Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章) 第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不衹涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

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

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

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

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/FLN/33
	Date Received 收到日期	2025 -07- 16

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

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

Sun Prosper Company Limited

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

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

Townland Consultants Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Fanling Sheung Shui Town Lot No. 297, Ma Sik Road, Fanling, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 Proposed Footbridge Connections: 258 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 Proposed Footbridge Connections: Not more than 516 sq.m 平方米 ☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Fanling North Outline Zoning Plan No. S/FLN/4
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group A)1"
(f)	Current use(s) 現時用途	Construction Site for the Approved Composite Commercial/Residential Development (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

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

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 – N/A

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

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

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

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

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

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

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

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

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

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

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☑ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) *For Type (i) application 供第(i)類申請*

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	N/A (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	N/A

(iii) For Type (iii) application 供第(iii)類申請	
(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐	Plot ratio restriction 地積比率限制	From 由 ..... to 至 .....
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☐	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☑	Non-building area restriction 非建築用地限制	Proposed Footbridge Connections (of 258 sq.m Site Area) over the Non-Building Area
☐	Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road, Fanling, New Territories (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	Proposed GFA of the Proposed Footbridge Connections: Not more than 516 ..... sq.m 平方米	☐About 約
Proposed plot ratio 擬議地積比率	N/A	☐About 約
Proposed site coverage 擬議上蓋面積	N/A ..... %	☐About 約
Proposed no. of blocks 擬議座數	N/A	
Proposed no. of storeys of each block 每座建築物的擬議層數	Weather-Proof Footbridges of the Proposed Footbridge Connections: 2 storeys Open-Sided Covered Walkway of the Proposed Footbridge Connections: 1 storey ~~☐ include 包括 ..... storeys of basements 層地庫~~ ~~☐ exclude 不包括 N/A storeys of basements 層地庫~~	
Proposed building height of each block 每座建築物的擬議高度	Not more than 25.45 ..... mPD 米(主水平基準上)	☐About 約
	9.4 ..... m 米	☑About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☑ Non-domestic part 非住用部分 — GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約

(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☑ other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

GFA of the 2 nos. of Proposed Footbridge Connections: 516sq.m

.....

.....

.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
N/A	1/F-2/F of the Proposed Footbridge Connections	Weather-proof Footbridge
	3/F of the Proposed Footbridge Connections	Open-Sided Covered Walkway

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

Uncovered area of the 2 nos. of Open-Sided Covered Walkways at 3/F: Hard paved area and planters

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Tentatively 2029

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Ma Sik Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☐ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 _____ Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____ _____ _____
	No 否	N/A ☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☐ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____ _____ _____
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明) Air Ventilation	Yes 會 ☐	No 不會 ☑

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

N/A
.....
.....
.....
.....
.....

10. Justifications 理由

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

Please refer to the Supplementary Planning Statement.

11. Declaration 聲明

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

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

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

LAU, VINCENT CHI KING ..... Associate Director .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 Townland Consultants Limited .....
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 08/07/2025 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

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

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

N/A

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別) _____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Fanling Sheung Shui Town Lot No. 297, Ma Sik Road. Fanling, New Territories 新界粉嶺馬適路粉嶺上水市地段第297號
Site area 地盤面積	258 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 ~~sq. m 平方米 ☐ About 約~~)
Plan 圖則	Approved Fanling North Outline Zoning Plan No. S/FLN/4 粉嶺北分區計劃大綱核准圖編號S/FLN/4
Zoning 地帶	"Residential (Group A)1" 「住宅(甲類)1」
Applied use/ development 申請用途/發展	擬議略為放寬非建築用地以作擬議行人天橋

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	N/A ☐ About 約 ☐ ~~Not more than~~ 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	Proposed Footbridge Connections: 516 擬議行人天橋:516 ☐ About 約 ☑ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
(ii) ~~No. of blocks~~ 幢數	Domestic 住用		
	Non-domestic 非住用	N/A	
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			N/A Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	About 9.4 m 米 ☐ (Not more than 不多於)
			25.45 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			Weather-Proof Footbridges of the Proposed Footbridge Connections: 2 Open-Sided Covered Walkway of the Proposed Footbridge Connections: 1 擬議行人天橋內的全天候行人天橋：2 擬議行人天橋內的有蓋行人通道：1 Storeys(s) 層 ☑ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* N/A ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* N/A ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積		% ☐ About 約
(v)	No. of units 單位數目		
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 N/A Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

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

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☐
Block plan(s) 樓宇位置圖	☐	☑
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Perspectives of the Proposed Footbridge Connections		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Air Ventilation Assessment - Expert Evaluation (AVA - EE)		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

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

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

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SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES (FSSTL NO. 297)

- Supplementary Planning Statement -

TOWNLAND CONSULTANTS LIMITED

SECTION 16 PLANNING APPLICATION

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES *(FSSTL NO. 297)*

SUPPLEMENTARY PLANNING STATEMENT

Applicant	Sun Prosper Company Limited
Planning Consultant, Visual Impact Specialist & Submitting Agent	Townland Consultants Limited
Architect	LWK & Partners Limited
Air Ventilation Consultant	Allied Environmental Consultants Limited

File Reference: WNLYFN

For and on behalf of Townland Consultants Ltd.

Approved by : _____

Position : Associate Director

Date : 8 July 2025

8 July 2025

CONTENTS

EXECUTIVE SUMMARY

This Section 16 Planning Application (the "**S16 Application**") is submitted on behalf of Sun Prosper Company Limited (the "**Applicant**") to seek permission from the Town Planning Board ("**TPB**"/ the "**BOARD**") for Minor Relaxation of Non-Building Area ("**NBA**") within Fanling Sheung Shui Town Lot ("FSSTL") No. 297 at Ma Sik Road, Fanling, New Territories (the "**Application Site"**) to enable two (2) footbridge connections ("**Proposed Footbridge Connections**"), each consisting of a weather-proof footbridge at 1/F and an open-sided covered walkway at 3/F above for the Approved Composite Commercial/Residential Development.

The Applicant had previously sought S16 Planning Approval for minor relaxation of Building Height ("**BH**") Restriction to enable the adoption of Modular Integrated Construction ("**MiC**") for a Permitted Composite Commercial/Residential Development at the Application Site, which was approved by the Rural and New Town Planning Committee ("**RNTPC**") of the TPB on 22 November 2024 ("**Approved Development**"). After detailed design considerations, the Applicant proposes further optimising the pedestrian connectivity and circulation of the Approved Development by provision of the Proposed Footbridge Connections.

According to the Approved Fanling North Outline Zoning Plan No. S/FLN/4 (the "**Approved OZP**") gazetted on 29 September 2023, the Application Site is zoned "Residential (Group A)1" ("**R(A)1**"). As shown on the Approved OZP, a 20m-wide NBA running in northeast to southwest direction is designated within the Application Site. As indicated in the Statutory Notes of the Approved OZP, minor relaxation of the NBA restrictions as shown on the OZP may be considered by the TPB on application under section 16 of the Town Planning Ordinance ("**TPO**").

The Proposed Footbridge Connections will enhance pedestrian connectivity by providing comfortable, barrier-free access between the bisected retail and clubhouse portions of the Approved Development across the NBA, benefiting both residents and the general public. Designed to maintain the intention of the NBA, the elevated structure maintains wind penetration while enhancing street vibrancy below, creating opportunities to enrich ground-level experiences and foster an inclusive urban environment. There will be no change to the approved Plot Ratio and Building Height of the Approved Development under TPB No. A/FLN/32 as result of the Proposed Footbridge Connections.

The Proposed Footbridge Connections are justified on the following grounds:

- The Proposed Footbridge Connections will provide seamless, barrier-free access between two originally fragmented podium portions, enhancing mobility for persons with disabilities and individuals of all ages by reducing unnecessary vertical transitions and improving overall convenience and user experience;
- It will offer a direct, safe, and weather-protected pedestrian link between two retail podium portions and residential towers, increasing movement efficiency and particularly benefiting wheelchair users during inclement weather;
- The Proposed Footbridge Connections will enhance fire safety by providing additional evacuation routes, minimise dead-end corridors, and improving emergency responder access, ensuring better compliance with life safety standards and more effective rescue operations for the Approved Development under emergencies;
- The Proposed Footbridge Connections, in lieu of sacrificing ground level space for much hard-paved and uncovered circulation space, will maximise the ground-level at the NBA for curated landscaped areas, seating zones, and multipurpose event spaces with more lively design of accesses, which will foster community engagement, elevate pedestrian experience, and enhance street vibrancy along Ma Sik Road;
- The Proposed Footbridge Connections will result in only a minimal increase to the Approved Site Coverage; and
- No significant adverse visual or air ventilation impacts are anticipated.

Based on the above justifications and as detailed in this Supplementary Planning Statement ("**SPS**"), Members of the BOARD are therefore sincerely requested to give their favourable consideration to the Application.

行政撮要
（內文如有差異，應以英文版本為準）

我司代表泰陽有限公司（下稱「**申請人**」）根據城市規劃條例第十六條向城市規劃委員會（下稱「**城規會**」）呈交規劃申請書，申請就位於新界粉嶺馬適路粉嶺上水市地段第297號的非建築用地（下稱「**申請地點**」）作出略為放寬限制，為已獲核准的綜合商住發展建造兩座行人天橋（下稱「**擬議天橋**」），每座天橋包括位於一樓的全天候行人天橋及位於三樓四周開敞的有蓋行人通道。

申請人之前根據城市規劃條例第十六條，就位於申請地點內已准許的綜合商住發展尋求略為放寬最高建築物高度及地積比率限制的規劃許可，以便採用「組裝合成」建築法。該申請已於二零二四年十一月二十二日獲城規會轄下的鄉郊及新市鎮規劃小組委員會核准（下稱「**已核准發展**」）。經詳細設計考量後，申請人進一步提議建造擬議行人天橋，以優化已核准發展項目的行人暢達度與流通性。

根據二零二三年九月二十九日刊憲的《粉嶺北分區計劃大綱核准圖編號S/FLN/4》（下稱「**核准圖**」），申請地點為「住宅（甲類）1」地帶。如核准圖所示，申請地點設有一塊由東北至西南方向、闊 20 米的非建築用地。按照核准圖的注釋，城規會可根據城市規劃條例第十六條考慮略為放寬核准圖上所顯示的非建築用地限制。

擬議行人天橋將提供舒適及無障礙通道，連接已核准發展中橫跨非建築用地的零售和會所部分，從而提升行人暢達度，使居民和公眾均能受惠。該高架建築設計可維持非建築用地的設立意向，在保持透風效能同時提升街道活力，創造機會豐富地面體驗，並促進城市包容性。擬議行人天橋不會改變已核准發展(城規申請編號A/FLN/32)的地積比率及建築物高度限制。

擬議行人天橋具備以下充分理據的支持：

- 擬議行人天橋將連接兩個原本分開的平台部分，提供無縫接駁的無障礙通道，並透過減少不必要的上下走動，從而提升殘障人士及各年齡層人士的通行便利性，同時優化行人整體使用體驗；
- 擬議行人天橋將為兩個零售平台部分及住宅大樓之間建立一條直接、安全且不受天氣影響的行人通道，提升通行效率，尤為便利輪椅使用者於惡劣天氣時出行；
- 擬議行人天橋通過提供額外的疏散路線、減少盡頭路，並改善緊急救援人員的進出通道，從而提升消防安全，確保更符合生命安全標準，並在緊急情況下為已核准發展項目提供更有效的救援行動；
- 擬議行人天橋將避免犧牲地面空間作大面積無遮蓋硬鋪面通道，從而充分善用非建築用地的地面空間為精心規劃的園景區、休憩區及多功能活動空間，輔以設計更生動的出入安排，促進社區互動，優化行人體驗，並提升馬適路沿路街道活力；
- 擬議的行人天橋僅會輕微增加已核准的上蓋面積；以及
- 預計不會構成顯著負面視覺及通風影響。

基於上述理據及此規劃綱領內的詳述資料，懇請城規會委員對是次規劃申請予以支持。

Reference WNLYFN/AGNES/02
Date 8 July 2025

TO THE TOWN PLANNING BOARD:

SECTION S16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES
(FSSTL NO. 297)

- SUPPLEMENTARY PLANNING STATEMENT -

1 INTRODUCTION

1.1 We are instructed by Sun Prosper Company Limited (the "**Applicant**") to submit this Section 16 ("**S16**") Planning Application to seek permission from the Town Planning Board ("**TPB**"/ the "**BOARD**") for Minor Relaxation of Non-Building Area ("**NBA**") within Fanling Sheung Shui Town Lot ("**FSSTL**") No. 297 at Ma Sik Road, Fanling, New Territories (the "**Application Site**") to enable two (2) footbridge connections ("**Proposed Footbridge Connections**"), each consisting of a weather-proof footbridge at 1/F and an open-sided covered walkway at 3/F above for the Approved Composite Commercial/Residential Development.

1.2 The Applicant had previously sought S16 Planning Approval for minor relaxation of Building Height ("**BH**") Restriction to enable the adoption of Modular Integrated Construction ("**MiC**") for a Permitted Composite Commercial/Residential Development at the Application Site, which was approved by the Rural and New Town Planning Committee ("**RNTPC**") of the TPB on 22 November 2024 ("**Approved Development**"). After detailed design considerations, the Applicant proposes the provision of the Proposed Footbridge Connections to optimise the pedestrian connectivity and circulation of the Approved Development.

1.3 The Proposed Footbridge Connections allow for enhanced pedestrian connectivity and circulation and improvement to barrier-free access between the two separate portions of retail/ancillary clubhouse of the Approved Development bisected by the NBA benefiting both residents and the general public. There will be no change to the approved Plot Ratio and Building Height of the Approved Development under TPB No. A/FLN/32 as result of the Proposed Footbridge Connections.

1.4 The Application Site falls within a "Residential (Group A)1" ("**R(A)1**") zone on the Approved Fanling North Outline Zoning Plan No. S/FLN/4 ("**Approved OZP**") gazetted on 29 September 2023 (***Figures 1.1* and 1.2** refer). As shown on the Approved OZP, a 20m-wide NBA running in northeast to southwest direction is designated within the Application Site. As indicated in the Statutory Notes of the Approved OZP, minor relaxation of the NBA restrictions as shown on the OZP may be considered by the TPB on application under section 16 of the Town Planning Ordinance ("**TPO**") for developments and/or redevelopments under exceptional circumstances.

1.5 This Supplementary Planning Statement ("**SPS**") provides relevant information on the Application to facilitate the BOARD's consideration including justifications on planning, design and technical grounds.

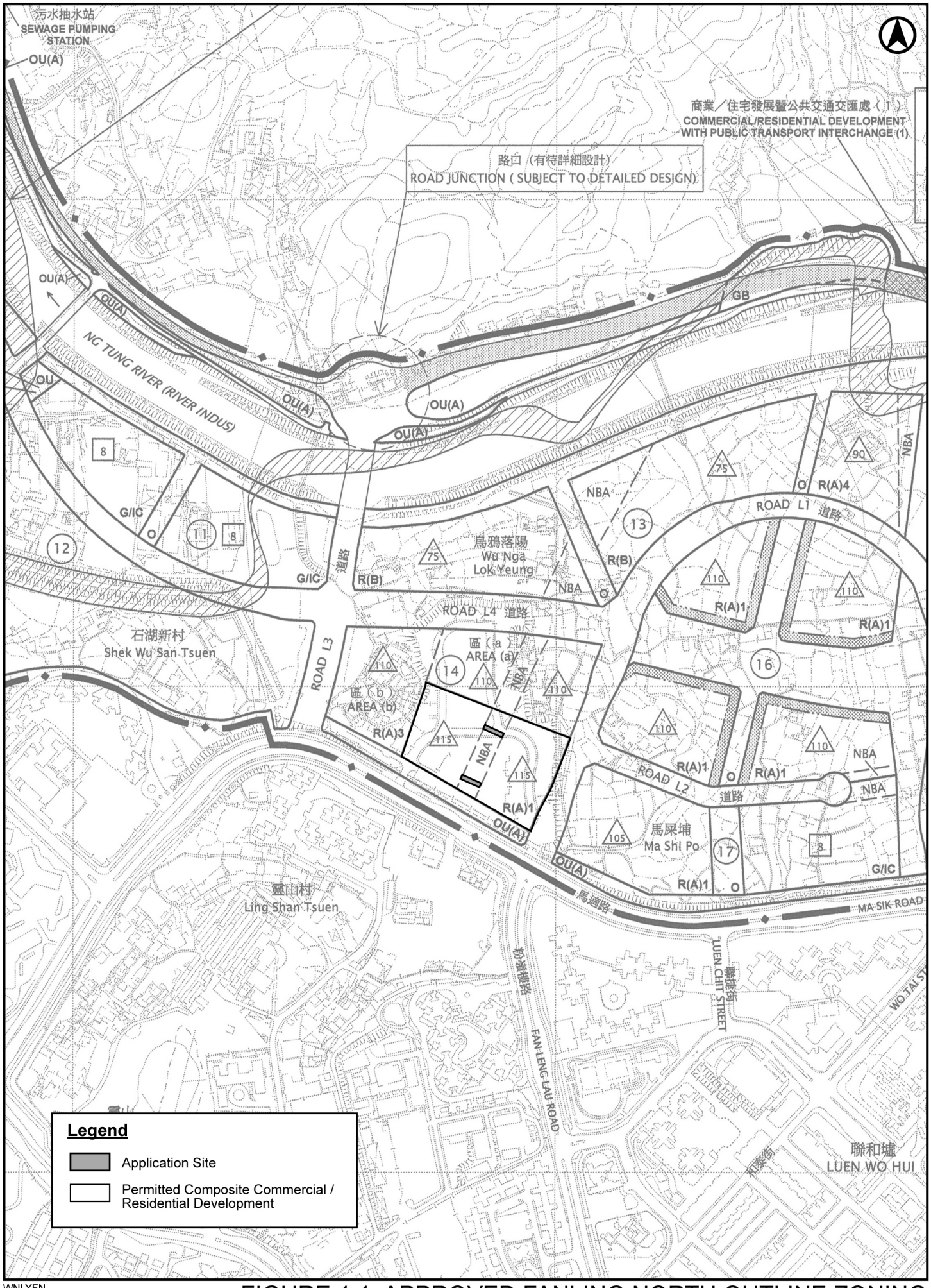

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FIGURE 1.1 APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/4

SCALE 1 : 5,000

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre
In addition, the following uses are always permitted (a) on the lowest two floors of a building excluding basements, or (b) in a free-standing purpose-designed non-domestic building up to five storeys :	
Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

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FIGURE 1.2 STATUTORY NOTES OF APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/4 (EXTRACT)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys. For the "Residential (Group A) 3" ("R(A)3") and "Residential (Group A) 4" ("R(A)4") zone, the planning intention is purely for residential development.

Remarks

(a) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a total maximum plot ratio of 6 (of which the domestic plot ratio should not exceed 5), or the plot ratio of the existing building, whichever is the greater.

(b) On land designated "R(A)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a total maximum plot ratio of 5 (of which the domestic plot ratio should not exceed 4), or the plot ratio of the existing building, whichever is the greater.

(c) On land designated "R(A)3", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.

(d) On land designated "R(A)4", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4, or the plot ratio of the existing building, whichever is the greater.

(e) On land designated "R(A)5", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.85, or the plot ratio of the existing building, whichever is the greater.

(f) On land designated "R(A)6", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.5, or the plot ratio of the existing building, whichever is the greater.

(g) On land designated "R(A)1", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)6", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(h) On land designated 'Terraced Podium' in the "R(A)1", "R(A)2" and "R(A)6" zones, the terraced podium is subject to a maximum building height of 5m.

(Please see next page)

WNLYFN FIGURE 1.2 (CONT'D) STATUTORY NOTES OF APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/4 (EXTRACT)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(i) In determining the maximum plot ratio for the purposes of paragraphs (a) to (f) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(k) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

WNLYFN FIGURE 1.2 (CONT'D) STATUTORY NOTES OF APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/4 (EXTRACT)

2 SITE CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Application Site, consisting of the two (2) Proposed Footbridge Connections, is located within FSSTL No. 297, Ma Sik Road, Fanling, and at the tail-end of the four designated NBA sites in Planning Areas 13 and 14 (***Figures 2.1*** and ***2.2*** refer). The Application Site is currently under construction for the Approved Development.

2.2 Land Status

2.2.1 The Application Site falls within Fanling Sheung Shui Town Lot ("**FSSTL**") No. 297.

2.3 Surrounding Land Uses

2.3.1 The Application Site is located within the Remaining Phase of the Fanling North New Development Area ("**FLN NDA**") and is generally surrounded by a mix of high-rise existing and planned residential developments, low-rise residential developments, and village settlements (***Figure 2.2*** refers).

- The Application Site is located within the District Centre at the eastern part of FLN NDA. To the immediate north, east and west of the Application Site are the planned high-rise public and private residential developments in Wu Nga Lok Yeung and Ma Shi Po with BHs ranging from 120mPD to 135mPD as approved under Planning Application No. A/FLN/30. To the further northeast of the Application Site is the planned public housing development with a maximum BH of 137mPD (TPB No. A/FLN/28).
- To the further north of the Application Site is Ng Tung River and village houses, residential dwellings/ temporary structures with BHs approx. 20mPD with hilly terrain.
- To the further southeast of the Application Site across Ma Sik Road is a cluster of existing high-rise residential developments ranging from approx. 81mPD to 118mPD, including Wing Fok Centre, Wing Fai Centre, Union Plaza and Mount One. Fanling Lau Road Playground and Wu Muk Road Playground are also located to the further southeast of the Application Site.
- To the immediate south of the Application Site is a site currently occupied by open-air carpark that will be developed for a planned private high-rise residential development with a BH of approx. 132mPD (TPB No. A/FSS/294) located at the intersection of Ma Sik Road and Fan Leng Lau Road. To the further south of the Application Site are Fan Garden with a BH of approx. 110mPD and Fanling Garden with a BH approx. 26.2mPD along Fan Leng Lau Road.
- To the immediate southwest of the Application Site across Ma Sik Road is a cluster of low-rise village houses, residential dwellings/temporary structures including Good View New Village with and Ling Shan Tsuen in Ling Hill with BHs approx. 24.4mPD and 25.2mPD respectively.
- To the further west of the Site consists of a medium rise residential development (Noble Hill) with a maximum BH of 82mPD and various low-rise temporary structures and settlements within Shek Wu San Tsuen.

2.4 Accessibility

2.4.1 Vehicular and pedestrian access to the Approved Development is provided via Ma Sik Road. Public transport services currently available include franchised bus and Green Minibus (GMB) routes operating along Ma Sik Road (***Figure 2.2*** refers).

2.4.2 In addition, various infrastructures are planned in FLN NDA to enhance area-wide connectivity and link the planned developments, including the Approved Composite Commercial/Residential Development, to Fanling/Sheung Shiu New Town. The planned infrastructures comprise planned Road L1 to be implemented by Civil Engineering and Development Department ("**CEDD**") to the immediate east of the Application Site, a Public Transport Interchange in Area 15, a series of footbridges near Area 15, 16 and 18, and cycle paths within FLN NDA.

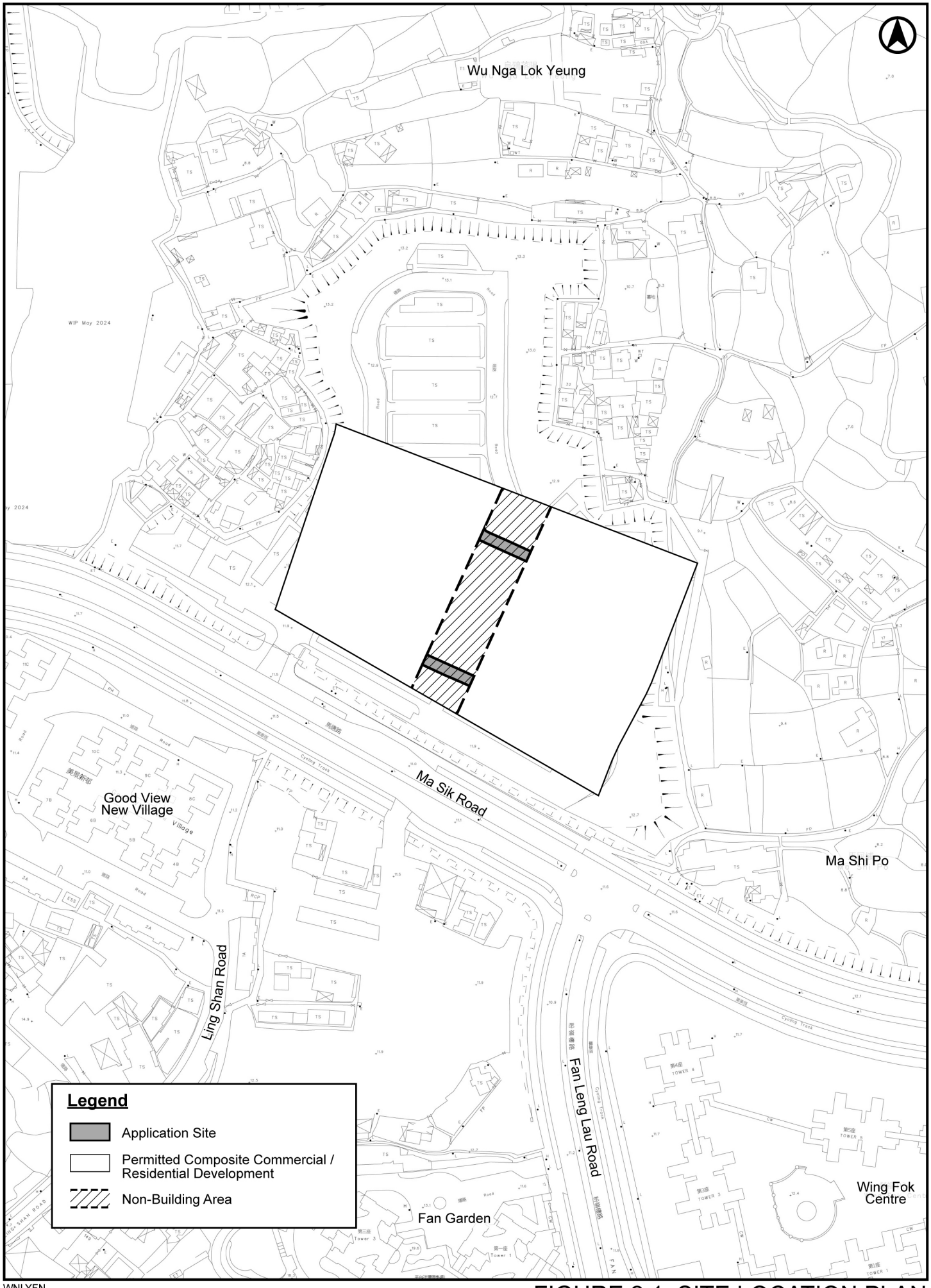

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FIGURE 2.1 SITE LOCATION PLAN

SCALE 1 : 2,000

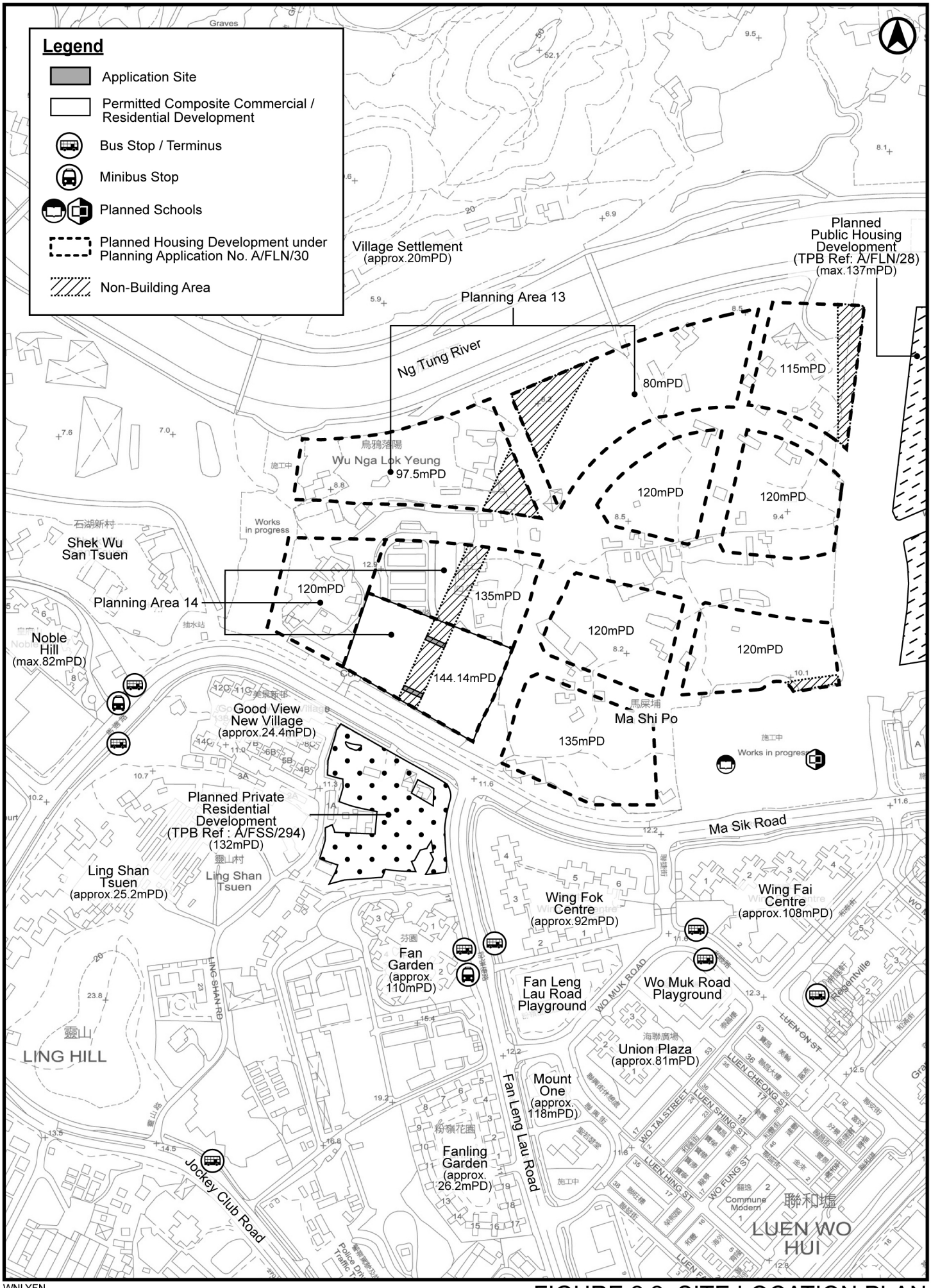

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FIGURE 2.2 SITE LOCATION PLAN

SCALE 1 : 5,000

3 PLANNING CONTEXT

3.1 Statutory Planning Context

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

3.1.1 The Application Site falls within the "Residential (Group A)1" ("**R(A)1**") zone on the Approved OZP (***Figures 1.1*** and ***1.2*** refer). According to the Statutory Notes of the Approved OZP, minor relaxation of the NBA restrictions as shown on the OZP may be considered by the TPB on application under section 16 of the TPO for developments and/or redevelopments under exceptional circumstances.

