寄件者: Benjamin Tung [redacted]
寄件日期: 2026年10月12日星期一 17:47
收件者: tpbpd/PLAND
副本: Jeffrey Po Kit WONG/PLAND; David Chi Chiu CHENG/PLAND; Athena Pui Yin LAI/PLAND; Kenneth To; Pauline Lam; David Fok; Donald Chow
主旨: Section 16 Planning Application No. A/FSS/306 - Further Information No. 2
附件: S3187_FSSTL245_26_005Lg_Signed.pdf

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. 2 -

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 in September 2026.

To address the departmental comments received, the building height of the proposed development scheme has been slightly reduced to 76.3m. A Hypothetical Scheme assuming the maximum site coverage under Appendix B of PNAP APP-132 for every industrial floor has been presented in the Response-to-Comment Table to justify the building height of the Proposed Scheme. Also, justifications on the floor-to-floor height of the industrial floors and the proposed preservation of the stone tablets adjacent to the Application Site have been supplemented in the revised Supporting Planning Statement. We hereby submit this Further Information which consists of:

Response-to-Comment Table
Annex A – Replacement Pages of the Application Form
Annex B – Revised Supporting Planning Statement
Annex C – Revised Schematic Architectural Drawings
Annex D – Revised Visual Appraisal
Annex E – Indicative Workshop Sections and Supplementary Information
Annex F – Method of Statement for Protection of Two Stone Tablets

The attachments have been uploaded to the following link:
https://fespld.pland.gov.hk/FsShare?key=A_FSS_306

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

Best Regards,
Benjamin TUNG
Town Planner

KTA Planning Limited
[redacted]

By Email

Our Ref: S3187/FSSTL245/26/005Lg

12 October 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

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)

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Thank you for your kind attention.

Our Ref: S3187/FSSTL245/26/005Lg
Date: 12 October 2026

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. 2 -

Items	Comments	Responses
1	**Comments from Transport Department received on 7 September 2026 (Contact Person: Mr. POON Chi Hang, Gary; Tel: 2399 2549)**	
1.1	Regarding the applicant's response to Item 1.1(ii), the applicant may study if the LGV1 parking on 5/F could be relocated to 1/F with rearranging the parking spaces on 5/F and 1/F (the attached markup drawings refers).	Taken into account your advice and further review of the parking spaces on 1/F, there will be no LGV parking spaces on 5/F. As a result, there is room for reducing the floor-to-floor height of 5/F from 4.8m to **4.0m**, leading to the building height of the Proposed Scheme reduced from 77.1m to **76.3m**. The Application Form (**Annex A**), Supporting Planning Statement (**Annex B**), schematic architectural drawings (**Annex C**) and visual appraisal (**Annex D**) have been revised to reflect the reduction of building height.
2	**Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office, Planning Department received on 15 September 2026 (Contact Person: Mr. CHENG Chi Chiu, David; Tel: 3168 4046)**	
2.1	According to Joint Practice Note No. 5, when building height restrictions are represented in maximum permissible metres, the height of a building should be, unless otherwise specified in the statutory town plans and/or Government Leases, measured from the mean site formation level. In this regard, please advise whether the building heights of the Approved GBP Scheme at 65m and the Proposed Scheme at 77.25m are measured from the site formation level. If not, please advise the site formation level of the proposed development and revise the building height of the Approved GBP Scheme and the Proposed Scheme throughout the whole submission accordingly;	Please be clarified that the stated building heights of the Approved GBP Scheme at 65m and the Proposed Scheme at 77.25m were measured from mean street level (+11.85mPD). With reference to the Joint Practice Note No. 5, the building height measured from the mean site formation level should be revised as follows: Approved GBP Scheme Site formation level: +7.00 S.F.L. (B1/F) Gloor floor level: +12.00 S.F.L Roof level: +76.85 S.F.L. (R/F) Building height: 69.85m Building height excluding basements: 64.85m Proposed Scheme Site formation level: +12.00 S.F.L. (G/F)

Items	Comments	Responses
		Roof level: +88.30 S.F.L. (R/F) Building Height: **76.30m** The Application Form (**Annex A**), Supporting Planning Statement (**Annex B**), schematic architectural drawings (**Annex C**) and visual appraisal (**Annex D**) have been revised to reflect the change in building height.
2.2	According to paragraphs 3.3.9 to 3.3.11 in FI dated 21.8.2026, it is understood that a total greenery area of 408m^2 (about 25% of the site area) would be provided. However, relevant greenery area may be subject to reduction factor. In this regard, please confirm the minimum green coverage for the proposed development;	According to Appendix D in PNAP APP-152, vertical greening is not subject to reduction factor in computing the greenery area. Yet, it is one of the greening features that the total area could contribute not more than 30% of the total required greenery area of the overall provision under the PNAP. With an aim to enhance the greenery on street level, about 168m^2 of vertical greening has been proposed in the Proposed Scheme. Among the 168m^2, only 97.878m^2 are accountable towards the total minimum total required greenery area under PNAP APP-152. The provision of the remaining 70.122m^2 is a voluntary proposal by the Applicant to enhance the street level environment along the On Kui Street and the adjoining footpath and cycle track In strict accordance with the calculations and caps under PNAP APP-152, the greenery coverage of the Proposed Scheme will be 20.67% which could satisfying the minimum requirement of 20% under the Sustainable Building Design Guideline. Please refer to Drawing No. AG-04-04 submitted in the original submission for detailed locations and calculations of the green coverage of the Proposed Scheme.
2.3	According to the applicant's submission, the current application is mainly for relocating the carpark from basement to aboveground level to reduce construction cost and expedite development. Please advise the construction time to be shortened and the construction cost to be reduced if such an approach is adopted;	When comparing car park construction specifically, an above-ground structure costs roughly one-third as much as an underground car park and takes only 20% of the construction time per level. **Thus, the construction cost reduction is about 66% with time shortened by about 6 months.**
2.4	According to the Proposed Scheme, seven floors involve carpark. Whilst according to the Notes of the OZP for the "I" zone, in determining the maximum plot ratio, any floor space that is constructed or intended for use solely as public vehicle park, as required by the Government, may be disregarded. Such	The G/F and 1/F of the Proposed Scheme will be the two floors subject to the latest full GFA exemption arrangement under the building regime.

Items	Comments	Responses
	exemption may not be fully applicable under the building regime. Hence, please advise which two floors would be subject to the latest full GFA exemption arrangement under the building regime;	
2.5	Please advise if the residual floor area of the industrial use is not provided at 6/F under the Proposed Scheme, whether there is still a need for the additional floor;	Based on the permitted plot ratio of 5 under the OZP, the maximum permissible GFA for the industrial development will be 8,156.5m^2. Assuming a maximum site coverage of 65% for a non-domestic building over 61m, it requires almost 8 full storeys to accommodate all permissible GFA, not to mention there shall be some exempted GFA for basic and essential building services to be accommodated within the same development footprint. With reference to PNAP APP-132, the Proposed Scheme, already adopts a site coverage of 85% from G/F to 5/F, 77% from 6/F to 7/F and 65% from 8/F to 13/F, (3 different floor plate sizes for 14 storeys). The lower levels (G/F to 5/F) are predominantly occupied by ancillary and public car park. There is very limited potential to further increase the site coverage of the mid-to-high levels (6/F to 13/F) to fully accommodate the additional industrial floor area to be transferred from 6/F. To further demonstrate that the need of an additional floor to accommodate all industrial GFA, a Hypothetical Scheme is presented in **Table FI(2).1** assuming the maximum site coverage under Appendix B of PNAP APP-132 for every industrial floor (6 different floor plate sizes in total for 14 storeys). Even with a varying maximised permissible site coverage of 83% to 65% for each industrial floor from 6/F to 10/F following Appendix B of PNAP APP-132, , there are about 709m^2 GFA which requires an additional floor on 13/F. When comparing the Proposed Scheme with the Hypothetical Scheme, which both requires 76.3m, the Proposed Scheme has a much reasonable built form and more cost-effective than the Hypothetical Scheme as the varying site coverage level-by-level from 6/F to 10/F will require structural transfer and hence a much more complicated design and construction cost. Therefore, the Hypothetical Scheme would induce unreasonable hardship and cost and would contradict with the policy initiatives.

<table>
<tr><th>Items</th><th>Comments</th><th>Responses</th></tr>
<tr><td></td><td></td><td>
An additional floor is required
Table FI(2).1 Demonstration of Industrial Use GFA
<table>
<tr><th>Floor</th><th>Proposed Site Coverage (Not more than)</th><th>Approved GBP Scheme (m²)</th><th>Proposed Site Coverage (Not more than)</th><th>Proposed Scheme (m²)</th><th>Max. Site Coverage under PNAP APP-132 (Not more than)</th><th>Hypothetical Scheme (m²)</th></tr>
<tr><td>13/F</td><td colspan="2">(No 13/F)</td><td>65%</td><td>1049.123</td><td>65%</td><td>708.543</td></tr>
<tr><td>12/F</td><td colspan="2">(No 12/F)</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td></tr>
<tr><td>11/F</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td></tr>
<tr><td>10/F</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td></tr>
<tr><td>9/F</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td><td>69%</td><td>1114.403</td></tr>
<tr><td>8/F</td><td>65%</td><td>1049.123</td><td>65%</td><td>1049.123</td><td>74%</td><td>1195.973</td></tr>
<tr><td>7/F</td><td>77%</td><td>1238.021</td><td>77%</td><td>1238.021</td><td>78%</td><td>1261.461</td></tr>
<tr><td>6/F</td><td>77%</td><td>1238.021</td><td>77%</td><td>473.866</td><td>83%</td><td>578.876</td></tr>
<tr><td>5/F</td><td>77%</td><td>1238.021</td><td>85%</td><td>(No Industrial Use)</td><td>85%</td><td>(No Industrial Use)</td></tr>
<tr><td>1/F-4/F</td><td>85%</td><td>(No Industrial Use)</td><td>85%</td><td>(No Industrial Use)</td><td>85%</td><td>(No Industrial Use)</td></tr>
<tr><td>G/F</td><td>85%</td><td>136.909</td><td>85%</td><td>149.875</td><td>85%</td><td>149.875</td></tr>
<tr><td>B1/F</td><td>100%</td><td>(No Industrial Use)</td><td colspan="2">(No B1/F)</td><td colspan="2">(No B1/F)</td></tr>
<tr><td>Total</td><td>-</td><td>8047.464[1]</td><td>-</td><td>8156.500</td><td>-</td><td>8156.500</td></tr>
</table>
[1] There are about 108m² of residual GFA under the Approved GBP Scheme.
</td></tr>
<tr><td>2.6</td><td>According to p.10 of the application form, no tree felling will be involved. However, according to the supporting planning statement as well as tree preservation and removal proposal, all 24 existing trees (including two emergency felled trees) identified within the site will be felled. Please clarify;</td><td>Please be clarified that all existing trees within the Application Site will be felled for the proposed development and the relevant tree removal application has been approved by the Lands Department on 28 September 2023. The Application Form has been revised accordingly to reflect the approved tree felling.</td></tr>
<tr><td>2.7</td><td>According to Table 3.2 for Proposed Scheme in FI dated 21.8.2026, all are for ancillary carpark. Please clarify; and</td><td>Table 3.2 of the Supporting Planning Statement has been rectified.</td></tr>
<tr><td>2.8</td><td>Please also advise whether there are any measures to distinguish the operation between the public vehicle park and ancillary carpark.</td><td>Different colour painting will be adopted for walls/floor and car parking spaces to differentiate public vehicle park and ancillary carpark such that it will be easy to distinguish. Also, traffic signages will be displayed at appropriate locations to provide clear guidance and direct drivers to appropriate parking spaces.</td></tr>
</table>

Encl.

Annex A – Replacement Pages of the Application Form
Annex B – Revised Supporting Planning Statement
Annex C – Revised Schematic Architectural Drawings
Annex D – Revised Visual Appraisal
Annex E – Indicative Workshop Sections and Supplementary Information
Annex F – Method Statement for Protection of Two Stone Tablets

Compiled by: KTA
Date: 12 October 2026
File Ref: 20261012_S3187_FI(2)_R-to-C

Annex A

Replacement Pages of the Application Form

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐	Plot ratio restriction 地積比率限制	From 由 …… to 至 ……
☐	Gross floor area restriction 總樓面面積限制	From 由 ……sq. m 平方米 to 至 ……sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 ……% to 至 …… %
☑	Building height restriction 建築物高度限制	From 由 ……65……m 米 to 至 ……76.3…… m 米 From 由 …… mPD 米 (主水平基準上) to 至 ……mPD 米 (主水平基準上) From 由 …… storeys 層 to 至 …… storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 ……m to 至 …… m
☐	Others (please specify) 其他（請註明）	……

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use cum Public Vehicle Park (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	Not more than 8,156.5 sq.m 平方米	☐About 約
Proposed plot ratio 擬議地積比率	Not more than 5	☐About 約
Proposed site coverage 擬議上蓋面積	Not more than 85% %	☐About 約
Proposed no. of blocks 擬議座數	1	
Proposed no. of storeys of each block 每座建築物的擬議層數	14 storeys 層 ☐ include 包括____storeys of basements 層地庫 ☐ exclude 不包括____storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	88.3 mPD 米(主水平基準上)	☑About 約
	Not more than 76.3 m 米	☐About 約

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	76.3 m 米 ☑ (Not more than 不多於)
			About 約 88.3 mPD 米(主水平基準上) ☐ (Not more than 不多於)
			14 Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積		Not more than 不多於 85 % ☐ About 約
(v)	No. of units 單位數目		
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

Annex B

Revised Supporting Planning Statement

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

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

SUPPORTING PLANNING STATEMENT

October 2026

Applicant:
Ample Skill Limited

Consultancy Team:
KTA Planning Limited
AGC Design Limited

S3187_PS_V03

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

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

The Site falls within an area zoned "Industrial" ("I") on the Approved Fanling Sheung Shui Outline Zoning Plan No. S/FSS/28 ("the Approved OZP") with a building height ("BH") restriction of 65m imposed thereon. A set of General Building Plan ("GBP") for industrial use cum public vehicle park development with a BH of 64.85m and 1 storey of basement ancillary carpark was approved in June 2024 (hereafter referred to as the Approved GBP Scheme).

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

In response to the above mentioned policy initiative, the current planning application proposes a minor relaxation of BH restriction from 65m to 76.3m (+11.3m & +17.4%) to facilitate incorporation of the aboveground ancillary carpark design into the Proposed Development on the Site. Opportunities are also taken to include some design enhancement measures in the development. Basically, the Proposed Scheme is largely the same as the Approved GBP Scheme in terms of the general layout, building disposition and floor-to-floor height arrangement.

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

- The proposed increase in building height is in-line with the Government's policy of facilitating aboveground carpark arrangement for private developments;
- The proposed scheme has taken up the residual GFA not utilised under the Approved GBP Scheme, so as to realise the as-of-right development potential of the Site;
- The proposed relaxation of building height is minor and reasonable;
- The proposed scheme has provided additional building setbacks and abundant high-quality greenery;
- The proposed scheme has no significant impact in visual aspects; and
- No other technical impacts are anticipated, as the Proposed Development conforms to the planning intention, land uses and maximum plot ratio restrictions of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.

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

行政摘要

（內文如有差異，應以英文版本為準）

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

申請地點位於粉嶺/上水分區計劃大綱核准圖編號 S/FSS/28 的「工業」地帶內。其最高建築物高度為不多於65米。申請地點於2024年6月獲批准一套工業暨公眾停車場發展的建築圖則（ 以下簡稱「已核准方案」）。已核准方案的建築物高度為64.85米，並設有一層附屬地庫停車場。在2025年施政報告公佈後，政府於2025年11月亦相繼公佈了經優化的私人發展項目停車場總樓面面積豁免安排，容許地面不多於兩層停車場的總樓面面積獲全數豁免，亦無須以興建部分停車場於地庫作為先決條件。為配合優化措施的實施，政府亦會簡化審批地面停車場高度限制的城規程序，以批准與興建地面停車場相關的建築物高度限制放寬。上述措施已於2025年11月生效。

基於上述政策，申請人現提交規劃申請，擬議將建築物高度限制由 65 米放寬至76.3米(增加 11.3 米及 17.4%)，以在申請地盤將地面停車場納入經常准許的工業發展項目中。此外，申請人亦把握機會在擬議發展加入一些設計增益及改善措施。基本上，擬議發展在整體佈局、建築物設計及樓層高度，均與已核准方案大致相同。

擬議發展的申請具充份理據，原因如下：

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

基於以上理據，申請人懇請城規會批准是次規劃申請。

Executive Summary

行政摘要

Table of Contents

1 INTRODUCTION
1.1 Purpose
1.2 Background
1.3 Report Structure

2 SITE AND SURROUNDING CONTEXT
2.1 Site Location and Existing Condition
2.2 Surrounding Context
2.3 Accessibility
2.4 Statutory Planning Context
2.5 Non-statutory Planning Context
2.6 Land Status, Lease Condition and Approved GBP Scheme

3 PROPOSED DEVELOPMENT SCHEME
3.1 Proposed Minor Relaxation of Building Height Restriction for Permitted Industrial Use
3.2 Comparison with the Approved GBP Scheme
3.3 Planning and Design Merits
3.4 Implementation Programme

4 TECHNICAL CONSIDERATION
4.1 Visual
4.2 Tree & Landscape
4.3 Other Consideration

5 PLANNING MERITS AND JUSTIFICATIONS
5.1 In Line with the Government's Policy of Facilitating Aboveground Carpark Arrangement for Private Developments
5.2 Proposed Building Height Relaxation is Minor and Reasonable
5.3 Provision of Additional Building Setbacks and Abundant High-quality Greenery
5.4 No Significant Impact in Visual Aspects
5.5 No Other Technical Impacts Anticipated

6 CONCLUSION

List of Figures

Figure 2.1 Location Plan
Figure 2.2 Site Plan
Figure 2.3 Site Photos
Figure 2.4 Extract of Adopted Layout Plan
Figure 2.5 Extract of Lease Plan
Figure 3.1 Indicative Sections of the Approved GBP Scheme
Figure 3.2 Indicative Sections of the Proposed Scheme
Figure 3.3 Location of Additional Building Setbacks
Figure 3.4 Artist Impression Viewing from the North of the Site
Figure 3.5 Artist Impression Viewing from the West of the Site

List of Tables

Table 3.1 Development Parameters of the Proposed Scheme
Table 3.2 Internal Transport Facilities Provision under the Approved GBP Scheme
Table 3.3 Internal Transport Facilities Provision under the Proposed Scheme
Table 3.4 Summary of Proposed Compensatory Tree Species

List of Appendices

Appendix 1 Schematic Architectural Drawings
Appendix 2 Visual Appraisal
Appendix 3 Method Statement for Protection of Stone Tablets
Appendix 4 Tree Preservation and Removal Proposal
Appendix 5 Landscape Proposal and Tree Treatment Plan

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

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

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

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

1.2 Background

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

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

1.2.3 In response to the aforementioned policy initiative, this planning application proposes a minor relaxation of BH restriction from 65m to 76.3m (+11.3m & +17.4%) to facilitate the incorporation of the aboveground carparks design into the permitted industrial development on the Site. Since the construction cost for aboveground carparks is lower and the construction time is shorter, the

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

1.3 Report Structure

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

2 SITE AND SURROUNDING CONTEXT

2.1 Site Location and Existing Condition

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

2.2 Surrounding Context

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

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

2.3 Accessibility

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

2.4 Statutory Planning Context

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

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

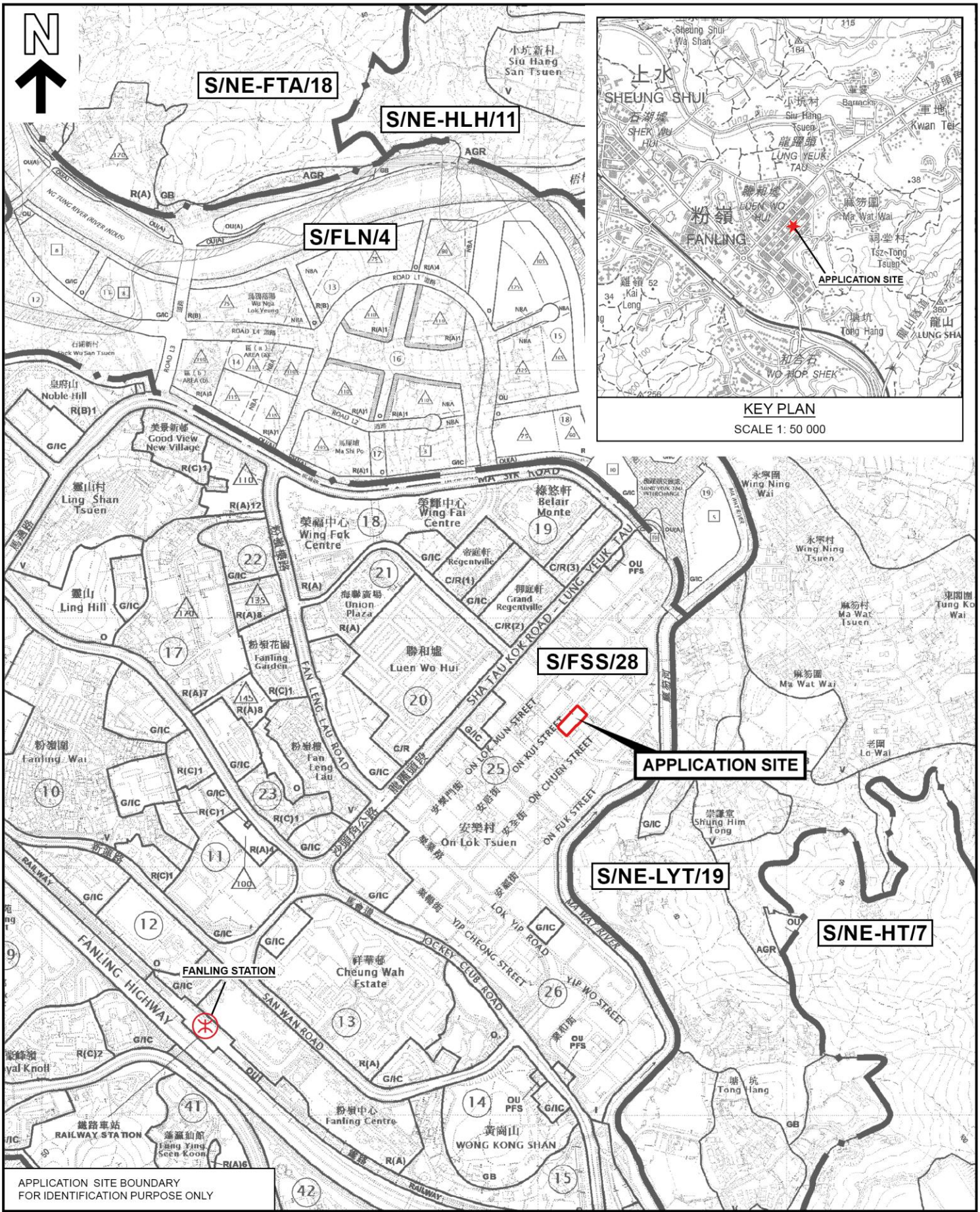
2.4.3 Any developments are subject to a maximum plot ratio ("PR") of 5 and a maximum building height of 65 metres (excluding basements) on land designated "Industrial" at Planning Areas 25 and 26 (On Lok Tsuen Industrial Area). 'Industrial Use' and 'Public Vehicle Park' are Column 1 uses, which is always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

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

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

2.5 Non-statutory Planning Context

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



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LOCATION PLAN

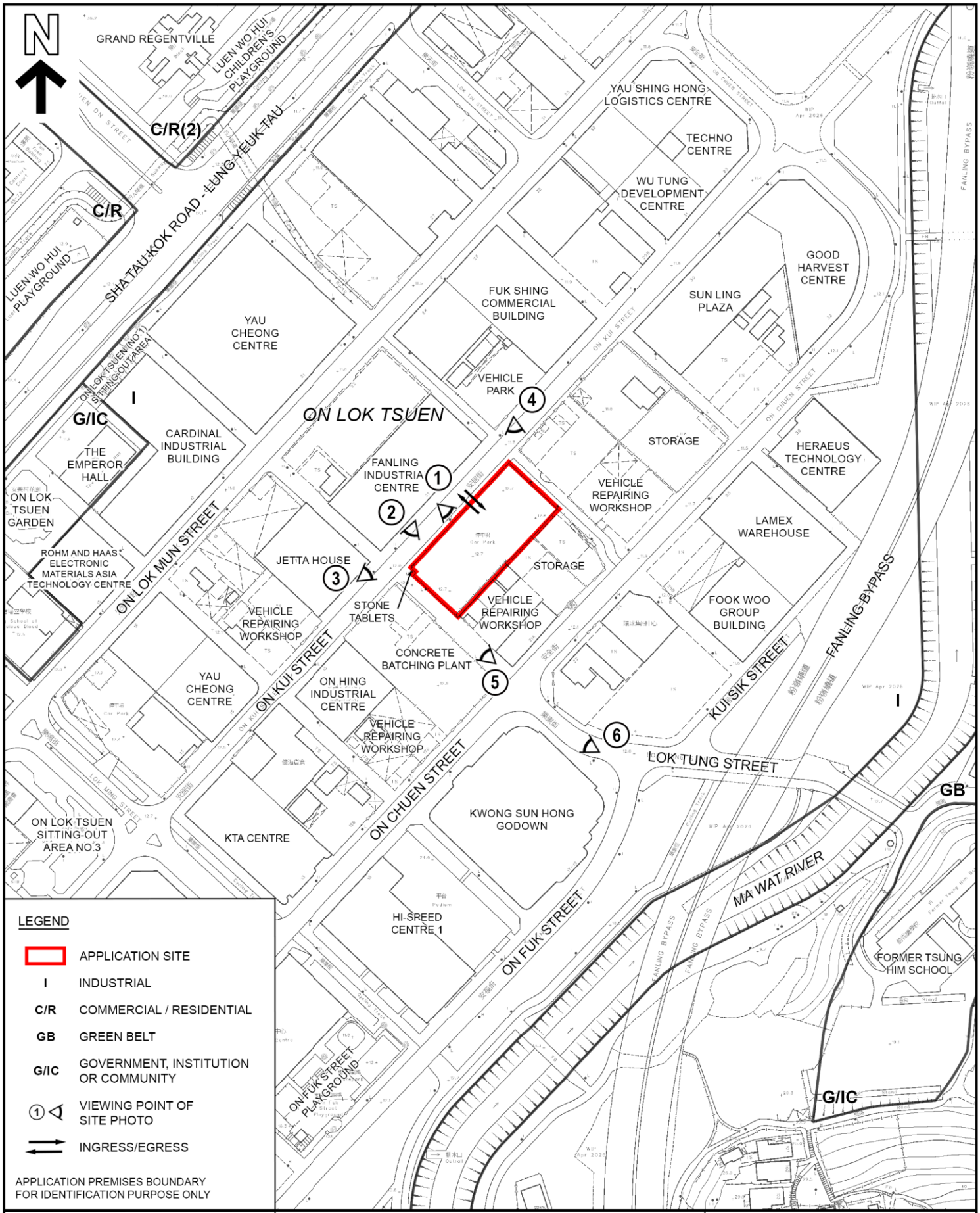
PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED INDUSTRIAL USE CUM PUBLIC VEHICLE PARK AT FANLING SHEUNG SHUI TOWN LOT 245, ON KUI STREET, FANLING

SCALE 1 : 10 000

FIGURE 2.1

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

DATE: 24.6.2026



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SITE PLAN

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

SCALE 1 : 2 000

FIGURE 2.2

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

DATE: 24.6.2026













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

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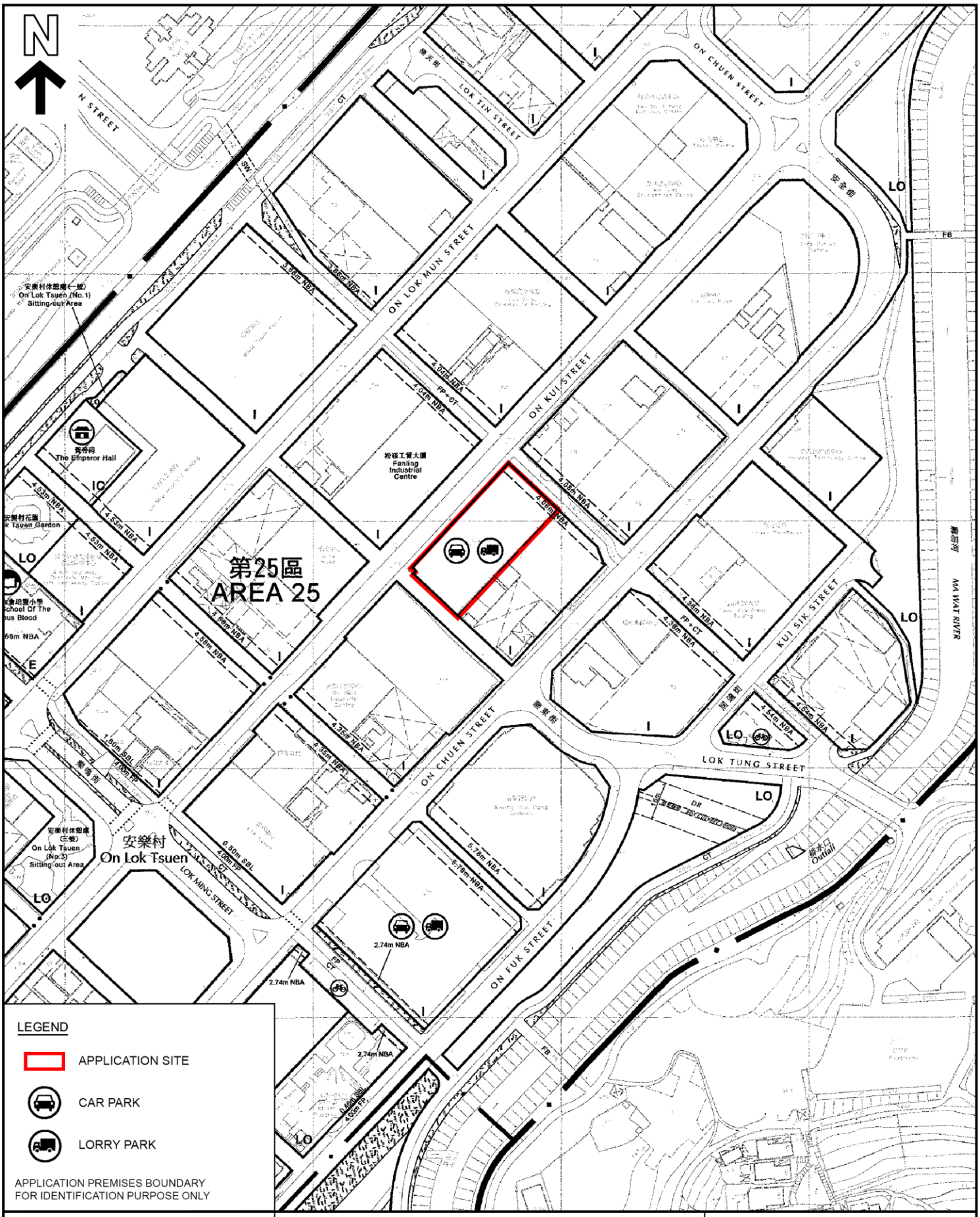
SITE PHOTOS

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

FIGURE 2.3

BASED ON SITE PHOTOS TAKEN ON 13.5.2026

DATE: 8.10.2026



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EXTRACT OF ADOPTED LAYOUT PLAN

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

SCALE 1 : 2 000

FIGURE 2.4

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

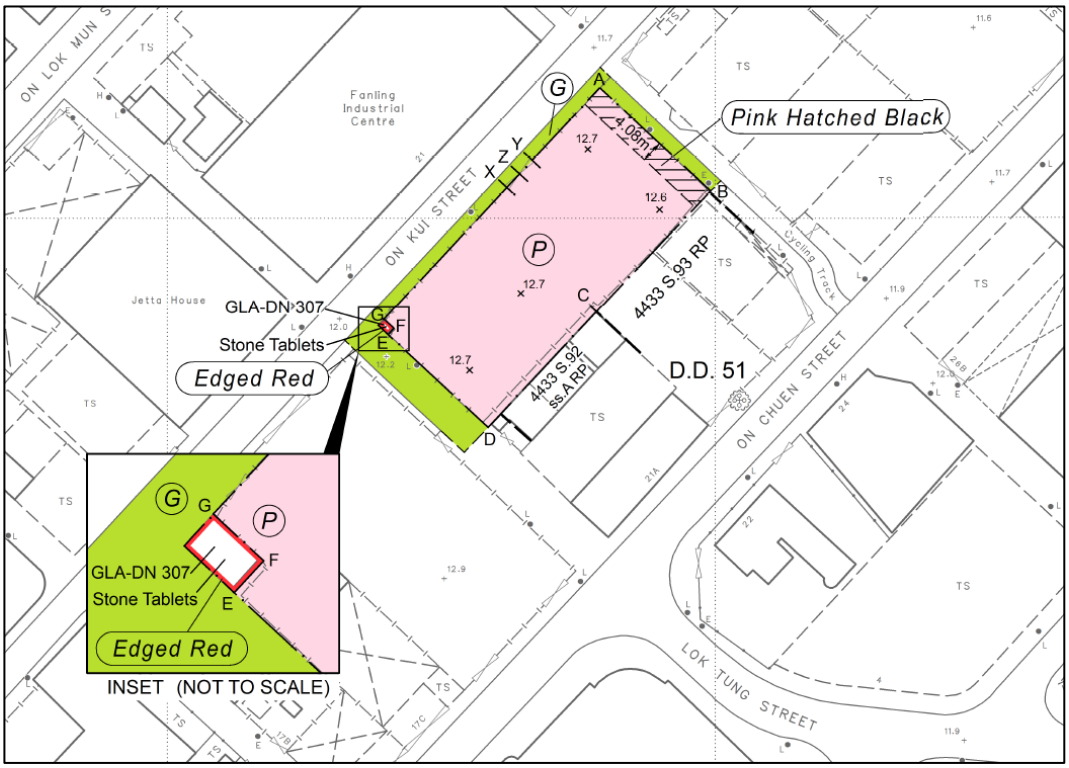
DATE: 24.6.2026

2.6 Land Status, Lease Condition and Approved GBP Scheme

2.6.1 The Site is a land sale site which was awarded to the Applicant through public tender in January 2022. The Site covers an area of about 1,631.3m^2. Under the Conditions of Sale, a public vehicle park ("PVP") having 25 motor vehicle, 5 light goods vehicle ("LGV") and 20 medium goods vehicle ("MGV") or heavy goods vehicles parking spaces has to be constructed.

