

2025年 2月 1 4日

此文件在 收到 • 城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on **14 FEB 2025**
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S12A
表格第 S12A 號

**APPLICATION FOR
AMENDMENT OF PLAN UNDER SECTION 12A OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2500162

21/1

By hand

Form No. S12A 表格第 S12A 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/NE-STK/6
	Date Received 收到日期	14 FEB 2025

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>)。亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☒ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

張健龍 Cheung Kin Lung

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

LCH Planning & Development Consultants Limited

3. Application Site 申請地點

(a) Whether the application directly relates to any specific site? 申請是否直接與某地點有關?	Yes 是 ☒ No 否 ☐ (Please proceed to Part 4 請跳到第 4 部分填寫)
(b) Full address/ location/ demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot 1421 (part), Lot 1422 S.B (part), Lot 1423 S.B (part), Lot 1423 S.C (part) and Lot 1423 S.D (part) in Demarcation District 41
(c) Site Area 申請地點面積	157 .....sq.m 平方米 ☒ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	Columbarium portion, vacant portion and yard (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. Eligibility of Applicant 申請人資格

The applicant 申請人 -

- ☐ (a) is a person whose name is registered in the Land Registry as that of the sole owner or one of the owners of any non-Government land within the application site, when this application is made[&] (if the applicant is the sole owner, there is no need to fill in Part 5).
(a) 是一名人士，其姓名或名稱於提出申請時已在土地註冊處註冊，該註冊顯示申請人為申請地點內任何非政府土地的唯一或其中一名擁有人[&] (如申請人為唯一擁有人，不用填寫第 5 部分)。
- ☒ (b) is a person who has obtained consent to this application from at least one owner as defined in (a) above[&].
(b) 是一名人士，已獲得最少一名上述 (a) 所界定的擁有人同意這宗申請[&]。
- ☐ (c) is a person who has obtained consent to this application from the Director of Lands in relation to any government land within the application site[&].
(c) 是一名人士，就這宗申請地點內的任何政府土地，已獲得地政總署署長同意這宗申請[&]。
- ☐ (d) is a public officer.
(d) 是公職人員。
- ☐ (e) is a public body as defined by section 2 of the Prevention of Bribery Ordinance (Cap. 201).
(e) 是《防止賄賂條例》(第 201 章)第 2 條所界定的公共機構。

5. Statement on Consent from/Notification to "Current Land Owner"[#] 就「現行土地擁有人」[#]的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 31/12/2024 (DD/MM/YYYY), this application involves a total of 6 "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- ☒ has obtained consent(s) of 4 "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
	Refer to separate sheets	

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has notified2..... "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
2	25 Tong To Ping Tsuen, North, N.T. Section C of Lot No. 1423 in D.D. 41	07/01/2025

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to "current land owner(s):
已採取合理步驟以取得「現行土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of "Current Land Owner(s)"# 取得「現行土地擁有人」# 的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)"#& on _____ (DD/MM/YYYY)
於_____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to "Current Land Owner(s)"# 向「現行土地擁有人」# 發出通知所採取的合理步驟

- ☐ published notices in local newspapers& on _____ (DD/MM/YYYY)
於_____ (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises& on _____ (DD/MM/YYYY)
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee& on _____ (DD/MM/YYYY)
於_____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Village Type Development

7. Proposed Amendments 擬議修訂

- (a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one 「✓」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上「✓」號)(請在圖則顯示詳情)

- | | |
|---|---|
| ☐ Comprehensive Development Area []
綜合發展區 [] | ☐ Commercial [] 商業 [] |
| ☐ Residential (Group ☐ A/ ☐ B/ ☐ C/ ☐ D/ ☐ E) []
住宅 (☐ 甲類 / ☐ 乙類 / ☐ 丙類 / ☐ 丁類 / ☐ 戊類) [] | ☐ Village Type Development []
鄉村式發展 [] |
| ☐ Agriculture [] 農業 [] | ☐ Industrial [] 工業 [] |
| ☐ Industrial (Group D) [] 工業 (丁類) [] | ☐ Open Storage [] 露天貯物 [] |
| ☒ Government, Institution or Community [1]
政府、機構或社區 [] | ☐ Open Space [] 休憩用地 [] |
| ☐ Recreation [] 康樂 [] | ☐ Green Belt [] 綠化地帶 [] |
| ☐ Country Park [] 郊野公園 [] | ☐ Coastal Protection Area []
海岸保護區 [] |
| ☐ Conservation Area [] 自然保育區 [] | ☐ Site of Special Scientific Interest []
具特殊科學價值地點 [] |
| ☐ Other Specified Uses (☐ Business/ ☐ Industrial Estate/ ☐ Mixed Use/ ☐ Rural Use/ ☐ Petrol Filling Station/
☐ Others (please specify _____)) []
其他指定用途 (☐ 商貿 / ☐ 工業邨 / ☐ 混合用途 / ☐ 鄉郊用途 / ☐ 加油站 /
☐ 其他 (請註明: _____)) [] | |
| ☐ Road 道路 | ☐ Others (please specify _____)
其他 (請註明: _____) |

Please insert subzone in [] as appropriate.
請於[]內註明支區，如適用。

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁☒ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:

(Please use separate sheets if the space below is insufficient)

建議修訂圖則的《註釋》的詳情，如適用：

(如下列空間不足，請另頁說明)

.....

Proposed to add a new sub-zone under "Government, Institution or Community" as "Government, Institution or Community (1)" with new schedules of uses, remarks, planning intention and notes.

.....

.....

.....

.....

(For more details, please refer to the planning assessment report)

.....

☒ Proposed Notes of Schedule of Uses of the zone attached
夾附對《註釋》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)☒ Particulars of development are included in the Appendix.

附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.

這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to the planning assessment report

.....

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This image shows a single page of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.

本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature

簽署

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

HO JOSEPH JUNIOR

Name in Block Letters

姓名（請以正楷填寫）

DIRECTOR

Position (if applicable)

職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☒ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of

代表

LCH Planning & Development Consultants Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

20 / 01 / 2025

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

**APPLICATION FOR AMENDMENT OF PLAN UNDER
SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)**
根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)
擬議發展的發展計劃 (只作指示用途)

1. Development Proposal 擬議發展計劃			
☒ Proposed Gross floor area (GFA) 擬議總樓面面積	98	sq.m. 平方米	☒ About 約
☒ Proposed plot ratio 擬議地積比率	0.62		☒ About 約
☒ Proposed site coverage 擬議上蓋面積	62.42	%	☒ About 約
☒ Proposed number of blocks 擬議座數	1		
☒ Proposed number of storeys of each block 每座建築物的擬議層數	1	storeys 層	
	☐ include 包括.....storeys of basements 層地庫		
	☐ exclude 不包括.....storeys of basements 層地庫		
☒ Proposed building height of each block 每座建築物的擬議高度	5.6	m 米	☒ About 約
	29.40	mPD 米(主水平基準上)	☒ About 約
☐ Domestic part 住用部分			
GFA 總樓面面積		sq.m. 平方米	☐ About 約
number of units 單位數目			
average unit size 單位平均面積		sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目			
☒ Non-domestic part 非住用部分	98	GFA 總樓面面積 sq.m.平方米	☒ About 約
☐ hotel 酒店		sq.m.平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目:.....)		
☐ office 辦公室		sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆		sq.m.平方米	☐ About 約
☒ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) Columbarium portion and vacant portion..... Please refer to planning assessment report		
☐ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)		
☐ Open space 休憩用地	(please specify land area(s)) (請註明面積)		
☐ private open space 私人休憩用地		sq.m.平方米	☐ Not less than 不少於
☐ public open space 公共休憩用地		sq.m.平方米	☐ Not less than 不少於

