

**Broad Development Parameters of the Indicative  
Development Proposal in Respect of Application No. Y/NE-TKL/4**  
**關乎申請編號 Y/NE-TKL/4 而只作指示用途的擬議發展計劃的概括發展規範**

Application No. 申請編號	Y/NE-TKL/4		
Location/address 位置/地址	Various Lots in D.D. 77 and 84 and Adjoining Government Land, Ping Che, New Territories 新界坪輦丈量約份第 77 約及第 84 約多個地段和毗連政府土地		
Site area 地盤面積	About 約 169,080 sq. m 平方米 (Includes Government Land of about 包括政府土地約 21,330 sq. m 平方米)		
Plan 圖則	Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14		
Zoning 地帶	"Agriculture" and "Green Belt" 「農業」及「綠化地帶」		
Proposed Amendment(s) 擬議修訂	To rezone the application site from "Agriculture" and "Green Belt" to "Residential (Group A)", "Residential (Group A)1" and "Government, Institution or Community" and amend the Notes of the zone applicable to the site 把申請地點由「農業」及「綠化地帶」改劃為「住宅(甲類)」、「住宅(甲類)1」及「政府、機構或社區」地帶及修訂適用於申請地點土地用途地帶的《註釋》		
Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq. m 平方米	Plot ratio 地積比率
	Domestic 住用	About 約 644,630	About 約 4.11 <sup>(1)</sup>
	Non-domestic 非住用	About 約 29,800	About 約 0.2 <sup>(1)</sup>
No. of block 幢數	Domestic 住用	35	
	Non-domestic 非住用	3	
	Composite 綜合用途	-	

Building height/No. of storeys 建築物高度／層數	Domestic 住用	-	m 米
		Not more than 不多於 179	mPD 米(主水平基準上)
		42 <i>1</i>	Storey(s) 層 <i>Exclude 不包括 Refuge Floor 防火層</i>
	Non-domestic 非住用	-	m 米
		Not more than 不多於 40.5	mPD 米(主水平基準上)
		Not more than 不多於 4	Storey(s) 層
	Composite 綜合用途	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
Site coverage 上蓋面積	Domestic 住用	Not more than 不多於 33.33 %	
	Non-domestic 非住用	Not more than 不多於 60% (15 米以上 above 15m) Not more than 不多於 100% (15 米以下 below 15m)	
No. of units 單位數目	14,325 Flats 住宅單位 200 Residential Care Home for the Elderly 安老院舍床位		
Open space 休憩用地	Private 私人	Not less than 不少於 37,245	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle spaces 停車位總數		3803
	Private Car Parking Spaces 私家車車位		2697
	Motorcycle Parking Spaces 電單車車位		150
	Bicycle Parking Spaces 單車泊車位		956
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		78
	Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位		50 <sup>(2)</sup>
Private Car/Taxis/Kindergarten School Bus Loading/Unloading Bay 私家車/的士/幼稚園校巴上落停車處		28	

(1) Based on the proposed Development Site Area of about 156,680 m<sup>2</sup> 以發展地盤面積約為 156,680 平方米計算。

(2) Including light goods vehicle, medium goods vehicle and heavy goods vehicle loading/unloading spaces 包括輕型貨車、中型貨車及重型貨車的上落客貨車位

\* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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

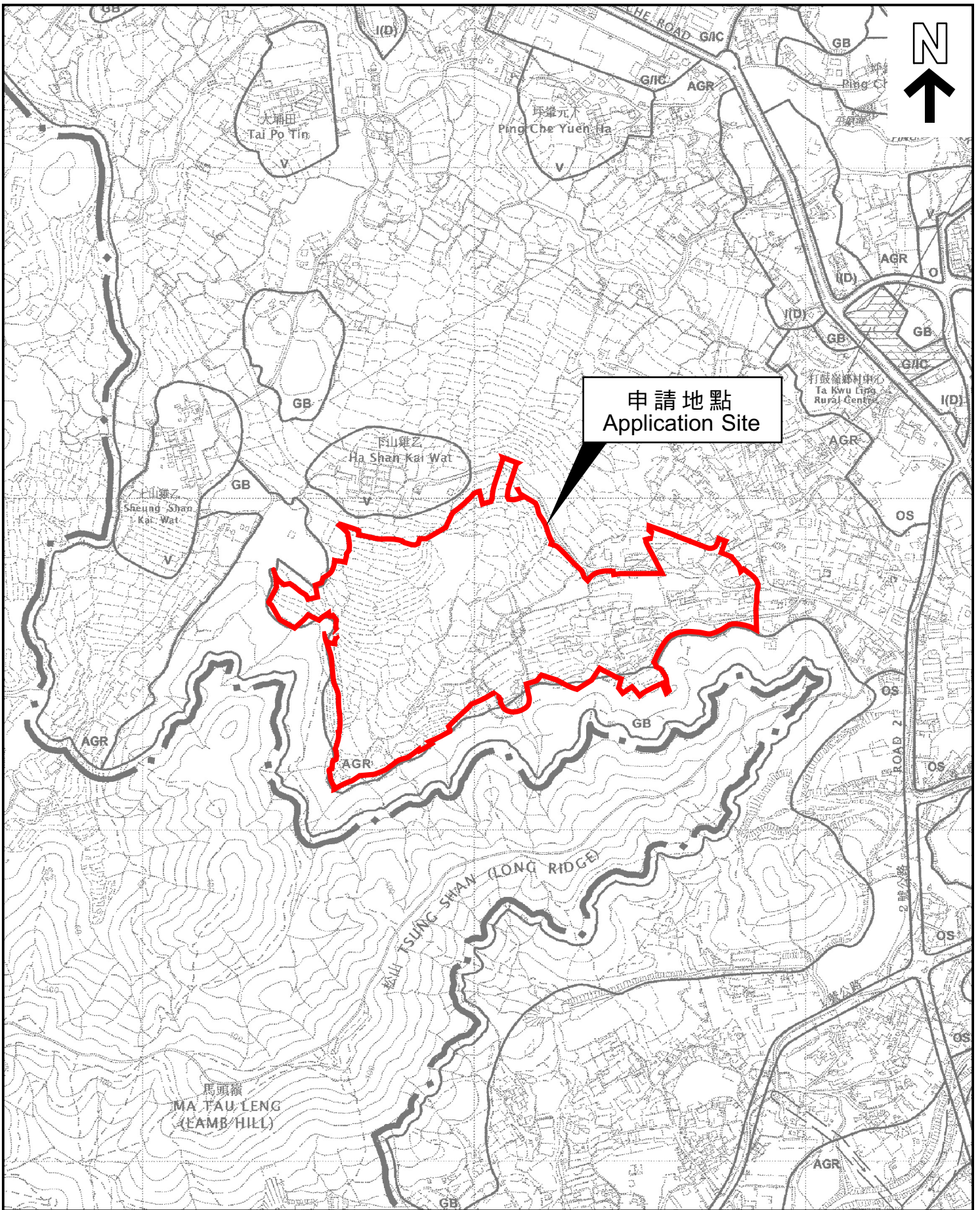
**Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件**

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

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



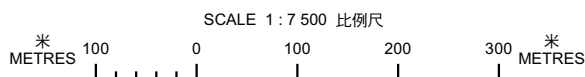


**位置圖 LOCATION PLAN**

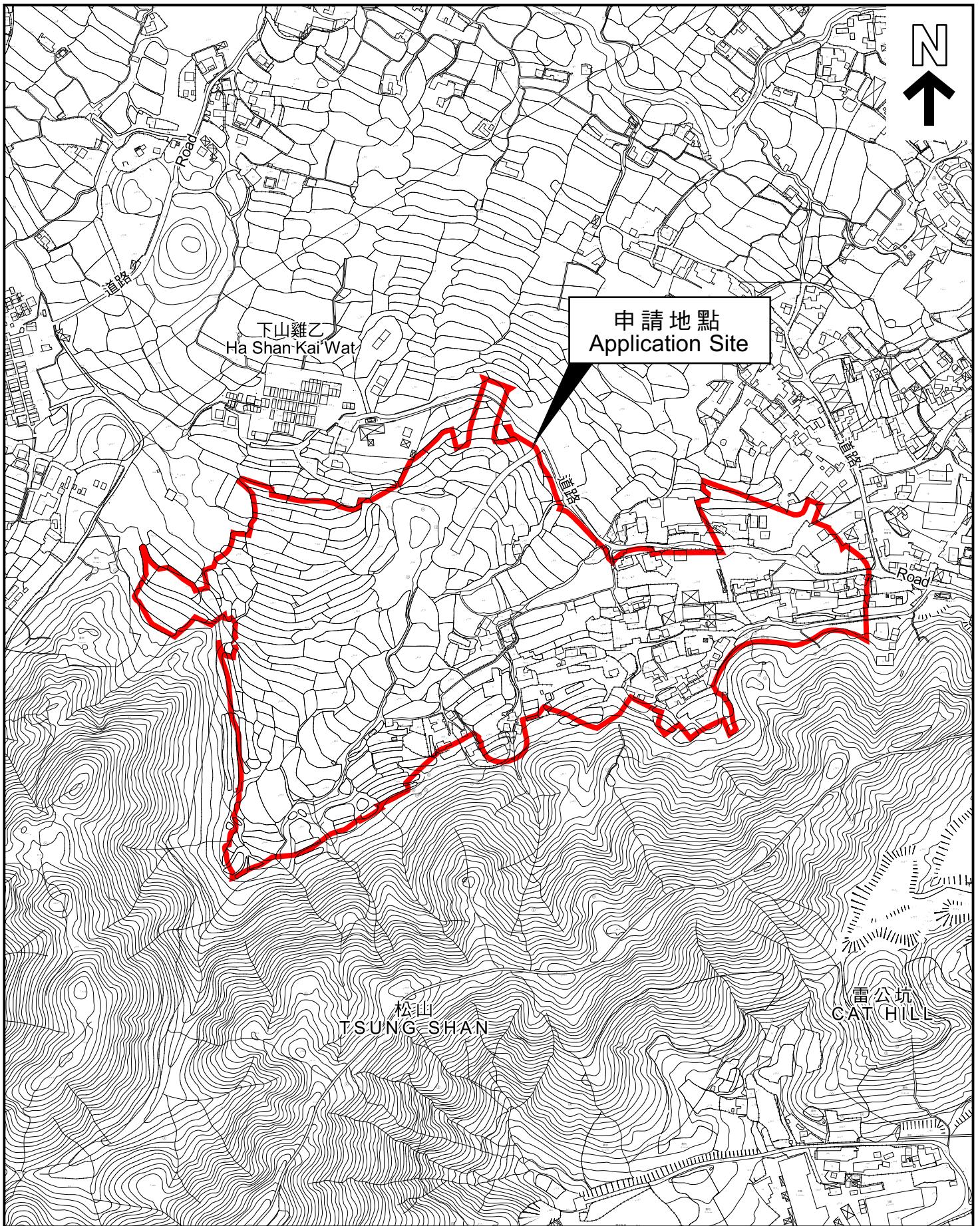
本摘要圖於2023年3月23日擬備，  
 所根據的資料為於2010年2月2日  
 核准的分區計劃大綱圖編號S/NE-TKL/14  
 EXTRACT PLAN PREPARED ON 23.3.2023  
 BASED ON OUTLINE ZONING PLAN No.  
 S/NE-TKL/14 APPROVED ON 2.2.2010

申請地點界線只作識別用  
 APPLICATION SITE BOUNDARY  
 FOR IDENTIFICATION PURPOSE ONLY

參考編號  
 REFERENCE No.  
**Y/NE-TKL/4**







**平面圖 SITE PLAN**

本摘要圖於2023年3月23日擬備，  
 所根據的資料為測量圖編號  
 3-NW-23B、23C、23D、24A、24C及  
 3-SW-3A、3B、4A、23A  
 EXTRACT PLAN PREPARED ON 23.3.2023  
 BASED ON SURVEY SHEETS No.  
 3-NW-23B, 23C, 23D, 24A, 24C &  
 3-SW-3A, 3B, 4A, 23A

申請地點界線只作識別用  
 APPLICATION SITE BOUNDARY  
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參考編號  
 REFERENCE No.  
**Y/NE-TKL/4**

## 行政摘要

(聲明：此中文譯本僅供參考，如中文譯文和英文原文有差異，應以英文為準。)

