ANNEX 1

AERIAL PHOTOS OF THE

APPLICATION SITE

LCH Planning and Development
Consultants Limited

Annex 1 : Aerial Photos

(Extracted based on Aerial Photo no. A26860 taken on 17.7.1991 by Lands Department)

Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

LCH Planning and Development
Consultants Limited

Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

Annex 1 : Aerial Photos

(Extracted based on Aerial Photo no. CW34088 taken on 24.9.2001 by Lands Department)

(Source: HK GEODATA STORE, HKSAR Government)

LCH Planning and Development
Consultants Limited

Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

Annex 1 : Aerial Photos

(Extracted based on Aerial Photo no. CW86421 taken on 3.8.2010 by Lands Department)

(Source: HK GEODATA STORE, HKSAR Government)

LCH Planning and Development
Consultants Limited

Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

Annex 1 : Aerial Photos

(Extracted based on Aerial Photo no. E183526C taken on 21.2.2023 by Lands Department)

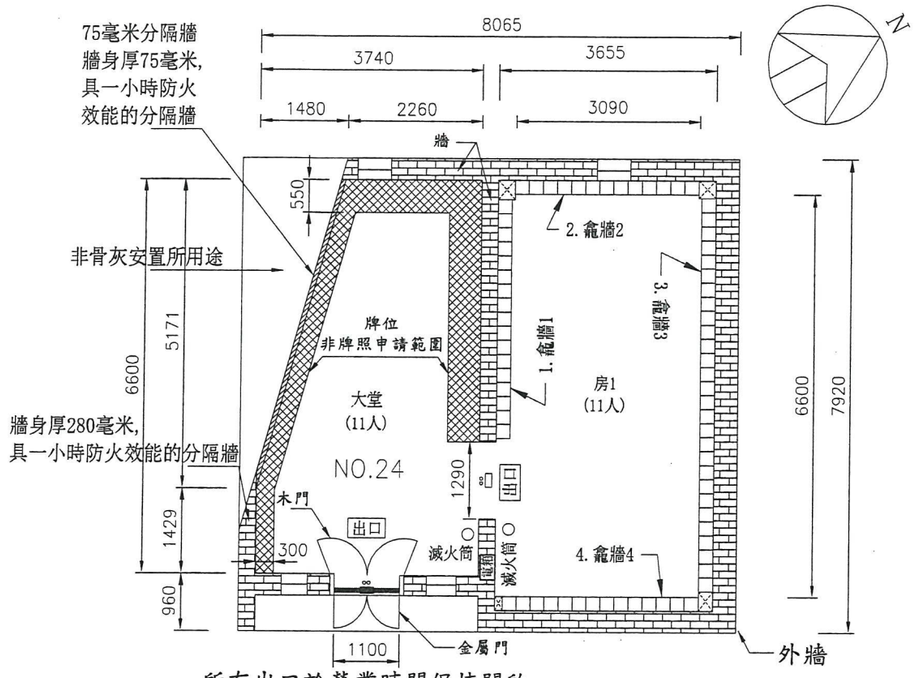
(Source: HK GEODATA STORE, HKSAR Government)

ANNEX 2

LAYOUT PLAN OF THE

COLUMBARIUM BUILDING

建議樓面平面圖 就截算前骨灰安置所的牌照申請



所有出口於營業時間保持開啟

(按公制比例繪製) 1:100

建議骨灰安置所大樓樓面平面圖（圖則編號003）

圖例

分隔牆(75毫米厚)
金屬架兩邊裝上M09防火板以達1小時防火效能)

非骨灰龕位用途

備注：

1. 日後牌照申請範圍如有任何改動均不會影響毗連非牌照申請範圍(包括屋頂)的安全及完整性。
2. 骨灰安置所處所及其毗連非申請範圍(大堂及牌位位置)須由同一申請人進行管理及控制。

骨灰安置所名稱：自由福居

地址：新界沙頭角塘肚坪村24號
(丈量約份第41約地段第1423號B分段(部分))

20-6-2023 日期（日 / 月 / 年）

張健龍 [redacted] 申請人(如屬自然人) / ~~獲授權人士~~ / ~~獲授權合夥人~~*姓名及簽署

[redacted] 香港身份證號碼 / ~~旅遊證件號碼~~*

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法人團體 / 合夥*印章(如適用)

 # 須與《建築物條例》(第 123 章)第 3 條所指的名冊相符
** 刪去不適用者*

房1及大堂面積計算:

1. 房1: (3.090米X6.6米) = 20.394平方米
2. 大堂: (3.740米x6.6米) = 24.684平方米
   -(1.525米x5.2米)X1/2 = 3.965平方米
   = 20.719平方米

1. 龕牆1 12(橫排) X 17(直排)=204個龕位
2. 龕牆2 12(橫排) X 13(直排)=156個龕位
3. 龕牆3 12(橫排) X 28(直排)=336個龕位
4. 龕牆4 12(橫排) X 14(直排)=168個龕位

合共龕位總數=864個龕位

根據<<2011年消防安全守則>>的表B1內5(d)項，可容納人數計算表

樓層	類別	房名	佔用面積	可用面積	可容納人數
地下	骨灰安置所	房1	2平方米/人	20.394平方米	11
	骨灰安置所	大堂	2平方米/人	20.719平方米	11
				合共地下可容納人數	22<30

逃生出口規格表

樓層	合共容納人數	最少逃生路線數目		最少總闊度(毫米)				每個最少闊度(毫米)			
				逃生門		逃生路線		逃生門		逃生路線	
		要求	供給	要求	供給	要求	供給	要求	供給	要求	供給
地下	22	1	1	–	–	–	–	750	1100	1050	1100

龕牆1龕位編號:
AA101-AA108及BA101-BA104
AA201-AA208及BA201-BA204
AA301-AA308及BA301-BA304
AA401-AA408及BA401-BA404
AA501-AA508及BA501-BA504
AA601-AA608及BA601-BA604
AA701-AA708及BA701-BA704
AA801-AA808及BA801-BA804
AA901-AA908及BA901-BA904
AA1001-AA1008及BA1001-BA1004
AA1101-AA1108及BA1101-BA1104
AA1201-AA1208及BA1201-BA1204
AA1301-AA1308及BA1301-BA1304
AA1401-AA1408及BA1401-BA1404
AA1501-AA1508及BA1501-BA1504
AA1601-AA1608及BA1601-BA1604
AA1701-AA1708及BA1701-BA1704

龕牆2龕位編號:
AB101-AB108及BB101-BB104
AB201-AB208及BB201-BB204
AB301-AB308及BB301-BB304
AB401-AB408及BB401-BB404
AB501-AB508及BB501-BB504
AB601-AB608及BB601-BB604
AB701-AB708及BB701-BB704
AB801-AB808及BB801-BB804
AB901-AB908及BB901-BB904
AB1001-AB1008及BB1001-BB1004
AB1101-AB1108及BB1101-BB1104
AB1201-AB1208及BB1201-BB1204
AB1301-AB1308及BB1301-BB1304

龕牆3龕位編號:
AC101-AC108及BC101-BC104
AC201-AC208及BC201-BC204
AC301-AC308及BC301-BC304
AC401-AC408及BC401-BC404
AC501-AC508及BC501-BC504
AC601-AC608及BC601-BC604
AC701-AC708及BC701-BC704
AC801-AC808及BC801-BC804
AC901-AC908及BC901-BC904
AC1001-AC1008及BC1001-BC1004
AC1101-AC1108及BC1101-BC1104
AC1201-AC1208及BC1201-BC1204
AC1301-AC1308及BC1301-BC1304
AC1401-AC1408及BC1401-BC1404
AC1501-AC1508及BC1501-BC1504
AC1601-AC1608及BC1601-BC1604
AC1701-AC1708及BC1701-BC1704
AC1801-AC1808及BC1801-BC1804
AC1901-AC1908及BC1901-BC1904
AC2001-AC2008及BC2001-BC2004
AC2101-AC2108及BC2101-BC2104
AC2201-AC2208及BC2201-BC2204
AC2301-AC2308及BC2301-BC2304
AC2401-AC2408及BC2401-BC2404
AC2501-AC2508及BC2501-BC2504
AC2601-AC2608及BC2601-BC2604
AC2701-AC2708及BC2701-BC2704
AC2801-AC2808及BC2801-BC2804

龕牆4龕位編號:
AD101-AD108及BD101-BD104
AD201-AD208及BD201-BD204
AD301-AD308及BD301-BD304
AD401-AD408及BD401-BD404
AD501-AD508及BD501-BD504
AD601-AD608及BD601-BD604
AD701-AD708及BD701-BD704
AD801-AD808及BD801-BD804
AD901-AD908及BD901-BD904
AD1001-AD1008及BD1001-BD1004
AD1101-AD1108及BD1101-BD1104
AD1201-AD1208及BD1201-BD1204
AD1301-AD1308及BD1301-BD1304
AD1401-AD1408及BD1401-BD1404

20-6-2023 日期（日 / 月 / 年）

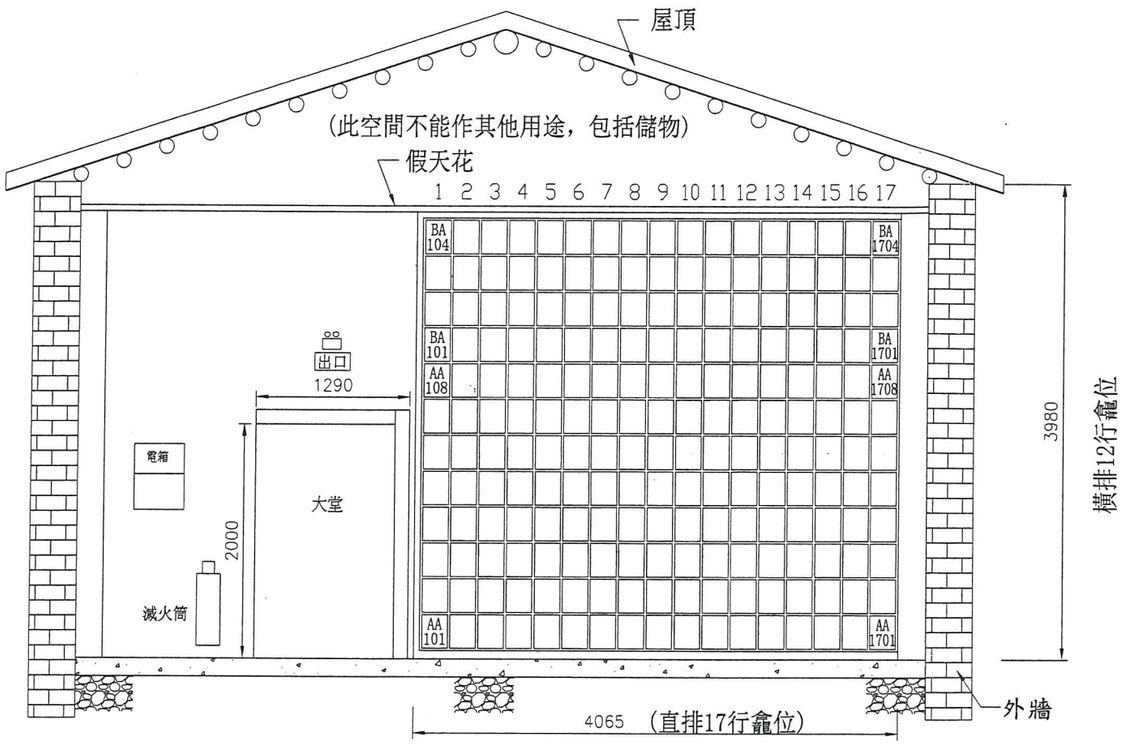
譚梓森 認可人士/~~註冊結構~~工程師* 簽署和姓名

(認可人士/註冊結構工程師指根據《建築物條例》(第123章)第 3條註冊的人士)

註冊編號#: AP(E)2096/63

註冊有效期屆滿日期#: 31/12/2025

建議樓面平面圖 就截算前骨灰安置所的牌照申請



(按公制比例繪製) 1:50

龕牆1 建議骨灰安置所大樓樓面立面圖（圖則編號003A)

骨灰安置所名稱：自由福居

地址：新界沙頭角塘肚坪村24號
(丈量約份第41約地段第1423號B分段(部分))

20-6-2023
日期 (日 / 月 / 年)

張健龍 [redacted]
申請人(如屬自然人) / ~~獲授權人士~~ / ~~獲授權合夥人~~*姓名及簽署

[redacted]
香港身份證號碼 / ~~旅遊證件號碼~~*

法人團體 / 合夥*印章(如適用)

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譚梓森
認可人士/~~註冊結構工程師~~* 簽署和姓名
(認可人士/註冊結構工程師指根據《建築物條例》(第123章)第 3條註冊的人士)

註冊編號#: AP(E)2096/63

註冊有效期屆滿日期#: 31/12/2025

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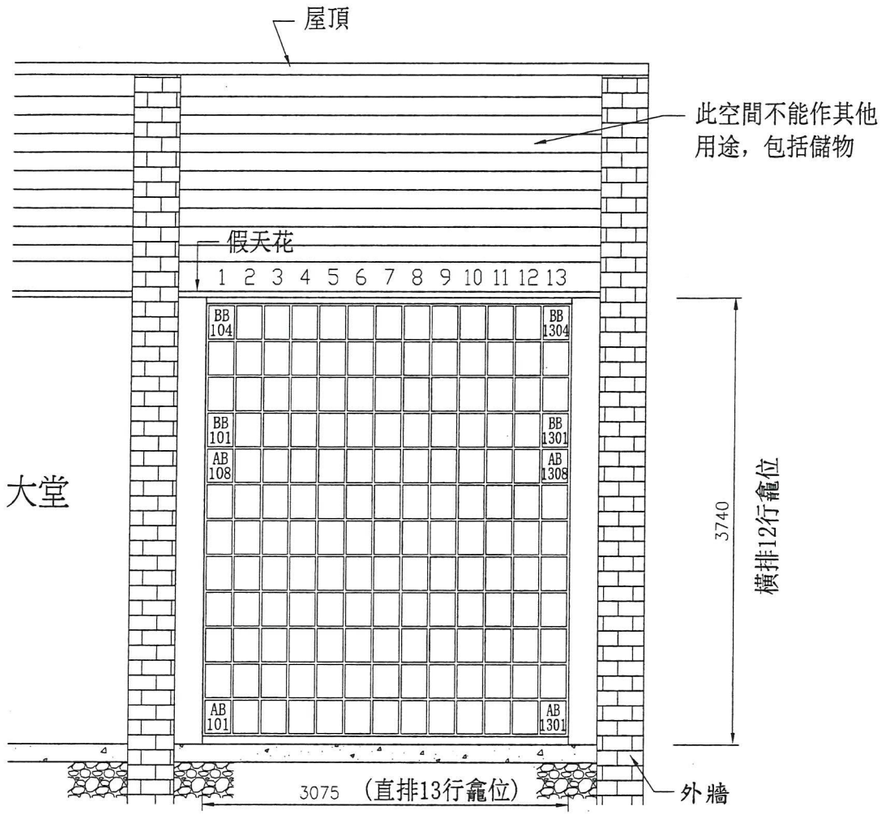
建議樓面平面圖 就截算前骨灰安置所的牌照申請



（按公制比例繪製） 1:50

龕牆2 建議骨灰安置所大樓樓面立面圖（圖則編號003B）

骨灰安置所名稱：自由福居

地址：新界沙頭角塘肚坪村24號
（丈量約份第41約地段第1423號B分段(部分)）

20-6-2023
日期（日 / 月 / 年）

張健龍 [redacted]
申請人(如屬自然人) / ~~獲授權人士~~ / ~~獲授權合夥人~~*姓名及簽署

[redacted]
香港身份證號碼 / ~~旅遊證件號碼~~*

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註冊編號#: AP(E)2096/63

註冊有效期屆滿日期#: 31/12/2025

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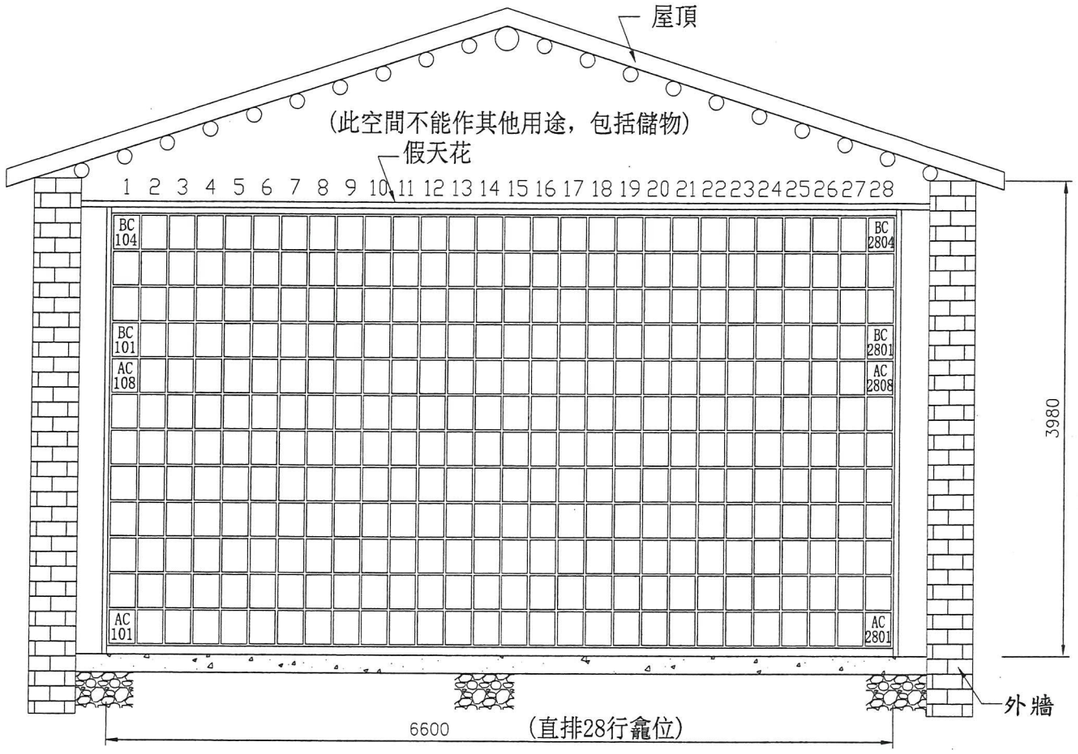

(按公制比例繪製) 1:50

龕牆3　建議骨灰安置所大樓樓面立面圖（圖則編號003C）

骨灰安置所名稱：自由福居

地址：新界沙頭角塘肚坪村24號
(丈量約份第41約地段第1423號B分段(部分))

20-6-2023
日期 (日 / 月 / 年)

張健龍 [redacted]
申請人(如屬自然人) / ~~獲授權人士 / 獲授權合夥人~~*姓名及簽署

[redacted]
香港身份證號碼 / ~~旅遊證件號碼~~*

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法人團體 / 合夥*印章(如適用)

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註冊編號#: AP(E)2096/63

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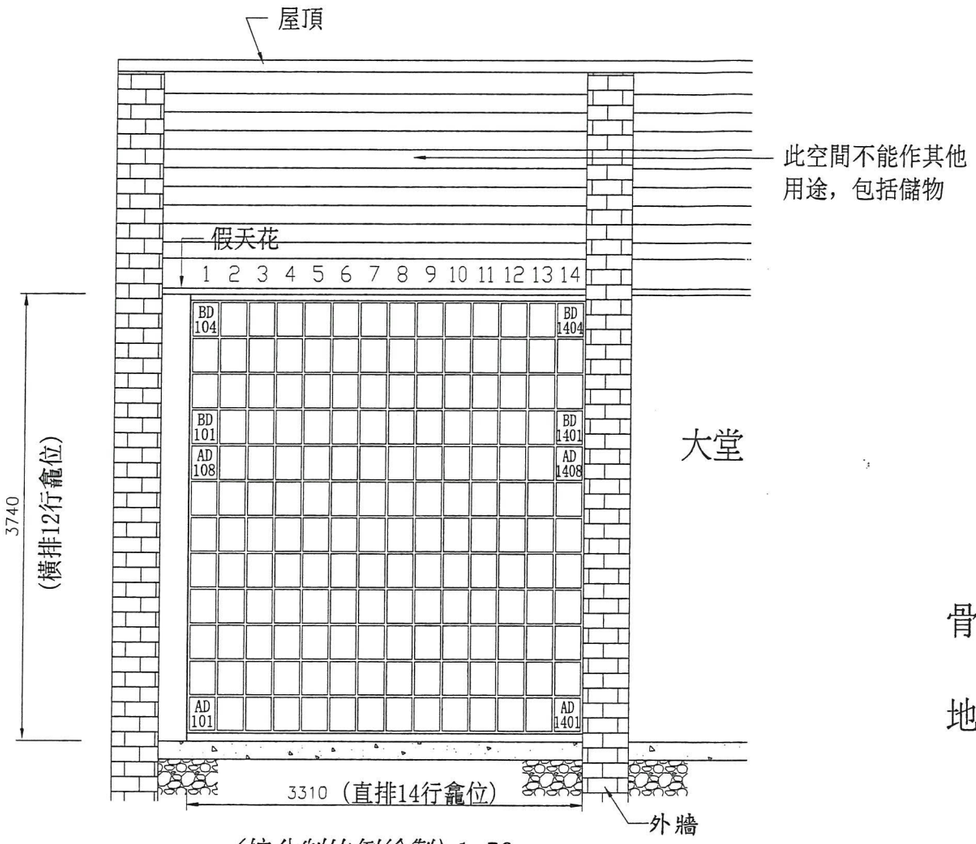
建議樓面平面圖 就截算前骨灰安置所的牌照申請



(按公制比例繪製) 1:50

龕牆4 建議骨灰安置所大樓樓面立面圖（圖則編號003D）

骨灰安置所名稱：自由福居

地址：新界沙頭角塘肚坪村24號
（丈量約份第41約地段第1423號B分段(部分)）

20-6-2023
日期（日 / 月 / 年）

張健龍 [redacted]
申請人(如屬自然人) / ~~獲授權人士~~ / ~~獲授權合夥人~~*姓名及簽署

[redacted]
香港身份證號碼 / ~~旅遊證件號碼~~*

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註冊編號#: AP(E)2096/63

註冊有效期屆滿日期#: 31/12/2025

 # 須與《建築物條例》(第 123 章)第 3 條所指的名冊相符
** 刪去不適用者*

ANNEX 3

MANAGEMENT PROPOSAL

自由福居

管理方案

2025 年 1 月

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自由福居-截算前骨灰安置所(管理方案)

(1)基本資料

骨灰安置所名稱	自由福居
地址	新界沙頭角塘肚坪村 24 號 (丈量約份第 41 約地段第 1423 號 B 分段(部分))
開始營辦年份	1988 年
營辦者名稱	張健龍
營辦者的身分	處所現租客 / 地段第1423號B分段(部分) / 租賃為期28年 由(07/03/2019 至 30/06/2047)
所屬宗教	道教/佛教
總樓宇建築面積	約 60 平方米
建築物	1 座單層骨灰安置所大樓
配套設施	**沒有（備註: 任何非牌照申請範圍及非骨灰安置所範圍是業權人/村民無條件給予自由福居使用)**

(2) 可容納的訪客量及入場管制

•可容納的訪客量上限，是根據屋宇署的要求，消防安全(建築物)條例《2011年消防安全守則》而訂定

• 自由福居《條例》同一時間室內可容納的訪客量上限22人。

灰位數目	單人灰位共 864 個
已使用灰位	單人灰位共 60 個 **(歷史悠久)**
可供出租/售	單人灰位共 804 個

各時間的開放時間如下:

時期	**開放時間**
平日: 「逢星期三及星期日(每週2天開放)」	早上10:00至下午4:00
掃墓高峰日子	早上8:00至下午6:00

*** 訪客除舉行骨灰安放儀式/法科儀式外，訪客不得在非開放時間進入或逗留在骨灰安置所範圍。**

*** 平日「逢星期三及星期日(每週共2天開放)」每組訪客並於下午3時00分作最後入場。**

*** 掃墓高峰期日子「清明節及重陽節正日及其之前後兩週的星期六，星期日」每組訪客並於下午5時30分作最後入場。**

*** 註意: 任何時期只接受「預約拜祭到訪安排」措施，未經預約訪客一律不得進入或前往拜祭。**

預約服務

•「自由福居」一直實施『**訪客預約到訪制度**』，訪客於辦公時間內，可透過以下方式登記進行預約; (**預約電話號碼及WhatsApp號碼:　　**) 每組訪客必須預約並提供包括但不限於靈灰位編號，有關聯絡人的 * 姓名, *電話, *訪客人數，待「自由福居」安排，預約需按「自由福居」回覆予訪客預約確認內容為準,「自由福居」亦會透過社交媒體**Facebook專頁**給訪客獲得最新預約及拜祭的最新資訊。

• 預約須知:

1. 自由福居任何日子，不提供任何車輛停泊和停留及上落客設施給予拜祭訪客。只接受『訪客預約到訪制度』，並提供「免費接駁車輛服務」，並於指定上落客地點接送訪客。禁止訪客步行、駕駛私家車、乘坐計程車進入自由福居，減少對附近交通的影響而採取的應變措施/安排。
2. 自由福居『預約到訪制度』及「接駁車輛服務」將是訪客唯一交通方式。不允許其他公共交通服務(例如當地巴士、專線小巴或計程車)進入該地點或自行步行到自由福居。自由福居會根據已預約每組訪客及人數，進行交通措施/安排，提供接駁車輛服務， 並於指定上落客地點接送訪客。
3. 平日日子**「逢星期三及星期日(每週共2天開放)」**每組訪客可於**(1星期前預約)**前往拜祭。
4. 掃墓高峰期日子**「清明節及重陽節正日及其之前後兩週的星期六，星期日」**每組訪客可於**(2星期前預約)**前往拜祭。
   註: 為公平原則，每個靈灰位每天只可供訪客預約一次,令其他訪客也能有機會前來拜祭。
5. 每組訪客可選擇各時段**(參考下列進入時間表),**每個時段可提供5組訪客或**限於20人**預約。以確保在每個時段場內的過渡期**限於20人**措施。
6. 每組訪客拜祭停留時間: **「平日:30分鐘/高峰期:25分鐘」**需按「自由福居」回覆予訪客預約確認內容為準。
7. 逾時到達及未有預約的訪客，**自由福居工作人員，將會一律拒絕其進入或前往拜祭。**
8. **注意事項:** 《自由福居骨灰安放權協議》第20點就有關場內入場管制的安排和罰則，買方同意，賣方有權作出包括對人流及車流管制、香火管制安排及場內範圍禁止燃燒冥鏹，室內禁止燒香或擺放體積過大的祭品措施，並鼓勵訪客以供水及鮮花方式代替燒香拜祭買方必需遵守該等安排規定，**買方必需遵守場內一切規則，不遵守者將被解除龕位合約。**

平日: 「逢星期三及星期日(每週共2天開放)」，每組訪客並於下午3時00分作最後入場。
拜祭人士可逗留自由福居大樓30分鐘。可選擇的4個拜祭入場時段如下:

每天共80人/每節的訪客人數限於20人措施（每小時1節，每節30分鐘限於20人/5個家庭拜祭)

	平日拜祭入場時段 (拜祭限時30分鐘)		平日拜祭入場時段 (拜祭限時30分鐘)
1	10:00	3	13:30
2	11:30	4	15:00

註: 自由福居只接受『訪客預約到訪制度』控制場內入場人數限於20人措施。自由福居會根據已預約每組訪客及人數，進行交通安排,會提供「免費接駁車輛服務」，並於指定上落客地點接送訪客。

掃墓高峰期日子:

1. 自由福居可容納的訪客量上限是根據屋宇署要求的, 消防安全(建築物)條例《2011年消防安全守則》而訂定, 室內可容納的訪客量**上限為 22 人**
2. 自由福居根據2024年相關的交通影響評估報告而訂定。
3. 在掃墓高峰期日子, 期間自由福居會根據預約人數提供**「免費接駁車輛服務」**措施, 接載「已預約訪客」來往**上水站(新運路)**和**自由福居**詳情如下。

備註: 自由福居營運至今，骨灰安置所在當地從來沒有因拜祭的訪客人流及其車流和違泊問題而造成對周邊地區帶來任何滋擾問題以及不協調的負面影響評論。

免費接駁輛服務安排如下:

車輛數目 : 1輛-2輛 (會根據預約人數決定實際車輛需要)
載客人數上限 : 27 座位
由上水站(新運路) → 自由福居 (中間不停站)
由自由福居 → 上水站(新運路) (中間不停站)
行車時間 : 大約25分鐘
由上水站(新運路)開出 : 07:30 – 17:00 (每30分鐘一班)
由自由福居開出 : 08:30 – 18:00 (每30分鐘一班)

高峰期: 「清明節及重陽節正日及其之前後兩週的星期六，星期日」早上8:00 至 下午6:00
拜祭人士只可逗留自由福居大樓25分鐘。每組訪客可於早上8:00開始入場至下午5時30分作最後入場。
可選擇的20個拜祭入場時段如下:

每天共400人/每小時的訪客人數限於40人措施（每小時2節/每節25分鐘限於20人/5個家庭拜祭)

	高峰期拜祭入場時段 (拜祭限時25分鐘)		高峰期拜祭入場時段 (拜祭限時25分鐘)
1	8:00	11	13:00
2	8:30	12	13:30
3	9:00	13	14:00
4	9:30	14	14:30
5	10:00	15	15:00
6	10:30	16	15:30
7	11:00	17	16:00
8	11:30	18	16:30
9	12:00	19	17:00
10	12:30	20	17:30

註: 自由福居只接受『訪客預約到訪制度』控制場內入場人數限於20人措施。自由福居會根據已預約每組訪客及人數, 進行交通安排,會提供「免費接駁車輛服務」, 並於指定上落客地點接送訪客。

自由福居管理方案 2025 年 1 月

(3) 人流管理:

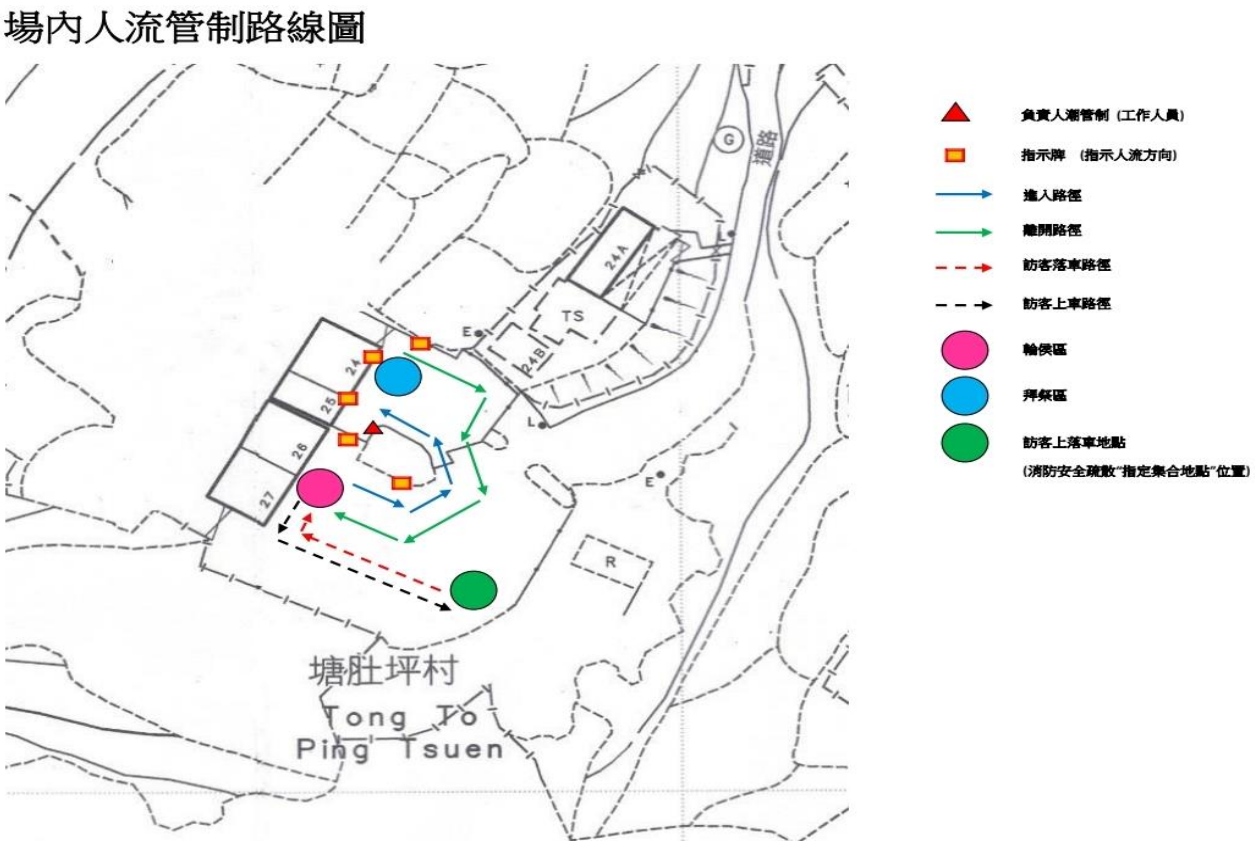
掃墓高峰期場外措施:

1. 掃墓高峰期日子**「清明節及重陽節正日及其之前後兩週的星期六，星期日」**自由福居將會安排**27座免費接駁車輛**在**(上水站)**上落客區安排工作人員為已預約前來人士進行登記，並執行控制每班次人數限於20人措施/安排，屆時工作人員會核對每組訪客的資料並登記及發放**(訪客證件)**。
2. 已完成登記的每組訪客，會獲發**(顏色和编號的訪客證)每組訪客必須戴上方便工作人員用作識辨，**工作人員在訪客離開下車時收回**(訪客證件)**。

掃墓高峰期場內措施:

1. 訪客到達**(自由福居)**下車後，工作人員會根據相關**(顏色和编號的訪客證)用作識辨訪客**監控進入人數和協調訪客到拜祭區進行拜祭。
2. 自由福居場內每位工作人員將會佩帶對講機，方便協調和溝通，並確保訪客進入室內人數**限於20人**措施，亦會提示訪客遵守時間離開，並帶走拜祭物品和垃圾以及疏導訪客上落車安排等。
3. 自由福居亦會安排營運時間人流高峰期間於**大樓內及免費接駁車輛上**作出廣播措施;
   「各位拜祭人士，為了安全及環保起見，本場所一律不可燃燒冥鏹，請於自由福居指定的香爐上香，拜祭人士需確保守時離開，大家請遵守秩序，保持場地清潔並帶走拜祭物品和垃圾，完成拜祭人士請聽從工作人員指示，乘搭穿梭巴士離開，並於下車後交還訪客證件，剛到達拜祭人士下車後，請聽從工作人員指示作拜祭安排，多謝合作！」
4. 自由福居於户外已設置拜祭區**日常提供6張獨立拜祭桌**方便有效地執行預約各時段上限為5組家庭或**限於20人**措施。
5. 在拜祭時段全部結束後，將當天的訪客資料整理好，在登記冊內補充訪客原有的預約記錄及離開記錄，並記錄訪客違規事項及情況**(如有，會作出跟進及檢討)**。
6. 登記冊的資料將會保留最少三年,，以便在骨灰所辦人員要求時提供該些紀錄以作查閱。
7. 自由福居日常具備**急救箱設備**，在掃墓高峰日子(如有需要時)，將會安排有急救認可資格人員駐場當值。

場內人流管理路線圖



香火管制

1. 自由福居範圍全場嚴禁化寶及燃點蠟燭冥鎹，禁止室內燒香及擺放體積過大的祭品，
(自由福居室內是無烟區)拜祭訪客嚴禁室內燒香。
2. 鼓勵訪客:【以供水及鮮花方式代替燒香拜祭】
3. 平日户外只准採用環保微烟香【限制拜祭人士燒香每人3支】。
4. 高峰期户外只准採用環保微烟香【限制拜祭人士燒香每人1支】需要時加設臨時燒香區域及臨時措施。

(4) 保安管理

1. 自由福居已裝設24小時CCTV保安系統，確保入口處及自由福居範圍的情況有足夠監察，以隨時回應。
2. 自由福居保安工作外判由專業保安公司管理，提供駐場保安看管巡邏。
3. 於掃墓高峰期間按照預約登記册數據，因應已預約拜祭人數，會議決定是否須要增聘兼職保安員人數，
接駁車輛數目，以確保訪客及公眾安全，和禁止誤闖拜祭訪客及車輛闖入本村道路。
4. 此外，設有前線經理和執勤主任當值，以備處理突發事件及指揮現場工作。
5. 增聘兼職人手**(掃墓高峰期日子)**聘請兼職人員，職位包括: 保安員，工作人員，雜工等。如下:

兼職職位	職責安排
保安員	維持**塘肚村內所有道路**交通暢通及禁止拜祭車輛唔闖違泊駛入本村及本場所任何路段和範圍的安排,確保訪客及公眾安全。
工作人員	提示訪客大家請遵守秩序，保持場地清潔並帶走拜祭物品和垃圾，以及疏導人群上車下車，登記及維持秩序安排，駐守主要入口，確保人流暢順，解決拜祭人士查詢。
雜工	維持拜祭各時段大樓室內確保**限於 20 人**措施及香爐，協助拜祭區秩序和保持場地範圍清潔。

負責交通及人流管制人員:

1. 保安員負責交通人流管制，當值主任負責與保安員聯繫，保安員由外判公司承包保安服務，培訓工作由外判公司負責。
2. 當值主任負責執行及指揮人流及車流管制，於每年拜祭高峰期，由經理安排工作簡介會，節日完結後進行全體工作檢討會議。
3. 當值主任執勤；當值主任職責，主要是執行已制定日常營運方案，協調及調配人手日常執行。
4. 前線經理和當值主任執勤 - 自由福居高峰期日子安排前線經理和當值主任執勤，每名職員會佩帶一部對講機以便有效監察場內秩序及，以備有足夠人手處理衝突事件及指揮現場工作。
5. 急救服務: 自由福居內安排設有急救箱,以備訪客使用，每月均會檢查急救箱物品數量,以備有足夠數量急救用品。
6. 在平常日子，會約有1 名工作人員在場內駐守執行日常場內事務**(包括預約拜祭安排)**。

(5) 營辦者管理模式

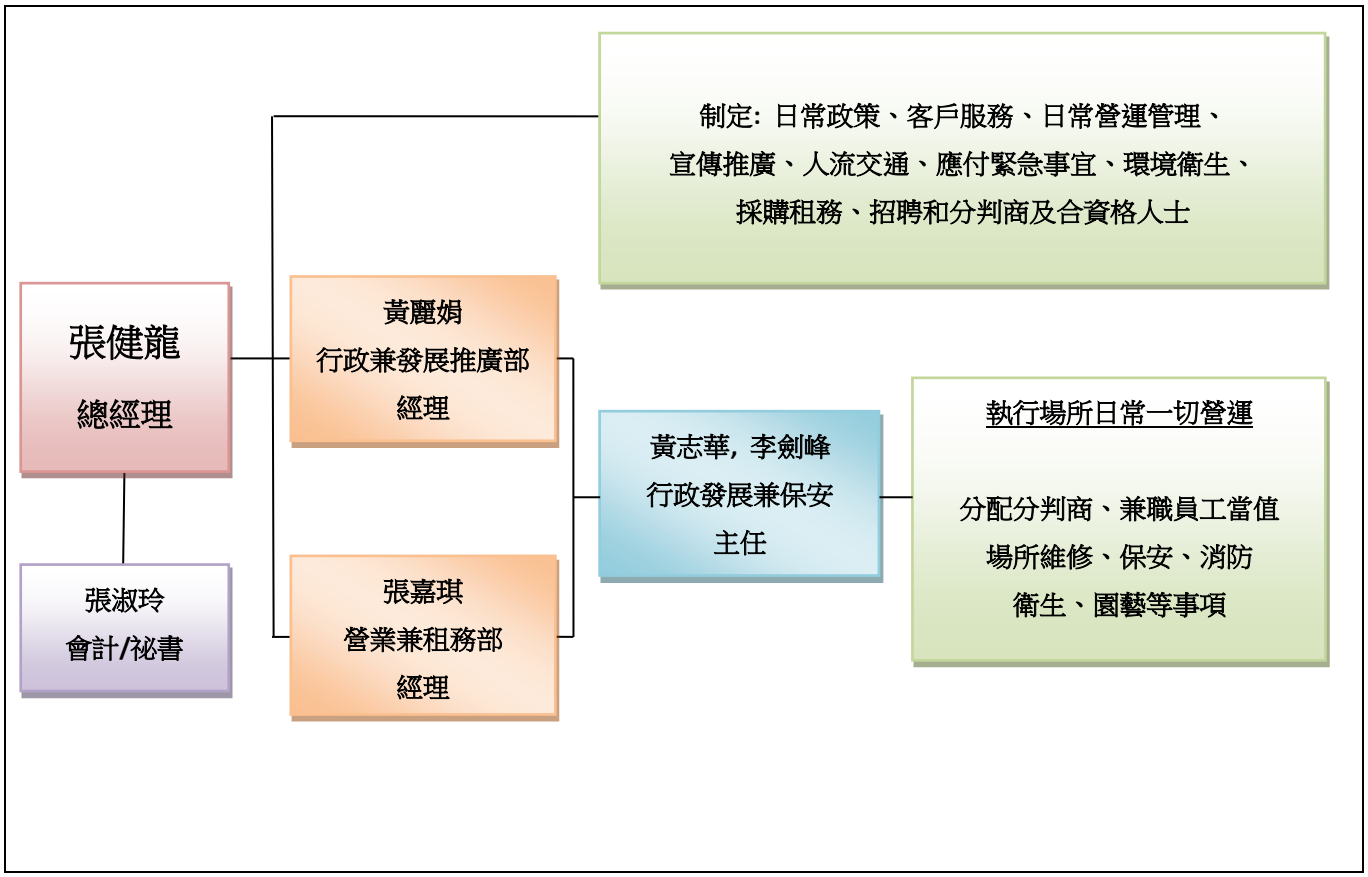
最高管理人員

姓名：張健龍
職位：總經理
聯絡電話號碼:
年資：10年以上經驗：負責「自由福居」日常管理經營，協調以及牌照申請,制定場所運作熟知任何細節

其他管理人員

年資：7 年以上經驗：負責「自由福居」日常營運及牌照申請,各類相關專業人士聯絡，協調執行場所管理營運熟知各種安排

自由福居架構表:



(6) 日常運作人手調配:

日常人手編制自由福居私營骨灰安置所共 **6名** 全職員工，日常有足夠人手應付營運需求。

以下職位直接與日常營運相關;

職位及人數	職責
總經理（1 人）	監管《私營骨灰安置所條例》的相關事宜及日常營運。
行政發展部經理（1 人）	制定《私營骨灰安置所條例》的相關事宜及日常營運及執行處理保安人流管理、消防安全和應付緊急事宜。客户查詢和投訴事宜，負責編制高峰期人手和聘請兼職人數及安排外判工作和應付指揮緊急事宜。
營業租務部經理（1 人）	執行骨灰安置所日常營運、保安人流管理、消防安全、樓宇維修保養。 協助執行骨灰安置所日常營運人手編制、高峰期聘請兼職人數，客户查詢、投訴事宜、消防安全、樓宇維修、防治蟲鼠滅蚊措施及場所行政工作和應付緊急事宜。
保安發展主任（2 人）	協助執行骨灰安置所保安工作及人流車流管理及場所相關工作事宜。 協助執行《私營骨灰安置所條例》的相關工作事宜及日常營運工作事宜。
會計秘書（1 人）	處理骨灰安置所日常營運賬目及文書事宜，協調定期會議。

掃墓高峰日子人手調配:

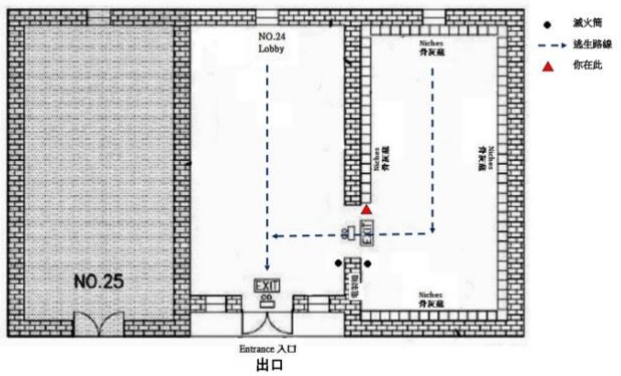
1. 設有前線經理和當值主任執勤協調人手，監察全場運作;
2. 在掃墓高峰日子，安排前線經理和當值主任執勤當值;
3. 在掃墓高峰日子(掃墓高峰期日子清明節、重陽節前後周末)，將按照預約登記册數據，因應已預約拜祭人數，增聘兼職人手增聘兼職人員職位包括:保安員，工作人員，雜工等；確保訪客及公眾安全，加強環境清潔衛生。

員工訓練

1. 每年 1 次火警演習，示範滅火筒使用，提高防火意識。
2. 自由福居安排在場所設有急救箱。
3. 使用環保香。

(7) 應對火警或其他緊急情況的應變方案:

1. 當發現【**火警**】發生時，請保持【**鎮定**】。
2. 在安全情況下，設法用滅火筒將火撲滅【**若火警來自電源切勿用水灌救**】,
3. 應改用氣體式【**二氧化碳滅火筒**】此外;【**並須關閉電力總制**】。
4. 保安部負責人: 【姓名:黃志華　　職位: 主任　　聯絡電話:　　】
5. 可獲的支援和資源: 場所有道路給消防車輛直接到達，鄰近【**大約 160 米**】設有消防街喉。
6. 如附近有電話，請撥電話【999】通知消防局。
7. 如時間許可【**應通知場所辦事處**】。
8. 員工職責: 巡視場所範圍內禁止燃燒冥鏹活動。
9. 自由福居設走火〝逃生路線指示圖〞
10. 安全疏散〝指定集合地點指示圖〞
11. 定期檢查測試:【**滅火設備及逃生指示，包括滅火筒、緊急照明燈等等**】。
12. 自由福居時刻保持緊急車輛通道暢通。

9. 自由福居設走火〝逃生路線指示圖〞	**10. 安全疏散〝指定集合地點指示圖〞**
附件5 ＜自由福居＞逃生路線圖 圖 (1)  	附件6 ＜自由福居＞消防安全疏散“指定集合地點”位置 圖 (2) 