3.2 Non-Statutory Planning Context

Explanatory Statement of the Approved Fanling North Outline Zoning Plan No. S/FLN/4

3.2.1 As stated in the Explanatory Statement ("**ES**") which accompanies the Approved OZP, the designation of NBA predominantly functions as major breezeways to enhance wind penetration at pedestrian/street level within Fanling North Area and allow the airflow penetrating to the wider Fanling/Sheung Shui Area. Several strips of NBA have been designated within FLN NDA, including the 20m-wide NBA running north to south, bisecting Planning Area 16, to facilitate the wind flow through the NBA and into wider Fanling/ Sheung Shui area. Landscaping and street furniture within the NBA is permitted.

3.2.2 The ES also indicated that minor relaxation of NBA as shown on the Approved OZP may be considered by TPB on application under section 16 of TPO under exceptional circumstances.

3.3 Planning History

3.3.1 The Application is subject of seven (7) previous planning applications for residential development. Pertinent to this S16 Planning Application includes:

TPB Ref	Application for	Approval Date
A/FLN/30 (by CEDD)	minor relaxation of PR and BH restrictions for 20 planned public and private housing sites (including FSSTL No.297) in FLN NDA (*where minor relaxation of domestic PR from 5 to 6, non-domestic PR from 1 to 1.2, and BH from115mPD to 140mPD was sought for the Site*)	Approved on 23 September 2022
A/FLN/32 (by the Applicant)	minor relaxation of BH restriction (140mPD to 144.14mpD) solely to facilitate the adoption of MiC for the permitted Composite Commercial/Residential Development *(no change to the domestic PR of 6 and non-domestic PR of 1.2 approved under the TPB No. A/FLN/30)*	Approved on 22 November 2024

3.3.2 General Building Plans ("**GBP**") under these parameters of TPB No. A/FLN/32 were approved on 10 January 2025.

4 THE DEVELOPMENT PROPOSAL

4.1 The Proposed Footbridge Connections

4.1.1 In order to advance the design and optimise pedestrian connectivity and circulation of the Approved Development, two (2) footbridge connections are put forward, each consisting of a weather-proof footbridge at 1/F with an open-sided covered walkway at 3/F above. No Commercial use is proposed within the Proposed Footbridge Connections.

4.1.2 Each weather-proof footbridge would have a dimension of about 21.5m (L) x 6m (W) x 9.4m (H), which will link up the retail uses of the two separated podium portions of the Development at 1/F. A clearance of 3.4 to 4.5m from ground level is provided for the Proposed Footbridge Connections, where the clearance of 4.5m will be provided above the EVA, which is in line with the minimum headroom requirement of 4.5m for EVAs required by the Buildings Department and the Fire Services Department. The EVA will be used for emergency vehicles only. A clearance ranging from 3.4m up to 4.5m from the podium structure will be provided to accommodate structural support of the footbridge connections to avoid the need for supporting pillars.

4.1.3 At 3/F, above the weather-proof footbridge, an open-sided walkway is proposed to connect the landscape areas and recreational facilities at 3/F for residents' enjoyment. The walkway (about 21.5m (L) x 6m (W)) will be provided with a 2m wide canopy along the length of the walkway for weather protection and protection from falling objects. Planters will also be provided to add visual interest and amenity along the walkway.

The Conceptual Architectural Drawings and the Indicative Artist Impression of the Proposed Footbridge Connections are provided in ***Appendix 1*** and ***Appendix 2*** respectively.

4.2 Technical and Accommodation Schedule

4.2.1 No change to the major development parameters (PR, GFA, and BH) of the Approved Development under TPB No. A/FLN/32 is proposed. The Technical and Accommodation Schedule is provided in ***Table 4.1*** below.

Table 4.1 Technical and Accommodation Schedule

TECHNICAL SCHEDULE	
Area of FSSTL No. 297	Approx. 14,432m^2
Application Site Area	Approx. 258m^2 (2 nos. of footbridge connections)
Total PR of the Approved Development*	*Not more than 7.2*
Domestic	*Not more than 6.0*
Non-Domestic(1)*	*Not more than 1.2*
Total GFA of the Approved Development*	*Not more than 103,910.4m^2*
Domestic	*Not more than 86,592m^2*
Non-Domestic(1)*	*Not more than 17,318.4m^2*
GFA of the Proposed Footbridge Connections	Not more than 516m^2
Domestic	Nil
Non-Domestic	Not more than 516m^2 *(2)
Dimensions of each Proposed Footbridge Connections (Approx. length, width, height)	
Weather-Proof Footbridge	21.5m (L) x 6m (W) x 9.4m (H)
Open-sided Covered Walkway*(3):	21.5m (L) x 2m (W)*(3)

WITH REFERENCE TO THE APPROVED DEVELOPMENT (A/FLN/32)	
Site Coverage ("SC")	
Podium	*Not more than 64.29%*(4)*
Residential Tower	*Not more than 37.5%*
Building Height: Main Roof (mPD) of the Approved Development	*Not more than +144.14mPD*
Building Height of the Proposed Footbridge Connections	Not more than 25.45mPD
No. of Residential Blocks	*4 (providing about 2,300 Residential Units)*
No. of Storeys	*32 storeys atop 4 levels of Podium excluding 2 basement floors*
Private Open Space	*About 6,440 m^2 (Not less than 1m^2 per person)*
Minimum Site Coverage of Greenery	*Not less than 20%*

(1) There is no change to the Approved PR and GFA under TPB No. A/FLN/32. The Proposed Non-Domestic GFA of the Proposed Footbridge Connections will be accommodated within the Approved Non-Domestic PR of 1.2 and GFA of 17,318.4m^2 of the Approved Development.

(2) The proposed non-domestic GFA has taken into account double counting of GFA due to the high headroom of the two (2) two-storey weather-proof footbridges in which modification and exemption of GFA of void under PNAP APP-2 Para. 2(c) will be sought, where the total area of void shall not exceed 10% of the total GFA of the shopping arcade.

(3) The Open-Sided Walkway with a width of 6m at 3/F will be provided with a 2m-wide Covered Canopy for weather protection. Exemption of GFA calculation of the 2m-wide canopy (horizontal screen) will be sought per PNAP APP-42.

(4) An additional SC of 1.79% to account for the Proposed Footbridge Connections to the Approved SC of 62.5% for the Podium of the Approved Development under TPB No. A/FLN/32. For height of building not exceeding 15m, the maximum SC allowable under the Building (Planning) Regulations shall be 100%.

4.3 Design Considerations

4.3.1 The Proposed Footbridge Connections enable a comfortable and convenient connection for visitors and residents while maintaining wind penetration in the area so as to respect the intention of the NBA. This is achieved by the following considerations:

- Provision of Direct Elevated Linkages and Offering Comfortable and Safe Walking Environment: The Proposed Footbridge Connections feature an enclosed design to provide visitors and residents with all weather protection and a secure and comfortable passage ensuring uninterrupted accessibility despite adverse weather.
- Maximising Visual Permeability and Air Porosity on NBA: A glass façade design will be adopted to maximise the visual permeability within the NBA, while allowing ample natural light throughout the footbridges to create a bright, open, and inviting atmosphere, at the same time complementing to the aesthetic and modern design of the Approved Development. To ensure optimal air porosity and visual permeability within the NBA, a minimal structural design is adopted, eliminating the need for ground-level supporting pillars. This approach will maximise opportunities for air flow to penetrate through the NBA. Air Ventilation Assessment – Expert Evaluation has been conducted to assess the air ventilation impact of the Proposed Footbridge Connection, as detailed in ***Appendix 4***.
- Maximising Greening Opportunities at the Proposed Footbridge Connections: Greening opportunities have been seamlessly incorporated to enhance the visual amenity within the NBA. Greenery will be at 3/F along the walkway and above the canopy, creating visual interest at pedestrian level and offering a visually appealing and tranquil setting that enriches the experience of traversing the open-sided covered footbridges.
- Enhancing Street-level Vibrancy on NBA: The Proposed Footbridge Connections are designed to be at around 4.5m above ground. By elevating pedestrian circulation and adopting a minimal structural design, increased opportunities for resting and gathering activities at G/F will be created. With reduced pedestrian circulation at ground level, the NBA can be redesigned to incorporate resting benches and improved landscaping, creating an inviting and versatile communal space for

the general public and enhancing the overall vibrancy and usability of NBA. In addition, the NBA serving as an extensive space provides a unique opportunity to fostering social interactions, community engagement, and lively street-level atmosphere on the NBA. The design considerations not only maximise the functionality of the Proposed Footbridge Connections for better connectivity and pedestrian circulation at elevated levels but also enrich the ground-level experience for the general public, fostering a dynamic and inclusive urban environment.

5 PLANNING JUSTIFICATIONS

5.1 Establishing Improved Barrier-Free Access for People with Disabilities and the People of All Ages

5.1.1 The Proposed Footbridge Connections will provide same-level, barrier-free access between the two separate portions of the retail podium, ensuring seamless and inclusive accessibility for all users, including persons with disabilities, the elderly, parents with strollers, and those with temporary or permanent mobility challenges. The Proposed Footbridge Connections eliminates the need for users to move to ground level every time and go up to access facilities on 1/F or above (***Appendix 1*** refers), significantly improving convenience, accessibility and overall user experience. A similar footbridge provision is also included in the podium for the public housing development over a NBA in Area 15 East of the FLN NDA for the same circulation purposes.

5.1.2 By incorporating comprehensive barrier-free features, such as tactile guide paths slip-resistant surfaces and appropriately designed handrails, the Proposed Footbridge Connections will enhance safety and navigability for the persons with disabilities at the same level. The proposed design will fully comply with The Design Manual – Barrier Free Access 2008 (2024 Edition) to ensure universal accessibility and inclusivity. The barrier-free connections will promote social equity by providing all users equal access to the landscaped retail facilities, and amenities within the Approved Development without need of unnecessary vertical movements. The Minor Relaxation of NBA is essential to facilitate the Proposed Footbridge Connections, which also in line with the Government's commitment to create an inclusive, age-friendly, and barrier-free built environment for all individuals.

5.2 Provision of Essential and Safe Linkages for The Public and the Residents for Greater Movement Efficiency from End-User Experience

5.2.1 The Proposed Footbridge Connections will improve pedestrian accessibility by creating a direct, safe, efficient and weather-protected linkage between the two retail podium portions and the residential towers above. The Footbridge Connections at 1/F will enable uninterrupted direct access between the currently separated podium portions, making it easier for both residents and visitors, and especially wheelchair uses, to move between key areas for daily services, dining, or shopping without the need to go down to the ground floor and crossing outside, especially during inclement weather. The comparison of the circulation routes of the schemes with and without Proposed Footbridge Connections are demonstrated in ***Appendix 1***.

5.2.2 The Proposed Footbridge Connections will eliminate dead-end corridors at the 1/F retail level by seamlessly connecting the two disconnected podium portions, creating a continuous and effective pedestrian circulation flow. By bridging the two podium portions, the Proposed Footbridge Connections avoid congestion or bottlenecks. This seamless circulation is crucial for ensuring that foot flow remains steady and uninterrupted and eliminating backtracking and abrupt corridor terminations.

5.3 Enhancing Fire Safety Standard of the Permitted Composite Commercial/Residential Development

5.3.1 The Proposed Footbridge Connections will serve as fire escape routes, directly linking to the means of escape staircases of the opposite podium portions. Given the scale of the Approved Development and anticipated pedestrian flow, the strategically placed footbridge connections are

designed to significantly reduce evacuation time during emergencies, ensuring the public and the residents can exit swiftly before conditions become untenable. By minimising dead-end travel distances and providing alternative egress paths, the Proposed Footbridge Connections will enhance overall life safety compliance and mitigate overcrowding risks in primary escape routes.

5.3.2 Furthermore, the additional access points will improve operational efficiency for firefighters, enabling faster deployment and more effective rescue operations. The interconnected podium portions will facilitate building navigation. The Proposed Footbridge Connections will enhance the resilience of the Approved Development and in line with the primary intent of fire safety regulations – prioritising occupant protection and emergency response effectiveness.

5.4 Enabling the Non-building Area at G/F to be Used More Effectively for Landscaped Area and the Public's Enjoyment

5.4.1 The Proposed Footbridge Connections between the two podium portions will serve as a transformative solution, significantly reducing need of making extensive ground-level pedestrian walkways that would otherwise occupy much of the NBA at G/F with uncovered circulation areas. By elevating pedestrian circulation over the NBA by around 4.5m above ground fulfilling the EVA requirements, the Proposed Footbridge Connections will unlock valuable space at G/F, allowing the NBA to be reimagined as a vibrant and multi-functional landscaped area. This carefully curated space will feature thoughtfully designed landscaping, seating areas, and recreational spaces, creating an inviting and engaging environment for both residents and visitors.

5.4.2 It should be noted that the Approved Development is not connected to other developments via footbridge systems, i.e. the main access remains at G/F level and the street vibrancy at G/F along the NBA is paramount to create a sense of welcoming. As such, the activation of NBA offers various opportunities for placemaking and innovative urban design, including strategically placed greenery, open-air seatings, and weekend markets. Collectively, these enhancements will enrich the street-level, elevate the quality of the public realm, foster social interactions, improve pedestrian circulations, and contribute to a more liveable and attractive environment within the Approved Development. The better connections between the two retail portions can also enhance shopping experience for local residents, avoiding fragmentation and helping to bring in vibrancy.

5.5 Enhancing Pedestrian Connectivity While Maintaining Minimal Site Coverage within the NBA

5.5.1 The Proposed Footbridge Connections feature a thoughtfully designed and efficient spatial layout, occupying only approximately 12.96% site coverage ("**SC**") within the NBA, representing a minimal 1.79% increase in site coverage compared to the Approved Development at the Podium Level. These connections effectively address the current pedestrian disconnection between the two podium portions by creating seamless circulation pathways, all while maintaining full compliance with the permissible site coverage outlined in the Building (Planning) Regulations (B(P)R). The Proposed Footbridge Connections will enhance functionality and enrich the public realm across the entire development while simultaneously in compliance with the statutory requirements.

6 TECHNICAL JUSTIFICATIONS

6.1 No Adverse Visual Impact

6.1.1 The Proposed Footbridge Connections will not result in any increase in PR and BH of the Approved Development. In this regard, there will not be deviation in development scale and intensity of the Approved Development. No visual changes from key public viewing points or adverse visual impact on the surrounding area characterised by high-rise developments ranging from 80mPD to 170mPD is anticipated.

6.1.2 The Approved Development is flanked by the planned public housing development with a BH of approx.135mPD to the immediate north and the private residential development with a BH of approx.132mPD to the immediate south. This development pattern has limited the visual permeability of the NBA, particularly open sky views towards the south where no NBA is imposed.

6.1.3 Nevertheless, the Proposed Footbridge Connections will be sensitively designed to minimise visual impact at ground level while enhancing connectivity and pedestrian experience. By adopting a lightweight and pillar-free structure design, the Proposed Footbridge Connections will ensure unobstructed space below while maintaining visual permeability on the NBA through glass walls for the weather-proof footbridges and open-sided design for the covered walkways above. The design approach will reduce the visual prominence of the footbridge structures so that it remains visual unobtrusive. To further enhance the visual amenity and reduce the prominence of the structures, aesthetic and greening features will be incorporated. These include integrated planters along open-sided walkways and rooftop greenery above the covered sections. Together, these elements will enrich the pedestrian experience at 3/F and contribute to a more visually appealing and comfortable environment for both residents and the public.

6.1.4 Artist's Impressions of the Proposed Footbridge Connections (for illustration purposes) are provided in ***Appendix 2***. As demonstrated, the Proposed Footbridge Connections will be in harmony with the Approved Development and the planned developments nearby and the visual impact of the Proposed Footbridge Connections is considered to be not significant.

6.2 No Adverse Air Ventilation Impact

6.2.1 An Air Ventilation Assessment – Expert Evaluation ("**AVA-EE**") was conducted (***Appendix 3*** refers) to assess the ventilation performance of the Proposed Scheme (i.e. The Proposed Footbridge Connections) against the Baseline Scheme (i.e. the Approved Scheme for the Permitted Composite Commercial/Residential Development under Planning Application No. A/FLN/32), which concluded that the Proposed Footbridge Connections will not lead to significant adverse impact to the wind environment at the pedestrian level and the overall wind environment.

7 CONCLUSION

7.1 This S16 Application seeks planning permission from the BOARD for the Minor Relaxation of the Non-Building Area Restriction as shown on the Approved OZP to enable the Proposed Footbridge Connections at Ma Sik Road, Fanling, New Territories. This SPS has demonstrated that the Proposal is justified for the following reasons:

- The Proposed Footbridge Connections will provide seamless, barrier-free access between two originally fragmented podium portions, enhancing mobility for persons with disabilities and individuals of all ages by reducing unnecessary vertical transitions and improving overall convenience and user experience;
- It will offer a direct, safe, and weather-protected pedestrian link between two retail podium portions and residential towers, increasing movement efficiency and particularly benefiting wheelchair users during inclement weather;
- The Proposed Footbridge Connections will enhance fire safety by providing additional evacuation routes, minimise dead-end corridors, and improving emergency responder access, ensuring better compliance with life safety standards and more effective rescue operations for the Approved Development;
- The Proposed Footbridge Connections, in lieu of sacrificing ground level space for much hard-paved and uncovered circulation space, will maximise the ground-level at the NBA for curated landscaped areas, seating zones, and multipurpose event spaces with more lively design of accesses, which will foster community engagement, elevate pedestrian experience, and enhance street vibrancy along Ma Sik Road;
- The Proposed Footbridge Connections will result in only a minimal increase to the Approved Site Coverage; and
- No significant adverse visual or air ventilation impacts are anticipated.

7.2 In light of the planning and design merits and justifications put forward in this SPS, we trust that the BOARD will give favourable consideration to the Application.

Approved and Edited by:	Vincent Lau	
Prepared by:	Agnes Leung	
Date:	8 July 2025	
File Ref:	WNLYFN	

Appendix 1

CONCEPTUAL ARCHITECTURAL DRAWINGS

N

TOWER 3
144.14 mPD

EVA/DRIVEWAY

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

PODIUM

TOWER 5
144.14 mPD

TOWER 1
144.14 mPD

PODIUM

PLANNED ROAD L1

Y

Z

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

X

DROP-OFF AREA

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

TOWER 2
144.14 mPD

11.5

11.0

馬適路

MA SIK ROAD

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- LANDSCAPE AREA
- E&M
- RESIDENTIAL
- EVA / DRIVEWAY

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Block Plan
11-12-2024
1:600 (A3)

LWK +PARTNERS

N

EVA/DRIVEWAY

11.15 mPD

RETAIL

ATRIUM

EVA/DRIVEWAY

11.15 mPD

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

RAMP DN

ATRIUM

RETAIL

11.15 mPD

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

PLANNED ROAD L1

Y

Z

X

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

11.15 mPD

DROP-OFF AREA

11.5

11.0

馬適路

MA SIK ROAD

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- LANDSCAPE AREA
- HARD-PAVED AREA
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - GF Plan
11-12-2024
1:600 (A3)

LWK +PARTNERS

N

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

6000

FOOTBRIDGE AREA : 129 m²

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

6000

PLANNED ROAD L1

Y

Z

X

11.5

11.0

MA SIK ROAD

馬適路

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE
- CIRCULATION ROUTE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 1F Plan
11-12-2024
1:600 (A3)

LWK + PARTNERS

N

E&M

CLUBHOUSE

LANDSCAPE AREA

ATRIUM BELOW

WEATHER-PROOF FOOTBRIDGE AT 1/F

FOOTBRIDGE AREA : 129 m²

LANDSCAPE AREA

ATRIUM BELOW

E&M

CLUBHOUSE

LANDSCAPE AREA

LANDSCAPE AREA

PLANNED ROAD L1

Y

Z

X

11.5

11.0

馬適路

MA SIK ROAD

ET

H

H

L

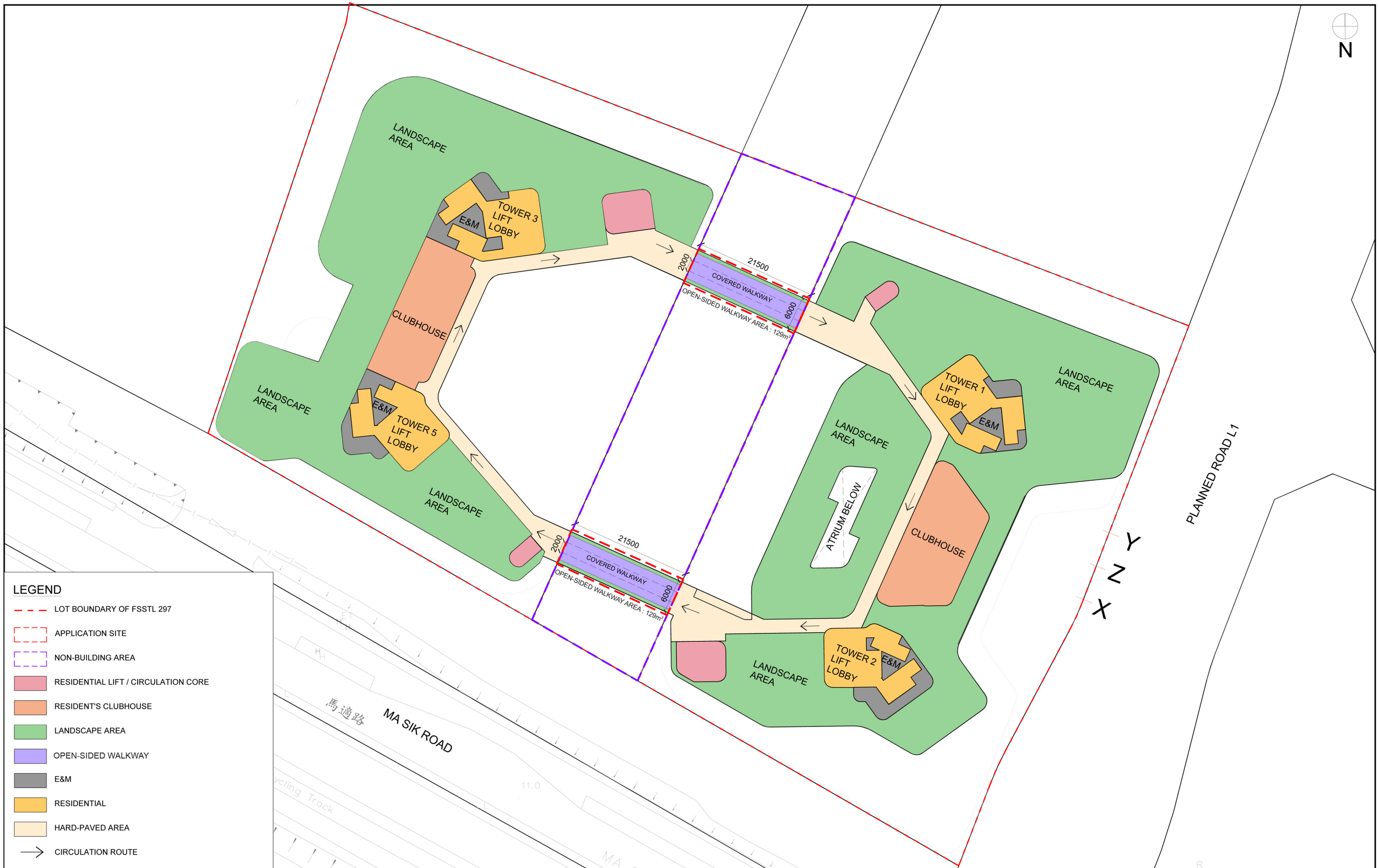
R

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- E&M
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 2F Plan
11-12-2024
1:600 (A3)

LWK + PARTNERS



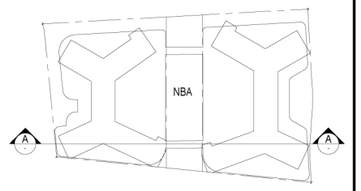
PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 3F Plan
11-12-2024
1:600 (A3)

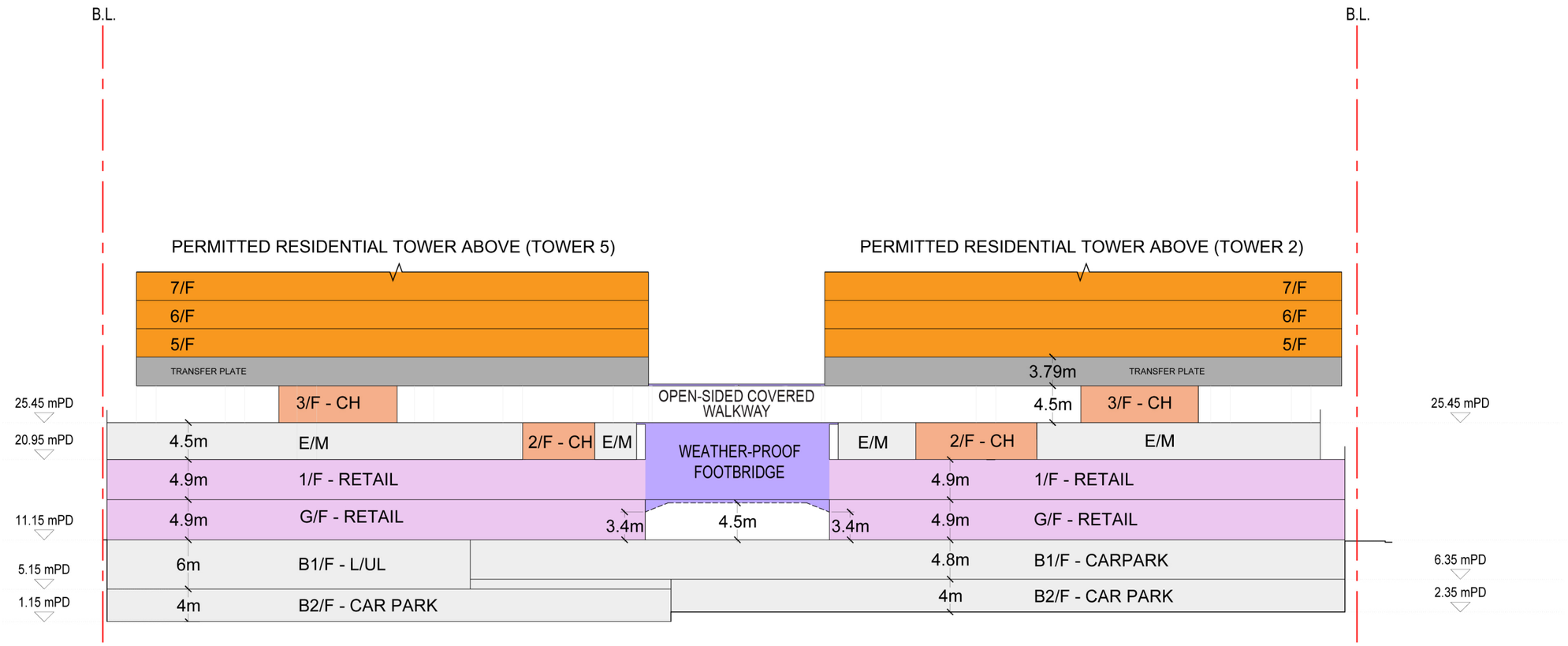
LWK +PARTNERS

LEGEND

- LOT BOUNDARY OF FSSTL 297
- RESIDENT'S CLUBHOUSE
- WEATHER-PROOF FOOTBRIDGE
- E&M
- RESIDENTIAL

*CH: RESIDENT'S RECREATIONAL FACILITIES/ANCILLARY CLUBHOUSE





PROPOSED FOOTRBRIDGE AT NON-BUILDING AREA FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Section A-A
11-12-2024
1:600 (A3)

