

**RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

RNTPC Paper No. 5/26

**For Consideration by
the Rural and New Town Planning Committee on 8.5.2026**

**PROPOSED AMENDMENTS TO
THE APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/4**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Fanling North (FLN) Outline Zoning Plan (OZP) No. S/FLN/4 (**Attachment I**) as shown on the draft OZP No. S/FLN/4A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) (**Attachment IV**) of the draft OZP should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for publication together with the draft OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 19.9.2023, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Fanling North OZP, which was subsequently renumbered as S/FLN/4. On 29.9.2023, the approved Fanling North OZP No. S/FLN/4 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 2.9.2025, the Secretary for Development (SDEV) referred the approved Fanling North OZP No. S/FLN/4 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 19.9.2025, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

Pilot Area of Large-scale Land Disposal (「片區開發」試點)

- 3.1 To further accelerate the delivery of the Northern Metropolis (NM), the Government will continue to adopt innovative and diversified development approaches including large-scale land disposal (LSLD), so as to better integrate a capable government with an efficient market. Under the LSLD approach, the Government would identify sizeable parcels of land including industry and residential sites with commercial value, as well as public facility sites, for

comprehensive development by the successful tenderer¹. This aims to better leverage private market forces to expedite the development of the NM. The Government has identified three pilot areas of large-scale land disposal, which are located in Hung Shui Kiu (HSK)/Ha Tsuen New Development Area (NDA), FLN NDA and San Tin Technopole respectively. The tender invitation for the HSK Pilot Area was the first to commence in end-December 2025.

- 3.2 Having considered the market feedback collected through the Expression of Interest (EOI) exercise for LSLD Pilot Area² and the latest planning circumstances, the Government has reviewed the sites in the FLN LSLD Pilot Area (**Drawing 1**) with a view to enhancing the financial viability by increasing the development potential and private housing supply of the sites. Upon review with supporting technical assessments, it is proposed to rezone a “Government, Institution or Community” (“G/IC”) site (**Amendment Item A**) and two “Residential (Group B)” (“R(B)”) sites (**Amendment Items B1 and B2**) in Area 10 to “Residential (Group B)1” (“R(B)1”), and a “Village Type Development” (“V”) site in Area 7 to “Residential (Group C)” (“R(C)”) (**Amendment Item C**) for private residential developments; and to revise the development restrictions of a “R(C)” site in Area 7 for enhancing the development intensity (**Amendment Item D**) (**Plan 1a**).
- 3.3 Besides, to allow greater land use flexibility to support the growth of a broad spectrum of industries, a site along Man Kam To Road in Area 3, which is currently zoned “Other Specified Uses” (“OU”) annotated “Logistics Facility” (“OU(Logistics Facility)”)”,³ is proposed to be rezoned to “OU” annotated “Industry” (“OU(Industry)”) (**Amendment Item E**) with the planning intention to provide land for accommodating diversified value-adding uses with complementary facilities (**Plan 1b**). In reviewing the proposed “OU(Industry)” site, to facilitate comprehensive site planning and implementation of the proposed industry development under the LSLD approach, consideration has been given to rationalise the zoning boundary taking into account the authorised land resumption and works limit for the remaining phase development of the FLN NDA⁴ and the existing site conditions. It is proposed to modify the boundary of the proposed “OU(Industry)” zone to cover a fill slope (about 1,704m²) currently zoned “Agriculture” (“AGR”) to the immediate west, and to excise a southwestern portion of the existing “OU(Logistics Facility)” zone (about 972m²) currently occupied by ponds (**Plan 1b**) (details at paragraphs 4.9 and 4.14 below). The excised portion of land is proposed to be rezoned to “AGR” to align with the adjoining “AGR” zone and

¹ Successful bidders are required to complete the site formation for the pilot area and construct some public facilities, such as roads and open space, handing them back to the Government upon completion. Successful bidders will also have to complete the development of residential sites, as well as to develop and operate the industry sites within the pilot area.

² On 31 December 2024, the Development Bureau (DEVB) invited the market to submit EOI for the three pilot areas of large-scale land disposal, with the invitation closing on 31 March 2025. A total of 22 submissions were received.

³ The “OU(Logistics Facility)” zone is intended primarily for development of modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub.

⁴ The land resumption limit under the Land Resumption Ordinance (Cap. 124) for implementation of the remaining phase development of the KTN/FLN NDA was gazetted on 12 January 2024, and the land involved was reverted to the Government on 12 April 2024. The land clearance exercise has commenced progressively since January 2024 and the sites involved in the Amendment Items A to E are cleared.

better reflect the development circumstances and site conditions (**Amendment Item F) (Plan 1b)**). In addition, it is also proposed to amend the Notes for the current “OU” annotated “Bus Depot” (“OU(Bus Depot)”) zone to cover more compatible ancillary uses which will be always permitted to provide development flexibility.

- 3.4 As a related background information, pursuant to the 2014 Policy Address and 2018 Policy Address to address the acute housing demand by intensifying the development intensity of housing sites, the Civil Engineering and Development Department (CEDD) submitted three section 16 (s.16) applications for minor relaxation of plot ratio (PR) and/or building height (BH) restrictions for permitted public and private housing developments in the Kwu Tung North (KTN)/FLN NDA. Application No. A/KTN/54 which covered KTN/FLN NDA was approved by the Committee on 16.11.2018, and applications No. A/KTN/93 and A/FLN/30 for KTN NDA and FLN NDA respectively were approved on 23.9.2022. Under the last s.16 application No. A/FLN/30, with development intensity enhanced, the FLN NDA as a whole will provide 36,300 flats, accommodating a new population of about 95,100. The relevant private housing sites in the FLN LSLD Pilot Area covered by the latest s.16 application No. A/FLN/30 with the development intensified are set out below.

