



圖例
NOTATION

ZONES		地帶
RESIDENTIAL (GROUP A)	RA(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	RB(B)	住宅 (乙類)
RESIDENTIAL (GROUP C)	RC(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

COMMUNICATIONS

RAILWAY AND STATION	STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	STATION (UNDERGROUND)	鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION	MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	ELEVATED ROAD	高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME	BOUNDARY OF PLANNING SCHEME	規劃範圍界線
PLANNING AREA NUMBER	PLANNING AREA NUMBER	規劃區編號
BUILDING HEIGHT CONTROL	BUILDING HEIGHT CONTROL	建築物高度管制界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度 (樓層數目)
PETROL FILLING STATION	P F S	加油站
TERRACED PODIUM	TERRACED PODIUM	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 & %	用途
RESIDENTIAL (GROUP A)	28.51 6.37	住宅 (甲類)
RESIDENTIAL (GROUP B)	23.10 5.16	住宅 (乙類)
RESIDENTIAL (GROUP C)	1.20 0.27	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	17.84 3.99	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	46.93 10.49	政府、機構或社區
OPEN SPACE	33.19 7.42	休憩用地
OTHER SPECIFIED USES	65.55 14.65	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	6.39 1.43	其他指定用途 (美化市容地帶)
AGRICULTURE	45.86 10.25	農業
GREEN BELT	125.37 28.03	綠化地帶
RIVER CHANNEL	7.45 1.67	河道
MAJOR ROAD ETC.	45.90 10.27	主要道路等
TOTAL PLANNING SCHEME AREA	447.29 100.00	規劃範圍面積

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/KTN/2 的修訂
AMENDMENTS TO APPROVED PLAN No. S/KTN/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

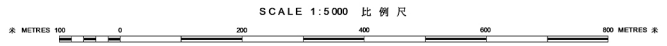
修訂項目 A 1 項 AMENDMENT ITEM A1	修訂項目 F 1 項 AMENDMENT ITEM F1	修訂項目 K 1 項 AMENDMENT ITEM K1
修訂項目 A 2 項 AMENDMENT ITEM A2	修訂項目 F 2 項 AMENDMENT ITEM F2	修訂項目 K 2 項 AMENDMENT ITEM K2
修訂項目 B 1 項 AMENDMENT ITEM B1	修訂項目 G 1 項 AMENDMENT ITEM G1	修訂項目 L 1 項 AMENDMENT ITEM L1
修訂項目 B 2 項 AMENDMENT ITEM B2	修訂項目 G 2 項 AMENDMENT ITEM G2	修訂項目 L 2 項 AMENDMENT ITEM L2
修訂項目 C 1 項 AMENDMENT ITEM C1	修訂項目 H 1 項 AMENDMENT ITEM H1	修訂項目 M 1 項 AMENDMENT ITEM M1
修訂項目 C 2 項 AMENDMENT ITEM C2	修訂項目 H 2 項 AMENDMENT ITEM H2	修訂項目 M 2 項 AMENDMENT ITEM M2
修訂項目 D 1 項 AMENDMENT ITEM D1	修訂項目 J 1 項 AMENDMENT ITEM J1	修訂項目 M 3 項 AMENDMENT ITEM M3
修訂項目 D 2 項 AMENDMENT ITEM D2	修訂項目 J 2 項 AMENDMENT ITEM J2	
修訂項目 E 1 項 AMENDMENT ITEM E1	修訂項目 J 3 項 AMENDMENT ITEM J3	
修訂項目 E 2 項 AMENDMENT ITEM E2		

(參看附表)
(SEE ATTACHED SCHEDULE)

2022年10月21日 按照城市規劃條例第5條展示的
核准圖編號 S/KTN/2 的修訂
AMENDMENTS TO APPROVED PLAN No. S/KTN/2 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
21 OCTOBER 2022

Signed C K YIP 葉子季 簽署
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的古洞北分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KWU TUNG NORTH - OUTLINE ZONING PLAN



