

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/FLN/28

<u>Applicant</u>	Hong Kong Housing Authority (HA)
<u>Site</u>	Government Land (GL) at Area 15 East, Fanling North New Development Area
<u>Site Area</u>	About 45,400 m ²
<u>Land Status</u>	Government Land
<u>Plan</u>	Approved Fanling North Outline Zoning Plan (OZP) No. S/FLN/2
<u>Zoning</u>	<p>“Other Specified Uses” annotated “Commercial/Residential Development with Public Transport Interchange (1)” (“OU(CRDPTI)1”)</p> <p><i>[Restricted to a maximum plot ratio (PR) of 5.0, of which the domestic PR should not exceed 4.5, and a maximum building height (BH) of 105mPD and 125mPD in the eastern and western portions respectively. A non-building area (NBA) runs across the “OU(CRDPTI)1” zone on the OZP.]</i></p>
<u>Application</u>	Proposed Minor Relaxation of Maximum PR, BH and NBA Restrictions for Permitted Public Housing Development

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of PR, BH and NBA restrictions for permitted public housing development at the application site (the Site) (**Plan A-1**). The Site is zoned “OU(CRDPTI)1” on the OZP subject to a maximum total PR of 5.0 (of which the domestic PR should not exceed 4.5) and a maximum BH of 105mPD and 125mPD in the eastern and western portions respectively. There is also a 30m-wide NBA running in north-west to south-west direction along Road L1 across the centre of the “OU(CRDPTI)1” zone on the OZP to facilitate district-wide air ventilation. According to the Notes of the OZP, ‘Flat’, ‘Public Transport Terminus or Station’ and ‘Social Welfare Facilities’ uses are always permitted within the “OU(CRDPTI)” zone. Commercial/retail uses including ‘Eating Place’, ‘Shop and Services’, etc. are also permitted on the lowest two floors of a building

excluding basements. While 'Footbridge' is always permitted on areas shown as 'Road' (i.e. Road L1), the connections on both ends fall within the NBA, which necessitate planning permission. Based on the individual merits of a development proposal, minor relaxation of maximum PR, BH and NBA restrictions may be considered by the Town Planning Board (the Board).

- 1.2 The proposed public housing development cum supporting commercial/retail and social welfare facilities with a public transport interchange (PTI) is always permitted within the Site. The applicant now proposes to increase the maximum total PR from 5.0 to 6.09 (+1.09/+21.8%), maximum BH restrictions from 105mPD to 128mPD (+23m/+21.9%) and from 125mPD to 137mPD (+12m/+9.6%) for eastern and western portions respectively.
- 1.3 The proposed public housing development mainly comprises three housing blocks with one seven-storey welfare block at the eastern portion, and three housing blocks at the western portion (**Drawing A-1**). The housing blocks, except Block 2, are sitting on top of two podiums separated by Road L1 in the centre (**Drawing A-1**). One of the podiums in the north (Phase 1) has a total of five storeys mainly for ancillary car park, a shopping centre, covered amenity area, etc.; and another one in the south (Phase 2) has a total of two storeys mainly for ancillary car park, a PTI, supporting commercial/retail uses, covered amenity area, etc. (**Drawings A-2 and A-3**). Besides, a footbridge linking the podiums of the development across the Road L1 over the NBA is proposed to enhance the pedestrian connectivity (**Drawings A-1 and A-3**). Site formation works are currently being undertaken by the Civil Engineering and Development Department (CEDD) on the Site (**Plan A-4**). The foundation works for the Site is scheduled to be commenced in 2022/23 for building completion in 2026/27 tentatively.
- 1.4 In pursuit of the government's initiative to optimise the development intensity of public housing sites in Kwu Tung North/Fanling North New Development Area (KTN/FLN NDA) where their technical feasibility permits, the applicant has reviewed the intensification feasibility of the public housing development at the Site. The development intensity of the Site, among seven other sites, has been increased through an application No. A/KTN/54 for minor relaxation of the maximum total PR from 5.0 to 6.0 as well as BH restrictions from 105mPD to 120mPD and from 125mPD to 130mPD for eastern and western portions respectively, which was submitted by CEDD and approved by the Committee in 2018. Under the current application, the applicant proposes to further enhance the total PR from 6.0 to 6.09 as well as the BHs from 120mPD to 128mPD and from 130mPD to 137mPD for eastern and western portions respectively. The purpose of the proposed increase in PR of 0.09 is for the provision of additional social welfare facilities to meet the latest government's initiative of provision of social welfare facilities with the gross floor area (GFA) equivalent to about 5% attainable domestic GFA as recommended by the 2020 Policy Address. There is only a minor adjustment to the domestic PR due to the detailed design and a minor change to the flat production as compared with the previous approved scheme under application No. A/KTN/54. The proposed increase in BHs are mainly to accommodate the additional ancillary parking spaces in accordance with the latest Hong Kong Planning Standards and

