

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/KTN/111

Applicant : North Development Office, Civil Engineering and Development Department (CEDD), HKSAR Government represented by Townland Consultants Limited

Sites : Government Land (GL) in Kwu Tung North (KTN) New Development Area (NDA) (Sites K1 to K12) and Fanling North (FLN) NDA (Sites F2, F3, F5 to F8) and Fanling Sheung Shui Town Lots (FSSTLs) No. 297 (Site F4) and No. 307 (Site F1)

Site Area : About 331,632m² (228,965m² in KTN NDA and 102,667m² in FLN NDA)

Lease/Land Status : Private Lots (FSSTLs 297 and 307¹) (about 23,576m², about 7.11% of the site area) and GL (about 308,056m², about 92.89% of the site area)

Plans : Approved Kwu Tung North (KTN) Outline Zoning Plan (OZP) No. S/KTN/4 and Draft Fanling North (FLN) OZP No. S/FLN/5

Zonings

Site	Planning Area in KTN/FLN NDA	Zoning	Area (ha) (about)	Development Restrictions*	
				Max. PR	Max. BH
KTN NDA					
K1	Area 20E	“R(A)1”	1.13	6 (DPR 5)	115mPD [#]
K2	Area 25E	“R(A)1”	2.34	6 (DPR 5)	115mPD [#]
K3	Area 14	“R(B)” & ‘Road’	2.83 [including 0.04 of ‘Road’]	3.5	80mPD
K4a	Area 22W	“R(B)” ⁺	1.27	3.5	75mPD
K4b	Area 22E	“R(B)” ⁺	2.54	3.5	75mPD
K5	Area 26W	“R(B)” ⁺	1.79	3.5	75mPD
K6	Area 26E	“R(B)” & ‘Road’	2.35 [including 0.03 of ‘Road’]	3.5	75mPD

¹ FSSTLs No. 297 and No. 307 are restricted for non-industrial purposes (excluding godown, hotel and petrol filling station), subject to maximum gross floor area (GFA) of 17,318.4m² and 5,734m² respectively for non-industrial purposes (excluding private residential, godowns, hotels, and petrol filling stations); and subject to maximum GFA of 86,592m² and 24,072m² respectively for private residential purpose.

Site	Planning Area in KTN/FLN NDA	Zoning	Area (ha) (about)	Development Restrictions*	
				Max. PR	Max. BH
K7	Area 15N	“R(B)” ⁺	1.25	3.5	85/95mPD
K8	Area 15C	“R(B)”, “GB” ‘Road’	1.3 [including 0.05 ‘Road’ and 0.01 “GB”]	3.5	85mPD
K9	Area 15S	“R(B)” ⁺	1.17	3.5	80mPD
K10	Area 23N	“R(B)” & ‘Road’	2.87 [including 0.04 of ‘Road’]	3.5	95mPD
K11	Area 23C	“R(B)” ⁺	1.28	3.5	90mPD
K12	Area 23S	“R(B)” ⁺	0.78	3.5	90mPD
FLN NDA					
F1	Area 10NW	“OU(CRDPTI(2))”	0.99	3.05	80mPD [#]
F2	Area 13E	“R(B)”	2.22	3.5	75mPD
F3	Area 14W	“R(A)3”	1.05	5	110mPD
F4	Area 14S	“R(A)1”	1.44	6	115mPD
F5	Area 16NW	“R(A)1”	0.93	6	110mPD [#]
F6	Area 16NE	“R(A)1”	1.25	6	110mPD [#]
F7	Area 16SW	“R(A)1”	1.24	6	110mPD [#]
F8	Area 16SE	“R(A)1”	1.16	6	110mPD [#]

Abbreviations

Max. PR: Maximum Plot Ratio

Max. BH: Maximum Building Height

DPR: Domestic Plot Ratio

“OU(CRDPTI(2))”: “Other Specified Uses” annotated “Commercial/Residential Development with Public Transport Interchange (2)”

“R(A)1”: “Residential (Group A)1”

“R(A)2”: “Residential (Group A)2”

“R(A)3”: “Residential (Group A)3”

“R(B)”: “Residential (Group B)”

“GB”: “Green Belt”

‘Road’: Area shown as ‘Road’

Remarks

* No development restriction on PR or BH for “GB” zone or area shown as ‘Road’.

+ These sites also involve minor portions of land shown as ‘Road’ accounting for less than 1% of individual site area which could be regarded as minor boundary adjustments.

Area designated as ‘Terraced Podium’ in these sites are subject to maximum BH of 5m on a strip of land (10m in width) along the planned Town Plazas.

Application : Proposed Minor Relaxation of PR and BH Restrictions for Permitted/Proposed Private Housing Developments and Proposed Public Transport Terminus, Shop and Services and Eating Place within Permitted Private Housing Developments

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of PR and/or BH restrictions for 21 application sites (the Sites) in KTN/FLN NDA² for permitted/proposed private housing developments (with or without non-domestic portion) at the Sites and proposed public transport terminus (PTT), shop and services and eating place on the lowest two floors (above ground) at Site K10. The KTN Sites fall mainly within areas zoned “R(A)1” or “R(B)” with minor portions within “GB” zone or area shown as ‘Road’ on the approved KTN OZP No. S/KTN/4 (the KTN OZP) (**Plan A-1a**). According to the Notes of the KTN OZP, ‘Flat’ is always permitted within “R(A)1” and “R(B)” zones but requires permission from the Town Planning Board (the Board) at areas zoned “GB” or shown as ‘Road’. Commercial uses such as ‘Eating Place’ and ‘Shop and Services’ 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 within “R(A)1” zone, while ‘Public Transport Terminus or Station’, ‘Shop and Services’ and ‘Eating Place’ uses at Site K10 (zoned “R(B)”) require planning permission from the Board. The FLN Sites fall within areas zoned “R(A)1”, “R(A)3”, “R(B)” or “OU(CRDPTI(2))” on the draft FLN OZP No. S/FLN/5 (the FLN OZP) (**Plan A-1b**). According to the Notes of the FLN OZP, ‘Flat’ is always permitted within “R(A)”, “R(B)” and “OU(CRDPTI(2))” zones and ‘Public Transport Terminus or Station’ is always permitted within the “OU(CRDPTI(2))” zone. Commercial uses such as ‘Eating Place’ and ‘Shop and Services’ 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, both excluding floors containing wholly or mainly car parking, loading/unloading (L/UL) bays and/or plant room within “R(A)” and “OU(CRDPTI(2))” zones. According to the Notes of the OZPs, minor relaxation of PR and/or BH restrictions for the Sites may be considered by the Board on application under section 16 of the Town Planning Ordinance (the Ordinance) based on the individual merits of the development proposals.
- 1.2 In the 2025 Policy Address (PA), the Government announced initiatives to enhance the construction industry’s productivity and cost-effectiveness, including, amongst others, granting full GFA exemption for no more than two levels of aboveground car parks in private developments (details at paragraph 4.1 below). In response, the Planning Department (PlanD) has undertaken a preliminary in-house review of the NDAs and new development sites that are yet to be implemented and identified that the permitted BHs³ for some of the housing sites in KTN/FLN NDA are not sufficient to accommodate the BH increase due to the adoption of aboveground car parks and relaxation of the maximum BHs for these sites are required. In this connection, CEDD has been tasked by the Development Bureau to commission a review (the Review) in 2026 to assess the corresponding implications on the maximum BHs for private housing sites, which are yet to be implemented, in KTN/FLN NDA (**Plans A-1a and A-1b**). Opportunity is also taken to incorporate the potential implication on the maximum BHs for these sites due to adoption of

² Including 13 sites in KTN (Sites K1 to K12, including Sites K4a and K4b) (collectively known as “the KTN Sites”) and eight sites in FLN (i.e. Sites F1 to F8) (collectively known as “the FLN Sites”).

