

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

**PROPOSED PUBLIC UTILITY INSTALLATION (FRESH WATER PUMPING STATION)  
IN GOVERNMENT LAND AT TONG HANG, FANLING**

**- Supplementary Planning Statement -**

**TOWNLAND CONSULTANTS LIMITED**

# PROPOSED PUBLIC UTILITY INSTALLATION (FRESH WATER PUMPING STATION) IN GOVERNMENT LAND AT TONG HANG, FANLING

## SECTION 16 PLANNING APPLICATION

### SUPPLEMENTARY PLANNING STATEMENT

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<b>Client</b>	Construction Division, Water Supplies Department
<b>Planning Consultant and Submitting Agent</b>	Townland Consultants Limited
<b>Engineering Consultant</b>	Asia Infrastructure Solutions Limited

File Reference : WSD/WHS

For and on behalf of Townland Consultants Limited
Approved by : 
Position : <u>Associate Director</u>
Date : <u>24 December 2024</u>

24 December 2024

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## EXECUTIVE SUMMARY

This Section 16 Planning Application (“**S16**”) is submitted on behalf of Construction Division of Water Supplies Department (“**WSD**”) (the “**Applicant**”) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for a Proposed Fresh Water Pumping Station (“**FWPS**”) (“**Proposed FWPS**”) in Government Land at Tong Hang, Fanling (the “**Site / Application Site**”).

The Application Site is zoned “Other Specified Uses (Amenity Area)” (“**OU(A)**”), “Other Specified Uses (Petrol Filling Station)” (“**OU(PFS)**”) and Agriculture (“**AGR**”) under the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19 (“**Approved OZP**”). ‘Public Utility Installation’ is a Column 2 Use under the “OU(A)”, “OU(PFS)” and “AGR” zones that may be permitted with or without Conditions on application to the TPB.

The existing water treatment capacity of Sheung Shui Water Treatment Works (“**WTW**”) is not adequate to cater for the fresh water demand arising from the proposed developments in North District from 2030. To address the shortfall, improvement works for the trunk transfer system to convey fresh water from Tai Po WTW to North District is proposed under the Project 9377WF – Improvement of Water Supply to Northern New Territories. The Proposed FWPS forms an essential part of the improvement works for the trunk transfer system to convey fresh water to North District.

The Proposed FWPS comprises of two (2) separate one-storey (excluding basement) buildings, namely a Pump Building in the east and an Electrical Building in the west. The Proposed FWPS will serve as a booster pumping station to take treated water from the Tai Po Tau Fresh Water Primary Service Reservoir (“**FWPSR**”) to Tong Hang Fresh Water Service Reservoir (“**FWSR**”) and Tong Hang No. 2 FWSR, Table Hill FWSR, Ping Che FWSR, proposed Tong Hang No. 3 FWSR and proposed Table Hill No. 3 FWSR and via existing and proposed trunk water mains to the Tong Hang Fresh Water Service Reservoirs. The abovementioned FWSRs which will then convey the fresh water to the various supply zones.

This Supplementary Planning Statement (“**SPS**”) demonstrates that the Proposed FWPS is acceptable on the following grounds:

- The Proposed FWPS is an essential infrastructure to cater for the fresh water demand arising from the proposed developments in North Districts from 2030;
- Identification of a suitable site for the Proposed FWPS is heavily influenced by the water supply network and location of the fresh water service reservoirs. The Application Site is the most suitable location for the Proposed FWPS after a comprehensive consideration of operation requirements, site availability, potential interface issue and the recommendations by HKPSG;
- The Proposed FWPS will not result in adverse land use impact to the surrounding context;
- The Proposed FWPS as a low-rise public utility infrastructure is considered not incompatible with the surrounding rural setting; and
- The Proposed FWPS will not cause any undesirable landscape, visual, drainage or traffic impact.

In light of the above, Members of the BOARD are sincerely requested to give favourable consideration to this Planning Application.

# 行政摘要

( 內文如有差異，以英文版本為準 )

根據《城市規劃條例》第十六條，我司代表水務署建設部( 下稱「申請人」) 向城市規劃委員會( 下稱「城規會」) 呈交規劃申請書，請求批准於粉嶺塘坑的一幅政府用地( 下稱「申請地點」或「地盤」) 設置食水抽水站( 下稱「擬議食水抽水站」) 。

申請地點座落於《龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19》( 下稱「核准圖」) 的「其他指定用途( 美化市容地帶)」、「其他指定用途( 加油站)」及「農業」地帶。「公用事業設施裝置」於這些地帶中為第二欄用途，須先向城規會申請，並可能在有附帶條件或無附帶條件下獲准。

現時上水濾水廠的濾水量將不足以應付北區由 2030 年後擬議發展的食水需求。為解決食水供應不足的問題，工程項目編號 9377WF - 「新界北區食水供應改善工程」擬議就大埔濾水廠至北區的輸水幹管系統進行改善工程。擬議食水抽水站是輸水幹管系統改善工程中把食水輸送到北區不可或缺的一部分。

擬議食水抽水站由兩座單層( 不包括地庫) 建築物組成，包括位於東面的泵房及位於西面的電房。擬議食水抽水站將用作增壓抽水站，將經處理的食水從大埔頭食水主配水庫輸送至塘坑食水配水庫、塘坑二號食水配水庫、桌山食水配水庫、坪輦食水配水庫、擬議塘坑三號食水配水庫及擬議桌山三號食水配水庫。以上的食水配水庫將把食水再輸送至各供水區。

此補充規劃文件顯示擬議食水抽水站是可接受的，理由如下：

- 擬議食水抽水站是一項重要的基建，以應付 2030 年後北區擬議發展對食水日益增加的需求；
- 擬議食水抽水站的選址很大程度上受限於供水網絡及食水配水庫的位置影響。經全面考慮運作要求、用地可供發展的時間、潛在的土地銜接問題及《香港規劃標準與準則》的建議後，申請地點是擬議發展最理想的選址；
- 擬議食水抽水站將不會對周邊環境造成不良的土地用途影響；
- 擬議食水抽水站屬低層公用事業設施基建，與周邊的鄉郊地區並非不兼容；及
- 擬議食水抽水站不會為景觀、視覺、排水及交通帶來負面影響。

鑒於上述原因理由，我司懇請城規會考慮批准是次規劃申請。

Reference: WSD/WHS/KELVINHC/02  
Date: 24 December 2024

**TO THE TOWN PLANNING BOARD:**

**SECTION 16 PLANNING APPLICATION  
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED PUBLIC UTILITY INSTALLATION (FRESH WATER PUMPING STATION)  
IN GOVERNMENT LAND AT TONG HANG, FANLING**

**- SUPPLEMENTARY PLANNING STATEMENT -**

**1 INTRODUCTION**

- 1.1 This Section 16 (“**S16**”) Planning Application is submitted on behalf of Construction Division of Water Supplies Department (“**WSD**”) (the “**Applicant**”) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for a Proposed Fresh Water Pumping Station (“**FWPS**”) (“**Proposed FWPS**”) in Government Land at Tong Hang, Fanling (the “**Site / Application Site**”).
- 1.2 The existing water treatment capacity of Sheung Shui Water Treatment Works (“**WTW**”) is not adequate to cater for the fresh water demand arising from the proposed developments in North District from 2030. To address the shortfall, improvement works for the trunk transfer system to convey fresh water from Tai Po WTW to North District is proposed under the Project 9377WF – Improvement of Water Supply to Northern New Territories. The Proposed FWPS forms an essential part of the improvement works for the trunk transfer system to convey fresh water to North District.
- 1.3 This Supplementary Planning Statement (“**SPS**”) provides relevant information on the Proposed FWPS to facilitate the BOARD’s consideration. The following sections will provide a description of the Application Site and its surroundings, the planning context, details of the Proposed FWPS and justifications in support of the application.

