accordingly, the Proposed Scheme has adjusted the size of the NEC to reflect the latest requirements by SWD. Nonetheless, the GFA of NEC (to be handed over back to the Government) will be disregarded for PR / GFA calculations.

3.3 Landscape Design Consideration

3.3.1 The Indicative Landscape Master Plan is shown in **Figure 3.8** to illustrate the landscape design of the Proposed Scheme. Details of the Landscape Master Plan and Tree Preservation Proposal are provided in **Appendix B**.

3.3.2 The design objectives of the LMP are to:-

- Create a distinctive landscape which responds to the existing context, the architectural scheme proposals and the future needs of the residents and users of the proposed RCHE;
- Integrate the Proposed Scheme from a landscape and visual perspective with the existing and planned landscape context;
- Provide visual integration in elevated views of the Proposed Scheme, and screening and softening of the built-form in low- level views adjacent to public realm;
- Create a unique, high quality, sustainable environment based on best international design practice for enjoyment of the future users;
- Provide a comfortable and relaxing landscape for communal passive recreation areas;
- Maximise the opportunities for greening measures within the structural and environmental constraints inherent to the site;
- Promote greening measures utilising tree planting, shrub planting and ground covers within the new landscape areas.

Greenery and Private Open Space Provision

3.3.3 Same as the Approved Scheme, the Proposed Scheme will achieve a greenery coverage of no less than 20% in accordance with PNAP APP-152, including a minimum of 10% within 15m of mean street level. In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), no less than 1m² of communal open space per resident will also be provided.

Tree Preservation

3.3.4 A total of 63 nos. of trees are identified within the Application Site, with none of them being rare or protected tree species, Champion Trees, or trees registered or

eligible to be registered as Old and Valuable Trees. Given that the proposed development will have to utilise nearly the entire site footprint for construction and associated site formation works, all 63 nos. of trees are recommended to be felled. Most of the trees recommended for felling have a poor form, an average to poor health condition and structural condition, and a low amenity value. In order to compensate for the loss of trees, no less than 63 nos. new heavy standard sized trees will be planted within the Application Site, representing a compensatory ratio of 1:1 in terms of number.

3.4 Access Arrangement and Internal Transport Facilities

- 3.4.1 Same as the Approved Scheme, the vehicular access point of the Proposed Scheme will be located at Ma Sik Road westbound.
- 3.4.2 Since there is no change to the number of flats and the flat mix, the provision of internal transport facilities remains the same as the Approved Scheme, which is summarised in **Table 3.2** below.

Table 3.2 Proposed Provision of Internal Transport Facilities

	Approved Scheme (A/FSS/294) [A]	Proposed Scheme [B]	Difference [B]-[A]
Public Vehicle Park			
• Private Car Parking Spaces	100	100	-
Ancillary Parking Spaces			
• Private Car			
- For Residential Development	412	412	-
- Visitor Car Parking	25	25	-
- For Social Welfare Facilities	10	10	-
• Motorcycle	19	19	-
• Bicycle	126	126	-
• Light Bus	1	1	-
Loading / Unloading Bays / Lay-bys			
• For Residential development	5	5	-
• HGV spaces (for NEC)	1	1	-
• Ambulance lay-by	1	1	-
• Taxi / Private Car lay-by	1	1	-

4 TECHNICAL CONSIDERATIONS

4.1 Visual Appraisal

- 4.1.1 To support the current proposed increase in BH as compared against the BH of 132mPD under the Approved Scheme, a Visual Appraisal has been prepared to analyse the possible visual impact. With reference to the approved application No. A/FSS/294, a total of 6 viewing points (VPs) have been selected to present the possible visual impact as viewing from different angles at a distance from short- to long-range (**Figure 4.1** refers).

Viewing Points

VP1 – Pedestrian Crossing near Tin Ping Estate

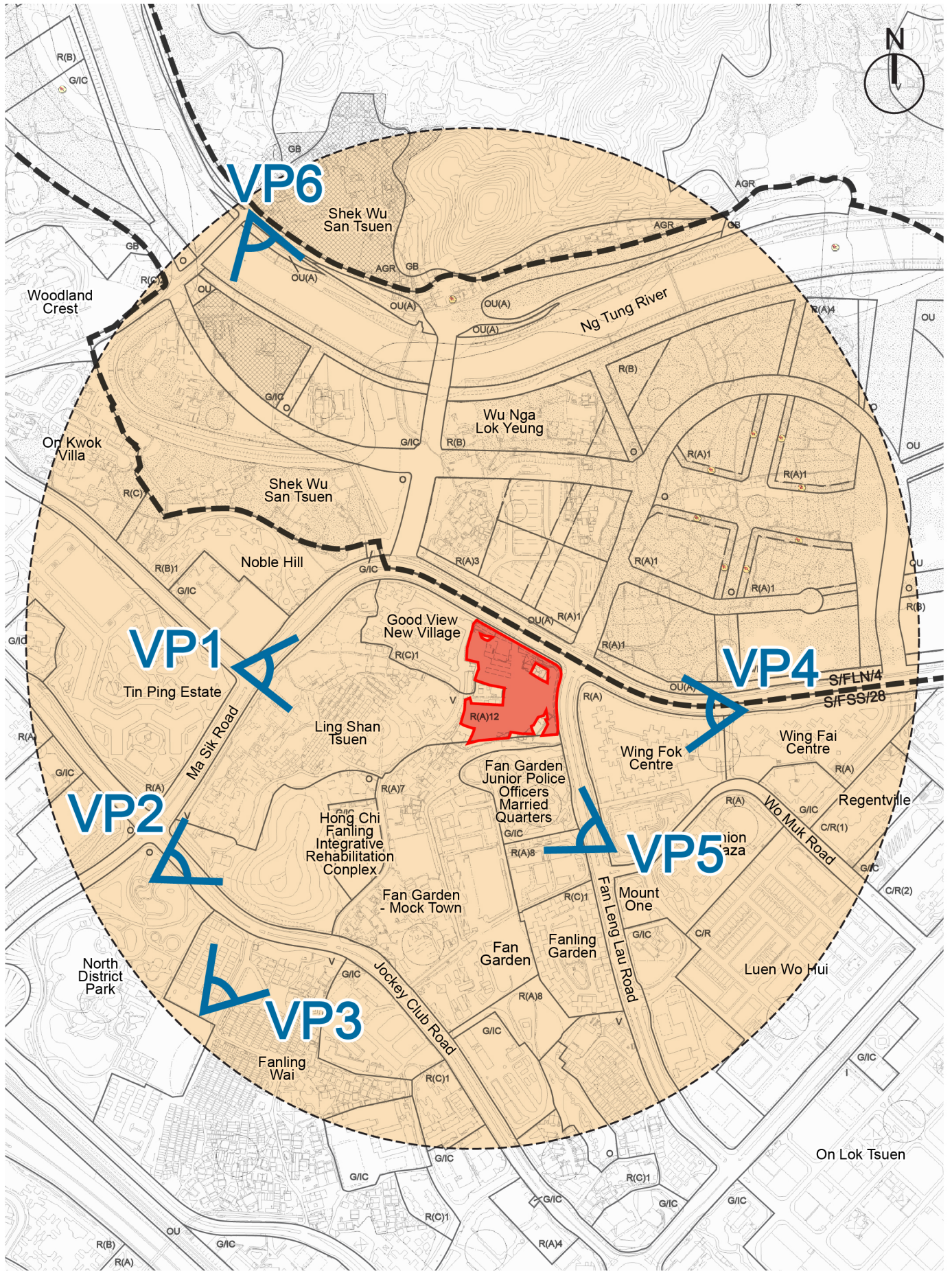
- 4.1.2 This VP is located about 330m to the west of the Application Site. It is a node for pedestrians and vehicles entering the transport terminus along Tin Ping Road or heading towards North District Park. Due to the transient nature of the public viewers, the visual sensitivity of this VP is considered low.

VP2 – North District Park

- 4.1.3 This VP is located about 480m to the southwest of the Application Site, near one of the entrances (Jockey Club Road entrance) of North District Park. The general public can enjoy leisure and recreation activities in this district-level open space. Since the public viewers are of transient nature or will focus on their recreational activities, the visual sensitivity of this VP is considered low.

