

**FANLING NORTH
OUTLINE DEVELOPMENT PLAN No. D/FLN/1
EXPLANATORY STATEMENT**

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on 17.10.2013**

**Studies & Research Section
Planning Department**



Fanling North Outline Development Plan
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Explanatory Statement

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Explanatory Statement

1. Background

- 1.1 The **Territorial Development Strategy Review** in 1990s first identified that there was potential for strategic growth in the North East New Territories (NENT). The **Planning and Development Study on NENT** commissioned in 1998 identified Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) as suitable for New Development Areas (NDAs) development.
- 1.2 The **Hong Kong 2030: Planning Vision and Strategy**, promulgated in 2007, recommended to proceed with the KTN, FLN and PC/TKL NDAs as well as the Hung Shui Kiu NDA to address the long-term housing demand and provide employment opportunities. Following the announcement of the development of the NDAs as one of the ten major infrastructure projects for economic growth in the 2007-08 Policy Address, the **NENT NDAs Planning and Engineering Study** (the NENT NDAs Study) was commissioned jointly by the Civil Engineering and Development Department and the Planning Department in June 2008 with a view to formulating a planning and development framework for the implementation of the FLN NDA, with others, in the NENT.
- 1.3 The NENT NDAs Study adopted a three-stage public engagement (PE) programme to facilitate public discussions and foster consensus building. Taking into account the public views and the planning and technical assessments, the Recommended Outline Development Plans (RODPs) for the KTN and FLN NDAs were revised and finalised under the NENT NDAs Study and were promulgated on 4 July 2013.
- 1.4 Under the revised RODPs, the KTN and FLN NDAs would be developed as extensions to the Fanling/Sheung Shui New Town to form the Fanling/Sheung Shui/Kwu Tung (FL/SS/KT) New Town, which will have a total population of about 460,000 upon full development¹. The FL/SS/KT New Town will be an integrated community with wide-ranging commercial, retail, community, recreational and cultural facilities as well as employment opportunities serving the larger population.

¹ These include a total population of about 105,500 from KTN NDA, a total population of about 71,400 from FLN NDA and the rest from Fanling/Sheung Shui New Town.

2. Objectives and Authority of the Plan

- 2.1 The Outline Development Plan (ODP) is a departmental plan which serves to provide a comprehensive planning framework to guide the future development of FLN NDA in an integrated and co-ordinated manner by giving a comprehensive picture of the proposed land use patterns and major infrastructures within the area. It provides the basis for the preparation of an Outline Zoning Plan (OZP) and more detailed layout plans for the area, the planning for Government works, site reservation for open space, Government, Institution or Community (G/IC) facilities, transport and other infrastructures, public and private housing, commercial and other development proposals, and the detailed design and implementation of the engineering works.
- 2.2 Formulated on the basis of the revised RODP of FLN NDA prepared under the NENT NDAs Study which was endorsed by the Committee on Planning and Land Development (CPLD) on 21 March 2013, the proposed land use patterns and development parameters of the ODP generally follow those of the revised RODP, except for the amendments made in response to the conditions of Director of Environmental Protection's approval of the EIA report on NENT NDAs on 18 October 2013². The domestic and non-domestic gross floor areas (GFAs) and plot ratios (PRs) and housing provision of individual sites provided under the ODP are generally the same as those provided under the revised RODP, except the slight reduction in the total domestic GFAs due to the removal of a residential site in the NDA due to its ecological value, and there are no implications on the overall development potential of the Area.
- 2.3 In formulating the ODP, refinements have been made to the layouts to provide spaces for supporting transport and utility facilities, slopes and amenity, and to enhance the greening and open space network. Opportunities have also been taken to designate more land for government reserve and incorporate minor refinements.
- 2.4 The ODP shows greater details of layout of roads, ingress/egress points, footpath and cycle track network, development sites, utility reserves infrastructures and public transport, G/IC and open space facilities, and the urban design and landscape framework (such as non-building areas (NBA), pedestrian shopping streets, visual corridors and breezeways) when compared with the revised RODP.
- 2.5 All development and redevelopment in the FLN NDA should conform with the statutory requirements of the relevant statutory plan. Given

² The alignment of Fanling Bypass Western Section was shifted toward Ng Tung River and the previously proposed residential development on the mitigation meander at Sheung Shui Wa Shan was deleted to avoid any direct impact on the meander. The meander would be retained and was rezoned to "Conservation Area" and the surrounding buffer area to "Green Belt" under the ODP.

that the OZP shows only the broad principles of development, broad land use zonings and major transport network within the planning scheme area, although the ODP has no statutory effect, the proposed land use zonings, planning intentions and planning requirements stipulated under the ODP should generally be followed in land transactions and allocations where Government is in a position to determine the user of the land by means of sale of Government land or lease modification. The ODP together with the OZP would serve as the basis for the forthcoming lease modification applications (including in-situ land exchange) subject to specified criteria under the enhanced Conventional New Town Approach for the FLN NDA. These criteria will ensure that such applications can allow early delivery of housing land without compromising comprehensive planning and balanced development, as well as safeguarding fair treatment to tenants/occupants. These applications should be confined to sites planned for private development on the ODP.

- 2.6 The ODP No. D/FLN/A was first circulated for comments by relevant bureaux/departments on 11 September 2013. On 17 October 2013, the ODP No. D/FLN/A, incorporated comments from relevant bureaux/departments, was approved by the CPLD with minor refinements. The approved ODP re-numbered as D/FLN/1 was adopted by the Secretary for Development on 20 December 2013.

3. The Planning Scheme Area

Location and Coverage

- 3.1 The Planning Scheme Area (the Area) of the Plan covers about 165 ha. Encompassing the floodplain alongside the trained Ng Tung River (River Indus), it is located immediately to the north of the existing Fanling/Sheung Shui New Town and to the east of the proposed KTN NDA (**Plan 1**). As extensions of the new town, FLN NDA and the KTN NDA would be integrated with the existing new town area in Fanling/Sheung Shui to form the FL/SS/KT New Town.
- 3.2 The Area is generally bounded by 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. The boundary of the Area is shown by a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan.

Existing Land Uses

- 3.3 Existing settlements are mainly village houses and domestic structures scattered in the areas of Fu Tei Au, Tin Ping Shan, Wu Nga Lok Yeung

and Ma Shi Po. Patches of active and inactive agricultural fields could be found at the northern part of Tin Ping Shan Tsuen, Ma Shi Po, Shek Wu San Tsuen and Fu Tei Au.

- 3.4 Container storage, container vehicle parking areas and open storage sites for storing construction materials and machineries, scrap metals and vehicle parts, etc. are concentrated along Man Kam To Road and located to the north of Fung Kai Schools.
- 3.5 Some G/IC uses could be found in the Area, including the North District Temporary Wholesale Market for Agricultural Products to the north of On Lok Tsuen, ex-Wa Shan Public School to the east of Sheung Shui Wa Shan and a CLP substation and a Water Supplies Department's raw water pumping station near Fu Tei Au.

Development Opportunities (Plan 2)

Locational Advantage

- 3.6 The Area enjoys a strategic location abutting the existing Fanling/Sheung Shui New Town to its south. Future residents of the FLN NDA will have convenient access to existing shops, services, G/IC facilities as well as public transport and existing railway and road networks in the Fanling and Sheung Shui area. At the same time, residents in the existing New Town will be able to make use of new public infrastructure, various commercial, community, recreational, open space, and social welfare facilities as well as have access to job opportunities to be provided within the Area.

Natural and Landscape Setting

- 3.7 The channelised Ng Tung River running across the Area and the green mountainous areas of Cheung Po Tau, Cham Shan, Wa Shan, High Hill and Ma Tau Leng to the north provide opportunities for planning and design of a NDA based on a "riverside community" theme with a natural green backdrop afforded by the surrounding mountains in the north.

Leisure and Recreation Potential and Cultural Heritage

- 3.8 Ng Tung River offers opportunities for providing riverside promenade and open spaces for enjoyment by residents in the New Town. A graded historic building, namely Man Ming Temple, is located in Fu Tei Au in the Area. Part of the Sheung Shui Wa Shan Site of Archaeological Interest is also located in the Area. Located to the east immediately outside the Area is the renowned Lung Yeuk Tau Heritage Trail, which links many traditional Chinese buildings and structures together with the walled villages such as Lo Wai and San Wai. Preservation of the historic building and good linkages to the heritage trail could help

incorporate the valuable historic resources into the NDA development for the benefits of future residents and visitors.

Development Constraints (Plan 2)

Environmental Constraints

- 3.9 Sheung Shui Water Treatment Works (SS WTW), which is a potentially hazardous installation (PHI), is located to the northwest just outside the Area, but its 1km Consultation Zone covers the western portion of the FLN NDA. Sheung Shui Slaughter House and Shek Wu Hui Sewage Treatment Works (SWH STW) located immediately to the northwest of the Area also impose environmental constraints to the NDA development.

Infrastructural Constraints

- 3.10 The existing 2,000mm diameter Dongjiang water mains running east-west near Fu Tei Au pose a constraint to building development.
- 3.11 Sha Tau Kok Road and Po Shek Wu Road are currently busy road corridors. Several key junctions, e.g. Po Shek Wu Interchange, are near their capacity limits.
- 3.12 The Area falls within the Deep Bay catchment and is subject to the requirement that no additional pollution load should be discharged into the Deep Bay as a result of any new proposed development. For new developments in the Area, apart from provision of proper sewage treatment facilities, measures to improve the quality of existing sewage discharge should also be required to ensure no net increase of pollution load to the sensitive Deep Bay Area.
- 3.13 Design flexibility should be allowed for the possible new rail infrastructure which is being examined in the study of “Review and Update of the Railway Development Strategy 2000” (RDS-2 Review) and may affect the NDA.

Ecologically Sensitive Area

- 3.14 Due consideration should be paid to ecological resources within and in the vicinity of the NDA, including Ng Tung River and some of the meanders, Man Kam To Road Egrettry together with its associated flight path and Siu Hang San Tsuen Stream, to avoid/minimise adverse effect on their ecological value and natural habitats.

Permitted Burial Grounds

- 3.15 Two permitted burial grounds are located immediately to the north of the Area (one to the north of Fu Tei Au Road and the other to the north of

the indigenous village of Sheung Shui Wa Shan) and they would be retained.

Flooding Risk

- 3.16 The Area is situated in a low-lying land beside Ng Tung River and subject to flooding risk. Site formation and the drainage system should be designed to minimise flooding risk to the planned developments and the nearby existing settlements.

4. Population

- 4.1 According to the 2011 Census, the existing population of the Area was about 950 persons. Upon full development, it is estimated that the total population to be accommodated in the Area will be about 71,400. First intake of population for the FLN NDA is expected to commence in 2022/23.
- 4.2 The distribution of new housing units in the FLN NDA is around 66:34 in public and private housing developments³. **Appendix 1** shows the requirements and provision of major G/IC facilities and open space within the FLN NDA for a population capacity of about 71,400.

5. Planning Themes and Urban Design and Landscape Framework

Planning Themes

- 5.1 Located right next to Ng Tung River with a succession of grassy, hilly terrain to the north, the FLN NDA 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 uses 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, would become extensions of the existing new town to form the FL/SS/KT New Town, in which the existing and new facilities and open spaces could be shared by the residents as a whole. The major planning themes adopted in planning and designing the FLN NDA are as follows:

Integration of New and Old Communities

- 5.1.1 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

³ With the KTN NDA, the overall public to private housing ratio of the two NDAs is around 60:40.

connect FLN NDA with the Fanling/Sheung Shui New Town. Apart from enhancement of 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.

Balanced and Socially Integrated Communities

5.1.2 Drawing from the past experiences of new town development, socio-economic considerations have been carefully taken into account in planning for the NDA. 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 is designated for commercial, shopping and various G/IC uses, which in turn create new jobs for the communities. The various G/IC facilities and open spaces provided within the FLN NDA could also serve the wider communities. To encourage social interaction and social activities for building up a sense of place and enhance social integration, core activity areas integrated with the open space network are proposed in the NDA.

Sustainable and Quality Living Environment

5.1.3 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. High priorities have been accorded to “sustainability design” and “social consideration”.

Environmental-friendly Design

5.1.4 To reduce carbon emission and pursue a greener living environment, a compact city form is adopted in the FLN NDA with a majority of the new population concentrated near the public transport interchanges (PTIs) which provide connections with the East Rail Stations. Comprehensive pedestrian and cycle track networks are provided within the NDA to promote walking and cycling so as to minimize road traffic and hence emission of carbon and other pollutants within the NDA. Fanling Bypass, which serves as the primary distributor and main district distributor to the Area, is planned at the periphery of the NDA to minimise noise and air pollution. Green neighbourhood and building design should be adopted in the future development of the sites.

Respecting Nature and Promoting Agriculture

- 5.1.5 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 in Fu Tei Au have also been conserved in the midst of the future NDA.
- 5.1.6 The Government has identified 160 ha of land with good potential for agricultural rehabilitation in the vicinity of the KTN and FLN NDAs, including a major cluster of about 34 ha of fallow agricultural land at Kwu Tung South. The Government would introduce a special agricultural rehabilitation scheme to further assist and facilitate relocation of affected farmers.

