寄件者: Benjamin Tung <[redacted]>
寄件日期: 2026年08月21日星期五 16:08
收件者: tpbpd/PLAND
副本: Jeffrey Po Kit WONG/PLAND; David Chi Chiu CHENG/PLAND; Ivan Sze Yuet FUNG/PLAND; Kenneth To; Pauline Lam; David Fok; Donald Chow
主旨: Section 16 Planning Application No. A/FSS/306 - Further Information No. 1
附件: S3187_FSSTL245_26_003Lg_Signed.pdf; 20260821_S3187_FI(1)_R-to-C.pdf; Annex A - 1F Swept Path Analysis.pdf; Annex B - SPS RP.pdf; Annex C - rVA.pdf; Annex D - LP.pdf

類別: Internet Email

Dear Sir/Madam,

Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use cum Public Vehicle Park
Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling
(Section 16 Planning Application No. A/FSS/306)

- Further Information No. 1 -

Reference is made to the captioned Planning Application and the departmental comments conveyed by Fanling, Sheung Shui & Yuen Long East District Planning Office, Planning Department during the period between July and August 2026.

We hereby submit this Further Information to address the departmental comments received. This FI submission consists of:

Response-to-Comment Table
Annex A – Swept Path Analysis for the 1/F of the Proposed Scheme
Annex B – Replacement Pages of Supporting Planning Statement
Annex C – Revised Visual Appraisal
Annex D – Updated Landscape Proposal and Tree Treatment Plan

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned or Mr David FOK at [redacted].

Thank you for your kind attention.

Best Regards,
Benjamin TUNG
Town Planner

KTA Planning Limited
[redacted]

By Email

Our Ref: S3187/FSSTL245/26/003Lg

21 August 2026

PLANNING LIMITED
規劃顧問有限公司

[redacted]

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

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Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

David FOK

cc. the Applicant & Team

DF/BT/DC/vy

Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use cum Public Vehicle Park
Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling
(Section 16 Planning Application No. A/FSS/306)

- Further Information No. 1 -

Items	Comments	Responses
1	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office, Planning Department received on 22 July 2026 (Contact Person: Mr. CHENG Chi Chiu, David, Tel: 3168 4046)**	
1.1	**General Comments** The application seeks minor relaxation of building height restriction from 65m to 77.25m (excluding basement) to facilitate the implementation of the aboveground carpark. Notwithstanding, it appears that the application may not be solely for relocating the basement carpark with 5m floor-to-floor (f-t-f) height aboveground, but also involves (i) increasing the f-t-f height of the relocated floor by 0.9m; (ii) increasing the f-t-f height of a PVP floor from 4m to 4.8m; (iii) providing an additional floor for industrial use and PVP with a height of 5.35m; and (iv) adding 0.2m to the topmost industrial use floor, resulting in an additional 7.25m in height, which accounts for about 60% of the total relaxation sought. It is also observed that there may be available floor area to accommodate parking spaces (e.g. 1st floor), rather than providing an additional floor to accommodate PVP. In this regard, these additional height relaxations shall be well justified. According to the planning statement, additional building setback and abundant and high-quality greenery will be provided as planning and design merits. The applicant shall clarify how these can be regarded as additional planning and design merits when compared with the approved General Building Plan (GBP) Scheme. If such features have already been incorporated under the approved GBP Scheme, the applicant may wish to explore/clarify other merits in supporting the application;	The application for minor relaxation of building height restriction is required to facilitate the incorporation of an aboveground carpark into the proposed development. It should be noted that the increases in building height referred to in items (i), (ii) and (iii) are all directly or indirectly attributable to the relocation of the ancillary carpark from the basement to aboveground levels, having regard to the operation requirements of the car park, site coverage constraint and the incorporation of the proposed building setbacks. As for bullet (iv), the additional 0.2m represents a reasonable design enhancement proposed under this Application. Detailed justifications are set out below: i) Although the ancillary carpark for light goods vehicles (LGVs) and private cars on 1/F, which is originally located in basement level, would theoretically require only a f-t-f height of 4.8m to 5m, part of 1/F is also required to accommodate a larger vehicular ramp and manoeuvring space serving the PVP (including MGVs) on 2/F to 6/F. The PVP accommodates 20 medium goods vehicles (MGVs) parking spaces for on 2/F to 4/F. Both the MGV parking area and its associated vehicular ramp require a 5.9m f-t-f height. Accordingly, the proposed 5.9m f-t-f height for 1/F is necessary to allow the MGV to access upper PVP floors; ii) Under the approved GBP scheme, all MGV and LGV parking spaces were accommodated on G/F to 3/F, while the uppermost PVP floor (4/F) was used exclusively for private car parking and therefore adopted a f-t-f height of only 4m. Under the proposed scheme, one of the LGV space on the PVP at G/F will be displaced by the ancillary carpark and

Items	Comments	Responses
		relocated to 5/F due to the full occupancy of parking spaces on 1/F to 4/F. The swept path analysis (**Annex A** refers) demonstrates that adding the LGV on 1/F will obstruct the private car manoeuvring into the accessible private car parking space. As a result, the f-t-f height of the PVP floor at 5/F is required to increase from 4m to 4.8m; iii) Under the approved GBP scheme, G/F serves both ancillary carpark and PVP uses, and 1/F to 4/F comprise four levels of PVP. The basement level accommodates the ancillary carpark only, which a significant amount of floor area under the vehicular ramp could be used for parking. Owing to the reduced coverage applicable to aboveground levels, larger vehicular ramp and manoeuvring space for PVP (MGVs), and the loss of the aforementioned parking space under the vehicular ramp, the floor area for ancillary carpark on 1/F of the Propose Scheme is about 270m^2 less than the basement level, which is insufficient to accommodate all the ancillary parking space at the basement level. Consequently, additional spaces are required on G/F for ancillary parking. As the provision of PVP spaces on other floors has already been optimised in the approved GBP scheme, the loss of parking spaces arising from the expanded ancillary car park can only be compensated through the provision of additional PVP floor area beyond the existing four PVP levels on 2/F to 5/F. At the same time, the approved GBP scheme has seven industrial floors from 5/F to 12/F. Of these, the three storeys under 47m in height adopt a site coverage of 77%, while the other four storeys above 47m are subject to a maximum site coverage of 65%. Such site coverage arrangement was formulated with reference to PNAP APP-132 in order to maximise the development footprint. However, under the proposed scheme, the introduction of the aboveground carpark shifts the industrial floors upward. As a result, only one industrial floor can retain the larger site coverage of 77%, while all remaining industrial floors are restricted to a maximum site coverage of 65%. Accordingly, the permitted

Items	Comments	Responses
		industrial GFA can no longer be accommodated within the original seven industrial floors. In addition, the approved GBP scheme is only a testing scheme which has not maximised its full development potential. To make use of the remaining GFA (about 109m^2), the proposed scheme therefore combines the additional space required for the PVP and the residual industrial GFA within a mixed-use floor at 6/F. The f-t-f height of 6/F is 5.35m, consistent with that adopted for other industrial floors. iv) Under the approved scheme, the topmost industrial floor adopts a reduced f-t-f height of 5.15m in order to comply with the prevailing OZP restriction. Given that a building height relaxation is now required to facilitate the aboveground carpark design, the Applicant wishes to take this opportunity to rationalise the f-t-f height of all industrial floors to a consistent 5.35m. Regarding the provision of planning and design merits, it should be noted that, apart from the 4.08m wide Non-Building Area (NBA) requirement along the northeastern boundary of the Site under the land lease, there are no other setback or greening requirement under either the statutory plans or the lease conditions. Design features voluntarily incorporated by the Applicant under the approved GBP scheme should not be regarded as a baseline for assessing the planning and design merits of the current application for minor relaxation of building height restriction. When assessed against the requirements stipulated under the OZP and the lease conditions, the proposed scheme offers the following additional planning and design merits on a voluntary basis: • A setback of about 3.775m along the footpath to the southwest of the Site; • A setback of about 0.7m along On Kui Street to the northwest of the Site; • An additional setback of 0.2m beyond the required 4.08m wide NBA to the northeast of the Site; and

Items	Comments	Responses
		• A total greenery area of about 408m^2, representing about 25% of the site area. These measures constitute additional planning and design enhancements voluntarily provided by the Applicant and should be recognised as planning merits in support of the proposed minor relaxation of the building height restriction.
1.2	**<u>Specific Comments</u>** Table 3.1: Please advise the floor area for industrial use, ancillary loading/ unloading and carpark, and public vehicle park under the approved GBP Scheme as well as under the Proposed Scheme;	The floor area for industrial use, ancillary loading/ unloading and carpark, and public vehicle park under the approved GBP Scheme as well as under the Proposed Scheme have been reflected in Table 3.1 of the Supporting Planning Statement (SPS) (**Annex B** refers).
1.3	Table 3.1: It appears that the information for remarks (1) and (2) is missing. Please clarify;	Table 3.1 of the SPS has been updated.
1.4	Figures 3.1 and 3.2: According to p.8 of the Application Form and Schematic Architectural Drawings, industrial use will be provided on the G/F, whereas it is not shown in Figures 3.1 and 3.2. Please clarify;	Figures 3.1 and 3.2 of the SPS have been updated.
1.5	Figures 3.1 and 3.2: Please indicate the cycle track and service lane in Figures 3.1 and 3.2;	Figures 3.1 and 3.2 of the SPS have been updated.
1.6	Figure 3.1: According to paragraph 3.2.2 of the planning statement and the basement floor plan enclosed in the Tree Preservation and Removal Proposal, the basement floor under the approved GBP Scheme almost fully occupied the site, except for the area designated as non-building area (NBA). However, according to Figure 3.1, it appears that the NBA is still occupied by ancillary L/UL and carpark areas. Please clarify;	Figure 3.1 of the SPS has been revised.
1.7	Para 3.2.4: The applicant wishes to minimise the aboveground areas serving the ancillary parking since they are accountable for gross floor area (GFA) calculation under lease. The applicant may wish to review whether this statement is still applicable under the latest GFA exemption arrangement; and	According to the current lease, for parking spaces provided at or above the ground level and loading/unloading spaces provided above the ground level, 50% of the area shall be taken into account for the calculation of the total gross floor area.

Items	Comments	Responses
		Although the Aboveground Parking Spaces in any two floors and the ancillary areas serving such parking spaces will be 100% GFA exemption, the lot owner has to apply to LandsD for an approval / consent letter according to *Land Administration Office Practice Note Issue No. 9/2025*. The issue of the approval / consent letter will be subject to payment of premium and administrative fee for the Specified Exempted GFA, which is the difference between the GFA of the Aboveground Parking Spaces and the ancillary areas serving such parking spaces calculated under lease before and after approval of the Director is granted. To reduce the payment of premium, the Applicant wish to minimise the ancillary areas serving the Aboveground Parking Spaces in any two floors.
1.8	It is noted that the types of vehicles to be accommodated on each floor are shown on the floor plans. Please also provide a summary table on the number and types of vehicles under the GBP Approved Scheme and the Proposed Scheme on each floor for comparison purpose.	Summary tables on the number and types of vehicles under the Approved GBP Scheme and the Proposed Scheme have been added as Tables 3.2 and 3.3 of the SPS.
2	**Comments from Urban Design Unit, Planning Department received on 22 July 2026 (Contact Person: Ms. TSANG Tsz Yan, Vanessa, Tel: 3565 3942)**	
2.1	VP2 – given that the sensitivity of public viewers from this VP is high and part of the sky view will lose due to the proposed minor relaxation of building height restriction, the overall visual impact of the proposed development from this VP should be "moderate";	The overall visual impact of the proposed development from VP2 has been revised to "moderate" in the Visual Appraisal (VA) (**Annex C** refers).
2.2	VP3 – the sensitivity of public viewers from this VP should be "medium";	The sensitivity of public viewers from VP3 has been revised to "medium" in the VA.
2.3	Section 4 Conclusion should be suitably updated in view of the above comments;	Section 4 of the VA has been updated accordingly.
2.4	para. 3.4.1 – the sentence should read "High-rise residential developments can be seen in the far right left distance; and	Para. 3.4.1 of the VA has been revised.
2.5	Figures 3.1 to 3.4 – blank façade treatment of the proposed development should be avoided.	Figures 3.1 to 3.4 of the VA have been revised.