## 申請目的

根據城市規劃條例第 12A 條 (第 131 章)，申請人現向城市規劃委員會 (下稱「城規會」) 遞交改劃申請 (下稱「本申請」)，擬議對坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14 (下稱「大綱圖」) 作出修訂，將位於粉嶺坪輦丈量約份第 77 約及丈量約份第 84 約內多個地段及毗鄰政府土地 (下稱「申請地點」) 由「農業」及「綠化地帶」改劃為「住宅(甲類)」(第一期發展部分)，「住宅(甲類)1」(剩餘發展部分)，和「政府、機構或社區」地帶預留作學校用途 (下稱「擬議發展」)。是次申請地盤包括第一期與剩餘部份發展各自的發展地盤，以及兩幅在剩餘部份發展預留作學校用途的用地 (即擬議「政府、機構或社區」地帶)<sup>4</sup>。

此改劃申請審視了近期國家政策、相關的香港長遠發展願景如《北部都會區發展策略》和新界北部的坪輦及打鼓嶺地區的發展環境與潛質。有見發展方向所帶來的機遇，此改劃申請希望能夠釋放申請地點的最大發展潛力，從而提供房屋供應，配合和支援「新界北部新市鎮」的長遠發展。

## 規劃背景

就此改劃申請，申請人已審視以下的規劃背景。

### 1. 轉變中的國家和策略性規劃情況

近年香港的空間發展形態經歷不少重大變化。

在國家發展層面上，在 2019 年 2 月，國務院發布《粵港澳大灣區發展規劃綱要》，當中明確表明將需要發展大灣區，以促進內地、香港和澳門的緊密合作。其後，在 2021 年 3 月頒布的《中華人民共和國國民經濟和社會發展第十四個五年規劃和 2035 年遠景目標綱要》，文件上也明確支持香港提升其競爭優勢，使香港更全面地融入國家發展。其中一個主要的發展重點表示香港的發展定位將要成為國際創新科技中心。

在區域策略性層面上，在大政策的支持下，毗鄰深圳的新界北部將發展為國際創科中心以維持香港及大灣區周邊城市的長遠經濟和社會發展需求。隨後，2021

<sup>4</sup>預留作學校用途的用地並不包括在剩餘部份發展的發展地盤

年 10 月頒布的《北部都會區發展策略》進一步強調了新界北在「雙城三圈」的空間格局引導下與深圳緊密融合的發展潛力。三圈包括：

- i) 深圳灣優質發展圈；
- ii) 深港緊密互動圈；和
- iii) 大鵬灣/印洲塘生態康樂旅遊圈。

當中，「深港緊密互動圈」覆蓋北部都會區的中央範圍，包括新界北部未來的旗艦新市鎮及新發展區，透過與深圳的密切連接，從而產生「一加一大於二」的協同效應。從策略層面上，申請地點位於「深港緊密互動圈」的核心地帶。因此，申請地點及其周邊新界北的邊境地區將擁有龐大的發展機遇和潛力。未來商業和科技行業的發展，以及更多住宅發展的需求對北部都會區的可持續發展將極為重要。

## 2. 配合新界北新市鎮長遠發展

在地區層面，規劃署和土木工程拓展署在 2017 年 12 月完成了《發展新界北部地區初步可行性研究》（「新界北初步研究」），並擬定了三個具發展潛力地區（包括落馬洲、文錦渡及打鼓嶺 / 坪輦 / 恐龍坑 / 皇后山）的廣泛土地用途。申請地點所在的打鼓嶺為具發展潛力地區，旨在發展為下一代提供一個能夠自給自足的新市鎮。根據推算為高人口的環境下，申請地點以東的緊鄰地區，將發展成地積比率高達 7.5 的高密度商業和住宅發展。

近年，政府提出「新界北新市鎮」發展，它是一個聚集了打鼓嶺（即包括坪輦地區），香園圍及皇后山三個具發展潛力地區並被定位為可容納不少於 20 萬人口的衛星市鎮，希望透過全面規劃從而達到協同效應。另外，擁有著毗鄰蓮塘 / 香園圍口岸的地理優勢，「新界北新市鎮」與深圳的融合和互動將會不斷增強，成就北部都會區的長遠發展。有見「新界北新市鎮」的詳細規劃仍在研究當中，並考慮到新界北新市鎮的發展週期不短，申請人認為可在政府完成規劃之前，尋找與屬於「新界北新市鎮」第一階段發展的皇后山村的相近發展模式。為更準確地理解申請地盤的地理特徵及發展潛力，描述申請地盤的地理位置時將會參照位於「新界北新市鎮」西南部分的「打鼓嶺具發展潛力地區」而非整個「新界北新市鎮」。由於申請地點毗鄰「打鼓嶺具發展潛力地區」的核心區域，申請地點實為「打鼓嶺具發展潛力地區」的合理延伸，並具有不少發展潛力。擬議發展將可以加快在短中期提供必要的房屋供應，實現打造北部都會區成為一個具吸引力的宜居、宜工作、宜旅遊的大都會。

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## 擬議發展計劃

擬議綜合住宅發展項目主要分為兩個主要階段（即第一階段和剩餘部分發展）。發展用地的總佔地面積約 156,680 平方米，擬議的第一期和剩餘部分發展的住用地積比率分別將不多於 5 及 4，並將於落成後合共提供 14,325 個單位。當中亦包括附屬的商業零售設施、政府、機構或社區設施及交通運輸設施。擬議發展將包括 35 座住宅樓，住宅樓層從 30 到 42 層不等（由地面計起），而建築物高度為不多於主水平基準以上 179 米（至主樓頂）。

為了打造一個和諧和自給自足的社區，擬議發展將提供以下配套設施：

### 第一階段

- 一個約 2,200 平方米的有蓋交通停車處；
- 約 3,000 平方米的商業樓面<sup>5</sup>面積，以應付社區的日常需要；及
- 一個長者鄰舍中心（淨作業樓面面積約 303 平方米 / 總樓面面積約 667 平方米）<sup>6</sup>，為社區帶來規劃增益。

### 於剩餘階段發展

- 兩個有蓋交通停車處（共約 6,600 平方米）；
- 擬議發展也會提供約 18,000 平方米的商業樓面<sup>5</sup>面積；
- 一個長者鄰舍中心（淨作業樓面面積約 303 平方米 / 總樓面面積約 667 平方米）<sup>6</sup>；
- 一個 200 個位的安老院舍（淨作業樓面面積約 2,475 平方米、總樓面面積約 5,445 平方米）<sup>6</sup>；
- 兩個 80 個位的長者日間護理中心（淨作業樓面面積約 1,012 平方米、總樓面面積約 2,226 平方米）<sup>6</sup>；
- 一個 150 個位的幼兒中心（淨作業樓面面積約 776 平方米、總樓面面積約 1,707 平方米）<sup>6</sup>；及
- 兩幅預留作學校用途的用地，以滿足該地區未來人口對教育設施的潛在需求。

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<sup>5</sup> 包括商店及服務行業、娛樂場所、食肆、學校（幼兒園、幼稚園、語言學校、電腦學校、商科學校、補習學校和工業學院；亦包括開辦興趣班或休閒課程的院校、組織或機構。）、娛樂場所及康體文娛場所。

<sup>6</sup> 根據淨作業樓面面積及總樓面面積的轉換系數為 2.2；其面積將不包括在地積比率和總樓面面積的計算內。

## 發展理由和規劃收益

本規劃申請得到以下理由和規劃優點的充分支持：

- 擬議改劃申請符合國家、區域和策略層面的規劃和發展方向；
- 擬議發展能捉緊與大灣區城市日益增長的經濟互動，和北部都會區的長遠發展所帶來的機遇；
- 擬議發展利用規劃中的北環線東延的機遇，並以運輸導向的發展模式充分釋放申請地點的發展潛力；
- 擬議發展可緩解嚴重的住房短缺問題；
- 擬議發展密度與日後「新界北新市鎮」的未來發展相宜；
- 擬議發展可促進周邊城郊地區的轉型，並配合及協助實現「新界北新市鎮」的規劃意向；及
- 擬議發展配合落實「打鼓嶺具發展潛力地區」發展，並且在各個技術方面證實可行。

基於以上發展理據，懇請城規會對本修訂圖則申請予以贊同。

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## EXECUTIVE SUMMARY

### PURPOSE OF SUBMISSION

This rezoning application is submitted to the Town Planning Board (the Board) in support of a rezoning request to rezone an area zoned “Agriculture” (“AGR”) and a minor portion zoned “Green Belt” (“GB”) to “Residential (Group A)” (“R(A)”) zone in Phase 1, “Residential (Group A)1” (“R(A)1”) sub-zone in the Remaining Phases and “Government, Institution or Community” (“G/IC”) zone in the reserved school sites on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No. S/NE-TKL/14 at various lots in D.D 77 and 84 and adjoining Government Land in Ping Che, Fanling (hereafter referred to as the “Application Site”) under Section 12A of the Town Planning Ordinance (CAP. 131) in support of a proposed comprehensive development (hereafter referred to as the “Proposed Development”). The Application Site includes both Development Sites of Phase 1 and the Remaining Phases, as well as the reserved school sites (i.e. proposed G/IC zone)<sup>1</sup> to be formed by the Applicant during the implementation of the Remaining Phases.

This rezoning proposal has fully considered the planned and potential development context at not only local but also regional level in the wider Northern Metropolis (“NM”) and in the Greater Bay Area (“GBA”). The Proposed Development is committed to contributing to the housing supply in the territory in a timely manner on one hand, and to complement with the continuous Government’s initiative to develop the New Territories North (“NTN”) on the other hand. In particular, the Applicant has reviewed the following opportunities arising from the changing spatial framework and distinctive positioning of the NTN New Town (formed by the formerly known Ta Kwu Ling and Ping Che, Queen’s Hill and Heung Yuen Wai Potential Development Areas (PDAs)).

### PLANNING CONTEXT

#### *1. Changing National and Strategic Planning Context*

Spatial development pattern in Hong Kong has changed drastically with respect to various Governmental policy documents at national and strategic regional levels.

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<sup>1</sup> The schools sites would be excluded from the Development Site Area of the Remaining Phases.



At national level, as promulgated by the State Council in **February 2019**, the Outline Development Plan for the GBA clearly states the effort of developing the GBA and fostering closer co-operation between the Mainland, Hong Kong and Macao. The National 14<sup>th</sup> Five-Year Plan later promulgated in **March 2021** also expressly supports Hong Kong to enhance its competitive advantages and for better integration into the overall development of the country.

At the strategic regional level, under the prevailing national development, the NTN that accommodates a vast amount of undeveloped land in close proximity to Shenzhen, will be developed into an international Innovation and Technology (I&T) Hub to sustain the long-term economic and social needs of Hong Kong and neighbouring cities in the GBA. Subsequently, the Northern Metropolis Development Strategy (“NMDS”) introduced in **October 2021** further emphasizes the development potential of NTN in accelerating the momentum of integrated development within Shenzhen, under three interactive circles guiding the long-term spatial development of Hong Kong:

- i) Shenzhen Bay Quality Development Circle;
- ii) Hong Kong – Shenzhen Close Interaction Circle; and
- iii) Mirs Bay/Yan Chau Tong Eco-recreation/tourism Circle.

The “Hong Kong – Shenzhen Close Interaction Circle” (“HKSZCIC”) covers the central part of the Northern Metropolis (“NM”) including the future new towns and various flagship new development areas, aspiring to achieve the synergy effect of “one plus one greater than two” in close collaboration with Shenzhen. Strategically, the Application Site is located within the core of the HKSZCIC. There will be ample opportunities for future developments, such as future commercial and technological industry developments to be concentrated along the frontier area in the NTN and the demand for more residential developments to support the growth of the NM.

## *2. Complementary to the Long-Term Development of the NTN New Town*

At the local level, the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) commenced the Preliminary Feasibility Study on Developing the New Territories North (“Preliminary NTN Study”). The broad land use plans for three initial PDAs including Lok Ma Chau, Man Kam To and Ta Kwu Ling/ Ping Che/ Hung Lung Hang/ Queen’s Hill was promulgated in **December 2017**. Ta Kwu Ling PDA (TKLPDA), where the Application Site is situated, was intended to be developed

into a self-sustained new town development for the next generation with strong economic linkage with the GBA. As depicted under the “High Population” development scenario of TKLPDA in the Preliminary NTN Study, the immediate area to the east of the Application Site would accommodate high-density commercial and residential developments with a plot ratio (PR) up to 7.5.