☐ Transport-related facilities 與運輸有關的設施

☐ parking spaces 停車位

(please specify type(s) and number(s))
(請註明種類及數目)

Private Car Parking Spaces 私家車車位

Motorcycle Parking Spaces 電單車車位

Light Goods Vehicle Parking Spaces 輕型貨車泊車位

Medium Goods Vehicle Parking Spaces 中型貨車泊車位

Heavy Goods Vehicle Parking Spaces 重型貨車泊車位

Others (Please Specify) 其他 (請列明)

☐ loading/unloading spaces 上落客貨車位

(please specify type(s) and number(s))
(請註明種類及數目)

Taxi Spaces 的士車位

Coach Spaces 旅遊巴車位

Light Goods Vehicle Spaces 輕型貨車車位

Medium Goods Vehicle Spaces 中型貨車車位

Heavy Goods Vehicle Spaces 重型貨車車位

Others (Please Specify) 其他 (請列明)

☐ other transport-related facilities

其他與運輸有關的設施

(please specify type(s) and number(s))
(請註明種類及數目)

Use(s) of different floors (if applicable) 各樓層的用途(如適用)

[Block number]

[Floor(s)]

[Proposed use(s)]

[座數]

[層數]

[擬議用途]

1

1

Columbarium and vacant portion

Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途

Yard

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是



There is an existing access. (please indicate the street name, where appropriate)

有一條現有車路。(請註明道路名稱(如適用))

Local track road connecting to Sha Tau Kok Road - Shek Chung Au



There is a proposed access. (please illustrate on plan and specify the width)

有一條擬議車路。(請在圖則顯示, 並註明車路的闊度)

No 否



For Development involving columbarium use, please complete the table in the Annex to this Appendix.

如發展涉及靈灰安置用途, 請填妥於此附件後附錄的表格。

2. Impacts of Development Proposal 擬議發展計劃的影響																																	
If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。																																	
Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 No 否	☐ Please provide details 請提供詳情 																															
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是 No 否	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約																															
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Nil 			On environment 對環境	Yes 會 ☐	No 不會 ☒	On traffic 對交通	Yes 會 ☐	No 不會 ☒	On water supply 對供水	Yes 會 ☐	No 不會 ☒	On drainage 對排水	Yes 會 ☐	No 不會 ☒	On slopes 對斜坡	Yes 會 ☐	No 不會 ☒	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																															
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Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																															

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

864

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

0

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

864

Total number of single niches

864

單人龕位總數

Number of single niches (sold and occupied)

60

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

0

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

804

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

Non-festival Period: 10am to 4pm on each Wednesday and Sunday

Festival Period (the actual dates of Ching Ming Festival and Double Ninth Festival, as well as the Saturdays and Sundays that fall within two weeks before and after both festivals): 8am to 6pm

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要			
(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Lot 1421 (part), Lot 1422 S.B (part), Lot 1423 S.B (part), Lot 1423 S.C (part) and Lot 1423 S.D (part) in Demarcation District 41 丈量約份第 41 約地段第 1421 號(部分), 第 1422 號 B 分段(部分), 第 1423 號 B 分段(部分), 第 1423 號 C 分段(部分)及第 1423 號 D 分段(部分)		
Site area 地盤面積	157	sq. m 平方米	☒ About 約
	(includes Government land of 包括政府土地	sq. m 平方米	☐ About 約)
Plan 圖則	Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2 沙頭角分區計劃大綱核准圖編號S/NE-STK/2		
Zoning 地帶	Village Type Development 鄉村式發展		
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☐ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☒ Rezone the application site from <u>Village Type Development</u> to <u>Government, Institution or Community (1)</u> 把申請地點由 <u>鄉村式發展</u> 地帶改劃為 <u>政府、機構或社區(1)</u>		
Development Parameters (for indicative purpose only) 發展參數(只作指示用途)			
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	98 ☒ About 約 ☐ Not more than 不多於	0.62 ☒ About 約 ☐ Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Non-domestic 非住用	About 5.6	m 米 ☐ (Not more than 不多於)
		About 29.40	mPD 米(主水平基準上) ☐ (Not more than 不多於)
		1	Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括/ ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
(iv) Site coverage 上蓋面積	62.42 % ☒ About 約		
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於	
	Public 公眾	sq.m 平方米 ☐ Not less than 不少於	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s) /Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☒
Floor plan(s) 樓宇平面圖	☐	☒
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s) /Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Aerial Photos 航空照片		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Management Proposal, Approval Letter from Transport Department 管理協議, 運輸署批准信件		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



LCH Planning and Development
Consultants Limited

Our Ref.: PD2411002/09

Your Ref.: TPB/Y/NE-STK/6

6 November 2025

By Hand

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

Dear Sir/ Madam,

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

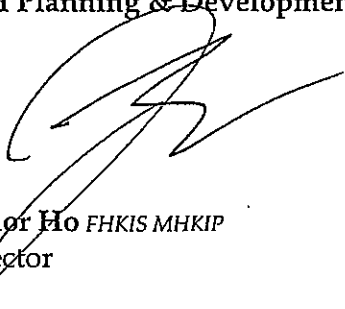
Consolidated Submission

We refer to the captioned application.

Please find attached the four copies of consolidated version enclosing all materials previously submitted and accepted by the Secy/TPB for your reference. The same copies have also been delivered to the District Planning Office.

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

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


Junior Ho FHKIS MHKIP
Director

Encl.



**APPLICATION FOR
AMENDMENT OF PLAN UNDER SECTION 12A OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：<http://www.tpb.gov.hk/>)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☒ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

張健龍 Cheung Kin Lung

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

LCH Planning & Development Consultants Limited

3. Application Site 申請地點

(a) Whether the application directly relates to any specific site?
申請是否直接與某地點有關?

Yes 是 ☒
No 否 ☐ (Please proceed to Part 4 請跳到第 4 部分填寫)

(b) Full address/ location/ demarcation district and lot number (if applicable)
詳細地址/地點/丈量約份及地段號碼 (如適用)

Lot 1421 (part), Lot 1422 S.B (part), Lot 1423 S.B (part), Lot 1423 S.C (part) and Lot 1423 S.D (part) in Demarcation District 41

(c) Site Area 申請地點面積

157sq.m 平方米 ☒ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	Columbarium portion, vacant portion and yard (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. Eligibility of Applicant 申請人資格

The applicant 申請人 –

- ☐ (a) is a person whose name is registered in the Land Registry as that of the sole owner or one of the owners of any non-Government land within the application site, when this application is made[&] (if the applicant is the sole owner, there is no need to fill in Part 5).
(a) 是一名人士，其姓名或名稱於提出申請時已在土地註冊處註冊，該註冊顯示申請人為申請地點內任何非政府土地的唯一或其中一名擁有人[&] (如申請人為唯一擁有人，不用填寫第 5 部分)。
- ☒ (b) is a person who has obtained consent to this application from at least one owner as defined in (a) above[&].
(b) 是一名人士，已獲得最少一名上述 (a) 所界定的擁有人同意這宗申請[&]。
- ☐ (c) is a person who has obtained consent to this application from the Director of Lands in relation to any government land within the application site[&].
(c) 是一名人士，就這宗申請地點內的任何政府土地，已獲得地政總署署長同意這宗申請[&]。
- ☐ (d) is a public officer.
(d) 是公職人員。
- ☐ (e) is a public body as defined by section 2 of the Prevention of Bribery Ordinance (Cap. 201).
(e) 是《防止賄賂條例》(第 201 章)第 2 條所界定的公共機構。