## 2 SITE CONTEXT

### 2.1 Site Location and Existing Context

2.1.1 The Application Site, with a site area of about 2,977.393m<sup>2</sup>, is located within Government Land at Tong Hang, Fanling (**Figures 2.1** refers). The western part of the Site is currently occupied by Civil Engineering and Development Department (“**CEDD**”) for the construction of Fanling Bypass (Eastern Section). Upon completion, the Fanling Bypass will be crossing above the western part of the Site. The eastern part of the Site is currently vacant and fenced off. A portion of the Site encroached into the adjacent public cycle track to the north (**Para. 4.3.3** refers).

### 2.2 Surrounding Land Uses

2.2.1 The Application Site is located within a rural setting predominately surrounded by existing villages, agricultural land and mountain ranges (**Figure 2.2** refers):

- The New Territories Cycle Track Network and East Rail Line, running in parallel to the Ma Wat River in northwest-southeast direction, are located to the north of the Site. Tong Hang Tsuen, Tong Hang Tung Tsuen and some squatters are located from the further north to the east of the Site at the foot of Lung Shan. Tong Hang Fresh Water Service Reservoir (“**FWSR**”), Tong Hang No. 2 FWSR and Tong Hang No. 3 FWSR (currently under construction with planning permission under Application No. A/NE-HT/8) are located to the further northeast of the Site.
- Area to the east and southeast of the Site are the construction site of Fanling Bypass (Eastern Section) and the Fanling Highway.
- Two (2) nurseries are abutting the southern boundary of the Site. Across Fanling Highway and to the further south of the Site comprises of the Wo Hop Shek Village and a planned public housing development at Fanling Area 48 approved by the TPB on 12 January 2024 (Application No. A/FSS/295).
- A petrol filling station (“**PFS**”) (Caltex Kau Lung Hang Petrol Filling Station) is located to the west of the Site.

### 2.3 Land Status

2.3.1 The Application Site is situated on Government Land.

### 2.4 Accessibility

2.4.1 The Application Site can be accessed from Tai Wo Service Road East which conveniently connects to Fanling Highway.

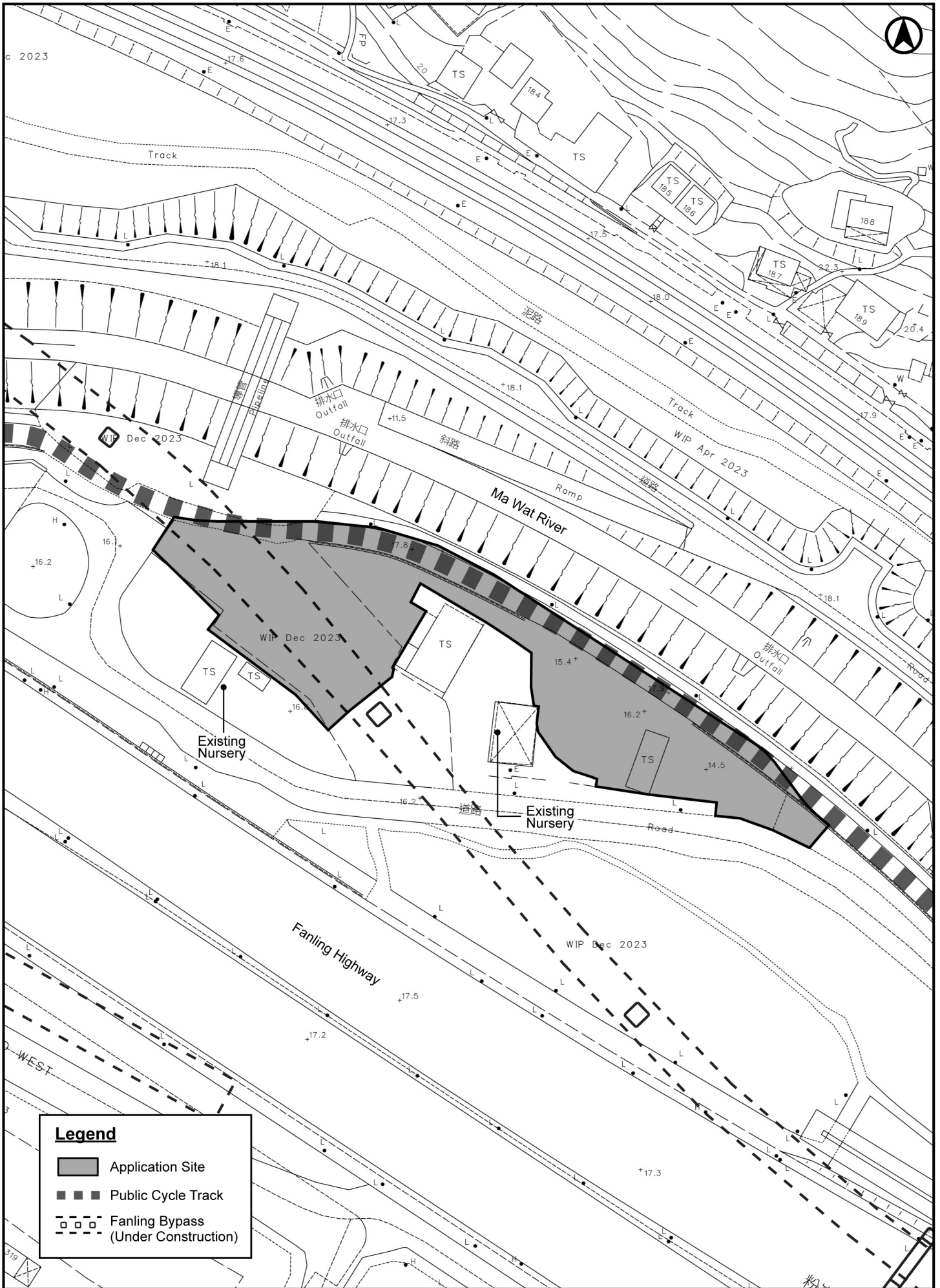


FIGURE 2.1 SITE LOCATION PLAN  
SCALE 1 : 1,000





### 3 PLANNING CONTEXT

#### 3.1 Statutory Planning Context

*Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19*

3.1.1 The Application Site falls within land zoned “Other Specified Uses (Amenity Area)” (“**OU(A)**”), “Other Specified Uses (Petrol Filling Station)” (“**OU(PFS)**”) and Agriculture (“**AGR**”) under the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19 (“**Approved OZP**”) (**Figures 3.1** and **3.2** refer).

3.1.2 According to the Statutory Notes of the Approved OZP, the planning intention of the “OU(A)” zone is “to designate land for the development of nursery garden, landscape and amenity area”, while the planning intention of “OU(PFS)” zone is “to allocate land for petrol filling station use”. The planning intention of the “AGR” zone is “intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes”. Developments involve filling of pond and/ or filling of land (except for purposes irrelevant to this Application) require planning permission.

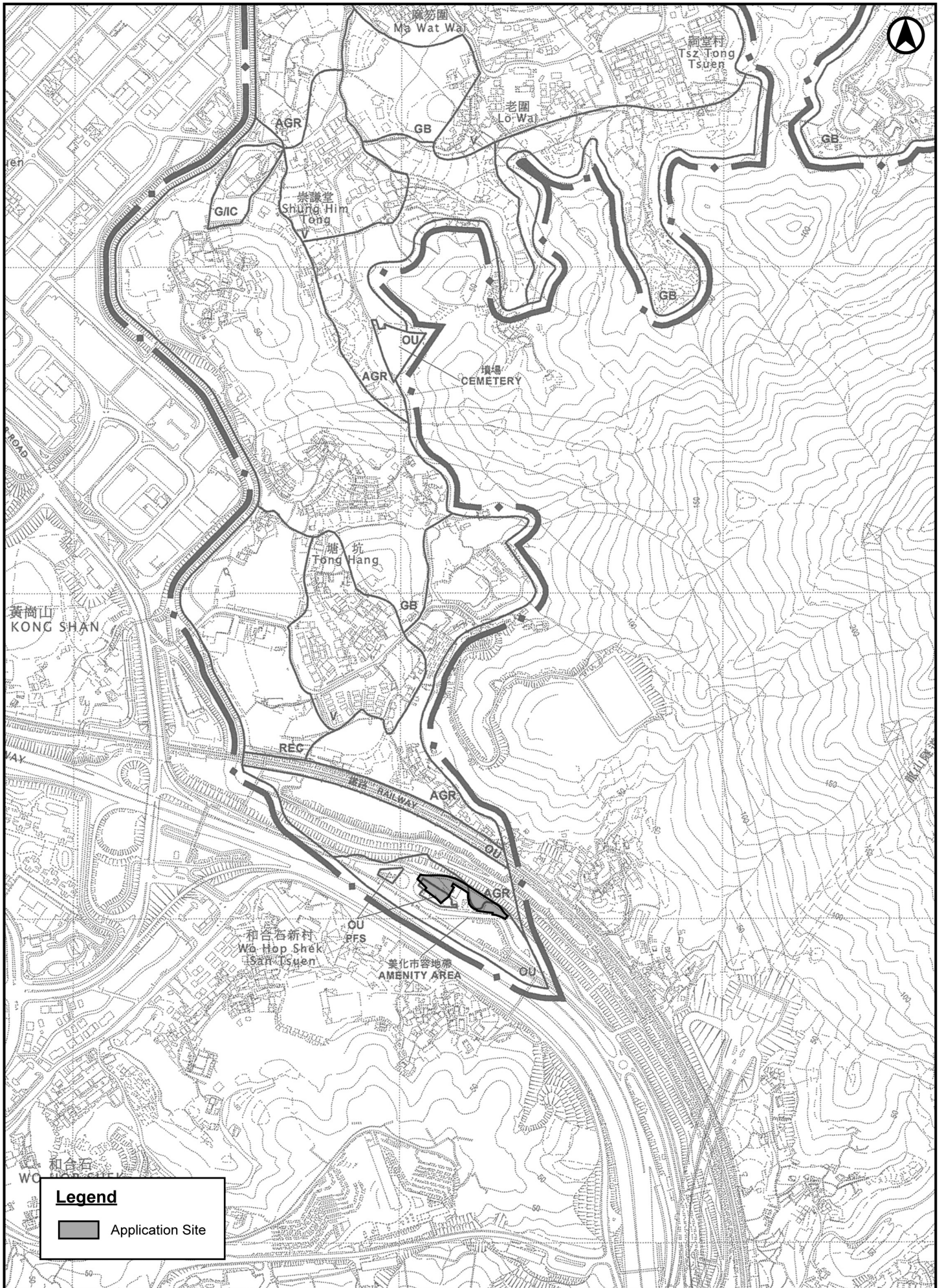
3.1.3 ‘Public Utility Installation’ (“**PUI**”) is a Column 2 Use under the “OU(A)”, “OU(PFS)” and “AGR” zones that may be permitted with or without Conditions on application to the TPB.

#### 3.2 Non-Statutory Planning Context

*Northern Metropolis Development Strategy and Action Agenda*

3.2.1 In 2021, the Government put forth the Northern Metropolis Development Strategy (“**NMDS**”) to develop the northern New Territories that covers new towns in Yuen Long, Tin Shui Wai, Fanling/Sheung Shui, various New Development Areas (“**NDAs**”) and development nodes into a metropolitan area good for people to live in, work and travel as well as a new economic engine of Hong Kong.

3.2.2 The Government then formulated the Northern Metropolis Action Agenda (“**NMAA**”) to set out development blueprint and implementation plan. Among the four major zones in NM, the northeastern part of NM is identified as Boundary Commerce and Industry Zone which comprises Fanling /Sheung Shui New Town, Kwu Tung North (“**KTN**”)/ Fanling North (“**FLN**”) NDA, Ma Tso Lung and New Territories North (“**NTN**”) New Town (covering Lo Wu/ Man Kam To, Ta Kwu Ling, Heung Yuen Wai, Ping Che, Hung Lung Hang, Queen’s Hill etc.). Substantial economic and residential uses are being planned/ proposed within this zone which require reliable infrastructure to support. According to NMAA, the existing new towns in this zone consists of about 92,300 residential units that house about 255,300 people and has an employment population of approx. 55,000 (**Section 4.2 of the NMAA** refers). The major development projects, excluding NTN New Town and Ma Tso Lung which are being studied, comprises of about 129,600 residential units that house about 340,100 people and providing employment opportunities of about 53,100 (**Section 4.2 of the NMAA** refers).



WSD/WHS

FIGURE 3.1 APPROVED LUNG YEUK TAU AND KWAN TEI SOUTH  
 OUTLINE ZONING PLAN NO. S/NE-LYT/19 (EXTRACT)  
 SCALE 1 : 7,500

OTHER SPECIFIED USES

Column 1  
Uses always permitted

Column 2  
Uses that may be permitted with or  
without conditions on application  
to the Town Planning Board

Railway Track	<u>For "Railway" Only</u> Government Use Public Utility Installation
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Planning Intention

The planning intention of this zone is to reflect the land occupied by the railway tracks of Mass Transit Railway.

	<u>For "Petrol Filling Station" Only</u>
Petrol Filling Station	Government Use Public Utility Installation

Planning Intention

The planning intention of this zone is to allocate land for petrol filling station use.

	<u>For "Amenity Area" Only</u>
Amenity Area	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

The planning intention of this zone is to designate land for the development of nursery garden, landscape and amenity area.

(Please see next page)

AGRICULTURE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre only) On-Farm Domestic Structure Public Convenience Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Animal Boarding Establishment Barbecue Spot Burial Ground Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) House (New Territories Exempted House only, other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Picnic Area Place of Recreation, Sports or Culture (Horse Riding School, Hobby Farm, Fishing Ground only) Public Utility Installation Religious Institution (not elsewhere specified) School Utility Installation for Private Project

Planning Intention

This zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.

Remarks

- (a) Any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

AGRICULTURE (Cont'd)

Remarks (Cont'd)

- (b) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/10 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance. This restriction does not apply to filling of land specifically required under prior written instructions of Government department(s) or for the purposes specified below:
- (i) laying of soil not exceeding 1.2m in thickness for cultivation; or
  - (ii) construction of any agricultural structure with prior written approval issued by the Lands Department.