2.6.2 After being awarded the Site, the Applicant has proceeded with the detailed design of an industrial development and in June 2024, a set of general building plan (GBP) for an industrial development with one storey of basement carpark was approved by the Government for the Site. This 2024 Approved Scheme (i.e. the Approved GBP Scheme) complies with the OZP restrictions (including the maximum BH restriction of 65m) and lease conditions (including the provision of a PVP and a 4.08m wide NBA designated as "Pink Hatched Black" area under Lease (**Figure 2.5** refers). The details of the Approved GBP Scheme and its comparison with the latest scheme of the Proposed Development ("the Proposed Scheme") are depicted in **Section 3** below.

Figure 2.5 Extract of Lease Plan



3 PROPOSED DEVELOPMENT SCHEME

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

3.1.1 With a site area of approximately 1,631.3m² and a proposed PR of 5, the Proposed Scheme will yield a total GFA of about 8,156.5m². The Proposed Scheme involves a minor relaxation of the BH restriction from 65m to 76.3m 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 5,909 (6)* *About 1,334*	 *+109.036m^2* *+332m^2* *+389m^2* *-17m^2*
Building Height(7) (main roof) (excluding basement)	About 64.85m (+76.85mPD) (excluding basement)	Not more than 76.3m (+88.3mPD)	+11.45m (17.7%)
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.
(7) Building Height is determined from the Site Formation Level +12.00mPD.

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
	Vehicle Type	**Description**	**B/F**	**G/F**	**1/F**	**2/F**	**3/F**	**4/F**	**Total**
Public	**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	2	4						6
		L/UL	2							2
	MGV	Parking								0
		L/UL	3							3
			8	13	0	0	0	0	0	21
	Vehicle Type	**Description**	**G/F**	**1/F**	**2/F**	**3/F**	**4/F**	**5/F**	**6/F**	**Total**
Public	**Motorcycle**	Parking								0
	Private Car (+ Accessible)	Parking						13+1	11	25
	LGV	Parking	2				3			5
		L/UL								0
	MGV	Parking			7	8	5			20
		L/UL								0
			2	0	7	8	8	14	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 11.3m (excluding basement). If the actual BH of the development includes the basement level (i.e. 69.85m), the increase in BH will be 6.45m (9.2%).

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 height for industrial use floors (i.e. 5.35m).

3.2.8 The typical f-t-f height of 5.35m for industrial uses floor under the Approved GBP Scheme is justified by the following reasons:

1) to maximize flexibility of workshop uses under current economic situation;

2) to provide flexibility of auxiliary storage area for various workshop uses, with consideration of vertical stacking of goods pallets of common size in Hong Kong;

3) to allow for goods pallets to be moved by forklifts; and

4) to promote innovative and new industries in Hong Kong according to the strategy introduced in Northern Metropolis Action Agenda to contribute to Hong Kong's competitiveness.

Adequate headroom is reserved to accommodate various kinds of workshop machinery, goods pallet steel racks and forklifts. As demonstrated in the indicative workshop section, the indicative size of good pallets and their steel racks as well as the examples of machinery and forklift with their product catalogues (***Appendix 2*** refers), the f-t-f heights are accepted by the Building Authority under the Approved GBP Scheme. Hence, the Proposed Scheme respected the above and adopted a f-t-f height of 5.35m for all industrial uses floor.

3.2.9 Worth to mention that the Approved GBP Scheme is only a testing scheme to meet the statutory 65m BH restriction and it has not maximised its development potential. There is about 108m^2 of residual GFA which have not be accommodated into the Approved GBP Scheme. Seizing the opportunity to review the BH due to the latest GFA exemption arrangement for aboveground carpark, the Proposed Scheme with BH increase has taken up the residual GFA under the Approved GBP Scheme, so as to realise the as-of-right development potential of the Site under the lease.

Figure 3.1 Indicative Sections of the Approved GBP Scheme

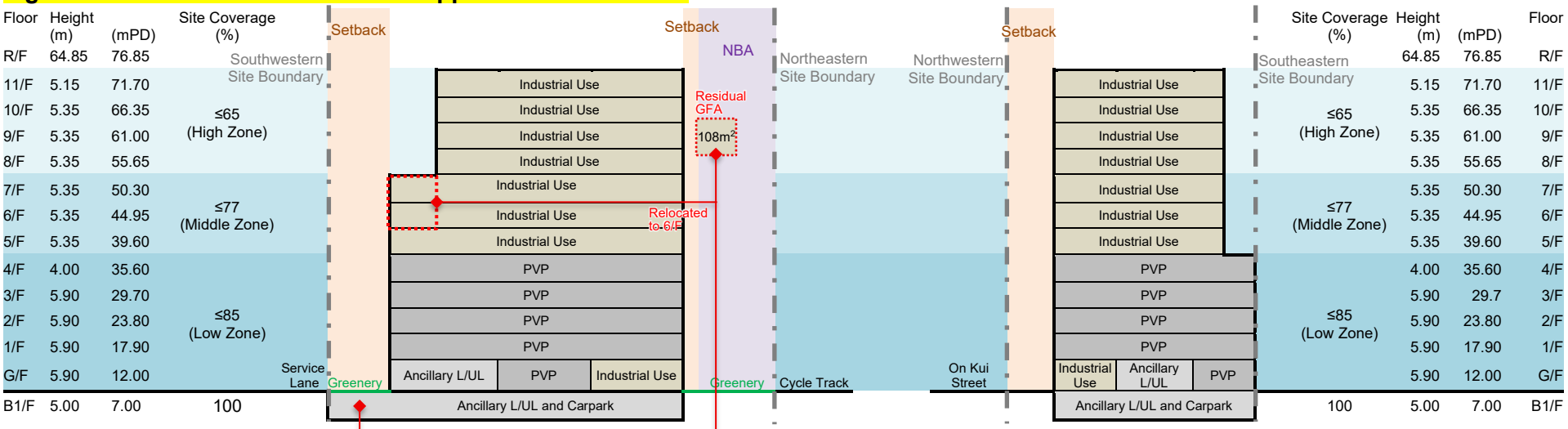
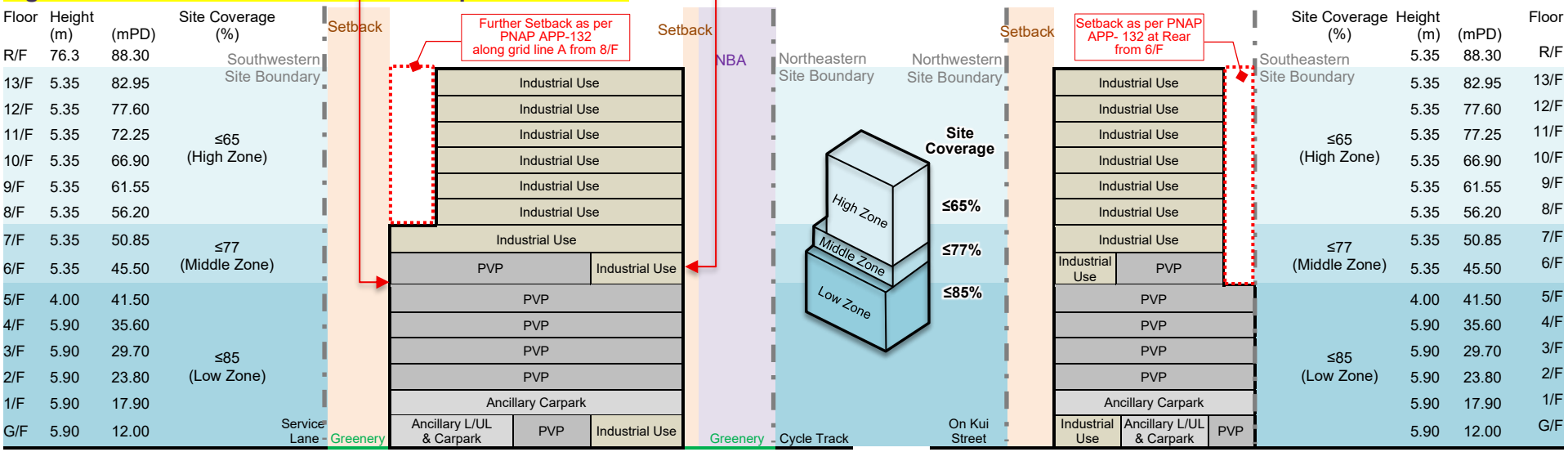


Figure 3.2 Indicative Sections of the Proposed Scheme



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 (Voluntary)

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.

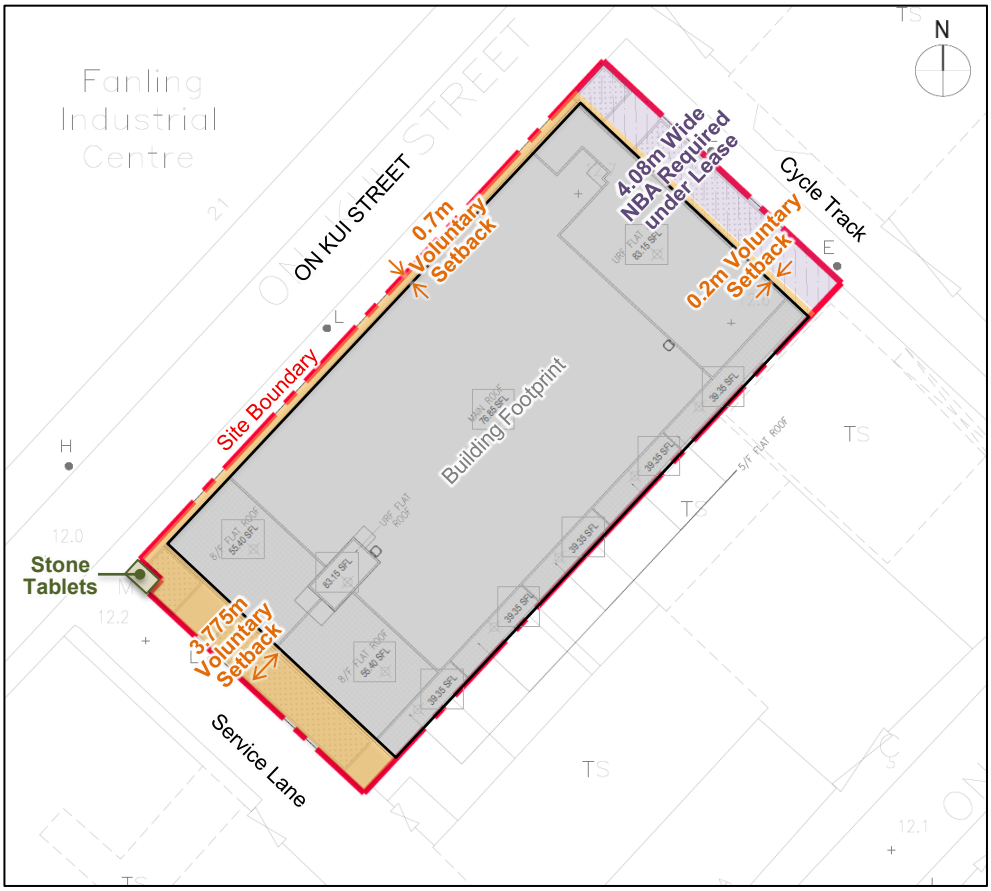
Northwestern Setback (Voluntary)

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 (Lease Required + Voluntary)

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.

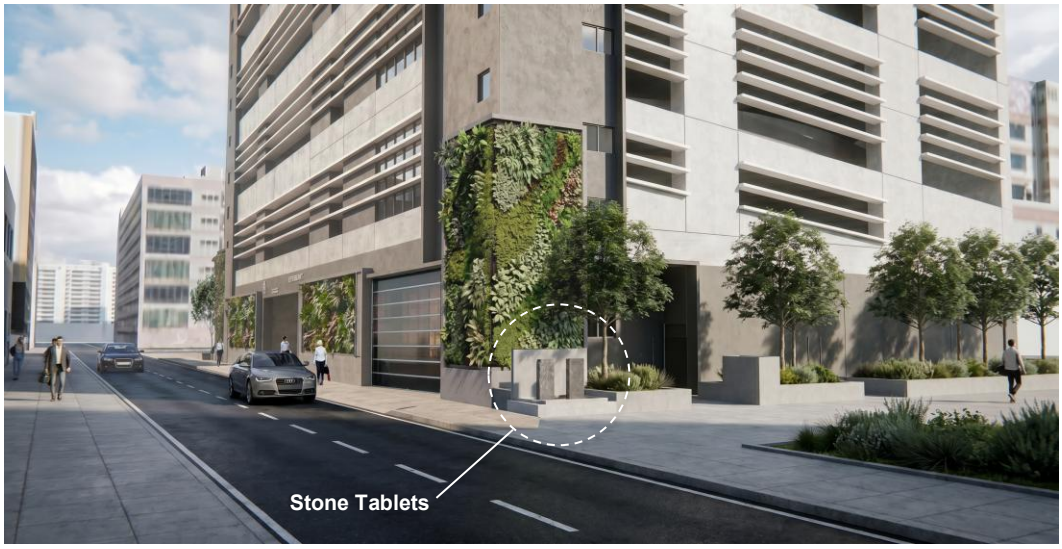
[2] Among the 168m^2 vertical green, 97.878m^2 are accountable towards the minimum requirement of site coverage of greenery under PNAP-152.

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



Preservation of Stone Tablets

3.3.12 As stated in paragraph 3.3.5, the voluntary southwestern setback filled with greenery will provide a buffer area between the stone tablets and the Proposed Development to avoid causing any damage, disturbance or obstruction to the stone tablets during construction and operation of the Proposed Development. Please refer to ***Appendix 3*** for the method statement for the protection of stone tablets.

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 4***, 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 5*** 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.

4.3 Other Consideration

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

5 PLANNING MERITS AND JUSTIFICATIONS

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

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

5.2 Realise the As-of-right Development Potential of the Site

5.2.1 Mentioned in Section 3.2, there are residual GFA/PR which has not be accommodated under the Approved GBP Scheme due to the compliance with the 65m statutory BH restriction. Seizing the opportunity to review the BH due to the latest GFA exemption arrangement, the Proposed Scheme with BH increase has taken up the residual GFA under the Approved GBP Scheme, so as to realise the as-of-right development potential of the Site under the lease.

5.3 Proposed Building Height Relaxation is Minor and Reasonable

5.3.1 The Proposed Scheme has made reference to PNAP APP-132 to optimise the site coverage thereby minimise the BH. Since relocating the carpark from basement to aboveground will inevitably be constrained by a lowered building coverage, the original single storey basement carpark occupying one floor has to be accommodated on two separate floors. As a result, the total number of storeys increases from 13 (including basement) to 14 (all aboveground).

5.3.2 The Proposed Scheme maintains similar f-t-f height for both carpark and industrial uses in the Approved GBP Scheme, the proposed building height has been optimised to cater the aboveground ancillary carpark, the required PVP and the permitted industrial use. Hence, the overall BH of the Approved GBP Scheme (including basement) is 69.85m while the BH of the Proposed Scheme with aboveground carpark is 76.3m (+6.45m) only.

5.3.3 It should be noted that the required PVP already occupied a significant portion (6 storey or 33m) of the Proposed Scheme, which is about half of the permitted BH under the Approved OZP. However, the Site having such PVP requirement does not enjoy higher BH restriction on the Approved OZP as compared to the surrounding land falling within the same "I" zone.

5.3.4 Despite this application seeks to relax the BH from 65m to 76.3m (+11.3m or 17.4%), it is indeed for a typical industrial development with a PVP having similar

scale as the industrial development.

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

5.4.1 The Applicant has taken the opportunity to include additional design measures in the Proposed Scheme. While there is no statutory setback requirement from the Approved OZP, the Proposed Scheme has provided a setback of about 3.775m along the southwestern boundary, a setback of about 0.7m along On Kui Street and a setback of 4.28m along the northeastern boundary. The setbacks can improve street environment, enhance air ventilation and visual permeability to create a more spacious pedestrian realm and pleasing public space.

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

5.5 No Significant Impact in Visual Aspects

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

5.6 No Other Technical Impacts Anticipated

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

6 CONCLUSION

6.1.1 This Planning Application is prepared and submitted on behalf of the Applicant to seek approval from the TPB under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of BH Restriction for Permitted Industrial Use cum Public Vehicle Park at Fanling Sheung Shui Town Lot 245, On Kui Street, Fanling.

6.1.2 The TPB and relevant Government Departments are respectfully requested to give favourable consideration to support the proposed development scheme based on the following:

- The proposed increase in building height is in-line with the Government's policy of facilitating aboveground carpark arrangement for private developments;
- The Proposed Scheme has taken up the residual GFA not utilised under the Approved GBP Scheme, so as to realise the as-of-right development potential of the Site;
- The proposed relaxation of building height is minor and reasonable;
- The Proposed Scheme has provided additional building setbacks and abundant high-quality greenery;
- The Proposed Scheme has no significant change in visual aspects; and
- No other technical impacts are anticipated, as the Proposed Development conforms to the planning intention, land uses and maximum plot ratio restrictions of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.

Annex C

Revised Schematic Architectural Drawings

REV I

DRAWING NO AG-01-02

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>

EXISTING PAVEMENT

安居街 ON KUI STREET

12.00 EX

11.70 EX

12.20 EX

12.10 EX

11.89 EX

THE CONSTRUCTION OF RUN-IN-OUT SHALL COMPLIED WITH HYD STANDARD DRAWING NOs. H1113C, H1114B, H1117B, H5133B, H5134A, H5135B

RUN IN/OUT

EXISTING PAVEMENT

EL

DETAIL "Y"

DETAIL "X"

DETAIL "Z"

SITE BOUNDARY

S.C.2

S.C.2 W/ HEAVY DUTY

DROP GATE / EGRESS CONTROL PT.

DROP GATE / INGRESS CONTROL PT.

FALL 3%

RAMP IN 1:8

W/P M.L. AT H/L

WORKSHOP
UFS=43.848SM

E&M ROOM

F.D.

LAUT
(MVAC)

UNISEX LAV.
(MVAC)

M.R.C.
UFS=5.225SM

WP

GREENERY
(GREEN BUFFER)

NOTIONAL TREE PIT

UP38R

FALL 1:100

MVP M.L.

LGV2
NIGHT-TIME
(PRIVATE)

LGV3
NIGHT-TIME
(PRIVATE)

MGV1
NIGHT-TIME
(L/UL)
(PRIVATE)
COMMON AREA (SC 20(g)(ii))
(3.5wX11dX5.7h)

LGV4
(L/UL)
(PRIVATE)
COMMON AREA (SC 20(g)(ii))

GOODS HANDLING AREA

P.D.

GF CARPARK DRIVEWAY
(MIN. HEADROOM 4.7mH.)
(24-HOUR ACCESS FOR PUBLIC PARKING)
12.10 FFL
12.00 SFL

MOVABLE WAITING SPACE

MIN. 1100H. AFFL
R.C. PARAPET WALL

RAMP UP 1:10

RAMP UP 1:8

UP

AUTOMATIC METER READING ROOM

S.V.D. AT RF RAMP H/L
S.V.D. AT H/L
(240/240/240 FRR)

S.V.D. W/P

LGV5
(PUBLIC)
(3.5wX7dX3.6h.)

LGV1
(L/UL)
(PRIVATE)
COMMON AREA (SC 20(g) (ii))

MGV2
(L/UL)
(PRIVATE)
COMMON AREA (SC 20(g)(ii))

MGV3
(L/UL)
(PRIVATE)
COMMON AREA (SC 20(g)(ii))

GOODS HANDLING AREA

CARPARK PAYMENT BOOTH

M1
(PRIVATE)
(1wX2.4dX2.4h.)

W.M.C.

LGV6
(PUBLIC)

TX ROOM
(R.C. SLAB REFER CLP DWG)

S.S. LOUVER AT H/L

150H. R.C CURB

R.C. EAVE ABOVE AT H/L

FALL 1:100

MANAGEMENT OFFICE
UFS=12.590SM

P.LOB.

FRR(-/60/60) GLASS WALL

F.A.D.

ST-01

ST-02

ST-B1

UP34R
DN2R
(ST-01)

DN2R

L-01
PASSENGER

L-02
CARGO

L-03
CARGO

L-04
CARGO

(NON-BUILDING AREA ON PINK HATCHED BLACK AREA)

EXISTING PAVEMENT

單車徑 CYCLING TRACK

SITE BOUNDARY

1 / - GROUND FLOOR PLAN

1:100 @A1

REVISION	DESCRIPTION	BY	DATE	APPROVED
–	1st SUBMISSION	LCYT	JUN26	TL

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior

PROJECT

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

TITLE

GROUND FLOOR PLAN

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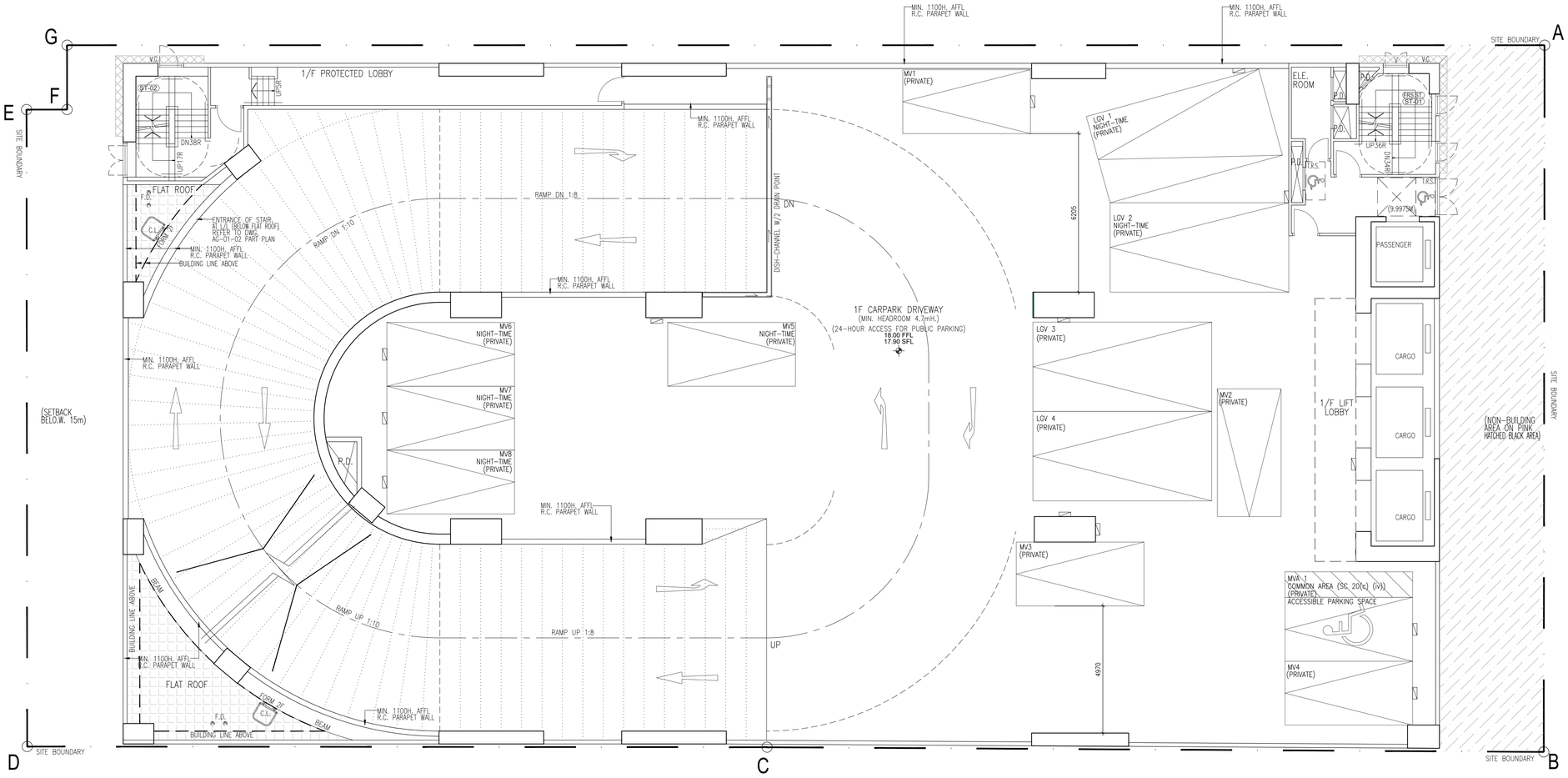
PROJECT NO. J684

REV I

DRAWING NO AG-01-03

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - FIRST FLOOR PLAN
1:100 @A1

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

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PROJECT

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

TITLE

FIRST FLOOR PLAN

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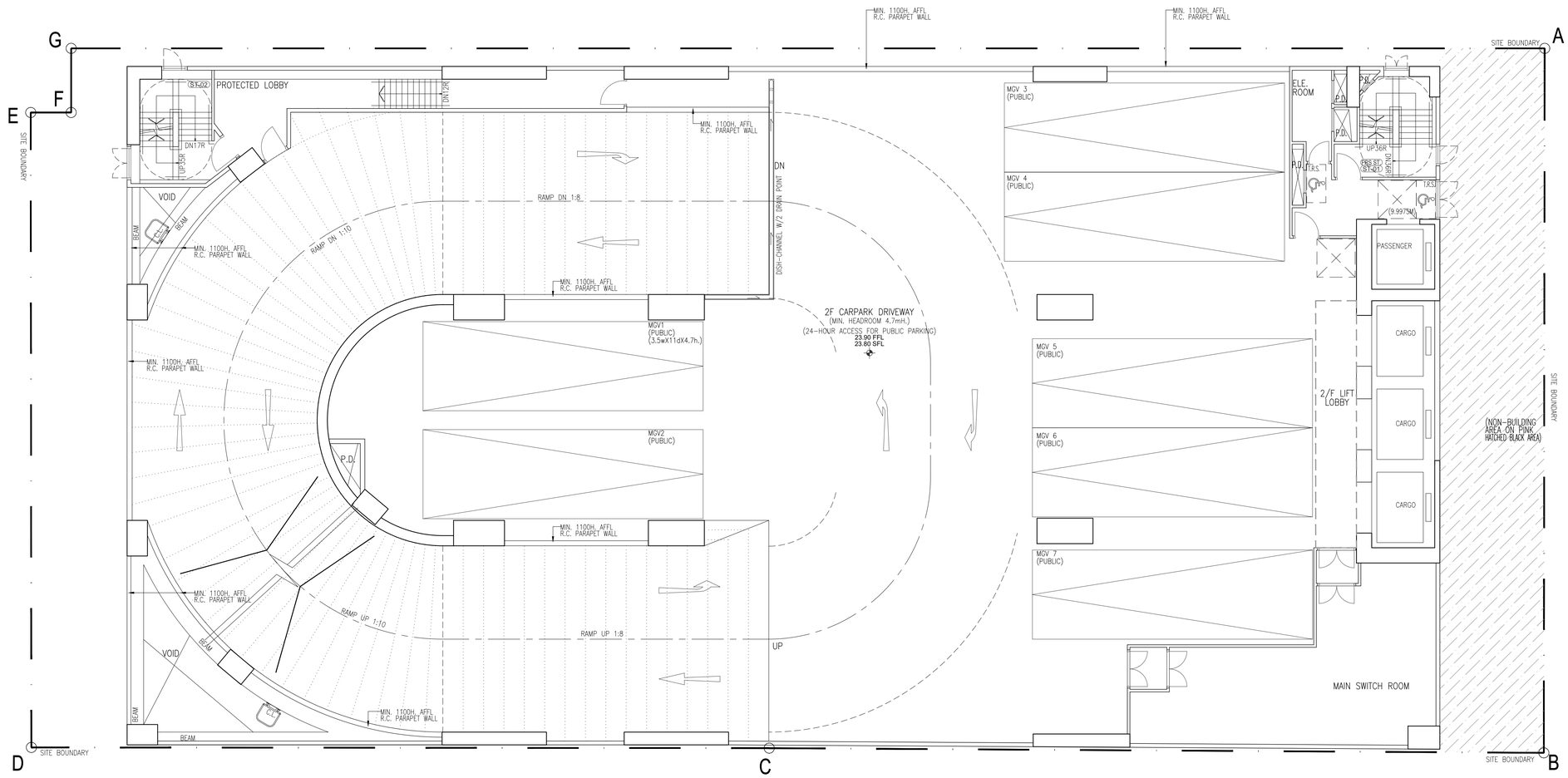
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REV I