Items	Comments	Responses
3	**Comment from Landscape Unit, Planning Department received on 18 August 2026 (Contact Person: Mr. NG Tat Yuen, Henry, Tel: 3565 3942)**	
3.1	With reference to the aerial photo and site photos, the site was largely formed. According to our site visit, some common trees were observed along the site boundaries. According to the Supporting Planning Statement, 24 existing trees (including 2 dead trees and 2 emergency felled trees) will be felled and 27 compensatory trees will be planted within the future development, to achieve a minimum 1:1.125 compensation ratio. According to the Proposed Scheme, greenery areas and vertical greening were proposed. According to the Application Form, no tree felling will be involved.	Noted. All trees within Pink Area and Green Area were approved "Felled" by LandsD. With reference to the enclosed Landscape proposal, an updated planting proposal (**Annex D** refers) should be referred.
4	**Further Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office, Planning Department received on 18 August 2026 (Contact Person: Mr. CHENG Chi Chiu, David, Tel: 3168 4046)**	
4.1	According to the aerial photo, some tree canopies are encroaching both within and outside the site. It is understood that the applicant has submitted a tree survey and proposed some tree treatment measures. In this regard, please advise whether the tree survey and tree treatment measures have also taken into account trees located outside the site (apart from tree T1), if any, including their tree canopies. If there are any trees located outside the site with tree canopies encroaching onto the site that may affect the proposed development, they should also be taken into account.	For trees outside the application site but inside adjacent lot, which will be tackled with the adjacent lot owner for tree crown trimming when required, following the standard procedure of LAO PN 6/2023.

Encl.

Annex A – Swept Path Analysis for the 1/F of the Proposed Scheme
Annex B – Replacement Pages of Supporting Planning Statement
Annex C – Revised Visual Appraisal
Annex D – Updated Landscape Proposal and Tree Treatment Plan

Compiled by: KTA
Date: 21 August 2026
File Ref: 20260821_S3187_FI(1)_R-to-C

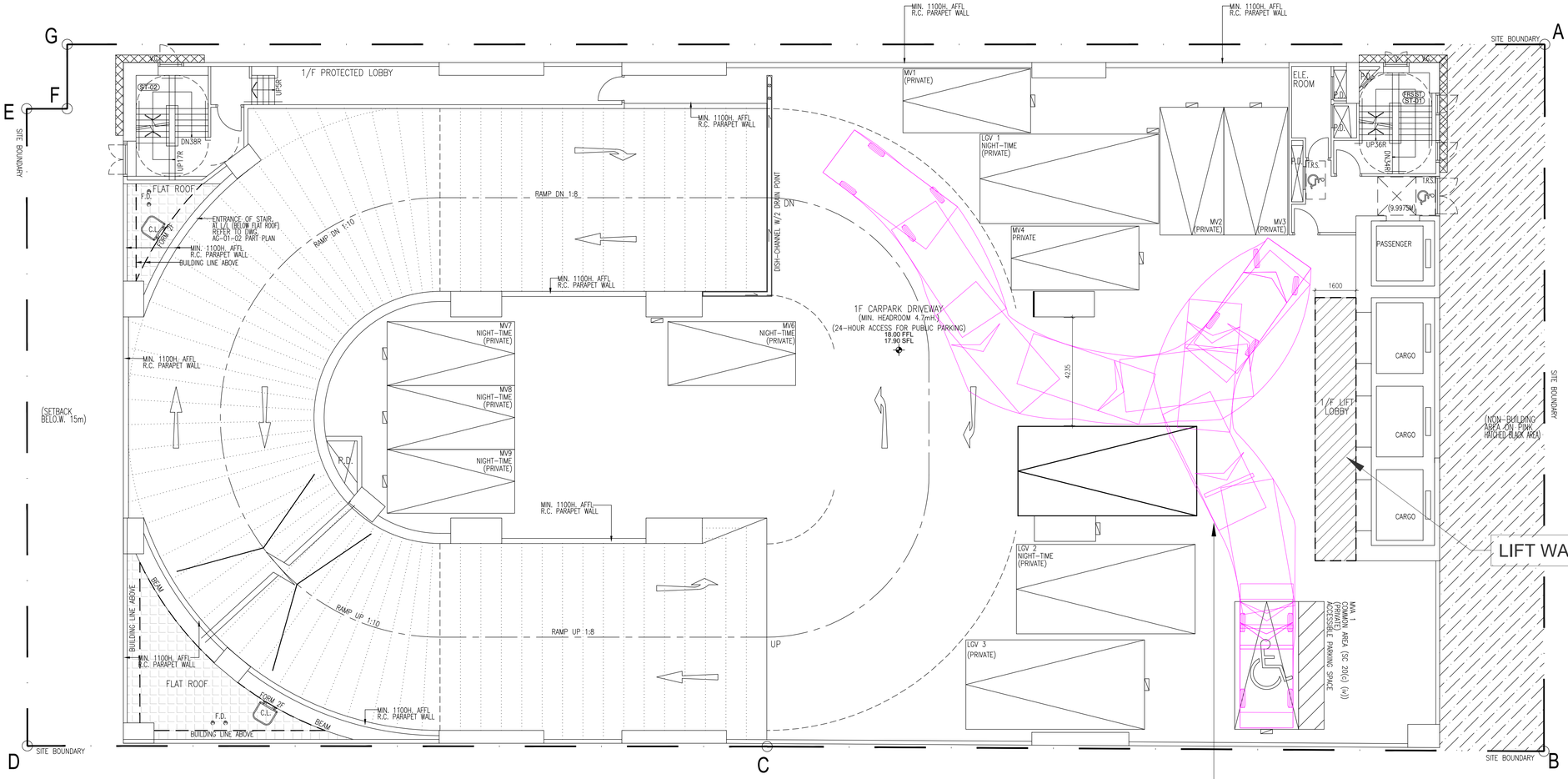
Annex A

Swept Path Analysis for the 1/F of the Proposed Scheme

DRAWING NO AG-01-03_02 REV (SP01)

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



THE MANOEUVRING/PARKING FOR ACCESSIBLE PARKING SPACE WILL BE OBSTRUCTED BY THE ADDITIONAL LGV SPACE

1 / - FIRST FLOOR PLAN
1:100 @A1

26017HK - 1/F_02 (SP01)

2026.08.18

REVISION	DESCRIPTION	BY	DATE	APPROVED
-	1st SUBMISSION	LCYT	JUL23	TL

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior

1601, 16/F., Olympia Plaza, 255 King's Road, North Point, Hong Kong
Tel: (852)21971188, Fax: (852)21971133, Email: agc@agcdesign.com.hk

PROJECT

Proposed Development of Industrial Building at On Kui Street, Fanling, New Territories (FSSTL 245)

TITLE

FIRST FLOOR PLAN

DRAWN	KWY	DATE	JUN 2023	CAD REF	C:\Users\lam3\Downloads\AG-01-03_1F_02-Revised.dwg
CHECKED	WSC	SCALE	A.S. @A1	DRAWING NO	AG-01-03_02
DESIGNED	LSC	APPROVED	TL	REV	(SP01)

PROJECT NO. J684

Annex B

Replacement Pages of Supporting Planning Statement

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3 PROPOSED DEVELOPMENT SCHEME

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

3.1.1 With a site area of approximately 1,631.3m² and a proposed plot ratio of 5, the Proposed Scheme will yield a total gross floor area (GFA) of about 8,156.5m². The Proposed Scheme involves a minor relaxation of the BH restriction from 65m to 77.25m due to the relocation of ancillary carpark from underground to aboveground. To provide the PVP required under lease and to comply with the relevant building regulations, the coverage of the building has already been optimised as far as possible.

3.1.2 The Proposed Development will be a 14-storey industrial building accommodating a PVP. Please refer to **Table 3.1** below for the proposed development parameters, **Tables 3.2** and **3.3** for the internal transport facilities provision, and ***Appendix 1*** for the indicative master layout plan, floor plans and section plans.

Table 3.1 Development Parameters of the Proposed Scheme

Development Parameter	Approved GBP Scheme (a)	Proposed Scheme (b)	Difference (b) - (a)
Site Area	About 1,631.3m^2	About 1,631.3m^2	No change
Plot Ratio	About 4.9332	Not more than 5	No change
Accountable GFA - *Industrial Use* Disregarded GFA[(1)] - *Ancillary L/UL and Carpark[(2)]* - *Public Vehicle Park[(3)]* - *Others (e.g. E&M)*	About 8,047.464m^2 *About 8,047.464[(4)]* *About 1,720* *About 5,520* *About 1,351*	Not more than 8,156.5m^2 *About 8,156.5* *About 2,052[(5)]* *About 6,097[(6)]* *About 1,147*	 *+109.036m^2* *+332m^2* *+577m^2* *-204m^2*
Building Height (main roof) (excluding basement)	About 65m (+76.85mPD) (excluding basement)	Not more than 77.25m (+89.1mPD)	+12.25m (18.85%)
No. of Blocks	1	1	No change
No. of Storeys - *Industrial Use* - *Aboveground Carpark* - *Basement Carpark*	13 *7* *5* *1*	14 *7.5* *6.5* *0*	+1 *+0.5* *+1.5* *-1*
Site Coverage	84.330% *(Below 28m)* 76.563% *(Below 44m)* 64.998% *(Above 44m)*	Not more than 85% *(Below 36m)* Not more than 77% *(Below 47m)* Not more than 65% *(Above 47m)*	No change
Public Vehicle Park - *Private Car Parking Spaces* - *LGV Parking Spaces* - *MGV Parking Spaces*	 *25 (incl. 1 accessible space)* *5* *20*	 *25 (incl. 1 accessible space)* *5* *20*	No change
Ancillary Vehicle Park - *Private Car Parking Spaces* - *Motorcycle Parking Spaces* - *LGV Parking Spaces* - *L/UL Bays for LGV* - *L/UL Bays for MGV*	 *9 (incl. 1 accessible space)* *1* *6* *2* *3*	 *9 (incl. 1 accessible space)* *1* *6* *2* *3*	No change

(1) The disregarded GFA is for reference only and is subject to detailed design and verification by the Building Authority.
(2) Loading/unloading area and ancillary car parking space to be provided underground and not more than two floors aboveground are disregarded from GFA calculation according to the revised PNAP APP-2.
(3) Floor area for Public Vehicle Park are disregarded from total GFA calculation according to the lease and OZP.
(4) The Approved GBP Scheme is only a testing scheme which has not maximised its full development potent
(5) Including part of G/F and the whole of 1/F. Although there are no PVP parking spaces on 1/F, the driveway and vehicular ramp of 1/F have been enlarged to serve the PVP vehicles driving up/down.
(6) Including part of G/F, the whole 2/F, 3/F, 4/F, 5/F and part of 6/F. Since the Proposed Scheme has half floor more for PVP, there is an increase of PVP floor area as compared with the Approved GBP Scheme.

Table 3.2 Internal Transport Facilities Provision under the Approved GBP Scheme

	Vehicle Type	Description	B/F	G/F	1/F	2/F	3/F	4/F	Total
Ancillary	**Motorcycle**	Parking	1						1
	Private Car (+ Accessible)	Parking	8+1						9
	LGV	Parking	6						6
		L/UL	1	1					2
	MGV	Parking							0
		L/UL		3					3
			17	4	0	0	0	0	21
Public	**Vehicle Type**	**Description**	**B/F**	**G/F**	**1/F**	**2/F**	**3/F**	**4/F**	**Total**
	Motorcycle	Parking							0
	Private Car (+ Accessible)	Parking						24+1	25
	LGV	Parking		2			3		5
		L/UL							0
	MGV	Parking			7	8	5		20
		L/UL							0
			0	2	7	8	8	25	50

Table 3.2 Internal Transport Facilities Provision under the Proposed Scheme

	Vehicle Type	Description	G/F	1/F	2/F	3/F	4/F	5/F	6/F	Total
Ancillary	**Motorcycle**	Parking	1							1
	Private Car (+ Accessible)	Parking		8+1						9
	LGV	Parking	3	3						6
		L/UL	2							2
	MGV	Parking								0
		L/UL	3							3
			9	12	0	0	0	0	0	21
Ancillary	**Vehicle Type**	**Description**	**G/F**	**1/F**	**2/F**	**3/F**	**4/F**	**5/F**	**6/F**	**Total**
	Motorcycle	Parking								0
	Private Car (+ Accessible)	Parking						13+1	11	25
	LGV	Parking	1				3	1		5
		L/UL								0
	MGV	Parking			7	8	5			20
		L/UL								0
			1	0	7	8	8	15	11	50

3.2 Comparison with the Approved GBP Scheme

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

the same as the Approved GBP Scheme.