Guidelines (HKPSG) promulgated in August 2021 and the additional social welfare facilities mentioned above.

- 1.5 The proposed development will provide a total of about 6,168 public housing flats with a design population of about 15,525 persons, subject to detailed design. There are only minor changes in the housing flat production and design population as compared with the approved scheme (i.e. 6,129 flats and 15,323 persons respectively) under application No. A/KTN/54. A comparison of the major development parameters under the OZP-compliance scheme, the previously approved scheme, and the proposed scheme under the current application are summarised below:

Development Parameters	OZP [A]	Approved Scheme under A/KTN/54 [B]	Proposed Scheme [C]	[C] – [B]	[C] – [A]
Site Area (about)ⁱ		4.54 ha			
Maximum Total PR	5.0	6.0 ⁱⁱ	6.09 ⁱⁱ	+0.09 (+1.5%)	+1.09 (+21.8%)
- <i>Domestic PR (about)</i>	4.50	5.40 ⁱⁱ	5.39 ⁱⁱ		
- <i>Non-domestic PR (about)</i>	0.50	0.60 ⁱⁱ	0.70 ⁱⁱ		
Maximum BH (main roof level)	<u>Western Portion:</u> +125mPD <u>Eastern Portion:</u> +105mPD	<u>Western Portion:</u> +130mPD <u>Eastern Portion:</u> +120mPD	<u>Western Portion:</u> +137mPD <u>Eastern Portion:</u> +128mPD 7 storeys (Welfare Block)	+7m (+5.4%) +8m (+6.7%)	+12m (+9.6%) +23m (+21.9%)
Flat Production		6,129	6,168	+39 (+0.6%)	

ⁱ Subject to detailed survey.

ⁱⁱ The domestic and non-domestic PRs are for illustrative purpose only. To allow flexibility and optimum use of development potential, development at the site is subject to a maximum total PR. The actual domestic and non-domestic PR would be worked out at detailed design stage.

Development Parameters	OZP [A]	Approved Scheme under A/KTN/54 [B]	Proposed Scheme [C]	[C] – [B]	[C] – [A]
Design Populationⁱⁱⁱ		15,323	15,525	+202 (+1.3%)	

- 1.6 The applicant has submitted a set of reviews of technical assessments including visual appraisal (VA), traffic impact, sewerage impact, water supply impact assessments, and a qualitative statement on air ventilation assessment (AVA). The layout plans, sections, Landscape Master Plan (LMP) and photomontages submitted by the applicant are at **Drawings A-1 to A-10**. The major development parameters under the proposed scheme are summarised below:

Development Parameters	Proposed Scheme
Site Area (about)ⁱ	4.54 ha
Proposed GFA (about)^{iv} - Domestic GFA (about) - Non-domestic GFA (about)	276,486 m ² 244,560 m ² 31,926 m ²
Maximum Total PR - Domestic PR (about) - Non-domestic PR (about)	6.09 5.39 0.70
Maximum BH (main roof level)	<u>Western Portion:</u> +137mPD <u>Eastern Portion:</u> +128mPD 7 storeys (Welfare Block)
No. of Storey of Housing Blocks	<u>Western Portion:</u> Block 1: 40 storeys including 5 storeys of podium Blocks 5 & 6: 40 storeys including 2 storeys of podium <u>Eastern Portion:</u> Block 2: 40 storeys

ⁱⁱⁱ Based on actual flat mix.