Recently, the NTN New Town has been formally introduced by agglomeration of the formerly known TKLPDA and Heung Yuen Wai & Queen’s Hill PDAs. The NTN New Town is positioned as a new town to house a population of not less than 200,000. The NTN New Town will support the making of the NM in the long run in leverage of its locational advantage to Liantang/Heung Yuen Wai Border Control Point. As detailed planning of the NTN New Town is in progress and considering the extensive development programme of the NTN New Town, opportunities for appropriate residential development as an earlier phase development, similar to the development model as Queen’s Hill Estate (i.e. part of the first phase development of the NTN New Town completed in year 2021) could be explored ahead of the Government’s planning.

To capture a more precise locational characteristic and thus the development potential of the Application Site, the TKLPDA that is situating at the south-west portion of the overall NTN New Town will be referred to instead of the NTN New Town when describing in geographical terms. Upon reviewing the development potential of the Application Site with reference to its location adjoining to the core area of TKLPDA, it will in overall be seen as a logical extension to the TKLPDA while the Proposed Development as a comprehensive development intended to expedite housing supply in the short-medium term and support to materialize the making of NM into a promising metropolitan area to live in, work and travel.

## **INDICATIVE PROPOSAL**

The proposed rezoning request would facilitate a comprehensive development primarily to be implemented in two major phases (i.e. Phase 1 and the Remaining Phases) to complement the NTN New Town. With an overall Development Site area of about 156,680m<sup>2</sup>, a maximum domestic PR of “not more than 5” and “not more than 4” are being proposed for Phase 1 and the Remaining Phases respectively. In total, it would provide 14,325 units with provision of supporting commercial, G/IC and transport facilities. The Proposed Development would consist of 35 residential towers with

domestic storeys ranging from 30 – 42 storeys (above ground) with a maximum building height of not more than 179mPD (to main roof).

To create a balanced and self-sustained community upon completion of the Proposed Development, the following supporting facilities would also be provided: -

### Phase 1

- A covered transport lay-by of about 2,200m<sup>2</sup>;
- Commercial <sup>2</sup> floor spaces of about 3,000m<sup>2</sup>; and
- A Neighborhood Elderly Centre (NEC) with a NOFA of about 303m<sup>2</sup> and GFA of about 667m<sup>2 3</sup>.

### For Remaining Phases

- Two covered transport lay-bys of about 6,600m<sup>2</sup>;
- Commercial <sup>2</sup> floor spaces of about 18,000m<sup>2</sup>;
- A NEC with a NOFA of about 303m<sup>2</sup> and GFA of about 667m<sup>2 3</sup>;
- A 200-places Residential Care Home for the Elderly (RCHE) with a NOFA of about 2,475m<sup>2</sup> or GFA of about 5,445m<sup>2 3</sup>;
- Two 80-places Day Care Centre for the Elderly (DE) with a NOFA of about 1,012m<sup>2</sup> or GFA of about 2,226m<sup>2 3</sup>;
- A 150-places Child Care Centre (CCC) with a NOFA of about 776m<sup>2</sup> or GFA of about 1,707m<sup>2 3</sup>; and
- Two sites are reserved for school use to cater for the potential demand for educational facility deriving from the future population in the area.

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<sup>2</sup> Including 'Shop and Services', 'Eating Place', 'School' (nursery / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses.

<sup>3</sup> Based on a NOFA to GFA conversion factor of 2.2 and floor area to be exempted from calculations of GFA and PR.



## DEVELOPMENT JUSTIFICATION AND PLANNING GAINS

The subject planning application is fully supported by the following justifications and planning merits:

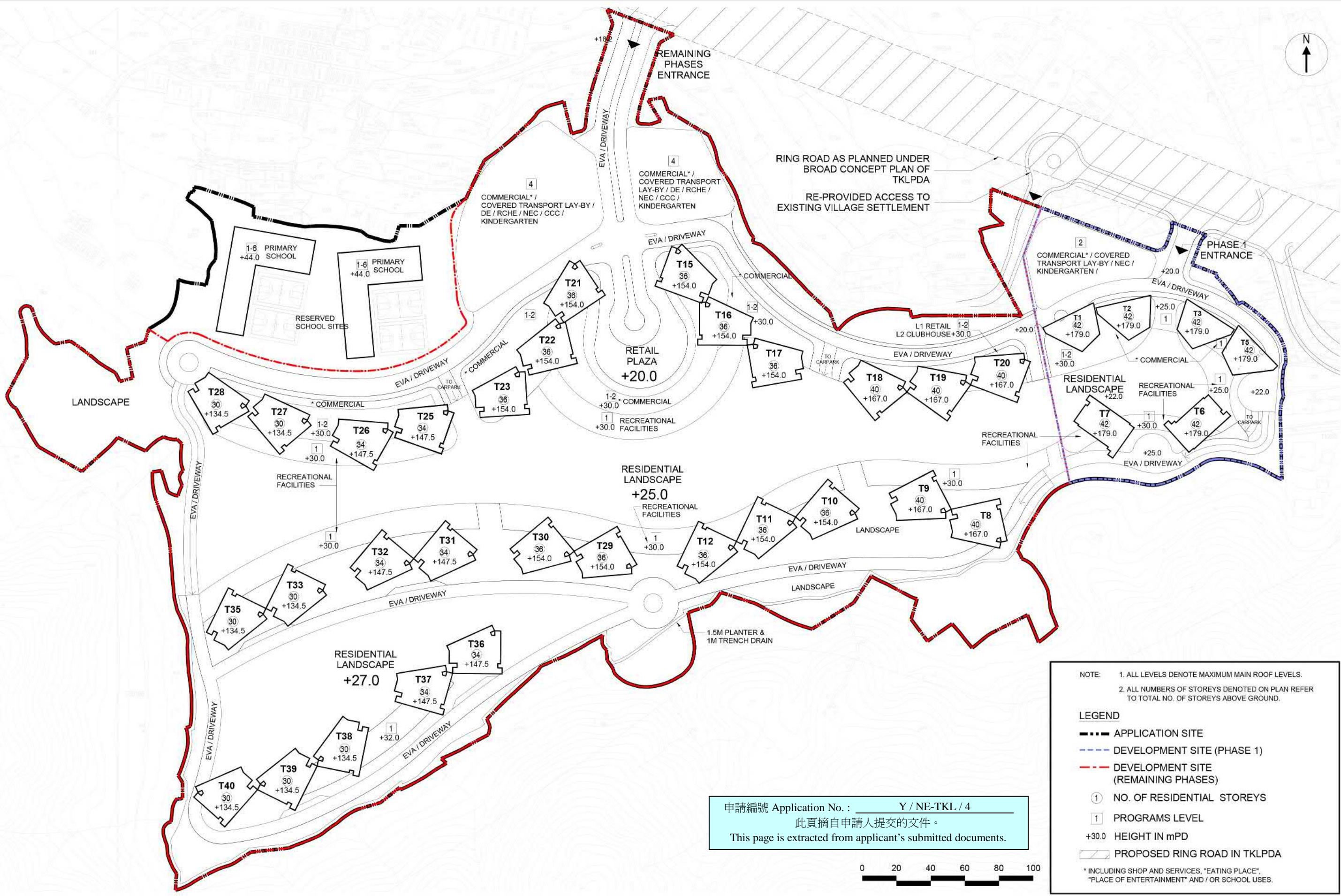
- The subject rezoning application strategically complements with the national, regional and strategic planning directions;
- The subject rezoning proposal can seize the opportunities brought by the long-term sustainable growth of the Northern Metropolis with increasing economic interactions with cities in the Greater Bay Area;
- The Proposed Development captures the opportunities of the planned NOL Eastward Extension and unleash the development potential of the Application Site based on a transit-oriented development approach;
- The Proposed Development can alleviate the acute housing shortage;
- The proposed development intensity is compatible to the future developments in the NTN New Town;
- The Proposed Development can catalyse transformation in the surroundings and complement the realization of the planning intension of the NTN New Town; and
- The Proposed Development complements the implementation of the TKLPDA and is sustainable from various technical aspects.

Based on the above, the Board is cordially invited to consider this rezoning application favorably.

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**NOTE:**

1. ALL LEVELS DENOTE MAXIMUM MAIN ROOF LEVELS.
2. ALL NUMBERS OF STOREYS DENOTED ON PLAN REFER TO TOTAL NO. OF STOREYS ABOVE GROUND.

**LEGEND**

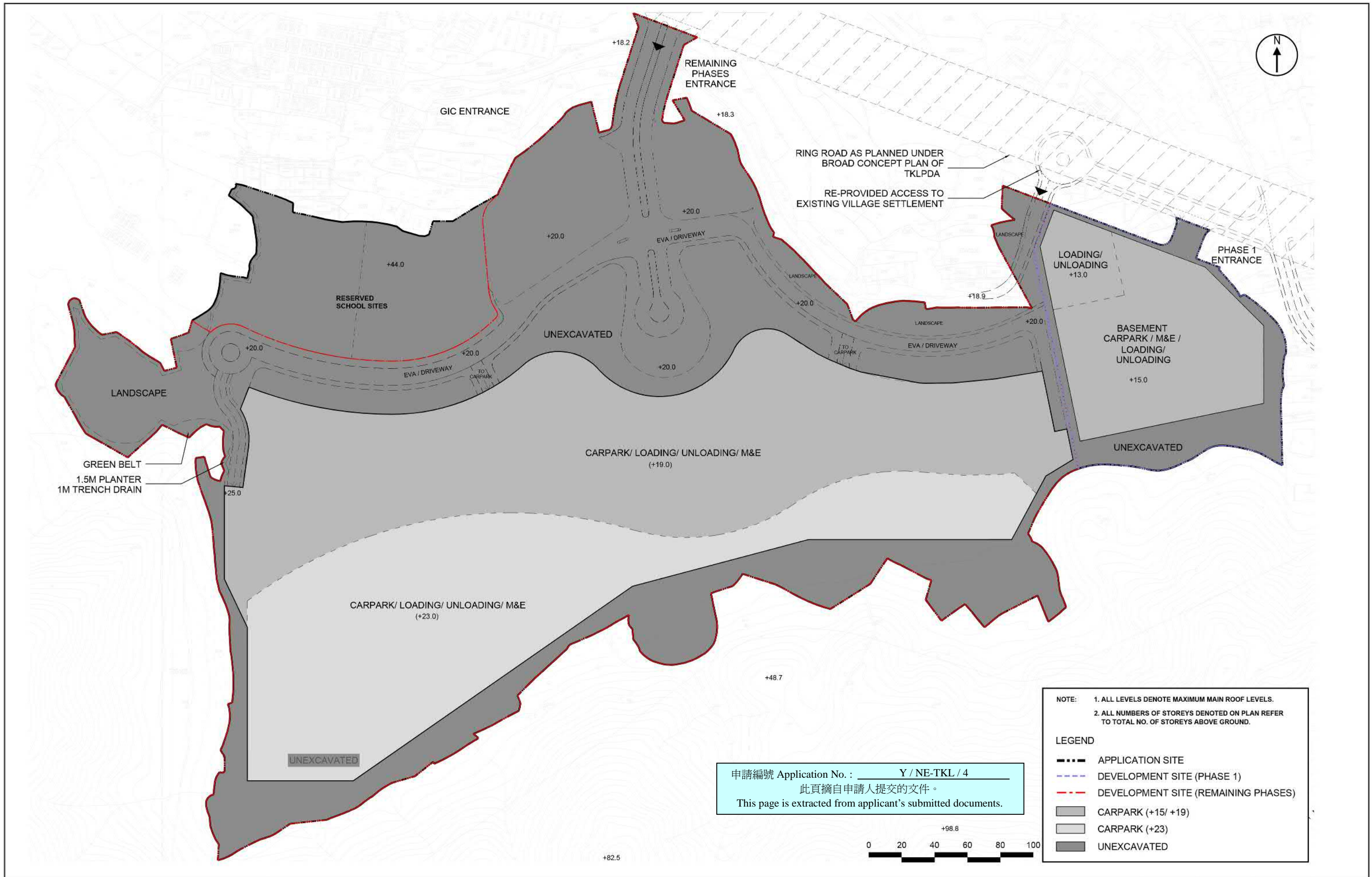
- APPLICATION SITE
- DEVELOPMENT SITE (PHASE 1)
- DEVELOPMENT SITE (REMAINING PHASES)
- ① NO. OF RESIDENTIAL STOREYS
- ① PROGRAMS LEVEL
- +30.0 HEIGHT IN mPD
- PROPOSED RING ROAD IN TKLPDA

\* INCLUDING SHOP AND SERVICES, "EATING PLACE", "PLACE OF ENTERTAINMENT" AND / OR SCHOOL USES.