Urban Design Framework

- 5.2 A comprehensive planning and urban design framework optimizing opportunities afforded by the NDA and the adjoining Fanling/Sheung Shui New Town has been formulated to create a quality and green living environment and socially integrated communities for the FLN NDA. Four character areas connected by a comprehensive open space network are created within the FLN NDA, including the District Centre, Residential Area South of the River, Civic and Recreation Area, and Government Facilities Zone. Key features of the framework are discussed below and illustrated at ***Plan 3***:

Creating Nodes

- 5.2.1 In order to create a legible urban structure and enliven the Area, it is important to create strong district nodes within the FLN NDA. Two district nodes with a mix of residential use, retail, social and community facilities, PTI and public open space are planned in the eastern portion to the immediate north of the existing market town of Luen Wo Hui (i.e. the District Centre) and in the western portion to the north of Tin Ping Shan Tsuen (i.e. the Residential Area South of the River) respectively to serve as major activity nodes of the FLN NDA. To create a social and recreational hub easily accessible by future residents and existing communities in Fanling/Sheung Shui New Town, the current Shek Wu San Tsuen area, which is centrally located, will be developed into the Central Park with social welfare and recreational facilities in the vicinity, forming the civic core of the Area.

Forming a Compact City

- 5.2.2 To minimise the need for road transport thereby reducing carbon emission, high density residential developments, workplace, leisure/entertainment and public service facilities are planned

within the 500m catchments of the proposed PTIs in the two district nodes to offer the majority of future residents convenient and comfortable access to public transport and supporting retail and recreational facilities.

Connecting the Neighbourhoods

- 5.2.3 It is important to connect FLN NDA to the existing and surrounding neighbourhoods to integrate the old and new communities. Four green spines stretching from Fung Kai Secondary School, Tin Ping Shan Tsuen, Luen Chit Street and Wo Tai Street to the two district nodes have been planned to provide easy access for pedestrians between the Fanling/Sheung Shui area and the NDA. A comprehensive cycle track network is also planned with linkages to the existing cycle track network in the Fanling/Sheung Shui area and the proposed cycle track network in the KTN NDA to provide convenient connections for the local communities.

Creating a Pedestrian Friendly Environment

- 5.2.4 A strong emphasis is on providing a pedestrian friendly environment. Pedestrian footpaths are provided along the north-south running open space corridors and east-west running riverside promenade to link up the residential areas with major activity nodes and public open spaces. A cruciform pedestrian shopping street with two-storey terraces on both sides lined with retail shops, cafés and restaurants is planned in the major north-south and east-west running open space corridors in the District Centre to promote street vibrancy. Sufficient space is also reserved for amenity strips along the streets to provide a leisure walking environment.

Creating a Comprehensive Cycle Track Network

- 5.2.5 A strong emphasis is on providing a comprehensive and pleasant cycling environment. Cycle tracks are planned along the open space spines and riverside promenade along Ng Tung River to provide a more comfortable cycling environment. Cycle parking areas are proposed close to the proposed PTIs and major activity centres to facilitate the use of public transport.

Providing Leisure Spaces

- 5.2.6 High quality riverside promenade will be provided along Ng Tung River for the enjoyment of the new and existing communities in the FL/SS/KT New Town. A comprehensive network of recreation and green spaces comprises regional, district and local open spaces. The Central Park will be

conveniently located for the enjoyment of new and existing communities. Heritage features within the open space will be preserved to enhance local identity and character.

Creating an Interesting Townscape

- 5.2.7 The overall development intensity and building height profile step down towards the periphery and riverside to enhance variety in height and massing of new developments and to ensure a better integration with the adjacent rural setting. In the District Centre, development sites in the central area generally have higher building heights. The building heights then descend gradually from the centre towards the riverside. For the Residential Area South of the River, development sites along the riverside in general have lower building heights. The building heights then rise gradually from the periphery towards the central area of the district node. Different building height control zones are introduced within the development sites along the river to further enhance the stepped building height concept towards the riverside.

Enhancing Air Ventilation, Building Permeability and Celebrating Views

- 5.2.8 A comprehensive breezeway system is introduced in the Area to promote better air ventilation and urban climate. In general, the major prevailing annual wind comes from the eastern quadrant, and the prevailing summer wind mainly comes from the south-western quadrant. A number of major air paths have been incorporated in the layout of the NDA for penetration of wind which are aligned approximately in south-west to north-east and east to west directions. They include the major open space spines in the Residential Area South of the River, the low-rise “G/IC” zones and the Central Park in the Civic and Recreation Area, and the major open space spines in the District Centre. The northeast/southwest and east/west running local roads also serve as important air paths for the Area. These unobstructed air paths allow the prevailing winds to penetrate into the Area as well as the downstream Fanling/Sheung Shui area.
- 5.2.9 To reinforce the air paths formed by the open spaces and roads, NBAs of different widths are designated in various development sites to enhance penetration of the prevailing wind:
- (a) NBAs running in northeast to southwest direction are designated within some of the development sites in Areas 13 and 14 to divert wind to penetrate through these sites to the Fanling area;

- (b) 30m wide NBA running in northeast to southwest direction is designated within the development site to the east of Road L1 in Area 15 to divert wind through the east-west running shopping street to the inner parts of the FLN NDA;
- (c) 10m wide NBA and 20m wide NBA running in east to west direction are designated respectively along the southern edge of the development site in Area 16 and the northern edge of the development site in Area 17 to facilitate the penetration of wind from the east to the Fanling North NDA;
- (d) 20m wide NBA running in northeast to southwest direction is designated within the development site to the east of Man Kam To Road in Area 3 to facilitate the penetration of wind from the northeast to the Fanling North NDA; and
- (e) 30m wide NBA running in northeast to southwest direction is designated within the development in the north part of Area 9 to facilitate the penetration of wind through the Fanling North NDA to the Sheung Shui area.

5.2.10 To improve wind penetration at pedestrian street level, large and bulky podium development is discouraged in the NDA. In general, permeable podium design up to 2 storeys is to be adopted. For development sites along the pedestrian shopping street in the core of the District Centre, a 2-storey podium with terraces is to be provided in these sites to enhance vibrancy in the street level and direct downward airflow to the pedestrian level. Podium-free design is adopted in sites for pure residential development to improve wind penetration at pedestrian street level. The urban design guidelines for improving air ventilation stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) and the Technical Circular and Technical Guide on Air Ventilation Assessment should be referred to in the detailed design for the developments.

5.2.11 The riverside promenade along Ng Tung River and the Central Park provide visual and spatial relief in the Area. Meanwhile, the Central Park and the north-south running open space spines serve as major view corridors to protect the long-range views toward the green backdrop in the north. NBA is also designated within the development site at the riverside in Area 15 to maintain a wider vista to High Hill from the entrance of the major open space corridor stretching from Wo Tai Street. Open space spines perpendicular to Ng Tung River are provided to provide views to the river and enhance visual permeability of the NDA.

Landscape Design Framework

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

Landscape and Open Space Design

- 5.4 A coherent green framework would link the proposed open spaces including the Central Park and riverside promenade with the existing open spaces such as North District Park and North District Sports Ground in Fanling/Sheung Shui New Town.
- 5.5 The major elements of the landscape framework 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.
- 5.6 Major and secondary green corridors are designed in the form of tree avenues, boulevards, pedestrian streets and green walkways which make the FLN NDA visually coherent in terms of the continuity of tree and shrub planting and allow where possible continuous and safe pedestrian access throughout the NDA.
- 5.7 The landscape framework also aims to maximise the integration of natural elements in the urban fabric such as tree and shrub planting, 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.
- 5.8 The streetscape is an important part of the landscape framework of the NDA. A high quality streetscape is essential for the quality living and business environment of the FLN NDA. The roadside landscape shall therefore incorporate a tree lined avenue on both sides of the local distributor roads including Road L1, Road L2, Road L3, Road L4, Road L5, Road L6 and Road L7 wherever possible with modern and contemporary hard landscape treatments.

Open Space Provision

- 5.9 Under the ODP, 25.1 ha of open space would be provided in the FLN NDA, of which 9.7 ha are regional open space (i.e. the riverside promenade at Ng Tung River serving the wider recreational needs of the

territorial population), 11.6 ha are district open space and 3.8 ha are local open space. With the estimated total residential population of about 71,400 and worker population of about 6,500, pursuant to the HKPSG for the level of provision of open spaces⁴, 7.5 ha (7.14 ha and 0.33ha) and 7.1 ha of DO and LO respectively are required for the estimated residential and worker population in the Area. In overall terms, the open space provision can meet the HKPSG requirements. However, when considered separately, there is some shortfall in LO provision. Nevertheless, this can be made up by the LO provided within individual public and private residential developments in the NDA.

- 5.10 The open space provided in the Area would serve both the new and existing residents in the NDA and Fanling/Sheung Shui New Town and visitors. It also provides a good chance for the development of community farms, subject to further examination, in the FLN NDA in view of rising interest of Hong Kong people in hobby farming and gardening activities.

Sustainable Building Design and Greening Coverage

- 5.11 Developments in the NDA are required to comply with the Sustainable Building Design Guidelines promulgated by the Buildings Department. The guidelines on building separation, building setback and site coverage of greenery aim to achieve better air ventilation, enhance the environmental quality of our living and working space, provide more greenery and mitigate the heat island effect.
- 5.12 Concerted efforts should be made to incorporate as many greening opportunities as possible within the NDA. Making reference to the principles and guidelines on greening as provided in the HKPSG, and other government studies on green roof application and sustainable living space, greening ratios of 30% to 60%, 30% to 45% and 30% to 85% are recommended for regional open space, district open space and local open space respectively. For amenity area, a minimum greening ratio of 85% is recommended. For public road works, which include distributor roads, local roads and footbridges, minimum 10% to 15% greening ratio are recommended. For other development sites, a minimum greening ratio of 20% to 30% (depending on the site size) should be provided. Development proponents are encouraged to provide more greenery, especially at-grade tree planting, in the development sites.

6. Land Use Proposals

⁴ According to the HKPSG, 1m² DO and 1m² LO should be provided per resident. 0.5 m² DO should also be provided per worker in industrial, industrial-office, business and commercial areas.

6.1 Special Residential/ Home Ownership Scheme (“RS/HOS”): Total Area 15.4 ha

6.1.1 Nine development sites are zoned “RS/HOS”. Three sites in Areas 15 and 17 are in the District Centre while the other six sites in Areas 6 and 8 are in the Residential Area South of the River. They are located near the proposed PTIs to make good use of the public transport. These sites have been reserved for public rental housing (PRH)/HOS use or a mix of them to cater for the future demand for subsidised housing. The zoning aims to allow flexibility for provision of PRH and HOS housing within individual sites. However, a mix of PRH/HOS is desirable in particular in Areas 6 and 8 to avoid the over concentration of a single type of housing in these large housing sites in the Residential Area South of the River. The mix of PRH and HOS units within individual sites could be further considered in consultation with Housing Department (HD) upon implementation of the developments, subject to further technical assessment if necessary. However, the PRH and HOS units provided should generally maintain the public to private housing ratio for the KTN and FLN NDAs at about 60:40 to ensure a balanced and socially integrated community.

6.1.2 The planning intention of “RS/HOS” zone is primarily for high to medium-density subsidised housing development. Compatible non-residential uses including a number of commercial, social and community uses on the lowest two floors of the buildings above ground or in the purpose-designed non-residential buildings up to 5 storeys with proper design to minimize any possible adverse air ventilation impacts will be provided within some of these sites.

Area 15 (western site)

6.1.3 The “RS/HOS” site in the western part of Area 15 at the riverside is planned for pure residential development and is subject to a maximum plot ratio of 4.0 and a maximum building height of 90mPD. Podium development within this site is discouraged. A NBA is designated within this site to maintain a wider vista to High Hill from the entrance of the major open space corridor stretching from Wo Tai Street.

Area 15 (eastern site)

6.1.4 Located next to the eastern entrance of the cruciform open space spine, development in this “RS/HOS” site in Area 15 is subject to a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.5 and a maximum building height ranging from 105mPD and 125mPD. A PTI of not less than 5,000m² is proposed within this site and it will be linked up with the residential areas in the District Centre, the pedestrian

shopping street and the existing communities in Luen Wo Hui and Lung Yeuk Tau by a well-connected open space network. A 30m wide NBA running in northeast to southwest direction is designated within this site to divert wind through the east-west running shopping street to the inner parts of the FLN NDA. To form the visual focus of the east-west running pedestrian shopping street, a landmark building with retail facilities abutting Road L1 is encouraged to be developed in the southern portion of this site. To establish a more noticeable stepped building height profile towards Ma Wat River and indigenous villages in Lung Yeuk Tau, two different height bands with maximum building heights of 105mPD to 125mPD are proposed at this site. This site has been reserved for local rehousing for eligible clearerees affected by the NDA development. Social and community facilities, including two nurseries and kindergartens, a post office and social welfare facilities (a day care centre for the elderly and two residential care homes for the elderly (RCHes)) are proposed within this site to support the community since this site have a higher concentration of residential population and is in close proximity to the District Centre.

