RNTPC Paper No. A/FSS/306B
For Consideration by
the Rural and New Town
Planning Committee
on 20.11.2026

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/FSS/306

Applicant : Ample Skill Limited represented by KTA Planning Limited

Site : Fanling Sheung Shui Town Lot (FSSTL) 245, On Kui Street, Fanling

Site Area : About 1,631.3m^2

Lease : FSSTL 245 held under New Grant No. 22955 dated 17.2.2022

(i) restricted for modern industrial purposes;

(ii) subject to a maximum and minimum total gross floor area (GFA) of 8,156.5m^2 and 4,893.9m^2 respectively; and

(iii) a Building Covenant expiring on 31.3.2027.

Plan : Approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/28

Zoning : "Industrial" ("I")
[restricted to a maximum plot ratio (PR) of 5.0 and a maximum building height (BH) of 65m (excluding basements)]

Application : Proposed Minor Relaxation of BH Restriction (BHR) for Permitted Industrial Use cum Public Vehicle Park (PVP)

1. The Proposal

1.1 The applicant seeks planning permission for proposed minor relaxation of BHR from 65m to 76.3m[1] (i.e. +11.3m or +17.4%) for permitted industrial use cum PVP at the application site (the Site), which falls within an area zoned "I" subject to a maximum PR of 5.0 and a maximum BH of 65m (excluding basements) on the OZP (**Plan A-1**). According to the Notes of the OZP for the "I" zone, 'Industrial Use (not elsewhere specified)' and 'PVP (excluding container vehicle)' are Column 1 uses which are always permitted. Based on the individual merits of a development proposal, minor relaxation of the BHR may be considered by the Town Planning Board (the Board) on application under section 16 of the Town

[1] According to the further information (FI) received on 12.10.2026, the applicant proposes to reduce the proposed BH from 77.25m in the original submission to 76.3m by measuring the BH from the site formation level of 12mPD instead of the mean street level of 11.85mPD (a reduction of 0.15m) and reducing the floor-to-floor height (FTFH) of the 5/F of the proposed development by 0.8m.

Planning Ordinance (the Ordinance). The Site abutting On Kui Street to the northwest is located in the northern part of On Lok Tsuen Industrial Area, and is currently largely hard-paved and fenced-off, and mainly vacant with some vegetation and trees along the periphery (**Plans A-1** to **A-4**).

1.2 The Site was a land sale site designated for industrial purposes which was awarded to the applicant through public tender in 2022. According to the applicant, the current application is intended mainly to facilitate the incorporation of aboveground carpark design for the permitted development at the Site which is in line with the Government's policy for the enhanced GFA exemption arrangements for carparks in private development projects, whilst opportunity is also taken to maximise the development potential (i.e. permitted PR of 5)[2] of the Site and rationalise the floor-to-floor heights (FTFHs) in response to the latest building design and operational needs. According to the applicant's Proposed Scheme, the proposed development, with a PR of 5.0 and a BH of 76.3m/88.3mPD (at main roof level), comprises one non-domestic block of 14 storeys which will accommodate PVP, industrial use and ancillary carpark. A non-building area (NBA) of 4.08m in width along the northeastern boundary of the Site will be provided in accordance with the adopted Fanling/Sheung Shui Areas 25 & 26 - Layout Plan (LP) No. L/FSS 25/2[3] and the Special Conditions of the land lease (**Drawings A-13** and **A-14**). The master layout plan, floor plans, elevations, sections, lease plan, building setbacks plan, landscape proposal, stone tablets protection plan and photomontages submitted by the applicant are at **Drawings A-1** to **A-21**. The major development parameters of the Proposed Scheme are summarised as follows:

Development Parameters	**Proposed Scheme**
Site Area	about 1,631.3m^2
PR [(a) (b)]	not more than 5.0
GFA [(a) (b)]	not more than 8,156.5m^2
BH (main roof)	not more than 76.3m (or 88.3mPD) (site formation level of 12mPD)
Site Coverage (SC)	85% (at or under 36m) 77% (at or under 47m) 65% (above 47m)
No. of Block	1

[2] Prior to the submission of the current application by the applicant, a set of General Building Plans (GBPs) for an industrial cum PVP development with a PR of 4.93 and a BH of 64.85m (excluding basement) (the Approved GBP Scheme) at the Site was approved by the Building Authority on 26.6.2024. The Approved GBP Scheme comprises a 12-storey non-domestic block (with FTFHs ranging from 4m to 5.9m) on top of a single-storey basement carpark. According to the applicant, the Approved GBP Scheme was prepared for testing purposes only and did not maximise the full development potential of the Site (i.e. the permitted PR of 5).

