

**SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)**

**PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED PRIVATE HOUSING DEVELOPMENTS AT VARIOUS SITES WITHIN FANLING NORTH NEW DEVELOPMENT AREA AND KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES AND PROPOSED PUBLIC TRANSPORT TERMINUS, SHOP AND SERVICES AND EATING PLACE WITHIN PERMITTED PRIVATE HOUSING DEVELOPMENT AT SITE K10, PLANNING AREA 23N, KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES**

**- Supplementary Planning Statement -**

**PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED PRIVATE HOUSING DEVELOPMENTS AT VARIOUS SITES WITHIN FANLING NORTH NEW DEVELOPMENT AREA AND KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES AND PROPOSED PUBLIC TRANSPORT TERMINUS, SHOP AND SERVICES AND EATING PLACE WITHIN PERMITTED PRIVATE HOUSING DEVELOPMENT AT SITE K10, PLANNING AREA 23N, KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES**

**PLANNING STATEMENT**

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<b>Applicant</b>	Civil Engineering and Development Department
<b>Planning Consultant and Submitting Agent</b>	Townland Consultants Limited
<b>Air Ventilation and Visual Impact Specialists</b>	AtkinsRéalis Asia Limited & AECOM Asia Company Limited

File Reference : CEDD/FNND A

For and on behalf of Townland Consultants Limited
Approved by : 
Position : <u>DIRECTOR</u>
Date : <u>08/06/2026</u>

8 June 2026

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## EXECUTIVE SUMMARY

This Section 16 (“**S16**”) Planning Application is submitted on behalf of Civil Engineering and Development Department (“**CEDD**” / the “**Applicant**”), to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for Minor Relaxation of Plot Ratio (“**PR**”) and Building Height (“**BH**”) Restrictions for eight (8) planned Private Housing Developments (namely at Sites F1, F2, F3, F4, F5, F6, F7, F8) at Planning Areas 10, 13, 14 and 16 of Fanling North New Development Area (“**FLN NDA**”) and thirteen (13) planned Private Housing Developments (namely at Sites K1, K2, K3, K4a, K4b, K5, K6, K7, K8, K9, K10, K11, K12) at Planning Areas 14, 15, 20, 22, 23, 25 and 26 of Kwu Tung North New Development Area (“**KTN NDA**”), New Territories (“**Application Sites**”). So as to realise the intended development for Proposed Public Transport Terminus, Shop and Services and Eating Place uses within the Private Housing Development at Site K10, permission is also sought for Proposed ‘Public Transport Terminus’, ‘Shop and Services’ and ‘Eating Place’ uses at this Site. The Application Sites are subject to two (2) previous S16 Planning Approvals (Applications Nos. A/FLN/30 and A/KTN/93) granted on 23 September 2022 for minor relaxation of PR and BH restrictions (“**the Approved s.16s**”) to optimise the use of developable land and increase flat production.

The Application Sites in FLN NDA are zoned “Residential (Group A)1” (“**R(A)1**”), “R(A)3”, “Residential (Group B)” (“**R(B)**”), and “Other Specified Uses” annotated “Commercial/Residential Development with Public Transport Interchange (2)” (“**OU(CRDPTI(2))**”) on the Draft Fanling North Outline Zoning Plan No. S/FLN/5 (“**Draft FLN OZP**”). The Application Sites in KTN NDA are zoned “R(A)1” and “R(B)” with minor portions of some Sites falling within “Green Belt” (“**GB**”) zone or areas shown as ‘Road’ as result of updated road layouts on the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4 (“**Approved KTN OZP**”). The Application Sites are subject to various PR and BH restrictions and stipulations of non-building areas (“**NBAs**”) and ‘Terraced Podium’ on the respective OZPs. Based on the individual merits of a development proposal, minor relaxation of the PR and BH Restrictions may be considered by the TPB on application under Section 16 of the Town Planning Ordinance.

As part of the measures to reduce construction costs and expedite housing developments, the Chief Executive (“**CE**”) announced in 2025 Policy Address that an enhance measure to allow full gross floor area (“**GFA**”) exemption for no more than two levels of aboveground carparks, while doing away with the prerequisite of constructing some of the carparks underground. Furthermore, the Government continues to encourage a wider adoption of Modular Integrated Construction (“**MiC**”) method to shorten construction time, expedite the overall housing supply, reduce manpower in construction industry and enhance on-site safety. A Review has been undertaken to identify the BH requirements for the selected private housing sites in the Remaining Phase of FLN NDA and KTN NDA with considerations of the approved development intensity under the Approved s.16s. This S16 Planning Application has been prepared to seek for Minor Relaxation of PR and BH Restrictions for the Application Sites (the “**Development Proposal**”) to accommodate the required BHs and reflect the approved PR under the Approved s.16s. As indicated, Permission for Proposed ‘Public Transport Terminus’, ‘Shop and Services’ and ‘Eating Place’ uses at the planned Private Housing Development at Site K10 in Planning Area 23N of KTN NDA is also sought to reflect the development intention of the Site as approved under the Approved s.16s.

The Development Proposal is justified on the following grounds:

- The Development Proposal is in line with Government’s Policy initiatives in actively promoting the adoption of MiC in the construction industry;
- The Development Proposal also facilitates the construction of aboveground carpark with consideration of the latest GFA exemption arrangements to shorten the construction time and expedite the delivery of housing units;
- The Proposed BH for the Application Sites are not incompatible with the surrounding development context and will not jeopardise the stepped building height profile in the FLN NDA and KTN NDA;
- There is no change to the development intensity and the Development Proposal will not lead to any infrastructural impact; and
- No adverse visual and air ventilation impacts are anticipated.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

## 行政摘要

(內文如有差異，以英文版本為準)

根據《城市規劃條例》第 16 條，我司代表土木工程拓展署（下稱「土拓署」）向城市規劃委員會（下稱「城規會」）呈交規劃申請書，請求批准略為放寬新界粉嶺北新發展區規劃區第 10、13、14 及 16 區內八個已規劃私人住宅發展（分別為 F1、F2、F3、F4、F5、F6、F7 及 F8 地盤）及古洞北新發展區規劃區第 14、15、20、22、23、25 及 26 區內十三個已規劃私人住宅發展（分別為 K1、K2、K3、K4a、K4b、K5、K6、K7、K8、K9、K10、K11 及 K12 地盤）（下稱「申請地點」）的地積比率及建築物高度限制。為落實位於 K10 地盤內所規劃的擬議公共車輛總站、商店及服務行業及食肆用途，本申請亦請求批准於該地盤作「公共車輛總站」、「商店及服務行業」及「食肆」用途。申請地點先前有兩項第 16 條規劃申請（申請編號：A/FLN/30 及 A/KTN/93），於 2022 年 9 月 23 日獲批准略為放寬地積比率及建築物高度限制獲批（下稱「獲批准的第 16 條規劃申請」），以優化可發展土地的使用及提升房屋單位供應。