Area 17

- 6.1.5 Development in this “RS/HOS” site located next to the southern entrance of the cruciform open space spine in Area 17 is subject to a maximum domestic plot ratio of 5.0, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 105mPD to add commercial and retail uses in this gateway area. Social and community facilities, including a nursery and kindergarten and social welfare facilities (a neighbourhood elderly centre and a sub-base of integrated home care services) are proposed within this site to support the community. Podium permeability is required to facilitate wind penetration.

Areas 6 and 8 (at the riverside)

- 6.1.6 For the three “RS/HOS” sites at the riverside in the Residential Area South of the River, they are planned for pure residential developments and are subject to a maximum plot ratio of 3.5. To establish a more noticeable stepped building height profile descending towards Ng Tung River and the riverside regional open space, two different height bands with maximum building heights of 75mPD to 90mPD are proposed at the sites in Area 6. The site in Area 8 is subject to a maximum building height of 90mPD. Podium development within these sites is discouraged.

Areas 6 and 8 (abutting Road L4)

- 6.1.7 For the three “RS/HOS” sites abutting Road L4 in the Residential Area South of the River, in order to provide retail, social and community services to the new and existing

neighbourhood such as Tin Ping Shan Tsuen and Sheung Shui Heung, developments in these sites are subject to a maximum domestic plot ratio of 4.0 and a maximum non-domestic plot ratio of 1.0.

- 6.1.8 To enrich the pedestrian walking experience, commercial and retail facilities are proposed to be placed near the district open space. Pedestrian shopping street lined with retail frontage along site boundaries abutting the DO of the “RS/HOS” sites in the south-western and south-eastern parts of Area 6 is to be provided. Developments in these sites are subject to a maximum building height of 120mPD, except that a maximum building height of 5m is applicable on the edges (10m in width) abutting the DO in the east and west to provide for terraces and setting back of the first floor of podium. Area specifically for “Shop and Services” and “Eating Place” uses is designated along the site boundaries abutting the DO to ensure continuous shop frontages and the provision of commercial and leisure facilities such as café, restaurants and retail shops on the side lining the pedestrian shopping street, thus contributing to its vibrancy and character. Podium permeability is required to facilitate wind penetration. Social welfare facilities (an integrated vocational and rehabilitation service centre, a hostel for moderately mentally handicapped persons and a hostel for severely physically handicapped persons) are proposed within the site in the western part of Area 6. For the site in the eastern part of Area 6, social welfare facilities (a day activity centre, a hostel for severely mentally handicapped persons and a care and attention home for severely disable persons) are proposed.
- 6.1.9 For the “RS/HOS” site in the southern part of Area 8, developments in this site is subject to a maximum building height of 120mPD. Social and community facilities, including a nursery and kindergarten and social welfare facilities (an integrated children and youth service centre and a neighbourhood elderly centre) are proposed to support the local community.
- 6.1.10 Details of the social and community facilities proposed within these “RS/HOS” sites, including type, location, GFA, and design should be subject to further review in detailed design stage taking account of the updated circumstances.
- 6.1.11 Planning briefs setting out the planning parameters and the special design requirements of individual sites will be prepared to guide the future development in the “RS/HOS” sites. In drawing up the planning briefs, due consideration should be given to the planning circumstances in assessing whether additional social and community facilities, such as elderly

facilities pertaining to the aging population in the territory, would be required.

6.2 Residential Zone 1 (Home Ownership Scheme) (“R1(HOS)”): Total Area 1.2 ha

6.2.1 Land has been earmarked specifically for HOS use ensuring the provision of HOS to cater for the demand. One site in Area 14 is intended specifically for high density HOS development. This site is planned for pure residential development and development within the site is subject to a maximum plot ratio of 5.0 and a maximum building height of 110mPD. Podium development within these sites is discouraged. A NBA running in northeast to southwest direction is designated within this site to divert wind to penetrate through the NDA to the Fanling area.

6.2.2 Planning brief setting out the planning parameters and the special design requirements of individual site will be prepared to guide the future development in the “R1(HOS)” site.

6.3 Residential Zone 1 (“R1”): Total Area 7.1 ha

6.3.1 Four sites in the core of the District Centre (Area 16) and two sites in Area 14 in the District Centre are reserved for “R1” use which is primarily intended for high-density private residential development with compatible non-residential uses.

6.3.2 To add vibrancy and vitality, pedestrian shopping streets with two-storey podium with terraces lined with retail frontage along site boundaries abutting the cruciform open space are to be provided. This terraces design could promote pedestrians’ walking experiences by reinforcing human scale and enhancing air ventilation at street level. Developments in the four “R1” sites in Area 16 are subject to a maximum domestic plot ratio of 5.0, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 110mPD in general, except that a maximum building height of 5m is applicable all along the edges (10m in width) abutting the cruciform open space to provide for terraces and setting back of the first floor of podium. Areas specifically for “Shop and Services” and “Eating Place” uses are designated along the sites boundaries abutting the cruciform open space to ensure continuous shop frontages and the provision of commercial and leisure facilities such as café, restaurants and retail shops on the side lining the pedestrian shopping street, thus contributing to its vibrancy and character. These sites are also subject to the maximum 2-storey non-domestic floors above ground in order to create a coherent and attractive character for the District Centre to enhance air ventilation at

street level. A range of commercial uses can be accommodated on the lowest two floors of a building. Two nurseries and kindergartens, one each in the north-eastern and south-western sites, are planned to support the local community. For the south-eastern site, a 10m wide NBA running in east to west direction is designated along the southern edge of this site to facilitate the penetration of wind from the east to the FLN NDA.

6.3.3 Located immediately at the junction of Road L1 and Ma Sik Road, the “R1” site in Area 14 is intended for high-density private residential development with commercial uses allowed on the lowest two floors of a building or in the purpose-designed non-residential buildings up to 5 storeys with demonstration of proper design and incorporation of planning, design and urban initiatives to minimize any possible adverse air ventilation and visual impacts. Development in this site is subject to a maximum domestic plot ratio of 5.0, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 115mPD. A NBA running in northeast to southwest direction is designated within this site to divert wind to penetrate through the NDA to the Fanling area. A nursery and kindergarten is planned for this site to support the local community.

6.3.4 For the “R1” site located in the western part of Area 14, it is intended for high-density private residential development without non-domestic element. Development at this site is subject to a maximum plot ratio of 5.0 and a maximum building height of 110mPD. Podium development within this site is discouraged.

6.3.5 Details of the community facilities proposed within these “R1” sites, including type, location, GFA, and design should be subject to further review in detailed design stage taking account of the updated circumstances.

6.4 Residential Zone 2 (Home Ownership Scheme) (“R2(HOS)”): Total Area 1.8 ha

6.4.1 Land has been earmarked specifically for HOS use ensuring the provision of HOS to cater for the future demand. Two sites at the riverside in Area 13 are intended specifically for medium density HOS development. These sites are planned for pure residential development and developments within the sites are subject to a maximum plot ratio of 3.5 and a maximum building height of 75mPD. Podium development within these sites is discouraged. A NBA is designated in the south-eastern corner of the eastern site to divert wind to penetrate through the NDA to the Fanling area.

- 6.4.2 Planning brief setting out the planning parameters and the special design requirements of individual sites will be prepared to guide the future development in the “R2(HOS)” site.

6.5 Residential Zone 2 (“R2”): Total Area 5.6 ha

- 6.5.1 Four sites at the riverside and one site next to the existing residential development along Ma Sik Road are designated as “R2” which are intended for medium-density private residential developments without non-domestic elements. They include the two sites in Area 13 at the riverside, the site in Area 18 to the north of Belair Monte in the District Centre, and two sites in Area 10. The development within this zone is subject to a maximum plot ratio of 3.5 and a maximum building height ranging from 60mPD to 75mPD. To establish a more noticeable stepped building height profile towards Ma Wat River, two different height bands with maximum building heights of 60mPD and 75mPD are proposed at the site in Area 18. Podium development within these sites is discouraged. For the western “R2” site in Area 13, a NBA is designated in the north-western corner of the site to divert wind to penetrate through the NDA to the Fanling area.

6.6 Residential Zone 3 (“R3”): Total Area 1.0 ha

- 6.6.1 Land designated as “R3” is primarily intended for low-rise low-density residential development without non-domestic elements which aims to respect and integrate with the adjoining low-rise village houses in Sheung Shui Wa Shan. A site in Area 7 is zoned “R3” and development at the site is subject to a maximum plot ratio of 2.0 and a maximum building height of 55mPD. The Sheung Shui Wa Shan Site of Archaeological Interest falls within this site, which is assessed to be of low archaeological potential. Podium development within this site is discouraged.

6.7 Residential Zone 4 (“R4”): Total Area 0.2 ha

- 6.7.1 A site in Area 7 (part of the former Wah Shan Public School) is reserved for low rise, low-density village type development, which may be used for re-provisioning the affected village houses/building lots entitled to the Village Removal Terms and/or low-density village type residential development. The Sheung Shui Wa Shan Site of Archaeological Interest falls within this site, which is assessed to be of low archaeological potential.

- 6.7.2 In order to ensure that any future development or redevelopment within the “R4” will retain a village character, a maximum building height of 3 storeys (8.23m) is imposed.

6.8 Government (“G”): Total Area 13.9 ha

- 6.8.1 In the north-western end of the Area, the northern site in Area 1 is designated as “G” to reflect the existing uses, i.e., the existing CLP substation and WSD raw water pumping station. The “G” site to the south of the Ng Tung River in Area 1 is reserved for the future pumping station of the SS WTW and development at this site is subject to a maximum building height of 1 storey.
- 6.8.2 Two sites in Area 3, which are located to the north of Ng Tung River and in some distance from the major residential areas, are reserved for relocation of the Police Driving and Traffic Training Division and Weapons Training Division from Fan Garden, Fanling, for the Hong Kong Police Force (HKPF). Developments at these sites are subject to a maximum building height of 7 storeys.
- 6.8.3 Several sites have been reserved for government facilities in the central part of the NDA (the Civic and Recreation Area) so that these facilities can be easily accessed by future residents living in the eastern and western portions of the NDA as well as the existing Fanling/Sheung Shui community. The “G” site to the west of the local open space in Area 11 is reserved for social welfare facilities (a special child care centre and an early education and training centre) and a sports/leisure centre. In view of the central location of this site, more community facilities, such as community hall serving the existing and future residents living in the NDA and the Fanling/Sheung Shui community, could also be accommodated in this site. In addition, a government refuse collection point is planned in this “G” site to serve the needs of the FLN NDA population. Proper landscaping buffers should be provided to screen off the RCP. The location, design and layout of the RCP should be subject to further review in detailed design stage. The “G” site to the further west is allocated for a government clinic to serve the existing and new communities. Developments at these two sites are subject to a maximum building height of 5 storeys.
- 6.8.4 In the south-eastern end of the Area, the site in Area 19 is designated as “G” for reprovisioning the existing North District Temporary Wholesale Market for Agricultural Products. Development at this site is subject to a maximum building height of 5 storeys.

- 6.8.5 A site in Area 5, a site in Area 15 and two sites in Area 18 are designated as “G” for government reserve. A site in Area 5 falls within the 1km Consultation Zone of the SS WTW. Development at this site is subject to a maximum building height of 5 storeys.
- 6.8.6 The two sites in Area 18 are formed in connection with the roadworks of the proposed Fanling Bypass. Developments at these sites are subject to a maximum building height of 10 storeys. To enhance wind penetration to the Fanling area, permeable design of the buildings is required. In close proximity to and to the immediate west of the reprovisioning site of the North District Temporary Wholesale Market for Agricultural Products is the site allocated for reprovisioning the affected public toilet and refuse collection point. Proper landscaping buffers should be provided to screen off the public toilet and RCP. The location, design and layout of the public toilet and RCP should be subject to further review in detailed design stage.
- 6.8.7 For the “G” site in Area 15 which is near to the existing indigenous villages in Lung Yeuk Tau, development at this site is subject to a maximum building height of 3 storeys.
- 6.9 Institution and Community (“IC”): Total Area 0.2 ha**
- 6.9.1 An electricity substation is proposed in a site in Area 5 in the Residential Area South of the River to support the FLN NDA development. Development at this site is subject to a maximum building height of 25mPD.
- 6.10 Education (“E”): Total Area 6.1 ha**
- 6.10.1 Five primary and three secondary schools are provided within the FLN NDA to meet the needs of the new population. Sites in close proximity to residential developments are reserved for school development to facilitate convenient access to students and in accordance with the requirements of the HKPSG.
- 6.10.2 Two primary schools are proposed at sites in Area 9 in the western portion of the NDA. Two pairs of primary and secondary schools are proposed at sites in Areas 10 and 11 near the Civic and Recreation Area. Another pair of a primary and a secondary school is proposed at sites in Area 17 in the eastern portion of the NDA. Developments at these sites are subject to a maximum building height of 8 storeys.
- 6.11 Regional Open Space (“RO”): Total Area 9.7 ha**

6.11.1 Areas along the southern banks of Ng Tung River is zoned “RO” and will be developed into a continuous riverside promenade for the enjoyment of the territorial population including residents and visitors. Riverside parks are proposed in Areas 6 and 15. It will provide an area for passive recreational uses and maximize access and enjoyment of the riverside. The two mitigated meanders formed after the channelization of Ng Tung River in Area 6 would be retained and should be integrated into the design of this regional open space as important landscape features. The design of this regional open space should integrate with the proposed footpath and cycle track network of the Area. The riverside promenade shall incorporate continuous tree lines along the river bank, in which amenity strips of 3m wide have been reserved, with modern and contemporary hard landscape treatments to create an attractive and favourable riverside environment.