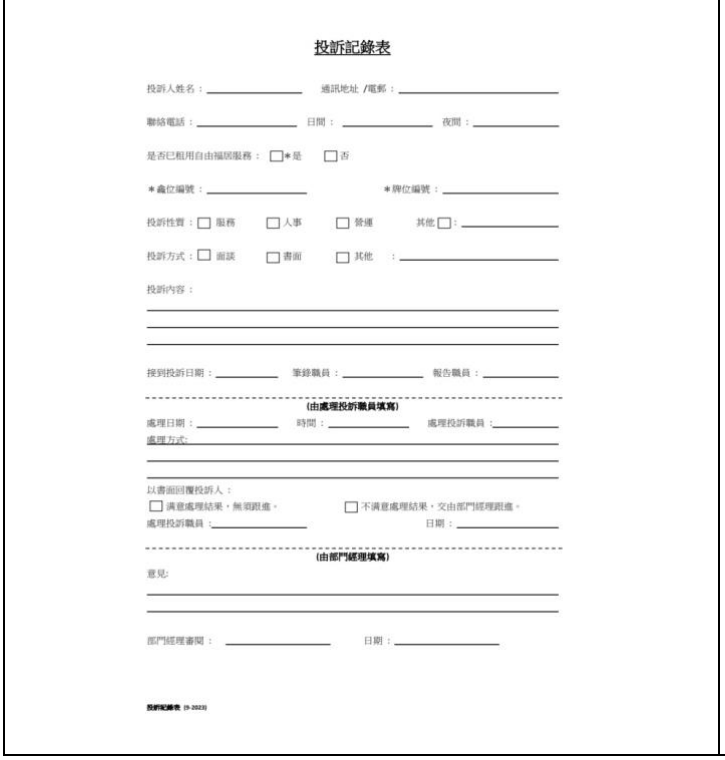
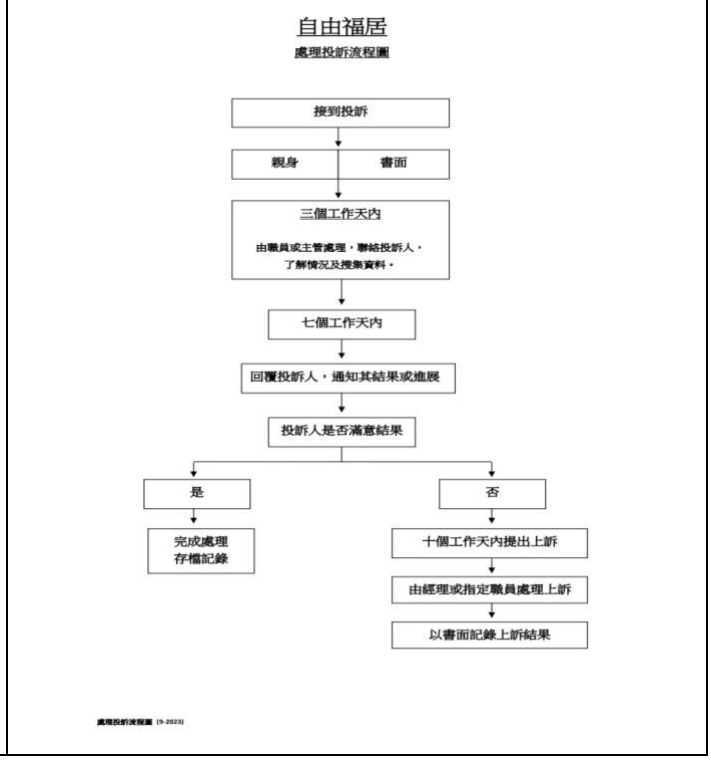
(8)確保遵從發牌委員會訂明的發牌條件或發出的指引及實務守則的措施

自由福居管理層定期會議及制定適當措施，確保骨灰安置所遵從發牌委員會訂明的發牌條件，並發出指引及實務守則，其中包括確保骨灰安置所的管理人員及前線人員熟知該等條件，指引及實務守則的措施，管理層為確保該等人員遵從該等條件，指引及實務守則而作出定期會議監察，記錄及報告規定。

(9) 投訴處理：

自由福居設有處理投訴的程序，以確保公眾人士或職員知悉他們有投訴的權利，並讓他們知悉投訴的程序和本場所如何處理投訴。處理如下:

1. 投訴人可透過親身或書面形式向本場所提出投訴。
2. 如接獲投訴，由當值辦公室職員 / 部門主管處理，並在三個工作天內聯絡申訴人了解及搜集資料。負責職員須填寫《投訴記錄表》。**(請參閱下列附件)**
3. 在七個工作天回應申訴人，通知其結果或進展。
4. 如投訴人不滿結果，在十個工作天內，可向經理式指定職員提出投訴。
5. 上訴最高可至董事總經理作出之裁決為最終裁決。
6. 若遇需要較長時間處理的複雜個案，負責職員須通知投訴人個案的進展及交代回覆結果的日期。
7. 如投訴人透過親身形式向本場所提出投訴，負責職員可以口頭回覆，即使已獲即時解決，仍需將事件記錄在案如透過書面提出投訴，則需按上述程序以書面回覆，並將事件記錄在案。
8. 若事件有可能涉及刑事成份，本場所會將事件交由執法部門或轉介至相關機構處理。
9. 有關處理投訴的流程，參閱《處理投訴流程圖》**(請參閱下列附件)**

《投訴記錄表》	《處理投訴流程圖》
	

在以下情況下，一般不受理的投訴:

1. 投訴人有責任舉證，如投訴的理據薄弱，含糊不清或缺乏足夠資料，本場所可要求投訴人提供具體詳情。
2. 自由福居不會就匿名投訴展開調查，但依然會檢視有關投訴內容。
3. 如投訴人不是當時人，本場所可要求投訴人請當時人直接到本場所提出投訴。
4. 如投訴事件已發生超過 1 年，客觀因素/環境證據可能消失及改變，引致蒐證困難。

(10) 確保骨灰安置所持續營運的財務方案

- 自由福居待完成牌照申請後，便會制備完善及配合長遠發展方向的財務政策，以確保自由福居的長期運作及日常營運開支及大樓維修保養的安排，以提供舒適及安全的環境供訪客使用。

(11) 管理方案執行人及批准人：

負責執行管理方案的人員的資料:

姓名: 黃麗娟

職位: 經理

聯絡電話號碼:

負責批准管理方案及代表上述骨灰安置所提交本管理方案的人員資料：

姓名: 張健龍

職位: 總經理

聯絡電話:

電郵地址:

簽署：_____

日期：_____

ANNEX 4

TRAFFIC IMPACT ASSESSMENT

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: 31041-T01-03
Date: January 2025

AXON
CONSULTANCY

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1 Introduction

1.1 Background

“自由福居”located at Nos. 24 and 25 Tong To Ping Tsuen, Sha Tau Kok, New Territories, has been operated as a columbarium use since 1988. The site currently contains a total of 864 niches, including 60 niches sold. The remaining niches are yet to be sold. The facility's operation and capacity necessitate an evaluation of its traffic impact, especially as the columbarium reaches full occupancy (hereafter, “proposed development”).

The Applicant intends to submit an application under Section 12A to the Town Planning Board for an amendment to the approved Sha Tau Kok Outline Zoning Plan Number S/NE-STK/2 from the existing “Village Type Development” zone to the "Government, Institution and Community (1)" Zone.

AXON Consultancy Limited has been commissioned to carry out this Traffic Impact Assessment (TIA) to support the application for the amendment of the plan and facilitate the proposed development at the Application Site.

1.2 Objectives

The objectives of the traffic impact study are as follows:

- to estimate the potential traffic generation/attraction due to the proposed development; and
- to assess the future traffic situation in the surrounding network; and
- to appraise the potential traffic impacts of the development; and
- to evaluate the transport facilities of the development; and
- to consider road improvement proposals, if required.

1.3 Structure of Report

Chapter 1 – Introduction, which covers the study's background, objectives and report structure.

After this introductory chapter, there are the following chapters:

Chapter 2 – The Proposed Development, which describes the site location, development schedules;

Chapter 3 – Traffic Management and Visitor Strategy, outlines the visitor management systems and traffic arrangements, including the administrative visitor booking system and pre-booked shuttle services;

Chapter 4 – Existing Traffic Situation, which presents the existing local road network within the vicinity of the proposed development, the details of the traffic count survey and the traffic assessment of the existing traffic conditions;

Chapter 5 – Future Traffic Situation, which presents future traffic flows for the design year under reference and design scenarios while incorporating the anticipated annual growth rate and the planned developments;

Chapter 6 – Summary and Conclusion, which summarises the findings of this traffic impact assessment and presents the conclusions regarding the traffic issues associated with the proposed development.

2 The Proposed Development

2.1 The Application Site

The Application Site spans approximately 157 m^2 and is located at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories. The site location is depicted in **Figure 2.1**.

The site can be accessed via a single-track access road, which is branching off from Sha Tau Kok Road - Shek Chung Au.

2.2 The Proposed Development

The existing columbarium-used development, “自由福居”, has been operating since 1988. The Applicant has reported that the site contains a total of 864 niches, with 60 niches sold. The proposed development aims to fully utilize the columbarium's capacity. The development schedule is summarised in **Table 2.1** below.

Table 2.1 Development Schedule

Design Parameter	Quantity of Proposed Development Parameter
Application Area	About 157m^2
Existing Zoning	“Village Type Development” zone
Number of Sold Niches	60
Proposed Zoning	"Government, Institution and Community (1)" Zone
Total Number of Niches	864

3 Traffic Management and Visitor Strategy

3.1 Introduction

Effective traffic management and visitor strategy are crucial for ensuring smooth operation and minimizing traffic impact at “自由福居”. The following sections detail the Administrative Visitor Booking System and pre-booked shuttle services designed to manage visitor traffic effectively, particularly during both festive periods (Ching Ming Festival, Chung Yeung Festival, the Saturdays and Sundays of the two weeks before and after Ching Ming Festival and Chung Yeung Festival) and non-festive periods (Wednesdays and Sundays, except the Sundays during festive periods).

3.2 Administrative Visitor Booking System

To manage visitor traffic effectively, “自由福居” has implemented a comprehensive Administrative Visitor Booking System, which includes the following key components:

a. **Advance Reservations**
Visitors are required to make appointments in advance through the columbarium’s pre-booking system, either by phone or WhatsApp (WhatsApp number:). Reservations are processed on a first-come, first-served basis to ensure fair access for all visitors and to control the flow of visitors.

For non-festive periods, visitors must book their visit at least 7 days in advance, while for festive periods such as Ching Ming and Chung Yeung, visitors must book 14 days in advance. This pre-booking system ensures efficient management of visitor numbers and helps to prevent congestion at the columbarium.

b. **Confirmation of Slots**
Upon booking, visitors will receive a confirmation of their pick-up and drop-off times via the same channel they used to book (phone or WhatsApp). This confirmation includes detailed instructions about shuttle service timings, pick-up/drop-off locations, and any relevant traffic management guidelines. By providing this information ahead of time, the columbarium ensures a smooth visitor flow and avoids any overlaps or congestion.

c. **Booking Verification**
Visitors are required to present their booking confirmation at lay-by near Sheung Shui Station before boarding the vehicle. This verification process ensures that only those with scheduled appointments are allowed to visit, maintaining the planned traffic flow and preventing unplanned influxes of visitors.

d. **Information Dissemination**
Clear instructions and guidelines regarding the booking process, shuttle services, and traffic management measures are provided to visitors through multiple channels. These include WhatsApp, phone, and the columbarium’s Facebook page, where visitors can stay updated on the latest information regarding bookings and site access.

3.3 Pre-Booked Shuttle Services

The pre-booked shuttle service is a key part of the visitor management strategy, providing efficient transportation for visitors to “自由福居”. The following sections outline key aspects of the service:

a. Operating Hours
During **festive periods** such as Ching Ming and Chung Yeung and the two weekends before and after these festivals, the pre-booked shuttle service operates from **07:30 to 18:00**, ensuring that visitors can complete their activities before the columbarium closes. The service uses **27-seater vehicle**, which have been approved by the Transport Department. These vehicles provide sufficient capacity to meet visitor demand during peak periods while ensuring a smooth and controlled flow of traffic.

For **non-festive periods**, the service operates on Wednesdays and Sundays with the following operating hours: from **10:00 to 16:00**, with the last session entry at **15:00**. The service runs only when there is actual demand, reflecting the historically low visitor numbers during these times. Each day offers four pre-booked sessions for a maximum of 20 visitors per session. However, it is important to note that no trips may occur on these days if there are no bookings, even though the booking sections are available.

b. Pick-Up/Drop-Off Locations
<u>San Wan Road Lay-By</u>
The shuttle service runs between Sheung Shui Station and “自由福居”, with the pick-up and drop-off point located at the southern side lay-by area on San Wan Road, close to Exit B2 of Sheung Shui MTR Station, as shown in **Figure 3.1**.

“自由福居”

On the “自由福居” side, the pick-up/drop-off areas are provided near the application area, as shown in **Figure 3.2**. The Swept Path Analysis of typical 27-seater vehicle, enclosed in **Appendix A**, depicted that sufficient maneuvering space could be provided along between the Access Road to Tong To Ping Tsuen and the “自由福居”. Consents from the lot owners of adjacent private lots have been obtained from the Applicant.

c. Scheduled Intervals

During festive periods, the shuttle service operates at a frequency of 2 trips per hour in each direction, resulting in a total of 20 trips per day per direction, accommodating a maximum of 400 visitors per day.

For non-festive periods, the service is operated based on actual demand with four pre-booked sessions available on Wednesdays and Sundays. The service capacity is limited to 20 visitors per session, and bookings are handled in advance. Due to the low demand, trips may not always be required even though the booking system is available.

d. Visitor Control

All visitors to “自由福居” must use the pre-booked shuttle service, ensuring effective control of visitor numbers and managing traffic flow. No private vehicles, taxis, or walking to the site are permitted, and violations of these rules may lead to penalties, including the termination of the ash placement contract as stipulated in the management plan.

4 Existing Traffic Situation

4.1 Existing Road Network

The major road networks in the vicinity of the Application Site are listed as follows:

Fanling Highway functions as an Expressway, featuring a dual-three carriageway that stretches in an east-west direction. This road is a primary route for the commute of the motorists between Tai Po and San Tin at its endpoints, passing through Fanling and Sheung Shui along the way. At the eastern end, the road links up with the Tolo Highway at the Lam Kam Interchange, which also connects with Tai Wo Service Road West, Lam Kam Road, and Tai Po Road. Towards the western end, the highway goes through the Kwu Tung area and succeeds the San Tin Highway.

Heung Yuen Wai Highway functions as a Rural Trunk, featuring a dual-two carriageway that stretches in the north-south direction. It acts as a primary linkage between the Fanling Highway and the Heung Yuen Wai Boundary Control Point. The road includes the Lung Shan Tunnel and Cheung Shan Tunnel, along with four interchanges, making it easier for motorists in Sha Tau Kok, Ta Kwu Ling, and Ping Che to reach Fanling, Sheung Shui, Tai Po, and Kowloon.

Sha Tau Kok Road – Wo Hang functions as a Rural Road A. It is a signle-two carriageway that runs in the east-west direction.

Sha Tau Kok Road – Shek Chung Au functions as a rural road, serving as the sole access route to Sha Tau Kok Control Point. This single two-lane carriageway runs in the east-west direction.

4.2 Pre-booked Shuttle Service Routes

During the festivals and their shallow periods, a pre-booked shuttle service follows the following routes:

<u>Ingress Route</u>

Starting from San Wan Road, via Lung Sum Avenue, Lung Wan Street, San Wan Road, So Kwun Po Road, Fanling Highway, Heung Yuen Wai Highway, Sha Tau Kok Road – Wo Hang and then Sha Tau Kok Road – Shek Chung Au, eventually leading to its final stretch on the access road to Tong To Ping Tsuen.

<u>Egress Route</u>

Starting from the access road to Tong To Ping Tsuen, via Sha Tau Kok Road – Shek Chung Au, Sha Tau Kok Road – Wo Hang, Heung Yuen Wai Highway, Fanling Highway and then So Kwun Po Road, ultimately arriving at San Wan Road

The vehicular ingress/egress arrangement of the proposed development is depicted in **Figure 4.1**.

4.3 Traffic Surveys

Classified Turning Movement Count Survey

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions of the study area, as shown in **Figure 4.2**, on the Ching Ming Festival in 2024 (4th April 2024) from 07:30 to 18:30.

The traffic counts were recorded in a 15-minute interval, and to be converted into passenger car unit (pcu). The highest consecutive 15-minute hourly traffic volume was adopted as the peak hour traffic flow.

The peak hour of the road network has been identified as 08:15 to 09:15 and 2024 observed traffic flow during peak hour during the festival periods is depicted in **Figure 4.3**.

Lay-by Occupancy Survey

To evaluate the existing occupancy of the San Wan Road Lay-by, which serves as the terminating point for the shuttle service, as shown in **Figure 3.1**, a comprehensive survey was conducted during the Ching Ming Festival on 4th April 2024, from 07:30 to 18:30.

During the survey, vehicles entering and exiting the lay-by were categorized by vehicle type, and their arrival and departure times were recorded. The primary objective was to determine the lay-by's occupancy throughout the day.

4.4 Existing Traffic Assessment

Junction Capacity Assessment

Junction capacity assessments have been conducted at major junctions along the vehicular ingress/egress route, following the guidelines set out in the Transport Planning and Design Manual (“TPDM”) Volumes 2. The results of these assessments are summarised in **Table 4.1**, while the detailed calculation sheets can be found in **Appendix B**.

The performance of a priority junction or roundabout is indicated by its Design Flow / Capacity Ratio ("DFC"). A DFC value of 0.85 or below is considered within an acceptable level without causing undue delay to motorists passing through the concerned junctions.

Table 4.1 Existing Junction Performance

Jun No.	Junction Location	Type / Capacity Index *	Observed Scenario
Jn A	Sha Tau Kok Road - Shek Chung Au / Access Road to Tong To Ping Tsuen	Priority/ DFC	0.12
Jn B	Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma Mei Ha	Roundabout/ DFC	0.37

*Notes: * DFC - Design Flow / Capacity Ratio.*

As depicted in **Table 4.1**, all key junctions, currently operate below their maximum capacities during the identified peak.

Lay-by Occupancy Assessment

To evaluate the lay-by occupancy of the lay-by area on San Wan Road, near Exit B2 of Sheung Shui MTR Station, an extensive survey was conducted throughout the shuttle service period during the Ching Ming Festival. The instant occupancy of the lay-by was collected in a 5-minute interval.

The results were illustrated in **Figure 4.4**, which can be interpreted as follows:

a. Horizontal Axis: Represents the time intervals during the Ching Ming Festival, from 07:30 to 18:30, with data points collected every 5 minutes.

b. Vertical Axis: Represents the length of the lay-by occupied, measured in meters.

c. Blue Bars: Indicate the length of the lay-by occupied by the "自由福居" shuttle service vehicle. While the vehicle itself has an approximate length of 8 meters, an additional buffer is required for safe maneuvering and alignment when parked in the lay-by, leading to an overall occupied length of 9 meters.

The combined height of the blue and red bars at each time interval shows the total length occupied.

d. Orange Line: Represents the maximum length provided by the San Wan Road lay-by, which is 59 meters.

The results show that the busiest periods are observed around 08:00 - 08:05, where the occupancy totals about 45 meters. Even during the peak periods, the lay-by occupancy did not exceed the maximum provided length of 59 meters. This indicates that the lay-by has sufficient capacity to accommodate the shuttle services for "自由福居", even during peak festival periods.

5 Future Traffic Situation

5.1 2030 Design Year Road Network

Given that “自由福居” has been in operation since 1988. Typically, the design year is determined as either three years post-completion (not applicable) or five years subsequent to the application year (resulting in 2030). The decision has been made to adopt the longer duration as it provides a more conservative approach. Consequently, the year 2030 has been selected as the design year for this study.

For the Design Year 2030, the Growth Factor Method is employed to forecast traffic. This method utilizes the historical data from Annual Traffic Census Data (ATC) and demographic trends from the Projected Population by District Council District to predict future traffic volumes. The more significant growth factor derived from these two sources is adopted to ensure the most conservative traffic estimate.

Considering the ongoing and planned infrastructure projects, it is evident that any significant developments influencing traffic patterns are either in the planning stages or already underway. These aspects are elaborated upon in **Section 5.4** of this report.

The current and expected road network developments reinforce the suitability of using the Growth Factor Method. This approach effectively leverages existing traffic trends to project future traffic patterns, ensuring a robust and realistic forecast for the Design Year 2030.

5.2 Development Traffic Generation

Modal Split

As detailed in **Section 3.3**, a a pre-booked shuttle service with vehicles accommodating up to 27 seats is implemented during festive periods (such as Ching Ming, Chung Yeung, and the two weekends before and after these festivals). During these periods, all visitors are required to use the pre-booked service, with no private vehicles, taxis, or walking access allowed on-site.

Trip Generation and Attraction

The pre-booked service operates with a fixed frequency of 2 trips per hour in each direction during peak hours of festive periods from 07:30-18:00. The schedule, based on predicted demand, helps regulate trip generation and manage visitor numbers effectively. The service is expected to handle a consistent flow of visitors while adhering to the capacity limit of 20 passengers per trip, despite the vehicles’ ability to seat 27 passengers. This adjustment further ensures safety and traffic management.

Table 5.1 shows the projected vehicular trips of 3 pcu per hour per direction, based on the pre-booked shuttle service schedule during the busiest periods, including festival days and surrounding weekends.

Table 5.1 Fixed Trip Generation and Attraction for “自由福居” during Festive Periods

Vehicular Trips (PCU/hour)	
Generation	**Attraction**
3	3

5.3 Regional Traffic Growth

For the estimation of traffic flows in the design year of 2030, it is proposed to adjust the existing traffic flows to take into account the natural traffic growth.

Annual Traffic Census (ATC)

Reference has been made to the 2020 to 2023 Annual Traffic Census Reports, published by Transport Department. The traffic data recorded at counting stations adjacent to the Application Site are shown in **Table 5.2.**

Table 5.2 Annual Traffic Census Data

No.	Link	From	To	Road Type	2020	2021	2022	2023	Growth Rate p.a.
5003	Fanling Highway	So Kwun Po INT	Wo Hop Shek INT	EX	61,080	64,840	62,830	75,040	7.10%
5041	Lung Shan Tunnel	Fanling Highway	Sha Tau Kok Road	RT	13,840	16,870	16,400	20,630	14.23%
5660	Sha Tau Kok Rd	On Kui St	Ping Che Rd	RR	23,740	22,980	22,280	22,810	-1.32%
5860	Sha Tau Kok Rd	Ping Che Rd	Shun Lung St	RR	6,300	5,970	4,900	5,010	-7.35%
5885	San Wan Rd	Ramp A of So Kwun Po INT	Lung Sum Ave	DD	17,120	15,680	15,600	15,960	-2.31%
6653	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	DD	11,030	11,870	11,510	12,150	3.28%
Total					133,110	138,210	133,520	151,600	**4.43%**

Table 5.2 presents the traffic flow information spanning four years. Since the opening of Heung Yuen Wai Highway in 2019, the traffic pattern on Sha Tau Kok Road has undergone a redistribution in 2019 and has remained stable since 2020. Notably, there has been a significant reduction in traffic volume along Sha Tau Kok Road, while there has been a substantial increase in

traffic volume within Heung Yuen Wai Highway (Lung Shan Tunnel section). Based on Annual Traffic Census Reports 2020 to 2023, the data indicates variable annual growth rates for different road links, with some experiencing increases and others experiencing decreases in traffic volume. When considering all the links collectively, the compounded annual growth rate averages out to **+4.43%**.

Projected Population Data

According to the report “Projections of Population Distribution 2023-2031” published by the Planning Department, the population growth data from the year 2024 to 2030 in North District is summarised in **Table 5.3**.

Table 5.3 Projected Population by District Council District, 2023-2031

District Council District	Year 2024	Year 2030	Growth Rate p.a. (%)
North	344,900	417,100	**3.22%**

The data indicate the growth in population in North District is at an annual rate of **+3.22%** from 2024 to 2030.

After comparing the historical data and the future planning data, for conservative purposes, an annual growth rate of **+4.43%** was adopted. This growth factor will apply in 2024 observed traffic flows.

5.4 Major Planned/ Committed Developments

The forecast includes traffic generated by major planned or committed developments near the site, detailed in **Table 5.4**.

Table 5.4 Major Planned/ Committed Developments

Location	Type of Development	Completion Year
Proposed Temporary Transitional Housing and Ancillary Facilities for a Period of 7 Years at Government Land in D.D. 82, Ping Che, Ta Kwu Ling, New Territories	Residential Development	Before or in 2030
Sierra Life (Proposed Mixed Housing Development including ‘Flat’ (Public Rental and Subsidized Sale Flats), ‘Residential Institution’ (Elderly Flats under the Senior Citizen Residences Scheme), ‘Shop and Services’, ‘Eating Place’, ‘Social Welfare Facility’ (Residential Care Home for Elderly) and ‘Public Vehicle Park’) at Address:72 Pak Wo Road, Fanling, New Territories	Residential Development	Before or in 2030
Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Government Land in Areas 4 and 30, Sheung Shui, New Territories (Site 2 Phase 1) - Public vehicle park	Residential Development	Before or in 2030
Subsidized Sale Flats at Ching Hiu Road (Ching Tao Court)	Residential Development	Before or in 2030

Location	Type of Development	Completion Year
Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Government Land in Areas 4 and 30, Sheung Shui, New Territories (Site 1)	Residential Development	Before or in 2030
Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Government Land in Areas 4 and 30, Sheung Shui, New Territories (Site 2 Phase 2)	Residential Development	Before or in 2030
To rezone the application site from "Government, Institution or Community" to "Residential (Group A)4" at Lots 3261 S.A RP, 3262 S.A, 3263 S.A (Part), 3261 S.B RP (Part), 3262 S.B RP (Part), 3263 S.B (Part), 3262 S.B ss.1 (Part), 3262 S.C RP (Part), 3262 S.C ss.2 RP (Part), 3262 S.C ss.3 RP (Part), 3262 S.C ss.1 RP (Part), 3265 S.A RP (Part) and 3375 RP (Part) in D.D. 51 and Adjoining Government Land, Fanling, New Territories	Residential Development	Before or in 2030
Proposed Minor Relaxation of Domestic PR Restriction for Permitted Residential Development with Commercial Uses at Lot 5045 in D.D. 51, 1 Luen Fat Street, Fanling, New Territories	Residential Development	Before or in 2030
Subsidized Sale Flats at Jockey Club Road, near Fanling Law Courts Building	Residential Development	Before or in 2030
North District Community Health Centre at Pak Wo Road	Medical Development	Before or in 2030
Expansion of North District Hospital	Medical Development	Before or in 2030
Provision of columbarium at Wo Hop Shek - Phase 2	Columbarium Development	Before or in 2030
Proposed Shop and Services, Eating Place and Other Uses (including Art Studio/ Office/ Information Technology and Telecommunications Industries/ Place of Recreation, Sports or Culture) (Wholesale Conversion of an Existing Industrial Building) at No. 33 On Lok Mun Street, Fanling, New Territories	Retail Development	Before or in 2030
To rezone the application site from "Village Type Development" to "Residential (Group A) 7" and amend the Notes of the zone applicable to the site at Various Lots in D.D. 51 and Adjoining Government Land, Fanling, New Territories	Residential Development	Before or in 2030
Partial Development of Fanling Golf Course	Residential Development	Before or in 2030
Public Housing Development at Choi Shun Street	Residential Development	Before or in 2030
Queen's Hill Extension	Residential Development	On or beyond 2030
Public Housing Development at Fanling Area 17 (Site A), near Ling Shan Road	Residential Development	On or beyond 2031
Private Housing Development at Fanling Area 17 (Site B1 & B2)	Residential Development	On or beyond 2030
Public Housing Development at Sheung Shui Wa Shan	Residential Development	On or beyond 2031
Public Housing Development at Fanling Area 48	Residential Development	On 2029 and beyond by phases

Location	Type of Development	Completion Year
Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Flat Development with Social Welfare Facility at Various Lots in D.D. 51 and Adjoining Government Land, Ma Sik Road, Fanling, New Territories	Social Welfare Facility	Before or in 2030
Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Flat with Minor Relaxation of Building Height Restriction at Lots 834 and 838 RP in D.D. 52 and adjoining Government Land, Tin Ping Road, Sheung Shui, New Territories	Social Welfare Facility	On or beyond 2031
Expansion of Columbarium at Wo Hop Shek Cemetery (Phase 3)	Columbarium Development	Before or in 2030
Expansion of Columbarium at Wo Hop Shek Cemetery (Phase 4)	Columbarium Development	On or beyond 2031
Kwu Tung North and Fanling North New Development Area, including not limited to the following developments:	Various	Various
• Public Housing Development at Fanling North Area 15 East Phase 1-2	Residential Development	Before or in 2030
• 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 Various Lots in D.D. 51, D.D. 52, D.D. 83 and FSSTL and Adjoining Government Land, Fanling North, New Territories	Various	Overall On or beyond 2023
• Proposed Minor Relaxation of Plot Ratio and/or Building Height Restrictions for Proposed/Permitted Public and Private Housing Developments, and Proposed Shop and Services and Eating Place within Public Housing Developments, and Proposed Public Transport Terminus, Shop and Services and Eating Place within a Private Housing at Various Lots in D.D. 95 and adjoining Government Land, Kwu Tung North, New Territories	Various	Overall On or beyond 2023
• Proposed Minor Relaxation of Maximum Plot Ratio and / or Building Height Restrictions of 8 Planned Public Housing Sites and Inclusion of 2 Small Pieces of Land shown as “Road” at Kwu Tung North in Site K1 for Development at Various Lots in D.D. 51, D.D. 83, D.D. 95 and D.D. 96 and Adjoining Government Land in Fanling North and Kwu Tung North, New Territories	Various	Overall On or beyond 2031
▪ Public Housing Development at Kwu Tung North Area 19 Phase 1-2	Residential Development	Before or in 2030

5.5 Reference and Design Flows

The growth factor will be applied to the traffic flows of 2024 Observed Peak Hour, to estimate the 2030 Reference Flows. The reference and design flows for Design Year 2030 are calculated from the following formulae:

2030 Reference Flows = 2024 Observed Flows x $(1+4.43\%)^6$ + Planned Development Traffic

2030 Design Flows = 2030 Reference Flows + 3 pcu/hr

Figure 5.1 shows the 2030 Reference Peak Hour Flows in the road network. By adding the Development Flow, **Figure 5.2** shows the 2030 Design Peak Hour Traffic Flows.

5.6 Future Traffic Assessment

Junction Capacity Assessment

Junction capacity assessments were carried out for the major junctions in the local road network for both the Reference and Design scenarios. The results are summarised and presented in **Table 5.5** with detailed calculation sheets attached in **Appendix B**.

Table 5.5 Future Junction Performance

Jun No.	Junction Location	Type / Capacity Index *	Reference Scenario	Design Scenario
Jn A	Sha Tau Kok Road - Shek Chung Au / Access Road to Tong To Ping Tsuen	Priority/ DFC	0.16	0.16
Jn B	Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma Mei Ha	Roundabout/ DFC	0.50	0.50

*Notes: * DFC - Design Flow / Capacity Ratio.*

As shown in **Table 5.5**, the capacities of all key junctions would be performing satisfactorily during the peak periods for both the Reference and Design Scenarios. Furthermore, based on the results, the impact of the proposed development traffic on the road network is negligible.

Lay-by Occupancy Assessment

Based on the lay-by occupancy data presented in **Section 4.4** and **Figure 4.4** and incorporating the shuttle service from **Table 5.1**, which projects an additional 3 pcu or 2 trips per hour, the projected lay-by occupancy for 2030 is illustrated in **Figure 5.3**.

The current lay-by occupancy data indicates that the San Wan Road lay-by has adequate capacity to handle existing demand. With the anticipated shuttle service trips by 2030 (3 pcu or 2 trips per hour), the in-house model projects that these trips will only require 1 more loading bay which is approximately 9 more meters of the lay-by space.

Given that the maximum length provided by the lay-by is 59 meters, and the current peak occupancy is well below this limit, the analysis confirms that the lay-by will continue to have sufficient capacity.

6 Summary and Conclusion

6.1 Summary

The applicant has commissioned AXON Consultancy Limited to conduct a Traffic Impact Assessment (TIA) for the proposed development of the “自由福居” columbarium, situated at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories. This development encompasses a total of 864 niches, with 60 niches sold, and aims to formalize the site's rezoning from "Village Type Development" to "Government, Institution and Community (1)" Zone.

The pre-booked shuttle service, operating between “自由福居” and Sheung Shui MTR Station, is integral to minimizing vehicular traffic in the area. The shuttle service operates at a fixed maximum frequency of 2 trips per hour in each direction during festive peak periods, ensuring a controlled and predictable flow of visitors. This fixed schedule effectively manages trip generation and ensures that the traffic impact remains minimal.

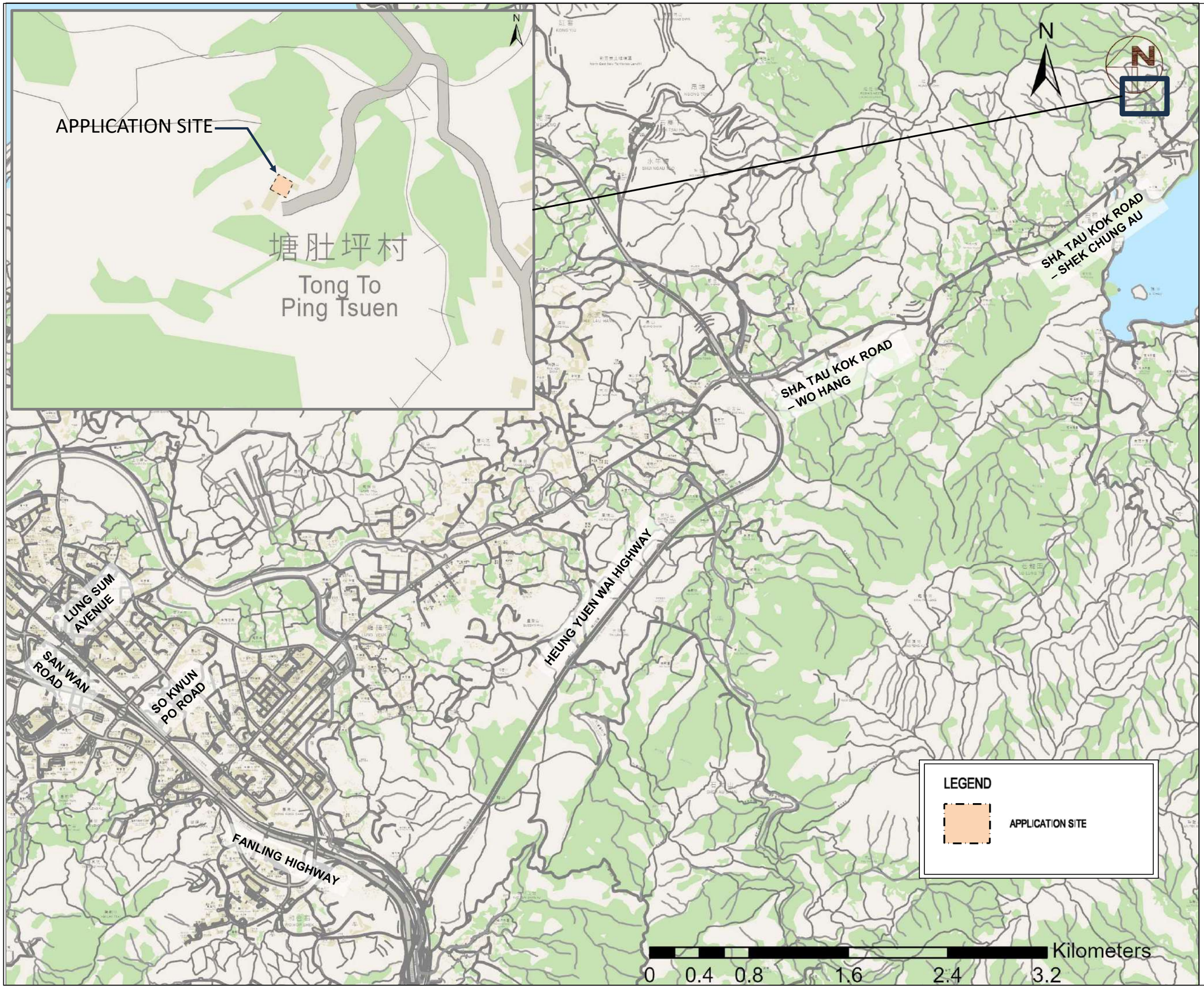
The year 2030 is used as the design year for the traffic impact assessment. After comparing historical data and future planning data, a conservative annual growth rate of +4.43% was adopted. This growth factor has been applied to the observed traffic flows in 2024 to project the 2030 anticipated traffic flows.

Capacity assessments of all major junctions along the ingress and egress routes indicated that all key junctions would perform satisfactorily under both reference and design scenarios for the year 2030. A detailed survey of the San Wan Road Lay-by confirmed its capacity to handle the increased demand from additional shuttle service trips during operational periods.

6.2 Conclusions

The traffic impact assessment findings reveal that the road network surrounding the area will be able to handle the traffic from the shuttle service at “自由福居”, which attracts 3 pcu/hr and generates 3 pcu/hr during festivals. This assessment confirms that the proposed development would not cause any adverse impact from a traffic perspective.

Figures



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SITE LOCATION

FIGURE 2.1

Scale : **N.T.S**

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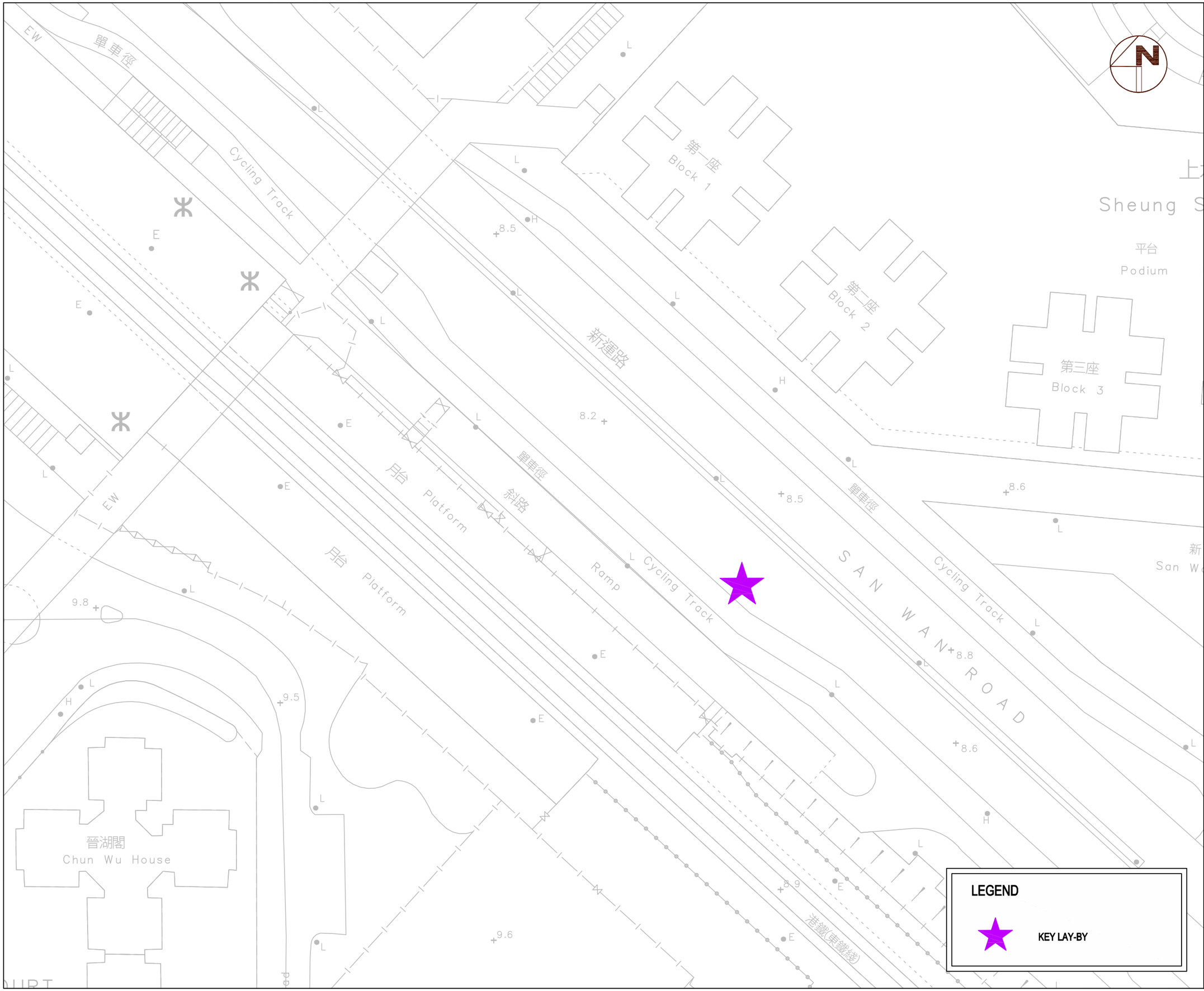
X:\PROJECTS\1041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 4.3.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

KEY LAY-BY

FIGURE 3.1

Scale : **1:500 (A3)**

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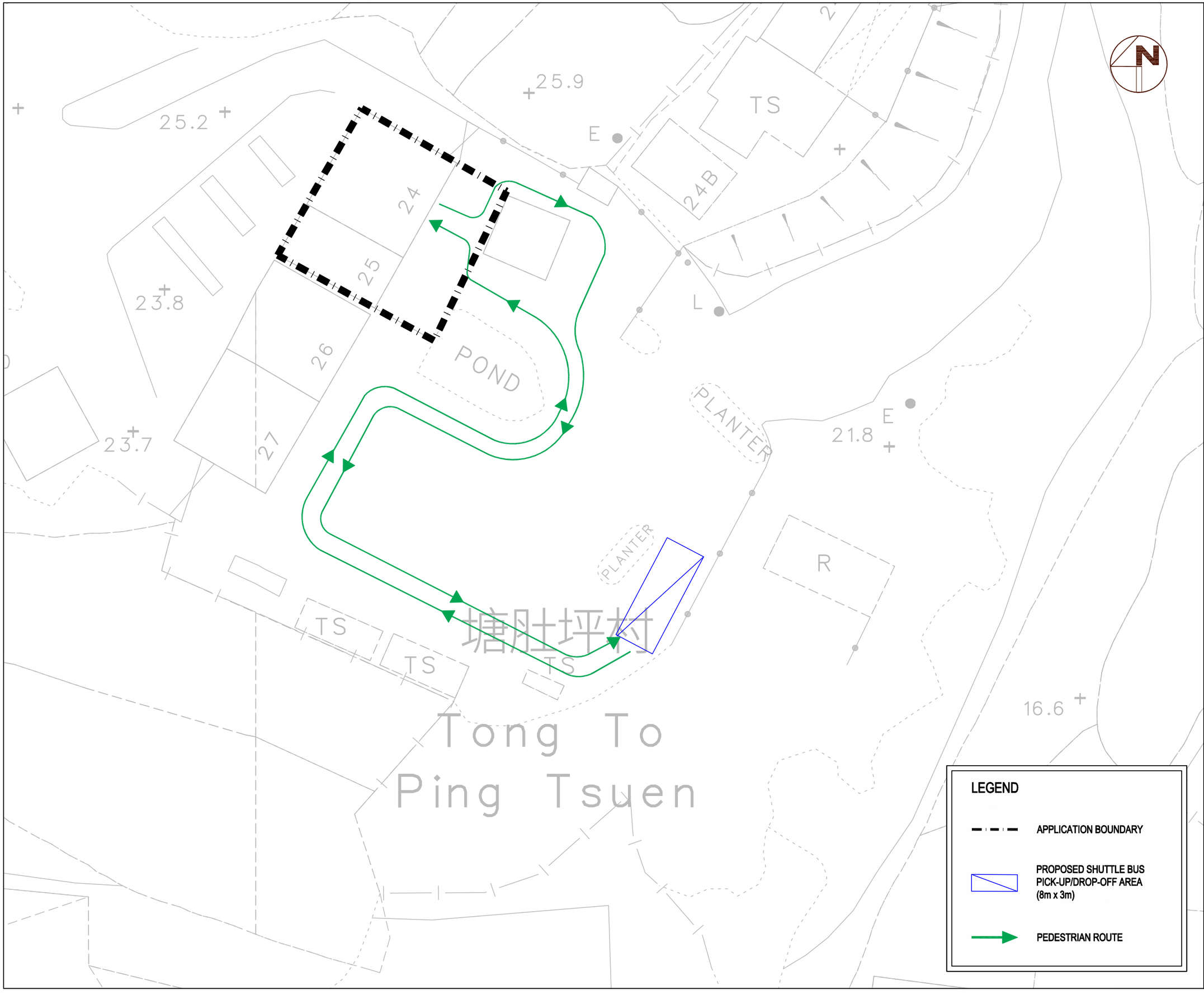
C:\USERS\USER\DESKTOP\3104\DATA\DRAWING\REPORT DRAWING\20250109\FIG 3.1_KEY LAY-BY.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

TRAFFIC MANAGEMENT PLAN

FIGURE 3.2

Scale : **1:500 (A3)**

Date : **JAN 2025**

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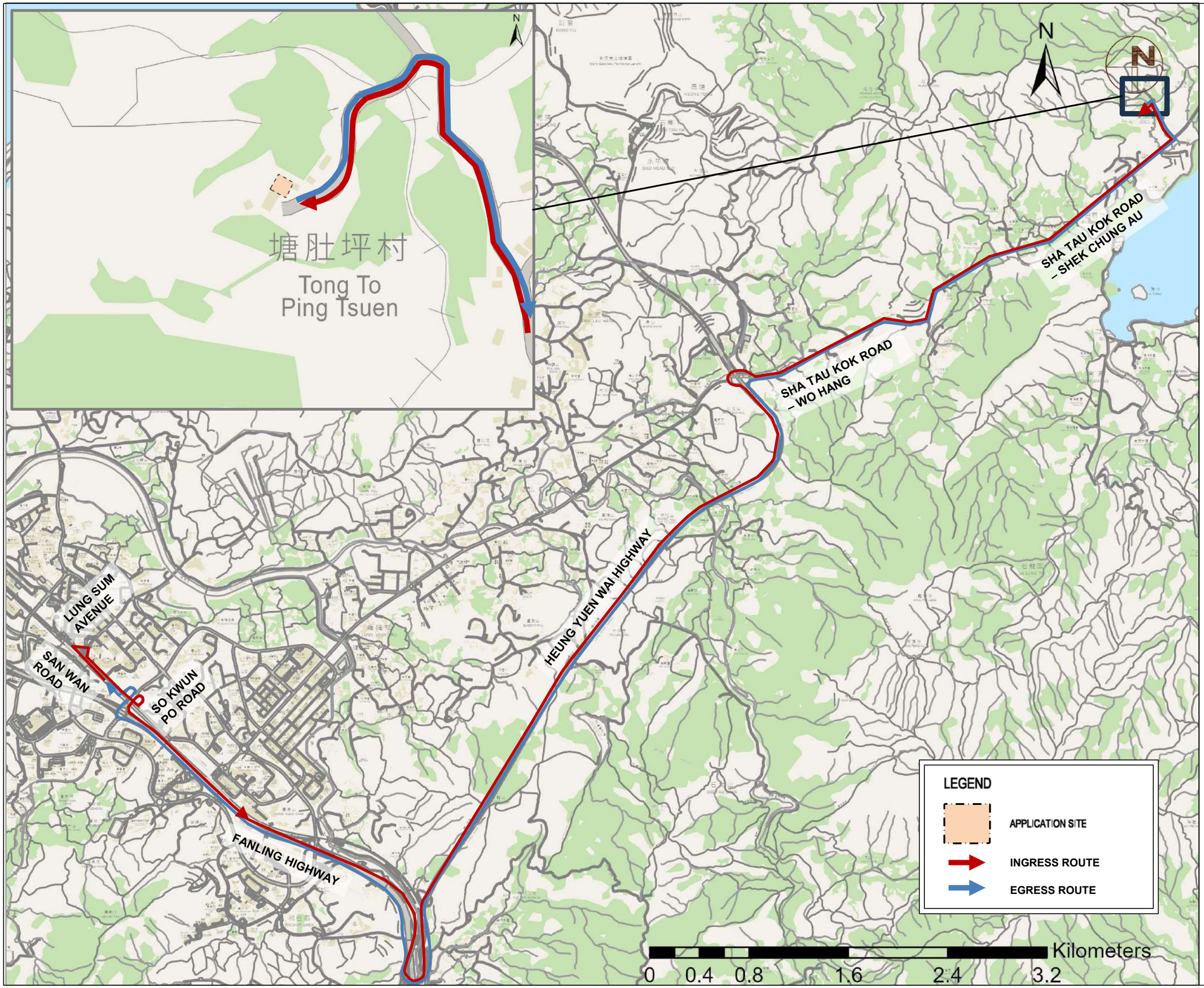
C:\USERS\USER\DESKTOP\3104\1\DATA\DRAWING\REPORT DRAWING\20250106\FIG 3.2_TRAFFIC MANAGEMENT PLAN.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