粉嶺北新發展區內的申請地點座落於《粉嶺北分區計劃大綱草圖編號 S/FLN/5》（下稱「粉嶺北草圖」）中的「住宅（甲類）1」、「住宅（甲類）3」、「住宅（乙類）」及「其他指定用途（商業／住宅發展暨公共交通匯處（2）」地帶。古洞北新發展區內的申請地點座落於《古洞北分區計劃大綱核准圖編號 S/KTN/4》（下稱「古洞北核准圖」）中的「住宅（甲類）1」及「住宅（乙類）」地帶，並有小部分因應最新的道路佈局修訂，落入「綠化地帶」地帶或顯示為「道路」的地方。根據相關的分區計劃大綱圖，申請地點均受不同的地積比率及建築物高度限制，並有指定非建築用地及「梯級式平台」範圍。城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展的情況，考慮略為放寬地積比率及建築物高度限制。

為降低建造成本並加快房屋發展，行政長官於 2025 年施政報告中宣佈私人發展項目停車場總樓面面積的優化措施，容許地面不多於兩層的停車場的總樓面面積獲全數豁免，同時取消興建地庫停車場作為豁免條件的強制要求。此外，政府亦繼續鼓勵業界更廣泛採用「組裝合成」建築法，以縮短建造時間、加快整體房屋供應、減少人手需求和提升工地安全。為配合上述政策方向，土拓署已就粉嶺北新發展區及古洞北新發展區餘下階段發展內的私人住宅用地進行檢討，在考慮先前的獲批准的第 16 條規劃申請下獲批准的發展密度後檢視相關住宅用地的建築物高度要求。此規劃申請擬議略為放寬地積比率及建築物高度限制（下稱「發展計劃」），以配合所需的建築物高度及反映獲批准的第 16 條規劃申請的地積比率。如上所述，此申請亦包括古洞北新發展區規劃區第 23N 區的 K10 地盤的擬議「公共車輛總站」、「商店及服務行業」及「食肆」用途，以反映於獲批准的第 16 條規劃申請下的發展意向。

發展計劃具備以下充分理據的支持：

- 發展計劃符合政府積極推動及鼓勵建造業採用「組裝合成」建築法的相關政策及措施；
- 發展計劃考慮了最新的私人發展項目停車場總樓面面積豁免安排，配合興建地面停車場的安排，從而有助縮短建築時間及加快房屋單位落成；
- 申請地點的建築高度與周邊發展相容，並且不會破壞粉嶺北發展區及古洞北新發展區的梯級式建築設計；
- 發展計劃不會改變原有的發展密度，將不會對現有或已規劃的基建設施造成影響；及
- 發展計劃將不會造成負面視覺和通風影響。

基於上述支持理據及此補充規劃文件內的詳述資料，懇請城規會委員對是項申請作出正面的考慮。

Reference: CEDD/FNNDA/ERIC/07  
Date: 8 June 2026

**TO THE TOWN PLANNING BOARD:**

**SECTION 16 PLANNING APPLICATION  
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED PRIVATE HOUSING DEVELOPMENTS AT VARIOUS SITES WITHIN FANLING NORTH NEW DEVELOPMENT AREA AND KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES AND PROPOSED PUBLIC TRANSPORT TERMINUS, SHOP AND SERVICES AND EATING PLACE WITHIN PERMITTED PRIVATE HOUSING DEVELOPMENT AT SITE K10, PLANNING AREA 23N, KWU TUNG NORTH NEW DEVELOPMENT AREA, NEW TERRITORIES**

**1 INTRODUCTION**

- 1.1 We are instructed by the Civil Engineering and Development Department (the “**Applicant**”/ “**CEDD**”) to submit this Section 16 (“**S16**”) Planning Application to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for Minor Relaxation of Plot Ratio (“**PR**”) and Building Height (“**BH**”) Restrictions for eight (8) planned Private Housing Developments (namely at Sites F1, F2, F3, F4, F5, F6, F7, F8) at Planning Areas 10, 13, 14 and 16 of Fanling North New Development Area (“**FLN NDA**”) and thirteen (13) planned Private Housing Developments (namely at Sites K1, K2, K3, K4a, K4b, K5, K6, K7, K8, K9, K10, K11, K12) at Planning Areas 14, 15, 20, 22, 23, 25 and 26 of Kwu Tung North New Development Area (“**KTN NDA**”), New Territories (“**Application Sites**”). So as to realise the intended development for Proposed Public Transport Terminus, Shop and Services and Eating Place uses within the Private Housing Development at Site K10, permission is also sought for Proposed ‘Public Transport Terminus’, ‘Shop and Services’ and ‘Eating Place’ uses at this Site. The Application Sites are subject to two (2) previous S16 Planning Approvals (Application Nos. A/FLN/30 and A/KTN/93) granted on 23 September 2022 for minor relaxation of PR and BH restrictions (“**Approved s.16s**”) to optimise the use of developable land and increase flat production.
- 1.2 As part of the measures to reduce construction costs and expedite developments, the Chief Executive (“**CE**”) announced in 2025 Policy Address that an enhanced measure to allow full gross floor area (“**GFA**”) exemption for no more than two levels of aboveground car parks, while doing away with the prerequisite of constructing some of the car parks underground. Furthermore, the Government continues to encourage a wider adoption of Modular Integrated Construction (“**MiC**”) method to shorten construction time, expedite the overall housing supply, reduce manpower in construction industry and enhance on-site safety.
- 1.3 In 2026, CEDD commissioned a review (“the Review”) to assess the BH implications of accommodating the construction of two levels of aboveground car parks and adoption of MiC method at the private housing sites (i.e. Application Sites) in the Remaining Phase of FLN NDA (excluding four (4) private housing sites that fall into the pilot area under Large-Scale Land Disposal (RNTPC Paper No. 5/26 refers)) and KTN NDA (excluding two (2) sites in Planning Areas 32 and 34 that abut Sheung Yue River and interfaces with Long Valley Nature Park (“**LVNP**”) due to ecological considerations<sup>1</sup>) (Figures 1.1 and 1.2 refer). It was revealed in the Review that the approved BHs of some sites of the Approved s.16s were not sufficient to

<sup>1</sup> In 2022, having considered the BH restrictions of the “R(B)” sites to the north, the location of the two sites being close to Sheung Yue River and LVNP to the east, as well as the concern of Agriculture, Fisheries and Conservation Department (AFCD) on possible disturbance to LVNP, a BH restriction of 75mPD and 70mPD have been proposed for Planning Areas 32 and 34 respectively. Under this review, AFCD’s view has been further sought and it was confirmed that 75mPD and 70mPD for Planning Areas 32 and 34 were considered acceptable but any further increase in BH at the two Sites would result in increased indirect ecological impact and disturbance to the LVNP, hindering LVNP’s objectives in being a mitigation measure for the ecological impact arising from the North East New Territories New Development Area (“**NENT NDA**”), and for conserving and enhancing the ecological value of the LVNP. Therefore, the (2) two private housing sites in Planning Areas 32 and 34 are excluded from this S16 Planning Application.

accommodate the two levels of aboveground carparks and adoption of MiC. In this regard, this S16 Planning Application has been prepared to seek for Minor Relaxation of PR and BH Restrictions for the Application Sites to accommodate aboveground carparks and adoption of MiC method (the “Development Proposal”). Minor Relaxation of PR Restrictions has been included under this S16 Planning Application so as to reflect the approved PR under Application Nos. A/FLN/30 and A/KTN/93, with no change to the Approved PRs for the Application Sites. As indicated, permission for proposed ‘Public Transport Terminus’, ‘Shop and Services’ and ‘Eating Place’ uses at the planned Private Housing Development at Site K10 in Planning Area 23N of KTN NDA is also sought to reflect the development intention of the Site as approved under the Approved s.16s.