VP3 – Open Space in Fanling Wai

- 4.1.4 This VP is located about 520m to the southwest of the Application Site. It is an open space near Fanling Wai where residents may use as a gathering and social space. The visual sensitivity of this VP is considered medium.



100m 0 100m

Application Site ■

Area of Visual Influence

**llewelyn
davies**

Title

Location of Viewing Points

Checked	DH	Drawn	PW
Rev	0	Date	Aug 2026
Scale	Figure		
NA	4.1		

VP4 – Pedestrian Crossing near Wing Fok Centre

- 4.1.5 This VP is located about 250m to the east of the Application Site. This pedestrian crossing across Ma Sik Road will serve as a key pedestrian connection between the existing Fanling New Town and the future open space network in FLN NDA. Due to the transient nature of the public viewers, the visual sensitivity of this VP is considered low.

VP5 – Fan Leng Lau Road Playground

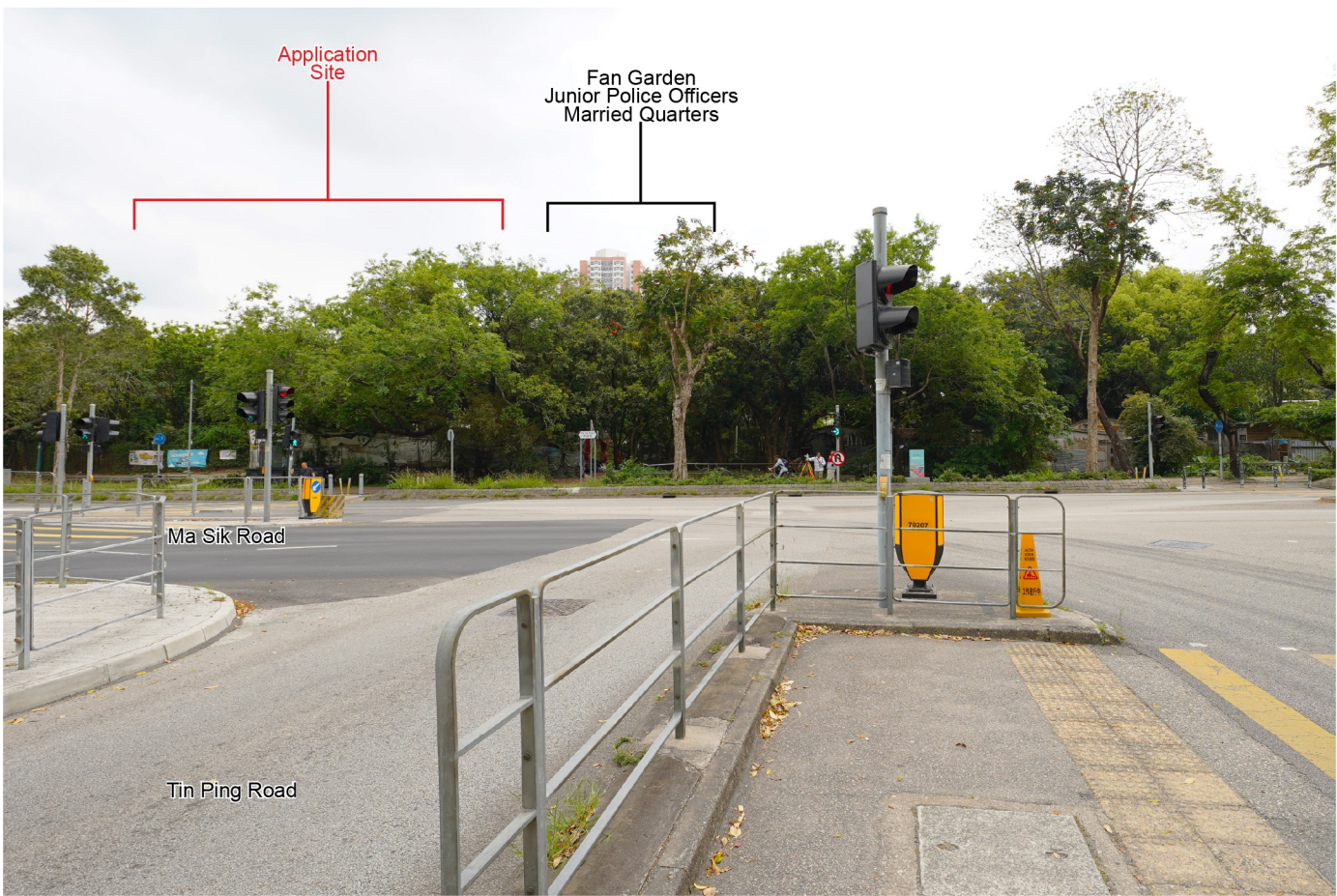
- 4.1.6 This VP is located about 130m to the southeast of the Application Site. It is an open space in between Wing Fok Centre and Union Plaza, which is an important gathering node for the local neighborhood where people can enjoy jogging trail and playground facilities. Since the public viewers are of transient nature or will focus on their recreational activities, the visual sensitivity of this VP is considered low.

VP6 – Riverside Walkway near Shek Wu San Tsuen

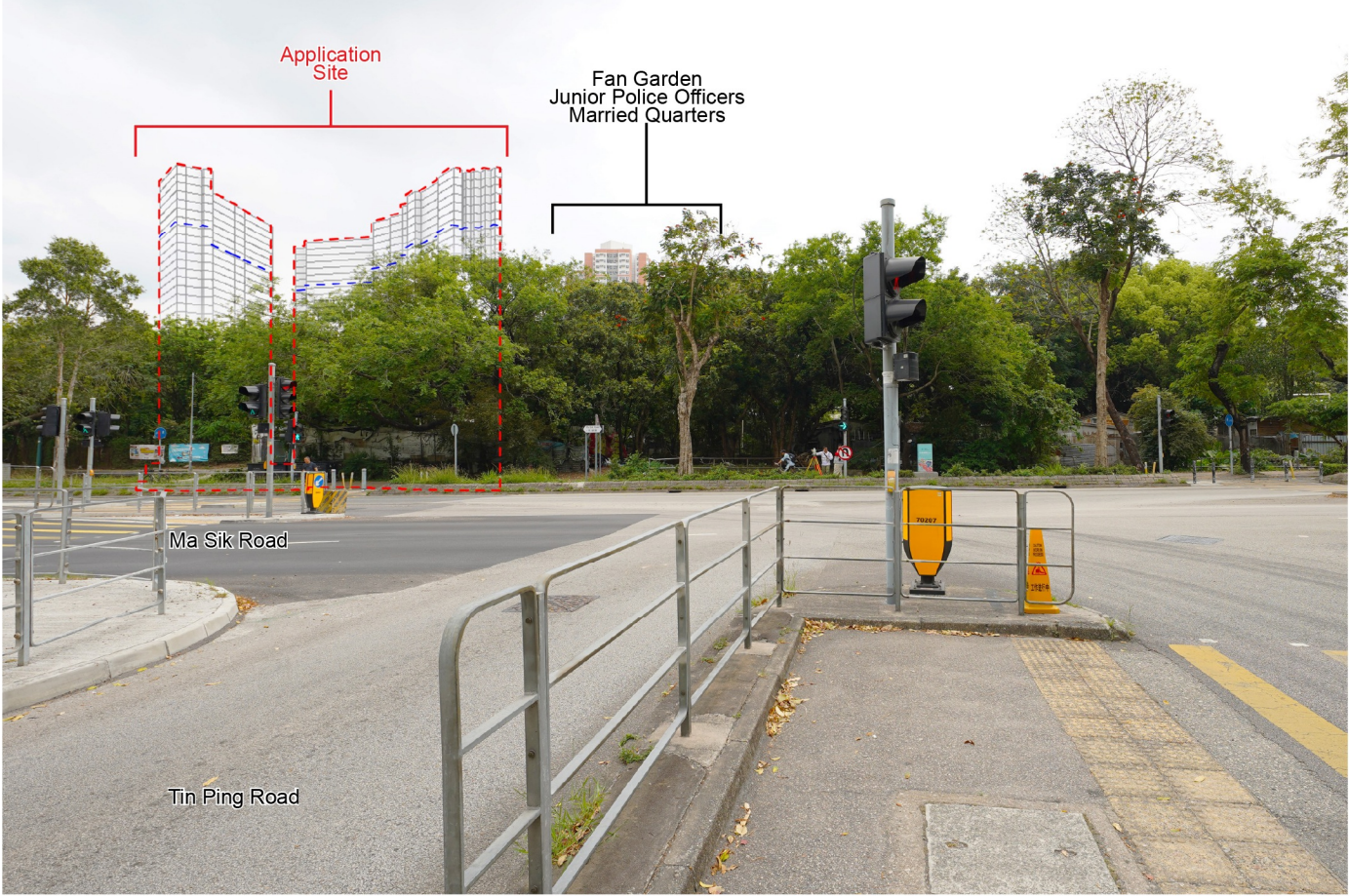
- 4.1.7 This VP is located about 630m to the northwest of the Application Site. Being planned as a “Riverside Community”, Ng Tung River is proposed to be regenerated with riverside walkways provided along both sides under the FLN NDA. This portion of Ng Tung River connects Shek Wu San Tsuen to the riverside walkways, with pavilions built along the walkways for the enjoyment of local residents. The visual sensitivity of this VP is considered medium.