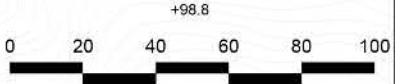


Checked	DH	Drawn	PW
Rev	0	Date	Mar 2023
Scale		Figure	4.1



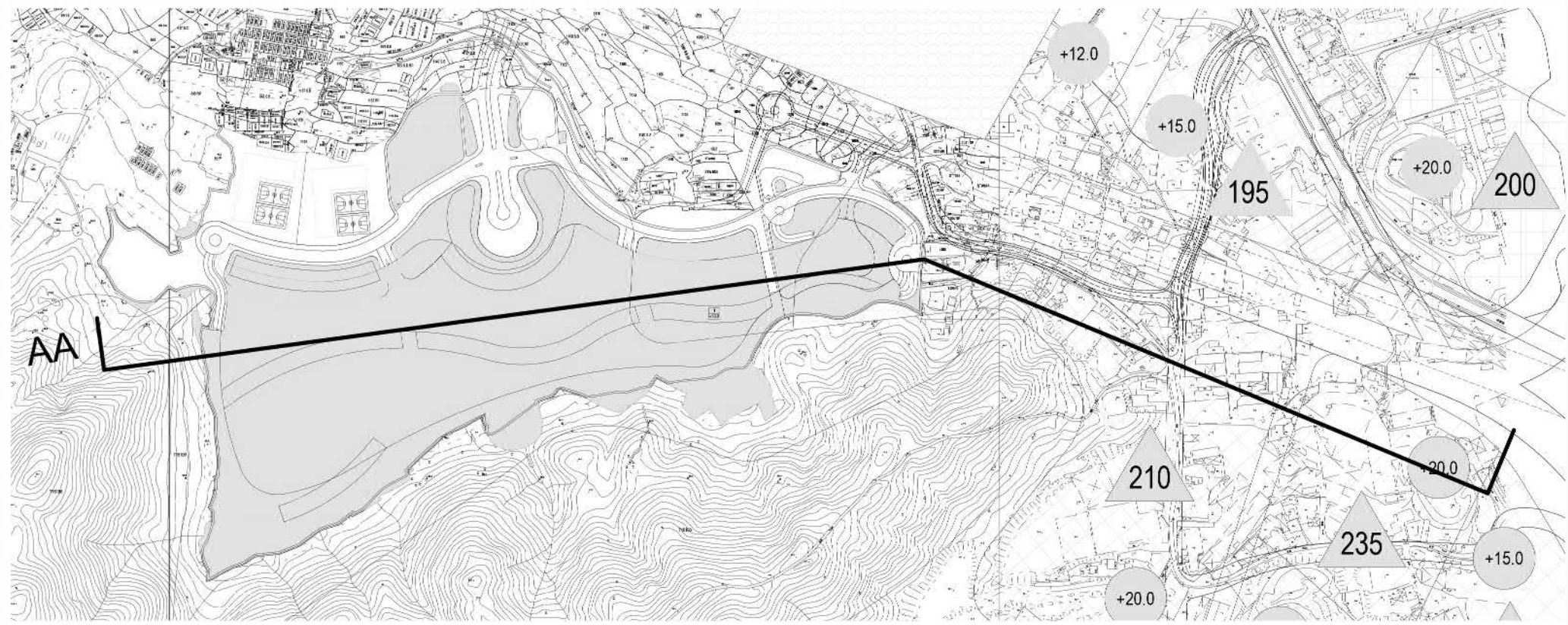


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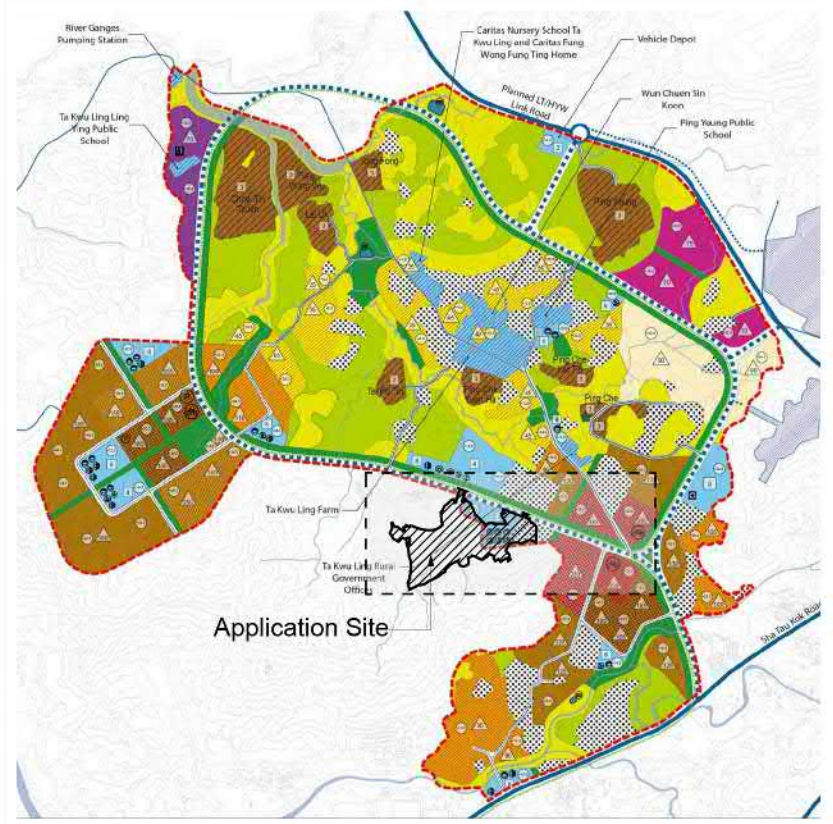