DRAWING NO AG-01-04

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - SECOND FLOOR PLAN

1:100 @A1

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TITLE

SECOND FLOOR PLAN

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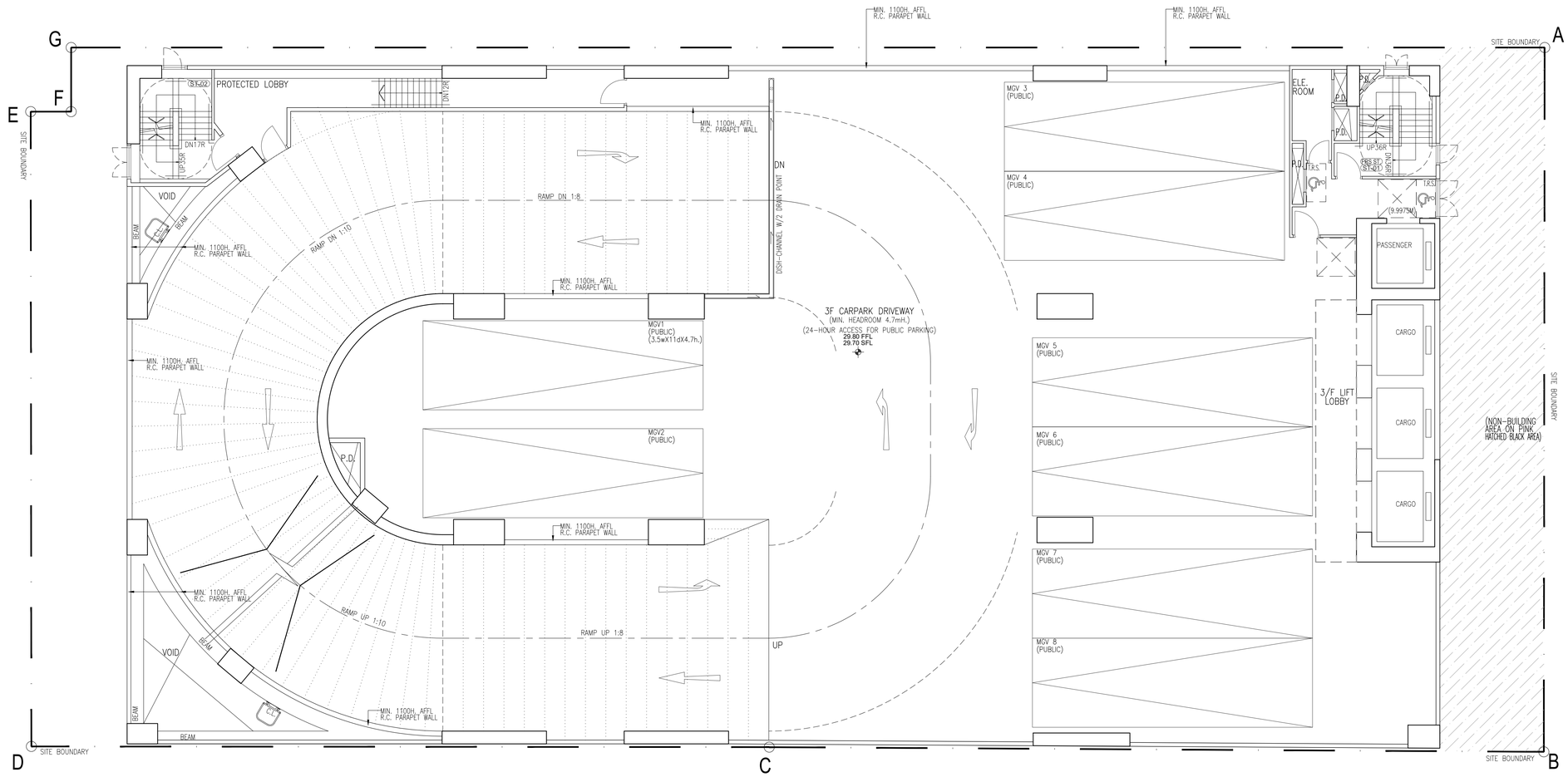
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REV I

DRAWING NO AG-01-05

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - THIRD FLOOR PLAN

1:100 @A1

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PROJECT

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

TITLE

THIRD FLOOR PLAN

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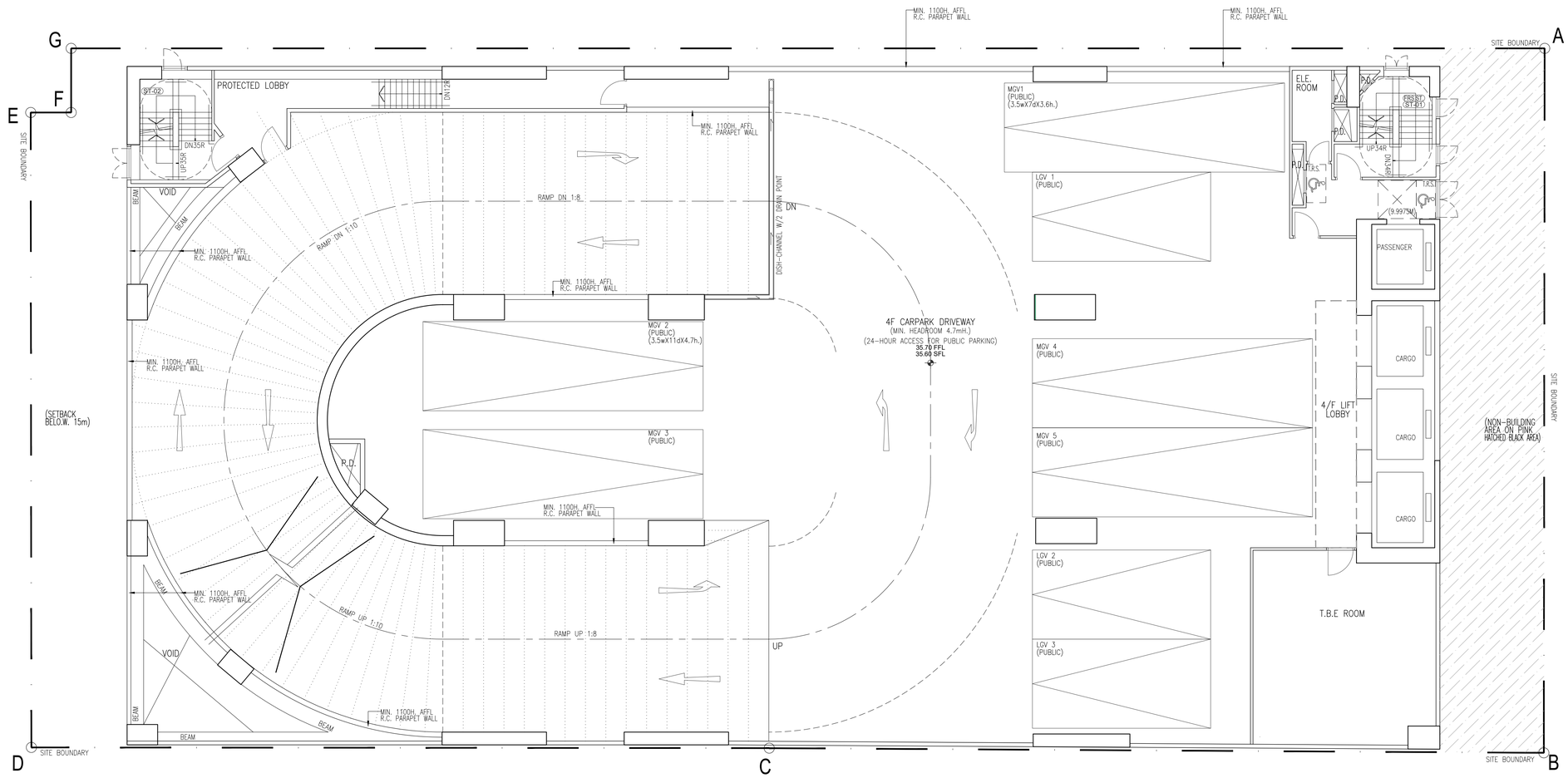
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REV I

DRAWING NO AG-01-06

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - FOURTH FLOOR PLAN
1:100 @A1

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

TITLE

FOURTH FLOOR PLAN

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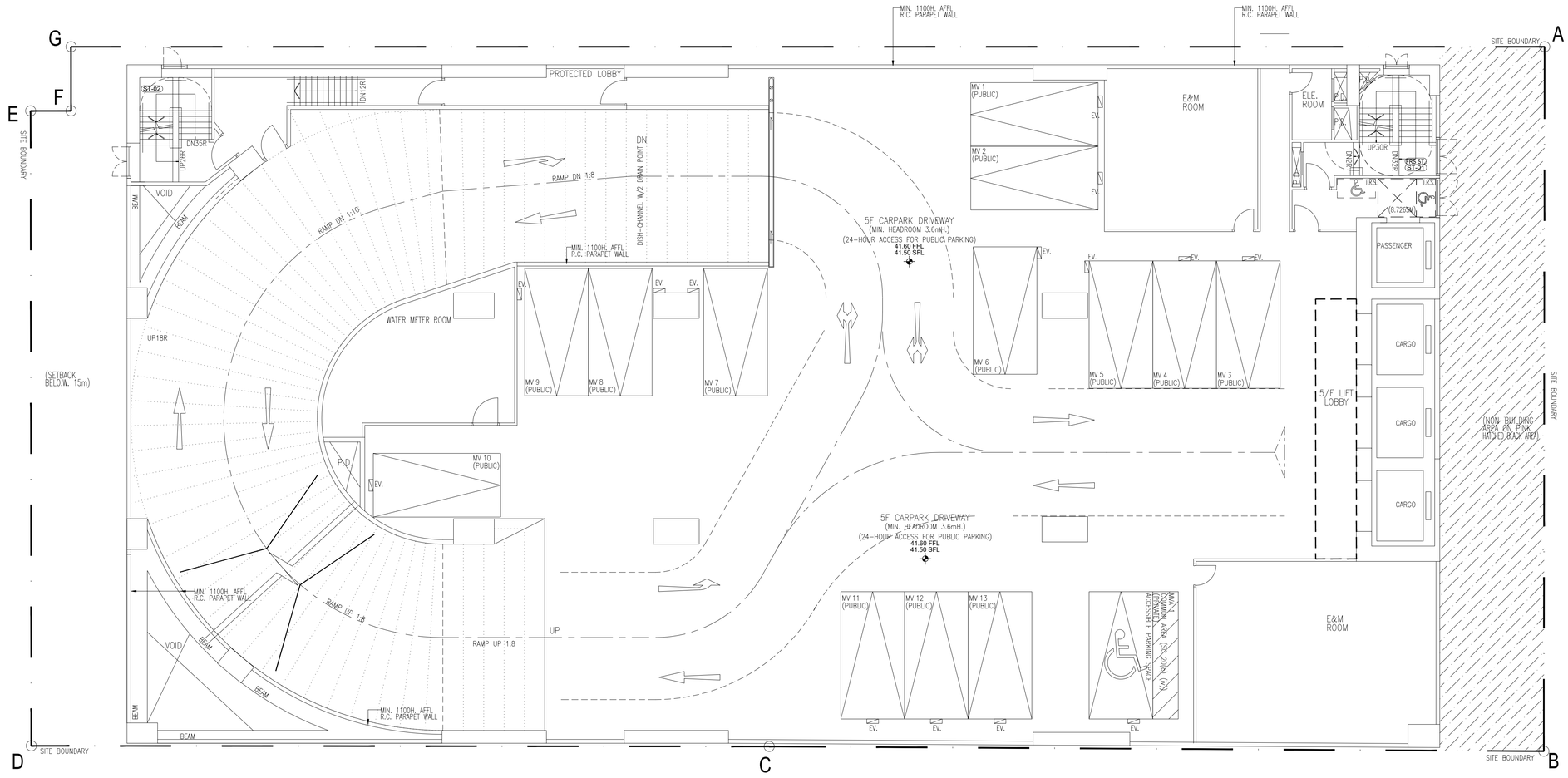
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REV I

DRAWING NO AG-01-06A

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



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

TITLE

FIFTH FLOOR PLAN

1 / - FIFTH FLOOR PLAN
1:100 @A1

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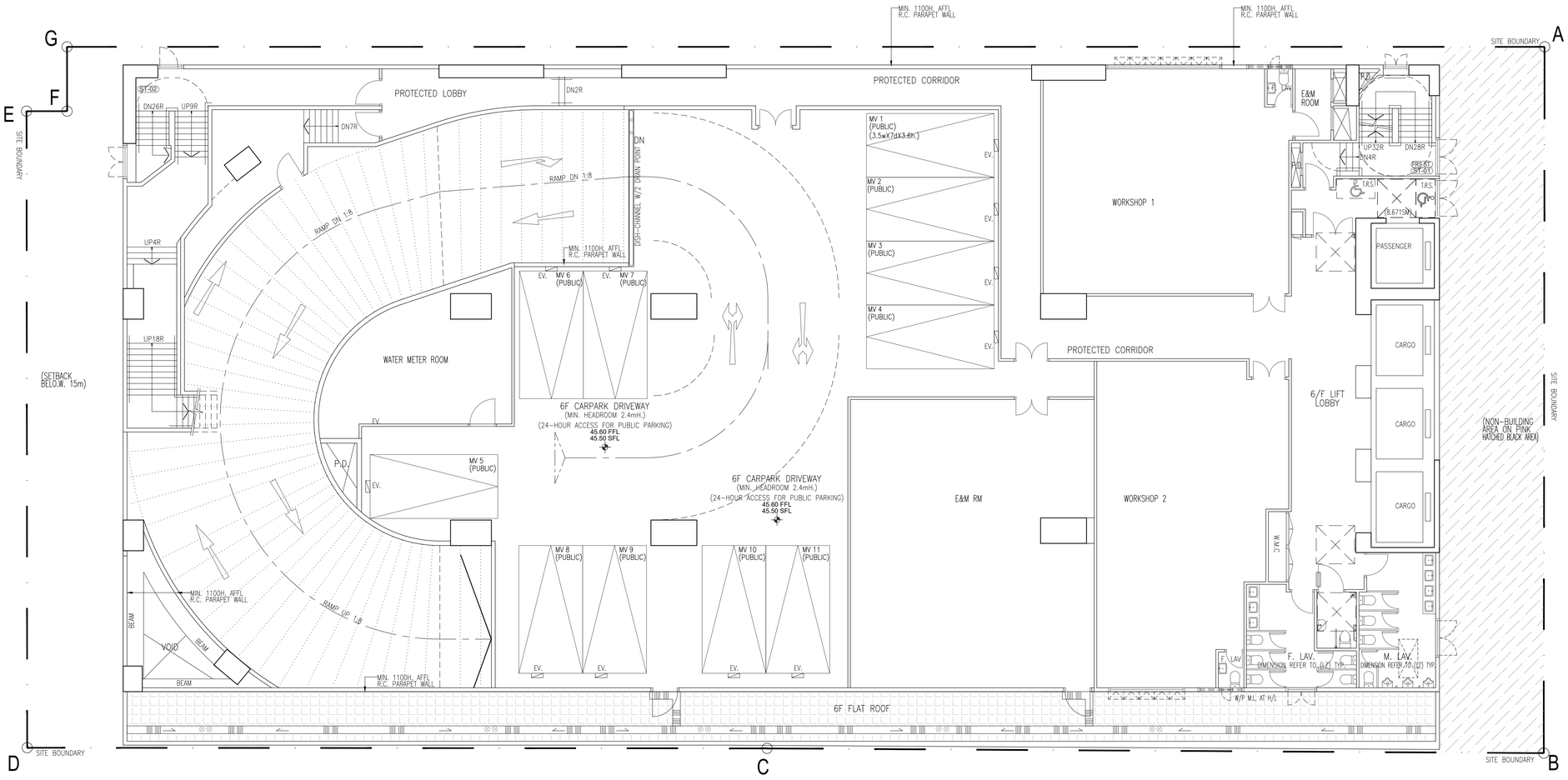
PROJECT NO. J684

REV I

DRAWING NO AG-01-06B

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - SIXTH FLOOR PLAN

1:100 @A1

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

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PROJECT

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

TITLE

SIXTH FLOOR PLAN

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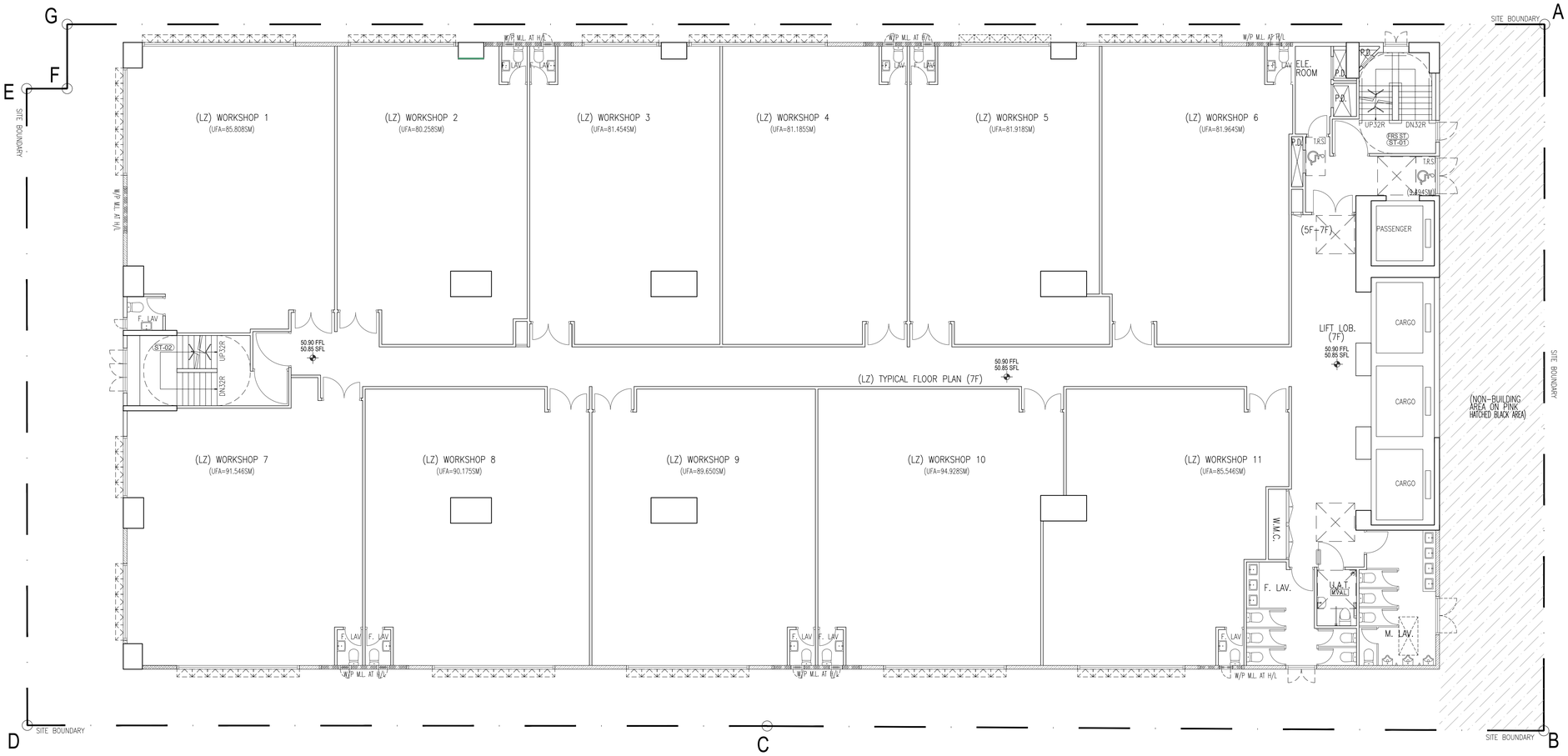
PROJECT NO. J684

REV I

DRAWING NO AG-01-07

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - 7TH FLOOR PLAN
1:100 @A1

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

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PROJECT

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

TITLE

LOW ZONE FLOOR PLAN (7TH FLOOR)

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PROJECT NO. J684

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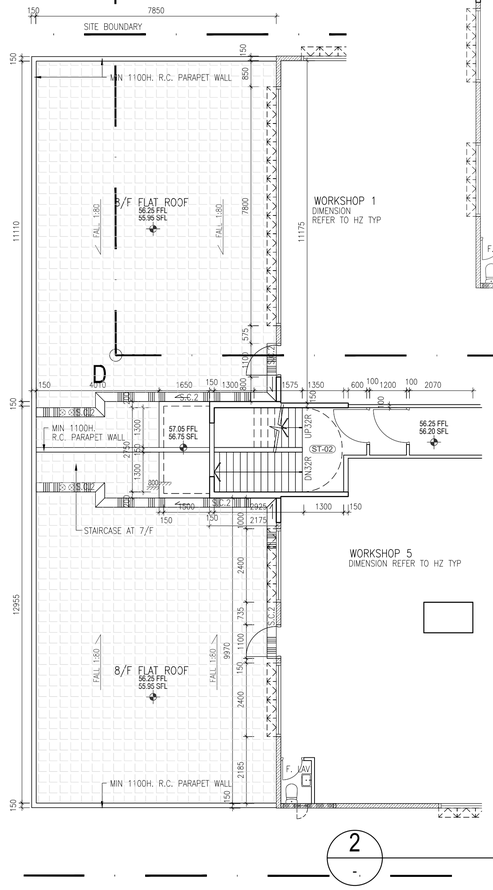
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BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>

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1 - 8TH - 13TH FLOOR PLAN
1:100 @A1

2 - 8TH PART PLAN
1:100 @A1

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

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PROJECT

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

TITLE

TYPICAL HIGHT ZONE FLOOR PLAN
(8TH–13TH FLOOR)

DRAWN	KWY	DATE	JUN 2023	CAD REF	V:\684 Fanling\DWG\Section 16 Submission\AG-01-08_8F-11F.dwg
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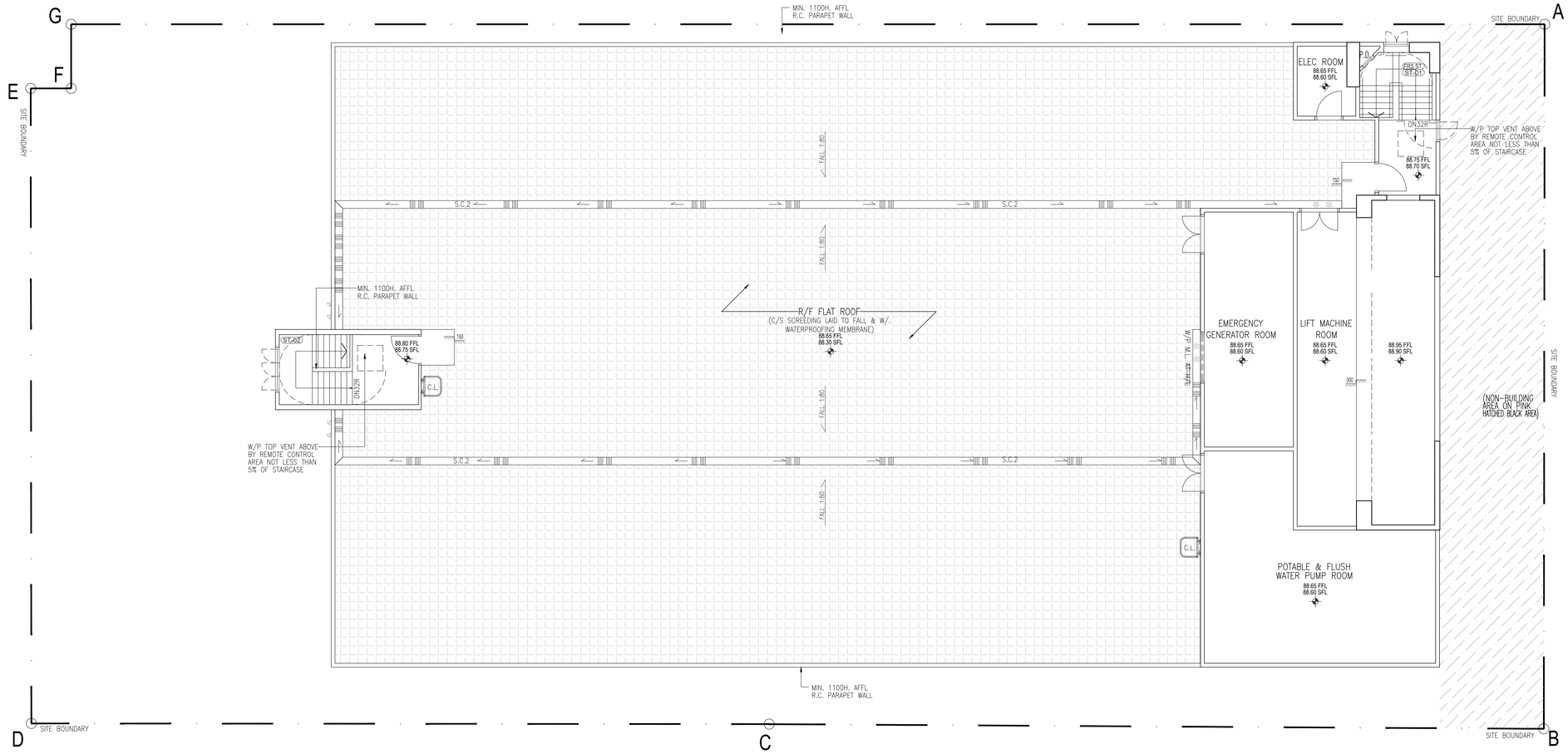
PROJECT NO. J684

REV I

DRAWING NO AG-01-09

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - ROOF FLOOR PLAN
1:100 @A1

REVISION	DESCRIPTION	BY	DATE	APPROVED
–	1st SUBIMISSION	LCYT	JUL23	TL

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PROJECT

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

TITLE

ROOF FLOOR PLAN

DRAWN	KWY	DATE	JUN 2023	CAD REF	J:\J684 Fanling\DWG\Section 16 Submission\AG-01-09_RF.dwg
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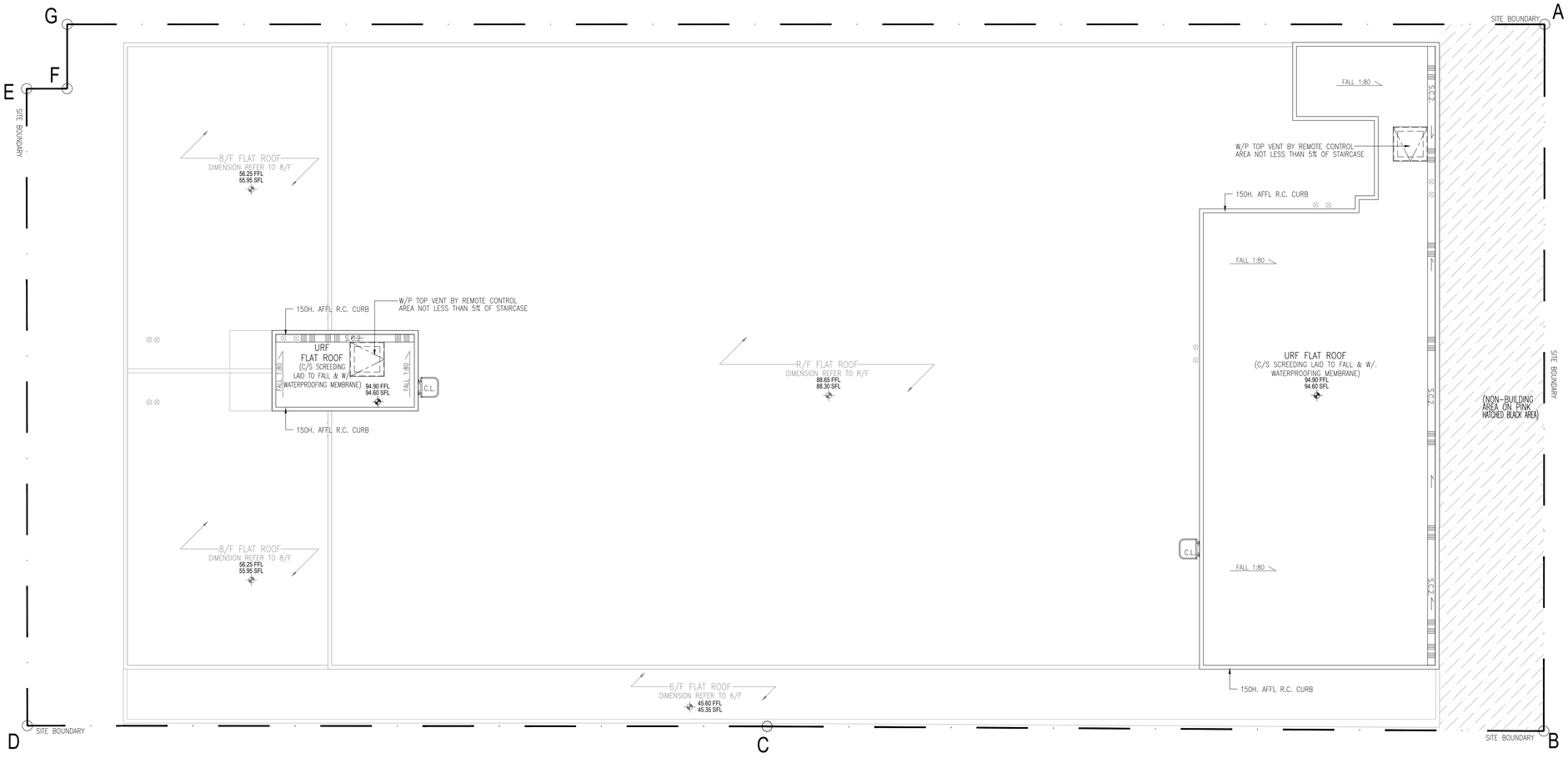
PROJECT NO. J684

REV I

DRAWING NO AG-01-10

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - UPPER ROOF FLOOR PLAN

1:100 @A1

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior

PROJECT

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

TITLE

UPPER ROOF FLOOR PLAN

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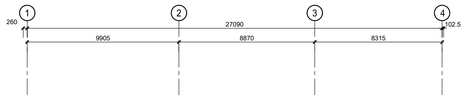
PROJECT NO. J684