5. Statement on Consent from/Notification to “Current Land Owner”[#] 就「現行土地擁有人」[#]的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 31/12/2024 (DD/MM/YYYY), this application involves a total of 6 “current land owner(s)”[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☒ has obtained consent(s) of 4 “current land owner(s)”[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of “current land owner(s)” [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
	Refer to separate sheets	

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has notified2..... “current land owner(s)”#
已通知 名「現行土地擁有人」#。

Details of the “current land owner(s)”# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
2	25 Tong To Ping Tsuen, North, N.T. Section C of Lot No. 1423 in D.D. 41	07/01/2025

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has taken reasonable steps to obtain consent of or give notification to “current land owner(s):
已採取合理步驟以取得「現行土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of “Current Land Owner(s)”# 取得「現行土地擁有人」# 的同意所採取的合理步驟

- ☒ sent request for consent to the “current land owner(s)”#& on 07/01/2025 (DD/MM/YYYY)
於07/01/2025 (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to “Current Land Owner(s)”# 向「現行土地擁有人」# 發出通知所採取的合理步驟

- ☐ published notices in local newspapers& on _____ (DD/MM/YYYY)
於_____ (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises& on _____ (DD/MM/YYYY)
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☐ sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee& on _____ (DD/MM/YYYY)
於_____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則	
(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Village Type Development

7. Proposed Amendments 擬議修訂	
(a) Propose to rezone the application site to the following zone(s)/use(s) (May insert more than one 「✓」) (Please illustrate the details on plan) 建議將申請地點的用途地帶改劃作下列地帶 / 用途 (可在多於一個方格內加上「✓」號)(請在圖則顯示詳情)	
☐ Comprehensive Development Area [] 綜合發展區 [] ☐ Residential (Group ☐ A/ ☐ B/ ☐ C/ ☐ D/ ☐ E) [] 住宅 (☐ 甲類 / ☐ 乙類 / ☐ 丙類 / ☐ 丁類 / ☐ 戊類) [] ☐ Agriculture [] 農業 [] ☐ Industrial (Group D) [] 工業 (丁類) [] ☒ Government, Institution or Community [1] 政府、機構或社區 [] ☐ Recreation [] 康樂 [] ☐ Country Park [] 郊野公園 [] ☐ Conservation Area [] 自然保育區 [] ☐ Other Specified Uses (☐ Business/ ☐ Industrial Estate/ ☐ Mixed Use/ ☐ Rural Use/ ☐ Petrol Filling Station/ ☐ Others (please specify _____)) [] 其他指定用途 (☐ 商貿 / ☐ 工業邨 / ☐ 混合用途 / ☐ 鄉郊用途 / ☐ 加油站 / ☐ 其他 (請註明: _____)) [] ☐ Road 道路	☐ Commercial [] 商業 [] ☐ Village Type Development [] 鄉村式發展 [] ☐ Industrial [] 工業 [] ☐ Open Storage [] 露天貯物 [] ☐ Open Space [] 休憩用地 [] ☐ Green Belt [] 綠化地帶 [] ☐ Coastal Protection Area [] 海岸保護區 [] ☐ Site of Special Scientific Interest [] 具特殊科學價值地點 [] ☐ Others (please specify _____) 其他 (請註明: _____)
Please insert subzone in [] as appropriate. 請於[]內註明支區，如適用。	

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁☒ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:

(Please use separate sheets if the space below is insufficient)

建議修訂圖則的《註釋》的詳情，如適用：

(如下列空間不足，請另頁說明)

.....

Proposed to add a new sub-zone under "Government, Institution or Community" as "Government, Institution or Community (1)" with new schedules of uses, remarks, planning intention and notes.

.....

.....

.....

.....

(For more details, please refer to the planning assessment report)

.....

- ☒ Proposed Notes of Schedule of Uses of the zone attached
夾附對《註釋》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

- ☒ Particulars of development are included in the Appendix.
附錄包括一個擬議發展的細節。
- ☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to the planning assessment report

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This image shows a single page of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

HO JOSEPH JUNIOR

DIRECTOR

Name in Block Letters

Position (if applicable)

姓名（請以正楷填寫）

職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 /

☐ HKIA 香港建築師學會 /

☒ HKIS 香港測量師學會 /

☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 /

☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of
代表

LCH Planning & Development Consultants Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

20 / 01 / 2025

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

APPLICATION FOR AMENDMENT OF PLAN UNDER
SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)

擬議發展的發展計劃 (只作指示用途)

1. Development Proposal 擬議發展計劃

☒ Proposed Gross floor area (GFA) 擬議總樓面面積	 98 sq.m. 平方米	☒ About 約
☒ Proposed plot ratio 擬議地積比率	 0.62	☒ About 約
☒ Proposed site coverage 擬議上蓋面積	 62.42 %	☒ About 約
☒ Proposed number of blocks 擬議座數	 1	
☒ Proposed number of storeys of each block 每座建築物的擬議層數	 1 storeys 層 ☐ include 包括.....storeys of basements 層地庫 ☐ exclude 不包括.....storeys of basements 層地庫	
☒ Proposed building height of each block 每座建築物的擬議高度	 5.6 m 米 29.40 mPD 米(主水平基準上)	☒ About 約 ☒ About 約
☐ Domestic part 住用部分		
GFA 總樓面面積	 sq.m. 平方米	☐ About 約
number of units 單位數目	.....	
average unit size 單位平均面積	 sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目	.....	
☒ Non-domestic part 非住用部分		
☐ hotel 酒店	 98 sq.m.平方米 ☒ About 約 sq.m.平方米 ☐ About 約 (please specify the number of rooms 請註明房間數目:)	
☐ office 辦公室	 sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆	 sq.m.平方米	☐ About 約
☒ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) Columbarium portion and vacant portion Please refer to planning assessment report	
☐ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☐ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☐ private open space 私人休憩用地	 sq.m.平方米	☐ Not less than 不少於
☐ public open space 公共休憩用地	 sq.m.平方米	☐ Not less than 不少於

☐ Transport-related facilities 與運輸有關的設施		
☐ parking spaces 停車位		
		(please specify type(s) and number(s)) (請註明種類及數目)
Private Car Parking Spaces 私家車車位		.....
Motorcycle Parking Spaces 電單車車位		.....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位		.....
Medium Goods Vehicle Parking Spaces 中型貨車泊車位		.....
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位		.....
Others (Please Specify) 其他 (請列明)		.....
		
☐ loading/unloading spaces 上落客貨車位		
		(please specify type(s) and number(s)) (請註明種類及數目)
Taxi Spaces 的士車位		.....
Coach Spaces 旅遊巴車位		.....
Light Goods Vehicle Spaces 輕型貨車車位		.....
Medium Goods Vehicle Spaces 中型貨車車位		.....
Heavy Goods Vehicle Spaces 重型貨車車位		.....
Others (Please Specify) 其他 (請列明)		.....
		