^{iv} Calculation based on the net site area of 4.54 ha.

Development Parameters	Proposed Scheme
	Block 3: 37 storeys including 5 storeys of podium Block 4: 35 storeys including 3 storeys of podium
Flat Production	6,168
Design Population^v	15,525
Green Coverage	At least 30%
Education Facilities	Two 6-classroom Kindergartens
Recreational Facilities - <i>Local Open Space^v</i> - <i>Children Play Area</i> - <i>Others</i>	Not less than 15,525 m ² Not less than 1,242 m ² Two Basketball Courts Two Badminton Courts Two Table Tennis Tables
Social Welfare Facilities^{vi}	- Two 150-p Residential Care Homes for the Elderly (RCHE) - One 120-p Day Care Centre for the Elderly (DE) - One 100-p Child Care Centre (CCC) - One District Support Centre (DSC) for Persons with Disabilities - One Team of Home Care Services for Frail Elderly Persons (1-team size non-kitchen based) - One Neighbourhood Elderly Centre
Retail and Commercial (R&C) Facilities	- About 4,800 m ²
Major Ancillary Parking Facilities^{vii & viii} - <i>Private Car Parking Space</i>	- 661

^v Based on actual flat mix.

^{vi} In the approved scheme under No. A/KTN/54, a 150-p RCHE and a 60-p DE were proposed. Other than that, the remaining are additional welfare facilities or increased provision as requested and agreed by Social Welfare Department (SWD) in response to the 5% initiative.

^{vii} Full GFA exemption for all parking spaces. Provision in accordance with the HKPSG as advised by the Transport Department (TD). The parking provisions are subject to the finalised flat mix.

^{viii} Based on the approved scheme under No. A/KTN/54 with the previous HKPSG requirements, the provision of private car parking space was 157-235; LGV parking space was 10-31; and L/UL bay was 6 under rough calculation.

Development Parameters	Proposed Scheme
- Light Goods Vehicle (LGV) Parking Space	- 19
- Loading/Unloading (L/UL) Bay	- 19

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

- (a) Application Form received on 20.12.2021 **(Appendix I)**
- (b) Supporting Planning Statement (SPS) **(Appendix Ia)**
- (c) Further Information (FI) dated 15.2.2022 **(Appendix Ib)**
(exempted from publication)

2. **Justifications from the Applicant**

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

In Line with Government's Policies to Optimise Development Potential and to Address the Space Shortfall of the Welfare Sector

- (a) While the proposed minor relaxation of total PR under the current application is from 5.0 to 6.09, part of the proposed increase (i.e. from 5.0 to 6.0) to meet the government's policy of increasing the domestic PR of public housing sites where their technical feasibility permits, has been approved by the Committee in 2018 (Application No. A/KTN/54). The further increase of PR from 6.0 to 6.09 under the current application is mainly to accommodate the additional GFA for social welfare facilities.
- (b) The 2020 Policy Address has invited HA to explore setting aside a GFA equivalent to about 5% of attainable domestic GFA in the future public housing projects for the provision of welfare facilities to address the space shortfall of the welfare sector. In response to the 5% initiative, social welfare facilities of about 12,600m² equivalent to about 5% of the total attainable domestic GFA will be provided as per SWD's advice and subject to SWD's confirmation on funding and detailed design to accommodate the welfare facilities.