VEHICULAR INGRESS AND EGRESS ROUTE

FIGURE 4.1

Scale : **N.T.S**

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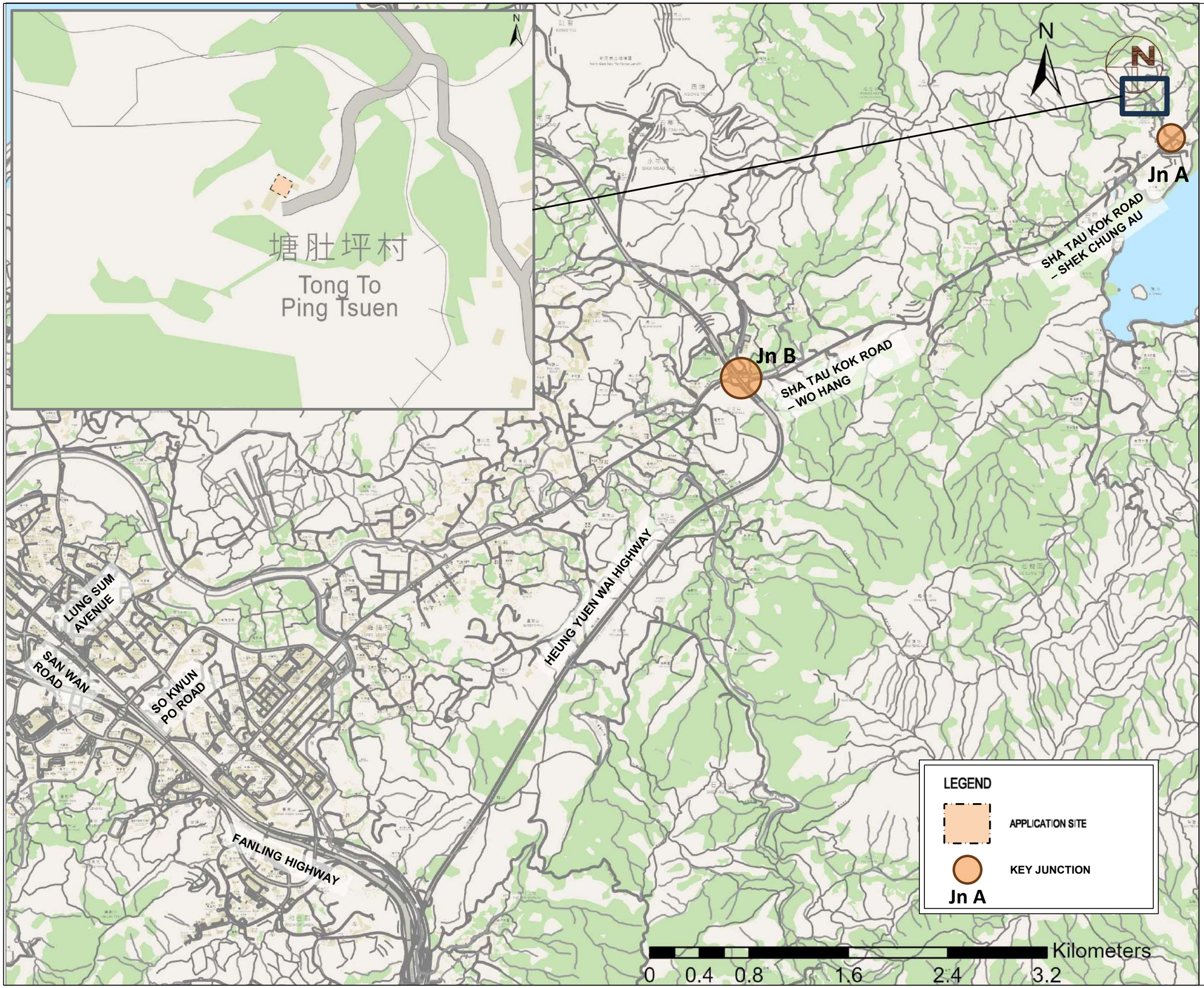
X:\PROJECTS\1041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 4.3.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

KEY JUNCTION

FIGURE 4.2

Scale : **N.T.S**

Date : **JAN 2025**

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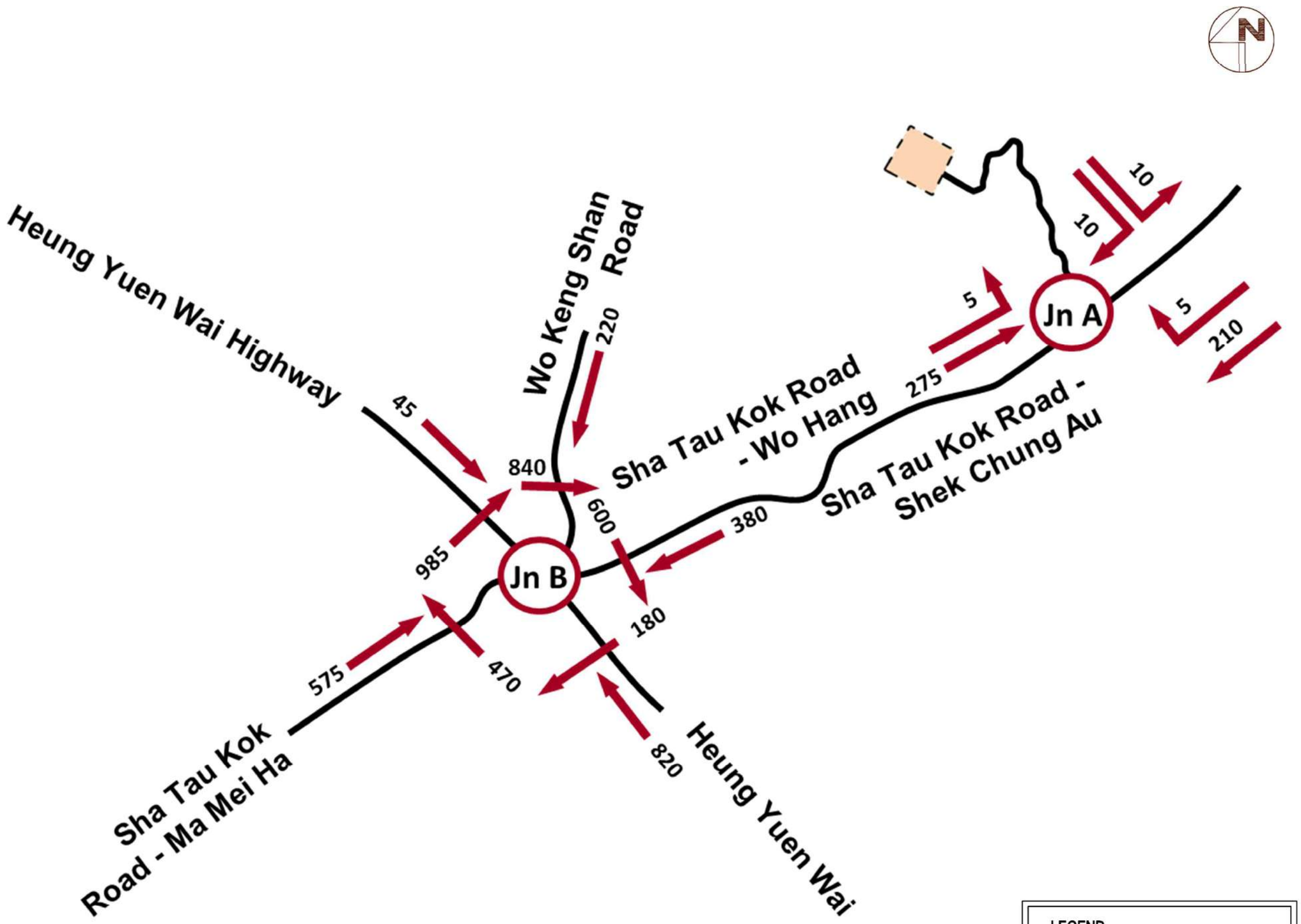
X:\PROJECTS\1041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 4.3.DWG



LEGEND

APPLICATION SITE

100 TRAFFIC FLOW IN PCU/HR AT PEAK HOUR

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

YEAR 2024 OBSERVED TRAFFIC FLOW

FIGURE 4.3

Scale : **N.T.S**

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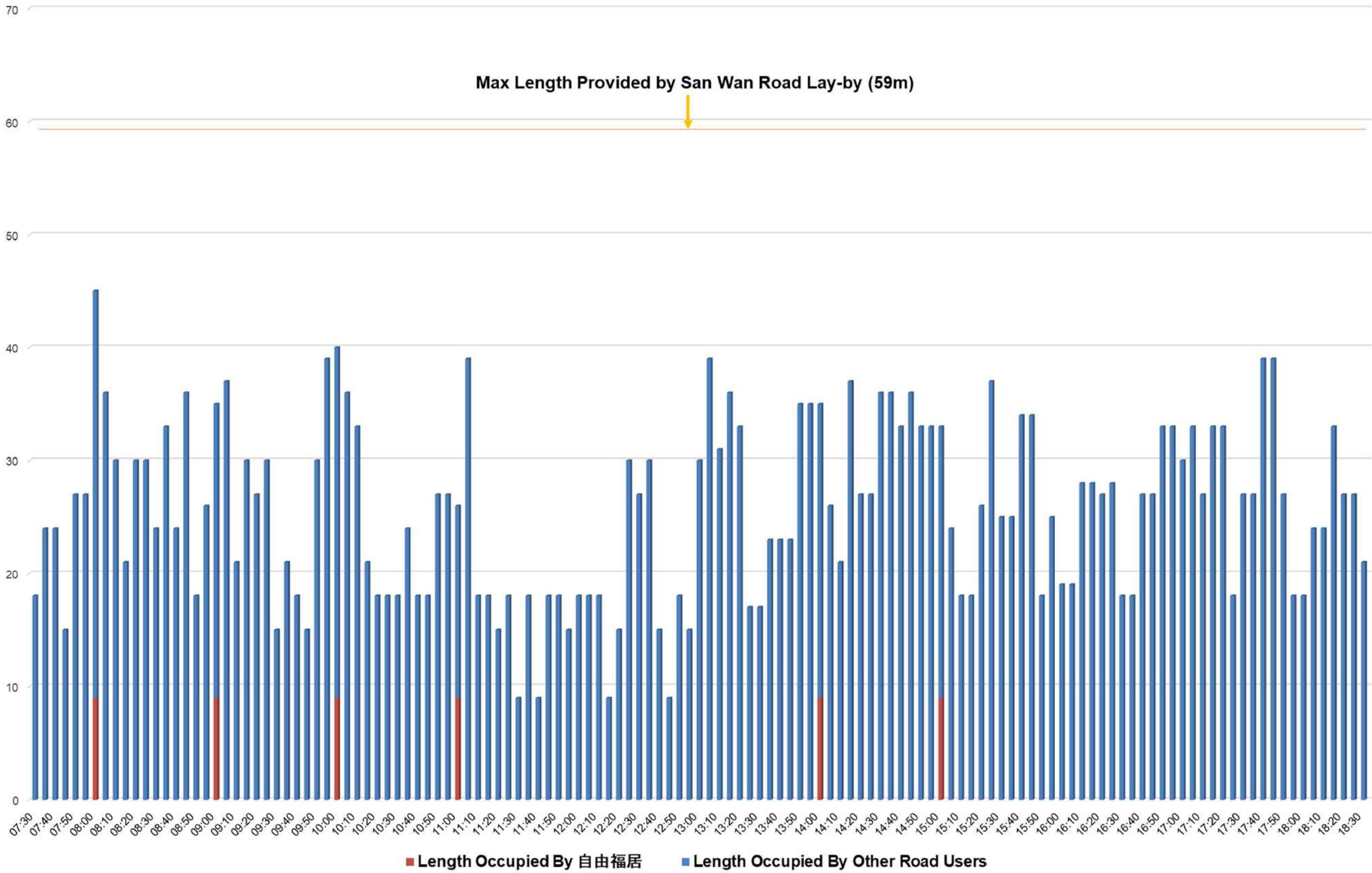
X:\PROJECTS\1041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 4.3.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

YEAR 2024 OBSERVED LAY-BY OCCUPANCY

FIGURE 4.4

Scale : **N.T.S**

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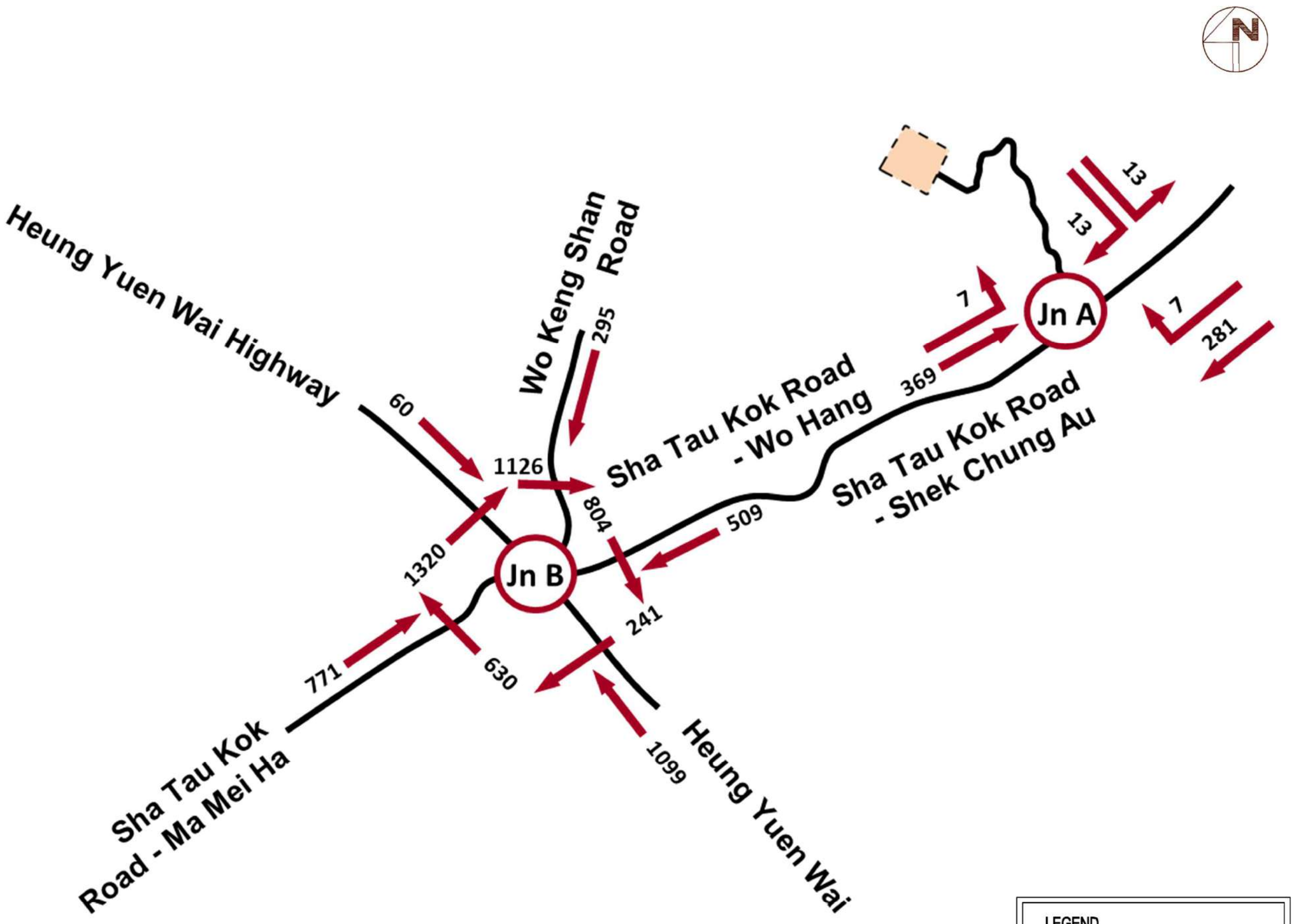
X:\PROJECTS\31041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWINGS\REPORT DRAWINGS\FIG 4.4.DWG



LEGEND

APPLICATION SITE

100 TRAFFIC FLOW IN PCU/HR AT PEAK HOUR

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

YEAR 2030 REFERENCE TRAFFIC FLOW

FIGURE 5.1

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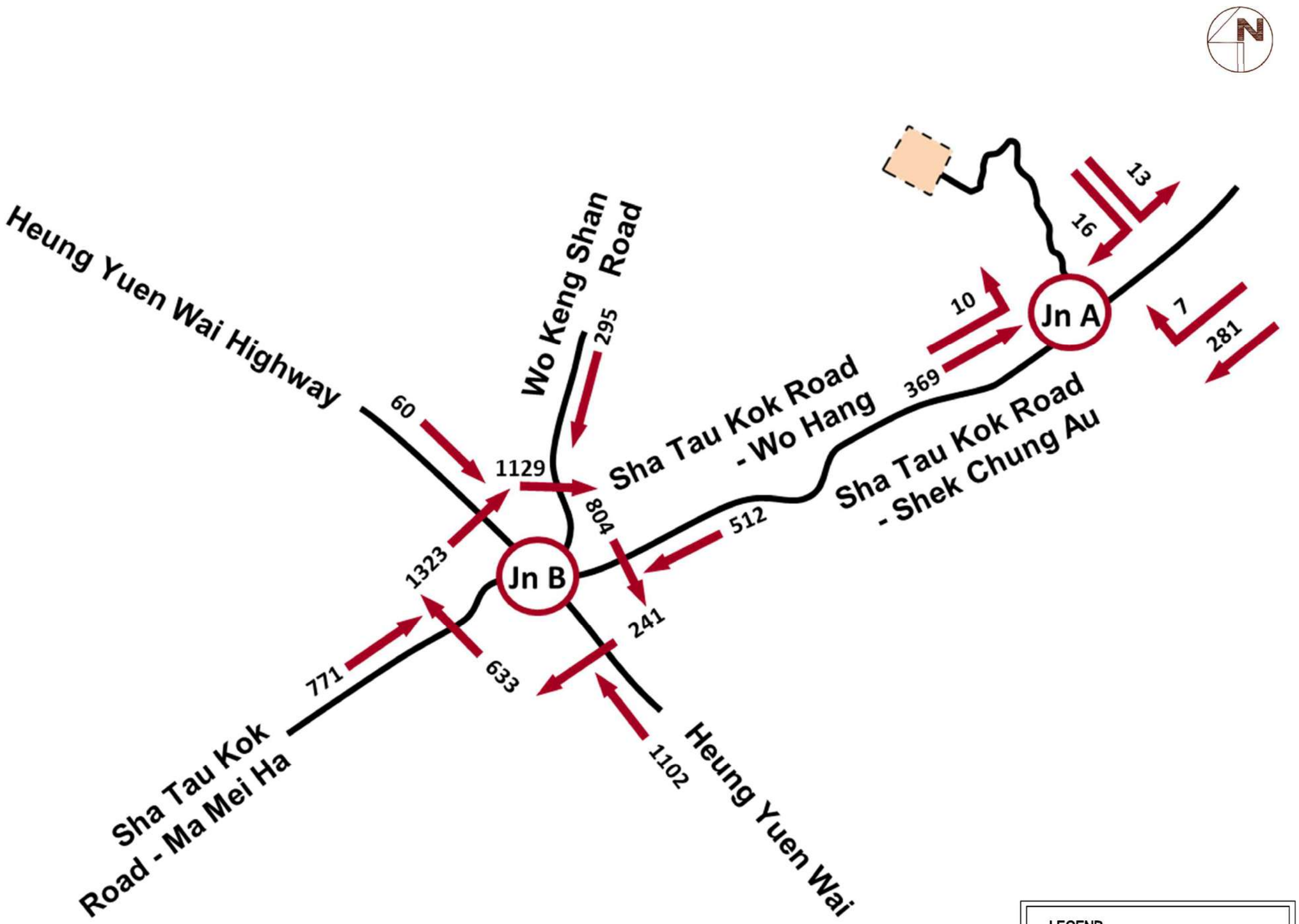
X:\PROJECT\31041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 5.1.DWG



LEGEND

APPLICATION SITE

100 TRAFFIC FLOW IN PCU/HR AT PEAK HOUR

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

YEAR 2030 DESIGN TRAFFIC FLOW

FIGURE 5.2

Scale : **N.T.S**

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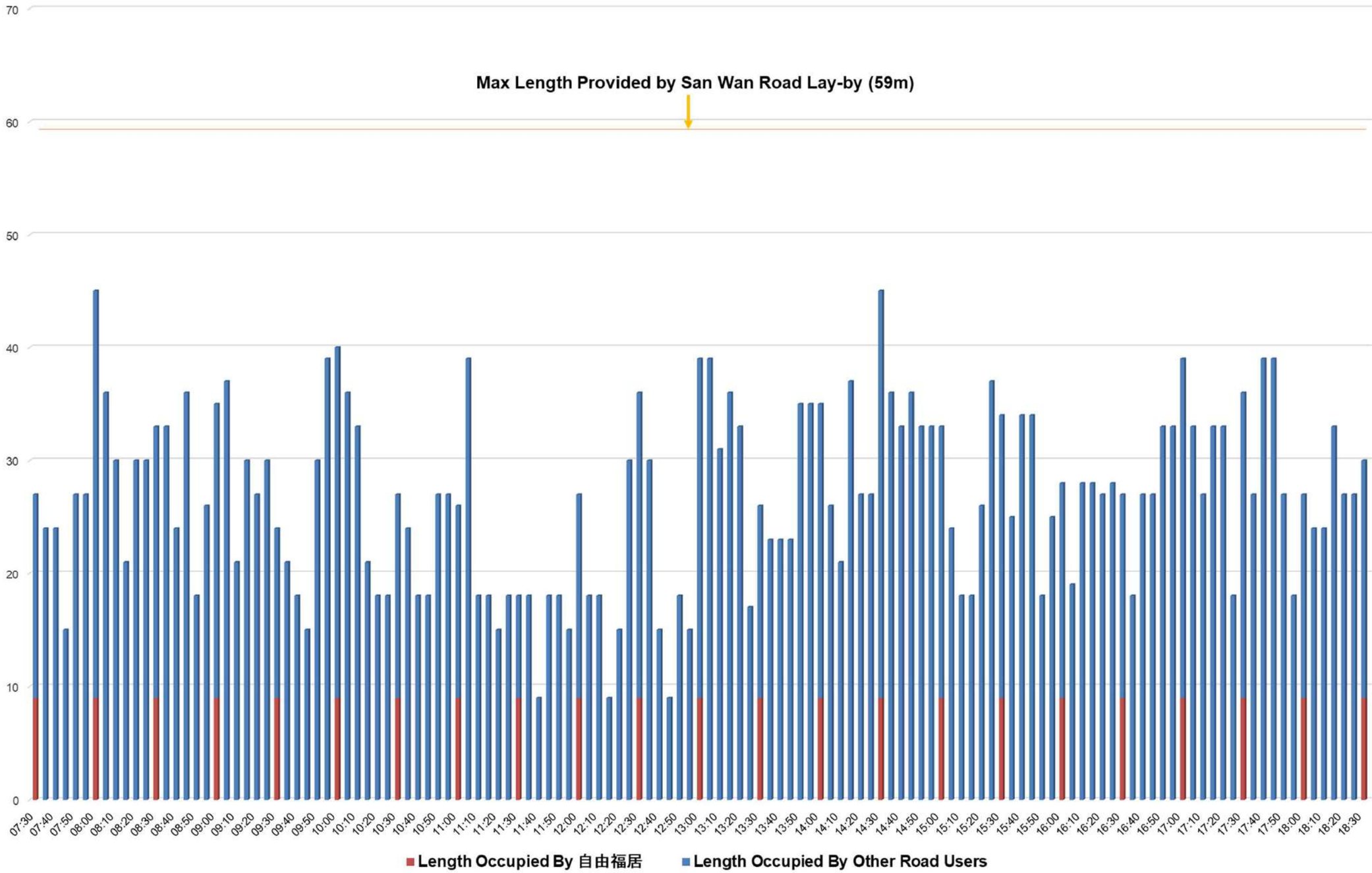
X:\PROJECTS\10041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWING\REPORT DRAWING\FIG 5.2.DWG



Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

YEAR 2030 DESIGN LAY-BY OCCUPANCY

FIGURE 5.3

Scale : **N.T.S**

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X:\PROJECT\21041 COLUMBARIUM DEVELOPMENT AT TONG TO PING TSUEN\DATA\DRAWINGS\EXPORT DRAWINGS\FIG 5.3.DWG

Appendix A

Swept Path Analysis

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01

SP-01.3

SP-01.4

SP-01.2

SP-01.1

3.83m

5.48m

3.65m

3.69m

3.43m

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:1500 (A3)**

Date : **JAN 2025**

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C:\USERS\USER\DESKTOP\31041\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP01_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS).DWG

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01.1

3.67m

3.53m

SHA TAU KOK ROAD – SHEK CHUNG AU

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:500 (A3)**

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C:\USERS\USER\DESKTOP\3104\1\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP01_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS).DWG

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01.2

5.48m

3.65m

3.67m

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:500 (A3)**

Date : **JAN 2025**

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C:\USERS\USER\DESKTOP\31041\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP01_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS).DWG

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01.3

Scale : **1:500 (A3)**

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Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01.4

Scale : **1:250 (A3)**

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LEGEND

- APPLICATION SITE
- PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)
- PASSING PLACES

25.9
25.2
23.8
23.7
21.8
16.6
TS
24B
26
27
POND
PLANTER
R
塘肚坪村
Tong To
Ping Tsuen

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR 7.7m SHUTTLE BUS (EGRESS)

FIGURE SP-02

SP-02.1

SP-02.2

SP-02.3

SP-02.4

3.83m

5.48m

3.85m

3.85m

3.85m

塘肚坪村
Tong To Ping Tsuen

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:1500 (A3)**

Date : **JAN 2025**

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C:\USERS\USER\DESKTOP\3104\1\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP02_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (EGRESS).DWG

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR 7.7m SHUTTLE BUS (EGRESS)

FIGURE SP-02.1

Scale : **1:250 (A3)**

Date : **JAN 2025**

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C:\USERS\USERDESKTOP\31041\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP02_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (EGRESS).DWG

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

塘肚坪村
Tong To Ping Tsuen

Light Bus 7.7m Custom

POND

PLANTER

TS

25.9 25.2 23.8 23.7 21.8 16.6

24B 26 27

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR 7.7m SHUTTLE BUS (EGRESS)

FIGURE SP-02.2

Scale : **1:500 (A3)**

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LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR 7.7m SHUTTLE BUS (EGRESS)

FIGURE SP-02.3

5.48m

3.65m

3.67m

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:500 (A3)**

Date : **JAN 2025**

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C:\USERS\USER\DESKTOP\3104\1\DATA\DRAWING\REPORT DRAWING\20250108\FIG-SP02_SWEPT ANALYSIS FOR TYPICAL SHUTTLE BUS (EGRESS).DWG

Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from “Village Type Development” Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories

SWEPT PATH ANALYSIS FOR 7.7m SHUTTLE BUS (EGRESS)

FIGURE SP-02.4

3.67m

3.53m

SHA TAU KOK ROAD – SHEK CHUNG AU

LEGEND

APPLICATION SITE

PROPOSED SHUTTLE BUS PICK-UP/DROP-OFF AREA (8m x 3m)

PASSING PLACES

Scale : **1:500 (A3)**

Date : **JAN 2025**

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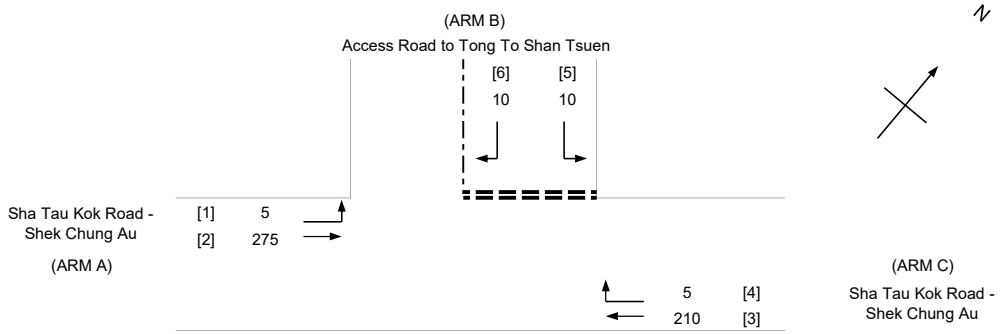
Appendix B

Junction Analysis

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	JK	11/1/2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	SY	11/1/2025
Jn A - Sha Tau Kok Road - Shek Chung Au / Access Road to Tong To Shan Tsuen	2024 Observed Traffic Flow	Project No.: 31041	Reviewed By:	AW	11/1/2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.0	(metres)
W cr	=	0	(metres)
q a-b	=	5	(pcu/hr)
q a-c	=	275	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	25	(metres)
q c-a	=	210	(pcu/hr)
q c-b	=	5	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.0	(metres)
W b-c	=	3.0	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	25	(metres)
Vr b-c	=	25	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.794
E	=	0.859
F	=	0.781
Y	=	0.759
F for (Qb-ac)	=	0.5

THE CAPACITY OF MOVEMENT :

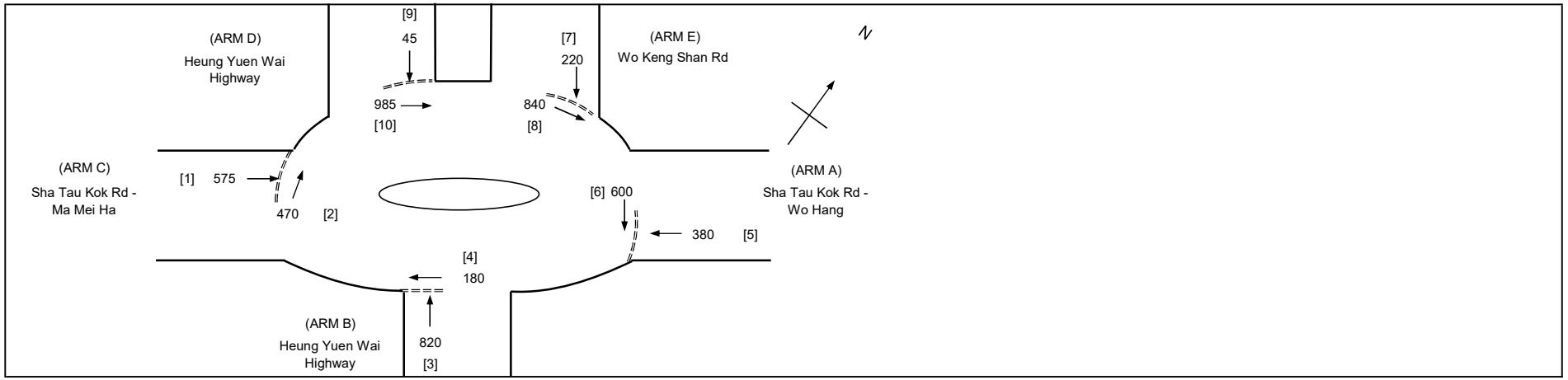
Q b-a	=	407	(pcu/hr)
Q b-c	=	574	(pcu/hr)
Q c-b	=	522	(pcu/hr)
Q b-ac	=	476	(pcu/hr)
Q c-a	=	1783	(pcu/hr)
TOTAL FLOW	=	515	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0246
DFC b-c	=	0.0174
DFC c-b	=	0.0096
DFC b-ac	=	0.0420
(Share Lane)		
DFC c-a	=	0.1178

CRITICAL DFC = 0.12

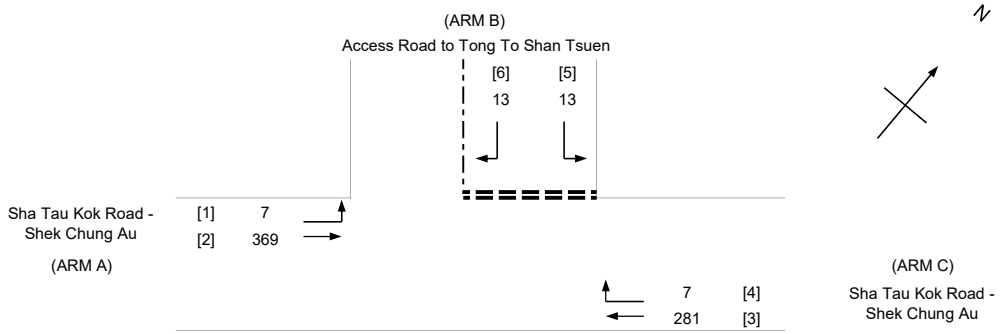
AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	GY	Jan-2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	JK	Jan-2025
Jn B - Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma I	2024 Observed Traffic Flow	Project No.: 31041	Reviewed By:	SF	Jan-2025



GEOMETRIC DETAILS:			**ARM**	**A**	**B**	**C**	**D**	**E**
V	=	Approach half width (m)		4.0	4.0	3.7	4.0	3.7
E	=	Entry width (m)		9.5	10.0	9.5	10.0	9.5
L	=	Effective length of flare (m)		29.0	32.0	19.0	50.0	18.0
R	=	Entry radius (m)		30.0	60.0	40.0	40.0	60.0
D	=	Inscribed circle diameter (m)		100.0	100.0	100.0	100.0	100.0
A	=	Entry angle (degree)		40.0	40.0	40.0	40.0	30.0
Q	=	Entry flow (pcu/h)		380	820	575	45	220
Qc	=	Circulating flow across entry (pcu/h)		600	180	470	985	840
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L		0.30	0.30	0.49	0.19	0.52
K	=	1-0.00347(A-30)-0.978(1/R-0.05)		0.98	1.00	0.99	0.99	1.03
X2	=	V + ((E-V)/(1+2S))		7.42	7.75	6.63	8.34	6.56
M	=	EXP((D-60)/10)		54.60	54.60	54.60	54.60	54.60
F	=	303*X2		2249	2348	2010	2526	1986
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01	1.01
Fc	=	0.21*Td(1+0.2*X2)		0.53	0.54	0.49	0.57	0.49
Qe	=	K(F-Fc*Qc)		1898	2246	1760	1949	1626
DFC	=	Design flow/Capacity = Q/Qe		0.20	0.37	0.33	0.02	0.14

TOTAL FLOW = 4055 (pcu/hr)
CRITICAL DFC = 0.37

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	JK	11/1/2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	SY	11/1/2025
Jn A - Sha Tau Kok Road - Shek Chung Au / Access Road to Tong To Shan Tsuen	2030 Reference Traffic Flow	Project No.: 31041	Reviewed By:	AW	11/1/2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.0	(metres)
W cr	=	0	(metres)
q a-b	=	7	(pcu/hr)
q a-c	=	369	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	25	(metres)
q c-a	=	281	(pcu/hr)
q c-b	=	7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.0	(metres)
W b-c	=	3.0	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	25	(metres)
Vr b-c	=	25	(metres)
q b-a	=	13	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.794
E	=	0.859
F	=	0.781
Y	=	0.759
F for (Qb-ac)	=	0.5

THE CAPACITY OF MOVEMENT :

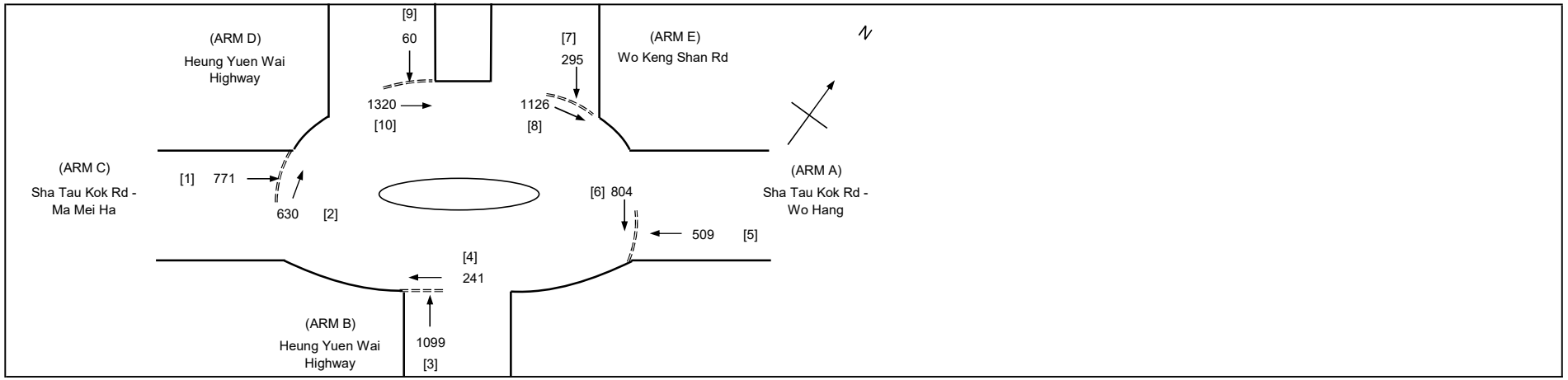
Q b-a	=	376	(pcu/hr)
Q b-c	=	552	(pcu/hr)
Q c-b	=	501	(pcu/hr)
Q b-ac	=	447	(pcu/hr)
Q c-a	=	1775	(pcu/hr)
TOTAL FLOW	=	690	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0346
DFC b-c	=	0.0236
DFC c-b	=	0.0140
DFC b-ac	=	0.0581
(Share Lane)		
DFC c-a	=	0.1583

CRITICAL DFC = 0.16

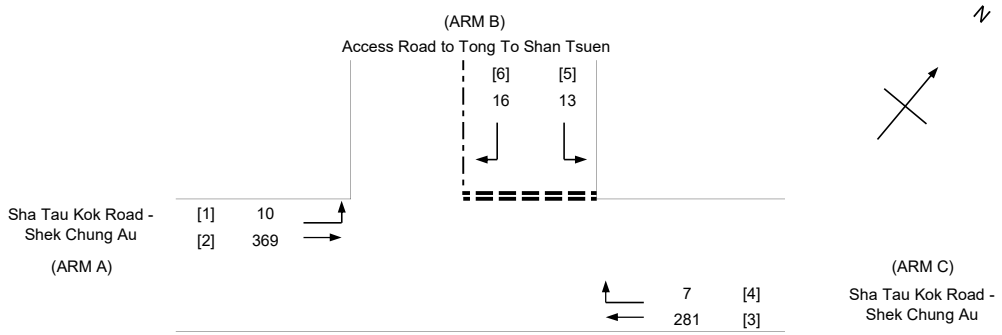
AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	GY	Jan-2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	JK	Jan-2025
Jn B - Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma M	2030 Reference Traffic Flow	Project No.: 31041	Reviewed By:	SF	Jan-2025



GEOMETRIC DETAILS:			**ARM**	**A**	**B**	**C**	**D**	**E**
V	=	Approach half width (m)		4.0	4.0	3.7	4.0	3.7
E	=	Entry width (m)		9.5	10.0	9.5	10.0	9.5
L	=	Effective length of flare (m)		29.0	32.0	19.0	50.0	18.0
R	=	Entry radius (m)		30.0	60.0	40.0	40.0	60.0
D	=	Inscribed circle diameter (m)		100.0	100.0	100.0	100.0	100.0
A	=	Entry angle (degree)		40.0	40.0	40.0	40.0	30.0
Q	=	Entry flow (pcu/h)		509	1099	771	60	295
Qc	=	Circulating flow across entry (pcu/h)		804	241	630	1320	1126
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L		0.30	0.30	0.49	0.19	0.52
K	=	1-0.00347(A-30)-0.978(1/R-0.05)		0.98	1.00	0.99	0.99	1.03
X2	=	V + ((E-V)/(1+2S))		7.42	7.75	6.63	8.34	6.56
M	=	EXP((D-60)/10)		54.60	54.60	54.60	54.60	54.60
F	=	303*X2		2249	2348	2010	2526	1986
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01	1.01
Fc	=	0.21*Td(1+0.2*X2)		0.53	0.54	0.49	0.57	0.49
Qe	=	K(F-Fc*Qc)		1792	2213	1682	1761	1482
DFC	=	Design flow/Capacity = Q/Qe		0.28	0.50	0.46	0.03	0.20

TOTAL FLOW = 5434 (pcu/hr)
CRITICAL DFC = 0.50

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	JK	11/1/2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	SY	11/1/2025
Jn A - Sha Tau Kok Road - Shek Chung Au / Access Road to Tong To Shan Tsuen	2030 Design Traffic Flow	Project No.: 31041	Reviewed By:	AW	11/1/2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.0	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	369	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	25	(metres)
q c-a	=	281	(pcu/hr)
q c-b	=	7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.0	(metres)
W b-c	=	3.0	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	25	(metres)
Vr b-c	=	25	(metres)
q b-a	=	16	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.794
E	=	0.859
F	=	0.781
Y	=	0.759
F for (Qb-ac)	=	0.448

THE CAPACITY OF MOVEMENT :

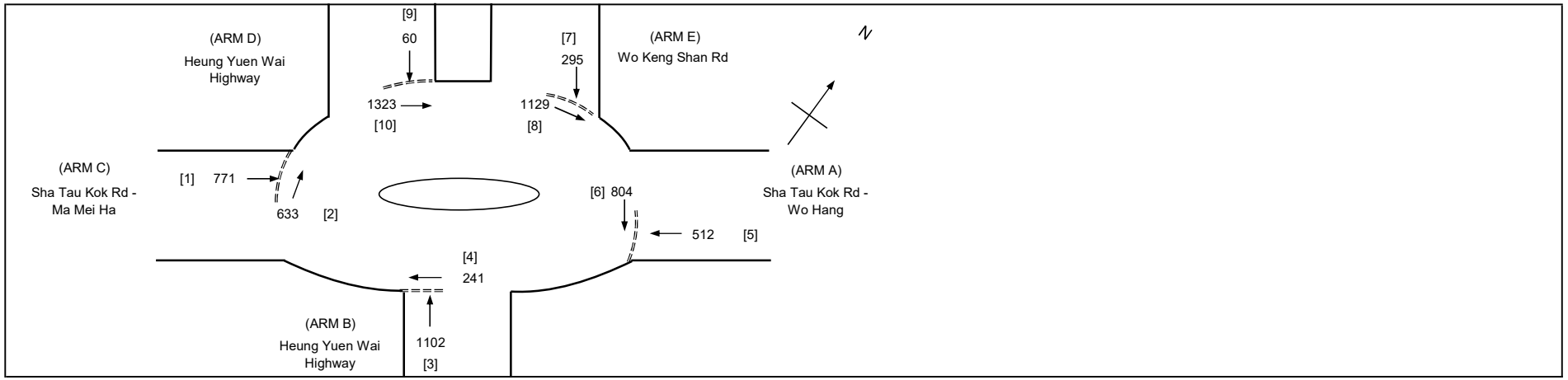
Q b-a	=	375	(pcu/hr)
Q b-c	=	551	(pcu/hr)
Q c-b	=	500	(pcu/hr)
Q b-ac	=	438	(pcu/hr)
Q c-a	=	1775	(pcu/hr)
TOTAL FLOW	=	696	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0427
DFC b-c	=	0.0236
DFC c-b	=	0.0140
DFC b-ac	=	0.0663
(Share Lane)		
DFC c-a	=	0.1583

CRITICAL DFC = 0.16

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone			Prepared By:	GY	Jan-2025
at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New Territories			Checked By:	JK	Jan-2025
Jn B - Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma M	2030 Design Traffic Flow	Project No.: 31041	Reviewed By:	SF	Jan-2025



GEOMETRIC DETAILS:			**ARM**	**A**	**B**	**C**	**D**	**E**
V	=	Approach half width (m)		4.0	4.0	3.7	4.0	3.7
E	=	Entry width (m)		9.5	10.0	9.5	10.0	9.5
L	=	Effective length of flare (m)		29.0	32.0	19.0	50.0	18.0
R	=	Entry radius (m)		30.0	60.0	40.0	40.0	60.0
D	=	Inscribed circle diameter (m)		100.0	100.0	100.0	100.0	100.0
A	=	Entry angle (degree)		40.0	40.0	40.0	40.0	30.0
Q	=	Entry flow (pcu/h)		512	1102	771	60	295
Qc	=	Circulating flow across entry (pcu/h)		804	241	633	1323	1129
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L		0.30	0.30	0.49	0.19	0.52
K	=	1-0.00347(A-30)-0.978(1/R-0.05)		0.98	1.00	0.99	0.99	1.03
X2	=	V + ((E-V)/(1+2S))		7.42	7.75	6.63	8.34	6.56
M	=	EXP((D-60)/10)		54.60	54.60	54.60	54.60	54.60
F	=	303*X2		2249	2348	2010	2526	1986
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01	1.01
Fc	=	0.21*Td(1+0.2*X2)		0.53	0.54	0.49	0.57	0.49
Qe	=	K(F-Fc*Qc)		1792	2213	1681	1760	1480
DFC	=	Design flow/Capacity = Q/Qe		0.29	0.50	0.46	0.03	0.20

TOTAL FLOW = 5446 (pcu/hr)
CRITICAL DFC = 0.50

ANNEX 5

APPROVAL LETTER FROM

TRANSPORT DEPARTMENT

運輸署
Transport Department

本署檔號： (8) in L/M (4/2024) to TD PV 41/150/1-1067
電　　話： 2804 2101
傳　　真： 2865 1227

生記旅遊巴士有限公司

執事先生：

申請營辦合約式出租服務(A08)（個別路線）-
上水新運路(近上水港鐵站B1出口) ↔ 沙頭角塘肚坪村24號

多謝貴公司遞交的上述申請。

現謹通知貴公司，本署現批准貴公司以客運營業證4150A旗下的**貳輛**載客量不超過27人並持有合約式出租服務(A08)批註的公共巴士，於**2024年9月28日、29日、10月5日、6日、11日、12日、13日、19日及20日 (共9天)**，遵照以下服務詳情營辦標題所述的合約式出租服務。

路線
上水新運路(近上水港鐵站 B1 出口)至沙頭角塘肚坪村 24 號：經新運路、龍琛路、龍運街、新運路、掃管埔路、粉嶺公路、香園圍公路、沙頭角公路 - 禾坑段、沙頭角公路 - 石涌凹段及通往塘肚坪村的未命名通路。

沙頭角塘肚坪村24號至上水新運路(近上水港鐵站B1出口)：經通往塘肚坪村的未命名通路、沙頭角公路 - 石涌凹段、沙頭角公路 - 禾坑段、香園圍公路、粉嶺公路、掃管埔路及新運路。

租用者
寶利信國際有限公司

營辦者
生記旅遊巴士有限公司

上落乘客站位置
- 上水新運路(近上水港鐵站B1出口)
- 沙頭角塘肚坪村24號

/...

時間表

日期	營運時間	班次 (分鐘)
由上水新運路(近上水港鐵站B1出口)開出		
9月28日、29日、10月5日、6日、11日、12日、13日、19日及20日	上午7時30分至下午5時30分	30
由沙頭角塘肚坪村24號開出		
9月28日、29日、10月5日、6日、11日、12日、13日、19日及20日	上午8時至下午6時	30

車輛分配

載客量不超過 27 人並已獲簽發合約式出租服務批註 (A08) 的單層公共巴士兩部

在營辦上述服務期間，貴公司須領有有效的客運營業證、有關車輛須領有合約式出租服務(A08)批註、為提供有關服務的巴士安排有效的第三者風險保險計劃及完全遵照以下條件：

(i) 非專營巴士的發牌條件(夾附);

(ii) 公共巴士服務客運營業證條件(夾附)；

(iii) 非專營公共巴士司機工作及休息時間指引(夾附)；

(iv) 有關合約式出租服務必須遵照本信函中列出的服務詳之細則行走；

(v) 上述服務只可在本信函中列出的指定地點上落乘客。如上落乘客點設於私家路段，貴公司必須獲有關管理公司批准；

(vi) 每次只可有一輛車輛上落客，任何停留或停泊皆不允許。貴公司亦須提供足夠人手於上落客點維持秩序，以避免對其他駕駛者及行人造成阻礙；

(vii) 運輸署署長可隨時透過書面形式通知貴公司，取消上述批准；

(viii) 若貴公司營辦上述服務以外的合約式出租服務，只要往返相同起點及目的地地區，而在30天內不論是接續或間歇營運的日數超過兩天，不論獨自經營或與其他客運營業證持證人以合辦或其他方式經營，須在服務開辦前先取得運輸署長批准；

(ix) 上述服務不會自動獲得續期，須不時重新審核。如貴公司欲在批准營運期屆滿後繼續提供上述服務，應重新提交申請。本署於審核新申請時，會視乎當時的交通情況及公共運輸網絡及是否有充分理據支持；及

/...