☐ other transport-related facilities		
其他與運輸有關的設施		(please specify type(s) and number(s)) (請註明種類及數目)
		
		
Use(s) of different floors (if applicable) 各樓層的用途(如適用)		
[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	1	Columbarium and vacant portion
.....		
.....		
.....		
.....		
.....		
Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途		
Yard		
.....		
.....		
.....		
Any vehicular access to the site? 是否有車路通往地盤?		
Yes 是	☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明道路名稱(如適用)) Local track road connecting to Sha Tau Kok Road - Shek Chung Au	
	☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)	
.....		
.....		
No 否	☐	
For Development involving columbarium use, please complete the table in the Annex to this Appendix. 如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。		

2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 No 否	☐ Please provide details 請提供詳情 ☒																													
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是 No 否	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度m 米 ☐ About 約 ☒																													
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Nil 	On environment 對環境	Yes 會 ☐	No 不會 ☒	On traffic 對交通	Yes 會 ☐	No 不會 ☒	On water supply 對供水	Yes 會 ☐	No 不會 ☒	On drainage 對排水	Yes 會 ☐	No 不會 ☒	On slopes 對斜坡	Yes 會 ☐	No 不會 ☒	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																													
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Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒																													
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																													

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches 864
在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches 0
在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數 864

Total number of single niches 864
單人龕位總數

Number of single niches (sold and occupied) 60
單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied) 0
單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale) 804
單人龕位數目 (待售)

Total number of double niches
雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number. of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

Non-festival Period: 10am to 4pm on each Wednesday and Sunday

Festival Period (the actual dates of Ching Ming Festival and Double Ninth Festival, as well as the Saturdays and Sundays that fall within two weeks before and after both festivals): 8am to 6pm

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該靈灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Lot 1421 (part), Lot 1422 S.B (part), Lot 1423 S.B (part), Lot 1423 S.C (part) and Lot 1423 S.D (part) in Demarcation District 41 丈量約份第 41 約地段第 1421號(部分)，第 1422 號 B分段(部分)，第 1423 號 B分段(部分)，第 1423 號 C分段(部分)及第 1423 號 D分段(部分)		
Site area 地盤面積	157	sq. m 平方米	☒ About 約
	(includes Government land of 包括政府土地	sq. m 平方米	☐ About 約)
Plan 圖則	Approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2 沙頭角分區計劃大綱核准圖編號S/NE-STK/2		
Zoning 地帶	Village Type Development 鄉村式發展		
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☐ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☒ Rezone the application site from <u>Village Type Development</u> to <u>Government, Institution or Community (1)</u> 把申請地點由 <u>鄉村式發展</u> 地帶改劃為 <u>政府、機構或社區(1)</u>		
Development Parameters (for indicative purpose only) 發展參數(只作指示用途)			
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	98 ☒ About 約 ☐ Not more than 不多於	0.62 ☒ About 約 ☐ Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Non-domestic 非住用	About 5.6	m 米 ☐ (Not more than 不多於)
		About 29.40	mPD 米(主水平基準上) ☐ (Not more than 不多於)
		1	Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
(iv) Site coverage 上蓋面積	62.42 % ☒ About 約		
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於	
	Public 公眾	sq.m 平方米 ☐ Not less than 不少於	

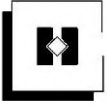
(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s) /Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☒
Floor plan(s) 樓宇平面圖	☐	☒
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s) /Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Aerial Photos 航空照片		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Management Proposal, Approval Letter from Transport Department 管理協議, 運輸署批准信件		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



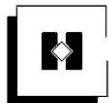
RESPONSES TO DEPARTMENTAL COMMENTS



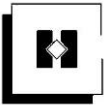
Section 12A Application No. Y/NE-STK/6

Annex 1 - Response to Departmental Comments Table

No.	Comments Received	Our Responses
1. Comments from Food and Environmental Hygiene Department dated 14 March 2025		
(i)	申請人應分別列明骨灰安置所佔地面積及總樓宇建築面積。	The site area is about 157 sq.m. The covered area and the maximum gross floor area are about 98 sq.m., with 60 sq.m. for the columbarium portion and 38 sq.m. for the vacant portion which are both 1-storey in height. Please refer to paragraph 5.1.1 on P.25 of the Planning Statement Report for the details of the development parameters.
(ii)	申請人應列明有沒有提供垃圾貯存室及冥鑪。	Due to fire safety and environmental concerns, burying of joss papers is strictly prohibited and the incinerator is not in use. Indoor incense burning is prohibited and only eco-friendly low-smoke incense is allowed in the outdoor area. In addition, visitors must take their offerings and litter with them when leaving the site. As a result, there will only be litter bins available on site. For details, please refer to P.6 of the Management and paragraph 5.4.1 on P.31 of the Planning Statement Report.
(iii)	申請人請完善以下陳述: (頁 5) 掃墓高峰期日子: “2. 自由福居根據 2024 年相關的交通影響評估報告而訂定。” (例如: 訂定什麼措施? 指『訪客預約到訪制度』?)	It means that the dates designated as festival period (i.e. the actual dates of Ching Ming Festival and Double Ninth Festival, as well as the Saturdays and Sundays that fall within two weeks before and after both festivals) are determined based on the Traffic Impact Assessment in 2024. Please refer to paragraph 3.1 on P.4 of the Traffic Impact Assessment (Annex 4 of Planning Statement Report).
(iv)	申請人請注意: 若骨灰安置所須根據《城市規劃條例》第 16 條向城市規劃委員會(城規會)提出規劃許可申請, 而城規會已批給規劃許可並附加了與以上資料相關的批准條件和/或其他要求(如有), 申請人應在這段落列出所有有關資料。	Well noted with thanks. The Management Proposal will be revised if such conditions are imposed.



(v)	(頁 7) 香火管制 申請人須於骨灰安置所內顯眼處及出入口增加告示，提醒拜祭人士禁止燃燒蠟燭、冥鏹及有關祭祀儀式的安排。	Well noted. The operator will install notice boards at the site to remind the visitors and closely monitor the on-site situation.
(vi)	申請人請注意: 若骨灰安置所須根據《城市規劃條例》第 16 條向城規會提出規劃許可申請，而城規會已批給規劃許可並附加了與以上資料相關的批准條件和／或其他要求(如有)，申請人應在這段落列出所有有關資料，包括城規會就人流管理方面所批准的建議，以及城規會訂明的批准條件和／或要求。	Well noted with thanks. The Management Proposal will be revised if such conditions are imposed.
(vii)	(頁 10) 掃墓高峰日子人手調配 申請人請詳細列明掃墓高峰日子當值人手安排(包括職位、職責、人數等)。	There will be 6 full-time staff maintaining the operation and management of the columbarium. During festival period, additional part-time staff will be hired to cater the increased number of visitors. On-site staff include the manager and the duty officer. Additional part-time staff such as security officer, operational staff and handyman will be hired during the festival period. Their duties are as follows: 1. Security Officer: Ensure smooth traffic flow within Tong To Village and restrict access for visitors' vehicles to the village. 2. Operational Staff: To monitor the on-site situation and remind the visitors to take away their litters and offerings when leaving the site. They are also responsible for maintaining the order and registration of visitors. 3. Handyman: Ensure smooth flow of visitors and maintain the cleanliness of the site. For the number of staff, it is based on the number of prebooked visits. There will be at least one part-time staff member for each position every day during festival period. If daily visitors exceed 200, one extra part-time staff member will be hired for each position. For every additional 100 visitors, one more staff member will be hired for each position.



		For details, please refer to P. 7-10 of the updated Management Proposal with the updated parts highlighted in yellow.
(viii)	請注意：申請人在處理指明文書申請時須制備完善及配合長遠發展方向的財務政策。有關詳情請參閱私營骨灰安置所發牌委員會的要求。	Well noted with thanks. The operator will incorporate the financial proposal in the formal submission of the Management Proposal.



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

Annex 1 - Response to Departmental Comments Table

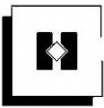
No.	Comments Received	Our Responses
1. Comments from Environmental Protection Department dated 19 March 2025		
(i)	The applicant should confirm whether there will be no furnace or toilet proposed on the site.	Please be advised that there will be no furnace or toilet proposed on the application site.



