

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

RNTPC Paper No. 2/25

**For Consideration by
the Rural and New Town Planning Committee on 28.2.2025**

**PROPOSED AMENDMENTS TO THE
APPROVED TAI PO OUTLINE ZONING PLAN NO. S/TP/30**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tai Po Outline Zoning Plan (OZP) No. S/TP/30 (**Attachment I**) as shown on the draft Tai Po OZP No. S/TP/30A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 14.6.2022, the Chief Executive in Council (CE in C), under section (9)(1)(a) of the pre-amended Ordinance¹, approved the draft Tai Po OZP which was subsequently renumbered as S/TP/30. On 8.7.2022, the approved Tai Po OZP No. S/TP/30 (**Attachment I**) was exhibited for public inspection under section 9(5) of the pre-amended Ordinance.
- 2.2 On 11.9.2024, the Secretary for Development (SDEV) referred the approved Tai Po OZP No. S/TP/30 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 20.9.2024, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

- 3.1 As part of the Government's multi-pronged strategy to increase land and housing supply in the short-to-medium term, the Chief Executive of the previous term of Government (the then CE) put forward a proposed framework of the Land Sharing Pilot Scheme (LSPS) in the 2018 Policy Address (PA) and outlined further details in the 2019 PA. The LSPS aims to unleash the development potential of private lots outside specified environmentally

¹ The "pre-amended Ordinance" refers to the Town Planning Ordinance as in force before 1.9.2023.

sensitive areas and areas not covered by Government's completed, ongoing and soon-to-commence development studies in order to boost both public and private housing supply. On 31.3.2020, the then CE in C ordered that the criteria and implementation arrangements of the LSPS be adopted. Among others, one of the criteria for the LSPS application is that no less than 70% of the increased domestic gross floor area (GFA) is set aside for public housing development as intended by the Government.

- 3.2 On 19.7.2021, a LSPS Application at Lo Fai Road and Ting Kok Road in Tai Po (the LSPS Sites) was submitted to the Development Bureau (DEVB) for consideration. On 6.12.2023, the Steering Committee on Land and Housing Supply (SCLHS) chaired by the Financial Secretary under the delegated authority from the CE in C endorsed in-principle the LSPS Application. The LSPS Application comprises two sites which currently fall within areas zoned "Green Belt" ("GB") and shown as 'Road' on the approved Tai Po OZP No. S/TP/30 (**Plan 1a**). Based on the initial findings of the technical assessments undertaken by the applicant of the proposed LSPS development (the LSPS Applicant), relevant government bureaux/departments (B/Ds) have no in-principle objection to the proposed LSPS development. Upon the SCLHS's endorsement, the LSPS Applicant further undertook detailed technical assessments, demonstrating that the proposed LSPS development would not impose significant adverse impacts to the surrounding areas.
- 3.3 To facilitate pursuing the proposed LSPS development, it is proposed to rezone the two LSPS Sites, including a site at the junction of Lo Fai Road and Ting Kok Road (the LSPS Site A) from "GB" and area shown as 'Road' to "Residential (Group A)11" ("R(A)11") (**Amendment Item A1**) (**Plan 1a**) and a site at Ting Kok Road to the north of Fortune Garden (the LSPS Site B) from "GB" and area shown as 'Road' to "Residential (Group A)12" ("R(A)12") (**Amendment Item A2**) (**Plan 1a**). Details of the proposed amendments would be elaborated in paragraphs 4.1 to 4.21 below.
- 3.4 Besides, in order to take forward a section 12A application (No. Y/TP/36) agreed by the Rural and New Town Planning Committee (the Committee) of the Board on 10.11.2023, it is proposed to rezone a site to the north of Shek Kwu Lung from "Open Space" ("O") to "Government, Institution or Community (3)" ("G/IC(3)") for regularising the existing religious and columbarium uses under the name of "Ever Rest Temple" (常寂園) (**Amendment Item B**) (**Plan 1b**). Details of the proposed amendments would be elaborated in paragraphs 4.22 and 4.23 below.
- 3.5 Technical amendments are proposed to rezone various parcels of land to reflect the as-built road alignment of Ting Kok Road section to the north of the former Shuen Wan Landfill and Fortune Garden (**Amendment Items C1 to C4**) (**Plan 1a**). Details of the proposed amendments would be elaborated in paragraph 4.24 below.
- 3.6 Opportunity is also taken to revise the Notes of the OZP to align with the latest Master Schedule of Notes to Statutory Plans (MSN), to include other technical

amendments to other parts of the Notes of the OZP, and to update the ES of the OZP to reflect the latest planning circumstances.

4. Proposed Amendments

Amendment Items A1 and A2 – Amendments arising from Proposed LSPS Development (Plans 1a, 2a, 3a, 4a and 4b)

The LSPS Sites and Surroundings

- 4.1 The LSPS Site A with site area about 2.03 ha² at the junction of Lo Fai Road and Ting Kok Road and the LSPS Site B with site area of about 0.70 ha³ at Ting Kok Road to the north of Fortune Garden both currently fall within areas zoned “GB” zone and shown as ‘Road’ on the approved Tai Po OZP No. S/TP/30 (**Plan 1a**). Both LSPS Sites are mainly vegetated slopes, which abut Lo Fai Road and/or Ting Kok Road but without direct vehicular access (**Plans 2a and 3a**).
- 4.2 The surrounding areas are predominantly rural in character comprising vegetated slopes, low-rise residential developments, village houses, Tai Po InnoPark and the former Shuen Wan Landfill (which is currently restored). To the north are vegetated slopes and low-rise residential developments along Lo Fai Road (including Tycoon Place, Villa Lucca, Casa Marina I, Casa Marina II, Richwood Park and Forest Hill). To the east are vegetated slopes, village houses at Wong Yue Tan and The Beverly Hills. To the south across Ting Kok Road are Fortune Garden, an area zoned “Other Specified Uses” annotated “Golf Course” (“OU(Golf Course)”) on the OZP at the former Shuen Wan Landfill and Tai Po InnoPark. To the west are village houses at Ha Hang.

Rezoning Proposal

- 4.3 The proposed LSPS development consists of both public and private housing developments. The LSPS Site A (about 2.0 ha) is proposed to be rezoned from “GB” and area shown as ‘Road’ to “R(A)11” for a proposed public housing development, subject to a maximum GFA of 65,522m² and a maximum building height (BH) of 83mPD (**Amendment Item A1**). In addition, the LSPS Site B (about 0.7 ha) is proposed to be rezoned from “GB” and area shown as ‘Road’ to “R(A)12” for a proposed private housing development with a roundabout at the western portion, subject to a maximum GFA of 23,000m² and a maximum BH of 80mPD (**Amendment Item A2**). The proposed roundabout at the western portion of the LSPS Site B will be constructed by the LSPS Applicant. The proposed layout plans and section plans of the LSPS development are at **Drawings 1a, 2a and 2b** for the LSPS Site A and **Drawings 1b and 2c** for the LSPS Site B respectively.

² Site area of the LSPS Site A includes additional government land of about 3,797m² to optimize the development potential of the site.

³ Site area of the LSPS Site B includes the proposed roundabout with associated retaining wall/cut slope of about 1,313m².

4.4 Major development parameters of the proposed LSPS development are summarised as follows:

Development Proposal	Public Housing Portion at LSPS Site A (Amendment Item A1)	Private Housing Portion at LSPS Site B (Amendment Item A2)
Development Site Area (about)	2.03 ha	0.57 ha ^(a)
Total GFA	Not more than 65,522m ²	Not more than 23,000m ²
- Domestic (about) ^(b)	64,522m ²	23,000m ²
- Non-domestic (about)	1,000m ^{2(c)(d)}	N/A
Housing Mix in Domestic GFA (about)	70% (public housing) / 30% (private housing) ^(e)	
Maximum BH	Not more than 83mPD ^(f)	Not more than 80mPD
No. of Storeys	18 to 21 storeys (including podium with 1 to 3 storeys)	18 storeys (including a 1-storey basement for car park)
No. of Blocks	5 residential towers above podium and 1 car park block	1 residential tower
No. of Units	1,290	460
Average Flat Size (about)	50m ^{2(g)}	50m ²
Estimated Population	3,612 ^(g)	1,288
Supporting Facilities	- Retail Facilities - GIC Facilities ^(h)	N/A
Local Open Space	Not less than 3,612m ²	Not less than 1,288m ²
Parking and Loading/ Unloading (L/UL) Provision		
- Private Car Parking Spaces	176	143
- Motorcycle Parking Spaces	15	6
- Light Goods Vehicle Bays	6	N/A
- Heavy Goods Vehicle Bays	11	1
- Bicycle Parking Spaces	172	62

Note:

- (a) Development site area of the LSPS Site B excludes the proposed roundabout with associated retaining wall/cut slope of about 0.1 ha.
- (b) The resultant domestic plot ratio (PR) for public and private housing portions based on the development site area are 3.18 and 4.04 respectively.
- (c) Proposed non-domestic GFA of about 1,000m² is designated for retail facilities.
- (d) The proposed car park block and GIC facilities as required by the Government would be exempted from GFA calculation.
- (e) In calculating the housing mix under the LSPS, domestic GFA of about 10,855m² generated from inclusion of additional government land (about 3,797m²) in Site A for enlarged public housing development is not included.
- (f) BH of 83mPD is currently proposed under the LSPS Scheme, which is slightly higher than the proposed BH of 80mPD in the previous LSPS Scheme with in-principle endorsement by the CE in C on 6.12.2023, due to the proposed adoption of Modular Integrated Construction (MiC) method. Floor-to-floor height of 3m has been assumed to allow for the adoption of MiC method.

- (g) In accordance with the “Guidelines for Planning of Site Formation of the Public Housing/Starter Homes Portion and Provision of Infrastructure and Government, Institution or Community Facilities” under LSPS, the assumptions of average flat size and average household size for the public housing portion are 50m² in GFA and 2.8 persons per flat respectively.
- (h) Area equivalent to about 5% of the total attainable domestic GFA of the public housing portion would be set aside for the provision of social welfare facilities as per PA 2020. The types of GIC facilities are subject to discussion by relevant government B/Ds in the detailed design stage.

Land Use Compatibility and Development Intensity

- 4.5 Noting that both LSPS Sites are situated at the hillside with low-density residential developments and village houses in the proximity, the proposed residential development is not entirely incompatible with the surrounding areas. Nevertheless, the proposed LSPS development with maximum BHs of 83mPD and 80mPD at LSPS Site A and Site B respectively generally respects the existing BH profile descending from inland area at the north (with BHs ranging from about 76mPD to 113mPD of the existing residential clusters in the uphill) to the waterfront at the south (with BHs of about 12mPD to 36mPD at Fortune Garden).

Technical Assessments

- 4.6 Relevant technical assessments, including Traffic Impact Assessment (TIA), Landscape Master Plan (LMP) and Tree Preservation and Removal Proposal (TPRP), Visual Impact Assessment (VIA), Air Ventilation Assessment (Expert Evaluation) (AVA(E)), Environmental Assessment (EA), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA), Water Supply Impact Assessment (WSIA), Ecological Impact Assessment (EcoIA) and Geotechnical Assessment (GA), have been conducted by the LSPS Applicant to assess the potential impacts arising from the proposed LSPS development on traffic and transport, visual, landscape, air ventilation, environmental, drainage, sewerage, water supply, ecological and geotechnical aspects. There is no insurmountable technical problem identified and the relevant government B/Ds have no objection to/ no adverse comments on the proposed LSPS development. The major findings of the technical assessments are set out in the consolidated report at **Attachment V** and summarised in the following paragraphs.

Traffic and Transport

- 4.7 The LSPS Site A is bounded by Lo Fai Road and Ting Kok Road to the west and the south respectively, while the LSPS Site B abuts Ting Kok Road to the south, but both without direct vehicular access (**Plans 1a** and **2a**). Under the LSPS Scheme, ingress/egress are proposed for the LSPS Site A and Site B at Lo Fai Road and Ting Kok Road respectively (**Drawings 1a** and **1b**). The LSPS Applicant proposes various road and junction improvement works (including road widening, provision of additional lane and conversion of staggered crossing into straight crossing) along Ting Kok Road and Yuen Shin Road as identified in the TIA (**Drawing 3a**), covering eight junctions at Ting Kok Road/Yuen Shin Road/Dai Fuk Street (**Drawing 3b**); Yuen Shin Road/Dai Fat Street (**Drawing 3c**); Tai Po Tai Wo Road/Yuen Shin Road (**Drawing 3d**); Ting Kok Road/Dai Fat Street (**Drawing 3e**); Ting Kok Road/Dai Kwai Street (**Drawing 3f**); Ting Kok Road/the LSPS Site B (outside Fortune Garden)

(**Drawing 3g**); Ting Kok Road/Lo Fai Road (**Drawing 3h**); and Ting Kok Road/Fung Yuen Road (**Drawing 3i**). The concerned road and junction improvement works will be carried out by the LSPS Applicant.

- 4.8 In order to cater for the potential demand of public transport services arising from the LSPS development, the LSPS Applicant proposes to enhance the frequency of existing bus and green minibus routes travelling and provide an additional bus route travelling along Ting Kok Road, subject to future demand and further review by relevant government B/Ds and service providers. Besides, sufficient parking and L/UL spaces would be provided for the LSPS development in accordance with Hong Kong Planning Standards and Guidelines (HKPSG).
- 4.9 According to the TIA, no adverse traffic impact is anticipated from the LSPS development after the implementation of proposed road and junction improvement works, while the LSPS development is feasible from the traffic point of view. The Commissioner for Transport (C for T), Chief Highway Engineer/New Territories East of Highways Department (CHE/NTE, HyD) and Chief Highway Engineer/Works (CHE/W), HyD have no adverse comment on/objection to the proposed LSPS development from the traffic engineering and highway maintenance perspective respectively.

Landscape

- 4.10 Both LSPS Sites are situated in an area of residential urban fringe landscape comprising dense vegetation, low-density residential developments and village houses in adjacent “V” zone. The proposed residential development of 18 to 21 storeys high would bring forth changes to the landscape character of the surrounding areas.
- 4.11 According to the LMP and TPRP, a total of 1,065 and 351 trees (excluding 12 and 14 undesirable species) have been identified within the tree survey boundaries for the LSPS Site A and Site B respectively. No Old and Valuable Tree is found at the LSPS Sites, while there are two *Aquilaria sinensis* (土沉香) (i.e. near-threatened species) at each LSPS Site (four in total) and one *Lagerstroemia speciosa* (大花紫薇) (i.e. scheduled under Cap. 96) at LSPS Site B. Also, two large mature trees, the T1732 *Schima superba* (木荷) of average health and structural condition and the T1399 *Machilus chekiangensis* (浙江潤楠) of high amenity value and fair condition are identified in the tree survey boundaries of the LSPS Site A and Site B respectively.
- 4.12 Under the LSPS Scheme, a total of 1,048 and 286 trees (excluding undesirable species) are proposed to be felled, while 17 and 65 trees are proposed to be retained within the tree survey boundaries for the LSPS Site A and Site B respectively. Three of the *Aquilaria sinensis* (土沉香) (two in LSPS Site A, one in LSPS Site B) are proposed to be felled due to poor form/health/structural conditions and/or low amenity value with difficulties in transplantation, and the remaining one without conflict with the development at the LSPS Site B is proposed to be retained. The *Lagerstroemia speciosa* (大花紫薇) with fair

health/structural condition is proposed to be felled as the tree is located on slope with limited and difficult accessibility for transplant works. One of the said mature trees (i.e. T1732) is in poor form and heavily tangled by climbers, while another one (i.e. T1399) is located on slope and will require intensive pruning of tree crown and rootball for transportation to receptor site, resulting in low survival rate after transplantation. As such, both mature trees are proposed to be felled.

- 4.13 Areas of about 1,142m² and 295m² for planting 584 and 142 whip trees are proposed within the LSPS Site A and Site B respectively (**Drawings 1a, 1b, 4a and 4b**). For the LSPS Site B, additional 19 heavy standard compensatory trees are proposed to be planted mainly around the periphery of the roundabout and along Ting Kok Road (**Drawings 1b and 4b**). The tree compensatory ratio (new tree:fell) for both LSPS Sites are about 0.56:1 in terms of quantity due to site constraints for provision of EVA, sufficient tree spacing for sustainable tree growth, and open amenity and recreational spaces for the enjoyment and use of the residents. Other mitigation measures/landscape treatments such as vertical greenery on retaining wall/retaining slope profile, toe planter and landscape garden are proposed. Subject to further review by relevant government department(s) at the detailed design stage, provision of more heavy standard trees and/or whip trees within Site A (mainly along the southern site periphery abutting Ting Kok Road) could be explored in order to enhance the tree compensation ratio up to about 0.65:1. Besides, local open space at a minimum standard of 1m² per person and greenery coverage will be provided in accordance with HKPSG and Sustainable Building Design Guidelines respectively. The Chief Town Planner/Urban Design & Landscape of Planning Department (CTP/UD&L, PlanD) has no adverse comment on the LSPS development from landscape perspective.

Visual and Air Ventilation

- 4.14 According to the VIA, the LSPS development with a maximum BH of 83mPD has taken into account the uphill residential developments to the north of the LSPS Sites (with BHs ranging from 76mPD to 113mPD). Owing to close proximity to the LSPS Sites, the visual impacts caused by the proposed LSPS development are moderately to significantly adverse when viewed from viewpoint (VP) 1 – cycle track near Tai Po East Fire Station, VP2 – cycle track near the “OU(Golf Course)” zone, VP3 – cycle track near Fortune Garden bus stop and VP4 – cycle track near Fortune Garden (**Drawings 5a to 5d**). For the other eight VPs, the proposed LSPS development is anticipated to induce insignificant to slightly adverse visual impacts (**Drawings 5e to 5l**). To mitigate the visual impact, the proposed LSPS development has incorporated various design measures, including provision of landscaping treatment/trees on road side and the northern portions at both LSPS Sites (**Drawings 1a, 1b, 4a and 4b**). For the LSPS Site A, setback of not less than 5m from the southern boundary along Ting Kok Road, building separation of not less than 15m between T1 and T5 and no erection of building structures at southwestern corner are proposed (**Drawing 1a**). For the LSPS Site B, setback of not less than 3m from the southern boundary along Ting Kok Road while aesthetically pleasing building design would be explored at the detailed design stage (**Drawing 1b**).

- 4.15 According to the AVA(E), the annual prevailing winds are mainly from E, ESE and ENE directions for both LSPS Sites, while the summer prevailing winds are mainly from E, SSE and SE directions for the LSPS Site A and E, SSE, SE and SSW directions for the LSPS Site B. The proposed LSPS development may result in some wind blockage impact to downwind areas under the prevailing winds when compared with the baseline scheme. The proposed layouts and disposition of buildings under the LSPS development have been carefully considered. Design measures, including setbacks along Ting Kok Road as mentioned in paragraph 4.14 above and retention of open areas without building structures at the northern portions at both LSPS Sites, as well as no erection of building structures at southwestern corner at the LSPS Site A (**Drawings 6a** and **6b**), are recommended to facilitate wind penetration and minimise the air ventilation impact. With the implementation of proposed design measures, it is anticipated that the LSPS development would not cause significant impact on the surrounding areas from the air ventilation perspective.
- 4.16 In view of the above, the proposed LSPS development would bring forth some changes to the character of existing low-density and low-rise neighbourhoods in terms of building mass and height (in number of storeys). The proposed LSPS development with the maximum BH of 83mPD has generally taken into account the existing uphill residential developments to the north (with BHs ranging from 76mPD to 113mPD) (**Plan 5**). To mitigate possible visual and air ventilation impacts of the proposed LSPS development, the applicant has proposed various design measures as stated in paragraphs 4.14 and 4.15 above (**Drawings 1a, 1b, 4a** and **4b**). CTP/UD&L, PlanD has no adverse comment on the LSPS development from visual and air ventilation perspectives.

Environment, Sewerage, Drainage and Water Supply

- 4.17 According to the EA submitted by the LSPS Applicant, potential air quality, noise and water quality impacts have been evaluated and are considered unlikely to be adverse with implementation of proposed mitigation measures. Traffic noise along Ting Kok Road is the dominant noise source, and therefore noise mitigation measures (e.g. blank wall/fixed glazing, acoustic window (baffle type) and enhanced acoustic balcony (baffle type)) are proposed to meet the traffic noise standards for the noise sensitive receivers of the LSPS development under HKPSG. For industrial noise from noise sources within/adjoining Tai Po InnoPark, there is no exceedance of relevant standard under unmitigated scenario of the LSPS development. For vehicular emission, since a small portion of residential tower at the LSPS Site B falls within the buffer area of 10m from Ting Kok Road, blank façade/fixed glazing (with/without maintenance windows) is proposed for the concerned portion (**Drawing 1b**). According to the historical and existing use observed in site survey, the risk of land contamination problem is unlikely, and therefore further investigation of potential land contamination problem is not considered necessary. In addition, given the former Shuen Wan Landfill being located to the south of the LSPS Sites, a preliminary landfill gas hazard assessment has been conducted, in which active control measures (e.g. mechanical ventilation), passive control measures (e.g. impermeable lining for envelope in touch with ground and sealing for

penetration for utilities entry), detective system, safe design and working practice for landfill gas are proposed to mitigate potential hazards during construction and operation stages.

- 4.18 Besides, SIA, DIA and WSIA have been submitted to demonstrate that no adverse sewerage, drainage and water supply impacts arising from the LSPS development are anticipated with the implementation of proposed works. In particular, upgrading works for two segments of an existing sewerage pipe along Lo Fai Road and a new sewerage pipe along Ting Kok Road are proposed for connection to the terminal manholes of the LSPS Site A and Site B respectively (**Drawing 7**). The Ting Kok Road Pumping Station No. 5 and Tai Po Sewage Treatment Works have adequate capacity to cater for the sewage generated from the LSPS development. The proposed sewerage works will be carried out by the LSPS Applicant and handed over to the Government for future maintenance and management upon completion.
- 4.19 Relevant government B/Ds including the Director of Environmental Protection (DEP), Chief Engineer/Mainland North of Drainage Services Department (CE/MN, DSD) and Chief Engineer/Construction of Water Supplies Department (CE/C, WSD) have no adverse comment on the proposed development from environmental, sewerage, drainage and water supply perspectives.

Ecological

- 4.20 Ecological survey with 6-month duration including dry and wet seasons between 2023 and 2024 was conducted. According to the EcoIA, the LSPS Sites are not identified as any recognised site of conservation importance or habitat of conservation interest, with records of low abundance of wildlife and low overall ecological values. With the proposed tree planting and transplantation of floral species of conservation importance within the LSPS Sites, the potential ecological impacts could be fully mitigated to acceptable level. Therefore, the overall potential ecological impacts caused by the LSPS development are considered insignificant. The Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the EcoIA.

Geotechnical

- 4.21 According to the GA, the proposed LSPS development is considered geotechnically feasible. Detailed site reconnaissance of the surrounding terrain should be undertaken to identify any possible natural terrain hazards to the LSPS Sites. Proposed mitigation will be dependent on the nature and scale of any identified risk to be determined at the detailed design stage. All existing structures, slopes and retaining walls affecting or being affected by the proposed LSPS development will be assessed, while precautionary/upgrading works will be proposed in detailed design stage if necessary. Head of Geotechnical Engineering Office of Civil Engineering and Development Department (H(GEO), CEDD) has no adverse comment on the GA.

Amendment Item B – Amendment to reflect an agreed section 12A application (Plans 1b, 2b, 3b and 4c)

- 4.22 On 10.11.2023, the Committee of the Board agreed to a section 12A application (No. Y/TP/36) to rezone the site with an area of about 0.04ha to the north of Shek Kwu Lung, which is known as “Ever Rest Temple” (常寂園), from “O” to “G/IC(3)” to regularise the religious institution and columbarium uses. The rezoning application was agreed by the Committee mainly on the considerations that the development at the site being located at a secluded location screened by roadside slopes, vegetation and trees was not incompatible with the surrounding land uses; no significant adverse visual, landscape, traffic and environmental impacts were anticipated; and concerned government departments had no objection to or no adverse comment on the application. Besides, in view that the applicant had submitted detailed development proposal (**Drawing 8**) with supporting technical assessments, and there would have control mechanism on the details and technical requirements of the columbarium use under the licencing regime of Private Columbaria Ordinance and lands administrative regime, the Committee agreed to put ‘Columbarium’ under always permitted Column 1 use subject to a maximum BH of two storeys and a maximum number of niches as proposed by the applicant so as to streamline the development control process. An extract of the relevant minutes of the Committee meeting is at **Attachment VI**.
- 4.23 To take forward the agreed section 12A application, it is proposed to rezone the site from “O” to “G/IC(3)” with ‘Religious Institution’ and ‘Columbarium’ as Column 1 uses subject to a maximum BH of two storeys and a maximum number of niches of 763. Based on the individual merits of a development or redevelopment proposal, minor relaxation of these restrictions may be considered by the Board on application under section 16 application.

Amendment Items C1 to C4 – Amendment to reflect as-built road alignment of Ting Kok Road section to the north of the former Shuen Wan Landfill and Fortune Garden (Plans 1a, 2a, 3a and 4d to 4i)

- 4.24 Technical amendments are also proposed to rezone various parcels of land to reflect the as-built road alignment of Ting Kok Road section to the north of the former Shuen Wan Landfill and Fortune Garden. Along the Ting Kok Road eastbound, it is proposed to rezone two parcels of land (about 0.69 ha) adjoining the LSPS Site A and Site B from area shown as ‘Road’ to “GB” (**Amendment Item C1**) and a strip of land (about 0.86 ha) to the east of the LSPS Site B from “GB” to area shown as ‘Road’ (**Amendment Item C2**). Along the Ting Kok Road westbound, it is proposed to rezone two parcels of land (about 0.61 ha) from “Residential (Group C)1” (“R(C)1”) to area shown as ‘Road’ (**Amendment Item C3**) and a parcel of land (about 0.03 ha) from area shown as ‘Road’ to “R(C)1”, both to the north of Fortune Garden (**Amendment Item C4**).

Minor Boundary Adjustments

4.25 Opportunity has also been taken to rationalise the zoning boundary of “Residential (Group A)9” (“R(A)9”) zone (increase in area of the “R(A)9” zone by about 0.02 ha, or 0.02% of the entire “R(A)” zone on the OZP) and area shown as ‘Road’ (reduction in area of about 0.02 ha, or 0.01% of the entire area shown as ‘Road’ on the OZP) to tally with the boundary of an approved planning application for the proposed public housing development at Chung Nga Road West, Tai Po⁴. The adjustments are minor in nature and do not have any material implications on the land use zonings and hence would not constitute any amendment item.

5. Provision of GIC Facilities and Open Space

5.1 Taking into account the proposed amendments mentioned above, the planned population of the planning scheme area of Tai Po OZP (the Area) is estimated to be about 304,400. A summary of the existing and planned provision of GIC facilities and open space for the Area is at **Attachment VII**. The existing and planned provision for major GIC facilities are generally adequate to meet the demand in accordance with the requirements of the HKPSG and concerned B/Ds’ assessments, except those stated in paragraph 5.2 below.

GIC Facilities

5.2 Although there will be shortfall in social welfare facilities including child care centre, community care services facilities, residential care homes for the elderly, day rehabilitation services and residential care services in the Area, the provision of these facilities 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. These facilities would be carefully planned/reviewed by relevant government B/Ds and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise. In this regard, area equivalent to about 5% of the total attainable domestic GFA of the public housing portion at the LSPS Site A will be set aside for the provision of social welfare facilities under **Amendment Item A1**. As the types of GIC facilities to be provided at the LSPS Site A are subject to review at the detailed design stage, such provision has not been reflected in the table for Provision of Major Community Facilities and Open Space in the Tai Po OZP at **Appendix VII**.

Open Space

5.3 Based on the HKPSG requirement on the provision of open space, there will be

⁴ Application No. A/TP/700 for minor relaxation of PR and BH restrictions for permitted public housing development was approved by the Committee on 25.10.2024. A minor portion of the Site falls within an area shown as ‘Road’ (about 0.02ha or 2.3% of the application site) which was considered as minor boundary adjustment.

surplus provisions of ~~13.39~~ **13.34** ha of district open space and ~~36.77~~ **37.88** ha of local open space in the Area.

6. Proposed Amendments to Matters shown on the Plan of the OZP

The proposed amendments as shown on the draft Tai Po OZP No. S/TP/30A are as follows:

- (a) Amendment Item A1 (about 2.03 ha) Rezoning of a site at the junction of Lo Fai Road and Ting Kok Road from “GB” and area shown as ‘Road’ to “R(A)11” subject to a maximum BH of 83mPD as stipulated on the Plan
- (b) Amendment Item A2 (about 0.70 ha) Rezoning of a site at Ting Kok Road to the north of Fortune Garden from “GB” and area shown as ‘Road’ to “R(A)12” subject to a maximum BH of 80mPD as stipulated on the Plan
- (c) Amendment Item B (about 0.04 ha) Rezoning of a site to the north of Shek Kwu Lung from “O” to “G/IC(3)” subject to a maximum BH of 2 storeys as stipulated on the Plan
- (d) Amendment Item C1 (about 0.69 ha) Rezoning of two parcels of land adjoining the LSPS Site A and Site B along Ting Kok Road from area shown as ‘Road’ to “GB”
- (e) Amendment Item C2 (about 0.86 ha) Rezoning of a strip of land to the east of the LSPS Site B along Ting Kok Road from “GB” to area shown as ‘Road’
- (f) Amendment Item C3 (about 0.61 ha) Rezoning of two parcels of land to the north of Fortune Garden along Ting Kok Road from “R(C)1” to area shown as ‘Road’
- (g) Amendment Item C4 (about 0.03 ha) Rezoning of a parcel of land to the north of Fortune Garden along Ting Kok Road from area shown as ‘Road’ to “R(C)1”

7. Proposed Amendments to the Notes of the OZP

The proposed amendments have been incorporated in the draft Notes of the OZP at **Attachment III** with additions in ***bold and italics*** and deletion in ~~single crossed-out~~ in relation to the proposed amendments mentioned above for Members’ consideration. The proposed amendments are summarised as follows:

“R(A)” zone

- (a) In relation to **Amendment Items A1 and A2** above, the Remarks for “R(A)” zone will be revised to incorporate the development restrictions for the new “R(A)11” and “R(A)12” sub-areas. To allow flexibility, the Notes of the “R(A)” zone will specify that ‘Public Vehicle Park (excluding container vehicle)’ use is always permitted on land designated “R(A)11”.

“G/IC(3)” zone

- (b) In relation to **Amendment Item B** above, a new “G/IC(3)” sub-area is proposed and a set of Notes for “G/IC(3)” is incorporated with stipulation of development restrictions. Apart from ‘Religious Institution’ and ‘Columbarium’, the applicant proposed to stipulate ‘Field Study/Education/Visitor Centre’ as Column 1 use under the section 12A application. Having regard that the development per se is specifically intended for the religious institution and columbarium, ‘Field Study/Education/Visitor Centre’ is proposed to be stipulated as a Column 2 use such that any proposal would be further considered by the Board under section 16 application.

Technical Amendments

Opportunity is taken to revise the other parts of the Notes based on the latest MSN, including the followings:

- (c) incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for “Village Type Development” (“V”) zone; and corresponding deletion of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 2 of the Notes for “V” zone;
- (d) incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone; and
- (e) revision to the Remarks of the Notes for “Site of Special Scientific Interest” zone to incorporate ‘(except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works)’.

8. Revision to the Explanatory Statement of the OZP

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

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/TP/31.

10. Consultations

- 10.1 The Tai Po Rural Committee (TPRC), Tai Po District Council (TPDC) and Tai Po North Area Committee (TPNAC) were consulted on the proposed amendments to the OZP on 9.12.2024, 7.1.2025 and 16.1.2025 respectively. Subsequently, a letter from TPRC summarising their comments/concerns has been received on 13.1.2025 (**Attachment VIII**).
- 10.2 Members of TPRC, TPDC and TPNAC expressed concerns on the proposed LSPS development under **Amendment Items A1 and A2**, which are mainly related to inappropriate site selection and availability of alternative sites; incompatibility with the surrounding areas with predominately low-density developments; low efficiency and no urgent need of the proposed LSPS development with limited proposed number of flats; inadequate road capacity in the area to cater for the traffic demand; the effectiveness and adequacy of the proposed traffic improvement works; the need of road and junction improvement works along Ting Kok Road even without the proposed LSPS development; concerns on traffic safety along Lo Fai Road and Ting Kok Road; inappropriate location of proposed ingresses/egresses of the LSPS Site A; inadequate car parking provision; cumulative impacts of the increasing population along Ting Kok Road; possible disturbance to the nearby permitted burial grounds; insufficient supporting facilities to serve the residents of the proposed LSPS development (e.g. public transport services, retail facilities, schools and health care services); visual impacts to local residents and visitors; landscape impacts after the removal of trees; potential environmental, ecological and geotechnical impacts; and concerns on public safety/security issues arising from the proposed LSPS development. The members of TPDC are supportive of the government's efforts in finding land to increase housing supply, but the proposed LSPS development should not be proceeded unless the public concerns are addressed.

Responses from Relevant Government Departments

- 10.3 The proposed LSPS development under **Amendment Items A1 and A2** is important for the short-to-medium term housing supply. Regarding the development intensity and land use compatibility, the proposed LSPS development with the maximum BH of 83mPD is largely commensurate with the scale and BH profile of the surrounding residential clusters as stated in paragraph 4.5 above. As for the potential traffic, landscape, visual, environmental, ecological and geotechnical impacts, the findings and recommendations of the TIA, LMP and TPRP, VIA, EA, EcoIA and GA summarised in paragraphs 4.7 to 4.14, 4.16, 4.17, 4.19 to 4.21 above are relevant.
- 10.4 For the concern on the possible disturbance to the permitted burial grounds, while there is no encroachment of the LSPS Site B onto the nearby burial

grounds (**Plan A-2a**), and due consideration would be given to provide adequate buffer distance between the site and the burial grounds at the detailed design stage. For the provision of supporting facilities, retail facilities with GFA of about 1,000m² are proposed at the LSPS Site A; the enhancement of public transport services is recommended under TIA; and the provision of GIC facilities namely schools and hospital beds is generally sufficient to meet the demand arising from the proposed LSPS development as stated in paragraph 5.1 above. For public safety/security concerns, the Commissioner of Police (C of P) has been consulted and has no adverse comment on the LSPS development.