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

圖則編號
PLAN No. S/KTN/3

**SCHEDULE OF AMENDMENTS TO
THE APPROVED KWU TUNG NORTH OUTLINE ZONING PLAN NO. S/KTN/2
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 – Rezoning of a site in Area 32 from “Other Specified Uses” (“OU”) annotated “Business and Technology Park” (“OU(BTP)”) to “Residential (Group B)1” (“R(B)1”) with stipulation of building height restriction.
- Item A2 – Rezoning of a strip of land in Area 32 and a piece of land in Area 34 from “OU(BTP)” or “OU” annotated “Amenity Area” (“OU(A)”) to area shown as ‘Road’.
- Item B1 – Rezoning of a site in Area 34 from “OU(BTP)1” to “R(B)1” with stipulation of building height restriction.
- Item B2 – Rezoning of a strip of land in Areas 34 and 35 from mainly “OU(BTP)1” or “Government, Institution or Community” (“G/IC”) to “Open Space” (“O”).
- Item C – Revision of the building height restriction of a “G/IC” site in Area 29.
- Item D1 – Revision of the building height restriction of a “G/IC” site in Area 28.
- Item D2 – Rezoning of a strip of land in Area 28 from “OU(A)” to “G/IC” with stipulation of building height restriction.
- Item E1 – Revision of the building height restriction of a “G/IC(2)” site in Area 9.
- Item E2 – Rezoning of a strip of land in Area 9 from an area shown as ‘Road’ to “G/IC(2)” with stipulation of building height restriction.
- Item F1 – Rezoning of a piece of land in Area 35 from “G/IC” to “OU” annotated “Sewage Pumping Station” (“OU(SPS)”) with stipulation of building height restriction.
- Item F2 – Rezoning of two pieces of land in Area 35 from “G/IC”, “OU(SPS)” or “O” to “OU” annotated “Railway Associated Facilities”.
- Item G1 – Rezoning of a piece of land near Yin Kong village from “Comprehensive Development Area” (“CDA”) to “R(B)2” with stipulation of building height restriction.
- Item G2 – Rezoning of a piece of land near Yin Kong village from “CDA” to “Residential (Group C)1” (“R(C)1”) with stipulation of building height restriction.
- Item H1 – Rezoning of a piece of land to the north of Ying Kong Road from an

area shown as 'Road' to "OU" annotated "Nature Park".

- Item H2 – Rezoning of three pieces of land abutting/ near Ying Kong Road or Road P2 from "OU(A)" or an area shown as 'Road' to "O".
- Item J1 – Rezoning of a piece of land under/ abutting Road P2 from "OU" annotated "Petrol Filling Station" ("OU(PFS)"), "G/IC", "OU(A)", "OU(BTP)" or "O" to an area shown as 'Road' or "OU(A)", and from "G/IC" or "OU(PFS)" to "O" or "OU(BTP)" respectively.
- Item J2 – Rezoning of a piece of land abutting Road P2 in Area 33 from "OU(BTP)" or "OU(A)" to "OU(PFS)".
- Item J3 – Rezoning of a piece of land abutting Yin Kong Road in Area 37 from "O" to "G/IC".
- Item K1 – Rezoning of a strip of land to the south of Ho Sheung Heung from "R(B)" or "O" to an area shown as 'Road'.
- Item K2 – Rezoning of a piece of land to the south of Ho Sheung Heung from "R(B)", "O" or 'Road' to "V" or "V(1)" and a piece of land abutting Road L4 from an area shown as 'Road' to "O".
- Item L1 – Rezoning of a strip of land at Area 15 from an area shown as 'Road' to "O".
- Item L2 – Rezoning of a section of Ho Sheung Heung Road from "R(B)" or "O" to an area shown as 'Road'.
- Item M1 – Rezoning of a strip of land in Area 27 from an area shown as 'Road' to "Green Belt".
- Item M2 – Rezoning of a strip of land in Area 27 from an area shown as 'Road' to "G/IC".
- Item M3 – Rezoning of a piece of land in Area 27 from "G/IC" to an area shown as 'Road'.