Discussion on Visual Impacts at the VPs

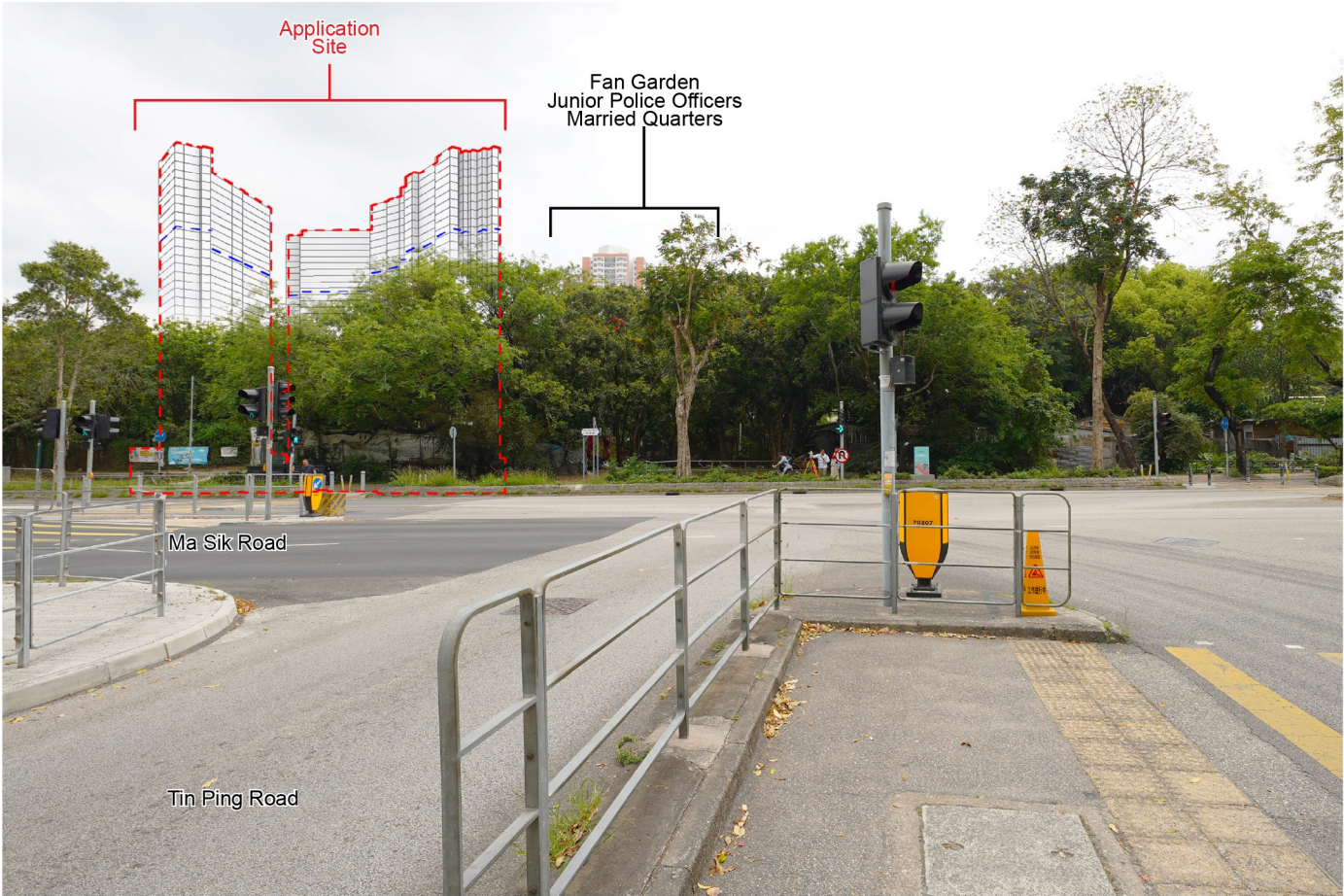
- 4.1.8 Photomontages showing the Proposed Scheme and the Approved Scheme from the six selected VPs are shown in **Figures 4.2 to 4.7**. The discussion on visual impacts at the VPs are elaborated in the following section.