REV I

DRAWING NO AG-02-01

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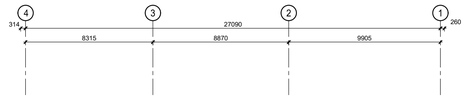
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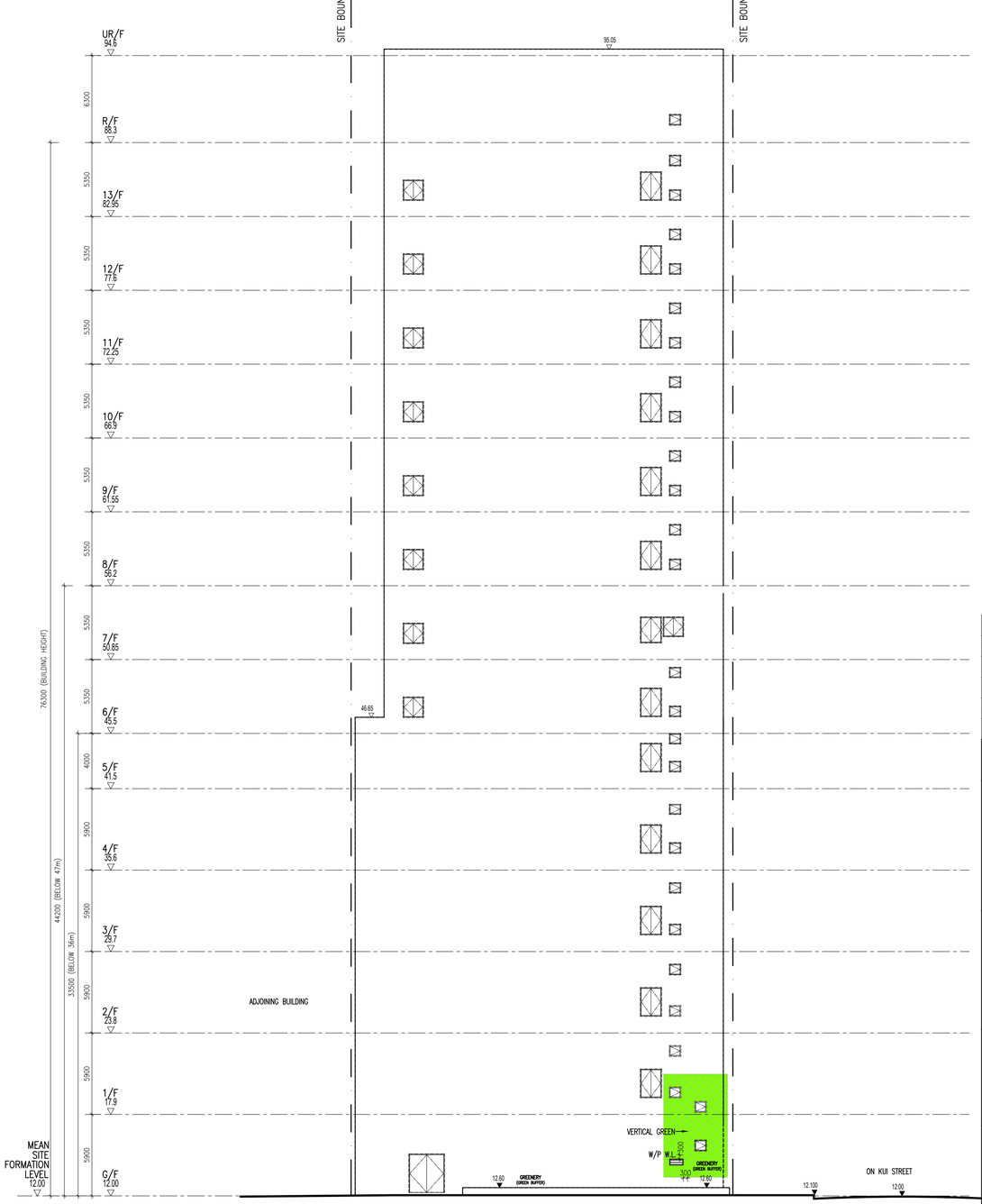




A - ELEVATION A

1:200 @A1





B - ELEVATION B

1:200 @A1

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior
[redacted]

PROJECT

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

TITLE

ELEVATION A & B

DRAWN	KWY	DATE	JUN 2023	CAD REF	V:\J684 Fanling\DWG\Section 16 Submission\AG-02-01.dwg
CHECKED	WSC	SCALE	1:200 @A1	DRAWING NO	AG-02-01
DESIGNED	LSC	APPROVED	TL	REV	–

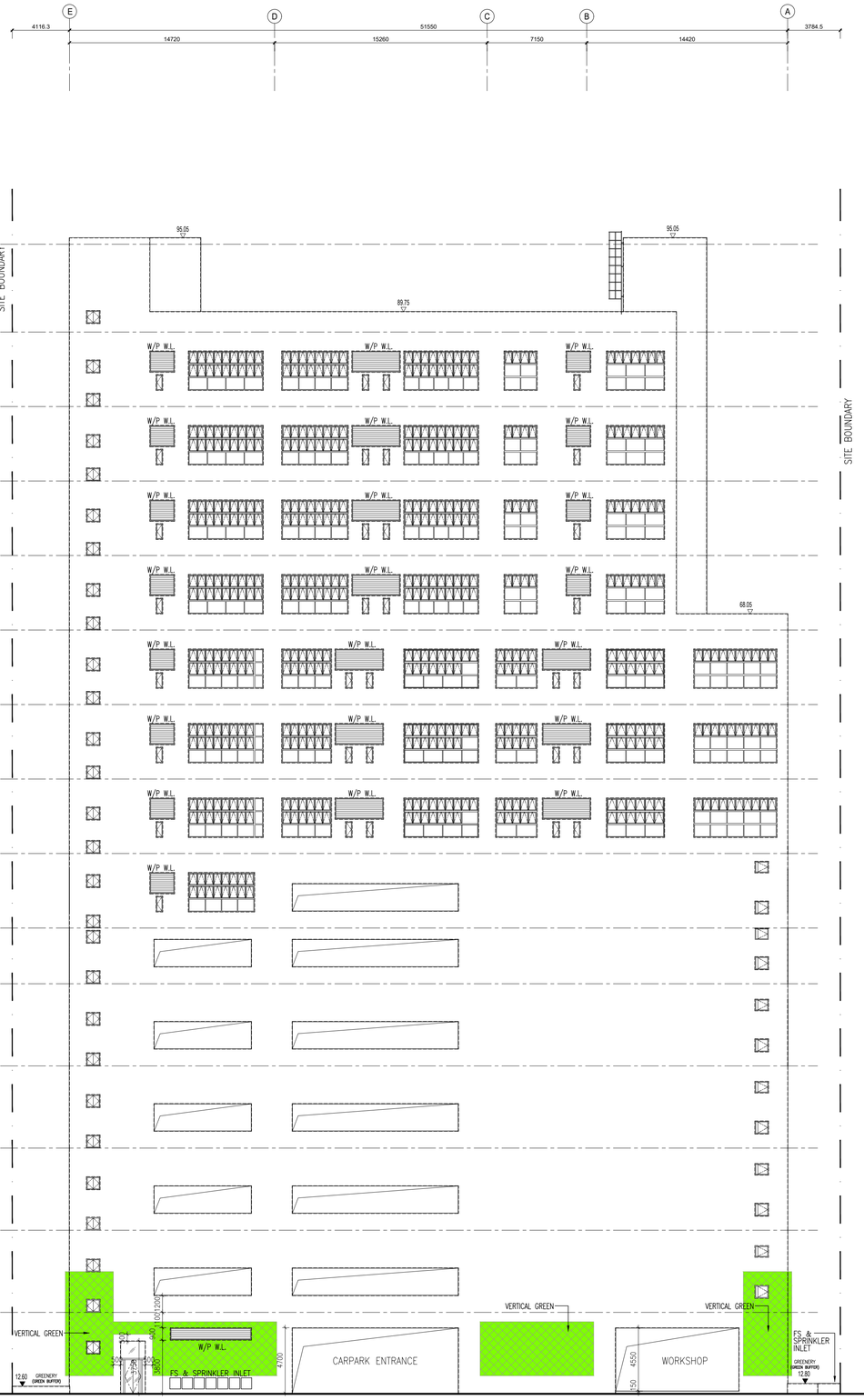
PROJECT NO. J684

REV –

DRAWING NO AG-02-02

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



C – ELEVATION C

1:200 @A1

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior
[redacted]

PROJECT

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

TITLE

ELEVATION C

DRAWN	KWY	DATE	JUN 2023	CAD REF	K:\J684 Fanling\DWG\Section 16 Submission\AG-02-02.dwg
CHECKED	WSC	SCALE	1:200 @A1	DRAWING NO	AG-02-02
DESIGNED	LSC	APPROVED	TL	REV	–

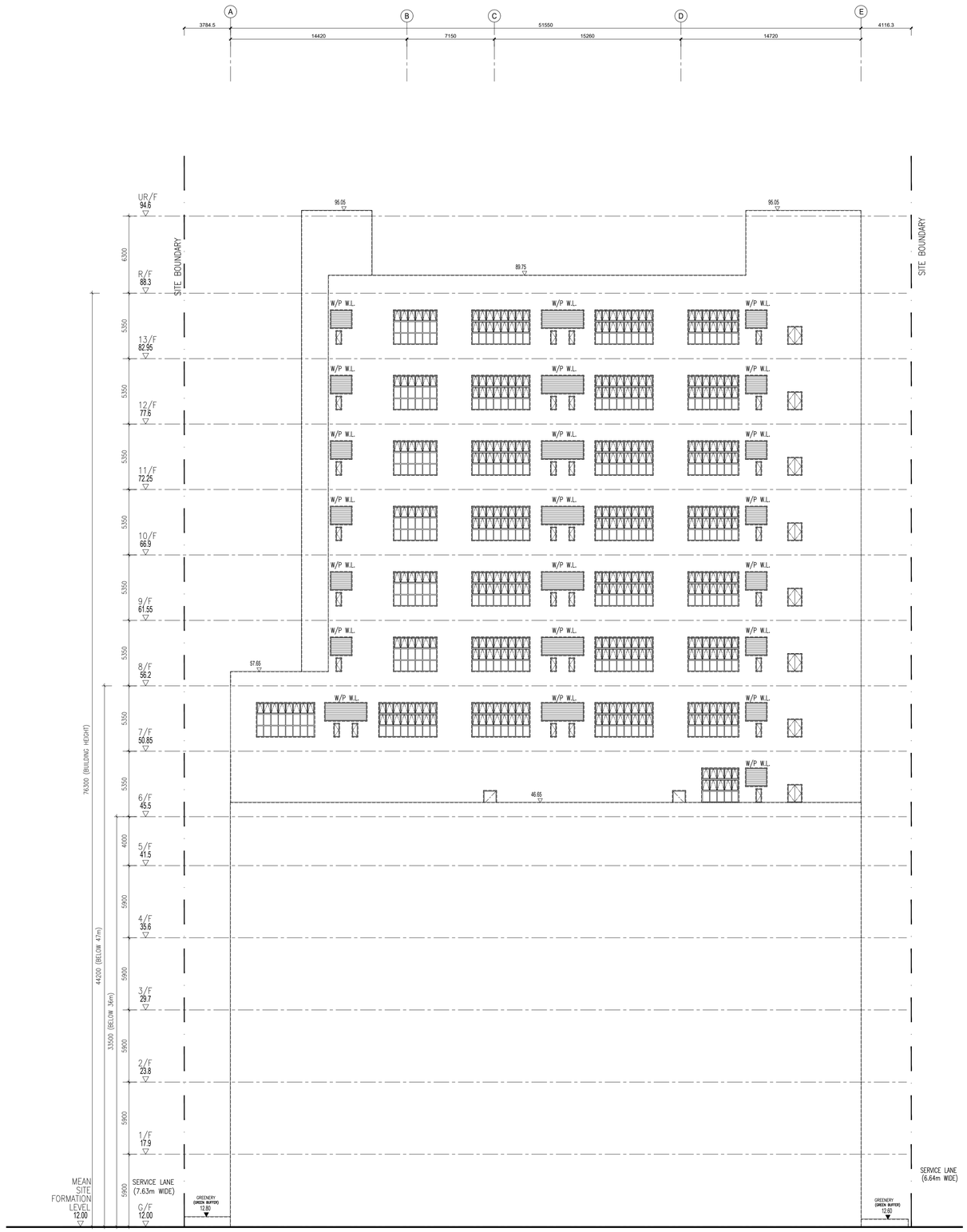
PROJECT NO. J684

REV I

DRAWING NO AG-02-03

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



D - ELEVATION D

1:200 @A1

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior

PROJECT

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

TITLE

ELEVATION D

DRAWN	KWY	DATE	JUN 2023	CAD REF	V:\J684 Fanling(UMC)\Section 16 Submission\AG-02-03.dwg
CHECKED	WSC	SCALE	1:200 @A1	DRAWING NO	AG-02-03
DESIGNED	LSC	APPROVED	TL	REV	–

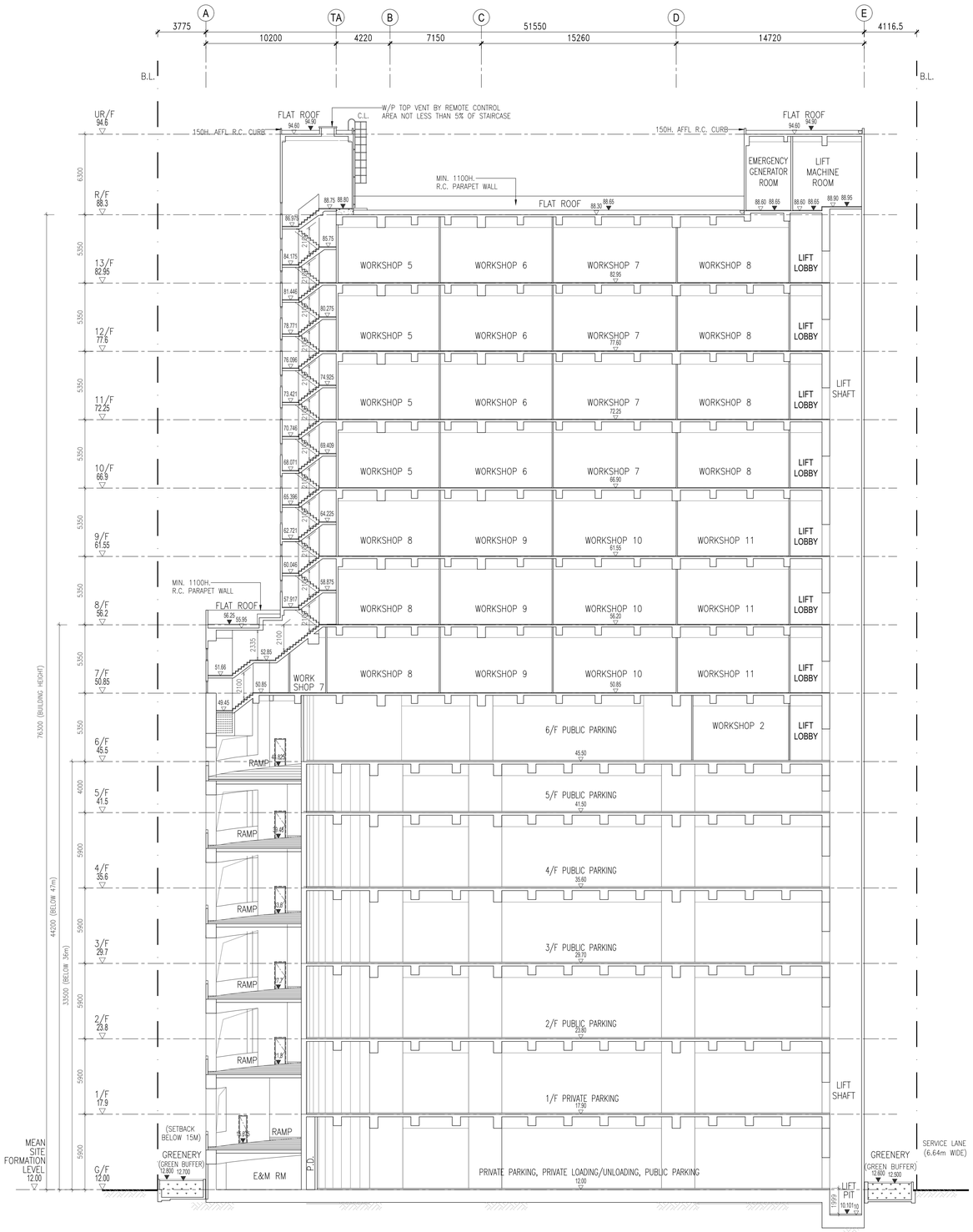
PROJECT NO. J684

REV I

DRAWING NO AG-03-01

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>



1 / - SECTION 1
1:200 @A1

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

ORIGINATOR

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[redacted]

PROJECT

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

TITLE

SECTION 1

DRAWN	KWY	DATE	JUN 2023	CAD REF	K:\J684 Fanling\DWG\Section 16 Submission\AG-03-01.dwg
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DESIGNED	LSC	APPROVED	TL	REV	–

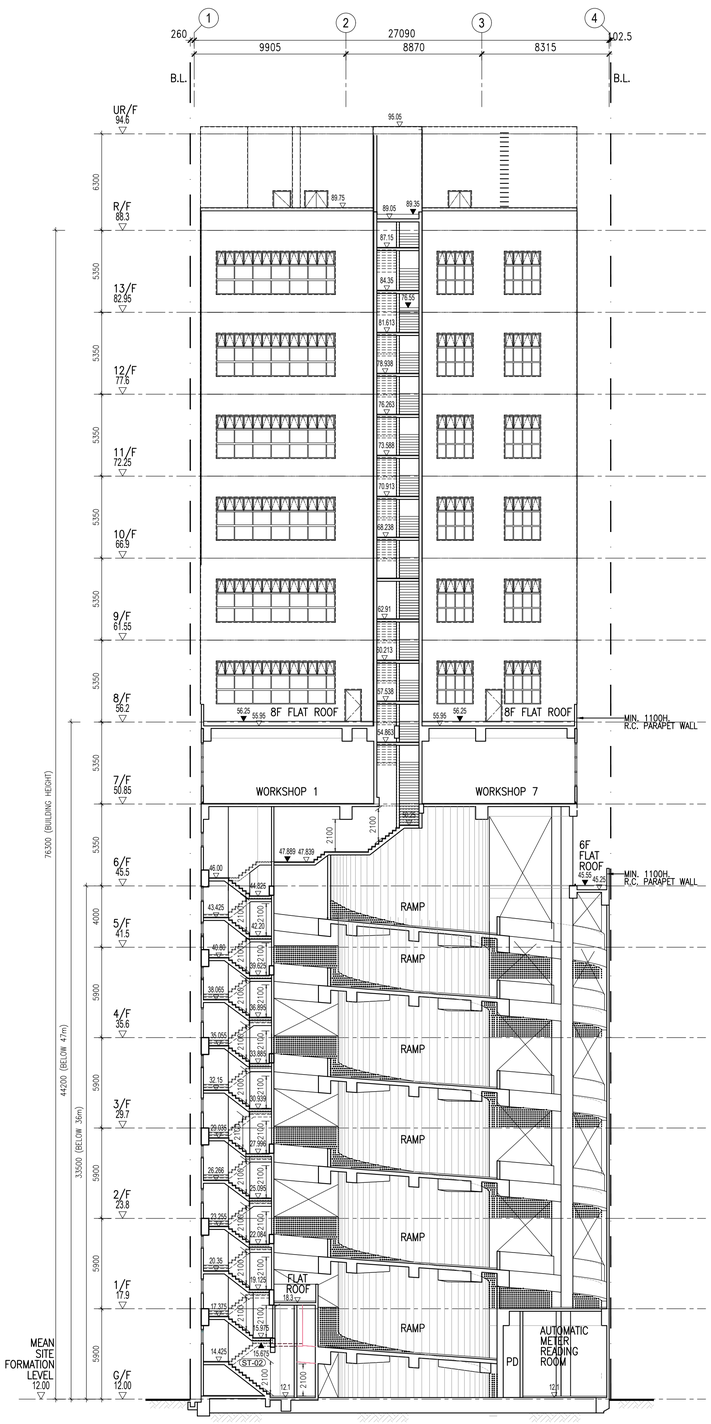
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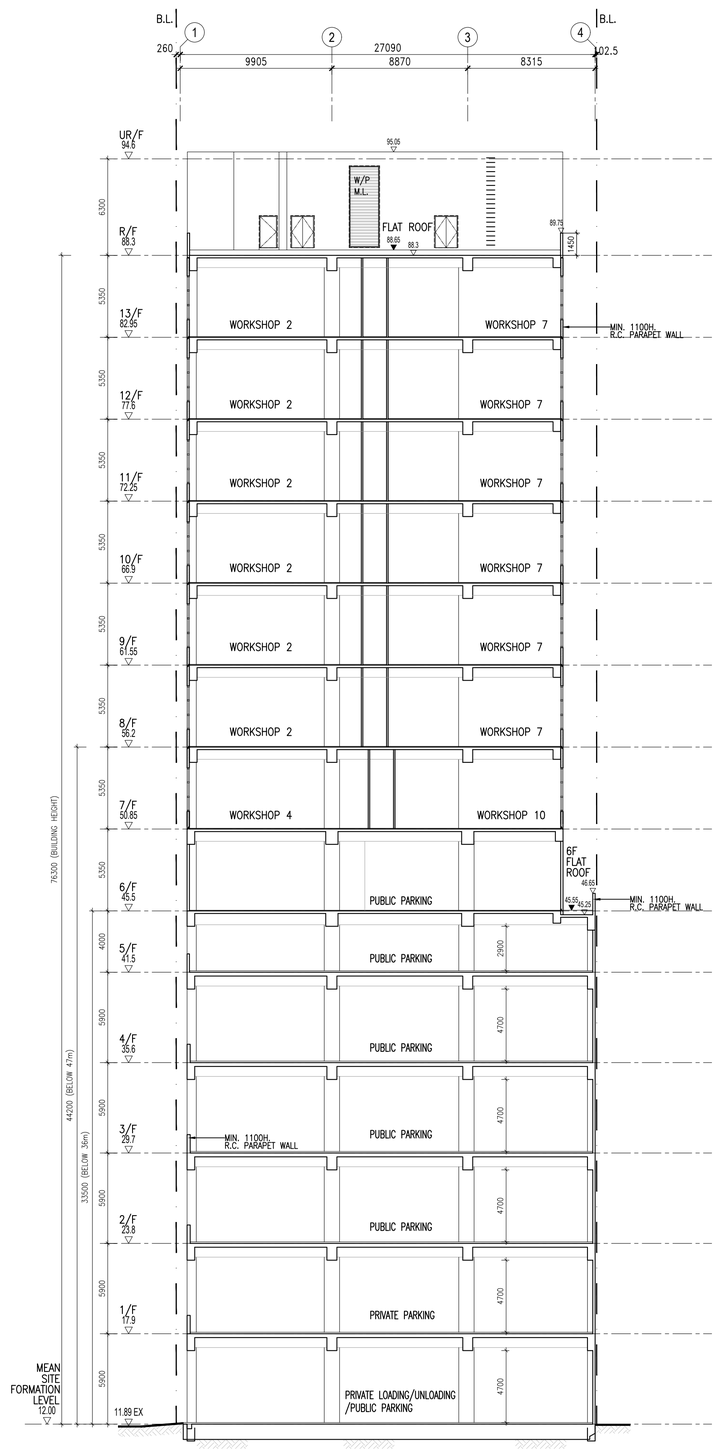
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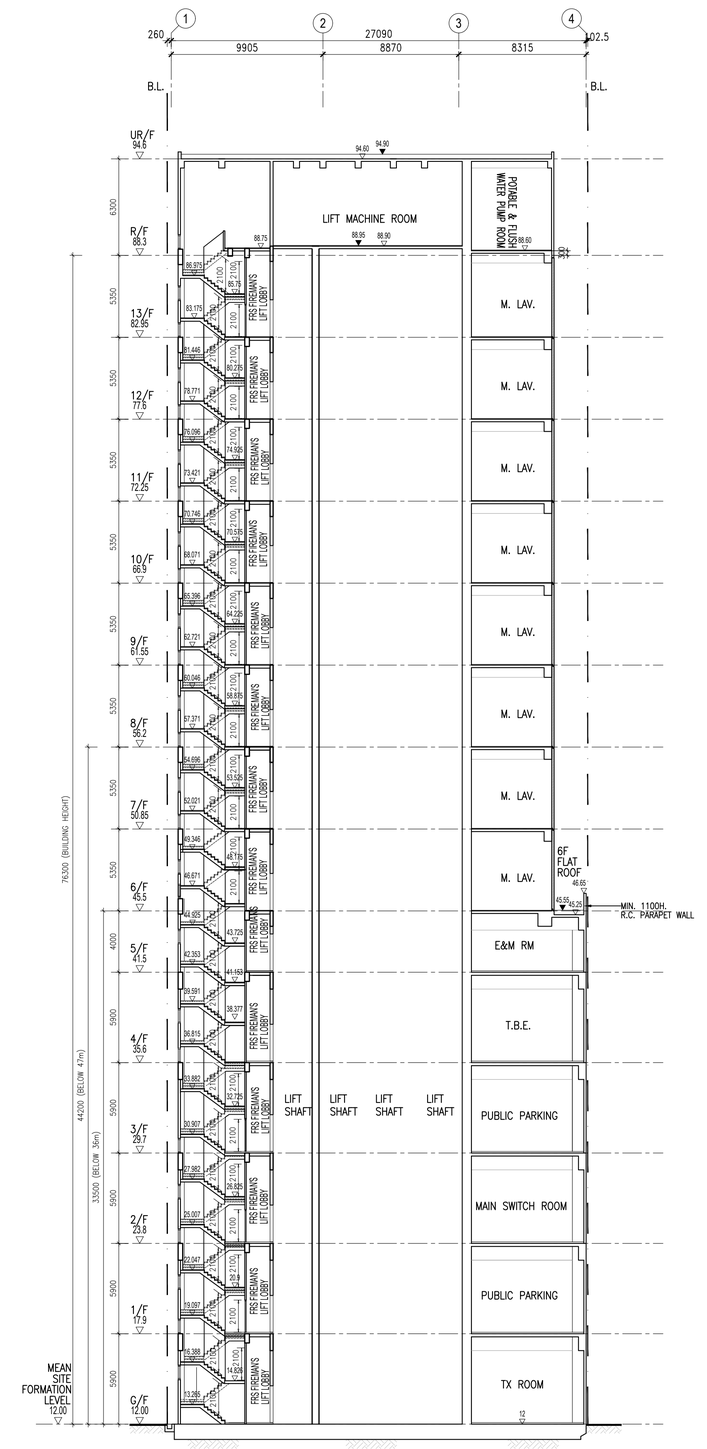
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2 - SECTION 2
1:200 @A1



3 - SECTION 3
1:200 @A1



4 - SECTION 4
1:200 @A1

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior
[redacted]

PROJECT

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

TITLE

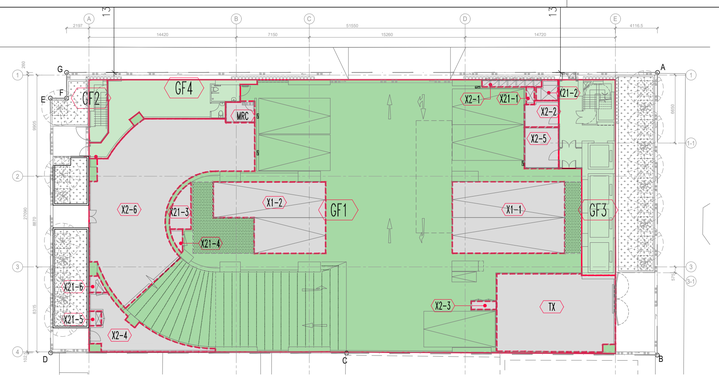
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CHECKED	WSC	SCALE	1:200 @A1	DRAWING NO	AG-03-02
DESIGNED	LSC	APPROVED	TL	REV	-

PROJECT NO. J684

REV I

DRAWING NO AG-04-02



CONCESSION CALULATIONS AT G/F

FOR CONCESSION TABLE ITEM 1 =		140.000
AREA NO.	AREA (S.M.)	AREA NAME
X1-1	77.000	U/UL
X1-2	63.000	U/UL

FOR CONCESSION TABLE ITEM 2.1 =		5.840
AREA NO.	AREA (S.M.)	AREA NAME
MRC	5.840	M.R.C

FOR CONCESSION TABLE ITEM 2.2 =		302.951
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.095	FSI
X2-2	8.356	FIRE CONTROL CENTRE & SPR. CONTROL VALVE
X2-3	1.960	W.M.C.
X2-4	28.257	AMR
X2-5	13.649	MANAGEMENT OFFICE
X2-6	159.481	E&M RM
TX	87.153	TX ROOM

FOR CONCESSION TABLE ITEM 21 =		18.439
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	1.384	EAD
X21-2	3.988	PD
X21-3	7.320	PD
X21-4	1.865	SV
X21-5	1.704	TD
X21-6	2.178	SV

TOTAL NON-DOMESTIC G.F.A. AT G/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
GF1	1225.799	GF CARPARK
GF2	11.166	ST-02
GF3	82.747	LIFT SHAFT, MG, ST01, CORR.
GF4	55.962	GF WORKSHOP
	1375.674	SUB-TOTAL

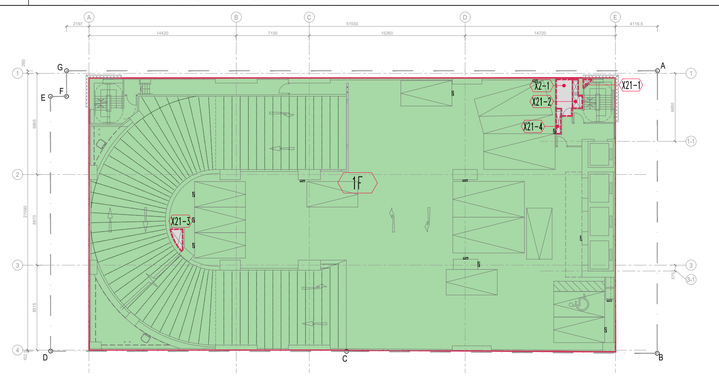
DEDUCT AREA

140.000	TOTAL CONC. ITEM 1 AT G/F
5.840	TOTAL CONC. ITEM 2.1 AT G/F
302.951	TOTAL CONC. ITEM 2.2 AT G/F
18.439	TOTAL CONC. ITEM 21 AT G/F
467.230	SUB-TOTAL
908.444	TOTAL NON-DOMESTIC G.F.A. AT G/F (UNDER B.O.)