³ Permitted BHs refer to the BH restriction stipulated on the OZPs or the BHs under the previously approved planning applications for minor relaxation of PR and/or BH restrictions for various housing sites in KTN/FLN NDA (i.e. the Approved Applications detailed in paragraphs 1.4 and 5 below).

Modular Integrated Construction (MiC) method as advocated by the Government (details at paragraph 4.2 below).

- 1.3 With reference to the development assumptions and indicative layouts adopted in the previously approved planning applications for minor relaxation of PR and/or BH restrictions for housing sites in KTN/FLN NDA (i.e. the Approved Applications detailed in paragraphs 1.4 and 5 below) (**Drawings A-3 and A-4**), floor-to-floor heights (FTFHs) widely adopted in various completed/planned private housing developments in recent years and site-specific requirements including Terraced Podium and non-building areas (NBAs) as stipulated on the OZP, the Review reveals that the permitted maximum BHs of 23 private housing sites in KTN/FLN NDA⁴ are not sufficient to accommodate the increase in BH incurred by the adoption of aboveground car parks and MiC method. Notwithstanding this, in view of the ecological concerns raised by the Director of Agriculture, Fisheries and Conservation (DAFC), the permitted BHs for three housing sites in KTN (i.e. Site K12 and Areas 32 and 34 (**Plan A-2a**))⁵ are not recommended to be relaxed. As a result, relaxation of BH restrictions is sought for 20 sites only (including 12 KTN Sites and 8 FLN Sites) while relaxation of PR restrictions is sought for all the 21 sites (the Sites) under the current application (detailed in paragraph 1.4 and 5 below) (**Plans A-1a and A1-b**).
- 1.4 The Sites, among others, are the subject of two previous applications (No. A/KTN/93 and A/FLN/30) submitted by CEDD for minor relaxation of PR and/or BH restrictions for permitted and proposed development with a view to increasing flat production which were both approved by the Rural and New Town Planning Committee (the Committee) of the Board on 23.9.2022. Besides, Site F4 (FSSTL 297) in FLN NDA is the subject of two other planning applications, including one (No. A/FLN/32) submitted by the landowner of the site for minor relaxation of PR and BH restrictions for permitted development which was approved by the Committee on 22.11.2024⁶ (details of all previous applications are set out in paragraph 5 below). For the current application, the PRs and land uses as approved under the abovementioned three relevant planning applications (the Approved Applications) for the Sites are adopted, and the BH restrictions are proposed to be further relaxed on top of those under the Approved Applications (except for Site K12) for accommodating the BH increase arising from the Government's initiatives

⁴ Four private housing sites within the pilot area of large-scale land disposal in FLN NDA are excluded from the Review as the adoption of aboveground car park and MiC have already been taken into account for these sites (i.e. Areas 10, 10W, 10N and 7 (**Plan A-2b**)) under the relevant amendment items on the draft FLN OZP No. S/FLN/5 exhibited on 22.5.2026.

⁵ Site K12, Area 32 and Area 34 are located in close proximity to Sheung Yue River and Long Valley Nature Park (LVNP) to the east (**Plan A-2a**). DAFC considers that further increase in BH for these three sites would result in increased indirect ecological impact on and disturbance to LVNP (especially in terms of light impact to wildlife in LVNP) and Sheung Yue River, hindering LVNP's objectives of being a mitigation measure for the ecological impact arising from the North East New Territories New Development Area (now the KTN/FLN NDA), and for conserving and enhancing the ecological value of the LVNP. The maximum BHs for these three sites as stipulated on the OZP (**Plan A-2a**) should be maintained as far as possible to minimise any potential ecological impact and disturbance.

⁶ Site F4 is the subject of another application (No. A/FLN/33) submitted by the landowner of the site for minor relaxation of NBA restriction for proposed footbridges and covered walkways connecting the permitted development which was approved by the Committee on 24.10.2025. Application No. A/FLN/33 does not involve any change to the PR and BH approved under the application (No. A/FLN/32) and hence, it has not been taken into account in the indicative layout for assessment of BH implications under the current application.

mentioned in paragraphs 1.2 above. A comparison of the PRs and BHs under the OZPs, the Approved Applications and the proposal under the current application is set out in the table below and the major development parameters plans, indicative layout plans, indicative section plans, BH illustrations and photomontages submitted by the applicant are at **Drawings A-1 to A-17** respectively.

Site (Planning Area on the OZPs)	Site Area (ha) (about)	PR			BH			
		Under the OZPs	Proposed under the Current Application ⁽ⁱ⁾	Change (about)	Under the OZPs (mPD)	Under the Approved Applications (mPD) ⁽ⁱⁱ⁾	Proposed under the Current Application (mPD) ⁽ⁱⁱⁱ⁾	Change (about)
		(a)	(b)	(b) – (a)	(c)	(d)	(e)	(e) – (c) [(e) – (d)]
KTN Sites								
K1 (20E)	1.13	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	115	130	130 ^(iv)	+15m/13.04% [+0m/0%]
K2 (25E)	2.34	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	115	130	130 ^(iv)	+15m/13.04% [+0m/0%]
K3 (14) ^(v)	2.83	3.5	4.2	20%	80	95	110	+30m/37.5% [+15m/15.79%]
K4a (22W) ^(v)	1.27	3.5	4.2	20% 20%	75	85	95	+20m/26.67% [+10m/11.76%]
K4b (22E) ^(v)	2.54							
K5 (26W) ^(v)	1.79	3.5	4.2	20%	75	80	85	+10m/13.33% [+5m/6.25%]
K6 (26E) ^(v)	2.35	3.5	4.2	20%	75	80	85	+10m/13.33% [+5m/6.25%]
K7 (15N) ^(v)	1.25	3.5	4.2	20%	85/95	100	115	+30m/20m +35.29%/21.05% [+15m/15%]
K8 (15C) ^(v)	1.3	3.5	4.2	20%	85	90	105	+20m/23.53% [+15m/16.67%]
K9 (15S) ^(v)	1.17	3.5	4.2	20%	80	85	95	+15m/18.75% [+10m/11.76%]
K10 (23N) ^(vi)	2.87	TPR: 3.5 DPR: 3.5	TPR: 4.43 DPR: 4.2 NDPR: 0.23	26.6%	95	110	115	+20m/21.05% [+5m/4.55%]
K11 (23C) ^(v)	1.28	3.5	4.2	20%	90	90	95	+5m/5.56% [+5m/5.56%]
K12 (23S) ^(v)	0.78	3.5	4.2	20%	90	90	90	-
FLN Sites								
F1 (10NW) ^(vi)	0.99	TPR: 3.05 DPR: 2.18 NDPR: 0.87	TPR: 3.66 DPR: 2.62 NDPR: 1.04	20%	80	80	85	+5m/6.25% [+5m/6.25%]
F2 (13E) ^(v)	2.22	3.5	4.2	20%	75	80	95	+20m/26.67% [+15m/18.75%]
F3 (14W) ^(v)	1.05	5	6	20%	110	120	135	+25m/22.73% [+15m/12.5%]
F4 (14S)	1.44	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	115	144.14	155	+40m/34.78% [+10.86m/7.53%]

