



圖例		
NOTATION		
ZONES		地帶
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
RESIDENTIAL (GROUP C)	R(C)	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)	其他指定用途 (美化市容地帶)
AGRICULTURE	AGR	農業
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃區界線
PLANNING AREA NUMBER	①	規劃區編號
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	△110	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度 (樓層數目)
TERRACED POOL		梯級式平台
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	% 百分比	用途
RESIDENTIAL (GROUP A)	17.23	10.43	住宅 (甲類)
RESIDENTIAL (GROUP B)	12.08	7.31	住宅 (乙類)
RESIDENTIAL (GROUP C)	1.24	0.75	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	0.24	0.15	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	12.34	7.47	政府、機構或社區
OPEN SPACE	24.67	14.93	休憩用地
OTHER SPECIFIED USES	18.08	10.94	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	5.04	3.05	其他指定用途 (美化市容地帶)
AGRICULTURE	12.50	7.57	農業
GREEN BELT	2.44	1.48	綠化地帶
CONSERVATION AREA	2.22	1.34	自然保育區
RIVER CHANNEL	29.32	17.75	河道
MAJOR ROAD ETC.	27.81	16.83	主要道路等
TOTAL PLANNING SCHEME AREA	165.21	100.00	規劃範圍總面積

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

核准圖編號 S/FLN/2 的修訂 AMENDMENTS TO APPROVED PLAN No. S/FLN/2		
按照城市規劃條例第 5 條展示的修訂 AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE		
修訂項目 A 項 AMENDMENT ITEM A	修訂項目 C 5 項 AMENDMENT ITEM C5	修訂項目 D 項 AMENDMENT ITEM D
修訂項目 B 項 AMENDMENT ITEM B	修訂項目 E 1 項 AMENDMENT ITEM E1	修訂項目 E 2 項 AMENDMENT ITEM E2
修訂項目 C 1 項 AMENDMENT ITEM C1	修訂項目 E 3 項 AMENDMENT ITEM E3	
修訂項目 C 2 項 AMENDMENT ITEM C2		
修訂項目 C 3 項 AMENDMENT ITEM C3		
修訂項目 C 4 項 AMENDMENT ITEM C4		

**SCHEDULE OF AMENDMENTS TO
THE APPROVED FANLING NORTH
OUTLINE ZONING PLAN NO. S/FLN/2
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 in Area 3 to the west of Man Kam To Road from “Government, Institution or Community” (“G/IC”) and an area shown as ‘Road’ to “Other Specified Uses” annotated “Logistics Facility” (“OU(Logistics Facility)”) with stipulation of building height restriction.
- Item B – Rezoning of a site in Area 3 to the east of Man Kam To Road from “G/IC” and an area shown as ‘Road’ to “OU(Bus Depot)” with stipulation of building height restriction.
- Item C1 – Rezoning of a site in Area 5 to the south of Ng Tung River from “OU(Parking and Operation Facilities for Environmentally Friendly Transport System)” (“OU(POFEFTS)”), “G/IC” and an area shown as ‘Road’ to “Residential (Group A) 5” (“R(A)5”) with stipulation of building height restriction.
- Item C2 – Rezoning of a site at the southwest corner of Area 5 from “OU(POFEFTS)” to “OU(Sewage Pumping Station)” with stipulation of building height restriction.
- Item C3 – Rezoning of a site in the southern portion of Area 5 from “OU(POFEFTS)” to “G/IC” with stipulation of building height restriction.
- Item C4 – Rezoning of the residual land of planned Road L7 in Area 5 from an area shown as ‘Road’ to “Open Space” (“O”).
- Item C5 – Rezoning of a site at the southwest corner of Area 6 from “R(A)2” and an area shown as ‘Road’ to “R(A)6” with stipulation of building height restriction.
- Item D – Revision of the building height restriction of a “G/IC” site in Area 11.
- Item E1 – Rezoning of a piece of land in Area 18 from “G/IC” and an area shown as ‘Road’ to “OU(Amenity Area)”.
- Item E2 – Rezoning of a piece of land in Area 18 from “O” and an area shown as ‘Road’ to “G/IC”.
- Item E3 – Rezoning of a piece of land in Area 19 from an area shown as ‘Road’ to “G/IC”.