Minor Increase in BH and Number of Storeys

3.2.2 Under the Approved GBP Scheme, the basement floor almost fully occupied the Site, except the area designated as NBA. A single basement storey with a f-t-f height of 5m was found sufficient to accommodate most of the ancillary car parking spaces. The remaining ancillary car parking spaces and loading and unloading bays are located on G/F.

3.2.3 To fulfil the parking space requirement mentioned in para. 2.6.1, given the vehicular ramp for MGV already occupies about half of the Site, the Approved GBP Scheme provides five aboveground storeys for PVP use. The f-t-f height of G/F, 1/F, 2/F and 3/F is 5.9m due to the provision of MGV parking spaces. 4/F with only private car parking spaces have a f-t-f height of 4m. The remaining levels (5/F to 11/F) are used for industrial uses, having the same f-t-f height of 5.35m except 11/F having a compromised f-t-f height of 5.15m to meet the statutory 65m BH restriction.

3.2.4 In the Proposed Scheme, the underground carpark is relocated aboveground. With the incorporation of the required NBA and proposed setbacks (section 3.3.3 refers), the site coverage of aboveground floors is limited to about 85% only. Considering the provision of vehicular ramp to PVP, one aboveground storey is not sufficient to accommodate all ancillary parking spaces. To minimise the aboveground areas serving the ancillary carpark (such as driveways and ramps) which are accountable for GFA calculations under lease (50%) and subject to the premium assessment according to *Land Administration Office Practice Note Issue No. 9/2025*, the ancillary carpark is proposed at G/F and 1/F and hence the PVP will occupies 2/F to 6/F. The f-t-f height of G/F, 1/F, 2/F, 3/F and 4/F will be 5.9m due to the provision of MGV parking spaces up to 4/F. 5/F with LGV and private car parking spaces will have a f-t-f height of 4.8m.

3.2.5 To minimise the BH, reference has been made to the Set Back Approach under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ("PNAP") APP-132 to optimise the site coverage of the Proposed Development. Nonetheless, referring to Appendix B of PNAP APP-132, lower site coverage is allowed at higher levels. As a result, 6/F will be a mixed-use floor accommodating a portion of industrial use and some PVP parking spaces. All floors for industrial use (6/F to 13/F) will have a f-t-f height of 5.35m, which is the same as the f-t-f height of the industrial use floors under the Approved GBP Scheme.

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

Figure 3.1 Indicative Section of the Approved GBP Scheme

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

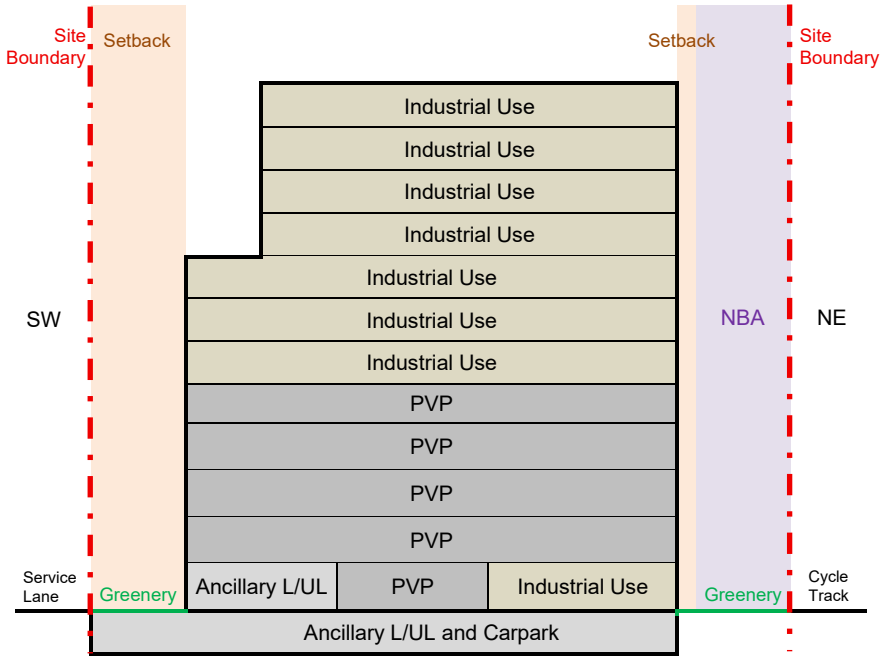
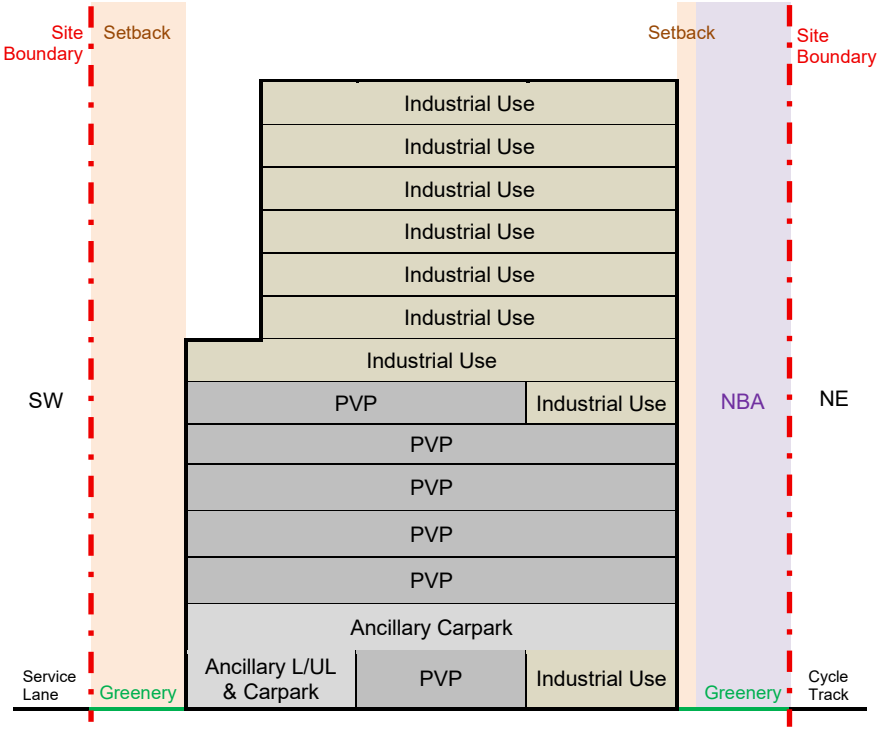


Figure 3.2 Indicative Section of the Proposed Scheme

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



Similar Development Parameters as per the Approved GBP Scheme

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

3.3 Planning and Design Merits

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

Additional Building Setback

3.3.2 The Approved OZP imposes no setback requirements on the Site. However, as noted in Sections 2.5 and 2.6, the Proposed Development incorporates a setback of 4.08m from its northeastern boundaries to maintain the NBA stipulated on the Adopted Layout Plan and the lease document. Other than that, there are no setback requirement on other sides under the Adopted Layout Plan and lease document.

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

Southwestern Setback

3.3.4 The stone tablets to the immediate west of the Site are relics that have been existed for nearly a hundred years (since 1930). The passage abutting the southwestern boundary of the Site used to be the only way to Shung Him Tong village via the then On Lok Tsuen. There were conflicts between the two villages on the usage of the passage. The Government erected the stone tablets on the passage for settling the dispute, announcing the prohibition of tethering of cows on the path, obstructing pedestrian nor causing damage to the path.

3.3.5 To protect the stone tablets which preserves this unique local history, a setback of approximately 3.775m along the footpath to the southwest of the Site is proposed as a buffer area between the stone tablets and the Proposed Development. Within the buffer area, greenery planting will be provided to enhance the visual amenity of the service lane and complement the cultural ambience brought by the stone tablet.

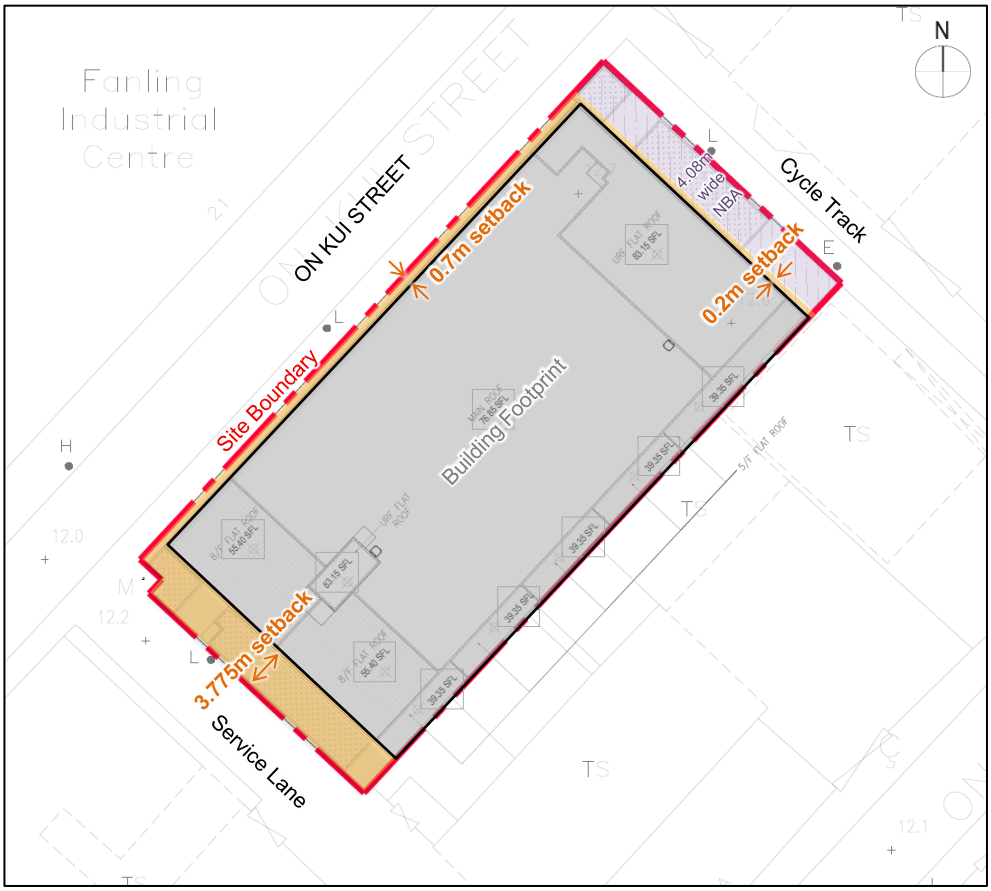
Northwestern Setback

3.3.6 A 0.7m setback along On Kui Street to the northwest is proposed in order to widen the footpath from 2.5m to 3.2m, improving pedestrian mobility and safety along the local distributor road within On Lok Tsuen industrial area.

Northeastern Setback

3.3.7 In addition to the 4.08 wide NBA required under the lease conditions that is also designated to provide greenery along the existing cycle track, the Applicant proposes an extra 0.2m setback to further increase the building setback to 4.28m, allowing for a secondary strip of greenery to enhance the visual environment along the cycle track and footpath.

Figure 3.3 Location of Additional Building Setbacks



3.3.8 These setback areas will be utilised as green buffer to create a more spacious pedestrian realm and contribute to a pleasing pedestrian environment.

Abundant and High-quality Greenery

3.3.9 In order to enhance the aesthetics and environmental quality of the industrial area, particularly at the pedestrian level. The Applicant has taken the opportunity to maximise the greenery coverage of the Site. The Proposed Scheme has introduced two planting strips along the northeastern and southwestern boundaries to provide spatial and visual relief at street level, contributing greenery area[1] of about 240m^2 (**Figure 3.4** refers). The proposed planting strips can enhance the existing unattractive service lanes into a more pleasing public space.

3.3.10 The Proposed Scheme has also introduced a total of 168m^2 vertical green[2] along On Kui Street and the northern and western corners of the Proposed Development. The vertical green will soften the building edge of the Proposed Development and create visual interest.

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

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

3.3.11 With a total greenery area of 408m^2 (about 25% of the site area), the establishment of vegetation corridors along the On Kui Street and the adjoining footpath and cycle track should be considered as abundant and high-quality greenery.