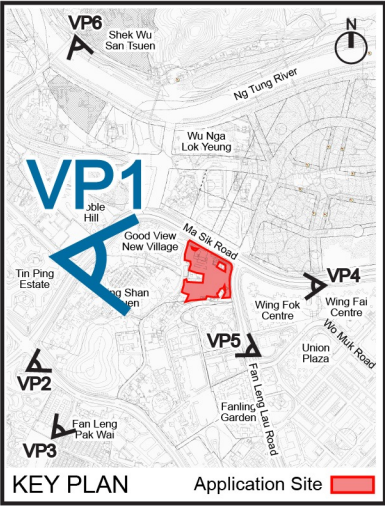
Existing View



Approved Scheme



Proposed Scheme



Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	



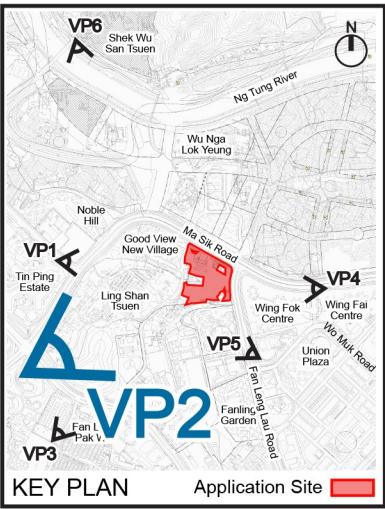
Existing View



Approved Scheme

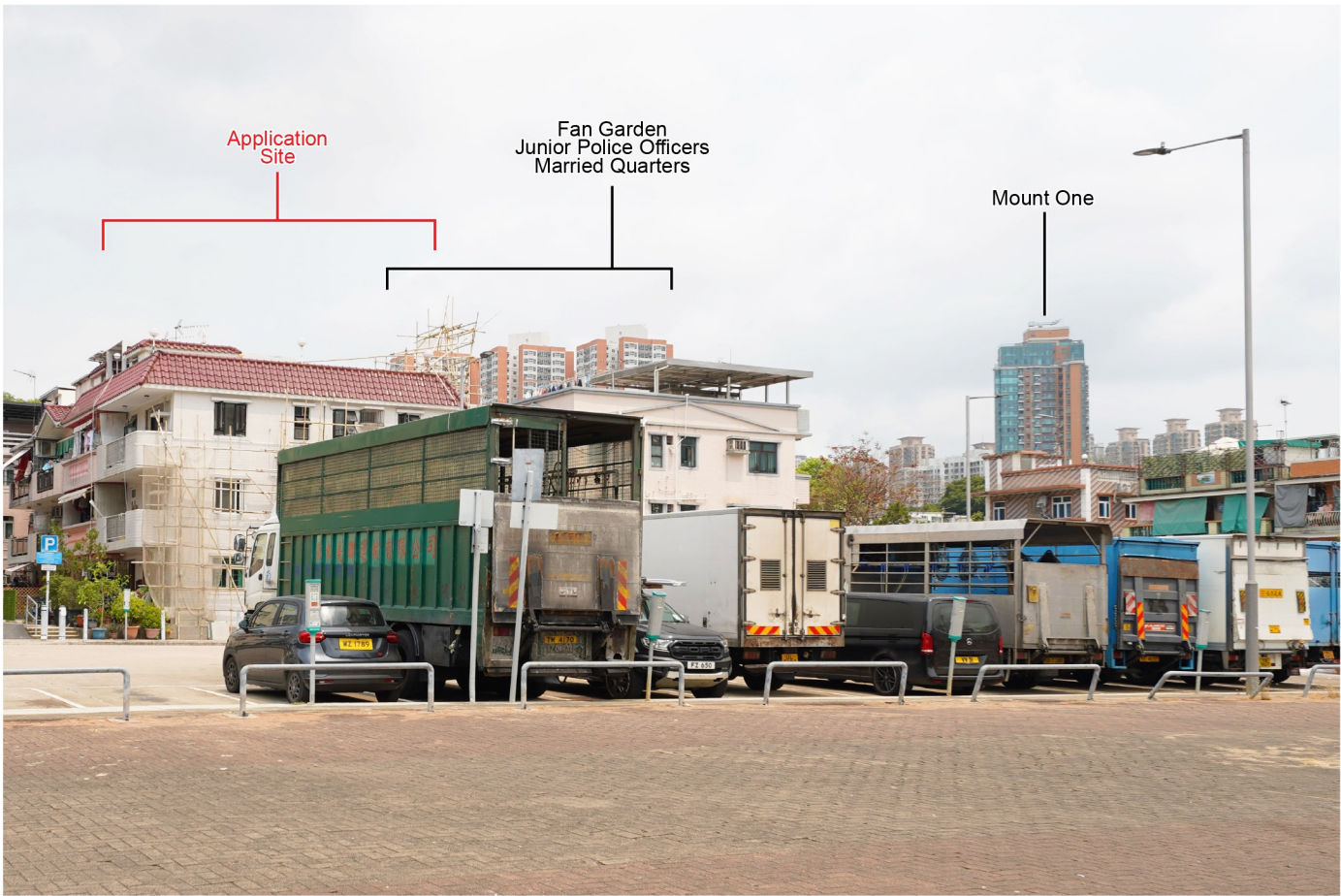


Proposed Scheme

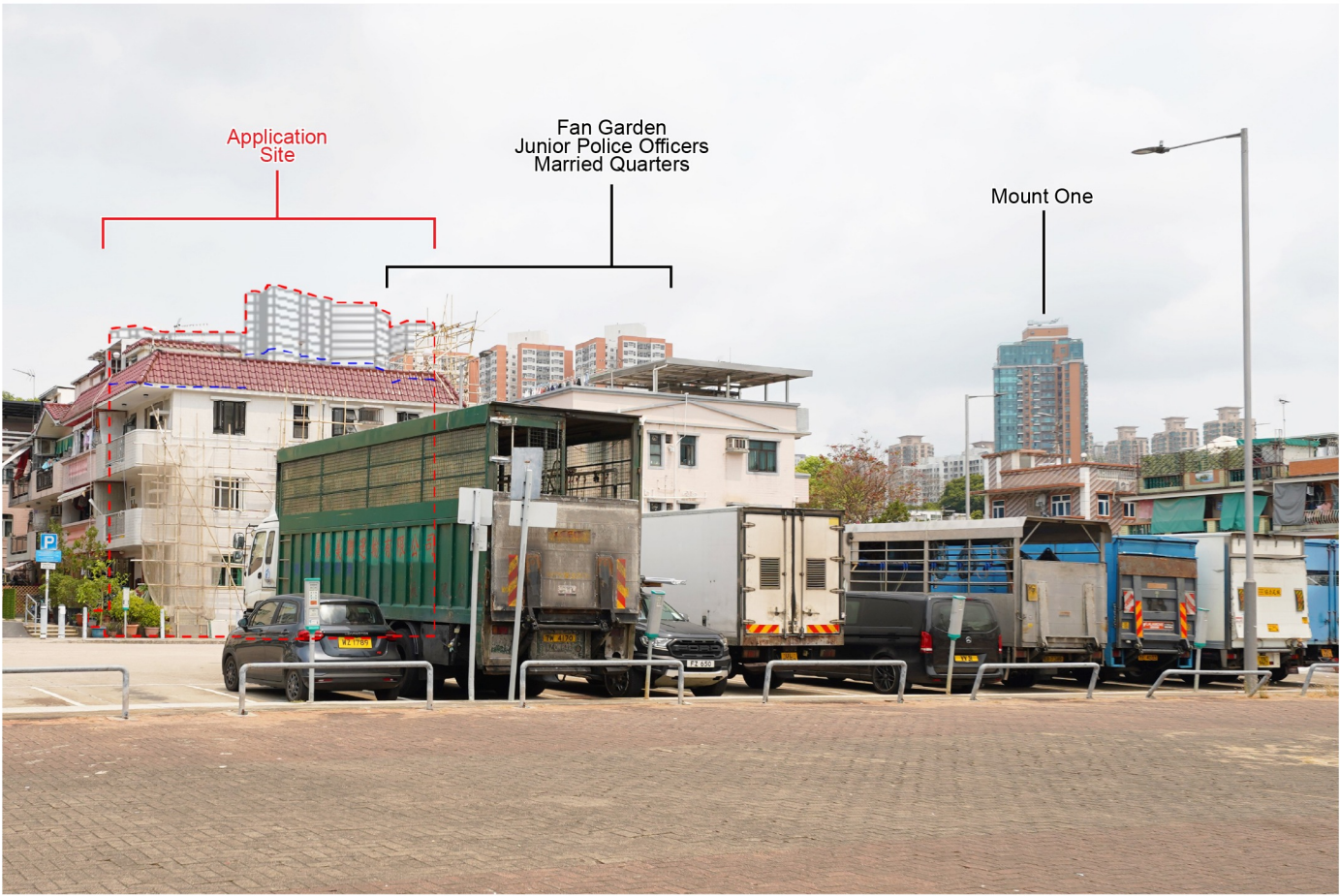


Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	

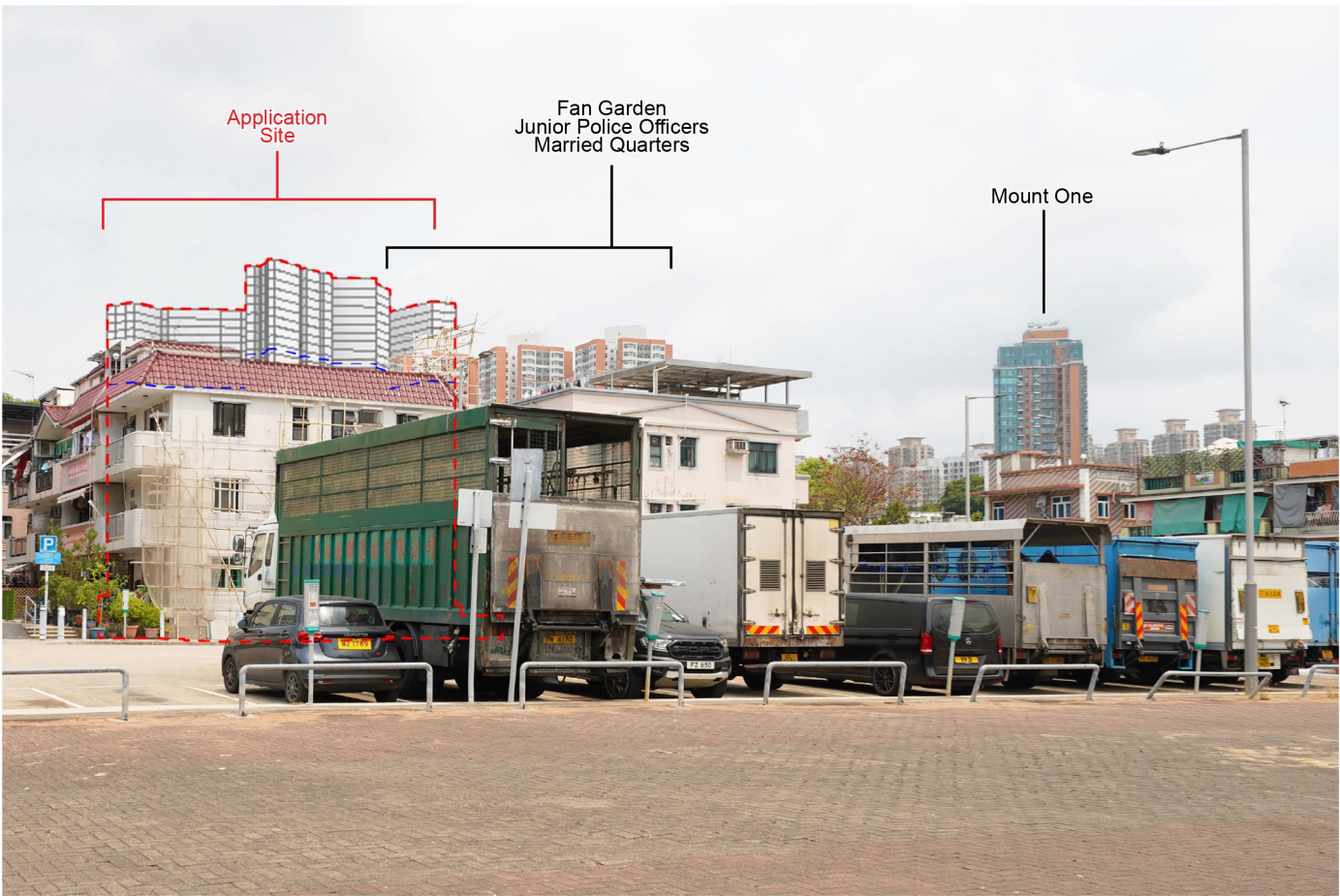
	Title	Photomontages – Viewing from VP2 – North District Park	Checked	DH	Drawn	PW
			Rev	1	Date	Aug 2026
			Scale	N / A	Figure	4.3