Showing the road scheme for Fanling Bypass (Eastern Section) authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on the Plan for information. The authorized road scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

II. Amendments to the Notes of the Plan

- (a) Revision to the Remarks for “R(A)” zone to incorporate new development restrictions for “R(A)5” and “R(A)6” sub-zones.
- (b) Deletion of “OU(POFEFTS)” zone, and incorporation of new set of Notes for “OU(Logistics Facility)” and “OU(Bus Depot)” zones.
- (c) Deletion of ‘Market’ from Column 2 of the Notes for “Residential (Group B)” and “Village Type Development” zones.
- (d) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the Notes for “R(A)”, “G/IC” and “OU(Commercial/Residential Development with Public Transport Interchange)” zones.

21 October 2022

Town Planning Board

**List of Representers and Commenters in respect of
Draft Fanling North Outline Zoning Plan No. S/FLN/3**

I. List of Representers

Representation No. (TPB/R/S/FLN/3-)	Name of Representer
R1	K H Hon
R2	Melanie Moore
R3	列安邦
R4	毛善良 Mo Sin Leung
R5	Leung Tat Tung
R6	Mary Mulvihill
R7	毛紅蓮

II. List of Commenter

Comment No. (TPB/R/S/FLN/3-)	Name of Commenter
C1	Mary Mulvihill

2022年7月26日北區區議會會議記錄的摘錄

Extract of Minutes of Meeting of the North District Council on 26.7.2022

第 4 項——就《粉嶺北分區計劃大綱核准圖編號 S/FLN/2》的擬議修訂
(北區區議會文件第 22/2022 號)

43. 主席表示規劃署代表將會以投影片作介紹，秘書處昨日已把有關投影片以電郵分發給各議員，以便閱覽。有關投影片載於附件三。

44. 馮武揚先生以投影片介紹北區區議會文件第 22/2022 號。

45. 主席對修訂項目 B 表示歡迎，並樂見政府終於考慮在北區設置巴士廠房。長久以來城巴有限公司(下稱「城巴」)在北區沒有車廠，故須每日由九龍派空車到北區服務。若日後有巴士廠房，除九龍巴士(一九三三)有限公司外，亦希望可予城巴使用。然而他對巴士廠房的選址有所保留，因該處鄰近梧桐河，是個景色怡人的休閒區，屬河畔休憩設施。若日後巴士在廠房進行維修保養，所使用的機油或會對附近環境造成污染，故詢問規劃署有否評估巴士廠房對附近環境的影響。此外，廠房噪音亦會影響河畔居民。他以將軍澳為例，指該區巴士廠房一直接獲不少居民的投訴，故他質疑現時選址是否適合。

46. 李冠洪議員認同主席的意見，並質疑規劃署為何會選擇在河邊興建巴士廠房。他認為即使是日常維修，也定必對環境造成污染。他又以申請興建丁屋為例，鄰近河邊地段的申請不會獲批。他對其他修訂項目沒有意見，惟不應把巴士車廠設於現時選址。

47. 陸國安先生表示，現時北區的巴士廠房(如近寶石湖路的上水車廠)皆以臨時及露天形式營運。政府希望將來能發展多層式巴士廠房，供多於一間巴士公司使用，以盡用土地。署方已就環境污染為選址作初步評估，暫時並未發現有嚴重環境問題；實際運作情況將視乎日後巴士廠房的運作模式。環保署已通知規劃署巴士廠房屬《環境影響評估條例》(第 499 章)(下稱《環評條例》)的指定工程項目，故發展項目須按《環評條例》，於項目詳細設計階段提交環境影響評估處理。規劃署選址於粉嶺北，考慮比較邊緣的位置，正是希望與民居保持適當距離，然而若太偏遠則不便巴士司機清早上班。規劃署沒有忽視梧桐河一帶美景，在梧桐河南畔規劃了一個河畔走廊，梧桐河北邊亦有休憩用地，希望市民可以享受河畔地方。他強調尋覓巴士廠房合適選址時，除要滿足社會需求外，也須顧及巴士公司及其從業員的需要。

48. 李冠洪議員質疑署方未待完成環境評估便先行規劃，擔心日後若出現環境問題，屆時要遷拆廠房，並重新進行規劃。他認為在規劃前應先評估項目對附近環境的影響。署方剛才亦提及梧桐河兩岸風景怡人，但卻在該處興建巴士廠房，破壞景觀；遊人看到河畔的巴士廠房亦會感到格格不入，加上巴士廠房傳出的機油氣味，更影響遊覽心情。他對此項目的規劃準則存疑。

49. 陳月明議員表示，在 7 月 6 日立法會一致通過「對接深圳，規劃共建深港口岸經濟帶」議案，是日會議上提到的規劃修訂項目皆位於口岸邊緣，她希望署方考慮重新規劃及諮詢。

50. 陸國安先生重申規劃署與土拓署在擬定規劃時，已進行初步環境影響評估，但實際影響卻取決於日後的建築規模及運作情況，例如多層式建築可緩解噪音問題。根據土拓署的初步評估，巴士廠房不會對環境有負面影響。規劃署非常關注新建的巴士廠房對附近環境及河流的影響，政府當局絕不容許廠房營運時對附近造成污染，日後會按《環評條例》審視巴士廠房的設計及營運模式。他強調規劃署已備悉議員的意見，並會與環保署及運輸署繼續跟進。

51. 李冠洪議員表示既然規劃署代表有信心巴士廠房不會造成環境污染，日後其營運模式亦絕對符合環保署的標準及政府的要求，不會製造噪音及污染，便要就此作記錄，以便日後出現問題有據可依。他批評規劃署是次規劃毫無誠意，以房屋先行為由，強行要求議員通過，可是所提出的修訂規劃卻令人匪夷所思。他相信就算是普通市民，亦不會贊同在梧桐河畔興建巴士廠房。他建議署方撤回是次提出的擬建修訂項目圖則，並重新搜集資料，在下次會議邀請環保署代表一同出席，就梧桐河污染問題作解說，屆時再討論是否通過擬建修訂項目。

52. 周錦豪議員認為綜觀全球，鮮見有國家會選擇在河邊興建巴士廠房。他希望署方能再作考慮。

53. 侯志強議員指出文錦渡口岸無論人流或物流皆很繁忙，巴士廠房會堵住中港兩岸的關口。此外，署方現時將羅湖、料壘、馬草壟、河上鄉等一帶劃為雀鳥飛行路線，他不理解其制定準則。深圳、上水皆興建了不少高樓大廈，雀鳥根本無處可飛，故不明白「雀鳥飛行路線」從何而來。米埔一帶確有很多候鳥由流浮山飛往內地，但上述「雀鳥飛行路線」所列入的地方卻是「死角」，加上港鐵行駛及東江水水泵等物事干擾，故不會有雀鳥飛過那些地方。他希望署方規劃時能以整個地區作考慮，不要只作「插針式」規劃。北環線已討論了十多年，至今仍是遙遙無期。他認為署方規劃時應優先處理新發展區的基本需求如道路、水及電力等，不要本末倒置，在入伙後才開始築路。

54. 陸國安先生表示署方一直以來都以整區規劃發展作目標。政府已公布北環線第二期將於 2034 年通車，當新屋苑入伙時，亦會提供不少社區用地及其他配套設施以滿足居民需求。署方希望是次規劃能在增加社區人口之際，能同時增加社區用地和設施。

55. 主席總結稱，大會反對修定項目 B，其餘修定項目則支持。他重申歡迎興建巴士廠房，惟希望署方可在北區其他空置用地另覓適當選址。他指出 2020 年區議會曾撥款作「活用北區閒置官地可行性研究」，結果顯示北區有多達 163 塊閒置官地，雖然部分因工程費用昂貴而未能發展，他相信當中定有合適土地作巴士廠房之用。他理解署方或「取易不取難」，但是次選址確不合適，希望署方多進一步，找出一塊更合適的土地興建巴士廠房。

56. 他表示是項議程討論完畢，宣佈休會五分鐘。

2022年9月23日城市規劃委員會鄉郊及新市鎮規劃小組委員會會議記錄的摘錄

Extract of Minutes of Meeting of the

Rural and New Town Planning Committee of the Town Planning Board on 23.9.2022

Fanling, Sheung Shui and Yuen Long East District

Agenda Items 16 and 17

[Open Meeting]

Proposed Amendments to the Approved Fanling North Outline Zoning Plan No. S/FLN/2
(RNTPC Paper No. 5/22)

[Open Meeting]

Proposed Amendments to the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/2
(RNTPC Paper No. 6/22)

53. The Committee noted that the two agenda items on proposed amendments were related to the New Development Area (NDA) in Fanling North (FLN) and Kwu Tung North (KTN), and agreed that they could be considered together.

54. The Secretary reported that the proposed amendments to the approved FLN Outline Zoning Plan (OZP), mainly involving two public housing developments to be developed by the Hong Kong Housing Authority (HKHA) of which the Housing Department (HD) was the executive arm, were supported by various technical assessments conducted by the Civil Engineering and Development Department (CEDD); while the proposed amendments to the approved KTN OZP, mainly related to the recommendations of the Northern Metropolis Development Strategy (NMDS), were supported by various technical assessments conducted by CEDD with AECOM Asia Company Limited (AECOM) as one of the consultants; as well as to take forward the decision of the Committee on a s.12A application No. Y/KTN/2 located in KTN. The following Members had declared interests on the items:

- | | | |
|---|---|--|
| Mr Paul Y.K. Au
(as Chief Engineer
(Works), Home Affairs
Department) | - | being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA; |
| Dr C.H. Hau | - | currently conducting contract research project with CEDD, having past business dealings with AECOM, and owning a property in KTN; |
| Dr Conrad T.C. Wong | - | having current business dealings with HKHA and AECOM; |
| Mr L.T. Kwok | - | his former serving organisation currently renting premises in various estates of HKHA at concessionary rent for welfare services, and formerly operating a social service team which was supported by HKHA and openly bid funding from HKHA; |
| Mr K.L. Wong | | being a member and an ex-employee of the Hong Kong Housing Society, which currently had discussion with HD on housing development issues; and |
| Mr Vincent K.Y. Ho | | having current business dealings with AECOM. |

55. According to the procedure and practice adopted by the Town Planning Board (TPB), as the proposed amendments for public housing development in FLN were the subject of amendments to the OZP proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA on the item only needed to be recorded and they could stay in the meeting. As Dr Conrad T.C. Wong, Dr C.H. Hau and Mr Vincent K.Y. Ho had no involvement in the proposed amendment items; and the property owned by Dr C.H. Hau in KTN had no direct view of the amendment sites, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

56. The following government representatives and the consultants were invited to the meeting at this point:

PlanD

- | | | |
|----------------------|---|---|
| Mr Anthony K.O. Luk | - | District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE) |
| Mr Patrick M.Y. Fung | } | Senior Town Planners/Fanling, Sheung Shui and Yuen Long East (STPs/FSYLE) |
| Ms S.H. Lam | | |

CEDD

- | | | |
|--------------------|---|--------------------------------|
| Mr Joe H.P. Yip | - | Chief Engineer/North (CE/N) |
| Mr. Henry K.Y. Lam | } | Senior Engineers/North (SEs/N) |
| Mr. Ricky W.K. Lam | | |

HD

- | | | |
|-------------|---|-------------------------|
| Ms Alice Lo | - | Senior Planning Officer |
| Ms Ada Wong | - | Planning Officer |

Atkins China Limited (Atkins)

- | | | |
|----------------|---|---|
| Mr Sean Wong | - | Technical Director, Transport and Ground Engineering |
| Mr Brian Fung | - | Associate Technical Director, Transport and Ground Engineering |
| Ms Pandora Tse | - | Associate Director, Highways and Transportation Infrastructure |
| Mr Peter Chan | - | Technical Director, MEP Engineering
(Air Ventilation Assessment) |

- | | | |
|--------------|---|---|
| Mr S.H. Li | - | Principal Engineer, MEP Engineering
(Air Ventilation Assessment) |
| Mr Eric Chan | - | Senior Town Planner (Townland) |

AECOM

- | | | |
|----------------|---|--|
| Mr Raymond Pau | - | Executive Director, Land Supply / Municipal |
| Mr Hin Ma | - | Associate, Land Supply / Municipal |
| Mr Tommy Lau | - | Senior Engineer, Land Supply / Municipal |
| Ms Pearl Hui | - | Executive Director, Urban Planning, Urbanism
and Planning |
| Mr Gordon Li | - | Landscape Designer, Urbanism and Planning |
| Ms Angela Tong | - | Technical Director, Environment |
| Mr Karl An | - | Associate, Environment |

57. With the aid of a PowerPoint presentation, Mr Patrick M.Y. Fung and Ms S.H. Lam (STPs/FSYLE), briefed Members on the background, proposed amendments to the two OZPs, technical considerations, provision of Government, institution and community (GIC) facilities and open space in the area, consultations conducted and departmental comments as detailed in the Papers.

FLN OZP

58. The proposed amendments to FLN OZP were mainly to take forward the proposals of the land use review study under the detailed design of the Remaining Phase development of the FLN NDA conducted by CEDD. The proposed amendments mainly involved the following:

- (a) Amendment Items A and B – to rezone two “Government, Institution or Community” (“G/IC”) sites and ‘Road’ area in Area 3 to “Other Specified Uses” (“OU”) annotated “Logistics Facility” for the development of multi-storey buildings (MSBs) to support the logistics industry (Item A), and “OU” annotated “Bus Depot” for the development of multi-storey bus depots with public goods vehicle (GV) parks (Item B);

- (b) Amendment Items C1 to C3 – mainly to rezone a “OU” annotated “Parking and Operation Facilities for Environmentally Friendly Transport System” site in Area 5 to “Residential (Group A) 5” (“R(A)5”) (Item C1) for public housing development with a total plot ratio (PR) of 4.85 and building height (BH) of 95/110mPD; “OU” annotated “Sewage Pumping Station” (Item C2) for expansion of the planned sewage pumping station; and “G/IC” (Item C3) for provision of a new sports/leisure centre together with other possible GIC uses;
- (c) Amendment Item C5 – to rezone an area zoned “R(A)2” and ‘Road’ in Area 6 to “R(A)6” for expansion of a planned public housing site with a total PR of 6.5 and BH of 145mPD;
- (d) Amendment Item D – to revise the BH restriction (BHR) of a “G/IC” site in Area 11 from 5 to 8 storeys for provision of additional government services and facilities to serve the increasing population in the FLN NDA; and
- (e) Amendment Items C4, and E1 to E3 – to rezone the residual land portion in Areas 6, 18 and 19 from ‘Road’ to “Open Space” (Item C4) and to reflect the approved road layout (Items E1 to E3).

KTN OZP

59. The proposed amendments to KTN OZP were mainly to take forward the recommendations of the NMDS, the decision of the Committee on a s.12A application and to reflect the changes arising from the revised road design. The proposed amendments mainly involved the following:

- (a) Amendment Items A1 and B1 – to rezone the “OU” annotated “Business and Technology Park” (“OU(BTP)”) and “OU(BTP)1” sites in Areas 32 and 34 to “Residential (Group B) 1” (“R(B)1”) for private housing developments with PR of 4.2 and BHs of 70 and 75mPD;
- (b) Amendment Items C, D1 to D2 and E1 to E2 – mainly to revise the BHRs

of three “G/IC” sites in Areas 9, 28 and 29 from 8/10/20 storeys to 130mPD and rezoning of the adjoining amenity and ‘Road’ area to “G/IC” for proposed government office/community complex (Item C), hospital development (Items D1 to D2) and Police’s district headquarters with associated staff married quarters and a divisional police station (Items E1 to E2);

- (c) Amendment Items G1 and G2 – to rezone an area in Yin Kong from “Comprehensive Development Area” (“CDA”) to “R(B)2” with PR of 3 and BH of 55mPD and “R(C)1” with PR of 1.1 and BH of 3 storeys (8.23m) to take forward the decision of the Committee on an approved s.12A application (No. Y/KTN/2); and
- (d) Other amendment Items – to reflect the adjusted boundary of an open space zone (Item B2), expansion of sewage treatment plant (Item F1), the existing railway associated facilities (Item F2), and the revised road design and corresponding amendments (Items A2, H, J, K L and M).

60. As the presentation of PlanD’s representatives had been completed, the Chairman invited questions from Members.

61. The Vice Chairman and some Members raised the following questions:

FLN OZP

“OU (Logistics Facility)” and “OU (Bus Depot)” Zones (Items A and B)

- (a) the types and number of brownfield operations to be accommodated in the “OU (Logistics Facility)” zone;
- (b) whether there was any spatial connection between the relevant uses/zones to facilitate the logistics operations and parking of GVs;
- (c) whether the designation of such zonings could meet the demand from the logistics sector, and whether the logistics sector considered the site suitable for their operations;

Proposed BHRs for the “R(A)” Zones (Items C1 and C5)

- (d) as both zones were proposed for public housing development, the reasons for adopting a higher BHR of 145mPD for Item C5 and a lower BHR of 95 to 115mPD for Item C1;

KTN OZP

“G/IC” Zones (Items D and E)

- (e) what the enlarged area of the hospital site was, and whether it was sufficient to accommodate the 1,600 hospital beds;
- (f) noting that the BHRs of the “G/IC” sites (the Hospital Site and Police Site) were proposed to be increased, whether there was also an increase in PR for these sites;

Wind Environment for both OZPs

- (g) how the built form and the BH profiles were proposed in relation to the local wind environment, particularly the proposed stepped height profile for the housing sites (in Area 6) in FLN;
- (h) whether the proposed block layout and BH profiles of the housing sites would affect the wind environment; and whether there would be further detailed design on the layouts;
- (i) whether there were any guidelines on the conduct of air ventilation or micro-climate studies, and whether detailed design criteria would be formulated to guide the public housing developments;

Pedestrian Connectivity and Cycle Track Network for both OZPs

- (j) the pedestrian connectivity between the railway stations (i.e. Kwu Tung Station, Fanling and Sheung Shui Stations) and the public transport

interchanges (PTIs) to other areas within the NDA; and the cycle track networks of the NDA; and

- (k) the distance of the proposed footbridge system connecting the FLN NDA and Fanling Station, and the land use planning of areas along the proposed footbridge system.

62. In response, Mr. Anthony K.O. Luk, DPO/FSYLE, PlanD, Ms S.H. Lam, STP/FSYLE, PlanD, Mr Joe H.P. Yip, CE/N, CEDD, Mr. Ricky W.K. Lam, SE/N, CEDD and Mr Peter Chan and Mr S.H. Li, Atkins, with the aid of some PowerPoint slides and plans, made the following main points:

FLN OZP

“OU (Logistics Facility)” and “OU (Bus Depot)” Zones (Items A and B)

- (a) the “OU (Logistics Facility)” zone with an area of about 5.22ha and a PR of 7 was proposed by making reference to the similar provision on the Hung Shui Kiu and Ha Tsuen OZP to facilitate the operations of logistics facilities generally requiring a higher ceiling height. It was assumed that development on the site would be around 11-storey at 8m headroom. Whether the operators would decide to relocate into the MSBs depended on different factors including their nature of operations. While the projected demand data such as the types and number of logistics facilities to be accommodated were not available at the current stage, the Transport and Logistics Bureau supported the designation of the “OU (Logistics Facility)” zone for logistics development. The first batch of affected brownfield operations that required relocation should be those affected by the Hung Shui Kiu and Ha Tsuen (HSK/HT) NDA;
- (b) the “OU (Logistics Facility)” zone was for general logistics operations rather than targeting at port back-up facilities and container related uses while the “OU (Bus Depot)” zone was for multi-storey bus depot use including reprovisioning of an existing bus depot in the district with public GV park to address the shortfall of heavy goods vehicle parking spaces in

the North District. For port back-up facilities and container related uses, land had already been reserved in the HSK/HT NDA for such uses;

- (c) the designation of the two zones had taken into consideration the local planning context in that the “OU (Logistics Facility)” site was located next to Man Kam To Road and close to the Man Kam To Boundary Crossing that had been serving the freight transport. The “OU (Bus Depot)” site was adjacent to the existing “OU (Port Back-up Uses)” zone in the Fu Tei Au OZP that had long been used for accommodating port back-up facilities and parking of container vehicles;

Proposed BHRs for the “R(A)” Zones (Items C1 and C5)

- (d) for Item C5, although a section of the originally planned Road L7 (which was no longer required) had been incorporated into the planned public housing site, an non-building area (NBA) was stipulated on the original Road L7 area to maintain the wind corridor. The gross floor area (GFA) generated therefrom would need to be accommodated in the remaining portion of the site. Hence, a higher BHR was proposed for Item C5 in order to accommodate the increased development intensity;

KTN OZP

“G/IC” Zones (Items D and E)

- (e) the planned hospital site was originally about 4ha in area with a BHR of 10 storeys. With the proposed rezoning of the strip of “OU(Amenity Area)” of about 0.35ha to form an enlarged hospital site of about 4.35ha, together with the proposed revision of BHR from 10 storeys to 130mPD, the hospital could cater for the expanded capacity from about 1,000 beds to 1,600 beds;
- (f) there was no PR restriction for “G/IC” zones on the OZP, and only the BHR was proposed to be amended to 130mPD for expansion of the capacity of the hospital site (Item D) and accommodation of more police married quarter units on the police site (Item E) respectively;

Wind Environment for both OZPs

- (a) as illustrated in the Urban Design and Landscape Framework, the overall layout of the FLN and KTN NDA had taken into account the annual and summer wind performance of the area where the road network, open space and NBAs were so designated to allow wind penetration. These air ventilation features were maintained on the current draft OZPs. For FLN NDA, the overall layout of the road network, open space and NBAs aligning with the prevailing wind directions could generally facilitate overall wind penetration of the area. In addition to the overall layout of FLN NDA, the housing developments at specific sites with a higher BH (proposed under application No. A/FLN/30 (Agenda Item 18 to be considered at the same meeting)) could create a downwash effect as one of the various local enhancement measures;
- (b) the quantitative air ventilation assessment (AVA) concluded that the proposed developments would not result in adverse air ventilation impact on the surrounding environment with implementation of recommended mitigation measures. Whilst the AVA was conducted based on an indicative block layout, the actual layout of the housing developments would be subject to future architectural design. For the public housing developments, micro-climate studies would be conducted by HD during the detailed design stage to quantitatively assess and enhance the wind performance of the public housing sites before confirmation of the layout and building design;
- (c) quantitative AVA had been conducted for amendments to the two OZPs. For the s.16 planning applications (Agenda Items 18 and 19), AVAs by expert evaluation were conducted and had proposed local enhancement measures (e.g. building setback). As these AVAs were to assess the wind environment on a regional level, prescriptive site-specific design criteria would not be formulated to allow design flexibility at the implementation stages;

Pedestrian Connectivity and Cycle Track Network for both OZPs

- (d) for KTN NDA, 80% of the new population would be residing near the planned Kwu Tung Station and the adjacent PTI, and two additional PTIs would serve the population at the periphery of the NDA. As shown on Figure 4 of the Explanatory Statement, a comprehensive pedestrian network was planned, with the east-west and north-south running open space across the town centre serving as the main pedestrian connection. Footbridge systems/covered walkways/public passageways were planned to connect the Kwu Tung Station/PTI to Kwu Tung South as well as to and through the public housing sites and wet market to its north, subject to detailed design by HD;
- (e) FLN NDA was located about 1km from the Fanling and Sheung Shui Stations. Three PTIs were planned at the eastern, central and western portions of the FLN NDA to facilitate accessibility. New pedestrian network, of approximately 1km, was proposed along Sha Tau Kok Road to link the FLN NDA with the existing footbridge system and connecting to the Fanling Station. The existing/planned focal areas en route the footbridge system between the Fanling Station and FLN NDA, such as the planned New Territories East Cultural Centre near the Fanling Station, the existing market town of Luen Wo Hui and On Lok Tsuen, would enhance the pedestrian walking experience; and
- (f) the cycle track networks of the NDA were illustrated on Figure 5 of the Explanatory Statements of the FLN and KTN OZPs. The proposed cycle track network would link up with the existing and/or planned cycle track network in the Fanling/Sheung Shui New Town area and the cycle track network to Tuen Mun in the west. In addition, about 1,600 bicycle parking spaces would be provided in KTN NDA to support the use of bicycles and facilitate park-and-ride at Kwu Tung Station/PTI.

[Mr K.L. Wong left the meeting during the question and answer session.]

63. The Chairman recapitulated that the proposed amendments were mainly to reflect the land use review study for the FLN NDA and the policy directives of intensification of development intensity as well as the recommendations under the NMDS. Members had no question regarding other proposed amendments to the OZPs and generally considered that they were acceptable.

64. After deliberation, the Committee decided to :

FLN OZP (RNTPC Paper No. 5/22)

- (a) agree to the proposed amendments to the approved FLN OZP No. S/FLN/2 as shown on the draft FLN OZP No. S/FLN/2A at Attachment II of the Paper (to be renumbered to S/FLN/3 upon exhibition) and its Notes at Attachment III of the Paper and that they were suitable for public exhibition under section 5 of the Ordinance;
- (b) adopt the revised Explanatory Statements (ES) at Attachment IV of the Paper for the draft FLN OZP No. S/FLN/2A as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings on the OZP and agree that the revised ES was suitable for publication together with the OZP;

KTN OZP (RNTPC Paper No. 6/22)

- (c) agree to the proposed amendments to the approved KTN OZP No. S/KTN/2 as shown on the draft KTN OZP No. S/KTN/2A at Attachment II of the Paper (to be renumbered to S/KTN/3 upon exhibition) and its Notes at Attachment III of the Paper and that they were suitable for public exhibition under section 5 of the Ordinance; and
- (d) adopt the revised Explanatory Statements (ES) at Attachment IV of the Paper for the draft KTN OZP No. S/KTN/2A 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 was suitable for publication together with the OZP.

65. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZPs including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revision would be submitted for the Board's consideration.

[The Chairman thanked the government representatives for their attendance to answer Members' enquiries. They left the meeting at this point.]

[The meeting was adjourned for a 5-minute break.]

[Dr Conrad T.C. Wong and Miss Winnie W.M. Ng left the meeting during the break.]

Provision of Major Community Facilities and Open Spaces in Fanling North Outline Zoning Plan
(Based on planned population in Fanling North Outline Zoning Plan of 95,300)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons	9.53 ha	0 ha	11.63 ha	+2.10 ha
Local Open Space	10 ha per 100,000 persons	10.25 ha (including demand for specific workers)	0.04 ha	10.51 ha	+0.26 ha
Sports Centre	1 per 50,000 to 65,000 persons (assessed on a district basis)	1	0	2	+1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons (assessed on a district basis)	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons (assessed on a district basis)	0	0	0	0
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	0	0	0	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Community Hall	No set standard	N.A	0	1	N.A.
Library	1 district library for every 200,000 persons (assessed on a district basis)	0	0	0	0
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	68 classrooms	0 classrooms	72 classrooms	+ 4 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 (assessed by EDB on a district/school network basis)	142 classrooms	0 classroom	150 classrooms	+ 8 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 (assessed by EDB on a territory-wide basis)	106 classrooms	0 classroom	90 classrooms	-16 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	524 beds	0 bed	0 beds	-524 beds
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	0	0	1	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Child Care Centre	100 aided places per 25,000 persons (assessed by SWD on a local basis)	381	0	300	-81~
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 (assessed by SWD on a local basis)	1	0	1	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons (assessed by SWD on a service boundary basis)	0	0	1	+1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above (assessed by SWD)	0	0	0	0
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 (assessed by SWD)	4	0	5	+1
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above (assessed by SWD on a district basis)	442 places	0 places	230 places	-212~ places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above (assessed by SWD on a cluster basis)	548 beds	0 bed	300 beds	-248~ beds
Pre-school Rehabilitation Services	23 subvented service places per 1,000 children aged 0-6 (assessed by SWD on a district basis)	204 places	0 place	60 places	-144~ places
Day Rehabilitation Services	23 subvented service places per 10,000 persons aged 15 or above (assessed by SWD on a district basis)	174 places	0 place	140 places	-34~ places
Residential Care Services	36 subvented service places per 10,000 persons aged 15 or above (assessed by SWD on a cluster basis)	272 places	0 places	230 places	-42~ places
Community Rehabilitation Day Centre	1 centre per 420,000 persons (assessed by SWD on a district basis)	0	0	0	0
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons (assessed by SWD on a district basis)	0	0	1	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons (assessed by SWD on a district basis)	0	0	0	0

Remark :

- ~ The deficit in provision is based on OZP planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

September 2022