

Form No. S12A
表格第 S12A 號

**APPLICATION FOR
AMENDMENT OF PLAN UNDER SECTION 12A OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

2021年 5月 2日
此文件在 收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 24 MAY 2021.
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

General Note and Annotation for the Form
填寫表格的一般指引及註解

- # "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人
- & Please attach documentary proof 請夾附證明文件
- ^ Please insert number where appropriate 請在適當地地方註明編號
- Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
- Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明
- Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/FSS/18
	Date Received 收到日期	24 MAY 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Faith Luck Corporation Limited and Win Million International Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Llewelyn-Davies Hong Kong Ltd.

3. Application Site 申請地點

- (a) Whether the application directly relates to any specific site? 申請是否直接與某地點有關?
- Yes 是 ☒ No 否 ☐ (Please proceed to Part 6 請繼續填寫第 6 部分)

- (b) Full address/ location/ demarcation district and lot number (if applicable)
詳細地址/地點/丈量約份及地段號碼 (如適用)

Please refer to attached Sheet 1 for full address

- (c) Site Area 申請地點面積

14,750sq.m 平方米 ☒ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	3,425sq.m 平方米	☒ About 約
(e) Current use(s) 現時用途	Temporary public vehicle park with some temporary structures (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)	

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☐ is the sole "current land owner"¹ (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」¹ (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☒ is one of the "current land owners"¹ (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」¹ (請夾附業權證明文件)。
- ☐ is not a "current land owner"¹.
並不是「現行土地擁有人」¹。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 19/04/2021 (DD/MM/YYYY), this application involves a total of 2(Applicant) + "current land owner(s)"¹.
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」¹。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of "current land owner(s)"¹.
已取得 名「現行土地擁有人」¹的同意。

Details of consent of "current land owner(s)" ¹ obtained 取得「現行土地擁有人」 ¹ 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"
已通知 名「現行土地擁有人」。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)"[#] on _____ (DD/MM/YYYY)
於 _____ (日/月/年)向每一名「現行土地擁有人」郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☒ published notices in local newspapers[&] on 23/04/2021 (DD/MM/YYYY)
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]

- ☒ posted notice in a prominent position on or near application site/[#]premises[&] on 23/04/2021 (DD/MM/YYYY)
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]

- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee[&] on _____ (DD/MM/YYYY)
於 _____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關係的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Fanling/ Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/24
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Village Type Development"

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s) (May insert more than one 「✓」) (Please illustrate the details on plan) 建議將申請地點的用途地帶改劃作下列地帶 / 用途 (可在多於一個方格內加上「✓」號)(請在圖則顯示詳情)	
☐ Comprehensive Development Area [] 綜合發展區 [] ☒ Residential (Group ☒ A/ ☐ B/ ☐ C/ ☐ D/ ☐ E) [7] 住宅 (☒ 甲類 / ☐ 乙類 / ☐ 丙類 / ☐ 丁類 / ☐ 戊類) [7] ☐ Agriculture [] 農業 [] ☐ Industrial (Group D) [] 工業 (丁類) [] ☐ Government, Institution or Community [] 政府、機構或社區 [] ☐ Recreation [] 康樂 [] ☐ Country Park [] 郊野公園 [] ☐ Conservation Area [] 自然保育區 [] ☐ Other Specified Uses (☐ Business/ ☐ Industrial Estate/ ☐ Mixed Use/ ☐ Rural Use/ ☐ Petrol Filling Station/ ☐ Others (please specify _____)) [] 其他指定用途 (☐ 商貿 / ☐ 工業邨 / ☐ 混合用途 / ☐ 鄉郊用途 / ☐ 加油站 / ☐ 其他 (請註明: _____)) [] ☐ Road 道路	☐ Commercial [] 商業 [] ☐ Village Type Development [] 鄉村式發展 [] ☐ Industrial [] 工業 [] ☐ Open Storage [] 露天貯物 [] ☐ Open Space [] 休憩用地 [] ☐ Green Belt [] 綠化地帶 [] ☐ Coastal Protection Area [] 海岸保護區 [] ☐ Site of Special Scientific Interest [] 具特殊科學價值地點 [] ☐ Others (please specify _____) 其他 (請註明: _____)
Please insert subzone in [] as appropriate. 請於[]內註明支區, 如適用。	
☒ Proposed Notes of Schedule of Uses of the zone attached 已夾附對土地用途地帶的《註釋》的擬議修訂	

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁☒ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
 (Please use separate sheets if the space below is insufficient)

建議修訂圖則的《註釋》的詳情，如適用：

(如下列空間不足，請另頁說明)

Please refer to Attachment 1 of the attached Supplementary Planning Statement.

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☒ Particulars of development are included in the Appendix.

附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.

這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
 現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to Section 7 of the attached Supplementary Planning Statement.

This image shows a single page of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Dickson Hui

Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 /

☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 /

☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 /

☒ HKIUD 香港城市設計學會

☒ RPP 註冊專業規劃師

Others 其他 MRTPI

on behalf of
代表

Llewelyn-Davies Hong Kong Ltd.

Llewelyn-Davies

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 組織名稱及蓋章（如適用）

Hong Kong Limited
Authorized Signature

Date 日期

26/04/2021

..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

**APPLICATION FOR AMENDMENT OF PLAN UNDER
SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)

擬議發展的發展計劃 (只作指示用途)

1. Development Proposal 擬議發展計劃			
☒ Proposed Gross floor area (GFA) 擬議總樓面面積	68,700 [*]	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 37.5% (above 15m)	%	☒ About 約
☒ Proposed number of blocks 擬議座數	Please refer to Table 1 of Sheet 2		
☒ Proposed number of storeys of each block 每座建築物的擬議層數 (Please also refer to Table 1 of Sheet 2)	not more than 31	storeys 層	
	☐ include 包括	storeys of basements 層地庫	
	☒ exclude 不包括	2 storeys of basements 層地庫 (also exclude E&M / Transfer Plate Floors)	
☒ Proposed building height of each block 每座建築物的擬議高度 (Please also refer to Table 1 of Sheet 2)	not more than 110	m 米	☐ About 約
		mPD 米(主水平基準上)	☒ About 約
☒ Domestic part 住用部分			
GFA 總樓面面積	68,700 [*]	sq.m. 平方米	☒ About 約
number of units 單位數目	1,707		
average unit size 單位平均面積	40	sq.m. 平方米	☒ About 約
estimated number of residents 估計住客數目	4,780		
☐ Non-domestic part 非住用部分			
☐ hotel 酒店		sq.m. 平方米	☐ About 約
		sq.m. 平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目:		
☐ office 辦公室		sq.m. 平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆		sq.m. 平方米	☐ About 約
☒ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) 120-place Residential Care Home for the Elderly ... about 2,372 sqm **		
☒ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) Clubhouse - about 2,748 sqm. (exempted from plot ratio calculation) ... Public Vehicle Park - about 3,720 sqm (at basement) **		
☒ Open space 休憩用地	(please specify land area(s)) (請註明面積)		
☒ private open space 私人休憩用地	4,780	sq.m. 平方米	☒ Not less than 不少於
☐ public open space 公共休憩用地		sq.m. 平方米	☐ Not less than 不少於

* i.e. the total GFA of the development proposal; Excluding the entitled GFA to-be-enjoyed by the unacquired third party lots.

** Proposed to be disregarded / exempted from GFA / PR calculation in the proposed "R(A)7" zone

☒ Transport-related facilities 與運輸有關的設施		
☒ parking spaces 停車位	(please specify type(s) and number(s)) (請註明種類及數目) Residents: 121; Visitors: 25; RCHE: 10 18 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Bicycle: 114 Light Bus: 1	
☒ loading/unloading spaces 上落客貨車位	(please specify type(s) and number(s)) (請註明種類及數目) Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) 6 Ambulance Lay-by: 1 Taxi / Private Car Lay-by: 1	
☒ other transport-related facilities 其他與運輸有關的設施	(please specify type(s) and number(s)) (請註明種類及數目) 60 nos. of private car parking spaces in the proposed public vehicle park	
Use(s) of different floors (if applicable) 各樓層的用途(如適用)		
[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Please refer to Table 2 of Sheet 2		
Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途 Mainly landscape area, swimming pool, and EVA		
Any vehicular access to the site? 是否有車路通往地盤?		
Yes 是 ☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明道路名稱(如適用)) Please refer Figure 2.1 of the Supplementary Planning Statement		
☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)		
No 否 ☐		
For Development involving columbarium use, please complete the table in the Annex to this Appendix. 如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。		

2. Impacts of Development Proposal 擬議發展計劃的影響																																	
If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures 如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。																																	
Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 ☒ Please provide details 請提供詳情 No 否 ☐	Some temporary structure within the Development Site will be demolished to facilitate the implementation of the Proposed Development																															
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是 ☒ No 否 ☐	(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☒ Excavation of land 挖土* Area of excavation 挖土面積 9,800 sq.m 平方米 ☒ About 約 Depth of excavation 挖土深度 9 m 米 ☒ About 約																															
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> _____ _____ Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please refer to Appendices A to G of the attached Supplementary Planning Statement 			On environment 對環境	Yes 會 ☐	No 不會 ☒	On traffic 對交通	Yes 會 ☐	No 不會 ☒	On water supply 對供水	Yes 會 ☐	No 不會 ☒	On drainage 對排水	Yes 會 ☐	No 不會 ☒	On slopes 對斜坡	Yes 會 ☐	No 不會 ☒	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																															
On traffic 對交通	Yes 會 ☐	No 不會 ☒																															
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On slopes 對斜坡	Yes 會 ☐	No 不會 ☒																															
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒																															
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒																															
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒																															
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒																															
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																															