In Line with Government's Policies to meet the Acute Parking Demand

- (c) Under the latest promulgated HKPSG, higher ancillary car parking spaces provision is required to meet the acute parking demand. While ancillary additional parking provision could be exempted from GFA calculation, higher building heights would be required to accommodate the additional building bulk induced by the additional parking facilities as well as the additional social welfare facilities as mentioned in paragraph (b) above. On the basis of the previously approved application (No. A/KTN/54) which has increased the maximum BH of the western and eastern portions from 125mPD to 130mPD and from 105mPD to 120mPD respectively, the BH is required to be further increased from 120mPD to 128mPD

and from 130mPD to 137mPD for two development portions respectively to accommodate the additional ancillary car parking provision and social welfare facilities. In order to minimise the excavation works to reduce the construction cost and to expedite the development programme, use of basement for underground car park would not be adopted.

- (d) In order to minimise the implications on the BH of the housing blocks from the additional GFA for social welfare facilities and high-end parking standards of the latest HKPSG, some of the social welfare facilities are proposed to be accommodated in the free-standing non-domestic building. As a result, minor increase of the BH of the free-standing non-domestic building from 5 to 7 storeys is required. Besides, the housing blocks would need to be increased by 7m in the western portion and 8m in the eastern portion of the development for the additional social welfare facilities and parking provision as compared with the approved scheme under application No. A/KTN/54.

Compatible with Surrounding Development Context

- (e) With higher proposed BH at the western portion of the Site, the BH profile, stepping down from the west to the east, a distinct West-East stepped-down BH profile would be maintained so as to achieve a better interface and relationship with the Town Plaza, respecting the established urban planning and design framework of FLN NDA and compatible with the surrounding high-density developments.

Enhance Pedestrian Connectivity

- (f) To better facilitate the residents' access to various facilities and services as well as enhancing pedestrian circulation in the area, a footbridge across the planned Road L1 over the NBA linking up the northern and southern parts of the housing development is proposed.

No Adverse Visual Impact

- (g) The proposed BH and the building mass of the proposed scheme is compatible with planned high-rise residential developments in the vicinity. The proposed scheme is visually compatible with the surroundings. As demonstrated in the broad-brush review of VA with photomontages produced (Appendix 1 of **Appendix 1a**), the proposed revision in building mass and height is considered slight and would unlikely cause any significant adverse visual impact to the surrounding areas.

No Adverse Landscape Impact

- (h) A tree planting ratio of a minimum of 3 trees per 100 m² is proposed, and a total green coverage of 30% would be achieved in accordance with the 'Guiding Principles on Green Coverage for Public Housing Developments'. No adverse landscape impact is anticipated. Local open space of not less than 15,525 m² will be provided according to the relevant HKPSG standards of 1 m² per person, and such provision are set out in the approved planning brief (PB). The schematic landscape plans are shown in **Drawings A-4 and A-5**.

No Adverse Impact on Air Ventilation

- (i) A review on air ventilation aspect has been conducted (Appendix 2 of **Appendix Ia**). With wind enhancement features incorporated in the proposed development including 15m-wide air paths along prevailing wind directions, building setback, ground floor empty bays and open design of the proposed footbridge (**Drawings A-1 to A-3**), no adverse air ventilation impact to the surrounding pedestrian wind environment due to the proposal is anticipated.

No Adverse Technical Implications

- (j) Various reviews on traffic, sewerage and water supply aspects have been conducted (Appendices 3-5 of **Appendix Ia**) and no insurmountable problem is envisaged that a review/re-run of the completed Traffic Impact Assessment, Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment are considered unnecessary. The relevant government departments including TD, CEDD, Drainage Services Department (DSD), Water Supplies Department (WSD) and Environmental Protection Department (EPD) have been consulted in this regard.

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

As the Site involves GL only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) are not applicable.