TOTAL NON-DOMESTIC G.F.A. AT G/F (UNDER LEASE)

AREA NO.	AREA (S.M.)	AREA NAME
GF2	11.166	ST-02
GF3	82.747	LIFT SHAFT, MG, ST01, CORR.
GF4	55.962	GF WORKSHOP
	149.875	TOTAL NON-DOMESTIC G.F.A. AT G/F (UNDER LEASE)

\- CONCESSION CALCULATION DIAGRAM OF G/F 1:300 @ A1



CONCESSION CALULATIONS AT 1/F

FOR CONCESSION TABLE ITEM 2.2 =		5.303
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	5.303	ELE RM

FOR CONCESSION TABLE ITEM 21 =		5.172
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.020	PD
X21-3	1.647	PD
X21-4	1.138	PD

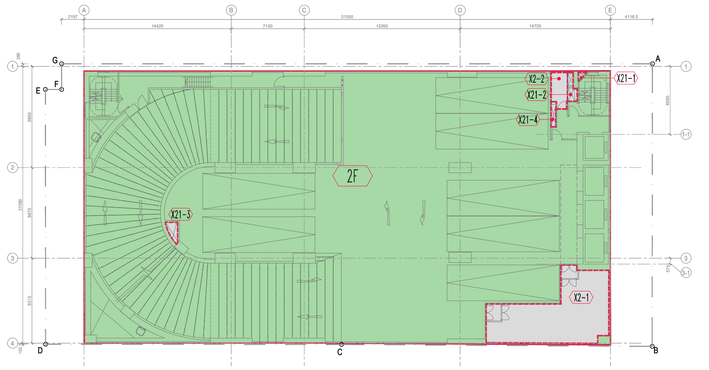
TOTAL NON-DOMESTIC G.F.A. AT 1/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
1F	1375.675	1F CARPARK
	1375.675	SUB-TOTAL

DEDUCT AREA

5.303	TOTAL CONC. ITEM 2.2 AT 1/F
5.172	TOTAL CONC. ITEM 21 AT 1/F
10.475	SUB-TOTAL
1365.200	TOTAL NON-DOMESTIC G.F.A. AT 1/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 1/F 1:300 @ A1



CONCESSION CALULATIONS AT 2/F

FOR CONCESSION TABLE ITEM 2.2 =		66.651
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	61.348	MAIN SWITCH RM
X2-2	5.303	ELE RM

FOR CONCESSION TABLE ITEM 21 =		5.172
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.020	PD
X21-3	1.647	PD
X21-4	1.138	PD

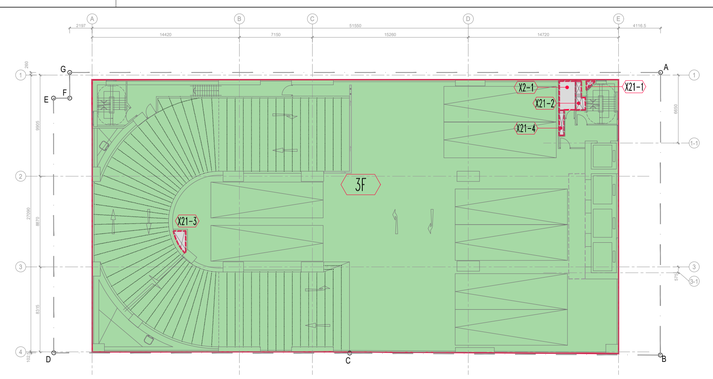
TOTAL NON-DOMESTIC G.F.A. AT 2/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
2F	1375.675	2F CARPARK
	1375.675	SUB-TOTAL

DEDUCT AREA

66.651	TOTAL CONC. ITEM 2.2 AT 2/F
5.172	TOTAL CONC. ITEM 21 AT 2/F
71.823	SUB-TOTAL
1303.852	TOTAL NON-DOMESTIC G.F.A. AT 2/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 2/F 1:300 @ A1



CONCESSION CALULATIONS AT 3/F

FOR CONCESSION TABLE ITEM 2.2 =		4.502
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.502	ELE RM

FOR CONCESSION TABLE ITEM 21 =		5.136
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.020	PD
X21-3	1.647	PD
X21-4	1.102	PD

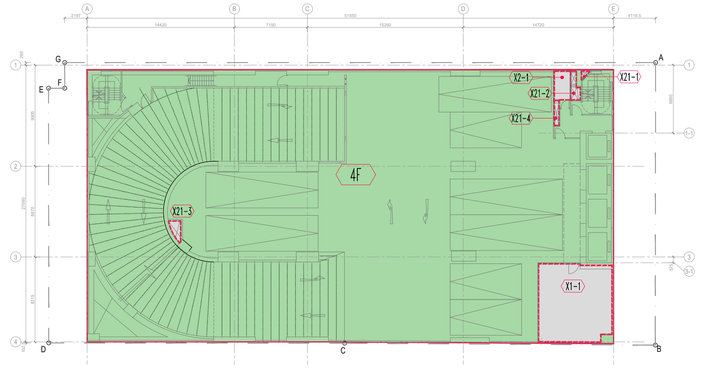
TOTAL NON-DOMESTIC G.F.A. AT 3/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
3F	1375.675	3F CARPARK
	1375.675	SUB-TOTAL

DEDUCT AREA

4.502	TOTAL CONC. ITEM 2.2 AT 3/F
5.136	TOTAL CONC. ITEM 21 AT 3/F
9.638	SUB-TOTAL
1366.037	TOTAL NON-DOMESTIC G.F.A. AT 3/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 3/F 1:300 @ A1



CONCESSION CALULATIONS AT 4/F

FOR CONCESSION TABLE ITEM 1 =		53.580
AREA NO.	AREA (S.M.)	AREA NAME
X1-1	53.580	T.B.E. RM

FOR CONCESSION TABLE ITEM 2.2 =		4.502
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.502	ELE RM

FOR CONCESSION TABLE ITEM 21 =		5.136
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.020	PD
X21-3	1.647	PD
X21-4	1.102	PD

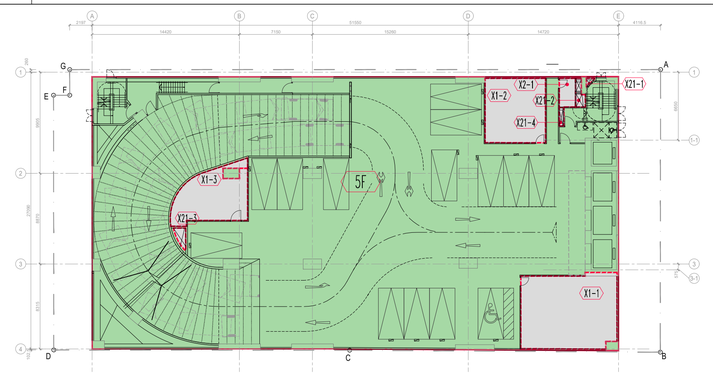
TOTAL NON-DOMESTIC G.F.A. AT 4/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
4F	1375.675	4F CARPARK
	1375.675	SUB-TOTAL

DEDUCT AREA

53.580	TOTAL CONC. ITEM 1 AT 4/F
4.502	TOTAL CONC. ITEM 2.2 AT 4/F
5.136	TOTAL CONC. ITEM 21 AT 4/F
63.218	SUB-TOTAL
1312.457	TOTAL NON-DOMESTIC G.F.A. AT 4/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 4/F 1:300 @ A1



CONCESSION CALULATIONS AT 5/F

FOR CONCESSION TABLE ITEM 1 =		138.699
AREA NO.	AREA (S.M.)	AREA NAME
X1-1	67.467	E&M RM
X1-2	37.307	E&M RM
X1-3	33.925	WATER METER RM

FOR CONCESSION TABLE ITEM 2.2 =		4.502
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.502	ELE RM

FOR CONCESSION TABLE ITEM 21 =		4.844
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.020	PD
X21-3	1.647	PD
X21-4	0.810	PD

TOTAL NON-DOMESTIC G.F.A. AT 5/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
5F	1375.675	5F CARPARK
	1375.675	SUB-TOTAL

DEDUCT AREA

138.699	TOTAL CONC. ITEM 1 AT 5/F
4.502	TOTAL CONC. ITEM 2.2 AT 5/F
4.844	TOTAL CONC. ITEM 21 AT 5/F
148.045	SUB-TOTAL
1227.630	TOTAL NON-DOMESTIC G.F.A. AT 5/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 5/F 1:300 @ A1

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior
[redacted]

PROJECT

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

TITLE

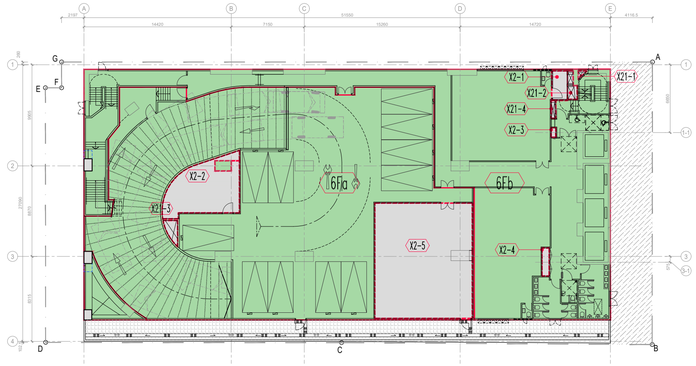
G.F.A. DIAGRAM & CALCULATION

DRAWN	KWY	DATE	JUN 2023	CAD REF: W:\J684 Fanling\UWT\Section 16 Submission\AG-04-02-03_GFA.dwg
CHECKED	WSC	SCALE	A.S. @A1	DRAWING NO: AG-04-02
DESIGNED	LSC	APPROVED	TL	REV: –

PROJECT NO. J684

REV I

DRAWING NO AG-04-03



CONCESSION CALULATIONS AT 6/F

FOR CONCESSION TABLE ITEM 2.2 =		148.646
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.495	ELE RM
X2-2	33.935	WATER METER RM
X2-3	0.424	PD
X2-4	1.925	W.M.C
X2-5	107.867	E&M RM

FOR CONCESSION TABLE ITEM 21 =		5.505
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	2.080	PD
X21-3	2.271	PD
X21-4	0.787	PD

FOR CONCESSION TABLE ITEM 11 =		8.611
AREA NO.	AREA (S.M.)	AREA NAME
X11-1	1.098	PRECAST FACADE
X11-2	1.794	PRECAST FACADE
X11-3	0.458	PRECAST FACADE
X11-4	1.652	PRECAST FACADE
X11-5	0.802	PRECAST FACADE
X11-6	2.807	PRECAST FACADE

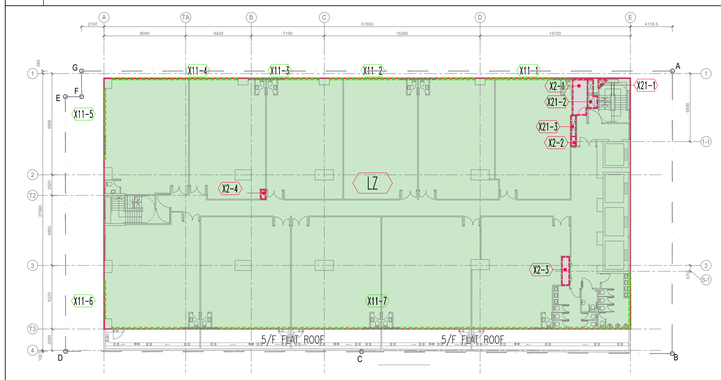
TOTAL NON-DOMESTIC G.F.A. AT 6/F (UNDER B.O.)

AREA NO.	AREA (S.M.)	AREA NAME
6Fa	772.740	6F CARPARK
6Fb	492.555	6F WORKSHOP
	1265.295	SUB-TOTAL

DEDUCT AREA

148.646	TOTAL CONC. ITEM 2.2 AT 6/F
8.611	TOTAL CONC. ITEM 11 AT 6/F
5.505	TOTAL CONC. ITEM 21 AT 6/F
162.762	SUB-TOTAL
1102.533	TOTAL NON-DOMESTIC G.F.A. AT 6/F (UNDER B.O.)

\- CONCESSION CALCULATION DIAGRAM OF 6/F 1:300 @ A1



CONCESSION CALULATIONS AT LOW ZONE 7/F

FOR CONCESSION TABLE ITEM 2.2 =		7.691
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.934	ELE RM
X2-2	0.427	HR
X2-3	1.925	WMC
X2-4	0.405	HR

FOR CONCESSION TABLE ITEM 11 =		16.324
AREA NO.	AREA (S.M.)	AREA NAME
X11-1	1.271	PRECAST FACADE
X11-2	2.139	PRECAST FACADE
X11-3	1.043	PRECAST FACADE
X11-4	1.856	PRECAST FACADE
X11-5	1.043	PRECAST FACADE
X11-6	0.558	PRECAST FACADE
X11-7	8.414	PRECAST FACADE

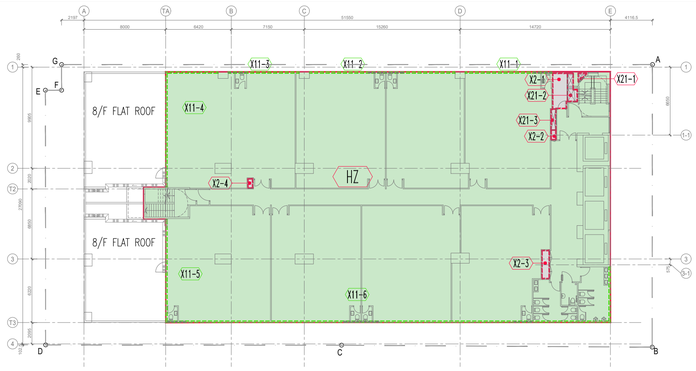
TOTAL NON-DOMESTIC G.F.A. AT LOW ZONE 7/F
(UNDER B.O. & UNDER LEASE)

AREA NO.	AREA (S.M.)	AREA NAME
LZ	1265.295	LZ(-(LZ) WORKSHOP
	1265.295	SUB-TOTAL

DEDUCT AREA

7.691	TOTAL CONC. ITEM 2.2 AT LZ/F
16.324	TOTAL CONC. ITEM 11 AT LZ/F
3.259	TOTAL CONC. ITEM 21 AT LZ/F
27.274	SUB-TOTAL
1238.021	NON-DOMESTIC G.F.A. AT LOW ZONE 5/F - 7/F (EACH STOREY)

\- NON-DOMESTIC G.F.A. DIAGRAM OF LOW ZONE 7/F 1:300 @ A1



CONCESSION CALULATIONS AT HIGH ZONE 8/F - 13/F (6 STOREYS)

FOR CONCESSION TABLE ITEM 2.2 =		7.692
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	4.934	ELE RM
X2-2	0.428	HR
X2-3	1.925	WMC
X2-4	0.405	HR

FOR CONCESSION TABLE ITEM 11 =		15.472
AREA NO.	AREA (S.M.)	AREA NAME
X11-1	1.271	PRECAST FACADE
X11-2	2.139	PRECAST FACADE
X11-3	1.043	PRECAST FACADE
X11-4	2.317	PRECAST FACADE
X11-5	1.398	PRECAST FACADE
X11-6	7.304	PRECAST FACADE

FOR CONCESSION TABLE ITEM 21 =		3.259
AREA NO.	AREA (S.M.)	AREA NAME
X21-1	0.367	PD
X21-2	1.973	PD
X21-3	0.919	PD

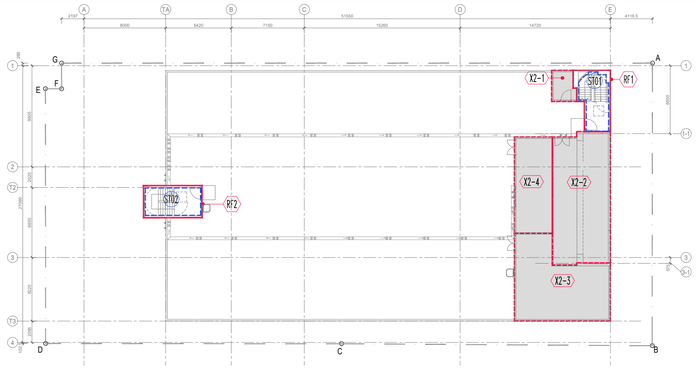
TOTAL NON-DOMESTIC G.F.A. AT HIGH ZONE 8/F - 13/F (6 STOREYS)
(UNDER B.O. & UNDER LEASE)

AREA NO.	AREA (S.M.)	AREA NAME
HZ	1075.786	HZ-GFA
	1075.786	SUB-TOTAL

DEDUCT AREA

7.692	TOTAL CONC. ITEM 2.2 AT HZ/F
15.472	TOTAL CONC. ITEM 11 AT HZ/F
3.259	TOTAL CONC. ITEM 21 AT HZ/F
26.423	SUB-TOTAL
1049.363	NON-DOMESTIC G.F.A. AT HIGH ZONE 8/F - 11/F (EACH STOREY)

\- NON-DOMESTIC G.F.A. DIAGRAM OF HIGH ZONE 8/F - 13/F (6 STOREYS) 1:300 @ A1



CONCESSION CALULATIONS AT R/F

FOR CONCESSION TABLE ITEM 2.2 =		177.820
AREA NO.	AREA (S.M.)	AREA NAME
X2-1	6.860	ELE RM
X2-2	72.235	LIFT MACHINE ROOM
X2-3	63.524	POTABLE & FLUSH WATER PUMP ROOM
X2-4	35.201	EMERGENCY GENERATOR ROOM

TOTAL COVERED AREA AT R/F (FOR INFORMATION ONLY):		214.054
AREA NO.	AREA (S.M.)	AREA NAME
RF1	18.200	ST01
RF2	18.034	ST01
	177.820	TOTAL CONC. ITEM 2.2 AT R/F

RF STAIRCASE (FOR INFORMATION ONLY)

AREA NO.	AREA (S.M.)	AREA NAME
ST01	13.852	RF ST-01
ST02	14.648	RF ST-02

\- CONCESSION CALCULATION DIAGRAM OF R/F 1:300 @ A1

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior

[redacted]

PROJECT

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

TITLE

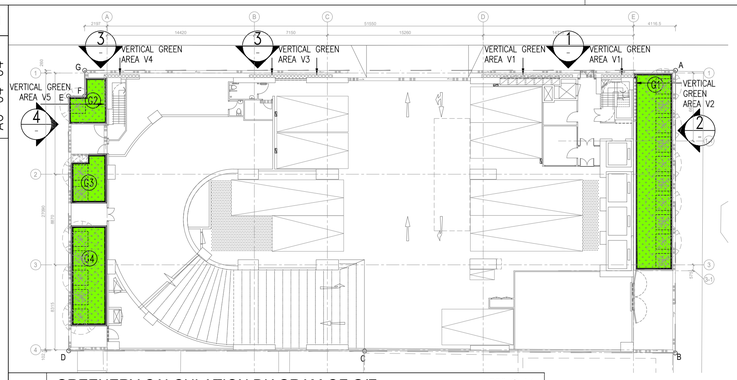
G.F.A. DIAGRAM & CALCULATION

DRAWN	KWY	DATE	JUN 2023	CAD REF	J684 Fanling IND Section 16 Submission\AG-04-02-03_GFA.dwg
CHECKED	WSC	SCALE	A.S. @A1	DRAWING NO	AG-04-03
DESIGNED	LSC	APPROVED	TL	REV	–

PROJECT NO. J684

REV I

DRAWING NO AG-04-04



\- GREENERY CALCULATION DIAGRAM OF G/F 1:300 @ A1

SITE COVERAGE OF GREENERY (APP-152)

PRIMARY ZONE SITE COVERAGE OF GREENERY

REQUIRE NOT LESS THAN :
10% x 1631.300 (SITE AREA) = 163.130 s.m.

PROVISION OF PLANTERS ON PRIAMRY ZONE :
= 119.685 s.m. x 2 (GREEN BUFFER) = 239.37 s.m.

PROVISION OF VERTICAL GREEN ON PRIMARY ZONE :
= 97.878 s.m.

SITE COVERAGE OF GREENERY ON PRIMARY ZONE :
= 239.370 + 97.878 s.m. / 1631.3 x 100%
= 20.67 % > 10%

OVERALL SITE COVERAGE OF GREENERY

REQUIRE NOT LESS THAN :
20% x 1631.3 (SITE AREA) = 326.260 s.m.

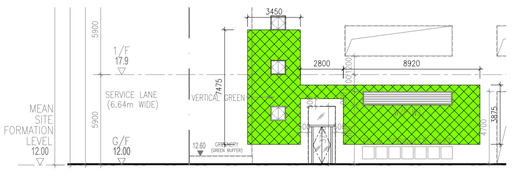
PROVISION OF OVERALL GREENERY :
= 239.370 + 97.878 s.m. / 1631.3 x 100%
= 20.67 % > 20%

ACCOUNTABLE SITE COVERAGE OF GREENING FEATURES (APP-152 APPENDIX D)

REQUIRE NOT MORE THAN :
20% x 30 % x 1631.300 (SITE AREA) = 97.878 s.m.

PRIVISION OF VERTICAL GREEN :
= 168.804 s.m.

ACCOUNTABLE VERTICAL GREEN AREA FOR OVERALL SITE COVERAGE OF GREENERY :
= 97.878 s.m. ≤ 97.878 s.m.



1 GREENERY CALCULATION DIAGRAM OF G/F
VERTICAL GEEEN AREA V1 1:200 @ A1

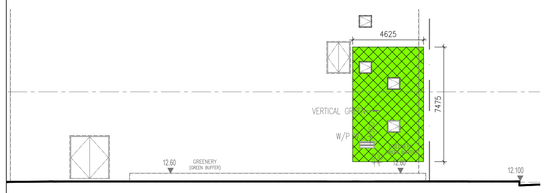
GREENERY AT G/F = 119.685

TREE PITS TO BE PROVIDED IN GREENERY (GREEN BUFFER)
PURSUANT TO APP-152 APPENDIX D (2) AND
APP-151 APPENDIX C1 (8)&(9)

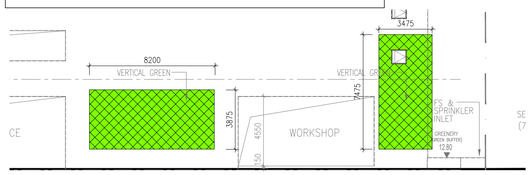
AREA NO.	AREA (S.M.)	AREA NAME	FACTOR (EACH 6 S.M. PRO. 1 TREE PITS)	REQ. (NO. OF TREE PITS)	PRO. (NO. OF TREE PITS)
G1	64.645	GREENERY (GREEN BUFFER)	6	10	10
G2	11.772	GREENERY (GREEN BUFFER)	6	1	1
G3	13.106	GREENERY (GREEN BUFFER)	6	2	2
G4	30.162	GREENERY (GREEN BUFFER)	6	5	5

OTHER GREEN FEATURES CALCULATION
VERTICAL GREEN (UNDER 15m) = 168.804

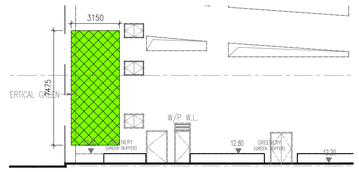
AREA NO.	AREA (S.M.)	AREA NAME
V1	56.234	VERTICAL GREEN
V2	32.322	VERTICAL GREEN
V3	31.581	VERTICAL GREEN
V4	25.121	VERTICAL GREEN
V5	23.546	VERTICAL GREEN



2 GREENERY CALCULATION DIAGRAM OF G/F
VERTICAL GEEEN AREA V2 1:200 @ A1



3 GREENERY CALCULATION DIAGRAM OF G/F
VERTICAL GEEEN AREA V3 & 4 1:200 @ A1



4 GREENERY CALCULATION DIAGRAM OF G/F
VERTICAL GEEEN AREA V5 1:200 @ A1

BD REF : BD 2/9051/22

FSD REF : FP 8/31744 <15>

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

ORIGINATOR

AGC DESIGN LTD
architecture urban design interior
[redacted]

PROJECT

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

TITLE

GREENERY
DIAGRAM

DRAWN	KWY	DATE	JUN 2023	CAD REF	K:\J684 Fanling\DWG\Section 16 Submission\AG-04-04_FC GREEN.dwg
CHECKED	WSC	SCALE	A.S. @A1	DRAWING NO	AG-04-04
DESIGNED	LSC	APPROVED	TL	REV	–

PROJECT NO. J684

Annex D

Revised Visual Appraisal

Annex D

Revised Visual Apprasial

TABLE OF CONTENT

1. INTRODUCTION
1.1 Purpose

2. IDENIFICATION OF VIEWING POINTS
2.1 Selection of Representative Viewing Points

3 ASSESSMENT OF VISUAL IMPACTS
3.1 Subject of Assessment
3.2 VP1 – Shung Him Tong Tsuen
3.3 VP2 – On Lok Tsuen (No.3) Sitting-out Area
3.4 VP3 – Old Luen Wo Market
3.5 VP4 – Luen Wo Hui Children's Playground

4 CONCLUSION

LIST OF FIGURES

Figure 2.1 Location of Viewing Points
Figure 3.1 Photomontage – VP1 Shung Him Tong Tsuen
Figure 3.2 Photomontage – VP2 On Lok Tsuen (No.3) Sitting-out Area
Figure 3.3 Photomontage – VP3 Old Luen Wo Market
Figure 3.4 Photomontage – VP4 Luen Wo Hui Children's Playground

LIST OF TABLES

Table 2.1 Identified Viewpoints with Preliminary Analysis
Table 4.1 Summary of Assessment of Visual Impact

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

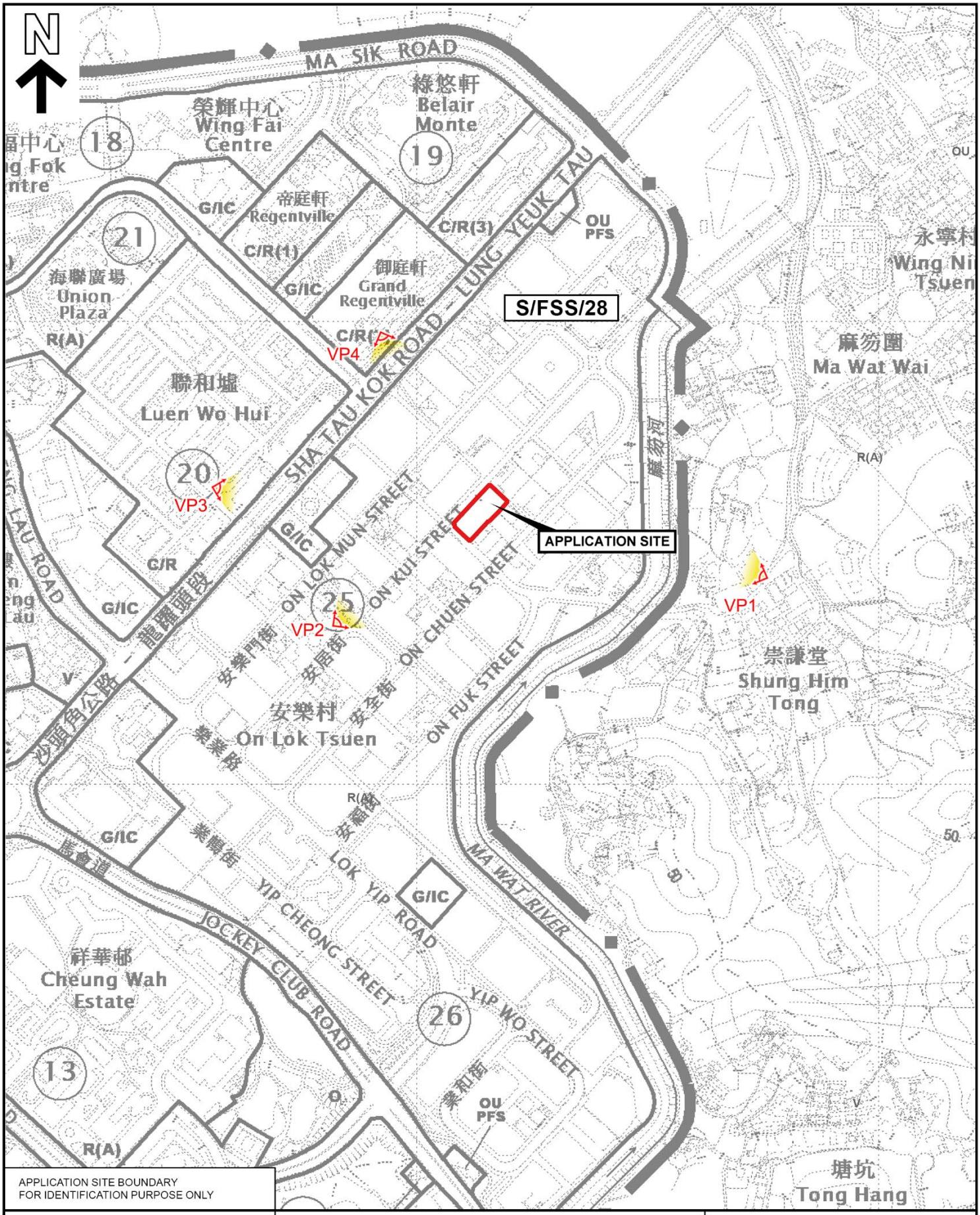
2.1.5 Old Luen Wo Market is a local prominent focal point in Fanling. Listed as a Grade 3 historic building, the revitalised market building now serves as a community hub for local farmers and artisans, and offers an open, accessible public space for weekend outdoor market stalls. Located about 260m 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
規劃顧問有限公司

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 76.3m 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 an 11.3m 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

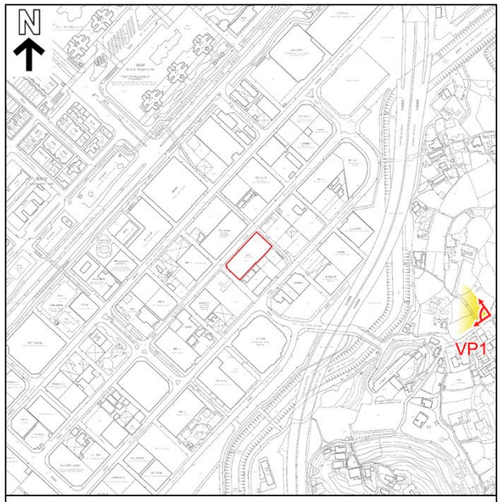
3.4.1 **VP3** (**Figure 3.3** refers) captures the environment in front of the revitalised Old Luen Wo Market. The main visual elements include the taxi and minibus lay-by stop at Luen Wo Road and the verdant street vegetation along Luen Wo Hui Playground and Sha Tau Kok Road – Lung Yeuk Tau in the foreground, 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