6.12 District Open Space (“DO”): Total Area 11.6 ha

6.12.1 A total of 11.6 ha of “DO” is provided for both the new and existing residents in the FL/SS/KT New Town. In addition to provide active and passive recreational pursuits, the “DO” in the FLN NDA also serves as major pedestrian passageway and breezeway corridors.

6.12.2 A number of sites are zoned “DO” in FLN NDA to provide recreational and leisure space in the form of parks and green corridors. Land designated as “DO” is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of residents as well as the general public in the district.

6.12.3 The “DO” in Area 12 is proposed as the Central Park which serves as a major recreational area in the FLN NDA and combines with the social services and recreational facilities in the vicinity (Area 11) to serve as a civic and recreational core of the NDA.

6.12.4 The major open space corridors linking up the residential areas in the NDA and Fanling/Sheung Shui New Town with the riverside promenade along Ng Tung River are also zoned as “DO”. The open space corridors stretching from north to south and from east to west across the core area of the District Centre (i.e. “DO” in Area 16) will form the major pedestrian shopping streets of the FLN NDA. With the “LO” in Areas 13, 15 and 17, it will serve as the major pedestrian connector for residential sites within the core of the District Centre and linking up the major activity nodes in the KTN NDA to the proposed PTI. This cruciform open space spine shall be opened to the public

24 hours a day and shall be lit sufficiently to promote a secure environment at night.

- 6.12.5 To allow greater flexibility for site layout and design for development sites along the pedestrian shopping streets, EVA cum pedestrian path should be provided along the two sides of the shopping streets abutting these development sites in the DO in Areas 6 and 16. At grade greening to provide comfort to the pedestrians should also be provided at the shopping streets. Detailed arrangement and implementation mechanism would be subject to study in the detailed design stage.

6.13 Local Open Space (“LO”): Total Area 3.8 ha

- 6.13.1 “LO” is provided in close proximity to residential areas to serve local residents. The open space strip to the southwest of Sheung Shui Wa Shan is zoned as “LO” for the enjoyment by the nearby villagers. Some open space corridors linking up the residential areas with the riverside promenade are also zoned “LO”. “LO” will also be provided to the residents within individual public and private residential developments in the FLN NDA to meet the requirements in the HKPSG.

- 6.13.2 The “LO” in Fu Tei Au serves as an activity node along the major walkway and cycling path connecting KTN and FLN NDAs. The Grade 3 historic building of Man Ming Temple would be incorporated in the design of the “LO” in Area 2.

- 6.13.3 To allow greater flexibility for site layout and design for development site along the pedestrian shopping street, EVA cum pedestrian path should be provided along the shopping street abutting the development site in the LO in Area 10. At grade greening to provide comfort to the pedestrians should also be provided at the shopping streets. Detailed arrangement and implementation mechanism would be subject to study in the detailed design stage.

6.14 Amenity (“A”): Total Area 5.4 ha

- 6.14.1 Amenity strips will be provided alongside roads as far as possible to enhance the amenity and to serve as visual buffers. They offer good opportunities for landscaping and tree planting. Amenity strips are also designated along some development sites to reflect the formed slopes after the construction of proposed road works.

- 6.14.2 The amenity area in the southern edge of Areas 14, 17 and 18 abutting Ma Sik Road will provide an essential landscaped link

to complete the green network formed mainly by the open space corridors.

- 6.14.3 Amenity strip is also designated along the northern side of Area 14 to provide a tree-lined landscaped link between the Central Park and the pedestrianised shopping street in the District Centre.

6.15 Conservation Area (“CA”): Total Area 2.2 ha

- 6.15.1 The mitigation meanders in Areas 2 and 7 are designated as “CA”. They were created as a result of the channelisation of Ng Tung River. These sites are reserved for retaining the uncommon fish species Rose Bitterling and for the provision of a habitat suitable for relocation of the Man Kam To Road Egret which would be directly impacted by the construction of Fanling Bypass (Western Section) (connection between Man Kam To Road and Sha Tau Kok Road). The ecology of these areas will be enhanced and protected and there is a general presumption against development under this zone.

6.16 Agriculture (“AGR”): Total Area 12.5 ha

- 6.16.1 Most of the land in Area 2 will remain as “AGR” zone to allow the continuation of the existing farming practices.

6.17 Green Belt (“GB”): Total Area 2.4 ha

- 6.17.1 Areas with mature vegetation have been designated as “GB” to protect existing green areas in the NDA. The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl. There is a general presumption against development within this zone. The ecological buffers for the mitigation meander at Sheung Shui Wa Shan and Siu Hang San Tsuen are designated as “GB” which are of landscape and ecological value. Natural vegetation will be retained and enhanced and human activities will be limited in order to avoid direct impacts.

6.18 Other Specified Uses (“OU”): Total Area 7.1 ha

- 6.18.1 This zone covers land allocated for the following specific uses.

***Area 10 – Commercial and Residential Development
Incorporating Public Transport Terminus (1.0 ha)***

- 6.18.2 A site in Area 10 in the Residential Area South of the River is designated as “OU” zone annotated “Commercial and

Residential Development Incorporating Public Transport Terminus” with the planning intention primarily for a medium density commercial and residential development incorporating a PTI of not less than 5,000m² serving the community. With the proposed PTI, the site enjoys high accessibility. To add vibrancy and vitality to this central location, a pedestrian shopping street with two-storey podium with terraces lined with retail frontage along site boundary abutting the local open space spine to the east is to be provided. This terraces design could promote pedestrian walking experiences by reinforcing human scale and enhancing air ventilation at street level. Developments within this zone are subject to a maximum domestic gross floor area of 21,494m², a maximum non-domestic gross floor area of 8,598m² and a maximum building height of 80mPD, except that a maximum building height of 5m is applicable on the edge (10m in width) abutting the local open space spine to the east to provide for terraces and setting back of the first floor of podium. Area specifically for “Shop and Services” and “Eating Place” uses is designated along the site boundary abutting the local open space spine to ensure continuous shop frontage and the provision of commercial and leisure facilities such as café, restaurants and retail shops on the side lining the open space spine, thus contributing to its vibrancy and character. A nursery and kindergarten is planned for this site to support the local community.

Area 4 – Sewage Treatment Works (3.6 ha)

- 6.18.3 In the western end of FLN NDA, a site in Area 4 is designated as “OU” zone annotated “Sewage Treatment Works” for the further expansion of SWH STW to cater for additional sewage flows from planned developments within the Fanling/Sheung Shui area as well as KTN and FLN NDAs. It is recommended to incorporate reclaimed water facilities in the STW subject to detailed feasibility.

Areas 3, 5, 7 and 11 – Sewage Pumping Stations (0.3 ha)

- 6.18.4 Four sewage pumping stations are proposed at sites in Areas 3, 5, 7 and 11 to collect sewage flows from the NDA and pump the sewage to the SWH STW. These sites are designated as “OU” zone annotated “Sewage Pumping Station” on the Plan. Developments in these sites are subject to a maximum building height of 15mPD.

Area 5 – Parking and Operation Facilities for Environmentally Friendly Transport System (2.2 ha)

6.18.5 A site in Area 5 in the western portion of the FLN NDA is reserved for the possible parking and operation facilities for Environmentally Friendly Transport System (EFTS) servicing the KTN and FLN NDAs. Development in this site is subject to a maximum building height of 30mPD. A government refuse collection point is also planned in this site to serve the needs of the FLN NDA population. Proper landscaping buffers should be provided to screen off the RCP.

7. Transport

- 7.1 To support the development of FLN NDA, a number of improvements to the existing road network are necessary. The traffic impacts of the proposed developments have been adequately assessed and addressed by these improvement works and excessive traffic impacts are not envisaged. The improvement works are subject to detailed design.

Road

- 7.2 FLN NDA will be connected with different parts of Hong Kong and surrounding areas by a comprehensive existing and planned road network. The major road networks within the Area including primary distributors, district distributors and local distributors as indicated on ***Plan 4***.
- 7.3 There are two primary distributors serving the Area. In the eastern portion of the FLN NDA, Fanling Bypass Eastern Section (between Wo Hop Shek and Luen Wo Hui), with a dual 2-lane configuration, will serve as a primary distributor to link the area to the Fanling Highway-Tai Po direction. For the western portion of the NDA, the traffic will make use of the existing Jockey Club Road and Po Shek Wu Road to connect with the Fanling Highway.
- 7.4 Regarding district distributors, the Fanling Bypass Western Section (between Luen Wo Hui and Man Kam To Road), with a single 2-lane configuration, will provide a linkage between the Man Kam To Road and the proposed Fanling Bypass Eastern Section.
- 7.5 Most of the local distributor roads are designed for single 2-lane configuration to provide access to the proposed new developments and existing villages. In particular, a local distributor road is proposed to connect to the existing Ma Sik Road to provide a good connectivity between the existing and the new communities in the eastern part of the NDA. There is another east-west local distributor road running to the south of the FLN NDA and parallel to the Fanling Bypass to serve the western part of FLN NDA.

- 7.6 Interchange/junctions and bridge structures are proposed across the Ng Tung River, linking some of the existing villages to the north of Ng Tung River where appropriate.
- 7.7 With regard to the road connections with the adjoining districts, people travelling from North District can gain access to FLN NDA via the following access points:
- (i) Jockey Club Road and Po Shek Wu Road
 - (ii) Man Kam To Road
 - (iii) Proposed Fanling Bypass
 - (iv) Ma Sik Road
 - (v) Fan Leng Lau Road
 - (vi) Wo Tai Street
 - (vii) Lung Sum Avenue
 - (viii) Fu Tei Au Road
 - (ix) Local Distributor Road near Siu Hang San Tsuen
 - (x) Local Distributor Road near Sheung Shui Wa Shan
 - (xi) Sha Tau Kok Road

Public Transport

- 7.8 Two new PTIs of not less than 5000m² each will be provided in the eastern (Area 15) and western parts (Area 10) of the FLN NDA to provide bus/GMB services and feeder services to Fanling and Sheung Shui Railway Stations. Taxi stands are also provided in the PTIs.
- 7.9 In the planning of FLN NDA, flexibility has been provided for road-based environmentally friendly transport modes such as electric bus (subject to the outcome of the trial to test the use of electric buses under Hong Kong's operating condition) providing feeder services from the NDA to the Fanling and Sheung Shui railway stations. The provision of such transport modes should be considered in detail. A site in Area 5 is reserved for the possible parking and operation facilities for EFTS servicing the KTN and FLN NDAs.

Pedestrian and Cycle Track Connections (Plans 5 and 6)

- 7.10 The proposed footpaths and cycle tracks will link up major activity nodes in the Area, including the proposed public transport interchanges, residential and commercial areas, open spaces and recreational facilities. A cycle track is also proposed along the southern bank of Ng Tung River to provide a leisure cycling environment.
- 7.11 At the south, the pedestrian network will connect with the existing developments in Luen Wo Hui to allow integration of the FLN NDA to the existing new town area. At the north, footbridges across Ng Tung River to the existing villages will be re-provided/maintained. Riverside promenades are provided along the banks of Ng Tung River for the

territorial population to enjoy the riverside environment, linking up the western and eastern portions of the FLN NDA.

7.12 Details of the new and enhanced pedestrian connection points between surrounding areas and the FLN NDA are shown below:

A. Sha Tau Kok

A1: A footbridge over Fanling Bypass near Lung Yeuk Tau is proposed.

B. Fanling

B1: At-grade crossings via Fan Leng Lau Road and Wo Tai Street to connect with the District Centre of FLN NDA.

B2: At-grade crossing at junction of Mak Sik Road and Road L3 will be enhanced to connect with the Civic and Recreation Area in FLN NDA.

B3: At-grade walkway from Lung Sum Avenue to the Civic and Recreation Area of FLN NDA is enhanced.

C. Sheung Shui

C1: At-grade walkway along the existing Jockey Club Road is enhanced to connect with the future residential areas in the West Residential Area.

D. Man Kam To

D1: A footbridge over Man Kam To Road is proposed to provide direct access to government facilities to the north of Ng Tung River.

E. Existing Communities near Sheung Shui Wa Shan

E1: Existing footpath access near Sheung Shui Wa Shan will be enhanced to connect with the residential areas to the north of Ng Tung River.

F. Scattered Domestic structures along the Northern Side of Ng Tung River between Sheung Shui Wa Shan and Siu Hang San Tsuen

F1: An existing footbridge crossing Ng Tung River is to be maintained to link up the existing communities at the northern side of Ng Tung River with the new developments on the southern side.

F2: A subway crossing Fanling Bypass Western Section is proposed to connect to the existing footbridge to link up the scattered domestic structures and the Civic and Recreation Area.

G. Existing Communities near Siu Hang San Tsuen

G1: An existing walkway is extended to connect to the District Centre of FLN NDA.

- H. Existing Communities near San Uk Tsuen and Kan Lung Tsuen
H1: An existing footbridge over Ma Wat River near Kan Lung Tsuen to connect with the District Centre of FLN NDA.
- I. KTN NDA
I1: A footbridge linking up KTN and FLN NDAs is proposed.