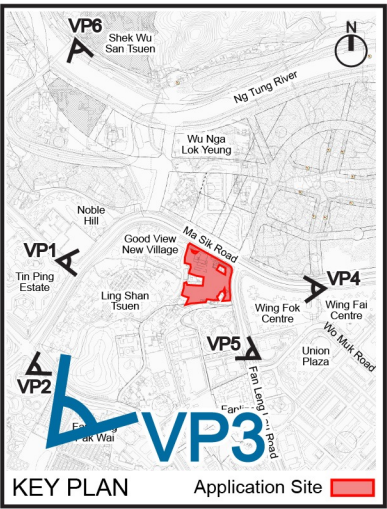
Existing View



Approved Scheme



Proposed Scheme



Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	



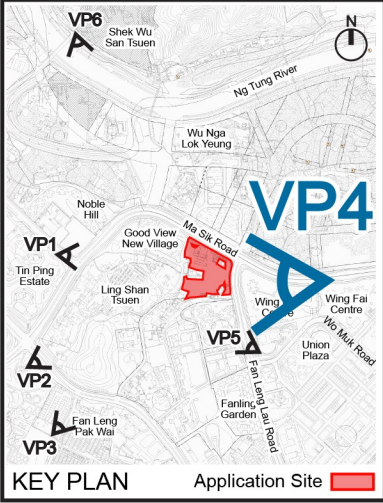
Existing View



Approved Scheme



Proposed Scheme



Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	