### Policy Address

- 3.2.3 The Policy Address is the annual address made by the Chief Executive (“CE”) of Hong Kong outlining the policy objectives of the Government for the following year. In the CE’s 2021 Policy Address, NM was introduced as an international Innovation and Technology (“I&T”) hub to facilitate Hong Kong integrating into the overall development of the country. It was estimated that the NM will be able to accommodate a population of about 2.5 million with about 905,000 to 926,000 units (**Para. 30 of the 2021 Policy Address** refers).
- 3.2.4 In the CE’s 2022 Policy Address, the Government acknowledged the NM as the new engine for growth and recognised the need to enhance quantity, speed, efficiency and quality to implement the major development projects (**Para. 54 of the 2022 Policy Address** refers).
- 3.2.5 The CE’s 2023 Policy Address continued to emphasise on the importance of NM as the new engine for Hong Kong’s future growth and indicated the adoption of “industry-driven and infrastructure-led” approach as NM’s key planning axle (**Para. 78 of the 2023 Policy Address** refers).
- 3.2.6 While the NM will progressively enter the maturity phase, the latest CE’s 2024 Policy Address announced the Government will expedite the implementation of economic and housing-related projects in the NM (**Para. 138 of the 2024 Policy Address** refers).

### Chapter 7 of Hong Kong Planning Standards and Guidelines – Utility Services

- 3.2.7 Recognising that the provision of utility services is fundamental to modern living and they are essential components of the basic infrastructure, the Hong Kong Planning Standards and Guidelines (“HKPSG”) recommends that the provision should be well coordinated and integrated to achieve a coherent and aesthetic design (**Para 1.1 of Chapter 7 of the HKPSG** refers). The size of the building/ structures of the utility installation should be minimised as far as practicable and the development potential of the sites identified should be utilised (**Para 1.3.1 and 1.3.2 of Chapter 7 of the HKPSG** refer).
- 3.2.8 For water pumping stations, sites located within reasonable proximity to the source of supply is preferred. The identified site should also have adequate vehicular access to facilitate maintenance and transportation of materials. To avoid adverse noise impact on sensitive uses (e.g. residential), the pumping stations should be located from the residential developments as far as practicable. Furthermore, landscape features should also be introduced to enable the pumping stations blending in with the surrounding environment (**Para 6.2.2 of Chapter 7 of the HKPSG** refers).

## **3.3 Planning History**

- 3.3.1 The Site was originally zoned “Unspecified Use” under the Lung Yeuk Tau & Kwan Tei South Development Permission Area Plan No. DPA/NE-LYT/1 gazetted on 12 July 1991. A S16 Planning Application (Application No. A/DPA/NE-LYT/46) for PFS with associated approach road and nursery gardens at majority part of the Site was approved with conditions under a Section 17 Review on 8 October 1993.
- 3.3.2 On 1 July 1994, the Draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/1 was gazetted where the Site was zoned “Comprehensive Development Area” (“CDA”) and “AGR”. The planning intention of the “CDA” zone was for the development of a petrol filling station with plant nursery. Subsequently, two S16 Planning Applications (Application Nos. A/NE-LYT/197 and A/NE-LYT/220) for Proposed Petrol and Liquefied Petroleum Gas Filling (“LPG”) Station were approved with conditions on 17 March 2000 and 4 May 2001 respectively.
- 3.3.3 On 3 May 2002, the “CDA” zone was then rezoned to “OU(PFS)” and “OU(A)” under the Draft Lung Yeuk Tau & Kwan Tei South Outline Zoning Plan No. S/NE-LYT/6 to reflect the existing PFS and a proposed petrol and liquefied petroleum gas filling station and the intention of developing nursery garden, landscape and amenity area within the “CDA” zone.

- 3.3.4 The proposed petrol and liquefied petroleum gas filling station has never been implemented whilst the nursery was implemented but then fragmented due to resumption of land for the construction of Fanling Bypass (Eastern Section) (under Project Number 747CL - Advance Site Formation and Engineering Infrastructure Works at Kwu Tung North and Fanling North New Development Areas).
- 3.3.5 The Previous Planning Applications involving a portion of the Application Site is summarised in **Table 3.1**.

**Table 3.1 Previous Planning Applications at the Application Site**

Application No.	Applied Use	Address	Decision Date
A/DPA/NE-LYT/46	PFS with associated approach road and nursery gardens	Tai Po Road - Fanling	Approved with conditions on Section 17 Review on 8 Oct 1993
A/NE-LYT/197	Proposed Petrol and Liquefied Petroleum Gas Filling Station	Tong Hang, Fanling, New Territories	Approved with conditions on 17 March 2000
A/NE-LYT/220	Proposed Petrol and Liquefied Petroleum Gas Filling Station	Tong Hang, Fanling, New Territories	Approved with conditions on 4 May 2001