Departmental Consultation

10.5 The proposed amendments to the OZP together with the draft Notes and ES have been circulated to relevant government B/Ds for comment. No objection or adverse comment has been received and their comments (if any) have been incorporated into the OZP and the above paragraphs, where appropriate. The relevant government B/Ds include:

- (a) SDEV;
- (b) Executive Secretary (Antiquities and Monuments), DEVB;
- (c) Head (Land Sharing Office), DEVB;
- (d) Secretary for Education;
- (e) Secretary for Health;
- (f) Secretary for Home and Youth Affairs;
- (g) Director of Housing;
- (h) C for T;
- (i) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (j) Project Manager (North), CEDD;
- (k) H(GEO), CEDD;
- (l) Head of Civil Engineering Office, CEDD;
- (m) District Lands Officer/Tai Po, Lands Department (LandsD);
- (n) Chief Estate Surveyor/Land Supply, LandsD;
- (o) DEP;
- (p) DAFC;
- (q) CHE/NTE, HyD;
- (r) CHE/W, HyD;
- (s) CE/C, WSD;
- (t) CE/MN, DSD;
- (u) Chief Building Surveyor/New Territories West, Buildings Department;
- (v) Director of Fire Services;
- (w) Director of Leisure and Cultural Services;
- (x) District Officer (Tai Po), Home Affairs Department;
- (y) Director of Electrical and Mechanical Services;
- (z) Director of Social Welfare;
- (aa) Director of Health;
- (bb) Director of Food and Environmental Hygiene;
- (cc) C of P; and

(dd) CTP/UD&L, PlanD.

Public Consultation

- 10.6 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered to S/TP/31 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. TPRC, TPDC and TPNAC will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.
- 10.7 During the processing of the section 12A application relating to **Amendment Item B**, public consultations were conducted in accordance with the provisions under the pre-amended Ordinance.

11. Decision Sought

Members are invited to:

- 11.1 agree the proposed amendments to the approved Tai Po OZP No. S/TP/30 as shown on the draft Tai Po OZP No. S/TP/30A at **Attachment II** (to be renumbered as S/TP/31 upon exhibition) and the draft Notes at **Attachment III** are suitable for public exhibition under section 5 of the Ordinance; and
- 11.2 adopt the revised ES at **Attachment IV** for the draft Tai Po OZP No. S/TP/30A (to be renumbered as S/TP/31 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP; and agree that the revised ES is suitable for public inspection together with the OZP.

12. Attachments

Attachment I	Approved Tai Po OZP No. S/TP/30 (reduced scale)
Attachment II	Draft Tai Po OZP No. S/TP/30A
Attachment III	Notes of the Draft Tai Po OZP No. S/TP/30A
Attachment IV	Explanatory Statement of the Draft Tai Po OZP No. S/TP/30A
Attachment V	Consolidated Report of the LSPS Scheme
Attachment VI	Extract of minutes of the Rural and New Town Planning Committee meeting on 10.11.2023
Attachment VII	Provision of Major Community Facilities and Open Space in the Tai Po OZP
Attachment VIII	Letter from TPRC received on 13.1.2025
Drawing 1a	Indicative Layout Plan of the LSPS Scheme (Site A)
Drawing 1b	Indicative Layout Plan of the LSPS Scheme (Site B)
Drawings 2a and 2b	Section Plans of the LSPS Scheme (Site A)

Drawing 2c	Section Plan of the LSPS Scheme (Site B)
Drawings 3a to 3i	Proposed Junction Improvement Works of the LSPS Scheme
Drawing 4a	Landscape Master Plan of the LSPS Scheme (Site A)
Drawing 4b	Landscape Master Plan of the LSPS Scheme (Site B)
Drawings 5a to 5l	Photomontages of the LSPS Scheme
Drawings 6a and 6b	Proposed Air Ventilation Measures of the LSPS Scheme under Prevailing Wind Directions
Drawing 7	Proposed Sewerage Upgrading Works of the LSPS Scheme
Drawing 8	Master Layout Plan of the Approved Application No. Y/TP/36
Plans A-1a and 1b	Location Plans
Plans A-2a and 2b	Site Plans
Plans A-3a and 3b	Aerial Photos
Plans A-4a to 4i	Site Photos
Plan 5	Building Height Profile in the vicinity of Amendment Items A1 and A2

**PLANNING DEPARTMENT
FEBRUARY 2025**