8. Environmental Considerations

- 8.1 Detailed environmental mitigation measures should be referred to the Environmental Impact Assessment (EIA) report of this project.
- 8.2 Mitigation measures are recommended in the EIA report to mitigate the noise impacts:
- 8.2.1 The Area will be affected by traffic noise impact from the internal road network. Various noise mitigation measures are recommended in the EIA report. Noise mitigation measures, such as self-protecting building layout design and adequate separation, should be devised as part of the building design of new developments/redevelopment to be controlled under lease conditions. Works related to the noise mitigation measures are subject to detailed design.
- 8.2.2 Noise reducing road surfaces are proposed to be incorporated to Road L2, Road L3 and the section of Ma Sik Road near the District Centre.
- 8.2.3 Substantial amenity strips are introduced along the major roads to serve as a buffer area to reduce off traffic noise and airborne pollutants.
- 8.2.4 For the school site to west of Road L3 in Area 11, acoustic insulation with air conditioning should be provided to the east and south facades (4/F to 8/F), unless the project proponent for the school can demonstrate the noise is at acceptable level by individual school layout design.
- 8.3 The existing SWH STW is one of the odour sources within the NDA. Odour emission from the further expansion of SWH STW in Area 4 will also affect the air sensitive receivers around the STW. Under the current proposed scheme of further expansion of SWH STW, almost all the odour sources, such as the inlets, the primary sedimentation tanks, sludge holding tanks and sludge dewatering house would be covered up or enclosed, and provided with deodorizers. Tertiary level sewage treatment process will be adopted. It is envisaged that with these proposed mitigation measures, the odour impact would be acceptable.

- 8.4 Detailed site investigation (SI) for all inaccessible potentially contaminated sites would be carried out after land resumption. A supplementary Contamination Assessment Report (CAR) and Remediation Action Plan (RAP) for all inaccessible potentially contaminated sites would be submitted to EPD for agreement if land contamination is confirmed. Treatment of contaminated soil would be carried out according the measures proposed in the EIA and EM&A of this project.
- 8.5 The north-western portion of the FLN NDA falls with the 1km Consultation Zone of the SS WTW. Low-density non-residential developments including SWH STW, Police Driving and Traffic Complex, Weapon Training Division and Parking and Operation Facilities for EFTS are proposed inside the consultation zone to minimize the number of resident/working population.
- 8.6 A number of archaeological potential areas have been recommended in the EIA report. The following should be conducted for these areas:
- 8.6.1 Based on the recommendations of the EIA, further archaeological surveys should be conducted in areas with unknown archaeological potential after land resumption and before construction works to assess their archaeological potential and potential impacts caused by development with recommendations of appropriate mitigation measures if necessary. The scope and methodology of the survey should be agreed with AMO prior to commencement. Archaeological impact assessment will then be conducted. Appropriate mitigation measures will be recommended, if necessary, based on the outcome of the assessment results.
- 8.6.2 Appropriate mitigation measures, including survey-cum-excavations, should be implemented in those sites which are identified of having archaeological potential and will be affected by development. The scope and methodology of the mitigation measures should be agreed with AMO prior to commencement.
- 8.7 The graded historic building has been considered and incorporated in the NDA development. The Man Ming Temple (Grade 3 historic building) located in Fu Tei Au will be incorporated in the “LO” site in Area 2.
- 8.8 Mitigation meanders in Area 2 and Area 7 are managed for nature conservation purpose as mitigation for ecological impacts of the channelization of Ng Tung River. These mitigation meanders will be kept in the NDA and are zoned “CA” on the Plan. The Man Kam To Road Egretry will be affected by the FLN NDA development. Transplant of bamboo planting to the “CA” sites in Area 2 and Area 7

for egretty will be required. The alternative egretty sites will be established before commencement of construction works of Man Kam To Roundabout.

- 8.9 The project proponent will submit, prior to commencement of construction works, a detailed proposal for the establishment of alternative egretty sites, which should include the location and design of the alternative egretty sites and a monitoring programme to assess and confirm the effectiveness of the relevant mitigation measures. It will also take practicable steps to enhance the existing egretty site at Ho Sheung Heung and/or its vicinity.
- 8.10 Habitats of the uncommon fish species Rose Bitterling would be affected by the FLN NDA development. The project proponent will submit detailed proposal on the relocation plan of the species and subsequent monitoring to demonstrate that the mitigation measures proposed are effective prior to commencement of construction works.
- 8.11 For the stream at Siu Hang San Tsuen in FLN NDA, most of the stream would be located underneath the viaduct for the proposed Fanling Bypass. To the north of the viaduct the stream flows through a “Green Belt” in Area 7. In this “Green Belt”, a 10m buffer is proposed in which natural vegetation will be retained and enhanced and human activities will be limited in order to avoid direct impacts to the stream bed and to minimize potential indirect impacts to the stream and riparian corridor.
- 8.12 A compensatory tree planting plan, includes details of implementing and managing the proposed compensatory planting areas, would be submitted by the project proponent in consultation with the relevant authorities prior to commencement of construction works. Measures for protecting trees potentially to be affected by the project as well as for those to be transplanted should be adopted. Topping of trees should be avoided. As far as practicable, native species and a good mix of different tree species that have been proven to be beneficial to wildlife as well as to the local community and ecological system as a whole would be used.
- 8.13 At grade planting and vertical greening, green roof and screen planting in future development sites should be considered where appropriate.

9. Cultural Heritage

- 9.1 Opportunity is to be taken to incorporate Man Ming Temple (Grade 3) in implementing the open space. Man Ming Temple and part of the Sheung Shui Wa Shan Site of Archaeological Interest located in the Area are worthy of preservation.

- 9.2 The Antiquities Advisory Board (AAB) also released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.
- 9.3 Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above graded historic building/structure, new items pending grading assessment or site of archaeological interest and their/its immediate environs.

10. Utility Services

Drainage

- 10.1 A new drainage system in the form of a gravity piped drainage system will be provided to convey stormwater runoff to Ng Tung River following the proposed catchment delineation. Local drainage improvements within the NDA in the form of raising existing site levels and new drainage systems are proposed to eliminate the existing flood prone areas within the NDA. The new drainage system and the proposed site formation levels are subject to detailed design.
- 10.2 To facilitate the proposed Fanling Bypass Western Section, realignment and diversion of a section of the existing Ma Wat River will be required.
- 10.3 Peripheral channels are recommended to be provided along the toe of the embankment for proposed site formation on the southwest side of the NDA to avoid adverse impact to the existing Tin Ping Shan Tsuen and Fung Kai.

Sewerage and Sewage Treatment

- 10.4 Sewage flows from the NDA will be conveyed through a trunk sewer along the proposed roads within the NDA and then pumped to the SWHSTW, through pumping stations at sites in Areas 3, 5, 7 and 11. The existing SWH STW is proposed to be upgraded with an expansion in Area 4.

Water Supply

- 10.5 Water supply to Fanling and Sheung Shui area is being conveyed from SS WTW via Table Hill Fresh Water Service Reservoir (FWSR) and Tong Hang FWSR and the distribution mains. As Table Hill FWSR does not have any spare capacity for the FLN NDA development, a new FWSR will be constructed near the existing Table Hill FWSR. Also, a

new flushing water service reservoir is planned near the exiting Tong Hang FWSR. It is recommended to re-use treated sewage effluent from SWH STW for non-potable purposes subject to detailed feasibility.

- 10.6 A 2,000mm Dongjiang water main running east-west direction close to the northern boundary of the NDA would conflict with the proposed Fanling Bypass. Having considered the importance of this water main to the secure supply of RAW water to the Hong Kong potable water network, diversion of it is not recommended.

Electricity

- 10.7 A new 132kV primary substation is proposed in Area 5. For power infeed of this station, new 132kV underground cables are proposed to be connected to the proposed 132kV cables to LT/HYW BCP substation. Connection is made by turn in and out the new power cables for LT/HYW BCP. Another set of 132kV underground cable is proposed from the existing Fanling bulk infeed substation.

Gas

- 10.8 New medium pressure (MP) gas pipes can be connected either to the existing MP gas pipes in Ma Sik Road or those in Jockey Club Road. In view of the programme and the existing site constraints, schematic routes of the new MP gas pipes are proposed to connect with the existing MP gas pipes in Ma Sik Road. These pipes can be installed during the construction of the internal roads of FLN NDA, thus avoiding affecting the traffic of the Jockey Club Road. The proposed gas supply pipes would be connected to the Towngas Fanling East Offtake Station.

Telecommunication

- 10.9 New cables serving FLN NDA will be branched off from Ma Sik Road, Lung Sum Avenue and Jockey Club Road, laid along the proposed local distributor roads and distributed to the development sites.

11. Implementation

- 11.1 Land formation and the provision of infrastructure will be implemented in accordance with the development programme prepared by the CEDD. Open space, schools, social welfare and other community facilities will be constructed by the appropriate Government departments on the basis of the Capital Works Programme, School Building Programme and other Public Works Programme. Public rental and HOS housing together with the supporting facilities will be built by the HD in accordance with the Public Housing Development Programme and other relevant agents.

- 11.2 The development of the FLN NDA will be implemented in phases, under which the development of the NDA and associated engineering infrastructure are divided into 4 packages. The tentative phasing and packaging of works are shown on **Plan 7**. The phasing and packaging of works is subject to review.
- 11.3 Tentatively, housing developments in the FLN NDA under this Advance Works Package will be completed from 2022/2023 to 2025 the earliest whereas the other developments and infrastructural facilities will be completed in 2018 to 2024. Other sites in the FLN NDA are included in different packages (Packages 1, 4 and 5) and will be completed in phases tentatively from 2020 to 2024 under Package 1, 2029 to 2031 for housing developments and 2025 to 2029 for engineering infrastructure and other site developments under Package 4, and 2029 to 2031 for housing developments and 2028 for engineering infrastructure and other site developments under Package 5.
- 11.4 Since the operation of the existing SWH STW has already been close to its design capacity, the implementation of the proposed sewage treatment works extension is critical to sustain the population growth at KTN and FLN NDAs. The extension would be completed in phases to cope with the increase in demand for sewage treatment.
- 11.5 The Man Kam To Road Egretry would be affected by the construction of Fanling Bypass Western Section. Planting and establishment would be carried out in the “CA” zones in Area 2 and Area 7 for the relocation of the egretry in Package 1. Enhancement of the existing egretry site at Ho Sheung Heung and/or its vicinity is also included in Package 1.

**Schedule of Requirement and Provision of G/IC Facilities and Open Space in
Fanling North New Development Area
(Based on 71,381 persons upon full development)**

Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<u>Education</u>					
Nursery Class and Kindergarten (no. of classroom)	730 half-day and 250 full-day places for every 1,000 children aged 3-5	42	44	2	Assuming 2.29% of population at 3-5 years
Primary School (no. of school)	1 whole-day classroom per 25.5 persons aged 6-11	5	5	0	Assuming 5.43% of population aged 6-11
Secondary School (no. of school)	1 whole-day classroom per 40 persons aged 12-17	3	3	0	Assuming 5.05% of population aged 12-17
<u>Medical and Health</u>					
Hospital (no. of beds)	5.5 beds per 1,000 persons with a distribution of beds between various types of hospitals determined on a regional basis	393	-	-	a) Hospital Authority advises to reserve a site of 2-3 ha for a hospital to support medical needs of NDAs population. b) A site of 4 ha is reserved in KTN NDA for the provision of a hospital with polyclinic/general clinic/health centre to meet demands in KTN and FLN NDAs.
Polyclinic/Specialist Clinic	One specialist clinic/polyclinic whenever a regional or district hospital is built	-	-	-	
Clinic/Health Centre	1 clinic/health centre per 100,000 persons	1	1	-	
<u>Law and Order</u>					
District Police Station	1 per 200,000 - 500,000 persons	-	-	-	To be provided in KTN NDA
Divisional Police Station	1 per 100,000 - 200,000 persons	-	-	-	To be provided in KTN NDA
Magistracy (8-courtroom)	1 per 660,000 persons	-	-	-	Shortfall would be met by existing Fanling Magistracy Courts

Fire Station	Provision depends on graded response time determined by fire risk category system.	-	1 Fire Station cum Ambulance Depot in KTN NDA	-	To be provided in KTN NDA
Ambulance Depot/ Station	Provision depends on the requirement of accommodation for ambulances to give an emergency coverage of 10 minutes and 20 minutes in urban/new towns and rural area	-	Please refer to the above	-	To be provided in KTN NDA
<u>Community</u>					
Post Offices	Within 0.8km from large concentrations of residents or workers. These should be applied with a degree of flexibility, having regard to local conditions, development constraints and resource availability.	Subject to further assessment after population intake as per Hongkong Post's advice	At least 1	-	The posting behaviour of the general public and the business sector, and hence their demand for postal service, has been undergoing significant changes in recent years and is expected to continue to evolve. Hongkong Post will keep under review the postal needs in FLN NDA and will decide, closer to the time of population intake for the NDA, the appropriate mode and scale of postal service provision having regard to various relevant factors, including the planning guidelines for post offices, the projected and evolving demand for postal service, the diversified provision modes of postal service and the resource implications.
Library	One district library should be provided for each district. There should also be a district library for every 200,000 persons.	-	-	-	To be provided in KTN NDA
<u>Social Welfare</u>					
Integrated Children and Youth Centre (ICYSC)	1 per 12,000 persons in the 6-24 age group	1	1	0	
Integrated Family Service Centre (IFSC)	1 per 100,000 - 150,000 persons	-	-	-	As per SWD's advice, no IFSC is required in FLN NDA.
Day Care Centre for the Elderly (DE)	To be determined taking into account the elderly population, demographic characteristics, geographical factor, existing service provision and service demand	-	1	-	Advised by SWD that the DE should be placed on ground floor and should each be provided with three parking spaces for 16-seater van.