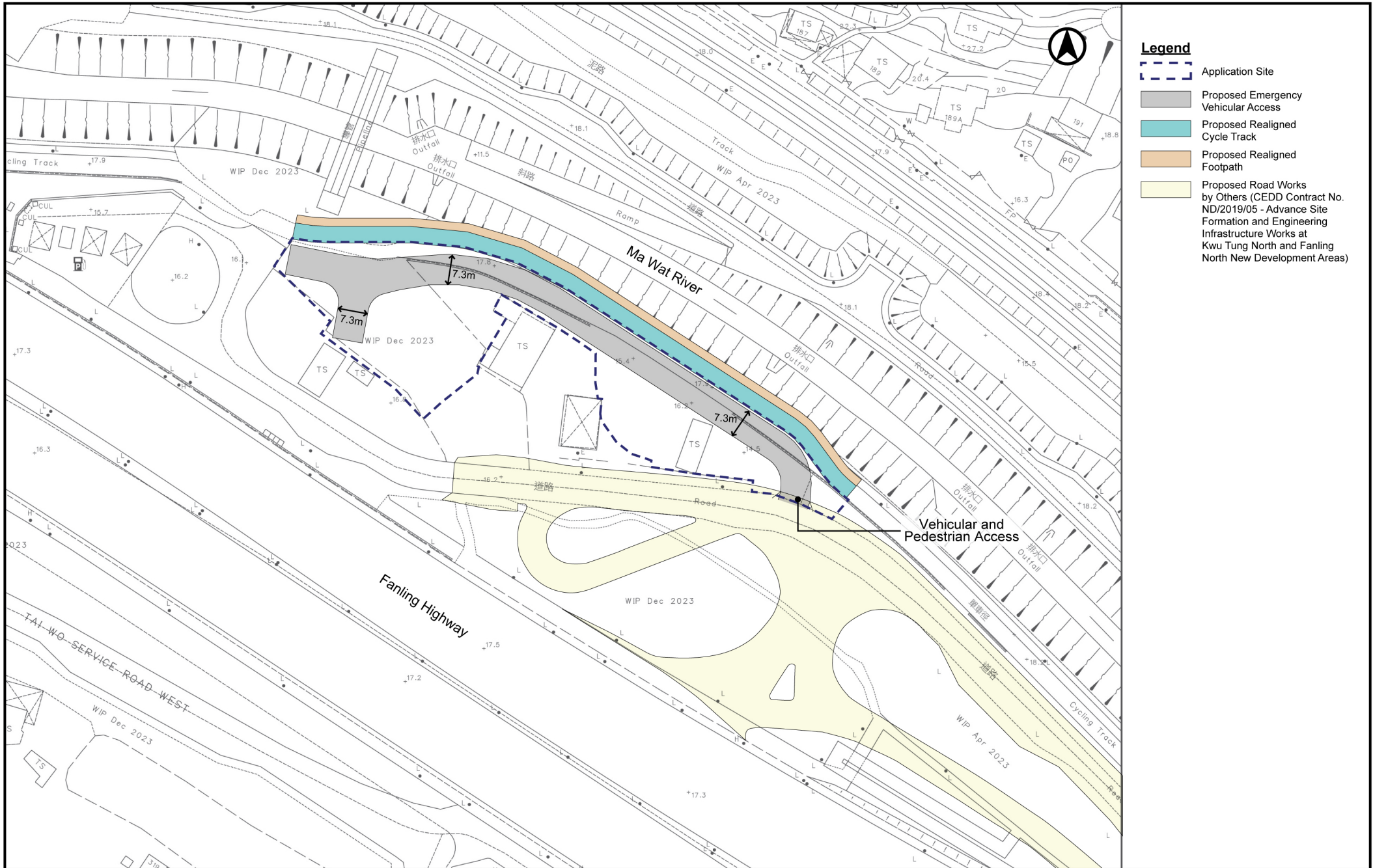
## 4 THE PROPOSED FWPS

### 4.1 Site Selection for Fresh Water Pumping Station

- 4.1.1 FWPS is a critical infrastructure in conveying fresh water with its primary function of pumping and conveying water from one source (e.g. WTW or reservoir) to the designated locations. To maximise energy efficiency and cost-effectiveness of construction, FWPSs are preferred to locate in proximity to either reservoirs or WTWs. In this context, FWPSs should also be located along the existing trunk water main between Tai Po Tau Fresh Water Primary Service Reservoir (“**FWPSR**”) and Tong Hang FWSR Group to avoid rerouting works.
- 4.1.2 To meet the planned population intake programme of various proposed developments in the North District (including but not limited to, Kwu Tung North NDA, Fanling North NDA, Lok Ma Chau Loop Development, Wa Shan Development, Fanling Zone 2 Greenbelt Site, Tai Tau Leng Development, etc.), potential sites which could allow for timely implementation of the FWPS are preferred. In this regard, sites situated on Government Land has been selected, instead of private land, to avoid the need of the land resumption process. With reference to HKPSG, FWPS are not recommended to be located in close proximity to major residential populations due to potential adverse noise impact (**Para. 3.2.8** refers). Furthermore, due to technical constraints, it will also not be feasible for the FWPS to co-locate with other uses. In this regard, sites with limited development potential and will not cause incompatible land use interfaces have been prioritised.
- 4.1.3 Based on the above considerations stated in **Para 4.1.1** and **4.1.2**, the Application Site, located on Government land and in proximity to Tong Hang FWSRs, is identified as the preferred Site for the Proposed FWPS. The Application Site can be conveniently accessed by Fanling Highway via Tai Wo Service Road East to facilitate ease of maintenance. It is also located away from residential population who would be sensitive to the potential noise impact by the Proposed FWPS. Furthermore, the Application Site has limited development potential due to its peculiar shape and the development restrictions rendered by the Fanling Bypass above and the PFS nearby. The Proposed FWPS will be able to utilise the unused space without compromising any development potential. The site selection is considered in line with Chapter 7 of the HKPSG.

### 4.2 The Proposed Fresh Water Pumping Station

- 4.2.1 The Proposed FWPS will serve as a booster pumping station to enable fresh water from the Tai Po Tau FWPSR to be transferred to existing Tong Hang FWSR and Tong Hang No. 2 FWSR, Table Hill FWSR, Ping Che FWSR, proposed Tong Hang No. 3 FWSR and proposed Table Hill No. 3 FWSR via existing and proposed fresh water trunk mains by increasing the water pressure. The abovementioned FWSRs will then distribute the fresh water to corresponding supply zones serving Fanling, Sheung Shui, Ping Che and Kau Lung Hang areas.
- 4.2.2 The Proposed FWPS comprises of two (2) separate one-storey (excluding basement) buildings, namely a Pump Building in the east and an Electrical Building in the west (**Appendix 1** refers). The Pump Building will house pump motors with pumping capacity of 404,000m<sup>3</sup>/day at 65m head, while the Electrical Building will be an ancillary building that support the operation of the Pump Building. The Proposed FWPS will be an unmanned facility and will not subject to the potential risk by the nearby PFS and town gas pipelines.
- 4.2.3 The proposed ingress/egress is located at the western-end of the Application Site. No parking space nor loading/unloading space will be provided on-site. Due to limited site area and site constraints, minor encroachment into the adjacent cycle track and footpath to the north to accommodate an emergency vehicular access (“**EVA**”) will be required. A local realignment of the adjacent footpath and cycling track (**Figure 4.1** refers) will be undertaken by WSD and then handed back to Highways Department (“**HyD**”) and Transport Department (“**TD**”) for maintenance and management respectively. TD and HyD were consulted and have no adverse view on the realignment proposal.



**FIGURE 4.1 REALIGNMENT PROPOSAL OF EXISTING FOOTPATH AND CYCLE TRACK**  
 NOT TO SCALE

4.2.4 The technical and accommodation schedules of the Proposed FWPS are summarised in **Table 4.1** below.

**Table 4.1 Technical and Accommodation Schedules**

Technical Schedule	Pump Building	Electrical Building
Site Area	Approx. 2,977.393m <sup>2</sup>	
Gross Floor Area	440m <sup>2</sup>	320m <sup>2</sup>
Site Coverage	Approx. 27%	
No. of Storeys	1 storey (excluding 1 storey of basement)	1 storey
Building Height (at Main Roof Level)	Approx. 25.9mPD	Approx. 23.310mPD
Absolute Building Height	Approx. 8m	Approx. 5.410m
Accommodation Schedule		
B/F	Pump Motors	-
G/F	Pump Motors	Electrical Facilities