[3] Since 1987, On Lok Tsuen Industrial Area has been zoned "I" subject to restrictions of a maximum PR of 5 and a maximum BH of 25m until 2016. An expert evaluation on air ventilation assessment (AVA) was previously conducted to assess the wind environment and the likely impact of relaxing BHR from 25m to 65m (excluding basements) for the "I" zone of the On Lok Tsuen Industrial Area on the pedestrian wind environment. Taking account of the findings of the AVA, NBAs were recommended along major air paths so that there can be building gaps of at least 15m in width between development sites to mitigate the potential air ventilation impacts. The requirements of NBAs have been shown on the LP to provide guidance for future development/redevelopment of On Lok Tsuen.

Development Parameters	Proposed Scheme
No. of Storeys	14
FTFHs - G/F to 4/F - 5/F - 6/F to 13/F	 5.9m 4m 5.35m
Floor Uses - G/F - 1/F - 2/F to 5/F - 6/F - 7/F to 13/F	 PVP, ancillary carpark and industrial use Ancillary carpark PVP PVP and industrial use Industrial use
No. of Parking Spaces - *Private Car* - *Motorcycle* - *Light Goods Vehicle (LGV)*	16 *9* *1* *6*
No. of Loading/Unloading (L/UL) Bays - *LGV* - *Medium Goods Vehicle (MGV)*	5 *2* *3*
PVP (b) - *Private Car* - *LGV* - *MGV*	50 *25* *5* *20*
Green Coverage	not less than 20%
Anticipated Year of Completion	2029

Note:

(a) The carpark portions on G/F and 1/F will be subject to full GFA exemption in the building regime under the current Government's policy subject to liaison with the relevant authorities.

(b) A PVP is required under the Conditions of Sale of FSSTL 245. According to the Notes of the OZP for the "I" zone, in determining the maximum PR, any floor space that is constructed or intended for use solely as PVP, as required by the Government, may be disregarded. According to Joint Practice Note No. 4 – Development Control Parameters PR/GFA, where there is a specific provision in the statutory plan regarding GFA accountability for certain facilities, the GFA verified by the Buildings Department (BD) will form a base calculation to facilitate the Planning Department (PlanD)'s separate processing under the planning regime.

1.3 In respect of minor relaxation of BH restriction, according to the applicant, the BH of 76.3m under the Proposed Scheme, i.e. +11.3m or +17.4% against the permitted BH of 65m on the OZP, is attributed to relocation of one floor of ancillary carpark from underground to aboveground with larger vehicular ramp and manoeuvring space (+5.9m), provision of one additional PVP cum industrial use floor (+5.35m) for achieving the permitted PR of 5 with varied SC[4] adopted in the building design and adoption of higher FTFHs for certain floors to accommodate MGV parking spaces which require higher headroom, and to

[4] According to the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-132, varied SC could be considered by the Building Authority. For the Approved GBP Scheme, all ancillary parking spaces can be accommodated within the basement floor and the PVP could be accommodated on G/F to 4/F; and the industrial GFA is distributed amongst 3 floors with SC of 77% (levels at and under 47m) and 4 floors of SC 65% (levels above 47m). For the Proposed Scheme, ancillary parking spaces have to be distributed across G/F and 1/F and the PVP are accommodated on G/F and 2/F to 6/F; and the industrial GFA is distributed amongst 2 floors (shared with PVP) with SC of 77% (under 47m) and 6 floors of SC 65% (above 47m).

standardise the FTFH of all industrial floors (+0.2m) in response to operational needs (**Drawing A-13**).