Neighbourhood Elderly Community Centre (NEC)	To be determined taking into account the elderly population, demographic characteristics, geographical factor, existing service provision and service demand	-	2	-	As advised by SWD
Residential Care Home for the Elderly (RCHE)	To be determined taking into account the service demand and the availability of suitable premises	-	2	-	Advised by SWD that each RCHE should be provided with a parking space for a 16-seater van with tail-lift.
Early Education and Training Centre (EETC)	To be determined taking into account the population, geographical factor, existing service provision and service demand	-	1	-	As advised by SWD
Special Child Care Centre (SCCC)	To be determined taking into account the population, geographical factor, existing service provision and service demand	-	1	-	Advised by SWD that the SCCC should be provided with a parking space for a 24-seater van with tail-lift.
Day Activity Centre	To be determined taking into account the population, geographical factor, existing service provision and service demand	-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located.
Hostel for Severely Mentally Handicapped Persons (HSMH)	To be determined taking into account the service demand and the availability of suitable premises	-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located.
Integrated Vocational Rehabilitation Services Centre (IVRSC)		-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located. The IVRSC should be located on G/F, otherwise goods lift is needed. Each IVRSC should be provided with a parking space for 5.5-ton goods vehicle with loading/ unloading area for goods.

Hostel for Moderately Mentally Handicapped Persons (HMMH)	To be determined taking into account the service demand and the availability of suitable premises	-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located.
Hostel for Severely Physically Handicapped Persons (HSPH)	To be determined taking into account the service demand and the availability of suitable premises	-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located.
Care and Attention Home for Severely Disabled Persons (C&A/SD)	To be determined taking into account the service demand and the availability of suitable premises	-	1	-	As advised by SWD, DAC, HSMH, IVRSC, HMMH, HSPH and C&A/SD is preferable to be co-located. The C&A/SD should be provided with a parking space for 24-seater van with tail-lift.
Integrated Community Centre for Mental Wellness (ICCMW)	To be determined taking into account the population, geographical factor, existing service provision and service demand	-	0	-	As per SWD's advice, no ICCMW is required in FLN NDA.
Sub-base of Integrated Home Care Services (IHCS)		-	1	-	As advised by SWD
<u>Recreation</u>					
Sports Centre	1 per 50,000 - 65,000 persons	1	1	0	
Sports Ground/ Sports Complex	1 per 200,000 - 250,000 persons	-	-	-	To be provided in KTN NDA
Swimming Pool Complex - Standard	1 per 287,000 persons or 1 m ² water per 85 persons	-	-	-	To be provided in KTN NDA
<u>Open Space</u>					
Regional Open Space (RO)	no set standard	-	96839	-	Riverside Promenade along Ng Tung River
District Open Space (DO)	1m ² per person 0.5m ² per worker	74631	116279	41648	
Local Open Space (LO)	1m ² per person	71381	37938	-33443	Shortfall would be met by the LO to be provided within individual public and private residential development

**Development Parameters of Major Development Sites
in Fanling North New Development Area**

1. **“RS/HOS” Site in Northwest of Area 6**

Site Area	: About 1.87 ha
Maximum Domestic GFA (Plot Ratio)	: About 65,553 m ² (3.5)
Maximum Building Height	: 75mPD and 90mPD
Estimated No. of Flats	: About 1,457 units ^{#1}
Estimated Population	: About 4,327 persons ^{#2}

2. **“RS/HOS” Site in Southwest of Area 6**

Site Area	: About 1.30 ha
Maximum Domestic GFA (Plot Ratio)	: About 51,861 m ² (4)
Maximum Non-domestic GFA (Plot Ratio)	: About 12,965 m ² (1)
Maximum Building Height	: 120mPD
Estimated No. of Flats	: About 1,152 units ^{#1}
Estimated Population	: About 3,423 persons ^{#2}

3. **“RS/HOS” Site in Northeast of Area 6**

Site Area	: About 1.86 ha
Maximum Domestic GFA (Plot Ratio)	: About 65,058 m ² (3.5)
Maximum Building Height	: 75mPD and 90mPD
Estimated No. of Flats	: About 1,446 units ^{#1}
Estimated Population	: About 4,294 persons ^{#2}

4. **“RS/HOS” Site in Southeast of Area 6**

Site Area	: About 1.23 ha
Maximum Domestic GFA (Plot Ratio)	: About 49,040 m ² (4)
Maximum Non-domestic GFA (Plot Ratio)	: About 12,260 m ² (1)
Maximum Building Height	: 120mPD
Estimated No. of Flats	: About 1,090 units ^{#1}
Estimated Population	: About 3,237 persons ^{#2}

5. **“R3” Site in Area 7**

Site Area	: About 1.04 ha
Maximum Domestic GFA (Plot Ratio)	: About 20,892 m ² (2)
Maximum Building Height	: 55mPD

- | | |
|------------------------|-----------------------------------|
| Estimated No. of Flats | : About 161 units ^{#3} |
| Estimated Population | : About 435 persons ^{#4} |
6. “RS/HOS” Site in North of Area 8
- | | |
|-----------------------------------|-------------------------------------|
| Site Area | : About 0.84 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 29,377 m ² (3.5) |
| Maximum Building Height | : 90mPD |
| Estimated No. of Flats | : About 653 units ^{#1} |
| Estimated Population | : About 1,939 persons ^{#2} |
7. “RS/HOS” Site in South of Area 8
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 0.98 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 39,278 m ² (4) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 9,819 m ² (1) |
| Maximum Building Height | : 120mPD |
| Estimated No. of Flats | : About 873 units ^{#1} |
| Estimated Population | : About 2,592 persons ^{#2} |
8. “R2” Site in North of Area 10
- | | |
|-----------------------------------|-------------------------------------|
| Site Area | : About 0.87 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 30,369 m ² (3.5) |
| Maximum Building Height | : 75mPD |
| Estimated No. of Flats | : About 434 units ^{#5} |
| Estimated Population | : About 1,171 persons ^{#6} |
9. “OU(Commercial and Residential Development Incorporating Public Transport Terminus)” Site in South of Area 10
- | | |
|--------------------------|-----------------------------------|
| Site Area | : About 0.99 ha |
| Maximum Domestic GFA | : About 21,494 m ² |
| Maximum Non-domestic GFA | : About 8,598 m ² |
| Maximum Building Height | : 80mPD |
| Estimated No. of Flats | : About 307 units ^{#5} |
| Estimated Population | : About 829 persons ^{#6} |
10. “R2” Site in West of Area 10
- | | |
|-----------|-----------------|
| Site Area | : About 0.88 ha |
|-----------|-----------------|

- | | | |
|-----|---|-------------------------------------|
| | Maximum Domestic GFA (Plot Ratio) | : 30,697 m ² (3.5) |
| | Maximum Building Height | : 75mPD |
| | Estimated No. of Flats | : About 439 units ^{#5} |
| | Estimated Population | : About 1,184 persons ^{#6} |
| 11. | <u>“R2(HOS)” Site in Further West of Area 13 abutting Road L3</u> | |
| | Site Area | : About 0.97 ha |
| | Maximum Domestic GFA (Plot Ratio) | : About 33,978 m ² (3.5) |
| | Maximum Building Height | : 75mPD |
| | Estimated No. of Flats | : About 629 units ^{#7} |
| | Estimated Population | : About 2,014 persons ^{#8} |
| 12. | <u>“R2(HOS)” Site in West of Area 13</u> | |
| | Site Area | : About 0.82 ha |
| | Maximum Domestic GFA (Plot Ratio) | : About 28,834 m ² (3.5) |
| | Maximum Building Height | : 75mPD |
| | Estimated No. of Flats | : About 534 units ^{#7} |
| | Estimated Population | : About 1,709 persons ^{#8} |
| 13. | <u>“R2” Site in East of Area 13</u> | |
| | Site Area | : About 1.19 ha |
| | Maximum Domestic GFA (Plot Ratio) | : About 41,590 m ² (3.5) |
| | Maximum Building Height | : 75mPD |
| | Estimated No. of Flats | : About 594 units ^{#5} |
| | Estimated Population | : About 1,604 persons ^{#6} |
| 14. | <u>“R2” Site in Further East of Area 13</u> | |
| | Site Area | : About 1.03 ha |
| | Maximum Domestic GFA (Plot Ratio) | : About 36,086 m ² (3.5) |
| | Maximum Building Height | : 75mPD |
| | Estimated No. of Flats | : About 516 units ^{#5} |
| | Estimated Population | : About 1,392 persons ^{#6} |
| 15. | <u>“R1” Site in West of Area 14</u> | |
| | Site Area | : About 1.06 ha |
| | Maximum Domestic GFA (Plot Ratio) | : 53,086 m ² (5) |
| | Maximum Building Height | : 110mPD |

- | | |
|------------------------|-------------------------------------|
| Estimated No. of Flats | : About 758 units ^{#5} |
| Estimated Population | : About 2,048 persons ^{#6} |
16. “R1(HOS)” Site in Area 14
- | | |
|-----------------------------------|-------------------------------------|
| Site Area | : About 1.16 ha |
| Maximum Domestic GFA (Plot Ratio) | : 58,085 m ² (5) |
| Maximum Building Height | : 110mPD |
| Estimated No. of Flats | : About 1,076 units ^{#7} |
| Estimated Population | : About 3,442 persons ^{#8} |
17. “R1” Site in Southeast of Area 14
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 1.45 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 72,380 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 14,476 m ² (1) |
| Maximum Building Height | : 115mPD |
| Estimated No. of Flats | : About 1,034 units ^{#5} |
| Estimated Population | : About 2,792 persons ^{#6} |
18. “RS/HOS” Site in West of Area 15
- | | |
|-----------------------------------|-------------------------------------|
| Site Area | : About 1.23 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 49,173 m ² (4) |
| Maximum Building Height | : 90mPD |
| Estimated No. of Flats | : About 1,093 units ^{#1} |
| Estimated Population | : About 3,245 persons ^{#2} |
19. “RS/HOS” Site in East of Area 15
- | | |
|---------------------------------------|--------------------------------------|
| Site Area | : About 4.54 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 204,410 m ² (4.5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 22,712 m ² (0.5) |
| Maximum Building Height | : 105mPD and 125mPD |
| Estimated No. of Flats | : About 4,542 units ^{#1} |
| Estimated Population | : About 13,491 persons ^{#2} |
20. “R1” Site in Northwest of Area 16
- | | |
|---------------------------------------|-----------------------------------|
| Site Area | : About 0.93 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 46,339 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 9,268 m ² (1) |
| Maximum Building Height | : 110mPD |

- | | |
|------------------------|-------------------------------------|
| Estimated No. of Flats | : About 662 units ^{#5} |
| Estimated Population | : About 1,787 persons ^{#6} |
21. "R1" Site in Northeast of Area 16
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 1.25 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 62,363 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 12,473 m ² (1) |
| Maximum Building Height | : 110mPD |
| Estimated No. of Flats | : About 891 units ^{#5} |
| Estimated Population | : About 2,405 persons ^{#6} |
22. "R1" Site in Southwest of Area 16
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 1.24 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 61,775 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 12,355 m ² (1) |
| Maximum Building Height | : 110mPD |
| Estimated No. of Flats | : About 882 units ^{#5} |
| Estimated Population | : About 2,383 persons ^{#6} |
23. "R1" Site in Southeast of Area 16
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 1.16 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 57,946 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : About 11,589 m ² (1) |
| Maximum Building Height | : 110mPD |
| Estimated No. of Flats | : About 828 units ^{#5} |
| Estimated Population | : About 2,235 persons ^{#6} |
24. "RS/HOS" Site in Area 17
- | | |
|---------------------------------------|-------------------------------------|
| Site Area | : About 1.53 ha |
| Maximum Domestic GFA (Plot Ratio) | : 76,326 m ² (5) |
| Maximum Non-domestic GFA (Plot Ratio) | : 15,265 m ² (1) |
| Maximum Building Height | : 105mPD |
| Estimated No. of Flats | : About 1,696 units ^{#1} |
| Estimated Population | : About 5,038 persons ^{#2} |
25. "R2" Site in Area 18
- | | |
|-----------------------------------|-------------------------------------|
| Site Area | : About 1.64 ha |
| Maximum Domestic GFA (Plot Ratio) | : About 57,560 m ² (3.5) |

Maximum Building Height	: 60mPD and 75mPD
Estimated No. of Flats	: About 822 units ^{#5}
Estimated Population	: About 2,220 persons ^{#6}

(Note: Site area and the resultant GFA shall be subject to detailed site survey.)