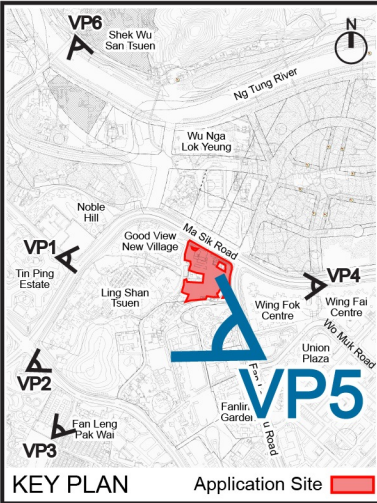
Existing View



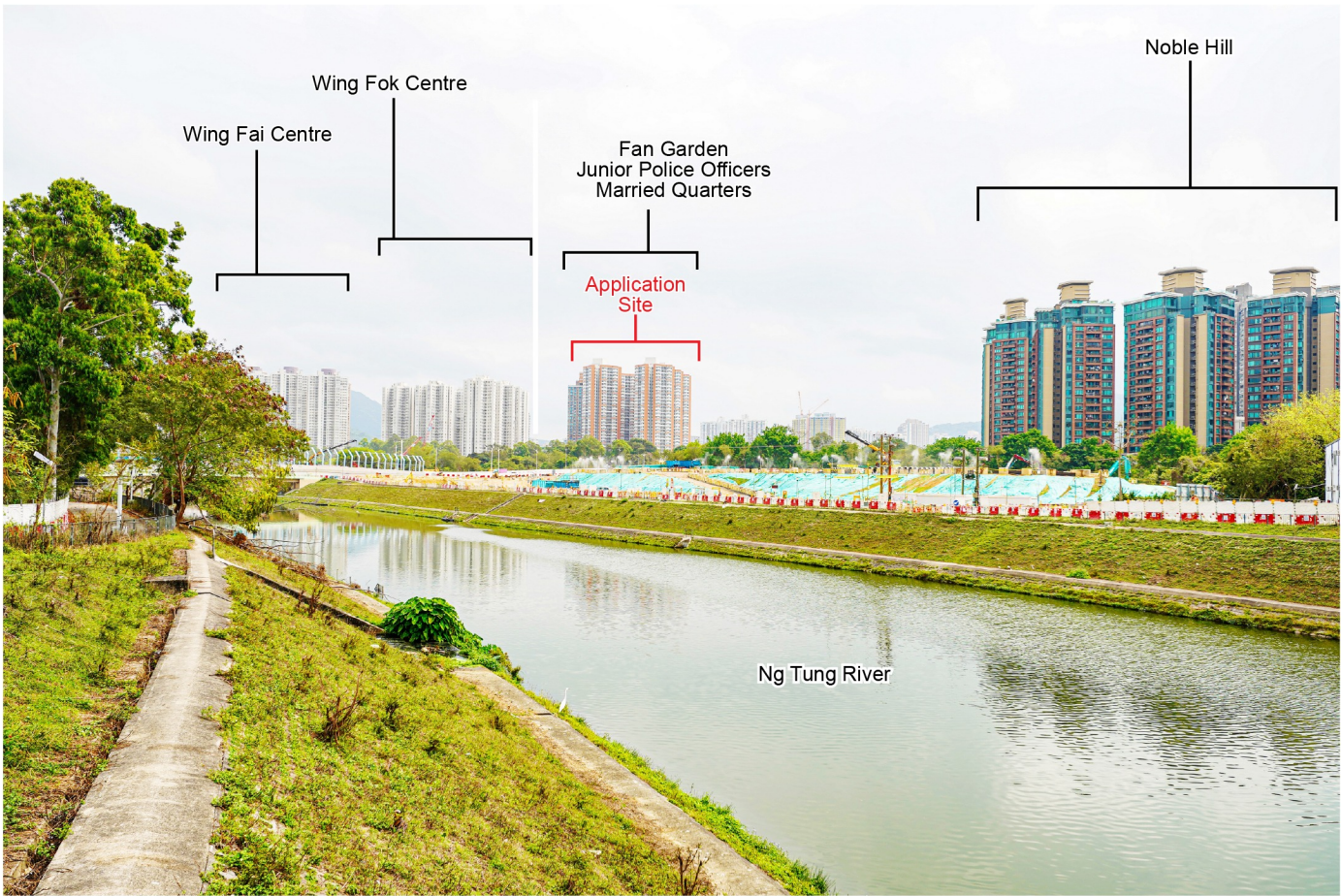
Approved Scheme



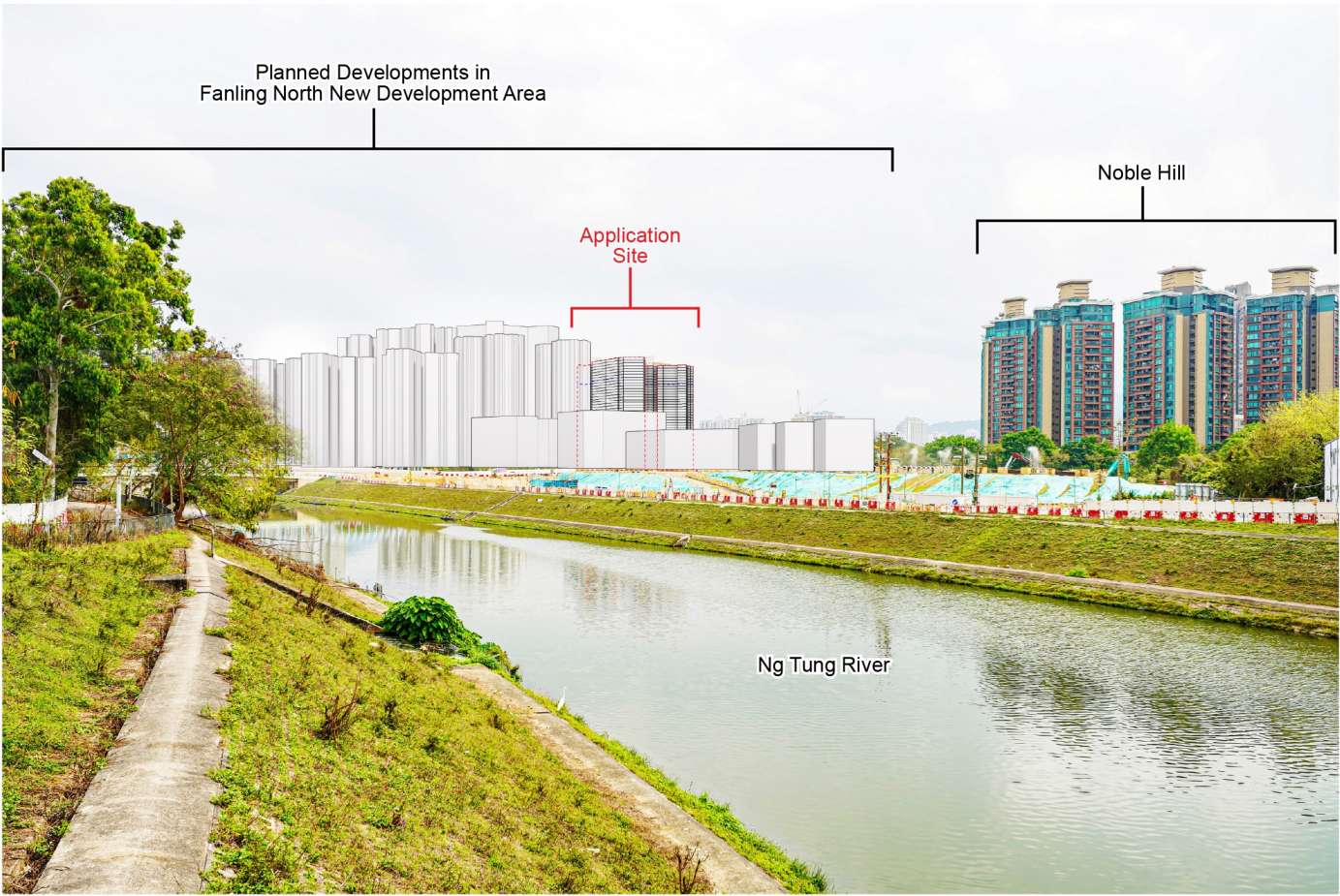
Proposed Scheme



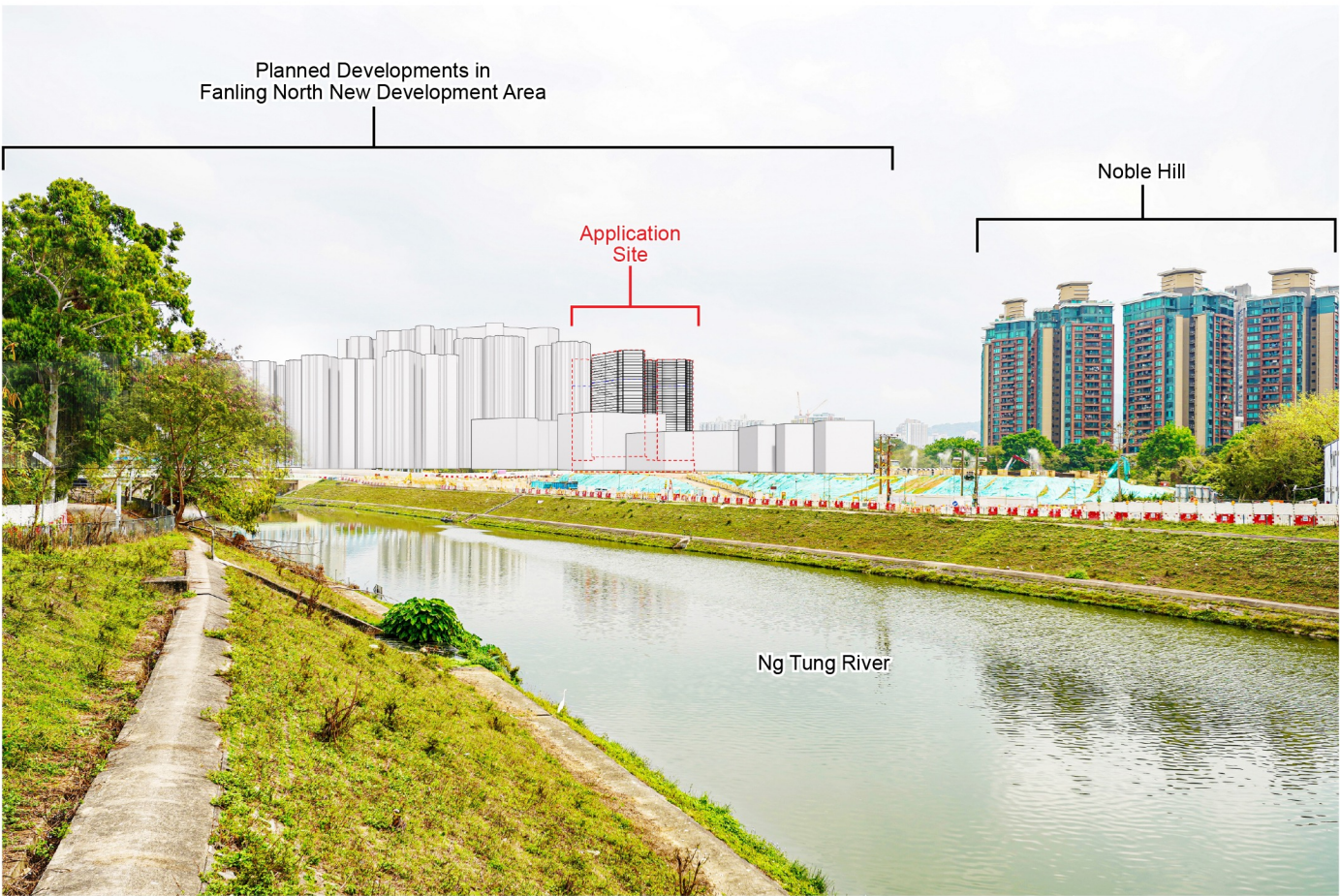
Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	