1.4 Various design merits are proposed by the applicant. Apart from provision of NBA in compliance with the LP and lease restrictions (**Drawing A-14**), the applicant has undertaken to provide additional building setbacks of 0.2m, 0.7m and 3.775m fronting the public passageways along the northeastern, northwestern and southwestern boundaries of the Site respectively, as shown in the Proposed Scheme, to enhance air ventilation and visual permeability and create a more spacious pedestrian realm (**Drawing A-15**). In particular, the southwestern setback is also intended to provide a buffer area between the stone tablets[5] (**Drawings A-14** and **A-17**), which have existed since 1930s, and the proposed development. The applicant also proposes two planting strips (about 240m^2) along the northeastern and southwestern boundaries as well as vertical greening (about 168m^2) along On Kui Street and the northern and western corners of the proposed development to soften the building edge as well as to create visual interest and a more pleasing public space (**Drawings A-11**, **A-12** and **A-16**).

1.5 The applicant has submitted Visual Appraisal (VA) and Tree Preservation and Removal Proposal in support of the current application to demonstrate that the proposed development with a relaxed BH of 76.3m would not pose significant adverse visual and landscape impacts on the surrounding areas. As illustrated in the VA and the photomontages (**Drawings A-18** to **A-21**), the overall visual impact, with the mitigation measures of building setbacks, is considered slight and the proposed development is compatible with the surrounding visual character and developments in the On Lok Tsuen Industrial Area. According to the Tree Preservation and Removal Proposal, all 24[6] existing trees (including two trees felled due to emergency) identified within the Site will be felled, while 27 new trees will be planted along the northeastern and southwestern boundaries, achieving a compensation ratio of 1:1.125 (**Drawing A-16**).

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

(a) Application Form received on 25.6.2026 (**Appendix I**)
(b) FI with Consolidated Supporting Planning Statement (SPS) received on 12.11.2026*[7] (**Appendix Ia**)
** accepted and exempted from publication and recounting requirements*

[5] According to the applicant, the passage abutting the southwestern boundary of the Site used to be the only way to Shung Him Tong Tsuen via the then On Lok Tsuen (**Plan A-1**). The Government erected the stone tablets on the passage to settle disputes and announce the prohibition of tethering of cows on the path, obstructing pedestrian or causing damage to the path (「牛隻不准繫於該處，以免阻礙行人和毀壞道路」).

[6] There is also one existing tree falling outside the Site but partially within the Green Area abutting On Kui Street as designated under lease of the subject lot (**Drawing A-14**) which is subject to a separate submission to the relevant authorities.

[7] SPS received on 25.6.2026 and FIs received on 21.8.2026* and 12.10.2026* were superseded and are attached at **Appendices Ib** to **Id** respectively.
** accepted and exempted from publication and recounting requirements*

1.7 On 14.8.2026 and 9.10.2026, the Rural and New Town Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months each as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Consolidated SPS at **Appendix Ia** and can be summarised as follows:

In Line with the Government's Policy

(a) the application is mainly for relocating the carpark from basement to aboveground to reduce construction cost and expedite development which is in line with the latest Government's policy to facilitate the provision of aboveground carpark in private development projects under the enhanced GFA exemption arrangements for carparks in private development projects. Compared with the Approved GBP Scheme, apart from the minor BH increase for the topmost industrial floor (by 0.2m), the (i) increase in FTFH of the relocated floor by 0.9m; and (ii) provision of an additional floor for PVP cum industrial uses (FTFH of 5.35m) are all directly or indirectly related to the Government's policy. In terms of carpark construction, an aboveground carpark costs roughly one-third as much as an underground carpark and requires only 20% of the construction time per level. According to the applicant, the carpark portions on G/F and 1/F would be subject to the latest full GFA exemption arrangement under the building regime;

Minor and Reasonable BH Relaxation

(b) the Proposed Scheme has made reference to PNAP APP-132 to optimise SC and minimise the BH. With the relocation of the carpark from the basement to aboveground, the original single-storey (FTFH of 5m) basement carpark in the Approved GBP Scheme has to be accommodated on two aboveground floors due to the reduced SC, increasing the total number of storeys from 13, including basement, to 14, all aboveground. The SC for the industrial floors also has to be reduced accordingly. In this regard, when compared with the overall BH of 69.85m under the Approved GBP Scheme, if including basement, the proposed BH of 76.3m under the current application represents an increase of only 6.45m (+9.2%), which is considered minor and reasonable given the site constraints;