4. Background

- 4.1 The Site falls within the boundary of First Phase of the FLN NDA development (**Plan A-1**). All the private lots within the Site have been resumed and reverted to the government since December 2019. The site formation and infrastructure works are now being undertaken by CEDD for completion by end 2023 tentatively (**Plan A-4**).
- 4.2 According to the urban design framework of the OZP, the Site is located at the eastern entrance of the cruciform open space spine in the area, which constitute the FLN Town Plaza. To establish a more noticeable stepped BH profile towards Ma Wat River and indigenous villages in Lung Yeuk Tau, two different height bands with maximum BH of 105mPD and 125mPD are designed in the Site. The Explanatory Statement of the OZP further states that the Site will be linked up with the residential areas in the District Centre, the pedestrian shopping street of FLN NDA to the west (**Plan A-1**), and the existing communities in Luen Wo Hui and Lung Yeuk Tau to the south (**Plan A-1**) by a well-connected open space network. To form the visual focus of the east-west pedestrian shopping street, a landmark building with retail facilities abutting Road L1 will be developed in the southern portion of the Site.

5. **Previous Application**

There is one previous application (No. A/KTN/54) for minor relaxation of maximum PR and/or BH restrictions comprising a total of 8 public housing sites, including the Site, in KTN/FLN NDA (2 sites in FLN area and 6 sites in KTN area). For the Site, the maximum PR and BH were increased from 5 to 6 (+20%) and from 105mPD to 120mPD (+4.2%) and from 125mPD to 130mPD (+3.8%) for eastern and western portions respectively. The application was approved by the Committee on 16.11.2018 on the considerations that the proposed minor relaxation would optimise the land resources to address pressing demand on public housing in the territory which was in line with the 2018 Policy Address to boost the supply of public housing flats; the application complied with the established land use planning and development framework, planning themes, objectives and concepts of the KTN/FLN NDA embedded in the OZPs; various technical assessments conducted demonstrated that the minor relaxation would be technically feasible in terms of traffic, sewerage, drainage, water supply and environmental aspects; and government departments consulted generally had no adverse comment on the applications. Details of the application are at **Appendix II** and the locations of the concerned 2 sites in FLN area (i.e. the Site and Site F2) are shown on **Plan A-1**.

6. **Similar Application**

There is no similar application for minor relaxation of PR, BH and NBA restrictions in the “OU(CRDPTI)” zones on the OZP.

7. **The Site and Its Surrounding Areas** (Plans A-1 and A-2, aerial photo on **Plan A-3**, and site photos on **Plan A-4**)

7.1 The Site is:

- (a) vacant, and currently under site formation works; and
- (b) accessible via a temporary ingress/egress from Sha Tau Kok Road (Lung Yeuk Tau).

7.2 At present, the surrounding areas are predominantly rural in character with active/fallow farmland and domestic dwellings/structures. The Site forms part of the future FLN Eastern District Centre, which will serve as one of the major activity nodes of the area, with a mix of residential use, retail, social and community facilities, PTI and public open space (including FLN Town Plaza). The planned land uses are as follows:

- (a) to the immediate north and northwest are “Open Space” (“O”) corridors which connect the residential sites and major activity nodes in the area to the PTI of the Site; and to the further north is Ng Tung River;
- (b) to the east and northeast are a strip of “O” alongside with the proposed Fanling Bypass Eastern Section and Ma Wat River; and to the further

east off Ma Wat River are rural dwellings of San Uk Tsuen and Kan Lung Tsuen;

- (c) to the immediate south across the planned “O” is a private housing site in Area 18 (FSSTL 262), which is zoned “Residential (Group B)” and under construction, with a BH of 60mPD to 75mPD. A footbridge connection has been reserved (under the application No. A/FLN/17 approved by the Committee in 2019) to prepare for a future footbridge connection with the PTI within the Site; and
- (d) to the immediate west is the planned Road L1; and to the southwest are a cluster of planned private residential developments zoned “Residential (Group A)1” (“R(A)1”), with a BH of 110mPD, intermixed with the future FLN Town Plaza zoned “O”.