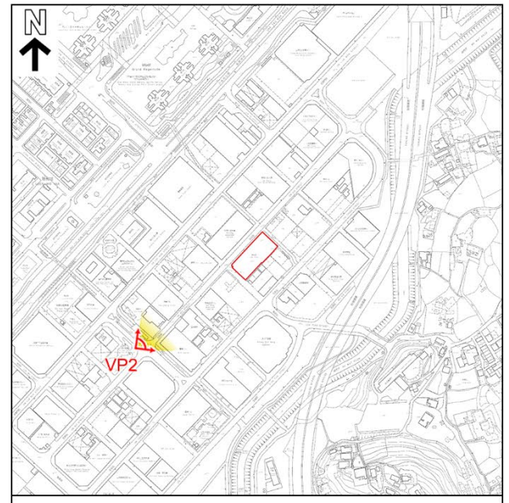
FIGURE 3.1

BASED ON SITE PHOTO
TAKEN ON 9.6.2026

DATE: 8.10.2026

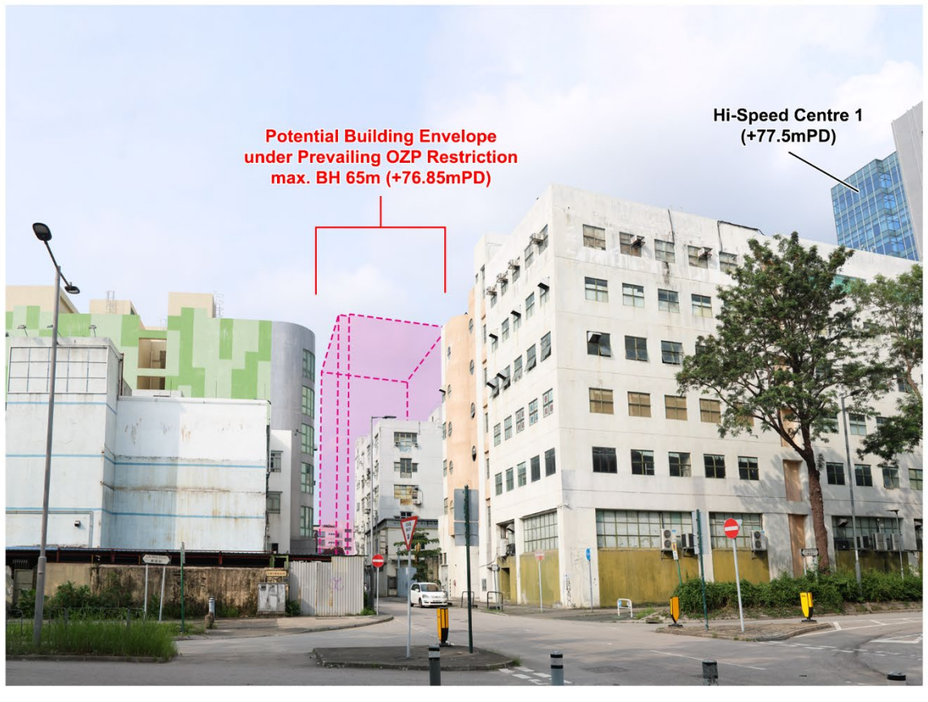
EXISTING VIEW

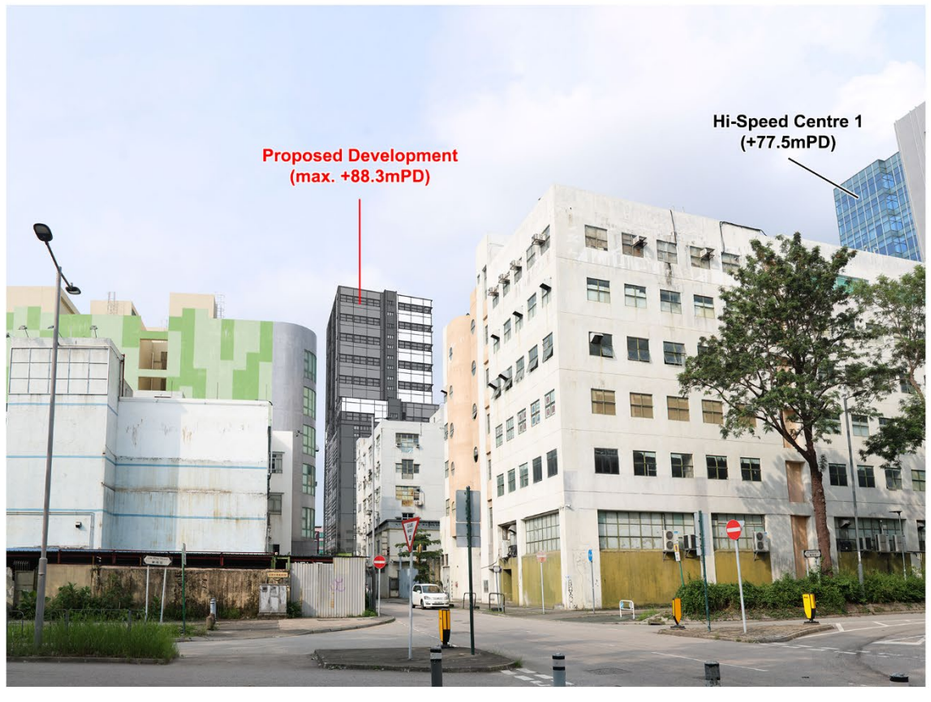




KEY PLAN
SCALE: 1: 2 500

PREVAILING OZP RESTRICTION





PROPOSED SCHEME

KTA PLANNING LIMITED
規劃顧問有限公司

PHOTOMONTAGE

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

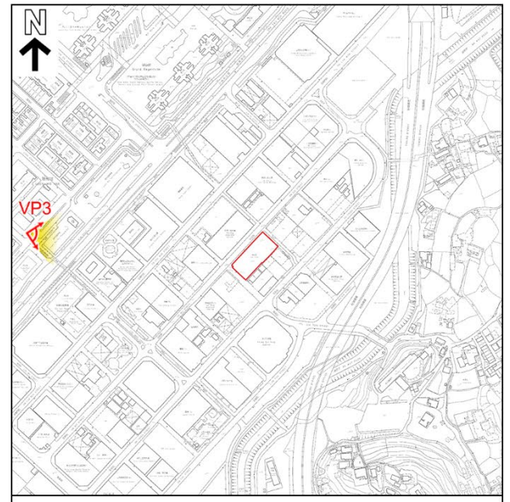
FIGURE 3.2

BASED ON SITE PHOTO
TAKEN ON 13.5.2026

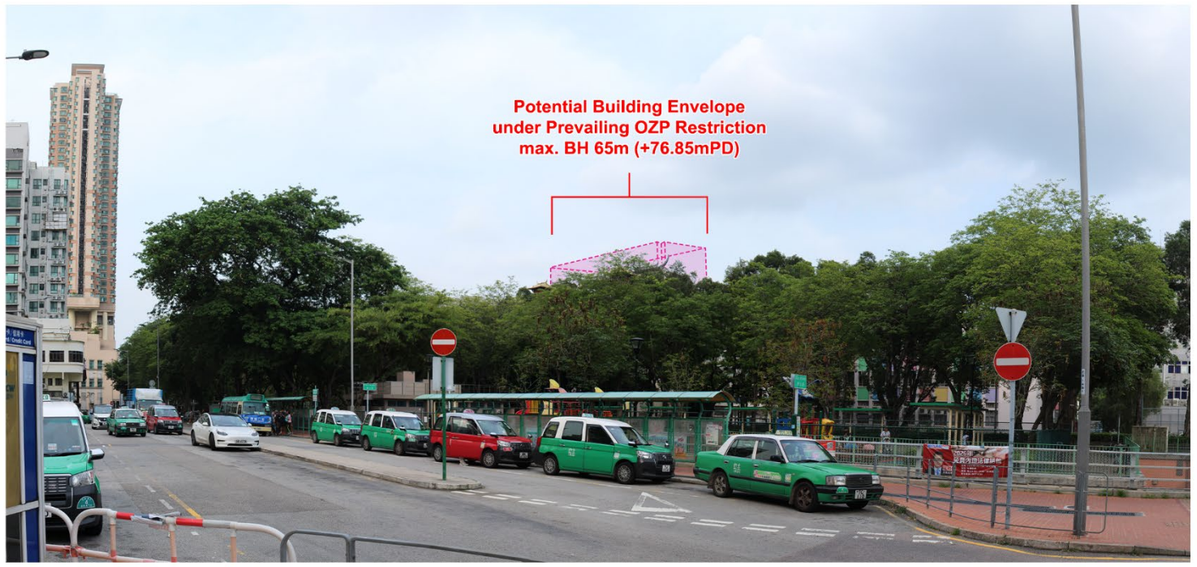
DATE: 8.10.2026



EXISTING VIEW



KEY PLAN
SCALE: 1: 2 500



PREVAILING OZP RESTRICTION



PROPOSED SCHEME

KTA 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

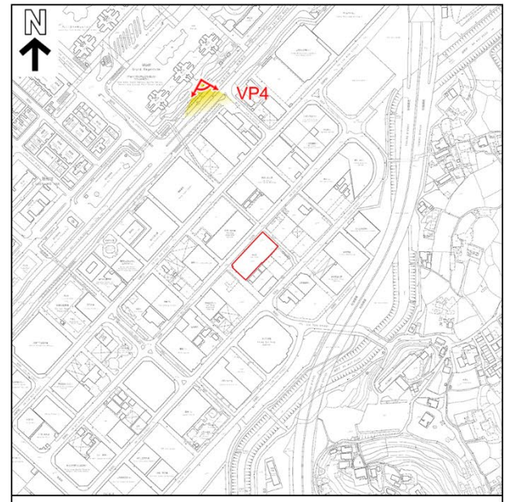
FIGURE 3.3

BASED ON SITE PHOTO
TAKEN ON 13.5.2026

DATE: 8.10.2026



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: 8.10.2026

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

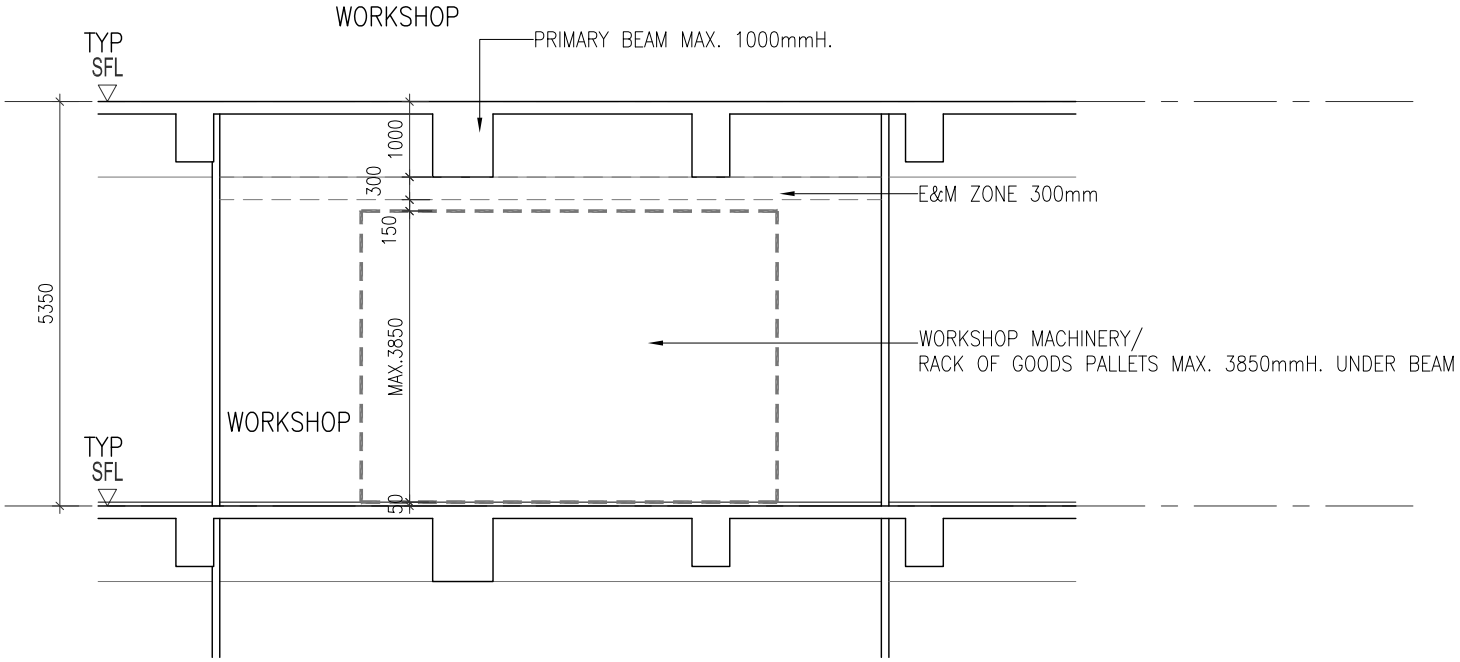
Viewpoint	Location	Visual Impact between Approved OZP and Proposed Scheme
VP1	Shung Him Tong Tsuen	Slight
VP2	On Lok Tsuen (No.3) Sitting-out Area	Moderate
VP3	Old Luen Wo Market	Slight
VP4	Luen Wo Hui Children's Playground	Slight

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.

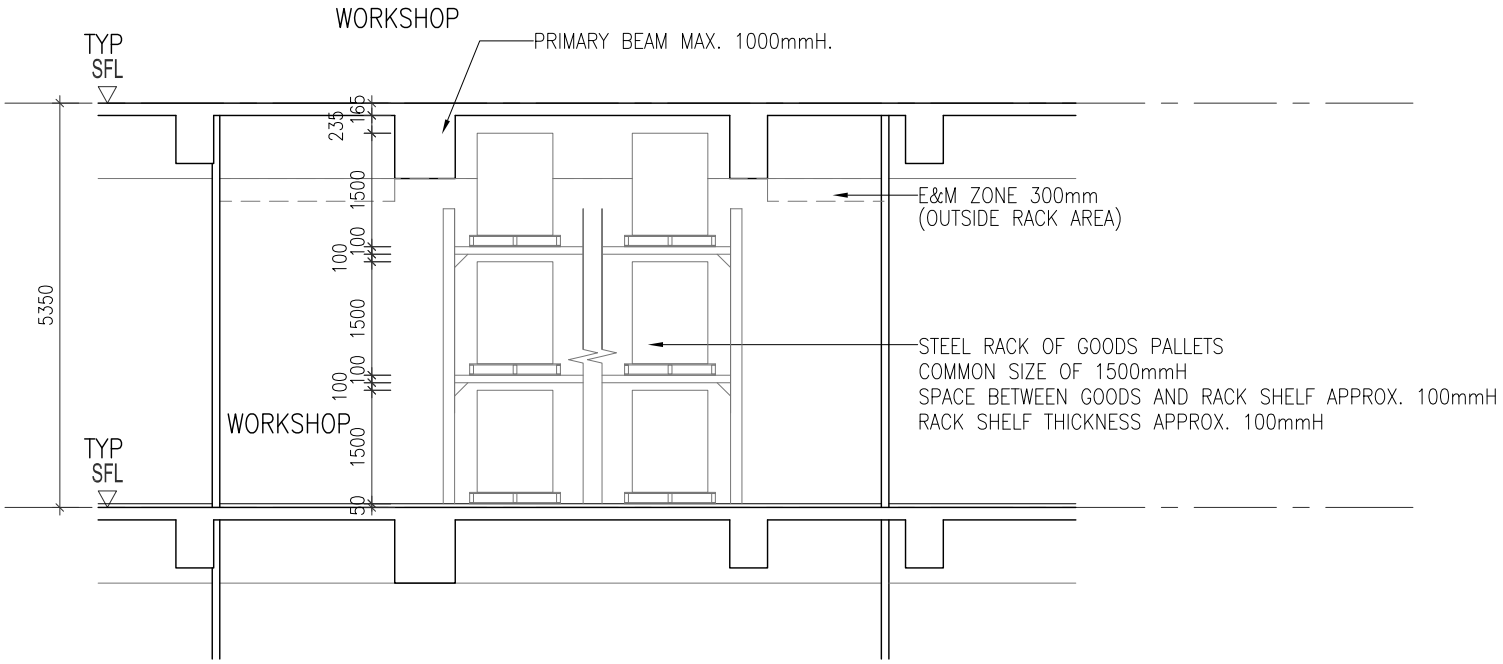
Annex E

Indicative Workshop Sections and Supplementary Information

Response-to-comment (R-to-C) Table - Supplementary Information
Proposed Industrial Development at On Kui Street, Fanling, N.T.
Fanling Sheung Shui Town Lot No. 245
BD ref.: BD 2/9051/22
Our ref.: J684\Doc\GOVT\BD\L017



1 - TYPICAL DETAIL (UNDER BEAM)
1:100 @A4



2 - TYPICAL DETAIL (WITHIN BEAM VOID)
1:100 @A4

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Throughput	Performance mode[1]: Up to 800 ft (244 m) per minute Quality mode[2]: Up to 500 ft (152 m) per minute
Max Duty cycle	170 million mono/color images per month at 800 ft/min (244 m/min)[3]
Media	Handling: Tight web continuous roll fed Paper width: 16 to 42 in (406 to 1067 mm) Media weight: 40 to 350 gsm, 30-lb text to 130-lb cover[4] Media types: Wide range of standard offset coated, including glossy, silk, and matte, and uncoated media, and inkjet-optimized coated ColorPRO media
Printing	Print technology: HP High Definition Nozzle Architecture Thermal Inkjet Native resolution: 2400 nozzles per inch, including 8x nozzle redundancy Ink type: HP Brilliant B60 Pigment Ink and HP Optimizer Ink colors: CMYK Printable width: Up to 1060 mm (41.7 inch) Printable frame length: From 216 to 2743 mm (8.5 to 108 in)
Dimensions	(W x L x H) 174 x 693 x 132 in (4.4 x 17.6 x 3.4 m)[5]
Operating environment	Press operating temperature range: Optimal 64°-75°F (18°-24°C) Digital front-end operating temperature range: Refer to HP SmartStream Production Elite Print Server data sheet or consult your HP Solutions professional Humidity: 40 to 60% RH[6]
Press operating requirements	Electrical voltage: 400V or 480V, 3 phase
Consumables	Printheads: HP B62 printheads (separate printheads for CMYK colors and HP Optimizer) Ink supplies: HP Brilliant B60 200-liter ink containers (separate containers for each color and HP Optimizer) Servicing: HP 10-pack Web Wipe Cassette
Optional equipment/ configurations	Configuration options available to address specific printing requirements: • Digital Front End • Unwind and rewind units, including auto splicing • MICR • Color Essentials
Warranty	One-year limited warranty

Press performance can be influenced by a variety of factors including press, dryer and digital front end configuration, print speed, media selection, print application, and environmental factors. For further details, please ask your HP representative.

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1. Performance mode delivers high quality using single (or high) drop weights. 2. Quality mode delivers the highest quality using dual–low and high–drop weights. 3. A4-sized equivalent images. 4. Basic configuration supports 40 to 350 gsm. Customer application specific testing advised for media between 40-60 gsm and 300-350 gsm. 5. Dimensions above are for configuration with standard unwinder; without optional rewinder attached. The following are dimensions with optional rewinder and optional additional access walkover: 4.4 x 21.7 x 3.4 m (174 x 853 x 132 in). Dimensions vary by configuration and options selected; additional space may be required for clearances, maintenance and roll operations. 6. Optimal operating environment may vary by application.

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4AA8-2234ENA, December 2022

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MAXIMISE YOUR STORAGE
MAXIMISE YOUR PRODUCTIVITY

The compact AXiA ES stacker range has the shortest chassis on the market, allowing it to work in extremely narrow aisles so you can get the most out of your storage space.

SPECIFICATIONS

SBP10N3	SBP12N3IR	SBP16N3I
SBP10N3R	SBP14N3	SBP16N3R
SBP12N2C	SBP14N3I	SBP16N3IR
SBP12N3	SBP14N3R	SBP16N3S
SBP12N3I	SBP14N3IR	SBP16N3SR
SBP12N3R	SBP16N3	



WHEN RELIABILITY IS EVERYTHING...

MITSUBISHI FORKLIFT TRUCKS

VDI - PERFORMANCE & DIMENSIONS

	CHARACTERISTICS						
1.1	Manufacturer			Mitsubishi Forklift Trucks	Mitsubishi Forklift Trucks	Mitsubishi Forklift Trucks	Mitsubishi Forklift Trucks
1.2	Manufacturer's model designation			SBP10N3R	SBP12N3R	SBP14N3R	SBP16N3R
1.3	Power source			Battery	Battery	Battery	Battery
1.4	Operator type			Pedestrian / Stand-on	Pedestrian / Stand-on	Pedestrian / Stand-on	Pedestrian / Stand-on
1.5	Load capacity	Q	kg	1000	1200	1400	1600
1.6	Load center distance	c	mm	600	600	600	600
1.8	Load wheel axle to fork face (forks lowered)	x	mm	700	750	750	750
1.9	Wheelbase	y	mm	1215	1330	1330	1330
	WEIGHT						
2.1b	Truck weight without load, with maximum battery weight		kg	860	1100	1100	1100
2.2	Axle loadings with nominal load & maximum battery weight, drive / load side		kg	715 / 1155	840 / 1400	860 / 1580	990 / 1795
2.3	Axle loadings without load & with maximum battery weight, drive / load side		kg	640 / 220	860 / 320	740 / 295	860 / 320
	WHEELS, DRIVE TRAIN						
3.1	Tyres: PT = Power Thane, Vul = Vulkollan, P = Polyurethane, N = Nylon, R = Rubber drive / load side			Vul / Vul	Vul / Vul	Vul / Vul	Vul / Vul
3.2	Tyre dimensions, drive side		mm	230 × 70	230 × 70	230 × 70	230 × 70
3.3	Tyre dimensions, load side	ø	mm	85 × 90	85 × 90	85 × 75	85 × 75
3.4	Castor wheel dimensions (diameter x width)		mm	125 × 60	125 × 60	125 × 60	125 × 60
3.5	Number of wheels, load / drive side (x = driven)			1 + 1 x / 2	1 + 1 x / 2	1 + 1 x / 4	1 + 1 x / 4
3.6	Track width (center of tyres), drive side	b10	mm	515	515	515	515
3.7	Track width (center of tyres), load side	b11	mm	385	385	385	385
	DIMENSIONS						
4.2b	Height	h1	mm	see tables	see tables	see tables	see tables
4.3	Free lift	h2	mm	see tables	see tables	see tables	see tables
4.4	Lift height	h3	mm	see tables	see tables	see tables	see tables
4.5	Height with mast extended	h4	mm	see tables	see tables	see tables	see tables
4.6	Initial lift	h5	mm	-	-	-	-
4.9	Height of tiller arm / steering console (min./max.)	h14	mm	1155 / 1550	1155 / 1550	1155 / 1550	1155 / 1550
4.15	Fork height, fully lowered	h13	mm	90	90	90	90
4.19	Overall length	l1	mm	1955 / 2435	2020 / 2500	2020 / 2500	2020 / 2500
4.20	Length to fork face	l2	mm	805 / 1285	870 / 1350	870 / 1350	870 / 1350
4.21	Overall width	b1/b2	mm	800	800	800	800
4.22	Fork dimensions (thickness, width, length)	s / e / l	mm	56 / 186 / 1150	56 / 186 / 1150	56 / 186 / 1150	56 / 186 / 1150
4.24	Fork carriage width	b3	mm	750	750	750	750
4.25	Outside width over forks (minimum / maximum)	b5	mm	570	570	570	570
4.26	Inner width of support legs	b4	mm	-	-	-	-
4.32	Ground clearance at center of wheelbase, (forks lowered)	m2	mm	20	20	20	20
4.33a	Working aisle width (Ast) with 1000 x 1200 mm pallets, load crosswise	Ast	mm				
4.33b	Working aisle width (Ast3) with 1000 x 1200 mm pallets, load crosswise	Ast3	mm				
4.33c	Working aisle width (Ast) with 1000 x 1200 mm pallets, load crosswise, platform up/down	Ast	mm	2420 / 2900	2550 / 3050	2550 / 3050	2550 / 3050
4.33d	Working aisle width (Ast3) with 1000 x 1200 mm pallets, load crosswise, platform up/down	Ast3	mm				
4.34a	Working aisle width (Ast) with 800 x 1200 mm pallets, load lengthwise	Ast	mm				
4.34b	Working aisle width (Ast3) with 800 x 1200 mm pallets, load lengthwise	Ast3	mm				
4.34c	Working aisle width (Ast) with 800 x 1200 mm pallets, load lengthwise, platform up/down	Ast	mm	2350 / 2830	2660 / 2980	2660 / 2980	2660 / 2980
4.34d	Working aisle width (Ast3) with 800 x 1200 mm pallets, load lengthwise, platform up/down	Ast3	mm				
4.35	Turning radius	Wa	mm	1578 / 2058	1692 / 2172	1692 / 2172	1684 / 2170
	PERFORMANCE						
5.1	Travel speed, with / without load		km / h	6.0 / 6.0	6.0 / 6.0	6.0 / 6.0	6.0 / 6.0
5.2	Lifting speed, with / without load		m / s	0.15 / 0.30	0.16 / 0.33	0.14 / 0.33	0.15 / 0.32
5.3	Lowering speed, with / without load		m / s	0.29 / 0.32	0.46 / 0.35	0.45 / 0.35	0.43 / 0.34
5.7	Gradeability, with / without load		%				
5.8	Maximum gradeability with / without load		%	8 / 15	8 / 15	8 / 15	8 / 15
5.9	Acceleration time (10 metres) with / without load		s				
5.10	Service brakes (mechanical / hydraulic / electric / pneumatic)			Electric	Electric	Electric	Electric
	ELECTRIC MOTORS						
6.1	Drive motor capacity (60 min. short duty)		kW	1.0	1.0	1.0	1.0
6.2	Lift motor output at 15% duty factor		kW	2.2	2.2	2.2	3.2
6.4	Battery voltage/capacity at 5-hour discharge		V/Ah	24 / 150 - 250	24 / 150 - 250	24 / 250	24 / 250 - 375
6.5	Battery weight		kg	150	210	210	210
	MISCELLANEOUS						
8.1	Type of drive control			Stepless	Stepless	Stepless	Stepless
10.7	Level of noise at the ear level of the driver according to EN 12 053:2001 and EN ISO 4871 in work LpAZ		dB(A)				
10.7.2	Whole-body vibration (EN 13 059:2002)			0.8	0.8	0.8	0.8
10.7.3	Hand-arm vibration (EN 13 059:2002)			< 2.5	< 2.5	< 2.5	< 2.5

AXIA ES

SBP10 - 16N3R Series

PEDESTRIAN STACKER WITH FOLDING PLATFORM

1.0 - 1.6 tonnes



SBP12N3R

The forklift of these dimension can be fit into cargo lifts of current project.

Continuing improvement may lead to changes in these specifications

MAST PERFORMANCE AND CAPACITY

AXIA ES

SBP10-16N3 & SBP12N2C Series

PEDESTRIAN STACKER

1.0 – 1.6 tonnes

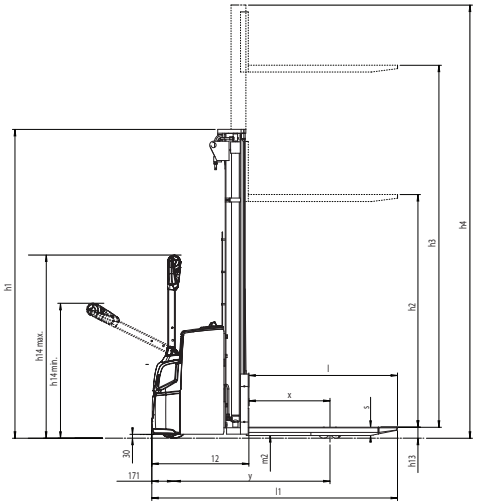
Maximum height of the mast when being fully extended. (Refer to next page for diagram)

MAST TYPE	h3 + h13 mm	h1 mm	h4 mm	h2 + h13 mm
SBP10N3 / 10N3R				
SIMPLEX	1500	1980	1980	1500
DUPLEX	2500	1775	3000	195
	2900	1975	3400	195
	3300	2175	3800	195
SBP12N2C				
DUPLEX	1790	1400[1)]	2145	NA
	2090	1550[1)]	2445	NA
SBP12/14/16N3 / SBP12/14/16N3R				
SIMPLEX	1500	1950	1950	1500
DUPLEX	2500	1835	3000	200
	2900	2035	3400	200
	3300	2235	3800	200
	3600	2385	4100	200
	4300	2735	4800	200
DUPLEX FREE-LIFT	2500	1775	2940	1355
	2900	1975	3340	1555
	3300	2235	3800	1755
	3600	2385	4100	1905
	4300	2735	4800	2255
TRIPLEX	4100	1955	4640	-
	4300	2020	4840	-
	4700	2153	5240	-
	5400[2)]	2385	5940	-
TRIPLEX FREE-LIFT	4100	1955	4640	1475
	4300	2020	4840	1540
	4700	2153	5240	1673
	5400[2)]	2385	5940	1905

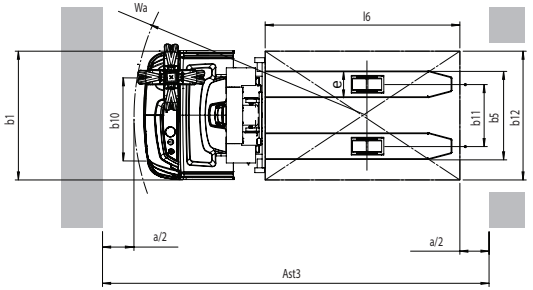
1) h1 closed mast height includes polycarbonate finger protection. Mast height excl. finger protection is 1343mm / 1493mm.
2) 14/16, 14I/16I, 14R/16R and 14IR/16IR only.