Provision of Additional Building Setbacks and Abundant High-quality Greenery

(c) the applicant has taken the opportunity to incorporate additional design measures in the Proposed Scheme. Although there is no statutory setback requirement under the OZP, and apart from complying with the LP and lease restrictions, additional building setbacks of about 3.775m, 0.7m and 0.2m (**Drawing A-15**) are provided along the southwestern, northwestern and northeastern boundaries respectively. These setbacks would improve the street environment, enhance air ventilation and visual permeability, and create a more spacious pedestrian realm and pleasant public space;

(d) the Proposed Scheme also includes greenery, comprising planting strips along the northeastern and southwestern boundaries, and vertical greening along On Kui

Street and at the northern and western corners of the proposed development (**Drawings A-11**, **A-12** and **A-16**). These greening measures would create visual interest, soften the building edge, and enhance the aesthetics and environmental quality of the industrial area; and

No Significant Visual Impact and No Other Technical Impacts

(e) a VA has been submitted by the applicant in support of the current application and the overall visual impact induced by the proposed development is considered slight. Since the Proposed Scheme conforms to the planning intention, land uses and PR restriction of the OZP, the proposed development will not induce additional traffic and engineering impacts on the surrounding areas. In this regard, the proposed development is not anticipated to have any other technical impacts.

3. Compliance with the 'Owner's Consent/Notification' Requirements

The applicant is the sole 'current land owner' of the Site. Detailed information would be deposited at the meeting for Members' inspection.

4. Background

In the Policy Address 2025 (PA 2025), a set of enhanced measures was put forward to allow full GFA exemption for no more than two levels of aboveground carparks to facilitate a shorter construction time, costs and expedite developments[8]. According to the initiatives, the enhanced arrangement is applicable to: (i) private carparks (also known as ancillary carparks); and (ii) public carparks provided by the developer as per the Government's requirement considering local parking needs within private development projects. Implementation details of enhanced measures have been set out in BD's updated PNAP APP-2. To facilitate the implementation of the enhanced measure, town planning procedures will be streamlined and the applicant will generally be required to submit VA for application relating to minor relaxation of BH restrictions for the construction of no more than two levels of aboveground carparks.

5. Previous Application

There is no previous application at the Site.

6. Similar Application

There is no similar application within the same "I" zone on the OZP.

[8] Other arrangements pertaining to carpark GFA exemption will continue to apply, such as all underground car parks (regardless of private or public) will continue to enjoy full GFA exemption.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4)

7.1 The Site is:

(a) located in the northern part of On Lok Tsuen Industrial Area (**Plan A-1**);

(b) abutting On Kui Street to the northwest (**Plans A-2** to **A-4**); and

(c) currently largely hard-paved and fenced-off, and mainly vacant with some vegetation and trees along the periphery (**Plan A-4**).

7.2 The surrounding areas have the following characteristics:

(a) being part of the On Lok Tsuen Industrial Area, the surrounding areas comprise mainly existing industrial buildings (IBs) (BHs ranging from about 20mPD to 77.5mPD) intermixing with some workshops, storage yards and testing centres (one to two storeys in height in general), as well as parking of vehicles and vacant land (**Plan A-2**);

(b) to the northwest of the On Lok Tsuen Industrial Area across Sha Tau Kok Road-Lung Yeuk Tau is the cluster of commercial and residential uses in Luen Wo Hui zoned "Commercial/Residential" ("C/R") which comprises mainly existing low-rise buildings (BHs ranging from about 20mPD to 35mPD) with some medium to high-rise commercial/residential developments (BHs ranging from about 50mPD to 96mPD) as well as other high-rise residential developments with existing BHs ranging from about 117mPD to 130mPD, namely Regentville, Grand Regentville and Green Code within the "C/R" sub-zones to the north (**Plan A-1**); and

(c) to the east and southeast across Ma Wat River are mainly rural in nature with mainly low-rise village settlements of Shung Him Tong, temporary structures and green hillsides (**Plan A-1**).

