



圖例 NOTATION				土地用途及面積一覽表 SCHEDULE OF USES AND AREAS				夾附的《註釋》屬這份圖則的一部分。 現經修訂並按照城市規劃條例第 5 條展示。 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	
ZONES	地帶	COMMUNICATIONS	交通	USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 百分比	用途			
COMPREHENSIVE DEVELOPMENT AREA	<div>CDA</div> 綜合發展區	RAILWAY AND STATION	<div><div>RAIL STATION</div></div> 鐵路及車站	COMPREHENSIVE DEVELOPMENT AREA	1.37 0.22	綜合發展區			
RESIDENTIAL (GROUP A)	<div>R(A)</div> 住宅（甲類）	RAILWAY AND STATION (UNDERGROUND)	<div><div>RAIL STATION</div></div> 鐵路及車站（地下）	RESIDENTIAL (GROUP A)	70.30 11.90	住宅（甲類）			
INDUSTRIAL	<div>I</div> 工業	RAILWAY AND STATION (ELEVATED)	<div><div>RAIL STATION</div></div> 鐵路及車站（高架）	INDUSTRIAL	6.19 1.01	工業			
GOVERNMENT, INSTITUTION OR COMMUNITY	<div>GIC</div> 政府、機構或社區	MAJOR ROAD AND JUNCTION	<div><div>MAJOR ROAD AND JUNCTION</div></div> 主要道路及路口	GOVERNMENT, INSTITUTION OR COMMUNITY	70.58 11.50	政府、機構或社區			
OPEN SPACE	<div>O</div> 休憩用地	ELEVATED ROAD	<div><div>ELEVATED ROAD</div></div> 高架道路	OPEN SPACE	20.98 3.42	休憩用地			
OTHER SPECIFIED USES	<div>OU</div> 其他指定用途			OTHER SPECIFIED USES	88.15 14.37	其他指定用途			
GREEN BELT	<div>GB</div> 綠化地帶	MISCELLANEOUS		GREEN BELT	180.78 29.46	綠化地帶			
COASTAL PROTECTION AREA	<div>CPA</div> 海岸保護區	BOUNDARY OF PLANNING SCHEME	<div><div>BOUNDARY OF PLANNING SCHEME</div></div> 規劃範圍界線	COASTAL PROTECTION AREA	5.88 0.96	海岸保護區			
COUNTRY PARK	<div>CP</div> 郊野公園	BOUNDARY OF COUNTRY PARK	<div><div>BOUNDARY OF COUNTRY PARK</div></div> 郊野公園界線	COUNTRY PARK	115.43 18.81	郊野公園			
		BUILDING HEIGHT CONTROL ZONE BOUNDARY	<div><div>BUILDING HEIGHT CONTROL ZONE BOUNDARY</div></div> 建築物高度管制區界線	MAJOR ROAD ETC.	50.81 8.29	主要道路等			
		MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	<div><div>MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)</div></div> 最高建築物高度 (在主水平基準上若干米)						
		MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	<div><div>MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)</div></div> 最高建築物高度 (樓層數目)						
		PETROL FILLING STATION	<div><div>P F S</div></div> 加油站						
		NON-BUILDING AREA	<div><div>NON-BUILDING AREA</div></div> 非建築用地						
							核准圖編號 S/H 2 0 / 2 3 的修訂 AMENDMENTS TO APPROVED PLAN No. S/H20/23		
							AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂	
							AMENDMENT ITEM A	<div><div>AMENDMENT ITEM A</div></div> 修訂項目 A 項	
							AMENDMENT ITEM B1	<div><div>AMENDMENT ITEM B1</div></div> 修訂項目 B 1 項	
							AMENDMENT ITEM B2	<div><div>AMENDMENT ITEM B2</div></div> 修訂項目 B 2 項	
							(參看附表) (SEE ATTACHED SCHEDULE)		

2020年6月19日 按照城市規劃條例第5條展示的
核准圖編號 S/H20/23 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H20/23 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
19 JUNE 2020

Fiona LUNG 嚴小玉
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的柴灣 (港島規劃區第20區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 20 - CHAI WAN - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