Showing the road scheme for Ying Kong Road 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) Deletion of the Notes for the “CDA” zone.
- (b) Revision to the Remarks of the Notes for “R(B)” zone to incorporate development restrictions and/ or requirements for the new “R(B)1” and “R(B)2” sub-zones.
- (c) Revision to the Remarks of the Notes for “R(C)” zone to incorporate development restrictions for the new “R(C)1” sub-zone.
- (d) Deletion of ‘Hotel (on land designated “OU(Business and Technology Park)1” only’ from Column 1 of the Notes for “OU(BTP)” zone and deletion of “OU(BTP)1” from the Remarks of the Notes for “OU(BTP)” zone.
- (e) Deletion of ‘Market’ from Column 1 of the Notes for Schedule I of the “OU” annotated “Mixed Use” zone and Column 2 of the Notes for “R(B)” and “Village Type Development” zones.
- (f) 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” annotated “Commercial/Residential Development with Public Transport Interchange” zones.

Town Planning Board

21 October 2022

List of Representers and Commenters
in respect of the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/3

I. List of Representers

Representation No. (TPB/R/S/KTN/3-)	Name of Representer
R1	Asset Capital Limited
R2	Mary Mulvihill
R3	Melanie Moore
R4	業滿有限公司
R5	鴻福食品貿易有限公司
R6	鴻福食品批發有限公司
R7	鴻圖食品集團有限公司
R8	德保食品公司
R9	德保食品有限公司
R10	玉滿發展有限公司
R11	鴻氣國際有限公司
R12	威鴻國際有限公司
R13	鴻星企業有限公司
R14	耀鴻有限公司
R15	Hing Yip Rattan Co. Limited
R16	Landmark Asia Property Limited
R17	羅日祥
R18	王慧勤
R19	王慧桐
R20	王慧恩
R21	黃財富
R22	黃才英
R23	李敬歡
R24	江天豪
R25	江振英
R26	High Dynamic Holdings Limited

II. List of Commenters

Comment No. (TPB/R/S/KTN/3-)	Name of Commenter
C1	Mary Mulvihill
C2	Wong Lai Fan

Sharon H.Y. Chan, TP/STN, for their attendance to answer Members' enquiries. They left the meeting at this point.]

[Mr Paul Y.K. Au left the meeting at this point.]

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.]

Agenda Item 18

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/FLN/30 Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public and Private Housing Developments; and Proposed Social Welfare Facilities, Shop and Services and Eating Place within Public Housing Developments in "Residential (Group A) 1", "Residential (Group A) 2", "Residential (Group A) 3", "Residential (Group A) 4", "Residential (Group B)", "Residential (Group C)" and "Other Specified Uses" annotated "Commercial/Residential Development with Public Transport Interchange (2)" Zones, Various Lots in D.D. 51, D.D. 52, D.D. 83 and FSSTL and Adjoining Government Land, Fanling North
(RNTPC Paper No. A/FLN/30)

及新發展區內的道路到達粉嶺公路上水方向需時約三至四分鐘，而到達粉嶺公路元朗方向需時約兩分半至三分半鐘。）

15. 主席總結表示，北區區議會支持項目文件內古洞北及粉嶺北新發展區餘下階段工程及將有關道路及排污設備工程刊憲，並請署方跟進議員的意見及盡快開展有關工程。 土拓署

第 3 項——就《古洞北分區計劃大綱核准圖編號 S/KTN/2》的擬議修訂

(北區區議會文件第 21/2022 號)