Site (Planning Area on the OZPs)	Site Area (ha) (about)	PR			BH			
		Under the OZPs	Proposed under the Current Application ⁽ⁱ⁾	Change (about)	Under the OZPs (mPD)	Under the Approved Applications (mPD) ⁽ⁱⁱ⁾	Proposed under the Current Application (mPD) ⁽ⁱⁱⁱ⁾	Change (about)
		(a)	(b)	(b) – (a)	(c)	(d)	(e)	(e) – (c) [(e) – (d)]
F5 (16NW)	0.93	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	110	120	135	+25m/22.73% [+15m/12.5%]
F6 (16NE)	1.25	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	110	120	135	+25m/22.73% [+15m/12.5%]
F7 (16SW)	1.24	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	110	120	135	+25m/22.73% [+15m/12.5%]
F8 (16SE)	1.16	TPR: 6 DPR: 5 NDPR: 1	TPR: 7.2 DPR: 6 NDPR: 1.2	20%	110	120	135	+25m/22.73% [+15m/12.5%]

Abbreviations

TPR - Total PR; DPR - Domestic PR; NDPR - Non-domestic PR

Remarks

- (i) Proposed PRs are the same as those under the Approved Applications.
- (ii) The BHs approved under the previous applications had reserved buffers to allow flexibility taking into account various factors, including urban design considerations (e.g. BH profile, stepped BH profile and district focal points etc) and site-specific requirements and constraints (e.g. NBA, site configurations, terraced podium and PTT/public transport interchange (PTI) etc.).
- (iii) FTFHs for typical residential floors are assumed as 3.3m and 3.15m with and without adoption of MiC respectively, reflecting the favourable consideration of increase in BH up to 4% of the total storey height of MiC floors under the Joint Practice Notes (JPN) No. 8. FTFHs for at-grade car park floors are assumed as 6m and 4m with and without L/UL area respectively. Assumptions on FTFH for other floors are outlined in **Appendix 1a**. Full GFA exemption for two levels of aboveground car parks and GFA concession for adoption of MiC (10% of the MiC floor area) under the JPN No. 8 have been taken into account.
- (iv) For Sites K1 and K2, the proposed BHs under this application are the same as that approved under the previous application (No. A/KTN/93) as the buffer reserved is sufficient to accommodate the increase in BHs arising from the said Government's initiatives.
- (v) Car park podium is introduced for sites originally planned with podium-free design.
- (vi) For Site K10, NDPR includes a PTT with GFA of 3,500m² and for Site F1, NDPR includes a PTI with GFA of 5,000m².

1.5 According to the submission, as compared with the permitted BHs under the OZPs, the maximum BHs are proposed to be increased ranging from 5.56% to 37.5% for KTN Sites and ranging from 6.25% to 34.78% for FLN Sites. If compared with the permitted BHs under the Approved Applications, the maximum BHs are increased ranging from 0% to 16.67% for KTN Sites and ranging from 6.25% to 18.75% for FLN Sites.

1.6 As stated in the submission, the proposed BHs are to cater for the BH increase arising from the provision of no more than two levels of aboveground car parks and the adoption of MiC. Hence, it is proposed in the submission that if only aboveground car park or MiC is adopted for the future development(s) at the Sites, the maximum BHs sought under the current application shall only be partially applicable accordingly as set out in the table below. For development(s) where both aboveground car park and MiC are not adopted, the permitted BHs for the respective

site(s) under the Approved Applications are still applicable. Nevertheless, approval of the current application does not preclude future developers from applying for further relaxation of BH and/or PR restrictions based on individual development needs.

Site (Planning Area on the OZPs)	Permitted BH under OZP (mPD)	Proposed under the Current Application (mPD)		
		With MiC only [#]	With Aboveground Car Park only [#]	With both
KTN Sites				
K1 (20E) ⁺	115	119	125	130
K2 (25E) ⁺	115	120	126	130
K3 (14)	80	95	103	110
K4a (22W)	75	83	92	95
K4b (22E)				
K5 (26W)	75	73	82	85
K6 (26E)	75	73	82	85
K7 (15N)	85/95	101	110	115
K8 (15C)	85	90	99	105
K9 (15S)	80	82	91	95
K10 (23N)	95	112	108	115
K11 (23C)	90	83	92	95
K12 (23S)	90	N/A	N/A	N/A
FLN Sites				
F1 (10NW)	80	75	83	85
F2 (13E)	75	83	91	95
F3 (14W)	110	120	126	135
F4 (14S)	115	144.14 [@]	147	155
F5 (16NW) ⁺	110	122	127	135
F6 (16NE) ⁺	110	122	127	135
F7 (16SW) ⁺	110	122	127	135
F8 (16SE) ⁺	110	122	127	135

Remarks:

⁺ Area designated as 'Terraced Podium' in these sites are subject to maximum BH of 5m on a strip of land (10m in width) along the two planned Town Plazas.

[#] FTFHs for typical residential floors are assumed as 3.3m and 3.15m with and without adoption of MiC respectively. FTFHs of aboveground car park floor are assumed as 6m and 4m with and without L/UL area respectively. Assumptions on FTFH of other floors are outlined in **Appendix Ia**.

[@] Under the approved planning application (No. A/FLN/32).

- 1.7 To support the application, the applicant has submitted Visual Appraisals (VAs) and Air Ventilation Assessment (Expert Evaluations) (AVA-EEs) for the KTN and FLN Sites (**Appendix Ia**) to demonstrate that there are no unacceptable adverse visual and air ventilation impacts arising from the developments with increased BH at the Sites. As illustrated in the photomontages of the VAs (**Drawings A-9 to A-17**), the proposed BH will result in negligible to moderate impacts on the identified viewpoints in KTN and slight impacts on the identified viewpoints in FLN with incorporation of mitigation measures. The proposed BHs for the Sites are considered not incompatible with the future context of the NDA in terms of massing, scale and height. Besides, mitigation measures (e.g. soft landscaping including screen planting, green roof, vertical greening or compensatory planting, etc.) are proposed to be implemented at the detailed design stage to provide visual relief and enhance visual amenity of the future developments at the Sites. As concluded in the AVA-EEs, major breezeways/wind corridors under major prevailing wind

directions, such as the prominent ones along Fanling Highway, Kwu Tung Station, Sheung Yue River and planned open space and/or NBAs, will be fully retained and remain unobstructed (**Drawings A-18 and A-19**). No significant impact on or alteration to the ventilation environments of the NDA would be resulted from the increased BHs for developments at the Sites. Good design measures such as retention of designated NBAs and Terraced Podium design are also proposed to facilitate downward airflow to pedestrian level and podium and tower setbacks to maximise wind penetration.