規劃署遵照城市規劃委員會指示製備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/H20/24

**SCHEDULE OF AMENDMENTS TO
THE APPROVED CHAI WAN OUTLINE ZONING PLAN NO. S/H20/23
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at the junction of Sun Yip Street and Siu Sai Wan Road from “Government, Institution or Community” (“G/IC”) to “G/IC(4)” with stipulation of building height restriction of 100mPD.
- Item B1 – Rezoning of a site at Cheung Man Road from “Green Belt” (“GB”) and an area shown as ‘Road’ to “Residential (Group A)” (“R(A)”) with stipulation of building height restriction of 135mPD.
- Item B2 – Rezoning of two strips of land near Cheung Man Road from “GB” to areas shown as ‘Road’.

II. Amendments to the Notes of the Plan

- (a) Revision to the Schedule of Uses of the Notes for the “G/IC” zone to incorporate ‘Flat (Government Staff Quarters only) (for “G/IC(4)” only)’ as a Column 1 use, and to correspondingly replace ‘Flat’ under Column 2 by ‘Flat (not elsewhere specified)’.
- (b) Deletion of ‘Market’ from Column 2 of the Notes for the “Comprehensive Development Area” zone and from Column 1 use of the Notes for the “Other Specified Uses” annotated “Mass Transit Railway Comprehensive Development Area” zone, and revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for the “R(A)” and “G/IC” zones.
- (c) Amendments to the planning intention of “Industrial” zone.

Town Planning Board

19 June 2020

負責人

帶來的影響，以及於工程文件準備妥當後提交區議會，讓委員考慮是否需要機構再次出席會議解釋相關細節。

26. 經討論後，委員會同意進行題述工程項目。鄭達鴻主席總結委員的意見，希望部門及機構以書面形式通知委員相關工程細節。

VIII. 擬議修訂《柴灣分區計劃大綱核准圖編號 S/H20/23》

(規劃工程及房屋事務委員會文件第 7/20 號)

27. 鄭達鴻主席歡迎規劃署港島規劃專員顧建康先生、高級城市規劃師/港島(4)唐家敏女士、房屋署高級規劃師(9)葉慧敏女士、高級建築師(30)韓家耀先生、高級土木工程師(4)袁建業先生、園境師(12)劉逸婷女士及規劃師(3)謝靜瑜女士出席會議。規劃署唐家敏女士介紹文件第 7/20 號，並指出小部分祥民道用地處於柴灣公園內。

28. 多位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 古桂耀副主席知悉消防宿舍一直短缺，故此支持把位於新業街與小西灣道交界的一幅用地由「政府、機構或社區」地帶改劃為「政府、機構或社區(4)」地帶，修訂土地用途以興建消防宿舍，並希望部門加快處理。對於祥民道項目，他表示現時 2 至 5 人的公營房屋單位短缺，希望房屋署在進行樓宇設計時增加該類單位。他又表示擬建公營房屋的地點在山腰位置，交通不便，希望部門考慮興建行人設施，便利長者使用該處的長者日間護理中心，以及預留位置作零售用途，便利居民生活，避免出現類似興民邨的情況。
- (b) 李鳳琮委員歡迎部門有關消防宿舍的修訂，並表示相關項目已討論多時，詢問部門工程的進度。
- (c) 黎志強委員詢問部門有關修訂圖則《註釋》的問題，希望部門解釋有關修訂對題述的分區規劃大綱圖的影響。
- (d) 郭偉強委員支持增加公營房屋供應。他關注擬議用地最終興建的住宅類型。他表示港島區公營房屋越來越少，導致輪候市區公營房屋的時間過長。他擔心若相關住宅最終以「綠置居」方式出售，輪候人士將更難獲分配市區公營房屋。因此，他請部門承諾擬議地點的住宅只會用作出租房