8. Planning Intention

- 8.1 The planning intention of the “OU(CRDPTI)1” zone is primarily for the provision of commercial and residential uses with PTI. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to 5 storeys.
- 8.2 According to the Notes of the OZP, based on individual merits of a development or redevelopment proposal, minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance.

9. Comments from Relevant Government Departments

- 9.1 The following government departments have been consulted and their views are summarised as follows:

Policy Directive

9.1.1 Comments from the Secretary for Development (SDEV):

KTN/FLN NDA is one of the major sources of housing land supply in medium to long-term. At a meeting of the Executive Council in December 2018, the Chief Executive in Council ordered that the existing planning policy of intensifying the development density of residential sites in selected Density Zones of the main urban areas and new towns announced under the 2014 Policy Address should be refined to allow the PR of public housing sites to increase by up to 30% where their technical feasibility permits. Further, the Policy Address 2020 has proposed the initiative to increase the PR of future public housing projects so that premises equivalent to about 5% of the total domestic GFA can be set aside for the provision of social welfare facilities. The application for minor relaxation of

development restrictions of the public housing site, which would increase the supply of public housing units and allow the provision of the social welfare premises, is considered in line with the aforesaid policy initiatives and is fully supported by the Development Bureau.

Land Administration

9.1.2 Comments of the Chief Estate Surveyor/New Development Area, Lands Department (CES/NDA, LandsD):

- (a) the Site falls within the first phase development of FLN NDA. All the private lots within the Site were resumed and reverted to the government on 27.12.2019. The Site is currently held by CEDD under GLA-TDN 4207 for site formation and infrastructure works;
- (b) there is no comment on the key development parameters of the subject proposed housing development as listed in Table 2 under paragraph 3.3 of the SPS; and
- (c) it is noted that a footbridge across the planned Road L1 over the NBA linking up the northern and southern parts of the Site is proposed as specified in paragraph 4.5 of the SPS. The applicant shall ensure that necessary statutory procedures under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) shall be observed and executed appropriately for all those associated road works, including road closure, etc. before commencement of the construction of the said proposed footbridge. Besides, the applicant has to maintain the said proposed footbridge after construction and have it to be covered by Vesting Order upon completion of the subject proposed housing development.

Traffic

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

he has no in principle objection to the application from traffic engineering viewpoint.

Urban Design and Landscape

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

Visual and Urban Design Aspect

- (a) judging from the photomontages of the VA, the proposed development would create minor obstruction to the sky view when viewed from VP1, VP2, VP3 and VP5, leading to an

overall slight visual impact as rated by the applicant. However, the developments with the proposed relaxation of PR and BH are considered not incompatible in terms of scale and BH. The BH concept of FLN NDA with BH descending towards the riverside would generally be maintained. As such, it is unlikely that the proposed development would induce significant adverse visual impacts on the surrounding areas;

Air Ventilation Aspect

- (b) according to the qualitative statement on AVA, several wind enhancement features have been proposed by the applicant to mitigate potential impact, including provision of full-height and tower level separations with minimum width of 15m in N/S and E/W directions, podium and tower setback from site boundaries, open design of the proposed footbridge and permeable design of the PTI and the bicycle parking area. The proposed development would maintain an overall similar air ventilation performance as compared with the last approved scheme under application No. A/KTN/54. No significant adverse air ventilation impact is anticipated;

Landscape Aspect

- (c) she has no objection to the application from the landscape planning perspective, having regard that the site formation is carried out by CEDD and the proposed minor relaxation will not generate any adverse landscape impacts and landscape provisions are proposed to improve the landscape quality of the development;
- (d) according to the aerial photo of 2021, the Site is situated in an area of rural fringe landscape character comprising village houses, middle-rise buildings, farmland, vacant land and scatter tree groups. Besides, according to the OZP, planned high-rise residential developments are located in the vicinity. The proposed development is not incompatible with the surrounding landscape character; and
- (e) according to the paragraph 2.1 of the SPS, site formation is currently carried out by CEDD. According to the Executive Summary of SPS, the proposed minor relaxation will not generate any adverse impacts on landscape. With reference to Table 2 of SPS, 'Key Development Parameters of the Proposed Housing Development', the open space provision would not be less than 15,525 m² for the estimated population of 15,525 residents. With reference to the LMP (**Drawings A-4 and A-5**), landscape provisions, e.g. sport court, communal play area, civic plaza, meadow garden and rain garden, etc. are proposed. Provision of minimum 30% green