16. 主席表示規劃署代表將利用投影片作介紹，秘書處昨日已將有關投影片以電郵分發給各位議員，以便閱覽。有關投影片載於附件二。

17. 陸國安先生和林秀霞女士以投影片介紹北區區議會文件第 21/2022 號。

18. 陳月明議員對政府擬將古洞北內的商貿及科技園搬至新田科技城一事大有保留，認為若一個區域只有房屋，缺乏產業，居民將被迫花費大量交通時間前往其他地區上班，亦變相對公營交通構成更大壓力。政府在 2021 年推出《北部都會區發展策略》(下稱「《策略》」)，強調「南金融、北創科」，發展「雙城」新經濟引擎。她表示創科是香港未來的發展動力，若把「商貿及科技園」從北區移走，無異於把「十四·五」規劃中最精萃的項目搬離北區，而北區將淪為只作解決房屋問題的居民區，失去在北部都會區的定位。她指在 7 月 7 日立法會會議上，立法會全票通過了「對接深圳，規劃共建深港口岸經濟帶」議案，當中提到因北區鄰近羅湖區，與福田商業區相鄰，故可打造北部都會區為口岸經濟帶。她質疑若北區沒有科技園，將如何完成政府提及的「兩城三圈」中的「港深緊密互動圈」。若北區沒有創科這類的新就業增長點，將難以打造北部都會區成為宜居、宜遊、宜業的城市空間。她認為北區不能夠脫離原本發展成北部都會區的原意，但剛才部門代表沒有說明古洞北、粉嶺北發展可如何結合國家「十四·五」規劃的產業進駐；而在現時東鐵已經由十二卡變成九卡，北環線仍然停留於構思階段的情況下，政府缺乏革新的道路規劃方案。她續指三公頃土地可建成的房屋數量有限，政府應使用該土地發展創科；而新田科技城位於落馬洲，被保育區包圍，如何可與深圳福田區的產業協同發展？北區在物流和配套上又是否確比新田落後？政府本提倡「東

進東出，西進西出」，以便利於兩地物流運輸，現時北區東邊的香園圍口岸，在物流上對北區發展商貿創科可起着扶持作用。若北區保留商貿及科技園，對整體發展和就業皆有利無害，故她全力要求北區保留創科的發展。

19. 就陳月明議員提出關於「北創科」的意見，侯志強議員表示支持。他指北區擁有河套區、蠔殼圍、羅湖、打鼓嶺、恐龍坑等多片可發展土地，若把北部都會區的創科中心遷至落馬洲，原本預留發展的土地將作甚麼用途？若說是為了保育而預留土地讓候鳥遷徙，政府卻沒有提供相關保育方案，似乎白白浪費了數千萬呎土地。他認為北部都會區應保留創科元素，並指內地幾乎每一條生產線都會設置展覽區，詢問政府有否預留場地用作展覽創科成果。此外，鑑於現時北區缺乏酒店，政府有否打算興建相關設施，方便商貿人員前往北區參觀展覽和洽談生意。他亦詢問政府有否考慮居住人口的就業問題，若根據現時規劃，古洞居民前往新田創科城或其他地方工作，將令繁忙時間吐露港塞車及港鐵超出負載量等問題加劇惡化。另一方面，他認為現時政府應考慮為物流業安排位置存放大型物料(例如古洞北發展中涉及的大型基建物料)，並確保道路有足夠闊度和可承受相對壓力、重量，以及預留地方停泊重型車輛和存放機械。他認為政府須做好北部都會區創科、展覽、運輸和物流的規劃，不然便會出現另一個如天水圍般的「死城」，希望各部門能夠三思。

20. 侯志強議員續指現時古洞北正進行排污渠和水庫等大規模基建，並徵用了羅湖騎術會部分訓練騎術和泊車的地方。學院幾經困難，終在羅湖懲教所對面覓得一塊約兩萬呎之地改作臨時泊車之用，惟政府人員卻不時到該處要求恢復土地原狀，並警告將會提告。他已建議工程公司向規劃署正式提交申請更改土地用途，希望規劃署可因應環境和工程需要酌情處理，並強調此改動只屬臨時性質，待工程完成後會把該處回復原本狀態。

21. 主席請規劃署提供修訂規劃後的住戶伙數增長數字。

22. 陸國安先生感謝兩位議員支持「北創科」的政府策略，並回應如下：

(a) 就陳月明議員的意見，他指出政府(包括規劃署)一直強調「職住平衡」，亦明白市民為早上繁忙時間的南北線交通瓶頸所苦，故他們會在北部都會區提供更多職位，讓市民減少跨區上班的需要。他表示目前古洞北三公頃的土地規

劃並不代表放棄「北創科」的策略。由於《北部都會區發展策略》提出需要一個聚集的地方發展創科業，故需要在新田建造面積相等於 16.5 個科技園的科技城，並提供 6.6 萬至 6.8 萬個就業職位。政府並非把有關職位從北部搬遷至港島或九龍南，令居民要長途跋涉南行上班；日後港鐵北環線落成，古洞北與新田只是一站之距。署方希望透過創科職位或產業集聚，配合落馬洲河套已完成規劃的創科用地，滿足更多相關產業的需要。他重申政府沒有放棄「北創科」的策略，而房屋供應亦是一個重要目標。政府將在 2024 年開始收地，期望在短時間內能盡量提供更多房屋用地，取得「職住平衡」；