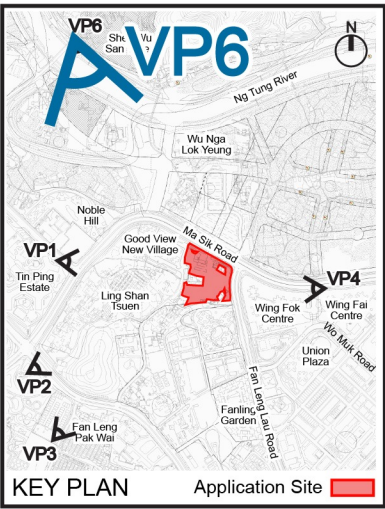
Existing View



Approved Scheme



Proposed Scheme



Legend			
Application Site		---	
OZP-compliant BH (i.e. 110mPD)		---	

- 4.1.9 **VP1 (Photomontages in Figure 4.2):** The visual composition at this VP comprises vehicular roads, pedestrian crossings and roadside vegetation along Ma Sik Road. Only the top portion of the proposed development is visible behind the roadside vegetation. Compared to the OZP-compliant Scheme, the Proposed Scheme will result in minor additional visual obstruction to the background sky view. However, **the visual obstruction due to incorporation of carpark at aboveground is considered insignificant when compared to the Approved Scheme, resulting in minimal visual change.** The overall visual impact is therefore considered slight.
- 4.1.10 **VP2 (Photomontages in Figure 4.3):** The visual composition at this VP is dominated by lush vegetation and facilities in the North District Park. **The OZP-compliant Scheme, Approved Scheme and Proposed Scheme are all screened off by vegetation in the foreground.** The overall visual impact is therefore negligible.
- 4.1.11 **VP3 (Photomontages in Figure 4.4):** The visual composition at this VP mostly comprises an open space, parked vehicles and village houses of Fanling Wai in the foreground, and a few high-rise developments of Fanling New Town (including the Fan Garden Junior Police Officers Married Quarters and Mount One) in the background. Only the top portion of the proposed development is visible behind the village houses and the Fan Garden Junior Police Officers Married Quarters. Compared to the OZP-compliant Scheme, the Proposed Scheme will result in minor additional visual obstruction to the background sky view. However, **the visual obstruction due to incorporation of carpark at aboveground is considered insignificant when compared to the Approved Scheme, resulting in minimal visual change.** The overall visual impact is therefore considered slight.
- 4.1.12 **VP4 (Photomontages in Figure 4.5):** The visual composition at this VP mostly comprises vehicular roads, roadside vegetation and a high-rise development known as Wing Fok Centre. Since the proposed development is located relatively further away from the VP, it appears less massive than Wing Fok Centre and is partially screened off by roadside vegetation. Compared to the OZP-compliant Scheme, the Proposed Scheme will result in minor additional visual obstruction to the background sky view. However, **the visual obstruction due to incorporation of carpark at aboveground is considered insignificant when compared to the Approved Scheme, resulting in minimal visual change.** The overall visual impact is therefore considered slight.

4.1.13 **VP5 (Photomontages in Figure 4.6):** The visual composition at this VP mostly comprises a footpath in Fan Leng Lau Road Playground, some vegetation, as well as several high-rise developments. Since the proposed development is mostly screened off by vegetation and the Fan Garden Junior Police Officers Married Quarters, **the visual change as compared with the OZP-compliant Scheme and the Approved Scheme is barely noticeable**. The overall visual impact is therefore considered negligible.

4.1.14 **VP6 (Photomontages in Figure 4.7):** The visual composition at this VP consists of the riverside environment along Ng Tung River, and the existing and planned developments in the FLN NDA and Fanling New Town. The proposed development will blend in harmoniously with the planned FLN NDA which has a maximum BH of 144mPD (or 155mPD being proposed under Application No. A/KTN/111). As the proposed development is located at a distance from the VP and is partially screened off by the planned developments in the FLN NDA, **the visual change as compared with the OZP-compliant Scheme and the Approved Scheme is barely noticeable**. The overall visual impact is therefore considered negligible.

4.2 Air Ventilation Consideration

4.2.1 An Air Ventilation Impact Assessment (AVA) report was prepared for the Approved Scheme under Application No. A/FSS/294 approved by the Board on 21 June 2024. Under the Approved Scheme, design features such as building separations and setbacks have been proposed to enhance permeability. These include: (i) 7m setback from site boundary fronting Fan Leng Lau Road at Tower 3; (ii) 10m setback from site boundary fronting Ma Sik Road at Towers 1 and 2; (iii) 20m separation between Towers 2 and 3; and (iv) 15m separation between Towers 4 and 5.

4.2.2 The current application proposes minor amendments to the Approved Scheme to provide aboveground carparks on G/F and 1/F, while maintaining all other major development parameters including GFA, PR, and number of units. The Proposed Scheme retains a largely similar building footprint and building disposition, and the key design features including building separations and building setbacks have been preserved. As there is no significant change to the MLP, no significant adverse impact on the overall air ventilation performance is anticipated.

- 4.2.3 Moreover, as the proposed development does not fall within the criteria for AVA under Technical Circular No. 1/06 on Air Ventilation Assessments jointly published by the then Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) in 2006, no significant adverse impact on the pedestrian wind environment is anticipated.

4.3 Traffic Consideration

- 4.3.1 As compared with the Approved Scheme, the Proposed Scheme has maintained the same GFA, PR, number of units, indicative flat mix, provision of social welfare facilities and PVP, and vehicular access arrangement. As such, there is no change to the proposed provision of internal transport facilities and the anticipated traffic impact on the adjacent road network. The Proposed Scheme is therefore considered acceptable in traffic terms.

- 4.3.2 For details, please refer to the Traffic Review under **Appendix C**.

4.4 Environmental Consideration

- 4.4.1 The proposed amendments to the Approved Scheme under the current submission are mainly the relocation of two storeys of carparks from basement to aboveground, with the general disposition of the residential towers remaining unchanged. Accordingly, the findings and recommended mitigation measures under the previous Environmental Assessment remain applicable. No adverse impacts on air quality, noise, waste management, and water quality are anticipated, and the Proposed Scheme is considered acceptable in environmental terms.

- 4.4.2 For details, please refer to the Environmental Review under **Appendix D**.

4.5 Drainage and Sewerage Considerations

Drainage

- 4.5.1 Same as the Approved Scheme, not less than 20% greenery will be provided in the Proposed Scheme. Due to the increase in greenery compared to the existing condition, there will be a decrease in surface runoff and the twin box culvert will have enough capacity to cater to the runoff. The Proposed Scheme is therefore

considered acceptable in drainage terms.

Sewerage

4.5.2 There is no change in GFA, PR and number of units as compared with the Approved Scheme. Accordingly, the assumptions, calculations and proposed sewerage upgrading works under the previous Sewerage Impact Assessment remain applicable. With the proposed upgrading works in place, the sewerage system will have adequate capacity to accommodate the sewage flow generated from the proposed development as well as the nearby catchments. The Proposed Scheme is therefore considered acceptable in sewerage terms.

4.5.3 For details, please refer to the Review on Drainage and Sewerage Impact under **Appendix E**.

4.6 Water Supply Consideration

4.6.1 Same as the Approved Scheme, connections will be made to the existing freshwater watermains and reclaimed watermains to serve the proposed development, and no upgrading works of the existing pumping stations, service reservoirs and water mains are required. As there is no change in GFA, PR and number of units as compared with the Approved Scheme, the assumptions, calculations and findings under the previous Water Supply Impact Assessment remain applicable. The Proposed Scheme is therefore considered acceptable in water supply terms.

4.6.2 For details, please refer to the Review on Water Supply Impact under **Appendix F**.

5 DEVELOPMENT JUSTIFICATIONS

5.1 In Line with the Government's Policy of Facilitating Above-ground Carpark Design for Private Developments

5.1.1 In addition to the proposed amendments under the Approved Scheme, the subject matter under the current application proposes further minor amendments to the Approved Scheme to relocate two storeys of carparks from basement to aboveground. Such a scheme refinement with provision of no more than 2 storeys of carpark at aboveground is in line with the latest Government's policy to facilitate the provision of aboveground carparks in private development projects.

5.1.2 Given that all the major development parameters (including the GFA, PR and nos. of units) are all remained unchanged as per the Approved Scheme, the feasibility of the increase in BH from 110mPD to 132mPD to cater for the increase of number of units and adoption of MiC has already been justified and approved under S16 planning approval No. A/FSS/294.