#1 Assuming average flat size of 45m²

#2 Assuming PPF of 2.97

#3 Assuming average flat size of 130m²

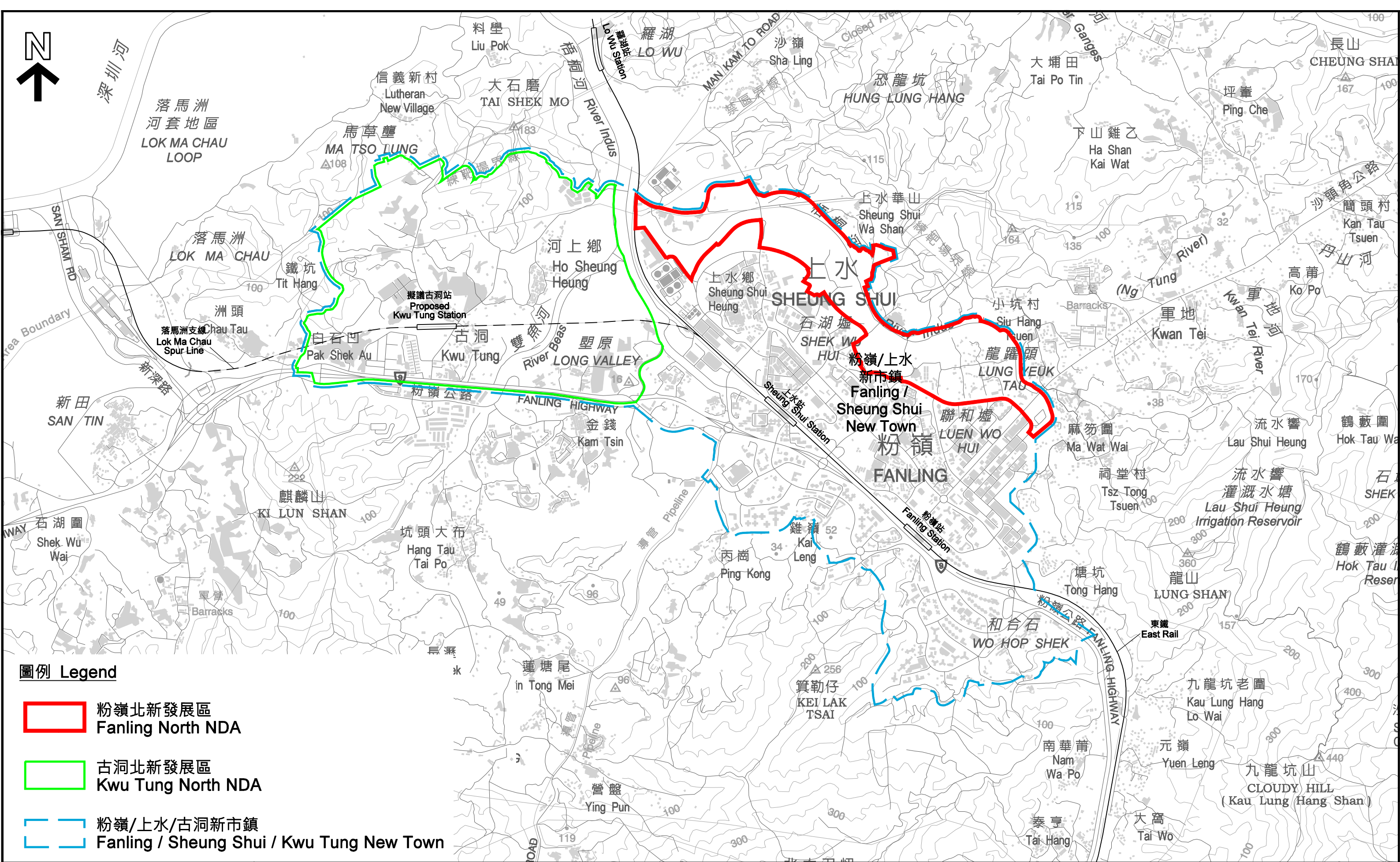
#4 Assuming PPF of 2.7

#5 Assuming average flat size of 70m²

#6 Assuming PPF of 2.7

#7 Assuming average flat size of 54m²

#8 Assuming PPF of 3.2



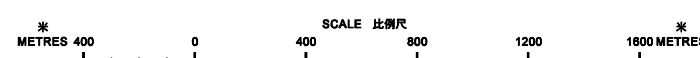
圖例 Legend

-  粉嶺北新發展區
Fanling North NDA
-  古洞北新發展區
Kwu Tung North NDA
-  粉嶺/上水/古洞新市鎮
Fanling / Sheung Shui / Kwu Tung New Town

只作顯示用途
For Indicative Purpose Only

日期
Date 17/10/2013

粉嶺北新發展區位置圖
Fanling North New Development Area Location Plan

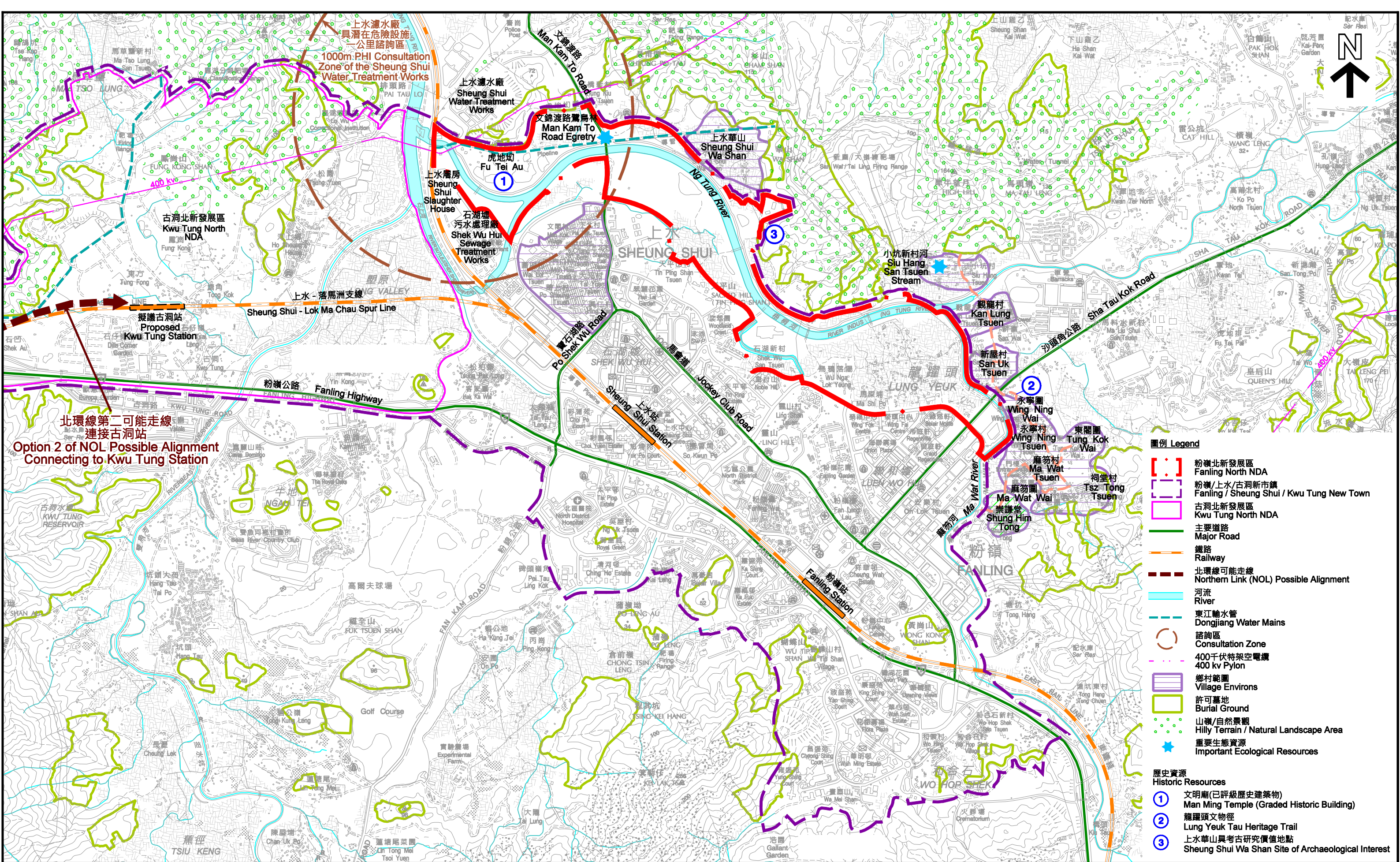


規劃署
PLANNING DEPARTMENT

參考編號
Reference No.
M/SR/NDA/13/055_1c



圖 Plan
1



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日期
Date 17/10/2013

發展限制與機會(粉嶺北) Development Constraints and Opportunities (FLN)

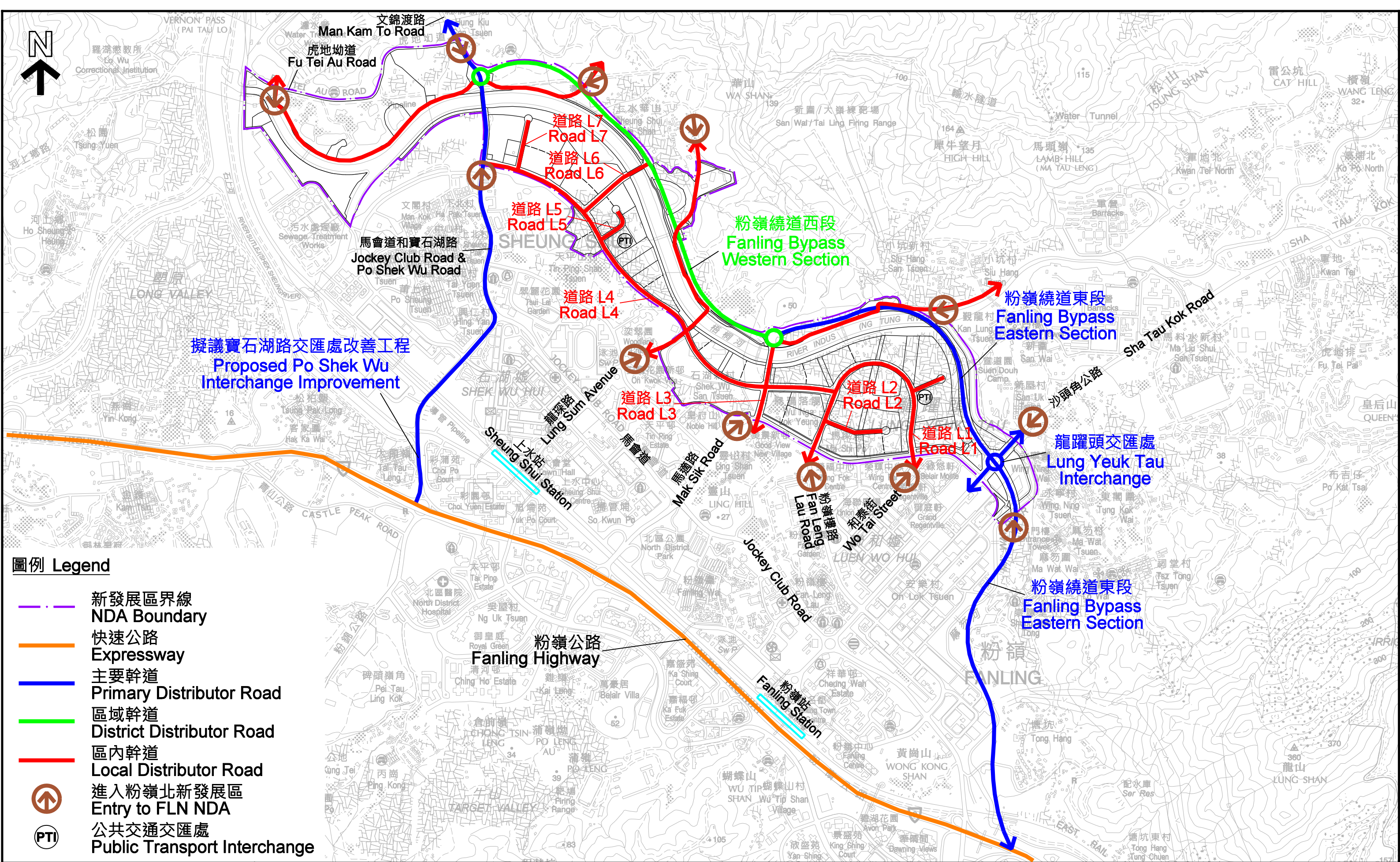
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規劃署
PLANNING DEPARTMENT