LWK +PARTNERS

Circulation of the Scheme without Proposed Footbridge Connections (Residents/Visitors are required to travel to the G/F in order to access the opposite Podium/Tower Blocks)

Circulation of the Scheme with Proposed Footbridge Connections (Residents/Visitor are able to transverse horizontally between Podium structure at 1/F & 3/F)

Circulation Route of Retail Visitors

Circulation Route of Clubhouse Users

WNLYFN

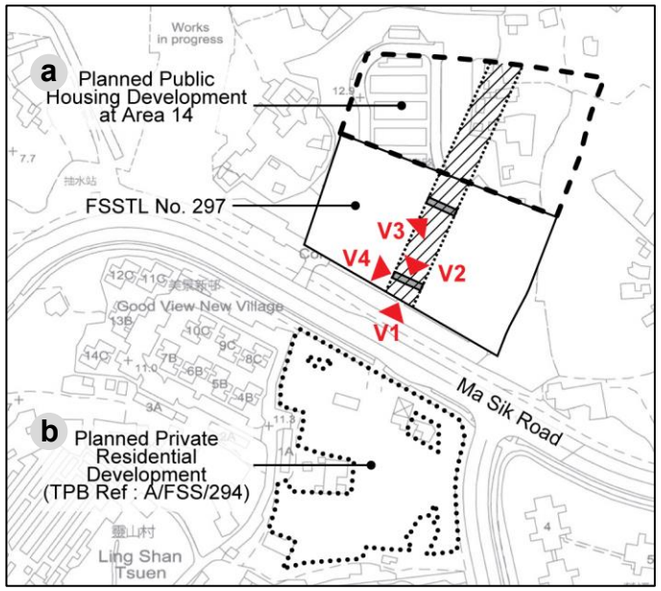
APPENDIX 1 CIRCULATION COMPARISON BETWEEN THE SCENARIOS WITHOUT (UNDER THE APPROVED TPB NO. A/FLN/32) AND WITH THE PROPOSED FOOTBRIDGE CONNECTIONS

Appendix 2

INDICATIVE ARTIST'S IMPRESSIONS

INDICATIVE ONLY

Key Plan



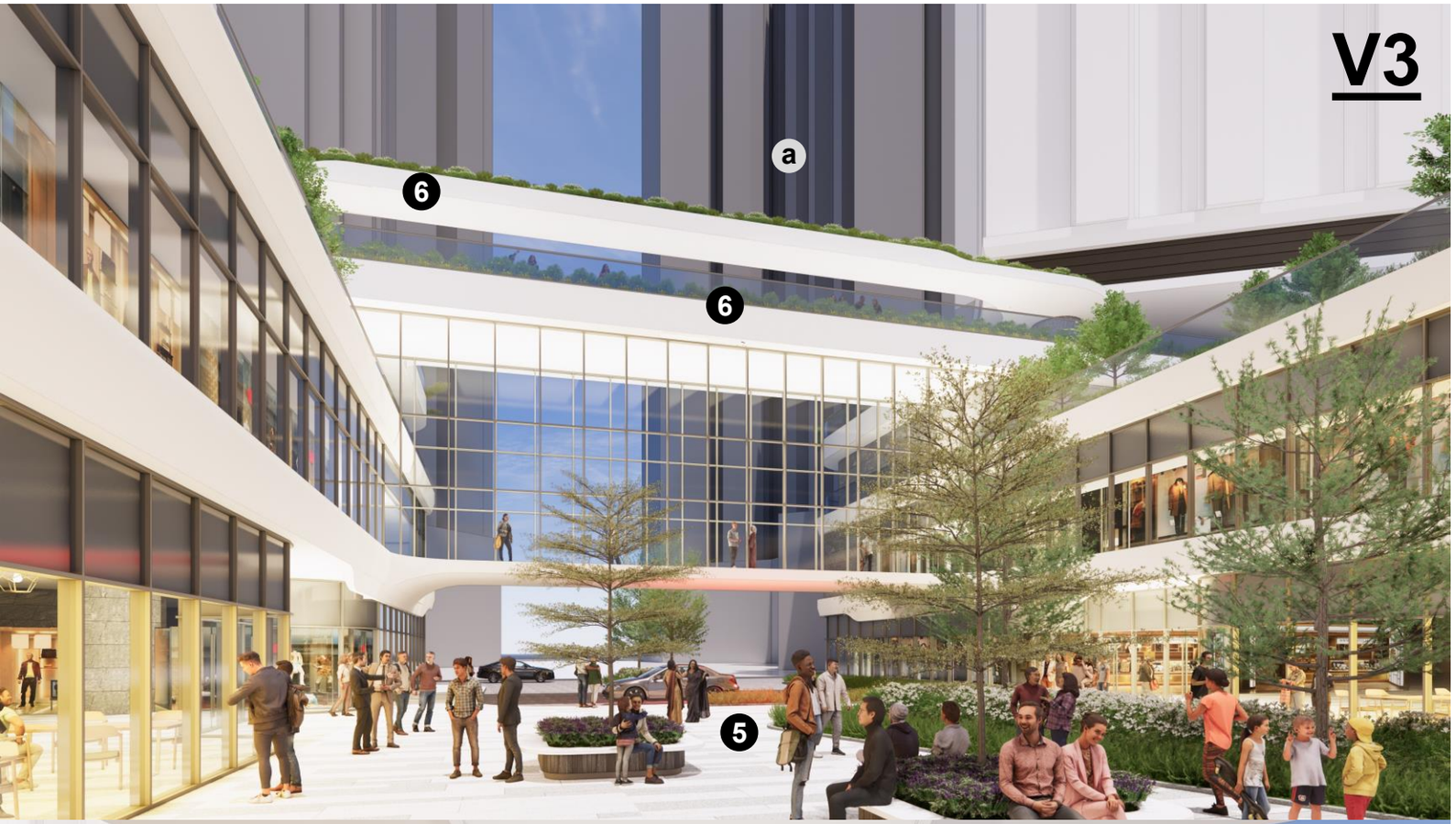
1. The Proposed Footbridge Connections provide **direct linkages** for all end-users to traverse between the currently separated podium portions at each side. The weather-proof footbridge will provide a **safe and comfortable** passage for the end-users, ensuring **uninterrupted** accessibility in all weather conditions.

2. The adoption of the glass wall design at the weather-proof footbridge **enhances visual permeability**, allowing **ample natural lighting** on the NBA. This design creates a **welcoming, comfortable and safe** environment for end-users, both indoors and throughout the NBA, in **all weather conditions**.

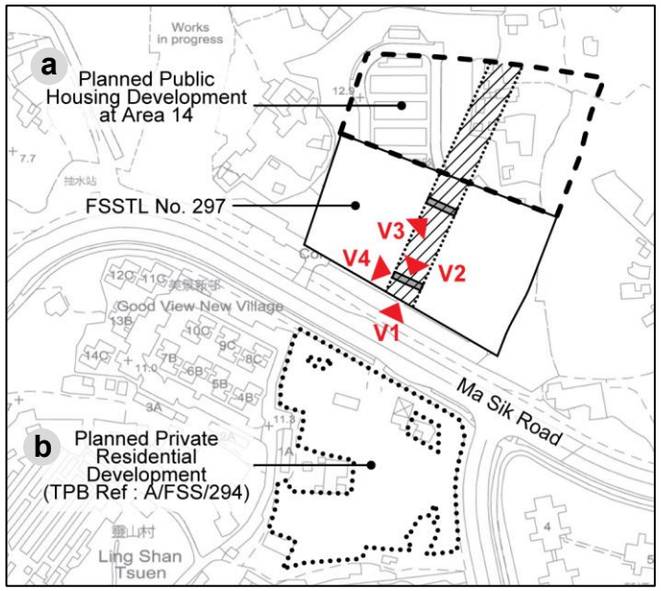
3. The minimal structural design reduces the need for ground-level supporting pillars. This approach **maximises** the opportunity of **air penetration** at pedestrian level and ensures an unobstructed view at pedestrian level and preserves the NBA for high-quality landscaping, open-air seating, and resting areas.

4. The open-sided design of the covered walkway and the canopy with a width of 2m can effectively **minimise the overall structural bulk** of Proposed Footbridge Connections, to preserve the **visual openness** and to **maximise air penetration** on NBA.

INDICATIVE ONLY



Key Plan



5 The Proposed Footbridge Connections elevates the pedestrian circulation with a minimal structural design, creating opportunities for ground-level resting benches, gathering spaces, and enhanced landscaping. This design transforms the NBA into a **welcoming space, fostering street vibrancy** and **enhancing its functionality**. Additionally, the space can provide opportunities for vibrant weekend markets that **encourage social interactions** and **community engagement**. The Proposed Footbridge Connections will enrich the ground-level atmosphere and create a **dynamic** and **inclusive** space within the NBA.

6 The incorporation of **greenery** on the rooftops of the canopies of the covered walkway, along with **planters** on both sides of the walkway, will **soften the visual prominence** of the Proposed Footbridge Connections while **adding visual interest** to the NBA at pedestrian level and offering a visually appealing and tranquil setting for the residents.

Appendix 3

AIR VENTILATION ASSESSMENT –
EXPERT EVALUATION

Issue No. : Issue 1
Issue Date : July 2025
Project No. : 819.5357

AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

FOR

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES

Prepared by

Allied Environmental Consultants Limited

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Document Verification

Project Title	Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road, Fanling, New Territories	**Project No.** 819.5357
Document Title	Air ventilation Assessment - EXPERT EVALUATION	

Issue No.	**Issue Date**	**Description**	**Prepared by**	**Checked by**	**Approved by**
Issue 1	July 2025	1st Submission	Toby Lam	Joanne Ng	Grace Kwok

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1. Executive Summary

1.1.1. With the good design features to improve air ventilation performance, including a 3.4m to 4.5m clearance from the ground and the open-sided covered walkway design over the weather proof footbridge to maintain the permeability as practicable, no significant adverse impact to the wind environment at pedestrian level associated with the Proposed Footbridge Connections is anticipated.

2. Introduction

2.1.1. This Air Ventilation Assessment – Expert Evaluation is prepared and submitted in support of the Minor Relaxation of the Non-Building Area ("NBA") to enable two footbridge connections, each consisting of a weather-proof footbridge at 1/F and an open-sided covered walkway at 3/F above (hereafter refer to as the "Proposed Footbridge Connections") at Ma Sik Road, Fanling, New Territories (hereafter refer to as the "Application Site").

3. Objectives

3.1.1. The main objective of the study is to evaluate potential air ventilation impacts associated with the Proposed Footbridge Connections on pedestrian wind environment within and in the vicinity of the Application Site using the methodology framework as set out by relevant government standard, guidelines and technical circulars.

4. Site Description

4.1.1. The Application Site is at the tail-end of the four designated NBA sites in Planning Areas 13 and 14, and is currently zoned "Residential (Group A) 1" ("R(A)1") on the Approved Fanling North Outline Zoning Plan ("OZP") No. S/FLN/4. The surrounding areas are mainly zoned "Residential (Group A) 1" ("R(A)1"), "Residential (Group A) 3" ("R(A)3"), "Residential (Group B)" ("R(B)"), "Residential (Group A) 12" ("R(A)12") and "Other Specified Uses (Amenity Area)"("OU(A)"). A site location plan with surrounding environment is shown in ***Figure 4-1***.

Figure 4-1 Application Site Location

5. Methodology

5.1.1. The methodology framework of this study is set out in the Technical Circular No. 1/06 and its Annex A - Technical Guide for Air Ventilation Assessment for Development in Hong Kong. The Technical Circular is jointly issued by Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Work Bureau (ETWB) in July 2006 (Technical Guide).

5.1.2. The scope of this study shall cover the following:

- To identify any major wind corridors which should be preserved or reserved;
- To identify any potentially affected areas due to the Proposed Footbridge Connections design including the layout and deposition;
- To identify good design features; and
- To provide recommendations for alleviating the potential air ventilation impact identified.

6. Assessment Methodology

6.1. WIND AVAILABILITY DATA

Hong Kong Observatory

6.1.1. The Hong Kong Observatory records the metrological data in Hong Kong. Among all the weather stations in Hong Kong, wind data from Ta Kwu Ling station shall be used for the discussion on overall wind environment in the region.

6.1.2. According to the wind availability data from Ta Kwu Ling Station from 1986 - 2024, the annual wind rose revealed winds flowing from the east and southeast quadrant (i.e. E, ESE) throughout the year. The wind data from July to September is adopted as the summer prevailing wind, where predominant summer winds are flowing from the southeast quadrant (i.e. E, ESE). The wind rose during annual and summer conditions are shown in ***Figure 6-1*** and ***Figure 6-2.***

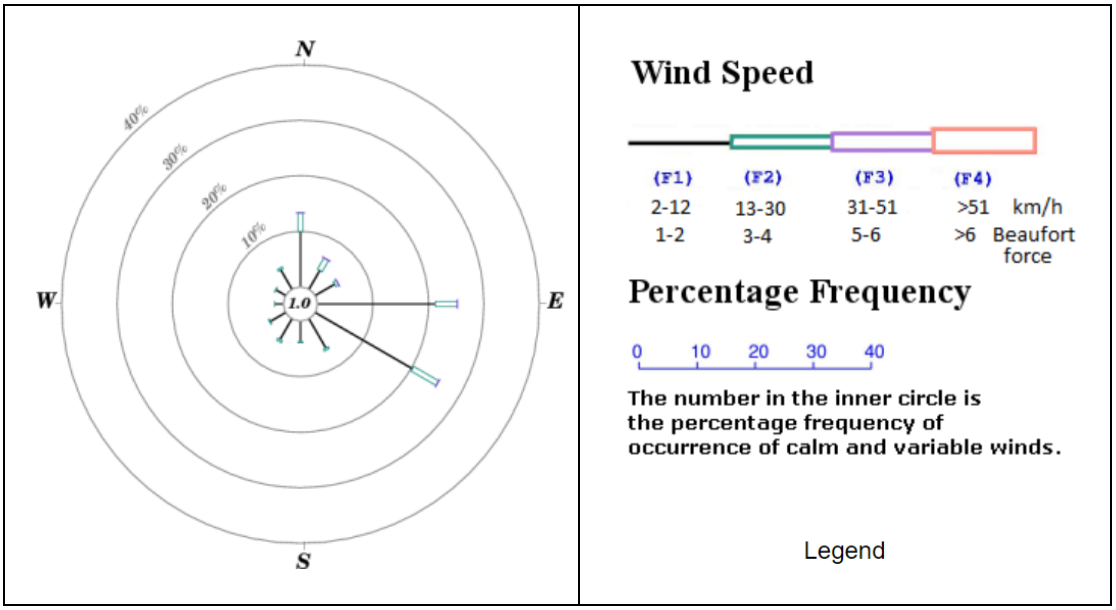


Figure 6-1 Annual Wind Rose for Tai Po, 1986 - 2024

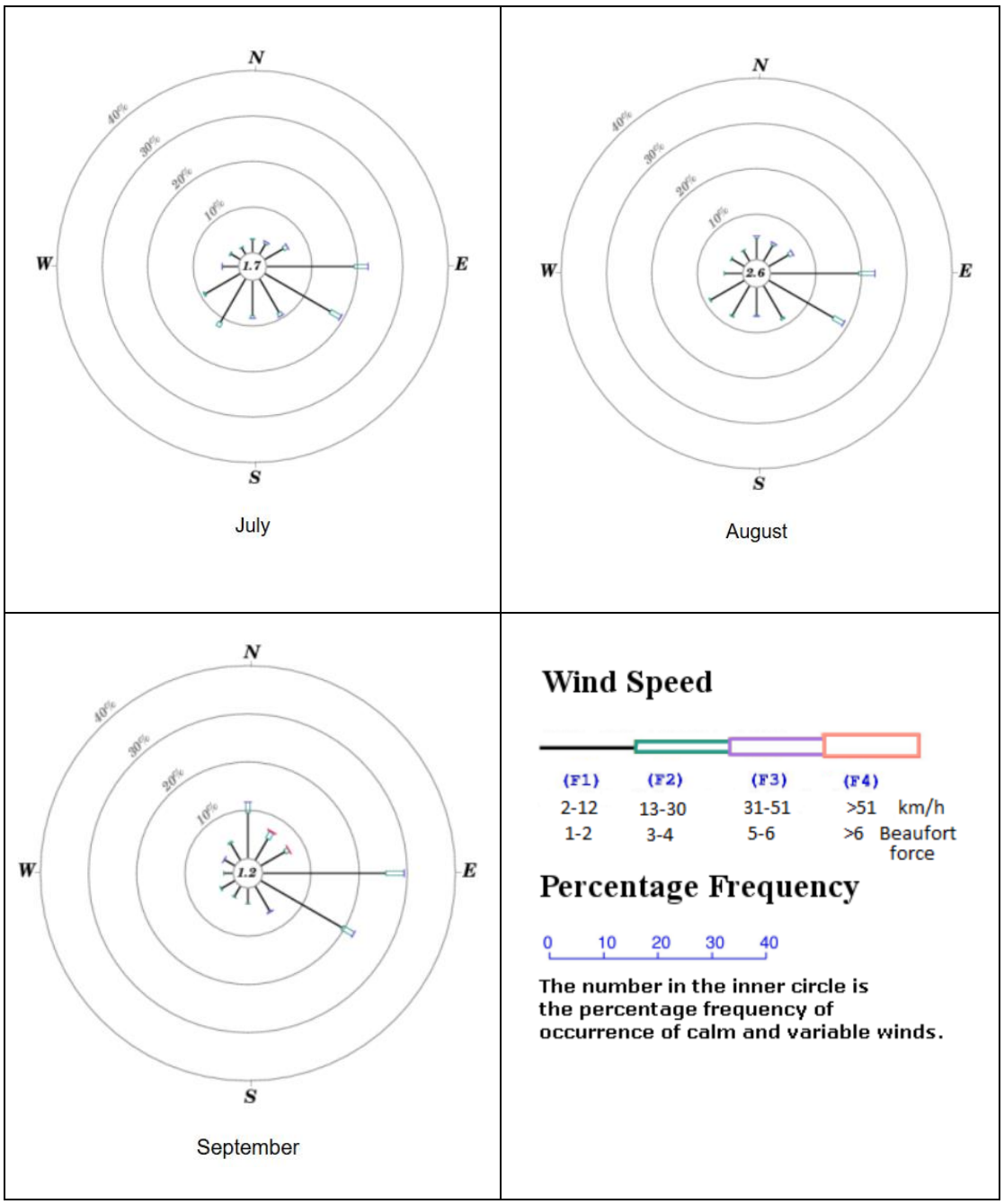


Figure 6-2 Summer Wind Rose for Tai Po, 1986 - 2024

Regional Atmospheric Modelling System (RAMS)

6.1.3. Wind availability to the Application Site is evaluated with reference to the "Consultancy Study on Establishment of Simulated Site Wind Availability Data for Air Ventilation Assessments in Hong Kong" simulated by the meso-scale model of Regional Atmospheric Modelling System (RAMS) Version 6.0 at the horizontal resolution of 0.5km * 0.5km.

6.1.4. The Application Site is located within grid (073,083) in Fanling. Wind availability data at 200m was adopted in this assessment. According to PlanD's simulated data, wind roses, wind direction and wind probability data are provided in ***Figure 6-3*** and ***Table 6-1.***

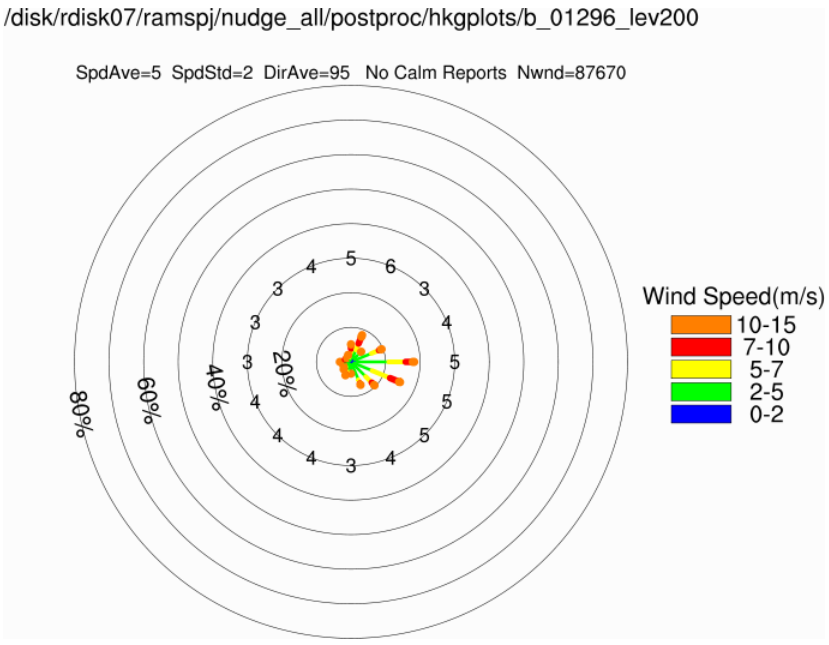
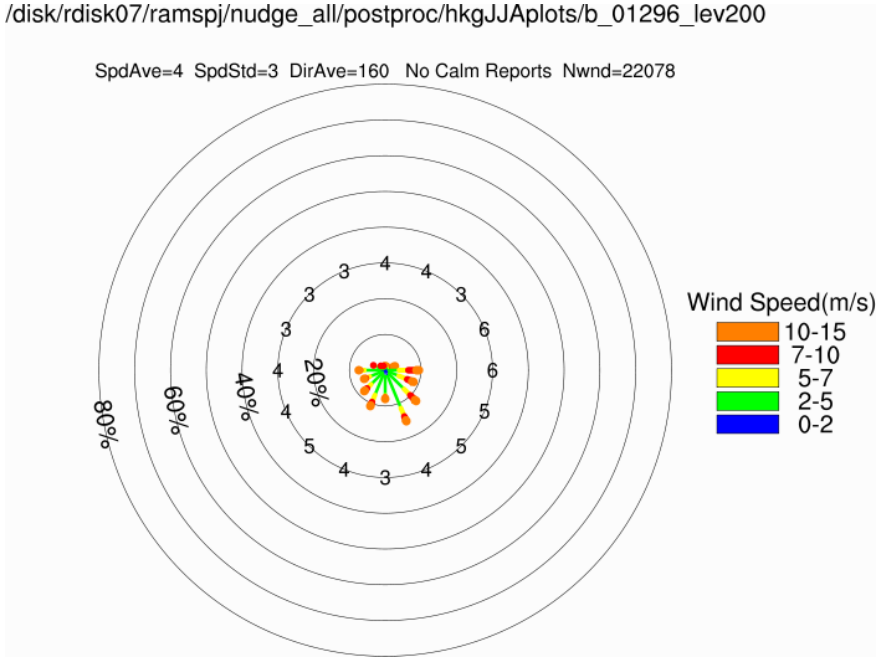
	Wind Rose – Annual
200m	
	Wind Rose – Summer
200m	

Figure 6-3 Wind Rose at Grid (073,083)

Table 6-1 Wind Probability at 200m (Grid 073,083)

Wind Direction	Annual Probability	Summer Probability
N	5%	1%
NNE	8%	1%
NE	4%	1%
ENE	**10%**	3%
E	**18%**	**10%**
ESE	**15%**	9%
SE	**10%**	**12%**
SSE	7%	**16%**
S	3%	8%
SSW	4%	**11%**
SW	3%	8%
WSW	2%	6%
W	3%	7%
WNW	2%	4%
NW	2%	2%
NNW	2%	1%

6.1.5. According to RAMS wind data, annual prevailing winds are the incoming winds flowing from the east and southeast quadrant while summer prevailing winds are flowing southwest and southeast quadrant.

6.1.6. ***Table 6-2*** summarises the identified prevailing wind conditions in Fanling area. Ta Kwu Ling Station is located inside the Ta Kwu Ling Farm at the northern part of the New Territories which is far away from the Application Site. For a comprehensive discussion on air ventilation performance of the Application Site and the wind environment at pedestrian level, prevailing winds from RAMS data are therefore adopted for air ventilation assessment.

Table 6-2 Wind Data Summary

Sources	Annual Wind	Summer Wind
Hong Kong Observatory (Tai Po station from 1986)	E, ESE	E, ESE
RAMS data (Grid 073,083)	ENE, E, ESE, SE	E, SE, SSE, SSW

7. Project Description

7.1.1. The Proposed Footbridge Connections, consisting of 2 sets of an open-sided covered walkway atop weather-proof footbridge, is proposed to enhance the circulation of the Permitted Composite Commercial/Residential Development. No Commercial use is proposed within the Proposed Footbridge Connections.

7.1.2. The weather-proof footbridges would have a dimension of about 21.5 m (length) x 6 m (width) x 9.4 m (height), which will link up the retail uses of the two separated podium portions of the Development at 1/F. Glass façade design will be adopted for the weather-proof footbridges to maximise the visual permeability on the NBA. A clearance of around 3.4m to 4.5m from the Ground is provided.

7.1.3. At 3/F, an open-sided covered walkway, with a dimension of about 21.5 m (length) x 2 m (width) is proposed above the footbridge to connect the landscape areas and recreational facilities at 3/F for residents' enjoyment. Planters will be provided along the open-sided covered walkway to enhance the visual amenity of the Proposed Footbridge Connections.

7.2. Surrounding Environment

Urban Morphology

7.2.1. The Application Site is mainly surrounded by high-rise residential buildings (approx. 80-135 mPD). The surrounding environment is shown in ***Table 7-1*** and ***Figure 7-1.***

Table 7-1 Building Heights of Major Development in the Surroundings

Surrounding Buildings	Building Heights (mPD)
Good View New Village	~24.4
Ling Shan Tsuen	~20.8
Fan Garden	~106
Wing Fok Centre	~91.4
Permitted Composite Commercial/Residential Development	~144
Proposed Private Housing	~80-132
Proposed Public Housing	~97.5-135
Proposed School	Max. 8-storey

Figure 7-1 Surrounding environment

Road Pattern, Breezeway and open space

7.2.2. Road network facilitates wind penetration to the Application Site and the surrounding areas. The location of Proposed Footbridge Connections is at Residential (Group A) ("R(A)")1 site as shown in ***Figure 4-1***. There are four NBAs aligned in NE to SW direction are designated within "R(A)1", "R(A)3" and "R(B)" sites in Planning Areas 13 and 14 to divert wind to penetrate through these sites to the Fanling area. Based on the Approved OZP, it is identified that the four NBAs are serving as a breezeway to enhance penetration of wind which is aligned approximately in northeast and southwest directions. These unobstructed breezeways allow the prevailing winds to penetrate into the built environment of the Area as well as the downstream Fanling/Sheung Shui area.

7.2.3. Further to the south-west of the Proposed Footbridge Connections, there is a high-rise proposed private Housing (~132mPD) located at site R(A)12, where no NBA is incorporated. Therefore, prevailing ENE wind penetrate through the four NBAs and likely to collide at the high-rise building in site R(A)12, leading to a downwash effect at Ma Sik Road. On the other hand, only high-level prevailing SSW and SSE wind could skim over the high-rise building at R(A)12 site and penetrate through the NBAs to the downwind areas. Therefore, due to the absence of NBA in site R(A)12, the effect of NBAs is significantly reduced. Open space is situated to the east and west of the Application Site, as illustrated in ***Figure 7-1***, with high-rise buildings surrounding the Application site.