1.8 The Sites fall within the Remaining Phase of KTN/FLN NDA, and the site formation and infrastructural works at the Sites are being undertaken by the Government for the GL portion or the respective developers for the two private lots. The Sites will provide about 14,631 flats in KTN NDA and 7,749 flats in FLN NDA (**Drawings A-1 and A-2**). According to the latest programme, the first population intake at the Sites is anticipated in 2029.

1.9 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 12.6.2026 (Appendix I)
- (b) Consolidated Supplementary Planning Statement (SPS)⁷ (Appendix Ia)
received on 26.8.2026[^]
[^]*accepted but not exempted from publication and recounting requirements*
- (c) Further Information (FI) received on 22.9.2026[#] (Appendix Ib)
[#]*accepted and exempted from publication and recounting requirements*

1.10 On 24.7.2026, the Committee agreed to defer making a decision on the application for two months as requested by the applicant.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the consolidated SPS in **Appendix Ia** and FI in **Appendix Ib**. They are summarised as follows:

In line with Government policy and timely production of housing units

- (a) The Government has been actively promoting the use of MiC method in construction projects to improve the industry's productivity and cost effectiveness, and has relaxed the GFA exemption arrangement for car parks in private developments to facilitate the construction of aboveground car parks of no more than two storeys to enhance construction efficiency and expedite delivery of housing developments. Approval of the current application will facilitate the implementation of two policy initiatives at KTN/FLN NDA by removing the need for submission of planning

⁷ SPS received on 12.6.2026 as well as supplementary information received on 13.6.2026 were superseded and are attached at **Appendix Ic**.

applications for relaxation of BHs by future project proponents, expediting the development programme, encouraging the use of MiC, supporting timely production of housing units.

In line with planning intention and maintaining established planning and design framework

- (b) The proposal is in line with the planning intentions of the respective land use zonings and there are no changes to the proposed land uses and development intensity for the Sites under the Approved Applications. The proposed BHs are compatible with the urban design frameworks of KTN and FLN NDAs, and are not incompatible with the surrounding development context in that the overall stepped BH profiles of the respective NDAs are broadly maintained.

No adverse visual and air ventilation impacts

- (c) VAs and AVA-EEs conducted under the Review in support of the application demonstrate that no unacceptable adverse visual and air ventilation impacts are anticipated for both KTN and FLN NDAs due to the proposed increase in BHs. Mitigation and good design measures are also proposed to be implemented at the detailed design stage to provide visual relief, enhance visual amenity and/or facilitate wind penetration at and around the Sites.

No significant adverse infrastructural impact

- (d) No increase in development intensity or change in land uses are proposed under the application comparing with that under the Approved Applications. As such, the proposal with increased BHs is not anticipated to induce any impacts in respect of technical feasibility or infrastructural capacity including environmental, ecological, traffic, sewerage and water supply aspects. Hence, additional technical assessments on these aspects are not required for the current application.

Longer validity period sought

- (e) A longer validity period of six years is sought in view of a longer development timeframe for the Sites in the context of NDA.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is not the ‘current land owner’ of Site F1 (FSSTL 307) and Site F4 (FSSTL 297) but has complied with the requirements as set out in the Town Planning Board Guidelines on satisfying the “Owner’s Consent/Notification” Requirements under Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by notifying the ‘current land owner’ of Sites F1 and F4 in writing. Detailed information would be deposited at the meeting for Members’ inspection. For the Sites on GL, the requirements as set out at TPB PG-No. 31B are not applicable.

4. Background

Relaxed GFA Exemption Arrangements for Car Parks

- 4.1 In the 2025 PA, the Government put forward an initiative to relax the GFA exemption arrangement for car parks in private developments by removing the mandatory requirement of constructing underground car parks as a condition of exemption and granting full GFA exemption for no more than two levels of aboveground car parks to facilitate shorter construction time and reduced costs and expedite developments⁸. According to the initiative, the arrangement is applicable to (i) private car parks for residents and visitors; and (ii) public car parks provided by the developer as per the Government's requirement considering local parking needs within private development projects. Implementation details of enhanced measures have been set out in the Buildings Department's (BD) updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2.

Supporting Applications to Relax BH Restriction for Adoption of MiC

- 4.2 As stated in the 2022-23 Budget, MiC helps substantially shorten construction time, address the problem of manpower shortage in the construction industry and reduce the environmental impacts brought by construction works; and to expedite housing supply, the Government would introduce more facilitation measures to encourage the adoption of MiC. In July 2022, JPN No. 8 - 'Enhanced Facilitation Measures for Buildings Adopting MiC' was promulgated to incentivise the wider adoption of MiC in new developments with enhanced facilitation measures, which include, amongst others, favourable consideration to an increase of BH up to 4% of the total storey height of MiC floors (as it normally involves thickened double slabs between MiC modules) and support to planning applications for relaxation of BH restrictions arising from adoption of MiC. The planning permission granted under the Ordinance for minor relaxation of BH restriction for the MiC floors will no longer be applicable if MiC is not adopted in the proposed building granted with such planning permission.

Enhanced Development Intensity for KTN/FLN NDA

- 4.3 Taking into account the policy directive announced in the 2014 PA to optimise the use of scarce land resources, the maximum domestic PR for housing sites in new towns may be raised by 20% (i.e. up to 6 in Density Zone 1) where technically feasible. Subsequently, the policy was refined by the Chief Executive in end 2018 by further intensifying the PRs of public housing sites in the Main Urban Areas (except Density Zone 1) and New Towns by up to 30% where feasible. The intensification with 30% increase in PR for public housing sites and 20% increase in PR for private housing sites, as well as the increase in PR of public housing projects to set aside 5% of the attainable domestic GFA for social welfare facilities for KTN/FLN NDA were taken forward by two previous applications (No. A/KTN/93 and A/FLN/30) approved by the Committee in 2022 as mentioned in paragraph 1.4 above and paragraph 5 below).

⁸ Other existing arrangement for car park GFA exemption will continue to apply, such as all underground car parks (regardless of private or public) will continue to enjoy full GFA exemption.

Urban Design Concept and Stepped BH Profile of KTN/FLN NDA

- 4.4 As specified in the Explanatory Statement (ES) of the OZPs, stepped BH profile is adopted for KTN/FLN NDA. Under the stepped BH concept for KTN NDA, the BH profile steps down from the Town Centre towards the periphery and riverside areas near Sheung Yue River (**Plan A-5a**) whereas under that for FLN NDA, the BH profile steps down from district nodes towards the periphery and riverside areas near Ng Tung River (**Plan A-5b**). Both stepped BH profiles are intended to enhance variety in height and massing of new developments and allow better integration with the adjacent rural setting. Two-storey Terraced Podiums (subject to a maximum BH of 5m and 10m-wide set back at first floor level) are also designated for development sites along the KTN Town Plaza and at the southern entrance of KTN NDA as well as for those along the pedestrian shopping street in the cores of the District Centre and Residential Area South of Ng Tung River in FLN NDA to promote pedestrian experience and enhance air ventilation at street level (**Plans A-5a and A-5b**). Besides, podium-free design is adopted in sites for pure residential development to improve wind penetration at street level.