參考編號
Reference No.
M/SR/NDA/13/055_2d



圖 Plan
2

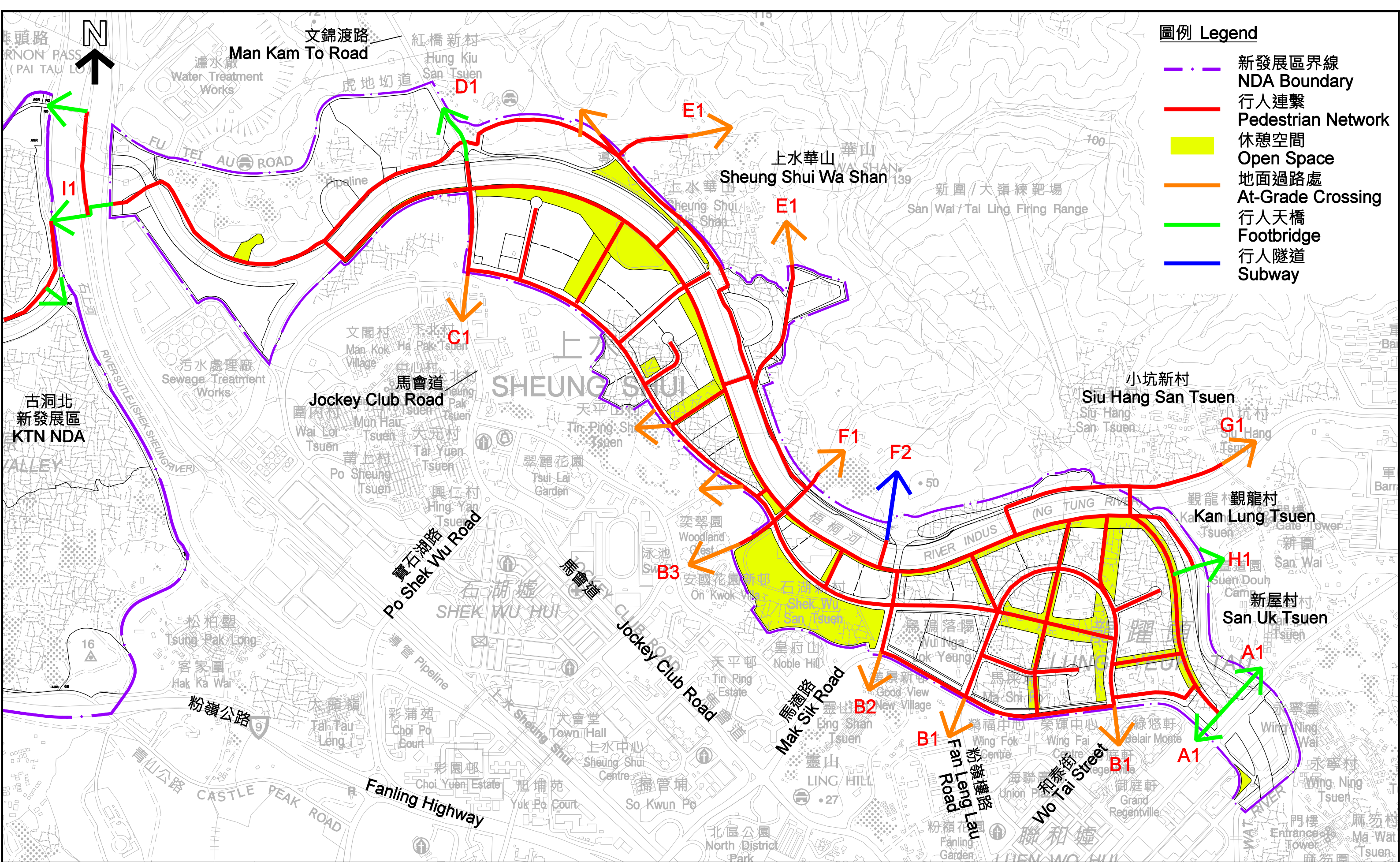


- 圖例 Legend**
- 新發展區界線
NDA Boundary
 - 快速公路
Expressway
 - 主要幹道
Primary Distributor Road
 - 區域幹道
District Distributor Road
 - 區內幹道
Local Distributor Road
 - 進入粉嶺北新發展區
Entry to FLN NDA
 - 公共交通交匯處
Public Transport Interchange

只作顯示用途
For Indicative Purpose Only

日期
Date 17/10/2013

交通網絡圖
Transport Network Plan



只作顯示用途
For Indicative Purpose Only

日期
Date 17/10/2013

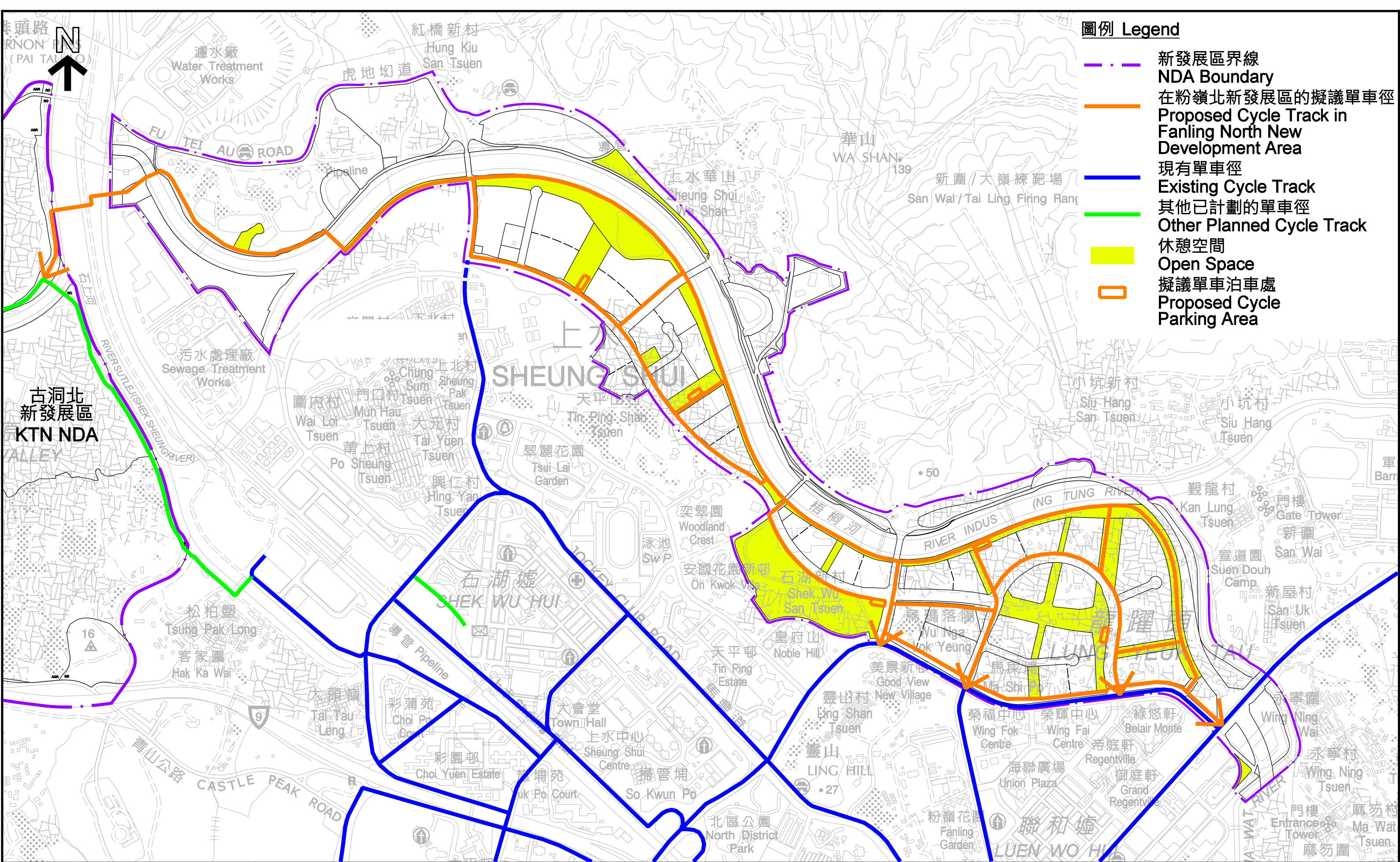
行人連繫圖 Pedestrian Connections Plan

規劃署
PLANNING DEPARTMENT

參考編號
Reference No.
M/SR/NDA/13/055_5f



圖 Plan
5



圖例 Legend

- - - 新發展區界線
NDA Boundary
- 在粉嶺北新發展區的擬議單車徑
Proposed Cycle Track in Fanling North New Development Area
- 現有單車徑
Existing Cycle Track
- 其他已計劃的單車徑
Other Planned Cycle Track
- 休憩空間
Open Space
- 擬議單車泊車處
Proposed Cycle Parking Area

只作顯示用途
For Indicative Purpose Only

日期
Date 17/10/2013

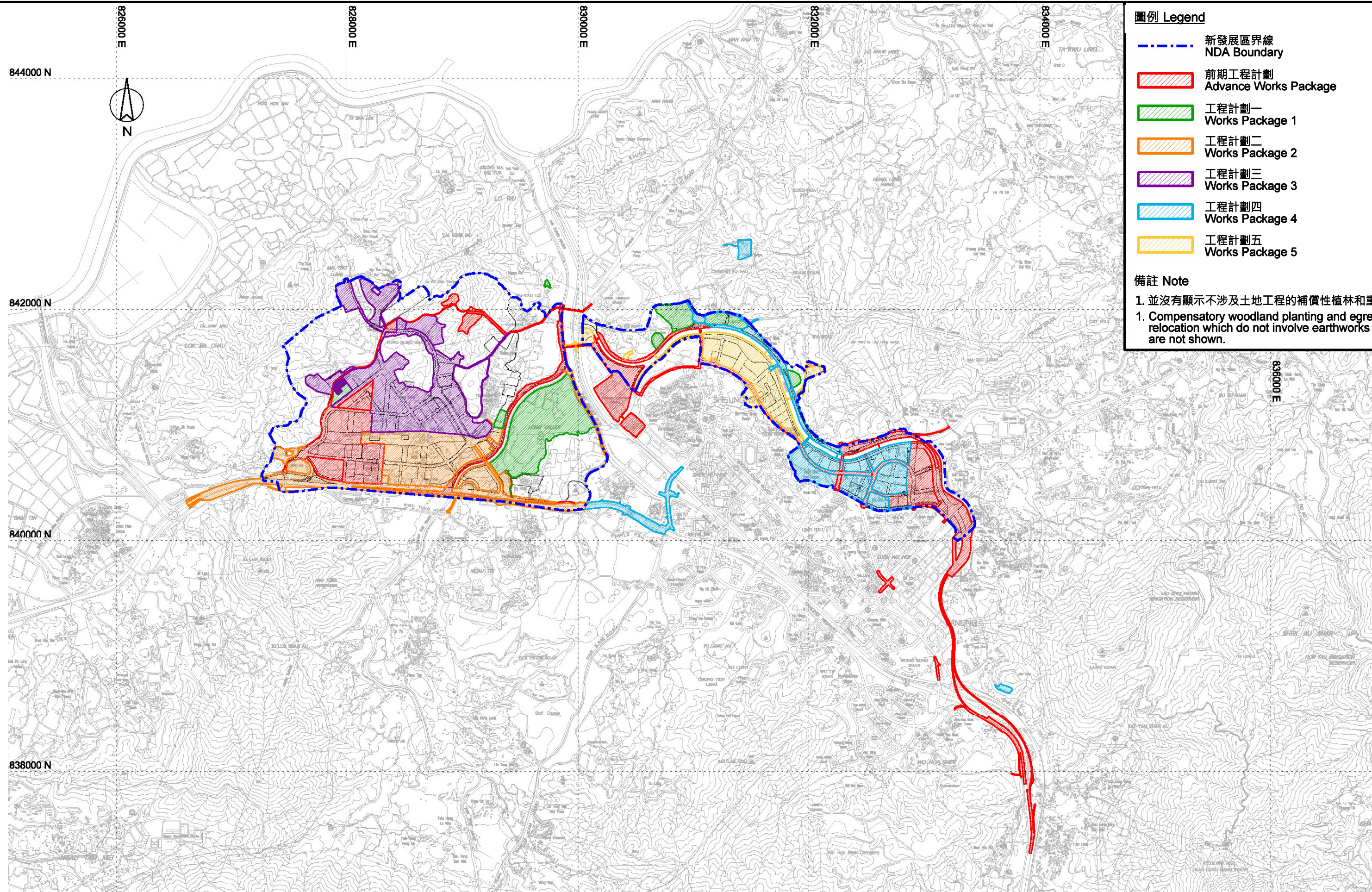
單車徑網絡圖
Cycle Track Network Plan

規劃署
PLANNING DEPARTMENT



參考編號
Reference No.
M/SR/NDA/13/055_6f

圖 Plan
6



圖例 Legend

- 新發展區界線
NDA Boundary
- 前期工程計劃
Advance Works Package
- 工程計劃一
Works Package 1
- 工程計劃二
Works Package 2
- 工程計劃三
Works Package 3
- 工程計劃四
Works Package 4
- 工程計劃五
Works Package 5

備註 Note

- 並沒有顯示不涉及土地工程的補償性植林和重置鷺鳥林
1. Compensatory woodland planting and egretty relocation which do not involve earthworks are not shown.

只作顯示用途
For Indicative Purpose Only

日期
Date 17/10/2013

新發展區分期發展圖
Phasing Plan for New Development Areas Development

規劃署
PLANNING DEPARTMENT

參考編號
Reference No.
M/SR/NDA/13/055_3f



圖 Plan
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