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Scale	Figure 4.2		



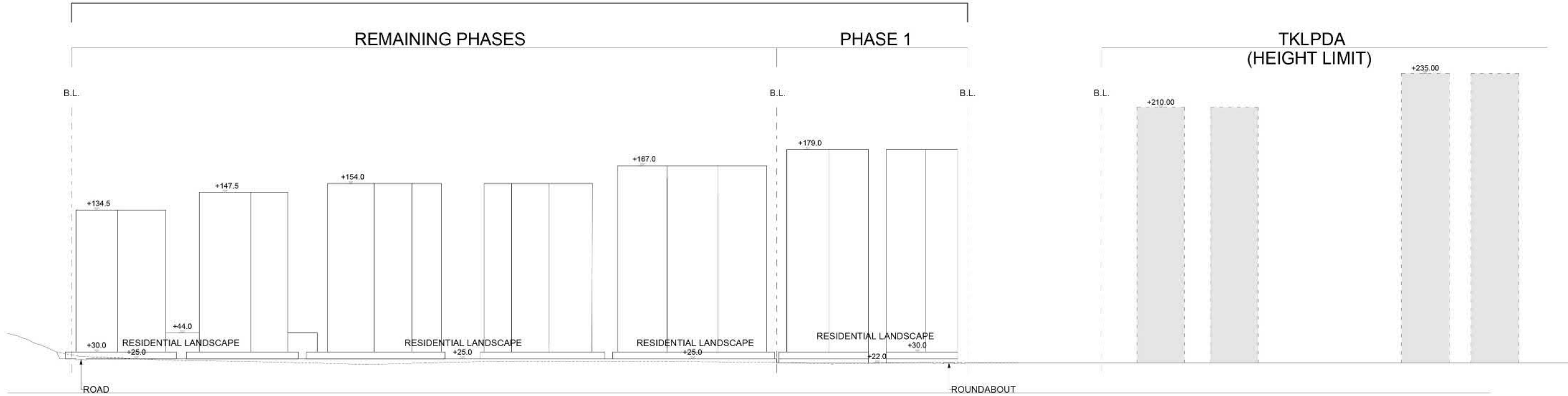


Master Layout Plan



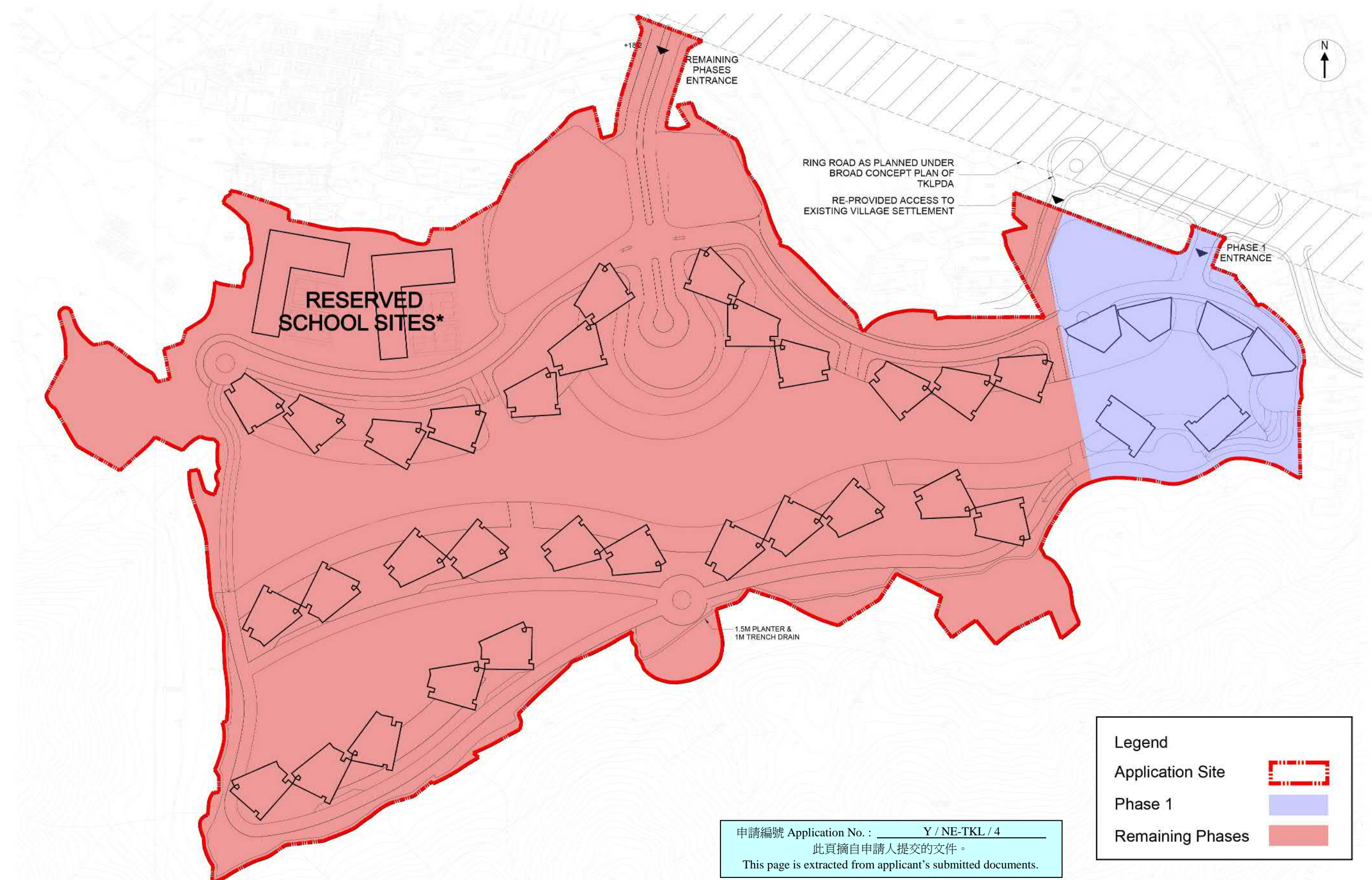
TKLPDA - Location Plan

APPLICATION SITE



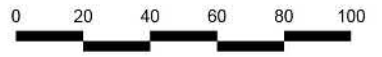
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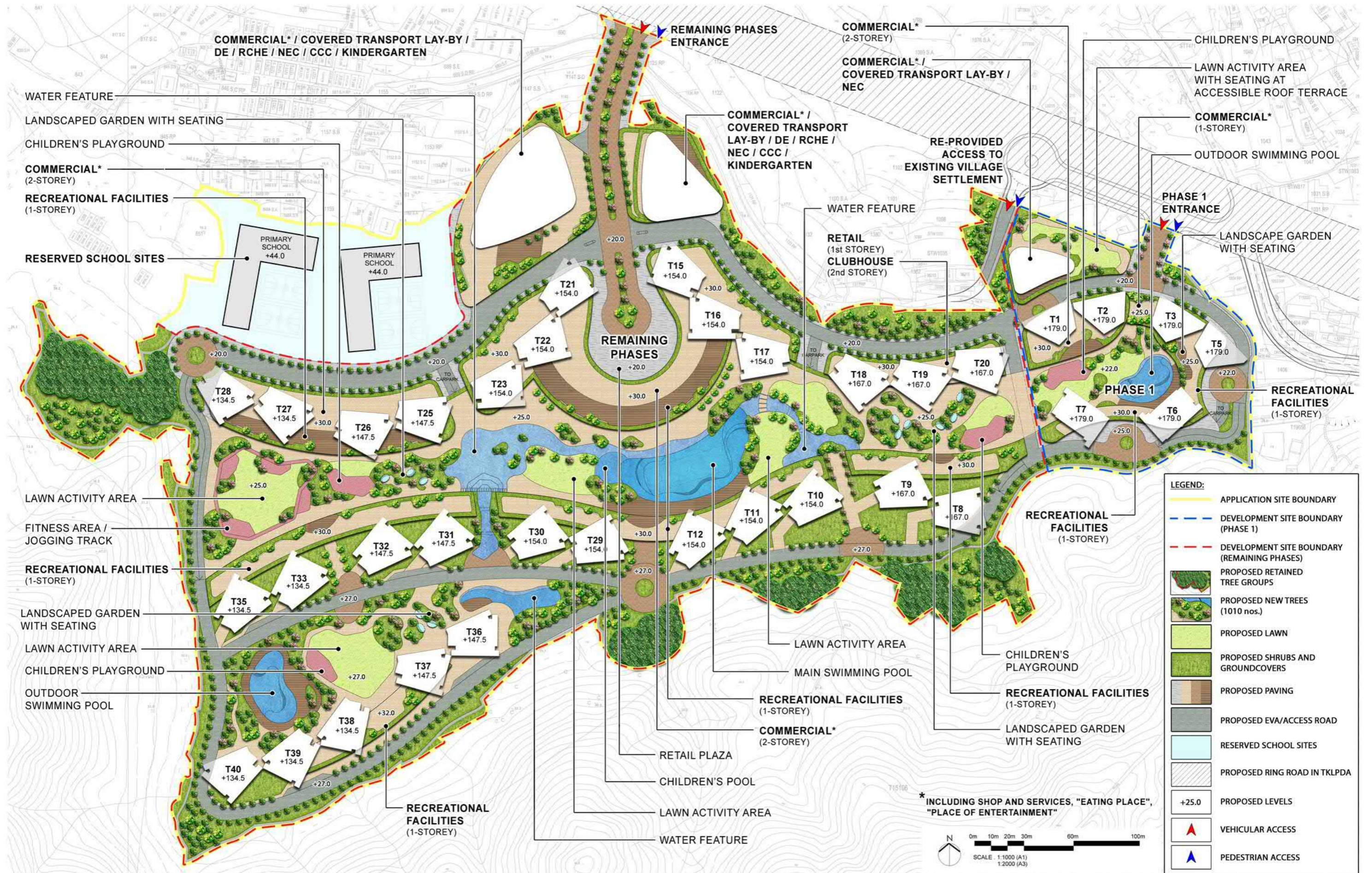
Legend	
Application Site	
Phase 1	
Remaining Phases	



\* The Reserved School Sites which do not form part of the Development Site of the Remaining Phases are to be formed by the Applicant during the implementation of the Remaining Phases and to be handed over to the Government upon request

	Title	Indicative Phasing Plan		
	Checked	DH	Drawn	PW
	Rev	0	Date	Mar 2023
	Scale	Figure 4.4		





**S12A Planning Application for Proposed Amendments to the Ping Che and Ta Kwu Ling Outline Zoning Plan from "AGR" and "GB" Zones to "R(A)", "R(A)1" and "G/IC" Zones at Various Lots in D.D. 77 and 84 and Adjoining Government Land in Ping Che, Fanling**

Landscape Master Plan

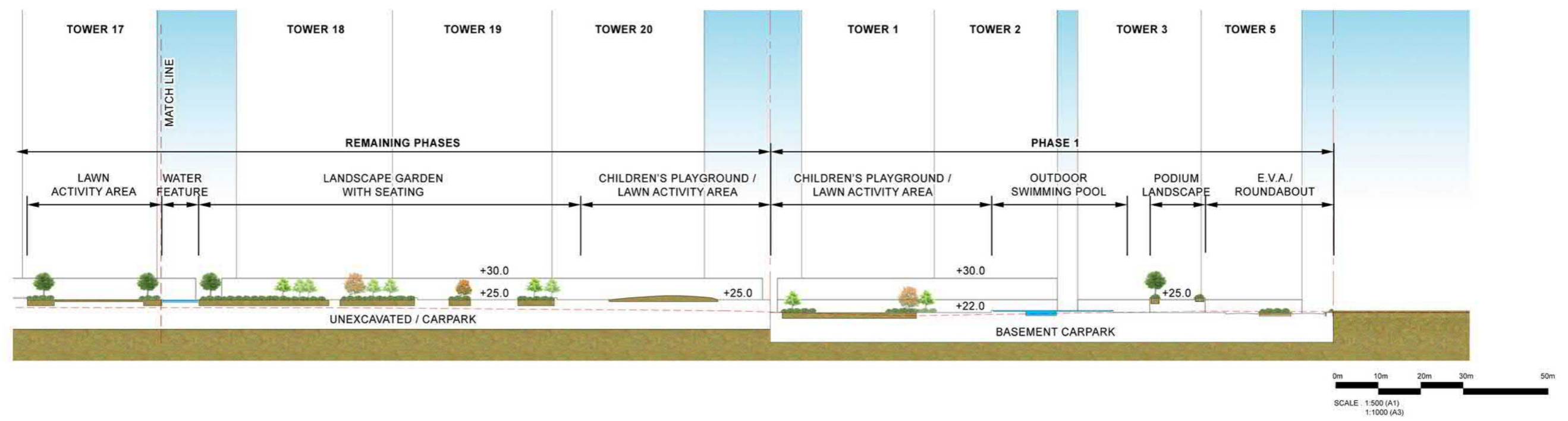
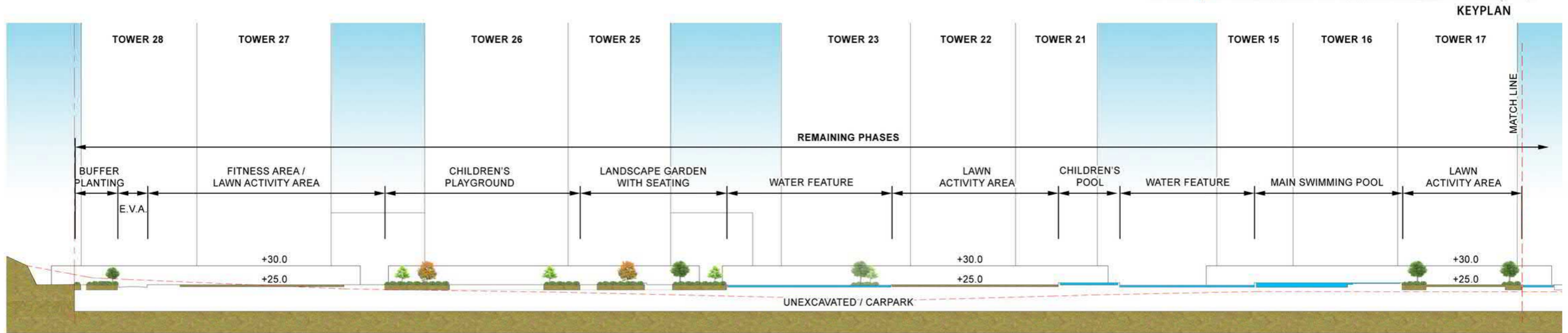
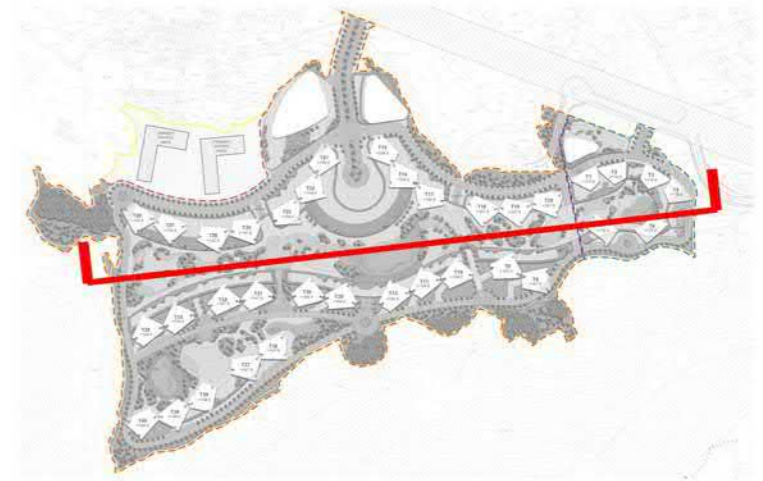
Dwg. No. : 2021212-LMP-01

Date : OCT 2022

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**S12A Planning Application for Proposed Amendments to the Ping Che and Ta Kwu Ling Outline Zoning Plan from “AGR” and “GB” Zones to “R(A)”, “R(A)1” and “G/IC” Zones at Various Lots in D.D. 77 and 84 and Adjoining Government Land in Ping Che, Fanling**

Landscape Section  
Dwg. No. : 2021212-SEC-01

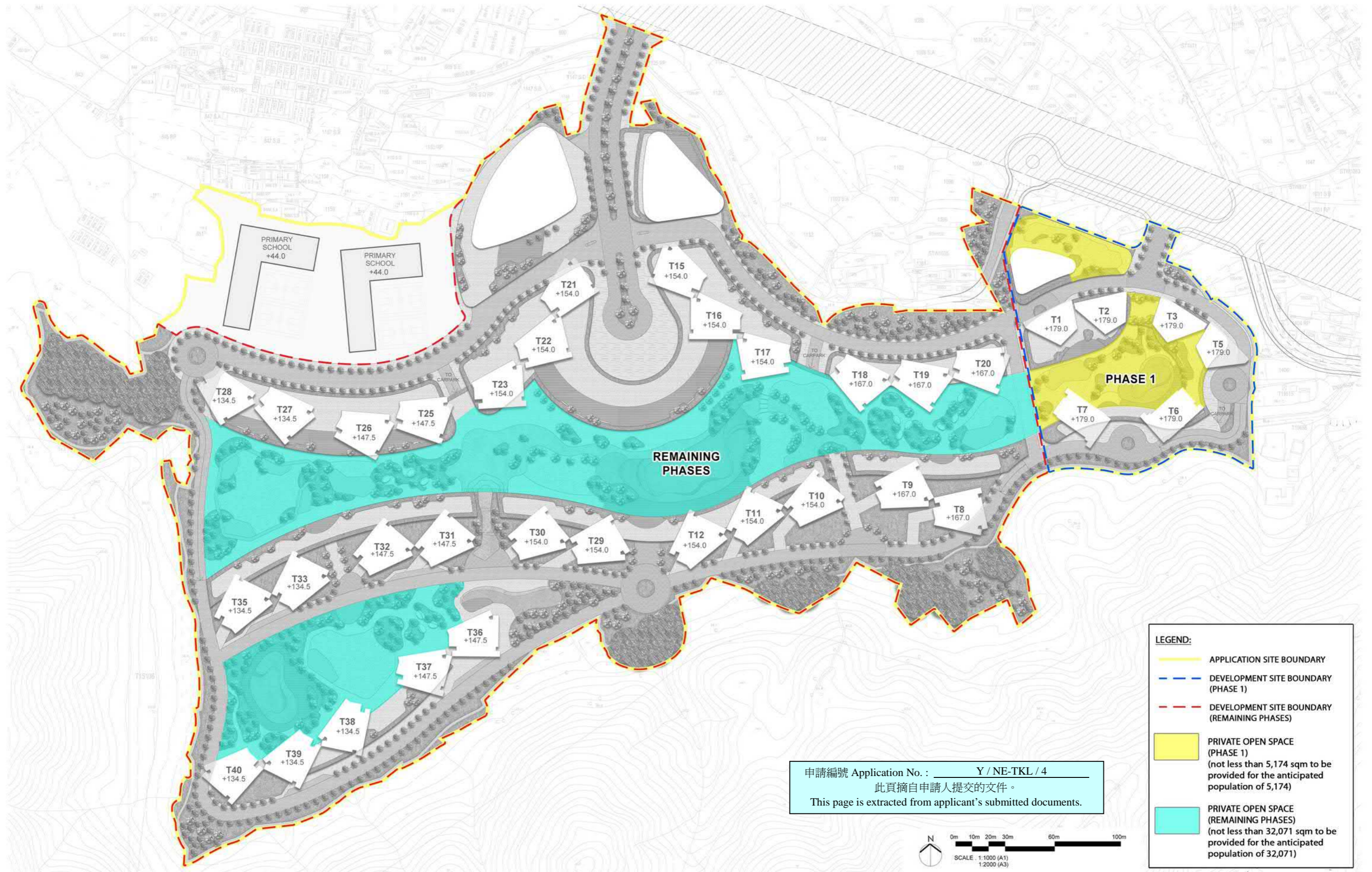
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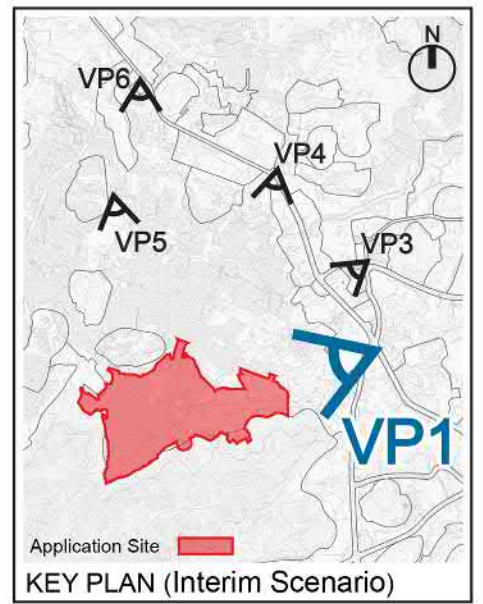