Implementation of KTN/FLN NDA

- 4.5 KTN/FLN NDA is being implemented in two phases. The site formation and infrastructural works for the First Phase commenced in 2019 are targeted for completion in 2026, with the first private housing development⁹ completed in 2022 and the first batch of public housing development ready for population intake in late 2026¹⁰. As mentioned in paragraph 1.7 above, for the Remaining Phase where the Sites are located, the site formation and infrastructural works commenced in 2024 are in progress and are targeted for completion by 2030.

5. Previous Applications

- 5.1 The Sites, in whole or in part, are the subject of four previous applications since the gazettal of the first OZPs respectively for KTN NDA and FLN NDA in 2013, including the three relevant Approved Applications (No. A/KTN/93, A/FLN/30 and A/FLN/32)¹¹. Details of the previous applications are summarised at **Appendix II** and their locations are shown on **Plans A-1a and A-1b**.
- 5.2 Among the four previous applications, two were submitted by CEDD (No. A/KTN/93 and A/FLN/30) for proposed minor relaxation of PR and BH restrictions for permitted/proposed public and private housing developments in KTN/FLN NDA as mentioned in paragraph 1.3 above. These two applications were approved by the Committee on 23.9.2022 mainly on the considerations that the proposal was in line with the Government's policy in boosting housing supply by increasing the

⁹ One Innovale in FLN Area 18 falls within FSSTL 262 for private residential purpose which is held under Agreement and Conditions of Exchange dated 27.12.2017 and registered in the Land Registry as New Grant No. 22584. The Occupation Permits were issued in batches in 2022.

¹⁰ Public housing developments in FLN Area 15E (i.e. Fung Wong Leng Estate) and KTN Area 19 (i.e. Kwu Chun Estate) with phased population in-take starting from Q3 2026 and Q4 2026 respectively.

¹¹ As mentioned above, the indicative layout, PRs and land uses under the Approved Applications are adopted for the current application, while the BH restrictions are proposed to be further relaxed on top of those under the Approved Applications.

development intensity where technically feasible; the proposed intensity was considered acceptable for the subject locations and site context; and the proposed minor relaxation of PR and BH restrictions of the development would not induce significant adverse impacts on the traffic, environmental, drainage, sewerage, urban design, visual and landscape aspects.

- 5.3 Site F4, currently zoned “R(A)1”, in FLN NDA is the subject of two planning applications submitted by the landowner for proposed minor relaxation of PR and BH restrictions for permitted development (with adoption of MiC for residential floors) (No. A/FLN/32) and proposed minor relaxation of the NBA restriction for proposed footbridges and covered walkways connecting the permitted development (No. A/FLN/33) which were approved by the Committee on 22.11.2024 and 24.10.2025 respectively. Application No. A/FLN/32 was approved on similar considerations as mentioned in paragraph 5.2 above, while considerations of application No. A/FLN/33 were not relevant to the current application due to the different nature of relaxation being sought.

6. Similar Applications

- 6.1 There are five similar applications for proposed minor relaxation of PR and/or BH restrictions for housing sites in KTN/FLN NDA which were approved on similar considerations as mentioned in paragraph 5.2 above. Details of these similar applications are summarised at **Appendix III** and their locations are shown on **Plans A-1a and A-1b**.
- 6.2 Application No. A/KTN/54 submitted by CEDD for proposed minor relaxation of PR and/or BH restrictions for six housing sites in KTN NDA and two housing sites in FLN NDA was approved by the Committee on 16.11.2018. Application No. A/KTN/83 submitted by the Hong Kong Housing Society for proposed minor relaxation of PR for the permitted public housing development (dedicated rehousing estate) in KTN Area 24 was approved by the Committee on 18.2.2022. Application No. A/KTN/84 submitted by Hong Kong Housing Authority (HKHA) for proposed minor relaxation of PR restriction from 5 to 6.25 and BH restriction from 135mPD to 151mPD (western part) and from 130mPD to 146mPD (eastern part) for a permitted public housing development in KTN Area 19 was approved by the Committee on 22.4.2022. Application No. A/FLN/28 submitted by HKHA for proposed minor relaxation of PR, BH and NBA restrictions for permitted public housing development in FLN Area 15E was approved with conditions by the Committee on 18.2.2022. Application No. A/KTN/97 was submitted by the land owner for proposed minor relaxation of PR and BH restrictions for permitted development at FSSTL 263 which was approved with condition by the Committee on 3.3.2023.

7. **The Sites and their Surrounding Areas (Plans A-2a and 2b, Plans A-3a and 3b, Plans A-4a to A-4e)**

- 7.1 The 21 Sites planned for private housing developments¹² are involved in the current application, including 13 sites in KTN NDA (Sites K1 to K12, including Sites K4a and K4b) and eight sites are in FLN NDA (i.e. Sites F1 to F8).

KTN Sites

- 7.2 Sites K1 to K12 are currently mainly occupied by brownfield uses (e.g. temporary warehouse, open storage, rural workshop, recycling collection centre, etc.) intermixed with some construction sites, temporary domestic structures and tree clusters (**Plans A-3a, A-4a to A-4c**). Sites K1 and K2, located along the two sides of the KTN Town Plaza near the future MTR Kwu Tung Station, are intended for high-rise residential developments with non-domestic uses provided at the podium, where a Terraced Podium with BH restriction of 5m shall be provided along the western and southern boundary of Site K1, and western and northern boundary of Site K2 for enhancing vibrancy at street level. Sites K4a, K4b, K5 and K6 located at the eastern part of the KTN Town Plaza along the two sides are intended for medium-rise residential development where a 30m-wide NBA running in north-east to south-west direction is designated at the middle of the Sites K4a and K4b for wind penetration. Other sites are also intended for medium-rise residential developments, which include Site K3 located to the further north of the KTN Town Plaza and Sites K7 to K12 located to the further east and northeast of the KTN Town Plaza, where a non-domestic GFA of 6,500m² (including a PTT of 3,500m²) is proposed at Site K10. A number of NBAs are proposed at Sites K7 to K12 to facilitate better wind penetration, including (i) NBAs of 11m and 6m-wide running in north-east to south-west direction at southern boundary of Site K11 and northern boundary of Site K12 respectively; (ii) a 30m-wide NBA running in north-east to south-west direction at southern boundary of Site K10; (iii) two NBAs running in north-east to south-west direction at the south-eastern corner of Site K9 and north-western corner of K10; and NBA of 20m running in north-east to south-west direction at northern boundary of Site K9.
- 7.3 The KTN Sites, located on GL within the Remaining Phase of KTN NDA, will be generally surrounded by existing and planned high to medium-rise public and private residential developments, with BHs ranging from 70mPD to 75mPD along Sheung Yue River to 120mPD to 180mPD in the central part of KTN NDA (**Plan A-2a**). The planned development intensity and maximum BH of the KTN Sites gradually decrease from the Town Plaza area to the periphery along Sheung Yue River and village developments in Ho Sheung Heung. The east-west running Town Plaza, together with the north-south green spine serves as major connecting spines to the existing communities in Kwu Tung South to the south of the Area and Ho Sheung Heung and Yin Kong in the eastern portion of the Area.