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

Annex 1 - Response to Departmental Comments Table

No.	Comments Received	Our Responses
1. Comments from Transport Operations (NT) Division of Transport Department dated 24 March 2025		
<i>Planning Assessment Report</i>		
(i)	Para. 2.7.1 - In connection with the Second Phase Sha Tau Kok Opening-up Scheme, a new franchised bus route no. KMB 78S (Sheung Shui - Sha Tau Kok) has been introduced since Jan 2024. In addition, a new GMB route no. 55S (Sha Tau Kok - Ta Kwu Ling (Tsung Yuen Ha) has been introduced since 30 Jun 2024 on a trial basis of 12 months. Please incorporate the above-mentioned transport services in the table.	Noted. The revised Planning Assessment Report has incorporated the said transport services in the table.
(ii)	Para. 5.2.8 - a) The statement “ <i>Approval from Transport Department for the Operation of the shuttle bus service has been obtained</i> ” is factually incorrect. The proposed shuttle bus service is subject to TD’s assessment and approval from time to time taking into account the passenger demand, availability of transport service and transport facilities, and traffic conditions in the vicinity. Previous approval from TD does not guarantee any approval in future.	Noted. The statement has been removed from the report, and the applicant acknowledges that the shuttle bus service remains subject to TD’s periodic review based on passenger demand, transport facilities, and prevailing traffic conditions. However, the applicant is committed to ongoing monitoring and timely adjustments to ensure continuous compliance with TD’s requirements.
	b) In addition, TD has reservation to the proposed shuttle bus service during non-festive period in view of the bus traffic conditions along San Wan Road and low passenger demand. Grave sweepers who wish to access the columbarium during non-festive period are recommended to take alternative public transport services.	During non-festival periods, it is proposed that visitors be picked up at the same location by private car on an appointment basis. Given the low demand, scheduled services are not required. No trips may occur if there are no bookings, even though the booking sections are available. Visitors are expected to access the subject site by shuttle bus services provided by the operator to minimize the nuisance to Tong To Village and effectively control the vehicular and pedestrian flow.



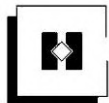
(iii)	Para. 5.2.10, 5.2.14, 5.3.1, 5.3.2– a) We consider that such the shuttle bus service should only be applied during festive period with reference to the above comment concerning the arrangement during non-festive period. Nevertheless, please advise the concrete measure(s) to prevent grave sweepers to access the columbarium development by taxi and private cars during festive period, and the contingency measures/arrangements to minimize the impact to traffic in the vicinity in case the grave sweepers drive their own cars / take taxi to access the columbarium.	The applicant maintains that shuttle bus service should remain the sole mode of access during festive periods. To prevent grave sweepers from accessing the columbarium by taxi or private vehicles, security guards are deployed at both Sha Tau Kok Road and the site entrance to enforce access control. Relevant photographs are provided below. The visitation arrangements are communicated to visitors by WhatsApp or other messaging tools annually prior to the Ching Ming and Chung Yeung Festivals. 
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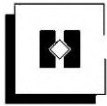
		<i>Examples of Manpower Deployment</i>
	b) While you mention that the visitors “must” use the shuttle bus service to visit the columbarium, please advise the arrangement for those who do not follow the rules, and ultimately take franchised bus/ GMB services and walk to the columbarium from the bus stop on Sha Tau Kok Road on the day of appointment.	A reservation confirmation will be sent to the visitors upon successful reservation and it will include the details of the shuttle bus service, indicating that it is the only means of accessing the columbarium and no other means of transportation is allowed. Visitors arriving by other means of franchised bus, green minibus, or on foot, which is not by the shuttle bus service, will be denied entry at the locked gate, which is prominently marked with the notice '未經預約，不得內進' (No Entry Without Prior Booking), regardless of whether a booking has been made. This strict measure ensures that only visitors with confirmed bookings and transited by the shuttle bus services provided by the operator may access the columbarium, thereby upholding the integrity of the exclusive access system. The arrangement will be regularly communicated to visitors throughout the year.



Examples of the Measures



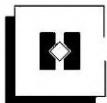
(iv)	Para. 5.3.3 – Apart from the off-site and on-site crowd control measures in Sheung Shui and at the columbarium, please advise if there will be any control at the entrance of the slip road connecting between the columbarium and Sha Tau Kok Road.	According to the applicant’s management proposal, in addition to off-site and on-site crowd control measures, a dedicated guard is stationed at the entrance of the slip road connecting the columbarium and Sha Tau Kok Road. This guard is responsible for monitoring access to ensure that only pre-booked shuttle service vehicles may enter, thereby preventing any unauthorized entry. Refer to reply no. 3 above.
<i>Traffic Impact Assessment Report</i>		
(v)	Section 3.3 – a) The above comments about the proposed shuttle bus service as mentioned in the Planning Assessment Report also apply in the TIA Report. The proposed shuttle bus service is subject to TD’s assessment and approval from time to time taking into account the passenger demand, availability of transport service and transport facilities, and traffic conditions in the vicinity. Previous approval from TD does not guarantee any approval in future.	Noted. The applicant’s pre-booked shuttle bus service is operated within a framework that meets all TD guidelines. The service is subject to ongoing TD review based on passenger demand, available transport facilities, and local traffic conditions. The applicant emphasizes that the system is continuously monitored to ensure its effectiveness and alignment with TD’s requirements.
	b) In addition, TD has reservation to the proposed shuttle bus service during non-festive period in view of the bus traffic conditions along San Wan Road and low passenger demand. Grave sweepers who wish to access the columbarium during non-festive period are recommended to take alternative public transport services.	The applicant’s management proposal provides that the dedicated shuttle service is the sole means of access at all times. During non-festive periods, the pre-booked shuttle system remains active to guarantee a controlled, efficient visitor flow along San Wan Road. Grave sweepers are not permitted to use any alternative modes of transport.
	c) While you mention that the visitors “must” use the shuttle bus service to visit the columbarium, please advise the arrangement for those who do not follow the rules, and ultimately take franchised bus / GMB services and walk to the columbarium from the bus stop on Sha Tau Kok Road on the day of appointment.	The applicant has implemented a strict access control system where every visitor must use the pre-booked shuttle service. A locked access gate with prominent signage (“未經預約，不得內進”) is in place, and on-site personnel verify each booking using a ticketing. Any attempt to access the columbarium by alternative means (such as franchised bus, GMB, taxi, or on foot) will result in immediate refusal of entry and, if necessary, enforcement of contractual penalties.