### 4.3 Design Considerations and Landscape Proposal

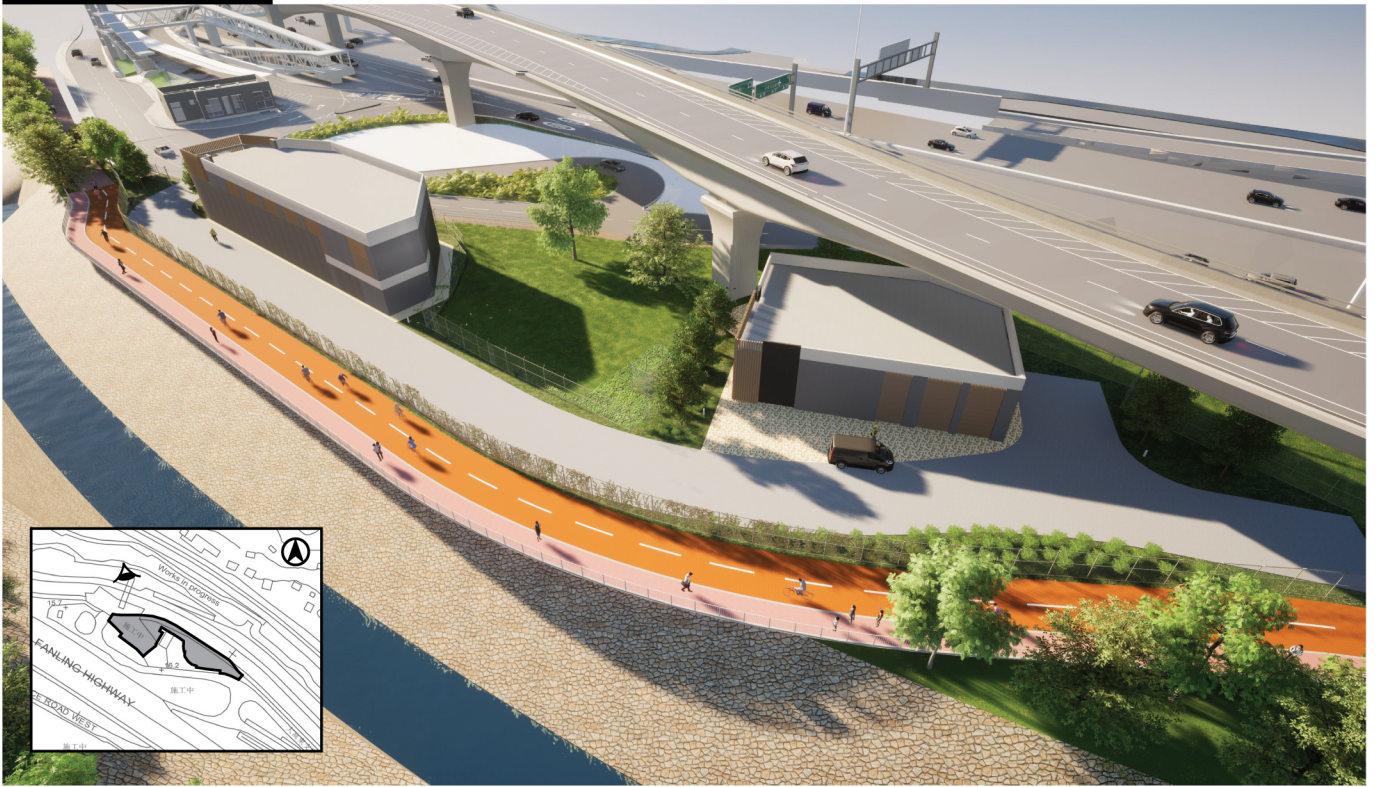
4.3.1 With the intention to avoid resumption of private land, the Application Site is in a peculiar shape which is not feasible to accommodate one sizeable building block. In addition, the requirement of EVA further limits the developable area within the Site. In terms of building height, the Fanling Bypass above the Application Site requires vertical clearance of not less than 4m between the soffit of the viaduct and the building structures below for the purpose of inspection and maintenance of the Fanling Bypass in future. As a result, two separate building blocks are needed to accommodate the necessary pumping and electrical facilities. Since the Pump Building requires high headroom to install cranes and air conditioning for the operation and maintenance of the pumps, it is proposed at the eastern portion of the Site where there is no viaduct above. The electrical facilities are proposed to be accommodated in a separate building block to allow convenient ground level access to the transformer room for ease of maintenance. Multi-storey structure in close proximity to the viaduct of Fanling Bypass can be avoided.

4.3.2 To minimise the visual impact of the building structures to the nearby pedestrian and cyclist, vertical greening is proposed along the fence wall to minimise the visibility of the Proposed FWPS. Quality landscape will also be provided within the Site to not only fulfil the greenery coverage requirement but also soften the man-made structure. Evergreen species are selected to provide greening effects all-year-round. Materials with earth tone for hardscape are selected to keep the structure and proposed works as harmonious as possible with the surrounding environment. As demonstrated in the artists' impressions (**Figures 4.2** and **4.3** refer), the Proposed FWPS will not be incompatible with the surrounding rural setting and the impact to the streetscape would be minimised.

### 4.4 Development Programme

4.4.1 The construction of the Proposed FWPS is scheduled to commence in Q4 2025 and complete by Q3 2029 tentatively to tie in with the earliest anticipated date for population intake in Fanling North NDA in North District. Given the construction of the Fanling Bypass (Eastern Section) will be tentatively completed in 2025, there will be minimal interface issue between the construction of the Proposed FWPS and Fanling Bypass (Eastern Section). CEDD will also be consulted if there are any potential conflict with their works area.