8. Planning Intention

8.1 The planning intention of the "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.

8.2 According to the Explanatory Statement of the OZP, there is a strong demand for PVPs in On Lok Tsuen to serve the local needs. In order to facilitate provision of industrial floorspace while ensuring adequate provision of PVP spaces for the area, in determining the maximum PR for development in the On Lok Tsuen Industrial Area, any floor space that is constructed or intended for use solely as PVPs, as required by the Government, may be disregarded in the calculation of GFA. Also, future development/redevelopment of sites within On Lok Tsuen is encouraged to adopt building design with reduced footprint to enhance the air and visual permeability and provide more opportunity for at-grade greening and better

streetscape. Consideration would be given to providing NBA/setback/amenity area at an appropriate location upon development/redevelopment. Such requirements would be shown in the On Lok Tsuen LP to guide the detailed district planning works and processing of development/redevelopment proposals in the Area.

9. Comments from the Relevant Government Departments

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

Land Administration

9.1.1 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

(a) no adverse comment on the application;

(b) the Site falls within FSSTL 245 which is held under New Grant No. 22955 dated 17.2.2022 for "modern industrial" purposes. The New Grant stipulates a maximum and minimum total GFA of 8,156.5m^2 and 4,893.9m^2 respectively and a Building Covenant expiring on 31.3.2027. There is no BHR specified under the New Grant;

(c) regarding the provision of ancillary parking, L/UL spaces within FSSTL 245, Special Condition No. (20)(i)(i) of the New Grant provides:

(i) 100% GFA exemption for parking spaces provided below the ground level;

(ii) 100% GFA exemption for L/UL spaces provided at or below the ground level; and

(iii) 50% GFA exemption for parking spaces provided at or above the ground level, as well as for L/UL spaces provided above the ground level and the ancillary areas serving such parking, L/UL spaces;

(d) furthermore, Special Condition No. (20)(i)(ii) stipulates that, subject to the payment of premium and administrative fee, the spaces and areas referred to in Special Condition No. (20)(i)(i)(II) (i.e. paragraph 9.1.1(c)(iii) above) may be excluded from the total GFA calculation;

(e) regarding the provision of parking spaces in the PVP, Special Condition No. 22(h) stipulates that the GFA of the PVP shall be excluded from the total GFA calculation; and

(f) advisory comments are at **Appendix II**.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

no comment on the application from traffic engineering perspective.

9.1.3 Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

no comment on the application from highways maintenance point of view.

Drainage

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

(a) no objection in-principle to the proposed development from drainage point of view; and

(b) advisory comments are at **Appendix II**.

Environment

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

(a) no objection to the application from environmental planning perspective as there are no changes to the development parameters other than the mentioned BH relaxation; and

(b) there was no environmental complaint received against the Site in the past three years.

Fire Safety

9.1.6 Comments of the Director of Fire Services (D of FS):

(a) no specific comment on the application subject to water supplies for firefighting and fire service installations being provided to his satisfaction; and

(b) advisory comments are at **Appendix II**.

Urban Design and Landscape

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

Urban Design and Visual

(a) no adverse comment on the application from visual perspective;

the Site is located within the On Lok Tsuen Industrial Area. The surrounding areas are characterised by industrial developments (up to 77.5mPD), medium to high-rise commercial/residential developments (up to about 130mPD) to its further west and northwest across Sha Tau Kok Road-Lung Yeuk Tau, and low-rise Government, institution and community and village developments (up to three storeys) to its further east across Ma Wat River (**Plan A-1**); and

(b) according to the submitted VA, the overall visual impact of the proposed development with BH of not more than 76.3m (+88.3mPD) from the four identified public viewing points (**Drawings A-18** to **A-21**) ranges from "slight" to "moderate" when compared with the prevailing OZP restriction (65m/+77mPD). As noted from the submitted SPS, additional building setbacks (a setback of about 3.775m from the southwestern site boundary; a setback of about 0.7m from the northwestern site boundary; and a further setback of 0.2m from the 4.08m wide NBA designated under lease along the northeastern site boundary) (**Drawing A-15**) and provision of vertical green as well as planting strips (**Drawings A-11**, **A-12** and **A-16**) are incorporated in the Proposed Scheme. With the implementation of the above design measures, it is considered that significant adverse visual impact due to the proposed minor relaxation of BHR is not anticipated.