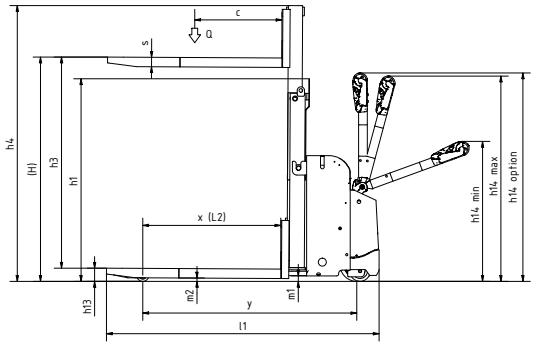
h3+h13 = Lifting height
h1 = Lowered mast height
h4 = Raised mast height
h2+h13 = Free lift

MAST TYPE	h3 + h13 mm	h1 mm	h4 mm	h2 + h13 mm
SBP12/14/16N3I / SBP12/14/16N3IR				
SIMPLEX	1500	2055	2055	1505
DUPLEX	2500	1940	3105	200
	2900	2140	3505	200
	3300	2340	3905	200
	3600	2490	4205	200
	4300	2840	4905	200
DUPLEX FREE-LIFT	2500	1940	3105	1360
	2900	2140	3505	1560
	3300	2340	3905	1760
	3600	2490	4205	1910
	4300	2840	4905	2260
TRIPLEX	4100	2060	4745	-
	4300	2125	4945	-
	4700	2260	5345	-
	5400[2)]	2490	6045	-
TRIPLEX FREE-LIFT	4100	2060	4745	1480
	4300	2125	4945	1545
	4700	2260	5345	1673
	5400[2)]	2490	6045	1910
SBP16N3S / SBP16N3SR				
SIMPLEX	1500	2030	2030	1500
DUPLEX	2500	1915	3080	195
	2900	2115	3480	195
	3300	2315	3880	195
	3600	2465	4180	195
	4300	2815	4880	195
DUPLEX FREE-LIFT	2500	1915	3080	1355
	2900	2115	3480	1555
	3300	2315	3880	1755
	3600	2465	4180	1905
	4300	2815	4880	2255
TRIPLEX	4100	2035	4720	-
	4300	2100	4920	-
	4700	2233	5320	-
	5400	2465	6020	-
TRIPLEX FREE-LIFT	4100	2035	4720	1475
	4300	2100	4920	1540
	4700	2233	5320	1753
	5400	2465	6020	1905

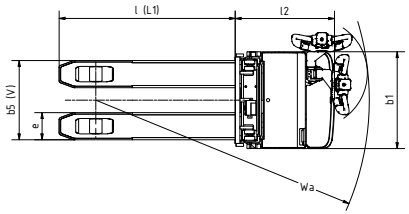


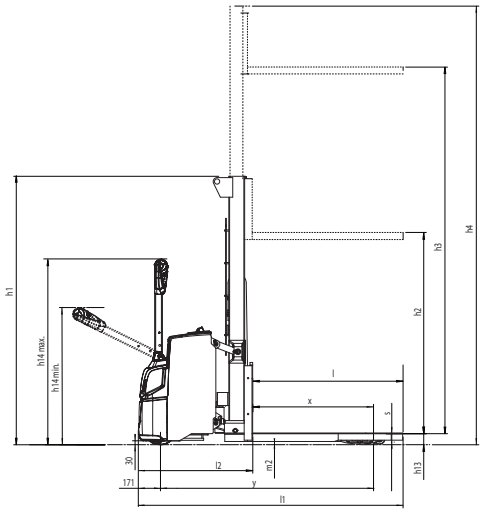
SBP10 / 12 / 14 / 16N3



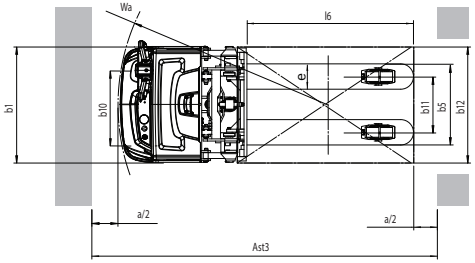


SBP12N2C COMPACT STACKER





SBP12 / 14 / 16N3I INITIAL LIFT



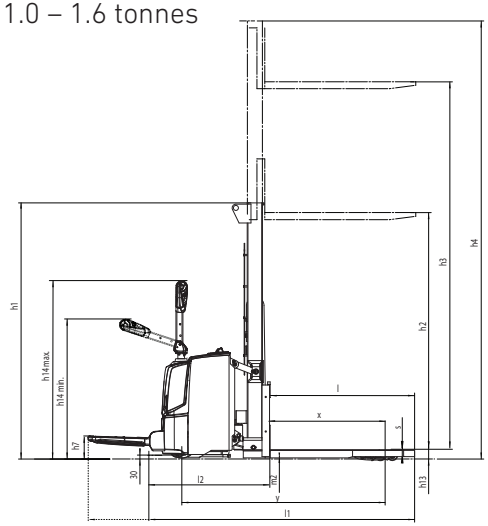
MAST PERFORMANCE AND CAPACITY

AXIA ES

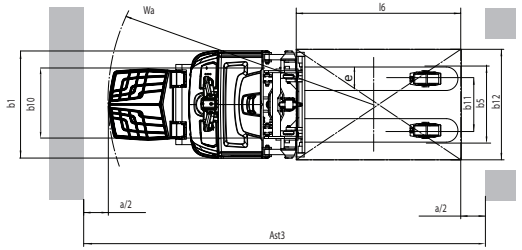
SBP10-16N3 Series

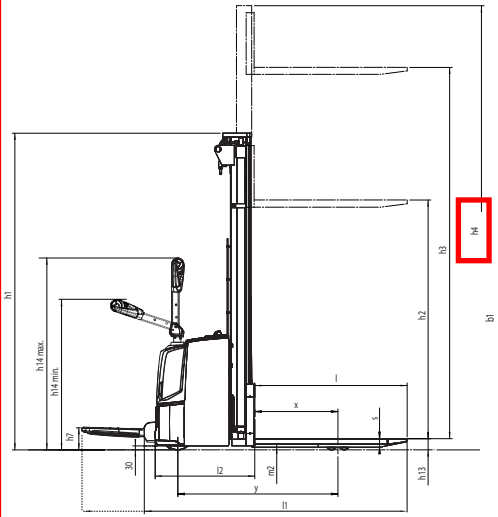
PEDESTRIAN STACKER

1.0 – 1.6 tonnes

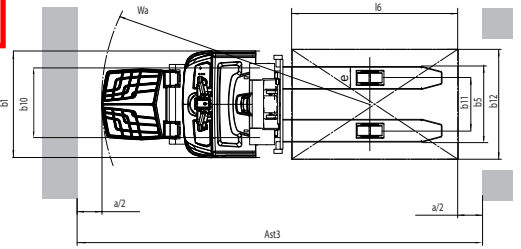


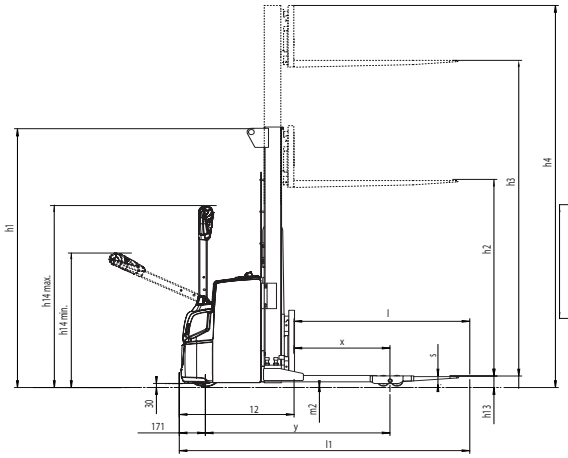
SBP12 / 14 / 16N3IR
INITIAL LIFT
WITH FOLDING PLATFORM



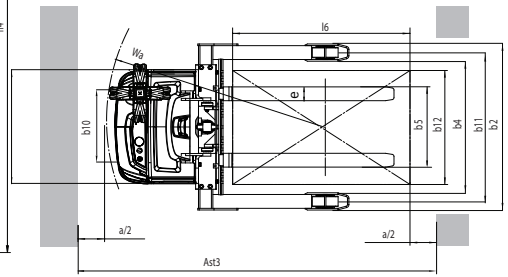


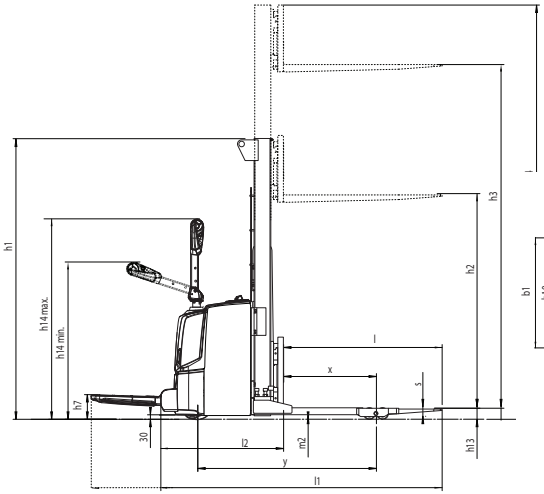
SBP10 / 12 / 14 / 16N3R
WITH FOLDING PLATFORM



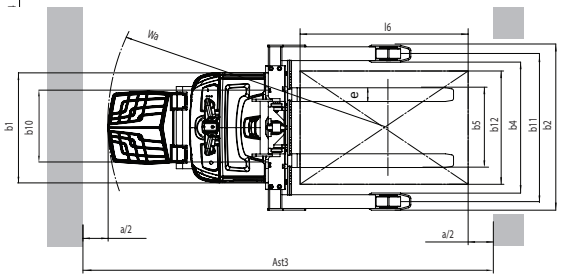


SBP16N3S
WIDE STRADDLE





SBP16N3SR
WIDE STRADDLE
WITH FOLDING PLATFORM



Ast = Working aisle width
Ast3 = Working aisle width (b12 <1000 mm)
Ast = Wa + $\sqrt{(l6 - x)^2 + (b12 / 2)^2}$ + a
Ast3 = Wa + l6 -x +a

Wa = Turning radius
l6 = Pallet length
x = Load wheel axle to fork face
b12 = Pallet width
a = Safety clearance = 2 x 100 mm

Continuing improvement may lead to changes in these specifications

铣削综合类

50年机床制造经验 国家04重大专项承制单位

HDCNC
华东数控

股票代码： 002248
Stock code：002248













SINCE1969 - 2020

威海华东数控股份有限公司

[redacted]

由于本公司产品不断的进行研发改良，本样册所呈现的规格参数可能会在未经通知的情况下变更，请以实际产品为准。 2020.04

CE CQC

威海华东数控股份有限公司
WEIHAI HUADONG AUTOMATION CO.,LTD

卧式加工中心HC/HLC系列
Horizontal Machining Center HC/HLC Series

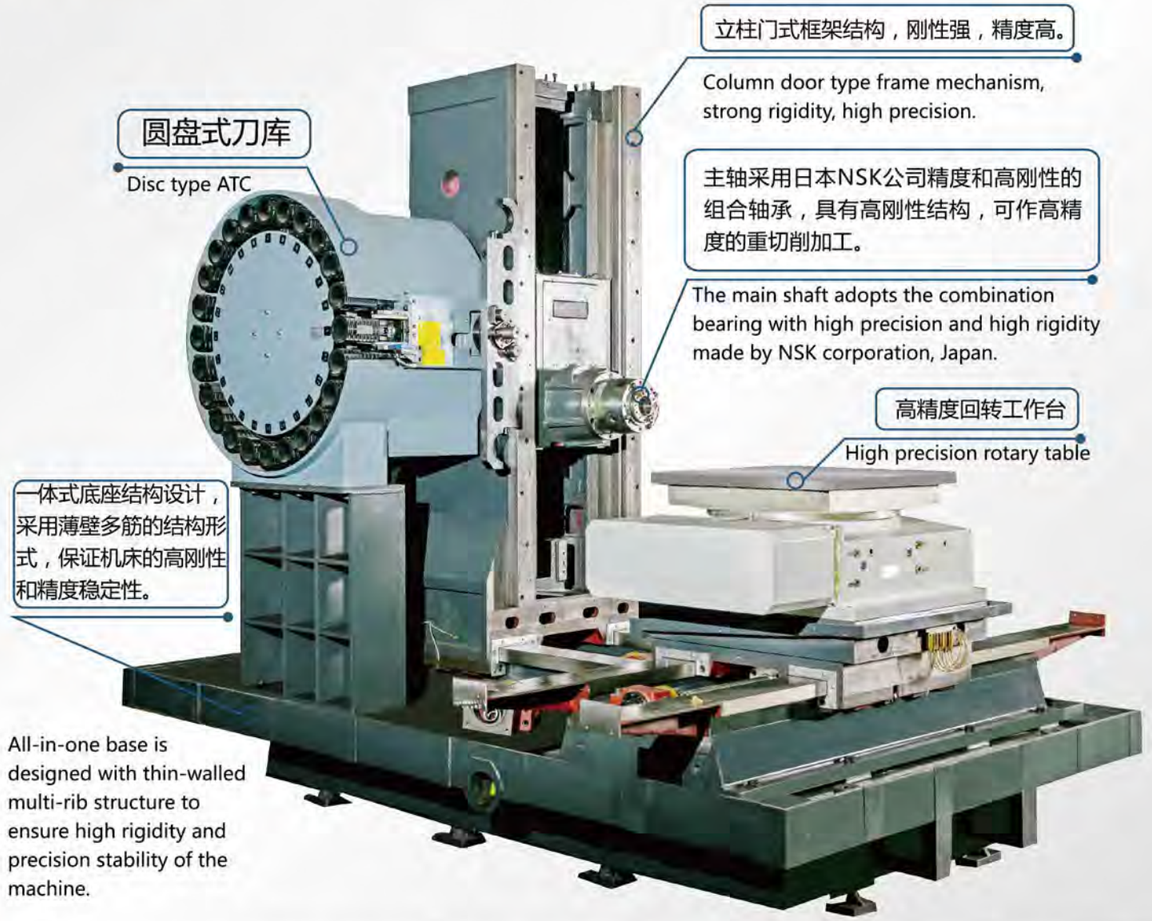


HC系列卧式加工中心	
工作台面尺寸 MMxMM Table size (W×L) mm	500x600/630x630/800x800
X轴行程 MM X travel mm	800/1000/1200
Y轴行程 MM Y travel mm	600/800/900
主轴鼻端至工作台中心最大距离 MM Spindle nose to table center mm	600/900

HLC系列卧式加工中心	
工作台面尺寸 MMxMM Table size (W×L) mm	500x600/630x630/630x700/800x800/ 1000x1000/1250x1250/1500x1500
X轴行程 MM X travel mm	800/1000/1050/1200/1800/2500
Y轴行程 MM Y travel mm	600/620/750/800/900/1200/1400/1500
主轴鼻端至工作台中心最大距离 MM Spindle nose to table center mm	600/750/900/1000/1400/2000

HC系列
HC Series

HDCNC 华东数控



- HC系列卧式加工中心是威海华东数控在吸收国内外先进机床设计理念的基础上自行设计开发的卧式加工中心。本机床采用大跨距型导轨设计，机床整体刚性好，承载能力强，配有数控转台，适合对箱体、机床底座、立柱等多面体零件的加工，一次装夹可完成铣面、镗孔、钻孔、攻丝等多工序的粗、精加工。
- HLC系列卧式加工中机床整体延续HC500A、HC630A、HC800A硬轨式卧加机型结构型式，采用倒“T”型结构，一体式底座，前床身与底座一体式结构。各直线坐标导轨均为重载高精度滚柱型线性导轨，使机床高速进给时震动小，低速进给时无爬行，能够承载大负荷切削，并且有很高的精度稳定性及动态响应特性。
- 机床可选用FANUC-Oi-MF或SIEMENS828D数控系统，转台、刀库、主轴、线轨、丝杠均采用台湾品牌产品。

- HC series horizontal machining center is HDCNC on the basis of absorbing domestic and international advanced machine design concept to design and development of horizontal machining center, this machine adopts large span guideway design, machine tool rigidity on the whole, carrying capacity is strong, with a CNC rotary table, suit for body parts, machine tool base, pillar and other polyhedron for processing, a clamping can finish milling, boring, drilling, tapping and other processes more than rough and finish machining.
- HLC series horizontal machining center as a whole continued HC500A, HC630A, HC800A hard rails lying machine tool structure, using inverted T shape structure, one-piece base, before bed one-piece structure with the base, the linear coordinate guide rail are overloaded high precision roller contour line, the high speed machine tool feed little vibration, low speed feed without crawling, can carry heavy load cutting, and has a high precision stability and dynamic response.
- The machine can choose FANUC and Siemens system, rotary table, ATC, spindle, rail, screw are Taiwan brands.



》 机床立柱机构

立柱“门式”框架双层壁箱型结构，刚性好，主轴中心线与立柱两导轨中心线在同一平面，主轴系统变形小，加工精度高。

Machine tool column structure

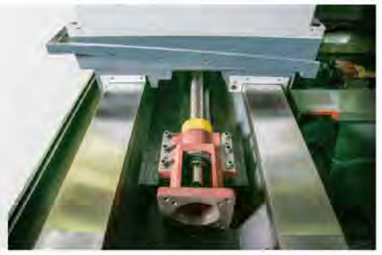
Column door type frame, double wall box type mechanism, good rigidity, spindle center line and column two guide rail center line in the same plane, spindle system deformation is small, high processing accuracy.

机床导轨《

大跨距导轨设计，承载能力强，机床整体刚性好。

Machine guide

Long span guide rail design, strong bearing capacity, machine overall rigidity good.





》工作转台

配有高精度回转工作台，适合对箱体、机床底座、立柱等多面体零件的加工，一次装夹可以完成铣面、镗孔、钻孔、攻丝等多工序的粗、精加工，保证了零件的精度要求。

Work rotary table

Equipped with a high precision rotary table, suitable for box, machine base, column and other polyhedral parts processing, a clamping can complete milling, boring, drilling, tapping and other processes of coarse, fine processing.

强力切削 Heavy cutting



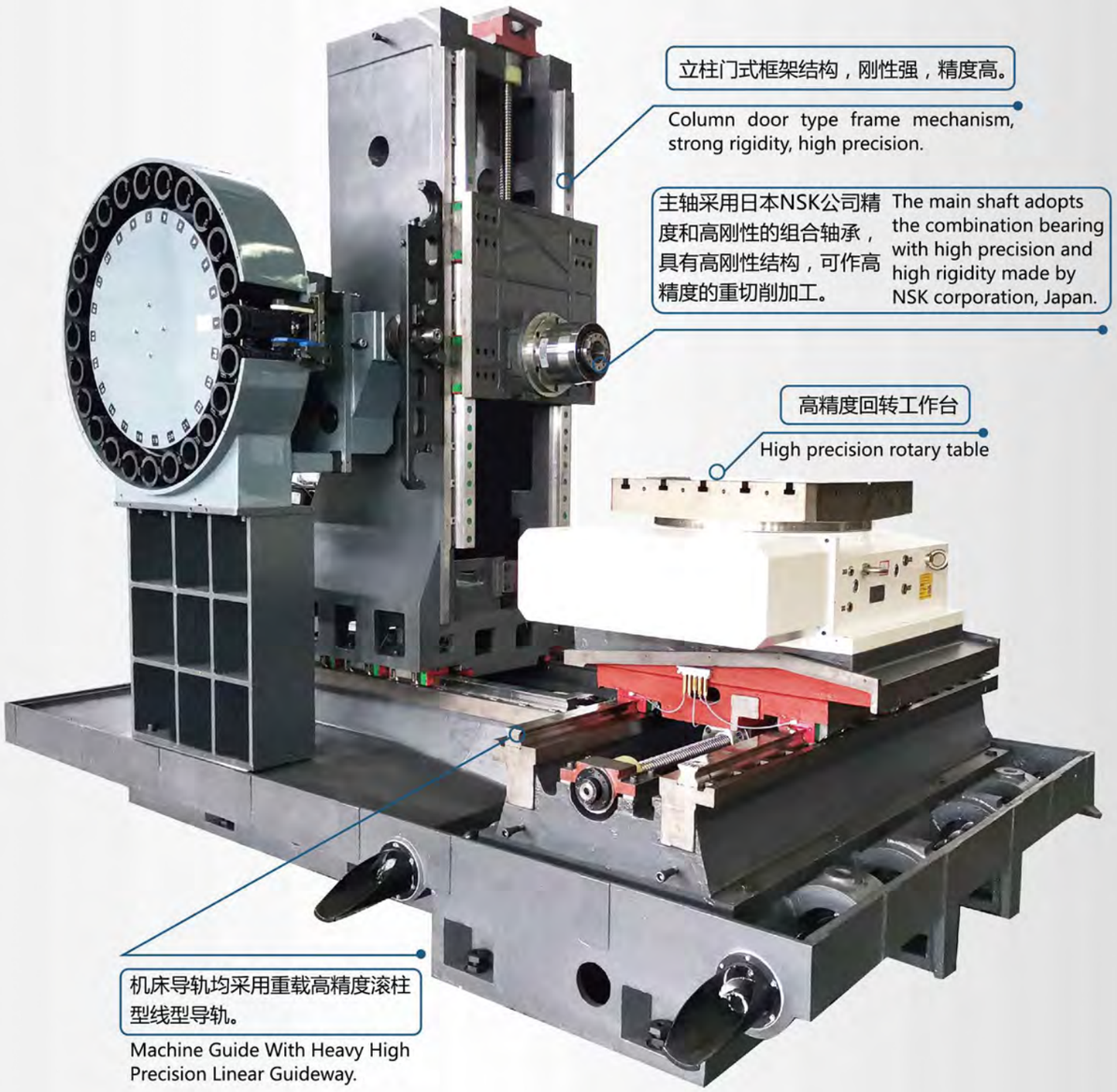
技 术 参 数

Technical Parameters

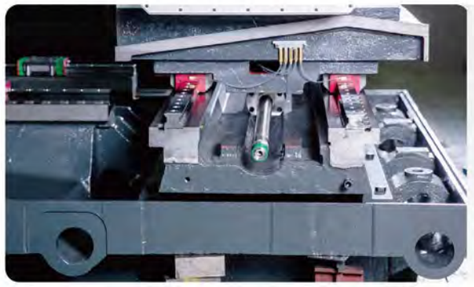
HDCNC 华东数控

型号Model / 参数Parameters	HC500A	HC630A	HC800A
1、工作台尺寸 ㎜ Table Size mm	500×600	630×630	800×800
2、工作台最大承重 kg Max Loading Weight kg	500	1500	3000
3、工作台T型槽（槽数×槽宽×槽距）mm Number-width×distance mm	6×14×80	5×18×125	5×22×160
4、行程 (X /Y /Z) ㎜ X/Y/Z Travel mm	800/600/600	1000/800/900	1200/900/900
5、快速移动速度(X /Y /Z) m/min Rapid speed(X /Y /Z) m/min	15/1 2/15	15/1 2/15	15/1 2/15
6、X、Y、Z切削速度mm/min X Y Z cutting speed mm/min	1～5000	1～5000	1～5000
7、主轴中心线到工作台面距离 mm Spindle center line to table surface mm	50～650	0～800	0～900
8、主轴端面到工作台中心距离 mm Spindle nose to table center mm	150～750	200～1100	200～1100
9、主轴转速 rpm Spindle speed rpm	6000	6000	6000
10、主轴功率kW Spindle power kw	11/15	15/18.5	18.5/22
11、主轴扭矩Nm Spindle torque Nm	143	249	307
12、刀柄形式 Tool holder type	BT50	BT50	BT50
13、拉钉 Pull stud	BT50-45°	BT50-45°	BT50-45°
14、刀库容量 把 ATC capacity hold	24把（机械手）	24把（机械手）	24把（机械手）
15、换刀时间(刀-刀) s Tool change time s	3.5 (刀对刀)	3.5 (刀对刀)	3.5 (刀对刀)
16、最大刀具重量 kg Max tool weight kg	25	25	25
17、最大刀具直径mm Max diameter of tool mm	Ø110/Ø220 (邻空)	Ø110/Ø220 (邻空)	Ø110/Ø220(邻空)
18、气源压力 MPa Air pressure MPa	0.6～0.8	0.6～0.8	0.6～0.8
19、机床重量（约）kg Machine weight kg	10500	12500	13500
20、机床轮廓尺寸（L×W×H）mm Machine overall size（L×W×H）mm	3800×3000×3020	4300×3150×3800	4300×3150×3900

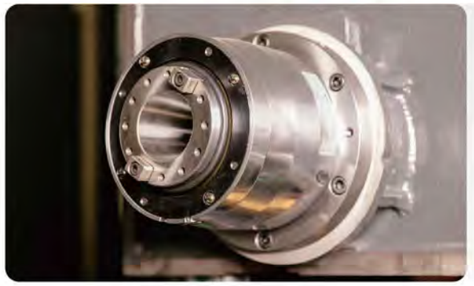
HLC系列
HLC Series



HDCNC 华东数控



》重载型直线导轨
一体式前后排屑槽设计
Heavy duty linear guide
Integral front and back chip groove design



》高刚性主轴
High rigid spindle



》前床身与底座一体式结构
Front bed and base integral structure

高精度 高响应
High precision fast response



技 术 参 数
Technical Parameters

HDCNC 华东数控

型号Model / 参数Parameters	HLC500	HLC500S	HLC630	HLC630S	HLC800	HLC1000	HLC1000S	HLC1250	HLC1500
工作台尺寸 mm Table Size mm	500×600	500×600	630×630	630×700	800×800	1000×1000	1000×1000	1250×1250	1500×1500
工作台最大承重 kg Max Loading Weight kg	500	600	1500	950	2000/3000	5000	1500	7000/5000	8000
工作台分度 ° Table dividing °	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续	1°×360/0.001°连续
工作台T型槽（槽数×槽宽×槽距）mm Number-width×distance mm	6×14×80	6×14×80	5×18×125	5×18×125	5×22×160	7×22×130	7×22×130	7×22×150	5×28×275
行程 (X /Y /Z) mmX/Y/Z Travel mm	800/600/600	800/620/600	1000/800/900	1050/750/900	1200/900/900	1800/1400/1400	1600/1000/1000	1800/1400/1400	2500/1500/2000
快速移动速度(X /Y /Z) m/min Rapid speed(X /Y /Z) m/min	20/15/20	20/15/20	20/15/20	20/15/20	20/15/20	16/12/16	16/12/16	16/12/16	9/9/9
X、Y、Z切削速度 mm/min X Y Z cutting speed mm/min	1～8000	1~8000	1～8000	1~8000	1～8000	1～5000	1～5000	1～5000	1～5000
主轴中心线到工作台面距离 mm Spindle center line to table surface mm	50～650	40~640	0～800	120~870	0～900	0～1400	120~1120	0～1400	50～1550
主轴端面到工作台中心距离 mm Spindle nose to table center mm	150～750	185~785(BT40) 158~758(BT50)	200～1100	130~1030	200～1100	250～1650	200~1200	250～1650	610-2610
主轴转速 rpm Spindle speed rpm	6000	6000/8000	6000	6000	6000	6000	6000	6000	6000
主轴功率kW Spindle power kw	11/15	11/15	15/18.5	15/18.5	15/18.5	18.5/22	18.5/22	18.5/22	18.5/22
刀柄形式 Tool holder type	BT50	BT40/BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50
拉钉 Pull stud	BT50-45°	BT40~45°/BT50~45°	BT50-45°	BT50-45°	BT50-45°	BT50-45°	BT50-45°	BT50-45°	BT50-45°
刀库容量 把 ATC capacity hold	24;32/40	24;32/40	24;32/40	24;32/40	24;32/40	30;32/40	30;32/40	30;32/40	30;32/40
换刀时间(刀-刀) s Tool change time s	3.5 (刀对刀)	3.5 (刀对刀)	3.5 (刀对刀)	3.5 (刀对刀)	3.5 (刀对刀)	7.5 (刀对刀)	7.5 (刀对刀)	7.5 (刀对刀)	7.5 (刀对刀)
最大刀具重量 kg Max tool weight kg	25	25	25	25	25	25	25	25	25
最大刀具直径mm Max diameter of tool mm	Ø110/Ø220 (邻空)	Ø110/Ø220(邻空)	Ø110/Ø220 (邻空)	Ø110/Ø220 (邻空)	Ø110/Ø220(邻空)	Ø125/Ø240(邻空)	Ø125/Ø240(邻空)	Ø125/Ø240(邻空)	Ø125/Ø240(邻空)
气源压力 MPa Air pressure MPa	0.6～0.8	0.6~0.8	0.6～0.8	0.6~0.8	0.6～0.8	0.6～0.8	0.6～0.8	0.6～0.8	0.6～0.8
机床重量（约）kg Machine weight kg	10800	14000	13000	13500	14000	26000	20000	28000	34000
机床轮廓尺寸（L×W×H）mm Machine overall size（L×W×H）mm	3800×3000×3020	3800×2800×2900	4300×3150×3800	4300×3150×3600	4300×3150×3900	7400×5900×3820	6400×5500×3820	7400×5900×3820	8200×6900×5000

龙门加工中心XKW23系列

Gantry Machining Center XKW23 Series



◆机床采用高刚性龙门框架结构，重要部件均采用树脂砂铸件，并且经过两次人工时效处理，具有足够的静动态刚性和良好的精度保持性。
◆机床的XYZ三轴传动均采用高精度双螺母预紧滚珠丝杆，并进行预拉伸，传动刚性强，精度稳定可靠。
◆X、Y轴均采用重载直线导轨(滚柱)结构，Z轴采用矩形硬轨结构，Z轴配有双氮液平衡缸，运动惯量小，响应速度快。
◆机床主轴采用台湾高刚性主轴单元，使用寿命长，可靠性性高。可选配齿轮头传动或主轴电机直连传动结构。
◆机床的润滑系统均采用容积式自动集中供油润滑系统，可确保任一润滑部位得到充分润滑。

◆The machine adopts high rigid gantry frame structure, and the important parts are resin sand castings, and through two artificial aging treatment, has enough static and dynamic rigidity and good precision retention.
◆All three shafts of the machine adopt high precision double nut pre-tightening ball screw, and pre-stretching, driving rigidity is strong, the precision is stable and reliable.
◆The X/Y axis adopts heavy-duty linear guide rail (ball ball) structure, the Z axis adopts rectangular hard rail structure, and the Z axis is equipped with a diazo liquid balance cylinder, with small motion inertia and fast response speed.
◆Machine spindle adopts Taiwan high rigid spindle unit, long service life, high reliability, can choose gear head drive or spindle motor direct drive structure.
◆The machine tool lubrication system adopts the volumetric automatic centralized oil supply lubrication system, which can ensure sufficient lubrication of any lubricating part.



该系列数控定梁龙门镗铣床，配置高刚性的大扭矩主轴和高动态响应的驱动系统，操作方便灵活，安全可靠，可广泛应用于航空、航天、轨道交通、汽车、模具等机械加工领域。
The machine tool lubrication system adopts the volumetric automatic centralized oil supply lubrication system, which can ensure sufficient lubrication of any lubricating part.

XKW23系列龙门加工中心	
工作台面尺寸 MMxMM Table size (W×L) mm	1300x2000/1300x3000/1300x4000/1800x3000/1800x4000/2300x4000/ 2300x6000/2500x6000/2500x8000/3000x6000/3000x8000
X轴行程 MM X travel mm	2000/3000/4000/4200/6200/8300
Y轴行程 MM Y travel mm	1900/2400/3000/3400/3900/4600
主轴鼻端至工作台中心最大距离 MM Spindle nose to table center mm	800/1000/1500/1750
龙门有效宽度 MM Gantry effective width mm	1600/2200/2800/3200/3700/4200

Spindle Drive With Gearbox Head Or Direct Connection

主轴传动采用齿轮头或主轴直联两种方式



齿轮头 Gearbox head



主轴直联 Direct connection

Optional Accessories

可供选择的机床配置



全闭环控制
Full closed circle control



机床对刀仪、工件测量
Automatic tool setting gauge , workpiece measuring



第四轴回转工作台
Fourth Axis Rotary Table



附件头
Optional milling head



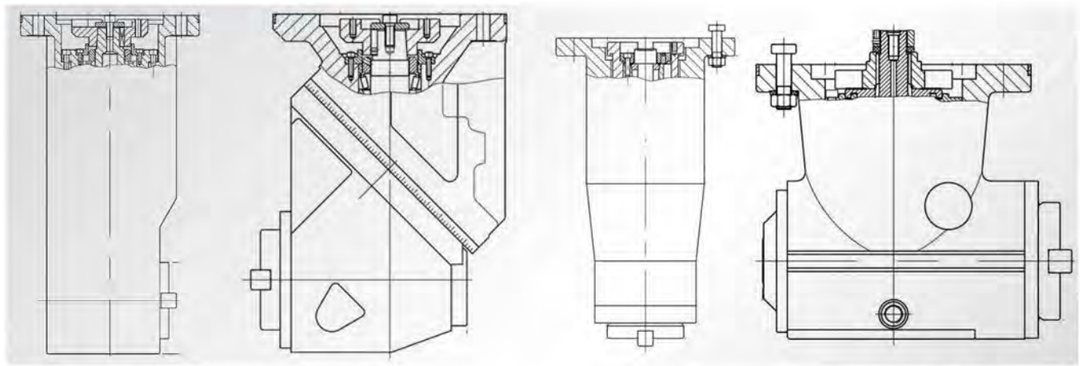
主轴中央出水
Water flow from spindle



刀库
ATC

XKW23 series Optional Milling Head

XKW23系列附件头



扁直角铣头
Flat rectangular head

万向铣头
Universal milling head

延伸铣头
Extension of milling head

直角铣头
Right-angle milling head

XKW23 series Machine Dimension

XKW23系列机床尺寸图

The elevated platform of the machine has to be placed within beam void.