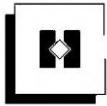
(vi)	Section 5.2 – a) In response to the above comments concerning the transport arrangement during non-festive period, please revise and supplement the modal split during non-festive period.	The applicant clarifies that the proposed system relies exclusively on a dedicated pre-booked shuttle service. Consequently, the modal split during non-festive periods is based solely on this shuttle service, ensuring that no additional public or private vehicles affect the local road network along San Wan Road. This approach results in a negligible impact on existing transport services.
	b) You should conduct an assessment in respect of the potential impact on existing transport services, if any, based on the estimated demand during the peakiest one hour and occupancy of the existing transport services.	No further assessment of the impact on existing transport services is required, as the exclusive use of the dedicated shuttle service inherently minimizes traffic generation during the peak hour.
(vii)	Section 5.4 – Please be reminded to include all the planned/ proposed developments in the summary table in liaison with relevant departments. We presume that you have separately seek comments from the Planning Department.	The TIA has been circulated to PlanD and there is no comment on the planned/ proposed developments.
(viii)	Section 5.5 – Please advise the reason of using 2030 as the design year.	The applicant has adopted 2030 as the design year, following the practice of setting a benchmark five years post-application in 2025.
(ix)	Other Comments – a) Please supplement a section summarising the availability of public transport services in the vicinity, similar to Planning Assessment Report.	The management proposal mandates that access to the columbarium is strictly by pre-booked shuttle service. In practice, during non-peak periods, bookings are extremely rare, and the system operates only when required. A locked gate with the clear signage “未經預約，不得內進” ensures that entry is granted solely to the authorized shuttle vehicles. This rigorous control confirms that the columbarium relies entirely on its dedicated shuttle service for visitor access, thereby eliminating any potential traffic impact from alternative modes of transport.
	b) Please supplement a paragraph about the estimated transport demand during both festive and non-festive periods in connection with your management proposal.	Estimated Transport Demand During Festive and Non-Festive Periods



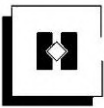
		<u><i>Festive Periods</i></u> As detailed in Section 5.2 and presented in Table 5.1, the pre-booked shuttle service is designed to generate and attract 3 passenger car units (pcu) per hour respectively during peak festival periods. In practice, the shuttle service operates at a fixed maximum frequency of 2 trips per hour in each direction, accommodating up to 20 visitors per trip. This controlled scheduling confirms that the transport demand generated by the columbarium is well within the capacity of the local road network. <u><i>Non-Festive Periods</i></u> According to the TIA (Sections 3.3 and 5.2), the columbarium maintains an exclusive pre-booked shuttle service on Wednesdays and Sundays. Each operating day offers four timeslot at 10:00, 11:30, 13:30, and 15:00, each accommodating a maximum of 20 visitors – resulting in less than one trip per hour outside peak periods. Although these figures represent the maximum potential capacity, historical data indicate that non-festive days typically attract little to no bookings. Consequently, the actual number of trips outside peak festive periods is usually well below one trip per hour, ensuring a negligible impact on the local road network. Refer to the updates in the TIA report on page 11 under the subheading “Traffic Demand Assessment Summary”
<i>Management Proposal</i>		
(x)	General Comments – a) Please refer to the above comments to the Planning Assessment Report and Traffic Impact Assessment Report and suitably update.	The applicant has updated both the management proposal and the Traffic Impact Assessment to incorporate all the points mentioned above. These revisions reflect the exclusive use of the shuttle service and the applicant’s commitment to maintaining a controlled, efficient access system.
	b) Please advise the concrete measure(s) to prevent grave sweepers to access the columbarium development by	Concrete Measures to Ensure Exclusive Access



	taxi and private cars, and the contingency measures/ arrangements to minimize the impact to traffic in the vicinity in case the grave sweepers drive their own cars / take taxi to access the columbarium development.	The applicant has implemented the following measures: - Secured Access Gate - A locked access gate with prominent signage (“未經預約，不得內進”) ensures that only visitors arriving by the pre-booked shuttle service can enter. - Active Verification - At the shuttle pick-up and drop-off points, dedicated staff verify visitor bookings using electronic ticketing system. - Contractual Obligations - The appointment system is embedded in all contracts, with clearly defined penalties for any attempts to bypass the system, including potential contract termination. Enhanced On-Site Presence - During peak periods, additional security and traffic management personnel are deployed at the entrance of the local access road connecting between the columbarium and Sha Tau Kok Road to monitor compliance and ensure that only authorized shuttle buses are allowed to access. Please refer to Page 6 of the Management Proposal for further details.
2. Comments from TE Section of Transport Department dated 28 March 2025		
<i>Planning Assessment Report</i>		
(i)	Section 5.2 - The applicant should demonstrate the proposal operating hour during Festival period can cope with the intended demand visiting the columbarium, which should be substantiated in Table 3	There will be only 864 niches in the maximum. According to the management proposal, the sessions available can accommodate a maximum of 400 persons per day during festival period. Therefore, the operating hour shall be sufficient to accommodate all visitors during festival period. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the Applicant through the proposed management plan.
(ii)	Section 5.2.8 - The applicant should substantiate the number of visitors anticipated to visit the columbarium during festive	With reference to section 5.2.7, the maximum number of persons each section can accommodate is 20 persons. The 27 seater shuttle bus will



	periods and demonstrate that proposed 27 seater shuttle bus is sufficient to accommodate the estimated number of visitors	operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the applicant through the proposed management plan.
(iii)	Section 5.2.14 states that public transport or the shuttle bus to visit the columbarium, while Section 5.3.2 states visitors must access the columbarium by the 27-seat shuttle bus services. Please clarify on the inconsistency.	Well noted. The shuttle bus service is the sole means to access the columbarium. Access by private vehicles, public transportation or on foot is prohibited. Refer to section 5.2.19 for the amendment.
(iv)	Section 5.2.10 states no walking to the columbarium is permitted. Please advise further on the management control of this arrangement. It is not sensible that if the visitors are from nearby villages / areas with only 5-10 mins walking distance to the columbarium would need to go all the way to Sheung Shui Station for taking the shuttle bus	If the visitor is a resident living in Tong To Village, they can walk directly to the columbarium. However, for visitors from other villages, they are also required to take the shuttle bus from Sheung Shui Station for better management and to minimize the potential impacts and nuisance to Tong To villagers due to the additional pedestrian flow generated by the visitors. For non-festive days, where visitor demand is low, the shuttle service remains pre-booked and may offer more flexible pick-up arrangements, such as direct pick-up from visitors' residences.
(v)	Section 6.2.2 – The statement regarding “the submitted Traffic Impact Assessment has already reflected all the comments from Transport Department and it is anticipated that no objection from Transport department” is factually incorrect. At present, this re-zoning application is currently under review process. Same comment applies to Section 6.11.3.	Well noted. We will amend the statement.
(vi)	The picking up / setting down layby for the 27-seat shuttle bus nearby the Application Site should be illustrated on Figure 2 Layout Plan.	Well noted. Refer to Figure 1 for the revised layout plan.
(vii)	The proposed picking up location near Sheung Shui Station should also be illustrated on Figure 8	Well noted. The drop-off and pick-up point should be the same. Refer to Figure 2 for the revised plan.



<i>Traffic Impact Assessment Report</i>		
(viii)	It is noted that the access from Sha Tau Kok Road and the subject site serves both pedestrian and vehicles. The applicant is required to demonstrate the measures provided could ensure pedestrian safety	The applicant maintains that shuttle bus service should remain the sole mode of access during festive periods. To prevent grave sweepers from accessing the columbarium by taxi or private vehicles, security guards are deployed at both Sha Tau Kok Road and the site entrance to enforce access control. Relevant photographs are provided below. The visitation arrangements are communicated to visitors by WhatsApp or other messaging tools annually prior to the Ching Ming and Chung Yeung Festivals. 



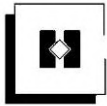
		<i>Examples of Manpower Deployment</i>
(ix)	The proposed shuttle bus pick-up/drop-off area is outside of the application site, consent should have obtained from relevant parties for this proposed activities	Noted.
(x)	The latest planned / committed developments of North District presented should be confirmed with PlanD	The TIA has been circulated to PlanD and there is no comment on the planned/ proposed developments.
(xi)	The proposed vehicular access between Sha Tau Kok Road and the application site is not managed by TD. The applicant should seek comments from the responsible party	Noted.



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

Response to Departmental Comments Table

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



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



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

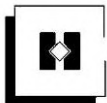
- b) Please supplement a table to present the transport demand (inbound and outbound) during the peakiest hour at AM and PM peak period respectively for our ease of reference. As a matter of fact, your recommendations on the transport arrangement during festive and non-festive periods should be based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

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

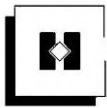
- Festival Periods: Although these public transport services are available in the vicinity, all visitors (except local villagers) are required to use the designated shuttle bus for site access, per the management plan. The applicant has implemented a strict access control system where every visitor must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

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

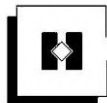
Period Type	Time Period	Inbound Trips	Outbound Trips	Transport Mode
Festive Day	AM Peak (08:00–09:00)	1	1	Shuttle bus



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



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



(vi)	his office is not in the position to ascertain the number of niches at the Site.	Noted with thanks.
(vii)	there is no Small House application received at the subject lots.	Noted with thanks.
3. Comments from Hong Kong Police Force dated 13 May 2025		
(i)	he has no comment on the application	Noted with thanks.
(ii)	after reviewing the management plan and TIA report submitted by the applicant, he has the following observations: (i) the applicant stated in the management plan that the maximum capacity for grave sweepers will be 20 persons or five families to be allowed for entry in each session; (ii) if all of the 864 niches had been sold and were so occupied leading to an assumption that 864 family groups might come to visit the columbarium during the period of Ching Ming Festival and/or Chung Yeung Festival once every year, it may take about nine days (20 sessions a day) to entertain all the grave sweepers given that all of them would absolutely obey the arrangement by the applicant's management upon appointment; and (iii) the applicant plans to provide free shuttle bus services to the grave sweepers. A 27-seater bus will be used to provide transport via an access road of one-lane two-way traffic. This only access also involves some private lands. Although the applicant emphasised to have been granted the right of way, it is beyond the purview of the police to	Noted with thanks. Amendments have been made on the TIA report and management proposal. Please refer to the latest submission for your consideration. In short, the proposed development will operate for 9 designated days per festival (two weekends before and after the festival day, plus the festival day itself). To manage this demand evenly and maintain a safe and orderly environment, the daily target is set as: $3,456 \text{ visitors} \div 9 \text{ days} = 384 \text{ visitors per day}$, rounded to 400 visitors/day to allow buffer and operational flexibility. This daily demand is used to determine shuttle planning and operational arrangements: • Operating hours: 07:30 to 18:00 (10 hours) • Shuttle frequency: 2 roundtrips per hour • Total sessions/day: $2 \times 10 = 20 \text{ sessions}$ • Visitors/session: 20 • Therefore: $20 \text{ sessions} \times 20 \text{ visitors} = 400 \text{ visitors/day}$ Regarding the consent of the concerned private lots and the right of way of the access road, please refer to the supplemental including the lease of the private lots and the letter form representative of Tong To Village.



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

Section 12A Application Y/NE-STK/6

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

Traffic Engineering

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

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
2	Section 5.2.8 – The applicant should substantiate the anticipated number of visitors visiting the columbarium during festive periods and demonstrate that the proposed 27-seater shuttle bus is sufficient to accommodate the visitors;	With reference to section 5.2.7, the maximum number of persons each section can accommodate is 20 persons. The 27 seater shuttle bus will operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the applicant through the proposed management plan.	Our previous comment has not been addressed.	As depicted in Section 3.3 in the updated TIA, the columbarium will accommodate 864 niches. Following the information provided by the Applicant, it is expected that each niche may receive an average of 4 visitors during major festivals such as Ching Ming and Chung Yeung. This results in a total of: $864 \text{ niches} \times 4 \text{ visitors} = 3,456 \text{ visitors per festive period}$ The site will operate for 9 designated days per festival (two weekends before and after the festival day, plus the festival day itself). To manage this demand evenly and maintain a safe and orderly environment, the daily target is set as: $3,456 \text{ visitors} \div 9 \text{ days} = 384 \text{ visitors per day}$, rounded to 400 visitors/day to allow buffer and operational flexibility. This daily demand is used to determine shuttle planning and operational arrangements: • Operating hours: 07:30 to 18:00 (10 hours) • Shuttle frequency: 2 roundtrips per hour • Total sessions/day: $2 \times 10 = 20 \text{ sessions}$ • Visitors/session: 20 • Therefore: $20 \text{ sessions} \times 20 \text{ visitors} = 400 \text{ visitors/day}$

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
3	Section 5.2.14 states that public transport or the shuttle bus to visit the columbarium, while Section 5.3.2 states visitors must access the columbarium by the 27-seat shuttle bus services. Please clarify on the inconsistency.	Well noted. The shuttle bus service is the sole means to access the columbarium. Access by private vehicles, public transportation or on foot is prohibited. Refer to section 5.2.19 for the amendment.	Please refer to the comments made by TONT of TD.	As depicted in Section 5.6 in the updated TIA, it is recognised that a very small number (typically less than 1–2 individuals) may choose to arrive by public transport and walk to the site during non-festival days. Given the extremely low occurrence, the impact on public transport services is considered negligible and does not affect overall transport arrangements.
4	Section 5.2.10 states no walking to the columbarium is permitted. Please advise further on the management control of this arrangement. It is not sensible that if the visitors are from nearby villages / areas with only 5-10 mins walking distance to the columbarium would need to go all the way to Sheung Shui Station for taking the shuttle bus.	If the visitor is a resident living in Tong To Village, they can walk directly to the columbarium. However, for visitors from other villages, they are also required to take the shuttle bus from Sheung Shui Station for better management and to minimize the potential impacts and nuisance to Tong To villagers due to the additional pedestrian flow generated by the visitors. For non-festive days, where visitor demand is low, the shuttle service remains pre-booked and may offer more flexible pick-up arrangements, such as direct pick-up from visitors' residences.	Our previous comment has not been addressed. Having reviewed the response from the applicant, it is considered not sensible that the proposed arrangement with the shuttle bus service is the sole means for access to the columbarium. TE of TD concurs with the view from TONT of TD, please revise accordingly. We have doubt on your claim regarding “塘肚山村私人道路” is a private road, please provide the proof on the land status on the access road (full length). Please also provide a proof on the authority for installation of a physical gate on the access road.	It is confirmed that pedestrian access along the access road will not be physically restricted, including during festival periods. The columbarium management respects that the road is accessible by the public. This is also included in Sections 3.2 and 3.3 in the updated TIA. <u>Festival Days</u> However, to maintain safe and orderly operation during peak periods, the management plan clearly states that all visitors must pre-book in advance and arrive via the designated transport arrangement. Visitors who arrive on foot without using the designated transport, even if pre-booked, will not be admitted. This arrangement ensures effective crowd control and reduces congestion along the access road, which is of substandard width and alignment. For local residents such as Tong To villagers, walking access will be permitted. Based on our on-site survey, pedestrian activity from local residents is low, with a maximum of approximately 2 to 3 persons observed walking during peak hours. Security personnel will be deployed along the access road to manage pedestrian movements and ensure safe interaction with vehicles.