**BIRD'S EYE VIEW**



**BIRD'S EYE VIEW**

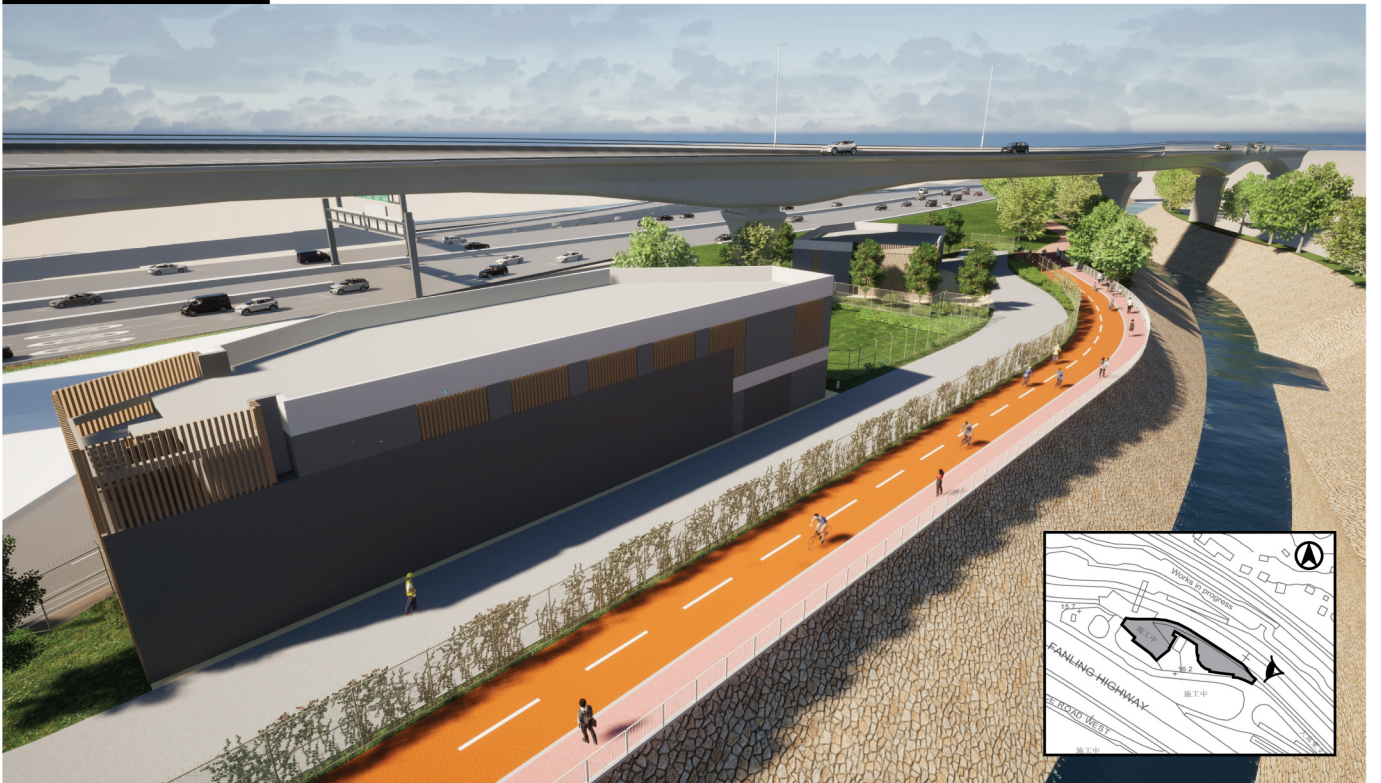
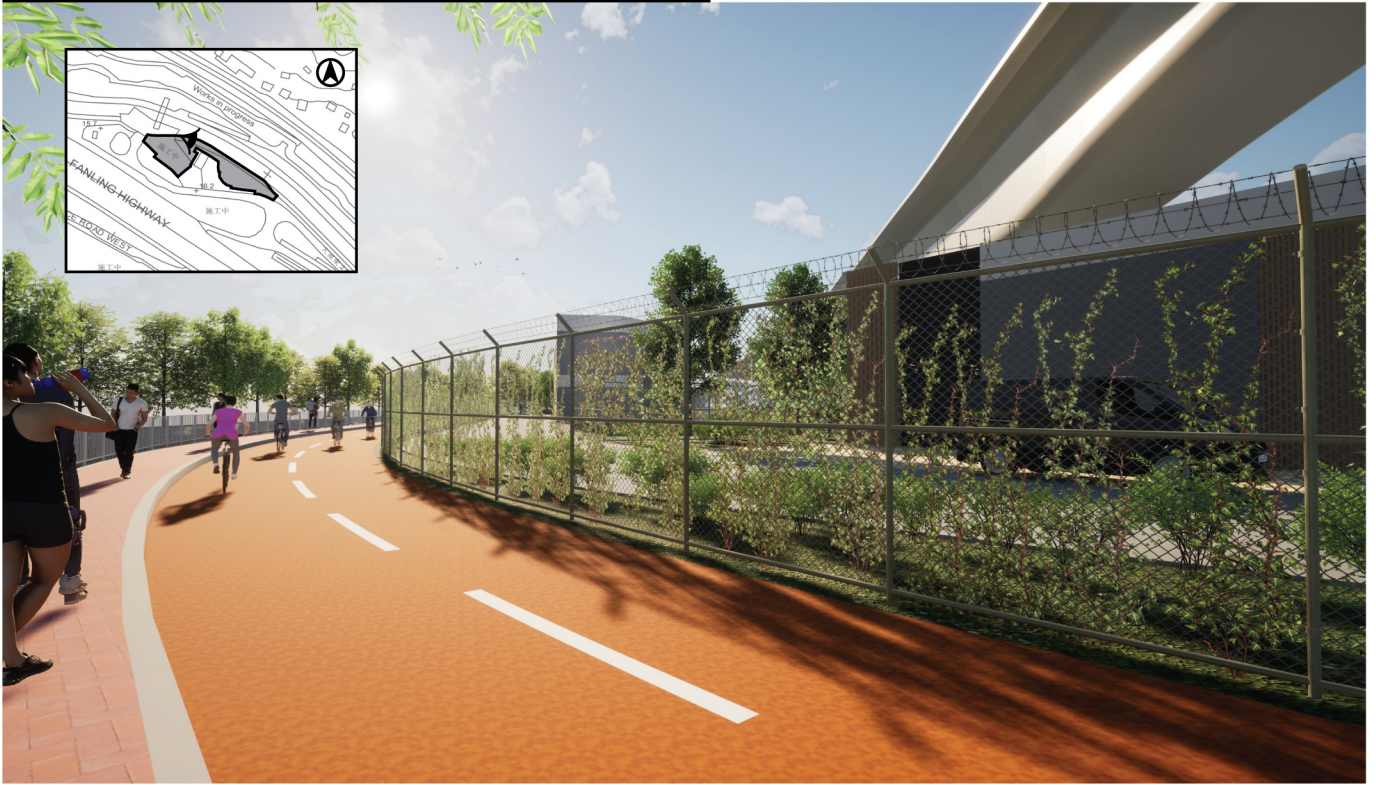
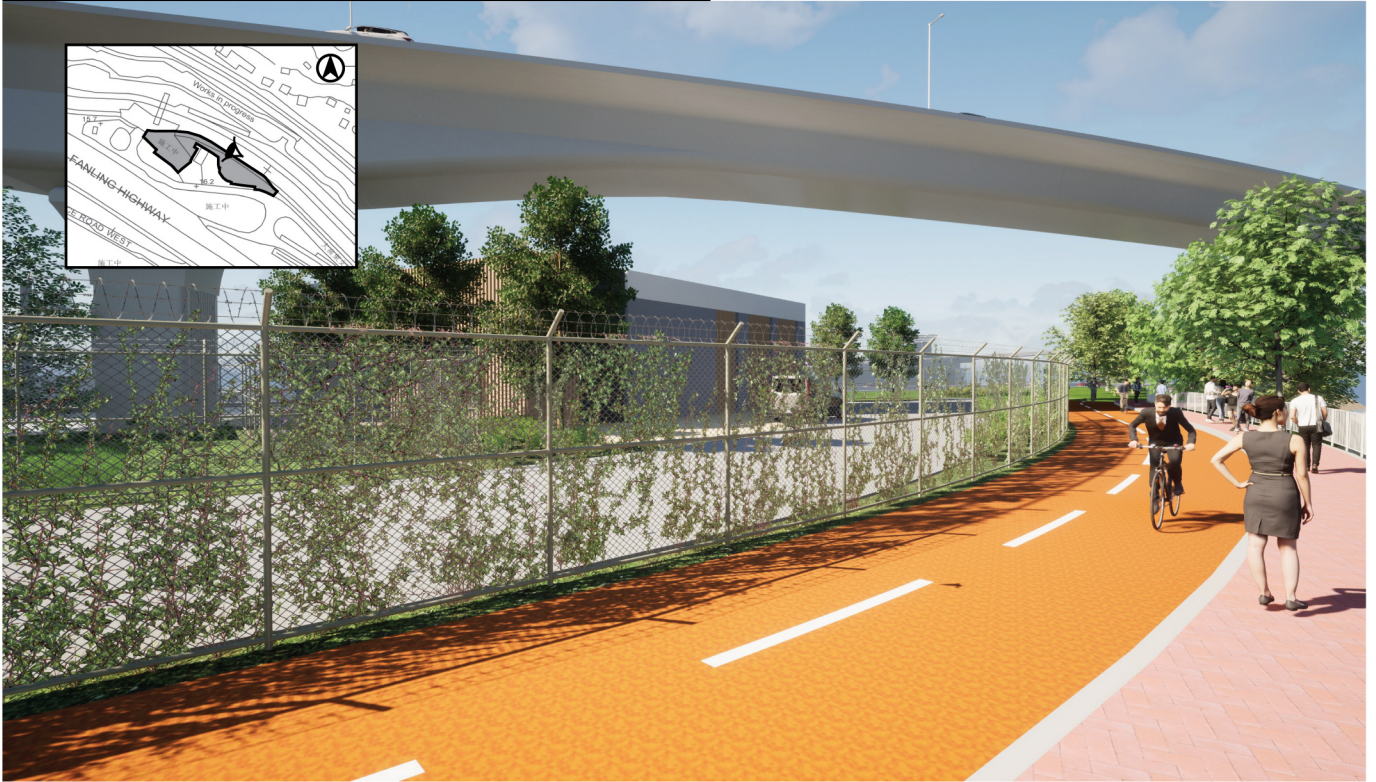


FIGURE 4.2 ARTIST IMPRESSION (1)

**VIEW FROM FOOTPATH NEXT TO MA WAT RIVER**



**VIEW FROM FOOTPATH NEXT TO MA WAT RIVER**



## **5 PLANNING MERITS AND JUSTIFICATIONS**

### **5.1 Catering the Rising Demand of Fresh Water in the Northern Metropolis**

5.1.1 As outlined in the NMAA, the Boundary Commerce and Industry Zone in the northeastern part of NM is planned with substantial population intake in medium to long term under various NDAs and new housing developments in Fanling/ Sheung Shui (e.g. Wa Shan, Choi Shun Street and Fanling Area 17 etc). With the limitation to expand the Sheung Shui WTW, improvement works for the trunk transfer system to convey fresh water from Tai Po WTW to North District is proposed under the Project 9377WF – Improvement of Water Supply to Northern New Territories to support the substantial increase in fresh water demand arising from proposed developments in North District.