coverage and 3 trees per 100 m² of the total green coverage are proposed in accordance with Table 2 and paragraph 4.10 of SPS.

9.1.5 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) the proposed public housing development mainly consists of 6 residential towers with PR of 6.09 (including about 21% increase of PR) and BH ranging from 119.79mPD to 135.89mPD. Since the adjacent “R(A)1” areas with BH restriction of 110mPD are permitted on the OZP, he has no comment from architectural and visual impact point of view; and
- (b) his detailed comments are at **Appendix IV**.

Drainage

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

- (a) he has no adverse comment on the proposed minor relaxation of PR and BH restrictions; and
- (b) taking into account that the applicant’s current Average Dry Weather Flow (ADWF) estimation is lower than the one estimated in the approved CEDD’s SIA report, so that the design capacity could still cover the sewage flow generated from the Site, he has no comment on Appendix 4 of SPS from sewerage viewpoint.

Water Supply

9.1.7 Comments of the Chief Engineer/New Territories East, Water Supplies Department (CE/NTE, WSD):

he has no objection to the application. His detailed comments are at **Appendix IV**.

Fire Safety

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

- (a) he has no objection in principle to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of D of FS;
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority; and

- (c) his detailed comments are at **Appendix IV**.

District Officer's Comments

- 9.1.9 Comments of the District Officer/North, Home Affairs Department (DO/N, HAD):

he has not received any comments from locals upon close of consultation and he has no particular comment on the application.

- 9.2 The following government departments have no objection to/adverse comment on the application.

- (a) Secretary for Education (SED);
- (b) Secretary for Labour and Welfare (SLW);
- (c) Chief Highway Engineer/NT East, Highways Department (CHE/NTE, HyD);
- (d) Director of Environmental Protection (DEP);
- (e) Director of Electrical and Mechanical Services (DEMS);
- (f) Director of Agriculture, Fisheries and Conservation (DAFC);
- (g) Director of Social Welfare Department (DSW);
- (h) Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (i) Project Manager/North, CEDD (PM/N, CEDD); and
- (j) Commissioner of Police (C of P).

10. Public Comments Received During Statutory Publication Period

On 4.1.2022, the application was published for public inspection. During the first three weeks of the statutory public inspection period, which ended on 25.1.2022, a total of 6 comments from individuals were received, among which three comments (**Appendix III-a**) object to the application on the grounds that the proposed development will cause adverse impacts on the aspects of traffic, environmental and provision of community facilities; two comments mainly raise concerns that the development should provide more parking spaces, job opportunities and community facilities for the district (**Appendix III-b**); and one comment indicates no comment (**Appendix III-c**).

11. Planning Considerations and Assessments

- 11.1 The application is for minor relaxation of PR restriction from 5.0 to 6.09 (+1.09/+21.8%) and BH restrictions from 105mPD to 128mPD (+23m/+21.9%) and from 125mPD to 137mPD (+12m/+9.6%) for eastern and western portions respectively, and providing a footbridge over the NBA linking up the podiums on both sides of Road L1 (**Plan A-1** and **Drawing A-1**). The development intensity of the Site has previously been increased through a minor relaxation of the maximum total PR from 5.0 to 6.0 as well as BH restrictions from 105mPD to 120mPD and from 125mPD to 130mPD for eastern and western portions respectively, which was approved by the Committee in 2018 (Application No.