Topography

7.2.4. The Application Site is located on relatively flat area of about 12.5mPD that shares similar topography to its immediate area. Hilly topographies are found lying to the north of the Application Site with increasing topological heights further away from the Application Site. The hilly terrain act as a shelter to the annual ENE prevailing winds, and reduce the magnitude of this wind.

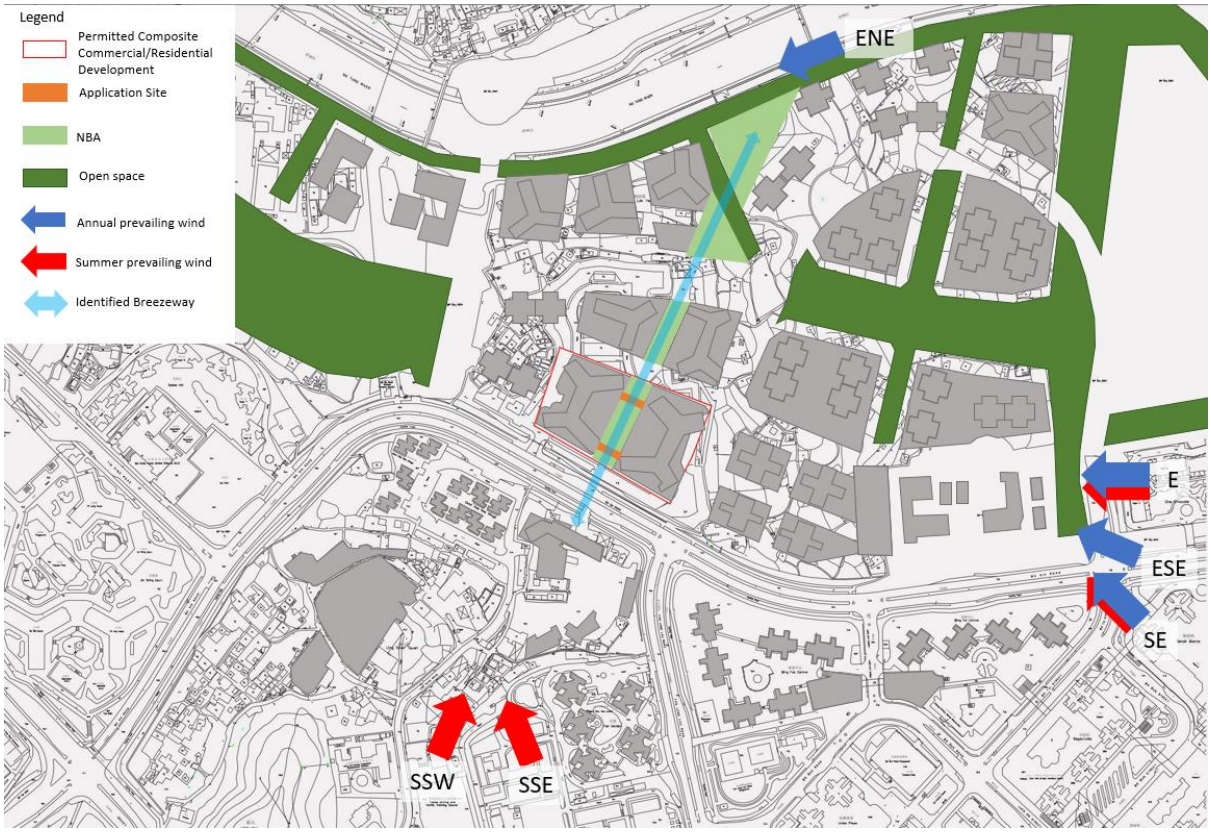


Figure 7-1 Prevailing Wind Environment in the Study Area

8. Baseline Scheme and Scheme with Proposed Footbridge Connections

8.1. Design Parameters

8.1.1. The Application Site is at the tail-end of the four designated NBA sites in Planning Areas 13 and 14, where is currently zoned R(A)1 on the Approved Fanling North OZP No. S/FLN/4. The existing condition of the NBA is incorporated in Baseline Scheme and is compared with the Scheme with Proposed Footbridge Connections in the discussion of this report.

8.1.2. The major design parameters of Proposed Footbridge Connections are summarized in ***Table 8-1.*** Layout plans and section drawing are shown in ***Appendix A.*** Comparison between Baseline Scheme (Reference to Approved Scheme for Permitted Composite Commercial/ Residential Development under Planning Application No. A/FLN/32' (i.e. BH of 144.14mPD)) and the Scheme with Proposed Footbridge Connections are made to evaluate any impacts on the overall air ventilation performance in its surrounding area.

Table 8-1 Major design parameters of Scheme with Proposed Footbridge Connections

Parameter	**Proposed Footbridge Connections**
Site Area (m^2)	Approx. 258m^2
Gross Floor Area (m^2)	Not more than 516m^2
Site Coverage (%)	- Not more than 1.79 % (in relation to the Development Site (FSSTL No. 297 (approx. 14,432m2)) - Not more than 12.96 % (in relation to the NBA within the Development Site (approx. 1,991 m2))
Dimensions of the Proposed Footbridge Connections (length, width, height) - Weather- Proof Footbridge - Open-Sided Covered Walkway	 21.5 m (L) x 6 m (W) x 9.4 m (H) 21.5 m (L) x 2 m (W)

8.2. Good Design Features

Clearance at pedestrian level

8.2.1. A clearance of around 3.4m to 4.5m from the ground is provided for the Proposed Footbridge Connections as shown in ***Figure 8-1***. This design is to maintain the wind corridor to the prevailing wind at ground level and beneficial to the downwind areas. It is anticipated that the incoming wind at low-level could penetrate through the Proposed Footbridge Connections and high-level wind will not be obstructed by the Proposed Footbridge Connections. It is anticipated the wind environment at pedestrian level would not be significantly affected.

Weather-proof Footbridge with an open-sided covered walkway

8.2.2. The structures of the Proposed Footbridge Connections are only minimal -- its proportion to the site coverage is merely not more than 12.96 % of the NBA. A wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since the top level of the footbridge is about 25mPD as shown in ***Figure 8-1***, it is expected that the adverse impact on downwind areas will be reduced due to its minimal obstruction. In addition, an open-sided covered walkway above the footbridge only poses less obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

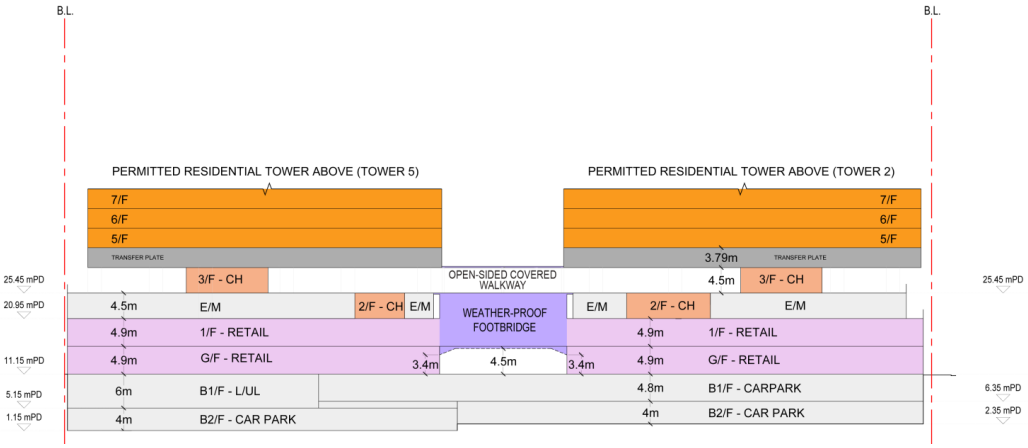


Figure 8-1 Section of the Proposed Footbridge Connections

9. Expert Evaluation

ENE wind (Annual Prevailing Wind)

9.1.1. Under annual prevailing wind condition, incoming ENE wind would flow along the NBAs at the north and reach the Application Site as shown in ***Figure 9-1***.

9.1.2. Under the Baseline Scheme, ENE wind could penetrate through the Application Site and reach the downwind area of proposed private housing (~132mPD) across Ma Sik Road. However, no NBA is incorporated in the downwind area of Proposed private housing. The prevailing wind would collide at the high-rise proposed private housing development and thus lead to a downwash effect at Ma Sik Road. Therefore, the effect of the NBA is largely minimized due to the consistent NBA arrangement.

9.1.3. Under the Scheme with Proposed Footbridge Connections, the prevailing ENE wind at low-level would collide at the Proposed bridge and a wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since a clearance of around 3.4m to 4.5m from the ground is provided for the Proposed Footbridge Connections and the top level of the footbridge is merely about 25mPD, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not be significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing ENE wind could flow freely through the Application Site.

9.1.4. In addition, an open-sided covered walkway above the footbridge only poses less obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

9.1.5. Eventually, the incoming ENE wind would flow through the Application Site and collide at the downwind areas of high-rise residential buildings. Therefore, significant adverse impact from the Proposed Footbridge Connections to the wind performance at the downwind area is not anticipated.

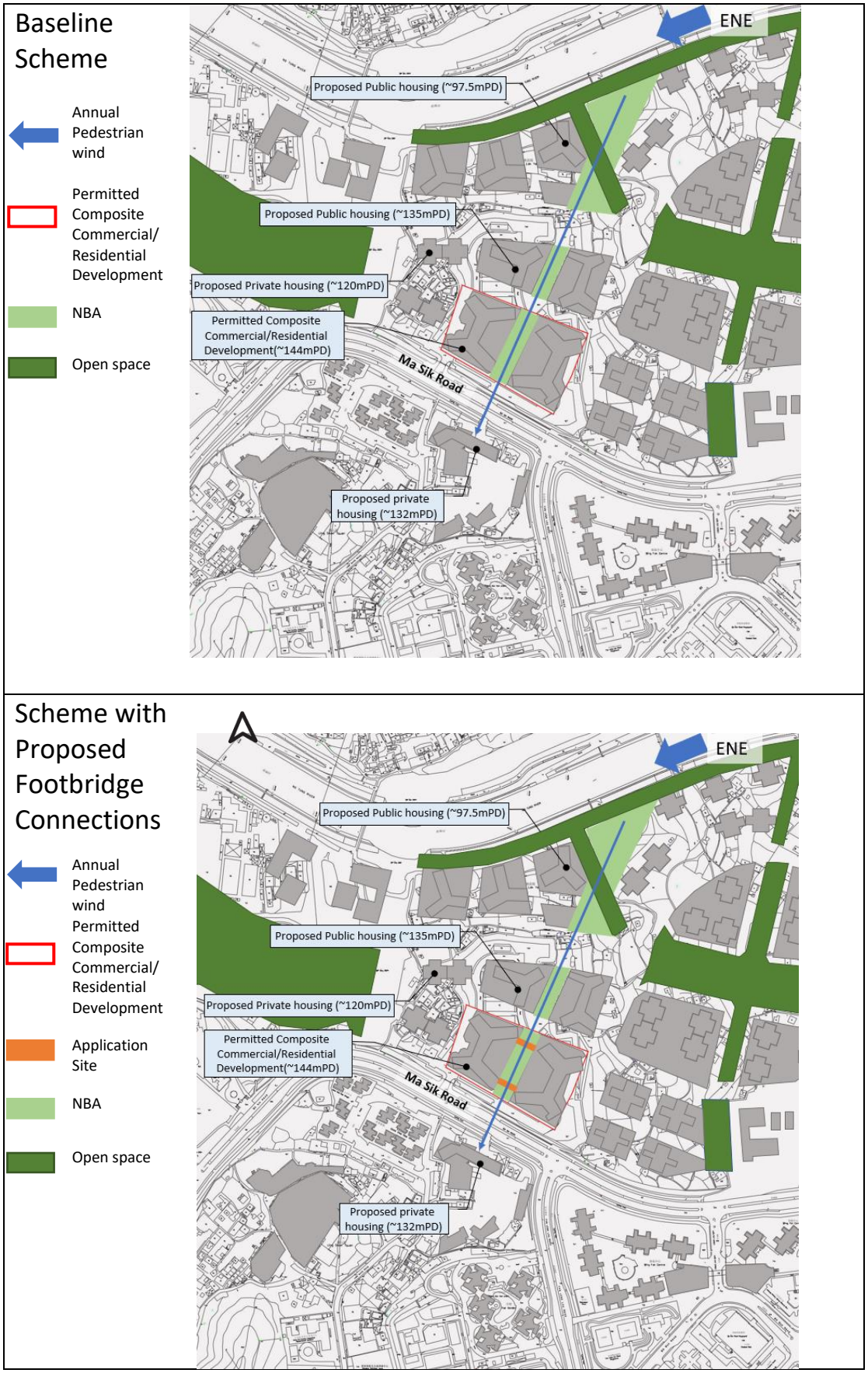


Figure 9-1 Annual Prevailing Wind (ENE Wind)

E and SE wind (Annual and Summer Prevailing Wind) and ESE (Annual Prevailing Wind)

9.1.6. Incoming E and SE wind under annual and summer wind condition and ESE wind under annual condition from open space and Road L2 would flow through the Application Site as shown in ***Figure 9-2***.

9.1.7. Under the Baseline Scheme, the high-rise buildings located at the east of the Application Site (i.e. the Permitted Composite Commercial/Residential Development and the proposed private/public housing developments, etc.) with about 120-144mPD which block the prevailing E and ESE wind from reaching the Application Site. The prevailing wind would be diverted and flow through the Road L2 and Ma Sik Road and reach the downwind area of Application Site (i.e. open space).

9.1.8. Under the Scheme with Proposed Footbridge Connections, the incoming E and ESE wind would be obstructed by high-rise buildings of the Permitted Composite Commercial/Residential Development and the proposed private/public housing developments. Hence, the Proposed Footbridge Connections would be predominantly shielded by these high-rise buildings and the provision of Proposed Footbridge Connections would not cause significant ventilation impact.

9.1.9. In addition, the incoming wind would likely be diverted towards the Road L2 and Ma Sik Road. In view of the relatively small structure, the Proposed Footbridge Connections are unlikely pose major obstruction to Road L2 and Ma Sik Road. Therefore, it is anticipated that the ventilation impact induced by the provision of Proposed Footbridge Connections is minimal.

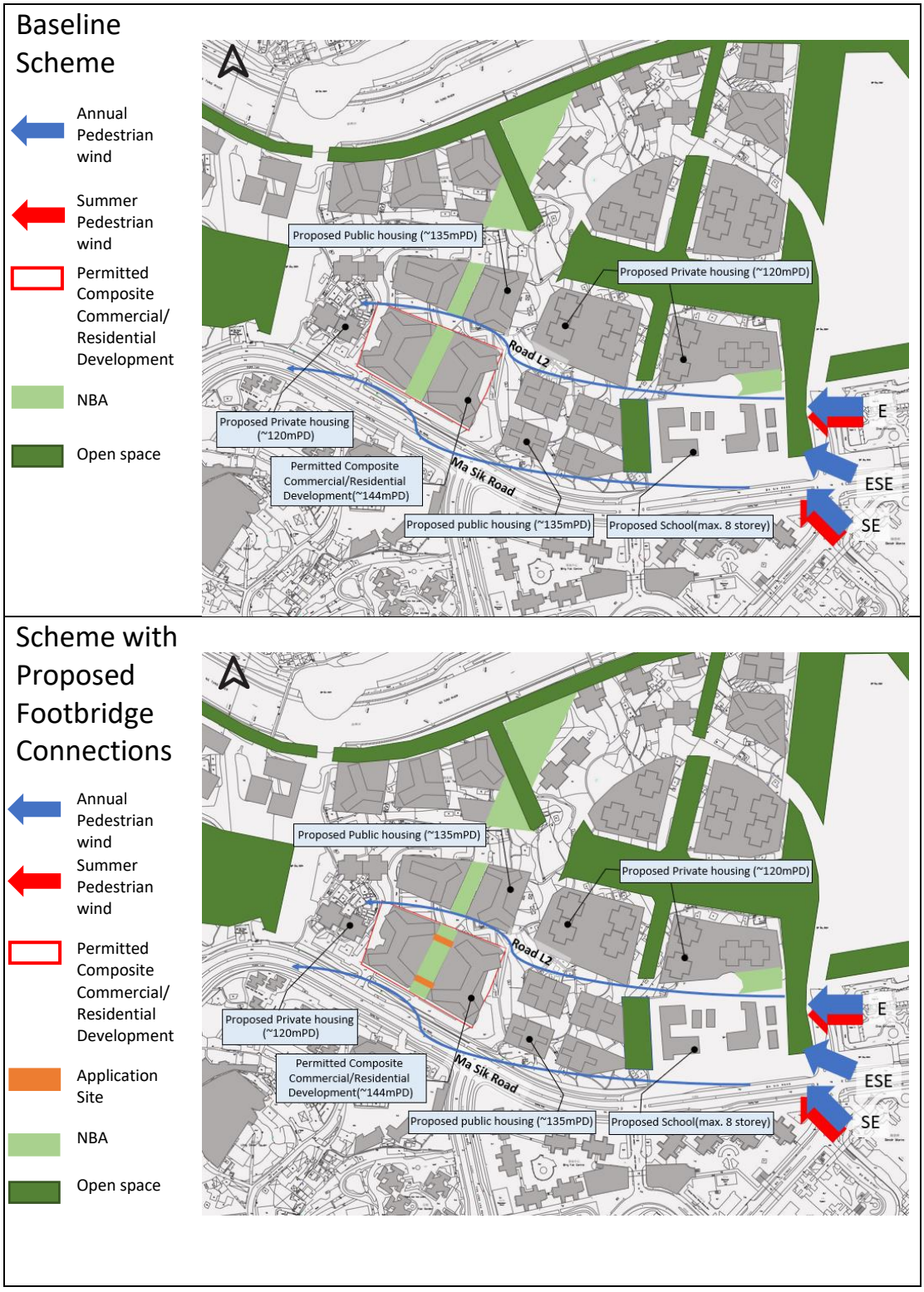


Figure 9-2 Annual Prevailing Wind (E, ESE and SE Wind)

SSW and SSE wind (Summer Prevailing Wind)

9.1.10. Under summer prevailing wind conditions, SSW and SSE wind would flow from the directions at the high-rise buildings (i.e. proposed private housing with 132mPD) located at the immediate southwest and reach the Application Site as shown in ***Figure 9-3.***

9.1.11. Under the Baseline Scheme, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration to Application Site by generating wake zone at Application Site as shown in ***Figure 9-3***. Due to the large obstruction to the incoming SSW and SSE wind, it is anticipated that the air movement within the Proposed Footbridge Connections would be reduced. The turbulence created would further diminish the effectiveness of the NBAs. Only high-level incoming wind could skim over the high-rise building and reach the Application Site. The Application Site is predominantly shielded by these high-rise buildings and the NBA only slightly facilitates penetration of these wind directions to the North.

9.1.12. Under the Scheme with Proposed Footbridge Connections, only incoming wind at high level could skim over the high-rise building at southwest and reach the Application Site. Nevertheless, a clearance of around 3.4m to 4.5m from the ground is provided for the Proposed Footbridge Connections. It is expected that the adverse impact on downwind areas of Application Site will be minimal due to the relatively small structure of Proposed Footbridge Connections.

9.1.13. In addition, an open-sided covered walkway above the footbridge only poses less obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

9.1.14. Eventually, the Proposed Footbridge Connections would be predominantly shielded by the high-rise buildings and significant adverse impact from the Proposed Footbridge Connections to the wind performance at the downwind area is not anticipated.

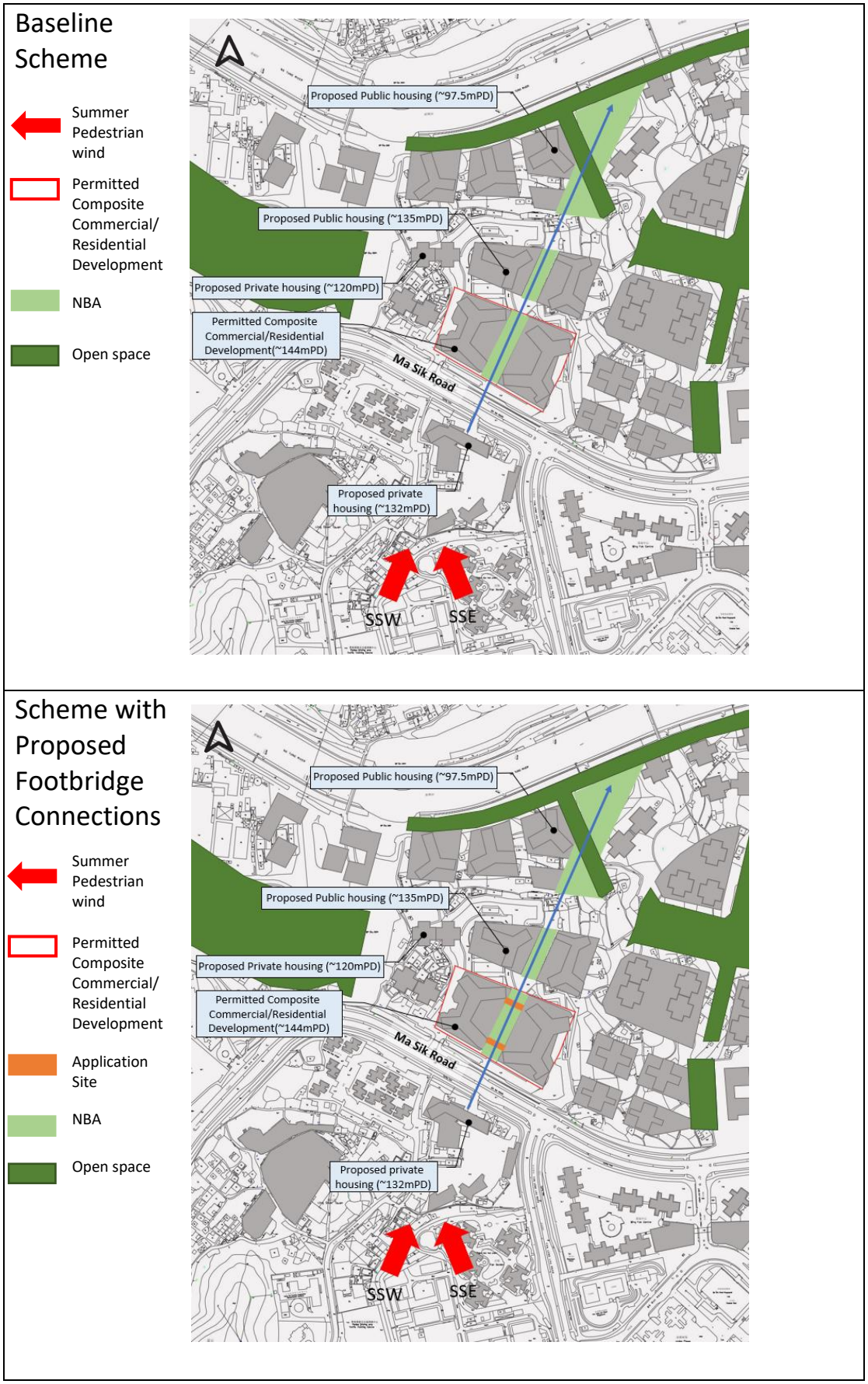


Figure 9-3 Summer Prevailing Wind (SSW and SSE Wind)

10. Conclusions

10.1.1. An AVA-EE study was conducted for the Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road to provide qualitative evaluation of wind performance under baseline scenario and that with the Proposed Footbridge Connections.

10.1.2. Under Annual condition, most annual prevailing winds (E, ESE, SE wind) may not significantly benefit from the NBA as the wind directions do not align with the direction of NBAs. It is anticipated that only the third prevailing ENE wind could penetrate through the Application Site and reach the downwind areas. However, high-rise residential buildings will exist at the southwest of the Proposed Footbridge Connections. The incoming ENE wind would flow through the Proposed Footbridge Connections and then collide at the high-rise buildings, leading to a downwash effect at Ma Sik Road. It is anticipated that the incoming wind flow along the NBA would be then obstructed by the buildings at downwind area.

10.1.3. Under Summer condition, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration from incoming SSW and SSE wind to Application Site by generating wake zone at Application Site. Due to the large obstruction, it is anticipated that the air movement within the NBA would be reduced by the turbulence created. Only high-level incoming wind could skim over the high-rise building and reach the Application Site. The Application Site is predominantly shielded by these high-rise buildings and the NBA only slightly facilitates wind penetration of the summer prevailing winds to the North.

10.1.4. To reduce any ventilation impact, a clearance of around 3.4m to 4.5m from the ground is provided for the Proposed Footbridge Connections. Since the top level of the footbridges is merely about 25mPD, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not be significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing wind could flow freely through the Application Site.

10.1.5. As evaluated in the AVA-EE, with the provision of abovementioned good design features, it is anticipated that there will be no significant adverse impact to the wind environment in the surrounding area associated with the Proposed Footbridge Connections.