FLN LSLD Pilot Area (Drawing 1)	Amendment Item (Plan 1a)	Site Area (ha) (about)	Maximum PR		Maximum BH	
			OZP	Approved s.16 application No. A/FLN/30	OZP	Approved s.16 application No. A/FLN/30
Site 1	B1	0.88 ha	3.5	4.2 (+20%)	75mPD	75mPD (No change)
Site 2	B2	0.87 ha	3.5	4.2 (+20%)	75mPD	75mPD (No change)
Site 3	D	1.24 ha	2.0	2.4 (+20%)	55mPD	55mPD (No change)

Other Amendments to the Notes

- 3.5 Opportunity is also taken to revise the Notes of the OZP to incorporate the latest revisions of the Master Schedule of Notes to Statutory Plans (MSN), to include other technical amendments to the Notes of the OZP, and to update the ES of the OZP to reflect the latest planning circumstances.

4. Proposed Amendments to the OZP

Amendment Items A to D – Rezoning of a “G/IC” site and two “R(B)” sites in Area 10, rezoning of a “V” site in Area 7, and revising the PR and BH restrictions for a “R(C)” site in Area 7 for private residential developments (Plans 1a, 2a, 2b, 3a, 3b and 4a to 4c)

- 4.1 The site of **Amendment Item A (Plans 1a, 2a, 3a and 4a)**, with an area of about 1.65 ha, is located in Area 10 and currently zoned “G/IC” (Item A Site) subject to a maximum BH of 8 storeys. Being an integral part of the riverside residential neighbourhood, Item A Site abuts the planned medium-density residential sites

currently zoned “R(B)” in Area 10 to the immediate northwest (proposed to be rezoned to “R(B)1” under **Amendment Items B1 and B2** to be discussed in paragraphs 4.3 and 4.4 below), and fronts Ng Tung River and the planned riverside promenade zoned “Open Space” (“O”) to the east. It is also in close proximity to the planned residential cluster zoned “OU” annotated “Commercial/Residential Development with Public Transport Interchange (2)”⁵ and “Residential (Group A)2” (“R(A)2”)⁶ in Area 8 further to the northwest (**Plan 1a**).

- 4.2 Item A Site was originally earmarked for development of a primary school and a secondary school at the planning stage of the FLN NDA. Subsequently, the Education Bureau (EDB), having considered a number of factors, including the development plans of the respective districts, the continual projected structural decline in the school-age population, the actual number of existing students and school places available at various levels, the prevailing education policies, as well as other factors influencing the overall demand and supply of school places, advises that reservation of Item A Site for the originally-planned school developments is no longer required and hence, releasing Item A Site in 2025 for alternative uses. Since then, Item A Site has been a reserve for Government, institution and community (GIC) use(s) to be identified in the future. In light of its location being an integral part of the riverside residential neighbourhood and the need to optimise the use of land resources to facilitate the LSLD initiative, it is considered suitable to rezone Item A Site for residential use.
- 4.3 As mentioned above, adjoining Item A Site to the northwest is a “R(B)” site (**Amendment Item B1**) (**Plans 1a, 2a, 3a and 4a**) with an area of about 0.88 ha (Item B1 Site) and to the further north, across a strip of open space intended to enhance wind penetration and bring residents and visitors to the riverfront promenade, is another “R(B)” site (**Amendment Item B2**) (**Plans 1a, 2a, 3a and 4b**) with an area of about 0.87 ha (Item B2 Site). Both Item B1 and Item B2 Sites, fronting Ng Tung River, form the major part of the riverside residential neighbourhood in the eastern portion of the FLN NDA (**Plan 1a**). Both sites are currently subject to a maximum PR of 3.5 and a maximum BH of 75 mPD (as mentioned in paragraph 3.4 above).
- 4.4 With due regard to market feedback collected through the EOI exercise for LSLD, the site context and technical feasibility (to be discussed in Section 6 below), it is proposed to rezone Item A from “G/IC” to “R(B)1” and Item B1 and B2 Sites from “R(B)” to “R(B)1”, to allow private residential developments of higher density with a maximum PR of 5 and a maximum BH of 110mPD (**Plan 1a and 2a**).
- 4.5 The sites of **Amendment Items C and D** (**Plans 1a, 2b, 3b and 4c**) (Item C Site and Item D Site) are located in Area 7 to the further northeast of the riverside residential neighbourhood (comprising Item A to B2 Sites) across Ng Tung River. Item C and D Sites lie on the hillside of Sheung Shui Wa Shan where the former

⁵ “OU” annotated “Commercial/Residential Development with Public Transport Interchange (2)” zone is subject to a maximum PR of 3.05 and a maximum BH of 80mPD.

⁶ “R(A)2” zone is subject to a maximum PR of 5 and a maximum BH of 120mPD.

Wa Shan Public School⁷ was located, with low-rise village houses clustered to their further north within the “V” zone on the Fu Tei Au and Sha Ling OZP. Item C Site, covering about 0.24 ha, is currently zoned “V” which is originally intended to provide land for the reprovisioning of affected and eligible village houses under the Village Removal Terms arising from the development of the KTN/FLN NDA. Another site of about 1.12 ha zoned “Village Type Development (1)” (“V(1)”) in KTN NDA has also been reserved for the same purpose. In the course of development of the KTN/FLN NDA, the Lands Department (LandsD) has reviewed and advised that the “V(1)” site in the KTN NDA is sufficient to accommodate all eligible house lot owners opting for reprovisioning under the ex-gratia compensation arrangements⁸. Hence, Item C Site could be released for other suitable uses. Item D Site, immediately to the south of Item C Site, covers about 1.24 ha and is currently zoned “R(C)” for low-rise, low-density residential developments with a maximum PR of 2 and a maximum BH of 55mPD (as mentioned in paragraph 3.4 above).

- 4.6 With due regard to market feedback collected through the EOI exercise for LSLD, site context and technical feasibility (to be discussed in Section 6 below), it is proposed to further enhance the development intensity of Item D Site with the PR increased from 2 to 2.8 and the BH from 55mPD to 80mPD, and to rezone Item C Site from “V” to “R(C)”, subject to the same proposed development restrictions of Item D Site, to better utilise the land resources, create a more coherent residential cluster and allow a more efficient residential layout on the hillside of Sheung Shui Wa Shan (**Plan 1a**).
- 4.7 To support the proposed amendments under **Items A to D** above (as well as **Item E** to be discussed in paragraphs 4.9 to 4.13 below), CEDD has undertaken relevant technical assessments (to be discussed in Section 6 below) to demonstrate the technical feasibility and prepared an indicative scheme (**Drawing 2**) to illustrate the possible layout designs for the proposed residential developments at Item A to D Sites. The three “**R(B)1**” sites (Item A, B1 and B2 Sites) each can accommodate two to three residential blocks of 26 storeys (including a 2-storey carpark podium with garden on top), and the “R(C)” site (Item C and D Sites combined) can accommodate five residential blocks of 16 storeys (including a 2-storey carpark podium with garden on top). Under the indicative scheme, a total of about 2,350 to 2,560 private housing units will be provided, accommodating a total population of about 6,340 to 6,910. Key development parameters of the indicative scheme are summarised below.

⁷ Wa Shan Public School is a vacant school premise included on the Central Clearing House Mechanism list. The site, located on government land, is currently under short-term uses by the Civil Engineering and Development Department (CEDD) pending implementation of its long-term planned residential use.

⁸ The KTN/FLN NDA does not affect any recognised villages. There are, however, house lot owners outside recognised village who are affected by the NDA and are eligible for village removal arrangements, including the option of reprovisioning of houses as a form of compensation. For the first phase development of the KTN/FLN NDA, no affected house lot owners opt for reprovisioning of houses under the Village Removal Term. For the remaining phase, some eligible house lot owners have already accepted cash compensation in lieu of house reprovisioning, while the remaining eligible owners have not indicated an intention to opt for house reprovisioning at this stage.

Key Development Parameters	Indicative Scheme			
	Item A	Item B1	Item B2	Item C & Item D
Proposed Zoning	“R(B)1”			“R(C)”
Site Area (about)(m ²)	16,541	8,771	8,677	14,818
Total PR	5	5	5	2.8
Total Gross Floor Area (GFA) (about)(m ²)	82,705	43,855	43,385	41,490
BH (Main Roof) (about) ^[1]	106mPD	106mPD	106mPD	80mPD
No. of Blocks	3	2	3	5
No. of Storeys ^[1]	26 (including 2-storey podium)	26 (including 2-storey podium)	26 (including 2-storey podium)	16 (including 2-storey podium)
Site Coverage ^[2]	Not more than 33.33%			
No. of Flats ^[3]	918-1,002	487-531	482-525	461-502
Estimated Population (about) ^[4]	2,478-2,705	1,314-1,433	1,301-1,417	1,244-1,355
Parking and Loading/Unloading (L/UL) Provision	Provisions of internal parking and L/UL spaces will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)			

^[1] The proposed BH and massing have taken into account the increase in GFA and floor-to-floor height arising from the adoption of Modular Integrated Construction (MiC) method, and fully disregarded GFA for not more than two floors of aboveground private car parks as stipulated under the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2.

^[2] Maximum permissible site coverage under Building (Planning) Regulations.

^[3] The estimation of the number of flats is based on an average flat size of about 82.5m² to 90m² reflecting the flat size aspiration set out under *Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030*. As a prudent and conservative approach, a more conservative average flat size of 50m² has been adopted in relevant technical assessments conducted by CEDD.

^[4] A person per flat ratio of 2.7 is assumed.

4.8 Various design initiatives have been included in the indicative scheme (**Drawing 2**), such as tower setbacks and building separations for enhancing air ventilation and visual permeability in the surrounding areas (detailed in Section 6 below). These requirements are proposed to be specified in the ES of the OZP and the future land document(s) under LSLD as appropriate.