Figure 3.4 Artist Impression Viewing from the North of the Site



Figure 3.5 Artist Impression Viewing from the West of the Site



3.4 Implementation Programme

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

4 TECHNICAL CONSIDERATION

4.1 Visual

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

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

4.2 Tree & Landscape

4.2.1 The Tree Preservation and Removal Proposal ("TPRP"), enclosed in ***Appendix 3***, has been conducted to evaluate the treatment of existing trees in response to the Proposed Development. Based on the tree survey, a total of 24 nos. of trees are surveyed within the Site, and 1 no. locating at Green Area is encroached in the Planning Application Boundary. No mature tree (i.e. over 750mm DBH) and/or distinctive landscape character/resources area found within the Site. All 24 nos. existing trees within the Site are proposed to be felled (including 2 nos. dead trees and 2 nos. emergency felled trees), as well as the 1 no. additional at Green Area. Total number of 27 nos. compensatory tree plantings within the future development, to achieve a minimum 1:1.125 compensation ratio in quantity. The TPRP was submitted to Lands Department in August 2023 and approval were given in September 2023. A Landscape Proposal and a Tree Treatment Plan with updated architectural layout enclosed in ***Appendix 4*** has been prepared to demonstrate the feasibility and maintenance of planters and vertical green.

Table 3.4 Summary of Proposed Compensatory Tree Species

Code	*Tree Species (Botanicla Name)*	Tree Species (Chinese Name)	DBH (mm)	Crown Spread (m)	Overall Height (m)	Spacing (m)	Live-Crown Ratio	Quantity
PM	**Podocarpus macrophyllus (Thunb.) Sweer**	**羅漢松**	**80**	**1**	**2**	**1.5**	**0.4**	**18**
TM	Terminalia Mantaly	小葉欖仁	120	3.5	5	4	0.4	9
							Total	27

NOTE: Species highlighted in **BOLD** text denote Native plant species.

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

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

VISUAL APPRIASAL

August 2026

Applicant:
Ample Skill Limited

Prepared by:
KTA Planning Limited

PLANNING LIMITED
規劃顧問有限公司

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

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

Visual Appraisal

1 INTRODUCTION

1.1 Purpose

1.1.1 This Visual Appraisal is prepared on behalf of Ample Skill Limited in support of the s.16 Planning Application to enable the Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use cum Public Vehicle Park ("the Proposed Development") at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling ("the Application Site"). This Visual Appraisal ("VA") evaluates, in accordance with the 'Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board' (TPB PG-No. 41A), the anticipated visual impacts of Proposed Development on the viewers relevant to the Application Site and concludes with a recommendation on mitigation measures if necessary.

2 IDENTIFICATION OF VIEWING POINTS

2.1 Selection of Representative Viewing Points

2.1.1 Representative Viewing Points (VPs) have been selected for assessing the visual impact to the public viewers. These VPs cover public views from easily accessible and popular area from different directions. When selecting VPs, priority has been given to major public open space, public focal points, open spaces, key pedestrian nodes, and pedestrian/vehicular corridor will be considered as major visual sensitive viewpoints.

2.1.2 In this VA, four VPs are selected for assessment on the visual impact of Proposed Development for demonstrating the potential cumulative impact, which are briefly introduced as follows and summarised in **Table 2.1**. Location of the VPs are illustrated in **Figure 2.1**.

VP1 – Shung Him Tong Tsuen

2.1.3 Located about 290m to the southeast of the Application Site, Shung Him Tong Tsuen is a village located on the southeast side of the On Lok Tsuen Industrial Area. There are a few Graded Historic Buildings within the village, namely Kin Tak Lau, Main Building (Grade 1), Shek Lo, Main Building and Annex Block (Grade 1) and Tsung Kyam Church (Grade 3). VP1 is selected to represent the view from the east and southeast of the Application Site perceived by the villagers and visitors of Shung Him Tong Tsuen. The visual sensitivity is considered low.

VP2 – On Lok Tsuen (No.3) Sitting-out Area

2.1.4 On Lok Tsuen (No.3) Sitting-out Area is a corner public pleasure ground abutting On Kui Street, Lok Ming Street and On Lok Mun Street. Located about 160m to the southwest of the Application Site, it is the only open space in the On Lok Tsuen Industrial Area which has a direct view towards the Application Site. This VP represents the views from the south and southwest and access the impact to the passive recreational users of this sitting-out area. The visual sensitivity is therefore considered high.

VP3 – Old Luen Wo Market

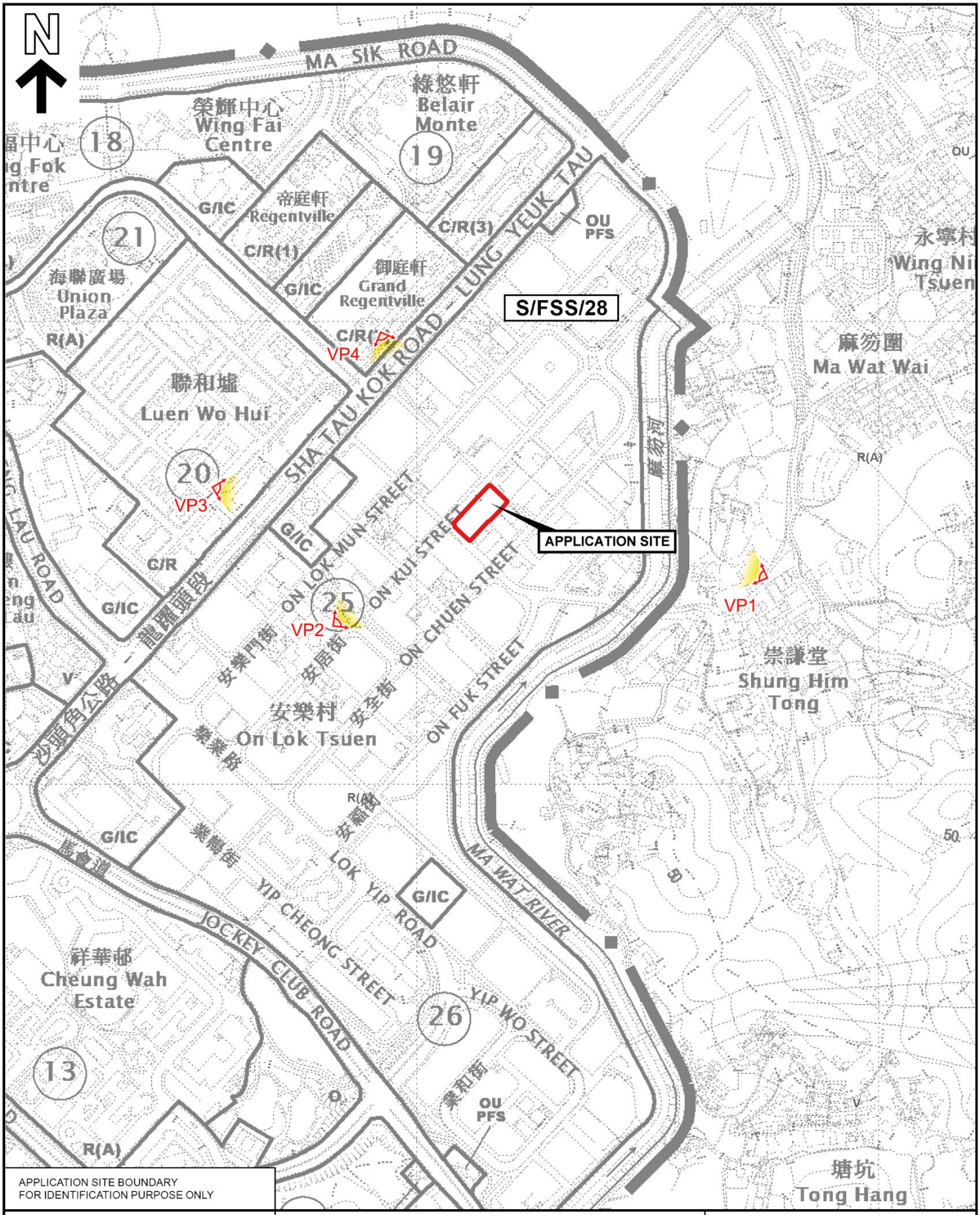
2.1.5 Old Luen Wo Market is a local prominent focal point in Fanling. Listed as a Grade 3 historic building, the revitalised market building now serves as a community hub for local farmers and artisans, and offers an open, accessible public space for weekend outdoor market stalls. Located about 260m to the west of the Application Site, this VP is selected to capture the view of the Application Site from the west at a popular public gathering spot. The potential public viewers will be local residents and visitors to the market. The visual sensitivity in VP3 is considered medium.

VP4 – Luen Wo Hui Children's Playground

2.1.6 Located about 200m to the northwest of the Application Site, Luen Wo Hui Children's Playground is located on a major road, Sha Tau Kok Road – Lung Yeuk Tau and adjacent to a high-rise residential development, namely Grand Regentville. This VP is selected to access potential visual impact from the north and northwest to passive and active recreational users. The visual sensitivity in VP4 is considered high.

Table 2.1 Identified Viewpoints with Preliminary Analysis

Viewpoints (VPs)	Distance/ Direction (Approx.)	Height in mPD (Approx.)	Viewers	Nature of VP	Popularity by Public	Sensitivity of Viewers
VP1: Shung Him Tong Tsuen	290m/ Southeast	+12	Local Residents, Visitors and Commuters	Kinetic	Occasional	Low
VP2: On Lok Tsuen (No.3) Sitting-out Area	160m/ Southwest	+14	Passive Recreational Users	Static	Occasional	High
VP3: Old Luen Wo Market	260m/ West	+15	Local Residents, Visitors and Commuters	Kinetic & Static	Frequent	Medium
VP4: Luen Wo Hui Children's Playground	200m/ Northwest	+15	Active/Passive Recreational Users	Static	Occasional	High



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

PLANNING LIMITED
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LOCATION OF VIEWING POINTS

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

SCALE 1 : 5 000

FIGURE 2.1

EXTRACT PLAN BASED ON OUTLINE ZONING PLAN No. S/FSS/28 APPROVED ON 19.4.2024

DATE: 18.6.2026

3 ASSESSMENT OF VISUAL IMPACTS

3.1 Subject of Assessment

3.1.1 The assessment will focus on visualising and comparing the visual impact of the prevailing building height (BH) restriction of 65m stipulated on the OZP (the Prevailing OZP Restriction) and the **Proposed Scheme** with proposed relaxation of BH restriction to not more than 77.25m to the public viewers in the area (the Proposed Scheme).

3.1.2 The Proposed Scheme has introduced additional planning and design merits beyond compliance of the OZP requirements, including proposed voluntary building setbacks of about 3.775m and 0.7m towards the southwest and northwest of the Site respectively, and further voluntary setback of 0.2m from the 4.08m wide NBA to the northeast of the Site stipulated on the Adopted Layout Plan and lease documents.

3.1.3 It is noted that there are a number of temporary structures/uses in the On Lok Tsuen Industrial Area that have not developed up to the its maximum plot ratio and BH permitted under the OZP.

3.2 VP1 – Shung Him Tong Tsuen

3.2.1 **VP1** (**Figure 3.1** refers) is taken from Shung Him Tong Tsuen near Tsung Kyam Church. The main visual elements include existing vegetation within Shung Him Tong Tsuen in the foreground, Hi-Speed Centre 1 (about +77.5mPD) on the left, residential towers of Grand Regentville (about +130mPD) on the right, and open sky view for the backdrop. As seen from the Prevailing OZP Restriction, the Proposed Scheme is mainly screened off by the vegetation from this viewpoint, showing the façade to the southeast of the Application Site. While a 12.25m BH increase is noticeable in the Proposed Scheme, the introduction of setbacks to the southwest and northwest of the Application Site creates a slenderer profile, therefore maintains the openness of the sky view. The magnitude of change from VP1 would be graded as slight.

3.3 VP2 – On Lok Tsuen (No.3) Sitting-out Area

3.3.1 **VP2** (**Figure 3.2** refers) is taken from the leisure facility. It captures the industrial developments including Hi-Speed Centre 1 and access roads within the On Lok Tsuen Industrial Area in the foreground and open sky view as the backdrop. Since the Proposed Development is situated on a vacant site, having visual changes would be unavoidable. Under the Prevailing OZP Restriction the Proposed Scheme is visible with its upper portion and facades obstructing a portion of the sky view in between the industrial developments. Increasing changes of BH is noticeable in the Proposed Scheme, yet similar to the Prevailing OZP Restriction, the overall sky view will not be affected, and the perceptible visual change would be compatible with the surrounding built fabric. The magnitude of change from VP2 would be graded as moderate.

