



**LCH Planning and Development
Consultants Limited**

Our Ref.: PD2411002/07
Your Ref.: TPB/Y/NE-STK/6

11 June 2025

By Email

Town Planning Board Secretariat
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Dear Sir/ Madam,

SECTION 12A PLANNING APPLICATION NO. Y/NE-STK/6

Further Information Submission

We refer to the comments from various Lands Department, Transport Department and Hong Kong Police Force on the captioned application.

Please find attached our responses to departmental comments. In regards to the department comments, minor amendments have been made on planning statement report, management proposal and traffic impact assessment report. The list of attachment is as follow:

- Response to Departmental Comments
- Revised Planning Statement Report (*main text only and updated parts are highlighted in yellow*)
- Revised Traffic Impact Assessment Report
- Revised Management Proposal (*updated parts are highlighted in yellow*)

Should you have any queries, please feel free to contact Emily Hui at .

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited

Junior Ho
Director

Encl.
c.c. the Applicant
DPO/STN (Attn: Mr. William Wong, TP/ North 4)

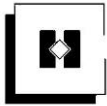
Response to Departmental Comments



Section 12A Application No. Y/NE-STK/6

Response to Departmental Comments Table

No.	Comments Received	Our Responses
1.	<i>Comments from Transport Operations (NT) Division of Transport Department dated 23 April 2025</i>	
	<i>Planning Assessment Report</i>	
(i)	Para. 2.7.1 (Follow-up on R-to-C) – While KMB 78S and GMB 55S have been supplemented in the table, it is noted that only the service details of outbound service are excluded. Please further supplement in the report. For GMB 55S, please add a remark to indicate that the route currently operates on a trial basis from 30 Jun 2024 to 30 Jun 2025.	Please refer to the revised planning assessment report.
(ii)	Para. 2.5.6, 5.2.12, 5.2.13, 5.2.19 – Please be advised that this Department has reservation to the proposed shuttle bus service outside festive period and the reasons were provided in our last round comments. Unlike festive period, it is anticipated that the transport demand to / from the proposed columbarium development would be much lower during non-festive period, we therefore consider that the visitors should take the existing transport services to / from the proposed columbarium development. The applicant should provide proper control and management at the site entrance of the columbarium development to ensure that all visitors have already made reservation prior to their visit.	Please refer to the revised planning assessment report for the latest measures during non-festival period.
(iii)	Para. 5.2.8 (Follow-up on R-to-C), Para. 5.2.9, 5.2.12, 5.2.13, 5.2.19, 5.3.2, 5.3.4 – The Applicant mentioned in the R-to-C that during non-festive periods, visitors with pre-booking shall be pick-up at the same location on San Wan Road, Sheung Shui by private cars on appointment. We doubt if the said arrangement (i.e. operation of shuttle bus service by private cars) is legal.	Please refer to the revised planning assessment report for the latest measures during non-festival period.



	Nevertheless, discrepancy is found in para. 5.2.9 as it mentions that a 27-seater shuttle bus will be operated during non-festive period. Regardless of the type of the vehicles for the shuttle bus service, it is recommended that the visitors with reservation should take the existing transport services to / from the proposed development. Even if the visitors would access the site by public transport service during non-festive period, the Applicant could arrange security guard(s) at designated locations (such as Sha Tau Kok Road and the site entrance) to ensure prevent any visitors without appointment. We cannot identify any administrative difficulty for the Applicant to implement the above-mentioned control measure during non-festive period.	
	<i>Traffic Impact Assessment Report</i>	
(iv)	Section 3.3 (Follow-up on R-to-C) – In respect of the proposed transport arrangement during non-festive period please refer to the above comments on the Planning Assessment Report and suitably update the TIA Report accordingly.	Please refer to the revised TIA report for the latest measures during non-festival period.
(v)	Section 5.2 (Follow-up on R-to-C) – In connection with the above comments concerning the transport arrangement during non-festive period, our previous comments remain valid. The Applicant should further supplement the modal split during non-festive period to address TD's concern. The applicant should therefore conduct an assessment in respect of the potential impact on existing transport services, if any, based on the estimated demand during the peakiest one hour and occupancy of the existing transport services.	Please refer to the revised TIA report for the latest measures during non-festival period.
(vi)	➤ Other Comments (Follow-up on R-to-C)– a) Availability of public transport services in the vicinity should be incorporated in the TIA report to better reflect the actual scenario similar to the Planning Assessment	To supplement the TIA with better alignment to the Planning Assessment Report, the availability of public transport services near the subject site has been reviewed and documented in Section 4.3 and



Report. We cannot identify any difficulty for the Applicant to supplement the details of the existing transport services even though shuttle bus service is proposed, not to mention that the proposed transport arrangement during non-festive period is not agreeable.

- b) Please supplement a table to present the transport demand (inbound and outbound) during the peakiest hour at AM and PM peak period respectively for our ease of reference. As a matter of fact, your recommendations on the transport arrangement during festive and non-festive periods should be based on the estimated transport demand with justifications instead of the sole preference of the Applicant on the mode of transport.

Table 4.1 of the TIA. Please also note our proposed shuttle service arrangement update as follows:

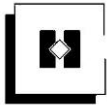
- Festival Periods: Although these public transport services are available in the vicinity, all visitors (except local villagers) are required to use the designated shuttle bus for site access, per the management plan. The applicant has implemented a strict access control system where every visitor must use the pre-booked shuttle service. A locked access gate with prominent signage (“未經預約，不得內進”) is in place, and on-site personnel verify each booking using a ticketing. Any attempt to access the columbarium by alternative means (such as franchised bus, GMB, taxi, or on foot) will result in immediate refusal of entry and, if necessary, enforcement of contractual penalties
- Non-Festival Periods: Public transport remains available during non-festival periods; however, visitor volume is very low (typically limited to 1–2 persons per day), and no shuttle service is operated. Access to the site is allowed on foot only for pre-booked visitors, with fixed entry sessions at 10:00, 11:30, 13:30, and 15:00 on Wed and Sunday. As such, no visitor activity overlaps with typical highway AM (08:00–09:00) or PM (17:00–18:00) peak periods, and the minimal traffic generated does not result in any measurable impact on the local road network or public transport capacity.

Please refer to the Estimated Transport Demand During Peakiest Hours below:

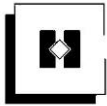
Period Type	Time Period	Inbound Trips	Outbound Trips	Transport Mode
Festive Day	AM Peak (08:00–09:00)	1	1	Shuttle bus



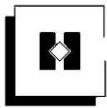
		<table><tr><td></td><td>PM Peak (17:00–18:00)</td><td>1</td><td>1</td><td>Shuttle bus</td></tr><tr><td rowspan="2">Non-Festive Day*</td><td>AM Peak (08:00–09:00)</td><td>0</td><td>0</td><td>None</td></tr><tr><td>PM Peak (17:00–18:00)</td><td>0</td><td>0</td><td>None</td></tr></table> <p><i>* Visitor volume is anticipated to be limited to 1–2 persons per day via public transport</i></p>		PM Peak (17:00–18:00)	1	1	Shuttle bus	Non-Festive Day*	AM Peak (08:00–09:00)	0	0	None	PM Peak (17:00–18:00)	0	0	None
	PM Peak (17:00–18:00)	1	1	Shuttle bus												
Non-Festive Day*	AM Peak (08:00–09:00)	0	0	None												
	PM Peak (17:00–18:00)	0	0	None												
	Management Proposal															
(vii)	General Comments – Please refer to the above comments to the Planning Assessment Report and Traffic Impact Assessment Report and suitably update.	Please refer to the revised management proposal for the latest measures during non-festival period.														
2. Comments from District Lands Office of Lands Department dated 24 April 2025																
(i)	he objects to the application	Noted with thanks.														
(ii)	Lots 1421 and 1422 S.B in D.D. 41 are Old Schedule Agriculture Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. Lots 1423 S.B, 1423 S.C and 1423 S.D in D.D. 41 are mixed lots, each comprises 0.01ac of house land and 0.02-0.03ac of 3rd class agricultural land, and the lots are covered by an untraceable Building Licence No. BL3NE12C2. No right of access via GL is granted to the Site.	<p>According to the Land Status plan, no structure is erected on 1421 and 1422 s.B within the application site. As for Lots 1423 s.B, 1423 s.C and 1423 s.D, it is known that the lots comprise both building land and agricultural land. Only the main building as the columbarium and the adjoining building as the vacant portion are erected on the building land portion within the application site.</p> <p>For the concerned government land, it is within the gated area which is controlled by the Applicant for years. The open area is solely used for drop-off of visitors and the assembly area of assembly area in case of emergencies which are essential for the operation of the columbarium. No adverse comments regarding the use of Government Land has been received from the villagers for the past years.</p>														



(iii)	<p>the following irregularity covered by the subject planning application has been detected by his office:</p> <p><u>unauthorised structure within Lots 1421 and 1423 S.C in D.D. 41 covered by the planning application</u></p> <p>there is an unauthorized structure on the Lots 1421 and 1423 S.C in D.D. 41 covered by the planning application. The lot owners should immediately rectify the lease breaches and his office reserves the rights to take necessary lease enforcement action against the breaches without further notice</p>	<p>Well noted. The location of unauthorized structure remains uncertain. Please clarify the concerned unauthorized structure. Having said that, should there be any unauthorized structures, the applicant would rectify the lease breaches.</p>
(iv)	<p>the following irregularities not covered by the subject planning application have been detected by his office:</p> <p><u>unauthorised structures extended to Lots 1421, 1422 S.A, 1422 S.B and 1423 S.B in D.D. 41 not covered by the planning application</u></p> <p>there are unauthorised structures extended to Lots 1421, 1422 S.A, 1422 S.B and 1423 S.B in D.D. 41 not covered by the subject planning application. LandsD has reservation on the planning application since there is an unauthorised structure on the Lots 1422 S.B and 1423 S.B in DD. 41 which are already subject to lease enforcement actions according to case priority. The lot owners should rectify the lease breaches as demanded by LandsD.</p>	<p>Well noted. The location of unauthorized structure remains uncertain. Please clarify the concerned unauthorized structure. Having said that, should there be any unauthorized structure, the applicant would rectify the lease breaches.</p>
(v)	<p>unless and until the unauthorised structures are duly rectified by the lot owners, his office's objection to the application which must be brought to the attention of the Board when they consider the application.</p>	<p>Noted with thanks.</p>



(vi)	his office is not in the position to ascertain the number of niches at the Site.	Noted with thanks.
(vii)	there is no Small House application received at the subject lots.	Noted with thanks.
3. Comments from Hong Kong Police Force dated 13 May 2025		
(i)	he has no comment on the application	Noted with thanks.
(ii)	<p>after reviewing the management plan and TIA report submitted by the applicant, he has the following observations:</p> <p>(i) the applicant stated in the management plan that the maximum capacity for grave sweepers will be 20 persons or five families to be allowed for entry in each session;</p> <p>(ii) if all of the 864 niches had been sold and were so occupied leading to an assumption that 864 family groups might come to visit the columbarium during the period of Ching Ming Festival and/or Chung Yeung Festival once every year, it may take about nine days (20 sessions a day) to entertain all the grave sweepers given that all of them would absolutely obey the arrangement by the applicant's management upon appointment; and</p> <p>(iii) the applicant plans to provide free shuttle bus services to the grave sweepers. A 27-seater bus will be used to provide transport via an access road of one-lane two-way traffic. This only access also involves some private lands. Although the applicant emphasised to have been granted the right of way, it is beyond the purview of the police to</p>	<p>Noted with thanks. Amendments have been made on the TIA report and management proposal. Please refer to the latest submission for your consideration.</p> <p>In short, the proposed development will operate for 9 designated days per festival (two weekends before and after the festival day, plus the festival day itself).</p> <p>To manage this demand evenly and maintain a safe and orderly environment, the daily target is set as: $3,456 \text{ visitors} \div 9 \text{ days} = 384 \text{ visitors per day}$, rounded to 400 visitors/day to allow buffer and operational flexibility.</p> <p>This daily demand is used to determine shuttle planning and operational arrangements:</p> <ul style="list-style-type: none"> • Operating hours: 07:30 to 18:00 (10 hours) • Shuttle frequency: 2 roundtrips per hour • Total sessions/day: $2 \times 10 = 20 \text{ sessions}$ • Visitors/session: 20 • Therefore: $20 \text{ sessions} \times 20 \text{ visitors} = 400 \text{ visitors/day}$ <p>Regarding the consent of the concerned private lots and the right of way of the access road, please refer to the supplemental including the lease of the private lots and the letter form representative of Tong To Village.</p>



	<p>assess whether the niche buyers would have the same right of way;</p> <p>to conclude, the proposed management plan on the crowd management and traffic control seems barely theoretically possible</p>	<p>Regarding the consent of the location of the pick-up/drop-off point, it is noteworthy that the applicant is the land owner of the concerned private lot.</p> <p>Regarding the right of way of the access road, the applicant is the tenant of the concerned lots. Moreover, it is stated on the letter of the village representative that the visitors to the columbarium are granted right of way on the road, which serves as the sole access road of the village.</p> <p>In light of the above supporting documents, the staff and visitors of the columbarium shall possess the right of way of the access road in Tong To Village.</p>
(iii)	<p>in the vicinity of the Site including the road section of Sha Tau Kok Road near Tong To Ping Tsuen, the police has never implemented any crowd management action plan during the Ching Ming and Chung Yeung Festivals.</p>	<p>Noted with thanks. The applicant will implement crowd management measures to control the number of visitors during festival periods. Please refer to the management proposal.</p>

Section 12A Application Y/NE-STK/6

To rezone the application site from "Village Type Development" to "Government, Institution or Community (1)"

Traffic Engineering

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
Planning Assessment Report				
1	Section 5.2 – The applicant should demonstrate the proposed operating hours during festive period can cope with the forecast demand visiting the columbarium, which should be substantiated in Table 3;	There will be only 864 niches in the maximum. According to the management proposal, the sessions available can accommodate a maximum of 400 persons per day during festival period. Therefore, the operating hour shall be sufficient to accommodate all visitors during festival period. As long as all visitors are pre- booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the Applicant through the proposed management plan.	Our previous comment has not been addressed.	<p>As depicted in Section 3.3 in the updated Traffic Impact Assessment (TIA), the proposed columbarium provides 864 niches. Based on historical data provided by the Applicant, it is assumed that each niche will attract 4 visitors on average during major festivals such as Ching Ming and Chung Yeung.</p> <p>Total expected visitors = 864 niches × 4 visitors = 3,456 visitors per festival.</p> <p>The current visitation arrangement spans 9 designated days per festival (including 2 weekends before and after the festival day, plus the festival day itself).</p> <p>With a cap of 400 visitors per day, the total available capacity is: 9 days × 400 visitors/day = 3,600 visitors</p> <p>This capacity exceeds the projected demand of 3,456 visitors, confirming that the proposed operating schedule is sufficient to accommodate all visits without overcrowding.</p>

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
2	Section 5.2.8 – The applicant should substantiate the anticipated number of visitors visiting the columbarium during festive periods and demonstrate that the proposed 27-seater shuttle bus is sufficient to accommodate the visitors;	With reference to section 5.2.7, the maximum number of persons each section can accommodate is 20 persons. The 27 seater shuttle bus will operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the applicant through the proposed management plan.	Our previous comment has not been addressed.	<p>As depicted in Section 3.3 in the updated TIA, the columbarium will accommodate 864 niches. Following the information provided by the Applicant, it is expected that each niche may receive an average of 4 visitors during major festivals such as Ching Ming and Chung Yeung.</p> <p>This results in a total of: $864 \text{ niches} \times 4 \text{ visitors} = 3,456 \text{ visitors per festive period}$</p> <p>The site will operate for 9 designated days per festival (two weekends before and after the festival day, plus the festival day itself).</p> <p>To manage this demand evenly and maintain a safe and orderly environment, the daily target is set as: $3,456 \text{ visitors} \div 9 \text{ days} = 384 \text{ visitors per day}$, rounded to 400 visitors/day to allow buffer and operational flexibility.</p> <p>This daily demand is used to determine shuttle planning and operational arrangements:</p> <ul style="list-style-type: none"> • Operating hours: 07:30 to 18:00 (10 hours) • Shuttle frequency: 2 roundtrips per hour • Total sessions/day: $2 \times 10 = 20 \text{ sessions}$ • Visitors/session: 20 • Therefore: $20 \text{ sessions} \times 20 \text{ visitors} = 400 \text{ visitors/day}$

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
3	Section 5.2.14 states that public transport or the shuttle bus to visit the columbarium, while Section 5.3.2 states visitors must access the columbarium by the 27-seat shuttle bus services. Please clarify on the inconsistency.	Well noted. The shuttle bus service is the sole means to access the columbarium. Access by private vehicles, public transportation or on foot is prohibited. Refer to section 5.2.19 for the amendment.	Please refer to the comments made by TONT of TD.	As depicted in Section 5.6 in the updated TIA, it is recognised that a very small number (typically less than 1–2 individuals) may choose to arrive by public transport and walk to the site during non-festival days. Given the extremely low occurrence, the impact on public transport services is considered negligible and does not affect overall transport arrangements.
4	Section 5.2.10 states no walking to the columbarium is permitted. Please advise further on the management control of this arrangement. It is not sensible that if the visitors are from nearby villages / areas with only 5-10 mins walking distance to the columbarium would need to go all the way to Sheung Shui Station for taking the shuttle bus.	<p>If the visitor is a resident living in Tong To Village, they can walk directly to the columbarium. However, for visitors from other villages, they are also required to take the shuttle bus from Sheung Shui Station for better management and to minimize the potential impacts and nuisance to Tong To villagers due to the additional pedestrian flow generated by the visitors.</p> <p>For non-festive days, where visitor demand is low, the shuttle service remains pre-booked and may offer more flexible pick-up arrangements, such as direct pick-up from visitors' residences.</p>	<p>Our previous comment has not been addressed. Having reviewed the response from the applicant, it is considered not sensible that the proposed arrangement with the shuttle bus service is the sole means for access to the columbarium.</p> <p>TE of TD concurs with the view from TONT of TD, please revise accordingly.</p> <p>We have doubt on your claim regarding “塘肚山村私人道路” is a private road, please provide the proof on the land status on the access road (full length). Please also provide a proof on the authority for installation of a physical gate on the access road.</p>	<p>It is confirmed that pedestrian access along the access road will not be physically restricted, including during festival periods. The columbarium management respects that the road is accessible by the public. This is also included in Sections 3.2 and 3.3 in the updated TIA.</p> <p><u>Festival Days</u></p> <p>However, to maintain safe and orderly operation during peak periods, the management plan clearly states that all visitors must pre-book in advance and arrive via the designated transport arrangement.</p> <p>Visitors who arrive on foot without using the designated transport, even if pre-booked, will not be admitted. This arrangement ensures effective crowd control and reduces congestion along the access road, which is of substandard width and alignment.</p> <p>For local residents such as Tong To villagers, walking access will be permitted. Based on our on-site survey, pedestrian activity from local residents is low, with a maximum of approximately 2 to 3 persons observed walking during peak hours.</p> <ul style="list-style-type: none"> Security personnel will be deployed along the access road to manage pedestrian movements and ensure safe interaction with vehicles.

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
				<ul style="list-style-type: none"> As shown in Section 5.6, Figure SP-01 to 02 in TIA, the shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and give way for them to cross first. <p><u>Non-Festival Days</u></p> <p>On non-festival days, the columbarium operates on a limited basis, specifically on Wednesdays and Sundays, with visitation allowed only through advance booking. No shuttle service is provided on these days. The number of visitors is very low, typically limited to one or two persons per day. These individuals may access the site on foot. Given the low frequency and managed nature of these visits, pedestrian activity remains minimal and does not result in any adverse impact on the local environment or transport network. Security personnel will be available to assist with access coordination if necessary.</p>
5	Sections 6.2.2 & 6.11.3 – The statement regarding “the submitted Traffic Impact Assessment has already reflected all the comments from Transport Department and it is anticipated that no objection from Transport department” is factually incorrect. At present, this re-zoning application is still under review and subject to TD’s comments.	Well noted. We will amend the statement.	As said, this re- zoning application is still under review and subject to TD’s comments. Please revise the statement accordingly.	<p>Noted. Section 6.2.2 and any related statements will be revised to reflect that:</p> <p>“The proposed development and associated Traffic Impact Assessment are still under review and subject to Transport Department’s final comments.”</p>
6	Figures 2 and 8 – The applicant shall illustrate the picking up / setting down laybys for the 27-seater shuttle bus near the subject site and Sheung Shui Station.	Well noted. Refer to Figure 1 for the revised layout plan. The drop-off and pick-up point should be the same. Refer to Figure 2 for the revised plan.	Additional figure should be provided for the proposed development on a lot index plan.	Noted. An additional figure overlaying the proposed development boundary onto the Lot Index Plan will be included in the revised submission (refer to Figure A in Annex A).

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
Annex 4 – Traffic Impact Assessment Report				
7	It is noted that the access from Sha Tau Kok Road and the subject site serves both pedestrian and vehicles. The applicant is required to advise and implement suitable measures to ensure pedestrian safety;	The applicant maintains that shuttle bus service should remain the sole mode of access during festive periods. To prevent grave sweepers from accessing the columbarium by taxi or private vehicles, security guards are deployed at both Sha Tau Kok Road and the site entrance to enforce access control. Relevant photographs are provided below. The visitation arrangements are communicated to visitors by WhatsApp or other messaging tools annually prior to the Ching Ming and Chung Yeung Festivals.	Our previous comment has not been addressed.	Noted. Please see our responses in No.4.
8	The proposed shuttle bus pick-up/drop-off area is outside of the application site. Consent should have obtained from relevant parties for this proposed location;	Noted.	Our previous comment has not been addressed.	<p>The proposed shuttle bus pick-up and drop-off area is located outside the application boundary. A figure has been prepared to illustrate the area overlaid on the Lot Index Plan (refer to Figure A in Annex A).</p> <p>If the area concerned is confirmed to be government land, the applicant will proceed to obtain the necessary approval or permit from the relevant authority.</p> <p>If the area falls within private lots, the applicant will seek formal consent from the concerned lot owner(s) to allow the proposed transport arrangement to be implemented as planned.</p>

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
9	The latest planned / committed developments in North District presented should be confirmed with PlanD;	The TIA has been circulated to PlanD and there is no comment on the planned/ proposed developments.	Please seek the confirmation from PlanD.	<p>We have contacted the Planning Department (PlanD) via email, and confirmation has been received regarding a series of planned developments in the vicinity of the key junctions (please refer to Annex B). We have carefully reviewed the list of developments, noting that most of them are temporary in nature or fall outside the assessment's design year.</p> <p>It is also noted that our traffic assessment has adopted a conservative approach by applying a +4.43% natural growth rate to account for background traffic increase. This allowance is considered sufficient to cater for the cumulative impact from the relevant planned or committed development.</p> <p>On the other hand, we have included a proposed temporary transitional housing and ancillary facilities development study in our review, as this project may potentially generate traffic through the key junction assessed in our study. The associated impact has been duly taken into account in our traffic assessment.</p> <p>In view of the above, we consider that the traffic implications of the latest planned/committed developments have been adequately addressed in the assessment.</p>
10	The access road between Sha Tau Kok Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted	Thanks. We might offer further comments.	Noted with thanks.

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
11	-	-	Swept path analysis of the 27-seater shutter bus from the end point of the ingress route (i.e. the proposed shutter bus pick-up/drop-off point) to the start of the egress route is missing.	As depicted in Figure SP-01 to 02 in updated TIA, a revised drawing will be provided to illustrate the complete swept path of the 27-seater shuttle bus, covering the full manoeuvring route from the ingress point at the pick-up/drop-off location to the start of the egress route.

Supplemental Documents
(Lease and Letter from Village representative)

致：警務署及有關部門

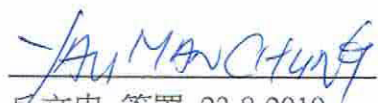
有關通往“塘肚坪村”及“塘肚山村”
行人及行車通道屬於私人路段之使用權之事宜

首先塘肚村是由“塘肚坪村”及“塘肚山村”兩村組合而成的(以下簡稱塘肚村)，而唯一通道也是緊急車輛和行人及行車通道之使用權，首先講行人通道，原居民自 1898 年原用至今天，曾經還有火車路段經過本村，新界原居民定義是指於 1898 年英國租借新界（即界限街以北、深圳河以南地區）及鄰近 235 個島嶼之前已在各鄉村定居者，以及其後人。從法律上，本村原居民自 1898 年至今只有丘氏和張氏兩個族群分別定居於“塘肚坪村(張氏)”及“塘肚山村(丘氏)”一直至今原居民並享有根據《鄉郊代表選舉條例》(第 576 章)第 2 條，原居民是指 1898 年時已是某原居鄉村的居民或其父系後裔的人。

塘肚村唯一通道也是緊急車輛和行人及行車進出通道自 1990 年頭建成，道路建成直至今天本人滋證明從來也並沒業權人和持份者能提供證據去證明全權擁有本村唯一通道的統一業權和使用權誰屬，因為當年建設該道路時是(按舊有行人通道加闊改建而成)當時由原居民村代表負責與所有道路經過之路段的多個當時業權人重新協定經批准後才興建該道路並原用到今天，興建費用係由當時村民在本村以及海外向村民籌集所得的。

塘肚村唯一緊急車輛和行人及行車通道之使用權人士自由進出，如下：

1. 本村原居民和居民及居住物業各持份者及其家人和親戚朋友。
2. 所有持有有效租用本村物業的租客和其家人和親戚朋友。
3. 本村原居民和居民同意居住於本村的人士和其家人和親戚朋友。
4. 所有持有有效租用本村物業租客和業主同意從事持牌商業活動人士。
5. 乎合上述公眾人士和自由福居其顧客拜祭可自由進出使用本村唯一道路。
6. 塘肚村唯一緊急車輛和行人及行車通道，渠務署將於 2020 年展開之鋪設公共污水渠工程，污水渠系統將會接駁到沙頭角污水處理廠，屆時污水渠系統將由沙頭角公路沿著現時塘肚村唯一通道進入“塘肚坪村”及“塘肚山村”途經的所有現時私人路段，政府將會刊憲收地賠償業權人才可動工，其後污水渠系統經過的全部路段將會成為政府路段，塘肚村唯一通道過往經常有行山公眾人士及使用，若你對上述的唯一通道緊急車輛和行人通道使用權有任何疑問，請致電 與沙頭角塘肚村原居民村代表丘文忠先生聯絡。



丘文忠 簽署 23-8-2019

沙頭角塘肚村原居民村代表

正式租約

立租約人:

業主: 張志軍 身份證號碼: _____ ; 以下簡稱甲方;

租客: 張健龍 身份證號碼: _____ ; 以下簡稱乙方;

茲經雙方同意訂立一切條件分列於後, 各願遵守:

(一) 甲方將 新界沙頭角塘肚村: 丈量約份第 41 約地段第 1422 號 A 分段、地段第 1405 號、地段第 1189 號 租與乙方雙方訂定租金每年合計港幣 1 仟元正 (收租時另發租單為憑)。

(二) 訂明租用年期: 由 2019 年 3 月 7 日起 至 2047 年 6 月 30 日止

(三) 訂明租約期滿: 乙方有權以同樣條款續租, 新租金加幅不會多於 100%。

(四) 訂明乙方有權在承租土地作商業及其他用途(包括用作私營骨灰安置所之用途)。

(五) 訂明甲方不得因任何理由終止租約。

(六) 訂明乙方有優先權購買上述土地包括地段上建築物。

(七) 訂明租金必須在每年租期之首星期內繳納。

(八) 訂明租約期間甲方不得出售或抵押該土地及建築物, 乙方同意除外。

(九) 訂明乙方須交 3 年 租金之按金即港幣 3 仟元正 與甲方 (另發收條)。

(十) 該土地所有之差餉、地租費用由 乙方 支付。

(十一) 乙方不得在該土地位存貯違禁品, 或從事一切觸犯本港政府法例之事宜。

(十二) 本租約一式兩份, 各願遵守, 各執一份存證。

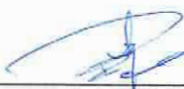
(十三) 乙方及他人不得佔用丈量約份第 41 約地段第 1422 號 A 分段上的 張氏祠堂(建築物及室內位置) 該建築物由甲方全權負責管理和使用。

立租約人業主：以上簡稱甲方簽訂：



身份證號碼：_____

租客：以上簡稱乙方簽訂：



身份證號碼：_____

租用地段：新界沙頭角塘肚村(丈量約份第 41 約地段第 1422 號 A 分段、
地段第 1405 號、地段第 1189 號

租用期限：2047 年 6 月 30 日

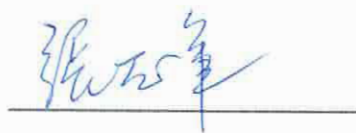
業主通訊處：_____

電話：_____

租客通訊處：_____

電話：_____

業主印鑑或簽名



租客印鑑或簽名



簽署日期：2019 年 3 月 7 日



稅務局
印花稅署
香港灣仔告士打道5號 稅務大樓3樓

電話號碼 Tel. No.: 2594 3201
傳真號碼 Fax No.: 2519 6740

INLAND REVENUE DEPARTMENT
STAMP OFFICE
3/F, Revenue Tower, 5 Gloucester Road,
Wan Chai, Hong Kong.

網址 Web site : www.ird.gov.hk
電郵 E-mail : taxsdo@ird.gov.hk

印花證明書 STAMP CERTIFICATE

此印花證明書是按《印花稅條例》發出，具有與傳統印花相等的法律地位
*This stamp certificate is issued under the Stamp Duty Ordinance
and has the same legal status as conventional stamp*

(此證明書必須夾附於下列文書上，作為已加蓋印花的證明。This certificate must be attached to the instrument shown below as evidence of stamping.)

文書編號 Instrument Ref. No.:

文書性質 Nature of Instrument: 租約 Lease

文書簽立日期 Date of Instrument: 07/03/2019 (日 Day / 月 Month / 年 Year)

租金總額 Total Rent: \$28,000.00

年期 Term (如適用 If applicable): 由 From: 07/03/2019 至 To: 30/06/2047

物業地址 Property Address: 九龍沙頭角塘肚村
丈量約份第41約地段第1422號A分段，
地段第1405號，地段第1189號

有關人士姓名及身份
Name and capacity of parties:

業主 Landlord(s):

(1) 張志軍

租客 Tenant(s):

(1) 張健龍



茲證明上述文書已加蓋印花 / 簽註如下:

This is to certify that the above instrument is stamped / endorsed as below:

印花證明書編號 Stamp Certificate No.	:	
加蓋印花日期 Date of Stamping	:	14/03/2019 (日 Day / 月 Month / 年 Year)
已付印花稅 Stamp Duty Paid	:	\$10.00
付款方式 Payment Method	:	電子付款 / 現金 Electronic Payment / Cash

印花稅署署長 黃權輝
WONG Kuen-fai
Collector of Stamp Revenue



稅務局
印花稅署
香港灣仔告士打道5號 稅務大樓3樓

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年期 Term (如適用 If applicable): 由 From: 07/03/2019 至 To: 30/06/2047

物業地址 Property Address: 九龍沙頭角塘肚村
丈量約份第41約地段第1422號A分段，
地段第1405號，地段第1189號

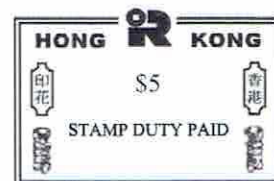
有關人士姓名及身份
Name and capacity of parties:

業主 Landlord(s):

(1) 張志軍

租客 Tenant(s):

(1) 張健龍



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印花證明書編號 Stamp Certificate No.	:	
加蓋印花日期 Date of Stamping	:	14/03/2019 (日 Day / 月 Month / 年 Year)
已付印花稅 Stamp Duty Paid	:	\$5.00
付款方式 Payment Method	:	電子付款 / 現金 Electronic Payment / Cash
簽註 / 表明 Endorsement / Denotation:		
- 複本或對應本: 文書正本已加蓋印花 Duplicate or Counterpart: Original stamped with: \$10.00		

印花稅署署長 黃權輝

WONG Kuen-fai
Collector of Stamp Revenue



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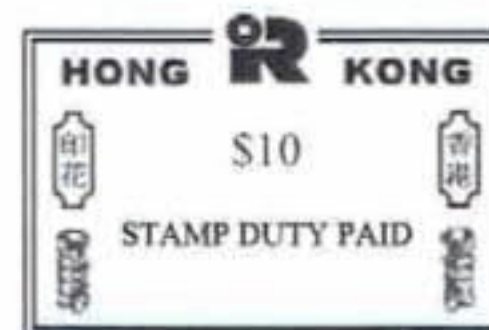
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