Appendix A

Schematic Layout Plan – Scheme with Proposed Footbridge Connections

N

TOWER 3
144.14 mPD

EVA/DRIVEWAY

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

PODIUM

TOWER 5
144.14 mPD

TOWER 1
144.14 mPD

PODIUM

PLANNED ROAD L1

Y

Z

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

X

DROP-OFF AREA

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

TOWER 2
144.14 mPD

11.5

11.0

馬適路

MA SIK ROAD

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- LANDSCAPE AREA
- E&M
- RESIDENTIAL
- EVA / DRIVEWAY

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Block Plan
11-12-2024
1:600 (A3)

LWK +PARTNERS

N

EVA/DRIVEWAY

11.15 mPD

RETAIL

ATRIUM

EVA/DRIVEWAY

11.15 mPD

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

RAMP DN

ATRIUM

RETAIL

11.15 mPD

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

PLANNED ROAD L1

Y

Z

X

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

11.15 mPD

DROP-OFF AREA

11.5

11.0

馬適路

MA SIK ROAD

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- LANDSCAPE AREA
- HARD-PAVED AREA
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - GF Plan
11-12-2024
1:600 (A3)

LWK +PARTNERS

N

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

6000

FOOTBRIDGE AREA : 129 m²

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

6000

PLANNED ROAD L1

Y

Z

X

11.5

11.0

MA SIK ROAD

馬適路

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE
- CIRCULATION ROUTE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 1F Plan
11-12-2024
1:600 (A3)

LWK + PARTNERS

N

E&M

CLUBHOUSE

LANDSCAPE AREA

ATRIUM BELOW

WEATHER-PROOF FOOTBRIDGE AT 1/F

FOOTBRIDGE AREA : 129 m²

LANDSCAPE AREA

ATRIUM BELOW

E&M

CLUBHOUSE

LANDSCAPE AREA

LANDSCAPE AREA

PLANNED ROAD L1

Y

Z

X

11.5

11.0

馬適路

MA SIK ROAD

ET

H

H

L

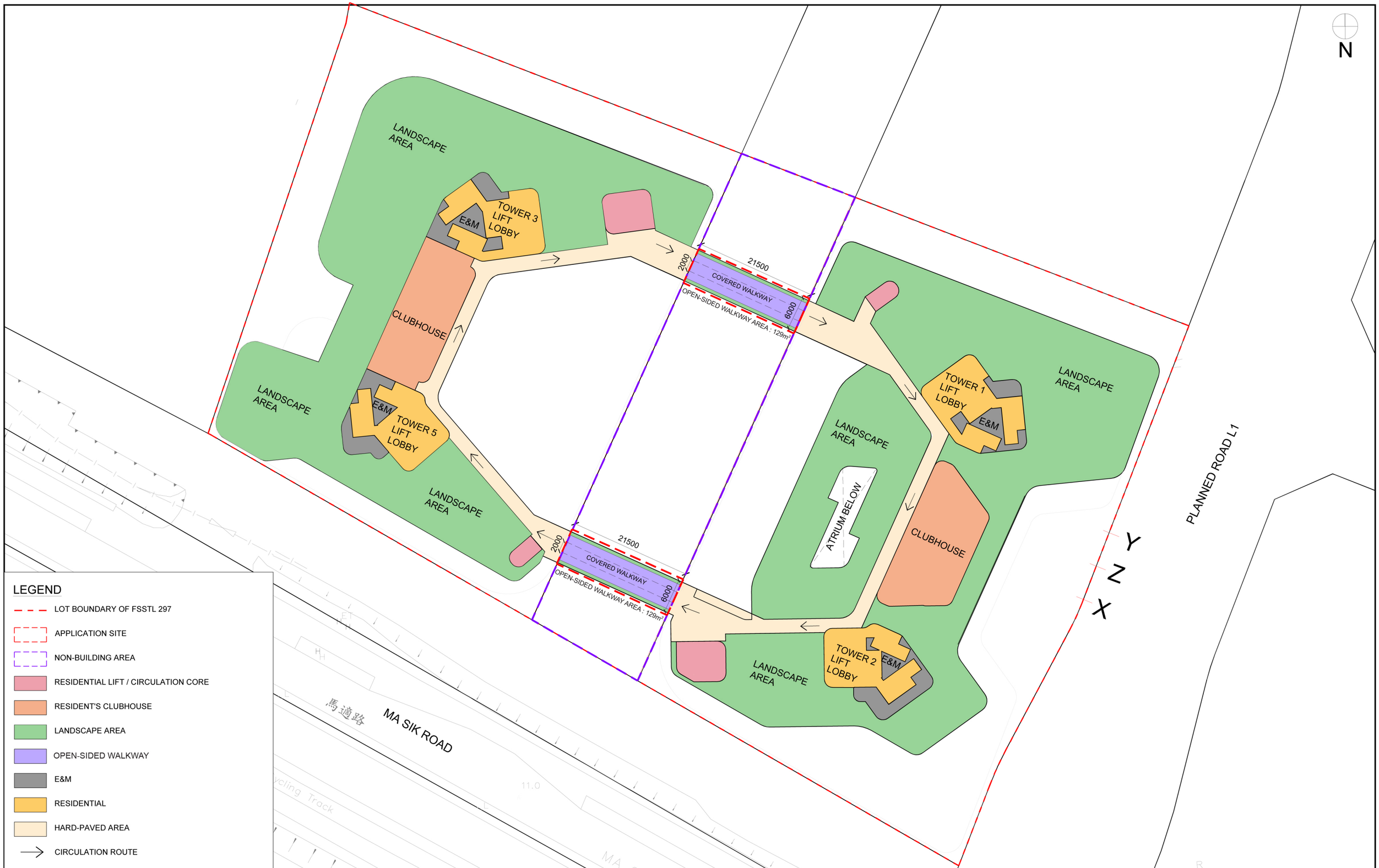
R

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- E&M
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 2F Plan
11-12-2024
1:600 (A3)

LWK + PARTNERS



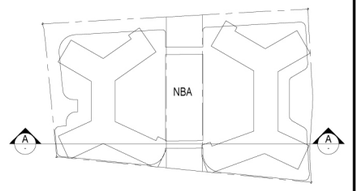
PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 3F Plan
11-12-2024
1:600 (A3)

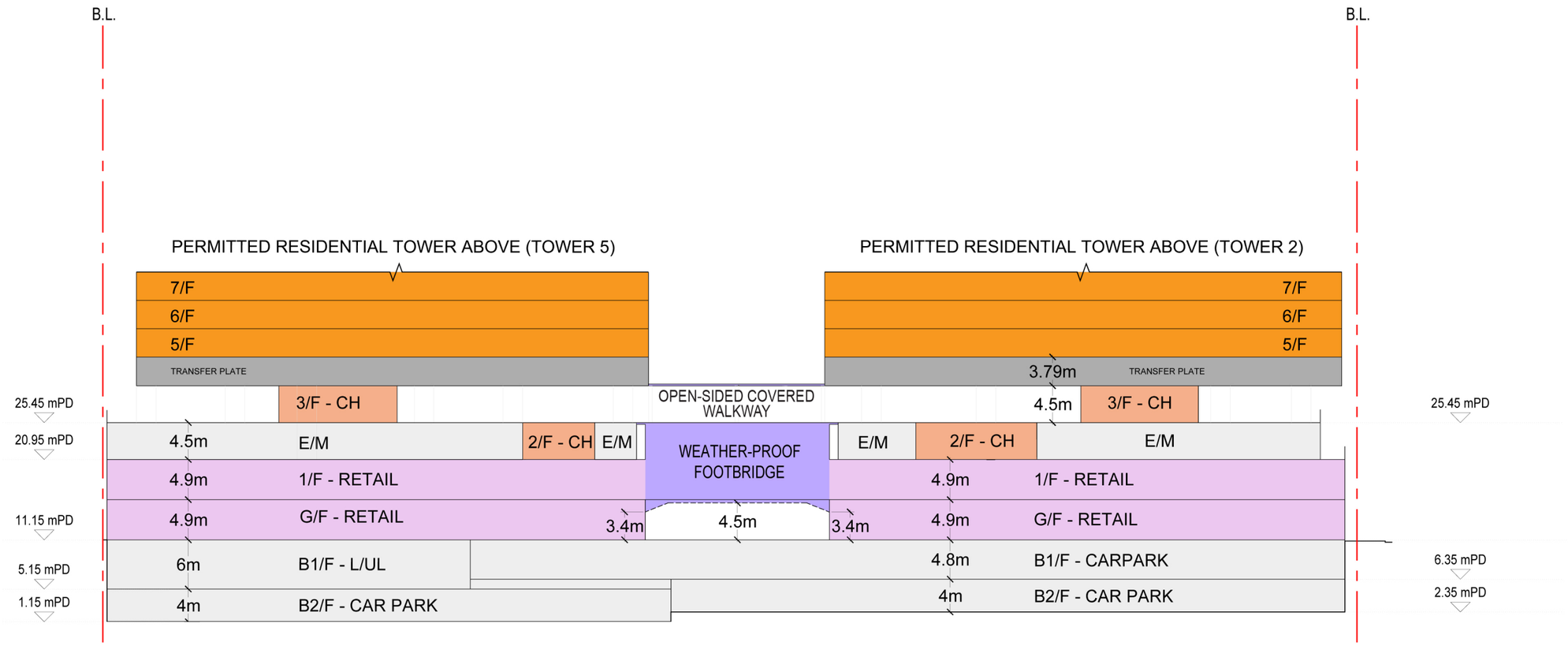
LWK +PARTNERS

LEGEND

- LOT BOUNDARY OF FSSTL 297
- RESIDENT'S CLUBHOUSE
- WEATHER-PROOF FOOTBRIDGE
- E&M
- RESIDENTIAL

*CH: RESIDENT'S RECREATIONAL FACILITIES/ANCILLARY CLUBHOUSE





PROPOSED FOOTRBRIDGE AT NON-BUILDING AREA FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Section A-A
11-12-2024
1:600 (A3)

LWK +PARTNERS

TOWNLAND CONSULTANTS LTD.
URBAN AND REGIONAL PLANNING, DEVELOPMENT CONSULTANCY, MASTER PLANNING, URBAN DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, PROJECT MANAGEMENT AND SOCIAL DEVELOPMENT

Reference WNLYFN/AGNES/10
Date 22 August 2025

By HAND & EMAIL

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

Dear Sir / Madam,

SECTION 16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES (FSSTL NO. 297)
(TPB Ref: A/FLN/33)

We write regarding the captioned Planning Application submitted to the Town Planning Board ("**TPB**") on 8 July 2025.

Further to comments received from Urban Design and Landscape Unit of Planning Department on 15 August 2025 and the Public, please find attached the Responses-to-Comments ("**R-to-C**") table in ***Attachment 1*** which has fully addressed the comments received. Please note that these responses are clarifications only and there are no changes to the S16 Planning Application.

Should there be any queries, please do not hesitate to contact the undersigned or Ms Agnes Leung.

Yours faithfully,
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

Vincent Lau
Associate Director

VIN/AGNES

Enc – SIP

cc Client / Team
Mr. TO Yuen Gwun, Adrian, STP/ FSS 1
Ms. LEE Wing Sum, Winsome, TP/ FSS 4

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22 AUG 2025
Town Planning Board

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Certificate No.: CC844

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO. 297) (TPB REF: A/FLN/33)

Comments/ Suggestions		Applicant's Responses
A.	**Comments received from Urban Design and Landscape Section of Planning Department on 15.08.2025 (Contact Person: Ms Nicole Lee (Tel.: 3565 3945):**	
	Observations/comments from air ventilation, urban design and visual perspectives are as follows:	
	General	
1.	Two sets of footbridges spanning the NBA are proposed. Each set of footbridges comprises a fully enclosed footbridge connecting the retail portion of podium with dimension of 21.5m (L) x 6m (W) and 9.4m (H), leaving a headroom of about 4.5m above ground, and with an open-sided covered walkway connecting the clubhouse portion with dimension of 21.5m (L) x 2m (W) and 4.5m (H) on top. Please confirm whether the height of this portion is 4.5m as well.	Please be confirmed the headroom of the open-sided walkway at 3/F is also 4.5m.
2.	The proposed footbridges with a height of about 14.3m (top level at about 29.95mPD and headroom of about 4.5m above ground level of 11.15mPD as shown in Section A-A). The scale of the proposed footbridges are considered relatively massive, potential visual and air ventilation impacts would inevitably be anticipated. Their impacts should be acknowledged in the submission and appropriate mitigation measures should be proposed.	Please refer to our responses below.
	Urban Design and Visual Perspectives	
3.	The scale of the proposed footbridges are considered relatively massive, please provide justifications on its scale from pedestrian connectivity perspective.	The scale of the Proposed Footbridge Connections has been carefully determined to balance pedestrian functionality with urban design sensitivity. Their dimensions are proportionate to the role they play in linking two major retail podiums beneath residential towers, where large and diverse user flows are anticipated. The generous width and height are essential to ensure a safe, comfortable, and inclusive pedestrian experience. This allows residents, shoppers, families, and users with mobility aids to move seamlessly and without congestion, while also providing a weather-proof, barrier-free environment that enhances accessibility across the development. The apparent mass of the structures is deliberately softened through an integrated and permeable design. The weather-proof bridge incorporates glass walls and ample headroom to create transparency and lightness, while the 3/F walkway adopts an open-sided arrangement with glass fencing and planting to reduce visual bulk and harmonize with its landscaped surroundings. Greenery along the walkway edges and rooftop

Comments/ Suggestions		Applicant's Responses
		planting on the canopy further mitigate scale and help the bridges blend into the overall public realm. The provision of the open-sided covered walkways at 3/F above the double storey footbridge connection design minimizes the need for new structural components and vertical supports and thereby also minimising visual obstruction. The double storey design adopts a glass façade which will maintain the sense of openness while providing a comfortable passage for the users. Importantly, by elevating pedestrian circulation, the Proposed Footbridge Connection enables the use of the NBA at ground level for landscaped amenities, open seating, and gathering spaces. This not only enriches the public realm but also maintains air flow, sightlines, and openness within the pedestrian zone and create a more vibrant and enjoyable ground-level environment. In summary, the necessity of the Proposed Footbridge Connections is appropriate. In view of the double storey footbridge design, open-sided design at 3/F is adopted and a 4.5m headroom at G/F is maintained in most areas so that the impact to pedestrian will be minimized. It directly supports pedestrian movement within the composite residential/commercial development, ensures comfort and inclusivity, and provides safe and resilient linkages in all weather conditions. At the same time, the design minimizes visual impact, enhances permeability, and preserves the quality of the ground-level NBA.
4.	Para. 6.1.2 of Planning Statement – the Consultant claimed that no NBA is imposed to the immediate north and immediate south that has limited the visual permeability of the NBA. The description is misleading. Currently, the NBA of the Site forms part of an unobstructed strip of NBA in south-west to north-east direction leading to the planned riverside promenade along Ng Tung River in the further north.	While it is noted that the NBA of the Site forms part of an unobstructed strip of NBA in south-west to north-east direction leading to the planned riverside promenade along Ng Tung River in the further north, the NBA does not further extend further south-west across Ma Sik Road, where a planned residential development with a BH of Approx. 132mPD is located within the "R(A)12" zone. Para. 6.1.2 of the Supplementary Planning Statement has been revised to prevent potential misunderstanding (***Appendix 1*** refers).
	Air Ventilation Perspective (AVA-EE)	
5.	While the Consultant stated that most identified prevailing winds during the annual and summer condition may not significantly benefit from the NBA, the subject NBA was designated on the OZP for better penetration of the prevailing	Noted. The impact of the Proposed Footbridge Connections compared to the baseline condition, including its impact in the low zone area, is discussed in Section 9 of the revised AVA-EE (***Appendix 2*** refers).

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO. 297) (TPB REF: A/FLN/33)

Comments/ Suggestions		Applicant's Responses
	wind in the Fanling North NDA as well as the downstream Fanling/Sheung Shui area as stated in the Explanatory Statement of the OZP. The Consultant should focus on discussing the impact of the proposed enclosed footbridges to the wind environment as compared to the **baseline condition (i.e. without the footbridge and with the planned developments)**, especially its impact in the Low Zone area.	It is understood that the prevailing wind at low-level would possibly collide at the Proposed Footbridge Connections and a wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections comparing to the baseline scenario. However, the Proposed Footbridge Connections are erected leaving a clearance of around 3.4m to 4.5m from the ground, it is expected that the prevailing wind could pass through the clearance at the pedestrian level. In addition, given the relatively minimal structure of Proposed Footbridge Connections, impediment to the downwind area will be limited. As such, the adverse impact on downwind areas will be minimal.
6.	Please provide justifications on the adoption fully enclosed instead of open-sided footbridges for the retail portion from air ventilation perspective.	The primary design intent of the weather-proof (enclosed) footbridges connecting the retail portions of the Podiums is to provide a safe, inclusive, and weather-protected passage for the public and residents. Compared to open-sided designs, the weather-proof footbridges protect all users, including those with mobility challenges, from inclement weather, enhance safety by reducing risks like wind exposure or slipping hazards, and ensure a comfortable and seamless experience for all users year-round regardless of weather conditions. The Proposed Footbridge Connections balance the above with visual and air ventilation permeability. The Proposed Footbridge Connections still allow air permeability to be maintained at ground level (the Proposed Footbridge Connections are elevated with a clearance of approx. 3.4 m to 4.5 m above ground, which allows prevailing winds to pass beneath the structures), while the open-sided covered walkway at 3/F above continues to maintain local air movement patterns. As a result, the overall wind penetration at street level would not be significantly obstructed. Also given the minimal structure of Proposed Footbridge Connections, impediment to the downwind area will be limited, adverse impact on downwind areas will be minimal. This balanced approach enables the Proposed Footbridge Connections to deliver meaningful pedestrian benefits without compromising environmental quality within the NBA.
7.	The description relating to provision of clearance of around 3.4m to 4.5m from the ground for the proposed footbridge connections to reduce any ventilation impact in para. 10.1.4 is misleading. The proposed footbridges are erected that leaving a clearance of around 3.4m to 4.5m from the ground only, instead of provision of a clearance of 3.4m to 4.5m from the ground to reduce any ventilation impact. Please review relevant paragraphs.	Noted. Description of the clearance is revised to "To reduce any ventilation impact, ***the proposed footbridges are erected that leaving a clearance of around 3.4m to 4.5m from the ground……***" to avoid any confusion. Please refer to the revised para.10.1.4 of AVA-EE (***Appendix 2*** refers).

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO. 297) (TPB REF: A/FLN/33)

Comments/ Suggestions		**Applicant's Responses**
8.	Please clarify what is the top level of the footbridges. According to the section A-A, an open-sided covered walkway with a height of 4.5m is erected above the fully enclosed footbridge at 25.45mPD. Please review whether the description of "the top level of the footbridge us merely about 25mPD" at para. 9.1.3 is accurate.	Please note that the top level of the weather-proof footbridge is approx. 25.45mPD and the level of the 2m-wide canopy of the open-sided walkway is at approx. 29.95mPD. Para. 9.1.3 of the AVA-EE has been revised as follows accordingly: "…… clearance of around 3.4m to 4.5m from the ground is provided for the Proposed Footbridge Connections and the top level of the ***weather-proof footbridge*** is merely about 25mPD…" (***Appendix 2*** refers).
9.	It is stated in para. 10.1.2 that the incoming ENE wind would flow through the proposed footbridge connections. The Consultant should discuss the performance of wind penetration as compared with the baseline condition, i.e., without the footbridges.	Please note that discussion on the performance of wind penetration as compared with the baseline condition is provided in the revised para.10.1.2 of the AVA-EE (***Appendix 2*** refers).
10.	According to the artist's impressions in Appendix 2, the open-sided covered walkways comprise glass fence wall. Please advise the height of the glass fence wall and update the description in AVA-EE as appropriate.	It is confirmed that the height of glass fence wall on both sides of the open-sided covered walkway wall is 1100mm. Paras.1.1.2, 7.1.3, 9.1.4, 9.1.12, of AVA-EE have also been updated accordingly (***Appendix 2*** refers).
11.	Further to the comments above, please suitably update the executive summary of the AVA-EE.	Noted. Please refer to the updated executive summary of the AVA-EE in ***Appendix 2***.
B.	**Public Comment**	
1.	A total of 3 public comment, including 1 no. of supporting comment, 1 no. of 'no comment' and 1 no. of opposing comment, was received during the formal publication period of the S16 Planning Application which raised the following comments: *Supporting Comments*	
	The Proposed Footbridge Connections is in line with the recent guidelines for elderly-friendly building design, emphasising the importance of accessible facilities for the elderly.	Supporting Comment is noted.
	Opposing Comments	
	The need for footbridge should be confined to one as they will block the already restricted sky views and sunlight penetration and affect ventilation.	As demonstrated, the provision of the two footbridge connections has been carefully considered and allows for pedestrian flows to be evenly distributed, avoiding congestion, improving user choice, and better connecting with the different circulation patterns of the retail podiums and residential towers above. Several design measures have been adopted to balance the functionality of the Proposed Footbridge Connections while minimise visual and air ventilation impacts, including glass façade to maximise the visual

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO. 297) (TPB REF: A/FLN/33)

Comments/ Suggestions		Applicant's Responses
		permeability towards open sky backdrop to the north and allow ample natural lights from both sides, which will create a bright, open and inviting atmosphere within the footbridge connections and along the NBA. In addition, a minimal structural design has been adopted to eliminate supporting pillars at ground level, which will help achieve a lighter-weight and less bulky structure and maximise the views towards the open-sky at pedestrian level. The Proposed Footbridge Connections also allows the air permeability at ground level through the elevated design. A clearance of an approx. 3.4m to 4.5m clearance above ground is provided to allow the prevailing winds to pass beneath the structures. In addition, the open-sided covered walkway at 3/F further maintains the air movement patterns along the NBA. As such, the overall wind penetration at street level will not be significantly obstructed. The impediment to downwind areas will also be limited due to the minimal structural design.
	Other Comments raised unrelated to the Planning Application - There is a pattern of fragmented shopping malls in Fanling North New Development Area, which makes navigation difficult, particularly for vulnerable groups such as the elderly, pregnant women, and children. - Absence of transportation connections in the area, such as bus stops and dedicated bus routes, near Wing Fok Centre and Wing Fai Centre, which limits the access to the essential services and daily activities among the residents	

The following Government Departments have no comment:

- Water Supplies Department
- Fire Services Department
- Transport Department
- Architectural Services Department
- Lands Department

Date: 22 August 2025
File Ref: WNLYFN

Appendix 1

REPLACEMENT PAGE OF SUPPLEMENTARY PLANNING STATEMENT

6 TECHNICAL JUSTIFICATIONS

6.1 No Adverse Visual Impact

6.1.1 The Proposed Footbridge Connections will not result in any increase in PR and BH of the Approved Development. In this regard, there will not be deviation in development scale and intensity of the Approved Development. No visual changes from key public viewing points or adverse visual impact on the surrounding area characterised by high-rise developments ranging from 80mPD to 170mPD is anticipated.

6.1.2 The Approved Development is flanked by the planned public housing development with a BH of approx.135mPD to the immediate north and the private residential development with a BH of approx.132mPD to the immediate south. While the NBA of the Site forms part of an unobstructed strip of NBA in south-west to north-east direction leading to the planned riverside promenade along Ng Tung River in the further north, the NBA does not further extend further south-west across Ma Sik Road, where a planned residential development with a BH of Approx. 132mPD is located within the "R(A)12" zone, potential limiting visual permeability and open sky views towards the south.

6.1.3 Nevertheless, the Proposed Footbridge Connections will be sensitively designed to minimise visual impact at ground level while enhancing connectivity and pedestrian experience. By adopting a lightweight and pillar-free structure design, the Proposed Footbridge Connections will ensure unobstructed space below while maintaining visual permeability on the NBA through glass walls for the weather-proof footbridges and open-sided design for the covered walkways above. The design approach will reduce the visual prominence of the footbridge structures so that it remains visual unobtrusive. To further enhance the visual amenity and reduce the prominence of the structures, aesthetic and greening features will be incorporated. These include integrated planters along open-sided walkways and rooftop greenery above the covered sections. Together, these elements will enrich the pedestrian experience at 3/F and contribute to a more visually appealing and comfortable environment for both residents and the public.

6.1.4 Artist's Impressions of the Proposed Footbridge Connections (for illustration purposes) are provided in ***Appendix 2***. As demonstrated, the Proposed Footbridge Connections will be in harmony with the Approved Development and the planned developments nearby and the visual impact of the Proposed Footbridge Connections is considered to be not significant.

6.2 No Adverse Air Ventilation Impact

6.2.1 An Air Ventilation Assessment – Expert Evaluation ("**AVA-EE**") was conducted (***Appendix 3*** refers) to assess the ventilation performance of the Proposed Scheme (i.e. The Proposed Footbridge Connections) against the Baseline Scheme (i.e. the Approved Scheme for the Permitted Composite Commercial/Residential Development under Planning Application No. A/FLN/32), which concluded that the Proposed Footbridge Connections will not lead to significant adverse impact to the wind environment at the pedestrian level and the overall wind environment.

Appendix 2

REPLACEMENT PAGES OF AIR VENTILATION ASSESSMENT – EXPERT EVALUATION

Issue No.	:	Issue 2
Issue Date	:	Aug 2025
Project No.	:	819.5357

AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

FOR

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES

Prepared by

Allied Environmental Consultants Limited

COMMERCIAL-IN-CONFIDENCE

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Document Verification

Project Title	Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road, Fanling, New Territories	**Project No.** 819.5357
Document Title	Air ventilation Assessment - EXPERT EVALUATION	

Issue No.	**Issue Date**	**Description**	**Prepared by**	**Checked by**	**Approved by**
Issue 1	July 2025	1st Submission	Toby Lam	Joanne Ng	Grace Kwok
Issue 2	August 2025	2nd Submission	Various	Joanne Ng	Grace Kwok

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1. Executive Summary

1.1.1. An AVA-EE study was conducted for the Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road to provide qualitative evaluation of wind performance under baseline scenario and that with the Proposed Footbridge Connections.

1.1.2. Good design features are incorporated to improve air ventilation performance, including a Proposed Footbridge Connections, consisting of 2 sets of an open-sided covered walkway atop weather-proof footbridge. The proposed footbridges are erected that leaving a clearance of around 3.4m to 4.5m from the ground. Also Both sides of the open-sided walkway will be equipped with a 1100mm high non-perforated glass fence wall, leaving a 3.4m open perforation at the top.

1.1.3. As evaluated in the AVA-EE, with the provision of abovementioned good design features, no significant adverse impact to the wind environment in the surrounding area associated with the Proposed Footbridge Connections is anticipated.

7. Project Description

7.1.1. The Proposed Footbridge Connections, consisting of 2 sets of an open-sided covered walkway atop weather-proof footbridge, is proposed to enhance the circulation of the Permitted Composite Commercial/Residential Development. No Commercial use is proposed within the Proposed Footbridge Connections.

7.1.2. The weather-proof footbridges would have a dimension of about 21.5 m (length) x 6 m (width) x 9.4 m (height), which will link up the retail uses of the two separated podium portions of the Development at 1/F. Glass façade design will be adopted for the weather-proof footbridges to maximise the visual permeability on the NBA. A clearance of around 3.4m to 4.5m from the Ground is provided.

7.1.3. At 3/F, an open-sided covered walkway, with a dimension of about 21.5 m (length) x 2 m (width) is proposed above the footbridge to connect the landscape areas and recreational facilities at 3/F for residents' enjoyment. Both sides of the walkway will be equipped with a 1100mm high non-perforated glass fence wall, leaving a 3.4m open perforation at the top. Planters will be provided along the open-sided covered walkway to enhance the visual amenity of the Proposed Footbridge Connections.

8.2. Good Design Features

Clearance at pedestrian level

8.2.1. The Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground as shown in ***Figure 8-1***. This design is to maintain the wind corridor to the prevailing wind at ground level and beneficial to the downwind areas. It is anticipated that the incoming wind at low-level could penetrate through the Proposed Footbridge Connections and high-level wind will not be obstructed by the Proposed Footbridge Connections. It is anticipated the wind environment at pedestrian level would not be significantly affected.

Weather-proof Footbridge with an open-sided covered walkway

8.2.2. The structures of the Proposed Footbridge Connections are only minimal -- its proportion to the site coverage is merely not more than 12.96 % of the NBA. A wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since the top level of the weather-proof footbridge is about 25mPD as shown in ***Figure 8-1***, it is expected that the adverse impact on downwind areas will be reduced due to its minimal obstruction. In addition, both sides of the open-sided covered walkway will be equipped with a 1100mm high non-perforated glass fence wall, leaving a 3.4m open perforation at the top, it poses minimal obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

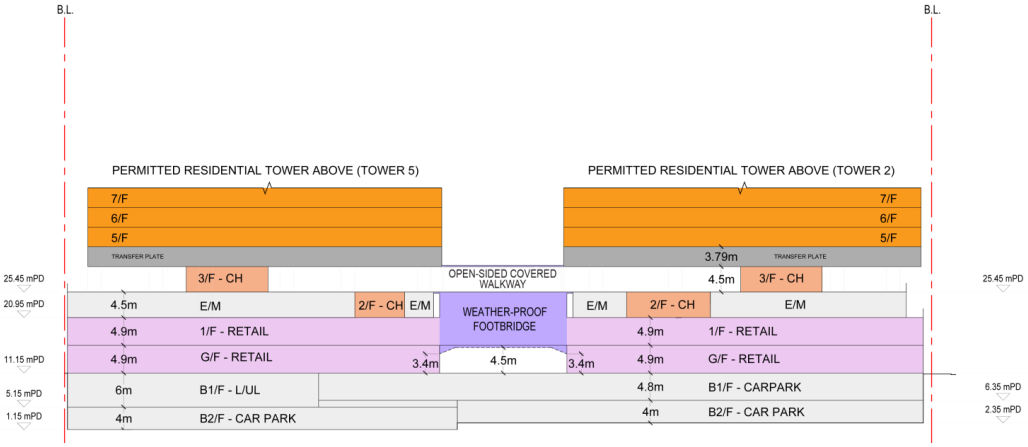

Figure 8-1 Section of the Proposed Footbridge Connections

9. Expert Evaluation

ENE wind (Annual Prevailing Wind)

9.1.1. Under annual prevailing wind condition, incoming ENE wind would flow along the NBAs at the north and reach the Application Site as shown in ***Figure 9-1***.

9.1.2. Under the Baseline Scheme, ENE wind could penetrate through the Application Site and reach the downwind area of proposed private housing (~132mPD) across Ma Sik Road. However, no NBA is incorporated in the downwind area of Proposed private housing. The prevailing wind would collide at the high-rise proposed private housing development and thus lead to a downwash effect at Ma Sik Road. Therefore, the effect of the NBA is largely minimized due to the consistent NBA arrangement.

9.1.3. Under the Scheme with Proposed Footbridge Connections, part of the prevailing ENE wind at low-level would collide at the Proposed footbridge and a wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground and the top level of the weather-proof footbridge is merely about 25mPD, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing ENE wind could flow freely through the Application Site to downwind areas.

9.1.4. In addition, both sides of the open-sided walkway above the weather-proof footbridge will be equipped with a 1100mm high non-perforated glass fence wall, leaving a 3.4m open perforation at the top, which poses minimal obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

9.1.5. Therefore, significant adverse impact from the Proposed Footbridge Connections to the wind performance at the downwind area is not anticipated.

E and SE wind (Annual and Summer Prevailing Wind) and ESE (Annual Prevailing Wind)

9.1.6. Incoming E and SE wind under annual and summer wind condition and ESE wind under annual condition from open space and Road L2 would flow through the Application Site as shown in ***Figure 9-2***.

9.1.7. Under the Baseline Scheme, the high-rise buildings located at the east of the Application Site (i.e. the Permitted Composite Commercial/Residential Development and the proposed private/public housing developments, etc.) with about 120-144mPD which block the prevailing E and ESE wind from reaching the Application Site. The prevailing wind would be diverted and flow through the Road L2 and Ma Sik Road and reach the Application Site (i.e. open space). Eventually, cross winds in N-S direction would flow across the site through the NBA.

9.1.8. Under the Scheme with Proposed Footbridge Connections, similar to the baseline scheme, the prevailing wind would reach the Application Site through the two air paths, i.e. Road L2 and Ma Sik Road. Given that the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground, where the low-level cross winds could flow through. Hence, it is anticipated that the ventilation impact induced by the provision of Proposed Footbridge Connections is minimal.

9.1.9. Therefore, it is anticipated that the provision of Proposed Footbridge Connections would not cause significant ventilation impact under E, SE and ESE wind.

SSW and SSE wind (Summer Prevailing Wind)

9.1.10. Under summer prevailing wind conditions, SSW and SSE wind would flow from the directions at the high-rise buildings (i.e. proposed private housing with 132mPD) located at the immediate southwest and reach the Application Site as shown in ***Figure 9-3.***

9.1.11. Under the Baseline Scheme, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration to Application Site by generating wake zone at Application Site as shown in ***Figure 9-3***. High-level incoming wind would skim over the high-rise building and reach the Application Site. The Application Site is predominantly shielded by these high-rise buildings and the NBA only slightly facilitates penetration of these wind directions to the North.

9.1.12. Under the Scheme with Proposed Footbridge Connections, due to the large existing obstruction to the incoming SSW and SSE wind at the high-rise buildings at the immediate southwest of Application Site, only incoming wind at high level could skim over the high-rise building at southwest and reach the Application Site. In this connection, it is anticipated that the Proposed Weather-proof Footbridge Connections topping at around 25mPD would have minimal obstruction to the high-level wind. In addition, both sides of the open-sided walkway on the above will be equipped with a 1100mm high non-perforated glass fence wall, leaving a 3.4m open perforation at the top, which poses minimal obstruction to the incoming high-level wind and would not induce significant obstruction to the downwind areas.

9.1.13. Nevertheless, the Proposed Footbridge Connections are erected leaving a clearance of around 3.4m to 4.5m from the ground, it is expected that the prevailing wind could penetrate through the clearance at the pedestrian level.

9.1.14. Hence, the adverse impact on downwind areas of Application Site will be minimal due to the relatively small structure of Proposed Footbridge Connections.

10. Conclusions

10.1.1. An AVA-EE study was conducted for the Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road to provide qualitative evaluation of wind performance under baseline scenario and that with the Proposed Footbridge Connections.

10.1.2. Under Annual condition, most annual prevailing winds (E, ESE, SE wind) may not significantly benefit from the NBA as the wind directions do not align with the direction of NBAs. Only Cross winds in N-S direction would flow across the site through the NBA. On the other hand, the third prevailing ENE wind could penetrate the Application Site through the NBA and reach the downwind areas. In general, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections comparing to baseline scheme. Also it is anticipated that the incoming wind at low level could penetrate through the Proposed Footbridge Connections and will not be significantly affect the wind environment at pedestrian level.

10.1.3. Under Summer condition, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration from incoming SSW and SSE wind to Application Site by generating wake zone at Application Site under baseline scheme. Under the Scheme with Proposed Footbridge Connections, as only incoming wind at high level could skim over the high-rise building at southwest and reach the Application Site. In this connection, it is anticipated that the relatively small Proposed Weather-proof Footbridge Connections would have minimal obstruction to the high-level wind.

10.1.4. To reduce any ventilation impact, the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground. Since the top level of the weather-proof footbridge is merely about 25mPD, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not be significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing wind could flow freely through the Application Site.

10.1.5. As evaluated in the AVA-EE, with the provision of abovementioned good design features, it is anticipated that there will be no significant adverse impact to the wind environment in the surrounding area associated with the Proposed Footbridge Connections.

TOWNLAND CONSULTANTS LTD.
URBAN AND REGIONAL PLANNING, DEVELOPMENT CONSULTANCY, MASTER PLANNING, URBAN DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, PROJECT MANAGEMENT AND SOCIAL DEVELOPMENT

Reference WNLYFN/AGNES/11
Date 2 September 2025

By HAND & EMAIL

The Secretary, Town Planning Board

c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam,

SECTION 16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES (FSSTL NO. 297)
(TPB Ref: A/FLN/33)

We refer to the captioned Planning Application submitted to the Town Planning Board ("**TPB**") on 8 July 2025 and the Further Information submitted on 21 August 2025.

While the Applicant has fully demonstrated the Planning and Design Merits and Justifications of the Design Intention of the Proposed Footbridge Connections, in light of comments and concerns raised by Urban Design and Landscape ("**UD&L**") Unit and District Planning Office ("**DPO**") of Planning Department ("**PlanD**"), the Applicant has undertaken a review of the design of the Proposed Footbridge Connections connecting the two (2) separate podium portions of the Approved Composite Commercial/Residential Development with the intentions to reduce structural bulk and further enhance visual permeability and air ventilation along the Non-Building Area ("**NBA**").

Scheme Refinement of the Proposed Footbridge Connections

The Applicant now proposes to refine the design of the two (2) Proposed Footbridge Connections ("**Refined Design**"), reducing the bulk of each of the footbridges to a single-storey weather-proof footbridge connecting between the retail portions of the two separated podiums at 1/F. The roof of the weather-proof footbridge (at 2/F) will be designed as an inaccessible roof with opportunities for greening, while there is no enclosure to the 2/F level to enhance air ventilation and visual permeability. The open-sided walkway to connect the landscape areas and recreational facilities at 3/F will be maintained. This revision represents a one-storey (approx. 4.9m) reduction in the height of the weather-proof footbridge. In order to further minimise the perceived bulk of the Proposed Footbridge Connections, the Applicant also proposes to reduce the width of the weather-proof footbridge from 6m to 5m.

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Reference WNLYFN/AGNES/11
Date 2 September 2025

The Secretary, Town Planning Board

The width of the canopy above the open-sided walkway at 3/F is proposed to be increased from 2m to 3.5m wide to enhance weather protection and pedestrian comfort. Glass material will be adopted to allow for visual openness.

These changes will significantly lessen the bulk of structures while maximizing openness, visual permeability, and daylight penetration. The revised arrangement provides a balanced solution that maintains safe, barrier-free, and weather-protected pedestrian linkages, while still allows for air permeability and minimizing visual prominence across the NBA. Design measures, such as glass façade to create transparency and lightness and greenery/planting along the walkway edge at 3/F to reduce visual bulk and harmonize with its landscaped surroundings, are adopted to further mitigate scale and help the bridges blend into the overall public realm.

Furthermore, ground clearance of 3.4m to 4.5m remain unchanged. The weather-proof footbridges at 1/F are designed to be hung down from the 3/F open air walkway structures. This is due to the tight headroom on G/F, limiting the structural depth of the weather-proof footbridges at 1/F. In this regard, support pillars are required and essential for structural integrity, ensuring stability under pedestrian loads and wind forces, and maintaining safety under varying weather conditions, while ensuring the depth of the enclosed part to be as minimal as practicable.

The revised Conceptual Architectural Drawings, the Indicative Artist Impressions, and updated Technical Schedule of the refined Proposed Footbridge Connections are provided in ***Attachment 1.***

The Refined Design strengthens the design considerations and planning justifications of the Proposed Footbridge Connections as outlined in the Supplementary Planning Statement, namely (1) providing barrier-free access for people with disabilities and people of all ages, (2) provision of essential and safe linkages for the public for greater movement efficiency from end-user experience, (3) enhancing fire safety standard of the Development, (4) enabling the NBA at G/F to be used more effectively for landscaped area and the public's enjoyment, and (5) enhancing pedestrian connectivity while maintaining minimal site coverage within NBA.

The Refined Design introduces a lighter and more slender profile that would significantly reduce the perceived bulk of the Proposed Footbridge Connections and allows for more visual and air ventilation permeability at pedestrian level on NBA as compared to the original scheme.

From a visual perspective, the reduction of the weather-proof footbridge to a single storey and overall width noticeably softens its appearance and presence. The slimmer profile significantly reduces bulk and obstruction, thereby maximizing openness and sky visibility across the NBA while the glass façade design at 1/F and glass canopy at 3/F will further enhance visual permeability, allowing ample natural light to filter through the footbridges and creating a bright, open, and inviting atmosphere that complements the modern aesthetic of the Approved Development. While support pillars will now be required from 1/F to the soffit of 3/F, the ground level will remain entirely free of pillars, ensuring that the NBA can continue to function as a vibrant and multi-functional landscaped space. This arrangement preserves both visual openness and air permeability at pedestrian level, while allowing the area to be fully enjoyed by the public.

From an air ventilation perspective, while the Air Ventilation Assessment - Expert Evaluation ("**AVA-EE**") concluded that the original design of the Proposed Footbridge Connections would not lead to significant adverse impact to the wind environment at the pedestrian level and the overall wind environment, the Refined Design with a one-storey reduction in height and 1m overall width reduction would allow for better permeability and openness when compared to the original scheme, thereby reinforcing the conclusion that the proposal will have no material impact on air ventilation.

TOWNLAND

Reference WNLYFN/AGNES/11
Date 2 September 2025

The Secretary, Town Planning Board

The Refined Design will still allow for air permeability at ground level as result of the elevated design of the Proposed Footbridge Connections, while the open-sided covered walkway at 3/F above will still allow for local air movement patterns to be maintained. An updated AVA-EE in respect to the Refined Design is provided in ***Attachment 2***.

The proposed design changes represent a responsive refinement to the original scheme, driven by the intention to address the Government Department's comments while maintaining the integral connectivity merits brought on by the Proposed Footbridge Connections.

In summary, the Refined Design strikes a balanced solution that addresses connectivity, visual and air permeability considerations in an integrated manner. By reducing the width of the whole Proposed Footbridge Connections from 6m to 5m and reducing the weather-proof footbridges from two storeys to a single storey, the Refined Design substantially lessens bulk and perceived visual and air ventilation impacts while maintaining safe, barrier-free, and weather-protected pedestrian linkages. It is relevant to note that a similar footbridge provision is also included in the podium for the public housing development over a NBA in Planning Area 15 East of the Fanling North New Development Area for the same circulation purposes.

The Applicant respectfully submits that the Refined Design demonstrates a positive response to departmental feedback and reflects the Applicant's commitment to achieving both functional connectivity and urban design sensitivity. We trust the Refined Design will be favourably considered by the Board.

Should there be any queries, please do not hesitate to contact the undersigned or Ms Agnes Leung.

Yours faithfully,
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

Vincent Lau
Associate Director

VIN/AGNES

Enc

cc Client / Team
Mr. TO Yuen Gwun, Adrian, STP/ FSS 1
Ms. LEE Wing Sum, Winsome, TP/ FSS 4

Attachment 1

UPDATED CONCEPTUAL ARCHITECTURAL DRAWINGS, INDICATIVE ARTIST IMPRESSIONS, AND TECHNICAL SCHEDULE OF THE PROPOSED FOOTBRIDGE CONNECTIONS

N

EVA/DRIVEWAY

11.15 mPD

RETAIL

ATRIUM

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

EVA/DRIVEWAY

11.15 mPD

RAMP DN

ROAD L1

PLANNED ROAD

11.15 mPD

Y

Z

X

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

DROP-OFF AREA

ATRIUM

RETAIL

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

11.15 mPD

11.5

11.0

MA SIK ROAD

馬適路

ET

H

H

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- LANDSCAPE AREA
- HARD-PAVED AREA
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - GF Plan
28-08-2025
1:600 (A3)

LWK + PARTNERS

N

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

5000

FOOTBRIDGE AREA : 107.5 m^2

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

5000

FOOTBRIDGE AREA : 107.5 m^2

PLANNED ROAD L1

Y

Z

X

MA SIK ROAD

馬適路

11.5

11.0

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE
- CIRCULATION ROUTE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 1F Plan
28-08-2025
1:600 (A3)

LWK + PARTNERS

N

E&M

CLUBHOUSE

LANDSCAPE AREA

ATRIUM BELOW

INACCESSIBLE ROOF

LANDSCAPE AREA

ATRIUM BELOW

E&M

INACCESSIBLE ROOF

CLUBHOUSE

LANDSCAPE AREALANDSCAPE AREA

PLANNED ROAD L1

Y

Z

X

11.5

11.0

馬適路

MA SIK ROAD

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- E&M
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 2F Plan
28-08-2025
1:600 (A3)

LWK + PARTNERS

N

LANDSCAPE AREA

TOWER 3 LIFT LOBBY

E&M

CLUBHOUSE

3500

21500

COVERED WALKWAY

5000

OPEN-SIDED WALKWAY AREA: 107.5 m

TOWER 1 LIFT LOBBY

E&M

ATRIUM BELOW

TOWER 5 LIFT LOBBY

TOWER 2 LIFT LOBBY

PLANNED ROAD L1

Y

Z

X

MA SIK ROAD

馬適路

11.0

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENTIAL LIFT / CIRCULATION CORE
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- OPEN-AIR WALKWAY
- E&M
- RESIDENTIAL
- HARD-PAVED AREA
- CIRCULATION ROUTE

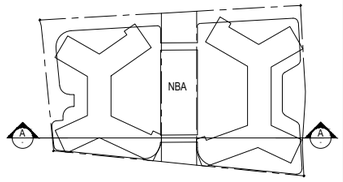
PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 3F Plan
28-08-2025
1:600 (A3)

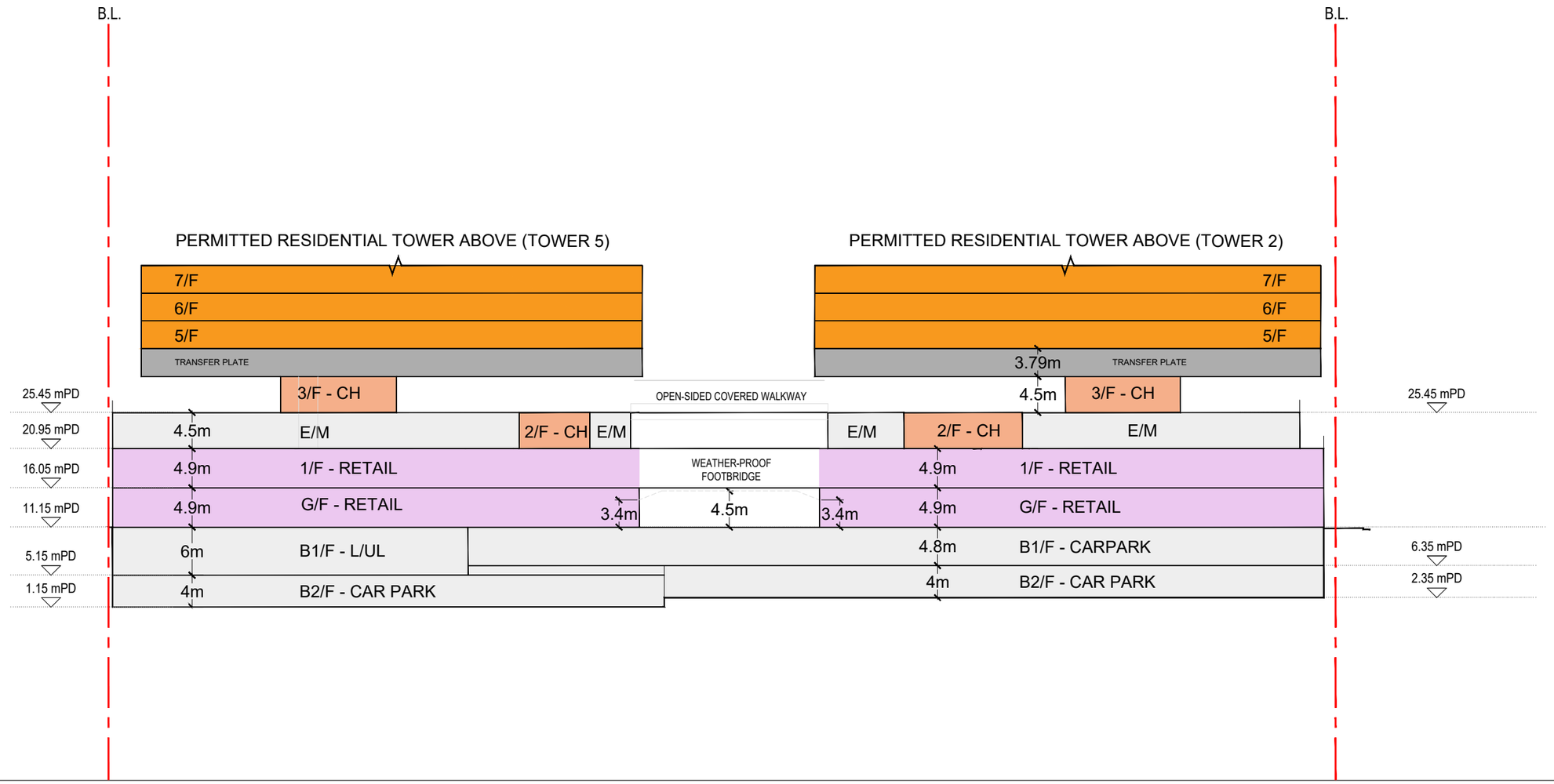
LWK + PARTNERS

LEGEND

- LOT BOUNDARY OF FSSTL 297
- RESIDENT'S CLUBHOUSE
- E&M
- RESIDENTIAL

*CH: RESIDENT'S RECREATIONAL FACILITIES/ANCILLARY CLUBHOUSE





PROPOSED FOOTRBRIDGE AT NON-BUILDING AREA FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Section A-A
28-08-2025
1:600 (A3)

LWK + PARTNERS

Circulation of the Scheme without Proposed Footbridge Connections (Residents/Visitors are required to travel to the G/F in order to access the opposite Podium/Tower Blocks)

Circulation of the Scheme with Proposed Footbridge Connections (Residents/Visitor are able to transverse horizontally between Podium structure at 1/F & 3/F)

Circulation Route of Retail Visitors

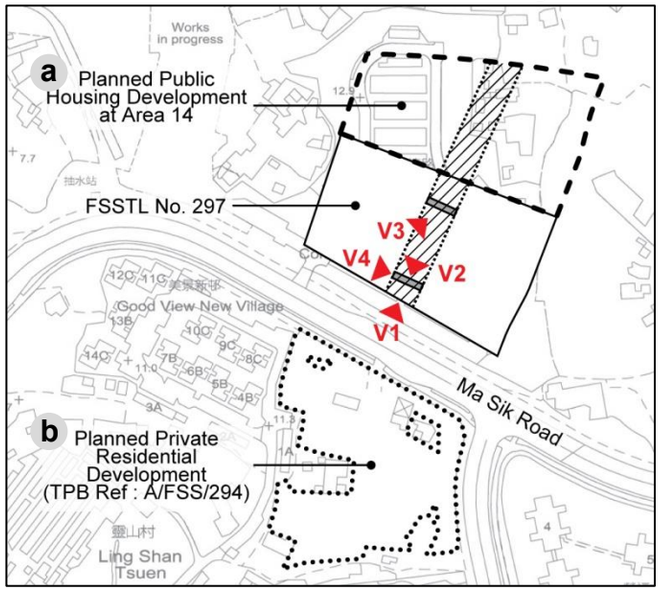
Circulation Route of Clubhouse Users

WNLYFN

APPENDIX 1 CIRCULATION COMPARISON BETWEEN THE SCENARIOS WITHOUT (UNDER THE APPROVED TPB NO. A/FLN/32) AND WITH THE PROPOSED FOOTBRIDGE CONNECTIONS

INDICATIVE ONLY

Key Plan



1. The Proposed Footbridge Connections provide **direct** linkages for all end-users to traverse between the currently separated podium portions on each side. The refined design with a 1m reduction in overall width of the Proposed Footbridge Connections and a one-storey reduction in height and massing for the weather-proof footbridges allows for a balanced approach that allows for more **visual permeability, openness** and **natural light penetration** at the NBA while ensuring **safe**, **comfortable** and **uninterrupted accessibility** in all weather conditions.

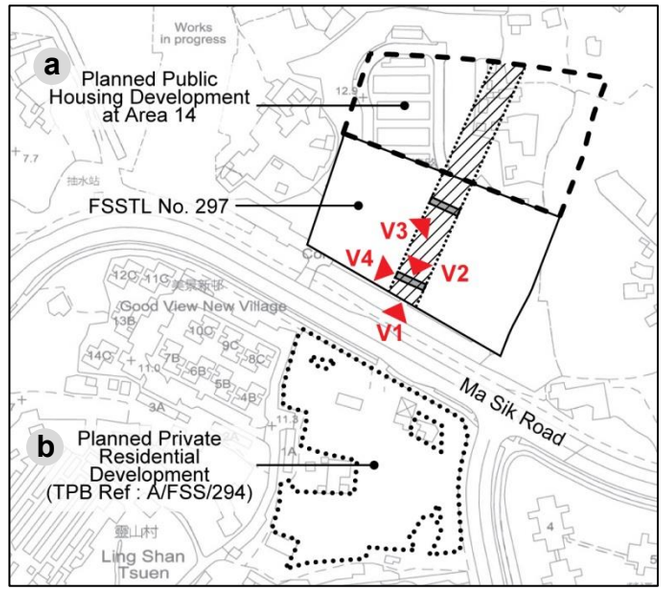
2. Slender and lighter designs are proposed for the Proposed Footbridge Connections to allow for more **visual openness** at pedestrian level within the NBA.

3. The adoption of the glass wall design at the weather-proof footbridge allows for more **visual permeability and natural lighting** on the NBA. This design creates a **welcoming**, **comfortable** and **safe** environment for end-users, both indoors and throughout the NBA, in all **weather conditions**.

4. Minimal structural design of the Proposed Footbridge Connections at ground level (i.e. no support pillars) allows more opportunity for **air penetration** and enables an **unobstructed view** at pedestrian level while preserving the NBA for high-quality landscaping, open-air seating, and resting areas.

INDICATIVE ONLY

Key Plan



5 The open-sided design of the covered walkway still allows for **air penetration** and **visual openness**. The current provision of **3.5m** wide glass canopy **enhances the weather protection** for the pedestrians while **maximsing visual permeability**.

6 The Proposed Footbridge Connections **elevate the pedestrian circulation** with a minimal structural design, creating opportunities for ground-level resting benches, gathering spaces, and enhanced landscaping. This approach **transforms the NBA into a vibrant**, **welcoming space**, **fostering street vibrancy** and **functionality**. Additionally, the space can support vibrant weekend markets, **encouraging social interaction** and **community engagement**. The Proposed Footbridge Connections enrich the ground-level atmosphere, creating a **dynamic** and **inclusive** environment within the NBA.

7 Greenery/Planters on both sides of the walkway **soften the visual prominence** of the Proposed Footbridge, adding visual interest to the NBA at pedestrian level and creating a **visually appealing** and **tranquil** setting for residents.

Revised Technical and Accommodation Schedule

TECHNICAL SCHEDULE	
Area of FSSTL No. 297	Approx. 14,432m^2
Application Site Area	Approx. 215m^2 (2 nos. of footbridge connections)
Total PR of the Approved Development*(1)*	*Not more than 7.2*
Domestic	*Not more than 6.0*
Non-Domestic(1)*	*Not more than 1.2*
Total GFA of the Approved Development*(1)*	*Not more than 103,910.4m^2*
Domestic	*Not more than 86,592m^2*
Non-Domestic(1)*	*Not more than 17,318.4m^2*
GFA of the Proposed Footbridge Connections	Not more than 215m^2
Domestic	Nil
Non-Domestic	Not more than 215m^2
Dimensions of each Proposed Footbridge Connections (Approx. length, width, height)	
1-storey Weather-Proof Footbridge	21.5m (L) x 5m (W) x 4.9 m (H)
Open-Sided Covered Walkway*(2):	21.5m (L) x 3.5m (W)*(2)
WITH REFERENCE TO THE APPROVED DEVELOPMENT (A/FLN/32)	
Site Coverage ("SC")	
Podium	*Not more than 63.99%*(3)*
Residential Tower	*Not more than 37.5%*
Building Height: Main Roof (mPD) of the Approved Development	*Not more than +144.14mPD*
Building Height of the 1-storey Weather-Proof Footbridge	Not more than 20.95mPD
No. of Residential Blocks	*4 (providing about 2,300 Residential Units)*
No. of Storeys	*32 storeys atop 4 levels of Podium excluding 2 basement floors*
Private Open Space	*About 6,440 m^2 (Not less than 1m^2 per person)*
Minimum Site Coverage of Greenery	*Not less than 20%*

(1) There is no change to the Approved PR and GFA under TPB No. A/FLN/32. The Proposed Non-Domestic GFA of the Proposed Footbridge Connections will be accommodated within the Approved Non-Domestic PR of 1.2 and GFA of 17,318.4m^2 of the Approved Development.

(2) The Open-Sided Walkway with a width of 5m at 3/F will be provided with a 3.5m-wide Covered Canopy for weather protection. Exemption of GFA calculation of the 3.5m-wide canopy (horizontal screen) will be sought per PNAP APP-42.

(3) An additional SC of 1.49% to account for the Proposed Footbridge Connections to the Approved SC of 62.5% for the Podium of the Approved Development under TPB No. A/FLN/32. For height of building not exceeding 15m, the maximum SC allowable under the Building (Planning) Regulations shall be 100%.

Attachment 2

UPDATED AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

Issue No. : Issue 3
Issue Date : September 2025
Project No. : 819.5357

AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

FOR

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES

Prepared by

Allied Environmental Consultants Limited

COMMERCIAL-IN-CONFIDENCE

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Document Verification

Project Title	Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road, Fanling, New Territories	**Project No.**	819.5357
Document Title	Air ventilation Assessment - EXPERT EVALUATION		

Issue No.	**Issue Date**	**Description**	**Prepared by**	**Checked by**	**Approved by**
Issue 1	July 2025	1st Submission	Toby Lam	Joanne Ng	Grace Kwok
Issue 2	August 2025	2nd Submission	Various	Joanne Ng	Grace Kwok
Issue 3	September 2025	3rd Submission	Toby Lam	Joanne Ng	Grace Kwok



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1. Executive Summary

1.1.1. An Air Ventilation Assessment – Expert Evaluation (AVA-EE) study was conducted for the Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road to provide qualitative evaluation of wind performance under baseline scenario and that with the Proposed Footbridge Connections.

1.1.2. The Proposed Footbridge Connections consist of 2 sets of an open-sided covered walkway and single-storey weather-proof footbridge, which are erected that leaving a clearance of around 3.4m to 4.5m from the ground. Also, both sides of the open-sided walkway will be equipped with a 1100mm high non-perforated protective barrier, leaving a 3.4m full perforation at the top.

1.1.3. As evaluated in the AVA-EE, with the provision of abovementioned design features, no significant adverse impact to the wind environment in the surrounding area associated with the Proposed Footbridge Connections is anticipated.

2. Introduction

2.1.1. This Air Ventilation Assessment – Expert Evaluation is prepared and submitted in support of the Minor Relaxation of the Non-Building Area ("NBA") to enable two footbridge connections, each consisting of a weather-proof footbridge at 1/F and an open-sided covered walkway at 3/F (hereafter refer to as the "Proposed Footbridge Connections") at Ma Sik Road, Fanling, New Territories (hereafter refer to as the "Application Site").

3. Objectives

3.1.1. The main objective of the study is to evaluate potential air ventilation impacts associated with the Proposed Footbridge Connections on pedestrian wind environment within and in the vicinity of the Application Site using the methodology framework as set out by relevant government standard, guidelines and technical circulars.

4. Site Description

4.1.1. The Application Site is at the tail-end of the four designated NBA sites in Planning Areas 13 and 14, and is currently zoned "Residential (Group A) 1" ("R(A)1") on the Approved Fanling North Outline Zoning Plan ("OZP") No. S/FLN/4. The surrounding areas are mainly zoned "Residential (Group A) 1" ("R(A)1"), "Residential (Group A) 3" ("R(A)3"), "Residential (Group B)" ("R(B)"), "Residential (Group A) 12" ("R(A)12") and "Other Specified Uses (Amenity Area)"("OU(A)"). A site location plan with surrounding environment is shown in ***Figure 4-1***.

Figure 4-1 Application Site Location

5. Methodology

5.1.1. The methodology framework of this study is set out in the Technical Circular No. 1/06 and its Annex A - Technical Guide for Air Ventilation Assessment for Development in Hong Kong. The Technical Circular is jointly issued by Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Work Bureau (ETWB) in July 2006 (Technical Guide).

5.1.2. The scope of this study shall cover the following:

- To identify any major wind corridors which should be preserved or reserved;
- To identify any potentially affected areas due to the Proposed Footbridge Connections design including the layout and deposition;
- To identify design features of the Proposed Footbridge Connections; and
- To provide recommendations for alleviating the potential air ventilation impact identified.

6. Assessment Methodology

6.1. WIND AVAILABILITY DATA

Hong Kong Observatory

6.1.1. The Hong Kong Observatory records the metrological data in Hong Kong. Among all the weather stations in Hong Kong, wind data from Ta Kwu Ling station shall be used for the discussion on overall wind environment in the region.

6.1.2. According to the wind availability data from Ta Kwu Ling Station from 1986 - 2024, the annual wind rose revealed winds flowing from the east and southeast quadrant (i.e. E, ESE) throughout the year. The wind data from July to September is adopted as the summer prevailing wind, where predominant summer winds are flowing from the southeast quadrant (i.e. E, ESE). The wind rose during annual and summer conditions are shown in ***Figure 6-1*** and ***Figure 6-2.***

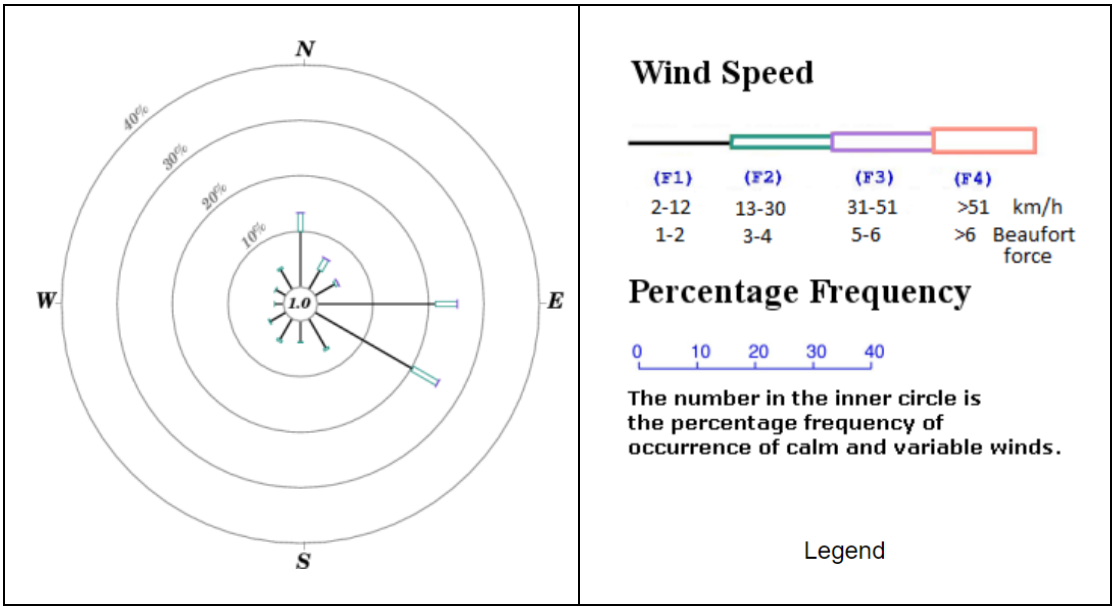


Figure 6-1 Annual Wind Rose for Tai Po, 1986 - 2024

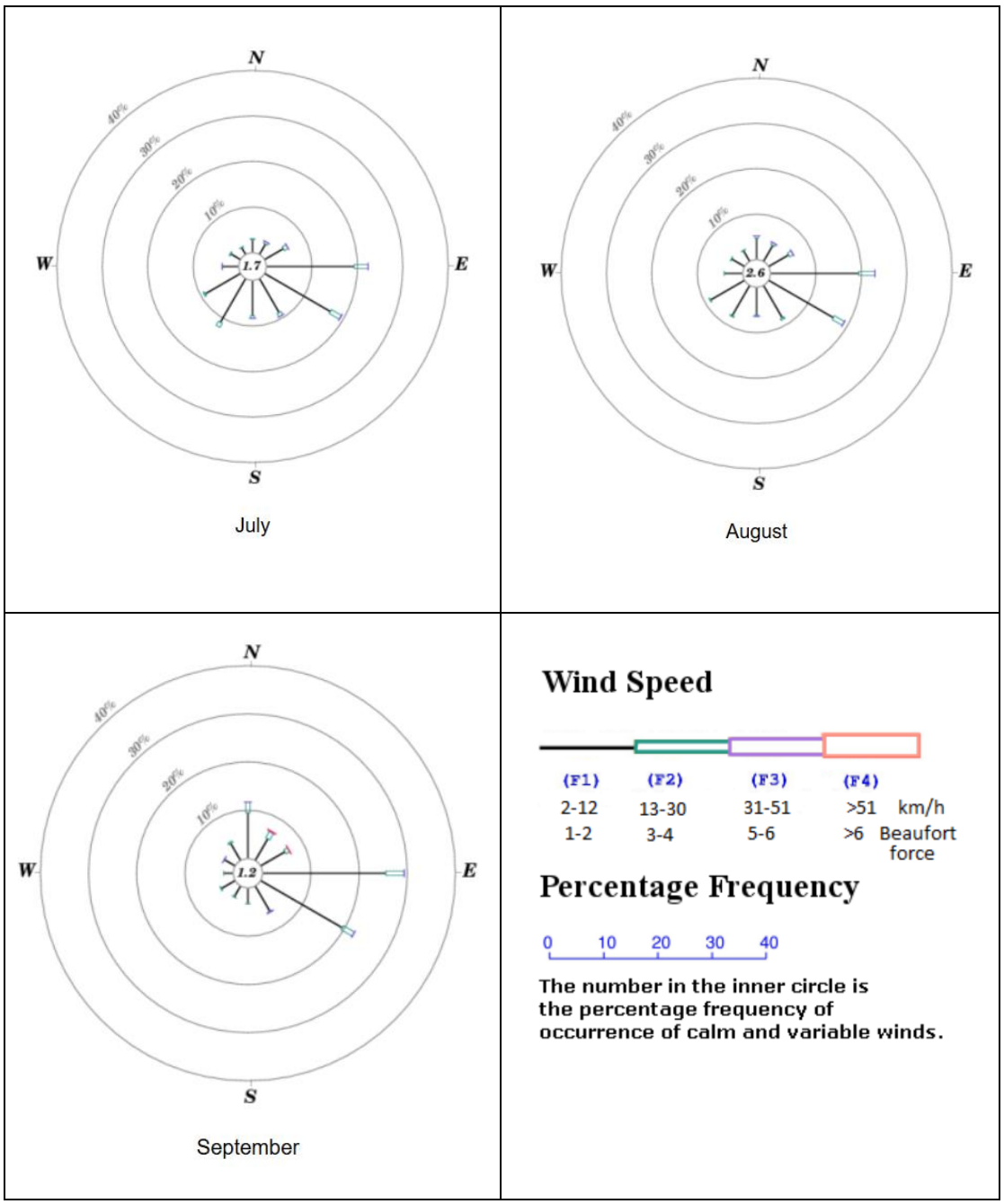


Figure 6-2 Summer Wind Rose for Tai Po, 1986 - 2024

Regional Atmospheric Modelling System (RAMS)

6.1.3. Wind availability to the Application Site is evaluated with reference to the "Consultancy Study on Establishment of Simulated Site Wind Availability Data for Air Ventilation Assessments in Hong Kong" simulated by the meso-scale model of Regional Atmospheric Modelling System (RAMS) Version 6.0 at the horizontal resolution of 0.5km * 0.5km.

6.1.4. The Application Site is located within grid (073,083) in Fanling. Wind availability data at 200m was adopted in this assessment. According to PlanD's simulated data, wind roses, wind direction and wind probability data are provided in ***Figure 6-3*** and ***Table 6-1.***

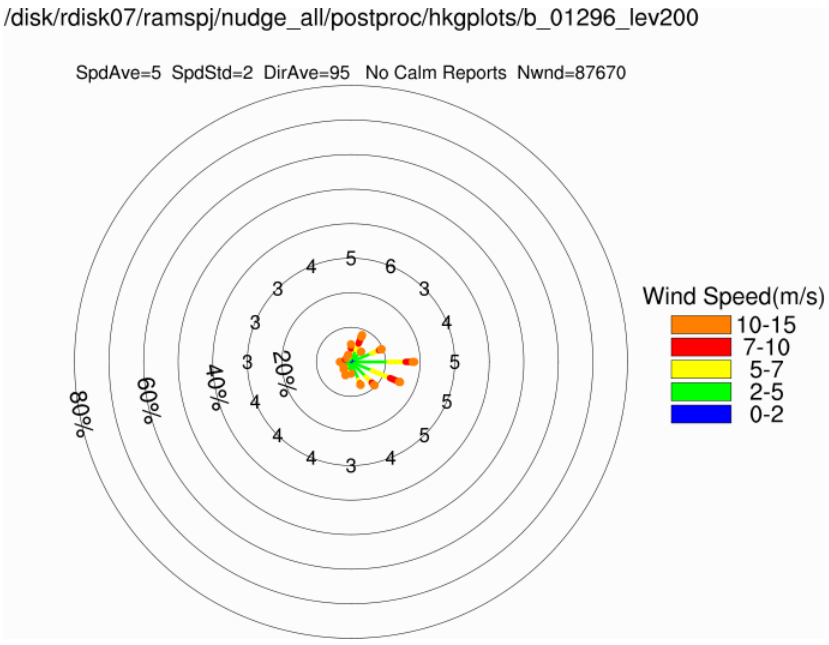
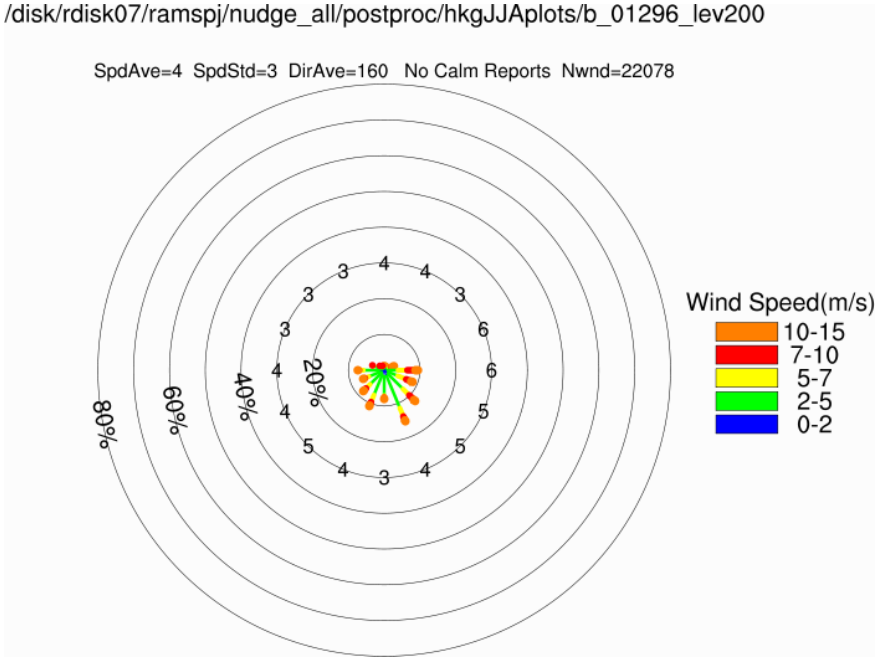
	Wind Rose – Annual
200m	
	Wind Rose – Summer
200m	

Figure 6-3 Wind Rose at Grid (073,083)

Table 6-1 Wind Probability at 200m (Grid 073,083)

Wind Direction	Annual Probability	Summer Probability
N	5%	1%
NNE	8%	1%
NE	4%	1%
ENE	**10%**	3%
E	**18%**	**10%**
ESE	**15%**	9%
SE	**10%**	**12%**
SSE	7%	**16%**
S	3%	8%
SSW	4%	**11%**
SW	3%	8%
WSW	2%	6%
W	3%	7%
WNW	2%	4%
NW	2%	2%
NNW	2%	1%

6.1.5. According to RAMS wind data, annual prevailing winds are the incoming winds flowing from the east and southeast quadrant while summer prevailing winds are flowing southwest and southeast quadrant.

6.1.6. ***Table 6-2*** summarises the identified prevailing wind conditions in Fanling area. Ta Kwu Ling Station is located inside the Ta Kwu Ling Farm at the northern part of the New Territories which is far away from the Application Site. For a comprehensive discussion on air ventilation performance of the Application Site and the wind environment at pedestrian level, prevailing winds from RAMS data are therefore adopted for air ventilation assessment.

Table 6-2 Wind Data Summary

Sources	Annual Wind	Summer Wind
Hong Kong Observatory (Tai Po station from 1986)	E, ESE	E, ESE
RAMS data (Grid 073,083)	ENE, E, ESE, SE	E, SE, SSE, SSW

7. Project Description

7.1.1. The Proposed Footbridge Connections, consisting of 2 sets of an open-sided covered walkway and single-storey weather-proof footbridge, is proposed to enhance the circulation of the Permitted Composite Commercial/Residential Development. No Commercial use is proposed within the Proposed Footbridge Connections.

7.1.2. The weather-proof footbridges would have a dimension of about 21.5 m (length) x 5 m (width) x 4.9 m (height), which will link up the retail uses of the two separated podium portions of the Development at 1/F. The top level of the weather-proof footbridge is merely about 20.95mPD with an overall height of 4.9m, while there is no enclosure to the 2/F to minimize the structural mass and enhance wind permeability. There Glass façade design will be adopted for the weather-proof footbridges to maximise the visual permeability on the NBA. A clearance of around 3.4m to 4.5m from the Ground is provided.

7.1.3. At 3/F, an open-sided covered walkway, with a dimension of about 21.5 m (length) x 3.5m (width) is proposed to connect the landscape areas and recreational facilities at 3/F for residents' enjoyment. Both sides of the walkway will be equipped with a 1100mm high non-perforated protective barrier, leaving a 3.4m full perforation at the top. Planters will be provided along the open-sided covered walkway to enhance the visual amenity of the Proposed Footbridge Connections.

7.2. Surrounding Environment

Urban Morphology

7.2.1. The Application Site is mainly surrounded by high-rise residential buildings (approx. 80-135 mPD). The surrounding environment is shown in ***Table 7-1*** and ***Figure 7-1.***

Table 7-1 Building Heights of Major Development in the Surroundings

Surrounding Buildings	Building Heights (mPD)
Good View New Village	~24.4
Ling Shan Tsuen	~20.8
Fan Garden	~106
Wing Fok Centre	~91.4
Permitted Composite Commercial/Residential Development	~144
Proposed Private Housing	~80-132
Proposed Public Housing	~97.5-135
Proposed School	Max. 8-storey

Figure 7-1 Surrounding environment

Road Pattern, Breezeway and open space

7.2.2. Road network facilitates wind penetration to the Application Site and the surrounding areas. The location of Proposed Footbridge Connections is at Residential (Group A) ("R(A)")1 site as shown in ***Figure 4-1***. There are four NBAs aligned in NE to SW direction are designated within "R(A)1", "R(A)3" and "R(B)" sites in Planning Areas 13 and 14 to divert wind to penetrate through these sites to the Fanling area. Based on the Approved OZP, it is identified that the four NBAs are serving as a breezeway to enhance penetration of wind which is aligned approximately in northeast and southwest directions. These unobstructed breezeways allow the prevailing winds to penetrate into the built environment of the Area as well as the downstream Fanling/Sheung Shui area.

7.2.3. Further to the south-west of the Proposed Footbridge Connections, there is a high-rise proposed private Housing (~132mPD) located at site R(A)12. Therefore, prevailing ENE wind penetrate through the four NBAs and likely to collide at the high-rise building in site R(A)12, leading to a downwash effect at Ma Sik Road. On the other hand, only incoming wind at high level could skim over the high-rise building at southwest and the wind flowing through the gap between proposed private housing (~132mPD) and Good View New Village reach the Application Site. Open space is situated to the east and west of the Application Site, as illustrated in ***Figure 7-1***, with high-rise buildings surrounding the Application site.

Topography

7.2.4. The Application Site is located on relatively flat area of about 12.5mPD that shares similar topography to its immediate area. Hilly topographies are found lying to the north of the Application Site with increasing topological heights further away from the Application Site. The hilly terrain act as a shelter to the annual ENE prevailing winds, and reduce the magnitude of this wind.

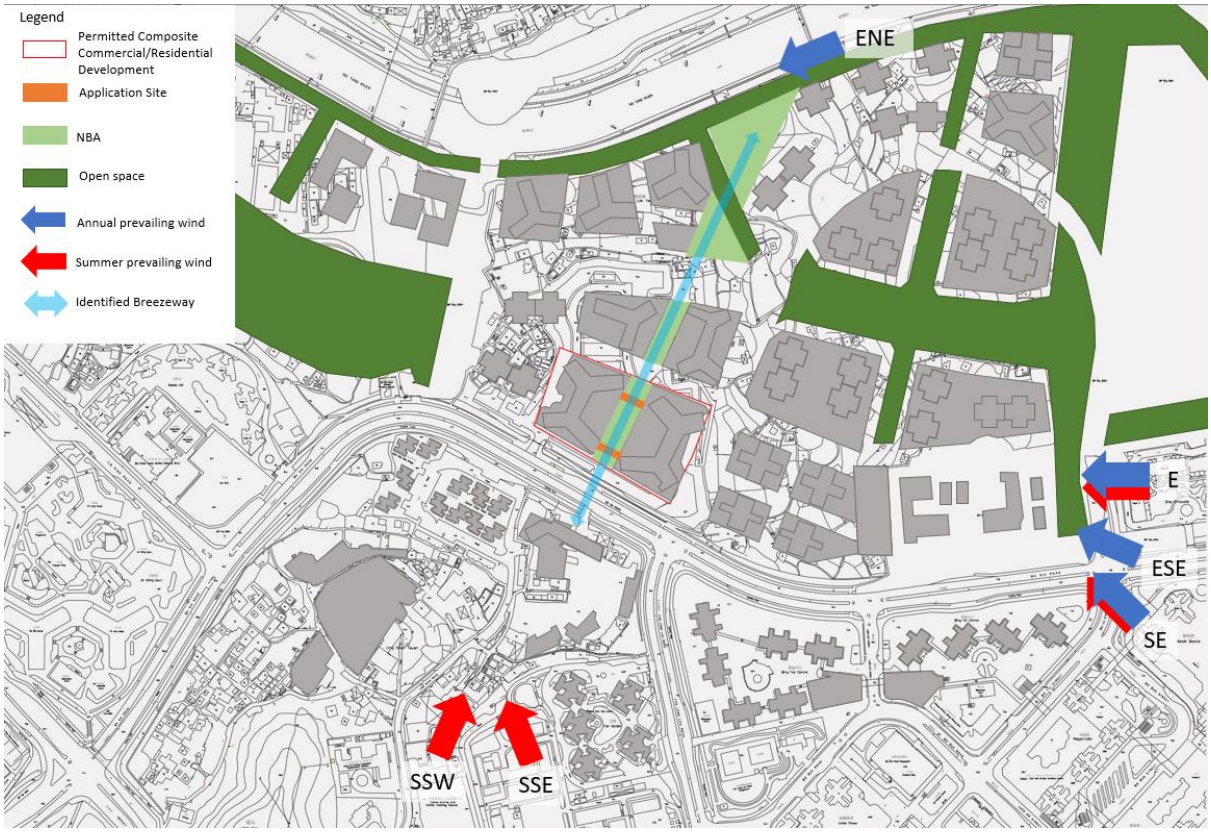


Figure 7-1 Prevailing Wind Environment in the Study Area

8. Baseline Scheme and Scheme with Proposed Footbridge Connections

8.1. Design Parameters

8.1.1. The Application Site is at the tail-end of the four designated NBA sites in Planning Areas 13 and 14, where is currently zoned R(A)1 on the Approved Fanling North OZP No. S/FLN/4. The existing condition of the NBA is incorporated in Baseline Scheme (i.e. without the footbridge and with the planned development) and is compared with the Scheme with Proposed Footbridge Connections in the discussion of this report.

8.1.2. The major design parameters of Proposed Footbridge Connections are summarized in ***Table 8-1.*** Layout plans and section drawing are shown in ***Appendix A.*** Comparison between Baseline Scheme (Reference to Approved Scheme for Permitted Composite Commercial/ Residential Development under Planning Application No. A/FLN/32' (i.e. BH of 144.14mPD)) and the Scheme with Proposed Footbridge Connections are made to evaluate any impacts on the overall air ventilation performance in its surrounding area.

Table 8-1 Major design parameters of Scheme with Proposed Footbridge Connections

Parameter	Proposed Footbridge Connections
Site Area (m^2)	Approx. 215m^2
Gross Floor Area (m^2)	Not more than 215m^2
Site Coverage (SC) (%) - Podium - Residential Tower	 - Not more than 63.99% [1] - Not more than 37.5%
Dimensions of the Proposed Footbridge Connections (length, width, height) - 1-storey Weather- Proof Footbridge - Open-Sided Covered Walkway	 21.5 m (L) x 5 m (W) x 4.9 m (H) 21.5 m (L) x 3.5 m (W)

Note:

[1]: An additional SC of 1.49% to account for the Proposed Footbridge Connections to the Approved SC of 62.5% for the Podium of the Approved Development under TPB No. A/FLN/32. For height of building not exceeding 15m, the maximum SC allowable under the Building (Planning) Regulations shall be 100%.

8.2. Design Features of Proposed Footbridge Connections

Clearance at pedestrian level

8.2.1. The Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground as shown in ***Figure 8-1***. This design is to maintain the wind corridor to the prevailing wind at ground level and beneficial to the downwind areas. It is anticipated that the incoming wind at low-level could penetrate through the Proposed Footbridge Connections and high-level wind will not be obstructed by the Proposed Footbridge Connections. It is anticipated the wind environment at pedestrian level would not be significantly affected.

Weather-proof Footbridge with an open-sided covered walkway

8.2.2. The structures of the Proposed Footbridge Connections are only minimal – its SC is merely not more than 1.49 % to the SC of 63.99% for the Podium of the Approved Development under TPB No. A/FLN/32. A wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since the top level of the weather-proof footbridge is merely about 20.95mPD with an overall height of 4.9m as shown in ***Figure 8-1***, it is expected that the adverse impact on downwind areas will be reduced due to its minimal obstruction. In addition, both sides of the open-sided covered walkway will be equipped with a 1100mm high non-perforated protective barrier, leaving a 3.4m full perforation at the top, it poses minimal obstruction to the incoming wind and would not induce significant obstruction to the downwind areas.

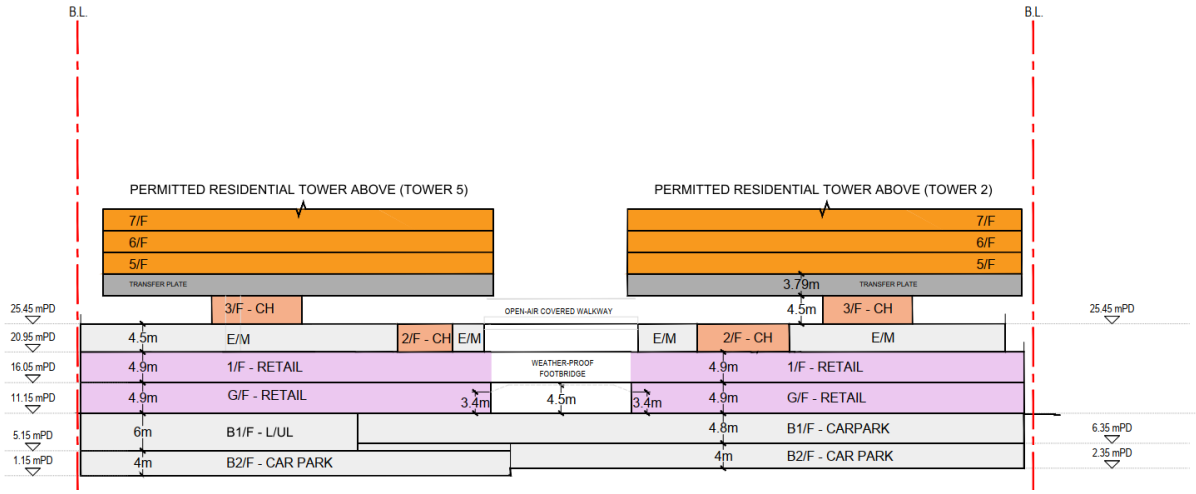


Figure 8-1 Section of the Proposed Footbridge Connections

9. Expert Evaluation

ENE wind (Annual Prevailing Wind)

9.1.1. Under annual prevailing wind condition, incoming ENE wind would flow along the NBAs at the north and reach the Application Site as shown in ***Figure 9-1***.

9.1.2. Under the Baseline Scheme, ENE wind could penetrate through the Application Site and reach the downwind area of proposed private housing (~132mPD) across Ma Sik Road. The prevailing wind would collide at the high-rise proposed private housing development and thus lead to a downwash effect at Ma Sik Road.

9.1.3. Under the Scheme with Proposed Footbridge Connections, part of the prevailing ENE wind at low-level would collide at the Proposed footbridge and a wake zone would be created on the immediate leeward side of the Proposed Footbridge Connections. However, since the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground and the top level of the weather-proof footbridge is merely about 20.95mPD with an overall height of 4.9m, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing ENE wind could flow freely through the Application Site to downwind areas.

9.1.4. In addition, both sides of the open-sided walkway above the weather-proof footbridge will be equipped with a 1100mm high non-perforated protective barrier, leaving a 3.4m full perforation at the top, which poses minimal obstruction to the incoming wind and would not induce significant obstruction to the downwind areas. Similar to the scenario of the Baseline Scheme, the prevailing wind would collide at the high-rise proposed private housing development and thus lead to a downwash effect at Ma Sik Road.

9.1.5. Therefore, significant adverse impact from the Proposed Footbridge Connections to the wind performance at the downwind area is not anticipated.

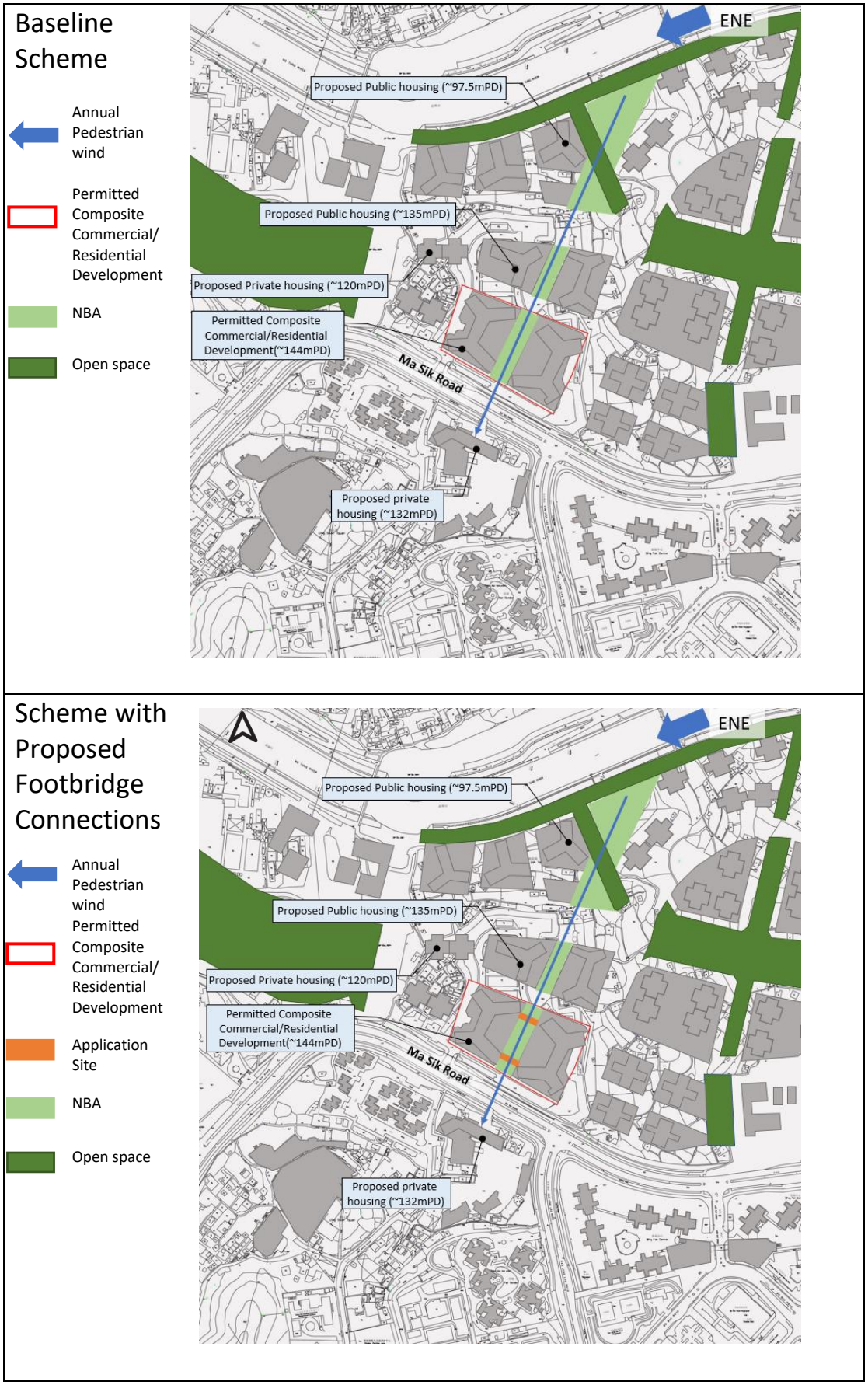


Figure 9-1 Annual Prevailing Wind (ENE Wind)

E and SE wind (Annual and Summer Prevailing Wind) and ESE (Annual Prevailing Wind)

9.1.6. Incoming E and SE wind under annual and summer wind condition and ESE wind under annual condition from open space and Road L2 would flow through the Application Site as shown in ***Figure 9-2***.