**S12A Planning Application for Proposed Amendments to the Ping Che and Ta Kwu Ling Outline Zoning Plan from “AGR” and “GB” Zones to “R(A)”, “R(A)1” and “G/IC” Zones at Various Lots in D.D. 77 and 84 and Adjoining Government Land in Ping Che, Fanling**  
 Private Open Space Demarcation Plan  
 Dwg. No. : 2021212-OSD-01  
 Date : OCT 2022  
 (A1-size)

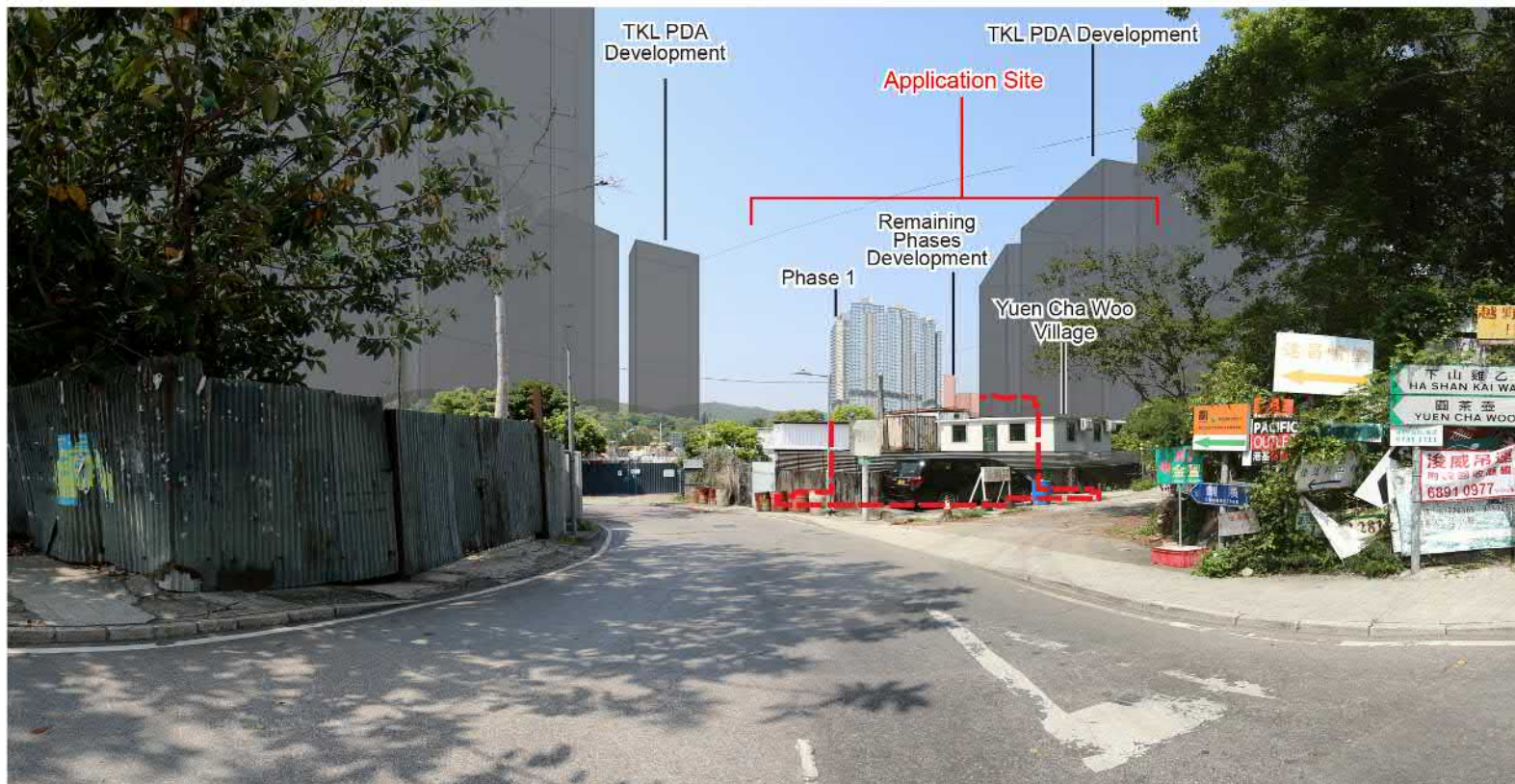




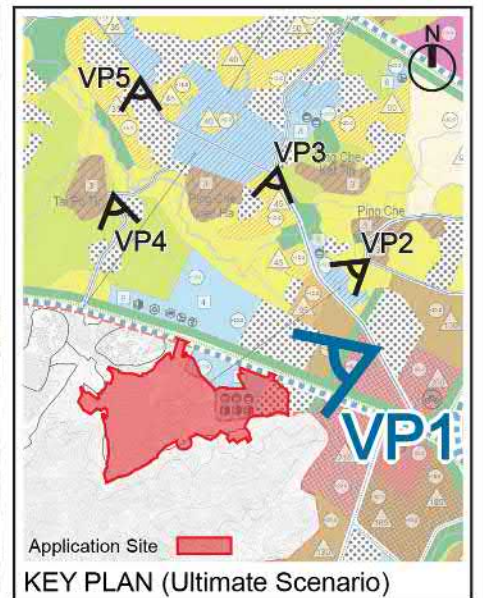
Existing Condition



Proposed Scheme - Interim Scenario

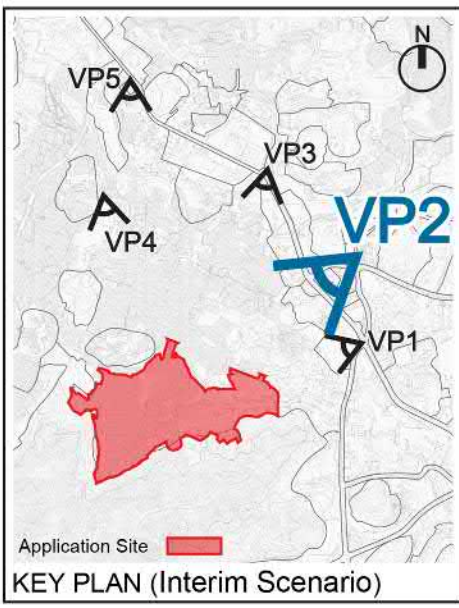


Proposed Scheme - Ultimate Scenario

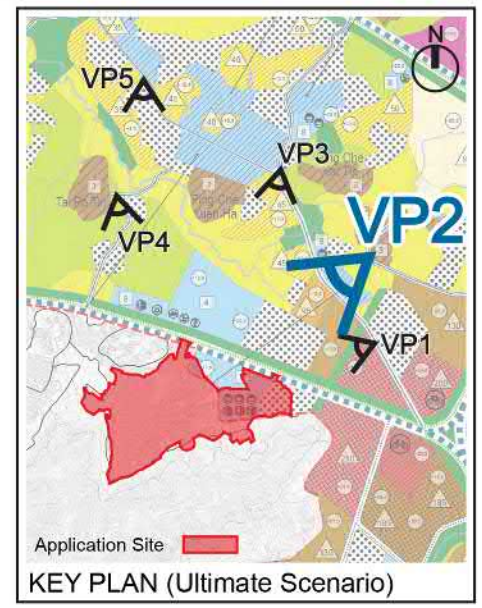


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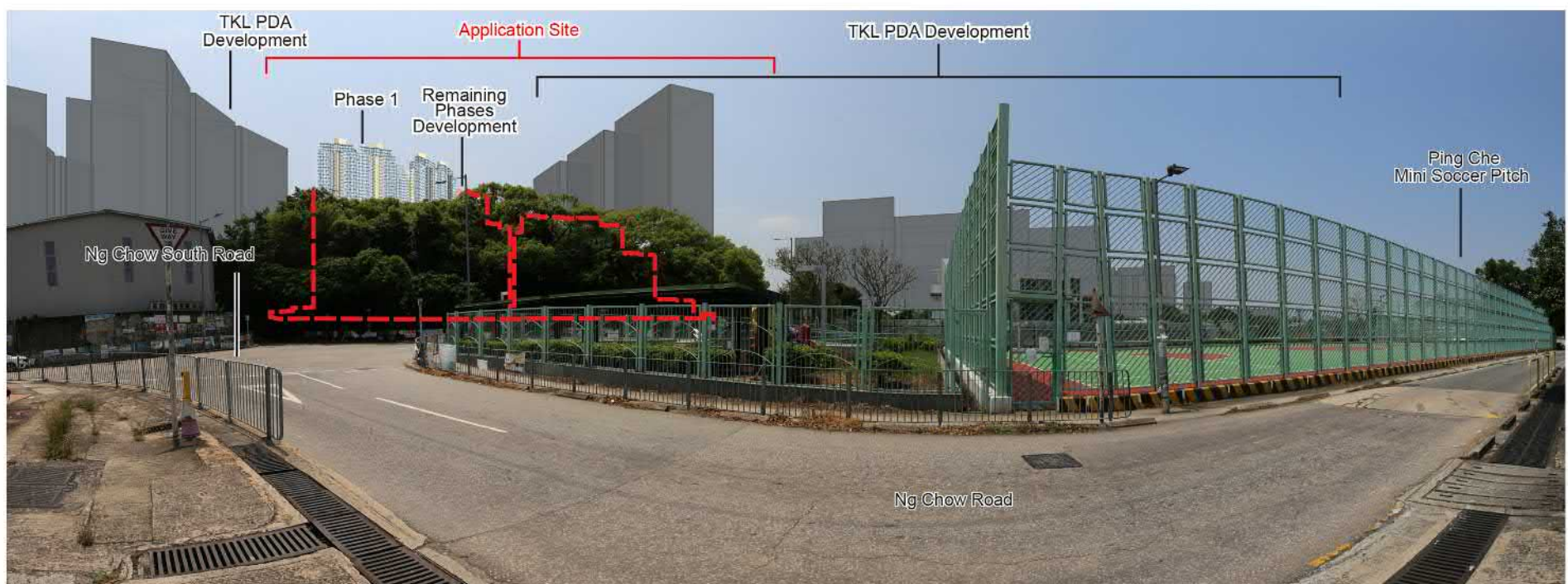
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Existing Condition