Amendment Items E – Rezoning of a site in Area 3 from “OU(Logistics Facility)” and “AGR” to “OU(Industry)” with stipulation of a maximum PR of 4.5 (of which the domestic PR should not exceed 0.5) and a maximum BH of 100mPD (Plans 1b, 2c, 3c, 4c and 4d)

4.9 Item E Site, with a total area of about 5.29 ha, is situated at the northwestern part of the FLN NDA (**Plan 1b**). As mentioned in paragraph 3.3 above, the proposed

“OU(Industry)” zone covers majority of the current “OU(Logistics Facility)” zone⁹, subject to a maximum PR of 7 and a maximum BH of 100mPD, and a small strip of land currently zoned “AGR” (about 1,704 m²) adjoining the “OU(Logistics Facility)” zone at the west (**Plan 2c**). As advised by CEDD, this strip of “AGR” land, comprising mainly fill slope and few temporary structures, has been included in the land resumption and works limits for the remaining phase development of FLN NDA (as mentioned in footnote 4), forming part of the site intended for the original logistics facility use and the currently proposed industry use for a more comprehensive site formation design in addressing the level difference between the current “OU(Logistics Facility)” zone and the adjacent “AGR” zone. Hence, it is proposed to incorporate this strip of land into Item E Site to facilitate the comprehensive site planning and implementation of the planned use of Item E Site, ensuring development certainty and potential for Item E Site under the LSLD initiative. The Development Bureau (DEVB), LandsD and CEDD support the modified boundary of Item E Site.

- 4.10 Item E Site has direct connection to Man Kam To Road leading to the Man Kam To Boundary Control Point at its northeast, and to the planned Fanling Bypass (Western Section) to its east. Abutting the western and southern boundaries of Item E Site are respectively an area zoned “AGR” on the FLN OZP and Ng Tung River, across which are the planned residential neighbourhoods in Areas 5 and 6 of the FLN NDA. To the north and northeast are areas mainly zoned “Green Belt” (“GB”), “Open Storage” (“OS”) and “OU” annotated “Port Back-up Uses” on the Fu Tei Au and Sha Ling OZP.
- 4.11 Falling within the Boundary Commerce and Industry Zone of the NM, Item E Site enjoys a locational advantage given its proximity to the three boundary control points and the support of the planned residential communities in the FLN NDA. To dovetail with the “industry-driven” development approach for the NM, Item E Site has the potential to accommodate a wider variety of industries in addition to its current logistics-related function. To better reflect this planning intention, it is proposed to rezone Item E Site from “OU(Logistics Facility)” and “AGR” to a “OU(Industry)” with a planning intention to provide land for accommodating diversified value-adding uses with complementary facilities. The proposed zoning would allow a wider range of always permitted uses, including research and development, convention or exhibition facilities, creative industries, and supporting facilities such as staff quarters / talent accommodations, residential institutions, shop and services, eating place etc., thereby facilitating the development of a broad spectrum of industries and a diverse range of job opportunities in the area, and complementing the residential community of the FLN NDA.
- 4.12 Having balanced the intention to maximise development flexibility, market feedback collected through the EOI exercise for LSLD, and not to overstraining the planned infrastructure (detailed in Section 6 below), a maximum PR of 4.5 (of which the domestic PR should not exceed 0.5) is proposed to be stipulated in the Notes of the OZP, whereas the BH restriction of 100mPD (as currently imposed for the “OU(Logistics Facility)” zone) is maintained on the OZP for the “OU(Industry)” zone. Any proposal for further increase in development intensity will be subject

⁹ The total area of the current “OU(Logistics Facility)” zone is about 5.22 ha, which is comparable with that of the proposed “OU(Industry)” zone (about 5.29 ha).

to confirmation of technical acceptability and feasibility demonstrated by the project proponent(s) to the satisfaction of relevant government bureaux and departments (B/Ds).

- 4.13 The type and use of industry, the disposition and layout of buildings, as well as the ancillary and supporting facilities to be provided at Item E Site will be determined at the detailed design and implementation stages, with due regard to infrastructural capacity and potential synergy and compatibility among different industries as appropriate. While the intended industries are expected to be relatively clean in nature, some uses may be considered as dusty uses or sources of noise. The buffer requirement between such operations and any existing and planned accommodations as specified in the HKPSG should be duly followed to minimise potential environmental nuisance. All industry and associated uses should be planned in accordance with the HKPSG and, if applicable, monitored under the relevant environmental legislation and regulations. Project proponent(s), in consultation with relevant government Bb//Ds, will be required to implement appropriate mitigate measures to address any potential environmental issues arising from the development. Such considerations for future use(s) are proposed to be stipulated in the ES of the OZP.

Amendment Item F – Rezoning a piece of land in Area 3 from “OU(Logistics Facility)” to “AGR” (Plans 1b, 2c, 3c, 4c and 4d)

- 4.14 Item F Site (about 972m²) is mainly a portion of private land sandwiched between Item E Site and the current “AGR” zone to its west (**Plan 1b**). It is occupied mainly by active ponds (**Plans 2c, 3c, 4c and 4d**). As advised by LandsD and CEDD, Item F Site has not been included in the authorised land resumption and works limits of the remaining phase development of FLN NDA to avoid affecting existing ponds being closed to the adjacent “AGR” zone as far as technically feasible during the detailed design of site formation and infrastructural works. To better reflect the latest development circumstances and the existing site conditions, it is proposed to rezone Item F Site from “OU(Logistics Facility)” to “AGR”, forming part of the adjoining “AGR” zone. DEVB, LandsD, CEDD and the Agriculture, Fisheries and Conservation Department support or indicate no objection to the rezoning of Item F Site to “AGR”.

5. Increasing Private Housing Land Supply for the FLN NDA

With the proposed amendments outlined in Section 4 above incorporated, FLN NDA will provide a total of about 37,600 flats, accommodating a new population of about 98,700. Taking into account the existing domestic dwellings/structures within the FLN OZP area which are not affected by the NDA development, the total planned population for the FLN OZP area is estimated to be about 99,500 persons.

6. Technical Assessments

- 6.1 CEDD has undertaken the necessary technical assessments to support the proposed amendments outlined in Section 4 above. These assessments have examined the overall implications of all the proposed developments under the proposed

amendments, under the principle that the overall planned infrastructural capacity for FLN NDA shall not be overstrained and if necessary, infrastructural improvement works prompted due the proposed amendments shall be minimal. As indicated in the Rezoning Report (**Attachment V**), the proposed developments would not generate insurmountable adverse impacts on the surrounding areas and the proposed amendments to the OZP are considered technically acceptable. All relevant government B/Ds consulted have no adverse comments on the proposed amendments. A summary of the key findings is provided below:

Visual Impact and Air Ventilation

- 6.2 In formulating the indicative scheme from which the proposed BH restrictions are derived, due regard has been given to the latest planning and development circumstances as well as prevailing policy initiative or requirements, including the promotion of MiC and the exemption of GFA for up to two storeys of aboveground carparks in private developments under the promulgated technical circulars and/or practice notes. The massing adopted in the indicative scheme therefore reflects a realistic allowance for potential increases in BH and bulk under these latest provisions.
- 6.3 A Visual Appraisal (VA) (**Attachment V**) has been conducted to assess the potential visual impacts arising from the proposed amendments. According to the VA (**Drawings 3 to 7**), among the five viewing points (VPs) assessed, the visual impacts are anticipated to be “slight” for VP1 and VP3 and “moderate” for VP2, VP4 and VP5. For the FLN NDA as a whole, the stepped BH profile of the NDA can still be broadly maintained (**Plan 5**). The indicative massing resulted from the proposed amendments are not considered visually incompatible with the planned context in the surroundings and would not result in significant alteration to the planned urban form (**Drawings 3 to 7**). The proposed BH under Amendment Item E remains the same as the current BHR on OZP which will not induce additional visual impact. For the proposed residential developments under Amendment Items A to D, with BHs increased to either 110mPD or 80mPD, they can still be generally regarded as an integral part of the planned medium and high-rise riverside residential neighbourhood, where the planned BHs range from 75mPD to 145mPD (**Plan 5**). Besides, potential visual impact of the proposed development at Item A to D Sites can be alleviated through design features as incorporated in the indicative scheme such as building separations, tower setbacks, permeable design and provision of greenery, etc. (**Drawing 2**). These recommended design measures are proposed to be specified in the ES of the OZP to provide guidance for the future project proponent(s). The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the proposed amendments from the visual perspective.
- 6.4 An Air Ventilation Assessment – Expert Evaluation (AVA-EE) (**Attachment V**) has been conducted to assess the potential air ventilation impacts arising from the proposed amendments. According to the AVA-EE, annual prevailing winds are mainly from the east, east-northeast and north, and the summer prevailing winds are mainly from southwest, west-southwest, east and south in the area (**Drawing 8**). As the proposed amendments, even with increased BHs under Amendment Items A to D, would not affect any major breezeways, air paths or non-building areas, in particular the 50m-wide planned open space at Area 10 which will continue to serve

as a major wind corridor in the locality (**Drawings 2**), significant adverse impact on, or material alteration to, the air ventilation environment of the FLN NDA is not expected (**Drawing 8**). Besides, various design features such as building separations, tower setbacks and permeable design as incorporated in the indicative scheme for Item A to D Sites will facilitate wind penetration (**Drawing 2**). These recommended design measures are proposed to be specified in the ES of the OZP to provide guidance for the future project proponent(s). CTP/UD&L, PlanD has no adverse comment on the proposed amendments from the air ventilation perspective.

Traffic and Transport

- 6.5 A Traffic and Transport Impact Assessment (TTIA) (**Attachment V**) has been conducted to assess the potential traffic and transport impacts arising from the proposed amendments. The TTIA concludes that with the proposed developments with enhanced or revised development intensity in place, all assessed road links and junctions (**Drawings 9 and 10**) would still operate within capacity and additional improvements measure are not required. In particular, for Amendment Item E, it has been assessed that while more diversified uses are introduced for the proposed “OU(Industry)” zone, the planned traffic capacity can support a limited amount of ancillary domestic element (i.e. staff quarters and/or talent accommodations/residential institutions) and a reduced scale of industry development comparing with the non-domestic PR 7 under the original “OU(Logistic Facility)” zone. To ensure that traffic capacity will not be overstrained, according to the TTIA, the future industry development and its domestic element at Item E Site shall be restricted to a maximum non-domestic PR of 4.5 (of which the domestic PR should not exceed 0.5). In terms of public transport, the TTIA also concludes that the planned bus routes in FLN NDA, East Rail Line and Tuen Ma Line will operate within capacity taking into account the proposed amendments. In addition, the proposed amendments will not affect the planned pedestrian and cycle track networks within the FLN NDA which will be well connected with the existing networks in the Fanling/Sheung Shui area, and such planned networks will be capable of accommodating the additional population arising from the proposed amendments. The Commissioner for Transport (C for T) and Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE of HyD) have no adverse comment on the proposed amendments from the traffic and transport perspective.