- (b) 就侯志強議員有關物流業設施的意見，他表示稍後在粉嶺北項目部門代表會再作介紹。他承認一些大型物流作業未必適合存放在多層物業內，部分物料暫時可放在粉嶺北相對較大的土地位置，以解決部分問題。關於羅湖騎術會泊車位搬遷問題，署方如接獲議員或申請人有關臨時用地申請，會按現時《城市規劃條例》(下稱「條例」)考慮；
- (c) 就主席提出有關古洞北住戶增長的提問，他表示署方視古洞北和粉嶺北為一個整體。該區已在 2018 年的前期規劃中擴容了一次，提升了密度；新修訂的規劃則將會再增加大概 1.4 萬個單位及 3.87 萬人；以 2018 年估算人口 18.8 萬人計，即屆時人口將約為 20 多萬人，增長率達兩成。經修訂規劃並香港城市規劃委員會(下稱「城規會」)以《條例》提升建築密度，政府將會因應最新人口估算、以及市民就交通、社區設施提出的意見，盡力補足他們的需求。

23. 侯福達議員認為規劃署的規劃經常作出修訂，並指當年土拓署曾到上水區鄉事委員會介紹創科園的構思，指將在料壆村附近一帶建設創科園，而古洞北將增設港鐵站方便居民上下班。他表示直至現在才得悉創科園將遷往新田，並表明署方沒有通知相關村長此等修訂。

24. 周錦豪議員認為以三公頃土地建造房屋只可增容約一萬人口，作用不大，且有點浪費；該些土地較宜改作安置傳統產業之用。現時香港越來越多人關注本地實業和傳統產業發展，若創科園轉移至新田，政府可用跳脫思維，把原本劃作創科園的土地改為用作保留傳統產業發展。

25. 侯志強議員指現時署方只集中創造創科職位，卻缺乏酒店、展覽廳、餐飲業等適合普羅大眾從事行業的規劃，變成「北創傷」。他希望政府部門認真規劃北區設施，增加就業機會。

26. 高維基議員謂若現時政府要改劃北區土地用途，以集中發展住宅，便要把 32A 區旁邊的商貿及科技城一併遷至落馬洲，以騰出土地興建住宅，但他認為政府不應把商貿用地改為住宅用地，令商業和工業用地減少。此外，他詢問部門代表燕崗村旁邊的恩慈之家土地改劃用途申請，是屬於私人提出抑或政府建議。

27. 主席指出增長的 3.8 萬人口相當於皇后山邨和山麗苑的總人口，而署方剛才提及會建設鐵路連接新田科技城，他詢問相關改劃有否具體的基建時間表。現時古洞北最早的住宅項目將於 2027 年入伙，但北環線至少要 2034 年才落成，這七年間卻會增加四萬人入住，他質疑屆時居民將如何來往科技城工作。他認為現時政府提出的基建配套只屬小修小補，例如打通白石凹路路口位置及在河東學校增設道路，但現時整個改劃卻會增加四萬人口。若然特首認為需要為皇后山邨居民興建港鐵站，那麼根據現時的人口增長，則起碼需要多設一個輕鐵站。他詢問政府有否具體交通規劃以便利居民前往科技城，例如增設單車高速公路或是自動扶手電梯系統直達科技城。如沒有相關交通配套，則難以達到剛才提及的「職住平衡」。他希望部門能交代相關計劃。

28. 侯福達議員補充指，燕崗村居民在幾次諮詢中，皆對改變恩慈之家土地用途提出反對。

29. 陸國安先生綜合回應如下：

- (a) 就侯志強議員提出關於就業職位的意見，他指北部都會區發展策略將會創造 65 萬個並不限於創科的職位，亦會在同區設立政府新大樓，期望政府新大樓能起帶頭作用，可帶動企業選址，也讓部分在新界居住的公務員可不用到港島或九龍上班，有助紓緩早上南行、傍晚北行的交通需求。他重申北部都會區不只提倡單一創科用途；
- (b) 就主席提及關於交通配套的意見，他指剛才提及的人口數字乃會隨着屋苑落成而按步增長，基建交通亦會分階段作相應配合。當中包括港鐵古洞站將於 2027 年開始營運，服務古洞北第一期新住戶；約到 2032 年，餘下階段的新住戶才陸續入伙，政府將會一直監察留意有關情況，以確保交