¹² The Executive Council has approved granting MTR Corporation Limited the property development rights of, among others, Sites K1, K2 and K4a in 2023 as funding support to implement the Kwu Tung Station project, as well as, among others, Sites K3, K4b, K5, K7 to K9, F2 and F5 to F8 in 2025 as funding support to implement the Northern Link Project.

FLN Sites

- 7.4 Sites F1, F2 and F5 to F8 are currently covered by vegetation while Site F3 is partly covered by vegetation and partly occupied by temporary structures and Site F4 is currently under construction (**Plans A-4d and A-4e**). Site F1, located to the west of the planned housing sites falling within the pilot area of large-scale land disposal, is intended for medium-density private development with a PTI of not less than 5,000m². Site F2, located between the planned riverside promenade along Ng Tung River and the north of the FLN Town Plaza with a NBA designated at the northwest corner of the Site to facilitate wind penetration, is intended for medium-density residential development. Sites F5 to F8, located next to the cruciform FLN Town Plaza, where Terraced Podiums with BH restrictions of 5m shall be provided at the boundaries adjoining the Town Plaza to promote pedestrian experience and enhance air ventilation at street level, are intended for high-density residential developments. Sites F3 and F4, located to the west of the FLN Town Plaza, are intended for high-density residential developments.
- 7.5 The FLN Sites, located on GL (except for Sites F1 and F4) within the Remaining Phase of FLN NDA are generally surrounded by planned high-rise public and private residential developments, with BHs ranging from 97.5mPD to 145mPD, and a number of existing medium/high-density residential developments (One Innovalle, Wing Fok Centre, Wing Fai Centre and Belair Monte) with BHs ranging from 60mPD to 116mPD, low-density residential development (Good View New Village) and village settlement of Ling Shan Tsuen (**Plan A-2b**). Sites F1, F2, F5 to F8 are located along the planned open space network of FLN NDA, while Sites F3 and F4 are abutted by a planned amenity strip.

8. Planning Intentions

- 8.1 The “R(A)” zone is 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 “R(A)” zone under the FLN OZP, these permitted uses do not apply to the aforementioned floors if they contain wholly or mainly car parking, loading/unloading bays and/or plant room.
- 8.2 The “R(B)” zone is primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 8.3 The “OU(CRDPTI(2))” zone is 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, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room.
- 8.4 The “GB” zone is 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.

- 8.5 Terraced Podiums subject to a maximum BH of 5m and 10m-wide set back at first floor level are designated at Sites K1 and K2 (both zoned “R(A)1” on KTN OZP) and Sites F1 (zoned “OU(CRDPTI(2))” on FLN OZP) and F5 to F8 (all zoned “R(A)1” on FLN OZP). As stated in the ES of the KTN and FLN OZPs, the terraced design could promote pedestrian experience and enhance air ventilation at street level.
- 8.6 According to the latest road alignments as confirmed by CEDD, several small land parcels shown as ‘Road’ at Sites K3, K4a, K6, K8 and K10 (**Plan A-1a**) no longer required for road purpose and are therefore included in the respective Sites for development under the current application. In addition, a small land parcel zoned “GB” is included in Site K8 to reflect the latest road alignment and resultant change in site boundary (**Plan A-1a**).

9. Comments from Relevant Government Departments

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

Land Administration

- 9.1.1 Comments of the Chief Estate Surveyor/New Development Area, (CES/NDA) and District Lands Officer/North (DLO/N), Lands Department (LandsD):

no comment on the application from district and land administration perspectives.

Building Matters

- 9.1.2 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) no objection to the application;
- (b) according to the latest Practice Notes for Authorized Persons APP-2, GFA of not more than two aboveground floors for car parking, loading and unloading area may be disregarded under Regulations 23(3)(b) of the Building (Planning) Regulations (B(P)R), taking into account all relevant considerations which include the design of the car park and the effect of public interest. Moreover, the Building Authority will make reference to the advice/requirements of the Commissioner for Transport (C for T), requirements as stipulated in the OZP and the standards set in the Hong Kong Planning Standards and Guidelines; and

- (c) requirements stipulated in JPN No. 8 shall be complied with for concession of GFA and site coverage, as well as minor relaxations of building height restrictions achieved through the adoption of MiC.

Traffic

9.1.3 Comments of C for T:

no comment on the planning application from traffic engineering perspective.

Environment, Drainage and Sewerage

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

no adverse comment on the planning application from environmental planning perspective as other than increase in BHs, there are no changes to development parameters (including GFA, population or parking provision) and no increase in development intensity.

9.1.5 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

no objection to the application from public drainage viewpoint.

Urban Design, Visual, Air Ventilation and Landscape

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

Urban Design and Visual Impact

- (a) no adverse comment from urban design and visual perspective;
- (b) two VAs, each for KTN and FLN NDAs respectively, have been carried out to compare the visual impact of the Proposed Scenario (with the proposed increase in PR and/or BH restrictions) against the OZP-compliant Scheme (the Baseline Scheme) and the scheme under the Approved Applications;
- (c) according to the VAs, the visual impact due to the proposed minor relaxation of PR and/or BH restrictions as compared with the Baseline Scheme at five selected viewpoints in FLN NDA are slight, while the visual impact at nine viewpoints in KTN NDA ranged from negligible to moderate. Various mitigation measures have been proposed by the applicant to minimise potential visual impacts, such as provision of vertical greening and green roof. The proposal is considered compatible in scale and height with the planned developments of the NDAs in development scale and BH. The stepped BH concept with the overall development intensity and BH profile stepping down from the town centres towards the peripheries and riversides would

generally be maintained. As such, significant adverse visual impact arising from the proposed minor relaxation of PR and/or BH restrictions is not anticipated;

Air Ventilation

- (d) two AVA-EEs, each for KTN and FLN NDAs respectively, have been carried out to compare the pedestrian wind performance of the Proposed Scenario against the Baseline Scheme and the scheme under the Approved Applications;
- (e) according to the AVA-EE reports, the proposal will result in taller buildings and additional car park podiums which will inevitably induce larger wind wakes at the immediate downstream areas. Notwithstanding, major wind corridors in both NDAs are retained and no major changes in wind flow patterns are anticipated. Furthermore, good design features in the Sites including Terraced Podiums design, NBAs and ground level setbacks are retained to facilitate the wind flow within and across the Sites. Considering all these design measures and the setting of the Sites, significant adverse air ventilation impact arising from the proposed minor relaxation of PR and/or BH restrictions is not anticipated on the overall pedestrian wind environment when compared with the Baseline Scheme and the scheme under the Approved Applications;

Landscape

- (f) no adverse comment on the application from landscape planning perspective;
- (g) based on the aerial photos taken in December 2024 and June 2025, the 13 Sites in KTN and 8 Sites in FLN were located in an area of rural inland plain/miscellaneous rural fringe landscape character comprising construction sites, village houses, residential developments, river, open storage sites/warehouses and tree clusters. The proposed minor relaxation of PR and BH restrictions of respective sites are considered not incompatible with the planned landscape character in the proximity;
- (h) with reference to section 4.2 of the SPS, there would be no changes to the land uses and the intended development intensity as approved under Applications No. A/KTN/93 and A/FLN/30. According to the Application Form, no tree felling will be involved;
- (i) in view of the above, significant adverse landscape impact arising from proposed minor relaxation of PR and BH restrictions of the application sites is not anticipated; and
- (j) advisory comments are set out at **Appendix IV**.

Nature Conservation and Ecology

9.1.7 Comments of the DAFC:

no adverse comment on the application from ecological perspectives as adverse ecological impacts on LVNP and other nearby habitats (and Sheung Yue River) resulting from the increased maximum BHs at relevant sites are not expected, provided that the mitigation measures proposed in the Ecological Impact Assessments under the Approved Environmental Impact Assessment for North East New Territories New Development Areas (now the KTN/FLN NDA) are implemented.

9.2 The following government departments have no objection to/adverse comment on the application. Their advisory comments, if any, are at **Appendix IV**.

- (a) Head of the Geotechnical Engineering Office (H(GEO)), CEDD;
- (b) Director of Electrical and Mechanical Services (DEMS);
- (c) Director of Housing;
- (d) Director of Food and Environmental Hygiene (DFEH);
- (e) Director of Fire Services (D of FS);
- (f) Director of Social Welfare (D of SW);
- (g) Director of Leisure and Cultural Services (DLCS);
- (h) Chief Engineer/Construction, Water Supplies Department (CE/C of WSD);
- (i) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (j) District Officer (North), Home Affairs Department (DO(N), HAD); and
- (k) Commissioner of Police.

10. Public Comments Received During Statutory Publication Periods

10.1 On 16.6.2026 and 28.8.2026, the application was published for public inspection. During statutory public inspection periods, nine comments were received, including two from a North District Council Member and two from individuals indicating no comment on the application; four from a resident living in One Innovale of FLN, the landowner of Site F1 and an individual submitting two comments objecting to the application; and one from an individual providing views (**Appendix V**).

10.2 Two objections raised by the same individual are mainly on the grounds that the mountain backdrop of the area will be affected by the building blocks; the provision of aboveground car parks will cause light pollution; and the intention to reduce construction cost is taken forward at the expense of providing pleasant environment at street level. Objection from a resident of One Innovale is related to Sites F2 to F8 (**Plan A-1b**) mainly on the grounds that the proposed relaxation of PR and BH, if not being demonstrated with assessments to be technically feasible in traffic, environmental and air ventilation terms, should not be approved; and the proposed increase in BHs and development intensity will exceed the planned infrastructural capacity of the area and amplify the pressure of facility provisions in FLN. Objection from the landowner of Site F1 (**Plan A-1b**) is mainly on the grounds that the proposed BH relaxations and FTFH assumptions are over restrictive by

imposing scenario-specific controls, undermine existing OZP development entitlements and do not align with the surrounding BH context and stepped BH profile.

- 10.3 The remaining comment from an individual enquires the reason that KTN Areas 32 and 34 are not included in the current application for minor relaxation of BH restriction.

11. Planning Considerations and Assessments

The Proposal

- 11.1 The application is for proposed minor relaxation of PR and/or BH restrictions at 21 private housing sites (the Sites) in KTN/FLN NDA for permitted/proposed private housing developments (with or without non-domestic portion) and proposed PTT, shop and services and eating place on the lowest two floors (above ground) at Site K10. The KTN Sites fall mainly within “R(A)1” and “R(B)” zones with minor portions within “GB” zones or area shown as ‘Road’, and the FLN Sites fall within “R(A)1”, “R(A)3”, “R(B)” and “OU(CRDPTI(2))” zones. As mentioned in paragraphs 1.4 and 5 above, the Sites are subject to three relevant Approved Applications for relaxation of maximum PR and BH for the permitted/proposed developments. The current application has adopted the enhanced development intensity in terms of PR and land uses and the indicative layouts under the Approved Applications, with proposed further relaxation of BH restrictions to accommodate the increase due to the Government’s initiatives to grant full GFA exemption for no more than two levels of aboveground car parks and to promote wider adoption of MiC to enhance construction efficiency and cost-effectiveness and expedite development programmes. The permitted/proposed uses at the Sites are generally in line with the planning intentions of the respective zones, while the “GB” and ‘Road’ involved are minor in nature to reflect the latest road alignments and the resultant changes in development site boundaries.
- 11.2 According to the Notes of the OZPs, minor relaxation of PR and/or BH restrictions may be considered by the Board on application under section 16 of the Ordinance based on the individual merits of the development proposals. As compared with the permitted BHs under the OZPs, the current application proposes increases ranging from 5.56% to 37.5% for KTN Sites and ranging from 6.25% to 34.78% for FLN Sites. As compared with the relevant Approved Applications, the increase in BHs for KTN and FLN Sites are ranging from 0% to 16.67% and ranging from 6.25% to 18.75% respectively (see the table under paragraph 1.4 above). The minor relaxations of PR for the Sites, as adopted from the relevant approved applications (No. A/KTN/93 and A/FLN/30) for enhancing development intensity, are in line with the policy directive on intensification of development intensity for housing sites in new towns by raising the PR by 20% to optimise the use of scarce land resources. Relevant impact assessments on traffic, environmental, drainage and water supplies aspects conducted under the two relevant approved applications, which demonstrated that the relaxed PRs are technically feasible and compatible with the planned development contexts of KTN/FLN NDA, are applicable to support the same minor relaxation of PR under the current application.

- 11.3 Taking into account the above and the planning assessments below, the proposed PRs and BHs under the current application as detailed in the table under paragraph 1.4 above are considered not unjustifiable.