Sewerage

- 6.6 A Sewerage Impact Assessment (SIA) (**Attachment V**) has been conducted for the proposed amendments. It concludes that for Amendment Items A to D, no adverse impact on the sewerage network is anticipated, whereas for Amendment Item E, with the proposed upgrading works to the planned sewage pumping station (SPS), the overall sewerage capacity will be able to accommodate the diversified industry uses and a limited amount of domestic element. Similar to the consideration on traffic capacity as mentioned above, according to the SIA, the future industry development and its ancillary domestic element at Item E Site shall be restricted to a maximum non-domestic PR of 4.5 (of which the domestic PR should not exceed 0.5). The Director of Environmental Protection (DEP) and Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD) have

no adverse comment on the proposed amendments from the sewerage perspective.

Environment

- 6.7 An Environmental Assessment (**Attachment V**) has been conducted to evaluate the potential environmental impacts, including air quality, traffic noise and fixed noise impacts, arising from the proposed amendments. Based on the assessment findings, and with the adoption of proposed mitigation measures, developments under Amendment Items A to E will not be susceptible to insurmountable environmental impacts and will not cause adverse environmental impacts on the surroundings. DEP has no adverse comment from the environmental perspective.
- 6.8 In particular, for Item A to Item D Sites, with sufficient separation distances adopted between the residential building blocks and the nearby roads to meet the setback requirements as set out in the HKPSG, the predicted traffic noise levels at all residential sensitive uses will comply with the stipulated noise criterion of 70 dB(A). For Item E Site, potential domestic elements like staff quarters / talent accommodation / residential institutions ancillary to the industry development should be planned in accordance with the HKPSG. With the adoption of central air-conditioning system, no adverse road traffic noise and fixed plant noise impacts on the domestic element are anticipated.
- 6.9 As mentioned in paragraph 4.13 above, the intended industries at Item E Site are expected to be relatively clean in nature, and no chimney emission is expected and thus no adverse air quality impact arising from Amendment Item E is anticipated. Whereas some possible industry uses may be considered as dusty uses or sources of noise, associated impacts could be mitigated by proper design and control measures such as full enclosure design, silencers and acoustic linings, etc., during the detailed design and operation stages. All industry and associated uses should be planned in accordance with the HKPSG and, if applicable, monitored under the relevant environmental legislation and regulations. The buffer requirement between such operations and any existing and planned accommodations as specified in the HKPSG should be duly followed to minimise potential environmental nuisance. These considerations are proposed to be specified in the ES of the OZP to provide guidance to future project proponent(s).

Other Technical Aspects

- 6.10 With the implementation of the proposed mitigation measures and improvement works, it is concluded that the proposed amendments are not expected to give rise to any insurmountable issues in respect of water supply and related technical aspects. Relevant government departments consulted, including CE/MN of DSD, Chief Engineer/Construction of Water Supplies Department (CE/C of WSD) and Director of Electrical and Mechanical Services (DEMS), have no adverse comments on the proposed amendments.

7. Provision of GIC Facilities and Open Space

- 7.1 Taking into account the proposed residential sites mentioned above, the planned population of the FLN NDA would be about 99,500. As shown in the summary table for the North District area at **Attachment VI**, the existing and planned

provision of major GIC facilities and open space is generally adequate to meet the demand of the overall planned population in accordance with the HKPSG and the assessments of concerned government B/Ds¹⁰, except those facilities outlined in paragraphs 7.2 and 7.3 below.

GIC Facilities

- 7.2 For the shortfalls in the provision of hospital bed, clinic/health centre, child care centre, community care services facilities and various types of rehabilitation/residential care services¹¹ in the North District area, the standards set for these facilities under the HKPSG represent long-term planning goals¹² and are assessed on a wider spatial context or on a regional/cluster basis. The actual provision will be subject to consideration by the Health Bureau and Social Welfare Department in the planning and development progress having regard to the prevailing service demand, policy directives and available financial resources as appropriate. Provision of these facilities will be carefully monitored, planned and reviewed by relevant government B/Ds. In addition to the services/facilities provided by the Government in accordance with the HKPSG, services and facilities available in the private market may also help meet demand. Furthermore, GIC facilities to be proposed within planned public housing developments in the KTN/FLN NDA (actual provision subject to detailed design) will help address some of the shortfalls.
- 7.3 The shortfall in the provision of sports centre will be monitored, planned and reviewed by relevant government B/Ds on a wider district or regional basis. If initiated by and subject to policy support from the concerned government B/Ds, PlanD would assist in conducting site search to identify suitable sites for such facilities. In any event, PlanD will continue to liaise with relevant government B/Ds to facilitate the provision of GIC facilities in future development or redevelopment when opportunities arise.

Open Space

- 7.4 Based on the previous provision standard¹³, there is a deficit of planned district open space of about 2.63 ha and surplus of planned local open space of about 39.74 ha in the North District area. The overall provision of open space is sufficient to meet the demand of the planned population. Moreover, the proposed residential

¹⁰ In accessing the provision of GIC facilities and open space, the calculation has not taken into account (i) existing and planned provision in private developments, (ii) planned GIC facilities without concrete implementation programme, and (iii) about 5% of domestic GFA reserved for social welfare facilities in public housing development projects in North District area.

¹¹ These include residential care homes for the elderly, pre-school rehabilitation services, day rehabilitation services, and integrated community centre for mental wellness.

¹² The population-based planning standards for child care, rehabilitation/residential care services were reinstated in the HKPSG between 2018 and 2022, and they reflect the long-term target towards which these facilities would be adjusted progressively.