3.4 VP3 – Old Luen Wo Market

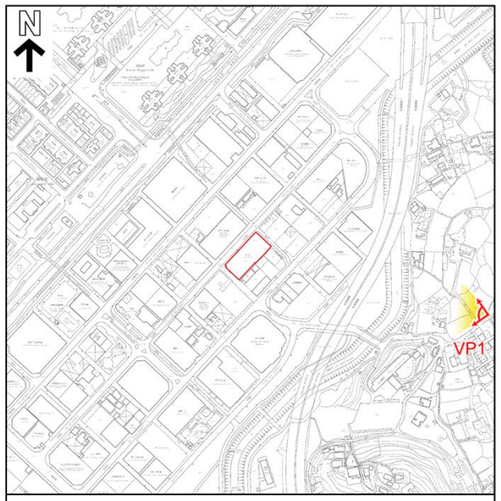
3.4.1 **VP3** (**Figure 3.3** refers) captures the environment in front of the revitalised Old Luen Wo Market. The main visual elements include the taxi and minibus lay-by stop at Luen Wo Road and the verdant street vegetation along Luen Wo Hui Playground and Sha Tau Kok Road – Lung Yeuk Tau in the foreground, with open sky view as backdrop. High-rise residential developments can be seen in the far left distance. The street vegetation completely screens the view towards the Application Site and the whole On Lok Tsuen Industrial Area. Under the Prevailing OZP Restriction, the rooftop of the Proposed Scheme would be visible above the vegetation, obstructing a tiny portion of the open sky view. Despite the increased BH, the Proposed Scheme would introduce slightly more visual obstruction but would not significantly alter the overall sky view. The magnitude of change from VP3 would be graded as slight.

3.5 VP4 – Luen Wo Hui Children's Playground

3.5.1 **VP4** (**Figure 3.4** refers) captures the prominent tall paperbark trees and roadside vegetation along the Sha Tau Kok Road – Lung Yeuk Tau in the foreground and industrial developments of the On Lok Tsuen Industrial Area and the sky view as backdrop. The Proposed Scheme is located behind the Commercial Vehicle Service Centre (about +19.3mPD) and the roadside vegetation. Part of the upper portion and façade of the Proposed Development would be visible under the Prevailing OZP Restriction. The Proposed Scheme at +89.1mPD would further obstruct a portion of the sky view yet the tall trees and surrounding development would continue to screen and diminish the visual changes behind it. The magnitude of change from VP4 would be graded as slight.



EXISTING VIEW



KEY PLAN
SCALE: 1: 2 500



PREVAILING OZP RESTRICTION



PROPOSED SCHEME

KTA PLANNING LIMITED
規劃顧問有限公司

PHOTOMONTAGE

VP1 - SHUNG HIM TONG TSUEN

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

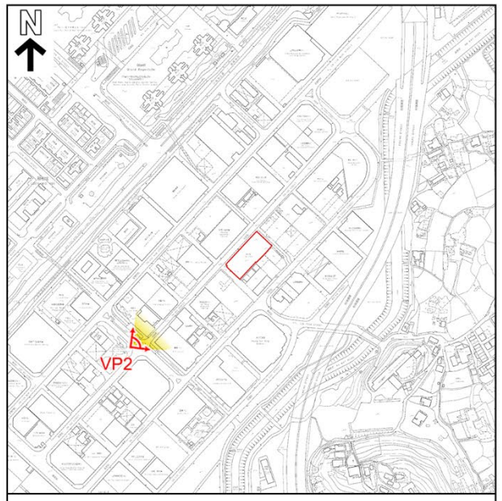
FIGURE 3.1

BASED ON SITE PHOTO
TAKEN ON 9.6.2026

DATE: 10.8.2026

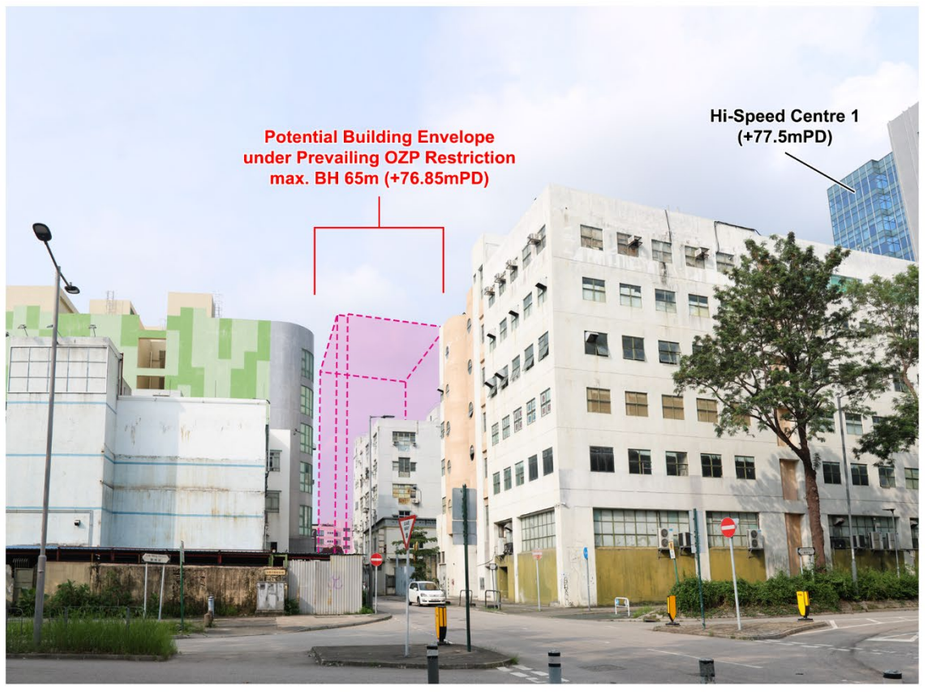
EXISTING VIEW

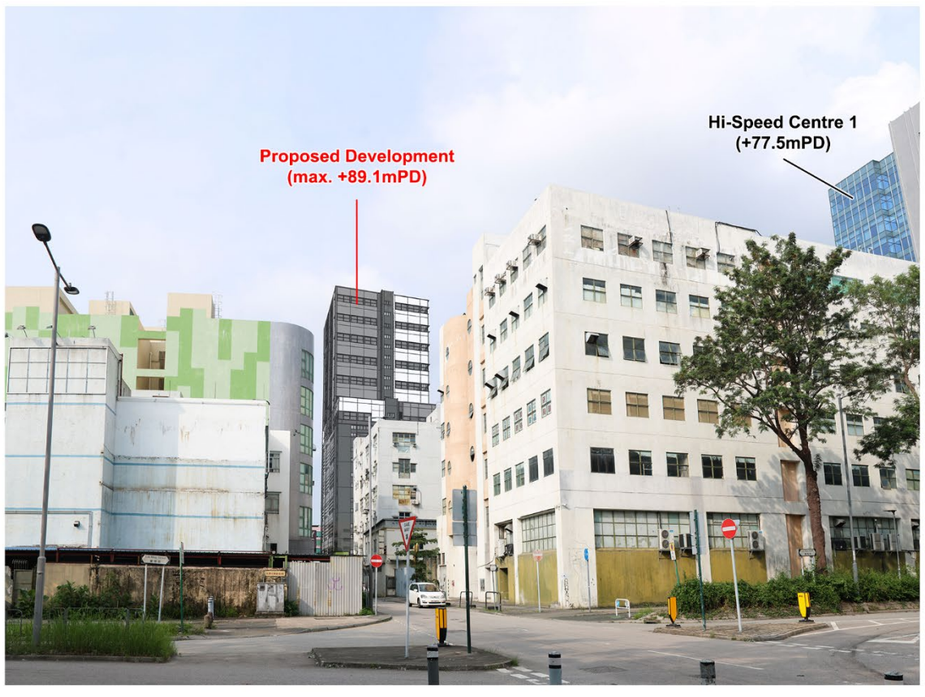




KEY PLAN
SCALE: 1: 2 500

PREVAILING OZP RESTRICTION





PROPOSED SCHEME

KTA PLANNING LIMITED
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PHOTOMONTAGE

VP2 - ON LOK TSUEN (NO.3) SITTING-OUT AREA

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

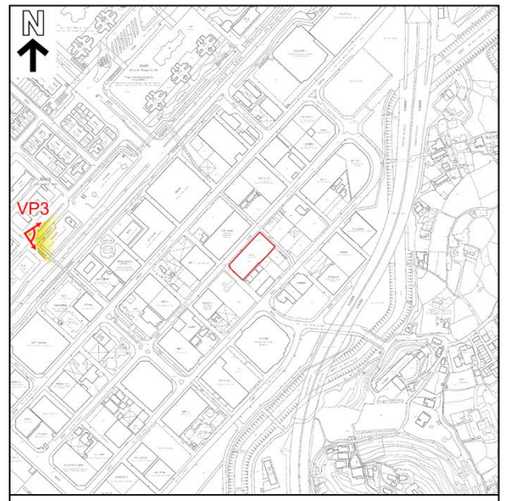
FIGURE 3.2

BASED ON SITE PHOTO
TAKEN ON 13.5.2026

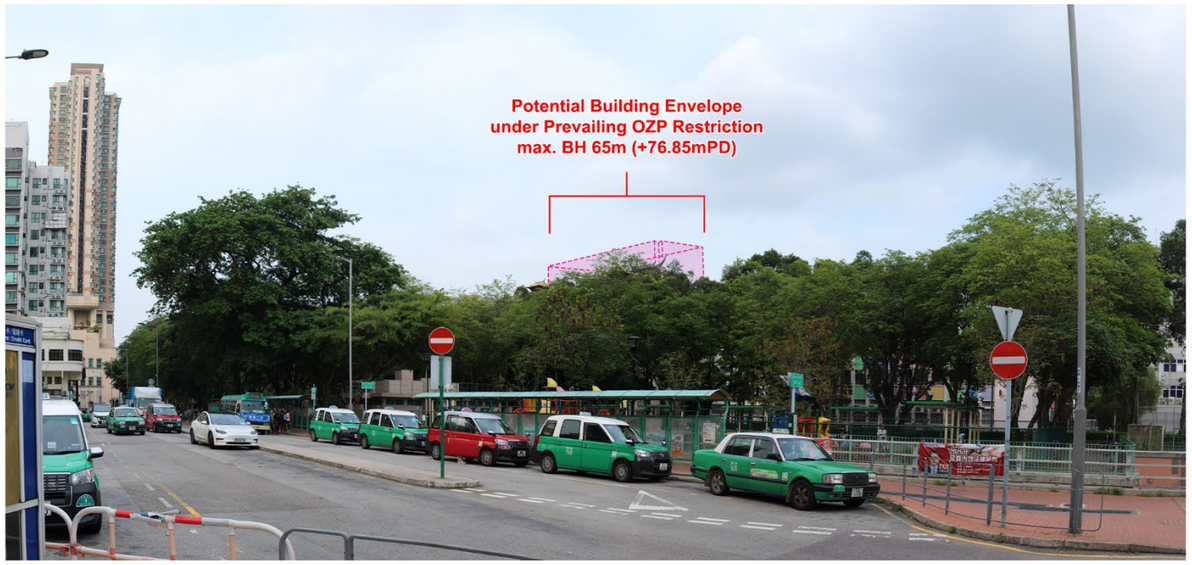
DATE: 10.8.2026



EXISTING VIEW



KEY PLAN
SCALE: 1: 2 500



PREVAILING OZP RESTRICTION



PROPOSED SCHEME

PLANNING LIMITED
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PHOTOMONTAGE

VP3 - OLD LUEN WO MARKET

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

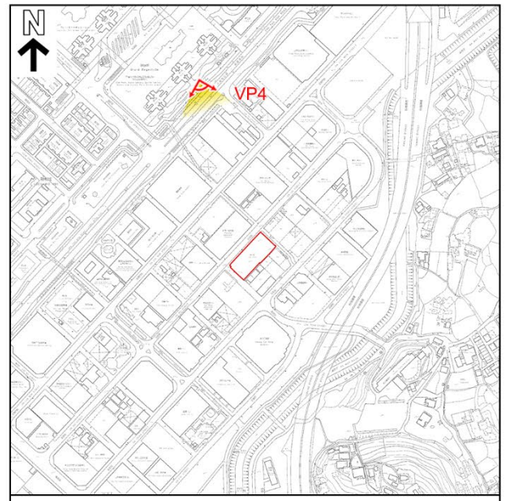
FIGURE 3.3

BASED ON SITE PHOTO
TAKEN ON 13.5.2026

DATE: 10.8.2026



EXISTING VIEW



KEY PLAN
SCALE: 1: 2 500



PREVAILING OZP RESTRICTION



PROPOSED SCHEME

KTA PLANNING LIMITED
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PHOTOMONTAGE

VP4 - LUEN WO HUI CHILDREN'S PLAYGROUND

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

FIGURE 3.4

BASED ON SITE PHOTO
TAKEN ON 13.5.2026

DATE: 10.8.2026

4 CONCLUSION

4.1.1 A total of 4 VPs has been selected to assess the visual impact of the Proposed Scheme against the Prevailing OZP Restriction which complies with the building height restriction stipulated on the Approved OZP. **Table 4.1** below presents the overall visual impact caused by the Proposed Development to the public viewers represented in each VP. On the whole, the visual impact of the Proposed Development to the surroundings is slight.