通配套能趕上新增人口的需求；

- (c) 就高維基議員提及改劃其他地方的土地用途，署方已備悉意見，並會考慮跟進；
- (d) 就侯福達議員提及關於燕崗村的問題，他表示該地方屬私人土地，並有二級歷史建築物，土地擁有人希望提高地積比率，配合日後古洞北新市鎮的發展密度；署方認為此申請可提供誘因給對方保育現存的二級歷史建築物，達至雙贏局面。他理解村民關注此計劃或會對交通造成影響、或興建時造成滋擾，申請人在改劃階段已作相應評估，務求把短期滋擾減至最低；以及
- (e) 就周錦豪議員提及關於該三公頃土地的運用，他表示政府在推展新界古洞北發展區時，已提出處理受影響棕地或廠戶的政策。因原址屬於可發展為較高密度住宅用地，故不包括「原址安置」選項。至於鏢木廠或其他受影響廠戶的要求和搬遷問題，發展局及政府其他相關部門正在跟進。

30. 周錦豪議員認為陸國安先生有關「政府新辦公大樓有助區內就業」之言乃是悖論，市民不會輕易轉行到政府工作，轉移就業人口至政府辦公大樓或政府帶頭在該區招聘人手之說並不能成立。他詢問政府在規劃上的考慮方向是否正確。

31. 陳月明議員詢問政府如何估算出北部都會區將會創造 65 萬個就業職位，以及該等職位的分布。

32. 侯福達議員對陸國安先生就恩慈之家的回應有所保留。他指出因交通配套設施不足和旁邊的神壇保育等問題，當區居民大都強烈反對附近興建樓宇，包括低密度住宅。

33. 李冠洪議員指出剛才高維基議員提出更改 31 區的土地用途為住宅實屬「反話」。他表示政府規劃土地增加公共房屋，區議會定會支持，但他認為現時整個北區的規劃猶如只按個人喜好任意而為，且有勾結私人發展商之嫌。當議員質問為何有個案顯示私人發展商欲更改土地用途，其申請並非由土地持有人提出，而是由政府提出時，規劃署竟替相關發展商辯護，指因為該土地有二級歷史建築物，故此要增加地積比率，配合整個北部都會區規劃。他相信若是一般人申請更改土地用途，規劃署並不會如此容易通過。他又認為現時規劃署在規劃北區時只作「插針式」發展，缺乏全盤考

量。現時北區實在缺乏社區設施規劃以應付未來 20 多萬人口，且欠詳盡的整體交通規劃，只「見步行步」式解決問題，而部門的交通評估準確度又一直為人詬病，也沒有向議員解釋如何疏導發展後的交通流量。他並質疑政府部門有否評估地盤施工期間的交通流量。他期望規劃署聽畢議員意見後，能就北區整體發展好好規劃。

34. 主席補充，剛才陸國安先生提及港鐵古洞站將於 2027 年建成，但車程只限於往返古洞與上水，故在 2027 年至 2034 年間，仍缺乏往來新田科技城的交通。他詢問政府在交通上有否一併改劃，例如增建一個輕鐵站；若否，他希望部門代表回應在北環線建成之前，那 18 萬增長人口可如何前往新田。

35. 陸國安先生綜合回應如下：

- (a) 就侯福達議員關注恩慈之家旁神壇的保育問題，他指現時燕崗發展並不會影響該歷史建築物；
- (b) 就李冠洪議員對燕崗的土地改劃申請的關注，他表示申請人向城規會提交申請時，已進行多項技術評估。有關申請在 6 月 1 日得到城規會同意，規劃署才把此結果反映在規劃圖則上，以刊憲諮詢公眾。他強調規劃署並沒有主動建議更改土地用途；
- (c) 就周錦豪議員對就業職位的疑問，他澄清雖然創科職位集中在新田，但政府希望就業職位能夠多元化，並藉着在古洞設立政府辦公大樓起帶頭作用，提供多類型職位，以改善職住平衡的情況。他表示政府在編訂《策略》時曾按各個工種評估其就業情況，詳情可查閱相關資料；以及
- (d) 就主席提及交通配套的問題，他指出根據政府所公布日期，北環線將在 2034 年落成，故北區和新田居民在 2027 至 2034 年期間須依賴道路交通網絡。他表示相關部門會適時進行交通影響評估，並因應人口預算，提升公共交通服務，以配合市民出行需要。政府當會持續監察情況。