- 1.4 This Supplementary Planning Statement (“SPS”) provides information on the Application to facilitate the BOARD’s consideration. The following Sections will provide a description of the Application Sites and the surrounding land uses, the planning context, details of the Development Proposal and planning justifications in support of the Application.

## 2 SITE AND PLANNING CONTEXT

### 2.1 Site Location and Statutory Planning Context

#### *Application Sites within FLN NDA*

2.1.1 Being situated adjacent to Ng Tung River with hilly terrain to the north, FLN NDA is planned to be developed as a 'Riverside Community' capitalising on the riverside setting, beautiful scenery and hilly backdrop. FLN NDA will be well-integrated with Fanling/ Sheung Shui ("F/SS") New Town and the KTN NDA. The Application Sites are located at the western and eastern parts of FLN NDA, which are also known as the Residential Area South of the River and the District Centre respectively. The Application Sites consist of various agricultural lands, squatters, or sites under construction etc.

2.1.2 The Application Sites are zoned "Residential (Group A)1" ("R(A)1"), "R(A)3", "Residential (Group B)" ("R(B)") and "Other Specified Uses" annotated "Commercial/Residential Development with Public Transport Interchange (2)" ("OU(CRDPTI(2))") (*Figures 1.1 and 2.1* refer) on the Draft Fanling North Outline Zoning Plan No. S/FLN/5 ("Draft FLN OZP"). The Planning Intentions of the respective zones are as follows:

- "R(A)" zone is intended primarily for "high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys. For the "Residential (Group A) 3" ("R(A)3") and "Residential (Group A) 4" ("R(A)4") zone, the planning intention is purely for residential development";
- "R(B)" zone is intended primarily for "medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board"; and
- "OU(CRDPTI)" zone is intended primarily for "the provision of commercial and residential uses with public transport interchange. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys".

2.1.3 Based on the individual merits of a development proposal, minor relaxation of the PR and BH restrictions may be considered by the TPB on application under S16 of the Town Planning Ordinance.

2.1.4 Details of the Application Sites in FLN NDA are outlined below:

- Site F1 is located in Planning Area 10NW and to the west of the planned housing sites that fall into the pilot area under Large-Scale Land Disposal. It is zoned "OU(CRDPTI(2))" and subject to a PR restriction of 3.05 (of which the domestic PR should not exceed 2.18) and BH restriction of 80mPD. A public transport interchange ("PTI") of not less than 5,000m<sup>2</sup> should be provided at Site F1. A strip of land abutting the open space to the southeast is designated as 'Terraced Podium' and subject to a maximum BH of 5m. It has a site area of 0.99 hectares.
- Site F2 is located in Planning Area 13E abutting the planned riverside promenade along Ng Tung River. It is zoned "R(B)" and subject to a PR restriction of 3.5 and BH restriction of 75mPD. A non-building area ("NBA") (approx. 3,625m<sup>2</sup>/ 16.3% of the site area) is designated at the northwest corner of the site to facilitate direct wind to penetrate to Fanling area. It has a site area of 2.22 hectares.
- Site F3 is located in Planning Area 14W and to the north of Ma Sik Road. It is zoned "R(A)3" and subject to a PR restriction of 5 and BH restriction of 110mPD. It has a site area of 1.05 hectares.
- Site F4 is located in Planning Area 14S and to the north of Ma Sik Road. Site F4 is zoned "R(A)1" and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 115mPD. An NBA (approx. 1,994m<sup>2</sup>/ 13.8% of the site area) in northeast-southwest direction is designated at the site to facilitate direct wind to penetrate to Fanling area. It has a site area of 1.44 hectares.

- Site F5 is located in Planning Area 16NW and to the south of Site F2. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 110mPD. A strip of land along the eastern and southern boundary which abuts the open space is designated as ‘Terraced Podium’ and subject to a maximum BH of 5m. It has a site area of about 0.93 hectares.
- Site F6 is located in Planning Area 16NE and to the east of Site F5. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 110mPD. A strip of land along the southern and western boundary which abuts the open space is designated as ‘Terraced Podium’ and subject to a maximum BH of 5m. It has a site area of about 1.25 hectares.
- Site F7 is located in Planning Area 16SW and to the south of Site F5. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 110mPD. A strip of land along the northern and eastern boundary which abuts the open space is designated as ‘Terraced Podium’ and subject to a maximum BH of 5m. It has a site area of about 1.24 hectares.
- Site F8 is located in Planning Area 16SE and to the northwest of One Innovale. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 110mPD. A strip of land along the northern and western boundary which abuts the open space is designated as ‘Terraced Podium’ and subject to a maximum BH of 5m. A small piece of land at the southern edge near the cul-de-sac of Road L2 is designated as an NBA to facilitate wind penetration from the east to the FLN NDA. It has a site area of about 1.16 hectares.

#### *Application Sites at KTN NDA*

- 2.1.5 Capitalizing on its strategic location in proximity to the railway link, highways and the Lo Wu, Lok Ma Chau and Lok Ma Chau Spur Line Boundary Control Points (“**BCPs**”), KTN NDA is planned to be developed as a ‘Mixed Development Node’ with a mix of residential, commercial, R&D and agricultural uses as well as retail and services. Adjoining the north-western part of the Fanling/Sheung Shui New Town, the KTN NDA, together with the FLN NDA, would become extensions of the existing new town to form the FL/SS/KT New Town, in which the existing and new facilities and open spaces could be shared by the residents as a whole. The Application Sites are located at central and eastern parts of KTN NDA, which are also known as the Town Centre, the North Residential Area, Residential Area by the River, and the Business and Technology Park respectively. They are currently occupied by agricultural lands, squatters, sites under construction and open storage sites, etc.
- 2.1.6 The Application Sites are predominately zoned “R(A)” and “R(B)” with minor portions of some Sites falling within “Green Belt” (“**GB**”) zone or areas shown as ‘Road’ as result of updated road layouts on the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4 (“**Approved KTN OZP**”) (**Figures 2.3** and **2.4** refer). The Planning Intentions of the respective zones are as follows:
- “R(A)” zone is intended primarily for *“high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a freestanding purpose-designed non-domestic building up to five storeys”*;
  - “R(B)” zone is intended primarily for *“medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board”*. ‘Public Transport Terminus or Station’, ‘Shop and Services’ and ‘Eating Place’ are Column 2 uses that may be permitted with or without conditions on application to the TPB; and
  - “GB” zone is intended primarily for *“defining the limits of development areas, to preserve existing natural features, as well as to provide passive recreational outlets for the local population and visitors. There is a general presumption against development within this zone”*.
- 2.1.7 Based on the individual merits of a development proposal, minor relaxation of the PR and BH restrictions may be considered by the TPB on application under S16 of the Town Planning Ordinance.