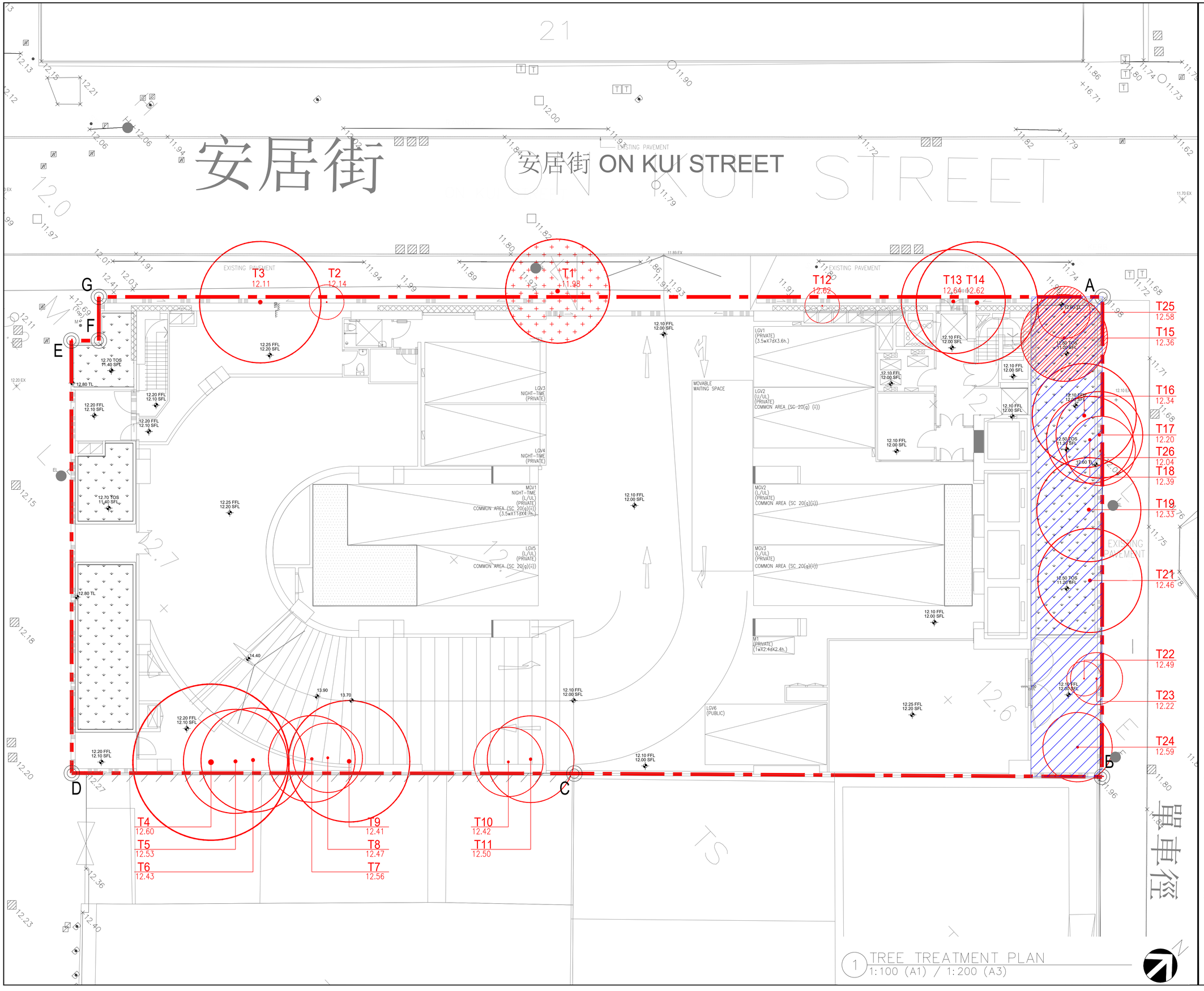
Table 4.1 Summary of Assessment of Visual Impact

Viewpoint	Location	Visual Impact between Approved OZP and Proposed Scheme
VP1	Shung Him Tong Tsuen	Slight
VP2	On Lok Tsuen (No.3) Sitting-out Area	Moderate
VP3	Old Luen Wo Market	Slight
VP4	Luen Wo Hui Children's Playground	Slight

4.1.2 In view of the above, it is considered that the Proposed Development would be compatible with the surrounding visual character and developments in the On Lok Tsuen Industrial Area. To alleviate potential visual impacts, the Propose Scheme has incorporated various architectural design considerations, including the aforementioned additional building setbacks towards the southwest, northwest and northeast of the Site respectively to enhance air ventilation and visual permeability for the street. Therefore, the proposed minor relaxation of the BHR to +89.1mPD is visually acceptable and highly unlikely to induce any significant adverse visual impacts.

Annex D

Updated Landscape Proposal and Tree Treatment Plan



1 TREE TREATMENT PLAN
1:100 (A1) / 1:200 (A3)

Rev.	Date	Amendment	Purpose

LEGEND

- S.16 PANNING APPLICATION BOUNDARY
- XX.XX — EXISTING LEVEL
- XX.XX — PROPOSED LEVEL
- Txx — EXISTING TREE TO BE FELLED APPROVED BY LANDSD (WITHIN GREEN AREA) TREE NUMBER (T1)
- Txx — EXISTING TREE TO BE FELLED APPROVED BY LANDSD TREE CODE
- Txx — EMERGENCY TREE FELLING SUBMISSION TO DLO DATED ON 15 JULY 2022 TREE NUMBER (T15 & T25)
- PROPOSED PLANTER AREA
- NON-BUILDING AREA

Drawing Purposes

S.16 PLANNING APPLICATION

- No part of the drawing and the design contained herein may be reproduced without the prior written consent of a director of Architect / Engineers
- Do not take measurements directly from this drawing.
- Check and verify all dimensions on site.

Developer

AMPLE SKILL LIMITED

Project

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT SHEUNG SHUI TOWN LOT NO.245, ON KUI STREET, FANLNG

Drawing Title

TREE TREATMENT PLAN (FOR INFORMATION ONLY)

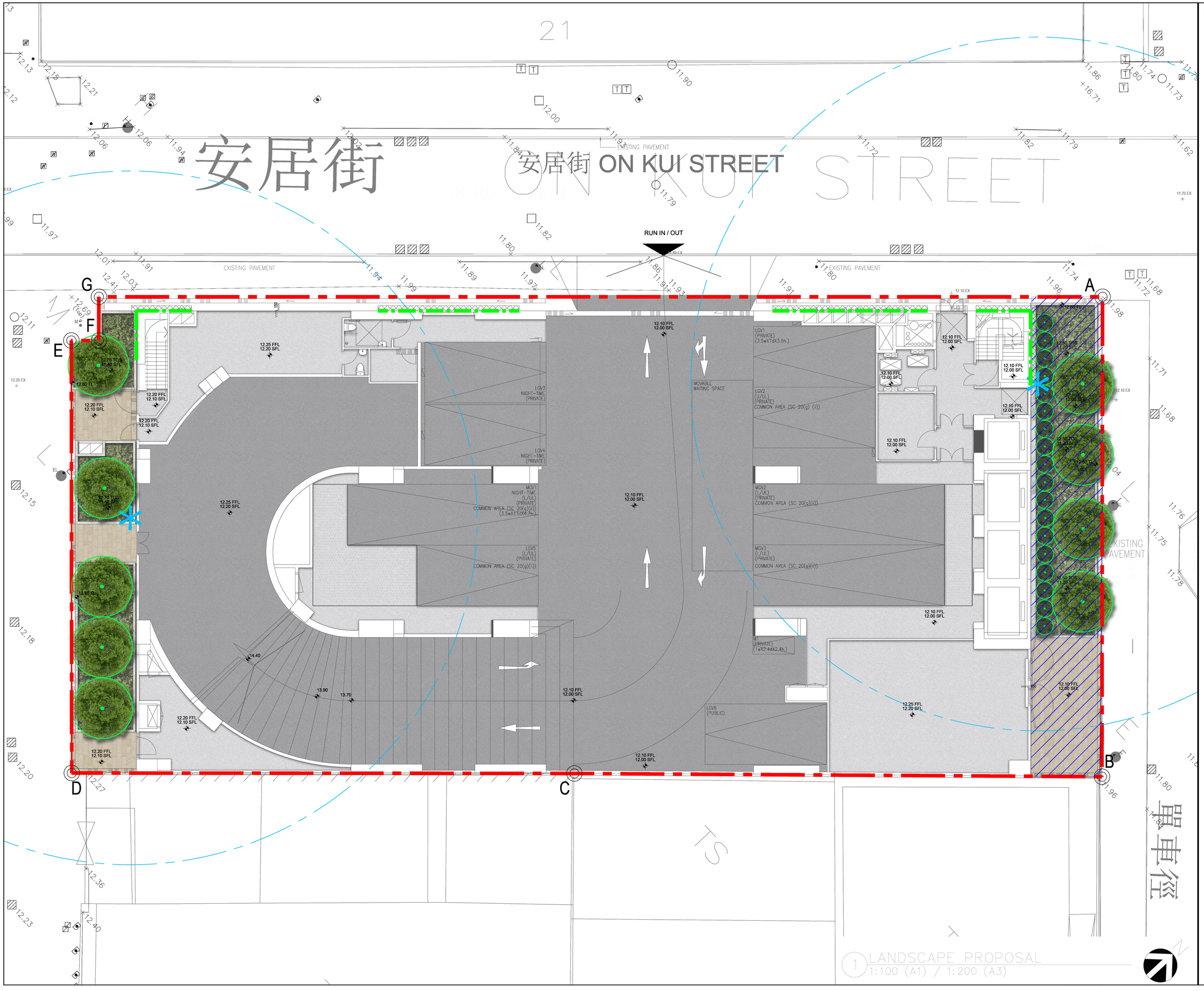
Job No.	Drawing No.	Revision No.
HKA-01087	TT_001	-
Scale	Date	CAD Ref.
AS	AUG 2026	TT_001
Drawn	Checked	Approved
LL	SL	SL

Authorized Person - Architect

AGC DESIGN LTD
architecture urban design interior

Consultant Logo

Oriental Landscapes Limited
東方綠化有限公司



1 LANDSCAPE PROPOSAL
1:100 (A1) / 1:200 (A3)

Rev.	Date	Amendment	Purpose

LEGEND

- S.16 PANNING APPLICATION BOUNDARY
- XX.XX PROPOSED LEVEL
- PROPOSED NEW TREE
- WATER POINT (20M RADIUS)
- PROPOSED VEHICLE ACCESS & PARKING
- PROPOSED OUTDOOR PAVING
- PROPOSED PLANTER AREA
- NON-BUILDING AREA
- PROPOSED VERTICAL GREEN

Drawing Purposes

S.16 PLANNING APPLICATION

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Project

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT SHEUNG SHUI TOWN LOT NO.245, ON KUI STREET, FANLNG

Drawing Title

LANDSCAPE PROPOSAL

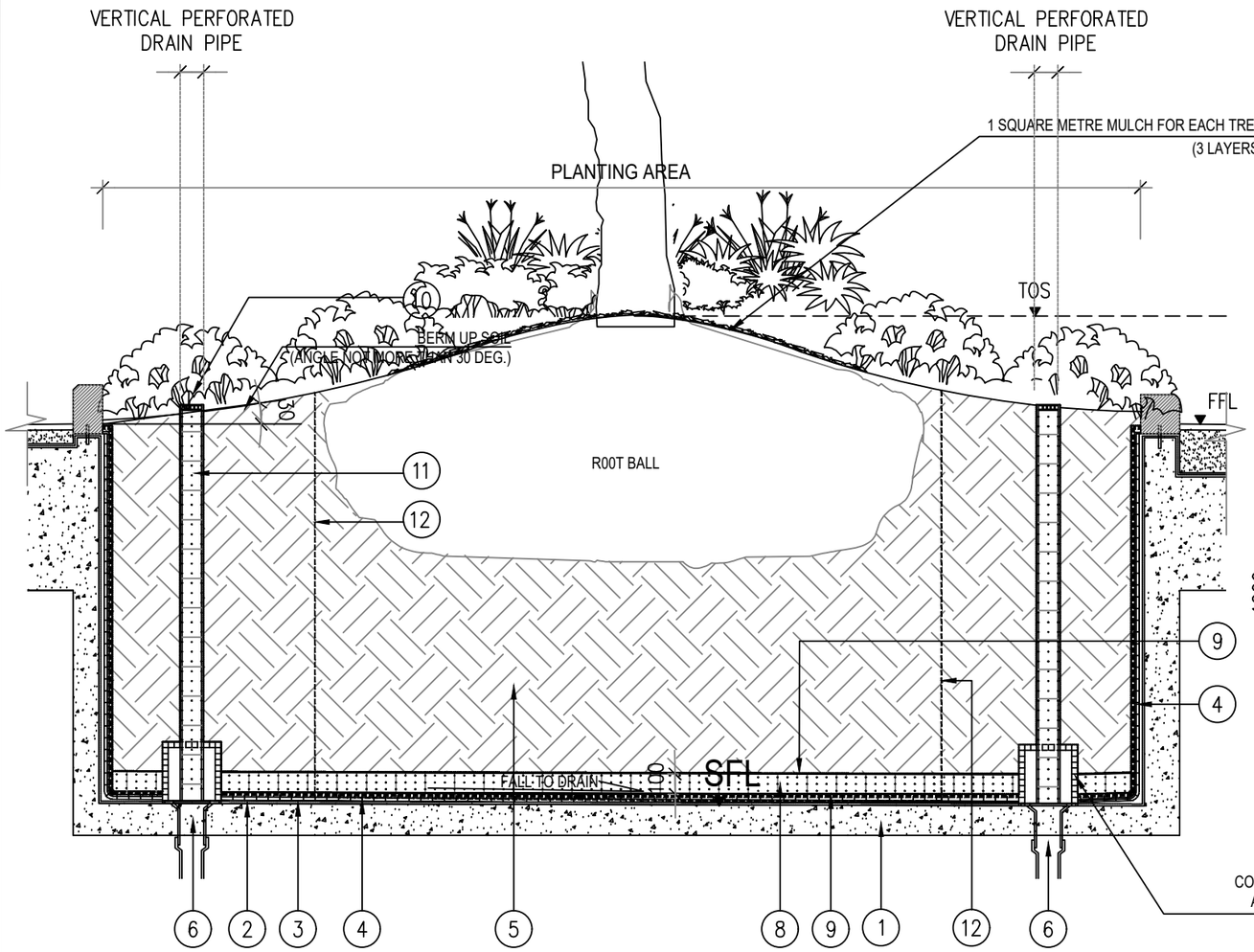
Job No.	Drawing No.	Revision No.
HKA-01087	LP_001	A
Scale	Date	CAD Ref.
AS	AUG 2026	LP_001
Drawn	Checked	Approved
LL	SL	SL

Authorized Person - Architect

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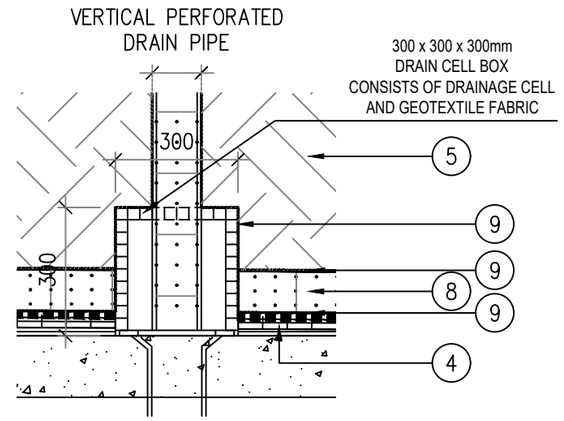
Co

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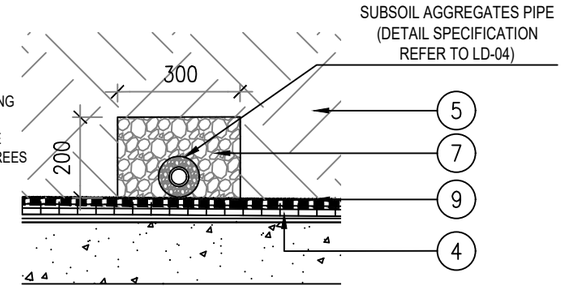
A | TYP PLANTER SECTION (ON STRUCTURE)

SCALE 1:30



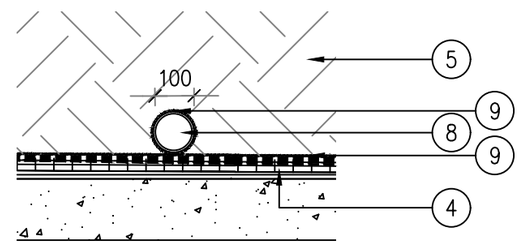
B | DRAINAGE CELL BOX DETAIL

SCALE 1:15



C | SUBSOIL DRAIN DETAIL (LAWN ONLY)

SCALE 1:15



D | SUBSOIL DRAIN DETAIL (ALL PLANTER EXCEPT LAWN)

SCALE 1:15

REMARKS:

- MIN. 1200mm CLEAR PLANTING SOIL (EXCLUDING DRAINAGE LAYER) TO BE BACKFILL AT THE PLANTING AREA FOR ALL TREES
- LOCATION OF DRAIN POINTS REFER TO BUILDING SERVICES DRAWINGS

STRUCTURAL CODE

1. STRUCTURAL SLAB (BY BUILDING CONTRACTOR)
2. WATERPROOFING LAYER. REFER TO ARCHITECT'S DETAIL DIMENSION AND SPECIFICATION (BY BUILDING CONTRACTOR)
3. MIN 20MM THK MORTAR BASE (BY BUILDING CONTRACTOR)
4. 30MM THK PROPRIETARY HDPE DRAINAGE CELL & FILTER LAYER SYSTEM (RAINSMART OR APPROVED EQUAL) (BY SOFT LANDSCAPE CONTRACTOR)
5. PLANTING SOIL MIXTURE (BY SOFT LANDSCAPE CONTRACTOR)
6. DRAIN PIPE AS PER ENGINEERS SPECS (BY BUILDING CONTRACTOR)
7. 300MM (W) x 200MM (THK) 20-30MM Ø PELLETS LIGHTWEIGHT EXPANDED AGGREGATES (LECA) ALONG SUBSOIL AGGREGATES PIPE (BY SOFT LANDSCAPE CONTRACTOR)
8. 100MM Ø POLYSTYRENE PERFORATED SUBSOIL DRAIN PIPE (BY SOFT LANDSCAPE CONTRACTOR)
9. GEOTEXTILE FABRIC LAYER (BY SOFT LANDSCAPE CONTRACTOR)
10. MIN. 100MM Ø PVC STRAINER (THREADED, REMOVABLE) (BY SOFT LANDSCAPE CONTRACTOR)
11. MIN. 100MM Ø POLYSTYRENE PERFORATED DRAIN PIPE WRAPPED BY GEOTEXTILE
12. PROPRIETARY ROOT BARRIER SYSTEM AREA REFER TO DRAWING NO. LPP-01 (BY SOFT LANDSCAPE CONTRACTOR)

Rev.	Date	Amendment	Purpose

Drawing Purposes
GOVERNMENT SUBMISSION

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Project
PROPOSED DEVELOPMENT AT FANLING SHEUNG SHUI TOWN LOT NO.245

Drawing Title
TYPICAL PLANTER DETAIL

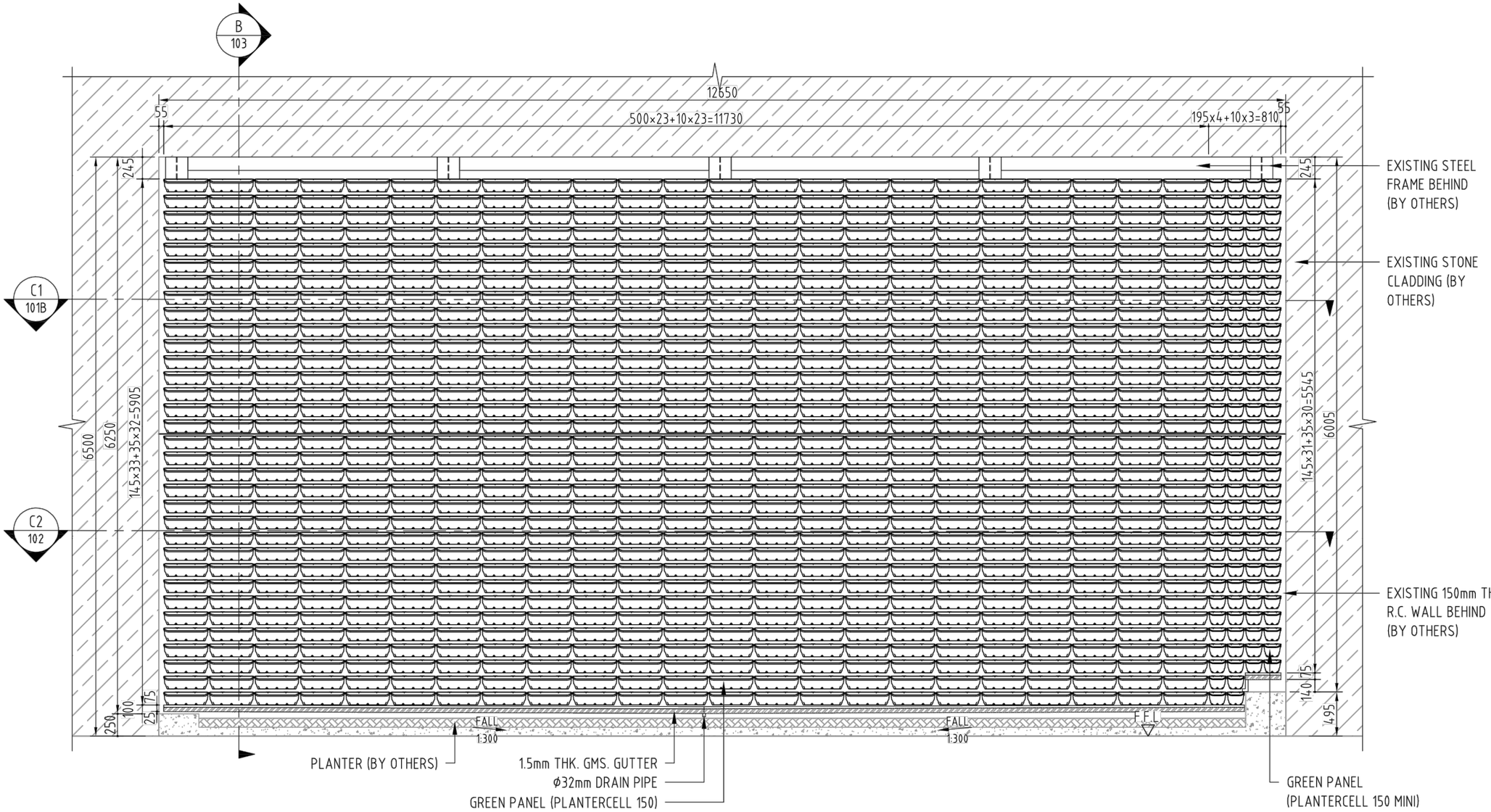
Job No.	Drawing No.	Revision No.
01087-LAN	LD_01	-
Scale	**Date**	**CAD Ref.**
AS(A3)	DEC 2022	LD_01.DWG
Drawn	**Checked**	**Approved**
LL	SL	SL

Authorized Person - Architect

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GREEN WALL - ELEVATION (VIEW A)

(SCALE 1:50)

Rev.	Date	Amendment	Purpose

Drawing Purposes

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Project

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT SHEUNG SHUI TOWN LOT NO.245, ON KUI STREET, FANLNG

Drawing Title

TYPICAL VERTICAL GREEN DETAIL 01

Job No.	Drawing No.	Revision No.
01087-LAN	LD_03.0	-
Scale	Date	CAD Ref.
AS(A3)	AUG 2026	LD_03
Drawn	Checked	Approved
LL	SL	SL

Authorized Person - Architect

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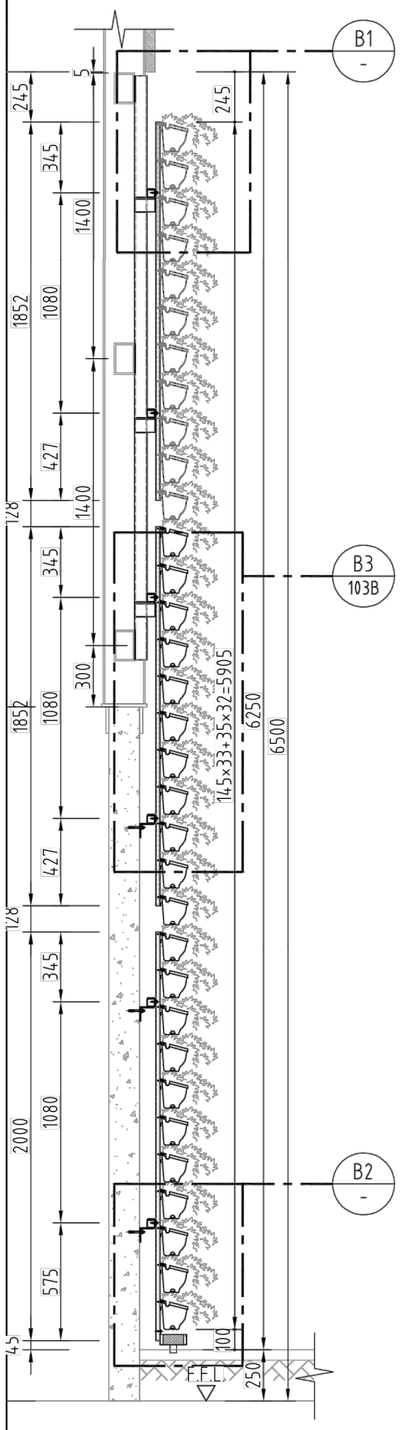
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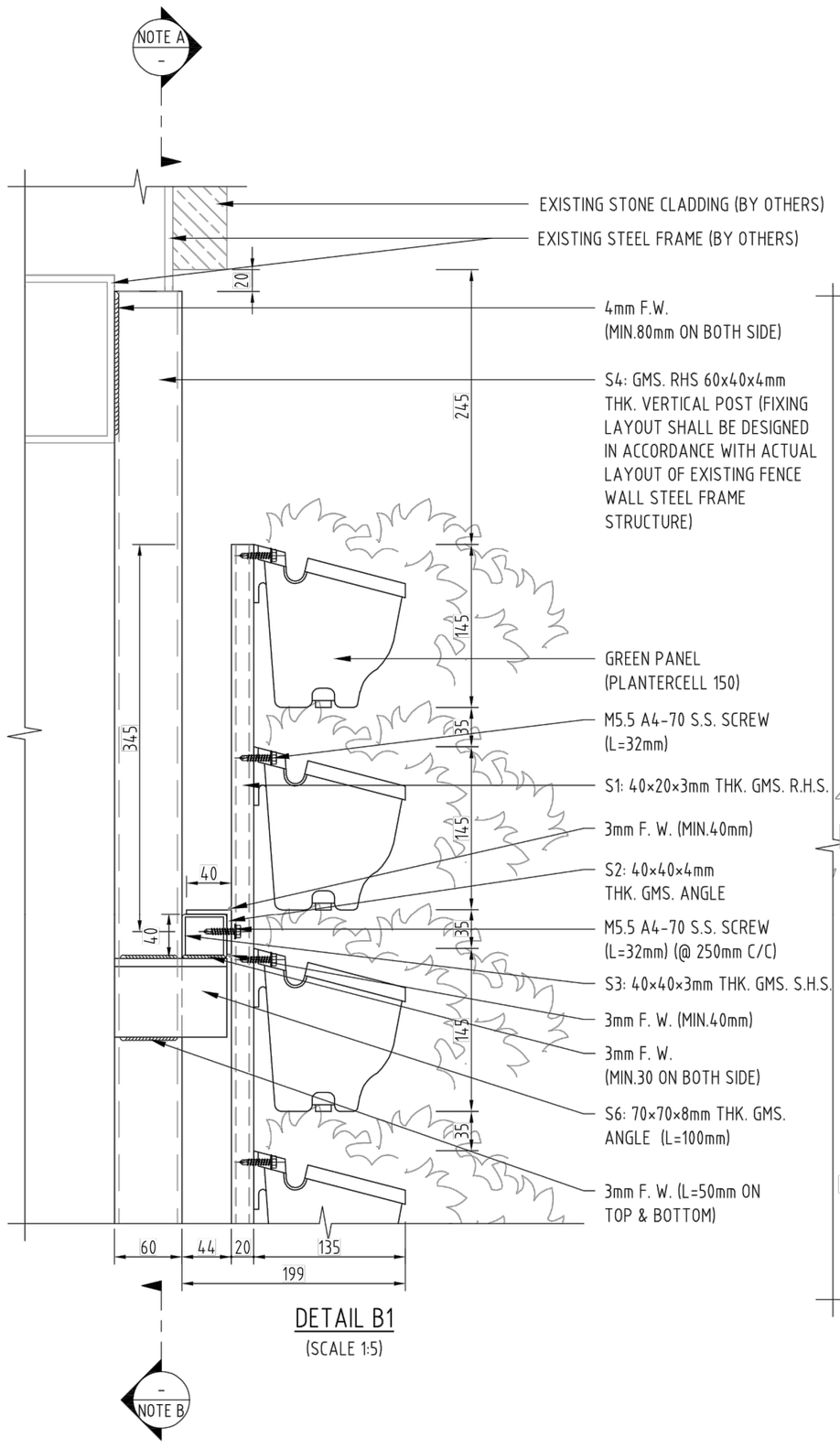
NOTES

NOTE A – G.M.S. STEEL SUBFRAME SYSTEM & FASTENER SHALL BE PART OF THE VERTICAL GREEN WALL PROPRIETARY PRODUCTS

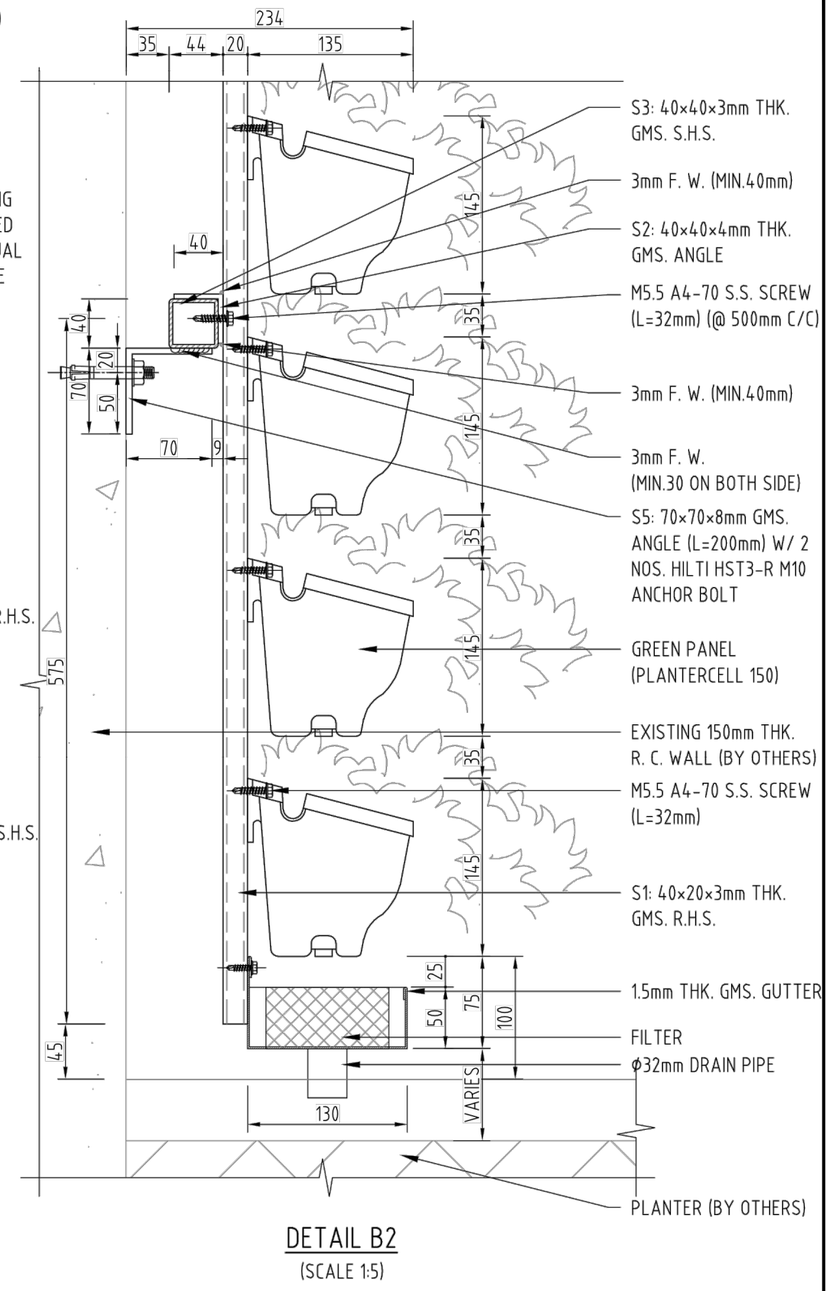
NOTE B – G.M.S. STEEL TRANSFER POST SHALL BE DESIGNED IN FITTING WITH EXISTING FENCE WALL STEEL FRAME CONSTRUCTED BY UC203x203x52kg/m & RHS 150x100x6.352kg/m. THE AS-BUILD LAYOUT SHALL REFER TO SITE MEASUREMENT.



SECTION B-B
(SCALE 1:30)



DETAIL B1
(SCALE 1:5)



DETAIL B2
(SCALE 1:5)

Rev.	Date	Amendment	Purpose

Drawing Purposes

S.16 PLANNING APPLICATION

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PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT SHEUNG SHUI TOWN LOT NO.245, ON KUI STREET, FANLNG

Drawing Title

TYPICAL VERTICAL GREEN DETAIL 02

Job No.	Drawing No.	Revision No.
01087-LAN	LD_03.1	-
Scale	**Date**	**CAD Ref.**
AS(A3)	AUG 2026	LD_03
Drawn	**Checked**	**Approved**
LL	SL	SL

Authorized Person - Architect

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中文名稱: 九里香

學名: *Murraya exotica L.*



中文名稱: 米仔蘭 (珠蘭,樹蘭,米蘭)

學名: *Aglaia odorata Lour.*



中文名稱: 大葉灑金榕

學名: *Codiaeum variegatum Bl.*



中文名稱: 灑金變葉木/星點灑金榕

學名: *Dracaena surculosa Lindl. cv. 'Aucubaefolium'*



中文名稱: 紅櫸木

學名: *Loropetalum chinense var. Rubrum Yieh*



中文名稱: 黑金剛

學名: *Ficus elastica*



中文名稱: 灰莉 學名: *Fagraea ceilanica*



中文名稱: 白嬋 學名: *Gardenia*



中文名稱: 金八葉 / 黃金鵝掌藤

學名: *Schefflera arboricola 'Gold Capella'*



中文名稱: 青八葉 / 鵝掌藤

學名: *Schefflera arboricola*



中文名稱: 花八葉 / 花葉鵝掌藤

學名: *Schefflera arboricola 'Variegata'*



中文名稱: 花葉連翹

學名: *Duranta repens'Variegata'*



中文名稱: 金連翹

學名: *Duranta repens Linn*



中文名稱: 金葉連翹

學名: *Duranta repens Golden Leaves*

Rev. Date Amendment Purpose

Drawing Purposes

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PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT SHEUNG SHUI TOWN LOT NO.245, ON KUI STREET, FANLNG

Drawing Title

VERTICAL GREEN PROPOSED PLANT LIST

Job No.	Drawing No.	Revision No.
01087-LAN	LD_03.2	-
Scale	Date	CAD Ref.
AS(A3)	AUG 2026	LD_03
Drawn	Checked	Approved
LL	SL	SL

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