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該靈灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄) Y/FSS/18
Location/address 位置/地址	Please refer to attached Sheet 1 for full address
Site area 地盤面積	14,750 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 3,425 sq. m 平方米 ☒ About 約)
Plan 圖則	Approved Fanling/ Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/24 粉嶺 / 上水分區計劃大綱核准圖編號S/FSS/24
Zoning 地帶	'Village Type Development' 鄉村式發展
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☒ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☒ Rezone the application site from "V" to "R(A)7" 把申請地點由 鄉村式發展 地帶改劃為 住宅(甲類)7

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	68,700 ☒ About 約 ☐ Not more than 不多於	5 ☐ About 約 ☒ Not more than 不多於
	Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Composite 綜合用途		
(ii) No. of block 幢數	Domestic 住用	5	
	Non-domestic 非住用		
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
		110	mPD 米(主水平基準上) ☒ (Not more than 不多於)
		31	Storeys(s) 層 ☒ (Not more than 不多於) (☐ Include 包括 ☒ Exclude 不包括 ☐ Carport 停車間 ☒ Basement 地庫 (2 floors) ☐ Refuge Floor 防火層 (also exclude 2 floors of transfer plate and E&M) ☐ Podium 平台)
	Non-domestic 非住用		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)
	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 37.5% (above 15m)		% ☒ About 約
(v) No. of units 單位數目	1,707		
(vi) Open space 休憩用地	Private 私人	4,780	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

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Bicycle Parking Spaces Light Bus Parking Space Private Car Parking Spaces in Public Vehicle Park	156 18 114 1 60
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Ambulance Lay-by Taxi / Private Car Lay-by	6 1 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☐
Block plan(s) 樓宇位置圖	☐	☒
Floor plan(s) 樓宇平面圖	☐	☒
Sectional plan(s) 截視圖	☐	☒
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☒
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☒
Others (please specify) 其他 (請註明)	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☒
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☒
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☒
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☒
Sewerage impact assessment 排污影響評估	☐	☒
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Water Supply Impact Assessment 供水影響評估		
Air Ventilation Appraisal 空氣流通評估		
Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Full address of the Application Site:

Lots 664 S.A, 664 S.B, 664 S.C, 664 RP, 664 S.D, 664 S.E, 666 S.A, 666 RP, 667 S.A, 667 S.B, 667 S.C, 667 S.D, 667 S.E, 667 S.F, 667 S.G, 667 S.H, 667 S.I, 667 S.J, 667 S.K, 667 S.L, 667 S.M, 667 S.N, 667 RP, 698 S.A, 698 S.B, 698 S.C, 698 RP, 702 S.A, 702 S.B, 702 S.C, 702 S.D, 702 S.E, 702 S.F, 702 S.G, 702 S.H, 702 RP, 703 S.A, 703 S.B, 703 S.C, 703 S.D, 703 S.E, 703 S.F, 703 RP, 704 S.A, 704 S.B, 704 RP, 705 S.A, 705 S.B, 705 S.C, 705 S.D, 705 S.E, 705 RP, 706 S.A ss.1, 706 S.A ss.2, 706 S.A ss.3, 706 S.A ss.4, 706 S.A ss.5, 706 S.A ss.6, 706 S.A RP, 706 S.B, 706 S.C, 706 S.D, 706 RP, 707 S.A, 707 S.B, 707 S.C, 707 S.D, 707 S.E, 707 S.F, 707 S.G, 707 S.H, 707 RP, 708 S.A, 708 S.B, 708 S.C, 708 S.D, 708 S.E, 708 S.F, 708 S.G, 708 RP, 709 S.A, 709 S.B, 709 S.C, 709 S.D, 709 RP, 721, 722 RP, 723 S.A ss.1, 723 S.A RP, 723 S.B, 723 S.C, 723 S.D, 723 RP, 724 RP, 725 S.A, 725 RP, 726 S.A RP, 726 S.C RP, 1977 S.A, 1977 S.B, 1977 S.C, 1977 S.D, 1977 S.E, 1977 RP, 1977 S.F (part), 1979 (part), 1981 RP (part), 1982 (part), 1983 S.A, 1983 S.B, 1983 S.C, 1983 RP, 1984, 1985 S.A, 1985 S.B, 1985 S.C, 1985 S.D, 1985 S.E, 1985 RP, 1986 RP, 1987 S.A, 1987 S.B and 1987 RP in D.D. 51 and Adjoining Government Land at Ma Sik Road, Fanling, the New Territories

Table 1 - Proposed Number of Storeys of Each Block

Block Number	Building Height (no. of storeys)	Building Height in mPD (to the main roof)
T1	Not more than 31 storeys (excluding 2 storeys basements, E&M / Transfer Plate Floors)	About 108.8mPD
T2	Not more than 29 storeys (excluding 2 storeys basements, E&M / Transfer Plate Floors)	About 108.8mPD
T3, T4 & T5	Not more than 30 storeys (excluding 2 storeys basements, E&M / Transfer Plate Floors)	About 109.45mPD

Table 2 - Use(s) of different floors**Basement Floors**

Basement Floors	B2/F	EVA / Car ramp, public carpark, residential lobby & clubhouse with associated E&M
	B1/F	EVA / Car ramp, private carpark, residential lobby & clubhouse with associated E&M, loading / unloading for RCHE

Tower Blocks aboveground (5 blocks)

T1	G/F	Residential lobby & clubhouse and RCHE
	1/F	Residential lobby & clubhouse with associated E&M and RCHE
	2/F	Residential lobby & clubhouse with associated E&M, Transfer Plate and RCHE
	3/F	Residential lobby & clubhouse with associated E&M, Transfer Plate and Flats
	4/F – 31/F	Flats
T2	G/F	Residential lobby & clubhouse and EVA
	1/F	Residential lobby & clubhouse with associated E&M and EVA
	2/F	Residential lobby & clubhouse with associated E&M and Transfer Plate
	3/F – 30/F	Flats
T3	G/F	Residential lobby & clubhouse and EVA
	1/F	Residential lobby & clubhouse with associated E&M and Transfer Plate
	2/F – 30/F	Flats
T4 & T5	G/F	Residential lobby & clubhouse
	1/F	Residential lobby & clubhouse with associated E&M and Transfer Plate
	2/F – 30/F	Flats

28 April 2022

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

By Hand

Dear Sir

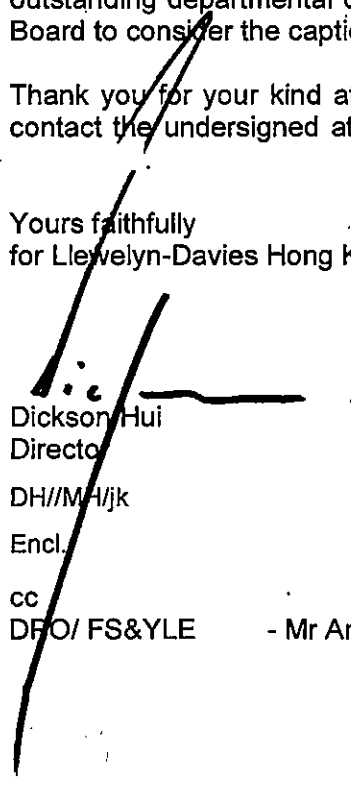
**Section 12A Planning Application for Proposed Amendments to the
Approved Fanling / Sheung Shui Outline Zoning Plan in support of a
Residential Development cum Social Welfare Facility and Public Vehicle Park
at Various Lots in DD51 and Adjoining Government Land at
Ma Sik Road, Fanling, the New Territories (Application No. Y/FSS/18)**

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 26 April 2021 and the subsequent Supplementary Submissions to the Board on 6 September 2021, 15 November 2021 and 21 January 2022 respectively. The consideration of the application was recently deferred by the Board on 1 April 2022, allowing one month for the Applicant's preparation of Further Information to substantiate the captioned application. The Applicant would like to re-activate the case by submitting herewith 35 copies of the Consolidated Revised Documents for the Board's consideration.

In accordance with the requirements under Town Planning Board Guidelines TPG PG-No. 32A, the current set of documents consolidates a full-set of updated planning statement and technical assessment reports to supersede the previous Further Information submissions. In particular, the Traffic Impact Assessment (TIA) enclosed in **Appendix C** has only been updated to incorporate the responses-to-comments separately submitted to Transport Department to address the comments received on 1 March 2022. Since this set of Consolidated Revised Documents do not contain any new information and there are no other outstanding departmental comments on the captioned application, we sincerely request the Board to consider the captioned application at the soonest.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at _____ or our Mr Man Ho / Mr Jacky Kong at _____ /

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd


Dickson Hui
Director

DH//M-H/jk

Encl.

cc

DFO/ FS&YLE

- Mr Anthony Luk / Mr Patrick Fung / Ms Lily Lau

(by email)

**Llewelyn
davies**

ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

13 May 2022

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

By Email and Hand

Dear Sir

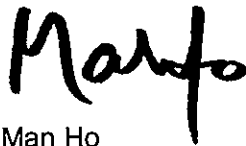
**Section 12A Planning Application for Proposed Amendments to the
Approved Fanling / Sheung Shui Outline Zoning Plan in support of a
Residential Development cum Social Welfare Facility and Public Vehicle Park
at Various Lots in DD51 and Adjoining Government Land at
Ma Sik Road, Fanling, the New Territories
(Application No. Y/FSS/18)**

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 26 April 2021, and the subsequent Supplementary Submissions to the Board on 6 September 2021, 15 November 2021, 21 January 2022 and 28 April 2022 Respectively.

After ongoing liaison with Transport Operation Section of Transport Department, the Applicant would like to substantiate the subject planning application by submitting herewith a Responses-to-Comments table to address the concerns from Transport Department. We would also like to highlight that the subject submission only serves as technical clarifications from traffic point of view. Since there should be no other outstanding departmental comments, we sincerely request the captioned planning application to be considered by the Board as scheduled on 10 June 2022.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at _____ or our Mr Jacky Kong at _____.