2.1.8 Details of the Application Sites in KTN NDA are outlined below:

- Site K1 is located in Planning Area 20E and to the north of the planned Kwu Tung MTR Station. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 115mPD. A strip of land abutting the open space to the south and west is designated as ‘Terraced Podium’ and subject to a maximum BH of 5m. It has a site area of 1.13 hectares.
- Site K2 is located in Planning Area 25E and to the south of the planned Kwu Tung MTR Station. It is zoned “R(A)1” and subject to a PR restriction of 6 (of which the domestic PR should not exceed 5) and BH restriction of 115mPD. A strip of land abutting the open space to the north and west is designated as ‘Terraced Podium’. It has a site area of 2.34 hectares.
- Site K3 is located in the Planning Area 14 and to the south of Phoenix Garden. It is zoned “R(B)” with minor encroachment into area shown as ‘Road’. It is subject to a PR restriction of 3.5 and BH restriction of 80mPD. It has a site area of 2.83 hectares.
- Site K4a is located in Planning Area 22W and to the northeast of the planned Kwu Tung MTR Station. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restriction of 75mPD. An NBA (approx. 2,254m<sup>2</sup>/ 17.80% of the site area) in northeast-southwest direction is designated at the centre of Site K4a and Site K4b to divert wind to penetrate through the Town Plaza to the inner parts of KTN NDA. It has a site area of 1.27 hectares.
- Site K4b is located in Planning Area 22E and to the northeast of the planned Kwu Tung MTR Station. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restriction of 75mPD. An NBA (approx. 3,562m<sup>2</sup>/ 14.00% of the site area) in northeast-southwest direction is designated at the centre of Site K4a and Site K4b to divert wind to penetrate through the Town Plaza to the inner parts of KTN NDA. It has a site area of 2.54 hectares.
- Site K5 is located in Planning Area 26W and to the southeast of the planned Kwu Tung MTR Station. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restriction of 75mPD. It has a site area of 1.79 hectares.
- Site K6 is located in Planning Area 26E and to the east of Site K5. It is zoned “R(B)” with minor encroachment into area shown as ‘Road’. It is subject to a PR restriction of 3.5 and BH restriction of 75mPD. It has a site area of about 2.35 hectares.
- Site K7 is located in Planning Area 15N and abutting Site K8 in the south. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restrictions of 85mPD at the western portion and 95mPD at the eastern portion. It has a site area of about 1.25 hectares.
- Site K8 is located in Planning Area 15C and sandwiched by Site K7 in the north and Site K9 in the south. It is zoned “R(B)” with minor encroachment into “Green Belt” (“GB”) zone and area shown as ‘Road’. It is subject to a PR restriction of 3.5 and BH restriction of 85mPD. It has a site area of about 1.30 hectares.
- Site K9 is located in Planning Area 15S and abutting Site K8 in the north. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restrictions of 80mPD. NBAs (approx. 2,642m<sup>2</sup>/ 22.61% of the site area) are designated at a strip of land along the northern boundary and the southeastern corner of the Site K9 to facilitate the penetration of wind from the east to inner parts of KTN NDA. It has a site area of about 1.17 hectares.
- Site K10 is located in Planning Area 23N and to the northeast of Site K4a and Site K4b. It is zoned “R(B)” with minor encroachment into area shown as ‘Road’. It is subject to a PR restriction of 3.5 and BH restriction of 95mPD. A PTI is planned at Site K10. NBAs (approx. 2,366m<sup>2</sup>/ 8.24% of the site area) are designated at a strip of land along the southeastern boundary of the site and the northwestern corner of the site to facilitate the penetration of wind from the east to inner parts of KTN NDA. It has a site area of about 2.87 hectares.
- Site K11 is located in Planning Area 23C and to the east of Site K4a and Site K4b. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restriction of 90mPD. An NBA (approx. 1,776m<sup>2</sup>/ 13.83% of the site area) is designated at a strip of land along the southeastern boundary of the site to facilitate the penetration of wind from the east to the inner parts of KTN NDA. It has a site area of about 1.28 hectares.

- Site K12 is located in Planning Area 23S and to the southeast Site K11. It is zoned “R(B)” and subject to a PR restriction of 3.5 and BH restriction of 90mPD. An NBA (approx. 1,027m<sup>2</sup>/ 13.26% of the site area) is designated as a strip of land along the northeastern boundary of the site to facilitate the penetration of wind from the east to inner part of KTN NDA. Site K9 is also located above the East Rail Extension – Sheung Shui Lok Ma Chau Spur Line railway tunnel and the associated railway protected area. It has a site area of about 0.78 hectares.

## 2.2 Planning History of Application Sites

2.2.1 In 2022, CEDD completed a Planning and Engineering (“P&E”) Review for the planned housing sites in the Remaining Phase of FLN NDA and KTN NDA and found it technically feasible to relax the PR restrictions by 20% for private housing sites and 30% for public housing sites per the housing policy at the time to increase housing supply. The BHs were assessed accordingly with the assumption that underground carparks will be adopted for private housing developments. To take forward the P&E Review, CEDD submitted two (2) S16 Planning Applications (Application Nos. A/FLN/30 and A/KTN/93) on 17 August 2022 to seek minor relaxation of PR and BH restrictions for the public and private housing sites in the Remaining Phase of FLN NDA and KTN NDA, including the Application Sites. The S16 Planning Applications were approved by the TPB on 23 September 2022. Additionally, a S16 Planning Application (Application No. A/FLN/32) was submitted by the landowner of Site F4 in 2024 to seek minor relaxation to the approved BH from 140mPD to 144.14mPD to facilitate the adoption of MiC. This S16 Planning Application was approved on 22 November 2024. The same Applicant also submitted a S16 Planning Application (Application No. A/FLN/33 approved on 24 October 2025) for minor relaxation of the NBA restriction for proposed footbridges and covered walkways within the Site. **Table 2.2.1** tabulated the approved PRs and BHs for the Application Sites.

**Table 2.2.1 Permitted and Approved Development Parameters of the Application Sites under Application Nos. A/FLN/30, A/FLN/32 and A/KTN/93**

Site	Planning Area	Zoning	Permissible PR* (Approved PR^)	Permissible BH* (Approved BH^)
<b>FLN NDA</b>				
F1	10NW	“OU(CRDPTI(2))”	DPR: 2.18 (2.62) NDPR: 0.87 (1.04)	80mPD (80mPD)
F2	13E	“R(B)”	DPR: 3.50 (4.20)	75mPD (80mPD)
F3	14W	“R(A)3”	DPR: 5.00 (6.00)	110mPD (120mPD)
F4	14S	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	115mPD (144.14mPD)
F5	16NW	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	110mPD (120mPD)
F6	16NE	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	110mPD (120mPD)
F7	16SW	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	110mPD (120mPD)
F8	16SE	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	110mPD (120mPD)
<b>KTN NDA</b>				
K1	20E	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	115mPD (130mPD)
K2	25E	“R(A)1”	DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	115mPD (130mPD)
K3	14	“R(B)” and area shown as “Road”	DPR: 3.50 (4.20)	80mPD (95mPD)
K4a	22W	“R(B)”	DPR: 3.50 (4.20)	75mPD (85mPD)
K4b	22E	“R(B)”	DPR: 3.50 (4.20)	75mPD (85mPD)
K5	26W	“R(B)”	DPR: 3.50 (4.20)	75mPD (80mPD)
K6	26E	“R(B)” and area shown as “Road”	DPR: 3.50 (4.20)	75mPD (80mPD)
K7	15N	“R(B)”	DPR: 3.50 (4.20)	85/95mPD (100mPD)

Site	Planning Area	Zoning	Permissible PR* (Approved PR <sup>^</sup> )	Permissible BH* (Approved BH <sup>^</sup> )
K8	15C	"R(B)", "GB" and area shown as "Road"	DPR: 3.50 (4.20)	85mPD (90mPD)
K9	15S	"R(B)"	DPR: 3.50 (4.20)	80mPD (85mPD)
K10	23N	"R(B)" and area shown as "Road"	DPR: 3.50 (4.2) NDPR: - (0.23)	95mPD (110mPD)
K11	23C	"R(B)"	DPR: 3.50 (4.20)	90mPD (90mPD)
K12	23S	"R(B)"	DPR: 3.50 (4.20)	90mPD (90mPD)

*Remarks:*

\* As stipulated on the Draft FLN OZP and Approved KTN OZP

<sup>^</sup> According to Application Nos. A/FLN/30, A/FLN/32 and A/KTN/93, whichever is greater

## 2.3 Land Status

2.3.1 The Application Sites are situated on Government land, apart from Site F1 (Fanling Sheung Shui Town Lot ("FSSTL") No. 307 and adjoining Government Land) and Site F4 (FSSTL No. 297). Sites F1 and F4 are subject of accepted land exchange applications.

## 2.4 Accessibility

2.4.1 The Application Sites in both FLN NDA and KTN NDA will be supported by public transport such as bus, minibus and taxi. Cycle paths are also planned in both NDAs. PTIs are planned within (i.e. Sites F1 and K10) or near the Application Sites to serve future residents of the Area. The planned Kwu Tung MTR Station will also serve the Application Sites in KTN NDA. The Application Sites will be connected by the planned roads that link to the existing public roads in Fanling and Kwu Tung.

## 2.5 Non-Statutory Planning Context

### *Policy Address*

2.5.1 The Policy Address is the annual address made by the CE of Hong Kong outlining the policy objectives of the Government for the following year. In the CE's 2022 Policy Address, the Government acknowledged the NM as the new engine for growth and recognised the need to enhance quantity, speed, efficiency and quality to implement the major development projects (**Para. 54 of the CE's 2022 Policy Address** refers). The Government aimed to complete 40% of the new flats within 10 years of various NDAs, including FLN NDA (**Para. 56 of 2022 Policy Address** refers).

2.5.2 In the CE's 2024 Policy Address, the Government recapitulated the importance of the NM as the new engine of Hong Kong's economic development with the timely implementation of various economic and housing-related projects (**Para. 138 of 2024 Policy Address** refers). In the CE's 2025 Policy Address, there is a continued emphasis by the Government on the need to accelerate the development of the NM by removing barriers and uplifting restrictions (**Para. 46 of 2025 Policy Address** refers). To enhance the efficiency in housing provision, the Government will continue streamline development procedures to lower costs and enhance construction efficiency. One of the enhanced measures is to allow for full GFA exemptions for no more than two (2) storeys of aboveground carpark, while doing away with the requirement of constructing underground carparks (**Para. 217 of 2025 Policy Address** refers). The measure is anticipated to reduce construction cost (40% cheaper than underground carpark) and time (one year shorter when compared to underground carpark) (**2025 Policy Address Initiatives** refer).

- 2.5.3 Aside from emphasising on quantity via optimisation of land, the Government has been encouraging a wider adoption of MiC method and other innovative construction approaches in both public and private projects to shorten construction time, expedite the overall housing supply and reduce manpower in construction industry. In the 2022 Policy Address, the Government recognised the need for wider adoption of MiC approach to enhance speed (**Para. 64 (iii) of 2022 Policy Address** and **Para. 57 of 2022 Policy Measures** refer). Identification for more suitable projects for adoption of the MiC approach to speed up construction remains as specified tasks under the 2023 and 2024 Policy Addresses.

*Updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (“PNAP APP-2”) - Calculation of Gross Floor Area and Non-accountable Gross Floor Area Building (Planning) Regulation 23(3)(a) and (b)*

- 2.5.4 According to the updated PNAP APP-2 issued in November 2025, not more than two (2) floors of aboveground carparks could be disregarded from GFA calculation, provided that the car parking spaces are EV charging-enabling, except those installed with automated parking system. Appendix C of PNAP APP-2 also stated that if the BH of a building exceeds the BH restriction stipulated on the statutory plans, a S16 Planning Application to the TPB will be required for minor relaxation of the BH restriction. If the application for minor relaxation of BH restriction is solely for accommodating two (2) storeys of aboveground car parks, the application would normally only require a visual appraisal (“VA”), and if the Application Site is situated on major breezeways, a simple review of the air ventilation impacts would be required.

*Joint Practice Note No. 8 – Incentive to Promote Green and Innovative Buildings “Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction”*

- 2.5.5 In July 2022, the Planning Department (“PlanD”) and Lands Department (“LandsD”) issued the joint practice note for the Enhanced Facilitation for Buildings Adopting Modular Integrated Construction with a view to enhance facilitation measures for promoting wider adoption of MiC in new buildings by (a) granting of Gross GFA and Site Coverage concessions and (b) supporting applications for minor relaxation of BH restriction.
- 2.5.6 Under current technology, the adoption of MiC normally involves thickened/ double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building. To facilitate the adoption of MiC, favourable consideration may be given to an increase of BH up to 4% of the total storey height of MiC floors. Support to such minor relaxation of BH restriction would be up to 4% of the total storey height of MiC floors, irrespective of the actual additional vertical space taken up arising from the adoption of MiC. If the BH of the development exceeds the BH restriction as a result of the adoption of MiC, a S16 Planning Application will be required for minor relaxation of the BH restriction. Provided that the site is already zoned for development and the minor relaxation of BH restriction is solely for the adoption of MiC, only a simple VA and a simple review of the air ventilation impact would be required if the site is on major breezeways would be required to support the S16 Planning Application.

### 3 THE INTENSIFICATION PROPOSAL

#### 3.1 The Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions and Proposed 'Public Transport Terminus', 'Shop and Services' and 'Eating Place' Uses

- 3.1.1 The S16 Planning Application adopts the development intensity according to the intensification proposal approved in 2022 by the TPB (Application Nos. A/FLN/30 and A/KTN/93), while further reviewing the required BHs to accommodate two (2) storeys aboveground carparks and adoption of MiC, against the approved BHs. The approved 'Public Transport Terminus', 'Shop and Services' and 'Eating Place' uses at Site K10 to meet the demand of public transport and better serve the daily needs of the residents in the eastern part of the KTN NDA are also incorporated.
- 3.1.2 At this planning stage, the Review has adopted the indicative layouts under Applications Nos. A/FLN/30 and A/KTN/93 as shown in **Figures 3.1 to 3.4**. As some of the Application Sites are not planned with non-domestic uses located at podium, a podium has been introduced so as to accommodate the aboveground carpark. Podium gardens are also proposed on top of the aboveground carpark. For the Application Sites that have already assumed the inclusion of a non-domestic podium, two (2) additional storeys are proposed within the podium to accommodate the aboveground carpark. In tandem, consideration of additional floor-to-floor height (domestic storeys) arising from the adoption of MiC have also been included. It was revealed in the Review that the approved BHs under the Approved s.16s were not sufficient to accommodate the additional height arising from the two (2) additional storeys of aboveground carpark and the additional floor-to-floor height arising from the adoption of MiC as both considerations were not taken into account at the times of previous reviews. As a result, further minor relaxation of BH restrictions is required to accommodate the exceedance of about 4% to 22% from the approved BHs.
- 3.1.3 While the ultimate minor relaxation of BH restrictions being sought for are ranged from about 6% to 41% from the BH restrictions on the prevailing OZPs, they have included the original BH implications arising from the increase in development intensity and the proposed uses being sought under the Approved s.16s. The additional increase from the approved BHs of about 4% to 22% is considered minor in nature. Other than the BH required to accommodate the two storeys of above carpark and the adoption of MiC, no further BH increases are involved.
- 3.1.4 **Table 3.1.1** below and Figures 3.5 and 3.6 summarise the major development parameters of the Application Sites based on the preliminary assessment of BHs.

**Table 3.1.1 Development Parameters of the Application Sites**

Site	Planning Area	Zoning	Site Area	Permissible PR* (Approved PR)	Proposed PR^	% Increase from Permissible PR	% Increase from Approved PR	Permissible BH (Approved BH)	Proposed BH^	% Increase from Permissible BH*	% Increase from Approved BH^	Application Item(s)
<b>FLN NDA</b>												
F1	10NW	"OU(CRDPTI (2))"	0.99 ha	TPR: 3.05 (3.66) DPR: 2.18 (2.62) NDPR: 0.87 (1.04)	TPR: 3.66 DPR: 2.62 NDPR: 1.04	20.00%	No changes	80mPD (80mPD)	85mPD	6.25%	6.25%	Proposed Minor Relaxation of BH and PR Restrictions
F2	13E	"R(B)"	2.22 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		75mPD (80mPD)	95mPD	26.67%	18.75%	
F3	14W	"R(A)3"	1.05 ha	DPR: 5.00 (6.00)	DPR: 6.00	20.00%		110mPD (120mPD)	135mPD	22.73%	12.50%	
F4	14S	"R(A)1"	1.44 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		115mPD (144.14mPD)	155mPD	34.78%	7.53%	
F5	16NW	"R(A)1"	0.93 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		110mPD (120mPD)	135mPD	22.73%	12.50%	
F6	16NE	"R(A)1"	1.25 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		110mPD (120mPD)	135mPD	22.73%	12.50%	
F7	16SW	"R(A)1"	1.24 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		110mPD (120mPD)	135mPD	22.73%	12.50%	
F8	16SE	"R(A)1"	1.16 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		110mPD (120mPD)	135mPD	22.73%	12.50%	
<b>KTN NDA</b>												
K1	20E	"R(A)1"	1.13 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%	No changes	115mPD (130mPD)	130mPD	13.04%	0.00%	Proposed Minor Relaxation of BH and PR Restrictions
K2	25E	"R(A)1"	2.34 ha	TPR: 6.00 (7.20) DPR: 5.00 (6.00) NDPR: 1.00 (1.20)	TPR: 7.20 DPR: 6.00 NDPR: 1.20	20.00%		115mPD (130mPD)	130mPD	13.04%	0.00%	
K3	14	"R(B)" and area shown as "Road"	2.83 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		80mPD (95mPD)	110mPD	37.50%	15.79%	
K4a	22W	"R(B)"	1.27 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		75mPD (85mPD)	95mPD	26.67%	11.76%	
K4b	22E	"R(B)"	2.54 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		75mPD (85mPD)	95mPD	26.67%	11.76%	
K5	26W	"R(B)"	1.79 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		75mPD (80mPD)	85mPD	13.33%	6.25%	
K6	26E	"R(B)" and area shown as "Road"	2.35 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		75mPD (80mPD)	85mPD	13.33%	6.25%	
K7	15N	"R(B)"	1.25 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%	85/95mPD (100mPD)	115mPD	Up to 35.29%	15.00%		

Site	Planning Area	Zoning	Site Area	Permissible PR* (Approved PR)	Proposed PR^	% Increase from Permissible PR	% Increase from Approved PR	Permissible BH (Approved BH)	Proposed BH#	% Increase from Permissible BH*	% Increase from Approved BH^	Application Item(s)
K8	15C	"R(B)", "GB" and area shown as "Road"	1.30 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%	No changes	85mPD (90mPD)	105mPD	23.53%	16.67%	Proposed Minor Relaxation of BH and PR Restrictions
K9	15S	"R(B)"	1.17 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		80mPD (85mPD)	95mPD	18.75%	11.76%	
K10	23N	"R(B)" and area shown as "Road"	2.87 ha	TPR: 3.50 (4.43) DPR: 3.50 (4.20) NDPR: - (0.23)	TPR: 4.43 DPR: 4.20 NDPR: 0.23	26.57%		95mPD (110mPD)	115mPD	21.05%	4.55%	Proposed Minor Relaxation of BH and PR Restrictions; and Proposed 'Public Transport Terminus', 'Shop and Services' and 'Eating Place' Uses on the Lowest Two Floors Above Ground
K11	23C	"R(B)"	1.28 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		90mPD (90mPD)	95mPD	5.56%	5.56%	Proposed Minor Relaxation of BH and PR Restrictions
K12	23S	"R(B)"	0.78 ha	DPR: 3.50 (4.20)	DPR: 4.20	20.00%		90mPD (90mPD)	105mPD	16.67%	16.67%	

Remarks:

\* As stipulated on the Draft FLN OZP and Approved KTN OZP

^ According to Application Nos. A/FLN/30, A/FLN/32 and A/KTN/93, whichever is greater.

# The assumed floor-to-floor heights of the Development Proposal are as follows:

- Domestic storey – 3.3m
- Non-domestic storey – 5m
- Ground Floor – 6m
- Ground Floor (Public Transport Interchange) – 10m
- Podium Garden – 5m
- Transfer Structure – 2.5m
- Car Park – 4m
- Car Park with L/UL – 6m
- Refuge Floor – 3.2m

## 3.2 Design Merits

- 3.2.1 The Indicative Layouts present various design features to mitigate the impact arising from the increase in BHs. For instance, sufficient building separations will be maintained to enhance airflow, improve street-level environmental quality, and mitigate urban heat island effect. The building separations would also enhance visual permeability and reduce the perceivable building bulk, preserving a more open and visually porous urban environment. The NBAs stipulated at the Application Sites are respected to retain their strategic functions in facilitating prevailing winds penetrating through the Application Sites and reaching the downstream areas. Furthermore, for Application Sites that were assumed with podium-free development, the proposed podium carparks are also broken down with adequate building separation as far as practicable to minimise the impact on air ventilation performance at the pedestrian level.
- 3.2.2 While the Development Proposal would increase the number of Podium storeys at the Application Sites designated with 'Terraced Podium' requirement, this design intention would not be compromised with the aboveground carpark situated above the non-domestic uses at the lowest levels of the podium (**Figure 3.2** refers). The intention to enhance vibrancy at street level as well as to direct downward airflow to the pedestrian level will be maintained.
- 3.2.3 The Indicative Layouts also incorporate podium gardens to enhance the street-level environment through improved visual quality, permeability, and natural ventilation. Along with landscaping, podium gardens can serve as elevated open spaces that enhance well-being and public health, thus improving the quality of life of the residents. The use of permeable design for the podium carparks is encouraged at the detailed design stage to optimise airflow through the site, minimise the use of mechanical ventilation installations, and contribute to overall energy efficiency.
- 3.2.4 The Indicative Layouts will also provide not less than 20% (site area <20,000m<sup>2</sup>) or 30% (site area ≥20,000m<sup>2</sup>) of site coverage of greenery per PNAP APP-152. Greenery at the podium level is encouraged to provide visual screening to the podium structure, as well as enable a more visually and climatically pleasant streetscape and pedestrian environment.

## 3.3 Development Programme

- 3.3.1 The construction and infrastructural works for the First Phase development and for the Remaining Phase development for KTN/FLN NDA commenced in 2019 and 2024 respectively for target completion by 2031.

## 4 PLANNING JUSTIFICATIONS

### 4.1 In Line with Government Policy

- 4.1.1 The Government has been actively promoting the use of MiC method in construction projects to improve the industry's productivity and cost effectiveness. The CE's Policy Addresses in recent years have reiterated the Government's commitment to encouraging the adoption of green, sustainable, and innovative technologies throughout the development process. The Government has also reinforced this initiative through the wider adoption of MiC methods across multiple sectors, including the establishment of an inter-departmental steering committee to coordinate MiC-related development and streamline the associated approval procedures.
- 4.1.2 To enhance construction efficiency and expedite the delivery of housing developments, the Government has also relaxed the GFA exemption arrangement for car parks in private developments to allow for the construction of aboveground carpark with not more than two (2) storeys without compromising the development potential.
- 4.1.3 The Development Proposal is formulated with consideration of the adoption of MiC method, which would require a higher floor-to-floor height due to thicker slabs between modules, and the application of relevant technical circulars permitting the exemption of up to two (2) storeys of aboveground carpark, fully in line with the abovementioned initiatives or measures. The Review has identified the technical needs for the additional BHs above the permissible and approved BHs and the approval of this S16 Planning Application would reduce the need for further planning applications relaxation of BH restrictions by future proponents and support timely production of housing units.

### 4.2 In line with Statutory Planning Intention

- 4.2.1 The Development Proposal is in line with Statutory Planning Intention in respect of the "R(A)", "R(B)" and "OU(CRDPT1)" zones. The Development Proposal mainly seeks for further relaxation of the Approved BHs and there is no change to the land uses and the intended development intensity as approved under Application Nos. A/FLN/30 and A/KTN/93. The Development Proposal is fully compatible with the characters of 'District Centre' and 'Residential Area South of the River' proposed under the Urban Design and Landscape Framework of FLN NDA and 'Town Centre, 'North Residential Area' and 'Residential Area by the River' proposed under the Urban Design and Landscape Framework of KTN NDA. The design intention for 'Terraced Podium' where stipulated will also be preserved to promote street-level vibrancy and facilitate air ventilation.

### 4.3 Stepped Building Height Profile is Preserved

- 4.3.1 The Proposed BHs of Application Sites are not incompatible with the surrounding development context. According to the Explanatory Statement of the Draft FLN OZP, a stepped BH concept is adopted where the BH profile steps down from district nodes towards the periphery and to Ng Tung River to allow for better integration with the adjacent rural setting. Similarly, according to the Explanatory Statement of the Approved KTN OZP, a stepped BH concept is adopted where the BH profile steps down from the Town Centre towards the periphery and to Sheung Yue River, and respecting the topography and site constraints in individual sites (e.g. NBAs and railway protection area etc). As illustrated in **Figures 4.1 and 4.2**, the Proposed BHs for the Application Sites generally retains the development at the southern side of FLN NDA and centre of KTN NDA a high height band, where the developments along the southern banks of Ng Tung River or periphery of KTN NDA adopt a lower height so as to not jeopardise the urban design concept. Notwithstanding, Site F1 is located to the immediate west of two (2) private housing sites that fall into the pilot area of Large-Scale Land Disposal which are proposed for higher development intensity and higher BH up to 110mPD (**RNTPC Paper No. 5/26** refers). While the proposed BH of 85mPD at Site F1 is slightly lower than the adjacent sites, the overall stepped BH profile of FLN NDA is still broadly maintained.

#### 4.4 No Adverse Visual Impact

4.4.1 Two (2) Visual Appraisals (“**VAs**”) have been conducted for the Development Proposal at FLN NDA and KTN NDA respectively (**Appendix 1** refers). A total of five (5) Viewpoints (“**VPs**”) in FLN NDA and nine (9) VPs in KTN NDA were identified and selected for assessment which best represent the key visual receivers looking towards the Development Proposal. The VA for FLN NDA concludes that the Proposal in FLN NDA will incur slight to moderate impacts on the identified VPs whereas the VA for KTN NDA concludes that the Proposal in KTN NDA will incur slight impacts on the identified VPs. Upon implementation of mitigation measures (e.g. soft landscaping including screen planting, green roof, vertical greening or compensatory planting, etc) at detailed design stage to provide visual relief, the resultant visual impact are reduced to slight in FLN NDA and to insignificant in KTN NDA. Overall, the Development Proposal is considered not incompatible with the surrounding context of FLN NDA and KTN NDA in terms of massing, scale and height.

#### 4.5 No Adverse Air Ventilation Impact

4.5.1 Two (2) Air Ventilation Assessment – Expert Evaluation (“**AVA-EE**”) were conducted (**Appendix 2** refers) to identify the characteristics of the site wind availability data and qualitatively assess the ventilation performance of baseline scenario and the Development Proposal.

##### *FLN NDA*

4.5.2 According to the experimental site wind availability data, annual prevailing wind of the FLN NDA are coming from E, ENE and N directions, whilst summer prevailing winds are coming from SW, E, S and WSW directions. A total of 6 wind directions (E, ENE, N, S, SW and WSW) is considered in the qualitative analysis for the Development Proposal.

4.5.3 While the Development Proposal may slightly increase the blockage effect and certain localized air ventilation impact are expected, the Development Proposal has incorporated effective good design features such as maintaining NBAs in Sites F2 and F4, and terraced podiums in Sites F1, F5, F6, F7 and F8.

4.5.4 Under annual easterly wind condition, the Development Proposal could be benefit from the openness at its eastern frontage where prevailing wind can freely enter towards the sites. Since the 10m setback on the first floor of the terraced podium will be retained, the permeability of the pedestrian level is expected to remain effective. The ventilation impact due to the Development Proposal within FLN NDA and existing surrounding development in F/SS New Town area is insignificant.

4.5.5 For northerly annual prevailing wind, the proposed changes would not impose significant impact at the western part of FLN NDA. At the eastern part of FLN NDA, the terraced podium footprint and the 10m setback on the first floor of the podium at Sites F5, F6, F7 and F8 would be maintained to increase the permeability at pedestrian level to channel incoming prevailing wind and mitigate ventilation impact to downstream existing F/SS New Town area.

4.5.6 For south-westerly prevailing wind under summer period, FLN NDA is situated at downwind areas that existing high-rise developments within F/SS New Town area would block and reduce the incoming wind. The terraced podium at Site F1 would maintain the same 10m setback on the first floor which is not expected to affect the overall ventilation. In addition, major wind corridors and local wind paths are retained in the Development Proposal to facilitate wind penetration across FLN NDA.

4.5.7 In light of the above, no significant impact or alteration in the ventilation environment would arise under the Development Proposal in FLN NDA.

### *KTN NDA*

- 4.5.8 Wind data from the Planning Department's Regional Atmospheric Modelling System ("**PlanD RAMS**"), wind tunnel experiments, and Hong Kong Observatory stations were reviewed. Wind tunnel data is considered relatively appropriate for the KTN NDA which indicated the annual prevailing winds are N, ENE, and E while summer prevailing winds are E, S, and SW.
- 4.5.9 The Application Sites in KTN NDA lie in the central to south-western sector of the KTN NDA, a predominantly rural area. Surrounding land uses mainly comprise "GB", "Agriculture" ("**AGR**"), "Government, Institution or Community" ("**G/IC**"), and low-density residential zones. The sites currently consist of brownfield areas, temporary structures, and low-rise village houses.
- 4.5.10 The Application Sites occupy a sizable flatland encircled by hilly terrain: Fung Kong Shan/Crest Hill and Sandy Ridge to the north/north-east, Lok Ma Chau hills (~100 mPD) to the west, and Hadden Hill (~200 mPD) to the south/south-west. Extensive planned and committed developments surround the sites, including residential towers, schools, Government, Institution and Community ("**GIC**") facilities, hospitals, and commercial/R&D buildings. These are assumed unchanged under the Baseline Scenario and Proposed Scenario.
- 4.5.11 The Proposed Scenario differs mainly from the Baseline Scenario in terms of the BH and the addition of two-storey podiums for aboveground car parking in most sites, plus Public Transport Interchanges. Good air ventilation measures from the Baseline Scenario – such as NBAs, ground-level setbacks, and terraced podiums – are retained. Additional podiums are minimized in bulk, with separations and podium gardens are incorporated to promote permeability.
- 4.5.12 No major changes in wind flow patterns are expected between both scenarios. Key wind breezeways remain unobstructed under both annual and summer prevailing winds. Although taller buildings and additional podiums in the Proposed Scenario may generate larger wind wakes downwind, these effects are partly offset by stronger downwash from height variations and enhanced local channelling. Overall, air ventilation impacts are anticipated to be minimal, with no significant district-wide deterioration in the wind environment in KTN NDA. The relaxed BHs also offer greater flexibility for refined air ventilation designs at later stages.

### 4.6 **No Adverse Infrastructural Impacts**

- 4.6.1 As the land uses and Proposed PRs conform with the Approved s.16s, there are no changes to development parameters, including GFA, population or parking provision and hence there is no increase in development intensity. Therefore, the Development Proposal with increased BH is not anticipated to induce any additional infrastructural impact (e.g. traffic, sewerage or water supply).

### 4.7 **An Exemplar for MiC Adoption**

- 4.7.1 Given the current Government policy initiatives in expediting housing supply through the wider adoption of MiC method, the relaxation of BH to enable the application MiC technology is considered to be appropriate and beneficial to the overall Proposal, construction industry and environment. The approval of this Application removes the need for future developer of the Application Sites to submit planning application(s) and is favourable to accelerate construction speed to ensure timely delivery of housing units. It will bring a significant positive impact to the housing sector as well as public benefits.

## 5 CONCLUSION

5.1 This S16 Planning Application seeks planning permission from the BOARD for the Development Proposal to facilitate the construction of two (2) storeys aboveground carpark and the adoption of MiC method at the Application Sites. It has been demonstrated in this SPS that the Development Proposal is justified on the following grounds:

- The Development Proposal is in line with Government's Policy initiatives in actively promoting the adoption of MiC in the construction industry;
- The Development Proposal also facilitates the construction of aboveground carpark with consideration of the latest GFA exemption arrangements to shorten the construction time and expedite the delivery of housing units;
- The Proposed BH for the Application Sites are not incompatible with the surrounding development context and will not jeopardise the stepped building height profile in the FLN NDA and KTN NDA;
- There is no change to the development intensity and the Development Proposal will not lead to any infrastructural impact; and
- No adverse visual and air ventilation impacts are anticipated.

5.2 In light of the justifications and planning merits put forth in this SPS, we sincerely request the BOARD to give favourable consideration to this Application.

Approved by: Vincent Lau

Prepared by: Eric Chan

Kevin Fok



Date: 8 June 2026

File Ref: CEDD/FNNDA