36. 陳月明議員認為陸國安先生並沒有回答她的問題。

37. 陸國安先生回應指，現時手上沒有相關資料，將於會後與陳月明議員跟進。

規劃署

38. 主席認為陸國安先生的資料準備不足，例如有關如何配合交通設施與就業人口動向的資料，故現時難以向大會證明相關的改劃合適。

39. 陸國安先生回應指，根據《策略》，透過設立新田科技城，並在落馬洲河套區發展高科技產業，將會與深圳作協調和配合，達到「北創科」的發展策略。

40. 張浚偉議員質疑北部都會區的人口數字會否已經達到上限。他認為 20 多萬人口應已令該區人口飽和，希望政府部門多花時間研究及建設相關交通和社區設施配套，而非只求不斷增加住宅，令居民只有生存，沒有生活。

41. 主席總結討論，表示議員大多對是次改劃有所保留，他請規劃署調整方案後，再次提交予北區區議會審議。

42. 大會反對就《古洞北分區計劃大綱核准圖編號 S/KTN/2》的擬議修訂。

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。

Provision of Major Community Facilities and Open Space in Kwu Tung North OZP

(Based on planned population in KTN OZP of 139,700)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons	13.97 ha	0 ha	18.75 ha	+4.78 ha
Local Open Space	10 ha per 100,000 persons	14.49 ha (include demand of specified workers)	1.08 ha	14.9 ha	+0.41 ha
Sports Centre	1 per 50,000 to 65,000 persons (assessed on a district basis)	2	0	2	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons (assessed on a district basis)	0	0	1	+1
Swimming Pool Complex – standard	1 complex per 287,000 persons (assessed on a district basis)	0	0	1	+1
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	1	+1
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	0.7	0	1	+0.3
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)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
Community Hall	No set standard	N.A.	0	2	N.A.
Library	1 district library for every 200,000 persons (assessed on a district basis)	0.7	0	1	+0.3
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	100 classrooms	7 classrooms	96 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)	209 classrooms	0 classroom	180 classrooms (advised by EDB)	-29 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 (assessed by EDB on a territory-wide basis)	157 classrooms	0 classroom	120 classrooms (advised by EDB)	-37 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	768 beds	0 bed	1,600 beds	+832 beds
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	1	0	1	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against 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)	559	0	400	-159 [#]
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 (assessed by SWD on a local basis)	2	0	2	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons (assessed by SWD on a service boundary basis)	1	0	1	0
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above (assessed by SWD)	1	0	1	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)	7	0	0	-7 [#]
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)	593 places	11 places	224 places	-369 [#] places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement based on OZP planned population	Provision		Surplus/ Shortfall against 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)	804 beds	0 bed	1,514 beds	+710 beds
Pre-school Rehabilitation Services	23 subvented service places for every 1,000 children aged 0-6 (assessed by SWD on a district basis)	299 places	0 place	60 places	-239 [#] places
Day Rehabilitation Services	23 subvented service places for every 10,000 persons aged 15 or above (assessed by SWD on a district basis)	261 places	0 place	250 places	-11 places
Residential Care Services	36 subvented service places for every 10,000 persons aged 15 or above (assessed by SWD on a cluster basis)	408 places	160 places	850 places	+442 places
Community Rehabilitation Day Centre	1 centre for every 420,000 persons (assessed by SWD on a district basis)	0	0	1	+1
District Support Centre for Persons with Disabilities	1 centre for every 280,000 persons (assessed by SWD on a district basis)	0	0	1	+1

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

Remark:

- # The planned social welfare facilities in KTN NDA are based the demand of Social Welfare Department (SWD). All demand for social welfare facilities from SWD are reserved in public housing sites or “G/IC” sites. The deficit in provision is based on OZP planned population while SWD adopts a wider spatial context/cluster in the assessment of provision of 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.