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Man Ho
Associate

MH/jk

Encl

S:\13460 Ma Sik Road Rezoning\FI\FI (5)_RtoC (Transport Operation)\20220513_letter to TPB_FI(5) submission_Ma Sik Road.doc

cc (w/ encl)
DPO / FSYLE

- Mr. Lily LAU

(by email)

Comments	Responses
Comments received from Transport Department, Transport Operations (NT) Division - Subject officer: Mr. WONG Ping Cheung, William (Sr Transp Offr/North 1) Via e-mail dated: 18 March 2022 <u>Section 2 – The Rezoning Proposal</u> - Para. 2.1.2 – please confirm the proposed development site is public housing site. - Table 2.1 – please provide the projected no. of population of the development site. Section 3.3 – Existing Public Transport Services - Table 3.3 – only franchised bus service is included. Please also include GMB service in the vicinity. - The TIA only listed out the existing bus services. Please propose the plan of new bus services and enhancement of existing services.	Please be clarified that the Application Site (including Proposed Development and Potential Development) would only provide private housing units under the current rezoning proposal. Please be advised that the estimated population of the Application Site (including Proposed Development and Potential Development) would be around 4,760 persons (by assuming average household size of 2.7 persons as released from Population Estimates of C&SD by year 2020). GMB route 503 service would be included in Table 3.3 of the revised TIA report. Please refer to the response to comments for Section 5.4.

<u>Section 4 – Traffic Forecast</u>	
- Para. 4.1.3 – please advise if North Metropolis and intensification of FLN & KTN NDAs have also been taken into account. Please seek CEDD input on the future development of the aforesaid projects as appropriate. - Table 4.2 and Table 4.3 – please advise if North Metropolis and intensification of FLN & KTN NDAs have also been taken into account.	It is anticipated that there would be minimal impact North Metropolis and KTN NDA to the identified critical junctions in the TIA report, therefore they have been taken into account by applying a background traffic growth rate in the report. Nevertheless, the project of North Metropolis was first announced in the Chief Executive's Policy Address in Oct 2021, it is anticipated the corresponding traffic study would be carried out by relevant government department which would take into account the current rezoning proposal of the Application Site. For intensification of FLN NDA, it is noticed that there is a planning application A/FLN/28 on minor relaxation on plot ratio to 6.09 for the public rental housing site for FLN NDA Area 15 East recently in late year 2021. Table 4.2, Table 4.3 would be updated accordingly. Please be advised that there is no change on the junction assessment results. It is understood that the planning parameters for near-by NDAs and planned developments could be under review by relevant government departments, however the TIA has already included the latest public available parameters for assessment purpose. The Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application, and the latest planning parameters would be incorporated in the update public transport review study. Please refer to the above response.

- For table 4.3 – please ensure all the planned and committed developments are included, like Public housing projects at Tong Hang and Wa Shan seemed not included. - Re. the above comment on table 4.3, please check if revision of table 4.4 is needed.	Potential public housing at Tong Hang was first released by the Government LC Paper No. CB(1)461/16-17(01) – “Overview of Land Supply” in year 2017 but however there is currently no latest available works programme. Meanwhile, potential public housing at Wa Shan was first released by the Government in LC Paper No. CB(1)756/20-21(01) – “Using Brownfield Clusters for Public Housing Development (Second Phase Review) and Other Developments” in Mar 2021. Given there is currently no publicly accessible construction programme or development parameters of the projects, and taken into account the timeframe required for engineering feasibility study, land administration process, detailed design, site formation works and the development construction, these projects have not been considered in the TIA. Besides, PlanD comments have been sought on Table 4.3 and the TIA report has considered and incorporated the latest planned/committed developments and planning applications in the locality as advised by PlanD. The Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application, and the latest planning parameters could be incorporated and updated in the public transport review study in future. Please refer to the above response.
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Section 5.4 – Public Transport Assessment

- Para. 5.4.1 & 5.4.5 – please provide a detailed assessment instead of a rough statement on the existing PT services, including but not limited to the existing utilization/ occupancy rate of PT services (certainly including the projected increase of fleet size of 70K which need to cater for the upsurge of passenger demand), whether existing PT facilities are sufficient, whether further spaces for PT facilities (like bus lay-bys and GMB lay-bys, queuing space for passengers and buses) in the vicinity is needed.

In view of the special working arrangement due to Covid-19, current PT services and travel patterns would be altered which cannot reflect the typical commuting hour situation. Therefore, utilisation and occupancy surveys have not been conducted on existing PT services. By assuming the capacity of 130 passengers for each bus and the estimated potential passenger demand for bus mode of 843 passenger/hr (Note: overall PT demand = 1,258 passengers as derived in Table 5.5 of the revised TIA report, modal share for bus and intermediate transfer to railway = 67%, 1,258 x 67% = 843), a minimum size of 7 buses would be required to serve the Application Site without affecting the utilisation of current PT services during peak hour in future.

The Application Site is currently being served by two bus stops on Ma Sik Road and Fan Leng Lau Road as discussed in Chapter 3.3 of the TIA. The concerned bus lay-bys are currently providing at least 1 bus bay each.

The Applicant is willing to undertake and construct appropriate improvement works on public transport facilities, if necessary, as identified in the future public transport review study, before any population intake of the Proposed Development in future and hand over to relevant government departments for future maintenance, operation and management after completion. The corresponding detailed design, scope of works and implementation programme of the improvements works should be reviewed and agreed with the Government.

With reference to in-house survey records, by assuming the passenger pick-up/drop-off time at intermediate stops of 1 min and pull-in/pull-out time of 0.5 min for one bus, each existing layby could cater for 40 bus headways per hour which would be more than sufficient to meet the need of current PT services and additional bus fleet size.

Currently, the bus stop is situated on footpath with min. 1.5m width and min. 20 in length, adjacent to the concerned bus bays. According to TPDM Vol. 9 Chapter 2.6, by assuming a 1.2sqm grid could hold 5 persons for bus queueing area, each existing layby could allow at least 125 passengers to wait or queue. Taking into consideration of the anticipated peak hour bus passenger demand of the Proposed Development (843 passengers/hr), the outbound bus services provided along the 4 concerned bus stops and the bus frequencies, it is anticipated that the passenger queueing space of existing bus lay-bys would be sufficient.

Nevertheless, the Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application. Surveys on existing passenger demand and public transport service/facilities provisions could be carried out for detailed assessments in the future public transport review study.

- Table 5.5 – For average household size and average daily mechanized trips per person, please confirm if such rate is in line with the other development projects. If not, please justify the discrepancies. The peak hour factor used to be 20% in the other development projects, please explain the difference. For modal share of PT services, please provide the breakdown for reference

Please be advised that the average household size of 2.7 persons was extracted from the latest Population Estimates released by C&SD in year 2020, while the average daily mechanised trips per person of 1.61 (including all home-based work trips but excluding non-home-based and employers' business trips) was analysed Travel Characteristics Survey 2011 (TCS 2011) published by TD. These figures have been adopted in recent TIA projects in our office. In addition, the peak hour factor of 20% would be adopted in derivation of passenger trip rate in the revised TIA report.

By making reference to TCS 2011, the anticipated modal share of PT services for the Application Site are analysed as follows:

PT Mode	Modal Split
Railway	36%
Franchised Bus	31%
GMB	16%
Taxi	7%
Special Purpose Bus	10%
Total	100%

Note: Special Purpose Bus includes company bus, school bus, resident bus, tourist bus, shuttle bus, cross-boundary bus, etc but excludes public light bus (red or green).

The Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application, and the above assumptions on trip generation rates could be further reviewed and updated.

Para. 5.4.6 – please advise the walking routing and walking distance (in meters) between the re-zoning housing project and the PTI in Fanling Area 17. The population intake of Area 17 is near 30,000, please provide a detailed assessment whether the PTI and bus services in Area 17 is sufficient to be shared.	Please be advised that the potential PTI in Fanling Area 17 is located within 300m walking distance from the Application Site, via the proposed new access road connecting Ling Shan Road and Fan Leng Lau Road under the project of Fanling Area 17 and Ling Shan Road. Since FLN NDA and Fanling Area 17 would be committed in year 2031 (after the completion year 2029 of the Application Site), the public transport services have been reviewed independently as below without taking into account of Fanling Area 17. As discussed in the above response, minimum fleet size of 7 buses would be required to serve the Application Site without affecting the utilisation of current PT services in future. Taking into the consideration of the anticipated modal share for railway service, it is suggested to enhance the existing feeder bus route 70K to Sheung Shui and Fanling railway stations during the peak hour (by increasing its frequency from 15mins to 8 mins with increase in fleet size of additional 4 buses). The remaining additional bus fleet size could be allocated to other existing bus routes subject to future passenger demand. It is also noticed that most of the existing bus services, as summarised in Table 3.3 of the TIA, are serving the captioned site are only weekday peak-hour services instead of daily services. Subject to future passenger demand, it is suggested that additional services routing via Ma Sik Road may be introduced to serve the Proposed Development and other population intake in local area in future. Bus routes to new districts like Hong Kong Island East (e.g. Quarry Bay) and Kowloon district (e.g. Mong Kok/Tsim Sha Tsui) may also be considered to provide more route choices and to encourage the use of public transport.
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• In gist, the public transport plan mentioned in the TIA report is very rough without details. The consultant should provide more details for further assessment.	Nevertheless, the possible enhancement on PT services and facilities in the vicinity could subject to numerous factors such as future bus and railway planning strategy, future passenger demand and consideration of bus operators or local parties etc. Therefore it would be more appropriate to be further reviewed comprehensively by the relevant government department. <u>The Applicant would also carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application</u>, in order to investigate the details of possible enhancement on PT services and facilities based on the updated traffic situations in future. Please refer to the above response to comments for Section 5.4.
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**Llewelyn
davies**

ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

1 June 2022

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

By Email and Hand

Dear Sir

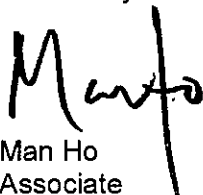
**Section 12A Planning Application for Proposed Amendments to the
Approved Fanling / Sheung Shui Outline Zoning Plan in support of a
Residential Development cum Social Welfare Facility and Public Vehicle Park
at Various Lots in DD51 and Adjoining Government Land at
Ma Sik Road, Fanling, the New Territories
(Application No. Y/FSS/18)**

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 26 April 2021, and the subsequent Supplementary Submissions to the Board on 6 September 2021, 15 November 2021, 21 January 2022, 28 April 2022 and 13 May 2022 respectively.

Further to the comments from Transport Operation Section of Transport Department on the Supplementary Submissions submitted to the Board on 13 May 2022, the Applicant would like to substantiate the subject planning application by submitting herewith a Responses-to-Comments table to address the concerns from Transport Department. The subject submission only serves as technical clarifications from transport operation point of view.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at _____ or our Mr Jacky Kong at _____

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Man Ho
Associate

MH/jk

Encl

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cc (w/ encl)
DPO / FSYLE

- Ms. Lily LAU

(by email)

Comments	Response	Further Comment received from TD/TO Via e-mail on 11 May 2022	Response
Comments received from Transport Department, Transport Operations (NT) Division - Subject officer: Mr. WONG Ping Cheung, William (Sr Transp Offr/North 1) Via e-mail dated: 18 March 2022 Section 2 – The Rezoning Proposal - Para. 2.1.2 – please confirm the proposed development site is public housing site - Table 2.1 – please provide the projected no. of population of the development site Section 3.3 – Existing Public Transport Services - Table 3.3 – only franchised bus service is included. Please also include GMB service in the vicinity - The TIA only listed out the existing bus services. Please propose the plan of new bus services and enhancement of existing services. Section 4 – Traffic Forecast - Para. 4.1.3 – please advise if North Metropolis and intensification of FLN & KTN NDAs have also been taken into account. Please seek CEDD input on the future development of the aforesaid projects as appropriate.	Please be clarified that the Application Site (including Proposed Development and Potential Development) would only provide private housing units under the current rezoning proposal. Please be advised that the estimated population of the Application, Site (including Proposed Development and Potential Development) would be around 4,760 persons (by assuming average household size of 2.7 persons as released from Population Estimates of C&SD by year 2020). GMB route 503 service would be included in Table 3.3 of the revised TIA report. Please refer to the response to comments for Section 5.4. It is anticipated that there would be minimal impact North Metropolis and KTN NDA to the identified critical junctions in the TIA report, therefore they have been taken into account by applying a background traffic growth rate in the report. Nevertheless, the project of North Metropolis was first announced in the Chief Executive's Policy Address in Oct 2021, it is anticipated the corresponding traffic study would be carried out by relevant government department which would take into account the current rezoning proposal of the Application Site. For intensification of FLN NDA, it is noticed that there is a planning application A/FLN/28 on minor relaxation on plot ratio to 6.09 for the public rental housing site for FLN NDA Area 15 East recently in late year 2021. Table 4.2, Table 4.3 would be updated accordingly. Please be	No objection on the applicant to carry out the further public transport review study	

Comments	Response	Further Comment received from TD/TO Via e-mail on 11 May 2022	Response
- Table 4.2 and Table 4.3 – please advise if North Metropolis and intensification of FLN & KTN NDAs have also been taken into account. - For table 4.3 – please ensure all the planned and committed developments are included, like Public housing projects at Tong Hang and Wa Shan seemed not included	advised that there is no change on the junction assessment results. It is understood that the planning parameters for near-by NDAs and planned developments could be under review by relevant government departments, however the TIA has already included the latest public available parameters for assessment purpose. The Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application, and the latest planning parameters would be incorporated in the update public transport review study. Please refer to the above response.		
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Comments	Response	Further Comment received from TD/TO Via e-mail on 11 May 2022	Response
• Re. the above comment on table 4.3, please check if revision of table 4.4 is needed Section 5.4 – Public Transport Assessment • Para. 5.4.1 & 5.4.5 – please provide a detailed assessment instead of a rough statement on the existing PT services, including but not limited to the existing utilization/ occupancy rate of PT services (certainly including the projected increase of fleet size of 70K which need to cater for the upsurge of passenger demand), whether existing PT facilities are sufficient, whether further spaces for PT facilities (like bus lay-bys and GMB lay-bys, queuing space for passengers and buses) in the vicinity is needed	Please refer to the above response. In view of the special working arrangement due to Covid-19, current PT services and travel patterns would be altered which cannot reflect the typical commuting hour situation. Therefore, utilisation and occupancy surveys have not been conducted on existing PT services. By assuming the capacity of 130 passengers for each bus and the estimated potential passenger demand for bus mode of 843 passenger/hr (Note: overall PT demand = 1,258 passengers as derived in Table 5.5 of the revised TIA report, modal share for bus and intermediate transfer to railway = 67%, $1,258 \times 67\% = 843$), a minimum size of 7 buses would be required to serve the Application Site without affecting the utilisation of current PT services during peak hour in future. The Application Site is currently being served by two bus stops on Ma Sik Road and Fan Leng Lau Road as discussed in Chapter 3.3 of the TIA. The concerned bus lay-bys are currently providing at least 1 bus bay each. With reference to in-house survey records, by assuming the passenger pick-up/drop-off time at intermediate stops of 1 min and pull-in/pull-out time of 0.5 min for one bus, each existing layby could cater for 40 bus headways per hour which would be more than sufficient to meet the need of current PT services and additional bus fleet size. Currently, the bus stop is situated on footpath with min. 1.5m width and min. 20 in length, adjacent to the concerned bus bays. According to TPDM Vol. 9 Chapter 2.6, by assuming a 1.2sqm grid could hold 5 persons for bus queueing area, each existing layby could allow at least 125 passengers to wait or queue. Taking into consideration of the anticipated peak hour bus passenger demand of the Proposed Development (843 passengers/hr), the outbound bus services provided along the 4 concerned bus stops and the bus frequencies, it is anticipated that the passenger queueing space of existing bus lay-bys would be sufficient.	To cater for the passenger demand arising from the application site, it is planned to introduce a new GMB route plying between the application site and the nearest MTR station. As such, please review to provide a GMB terminus in the application site / in the vicinity of the application site for the proposed GMB route. In addition, more bus bays (i.e. extension of the existing bus bays) should be provided on Fan Leng Lau Road as they are relatively close to the application site, when compared to those on Ma Sik Road. Such provision can ensure adequate facilities are available on site for introduction of new bus service / service enhancement of existing bus service. Certainly the bus bays facilities on Ma Sik Road should also be increased where appropriate.	The Applicant is willing to undertake and construct appropriate improvement works on public transport facilities, if necessary, as identified in the future public transport review study, before any population intake of the Proposed Development in future and hand over to the relevant government departments for future maintenance, operation and management after completion. The corresponding detailed design, scope of works and implementation programme of the improvements works should be reviewed and agreed with the Government <i>(TONT comment: please specify what kind / type of PT facilities that the applicant undertakes to construct (say the applicant undertakes to construct a GMB terminus within the application site for the proposed GMB route). We consider that if the GMB terminus falls within the site boundary of the development, the applicant instead of the Government shall be responsible to maintain the facilities concerned.)</i> Response (23/5/2022) As discussed in Section of 2.3.3 of the TIA report, the existing general lay-by located at the frontage of subject site on Ma Sik Road, is proposed to be relocated to the west for approx. 115 meters from Fan Leng Lau Road. These lay-bys can be served as a new GMB terminus for the proposed GMB route, if necessary. The applicant will undertake the detail design and construct of the proposed arrangement and will be handed over to the relevant government departments for the future maintenance and management after completion. For other improvement works on PT facilities (i.e., extension of the existing bus bays on Fan Leng Lau Road) will be subjected to the findings, as identified in the future public transport review study. <i>(TONT's reply: Please make sure that the proposed lay-bys serving as the GMB terminus shall comply with the latest requirements of PLB termini as set out in relevant section of TPDM. It be able to cater long enough to cater for at least three 8.0 metres GMBs.)</i> Response (1/6/2022): Noted. The design of the on-street GMB terminus will be provided in accordance to the

Comments	Response	Further Comment received from TD/TO Via e-mail on 11 May 2022	Response														
	Nevertheless, the Applicant would carry out further public transport review at the time of land administrative procedures upon approval of the subject planning application. Surveys on existing passenger demand and public transport service/facilities provisions could be carried out for detailed assessments in the future public transport review study.	No objection on the applicant to carry out the further public transport review study	TPDM as set in the relevant section and it will be long enough to cater at least 3nos. of 8 meters GMBs. (TONT comment: please specify what kind / type of PT facilities that the applicant undertakes to construct (say the applicant undertakes to construct a GMB terminus within the application site for the proposed GMB route). We consider that if the GMB terminus falls within the site boundary of the development, the applicant instead of the Government shall be responsible to maintain the facilities concerned. Please also advise if PT facility like public vehicle park will be built by the applicant under the Application project.) Response (23/5/2022): The application site will provide 100 Public Vehicle Park (PVP) for private car within the subject site. (TONT's reply: No comment.)														
Table 5.5 – For average household size and average daily mechanized trips per person, please confirm if such rate is in line with the other development projects. If not, please justify the discrepancies. The peak hour factor used to be 20% in the other development projects, please explain the difference. For modal share of PT services, please provide the breakdown for reference	Please be advised that the average household size of 2.7 persons was extracted from the latest Population Estimates released by C&SD in year 2020, while the average daily mechanised trips per person of 1.61 (including all home-based work trips but excluding non-home-based and employers' business trips) was analysed by TD. These figures have been adopted in recent TIA projects in our office. In addition, the peak hour factor of 20% would be adopted in derivation of passenger trip rate in the revised TIA report. By making reference to TCS 2011, the anticipated modal share of PT services for the Application Site are analysed as follows: <table><tr><th>PT Mode</th><th>Modal Split</th></tr><tr><td>Railway</td><td>36%</td></tr><tr><td>Franchised Bus</td><td>31%</td></tr><tr><td>GMB</td><td>16%</td></tr><tr><td>Taxi</td><td>7%</td></tr><tr><td>Special Purpose Bus</td><td>10%</td></tr><tr><td>Total</td><td>100%</td></tr></table>	PT Mode	Modal Split	Railway	36%	Franchised Bus	31%	GMB	16%	Taxi	7%	Special Purpose Bus	10%	Total	100%	No objection on the applicant to carry out the further public transport review study	
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RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)1", "R(A)4", "R(A)5", "R(A)7", "R(A)9", "R(A)10", and "R(A)11" and "R(A)12" only) Residential Institution School (in-free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
 Educational Institution
 Institutional Use (not elsewhere specified)
 Off-course Betting Centre
 Office
 Place of Entertainment
 Private Club
 Public Convenience
 Recyclable Collection Centre
 School
 Shop and Services
 Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) On land designated "Residential (Group A)1" ("R(A)1"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 69,500m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the GFA and height of the existing building, whichever is the greater.
- (b) On land designated "Residential (Group A)2" ("R(A)2"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 38,500m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the GFA and height of the existing building, whichever is the greater.
- (c) On land designated "Residential (Group A)3" ("R(A)3"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 178,100m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the GFA and height of the existing building, whichever is the greater.
- (d) On land designated "Residential (Group A)4" ("R(A)4"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.6 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (e) On land designated "Residential (Group A)5" ("R(A)5"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 7.0 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (f) On land designated "Residential (Group A)6" ("R(A)6"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 19,750m², a maximum non-domestic GFA of 3,092m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the GFAs and height of the existing building, whichever is the greater.
- (g) On land designated "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 7.0 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.

RESIDENTIAL (GROUP A) (Cont'd)

- (h) On land designated "Residential (Group A)8" ("R(A)8"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.0 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (i) On land designated "Residential (Group A)9" ("R(A)9"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.6 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (j) On land designated "Residential (Group A)10" ("R(A)10"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.8 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (k) On land designated "Residential (Group A)11" ("R(A)11"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.7 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.
- (l) *On land designated "Residential (Group A)12" ("R(A)12"), no new development, or additional, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.18 (of which the domestic plot ratio should not exceed 5) and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan or the plot ratio and height of the existing building, whichever is the greater.*
- (m) In determining the maximum GFA/plot ratio for the purposes of paragraphs (a) to (l) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (n) In determining the maximum plot ratio for the purpose of paragraphs (d), (e), ~~and~~ (k) ~~and~~ (l) above, any floor space that is constructed or intended for use solely as public vehicle parks, as required by the Government, may be disregarded.
- (o) In determining the maximum plot ratio for the purpose of paragraphs (d), (e) and (g) above, any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, may be disregarded.
- (p) In determining the maximum plot ratio for the purpose of paragraphs (d), (e), (g) and (i) to ~~(#l)~~ above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may be disregarded.
- (q) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the GFA/plot ratio of the building on land to which paragraphs (a) to (k) applies may be increased by the additional GFA/plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum GFA/plot ratio specified in paragraphs (a) to (k) above may thereby be exceeded.

RESIDENTIAL (GROUP A) (Cont'd)

- (r) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/plot ratio/building height restrictions stated in paragraphs (a) to (l) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT FANLING/SHEUNG SHUI OUTLINE ZONING PLAN NO. S/FSS/25

EXPLANATORY STATEMENT

S/FSS/25

Planning Area 30 is under this zoning. Development/ redevelopment within this zoning is subject to a maximum plot ratio of 6.7 and the building height restriction as shown on the Plan, or the plot ratio and height of existing building, whichever is the greater. The building height restriction stipulated on the Plan is the maximum permitted height. Staggered building heights as appropriate should be adopted to create a stepped height profile.

- (aa) In order to facilitate provision of public vehicle parks and GIC facilities, in determining the maximum plot ratio of the development and/or redevelopments, any floor space that is constructed or intended for use solely as public vehicle parks and GIC facilities, as required by the Government, may be disregarded.
- (bb) As recommended in the AVA(EE) conducted for the planned public housing development in Planning Area 30, further quantitative AVA(s) would be conducted for optimizing the scheme and assessing the effectiveness of the mitigation measures recommended in the AVA(EE) at detailed design stage. The requirement for further quantitative AVA studies and design measures for individual public housing site will be incorporated in the respective planning brief for implementation as appropriate.

"Residential (Group A)12" ("R(A)12"): Total Area 1.48ha

- (cc) *The planned private housing development with Government, Institution or Community facilities in Planning Area 17 is under this zoning. Development/redevelopment within this zoning is subject to a maximum plot ratio of 5.18 (of which the domestic plot ratio should be exceed 5) and the building height restriction as shown on the Plan, or the plot ratio and height of existing building, whichever is greater.*
- (dd) *In order to facilitate provision of public vehicle parks, public transport facilities and GIC facilities, in determining the maximum plot ratio and development and / or redevelopments, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded.*
- (ee) *A non-subsidised 120-place residential care homes for the elderlies (RCHE) shall be provided under this zoning. In determining the maximum PR for the purpose of paragraph (cc) above, any floor space that is constructed or intended for use solely as RCHE should be included for calculation.*

(ff) A Neighbourhood Elderly Centre (NEC) shall be provided under this zoning. It will be assigned back to the Financial Secretary Incorporated (FSI) as a Government Accommodation (GA) upon completion of the private housing development.

(gg) A public vehicle park shall be provided under this zoning. To facilitate the provision of public vehicle parking spaces to meet the local demand, 'public vehicle parking (excluding container vehicle)' use is always permitted within the sub-area.

(hh) Building disposition should respect the general directions of prevailing wind and meet the requirements in the Sustainable Building Design Guidelines with regard to building separation, building setback and provision of greenery.

7.4.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the maximum GFA and plot ratio specified in the Notes of the Plan may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

7.4.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/plot ratio and building height restrictions for the "R(A)1" to "R(A)11" zones may be considered by the Board on application under section 16 of the Town Planning Ordinance. Each application for minor relaxation of GFA/plot ratio/building height restrictions will be considered on its own merits.

7.4.6 The plot ratio control under "R(A)7", "R(A)8", "R(A)9", "R(A)10" and "R(A)11" zones are regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

Previous Applications

Approved Application

Application No.	Proposed Developments	Date of Consideration	Approval Conditions
A/FSS/270	Proposed House and Social Welfare Facility (Residential Care Home for the Elderly) and Minor Relaxation of Building Height Restriction	6.9.2019	A1-A6
A/FSS/276	Proposed House and Social Welfare Facility (Residential Care Home for the Elderly) and Minor Relaxation of Building Height Restriction	6.11.2020	A1-A8

Approval Conditions

- A1 The submission and implementation of landscape proposal
- A2 The submission of a Noise Impact Assessment and the implementation of the mitigation measures
- A3 The submission of a revised Sewerage Impact Assessment
- A4 The implementation of a sewerage connection proposal identified in the Sewerage Impact Assessment
- A5 The submission and implementation of a drainage proposal
- A6 The provision of fire service installations and water supplies for fire-fighting
- A7 The design and provision of vehicular access and parking facilities
- A8 The design and provision of traffic measures

Detailed Comments from Relevant Government Departments

1. Water Supply

Comment of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) Existing water mains are inside the proposed lot and will be affected. The applicant is required to either divert or protect the water mains found on site;
- (b) If diversion is required, existing water mains inside the proposed lot are needed to be diverted outside the site boundary of the proposed development to lie in Government land. A strip of land of minimum 1.5m in width should be provided for diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before works commence;
- (c) If diversion is not required, the following conditions shall apply:
 - (i) Existing water mains are effected as indicated on the site plan and no development which requires resiting of water mains will be allowed;
 - (ii) Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works;
 - (iii) No structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;
 - (iv) No trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;
 - (v) No planting of obstruction of any kind except turfing shall be permitted within the space of 1.5m around the cover of any valve or within a distance of 1m from any hydrant outlet; and
 - (vi) Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.

2. Building Matters

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

- (a) If the existing structures are erected on leased land without approval of the Building Authority (BA) (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designed for any use under the application;
- (b) Before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, the prior approval and consent from the BA should be obtained, otherwise they are Unauthorized Building Works (UBW). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
- (c) For UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BDs enforcement policy against UBW as and when necessary. The granting of any planning approval should not be constructed as an acceptance of any existing building works or UBW on the Site under the BO;
- (d) The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations respectively;
- (e) If the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority under Building (Planning) Regulation 19(3) at building plan submission stage;
- (f) If the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority; and
- (g) Formal submission under the BO is required for any proposed new works. Detailed comments under BO will be provided at building plan submission stage.

粉嶺區鄉事會

FDRC

香港新界粉嶺區鄉事委員會

106

Hong Kong Fanling District Rural Committee

3, Luen Fat Street, Luen Wo Market, Fanling, N.T., Hong Kong 香港新界粉嶺聯和墟聯發街三號
電話/Tel: (852) 26755277 圖文傳真/ Fax: (852) 26699687

敬啟者：

貴署檔號：TPB/Y/FSS/18

新界粉嶺丈量約份第51約多個地段及毗連政府土地
把申請地點由「鄉村式發展」地帶改劃為「住宅(甲類)7地帶及
修訂適用於申請地點土地用途地帶<註釋>
(申請編號：Y/FSS/18)

本會就上述標題申請的規劃建議書內所提及之擬議，有助
改善住屋短缺，通過優化土地功能，改善環境，增加住屋供應、
安老院舍、就業機會，優化的生活環境必將帶動粉嶺區經濟繁榮。

現正式向城市規劃委員會表示大力支持上述標題申請。

此致

規劃署粉嶺、上水及元朗東規劃專員

陳貴明
李廣明
劉筆文
鄧志佳
黎德威
黃瑞輝

粉嶺區鄉事員會各村代表簽名

彭華英
叶水毛

2021年6月23日



香港新界粉嶺區鄉事委員會

P.2/4

Hong Kong Fanling District Rural Committee

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此致

規劃署粉嶺、上水及元朗東規劃專員

粉嶺區鄉事委員會主席



敬上

(李國鳳)

2021年6月23日

粉嶺區鄉事會

FDRC

香港新界粉嶺區鄉事委員會

P.3/4

Hong Kong Fanling District Rural Committee

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此致
規劃署粉嶺、上水及元朗東規劃專員

粉嶺區鄉事委員會副主席



劉永安 敬上
(劉永安)

2021年6月23日

粉嶺區鄉事會

FDRC

香港新界粉嶺區鄉事委員會

Hong Kong Fanling District Rural Committee

3, Luca Fat Street, Luen Wo Market, Fanling, N.T., Hong Kong 香港新界粉嶺聯和墟聯發街三號
電話/Tel:(852) 26755277 圖文傳真/ Fax:(852) 26699687

P-4/4

敬啟者：

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規劃署粉嶺、上水及元朗東規劃專員

粉嶺區鄉事委員會副主席



(李廣明)

敬上

2021 年 6 月 23 日

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210621-115954-67623

提交限期

Deadline for submission:

25/06/2021

提交日期及時間

Date and time of submission:

21/06/2021 11:59:54

有關的規劃申請編號

The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳泰萬

意見詳情

Details of the Comment:

我十分贊同申請人申請改劃鄉村式發展地帶作私人房屋及安老院發展。涉及鄉村式發展地帶閒置老年，多年來只用作停車場用途，城規會理應一早重新審視這片土地的長遠用途。幸而，申請人在文件中提出一個兩全其美的方案，打這片土地改劃成住宅用地作私人房屋發展及安老院，不單替這地段重新訂定了長遠的發展路向，更能夠應付住宅供應緊絀的問題，以及增加社區的安老設施。本人促請城規會儘快批准這個申請，以回應大眾訴求。

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

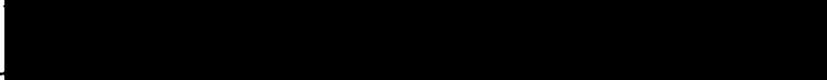
支持該發展。私人住宅發展能提供安老院，既能增加住宅單位供應，
又能提供社區設施，非常符合政府一直以來增加房屋土地供應及人口
老化的政策。基於以上論點，本人支持這項申請。



簽名：  日期： 18 JUN 2021

姓名： HO CHI MING

住址： 

聯絡電話： 

傳真或電郵 

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

我十分贊同申請人申請改劃鄉村式發展地帶作私人房屋及安老院發展。涉及鄉村式發展地帶閒置多年，多年來只用作停車場用途，城規會理應一早重新審視這片土地的長遠用途。幸而，申請人在文件中提出一個兩全其美的方案，將這片土地改劃成住宅用地作私人房屋發展及安老院，不單替這地段重新訂定了長遠的發展路向，更能夠應付住宅供應緊絀的問題，以及增加社區的安老設施。本人促請城規會盡快批准這個申請，以回應大眾訴求。



簽名： [Signature] 日期： 2021/6/18

姓名： 莫湛雄

住址： [Redacted Address]

聯絡電話： [Redacted Phone Number]

傳真或電郵： [Redacted Email/Fax]

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

本人十分贊成以上規劃申請，它不但合符政府積極供應住宅的政策，
亦可以全面取締存在多年，對市容有負面影響的露天停車場問題，實
是一石二鳥之計。如今香港土地資源相當缺乏，一切有利增加本港土
地供應的措施都應加以支持。



簽名：_____ 日期：_____

姓名：_____

住址：_____

聯絡電話：_____

傳真或電郵：_____

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

本人支持上述改劃土地用途的申請。政府近年在北區積極覓地建屋，
亦打算發展粉嶺北。這項申請與政府發展新界區的理念一致。另外，
地段鄰近現有的住宅發展，又可增加約 1,700 個私人住宅單位，有助
舒緩房屋短缺，穩定樓價。



簽名：_____

日期：20/6/2021

姓名：_____

住址：_____

聯絡電話：_____

傳真或電郵：_____

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

本人支持上述申請。作為粉嶺及申請地點附近的居民，清楚知道這裡根本沒有丁屋或村落，政府亦指此地方劃作鄉村擴展區，但不會再推行項目。試問這地段還適合作鄉村式發展地帶嗎？既然現時政府管理持之而無效，將鄉村式發展地帶改劃成另外的長遠用途地帶，似乎更加合理。本人希望香港可以持續發展，不良的城市規劃可造成房屋短缺，最後是全港市民受罪。如今申請人從規劃及技術層面提交一份可行的建議，政府及城規會應從善如流，盡快批准這個申請，以及增加房屋供應，造福市民。



簽名：

日期：20/6/2021

姓名：

李詠嫻

住址：

聯絡電話：

傳真或電郵：

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

本人居於北區已超過 10 年，明白粉嶺仍有空間作住宅發展。申請地段一直被用作露天停車場，相信只有更改土地的規劃用途才能夠地盡其用。擬議私人房屋發展能整合這片土地，作有規模的住宅發展，確立及實現長遠的規劃意向。政府應採納民間建議，因地制宜而不固步自封，樹立良好的規劃榜樣。



簽名：_____ 日期：_____ 17-06-2021

姓名：_____ 陳文新

住址：_____

聯絡電話：_____

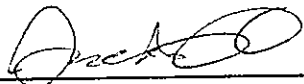
傳真或電郵：_____

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

香港房屋需求遠超供應量，這個建議可以取締露天停車場用途，取而代之的是大片具詳細規劃的住宅發展，配合適量的園境綠化，有助提升環境質素。另外，建議的 1,700 個單位包括私人房屋，可為全港房屋市場注入大量單位。發展對附近環境生態都沒有明顯負面影響，希望城規會能夠盡快批准上述申請，使這個發展能夠火速上馬。



簽名：  日期： 21/6/21

姓名： Wong Ada Lam Shing

住址：

聯絡電話：

傳真或電郵：

致：城市規劃委員會

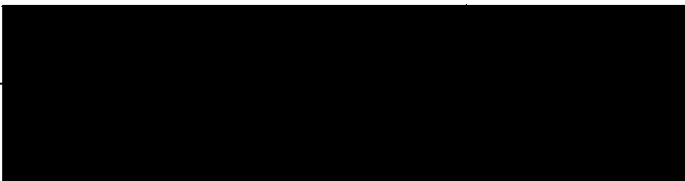
有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

本人是新界區居民。現時香港房屋供應嚴重不足，是項申請可提供約
1,700 個私人住宅單位，滿足香港市民置業上車的期望。而且該項申
請可以善用土地資源，除提供單位外，更可增加政府的庫房收入。而
且項目對於環境生態、交通、空氣、視覺等皆不會造成負面影響。所
以，本人支持上述申請。



簽名：  日期： 21-6-2021

姓名： 鍾志文

住址： 

聯絡電話： 

傳真或電郵：

致：城市規劃委員會

有關：申請編號 Y/FSS/18 把申請地點由「鄉村式發展」地帶改劃為
「住宅(甲類)7」地帶

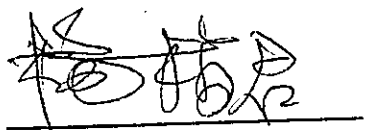
我十分支持此改劃土地用途的申請。政府近年積極在全香港覓地作住宅發展，當中涉及一些滿佈林木的綠化地帶的規劃不時惹來爭議。反之此規劃申請的發展地盤，實則已被用作停車場多年，可謂沒有太多價值，亦沒有任何村屋。因此，此改劃土地用途的申請能真正發揮土地的真正價值，提供私人住宅單位，有效解決現時市民最迫切渴求的房屋問題。

RECEIVED

22 JUN 2021

Town Planning
Board

簽名：



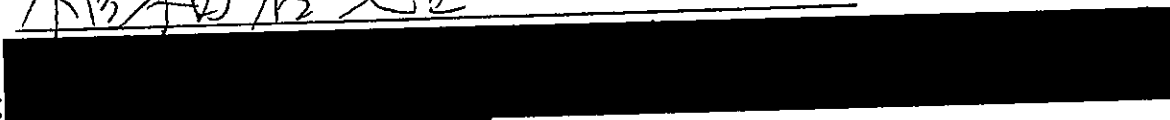
日期：

21/6/2021

姓名：

楊梅君先生

住址：



聯絡電話：



傳真或電郵：



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210623-172347-30165

提交限期

Deadline for submission:

25/06/2021

提交日期及時間

Date and time of submission:

23/06/2021 17:23:47

有關的規劃申請編號

The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 羅淑筠

意見詳情

Details of the Comment :

香港的土地資源珍貴，所以將露天停車場建成住宅是最理想的做法。批准這個申請將能彰顯政府對解決房屋問題的決心。城規會應批准這項申請。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk



To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

Y/FSS/18

意見詳情 =

- 樓宇高度影響本邨電視訊號接收
- 馬適路是唯一連接出九龍道路，屆時汽車增加，恐造成交通擠塞，及人口增多，導致皇府山巴士站加重負擔，因該站前後的班馬線相距甚遠，有市民直接跨越馬路過對面，險象環生，建議由本邨至榮福之間設班馬線或行人天橋。
- 因本邨與發展地段非常接近，打春時的震湯恐影響樓宇及地基結構，要求派測量師或有關人員實地評估，確保本邨樓宇不受任何破壞。

請貴署考慮上述問題，作出妥善的規劃及配套设施，以配合本邨及道路使用人仕。

「提意見人」姓名/名稱 Name of person/company making this comment 美景新邨業主立案法團。

簽署 Signature



日期 Date 18.6.2021



本函編號：WFC/IOC/LT/015-21

城市規劃委員會及北區民政事務署：

把申請地點由「鄉村式發展」地帶改劃為「住宅(甲類)7」地帶及
修訂適用於申請地點土地用途地帶 (Y/FSS/18)

我們是榮福中心業主立案法團第8屆管理委員會。近日得悉 民政事務署通知有關提述事宜，本會及大量居民深表關注。經各委員商討後，本會就題述事件的要求及意見如下：

1. 反對題述之規劃及更改上述地點成為大型住宅物業用途
2. 影響景觀及降低物業價值：有關未來在上述地段興建的1700多伙住宅單位，將會嚴重阻礙部份本屋苑部份單位的景觀，亦嚴重影響本屋苑的物業價值
3. 影響樓宇結構：數年前，於榮福中心旁興建警察宿舍的打樁工程時，已令本屋苑的結構受影響，亦令屋苑需支出龐大的結構維修費用。現時，榮福中心的樓齡更大，實在不能再承受另一次的大型打樁工程。
4. 交通配套不足：現時每天早上上班繁忙時間，公共交通已嚴重不足。如果增加數千人口後，現時的交通問題將更嚴重，影響居民生活

有鑒於此，本管理委員會現強烈反對更改有關規劃(Y/FSS/18)。同時，亦要求有關部門能夠詳細清楚交代上述管理委員會所憂慮的詳細現況及未來有關當局預計的影響資料，以便本會告知居民。

敬候回覆。



榮福中心業主立案法團
第八屆管理委員會
2021年6月17日

AU, THONG & TSANG

SOLICITORS

歐湯曾律師行

Partners:

Au Chun Wai 歐振威律師

Thong Yim 湯怡律師

Chan Chun Kit Jeffrey 陳俊傑律師

Consultants:

Ma So So Josephine 馬蘇素律師

Leung Kong Suen June 梁港孫律師

Cheng Wai Yee Phyllis 鄭惠儀律師

Tsang Sui Ling 曾瑞玲律師

Assistant Solicitors:

Tang Shuk Kuen 鄧淑嫻律師

Pun Ying Ying Avis 潘盈盈律師

Our Ref: OTH/31049/JC/AA/JC
Your Ref: Y/FSS/18

Please reply to: Jeffrey Chan
Date: 21 June 2021

Secretary of the Town Planning Board
 15th Floor, North Point Government Offices
 333 Java Road, North Point
 Hong Kong

BY FAX (2877 0245) & BY HAND



Dear Sirs,

Re: Planning Application No. Y/FSS/18
Various Lots in D.D. 51 and Adjoining Government Land, Fanling, N.T.

We act for Mr. Chan Kam Wah, the registered owner of Lot No. [REDACTED] of D.D. 51, Fanling, New Territories [REDACTED]. We refer to the Notice issued by you on 4 June 2021 related to the above application.

On behalf of our client, we write to oppose the above application on the grounds as follows:

1. As shown in the plan annexed to the application, the application site concerned covers substantial part of [REDACTED]. No agreement has been reached by anyone and our client in relation to the sale of [REDACTED]. Our client has no intention to sell [REDACTED].
2. [REDACTED] has been the residence of our client for more than 60 years. Our client has no intention to move away from his residence. Our client, who is 70 years old now, has just recovered from cancer. He is still required to receive therapies and follow-up treatment regularly. He requires a reasonably peace and quiet environment for rest for substantial length of time in order to strengthen his physical condition.
3. It is noted that the application site concerned is to rezone from "Village Type Development" to "Residential (Group A) 7". The methods of construction of the aforesaid two types are entirely different. For a construction of a development under "Residential (Group A) 7", intolerable interference and disturbance will be caused to our client and his family members inevitably, particularly the air pollution and the noise pollution to be cause.
4. Particularly, the dwelling house on [REDACTED], which is a single-storey building, has been built for more than 60 years. Taking into account of the extent, severity and length of the pilings works to be carried out for a development under "Residential (Group A) 7", there is a reasonable possibility that the structure of the dwelling house will be seriously damaged, and the chance of collapse of the dwelling house cannot be eliminated.
5. As a result, severe loss and damage will be caused to our client, which cannot be compensated by money.

6. Therefore, should the above application be approved, our client's rights to enjoy [REDACTED] as the residence of his family will be seriously and unfairly prejudiced. It is even foreseeable that their lives will be endangered in such circumstances.

Should further information be required, kindly contact our Jeffrey Chan.

Yours faithfully,

Au, Thong & Tsang
/JC

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210623-235919-17428

提交限期

Deadline for submission:

25/06/2021

提交日期及時間

Date and time of submission:

23/06/2021 23:59:19

有關的規劃申請編號

The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. K. C. CHUNG

意見詳情

Details of the Comment :

我方為發展商所屬地段旁私人地塊擁有人(3rd party lot owner)。
大前提是發展商作準備及提出此項申請的整個過程中，從未與我們接洽，商討，諮詢及通知過。
故此現請城規會責成發展商，務必要先行諮詢及取得我們的同意，才能恢復審議此項申請。

初步有一系列問題：

- 1) 申請書中提及的一系列假設非常存疑，甚至並不成立。
- 2) 當整個規劃地塊(即紅線內)包含我方私人地塊時，會否：
 - 2a) 抹殺我方私人地的未來可發展權？；抑或
 - 2b) 已經侵蝕/耗盡了我方私人地的未來可發展尺數？；又抑或
 - 2c) 若此項申請獲通過，便代表我方私人地塊亦自動提升至住宅（甲類）用地，並已預留足夠的剩餘系數，在行車/泊車/水電煤/污水/等等環節上予我方將來發展用？
- 3) 未來的行車/行人路，以及街燈，去水渠等附設設施是否完全由發展商付費建設及維修？而我方的24 hours site access / right of way權利不受影響 (compromised)?
- 4) 我方私人地塊的來水、污水、電、煤、電訊(utilities supply)又如何安排？
- 5) 我方私人地塊的停車位有何安排？
- 6) 我方私人地塊與發展商的boundary wall權責又如何劃分？
- 7) 我方私人地塊的「風水」古樹會否受到影響？如何保存？
- 8) 地塊重整及建新樓後，會否令到我方的地塊變成處於低窪位、容易水浸？site drainage 怎處理？
- 9) 新項目會有兩層地庫停車場，緊貼我方邊界。怎樣確保我方現有建築物不會因施工失誤引至地基受損，地下水流失，etc. 而變成危樓？

以上一系列問題請發展商以書面回覆/保證作實 (undertaking letter)。並應註入相關城規會，地契條款，etc.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

210624-233950-28375

提交限期**Deadline for submission:**

25/06/2021

提交日期及時間**Date and time of submission:**

24/06/2021 23:39:50

有關的規劃申請編號**The application no. to which the comment relates:**

Y/FSS/18

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. T. C. CHUNG

意見詳情**Details of the Comment :**

兩星期前，偶然在街頭掛圖發現自己的地方被圈入作 technical assessment，甚為驚訝。作為此規劃中的第三方土地持有人，即紅線內，所受影響是直接而首當其衝，但卻未被通知過，更遑論商討。請城規會幫我們與發展商跟進，必須先諮詢及取得我等受影響居民一眾的同意，才再審議這規劃申請。

作為直接受影響市民，還未及詳細考量，已有不少疑問...

在圖則裡有一條未來行車/行人路，包著我們的私人地方，所有附屬設施包括街燈，去水渠等是否完全由發展商負責建設及維修？這些附屬設施如有問題，例如發展商在這道路作一些建設而影響我們，我們作為小市民，應怎樣申訴？

還有，這道路如由發展商負責管理，人和車24小時出入權利有否受到限制及影響？我方本來是自由出入的，為什麼現在會受到限制？

在施工期間，圖則的建築物非常貼近我方，打樁的噪音，一定非常滋擾我們日常生活作息、休息；勢令我們身體、精神受損、困擾。打樁的過程會令房子造成安全隱患，構築物沉降、變形、結構損毀、裂開甚至倒下。在工程進行期間的沙石泥塵，以致積水將令四周環境受到嚴重污染，危害身體健康。施工進行期間的一系列工程，將對我方造成沉重影響，如何確保居所、我等安全、免受折損？

現在附近已經規劃了很多高樓大廈，再建高樓，便成屏風樓，使週遭空氣不流通，陽光被遮蔽，我們怎樣健康地生活？

伴隨此項申請還包括一系列報告書/reports（下表），發展商有責任解釋清楚。

Environmental impact;

Traffic impact;

Drainage/Sewerage impact;

Water supply impact;

Air Ventilation appraisal;

Tree preservation proposal.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210610-160255-98827

提交限期

Deadline for submission:

25/06/2021

提交日期及時間

Date and time of submission:

10/06/2021 16:02:55

有關的規劃申請編號

The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 何女士

意見詳情

Details of the Comment:

本人居住在51號，隔鄰申請發展五座多層式大廈，直接損害我的家及我的利益，本人提出反對：

1. 老人院的位置貼近我家，興建地基時必定影響我家地基，對我家做成危險，隔鄰地方這麼大，我要求老人院的位置後移或改變設計形狀，離開我家。
2. 我家是寮屋，如果隔鄰打樁起高樓大廈，我家必定被震毀，就算沒有即時倒塌，也會內傷，做成結構性危險。
3. 我家有一口井，用來種植及清潔，打樁起高樓必定破壞地下水源，使井乾涸。
4. 隔鄰填地做停車場時已把地面填高，使我家變成低窪地帶，如果起高樓大廈，我家必定變得更低陷，做成嚴重水浸。
5. 隔鄰五座大廈成U形圍繞我家，建築時噪音及塵埃巨大，嚴重影響我整家人的健康及我家植物的正常生長。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

210615-132726-23824

提交限期**Deadline for submission:**

25/06/2021

提交日期及時間**Date and time of submission:**

15/06/2021 13:27:26

有關的規劃申請編號**The application no. to which the comment relates:** Y/FSS/18**「提意見人」姓名/名稱****Name of person making this comment:**

女士 Ms. 賈女士

意見詳情**Details of the Comment :****反對粉嶺51地段規劃申請 (編號: Y/FSS/18)**

本人嚴正提出反對意見，原因如下：

1. 樓宇高度與鄰近的鄉村及低密度住宅不協調

是次改劃申請計劃興建的大廈住宅群高達30層，但現時上址周邊村屋只有3層。如此住宅計劃如獲批准，會大大破壞該區規劃的一致性，產生嚴重的不協調。另外，樓宇高度嚴重阻擋原有風景，將會把所有能看見的山嶺全部擋住。

2. 打樁時對附近居民產生嚴重影響

原本規劃是不高於11米的建築，建築工程相對簡單和對附近居民影響較小，如果改為30層的住宅大廈，打樁時會對附近居民產生嚴重影響，高強度打樁的力量有可能對比較陳舊的美景新村和周邊村屋造成結構損害，打樁會產生大量沙塵，直接影響附近居民健康。

3. 大幅減少陽光和通風量

30層高的樓群會造成屏風效應，會大幅減少陽光和通風量，不利於廢氣吹散。

謹此請求城規會成員否決是次不合理的改劃申請，謝謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 210618-145638-87223

提交限期
Deadline for submission: 25/06/2021

提交日期及時間
Date and time of submission: 18/06/2021 14:56:38

有關的規劃申請編號
The application no. to which the comment relates: Y/FSS/18

「提意見人」姓名/名稱
Name of person making this comment: 小姐 Miss WONG YIN MAN

意見詳情
Details of the Comment :

有關反對“申請編號Y/FSS/18”的改建申請
由於粉嶺區車位已嚴重不足，馬適路附近一帶經常泊滿車輛，導致經常性塞車。
而馬屎埔一帶已規劃興建多個公私型屋苑，粉嶺人口將不段增加，區內交通恐不勝負荷。
聯和墟車位已不夠，如更改發展用途，粉嶺一帶塞車及交通配套將會更加嚴重不足。
另外由於馬屎埔一帶已規劃興建多棟大廈，如該位置亦改建為5棟30層高的大廈，將嚴重影響區內通風，做成屏風效應，嚴重影響區內的環境及居民健康。
所以本人反對是次改建申請
聯和墟居民上

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210619-234733-44043

提交限期

Deadline for submission:

25/06/2021

提交日期及時間

Date and time of submission:

19/06/2021 23:47:33

有關的規劃申請編號

The application no. to which the comment relates: Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chan Wing Kin

意見詳情

Details of the Comment :

致城規會,

本人為粉嶺榮福中心居民. 本人得悉 - 城規會申請地點由"鄉村式發展"地帶改劃為"住宅(甲類)7"地帶及修訂適用於申請地點土地用途地帶 (Y/FSS/18) 相關事宜. 由於相關申請路段粉嶺樓路最近已有約芬園警察宿舍接近1200伙單位落成. 而附近馬適路亦有不同新屋苑已規劃及正在興建中而皇后山項目相繼落成. 已經對聯和墟一帶交通及公共設施已製成沉重負擔. 加上粉嶺樓路及馬適路作為聯和墟主要交通路段, 在上述地點再興建大量住宅單位項目必定會嚴重影響聯和墟一帶居民, 以及令聯和墟交通及公共設施負荷更加百上加斤.

所以本人強烈反對相關諮詢及反對改變土地用途地帶 (Y/FSS/18).

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review
參考編號
Reference Number:

210620-213726-49224

提交限期
Deadline for submission:

25/06/2021

提交日期及時間
Date and time of submission:

20/06/2021 21:37:26

有關的規劃申請編號
The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱
Name of person making this comment:

先生 Mr. Hei tang

意見詳情
Details of the Comment :

反對，馬適路 近粉嶺樓路 改建5棟30樓 高大廈。
強烈建議 該用地改建為多層停車場，以改善區內車位嚴重不足問題，北區上水及粉嶺區
停車場與車輛登記比例嚴重失衡。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

210624-232137-45874

Reference Number:**提交限期**

25/06/2021

Deadline for submission:**提交日期及時間**

24/06/2021 23:21:37

Date and time of submission:**有關的規劃申請編號**

Y/FSS/18

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. 姚展南

Name of person making this comment:**意見詳情****Details of the Comment :**

本人為粉嶺榮福中心居民。本人得悉，城規會申請地點由“鄉村式發展”地帶改劃為“住宅(甲類)7”地帶及修訂適用於申請地點土地用途地帶(Y/FSS/18)相關事宜。由於相關申請路段粉嶺樓路最近已有約芬園警察宿舍接近1200伙單位落成，而附近馬適路亦有不同新屋苑已規劃及正在興建中而皇后山項目相繼落成，這些建設項目必定對聯和墟一帶人流、交通及公共設施造成沉重負擔，加上粉嶺樓路及馬適路作為聯和墟主要交通路段，在上述地點再興建大量住宅單位項目相信日後會嚴重影響聯和墟一帶居民，以及令聯和墟本身已經高負荷的交通及公共設施更加百上加斤。

其次，有見該地段現為「爛地」停車場（室外停車場），作為駕駛者的一員，我希望除了考慮住屋問題之外，亦請多多考慮粉嶺區的車位問題，相較於屯門、天水圍或元朗，粉嶺區的车位價格與租金都較其他地區高出很多，而且晚上粉嶺樓路及馬適路附近亦有非常多私家車或電單車因為缺乏車位而只好在路邊停泊，這些車輛已經對原本只有雙線行車行車線造成影響，以致區內交通經常擠塞，影響居民及巴士正常出入。因此如果再在此地段建設更多樓宇，相信聯和墟區內的停車及交通問題將會面臨更嚴峻的挑戰，雖然Y/FSS/18的摘要亦有包含公共車位60個，但是其數量定必不足以滿足區內的停車需求，除非可以提供更多的公共車位，一來可以降低車位租金，二來亦可以降低此區的车位價格，三來亦可以減少泊街車量數目，從而更有效的改善區內交通問題，所以我希望城規會除了修改上述申請的方案外，可以多多考慮在此路段建造由政府管理的多層式停車場或多層式地底停車場的可能性，並提供大量月租車位而非可出售車位，此舉可以減少車位炒賣問題，亦可以令車輛有位置停泊。同時亦可以為將來此路段附近落城的住宅交通有舒緩的作用，且增加政府收入，百利而無一害。

綜合上述所說，本人反對是次反對改變土地用途地帶(Y/FSS/18)的規劃申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 210920-225519-92354

提交限期
Deadline for submission: 02/10/2021

提交日期及時間
Date and time of submission: 20/09/2021 22:55:19

有關的規劃申請編號
The application no. to which the comment relates: Y/FSS/18

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Louis

意見詳情
Details of the Comment :

上址附近住宅車位已經極之少，車位價格或月租車位價格不斷上升，改建上址場地為住宅用途不單止減少了可供泊車的停車場數目，令區內違泊問題增加，而且附近新建之芬園居民不斷入伙，人口住宅密度亦不斷增加，再在鄰近地方建住宅，不單止影響民生，包括噪音問題，空氣質素問題，環境衛生問題，泥頭車出入而影響道路使用者安全問題，亦令附近居民增加生活的壓迫感，所以強烈反對於上址改建為住宅用途。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210925-202216-49126

提交限期

Deadline for submission:

02/10/2021

提交日期及時間

Date and time of submission:

25/09/2021 20:22:16

有關的規劃申請編號

The application no. to which the comment relates:

Y/FSS/18

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Sit Hi Wa

意見詳情

Details of the Comment :

有關反對“申請編號Y/FSS/18”的改建申請

由於馬屎埔一帶已規劃興建多棟大廈，如該位置亦改建為5棟31層高的大廈，將嚴重影響區內通風，做成屏風效應，嚴重影響區內的環境及區民健康。

除此之外，如改建為5棟31層高的大廈，將增加一千七多個住戶，令區內人口大量增加。而馬屎埔一帶已規劃興建多個公私型屋苑，粉嶺人口將不段增加，如再加上此一千七百多戶，區內人口密度將進一步提高，區內交通及配套恐不勝負荷，對現有居民做成不便及困擾，令聯和墟一帶原已經常塞車的交通更加擠塞。而此申請改建的屋苑位置外為馬適路，如要前往其他區必然多數會經“雞嶺迴旋處”往粉嶺公路，但“雞嶺迴旋處”過往已多次因交通擠塞導致全北區的交通癱瘓，如再增加千多戶，區內及周邊地區交通必然百上加斤，恐做成不可挽回之壞影響。

所以本人反對是次改建申請