Proposed Scheme - Interim Scenario

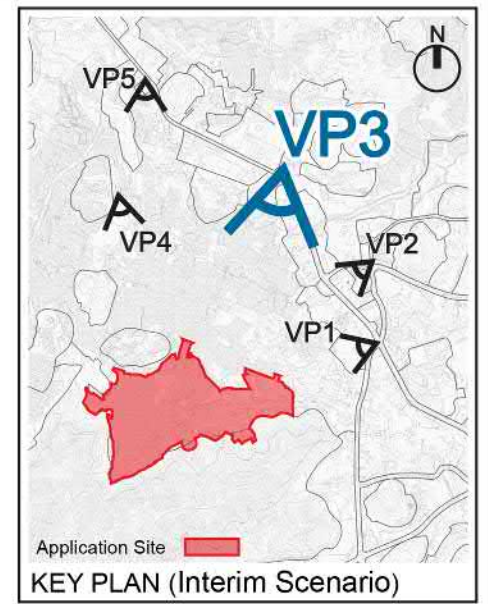


Proposed Scheme - Ultimate Scenario

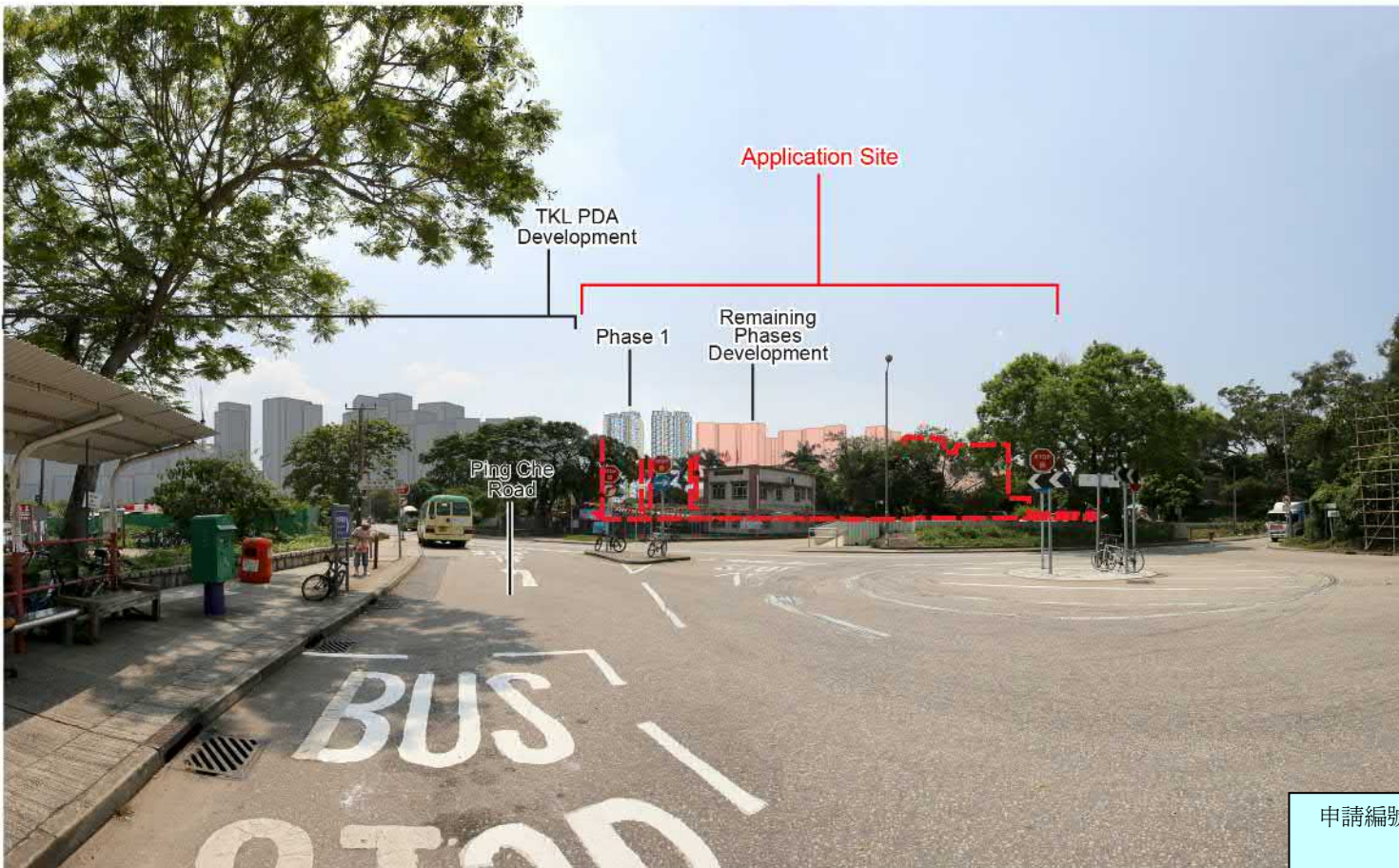




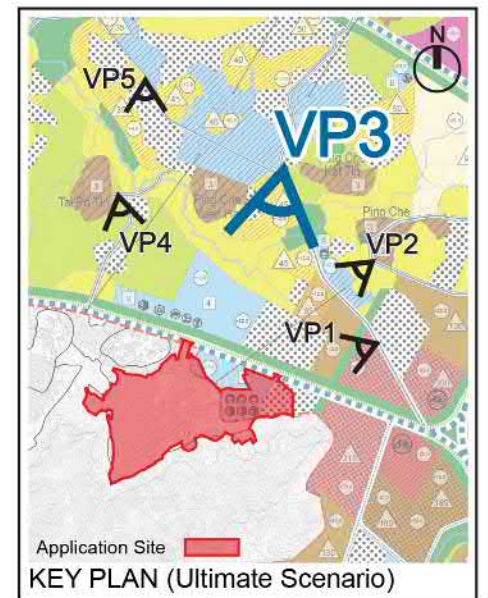
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Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

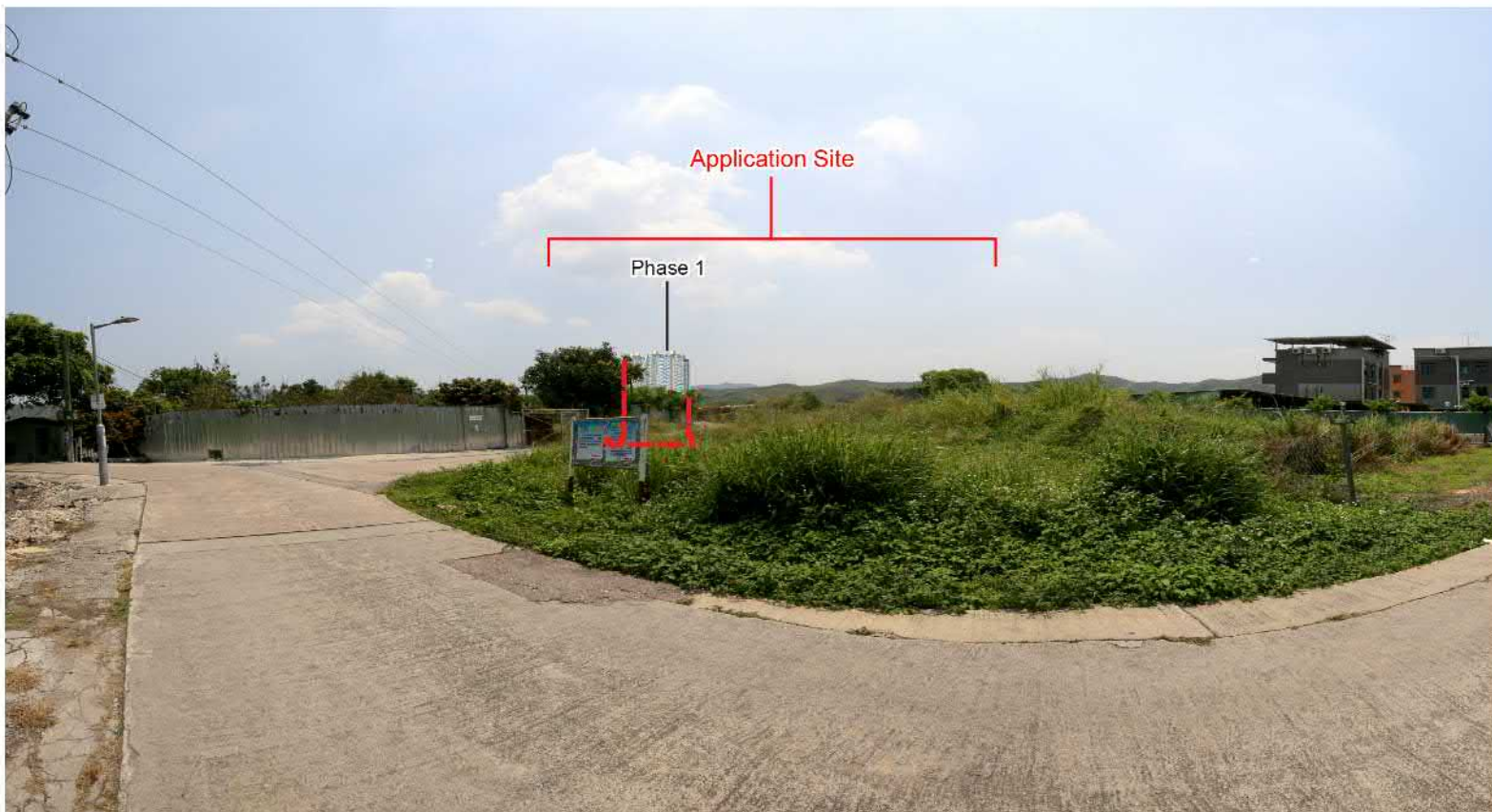
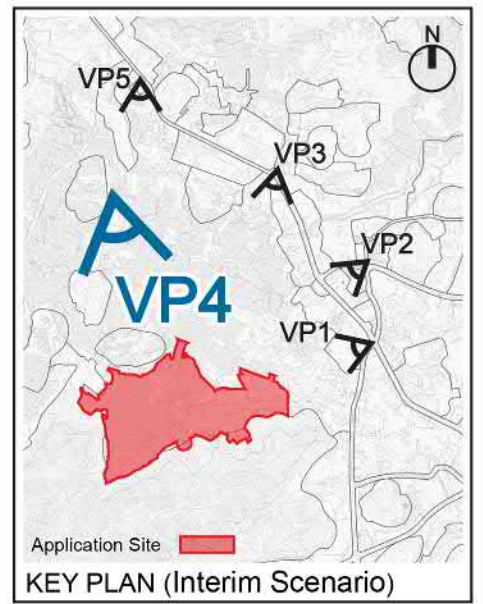


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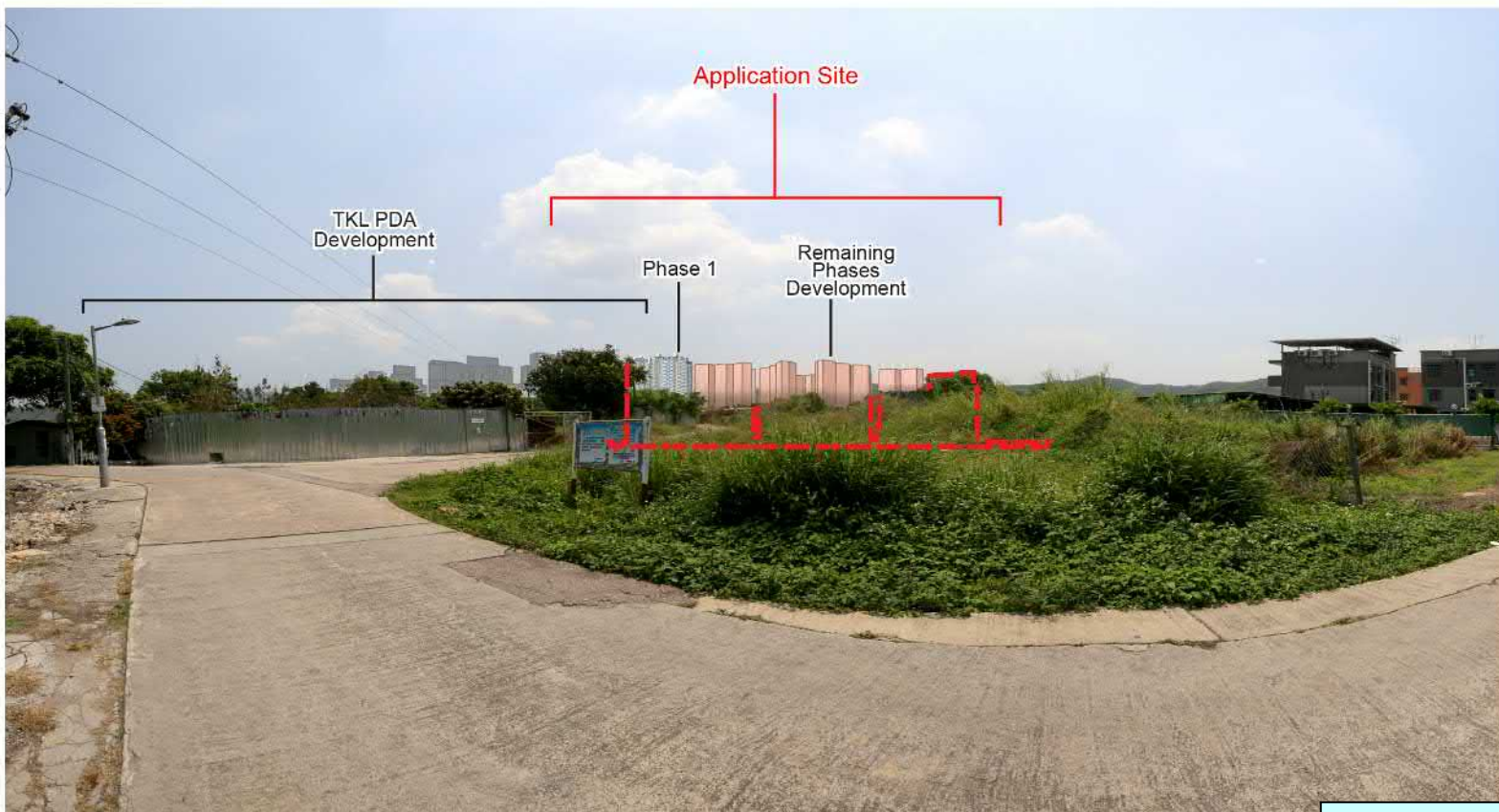