A/KTN/54). Under the current application, the applicant proposes to further enhance the total PR from 6.0 to 6.09 as well as the BHs from 120mPD to 128mPD and from 130mPD to 137mPD for eastern and western portions respectively for provision of additional social welfare facilities to meet the latest government's initiative and to accommodate additional ancillary parking spaces in accordance with the latest HKPSG.

Minor Relaxation of PR Restriction

- 11.2 The proposed minor relaxation of PR is in line with the government's policies of increasing housing supply as well as meeting the shortfall of social welfare facilities by setting aside GFA equivalent to about 5% of the total domestic GFA for the provision of social welfare facilities. While the increase of PR from 5.0 to 6.0 to meet the government's policy of intensifying the development density of the Site was approved by the Committee in 2018, the proposed minor relaxation under the current application is mainly to accommodate the additional GFA for social welfare facilities and to meet the latest parking standards under the HKPSG. SDEV fully supports the application as it would increase the supply of public housing units and allow the provision of additional social welfare premises. SLW has no objection to the application. C for T has no objection to the application from traffic engineering perspective, and it is anticipated that the proposed minor relaxation of PR would not result in adverse traffic impact.

Minor Relaxation of BH Restriction

- 11.3 The Site is located in close proximity to the future FLN Eastern District Centre, which will serve as one of the major activity nodes of the area, and high-rise residential developments can be found in the vicinity, i.e. a cluster of planned private residential developments in Area 16 zoned "R(A)1" with a BH of 110mPD, and a private housing site in Area 18 (FSSTL 262) which is under construction zoned "R(B)" with a BH of 60mPD to 75mPD (**Plan A-1**). The BH of the development and the stepped BH concept of FLN NDA with BH descending towards the riverside would generally be maintained. The proposed relaxation of BH is considered not incompatible with the development scales and heights of the surrounding planned developments.

Minor Relaxation of NBA Restriction

- 11.4 The proposed footbridge across the planned Road L1 over the NBA linking up two portions of the development would enhance the pedestrian connectivity in the area. The qualitative statement on AVA submitted by the applicant has concluded that the footbridge over the NBA has an open design, presenting no adverse impact on the air flow through the NBA. Furthermore, CTP/UD&L of PlanD has no adverse comment on the application from air ventilation aspect. The proposed relaxation of NBA restriction is considered acceptable.

Technical Aspects

- 11.5 The applicant has submitted reviews of relevant technical assessments, including the reviews of traffic impact, sewerage impact, water supply impact, VA and AVA. Subject to the implementation of various mitigation measures, the reviews demonstrate that the proposed minor relaxation in PR, BH and NBA restrictions is acceptable from traffic, sewerage, water supply, visual and air ventilation perspectives. Relevant concerned departments, including C for T, CHE/NTE of HyD, CE/MN of DSD, CE/C of WSD and CTP/UD&L of PlanD have no objection to/no adverse comment on the application.

Previous Application

- 11.6 There is one previous application (No. A/KTN/54) for minor relaxation of PR and BH at the Site. The application was approved by the Committee mainly on the grounds as stated in paragraph 5 above. While the current application is mainly for provision of additional social welfare facilities and ancillary car parking provision, the proposed minor relaxations are in line with the government policies for public housing developments. Approving the current application is generally in line with the Committee's previous decision.

Local Views and Public Comments

- 11.7 Regarding the public comments as stated in paragraph 10, the departmental comments and planning assessments as mentioned in the above paragraphs are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments in paragraph 10, the Planning Department 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 **18.2.2026**, 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 following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board; and
- (b) the design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

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

13. Decision Sought

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

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

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

14. Attachments

Appendix I	Application Form received on 20.12.2021
Appendix Ia	SPS
Appendix Ib	FI dated 15.2.2022
Appendix II	Previous Application
Appendices III-a to III-c	Public Comments
Appendix IV	Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 and A-3	Section Plans
Drawings A-4 and A-5	LMP
Drawings A-6 and A-10	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos