



Fanling/ Sheung Shui, Kwu Tung North and Fanling North



規劃署

Planning Department

2025

1. Fanling/Sheung Shui New Town Geographical Context

The North District, including the Fanling/Sheung Shui New Town, covers an area of about 16 800 hectares (ha). Fanling/Sheung Shui New Town, being the northern-most new town in Hong Kong, lies about 4 kilometres (km) from Shenzhen Special Economic Zone, about 8 km from Tai Po and about 21 km from Sha Tin. Fanling/Sheung Shui New Town (Figures 1 to 3), covering an area of about 667 ha, is one of the second generation New Towns in Hong Kong. Unlike other new towns which have incorporated extensive areas reclaimed from the sea, Fanling/Sheung Shui New Town occupies an entirely inland area along the river plains of the Ng Tung River, Shek Sheung River, Sheung Yue River and Ma Wat River. Based on Hong Kong 2021 Population Census, the population of Fanling/Sheung Shui New Town was estimated as about 247 900.

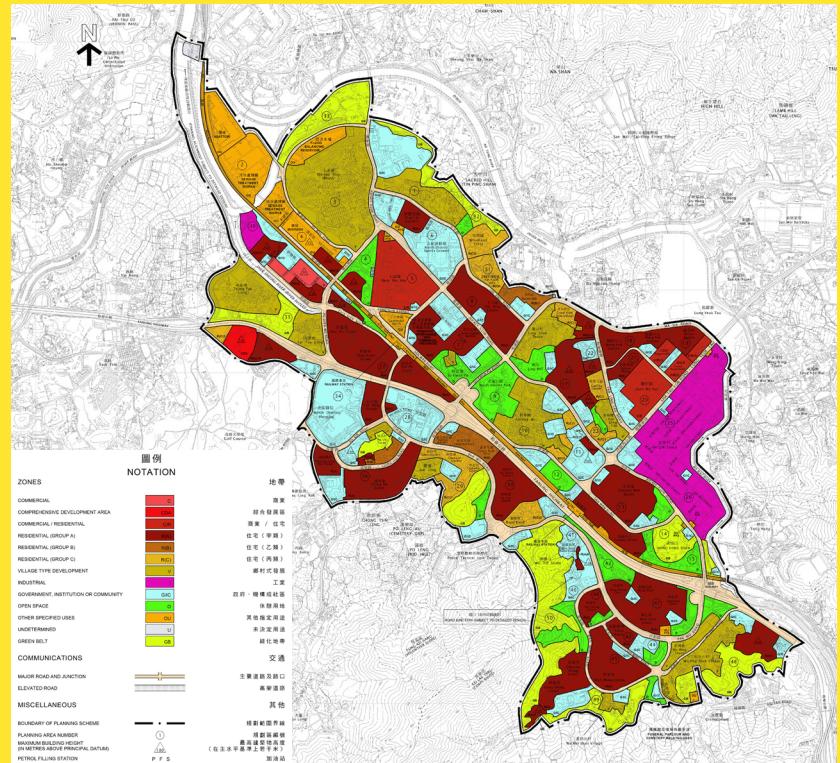


Figure 1: Approved Fanling/Sheung Shui Outline Zoning Plan No. S/FSS/28

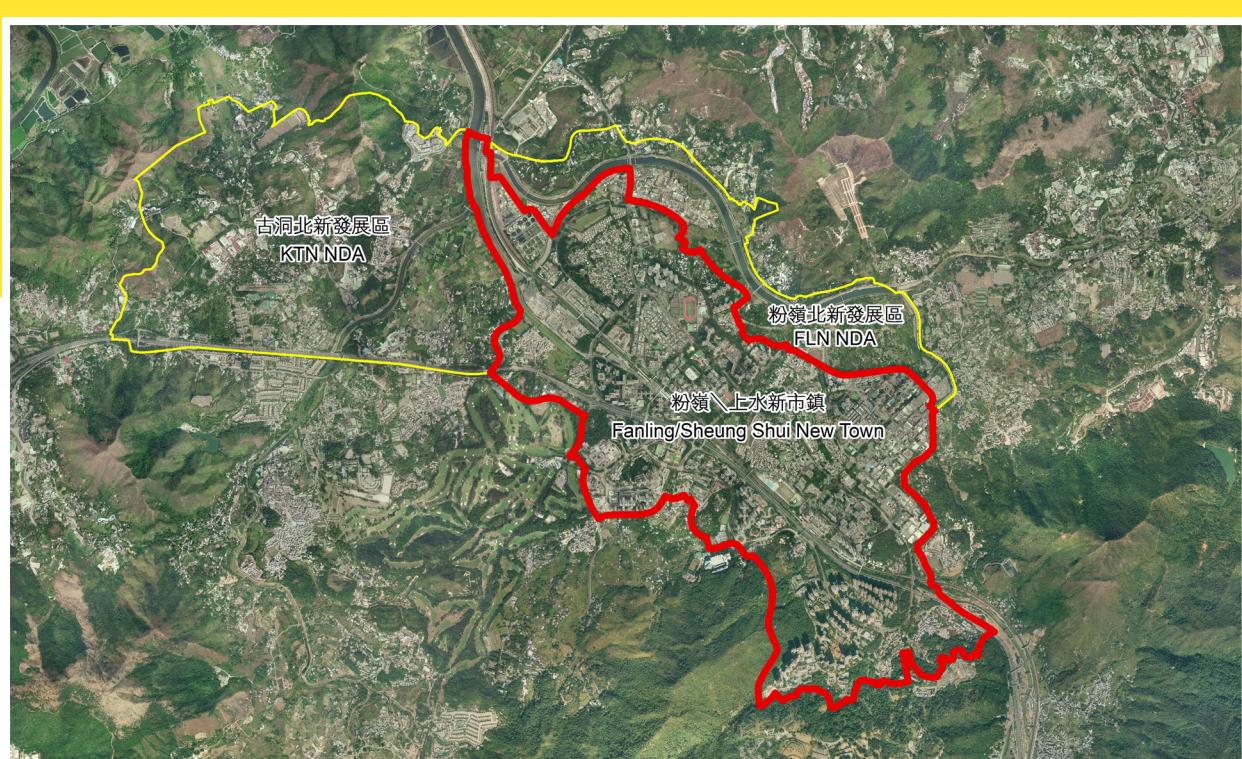


Figure 2: Fanling/Sheung Shui New Town

Fanling/Sheung Shui, Kwu Tung North and Fanling North

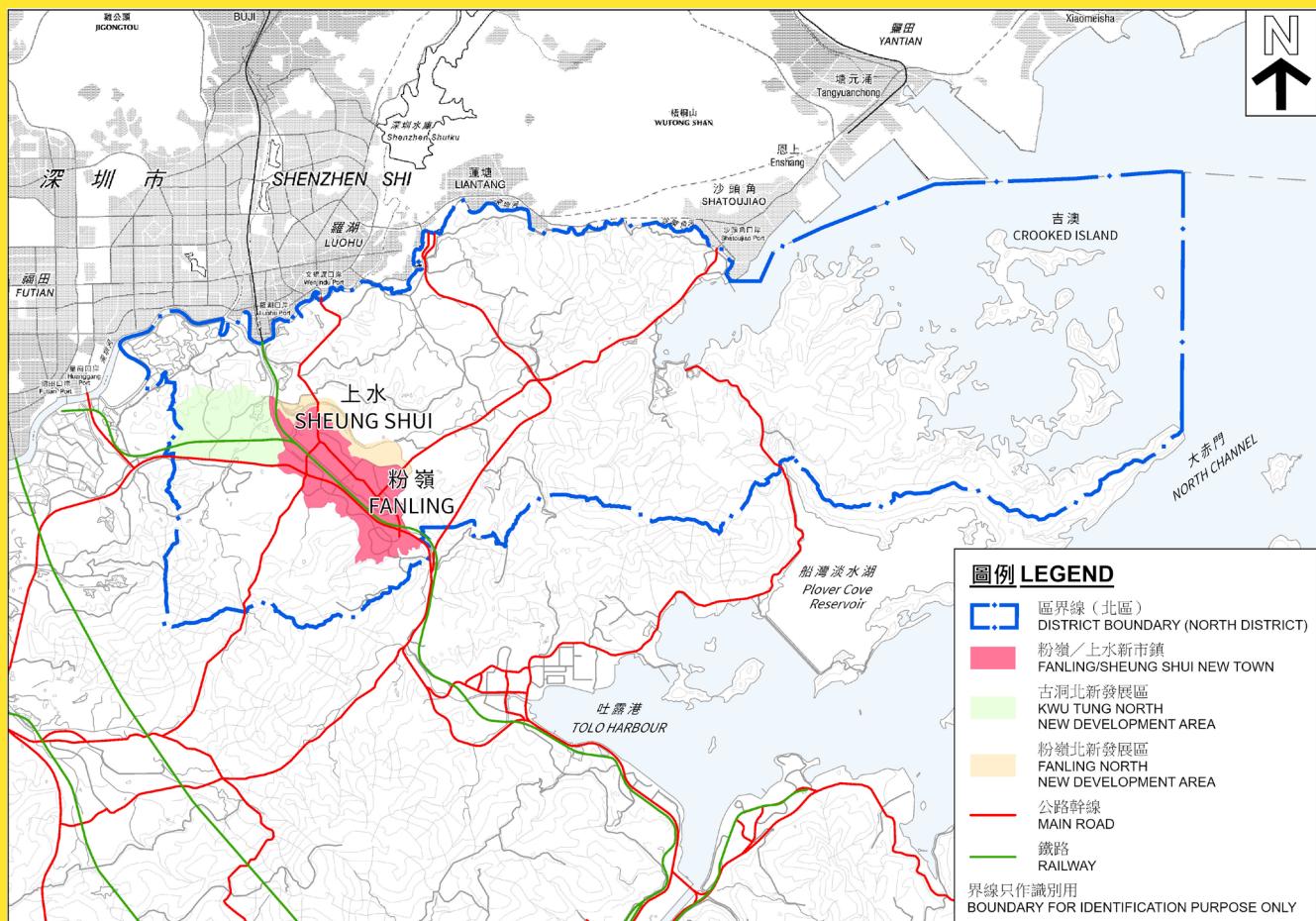


Figure 3: Location of Fanling/Sheung Shui New Town

Figure 4: Fanling/Sheung Shui in 1960s/1970s

Historical Background

Developments in the Fanling/Sheung Shui areas were once concentrated in the market towns of Luen Wo Hui in Fanling and Shek Wu Hui in Sheung Shui where trading and a range of commercial activities were conducted. All these activities contributed substantially to the bustling character of the market towns. Two major settlements, namely the Fanling Wai and Sheung Shui Wai, have been developed closely in association with the market towns.

Areas adjoining the market towns were once characterised by paddy fields, fallow and plough, and clusters of farmsteads in gentle and irregular composition. Preliminary land use plans for the now Fanling/Sheung Shui area were prepared by the former Town Planning Office in 1971. In 1972, the Government embarked upon a large-scale housing programme which subsequently transformed many rural areas. The housing programme became the foundation of ambitious new town programmes, and the Government started extensive building programmes to materialise the planned new towns (Figures 4 to 6).

Evolution of Fanling/Sheung Shui

In the early 1980s, the "North Eastern New Territories Study" was commissioned to formulate a strategy to assess broad future land use options and guide developments. The "Fanling/Shek Wu Hui Central Areas Study" outlining different land use patterns and development packages was completed in 1983 to form the basis for future planning in the new town areas.

The Territorial Development Strategy Review in 1990s recommended that there was potential for strategic growth in the North East New Territories (NENT). The Planning and Development Study on North East New Territories (the NENT Study) commissioned in 1998 had identified areas in Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) to be suitable for New Development Areas (NDAs).

The NENT NDAs Planning and Engineering Study was commissioned in 2008 with a view to formulating a planning and development framework for the implementation of the KTN, FLN and PC/TKL NDAs. It was later decided to review and replan the PC/TKL NDA in the New Territories North (NTN) Study.

The KTN/FLN NDA, as the extension of the Fanling/Sheung Shui New Town, will be integrated to form the Fanling/Sheung Shui/Kwu Tung (FL/SS/KT) New Town. The planned population will be about 546 100.

Fanling / Sheung Shui, Kwu Tung North and Fanling North



Figure 5: Sheung Shui in 1986

Planning Concept

Planning for the Fanling/Sheung Shui New Town has been changing to reflect the aspirations of the community. The Fanling/Sheung Shui New Town has a broadly linear form of development largely dictated by the axis of the railway line leading to Chinese Mainland, the floodplains, rivers, and topographical features. Developments have been established on areas adjoining the market towns and along transportation routes leading to Chinese Mainland and urban areas in Kowloon.



Figure 6: Sheung Shui in 2012

In planning the New Town, transportation links and various uses including residential, commercial and industrial have been integrated into the town for the benefit, convenience and enjoyment of local residents. Development of the New Town is not without constraints. In facilitating development, a balance should be maintained to minimise adverse environmental impacts which may otherwise inflict upon sensitive uses.

On a much wider scale, the general planning intention in the Fanling/Sheung Shui area also aimed at preserving the rural character, controlling urban sprawl and reducing the risk of flooding through coherent planning effort. Planning the New Town is a continuous process, reservation of sites for various uses will be monitored to facilitate both public projects and development initiatives from the private sectors.

粉嶺/上水、古洞北及粉嶺北

Development in Fanling/Sheung Shui New Town

In planning the development of the Fanling/Sheung Shui New Town, suitable sites have been reserved for various types of land uses including residential, commercial, industrial, open space and the provision of different types of community and infrastructural facilities to meet the needs of the population.



Figure 7: Public housing development of Wah Sum Estate

Public Housing

At present, there are 12 public rental housing estates, 8 Home Ownership Schemes and 4 Private Sector Participation Schemes providing a total of about 55 900 units in the Fanling/Sheung Shui New Town. The first public rental housing estate in the Fanling/Sheung Shui New Town, Choi Yuen Estate, was completed in 1982. Major public housing (Figure 7) estates are planned within walking distance from railway stations and/or major bus termini to facilitate accessibility. In addition, a wide range of community facilities will be provided in different estates to meet the needs of the community. There are adequate provisions of education and community facilities such as schools, children and youth centres and open spaces in existing and planned housing estates.

Population and Housing Mix

Upon the planned development, the overall flat mix ratio of Fanling/Sheung Shui New Town will be about 68:32 between public (including public rental housing and subsidised sale flats¹) and private permanent housing (including village housing). The planned population in the New Town will be about 335 200.



Figure 8: Private residential developments near Shek Wu Hui

Private Housing

Opportunities are provided within the New Town area for private residential developments under various densities. Most of the residents are accommodated in high-density residential or composite commercial/residential developments in Luen Wo Hui, Shek Wu Hui (Figure 8), and developments in the vicinity of the railway stations. The remaining population are accommodated in medium to low-density developments located at the periphery of the New Town and the adjoining countryside.

¹ Subsidised sale flats include Housing Authority's Home Ownership Scheme flats, Private Sector Participation Scheme flats, Buy-or-Rent Option Scheme flats, and Housing Society's Flat-for-Sale Scheme flats.

Village Type Development

There are 9 recognised villages within the Fanling/Sheung Shui New Town amongst which Fanling Wai and Sheung Shui Heung are the largest settlements. About 83 ha of land has been reserved for village development within Fanling/Sheung Shui New Town.



Figure 9: Commercial-Office building of Landmark North near the Sheung Shui Station

Comprehensive village layout plans have been prepared for some villages to guide developments within village areas to ensure orderly development and effective provision of associated infrastructure.

Economic Activities

Agriculture was once the economic base for the Fanling/Sheung Shui areas. Since the 1970s, traditional farming activities have gradually dispersed from the town centre.

Economic development has transformed the New Town into a cross-boundary trade centre. Trading activities flourished in the past decade taking full advantage of the strategic location and good accessibility of the New Town. A commercial-office building has been developed adjacent to the Sheung Shui Station to provide commercial floor spaces in meeting the needs of the industry (Figure 9).

Retail Activities

Apart from the commercial areas near the two railway stations, the two traditional markets, namely Luen Wo Hui and Shek Wu Hui (Figure 10), continue to function as major retailing and market centres serving both the New Town and its rural hinterland. Local shopping centres and market facilities are provided in all public housing estates for the convenience of local residents.



Figure 10: Shek Wu Hui

粉嶺/上水、古洞北及粉嶺北



Figure 11: On Lok Tsuen Industrial Area

Industrial Uses

Most of the industrial activities are accommodated in On Lok Tsuen and the area west of Shek Wu Hui. On Lok Tsuen (Figure 11) is one of the industrial areas in the Fanling/Sheung Shui area. In recent years, with the rapid economic development in the southern part of Chinese Mainland, On Lok Tsuen has also contributed to the cross-boundary trades, providing extensive floor space for light industry and godown uses.

Another key industrial area has been designated to the north of the Sheung Shui Station, i.e. Fanling/Sheung Shui Planning Areas 4 & 30, to meet the changing industrial requirements and activities of the area. To reflect the committed / approved commercial development, Planning Area 30 was rezoned from “Industrial” (“I”) to “Commercial”, while planning Area 4 was rezoned from “I” to “Other Specified Uses” annotated “Business” to provide more user flexibility to facilitate land use restructuring, and to address the potential industrial / residential interface problems.

Major Community Facilities

In Fanling/Sheung Shui New Town, a number of community facilities are planning and developed in accordance with the requirements stipulated under the Hong Kong Planning Standards and Guidelines for provision of medical, education and community facilities to serve the local residents. Youth and children centres are usually incorporated into public housing developments to accommodate a wide variety of indoor and outdoor activities. Major facilities in the New Town are listed below.



Figure 12: North District Hospital



Figure 13: Fanling South Government Complex

- North District Hospital (Figure 12) near Tai Ping Estate has 623 hospital beds, and the hospital will be expanded to provide an additional of 1 500 hospital beds. Shek Wu Hui Jockey Club Clinic and Fanling Health Centre provide a range of services to residents in the area;
- Near the Sheung Shui Station are North District Community Centre and Town Hall. There are also Cheung Wah Community Hall, Luen Wo Hui Community Hall and Wo Hing Community Hall;
- Shek Wu Hui Municipal Services Building including market, cooked food centre and library, near the Sheung Shui Station, was completed in 1994;
- A market complex cum residential development at a site in Luen Wo Hui along Sha Tau Kok Road was completed in 2002 to replace the ex-Luen Wo Hui market; and
- Fanling South Government Complex (Figure 13) including Wo Hing Community Hall, an integrated family service centre and a district elderly community centre cum integrated home care services team, was completed in 2014.

Recreation and Open Space

The hills and mountain ranges of the hinterland form a unique backdrop of the New Town, providing both visual relief and identity. About 88 ha of land has been reserved for local and district open space uses including both active and passive recreational activities within the Fanling/Sheung Shui New Town.

The North District Sports Ground (Figure 14) is a major active recreation centre in the area, and the complex includes a sports ground, swimming pool and a number of ball courts suitable for basketball, volleyball and tennis. The North District Park (Figure 15) is a key open space area for the New Town. The park covers an area of about 8 ha featuring an ornamental lake, garden setting and children playing area located to the west of Fanling Wai. Other major open spaces and recreational facilities include the Wo Hing Sports Centre, Po Wing Road Sports Centre, and Sheung Shui Swimming Pool, etc.



Figure 14: North District Sports Ground



Figure 15: North District Park

Transport

There have been major improvements in both public and private transport links between the New Town and other parts of the New Territories and the main urban areas. Public transport interchange facilities have been provided at Shek Wu Hui, Luen Wo Hui and areas adjacent to the Fanling and Sheung Shui railway stations. In order to promote the use of public transport facilities, provision for the park-and-ride facility has been introduced at the Sheung Shui Station.

Railway

To relieve the heavy volume of commuters at the Lo Wu crossing and to cater for the increasing cross-boundary traffic demand, the Sheung Shui to Lok Ma Chau Spur Line (one of the East Rail Extension Lines), the second cross-boundary railway between Hong Kong and Shenzhen, was commissioned in 2007.

Roads

The Fanling Highway is part of the strategic highway network linking Tai Po and the northern part of the New Territories. The highway network connects major town centres in the New Territories, including Sha Tin, Tai Po, Fanling/Sheung Shui and Yuen Long, over a wider area. It also provides linkage to cross-boundary facilities and local or distributor roads.

Future Development

Development work within the Fanling/Sheung Shui New Town has largely been completed. Future planned developments mainly include:

- Tai Tau Leng Roundabout and So Kwun Po Interchange Improvement;
- Planned public housing developments at Jockey Club Road, Ching Hiu Road, junction of Castle Peak Road – Kwu Tung and Fan Kam Road (near Tai Tau Leng), Po Shek Wu Road, Fanling/Sheung Shui Planning Areas 4, 17, 30 and 48 (Figure 16);
- New Territories East Cultural Centre; and
- Expansion of Shek Wu Hui Sewage Treatment Works; and Potential housing sites at Fan Garden, Po Shek Wu Road and junction of Castle Peak Road.

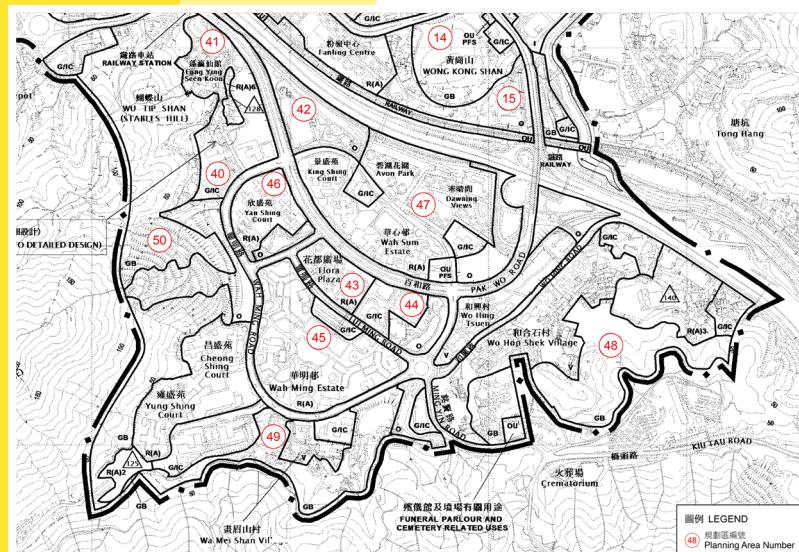


Figure 16: Location of Fanling/Sheung Shui Planning Areas

2. Kwu Tung North New Development Area Geographical Context

The Kwu Tung North (KTN) New Development Area (NDA) (Figures 17 to 19) covers about 447 ha of land. It is located to the northwest of the existing Fanling/Sheung Shui New Town and to the west of the Fanling North (FLN) NDA.

The Area is generally bounded by Shek Sheung River in the east, Castle Peak Road and Fanling Highway in the south, Tit Hang in the west and Tai Shek Mo (Crest Hill) in the north.

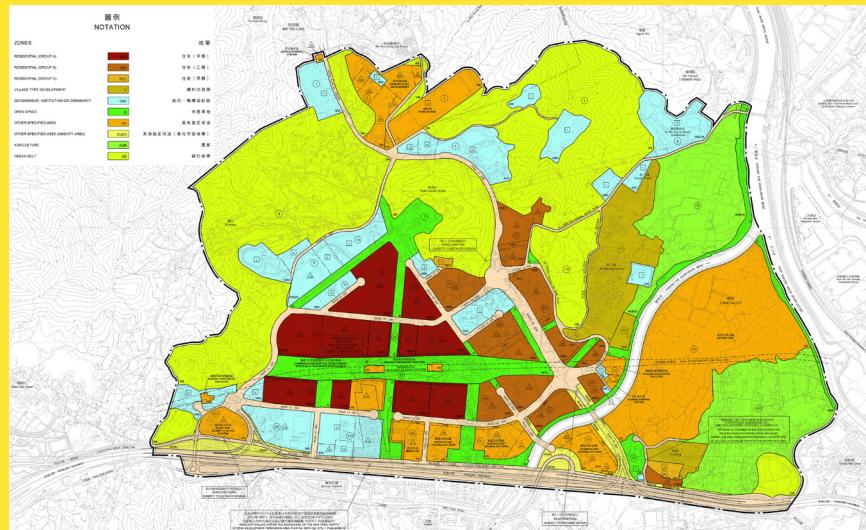


Figure 17: Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4



Figure 18: Kwu Tung North New Development Area

Fanling / Sheung Shui, Kwu Tung North and Fanling North

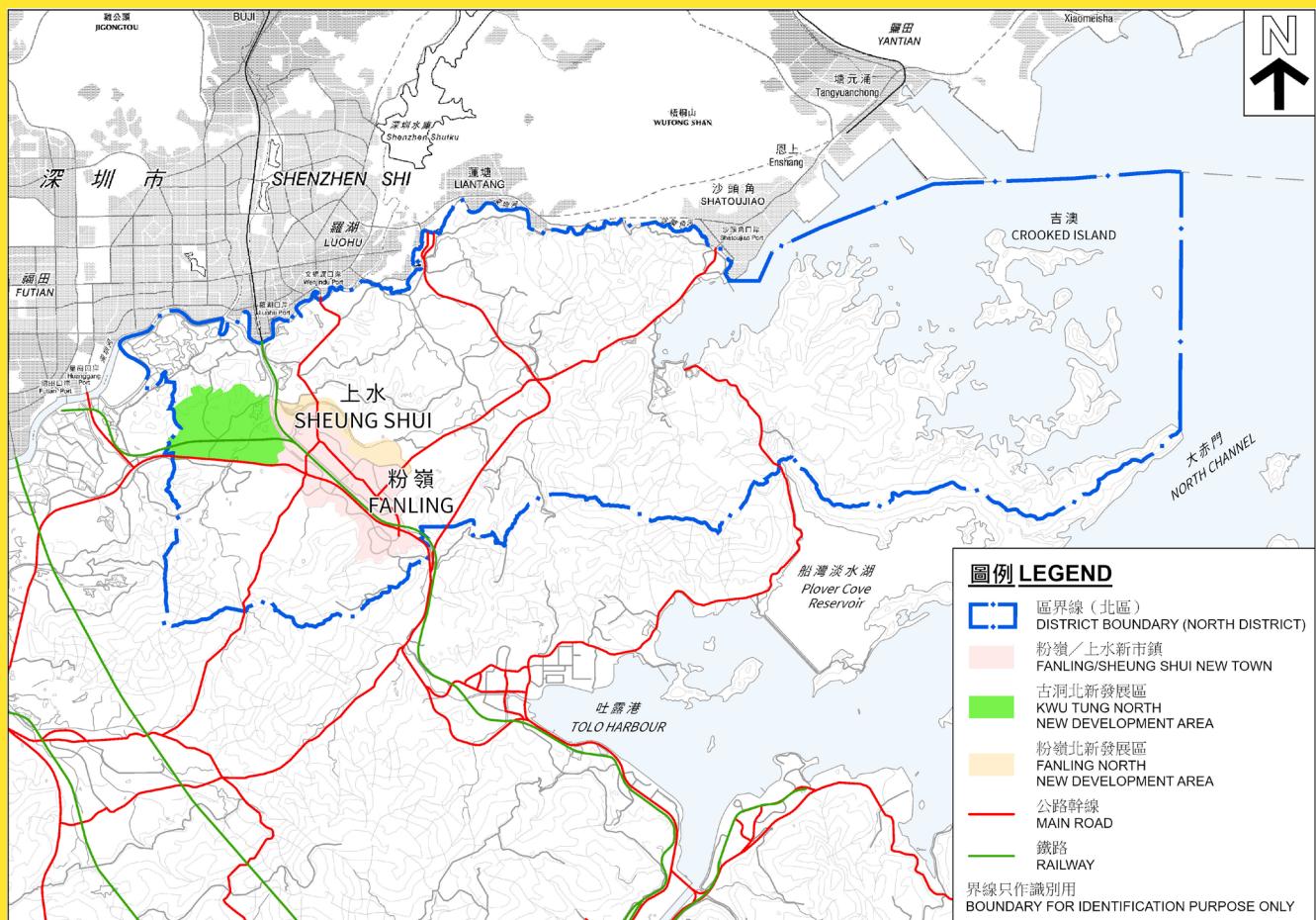


Figure 19: Location of Kwu Tung North New Development Area

Planning Concept

Mixed Development Node

Capitalising on its strategic location in proximity to the railway link, highways and the existing Border Check Points, and respecting the rich natural and ecological resources within the NDA, the KTN NDA is planned to be developed as a 'Mixed Development Node' (Figure 20) with a mix of residential, commercial, agricultural uses as well as retail and services, community and government facilities and land for natural and ecological conservation.



Figure 20: Artist impression of a "Mixed Development Node" of Kwu Tung North

Respecting Nature and Integrating Urban and Rural Uses

The existing landscape resources such as Long Valley, Sheung Yue River, Shek Sheung River, the hillslope of Fung Kong Shan, the fung shui woodland to the west of Ho Sheung Heung and the natural ridgelines to the west and north have been respected and retained in the urban design of the KTN NDA. The ecologically important Long Valley has been designated as a nature park and will be enhanced to become a major green space contributing to a quality living environment for the NDAs. An extensive area of about 83 ha (including 37 ha of land in Long Valley Nature Park (LVNP) (Figure 21) and 46 ha in the "Agriculture" ("AGR") zone to the north and south of the LVNP) have been reserved for agricultural use in the midst of the future NDA. These could preserve the existing rural character, contribute to a diversified townscape and quality living environment, and enhance integration of urban and rural uses. The Government will introduce a special agricultural rehabilitation scheme to further assist and facilitate relocation of the affected farmers.



Figure 21: Long Valley Nature Park

Promoting Green Transportation and Connectivity

To reduce carbon emission and pursue a greener living environment, a compact city form is adopted in the KTN NDA with a majority of the new population concentrated near the proposed Kwu Tung Station and public transport interchanges (PTIs). The primary distributors and main district distributors to the NDA are planned at the periphery of the town centre to minimise noise and air pollution to the future residents. Green neighbourhood and building design should be adopted in the future development of the sites.

A comprehensive pedestrian walkway system and cycle track network is planned within the KTN NDA to minimise road traffic and carbon emission, as well as to ensure good connectivity between the proposed major activity nodes, proposed development sites and existing recognised villages of Ho Sheung Heung and Yin Kong, and to connect KTN NDA with the FLN NDA, Kwu Tung South and Fanling/Sheung Shui New Town. This would promote the shared use of community, recreational and commercial facilities, and enhance employment opportunities within the local district.

Transit Oriented Development

The proposed Kwu Tung Station on the Sheung Shui to Lok Ma Chau Spur Line and the proposed Northern Link in the centre of KTN NDA provides a significant opportunity to promote rail-based transit oriented development. Major developments and population should be planned within a walkable distance from the proposed railway station to maximise the use of rail transport, thus promoting energy efficiency and minimising carbon emissions.

Socially Integrated Community

To achieve a balanced population profile, a mix of housing land has been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. Sufficient land has been designated for commercial, retail and various GIC uses to create new jobs for the communities. The various GIC facilities, such as the new government offices and community complex, polyclinic, swimming pool complex, and open spaces to be provided within the KTN NDA could also serve the wider communities.

Sustainable and Quality Living Environment

The planning and design for the KTN NDA adopts a sustainable development approach, balancing the housing, employment, community and conservation needs, and encompassing the economic, social and environmental considerations. Various urban design and greening features have been incorporated in the layout to achieve a quality living environment. Higher priority has been accorded to “sustainable design” and “social consideration” in the design.

Development in Kwu Tung North New Development Area

In planning the development of the KTN NDA, suitable sites have been reserved for various types of land uses including residential, commercial, industrial, open space and the provision of different types of community and infrastructural facilities to meet the needs of the population.



Figure 22: Hau Ku Shek Ancestral Hall

Population and Housing Mix

According to the Hong Kong 2021 Population Census, the population of the Area was about 6 700 persons. The planned new population in the Area will be about 131 600. The first intake of population for the KTN/FLN NDA has commenced in 2022. The planned new flat distribution of the KTN NDA is around 62:38 between public (including public rental housing and subsidised sale flats) and private permanent housing.

Village Type Development

The existing recognised villages, i.e. Ho Sheung Heung in Area 17 and Yin Kong in Area 37 will be retained and zoned as "Village Type Development" ("V") in the Kwu Tung North OZP for Small House developments by indigenous villagers. The existing Hau Ku Shek Ancestral Hall (Declared Monument) (Figure 22) is protected under the Antiquities & Monuments Ordinance, Hung Shing Temple and Pai Fung Temple (Grade 3 historic building) and Sin Wai Nunnery (Grade 3 historic building) in the "V" zone of Ho Sheung Heung will remain unaffected by the NDA project. In order to ensure that any future development or redevelopment within the "V" zone will retain a village character, a maximum building height of 3 storeys (8.23 metres) or the height of the existing building, whichever is the greater, is imposed.

粉嶺/上水、古洞北及粉嶺北



Figure 23: Artist impression of the proposed Kwu Tung Station with the Town Park and comprehensive development

Retail Activities

Pedestrian shopping streets and terraced podium design are planned in the town core and along major open spaces in the NDA. Continuous shop frontage and provision of a mix of commercial and leisure facilities along the shopping streets would enhance the vibrancy and vitality of the areas whilst the terraced podium design would ensure coherent built form and enhance the pedestrian environment at street level.

The KTN NDA (Figures 23 to 25) will offer new floorspaces to various commercial, office, retail and services (with a total gross floor area of about 333 700 square metres (m²)).



Figure 24: Artist impression of Commercial zone in Kwu Tung North New Development Area

Fanling / Sheung Shui, Kwu Tung North and Fanling North



Figure 25: Location of KTN NDA Planning Areas

Major Community Facilities

The major existing GIC facilities under the "Government, Institution or Community" ("G/IC") zone include the existing Lo Wu Correctional Institution in Area 6 and the Lo Wu Saddle Club in Area 17. Major planned facilities including a government office and community complex with government offices, a district library, a sports centre, a community hall and various social welfare facilities, as well as the Multi-welfare Services Complex will be located in Area 29.

Other facilities in the Area include a district police headquarter in Area 9, a cluster of recreational and sports/leisure related facilities in Area 10 near Fung Kong Shan, a fire station cum ambulance depot in Area 4 and two service reservoirs in the hilly terrain in Area 5. **Six** primary schools and **four** secondary schools are planned in close proximity to residential developments to allow convenient access to students.

粉嶺/上水、古洞北及粉嶺北

Recreation and Open Space

The landscape design framework for the KTN NDA (Figure 26) gives emphasis to creating an integrated landscape system which links the future developments with the existing landscape resources and the riverside promenades along the western side of Sheung Yue River and Shek Sheung River.

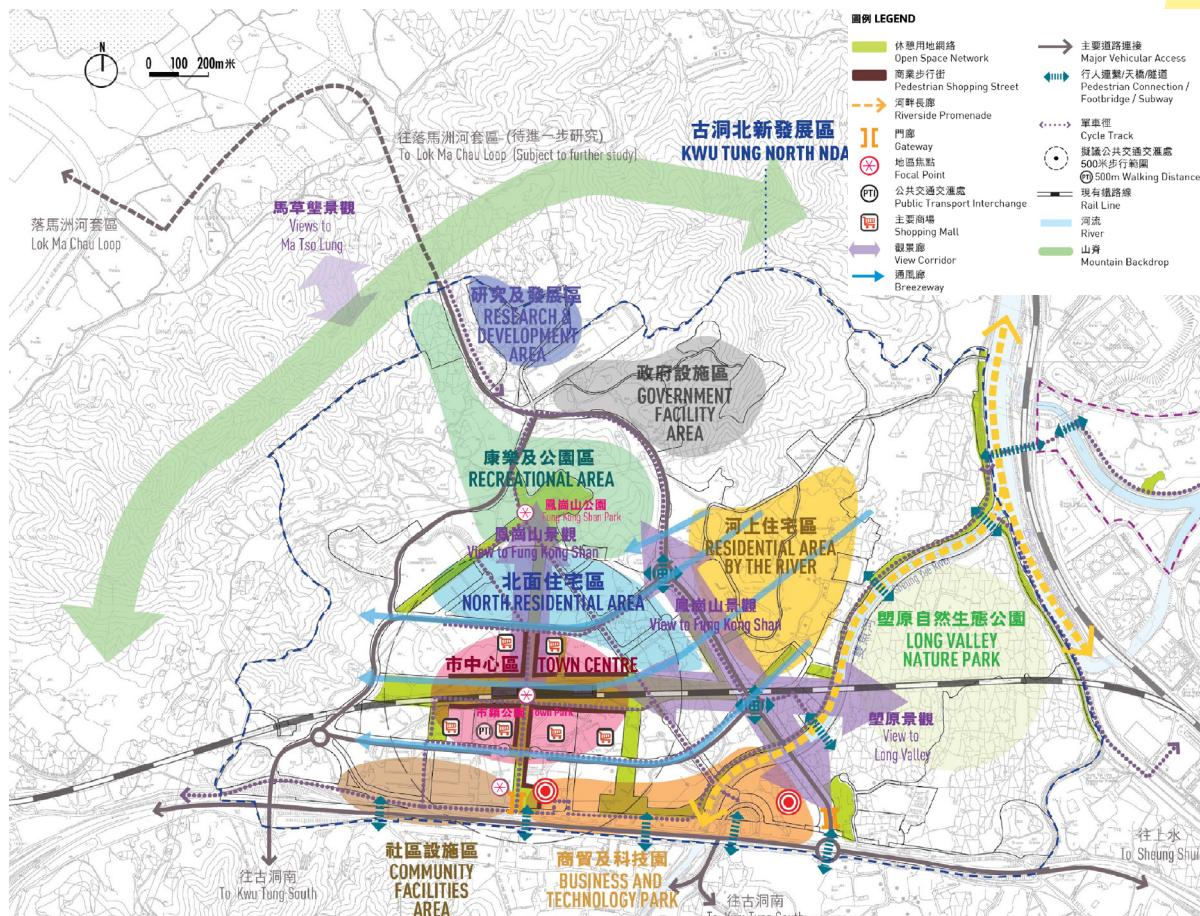


Figure 26: Urban Design and Landscape Framework of Kuw Tung North New Development Area (Source: North East New Territories New Development Areas Planning and Engineering Study completed in 2013)

The major elements of the landscape framework are the Town Plaza, Fung Kong Shan Park and the riverside promenades. They serve as major green recreation cores in the framework linking the open spaces with green corridors. These landscape areas will definitely contribute to the improvement of quality of life for the high density developments of the Town Centre and North Residential Area.

Major and secondary green corridors are designed in the form of tree avenues, boulevards, pedestrian streets and green walkways which make the KTN NDA visually cohesive in terms of the continuity of tree and shrub planting and allow where possible continuous and safe pedestrian access throughout the NDA.

The landscape framework also aims to maximise the integration of natural elements in the future urban fabric such as tree, shrub planting, and lawn areas in addition to high quality hard landscape elements such as feature paving, lighting and street furniture, and sculptural elements such as landmark, sculptures and water features.

Fanling / Sheung Shui, Kwu Tung North and Fanling North

Transport

KTN NDA will be connected with different parts of Hong Kong and surrounding areas by a comprehensive road network. The major road networks within the NDA include trunk roads, district distributors and local distributors (Figure 27).

Three PTIs will be provided in the KTN NDA to provide bus/Green Minibus services, taxi pick-up and drop-off bays, as appropriate.

Railway

The proposed Kwu Tung railway station on the Lok Ma Chau Spur Line, extending from the Sheung Shui Station westwards to the Lok Ma Chau Terminal, provides convenient mass transit link between KTN NDA and other parts of the territory. The proposed Northern Link connecting the West Rail Kam Sheung Road Station to the proposed Kwu Tung railway station is planned by the Government.

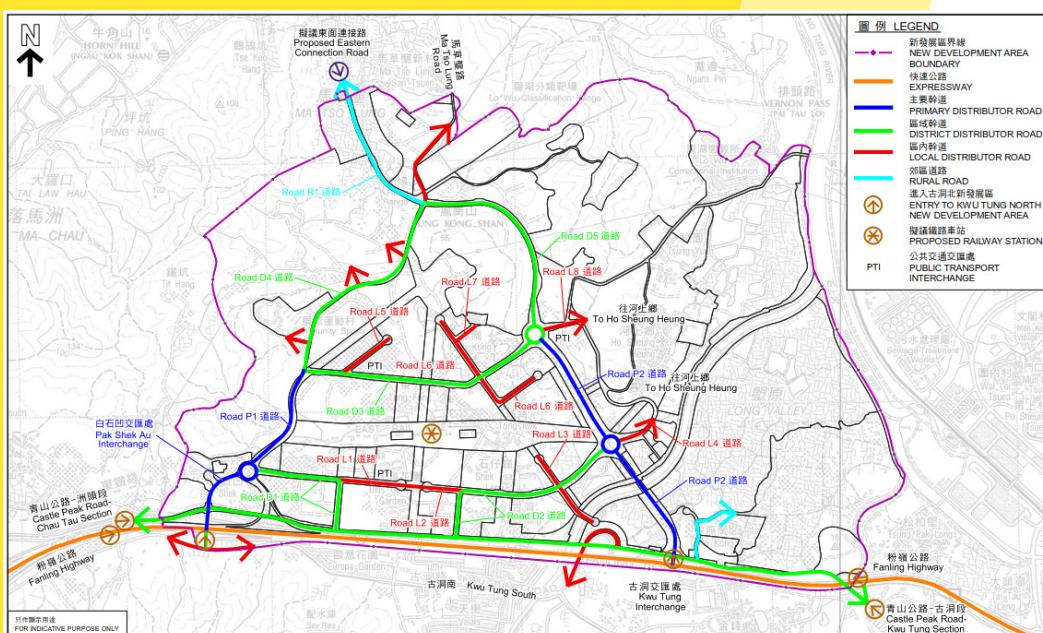


Figure 27: Transport Network of Kwu Tung North New Development Area
(Source: Explanatory Statement of the KTN Outline Zoning Plan S/KTN/3)

Ma Tso Lung Land Use Feasibility Study

Ma Tso Lung (MTL) is situated at the north of KTN NDA. Given the development of Hong Kong-Shenzhen Innovation and Technology Park (HSITP) at the Loop to its north-west and the nearby roads under planning, the Civil Engineering and Development Department and the Planning Department jointly commissioned the MTL land use feasibility study (MTL Study) in October 2022 to explore development potential in the MTL area and adjacent sites within KTN NDA and North District. Under the MTL Study, the development potential of the northern part of KTN NDA is being reviewed and four sites in the southern part of KTN NDA currently zoned “Other Specified Uses” (“OU”) annotated “Mixed Use” or “Business and Technology Park” are also being reconsidered for alternative uses. These sites are being evaluated for potential compatible land uses to better align and collaborate with the evolving planning vision of the Northern Metropolis.

3. Fanling North New Development Area Geographical Context

The Fanling North (FLN) New Development Area (NDA) (Figures 28 to 30) covers about 165 ha of land. The Area is generally bounded by Sheung Shui Wa Shan and Cham Shan in the north, Ma Wat River in the east, Ma Sik Road and Tin Ping Road in the south, a section of Ng Tung River in the southwest, and Sheung Yue River in the west.

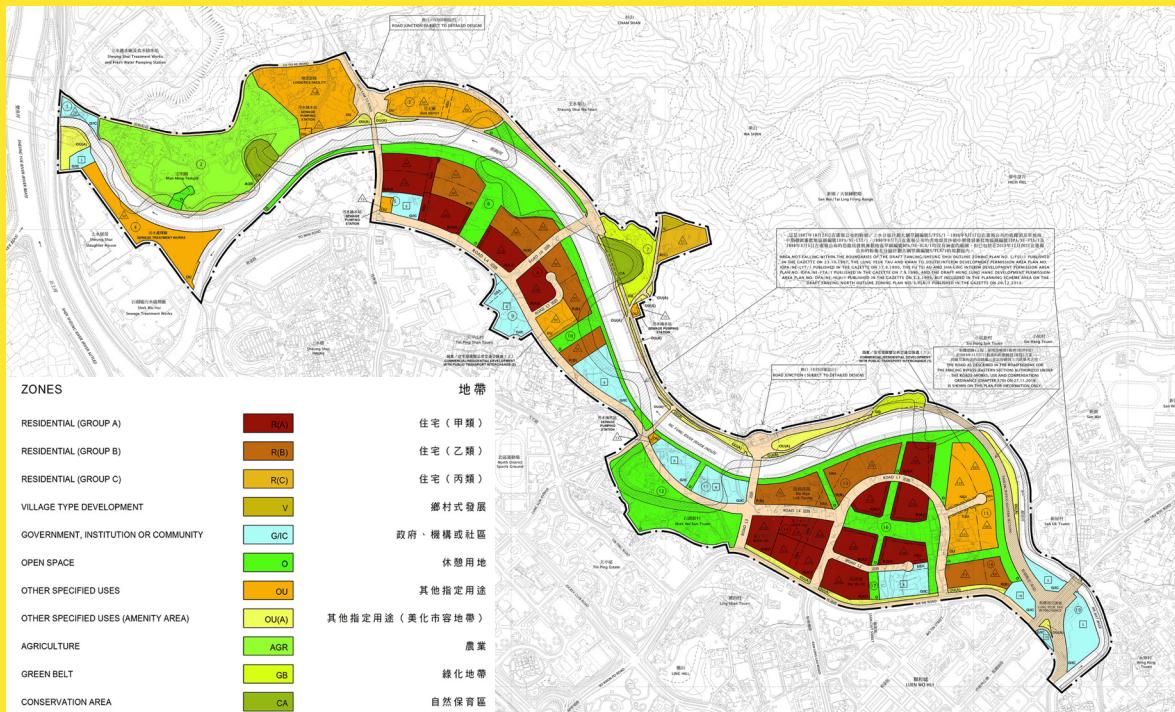


Figure 28: Approved Fanling North Outline Zoning Plan No. S/FLN/4

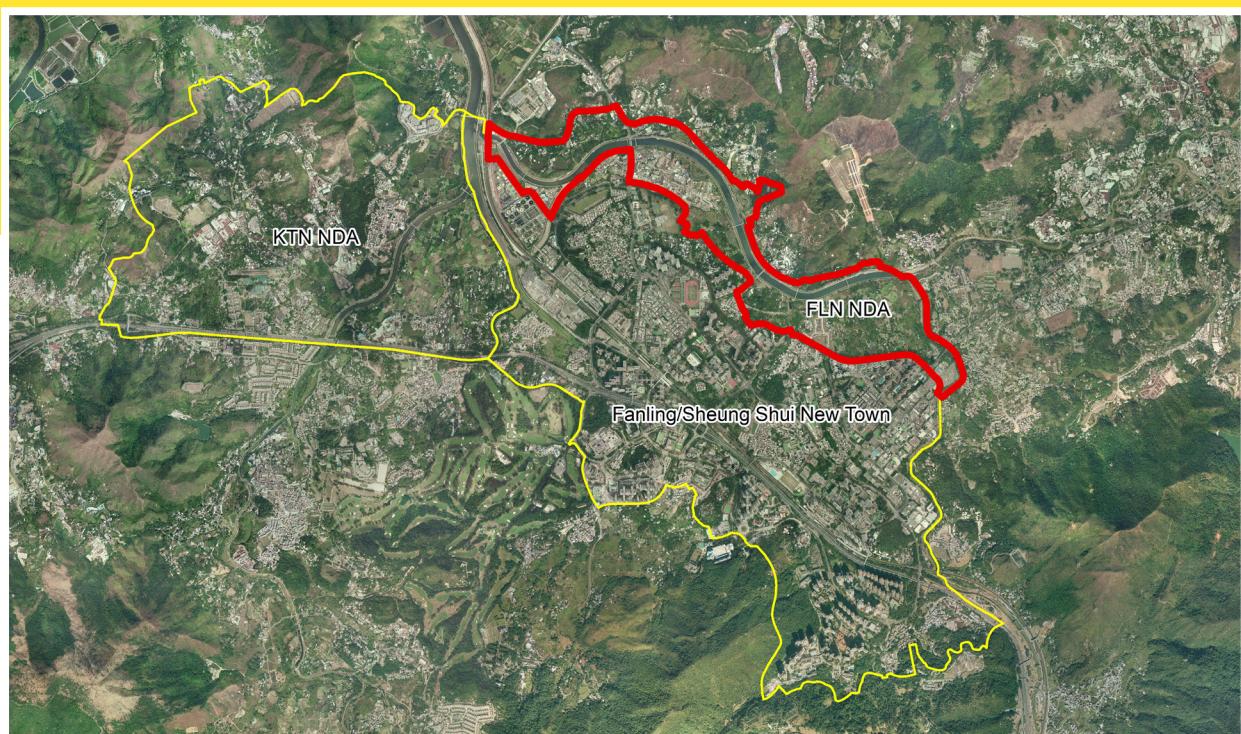


Figure 29: Fanling North New Development Area

Fanling / Sheung Shui, Kwu Tung North and Fanling North

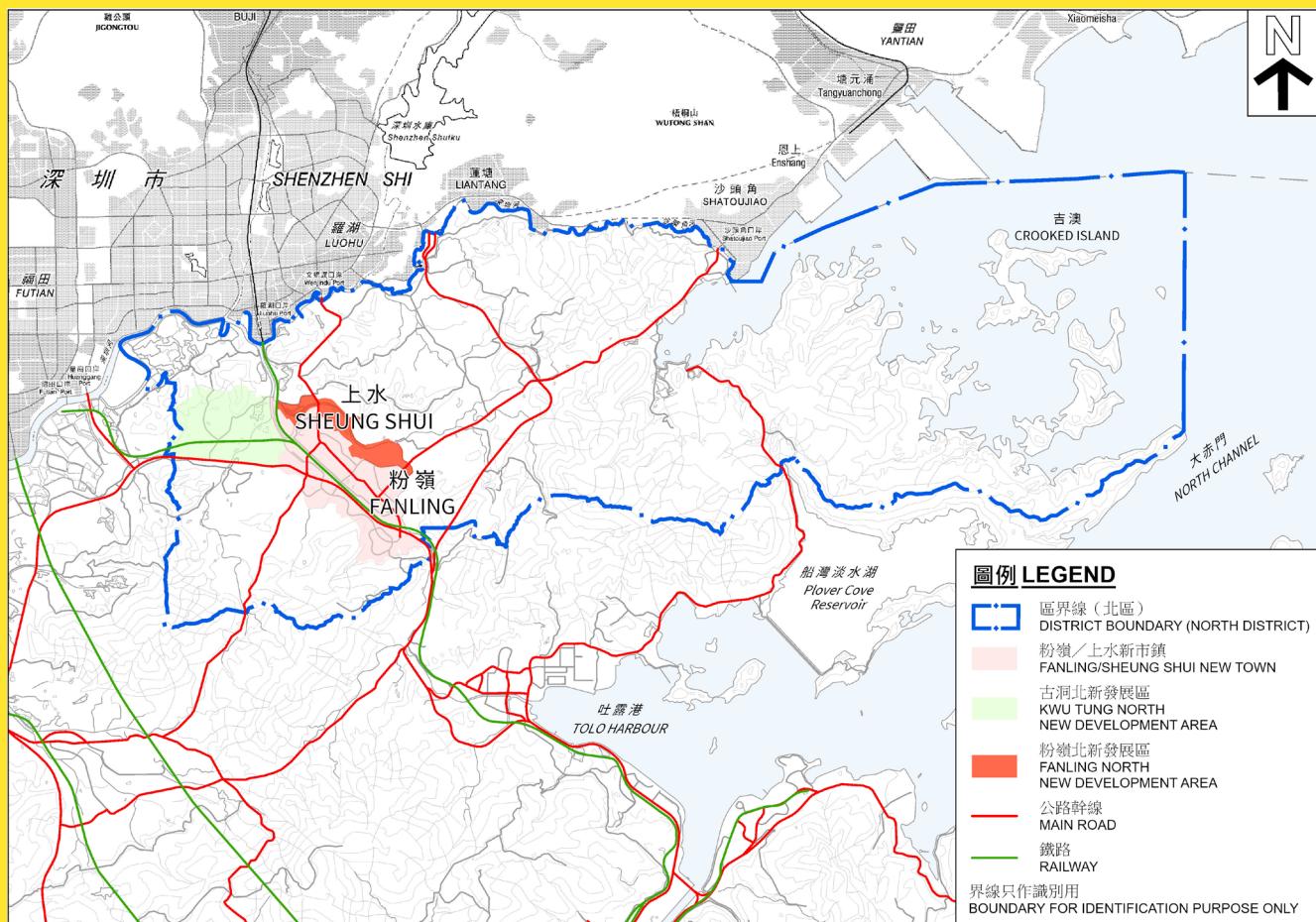


Figure 30: Location of Fanling North New Development Area

Planning Concept

Located right next to Ng Tung River with a succession of grassy, hilly terrain to the north, the FLN NDA (Figure 31) would be developed as a ‘Riverside Community’ making the best use of its riverside setting, beautiful scenery and hilly backdrop to create a comfortable living environment with a mix of residential, commercial and agricultural use as well as retail and services, community and government facilities. Adjoining the northern part of the Fanling/Sheung Shui New Town, the FLN NDA, together with the KTN NDA, will become extensions of the existing new town to form the FL/Sheung Shui (SS)/KT New Town, in which the existing and new facilities and open spaces could be shared by the residents as a whole.

To take advantage of the geographical proximity of the FLN NDA to Fanling/Sheung Shui New Town, a comprehensive pedestrian walkway system and cycle track network is planned to connect FLN NDA with the Fanling/Sheung Shui New Town. Apart from enhancement of the physical linkages, visual links and recreation linkages are integrated into the urban design. These would promote green transport, shared use of facilities and interactions between the new and old communities.



Figure 31: Artist impression of Fanling North New Development Area

The planning and design for the FLN NDA adopts a sustainable development approach, balancing housing, employment, community and conservation needs, and encompassing economic, social and environmental considerations. Various urban design features have been incorporated in the layout to achieve a quality living environment. Higher priority has been accorded to “sustainability design” and “social consideration” in the design.

Ng Tung River and the natural ridgelines to the north have been respected in the layout design of the FLN NDA. About 12.5 ha of agricultural land has also been conserved in the future NDA.

Development in Fanling North New Development Area

In planning the development of the FLN NDA, suitable sites have been reserved for various types of land uses including residential, open space and the provision of different types of community and infrastructural facilities to meet the needs of the population.

Population and Housing Mix

According to the Hong Kong 2021 Population Census, the population of the Area estimated by Planning Department was about 700 persons. The planned new population in the Area will be about 95 100. The first intake of population for the KTN/FLN NDA has commenced in 2022. The distribution of new housing units in the FLN NDA is around 73:27 between public (including public rental housing and subsidised sale flats).

Major Community Facilities

The major GIC uses in the FLN NDA include the site in the southeastern end of the area (i.e. Area 19) designated for reprovisioning the existing North District Temporary Wholesale Market for Agricultural Products and On Lok Mun Street Playground. A cluster of social welfare, sports/leisure related facilities, and a government clinic are reserved in Area 11. Primary and secondary schools will be provided within the Area to meet the needs of the population.

Retail Activities

Besides public and private housing development, there are also different types and amount of commercial facilities, including retail and dining facilities on the lower floors of residential developments.

The FLN NDA will offer new floorspaces to various commercial, retail and services and provide about 15 100 new employment opportunities.



Figure 32: Riverside Promenade along Ng Tung River in Fanling North New Development Area

Recreation and Open Space

The landscape design framework for the FLN NDA gives emphasis to creating an integrated landscape system which links the future developments with the existing landscape resources and the riverside promenade along Ng Tung River (Figure 32).

粉嶺/上水、古洞北及粉嶺北

The major elements of the landscape framework (Figure 33) are the Central Park and the riverside promenade. They serve as major green civic and recreation cores in the framework linking the open spaces with green corridors. These landscape areas will definitely contribute to the improvement of quality of life for the high-density developments of the district nodes.

The landscape framework also aims to maximise the integration of natural elements in the urban fabric such as tree, shrub planting, and lawn areas in addition to high quality hard landscape elements such as feature paving, lighting and street furniture and sculptural elements such as landmark, sculptures and water features. The mitigation meanders to the north of Fung Kai Schools would be retained and incorporated in the design of the regional open space along Ng Tung River as an important landscape feature.

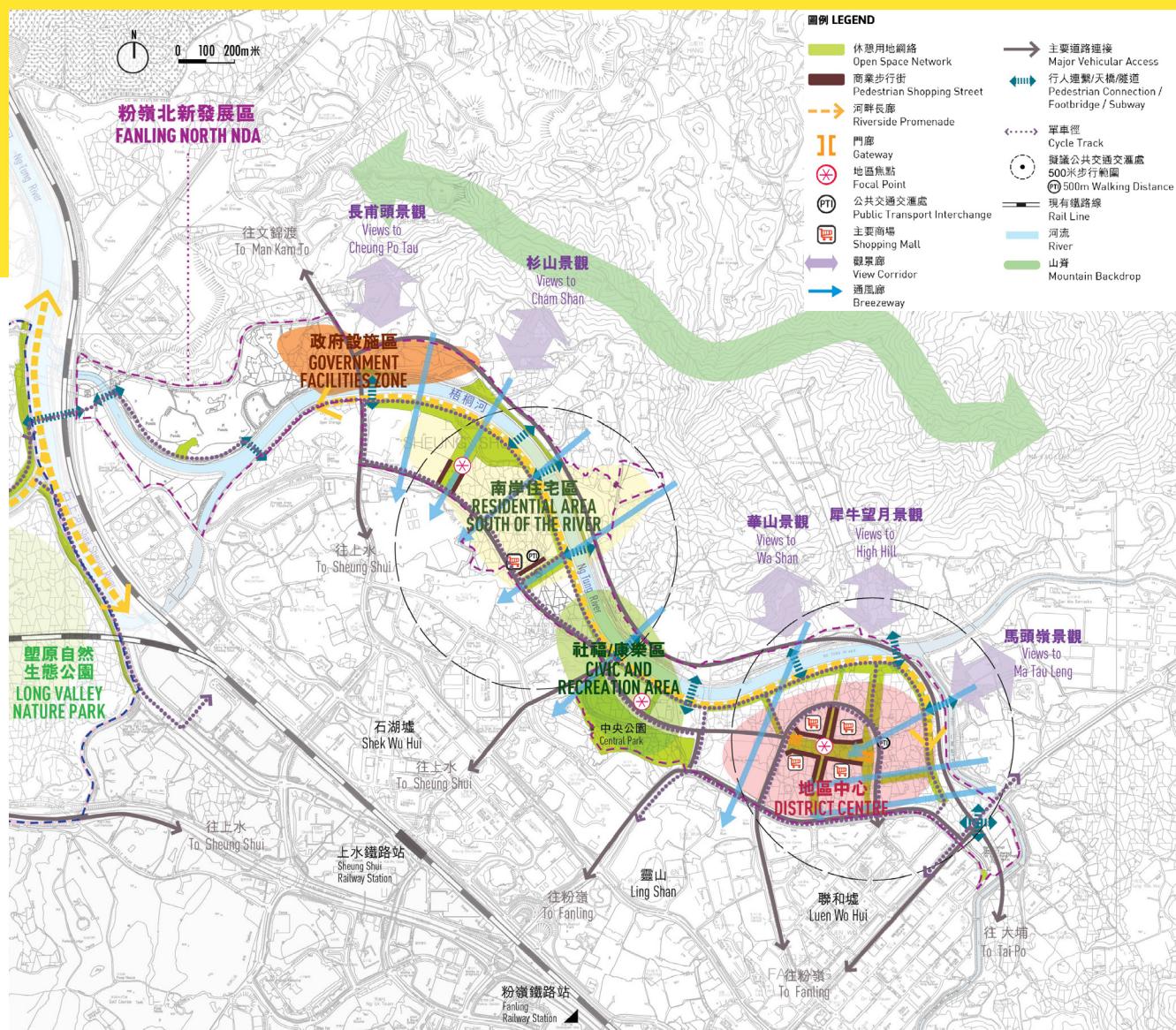


Figure 33: Urban Design and Landscape Framework of Fanling North New Development Area

Fanling / Sheung Shui, Kwu Tung North and Fanling North

Transport

The Area will be connected with different parts of Hong Kong and surrounding areas by a comprehensive existing and planned road network (Figure 34). The major road networks within the NDA include primary distributors, district distributors and local distributors.

New public transport interchanges will be provided within the FLN NDA to provide public transport services including bus/green minibus services. Taxi stands may also be provided in the public transport interchanges.

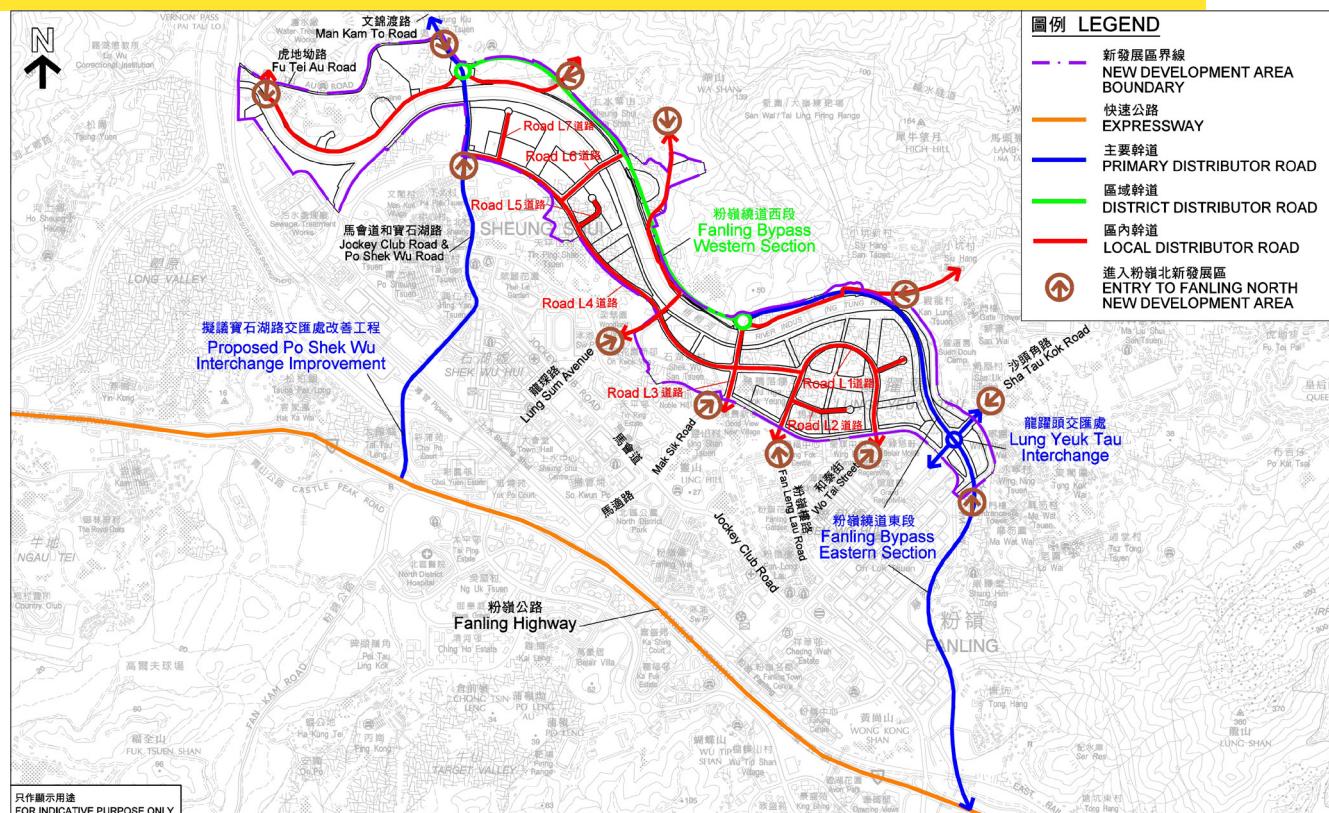


Figure 34: Transport Network of Fanling North New Development Area

Kwu Tung North/Fanling North New Development Area

Implementation

To achieve an early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities, an implementation programme with proper phasing and packaging of works for the NDA development has been formulated. The site formation and engineering infrastructure works of the First Phase and Remaining Phase commenced in 2019 and 2024 respectively and scheduled for completion in 2026 and 2031. The first population intake of the NDA took place in the FLN NDA in 2022 and that in the KTN NDA is expected to be 2026.

Looking Ahead

In the past several decades, the Fanling/Sheung Shui areas have been developed from primarily a rural market town to a strategic New Town with a full range of facilities. Planning of New Town will continue to reflect the aspirations of the community in respect of physical development, environmental concerns and sustainability. The KTN/FLN NDA will be the extensions of Fanling/Sheung Shui New Town to form the FL/SS/KT New Town to provide a mix of housing, jobs, infrastructures and community facilities. The new generation New Town will integrate urban and rural land use with nature, create people-oriented communities and provide a sustainable living environment.

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