(x) 貴公司營辦上述合約式出租服務(A08)時，必須嚴格遵照與寶利信國際有限公司簽訂並已遞交給本署的合約上所訂明的車輛數目及班次。

請注意，若貴公司的巴士是以合約式出租形式提供服務（即A08服務），任何人（包括貴公司或租用巴士者）均不得向乘客收取個別車費。

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請貴公司於**2024年9月11日或之前**提交確認接納本信條件的聲明書。否則，本署在此函件中批准的事項，將告無效。

如有任何查詢，請於辦公時間致電2527 4752與蔡女士聯絡。

運輸署署長

(黃蕙瑤 代行)

2024 年 9 月 2 日

連附件

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ANNEX 6

VISUAL APPRAISAL

LCH Planning and Development
Consultants Limited

Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

Visual Appraisal

Prepared by

LCH Planning & Development Consultants Limited

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Report : Version 1.0

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1 INTRODUCTION

1.1 The Application

1.1.1 We are commissioned by the Applicant to prepare this Visual Appraisal on his behalf for proposed amendment (hereinafter referred to as the "**Proposed Amendment**") to the Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2 ("**the OZP**") under Section 12A of the Town Planning Ordinance ("**the Ordinance**") at Tong To, Sha Tau Kok (**Figure 1**) (hereinafter referred to as the "**Application Site**").

1.1.2 The Application Site falls within an area zoned as "Village Type Development" ("**V**") zone on the OZP (**Figure 2**). The proposed amendment involves rezoning the Application Site from "V" zone to "Government, Institution and Community (1)" (**"G/IC (1)"**), for the Columbarium Use (hereinafter referred to as the "**Proposed Development**"), of which 'Columbarium' is a Column 2 use that requires permission from the Town Planning Board .

1.1.3 This Visual Appraisal is prepared to support that the indicative scheme under the s.12A planning application has no adverse visual impact, with referencing the Town Planning Board Planning Guidelines No. 41 (TPG PG-No. 41) on Submission of Visual Impact Assessment (VIA) for Planning Applications to the Town Planning Board published by the Board in July 2010.

1.1.4 A Visual Appraisal is prepared to evaluate the visual compatibility and degree of anticipated visual impacts of the Indicative Development on public viewers relevant to the Application Site to seek for the Board's approval.

1.1.5 It shall be noted that this Visual Appraisal is conducted by comparing the Indicative Development to the baseline scenario, which is the existing state.

2 THE INDICATIVE DEVELOPMENT

2.1 Key Development Parameters

2.1.1 The Application Site covers a total of about 157 square metres ("sq. m."). It is currently occupied by a single-storey building structure with a floor area of about 98 sq.m., which is a columbarium under the name of 'Liberty Fook Kui' (自由福居), providing a total of 864 niches. Currently, 60 of the niches are occupied and 804 of them remain unoccupied (**Diagram 1**).

Diagram 1 Existing Condition of Application Site

2.1.2 The Application Site is located at the north of Sha Tau Kok Road – Shek Chung Au, Tong To, New Territories, which is accessible by a local track road (**Figure 1**). It is situated at an existing village settlement namely Tong To Ping Tsuen.

2.1.3 Figure 1 illustrates the location of the Application Site and its immediate vicinity.

2.1.4 Key development parameters of the Indicative Development are summarised in **Table 1** below. Please also refer to the Supporting Planning Statement for the Indicative Development.

Table 1: Development Parameters of the Indicative Development

Site Area (about)	157 sq.m
Maximum Gross Floor Area (about)	98 sq.m.
Plot Ratio (about)	0.63
Site Coverage (about)	63%
Maximum Building Height (BH) (about)	1-storey and not exceeding 5.6m
Maximum No. of Niches	864 (single-urn)

3 VISUAL CONTEXT OF THE APPLICATION SITE AND ITS SURROUNDING

3.1 Site Context and Existing Land Use

3.1.1 The Application Site falls entirely within an area zoned as "V" on the Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2 (also known as the "**the OZP**"). The planning intention of the "V" zone is "*intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services".*

3.1.2 The Note stated that no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) as stipulated, or the building height of the existing building (including structure), whichever is the greater.

3.1.3 While 'Religious Institution (Ancestral Hall only)', 'House (New Territories Exempted House only' and 'Rural Committee/Village Office' are Column 1 uses that are always permitted under "V" zone, the 'Columbarium' use is neither a Column 1 use or Column 2 use that is always or may be permitted with or without conditions on application to the Town Planning Board. A rezoning application, is therefore, seeking the Board's agreement on the Proposed Amendment to the Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2 is therefore required to pursue the development.

3.1.4 The Application Site is generally flat, surrounded predominantly by village houses and some recreational facilities. To the immediate north and southeast of the Application Site are agricultural land and some recreational facilities (i.e. 'Wadakiyama Plantation' and 'STK Farm') zoned as "Recreation" with scattered temporary structures for the intention to promote agri-tourism and eco-tourism.

3.2 Compatibility with the Surrounding Rural Landscape

3.2.1 The Application Site comprises an existing building known as No. 24-25 Tong To Ping Tsuen in Sha Tau Kok. The building is a typical example of traditional Hakka vernacular architecture found in Sha Tau Kok, which was first constructed in the 1920s.[1] Its tiled roof is a hallmark of Hakka building practices for centuries. The use of tiles not only serves as a protection for inhabitants from incremental changes such as wind and rain, but also reflects the cultural heritage and architectural identity of the Hakka people.

[1] Heritage Archive, http://www.skywalker.autozine.org/Heritage/7North/07_Shataukokroad/North07_16.html

3.2.2 The building materials and techniques observed at the Application Site, including green bricks, clay and timber, which utilised local and natural materials, are also emblematic of traditional Hakka construction methods (**Diagrams 3 & 4**). These materials were commonly used in the past and are integral to the architectural style that characterises Hakka vernacular architecture. The green bricks, known for their durability and thermal properties, along with clay and timber, contribute to the structural integrity and aesthetic appeal of the building. This combination of materials as well as the architectural features observed at the Application Site ensures that the building is compatible with its rural setting, maintaining a visual and cultural continuity with other traditional structures in the area.

3.2.3 Two graded historic buildings (i.e. Law Uk and Lap Wo Sai Kui) in the adjoining villages (i.e. Shek Chung Au Tsuen and Lap Wo Tsuen) shared similar vernacular architectural styles using green bricks and concrete[2] [3], further illustrating the visual connection of the Application Site to its rural surroundings (**Diagram 2**). These architectural similarities shape the visual and historical narrative of the Application Site, and demonstrate how these structures collectively contribute to the identity of traditional villages in Sha Tau Kok.

Diagram 2 Overview of Law Uk in Shek Chung Au Tsuen and Lap Wo Sai Kui in Lap Wo Tsuen

[2] Antiquities Advisory Board, Historic Building Appraisal - Law Uk Shek Chung Au, Sha Tau Kok, N.T., https://www.aab.gov.hk/filemanager/aab/common/historicbuilding/en/907_Appraisal_En.pdf
[3] Antiquities Advisory Board - Historic Building Appraisal Lap Wo Sai Kui Nos. 4A, 4 & 5 Lap Wo Tsuen, Sha Tau Kok, https://www.aab.gov.hk/filemanager/aab/common/historicbuilding/en/1120_Appraisal_En.pdf

Diagram 3 Elevation of the Application Site showing the main entrance and green brick wall

Diagram 4 Rear portion showing the rivets in the gable wall area which work with the beams and columns to secure the architectural ceiling

Diagram 5 Village houses at Ma Tseuk Leng Village adjacent Tong To Ping Tsuen, taken in 1950-1960s (Image Source: HKU Digital Repository)

Diagram 6 Overview of the Application Site within the rural setting

3.3 Surrounding Context

3.3.1 The locality of the Application Site is considered as rural landscape character, surrounded by village type development and recreation uses at its north and south, intermixed with temporary structures and vegetated land.

3.3.2 In a broader context, to the east is a Tsz Tong, where religious practices are organised, while to the south are adjoining village houses (i.e. Nos. 26-27 Tong To Ping Tsuen) owned by the Applicant and his family members. There are a few containers just abut the Application Site, as well as the Sha Tau Kok Farm located further to the south. Some vacant land occupied by domestic recreational facilities are at the west, while to the southwest, there is a single-storey building used for storage. To the immediate north are some fallow agricultural lands covered with tree groups. Robin's Nest Hill, within the Robin's Nest Country Park, situated at the northwest of the Application Site, also forms a crucial component of the blue-green ecological corridor which connects to Ng Tung Mountain. This hill is not only a vital ecological asset that synergise with Ng Tung Mountain National Park, as emphasised in Northern Metropolis Action Agenda, but it is also a significant visual element within the rural landscape, providing a picturesque backdrop to Tong To Ping Tsuen and its surroundings. A village cluster of Tong To Village is at the further northeast. Approximately 550m from the Application Site are the bus and minibus stops on Sha Tau Kok Road – Shek Chung Au. Several graves and shrines are also found in the vicinity of the Application Site (See **Figure 2**)

4 ANALYSIS OF VISUAL ELEMENTS AND ASSESSMENT AREA

4.1 Baseline Scenario and Full Implement Scenario

4.1.1 Actually the Baseline Scenario is huge similarities with the Full Implement Scenario, as the existing building will keep as status upon agreement of the proposed rezoning amendment. The proposed building height restriction under the proposed amendment will be in line with the existing building height. No significant changes will be anticipated.

4.1.2 Under the existing planning regime, the Application Site is permitted to erect New Territories Exempted Houses of up to 3 storeys/ 8.23 meters. However, the Baseline Scenario only adopts the existing building height of 1 storey / 5.5 meters. Setting of the Baseline Scenario under this Visual Appraisal adopts a conservative approach already.

4.2 Assessment Area

4.2.1 According to the TPB PG-No. 41, the Assessment Area is defined by approximately three times of overall maximum BH of the subject development, i.e. 5.6m. Thus, a radius of 16.8m (i.e. 5.6m × 3) from the boundary of the Application Site defines the boundary of the Assessment Area, within which key public viewing points ("VPs") are selected for assessment accordingly as shown in **Figure 1**.

4.3 Visual Analysis

Selection of Viewing Points

4.3.1 When assessing the potential visual impacts of the Proposed Development, the classification of VPs is categorised as follows:

Table 2: Classification of VPs

Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot	Medium
Occupational	Those viewers who would view the Application Site from their workplaces and residencies	Low

4.3.2 According to para. 4.5 of TPB PG No. 41, the VIA should focus on public views and local vantage points as these areas are easily accessible and popular to the public. The Visually Sensitive Receivers (VSRs) will also assess the impact on sensitive public viewers from the most influenced viewing points. This may include pedestrian passers-by in surrounding

neighbourhood and users of nearby parks/ open spaces. A range of public VPs are selected to effectively represent the public views in relation to the proposed development.

4.3.3 Besides, according to para. 4.8 of the TPG PG No. 41, visual elements which are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or attractors (e.g. the harbour, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.) detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralized by the overall visual impact of the given development.

4.3.4 The key visual elements of the Application Site are shaped by a combined composition of all the visual elements which come into sight of the public viewers. Key visual elements in the surrounding context of the Site are included in **Figures 2** and summarised below:

- To the immediate northeast is the main access to Tong To Tsuen and Shau Tau Kok Road – Shek Chung Au
- To the northwest is the fallow agricultural land as well as the Robin's Nest Hill and the Robin's Nest Country Park as a backdrop at the rear of the Application Site
- To the immediate east of the Application Site is a few of abandoned/ ruined dwellings
- To the southeast is the hobby farm/ campsite usage.
- To the further southwest is the bus and minibus stops on Sha Tau Kok Road – Shek Chung Au

4.3.5 A total of five VPs are considered to be mostly impacted by the Proposed Development at the Application Site. The evaluated short-range, medium-range and long-range VPs include:

4.3.6 **VP1: Local Track Road to the west of Tong To Ping Tsuen –** This VP is located about 20m to the northeast of the Application Site. It is identified mainly for accessing short-range street-level visual impact on travellers, road users and residents of Tong To Ping Tsuen. It is the main access road or footpath to Tong To Ping Tsuen. Although the nature of this VP is transient, it is in very close proximity to the Application Site. Hence, the visual sensitivity of this VP is considered Medium to High.

4.3.7 **VP2: Local Track Road to the agricultural land cluster –** This VP is located about 50m to the northwest of the Application Site. This short-range VP is selected as it is at the rear of the Application Site near the hiking trails. It is identified to assess short-range street-level visual impact on travellers, hikers and residents of Tong To Ping Tsuen. The nature of this VP is transient. The visual sensitivity of this VP is

considered Medium.

4.3.8 **VP3: Junction of Local Track Road –** This VP is located about 130m to the northeast of the Application Site. This medium-range VP is selected as it is the junction of the pedestrian route connecting the village road to Tong To Ping Tsuen in the west, to Tong To Tsuen in the north and to Sha Tau Kok Road – Shek Chung Au in the south. It represents views of villagers of Tong To Tsuen, Tong To Ping Tsuen and relevant car users. The visual sensitivity of this VP is considered Medium.

4.3.9 **VP4: Local Track Road along the Tong To Ping Tsuen cluster and near Sha Tau Kok Farm –** This VP is located about 140m to the southeast of the Application Site. Given that it is the pedestrian route connecting the village road to Tong To and Sha Tau Kok Road – Shek Chung Au, this VP allows for assessment of medium-range visual impact on the villagers of Tong To, travellers as well as car users. The visual sensitivity of this VP is considered Medium.

4.3.10 **VP5: Bus Stop along Sha Tau Kok Road – Shek Chung Au –** This VP is located about 350m to the farthest southeast of the Application Site. It allows for the assessment of long-range visual impact on the nearby residents waiting for bus and minibus, passer-by and road users along the section of Sha Tau Kok Road – Shek Chung Au. The nature of this VP is transient. Considering the short viewing duration from most users, the visual sensitivity of this VP is considered Medium.

4.3.11 **Figure 1** illustrates the location of viewpoints.

5 VISUAL IMPACT ANALYSIS

5.1.1 This Section evaluates the visual impact of the Indicative Development. Reference is made to TPB PG-No. 41 and the following Table 3 summarize the relevant appraisal components. In general, the visual appraisal has been carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources.

Table 3: Appraisal Components

Appraisal Aspects	Major Considerations
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and character vis-à-vis the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, quality and character of the assessment area and any on-site and off-site visual impact such as that on the visual

	resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

5.1.2 According to TPB PG-No. 41, para 4.11 sets out the classifications of visual impact and its associated description. The classifications are tabulated below in Table 5 to appraise the Overall Visual Resultant Impact of the Proposed Development on the VPs. This Section evaluates the visual impact of the Proposed Development as compared with the existing condition.

Table 4: Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	Description
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public viewing points.

Significantly Adverse	If the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

VP1: Local Track Road leading to the Application Site **(See Figure 3a)**

5.1.3 This short-range VP is taken at the Local Track Road leading to the entrance of the Application Site. It represents the kinetic view of pedestrians approaching the site from the northeast. Since the Application Site is surrounded by existing cluster of trees, with open sky and Robin's Nest Hill as a backdrop, only the middle portion of the Application Site will be visible under the existing scenario.

5.1.4 Effects on Visual Composition – The visual composition from this VP under the existing condition comprises of road access to the west of Applicant and his family members' village houses in the foreground, with trees cluster in the middle-ground, and mountain backdrop of Robin's Nest Hill and open sky in the background. Under the existing development, a significant proportion of the Application Site will be screened by the existing trees. No portion of the Application Site will obscure the hills behind. Besides, the Application Site will blend in well with the adjoining village houses in the "V" zone due to their similar vernacular architectural characters. Therefore, the effects of the Application Site on visual composition are considered negligible.

5.1.5 Effects on Visual Obstruction and Visual Permeability – Visual permeability to the mountain backdrop is slightly impeded by the existing village house adjoining the Application Site but it is insignificant to the Application Site since it is minimized in terms of building height and massing. With no further development in the future, effects on visual obstruction and visual permeability will remain unchanged. Therefore, the effects of the Application Site on visual obstruction are considered negligible.

5.1.6 Effects on Public Viewers – It is a road and footpath access to part of the Tong To Ping Tsuen. From this VP, car users and pedestrians will have a direct line of sight to the Application Site. However, given the transient nature of this VP, users will primarily focus on activities such as parking, driving, and walking. Especially the users will be the Applicant and his family members. Thus, effects on public views are negligible.

5.1.7 Effects on Visual Element/Resources – The main visual resources of this VP are the tree cluster in the foreground and the surrounding environment as well as the Robin's Nest Hill and sky view at the background. Though the Application Site will be visible at the middle ground, it is integrated with the lush greenery and existing village houses at "V" zone, ensuring that there is no degradation of visual resources.

Hence, the existing building of vernacular architectural characters will create negligible impact upon agreement of the proposed rezoning since no degradation are introduced to visual resource.

5.1.8 Based on the above, the proposed development will bring negligible visual impact to the car users and pedestrian in Tong To Ping Tsuen at this VP when compared to the baseline scenario.

VP2: Local Track Road to the agricultural land cluster **(See Figure 3b)**

5.1.9 This short-range VP is situated on the agricultural land at the rear of the Application Site, representing a view of hikers and residents of Tong To Ping Tsuen at street level looking towards the Application Site. The nature of this VP is transient, with a low frequency of visitors, because it is not part of an official hiking route (i.e. Tong To Ancient Trail). None of the portion of Application Site will be visible since it is obscured by existing clusters of trees in the agricultural area to the northwest of the site.

5.1.10 Effects on Visual Composition – The visual composition of this VP features a Local Track Road in the foreground, existing village house in the middle-ground and hillside and open sky in the background. The Application Site will be screened and blend with the existing visual composition due to a limited height of 5.5m. Therefore, the effects of the proposed development on visual composition will be negligible.

5.1.11 Effects on Visual Obstruction and Visual Permeability, Public Views and Visual Resources – In both existing and future conditions, the Application Site will remain hidden from this VP 2 due to the obstruction created by existing trees and lush greenery as well as neighbouring village houses. Therefore, effects on visual obstruction and visual permeability, public views and visual resources to this VP is negligible.

5.1.12 Based on the above, the proposed development will bring negligible visual impact to the travellers, hikers and residents of Tong To Ping Tsuen at this VP.

VP3: Junction of Local Track Road **(See Figure 3c)**

5.1.13 This medium-range VP is located at the junction of the main pedestrian route connecting the village road to Tong To Ping Tsuen, to Tong To Tsuen and to Sha Tau Kok Road – Shek Chung A. It represents views of villagers of Tong To Tsuen, Tong To Ping Tsuen and relevant car users. The Application Site is not visible due to blockage of existing trees cluster and metal fencing of the Hobby Farm/ Campsite.

5.1.14 Effects on Visual Composition – The visual composition of this VP under the existing condition includes road and roadside plantation in the foreground, and trees in both middle ground and the background. Under

both existing and future scenarios, the Application Site will be completely screened by the existing plantation and tree cluster in the middle ground. Hence, the effects on visual composition to this VP is negligible.

5.1.15 Effects on Visual Obstruction and Visual Permeability, Public Views and Visual Resources – In both existing and future conditions, the proposed development will not be visible in this VP3 due to blockage of existing trees and plantation as well as the metal fencing of the hobby farm/ campsite nearby. Therefore, effects on visual obstruction and visual permeability, public views and visual resources to this VP is negligible.

5.1.16 Based on the above, the proposed development will bring negligible visual impact to the villagers of Tong To Ping Tsuen and car users at this VP.

VP4: Local Track Road along Tong To **(See Figure 3d)**

5.1.17 This medium-range VP is located along one of the main pedestrian routes connecting the village road to Tong To and Sha Tau Kok Road – Shek Chung Au. It represents views of surrounding residents, travellers and relevant car users. The proposed development is barely visible due to blockage of tree cluster and lush greenery near the hobby farm/ campsite.

5.1.18 Effects on Visual Composition – The visual composition of this VP includes roadside plantation in the foreground, low-rise structure within the Sha Tau Kok Farm and existing village houses in the middle ground, and the ridgeline of Robin's Nest Country Park and open sky as backdrop. As shown in **Figure 2**, it demonstrates that under both existing and future scenarios, the Application Site will be completely blocked by the existing trees and low-rise structures in Sha Tau Kok Farm in the middle ground. Thus, the effects on visual composition to this VP is negligible.

5.1.19 Effects on Visual Obstruction and Visual Permeability, Public Views and Visual Resources – In both existing and future conditions, the proposed development will not be visible in this VP 4 due to blockage of existing trees and lush greenery as well as the existing low-rise temporary structures. It is far away from the accesses of the surrounding hobby farms/ campsites, with very low frequency from the travelers and users of these recreational facilities. Therefore, effects on visual obstruction and visual permeability, public views and visual resources to this VP is negligible.

5.1.20 Based on the above, the Application Site will bring negligible visual impact to the villagers of Tong To, travellers and car users at this VP.

VP5: Bus Stop along Sha Tau Kok Road – Shek Chung Au **(See Figure 3e)**

5.1.21 This long-range VP is located at the southeast of the Application Site at Sha Tau Kok Road – Shek Chung Au. It represents views of users waiting for the bus or minibus at street level looking towards the Application Site. None of the portion of proposed development is visible since it is completely screened by the existing lush greenery and low-rise structures within the near 'STK Farm' and the further 'Wadakiyama Plantation'.

5.1.22 Effects on Visual Composition – The visual composition of this VP includes one of the sections of Sha Tau Kok Road – Shek Chung Au in the foreground, roadside trees along the road and low-rise structures in the 'STK Farm' in the middle-ground, and the ridgeline of Robin's Nest Country Park and open sky view in the background. Under both existing and future scenarios, the Application Site will be significantly screened off by the roadside plantation and will not be visible to the public viewers. Hence, the effects on visual composition to this VP is negligible.

5.1.23 Effects on Visual Obstruction and Visual Permeability, Public Views and Visual Resources – Under both existing and future scenarios, the Application Site will not be visible in this VP 5 due to blockage of existing plantation as well as the existing low-rise structures in 'STK Farm'. Hence, effects on visual obstruction and visual permeability, public views and visual resources to this VP is negligible.

5.1.24 Based on the above, the proposed development will bring negligible visual impact to this VP.

5.1.25 Based on the analysis of visual impact concerning Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, a summarised assessment of this visual appraisal of the Application Site is presented in **Table 6**.

Table 6: Summary of Visual Appraisal

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	
1	Medium to High	Negligible	Negligible	Negligible	Negligible	Negligible
2	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
3	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
4	Medium	Negligible	Negligible	Negligible	Negligible	Negligible
5	Medium	Negligible	Negligible	Negligible	Negligible	Negligible

6 CONCLUSION

6.1.1 In this Visual Appraisal, a total of five VPs (including short, medium and long-range) have been assessed, which five of them are at least medium in terms of visual sensitivity. In short, all VPs are identified with negligible visual impact under the future scenario as compared with the existing condition.

6.1.2 This Visual Appraisal therefore concludes that resultant overall visual impact of the proposed development at the Site would be negligible in terms of visual impact. The proposed development will in overall terms have no negative visual effects to most of the identified key public view points.