Government's Initiatives for Adoption of Aboveground Car Park and MiC

- 11.4 According to the applicant, the current application is to facilitate the implementation of the Government initiatives in relation to GFA exemption for aboveground car park and adoption of MiC by minimising the need for submission of planning applications for relaxation of BHs by individual future project proponents, expediting the development programme, encouraging the use of MiC, supporting timely production of housing units.
- 11.5 Based on the technically substantiated indicative layouts of the Sites under the Approved Applications, on top of the BHs under the indicative layouts, two podium levels for aboveground car park with widely-adopted FTFH assumptions of 6m and 4m (with and without L/UL area) are incorporated and a FTFH of 3.3m for MiC floors is assumed in the assessment of BH increases. The assumptions of two levels of aboveground car parks are in line with the GFA exemption arrangement, and the FTFHs of 3.15m for non-MiC floors and 3.3m for MiC floors are also widely adopted in the territory and in line with the favourable consideration for an increase of BH up to 4% of the total storey height of MiC floors according to JPN No. 8.
- 11.6 As mentioned in paragraph 1.6 above, according to the applicant, the proposed BHs are to cater for the BH increase arising from both the provision of no more than two levels of aboveground car parks and the adoption of MiC. It is recommended to take on board the applicant's proposal that if only aboveground car park or MiC is adopted for the future development(s) at the Sites, the maximum BHs sought under the current application shall only be partially applicable accordingly as set out in the table under paragraph 1.6. For development(s) where both aboveground car park and MiC are not adopted, the permitted BHs for the respective site(s) under the Approved Applications are still applicable, subject to the validity of the respective planning permission.
- 11.7 In this regard, CBS/NTW, BD has no objection to the application, and advises that GFA exemption of the aboveground car park in this application may be disregarded under Regulations 23(3)(b) of the B(P)R, taking into account all relevant considerations as detailed in paragraph 9.1.2 above and requirements stipulated in JPN No. 8 shall be complied with for concession of GFA, site coverage and minor relaxations of BH restrictions achieved through the adoption of MiC.

Compatibility with the Planned Development Context of the Surroundings

- 11.8 Taking into account the planned development context of the surroundings with mainly planned high-rise public and private residential developments with BHs ranging from 120mPD to 180mPD in KTN NDA and 97.5mPD to 145mPD in FLN NDA, the proposed relaxation of BHs under the current application is considered compatible. As for the relaxation of PRs, as mentioned above, it is directly adopted from the relevant approved applications (No. A/KTN/93 and A/FLN/30)

under which the compatibility and technical feasibility have been assessed and ascertained.

Urban Design, Visual and Air Ventilation Aspects

- 11.9 To support the application, the applicant has submitted VAs and AVA-EEs respectively for KTN and FLN Sites (**Appendix Ia**) which demonstrate that there are no unacceptable adverse visual and air ventilation impacts arising from the developments with the increased PR and/or BH at the Sites as compared to the Baseline Scheme (i.e. the OZP-compliant scheme). As illustrated in the photomontages of the VAs (**Drawings A-9 to A-17**), the proposed BH will result in negligible to moderate impacts on the identified viewpoints in KTN and slight impacts on the identified viewpoints in FLN with incorporation of mitigation measures. The proposed PRs and/or BHs for the Sites are considered not incompatible with the future context of the NDA in terms of massing, scale and height. Mitigation measures (e.g. soft landscaping including screen planting, green roof, vertical greening or compensatory planting, etc.) are proposed to be implemented at the detailed design stage to provide visual relief and enhance visual amenity of the future developments at the Sites. Besides, the overall stepped BH profiles for the KTN/FLN NDA as set out in paragraph 4.4 above will not be jeopardised (**Plans A-5a and A-5b**). For air ventilation, the AVA-EEs (**Appendix Ia**) demonstrates that the proposed PRs and/or BHs would have no significant impact on the overall ventilation environment of the KTN/FLN NDA. Major breezeways/wind corridor under major prevailing wind directions will be fully retained and remain unobstructed (**Drawings A-18 and A-19**). Good design measures are also proposed such as retention of designated NBAs and Terraced Podium design to facilitate downward airflow to pedestrian level and podium and tower setbacks to maximise wind penetration. These requirements are proposed to be specified in the future land document(s) as appropriate.
- 11.10 Having considered the submitted VAs and AVA-EEs as well as the proposed mitigation/design measures, CTP/UD&L, PlanD has no adverse comments on the application from urban design, visual, air ventilation and landscape perspectives and advises that significant adverse visual or air ventilation impacts arising from the proposed minor relaxation of PR and/or BH restrictions are not anticipated, and is considered not incompatible with the planned landscape character in the proximity.

Other Technical Aspects

- 11.11 According to the applicant, the land uses and proposed PRs are adopted from the Approved Applications, and hence no changes to development intensity, planned population, parking provision or implications on transport and infrastructural capacity are resulted under the current application. The technical assessments in respect of traffic, environmental, drainage and water supplies conducted to support the relevant approved applications (No. A/KTN/93 and A/FLN/30), which conclude that the enhanced PRs for the Sites under these applications are technically acceptable, are applicable for the current application. Relevant government departments consulted, including DEP, CE/MN of DSD, D of FS, CE/C of WSD, H(GEO) of CEDD and DEMS, have no objection to or no adverse comment on the application from environmental, drainage, sewerage, fire safety, water supply,

geotechnical and utility provision perspectives respectively.

Indicative Scheme of the Sites

11.12 The layouts for the Sites submitted by the applicant are indicative and prepared solely for assessment of implications on BH restrictions. Should the Committee approve the application, the layouts of the Sites do not form part of the approval. This is to allow flexibility to accommodate various types of housing units and facilities provision in individual sites, which can only be finalised at detailed design stage. Besides, the actual site areas are subject to detailed land survey at a later stage.

Validity Period of Planning Permission

11.13 Given a longer development timeframe for the Sites in the context of NDA, it is agreed that a longer validity period of six years sought is acceptable.

Previous and Similar Applications

11.14 As stated in paragraphs 5 and 6 above, there are three relevant previous applications involving the Sites and five similar applications for minor relaxation of PR and/or BH restrictions on development sites within KTN/FLN NDA. Approval of the current application is generally in line with the Committee's previous decisions.

Public Comments

11.15 Regarding the public comments mentioned in paragraph 10 above, the departmental comments and planning assessments above are relevant.

12. Planning Department's Views

12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10 above, PlanD has no objection to the application.

12.2 To cater for a longer development timeframe for the Sites in the context of NDA, a longer validity period of 6 years is suggested. Should the Committee decide to approve the application, it is suggested that the permission shall be valid until **25.9.2032** and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses attached at **Appendix IV** are suggested for Members' reference.

12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

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

14. Attachments

Appendix I	Application Form received on 12.6.2026
Appendix Ia	Consolidated SPS received on 26.8.2026
Appendix Ib	FI received on 22.9.2026
Appendix Ic	SPS and supplementary information received on 12.6.2026 and 13.6.2026
Appendix II	Previous Applications
Appendix III	Similar Applications
Appendix IV	Recommended Advisory Clauses
Appendix V	Public Comments
Drawings A-1 and A-2	Major Development Parameters Plans
Drawings A-3 and A-4	Indicative Layout Plans
Drawings A-5 and A-6	Indicative Section Plans
Drawings A-7 and A-8	Building Height Illustrations
Drawings A-9 to A-17	Photomontages
Drawings A-18 and A-19	Major Breezeways/Wind Corridor Plans
Plans A-1a and A-1b	Location Plans
Plans A-2a and A-2b	Site Plans
Plans A-3a and A-3b	Aerial Photos
Plans A-4a to A-4e	Site Photos
Plans A-5a and A-5b	Urban Design and Stepped Building Height Concept in KTN and FLN NDAs

**PLANNING DEPARTMENT
SEPTEMBER 2026**