型号	A	B	C	D	E	F	G
XKW2316×20	6500	5500	4500	22	37	42	16
XKW2316×30	8500	5500	4500	22	37	42	16
XKW2322(F)×30	9000	6000	5500	22	37	42	16
XKW2322(F)×40	11000	6000	5500	22	37	42	16
XKW2328(F)×40	11000	6500	5500	28	46	52	22
XKW2328(F)×60	15000	6500	5500	28	46	52	22
XKW2332(F)×60	15000	7000	6200	28	46	52	22
XKW2332(F)×80	17000	7000	6200	28	46	52	22
XKW2337×60	17000	7500	6800	36	56	68	28
XKW2337×80	19000	7500	6800	36	56	68	28
XKW2342×60	17000	8000	6800	36	56	68	28
XKW2342×80	19000	8000	6800	36	56	68	28

技 术 参 数
Technical Parameters

HDCNC 华东数控

参数Parameters / 型号Model	XKW2316×20	XKW2316×30	XKW2316×40	XKW2322×30 XKW2322F×30	XKW2322×40 XKW2322F×40	XKW2328×40 XKW2328F×40	XKW2328×60 XKW2328F×60	XKW2332×60 XKW2332F×60	XKW2332×80 XKW2332F×80	XKW2337×60	XKW2337×80	XKW2342×60	XKW2342×80
加工范围 Processing area													
龙门有效宽度mm Gantry effective width mm	1600	1600	1600	2200	2200	2800	2800	3200	3200	3700	3700	4200	4200
X轴行程mm X travel mm	2000	3000	4200	3000	4000	4200	6200	6200	8300	6200	8300	6200	8300
Y轴行程mm Y travel mm	1900	1900	1900	2400	2400	3000	3000	3400	3400	3900	3900	4600	4600
Z轴行程mm Z travel mm	800	800	800	1000	1000	1000	1000	1000/1250	1000/1250	1250/1500	1250/1500	1250/1500	1250/1500
主轴端面至工作台面距离mm Spindle nose to table face mm	250~1050	250~1050	250~1050	250~1250	250~1250	250-1250	250-1250	250-1250/1500	250-1250/1500	250-1500/1750	250-1500/1750	250-1500/1750	250-1500/1750
工作台 Table													
工作台面尺寸（宽×长）mm Table size (W×L) mm	1300×2000	1300×3000	1300×4000	1800×3000	1800×4000	2300×4000	2300×6000	2500×6000	2500×8000	3000×6000	3000×8000	3000×6000	3000×8000
工作台承重 kg Max loading kg	4T	5T	6T	6T	10T	14T	18T	24T	28T	28T	32T	32T	36T
工作台T型槽（数目-尺寸×间距） Table Tslot(no.-Size×Distance)	7-22×170	7-22×170	7-22×170	9-22×180	9-22×180	11-28×200	11-28×200	12-28×200	12-28×200	11-36×250	11-36×250	11-36×250	11-36×250
主轴 spindle													
滑枕形式/截面尺寸 (可选)mm Sleeper Form and dimension mm	T型导轨	T型导轨	T型导轨	T型导轨/ 方滑枕400×400	T型导轨/ 方滑枕400×400	T型导轨/ 方滑枕400×400	T型导轨/ 方滑枕400×400	T型导轨/ 方滑枕400×400	T型导轨/ 方滑枕400×400	方滑枕450×450	方滑枕450×450	方滑枕450×450	方滑枕450×450
主轴最高转速 rmp Maximum spindle speed rpm	6000rpm	6000rpm	6000rpm	6000/4000rpm	6000/4000rpm	6000/4000rpm	6000/4000rpm	6000/4000rpm	6000/4000rpm	3500rpm	3500rpm	3500rpm	3500rpm
主轴功率（kW）Spindle power（kW）	15/18.5	15/18.5	15/18.5	22/26	22/26	22/26	22/26	22/26	22/26	22/26(30/37)	22/26(30/37)	22/26(30/37)	22/26(30/37)
主轴传动形式 Spindle form	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头	直联/齿轮头
主轴锥孔 Spindle cone hole	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50	BT50
刀库（选项） Tool library(options)													
刀库容量T Cutter storage capacity T	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60	24/32/40/60
最大刀具直径mm（满刀/空位）mm Maximum tool diameter mm	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230	Φ125/230
最大刀具长度 mm Maximum tool length mm	300	300	300	300	300	300	300	300	300	300	300	300	300
最大刀具重量kg Maximum tool weight kg	15	15	15	15	15	15	15	15	15	15	15	15	15
其他 Others													
电源总容量kVA Total power supply capacity	50	50	50	60	60	60	60	60	60	60	60	60	60
机床重量（约）t Machine tool weight t	19	23	26	35	40	45	55	65	70	80	85	90	100
机床外形尺寸（长×宽×高）mm Machine tool size mm	6500×5500×4500	8500×5500×4500	0500×5500×4500	9000×6000×5500	11000×6000×5500	11000×6500×5500	15000×6500×5500	15000×7000×6200	17000×7000×6200	17000×7500×6800	19000×7500×6800	17000×8000×6800	19000×8000×6800
数控系统 Numerical control system	SIEMENS 828D/ FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF	SIEMENS 828D / FANUC 0i-MF

The elevated platform of the machine has to be placed within beam void.

注：F代表滑枕形式为方滑枕
Note: F means square ram

2 小时以内响应保修
Warranty response within 2 hours

24 小时以内到达现场
Arriving at site within 24 hour

33 家销售服务网点遍布全国
Nationwide 33 sales service networks

提供融资租赁服务
Financial leasing service

提供组线、集成、交钥匙等一体化方案
All-in-one solution of production line design ,integration and turnkey ,etc.



龙门加工中心
COLUMN MACHINING CENTER

GLU / GLU (e) / GRU / GNU
GRUE / GKUE / GZUM / GKUM / GKUME / KMU

HISION

宁波海天精工股份有限公司
NINGBO HAITIAN PRECISION MACHINERY CO., LTD.

NEW 2019 . 9 样本中的文字说明、图样及技术参数等仅供参考；因技术发展、提升等引起的变更，恕不另行通知。

GLUII(e)-GRUII-GNU

继承传统龙门产品刚性强、加工范围广的结构特点，融入先进的技术要素，追求高效、高精、节能、宜人的发展理念。打造全新一代 U 款系列龙门加工中心。广泛应用于模具、航空、航天、轨道交通、汽车、家用电器、医疗等高端制造产业。

- **GLU II 系列**
  采用全齿轮传动、十字硬轨滑枕技术（海天精工专利技术），实现强力与高精加工的完美融合。
- **GLUe 系列**
  采用强力重切电主轴结构，给客户带来大扭矩、高转速、低振动的加工体验。
- **GLU 系列**
  全齿轮传动滑枕，两档变速实现高速、大扭矩切削。
- **GRU II -GNU 系列**
  采用方滑枕高刚性结构拥有强力、稳定的切削性能。



丝杠辅助支撑结构

随动式的辅助支撑结构，为大行程的丝械提供了最佳支撑位置，保障机床长期稳定的高精密运行。



e 系列机床主轴

标配自主研发及制造电主轴。





GLUII(e)-GRUII-GNU



大扭矩全齿轮减速箱

通过液压自动换档实现两档变速，每档速度内无级调速，整套系统结构简单可靠。

立柱旋转头库

结构紧凑，实现了自动换头，减少了加工辅助时间，提高了加工效率。





齿形联轴器

主传动系统采用齿形联轴器联接，结构简单可靠，传递扭矩大。

The elevated platform of the machine has to be placed within beam void.



GLU II

项目	单位	GLU13 II ×16	GLU13 II ×21	GLU13 II ×30	GLU16 II ×20	GLU16 II ×25
» 加工范围						
X 轴行程	mm	1600	2000	3100	2000	2500
Y 轴行程	mm	1300	1300	1300	1500	1500
Z 轴行程	mm	700	700	700	700	700
龙门有效宽度	mm	1380	1380	1380	1580	1580
工作台面至主轴端面的距离	mm	205-905	205-905	205-905	255-955	255-955
» 工作台						
工作台尺寸	mm	1300×1800	1300×2200	1300×3000	1500×2000	1500×2500
工作台承重	t	4	5	7	6	8
T 型槽规格 (宽度 x 间距 x 个数)		22×160×8	22×160×8	22×160×8	22×160×9	22×160×9
» 驱动进给						
最大切削速度 X/Y/Z	m/min	12/12/10	12/12/10	12/12/10	12/12/10	12/12/10
快速移动速度 X/Y/Z	m/min	15/20/15	12/20/15	12/20/15	12/20/15	12/20/15
» 主轴						
驱动方式		齿轮传动	齿轮传动	齿轮传动	齿轮传动	齿轮传动
主轴最高转速	rpm	6000	6000	6000	6000	6000
主轴功率	kW	15/18.5	15/18.5	15/18.5	15/18.5	15/18.5
主轴扭矩	N.m	316/522	316/522	316/522	316/522	316/522
主轴锥孔		BT50	BT50	BT50	BT50	BT50
滑枕截面	mm	350×350	350×350	350×350	350×350	350×350
» 刀库 (选项)						
刀库容量	T	24	24	24	24	24
刀柄形式		BT50	BT50	BT50	BT50	BT50
最大刀具直径 (满刀 / 空位)	mm	Φ110/Φ220	Φ110/Φ220	Φ110/Φ220	Φ110/Φ220	Φ110/Φ220
最大刀具长度	mm	300	300	300	300	300
最大刀具重量	kg	20	20	20	20	20
» 精度 (执行标准 GB/T19362.1-2003)						
定位精度 X/Y/Z	mm	0.012/0.012/0.012	0.012/0.012/0.012	0.015/0.012/0.012	0.012/0.012/0.012	0.012/0.012/0.012
重复定位精度 X/Y/Z	mm	0.008/0.008/0.008	0.008/0.008/0.008	0.010/0.008/0.008	0.008/0.008/0.008	0.008/0.008/0.008
» 其它						
电源总容量	kVA	40	40	40	40	40
机床重量	t	16	19	24	20	23
机床外形尺寸 (长 x 宽 x 高)	cm	560×388×420	690×388×420	880×388×420	741×400×432	777×400×432

标准配置 GLUII

1. 数控系统 :FANUC 0i
2. 变速箱全齿轮传动
3. 主轴恒温冷却系统
4. Z 轴液压平衡系统
5. 气动、液压、集中润滑系统
6. 刀具冷却系统
7. 机内自动排屑装置
8. 机外链板排屑装置
9. 机床全防护
10. 三色灯、照明灯
11. 标准附件及相关文件
12. 常用维修工具

* 选项配置请参阅封底二维码

The elevated platform of the machine has to be placed within beam void.

GLUe

项目		单位	GLUe13×16	GLUe13×21	GLUe13×30	GLUe16×20	GLUe16×25	GLUe16×30
» 加工范围								
X 轴行程		mm	1600	2000	3100	2000	2500	3100
Y 轴行程		mm	1300	1300	1300	1500	1500	1500
Z 轴行程		mm	700	700	700	700	700	700
龙门有效宽度		mm	1380	1380	1380	1580	1580	1580
工作台面至主轴端面的距离		mm	150-850	150-850	150-850	200-900	200-900	200-900
» 工作台								
工作台尺寸		mm	1300×1800	1300×2200	1300×3000	1500×2000	1500×2500	1500x3000
工作台承重		t	4	5	7	6	8	10
T 型槽规格 (宽度 x 间距 x 个数)			22×160×8	22×160×8	22×160×8	22×160×9	22×160×9	22x160x9
» 驱动进给								
最大切削速度 X/Y/Z		m/min	12/20/10	12/20/10	12/20/10	12/20/10	12/20/10	12/20/10
快速移动速度 X/Y/Z		m/min	20/24/15	16/24/15	16/24/15	16/24/15	16/24/15	16/24/15
» 主轴								
驱动方式			电主轴	电主轴	电主轴	电主轴	电主轴	电主轴
主轴最高转速		rpm	6000	6000	6000	6000	6000	6000
主轴功率	低档	kW	15/30	15/30	15/30	15/30	15/30	15/30
	高档	kW	22/30	22/30	22/30	22/30	22/30	22/30
主轴扭矩	低档	N.m	318/774	318/774	318/774	318/774	318/774	318/774
	高档	N.m	233/318	233/318	233/318	233/318	233/318	233/318
主轴锥孔			BT50	BT50	BT50	BT50	BT50	BT50
滑枕截面		mm	350×350	350×350	350×350	350×350	350×350	350×350
» 刀库 (选项)								
刀库容量		T	24	24	24	24	24	24
刀柄形式			BT50	BT50	BT50	BT50	BT50	BT50
最大刀具直径 (满刀 / 空位)		mm	Φ110 / Φ220	Φ110 / Φ220	Φ110 / Φ220	Φ110 / Φ220	Φ110 / Φ220	Φ110 / Φ220
最大刀具长度		mm	300	300	300	300	300	300
最大刀具重量		kg	20	20	20	20	20	20
» 精度 (执行标准 GB/T19362.1-2003)								
定位精度 X/Y/Z		mm	0.012/0.012/0.012	0.012/0.012/0.012	0.015/0.012/0.012	0.012/0.012/0.012	0.012/0.012/0.012	0.015/0.012/0.012
重复定位精度 X/Y/Z		mm	0.008/0.008/0.008	0.008/0.008/0.008	0.010/0.008/0.008	0.008/0.008/0.008	0.008/0.008/0.008	0.010/0.008/0.008
» 其它								
电源总容量		kVA	65	65	65	65	65	65
机床重量		t	16	19	24	20	23	26.5
机床外形尺寸 (长 x 宽 x 高)		cm	560×388×420	690×388×420	880×388×420	741×400×432	777×400×432	941×400×432

标准配置 GLUe

1. 数控系统 : 三菱 M80A
2. HISION 电主轴
3. 主轴恒温冷却系统
4. Z 轴液压平衡系统
5. 气动、液压、集中润滑系统
6. 刀具冷却系统
7. 机内自动排屑装置
8. 机外链板排屑装置
9. 机床全防护
10. 三色灯、照明灯
11. 标准附件及相关文件
12. 常用维修工具

* 选项配置请参阅封底二维码

The elevated platform of the machine has to be placed within beam void.

噴霧乾燥機

SPRAY DRYER



生產型
Production Size



實驗型
Laboratory Size

原理介紹 +

利用抽風機以及送風機將加熱並淨化後之空氣，送入機體內，另一組高速旋轉噴霧頭將PUMP送入的溶液、糊狀液，霧化成極小水珠，相互結合熱氣瞬間將液體中的水份蒸發帶走，原有的固型成份經收集器取得，達到直接乾燥的目的。

適用產業 +

科學中藥濃縮製劑、食品肉精粉、果汁粉、奶粉及化工原料生產。

功能 +

將溶液、糊狀液的原料直接乾燥去除水份成細粉。

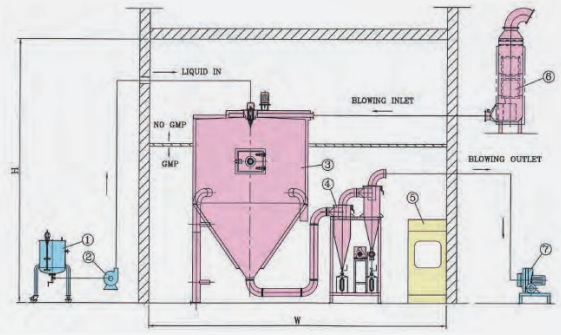
特點 +

- 將溶液、糊狀液的原料直接乾燥成細粉，填加物少。
- 乾燥後不會改變原物料之本質。
- 高濃度及高黏度液體也可乾燥。
- 瞬間乾燥，乾燥時間短。
- 對熱敏感之原料，可保持原料之色、香、味。
- 風量控制採用比例式自動風門控制。
- 控制系統PLC自動控制，亦可選購人機介面控制，操作方便。
- 如有使用有機溶劑可贈購防爆裝置，確保安全性。
- 可因產品特性不同，加裝各項選擇配備，如溫度記錄器、自動清洗系統、除濕裝置...等。
- 設計和製造均合乎cGMP規範及美國FDA要求。

THEORY +

Heated and purified air flows into the column through exhaust and suction fan, use one set of fast rotating spray nozzle to atomize the solution or paste liquid which sent by pump into very small drop, the drop will combine with heated air and moisture be evaporated to get drying purpose. The original solid ingredient will be collected by collector.

流程圖 | FLOWCHART +



1. Solution Tank
2. Pump
3. Granual Body
4. Dirt Collector
5. Control Panel
6. Heater
7. Blowing Machine

APPLICATION +

Chinese herbal medicine, meat seasoning, fruit favored powder, milk powder, chemical raw materials.

FUNCTION +

Dry into powder from the solution or paste liquid.

FEATURE +

- Dry into powder from the solution or paste liquid.
- The original essence of material will not be changed after drying.
- Able to dry high viscosity and concentration liquid.
- Instant dry, short drying time.
- Even for hot sensitive materials, also can retain original color, favor and smell.
- Air volume control is proportional by automatic air gate.
- PLC auto control system or touch screen interface for easy operation.
- Explosion proof system is available for organic solvent process.
- Optional equipment for different product feature.

- Temperature recorder
- CIP auto cleaning system
- Dehumidifier facility

- All the design and manufacture are qualified cGMP standard and FDA requirement.

中型
Medium



規格表 | SPEC

型號 Model	桶身直徑 Diameter of Tank (MM)	產量(L/HR) 依噴霧入水量計算	室內配置尺寸 Size (MM) (W/L/H)
YS-SD-2	800	01-02	1200X1500X2200
YS-SD-5	900	02-05	1500X2000X2500
YS-SD-10	1200	06-10	2000X2600X2800
YS-SD-15	1400	10-15	4500X4500X4000
YS-SD-20	1500	12-20	5000X5000X4500
YS-SD-30	1750	20-30	5000X5500X5000
YS-SD-50	2000	30-50	6000X6000X7000

36TH 周年報慶 專訪

北都發展關鍵年 重大項目續上馬

北都辦丘卓恒：3項目動工 4區規劃諮詢

新聞重點

- 北都辦丘卓恒：今年將推出北都重大項目
- 新田科技城等3個項目申撥款動工、4大區域規劃諮詢
- 今年動工的3新區房屋供應，可提供15萬伙

2024年成為北都都會區發展重要的一年，北都都會區統籌辦事處主任丘卓恒透露，今年就新田科技城等3個項目申請撥款動工，並為4大區域規劃方式進行諮詢，由於涉及土地規模龐大，將會成為最大挑戰。

■本報記者　馮玉萍、余敏欽、潘淑盈

政府成立北都辦任推展北都計劃的整體倡導及統籌角色，丘卓恒被問到今年工作最大挑戰，他指「挑戰在於發展規模大，香港一段時間無發展新區，（今年）在相若時間推出幾個重大項目，影響不同利益、原居民、棕地作業眾多，不是單純土地發展項目，需要不同政策支撐、跟不同部門建立及維持協作關係」。

立即睇：北都辦丘卓恒專訪

3個新區房屋供應 共15萬伙

丘卓恒提及今年將推出的北都重大項目，分別包括3個進入申請撥款及施工階段的新發展區，包括：1. 古洞北 / 粉嶺北餘下階段、2. 洪水橋 / 廈村第2期、3. 新田科技城；以及4個新區，包括：1. 流浮山、2. 新界北新市鎮、3. 牛潭尾、及4. 馬草壟（4區涉及逾1,700公頃土地），將會公布初步規劃構思並進行諮詢。

據資料顯示，今年進入動工階段的3個新區在房屋供應方面，合計可提供15萬伙供應，其中洪水橋亦會提供逾2,100萬平方呎的商業樓面，一半集中市中心位置。而另一個產業主導的新田科技城，涉及300公頃，近一半面積撥作創科用途，屬於過去發展新區少有的舉措，提供逾7,500萬平方呎產業樓面面積，相當於17個科學園規模。

流浮山打頭陣 拓科技生態遊

至於4個進行土地用途諮詢的新區，將會由流浮山「打頭陣」，丘卓恒透露，該區位於洪水橋北面，作為洪水橋擴展區角色，產業定位則分別作為數碼科技、以及生態旅遊產業。

規模最大則為涉及1,500公頃的新界北新市鎮，特別在於擁有3個口岸，包括羅湖、文錦渡、及香園圍，他指出在這條件下，可以發展與口岸相關產業包括跨境金融、跨境醫療或口岸消費等，亦有空間發展新興產業，例如食品科技、環境工業，先進製造業。同時亦會在區內打造北都大學教育城一部分。

牛潭尾則有潛力發展高等教育，可以發展與科研有關的高等教育，推動「產、學、研」合作；而古洞北北面的馬草壟，則可作為支援河套港深科創園區的居住社區。

同時，北都基建亦有部分已經進入建設階段，包括今年動工的洪水橋站有望2030年通車，而北環綫古洞站已經動工，預計2027年通車，整條北環綫則預計2034年完成。丘卓恒稱，北環綫對北都發展發揮重大作用，除了服務途經的新田科技城及牛潭尾外，亦連接起東鐵綫跟屯馬綫形成一個環狀系統，對於整體運力及路綫彈性有相當大提升。

對於政府在財政及人手上，如何落實大規模收地及開展工程。丘卓恒表示，在收地上政府已經預留資金，最終視乎立法會批出撥款，「政府會在顧及整體公共財政的可持續性情況下，按序推展這些項目，財政司司長已成立一個大型項目融資委員會審視會否有其他融資方案以幫助推展。」



北都今年進入動工階段的3個新區在房屋供應上，合計可提供15萬伙。（梁鑑章攝）



北部都會區統籌辦事處主任丘卓恒表示，今年是北都區發展重要的一年，涉及土地規模龐大，將成為最大挑戰。（梁鑑章攝）

丘卓恒言論重點

談北都發展

- 香港一段時間無發展新區，（今年）推出幾個重大項目，影響眾多不同利益
- 在收地上政府已經預留資金，會顧及公共財政可持續性按序推展項目
- 北都不是單純土地發展項目，需要不同政策支撐
- 古洞北/粉嶺北等3個項目今年進入撥款及施工階段，同時會就流浮山等4個新區進行規劃諮詢

談北都基建規劃

- 北環綫發揮重大作用，連接起東鐵綫跟屯馬綫形成環狀系統，整體運力相當大提升

談北都原址換地

- 不成功的個案外在情況使然，最重要是提供一個平台給市場參與
- 不停地檢視改善機制，未來新發展區進行原址換地仍然相當有前景
- 容每一幅產業用地都會提供原址換地，需要顧及政策因素及地皮位置

北都都會區資料

範圍	整個元朗及北區
面積	3萬公頃
目標房屋供應	90.5萬至92.6萬伙（包括現有39萬伙）
可容納人口	約250萬
定位	產業帶動、國際創科新城

執行時間表

2024年或之前	為所有新土地發展項目建議土地用途及發展方案
2027年或之前	為所有主要發展項目啟動收地程序
2032年或之前	4成新發展土地完成平整及4成新增單位落成

地政總署每年收地情況



*市場消息　資料來源：地政總署及市場消息

北都3個申請撥款動工項目

地區	① 洪水橋/廈村第二期	② 新田科技城（港深創科園以外地區）*	③ 古洞北/粉嶺北餘下階段
發展面積（公頃）	263	540	247
房屋單位（伙）	3.64萬	5.0萬至5.4萬	約6.5萬
新增人口（人）	9.85萬	14.7萬至15.9萬	約17.4萬
工商業/產業樓面（平方呎）	約5,000萬	7,535萬	約1,260萬
最新情況	正向立法會申請292億元撥款進行土地平整及基建	下半年展開收地，年底展開第一階段土地平整及基建工程	已宣布就餘下階段收地109公頃，並且展開土地平整及基建工程

*整區規模，今年只涉及第1期



4個提出規劃方案

地區	④ 流浮山、尖鼻咀及白泥	⑤ 牛潭尾	⑥ 馬草壟	⑦ 新界北新市鎮和羅湖/文錦渡
面積（公頃）	有待公布	129	68	約1,500
房屋單位（伙）	6.25萬至7萬	有待公布	1.2萬至1.35萬	有待公布
定位	洪水橋/廈村擴展部分、金融科技及生態旅遊	高等教育	古洞跟河套之間的聯繫區域	口岸相關產業、先進創造業及北區教育城等

資料來源：北都發展策略、北都行動綱領及其他政府文件等

寬申請機制 「原址換地仍有前景」

入場收地

古洞北 / 粉嶺北6宗換地（補地價）告吹，政府入場收地。北都辦主任丘卓恒表示，屬於外在情況使然，認為在放寬申請機制後未來原址換地機制仍有前景，又稱未必開放所有產業用地予換地，政府或保留策略性位置。

「（原址換地）最重要是提供一個平台，一個可行的制度。」丘卓恒指出，新發展區收地屬於政府的基本盤，容許原有地主申請換地是政府樂見，希望提供平台促進私人參與。

市況波動下 補價各有看法

他指出，在一個市況較為波動、息口高企時間，發展商對補地價水平看法，跟政府專業估價師看法有不同，屬於外在情況使然。

隨着政府早前調整機制，容許擁有9成私人農地業權的發展商亦可原址申請，由政府動用公權力收回餘下的第三方土地。丘卓恒相信，有關改動對於處理原址換地申請有幫助，目前古洞北 / 粉嶺北仍有2宗申請受惠於政策，因此仍在處理換地當中，強調政府提供的平台會不停地檢視改善，「在種種放寬下，未來不同新發展區進行原址換地仍然相當有前景。」

至於今次政府亦放寬原址換地可以由私人住宅，寫字樓用地，擴展到物流、創科等產業用地，丘卓恒指，申請門檻細節需要跟相關政策局去討論。不過他又指出，原則上擴展到所有產業用地，但並不代表每一幅產業用地都會拿出來可作原址換地申請，需要顧及政策因素及地皮位置。

■本報記者　余敏欽

港未來發展重頭戲 需創新思維

工作挑戰

上任北都辦主任半年時間，丘卓恒形容這份是對香港未來發展有意義的項目，工作上需要創新思維，思考不同政策的可能性，同時擔任政策統籌職能，需要接觸不同界別、不同範疇的工作。

接觸各界 聽意見豐富思維

「北都是一個大型項目，而且是對香港未來發展有意義項目。」丘卓恒稱，北都辦工作的特別地方在於需要一些創新空間，可以嘗試跟過往不同的做法，例如過去政府設施是政府興建、政府營運，未來有否空間可以由商業營運，引用啟德體育園屬於好例子，可以注入商業成分做到一個公私營合作模式（Public-Private Partnership，PPP）。

又例如，早前提出修訂北都新區原址換地申請機制，可以由申請人興建新區周邊的設置、路段、公園，甚至是適合的康體設施，過往亦有類似的機制，但未來可否比較着力使用，令到這些社區設施提供時間提早。「政策可能性好多，要開放考慮不同方案，平常向外不止單方向宣講（北都計劃），亦是聽意見豐富思維」。

北都辦另一個特色在於屬於政策統籌職能，丘卓恒稱，雖然只是一個小小辦公室，只有30人左右，但需要多接觸不同界別、不同政策範疇的工作，例如產業規劃需要對創科有所理解，物流規劃需要對口岸運作有所理解，亦要跟內地溝通、交往，觀摩內地的發展模式及經驗。

■本報記者　余敏欽

歡迎讀者提供本版意見，請電 2565 4288 或傳真 2811 1926

Annex F

Method Statement for Protection of Two Stone Tablets

Method Statement for Protection of Two Stone Tablets at FSST Lot 245 – Edged Red Area

1) Provide detail photo record of the two stone tablets before start of Hoarding works, that identify current conditions, such as any cracks, apparent/suspected settlement, or defects.
2) Provide measured record to the condition, levels and setting out of the two stone tablets.
3) Submit the above records to AMO for record before commencement of hoarding works (Note : a set of topographic survey on the setting out of stone tablet has been issued to AMO under AGC's letter on 19 October 2022)
4) Provide tell-tale marker to cracks (if any and if applicable) and install settlement marker on the base of the two stone tablets. Take initial reading and submit to AMO/BD and provide periodic measurement by surveyor with record reports submitting to AMO for record.
5) Provide foam protection on all surface of the tablets, then apply plywood casing with GMS frames on outside for stability.
6) Corrugated metal sheets would be provided on 4 sides of the hoarding surrounding the tablets and with a corrugated metal sheet cover (refer to figure 2 in next page).
7) Craning of material overhead the two stone tablets would be prohibited during construction to avoid accidental falling of material / object onto them.
8) In order not to impose any adverse effect to the stone tablets or to impose exceptionally high "Alert /Alarm /Action" requirement on the vibration and settlement constraint to the Foundation and ELS works shall be further agreed with BD / AMO. Once there is exceptional vibration and settlement, AP / RSE should report to AMO and BD for further action.
9) Upon completion of construction works, hoarding and all protections to be removed, the stone tablets to be generally cleaned and handed over to AMO.



Figure 1 - Photo taken on 23 September 2022

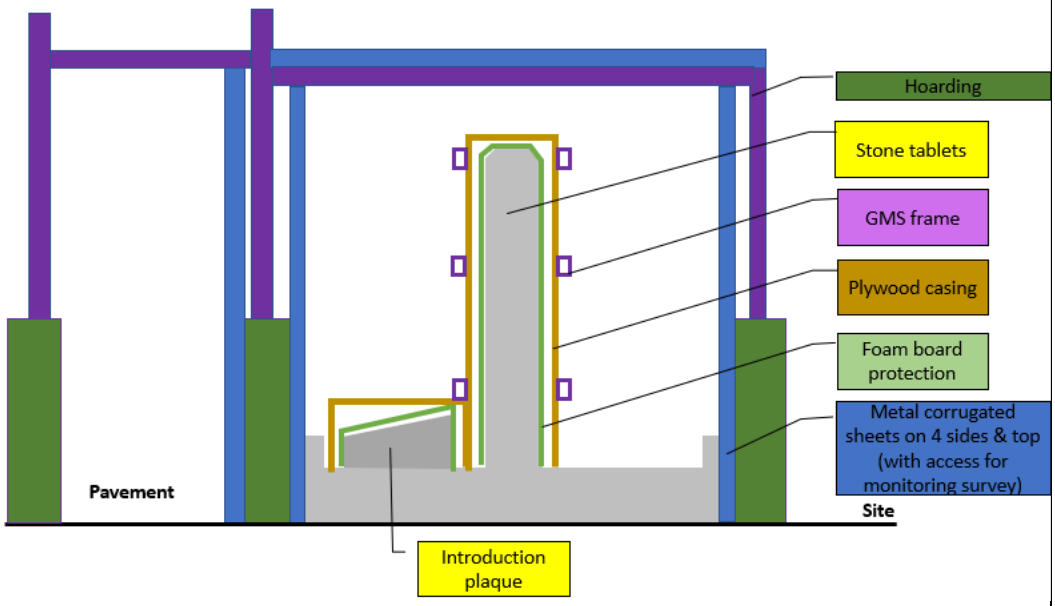


Figure 2 - Indicative diagram for proposed protection