塘肚坪村
Tong To Ping Tsuen

Legend

- Application Site
- Assessment Area (3H: BH (5.6m x 3) = about 16.8m)
- Structure
- 1 Local Track Road to the leading to the Application Site
- 2 Local Track Road to the agricultural land cluster
- 3 Junction of Local Track Road
- 4 Local Track Road along Tong To
- 5 Bus Stop along Sha Tau Kok Road – Shek Chung Au

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Figure 1 : Location of Proposed Viewpoints for the Application

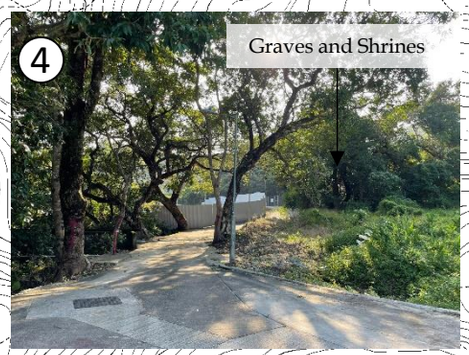
Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

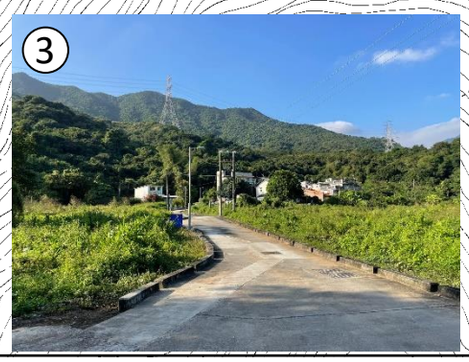
(Source: HK GEODATA STORE, HKSAR Government)

Graves and Shrines

Legend

- Application Site
- Assessment Area (3H: BH (5.6m x 3) = about 16.8m)
- Structure





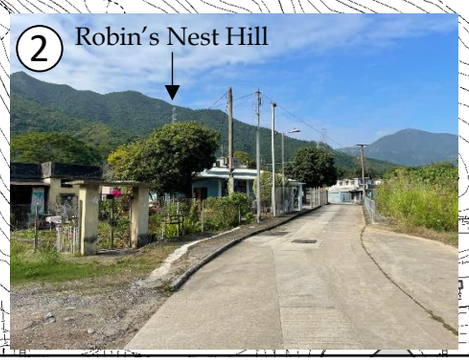


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Figure 2 : Visual Elements Identified in the Vicinity of the Application Site

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

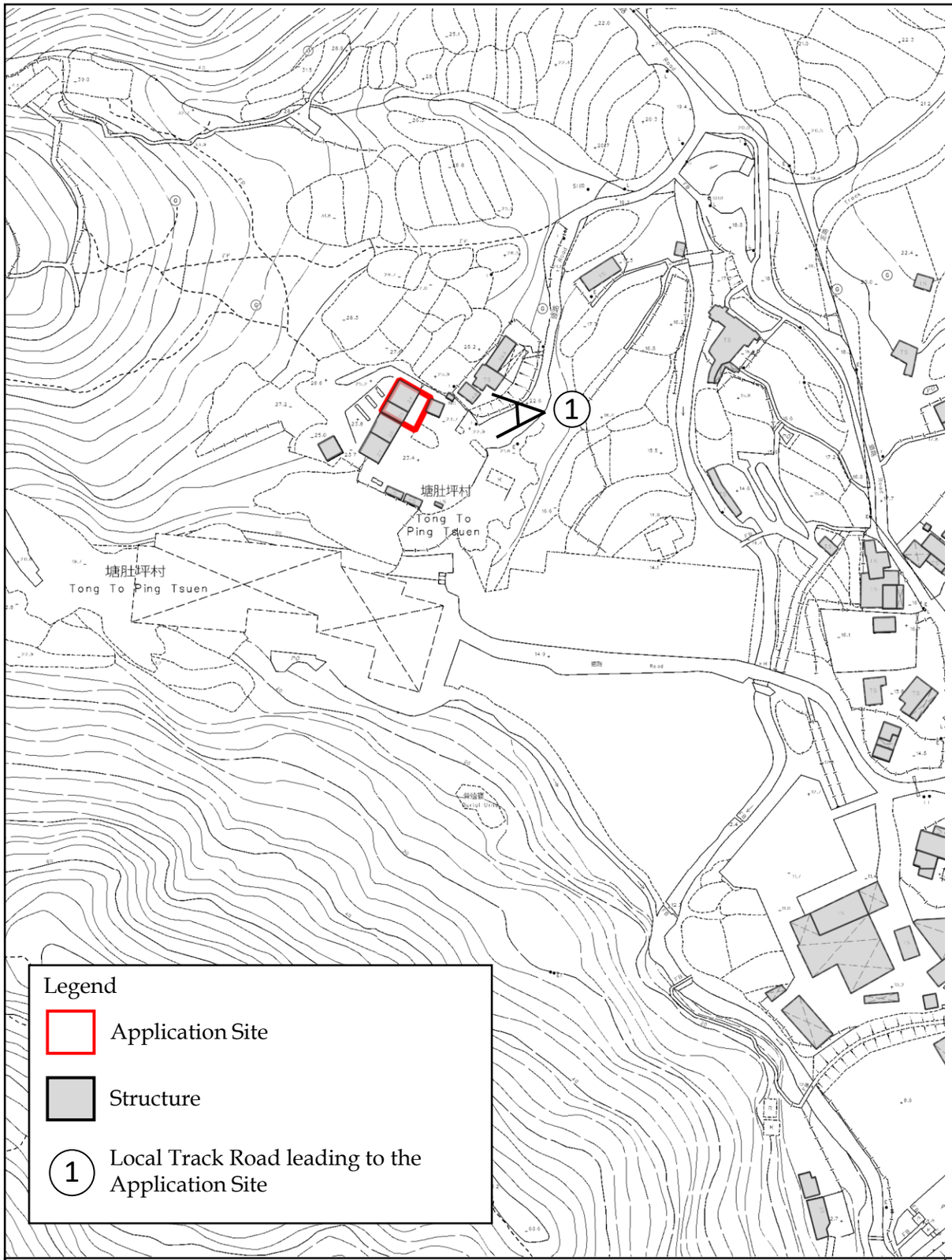

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Figure 3a : Photomontage

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

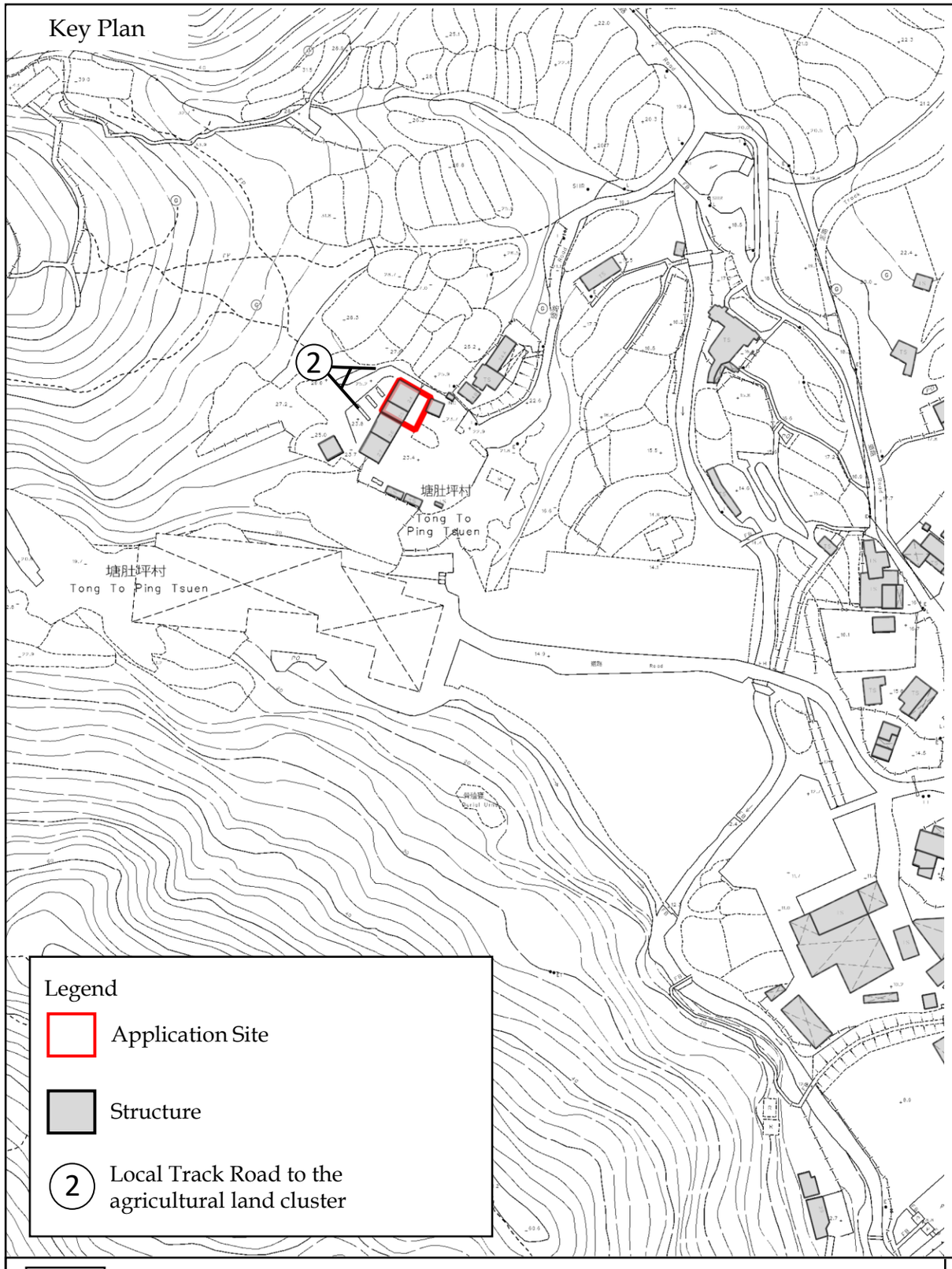

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Figure 3b : Photomontage

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

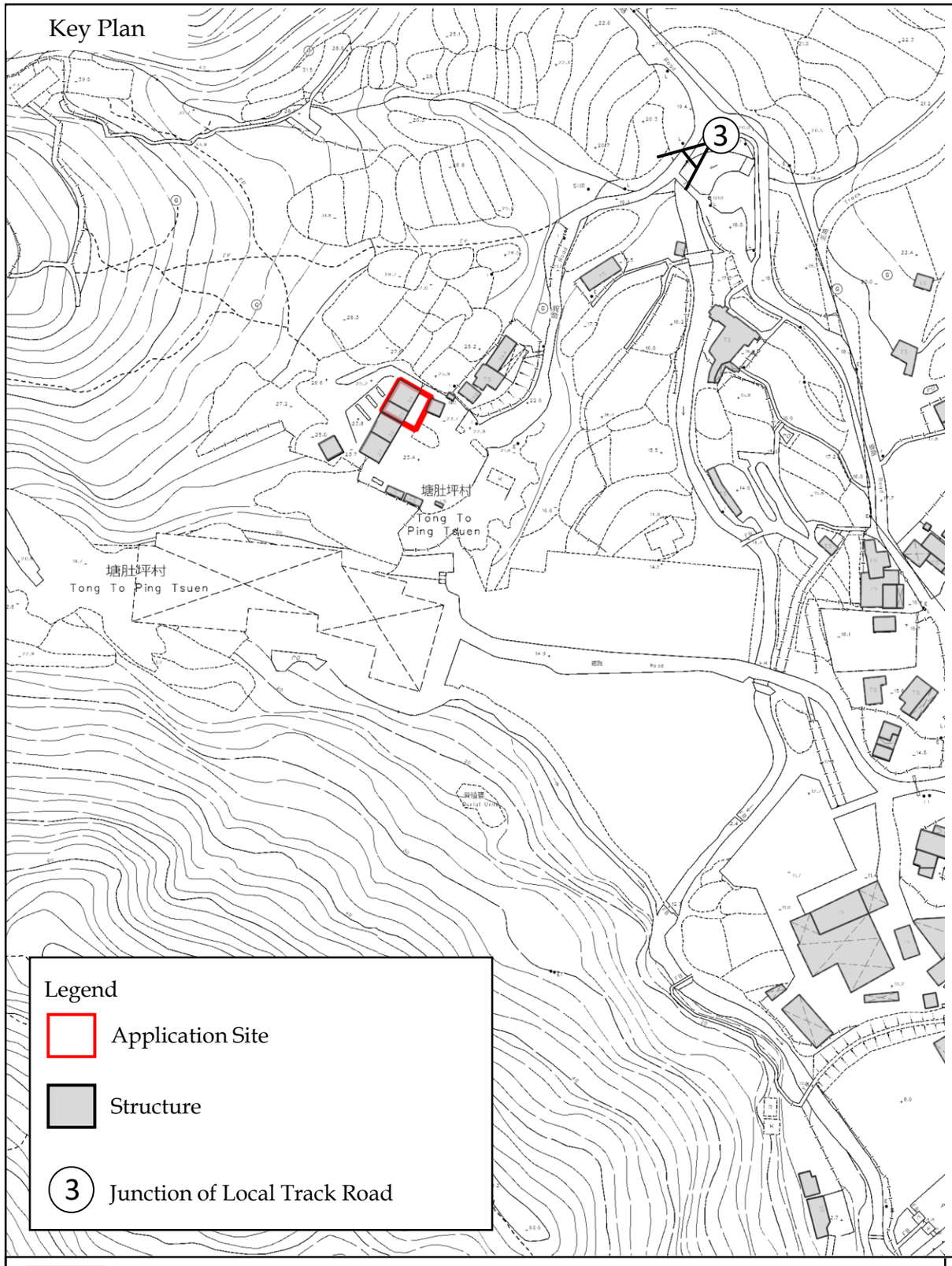

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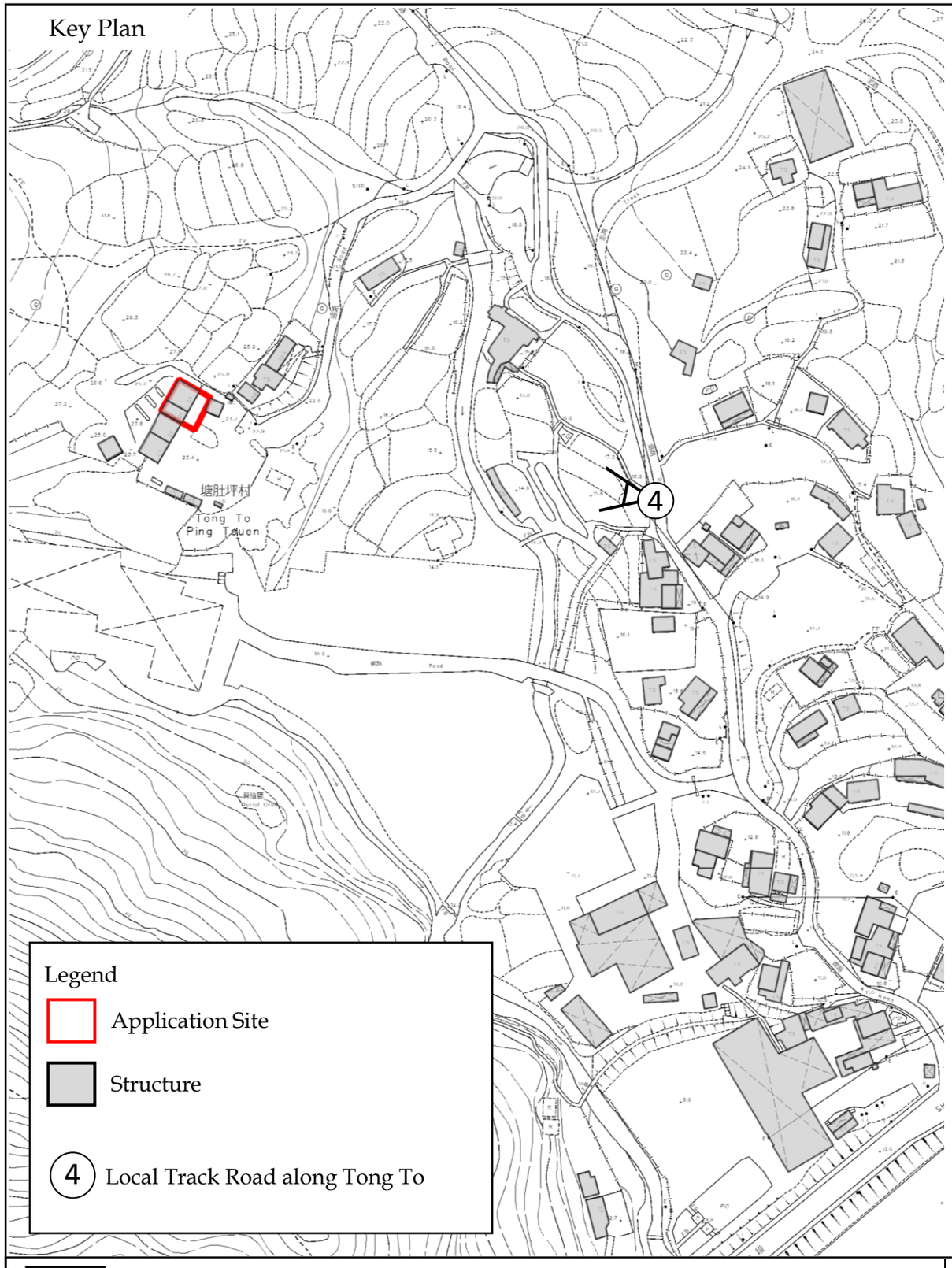
Figure 3c : Photomontage

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)



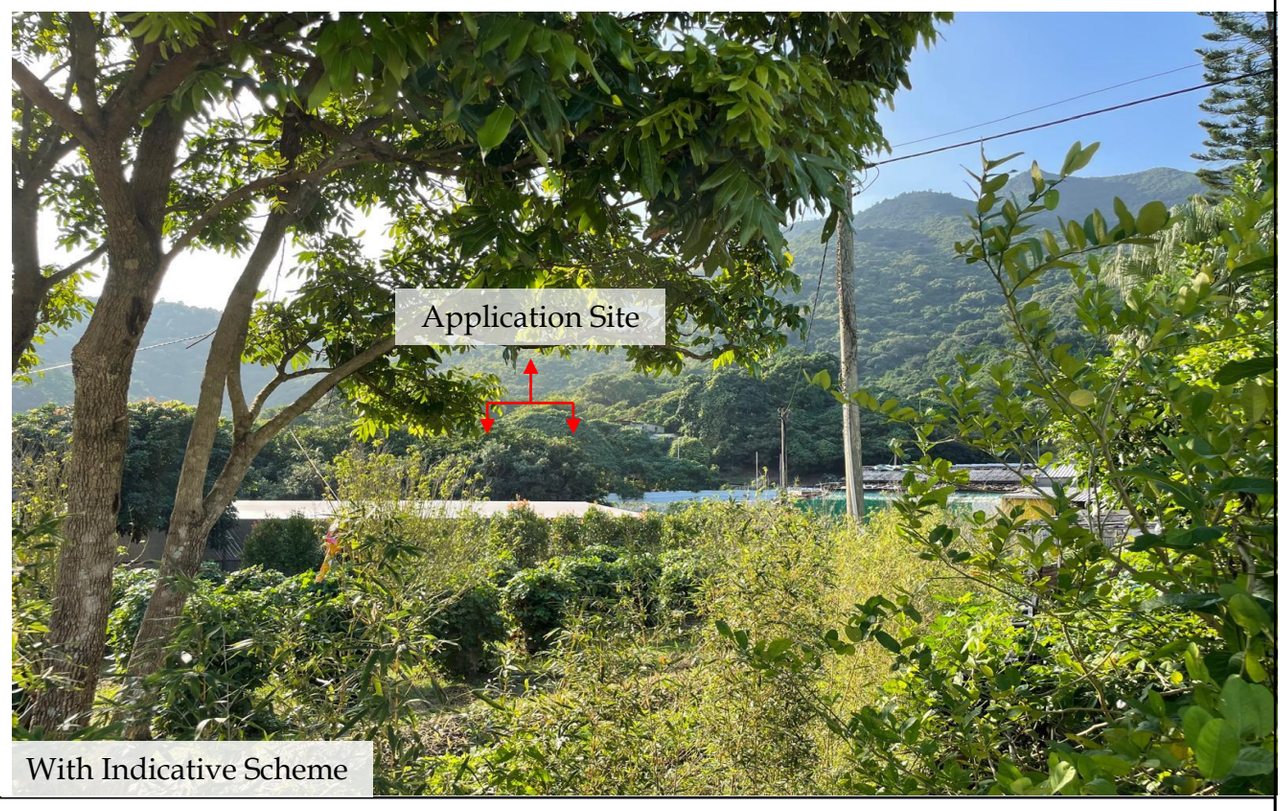


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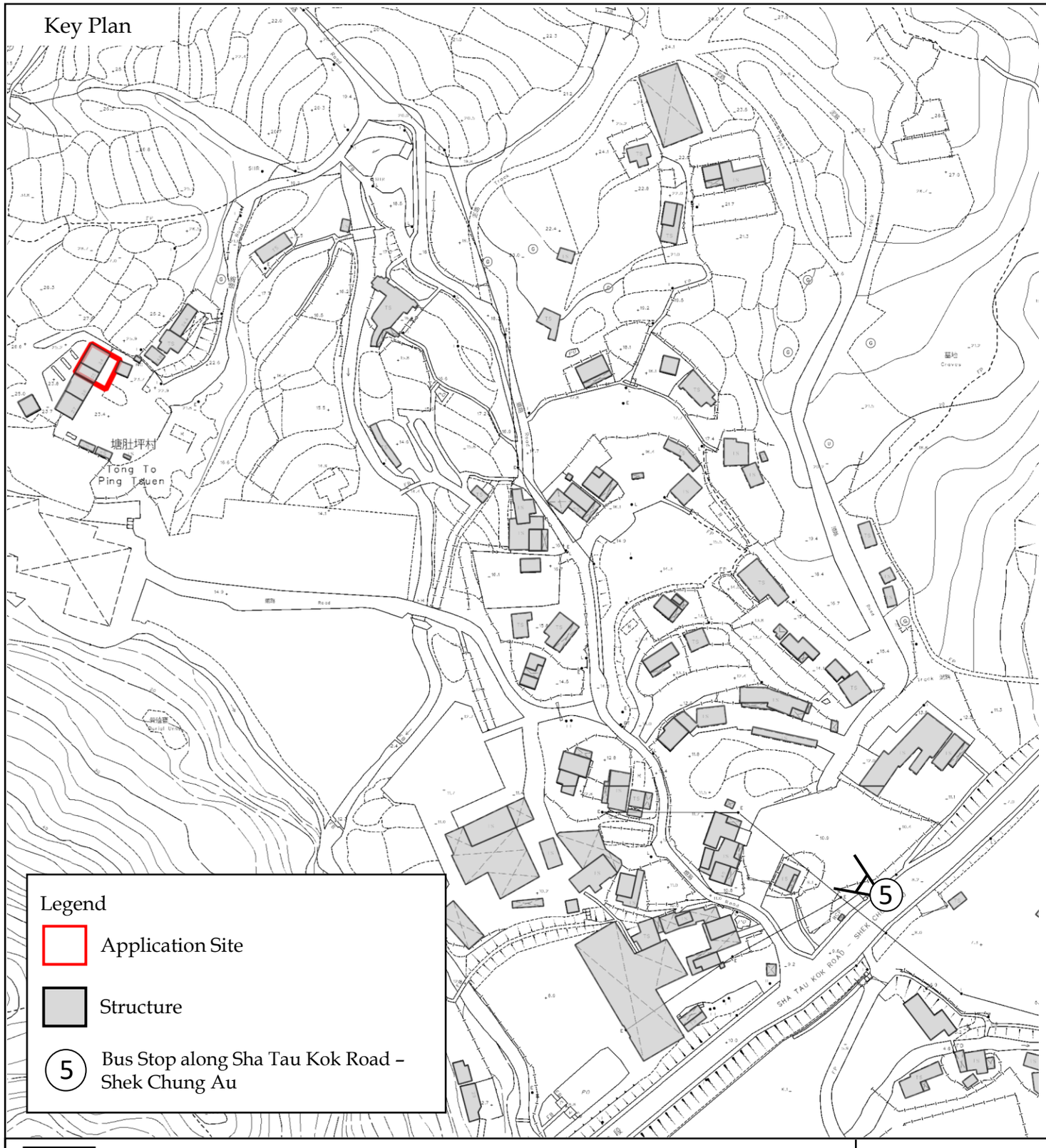
Figure 3d : Photomontage

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

Key Plan



Existing Situation

With Indicative Scheme

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Figure 3e : Photomontage

Visual Appraisal for Section 12A Application for Proposed Rezoning from "Village Type Development" to "Government, Institution and Community (1)" at Tong To, Sha Tau Kok, New Territories

(Source: HK GEODATA STORE, HKSAR Government)