屋用途，而不會出售。

29. 規劃署顧建康先生及房屋署韓家耀先生就委員的意見及提問，回應如下：

規劃署

- (a) 根據香港消防處提供的資料，於題述修訂獲行政長官批准後，消防處預計將於 2021 年 3 月向立法會申請撥款興建有關消防救護站及部門宿舍。工程確實施工日期視乎立法會批款的時間而定。
- (b) 現時柴灣分區計劃大綱圖中「綜合發展區」、「住宅(甲類)」、「政府、機構或社區」及「其他指定用途」註明「香港鐵路綜合發展區」地帶《註釋》的用途表中已包含「街市」用途。是次修訂有關地帶的《註釋》是為反映城市規劃委員會於 2019 年 1 月 11 日公布對《法定圖則註釋總表》內有關「街市」用途歸類為「商店及服務行業」用途所包含的一項用途的修訂。圖則《註釋》的用途表中，若「街市」和「商店及服務行業」屬同一欄的用途，只要列明「商店及服務行業」用途，便無需另行列明「街市」用途。若兩項用途屬不同欄，無需對「街市」用途作出修訂，但「商店及服務行業」用途則需修訂為「商店及服務行業（未另有列明者）」，以表明不包括「街市」用途在內。

房屋署

- (c) 署方備悉委員的意見，會於樓宇設計時加以考慮。有關改善交通方面，政府將會聘請顧問研究改善行人設施的可行性。零售設施方面，由於祥民道項目用地面積較小，以及其位置鄰近市中心，因此署方的初步評估顯示這項目沒有需要提供零售設施。至於住宅類型，由於項目現時仍處於非常早期的階段，所以署方暫時保留彈性，在考慮未來數年社會對住宅的需求後，才決定該項目的住宅類型。

30. 經討論後，委員會同意進行題述修訂。鄭達鴻主席請部門於祥民道項目有確實的建屋計劃後再向區議會介紹相關細節。

Annex IV of
TPB Paper No. 10717

List of Representers in respect of
the draft Chai Wan Outline Zoning Plan No. S/H20/24

Representation No.	Name of ‘Representer’
TPB/R/S/H20/24-R1	Tang Yuk Wai
TPB/R/S/H20/24-R2	Mary Mulvihill (also C4)

List of Commenters in respect of
the draft Chai Wan Outline Zoning Plan No. S/H20/24

Comment No.	Name of ‘Commenters’
TPB/R/S/H20/24-C1	MTR Corporation Limited
TPB/R/S/H20/24-C2	Mr Ho Wing Hang
TPB/R/S/H20/24-C3	Mr Sun Shun Kei
TPB/R/S/H20/24-C4	Mary Mulvihill

**Summary of Representations and Comments and the Planning Department's Responses
in respect of the draft Chai Wan Outline Zoning Plan (OZP) No. S/H20/24**

(a) The proposals and grounds of the representers (TPB/R/S/H20/24-1 to 2) as well as PlanD's responses are summarized below:

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
R1	Tang Yuk Wai	<ul style="list-style-type: none"> • Supports Amendment Item B1. • Elevators or escalators be installed for the public to travel between Cheung Man Road and Island Eastern Corridor for easier access to Eastern Hospital and the adjoining schools from the MTR Chai Wan Station. 	<p>(i) Noted.</p> <p>(ii) Housing Department (HD) had conducted a Traffic Impact Assessment (TIA) for the proposed public housing development at Cheung Man Road for rezoning purpose. According to the assessment, the existing staircase connecting the site to MTR Chai Wan Station will have ample spare capacity. To improve the overall pedestrian accessibility, however, the Government will explore feasibility of enhancing the pedestrian connection (e.g. footbridge, elevator or escalator) between the Representation Site B1 and MTR Chai Wan Station subject to detailed design (Plan H-13b). Detailed design of the proposed connection will be finalised at</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
			the implementation stage of the proposed housing site having regard to the associated traffic impacts and other technical considerations.
R2 (also C4)	Mary Mulvihill	<ul style="list-style-type: none"> Opposes all amendment items. <p><u>For Amendment Item A</u></p> <ul style="list-style-type: none"> Query why the existing fire services facility is not redeveloped. 	<p>(i) The existing ambulance depot at Hing Wah Estate has been in service for more than 40 years and the facilities therein are outdated and not up to current standard. In view of the space constraints of the existing ambulance depot, the Representation Site A was identified and reserved for the reprovisioning of the existing ambulance depot. In order to alleviate the shortfall of departmental quarters, it was announced in the 2014 Policy Address that the Government will expedite departmental quarters projects for disciplined services departments. The Representation Site A is one of the</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<ul style="list-style-type: none"> Query why the ambulance depot and departmental quarters have to be developed at the Representation Site A and considers that the “G/IC” site should be used to meet community needs especially in providing residential care for the elderly, community care and child care facilities that are in deficit. 	<p>sites identified as suitable for a composite development of ambulance depot and departmental quarters.</p> <p>(ii) When identifying a suitable site for the development of ambulance depot, a number of factors including the distance between the potential site and populated area, land use and size of the site, etc. have to be considered to ensure that resources could be used effectively, emergency services could be provided to the area of services to cope with the anticipated rising demand and providing room for future expansion. The Representation Site A is able to meet these criteria.</p> <p>(iii) Based on the existing and planned provision of major Government, institution and community (GIC) facilities in the Chai Wan area (Annex VI), there are shortfall in the provisions of child care</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
			<p>centres and centre-based Day Care Centres/Units for the Elderly and Residential Care Homes for the Elderly (RCHE) according to the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). A 60-place Day Care Centre for the Elderly will be provided at the proposed public housing development at Cheung Man Road to serve the locals. After further liaising with Social Welfare Department (SWD) and reviewing of the proposed layout, HD would further consider providing additional elderly facility, tentatively for one team of Home Care Services for Elderly Persons (no-kitchen based) at the proposed public housing site at Cheung Man Road (Amendment Item B1). The Government has adopted a multi-pronged approach with long, medium and short-term strategies to identify suitable sites or premises for the provision of more</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<ul style="list-style-type: none"> Query that there will be noise impact arising from the operation of ambulance depot, i.e. the sirens of ambulance especially at night time, even with the mitigation measures implemented. 	<p>welfare services which are in acute demand.</p> <p>(iv) Amendment Item A is to take forward the MPC's decision on the approved s.12A planning application No. Y/H20/4. According to the Environmental Assessment submitted in the application, with implementation of the recommended mitigation measures, such as lower the loudness of sirens of ambulance during night-time mission and full enclosure of the 3 nos. of existing chillers on podium of the nearby building, Mega-iAdvantage (Plans H-3 and H-4), the relevant noise criteria under the HKPSG at the existing and planned noise sensitive receiver (NSR) will be complied. As such, the Environmental Protection Department (EPD) is satisfied that adverse noise impact from the proposed ambulance depot is not anticipated. Besides, as</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<p><u>For Amendment Items B1 and B2</u></p> <ul style="list-style-type: none"> • Considers that Representation Site B1 is currently vegetated areas zoned “GB” and being an integral part of the green lung. The areas should be preserved in densely populated area for visual, environmental and ecological concerns. There is no information on any flora, fauna and bird, and the ecosystem of the site. The public housing development would involve felling 	<p>advised by Fire Services Department (FSD), when vehicles responding to scene of incident to provide emergency services, there is a need to remind other road users and the siren will be sound in accordance with the Road Traffic Ordinance in general. If the road condition is safe and clear such as during mid-night time, the volume of siren will be adjusted appropriately to reduce the impact to public.</p> <p>(v) The Representation Site B1 was identified suitable for public housing development to meet the pressing need of the community, as it is a sizeable site, in close proximity to existing settlements, and near and accessible to existing roads. The proposed public housing development is also found feasible by the findings of various technical assessments</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		of trees and vegetation and compensation planting would not improve local air quality.	undertaken by HD including Visual Appraisal (VA), Air Ventilation Assessment – Initial Study (AVA-IS), Landscape Assessment (LA), TIA and Quantitative Risk Assessment (QRA). According to the TIA, all critical junctions will operate at their ample capacities during both the construction and operational phases with the proposed junction improvement measures implemented including modification to the method of control for the junctions of Chai Wan Road/Tai Tam Road and Chai Wan Road/Lok Man Road and adjustment to the pedestrian green time at the junction of Chai Wan Road/Hong Man Road as well as widening of a section of Cheung Man Road (Plan H-13a). To further improve the overall pedestrian accessibility, the Government will explore feasibility of enhancing the pedestrian connection from the site to the MTR Chai