5.1.2 The Proposed FWPS is a necessary infrastructure to facilitate the transfer of fresh water from Tai Po WTW to the supply zones in North District. In particular, the Proposed FWPS will increase the water pressure to allow the fresh water transfer to different topographical levels and further locations (e.g. Ping Che FWSR which is 7.95km from the Proposed FWPS) to serve future populations, which would otherwise be impractical without the Proposed FWPS.

### **5.2 In Line with Government Policy Objectives**

5.2.1 The Proposed FWPS aligns with the HK2030+ in creating infrastructural capacity for sustainable growth. In particular, it will support the NMDA by providing adequate water supply to the northeastern part of NM in a timely manner to enable various major developments.

5.2.2 In terms of site selection for the Proposed FWPS, reference has been made to HKPSG Chapter 7. The Application Site is in close proximity to the Tong Hang FWSRs which will maximise the energy efficiency. The Application Site also has adequate vehicular access via Tai Wo Service Road East to facilitate ease of maintenance. There is no major residential population in close proximity that would be subject to the potential noise impacts by the Proposed FWPS. As the Application Site is restricted by (i) its peculiar shape; (ii) the close proximity to the Fanling Highway and a PFS which are major environmental nuisance and potential fire risk respectively; and (iii) situating underneath the Fanling Bypass, the development potential of the Site is limited. In this regard, the Proposed FWPS is considered a suitable use to enable the utilisation the Application Site.

### **5.3 No Adverse Land Use Impact**

5.3.1 While the “OU(PFS)” zone within the Application Site is intended for a proposed petrol and LPG filling station, this proposal has not been implemented since the approval the S16 Planning Application in 2001. In view that majority of the “OU(PFS)” zone has been resumed for the construction of Fanling Bypass (Eastern Section), it is unlikely a petrol and LPG filling station will be further implemented at the Site. Notwithstanding, the Proposed FWPS will not restrict the development of the petrol and LPG filling station nor is it incompatible with such use.

5.3.2 Similarly, the resumption of land and construction of Fanling Bypass (Eastern Section) and the widened Fanling Highway has also resulted in the fragmentation of the “OU(A)” zone. Nonetheless, the Application Site, encroaches on a minor portion of the “OU(A)” zone (about 1,781.63m<sup>2</sup> or 8.28% of the “OU(A)” zone) and will have minimal impact on the remaining part of the “OU(A)” zone. Suitable landscaping will also be introduced in the Proposed FWPS to serve as a similar function of amenity area.

5.3.3 In regards to the affected “AGR” zone within the Application Site, the concerned land is not an active agricultural land but partially paved with some vegetation. While it is understood that “AGR” zone is intended to retain the existing agricultural land since the gazettal of the Draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/1, due to the site works for channelization of the Ma Wat River in 2008, construction of New Territories Cycle Track Network in 2014, widening of Fanling Highway in 2019 and the current construction of Fanling Bypass, the agricultural character of the Site and its immediate surrounding has been significantly altered. Given the Application Site is also located at the fringe of the larger “AGR” zone, the Proposed FWPS is unlikely to result in significant impact to the remaining “AGR” zone.

5.3.4 In this regard, it is unlikely that the Proposed FWPS will result in significant changes or impacts to the current land use context of the Area. The Proposed FWPS is also an essential infrastructure with overriding needs to serve substantial population in the northern New Territories.

#### 5.4 Land Use Compatibility

5.4.1 The Application Site is located within a rural setting and adjacent to various transport infrastructure (e.g. Fanling Highway, Fanling Bypass and New Territories Cycle Track Network). The Proposed FWPS being a low-rise public utility infrastructure is considered not incompatible with the immediate surrounding. The architectural design will also incorporate sensitive façade treatment and suitable landscaping to enable the building structure blending in with the surrounding and not being out-of-context. The local realignment of the cycle track will also cause minimal impact during the construction stage only.

#### 5.5 No Adverse Landscape and Visual Impact

5.5.1 Based on the tree survey conducted, a total of eight (8) nos. of trees are identified within the Site, including one (1) *Leucaena leucocephala* which is an invasive and undesirable species (**Appendix 2** refers). All trees are common species and no Champion Trees or Old and Valuable Trees ("OVT") were found. In order to enable the Proposed FWPS, a total of eight (8) nos. of tree is proposed to be felled. The Applicant proposes to compensate seven (7) trees on-site which fulfils the 1:1 compensatory ratio requirement after excluding the *Leucaena leucocephala* as stipulated in Development Bureau Technical Circular (Work) No. 4/2020. In addition, two (2) compensatory trees arising from mainlaying works outside the Application Site is also proposed to be planted within the Site, totalling nine (9) new tree planting within the Site. At least 20% greenery coverage will be provided to mitigate potential landscape impact and to achieve overall negligible landscape impact per Development Bureau Technical Circular (Work) No. 3/2012.

5.5.2 Furthermore, the Proposed Greenery will serve as a visual screening to minimize the visibility of the man-made structure from the pedestrian perspective. Given the building structures are only one-storey in height, the Proposed FWPS is not incompatible with the surrounding rural setting and unlikely to result in any adverse visual impact.

#### 5.6 No Adverse Drainage Impact

5.6.1 A Drainage Impact Assessment ("DIA") has been prepared for the Proposed FWPS (**Appendix 3** refers). With the proposed drainage pipes, the stormwater system has sufficient capacity to cater for the stormwater runoff from the Application Site and no potential drainage impact is anticipated. Relevant detailed design drawings will be submitted to Drainage Services Department ("DSD") during the detailed design stage.

#### 5.7 No Adverse Traffic Impact

5.7.1 The Proposed FWPS would normally be unmanned and the traffic generated would be mainly for maintenance purpose. Based on the past experience, the trip generation generated by the maintenance vehicles for FWPS with similar scale and nature would be no more than 5 vehicle/week during operation stage. Since the traffic volume generated by the Proposed FWPS would be minimal, the traffic impact is anticipated to be negligible. The Traffic Impact Assessment ("TIA") under the Agreement No. CE 47/2023 (WS) - Updated Layout of Proposed Tong Hang Fresh Water Pumping Station also demonstrates that the Proposed FWPS would not induce significant adverse traffic impact on the surrounding areas.

## 6 CONCLUSION

6.1 This S16 Application seeks planning permission from the BOARD for the Proposed FWPS in Government Land at Tong Hang, Fanling. This SPS demonstrates that this S16 Planning Application deserves favourable consideration by the BOARD in light of the justifications that are summarised below:

- The Proposed FWPS is an essential infrastructure to support the substantial increase in fresh water demand arising from proposed developments in North District;
- Identification of a suitable site for the Proposed FWPS is heavily influenced by the water supply network and location of the fresh water service reservoirs. The Application Site is the most suitable location for the Proposed FWPS after a comprehensive consideration of operation requirements, site availability, potential interface issue and the recommendations by HKPSG;
- The Proposed FWPS will not result in adverse land use impact to the surrounding context;
- The Proposed FWPS as a low-rise public utility infrastructure is considered not incompatible with the surrounding rural setting; and
- The Proposed FWPS will not cause any undesirable landscape, visual, drainage or traffic impact.

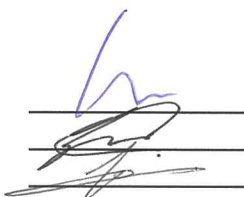
6.2 In light of the justifications presented in this SPS, Members of the BOARD are sincerely requested to give favourable consideration to this Planning Application.

Edited &

Approved by: Vincent Lau

Prepared by: Eric Chan

Kelvin Chung



Date: 24 December 2024

File Ref: WSD/WHS