¹³ The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of the HKPSG on 30.12.2025 have not yet been reflected in **Attachment VI** as the figures are being updated. Nonetheless, changes in provision standard or countability of open space will not affect the usage and enjoyment of the existing open spaces by members of the public.

developments under **Amendment Items A to D** would each provide ancillary open space as per the prevailing HKPSG standard to serve their own residents.

8. Proposed Amendments to the Matters shown on the OZP

8.1 The proposed amendments as shown on the draft FLN OZP No. S/FLN/4A at **Attachment II** are as follows:

- (a) **Amendment Item A** (about 1.65 ha) Rezoning of a site in Area 10 from “G/IC” to “R(B)1” with stipulation of a BH restriction of 110mPD
- (b) **Amendment Item B1** (about 0.88 ha) Rezoning of a site in Area 10 from “R(B)” to “R(B)1” with stipulation of a BH restriction of 110mPD
- (c) **Amendment Item B2** (about 0.87 ha) Rezoning of a site in Area 10 from “R(B)” to “R(B)1” with stipulation of a BH restriction of 110mPD
- (d) **Amendment Item C** (about 0.24 ha) Rezoning of a site in Area 7 from “V” to “R(C)” with stipulation of a BH restriction of 80mPD
- (e) **Amendment Item D** (about 1.24 ha) Revision of the BH restriction for a site in Area 7 zoned “R(C)” from 55mPD to 80mPD
- (f) **Amendment Item E** (about 5.29 ha) Rezoning of a site in Area 3 from “OU(Logistics Facility)” and “AGR” to “OU(Industry)” with stipulation of a BH restriction of 100mPD
- (g) **Amendment Item F** (about 972 m²) Rezoning of a site in Area 3 from “OU(Logistics Facility)” to “AGR”

8.2 Apart from the above amendments, the authorised road scheme of Fanling Bypass (Western Section) will be shown on the OZP for information.

9. Proposed Amendments to the Notes of the OZP

The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised as follows:

Covering Notes

- (a) To facilitate low-altitude economy initiative in the FLN NDA, paragraph (7)(b) of the covering Notes is revised to allow provision, maintenance or repair of small unmanned aircraft take-off and landing facilities, on land falling within the boundaries of the OZP except where the uses or developments are specified in Column 2 of the Notes of individual zones.

“R(B)” zone

- (b) In relation to **Amendment Items A to B2** above, the Remarks of the Notes for “R(B)” zone are revised to incorporate the “R(B)1” sub-zone with relevant development restrictions.

“R(C)” zone

- (c) In relation to **Amendment Items C and D** above, the Remarks of the Notes for “R(C)” zone with relevant development restrictions are revised.

“OU(Logistics Facility)” and “V” zones

- (d) In relation to **Amendment Items C and E** above, the Notes for “OU(Logistics Facility)” and “V” zones are deleted.

Proposed “OU(Industry)” zone

- (e) In relation to **Amendment Item E** above, a new set of Notes for “OU(Industry)” zone with relevant development restrictions is incorporated. To allow flexibility for future development on the site, relaxation of the PR and/or BH restriction based on individual merits of a development or redevelopment proposal is incorporated in the Remarks for “OU(Industry)” zone.

“AGR” Zone

- (f) In relation to **Amendment Item F** above, the clause related to filling of pond/land under the Remarks of the Notes for “AGR” zone are revised.

“OU(Bus Depot)” zone

- (g) Opportunity is also taken to revise the Notes for “OU(Bus Depot)” zone by adding ‘Office’ and ‘Shop and Services’ uses to Column 1 to allow more compatible ancillary uses and to provide development flexibility in the development. The zoning, planning intention and relevant development restrictions of the zone remain unchanged. A relaxation clause of the non-building area restriction is incorporated.

“O” Zone

- (h) Opportunity is also taken to add ‘Public Utility Installation (Flood Retention Facilities only)’ use to Column 1 in the Notes for “O” zone, and ‘Public Utility Installation’ is consequentially revised to ‘Public Utility Installation (not elsewhere specified)’ under Column 2, to allow flexibility for the implementation of underground flood retention facilities in planned open space.

Technical Amendments

- (i) With reference to the latest MSN promulgated by the Board, the following technical amendments are proposed to be incorporated:

- i. to revise the Chinese text of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “G/IC” zone.
 - ii. to specify that permitted uses on the lowest two floors of a building and in a free-standing purpose-designed non-domestic building up to five storeys should exclude basements and carparks for “Residential (Group A)” (“R(A)”) zone.
 - iii. to revise the exemption clause for “filling of land/pond or excavation of land” in the Remarks for “Conservation Area” zone such that public works co-ordinated or implemented by the Government, and maintenance, repair or rebuilding works are exempted from the requirement of planning permission.
- (j) Opportunity is taken to specify that permitted uses on the lowest two floors of a building and in a free-standing purpose-designed non-domestic building up to five storeys should exclude basements and carparks for “OU” annotated “Commercial/Residential Development with Public Transport Interchange” (“OU(CRDPTI)”) zone.
- (k) Editorial amendments are incorporated in the Remarks for “R(A)”, “R(B)” and “OU(CRDPTI)” zones.

10. Revision to the Explanatory Statement (ES) of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

11. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/FLN/5.

12. Consultation

12.1 The Fanling District Rural Committee (FDRC), the Sheung Shui District Rural Committee (SSDRC) and the North District Council (NDC) were consulted on the proposed amendments to the OZP on 27.2.2026, 2.3.2026 and 10.3.2026 respectively. Members of FDRC, SSDRC and NDC generally supported the proposed amendments to the OZP.

Consultation with the Rural Committees

12.2 DEVB, PlanD and CEDD jointly consulted FDRC and SSDRC on the proposed amendments to the OZP on 27.2.2026 and 2.3.2026 respectively. Members of both RCs generally supported the proposed amendments. Members of SSDRC raised enquiries or comments mainly on the following issues:

- (a) traffic impact arising from the proposed amendments;
- (b) provision of public car parking spaces for private cars and heavy vehicles;
- (c) provision of shopping facilities for residents of Item C and Item D Sites;
- (d) operation of the proposed bus depot to the east of Item E Site;
- (e) possibility of reserving Item A and Item C Sites for public housing development; and
- (f) the need for hotel developments in the Fanling/Sheung Shui area.

12.3 The responses given were summarised below:

- (a) a TTIA had been conducted to ensure that no insurmountable traffic impacts would be entailed by the proposed amendments;
- (b) adequate provision of car parking space had been reserved for each development site in accordance with the HKPSG. The request for additional spaces for private cars and heavy vehicles would be conveyed to the relevant government B/Ds for follow-up, with flexibility allowed for future development at Item E Site to incorporate such use if required;
- (c) Items C and D were intended for low-density residential developments, and located close to major retail facilities within the planned riverside residential neighbourhood across Ng Tung River;
- (d) detailed design of the proposed bus depot was under preparation by the relevant government B/Ds;
- (e) promulgation of the LSLD initiative was intended to leverage market forces to expedite development of the NM, and therefore Item A and Item C Sites were proposed for private residential developments; and
- (f) the concerns would be conveyed to the relevant government B/Ds for follow-up.

Consultation with the NDC

12.4 DEVB, PlanD and CEDD jointly consulted the NDC on the proposed amendments to the OZP on 10.3.2026. Members of the NDC generally supported the proposed amendments, while a member enquired further information on the school-age population in the North District, and another member raised concerns

on the need for hotel developments in the Fanling / Sheung Shui area. These concerns together with those of FDRC and SSDRC had been conveyed to relevant government B/Ds for follow-up.

Departmental Consultation

12.5 The proposed amendments have been circulated to relevant government B/Ds for comment. No objection or adverse comments have been received and their comments, if any, have been incorporated into the OZP, where appropriate. The relevant government B/Ds include:

- (a) SDEV;
- (b) Secretary for Education;
- (c) Secretary for Transport and Logistics;
- (d) Commissioner for Industry (Innovation and Technology);
- (e) Antiquities and Monuments Office, DEVB;
- (f) District Lands Officer/North, LandsD;
- (g) Chief Estate Surveyor (CES)/New Development Area, LandsD;
- (h) CES/Land Supply, LandsD;
- (i) Chief Building Surveyor/New Territories West, Buildings Department;
- (j) CHE/NTE of HyD;
- (k) Chief Engineer/Railway Development, HyD;
- (l) CE/MN of DSD;
- (m) CE/C of WSD;
- (n) C for T;
- (o) Director of Fire Services;
- (p) DAFC;
- (q) DEP;
- (r) Director of Food and Environmental Hygiene;
- (s) Project Manager (North), CEDD;
- (t) Head of Geotechnical Engineering Office, CEDD;
- (u) DEMS;
- (v) Director of Leisure and Cultural Services;
- (w) Director of Social Welfare;
- (x) District Officer (North), Home Affairs Department;
- (y) Government Property Administrator;
- (z) Director of Housing;
- (aa) Commissioner of Police;
- (bb) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department; and
- (cc) CTP/UD&L, PlanD

Public Consultation after Exhibition of the OZP

12.6 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered to S/FLN/5 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The NDC, FDRC and SSDRC will be informed on the proposed amendments during the exhibition period of the draft OZP.

13. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved FLN OZP No. S/FLN/4 as shown on the draft FLN OZP No. S/FLN/4A at **Attachment II** (to be renumbered to S/FLN/5 upon exhibition) and its Notes at **Attachment III** and that they are suitable for public exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft FLN OZP No. S/FLN/4A (to be renumbered as No. S/FLN/4) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP and agree that the revised ES is suitable for publication together with the OZP.

14. Attachments

Attachment I	Approved FLN OZP No. S/FLN/4 (reduced to A3 size)
Attachment II	Draft FLN OZP No. S/FLN/4A
Attachment III	Draft Notes for the draft FLN OZP No. S/FLN/4A
Attachment IV	Draft ES of Draft FLN OZP No. S/FLN/4A
Attachment V	Rezoning Report for Amendment Items
Attachment VI	Provision of Major Community Facilities and Open Space of the North District area
Drawing 1	The FLN LSLD Pilot Area
Drawing 2	Layout and Section Plan for the Indicative Scheme (Items A to D)
Drawings 3 to 7	Photomontages of the Indicative Scheme (Items A to D)
Drawing 8	Annual and Summer Prevailing Wind (Items A to D)
Drawing 9	Location Plan of Assessed Junctions
Drawing 10	Location Plan of Assessed Road Links
Plans 1a-1b	Location Plans
Plans 2a-2c	Site Plans
Plans 3a-3c	Aerial Photos
Plans 4a-4d	Site Photos
Plan 5	BH Profile of the FLN NDA

**PLANNING DEPARTMENT
MAY 2026**