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<ul style="list-style-type: none"> Air ventilation assessment and visual impact assessment showed negative 	<p>Wan Station at the implementation stage (Plan H-13b). All concerned departments have no objection to the proposed public housing development.</p> <p>(vi) The LA submitted indicates no registered Old and Valuable Trees as well as flora with important conservation value were identified within the Representation Site B1. Mitigation measures in landscape design and greening will be adopted to alleviate the impact on the existing landscape arising from the proposed development. The loss of trees will also be compensated in accordance with the latest Development Bureau Technical Circular (Works) on Tree Preservation as far as possible.</p> <p><u>Air ventilation</u></p> <p>(vii) An AVA-IS using computational fluid dynamics was conducted. According to</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<p>impacts arisen from the proposed public housing development. The use of acoustic installations with non-openable windows at the proposed building will block natural ventilation. The impacts arising from the existing liquefied petroleum gas (LPG) storage facility near Cheung Man Road and traffic noise have been downplayed.</p>	<p>the AVA-IS, the proposed development would improve the overall annual wind environment in the vicinity and further surrounding of the site while impacting on the summer wind. No significant impact is anticipated to the surrounding pedestrian wind environment due to the proposed scheme. Building design features to enhance wind performance will be considered at detailed design stage (Plan H-14).</p> <p><u>Visual impact</u></p> <p>(viii)According to the submitted VA, the proposed public housing development with BH of 135mPD would integrate with existing built environment as a cluster and would not cause significant visual incompatibility when viewed from a longer distance. While visual impact would be moderately adverse when viewed from a shorter distance (Plans H-</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
			<p>12a to H-12f). Appropriate and careful mitigation measures, including terraced podium design, responsive building disposition and orientation, façade treatment with harmonious colour scheme, and at-grade and vertical greening, would be explored at detailed design stage to soften the visual impact.</p> <p><u>Existing LPG storage facility</u></p> <p>(ix) As for the LPG storage facility near Cheung Man Road (Plan H-15), a QRA was conducted to ascertain the risk levels are acceptable in accordance with the HKPSG. The Electrical and Mechanical Services Department has no comment on the QRA report submitted from LPG safety point of view.</p> <p><u>Traffic noise and railway noise</u></p> <p>(x) An Environmental Assessment Study will be conducted at detailed design stage for</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
		<ul style="list-style-type: none"> • No information about the future use of the nearby industrial area. 	<p>the review and approval of the EPD. Any necessary noise mitigation measures will be implemented to ensure full compliance with statutory requirements. With the implementation of building design and noise mitigation measures where appropriate, no insurmountable noise impact upon NSRs in the proposed public housing development is anticipated. Noise mitigation installations such as acoustic windows and acoustic balconies will fulfil the requirement of lighting and ventilation in accordance with the Building (Planning) Regulations.</p> <p>(xi) Area to the west of MTR Chai Wan Station falls within an area mainly zoned “Other Specified Uses” annotated “Business” (Plan H-7) on the OZP which is intended primarily for general business uses. A mix of information technology</p>

Representation No. (TPB/R/S/H20/24-)	Representer	Subject of Representation	Responses to Representation
			and telecommunications industries, non-polluting industrial, office and other commercial uses are located in the area.

(2) The comments (TPB/R/S/H20/24-C1 to C4) and PlanD's responses are summarized below:

Comment No. (TPB/R/S/H20/24-)	Commenter	Related Representation	Gist of Comments	Responses to Comments
C1	MTR Corporation Limited	Nil	<ul style="list-style-type: none"> No objection to all amendment items. Noise from train operations could be a concern to the future occupants of the proposed housing site. HD should conduct an Environmental Assessment Study including a Railway Noise Impact Assessment, to be reviewed and approved 	<p>(i) Noted.</p> <p>(ii) The response (x) to R2 above is relevant.</p>