9.1.7. Under the Baseline Scheme, the high-rise buildings located at the east of the Application Site (i.e. the Permitted Composite Commercial/Residential Development and the proposed private/public housing developments, etc.) with about 120-144mPD which block the prevailing E and ESE wind from reaching the Application Site. Most of the prevailing wind would be diverted and flow through the Road L2 and Ma Sik Road and reach the downwind areas of Application Site (i.e. open space). Eventually, cross winds in N-S direction would flow across the site through the NBA.

9.1.8. Under the Scheme with Proposed Footbridge Connections, similar to the baseline scheme, the prevailing wind would reach the Application Site through the two air paths, i.e. Road L2 and Ma Sik Road. Given that the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground, where the low-level cross winds could flow through. Hence, it is anticipated that the ventilation impact induced by the provision of Proposed Footbridge Connections is minimal.

9.1.9. Therefore, it is anticipated that the provision of Proposed Footbridge Connections would not cause significant ventilation impact under E, SE and ESE wind.

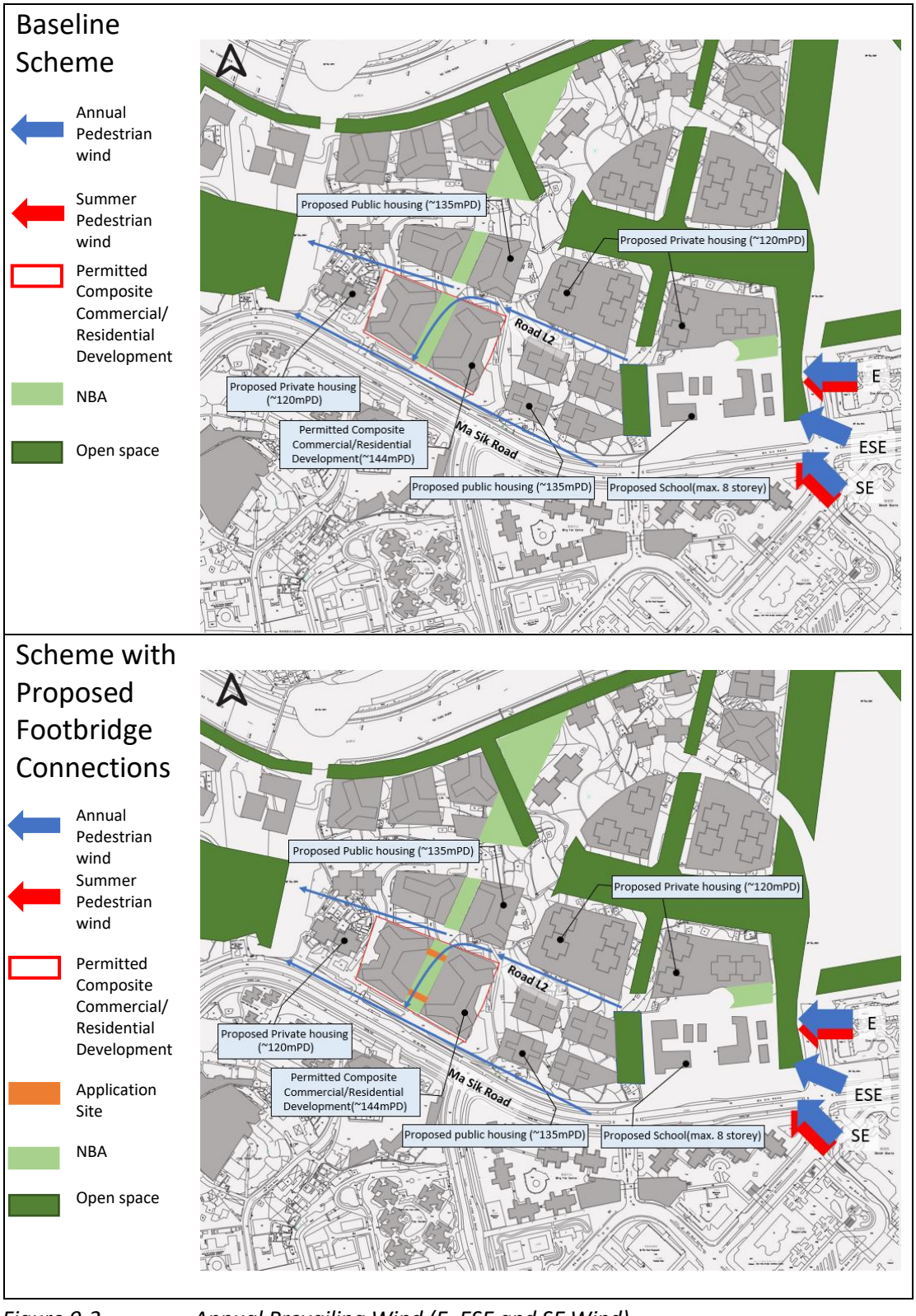


Figure 9-2 Annual Prevailing Wind (E, ESE and SE Wind)

SSW and SSE wind (Summer Prevailing Wind)

9.1.10. Under summer prevailing wind conditions, SSW and SSE wind would flow from the directions at the high-rise buildings (i.e. proposed private housing with 132mPD) located at the immediate southwest and reach the Application Site as shown in ***Figure 9-3.***

9.1.11. Under the Baseline Scheme, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration to Application Site by generating wake zone at Application Site as shown in ***Figure 9-3***. The Application Site is predominantly shielded by these high-rise buildings. Only incoming wind at high level could skim over the high-rise building at southwest and the wind flowing through the gap between proposed private housing (~132mPD) and Good View New Village reach the Application Site.

9.1.12. Similarly, under the Scheme with Proposed Footbridge Connections, due to the existing obstruction to the incoming SSW and SSE wind at the high-rise buildings at the immediate southwest of Application Site, only incoming wind at high level could skim over the high-rise building at southwest and the wind flowing through the gap between proposed private housing (~132mPD) and Good View New Village reach the Application Site. In this connection, it is anticipated that the Weather-proof Footbridge topping at around 20.95mPD with an overall height of 4.9m would have minimal obstruction to the high-level wind. In addition, both sides of the open-sided walkway on the above will be equipped with a 1100mm high non-perforated protective barrier, leaving a 3.4m full perforation at the top, which poses minimal obstruction to the incoming high-level wind and would not induce significant obstruction to the downwind areas.

9.1.13. Nevertheless, the Proposed Footbridge Connections are erected leaving a clearance of around 3.4m to 4.5m from the ground, it is expected that the prevailing wind could penetrate through the clearance at the pedestrian level.

9.1.14. Hence, the adverse impact on downwind areas of Application Site will be minimal due to the relatively small structure of Proposed Footbridge Connections.

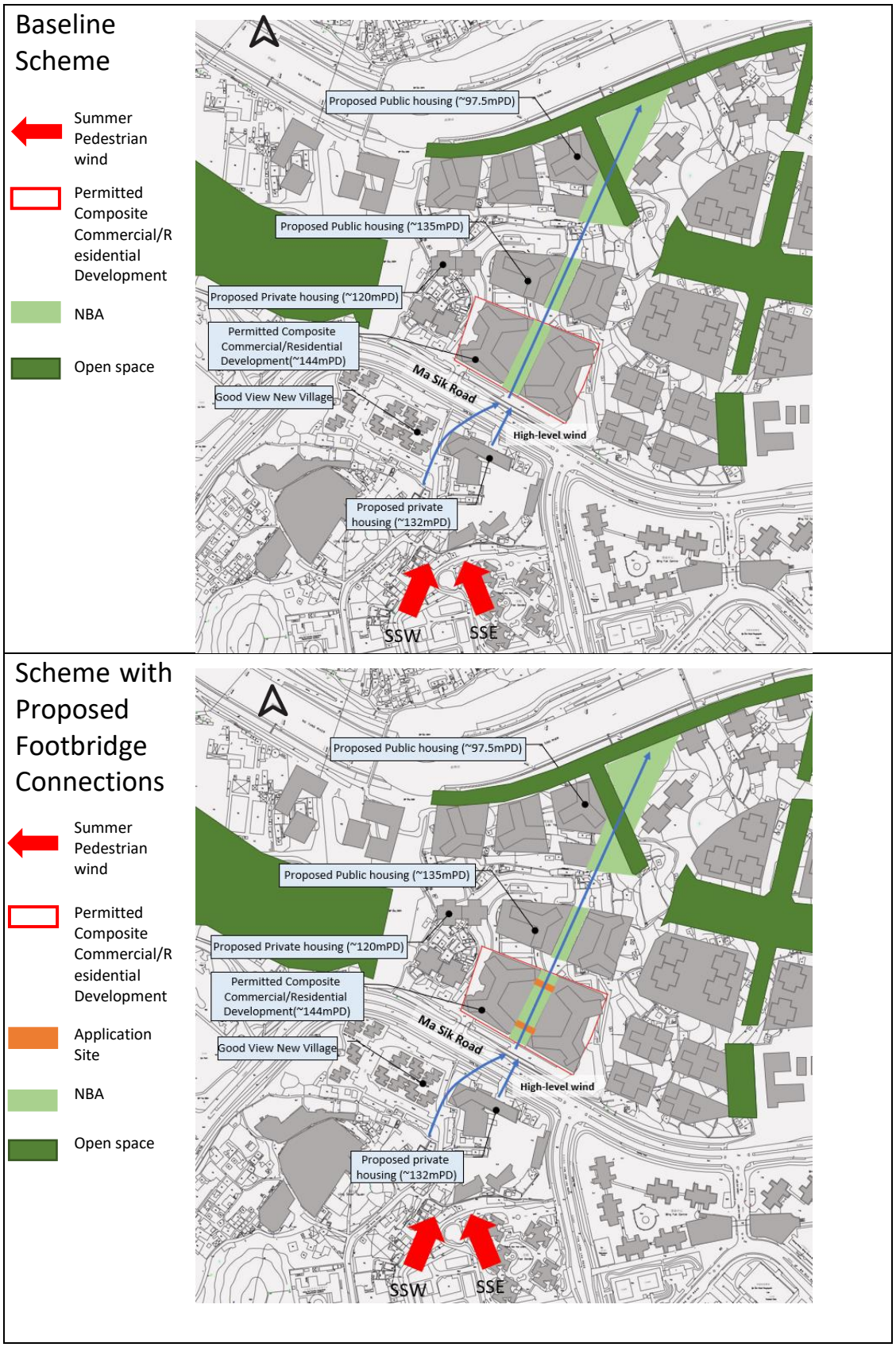


Figure 9-3 Summer Prevailing Wind (SSW and SSE Wind)

10. Conclusions

10.1.1. An AVA-EE study was conducted for the Proposed Minor Relaxation of Non-Building Area Restriction for Proposed Footbridge Connections at Ma Sik Road to provide qualitative evaluation of wind performance under Baseline Scheme and that with the Proposed Footbridge Connections.

10.1.2. Under Annual condition, most annual prevailing winds (E, ESE, SE wind) flow along Road L2 and Ma Sik Road and some cross winds in N-S direction would flow from Road L2 across the Application Site through the NBA. On the other hand, the third prevailing ENE wind could penetrate the Application Site through the NBA and reach the downwind areas. In general, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections comparing to baseline scheme. Also, it is anticipated that the incoming wind at low level could penetrate through the Proposed Footbridge Connections and will not be significantly affect the wind environment at pedestrian level.

10.1.3. Under Summer condition, the high-rise buildings at the immediate southwest of Application Site reduces the wind penetration from incoming SSW and SSE wind to Application Site by generating wake zone at Application Site under baseline scheme. Under the Scheme with Proposed Footbridge Connections, only incoming wind at high level could skim over the high-rise building at southwest and the wind flowing through the gap between proposed private housing (~132mPD) and Good View New Village reach the Application Site reach the Application Site. In this connection, it is anticipated that the relatively small Proposed Weather-proof Footbridge Connections would have minimal obstruction to the high-level wind.

10.1.4. To reduce any ventilation impact, the Proposed Footbridge Connections are erected that leaving a clearance of around 3.4m to 4.5m from the ground. Since the top level of the weather-proof footbridge is merely about 20.95mPD with an overall height of 4.9m, it is expected that the adverse impact on downwind areas will be minimal due to the relatively small structure of Proposed Footbridge Connections. It is anticipated that the incoming wind at low-level could penetrate through and will not be significantly affect the wind environment at pedestrian level. In addition, there would be no obstruction in the NBA at high-level and the high-level prevailing wind could flow freely through the Application Site.

10.1.5. As evaluated in the AVA-EE, with the provision of abovementioned design features, it is anticipated that there will be no significant adverse impact to the wind environment in the surrounding area associated with the Proposed Footbridge Connections.

Appendix A

Schematic Layout Plan – Scheme with Proposed Footbridge Connections

N

EVA/DRIVEWAY

11.15 mPD

RETAIL

ATRIUM

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

EVA/DRIVEWAY

11.15 mPD

RAMP DN

ATRIUM

RETAIL

11.15 mPD

WEATHER-PROOF FOOTBRIDGE AND OPEN-SIDED COVERED WALKWAY ABOVE

PLANNED ROAD L1

Y

Z

X

RUN-IN/OUT CONNECTING TO PLANNED ROAD L1

DROP-OFF AREA

11.5

11.0

MA SIK ROAD

馬適路

ET

H

H

L

R

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- LANDSCAPE AREA
- HARD-PAVED AREA
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - GF Plan
28-08-2025
1:600 (A3)

LWK + PARTNERS

N

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

5000

FOOTBRIDGE AREA : 107.5 m^2

RETAIL

ATRIUM BELOW

21500

WEATHER-PROOF FOOTBRIDGE

5000

FOOTBRIDGE AREA : 107.5 m^2

PLANNED ROAD L1

Y

Z

X

MA SIK ROAD

馬適路

11.5

11.0

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RETAIL
- RESIDENTIAL LIFT / CIRCULATION CORE
- WEATHER-PROOF FOOTBRIDGE
- CIRCULATION ROUTE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 1F Plan
28-08-2025
1:600 (A3)

LWK +PARTNERS

N

E&M

CLUBHOUSE

LANDSCAPE AREA

ATRIUM BELOW

INACCESSIBLE ROOF

LANDSCAPE AREA

ATRIUM BELOW

E&M

INACCESSIBLE ROOF

CLUBHOUSE

LANDSCAPE AREALANDSCAPE AREA

PLANNED ROAD L1

Y

Z

X

11.5

11.0

馬適路

MA SIK ROAD

Cycling Track

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- E&M
- RESIDENTIAL LIFT / CIRCULATION CORE

PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 2F Plan
28-08-2025
1:600 (A3)

LWK + PARTNERS

N

LANDSCAPE AREA

TOWER 3 LIFT LOBBY

E&M

CLUBHOUSE

3500

21500

COVERED WALKWAY

5000

OPEN-SIDED WALKWAY AREA : 107.5 m²

TOWER 1 LIFT LOBBY

E&M

ATRIUM BELOW

TOWER 5 LIFT LOBBY

TOWER 2 LIFT LOBBY

PLANNED ROAD L1

Y

Z

X

MA SIK ROAD

馬適路

11.0

LEGEND

- LOT BOUNDARY OF FSSTL 297
- APPLICATION SITE
- NON-BUILDING AREA
- RESIDENTIAL LIFT / CIRCULATION CORE
- RESIDENT'S CLUBHOUSE
- LANDSCAPE AREA
- OPEN-AIR WALKWAY
- E&M
- RESIDENTIAL
- HARD-PAVED AREA
- CIRCULATION ROUTE

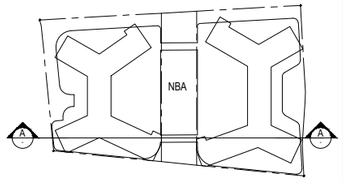
PROPOSED MINOR RELAXATION OF NON-BUILDING AREA RESTRICTION FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - 3F Plan
28-08-2025
1:600 (A3)

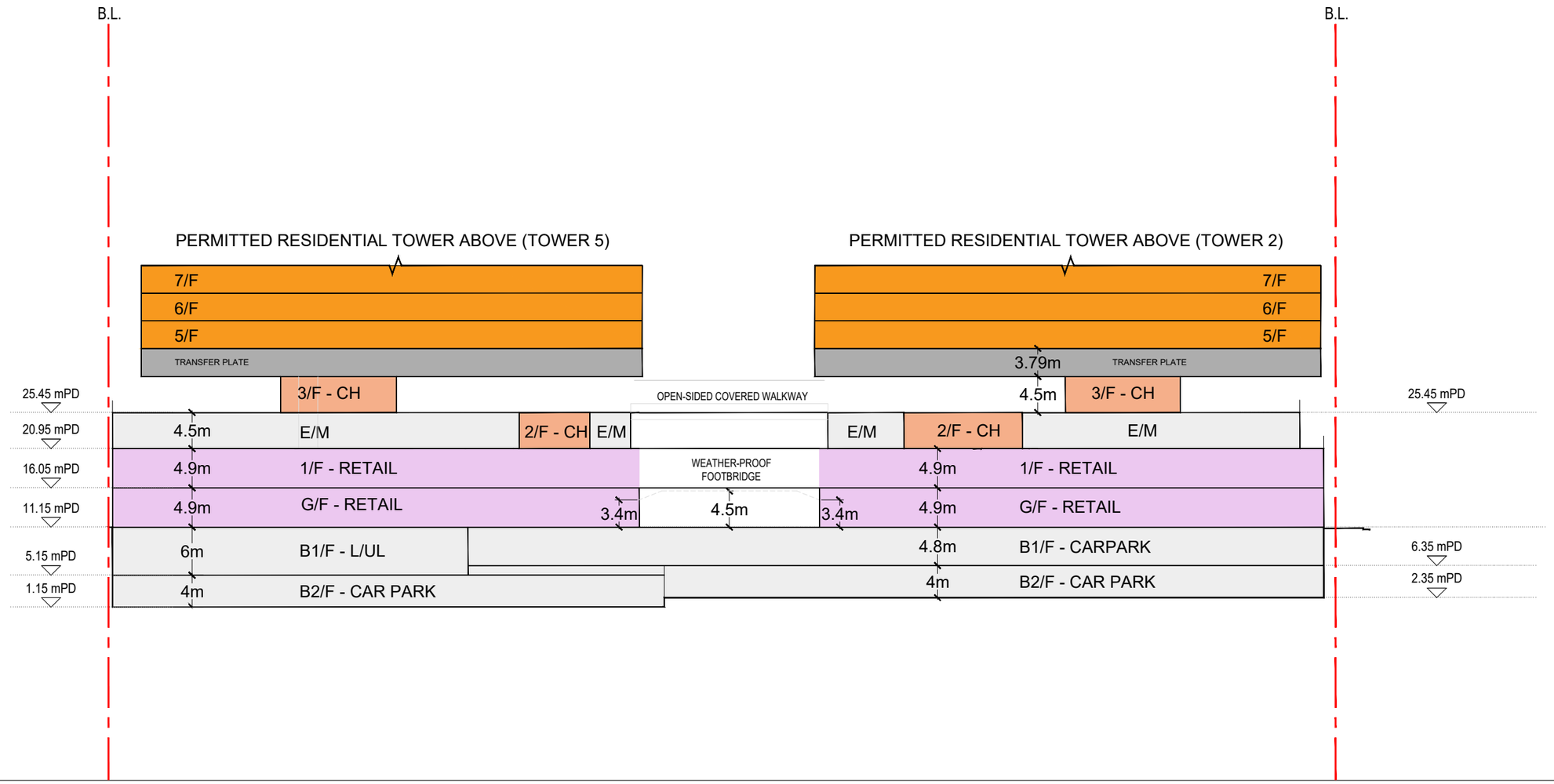
LWK + PARTNERS

LEGEND

- LOT BOUNDARY OF FSSTL 297
- RESIDENT'S CLUBHOUSE
- E&M
- RESIDENTIAL

*CH: RESIDENT'S RECREATIONAL FACILITIES/ANCILLARY CLUBHOUSE





PROPOSED FOOTRBRIDGE AT NON-BUILDING AREA FOR
PROPOSED FOOTBRIDGE CONNECTIONS AT MA SIK ROAD, FANLING, NEW TERRITORIES(FSSTL NO.297)
SECTION 16 SUBMISSION
Proposed Scheme - Section A-A
28-08-2025
1:600 (A3)

LWK + PARTNERS

Previous Applications involving the Site

Approved Applications

	Application No.	Proposed Use(s)/Development(s)	Zoning[(1)]	Date of Consideration (RNTPC)
1.	A/FSS/31	Low-Density Residential Development	"GB"	22.5.1992
2.	A/FSS/52	Low-Density Residential Development	"GB"	20.5.1994
3.	A/FLN/30	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public and Private Housing Developments; and Proposed Social Welfare Facilities, Shop and Services and Eating Place within Public Housing Developments	"R(A)1"	23.9.2022
4.	A/FLN/32	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Composite Commercial/Residential Development	"R(A)1"	22.11.2024

Rejected Applications

	Application No.	Proposed Use(s)/Development(s)	Zoning	Date of Consideration (RNTPC)	Rejection Reasons
1.	A/FSS/12	Residential Development	"GB"	12.1.1990	(1) to (4)
2.	A/FSS/19	Residential Development	"GB"	21.9.1990	(1), (3)
3.	A/FSS/25	Low-density Residential Development	"GB"	23.8.1991	(5) to (7)

Rejection Reasons

(1) The scale, intensity and/or layout of the proposed development with a plot ratio of 0.6 are excessive and monotonous, and not in line with the rural and low-density character of the surrounding areas which the "Green Belt" ("GB") zoning seeks to preserve.
(2) The proposed average flat size of 73m^2 is too small and appears incongruous for a low-rise and low-density residential development.

[1] The Site was zoned "Green Belt" on the then Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/18 and has subsequently been rezoned to "Residential (Group A)1" on the Fanling North OZP No. S/FLN/1 since 20.12.2013.

(3) The proposed development would overstrain the design capacity of the planned sewer system in the area and the traffic capacity of both the internal and external road networks.
(4) The flooding problem of the River Indus Basin might be aggravated by the proposed development.
(5) The layout of the proposed development is not satisfactory and requires modification to minimise traffic noise impacts from Road D3 on residential blocks.
(6) The provision of landscaped areas/separation in between the residential blocks is unsatisfactory.
(7) Drainage impact assessment and proposals for the provision of necessary flood mitigation measures are not submitted together with application.

Similar Application in the Vicinity of the Site

Approved Application

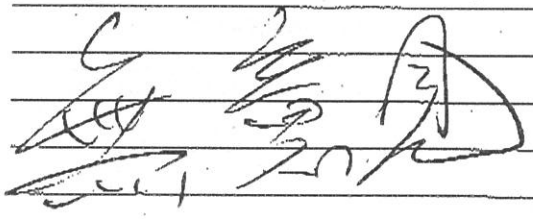
Application No.	Zoning	Proposed Use(s)/Development(s)	Date of Consideration (RNTPC)
A/FLN/28	"Other Specified Uses" annotated "Commercial/ Residential Development with Public Transport Interchange (1)"	Proposed Minor Relaxation of Plot Ratio, Building Height and Non-building Area Restrictions for Permitted Public Housing Development	18.2.2022

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 ：2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

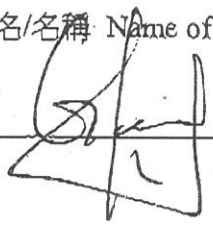
To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/FLN/33

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)



「提意見人」姓名/名稱 Name of person/company making this comment 侯志強議員

簽署 Signature  日期 Date 2025.7.30

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

參考編號 **Reference Number:**	250801-212054-19317
提交限期 **Deadline for submission:**	15/08/2025
提交日期及時間 **Date and time of submission:**	01/08/2025 21:20:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/FLN/33
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Andrew Sin

意見詳情
Details of the Comment :

本人支持這項規劃，我覺得未來便利老人的設施是十分重要的，政府剛推展的長者樓宇設計指引正正反映這點。
同時亦對政府在新區不協調的規劃十分疑惑：新社區商場竟分開一格格小格，零碎不堪。現在粉嶺是需要社區商場提供日常購物活動空間！政府是否假設居民香港大熱大時還要走在街行街鋪？有點不切實際。政府規劃亦有欠人性化，商場空間要融匯貫通才方便長者、孕婦、老幼。我想政府規劃師並沒有考慮老弱之需要？
這兒亦需要巴士站，方便榮福中心、榮輝中心衆居民！請問政府何時才加設巴士站、巴士線？

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy 3

From: [redacted]
Sent: 2025-08-15 星期五 03:31:12
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/FLN/33 Area 14 Fanling North NDA

A/FLN/33

Fanling/Sheung Shui Town Lot 297 at Area 14, Fanling North NDA

Site area: About 258sq.m

Zoning: "Res (Group A) 1"

Applied development: MR of NBA Two Footbridges

Dear TPB Members,

Having already managed to inflate the number of units in the development via increases in PR and height, NWD now wants to cover over the NBA.

If any footbridge is required then it should be confined to one only. These footbridges would block the already very restricted view of the sky and penetration of sunlight due to the wall effect of the development. After all the intention of the NBA is to improve ventilation that is already an issue.

"*a 20m-wide non-building area (NBA) running in northeast to southwest direction is designated within the Site to facilitate wind penetration to the Fanling area through the Site*"

Mary Mulvihill

Seq 2 4

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/FLN/33Received on 02/09/2025

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

無意見

「提意見人」姓名/名稱 Name of person/company making this comment 候志強議員

簽署 Signature _____ 日期 Date 2023.9.11

5

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	250925-201158-39602
提交限期 **Deadline for submission:**	26/09/2025
提交日期及時間 **Date and time of submission:**	25/09/2025 20:11:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/FLN/33
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mike Chan

意見詳情
Details of the Comment :

天橋為利民設計，應該迅速接納。不明白香港城市規劃制度為什麼連普通天橋也要申請，亦不明白為什麼政府規劃喜歡將社區期待嘅新商場斬開。希望商場能夠盡快落成，惠澤本區居民。同時希望商場有一些落地商戶，例如超級市場、健身室、新穎遊戲等等。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy 6

From: [redacted]
Sent: 2025-09-25 星期四 01:27:35
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Re: A/FLN/33 Area 14 Fanling North NDA

Dear TPB Members,

Wall effect is contributing to the mental stress being more prevalent in the community. Walking along a street that provides a view of the sky will gradually become a rarity.

The concept of Open Space has been corrupted by the adminstration for its own expediency. Developers have of course spotted the trend and jumped on the bandwagon.

There is no need for two footbridges.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 15 August 2025 3:31 AM HKT
Subject: A/FLN/33 Area 14 Fanling North NDA

A/FLN/33

Fanling/Sheung Shui Town Lot 297 at Area 14, Fanling North NDA

Site area: About 258sq.m

Zoning: "Res (Group A) 1"

Applied development: MR of NBA Two Footbridges

Dear TPB Members,

Having already managed to inflate the number of units in the development via increases in PR and height, NWD now wants to cover over the NBA.

If any footbridge is required then it should be confined to one only. These footbridges would block the already very restricted view of the sky and penetration of sunlight due to the wall effect of the development. After all the intention of the NBA is to improve ventilation that is already an issue.

"a 20m-wide non-building area (NBA) running in northeast to southwest direction is designated within the Site to facilitate wind penetration to the Fanling area through the Site"

Mary Mulvihill

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/North, Lands Department (LandsD) that it is noted that the proposed footbridges would be countable to non-domestic gross floor area (GFA) and would not result in a development exceeding the permissible non-domestic GFA under the New Grant No. 23284. Subject to the submission the general building plans, LandsD reserves the right on the actual calculation of GFA in respect of the footbridges under lease and there is no guarantee that GFA figure for of 215m^2 will be adopted;

(b) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that consideration should be given to adopting permeable design for the proposed footbridge/walkway structures at detailed design stage to minimise the potential visual and air ventilation impacts;

(c) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (BD) that the covered areas on 2/F between the proposed covered walkways and footbridges, the proposed footbridges on 1/F and the associated covered areas on G/F shall be included in site coverage and gross floor area (GFA) calculation. The proposed covered walkways on 3/F may be exempted from GFA calculation under the Buildings Ordinance (BO) if they comply with the requirements under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-42, 151 and 152. Detailed comments under the BO will be provided at building plan submission stage; and

(d) to note the comments of the Director of Fire Services that detailed fire services requirements will be formulated upon receipt of a formal submission of general building plans or referral of application via relevant licensing authority. The emergency vehicular access provision shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by BD.