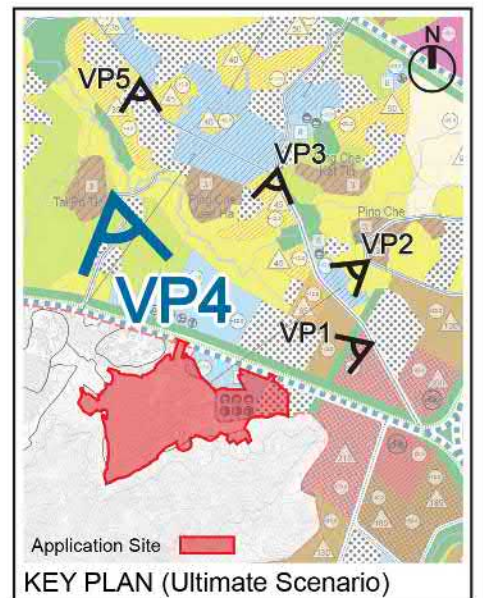
Existing Condition



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

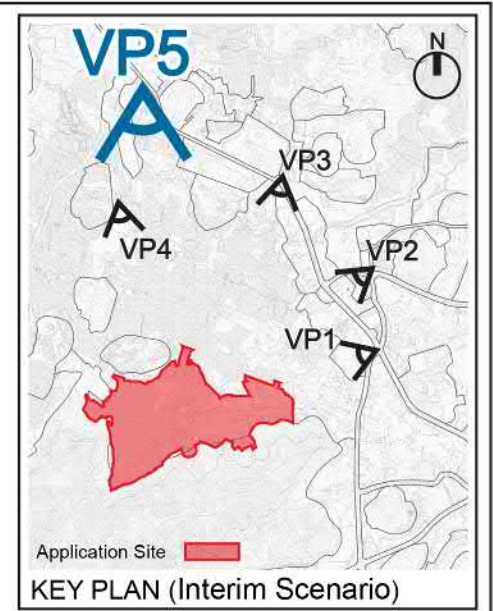


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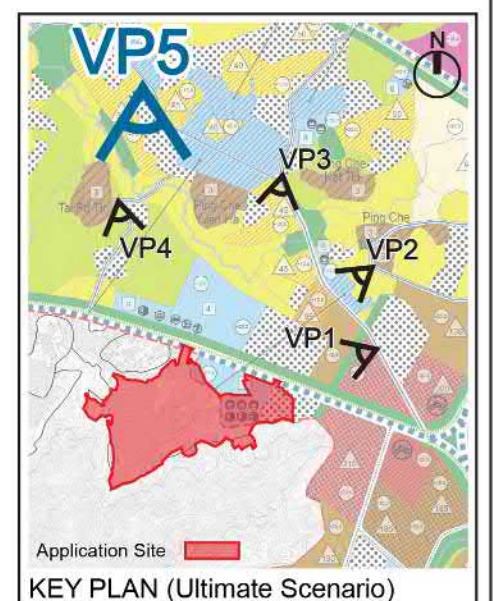




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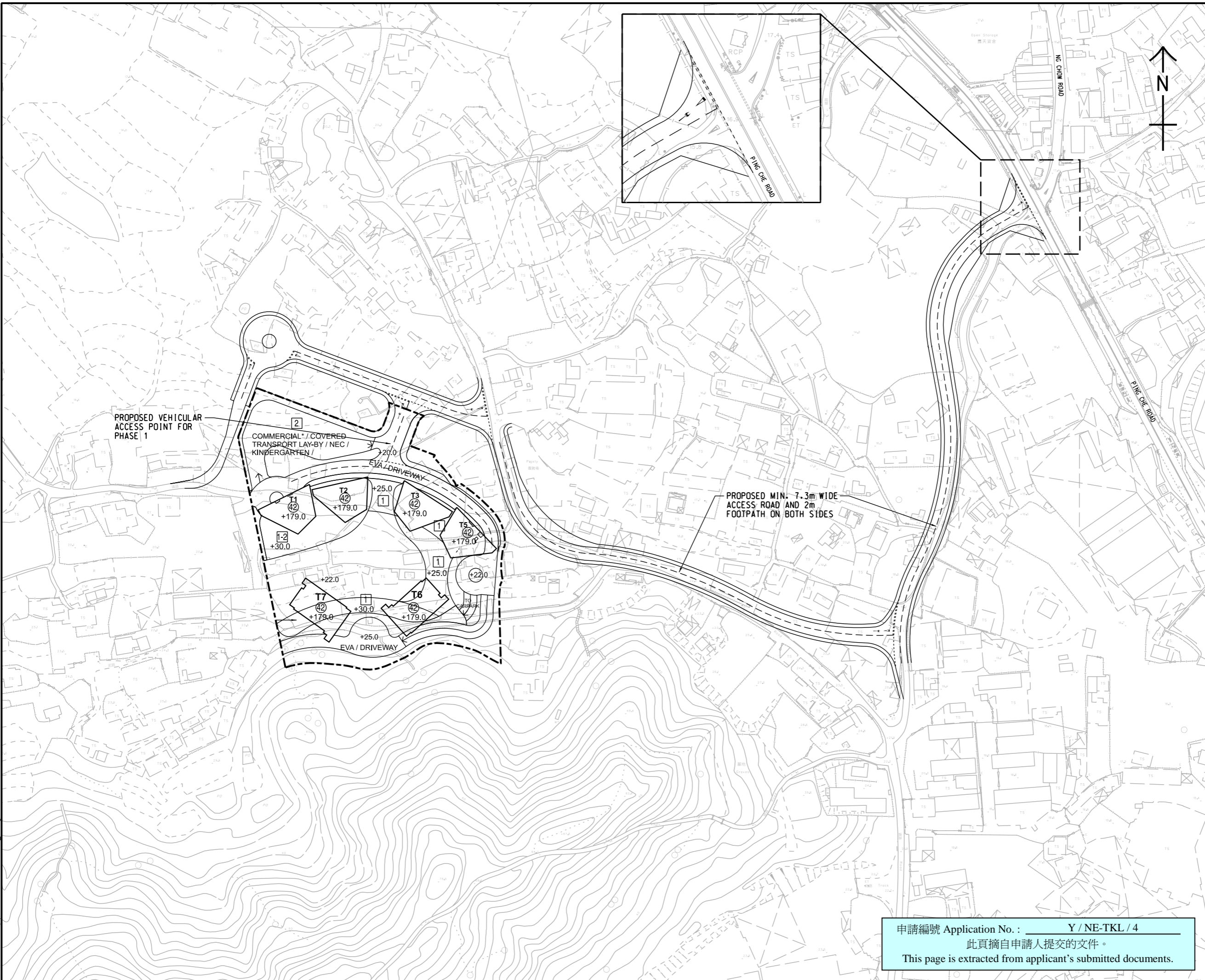
Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

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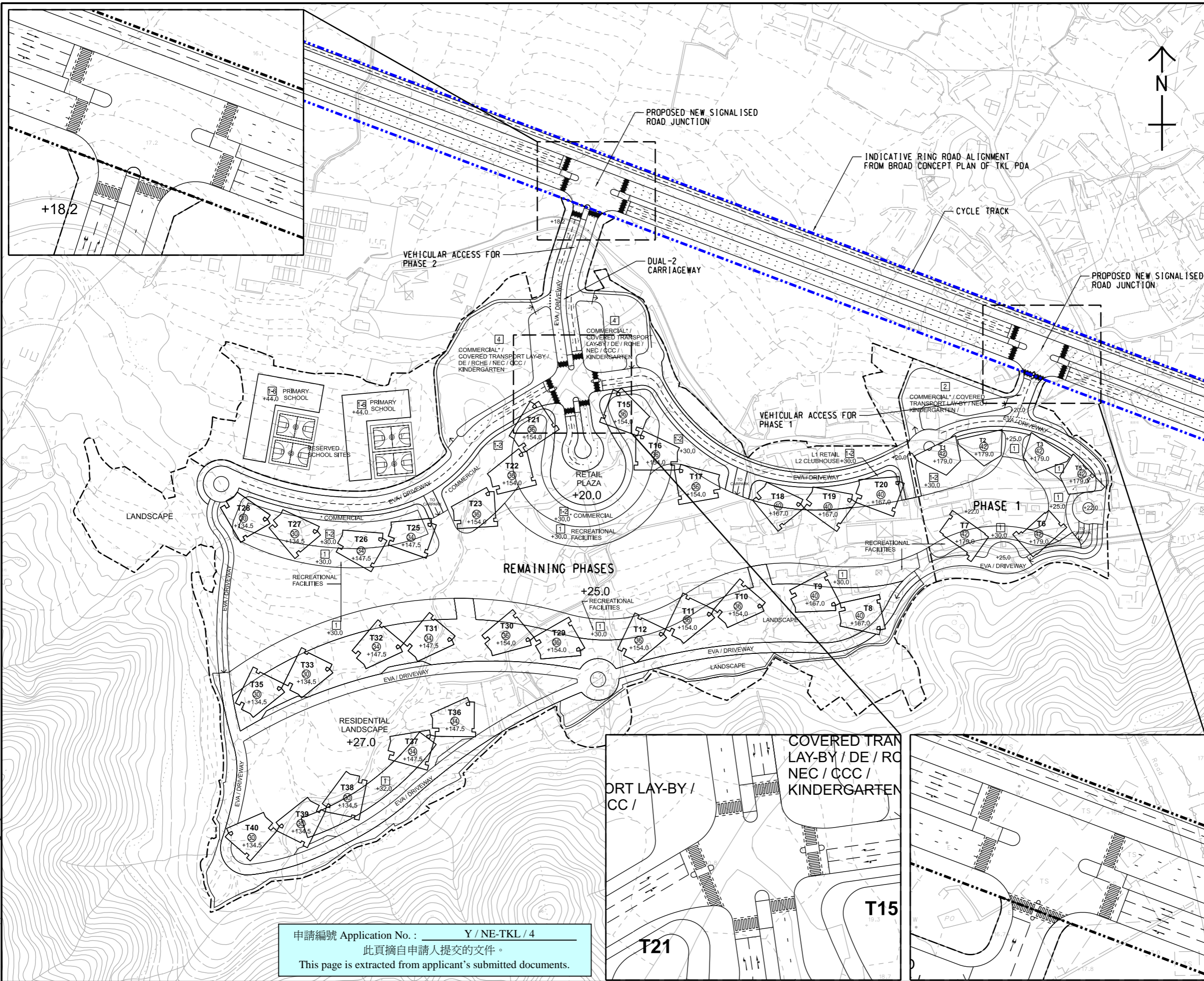
**ISSUE/REVISION**  
項目

I/R	DATE	DESCRIPTION	CHK.
項目	日期	修改描述	核對

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE: A3 1: 2500  
 DIMENSION UNIT: METRES

KEY PLAN

PROJECT NO.      CONTRACT NO.

SHEET TITLE  
 INDICATIVE MASTER LAYOUT PLAN (PHASE 2) AND INDICATIVE ROAD ALIGNMENT OF RING ROAD

SHEET NUMBER  
 FIGURE 2.2

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