Landscape

(c) no adverse comment on the application from landscape planning perspective;

(d) based on the aerial photo, the Site is situated in an area of industrial urban landscape character comprising IBs, residential buildings, Fanling Bypass, Ma Wat River and scattered tree groups. The proposed minor relaxation of BHR of the permitted uses is considered not incompatible with the landscape setting in the proximity;

(e) with reference to the aerial photo and site photos, the Site is largely formed. According to the site visit, some common trees are observed along the site boundaries. According to the SPS, 24 existing trees within the Site will be felled and 27 compensatory trees will be planted within the future development to achieve a minimum of 1:1.125 compensation ratio. No mature tree (i.e. over 750mm diameter at breast height (DBH)) or distinctive landscape character/resources area is found within the Site. According to the landscape proposal, greenery areas and vertical greening are proposed (**Drawings A-11**, **A-12** and **A-16**);

(f) in view of the above, significant adverse landscape impact arising from proposed minor relaxation of BHR for the permitted uses is not anticipated; and

(g) advisory comments are at **Appendix II**.

Building Matters

9.1.8 Comments of the Chief Building Surveyor/New Territories West, BD (CBS/NTW, BD):

no objection to the application.

9.2 The following Government departments have no objection to or no adverse comment on the application, and their advisory comments, if any, are at **Appendix II**:

(a) District Officer (North), Home Affairs Department;
(b) Project Manager (North), Civil Engineering and Development Department;
(c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
(d) Director of Electrical and Mechanical Services (DEMS);
(e) Director of Agriculture, Fisheries and Conservation; and
(f) Commissioner of Police.

10. Public Comments Received During Statutory Publication Period

On 3.7.2026, the application was published for public inspection. During the statutory public inspection period, two public comments were received, including one from a member of the North District Council indicating no comment (**Appendix IIIa**); and one from the President of the New Territories North District Manufacturers Association (香港新界北區廠商會) supporting the application (**Appendix IIIb**).

11. Planning Considerations and Assessments

11.1 The application is for minor relaxation of BHR from 65m to 76.3m (i.e. +11.3m or +17.4%) for permitted industrial use cum PVP at the Site zoned "I" (**Plan A-1**). According to the applicant, the proposed minor relaxation of BHR is mainly intended to facilitate the incorporation of aboveground carpark design for the permitted development at the Site echoing the Government's latest policy, whilst opportunity is also taken to achieve the development potential of the Site (i.e. permitted PR of 5) and rationalise the FTFHs in response to the latest building design and operational needs. The proposed development, with a PR of 5.0 and BH of 76.3m (at main roof level), comprises one non-domestic block of 14 storeys for PVP, industrial use and ancillary carpark (**Drawings A-2** to **A-10** and **A-13**). According to the Notes of the OZP for the "I" zone, while a general industrial cum PVP development with a maximum PR of 5.0 and a maximum BH of 65m (excluding basements) are always permitted, minor relaxation of the BHR may be considered by the Board based on the individual merits of the proposal. The proposed development is in line with the planning intention of the "I" zone which is primarily for general industrial uses and can provide PVP in On Lok Tsuen to serve strong local demand, and C for T has no comment on the application from traffic engineering perspective.

Policy Initiatives on Aboveground Carpark

11.2 Relocation of basement carpark to aboveground under the proposed development directly responds to the Government's initiative promulgated in PA 2025 to fast-track construction and reduce costs by allowing full GFA exemption for no more than two levels of aboveground car parks. Whilst there are seven floors involving carpark under the Proposed Scheme, according to the applicant, the carpark portions on G/F and 1/F would be subject to the latest full GFA exemption arrangement, and in terms of carpark construction, an aboveground carpark costs roughly one-third as much as an underground carpark and requires only 20% of the construction time per level. Both CBS/NTW, BD and DLO/N, LandsD have no objection to or no adverse comment on the application. As advised by DLO/N, LandsD, should the Building Authority exclude the concerned carpark portion from GFA calculation under the Buildings Ordinance, the applicant may submit to his office for an approval/consent letter for the carpark GFA exemption under lease.