5.2 Proposed Increase in Building Height is Minor and Solely for Incorporation of Aboveground Carparks as Compared with the Approved Scheme

5.2.1 Under the current submission, the proposed minor increase in BH as compared with the Approved Scheme (i.e. +9m / +6.8%) is solely for accommodating two levels of aboveground carparks. As discussed in **Section 3.2** above, the Applicant has paid her best effort to minimize the increase in BH, through maximizing the carpark footprint and optimizing its layout by co-locating with other E&M facilities (as depicted above under para. 3.2.1). A reasonable FTFH has also been adopted for the carparking floors, with 3.5m on 1/F, and 6m on G/F to accommodate the necessary clear headroom for the EVA. The aggregate height of these two aboveground carpark storeys (i.e. 9.5m) is nearly identical to that of the two basement levels in the Approved Scheme (i.e. 9m).

5.3 Proposed Increase in Building Height is Well-Justified with Reference to Similar Applications in the Fanling North New Development Area

5.3.1 As discussed in **Section 2.2** above, the Application Site shares a highly comparable planning background with the private housing sites in the FLN NDA District Centre, i.e. having an already approved S16 application for the minor

relaxation of PR and BH, and subsequently seeking a further increase in BH to accommodate aboveground carparks in response to the latest Government policy. Notably, to accommodate two storeys of aboveground carparks, an increase in BH ranging from 10.86m to 15m (about +8% to +19%) was sought for the FLN private housing sites; whereas the relaxation sought under the current application is only 9m (or about +6.8%), which is considerably lower, as shown in **Table 5.1** below. Therefore, the relaxation sought under the current submission is considered minor in scale and well-justified, and will by no means set an undesirable precedent.

Table 5.1 Comparison of BH Relaxation Sought under the Current Application and Similar Application in FLN NDA District Centre

Site	Zoning	Previously Approved S16 Applications with Basement Carparks	Latest S16 Applications with Aboveground Carparks	Difference [B]-[A]
Private Housing Sites in FLN NDA District Centre				
A	R(A)3	120mPD	135mPD	+15m (+13%)
B	R(A)1	144.14mPD	155mPD	+10.86m (+8%)
C	R(B)	80mPD	95mPD	+15m (+19%)
D, E, F, G	R(A)1	120mPD	135mPD	+15m (+13%)
Subject Site				
Subject Site	R(A)12	132mPD	141mPD	+9m (+6.8%)

5.4 Overall Building Height is Still Compatible with Surrounding Context

5.4.1 The Application Site is surrounded by existing and planned high-rise residential developments. To its immediate south is a planned public housing development zoned “R(A)7” with BH restriction of 170mPD, whereas to its immediate north across Ma Sik Road is a site zoned “R(A)1” with an approved BH of 144.14mPD (155mPD under Application No. A/KTN/111 currently being processed by relevant Government departments). The proposed BH of 141mPD for the Application Site under the current submission is therefore fully compatible with this surrounding context.

5.5 Continued Adoption of MiC Method in Construction

5.5.1 Same as the Approved Scheme, the Applicant will continue to adopt MiC method in response to the Government's policy of promoting MiC to enhance the productivity and cost-effectiveness of the construction industry, as well as to expedite housing provision. The relaxation in BH sought under the previous application has already catered to the additional BH resulting from the adoption of the MiC method. The Proposed Scheme will continue to adopt MiC method as a planning gain to contribute to the quality, efficiency, and sustainability of the built environment.

5.6 Maintaining the Previously Committed Planning and Design Merits

5.6.1 Same as the Approved Scheme, various community facilities will be provided in the development to serve the neighbourhood. These include the provision of a 100-space PVP at G/F of Towers 1 and 2 to address the parking demand in the neighbourhood; as well as a privately-operated 120-place RCHE and a sub-base for NEC at 2/F of Towers 1 and 2 to address the shortage of such social welfare facilities in the area.

5.6.2 The Proposed Scheme has also maintained the general layout and building disposition of the Approved Scheme, providing the following building setbacks and separations to promote visual openness and facilitate permeability:

- 7m setback from site boundary fronting Fan Leng Lau Road at Tower 3;
- 10m setback from site boundary fronting Ma Sik Road at Towers 1 and 2;
- 20m separation between Towers 2 and 3; and
- 15m separation between Towers 4 and 5

5.7 No Significant Change in Visual Aspect

5.7.1 As discussed in the Visual Appraisal in **Section 4.1** above, with consideration of the surrounding context of the Application Site, the overall visual impact induced by the proposed development due to the minor relaxation of BH is negligible.

5.8 No Significant Change in Air Ventilation Aspect

- 5.8.1 As discussed in **Section 4.2** above, the current application proposes minor amendments to the Approved Scheme to provide aboveground car parks on G/F and 1/F, while maintaining all other major development parameters including GFA, PR, and number of units. The Proposed Scheme retains a largely similar building footprint and building disposition, and the key design features including building separations and building setbacks have been preserved. As such, no significant adverse impact on the overall air ventilation performance is anticipated.

5.9 No Other Technical Impacts Anticipated

- 5.9.1 The proposed amendments to the Approved Scheme under the current submission are mainly the relocation of two storeys of car parks from basement to aboveground which results in a minor increase in BH from 132mPD to 141mPD (+9m / +6.8%), with no change in GFA, PR and number of units. As discussed in **Sections 3.4 to 4.5** above and detailed in the relevant technical reviews, the Proposed Scheme is technically acceptable and shall not generate any significant impact in terms of traffic, environmental, drainage, sewerage and water supply aspects.

6 CONCLUSION

- 6.1.1 The Application Site covers an area of about 13,232m², and is zoned “R(A)12” on the Approved Fanling/Sheung Shui OZP No. S/FSS/28, subject to a maximum PR of 5.18 and a maximum BH of 110mPD. A S16 planning application No. A/FSS/294 was submitted to the Board in August 2023 for Proposed Minor Relaxation of PR and BH Restrictions for Permitted Flat Development with Social Welfare Facility and Public Vehicle Park at various lots in D.D. 51 and adjoining Government Land, Ma Sik Road, Fanling. The application sought to relax the PR from 5.18 to 6.18 (+19.3%) and BH from 110mPD to 132mPD (+20%), and was approved with conditions by the Board on 21 June 2024.
- 6.1.2 Subsequent to the above-mentioned planning approval, the Government announced in the 2025 Policy Address to relax the GFA exemption arrangement for carparks in private development projects to allow full GFA exemption for no more than two storeys of aboveground carparks, while removing the mandatory requirement of constructing underground carparks as a condition of exemption. In the event that a planning application is required for minor relaxation of BH restriction for accommodating no more than two storeys of the aboveground carparks, relevant town planning procedure would be required to facilitate the implementation of the aboveground carparks. The above measures have taken effect starting from November 2025.
- 6.1.3 In this connection, the Applicant proposes to relax the BH from 132mPD in the Approved Scheme to 141mPD (+9m / +6.8%) under the current submission to facilitate the incorporation of two storeys of aboveground carparks. The Proposed Scheme has maintained the same GFA, PR, residential FTFH and number of units of the Approved Scheme. The general layout and building disposition have also been largely maintained. The previously committed planning merits, including the provision of a 100-space PVP, a 120-place RCHE and a sub-base for NEC, have also been respected.
- 6.1.4 The subject application is supported on the following grounds:
- The proposed development is in line with the government’s policy of facilitating above-ground carpark design for private developments;

- The proposed increase in building height is minor and solely for incorporation of aboveground car parks as compared with the Approved Scheme;
- The proposed increase in building height is well-justified with reference to similar applications in the Fanling North New Development Area;
- The overall building height is still compatible with the surrounding context;
- The proposed development will continue to adopt MiC method in construction to contribute to the quality, efficiency, and sustainability of the built environment;
- The proposed development will maintain the previously committed planning and design merits;
- The proposed development will not result in any significant change in visual aspect;
- The proposed development will not result in any significant change in air ventilation aspect;
- Given that there is no change in GFA, PR and number of units, no other technical impacts are anticipated.

6.1.5 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.