Comment No. (TPB/R/S/H20/24-)	Commenter	Related Representation	Gist of Comments	Responses to Comments
			by EPD, and implement any necessary noise mitigation measures at the site at Cheung Man Road to ensure full compliance with statutory requirements.	
C2	Mr Ho Wing Hang	Nil	<ul style="list-style-type: none"> • Supports Amendment Item B1 for developing idle area for residential use. • Government should adopt a multi-pronged approach in increasing housing land supply. 	<p>(i) Noted.</p> <p>(ii) To meet the acute housing need of the community, the Government has adopted a multi-pronged approach for increasing land supply. Various short, medium and long term measures are being considered and explored concurrently. An immediate and effective way to augment housing land supply in the short to medium terms is to optimize the use of</p>

Comment No. (TPB/R/S/H20/24-)	Commenter	Related Representation	Gist of Comments	Responses to Comments
				<p>developable areas in the urban areas and new towns with available infrastructure. The proposed public housing site under Amendment Items B1 and B2 falls within Chai Wan area with infrastructure support and are close to railway station and major road network. It will be formed to allow early and comprehensive planning to include supporting transport and GIC facilities, and are generally compatible with the surrounding areas comprising mainly residential developments, GIC uses, open space and industrial buildings which are being transformed for business uses (Plans H-7 to H-9). As confirmed by various technical assessments, the Representation Site B1 is suitable for residential use.</p>
C3	Mr Sun Shun Kei	R2	<ul style="list-style-type: none"> Supports R2 against Amendment Item B1 regarding rezoning of “GB” to “R(A)” on the 	

Comment No. (TPB/R/S/H20/24-)	Commenter	Related Representation	Gist of Comments	Responses to Comments
			<p>following grounds:</p> <ul style="list-style-type: none"> - there are land in the New Territories that can be developed for residential use and hence land issue is not a problem. - traffic conditions of Cheung Man Road and the whole Chai Wan area would suffer after the public housing development at Cheung Man Road is completed. 	<p>(i) The response (ii) to C2 above is relevant.</p> <p>(ii) The response (v) to R2 above is relevant.</p>
C4 (also R2)	Mary Mulvihill	R2	<ul style="list-style-type: none"> • Opposes the rezoning of “G/IC” site under Amendment Item A. 	<p>(i) Amendment Item A is to take forward the MPC’s decision on the approved s.12A planning application No. Y/H20/4. The response (iii) to R2 above is also relevant.</p>

Comment No. (TPB/R/S/H20/24-)	Commenter	Related Representation	Gist of Comments	Responses to Comments
			<ul style="list-style-type: none"> Population ageing is expected to continue. Priority should be given to the provision of both residential and day care homes to cater for this trend. There is a shortage of elderly facilities in the district and “G/IC” sites that are suitable must be devoted to the provision of elderly facilities to address the deficiency in both quality and quantity. 	

Provision of Major Community Facilities and Open Space in Chai Wan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	16.90	14.34	15.48	-1.42
Local Open Space	10 ha per 100,000 persons [#]	16.90	23.46	25.34	+8.44
Secondary School	1 whole-day classroom for 40 persons aged 12-17	193	418	418	+225
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	228	216	192	-36
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	76	133	133	+57
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	1	1	+1
Hospital	5.5 beds per 1,000 persons [^]	956 beds	1,829	2,329	+1,373
Clinic/Health Centre	1 per 100,000 persons	1	3	4	+3
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	675 places	172	172	-503
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	2	3	3	+1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	1	2	2	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	N.A.	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	5	5	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	1,045 places	277	337	-708
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	1,295 beds	173	233	-1,062
Library	1 district library for every 200,000 persons ^π	0	2	2	+2
Sports Centre	1 per 50,000 to 65,000 persons [#]	2	2	2	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	0	1	1	+1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	2	2	+2

Note:

The planned resident population of Chai Wan is about 168,962. If including transients, the overall planned population is about 173,853.

[#] The requirements exclude planned population of transients.

[^] The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

^{*} Consisting of 40% centre-based CCS and 60% home-based CCS.

[@] This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

^π Small libraries are counted towards meeting the HKPSG requirement.