Building Design and Operational Needs

11.3 Under the Proposed Scheme, in addition to one additional aboveground carpark floor with larger vehicular ramp and manoeuvring space (+5.9m), the BH of 76.3m is also attributed to the provision of one additional PVP cum industrial use floor (+5.35m) for achieving the permitted PR of 5 with varied SC adopted in the building design and higher FTFHs for certain floors to accommodate MGV parking spaces which require higher headroom, and to standardise the FTFH of all industrial floors (+0.2m) for operational needs (**Drawing A-13**). In this regard, CBS/NTW, BD and C for T have no objection to or no comment on the application.

Compatibility with the Surroundings

11.4 The Site is located in the northern part of On Lok Tsuen Industrial Area and is generally surrounded by existing IBs with tallest BH up to about 77.5mPD. To the northwest of the On Lok Tsuen Industrial Area across Sha Tau Kok Road-Lung Yeuk Tau is the cluster of commercial and residential uses in Luen Wo Hui zoned "C/R" comprising mainly low-rise buildings (BHs ranging from about 20mPD to 35mPD) with some medium to high-rise commercial/residential developments (BHs ranging from about 50mPD to 96mPD) as well as other high-rise residential developments with existing BHs ranging from about 117mPD to 130mPD within the "C/R" sub-zones to the north. The proposed development with a BH of 76.3m is considered compatible with the BH profile of the immediate surroundings within the On Lok Tsuen Industrial Area and would not jeopardise the overall townscape in the area with a height profile generally stepping down from Luen Wo Hui and high-rise commercial/residential developments at the northwest and north to the low-rise village settlements at the east and southeast across Ma Wat River (**Plan A-1**). The applicant has submitted a VA which concludes that the proposed minor relaxation of BHR from 65m to 76.3m (i.e. +11.3m or +17.4%) is considered not incompatible with the surrounding areas and the wider visual context. CTP/UD&L, PlanD has no adverse comment on the application from visual perspective.

Planning and Design Merits

11.5 In the Proposed Scheme, apart from meeting the relevant NBA requirement under the LP and lease, additional building setbacks of 0.2m, 0.7m and 3.775m fronting the public passageways along the northeastern, northwestern and southwestern boundaries of the Site respectively (**Drawing A-15**) will be provided to enhance air ventilation and visual permeability and create a more spacious pedestrian realm. While all 24 existing trees within the Site will be felled, 27 new trees will be planted and incorporated as two planting strips (about 240m^2) along the northeastern and southwestern boundaries as well as provision of vertical greening (about 168m^2) along On Kui Street and the northern and western corners of the proposed development (**Drawings A-11**, **A-12** and **A-16**) to soften the building edge as well as to create visual interest and a more pleasing public space. With the implementation of the above design measures, CTP/UD&L, PlanD has no adverse comment on the application from visual and landscape planning perspectives.

Other Technical Aspects

11.6 Other relevant government departments consulted, including CHE/NTE, HyD, DEP, CE/MN, DSD, D of FS, CE/C, WSD and DEMS, have no objection to or no comment on the application from highways maintenance, environmental planning, drainage, fire safety, water supply and utility perspectives.

12. Planning Department's Views

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

12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 20.11.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are attached at **Appendix II**.

12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of building height restriction.

13. Decision Sought

13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form received on 25.6.2026
Appendix Ia	FI with Consolidated SPS received on 12.11.2026
Appendices Ib to Id	SPS received on 25.6.2026 and FIs received on 21.8.2026 and 12.10.2026
Appendix II	Recommended advisory clauses
Appendices IIIa and IIIb	Public comments
Drawing A-1	Master layout plan
Drawings A-2 to A-10	Floor plans
Drawings A-11 and A-12	Elevations
Drawing A-13	Sections
Drawing A-14	Lease plan
Drawing A-15	Building setbacks plan
Drawing A-16	Landscape proposal
Drawing A-17	Stone tablets protection plan
Drawings A-18 to A-21	Photomontages
Plan A-1	Location plan
Plan A-2	Site plan
Plan A-3	Aerial photo
Plan A-4	Site photos

PLANNING DEPARTMENT
NOVEMBER 2026