No	TE's Comments (28.3.2025)	Responses (1.4.2025)	TE's Comments (23.4.2025)	Responses (10.6.2025)
				As shown in Section 5.6, Figure SP-01 to 02 in TIA, the shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and give way for them to cross first. <u>Non-Festival Days</u> On non-festival days, the columbarium operates on a limited basis, specifically on Wednesdays and Sundays, with visitation allowed only through advance booking. No shuttle service is provided on these days. The number of visitors is very low, typically limited to one or two persons per day. These individuals may access the site on foot. Given the low frequency and managed nature of these visits, pedestrian activity remains minimal and does not result in any adverse impact on the local environment or transport network. Security personnel will be available to assist with access coordination if necessary.
5	Sections 6.2.2 & 6.11.3 – The statement regarding “the submitted Traffic Impact Assessment has already reflected all the comments from Transport Department and it is anticipated that no objection from Transport department” is factually incorrect. At present, this re-zoning application is still under review and subject to TD’s comments.	Well noted. We will amend the statement.	As said, this re- zoning application is still under review and subject to TD’s comments. Please revise the statement accordingly.	Noted. Section 6.2.2 and any related statements will be revised to reflect that: “The proposed development and associated Traffic Impact Assessment are still under review and subject to Transport Department’s final comments.”
6	Figures 2 and 8 – The applicant shall illustrate the picking up / setting down laybys for the 27-seater shuttle bus near the subject site and Sheung Shui Station.	Well noted. Refer to Figure 1 for the revised layout plan. The drop-off and pick-up point should be the same. Refer to Figure 2 for the revised plan.	Additional figure should be provided for the proposed development on a lot index plan.	Noted. An additional figure overlaying the proposed development boundary onto the Lot Index Plan will be included in the revised submission (refer to Figure A in Annex A).

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

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

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

Supplemental Documents
(Lease and Letter from Village representative)

致：警務署及有關部門

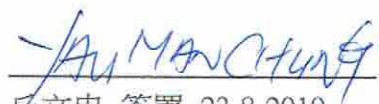
有關通往“塘肚坪村”及“塘肚山村”
行人及行車通道屬於私人路段之使用權之事宜

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

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

塘肚村唯一緊急車輛和行人及行車通道之使用權人士自由進出，如下：

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



丘文忠 簽署 23-8-2019

沙頭角塘肚村原居民村代表

正式租約

立租約人:

業主: 張志軍 身份證號碼: _____ ; 以下簡稱甲方;

租客: 張健龍 身份證號碼: _____ ; 以下簡稱乙方;

茲經雙方同意訂立一切條件分列於後, 各願遵守:

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

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

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

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

(五) 訂明甲方不得因任何理由終止租約。

(六) 訂明乙方有優先權購買上述土地包括地段上建築物。

(七) 訂明租金必須在每年租期之首星期內繳納。

(八) 訂明租約期間甲方不得出售或抵押該土地及建築物, 乙方同意除外。

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

(十) 該土地所有之差餉、地租費用由 乙方 支付。

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

(十二) 本租約一式兩份, 各願遵守, 各執一份存證。

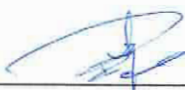
(十三) 乙方及他人不得佔用丈量約份第 41 約地段第 1422 號 A 分段上的 張氏祠堂(建築物及室內位置) 該建築物由甲方全權負責管理和使用。

立租約人業主：以上簡稱甲方簽訂：



身份證號碼：

租客：以上簡稱乙方簽訂：



身份證號碼：

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

租用期限：2047 年 6 月 30 日

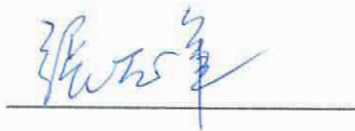
業主通訊處：新界沙頭角塘肚坪村 26 號

電話：

租客通訊處：新界沙頭角塘肚坪村 27 號

電話：

業主印鑑或簽名



租客印鑑或簽名



簽署日期：2019 年 3 月 7 日



稅務局
印花稅署
香港灣仔告士打道5號 稅務大樓3樓

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

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

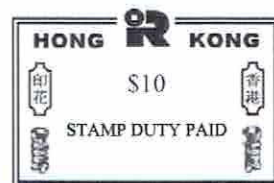
網址 Web site : www.ird.gov.hk
電郵 E-mail : taxsdo@ird.gov.hk

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文書編號 Instrument Ref. No.: 1-19-248993-0-0-6
文書性質 Nature of Instrument: 租約 Lease
文書簽立日期 Date of Instrument: 07/03/2019 (日 Day / 月 Month / 年 Year)
租金總額 Total Rent: \$28,000.00
年期 Term (如適用 If applicable): 由 From: 07/03/2019 至 To: 30/06/2047
物業地址 Property Address: 九龍沙頭角塘肚村
丈量約份第41約地段第1422號A分段，
地段第1405號，地段第1189號
有關人士姓名及身份
Name and capacity of parties: 業主 Landlord(s):
(1) 張志軍
租客 Tenant(s):
(1) 張健龍



茲證明上述文書已加蓋印花 / 簽註如下:

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

印花證明書編號 Stamp Certificate No.	: 19-1-0477483-6
加蓋印花日期 Date of Stamping	: 14/03/2019 (日 Day / 月 Month / 年 Year)
已付印花稅 Stamp Duty Paid	: \$10.00
付款方式 Payment Method	: 電子付款 / 現金 Electronic Payment / Cash

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



稅務局
印花稅署
香港灣仔告士打道5號 稅務大樓3樓

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3/F, Revenue Tower, 5 Gloucester Road,
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網址 Web site : www.ird.gov.hk
電郵 E-mail : taxsdo@ird.gov.hk

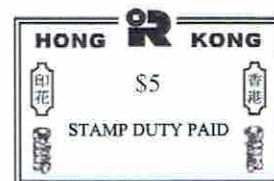
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文書編號 Instrument Ref. No.: 1-19-248993-0-1-3
文書性質 Nature of Instrument: 租約 Lease
文書簽立日期 Date of Instrument: 07/03/2019 (日 Day / 月 Month / 年 Year)
租金總額 Total Rent: \$28,000.00
年期 Term (如適用 If applicable): 由 From: 07/03/2019 至 To: 30/06/2047
物業地址 Property Address: 九龍沙頭角塘肚村
丈量約份第41約地段第1422號A分段，
地段第1405號，地段第1189號
有關人士姓名及身份
Name and capacity of parties: 業主 Landlord(s):
(1) 張志軍
租客 Tenant(s):
(1) 張健龍



茲證明上述文書已加蓋印花 / 簽註如下:

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

印花證明書編號 Stamp Certificate No.	: 19-1-0477484-9
加蓋印花日期 Date of Stamping	: 14/03/2019 (日 Day / 月 Month / 年 Year)
已付印花稅 Stamp Duty Paid	: \$5.00
付款方式 Payment Method	: 電子付款 / 現金 Electronic Payment / Cash
簽註 / 表明 Endorsement / Denotation:	
- 複本或對應本: 文書正本已加蓋印花	
Duplicate or Counterpart; Original stamped with:	\$10.00

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



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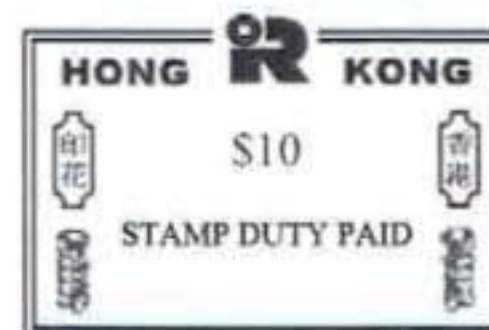
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物業地址 Property Address: 九龍沙頭角塘肚村
丈量約份第41約地段第1422號A分段，
地段第1405號，地段第1189號

有關人士姓名及身份
Name and capacity of parties: 業主 Landlord(s):
(1) 張志軍
租客 Tenant(s):
(1) 張健龍



茲證明上述文書已加蓋印花 / 簽註如下:

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

印花證明書編號 Stamp Certificate No.	: 19-1-0477483-6
加蓋印花日期 Date of Stamping	: 14/03/2019 (日 Day / 月 Month / 年 Year)
已付印花稅 Stamp Duty Paid	: \$10.00
付款方式 Payment Method	: 電子付款 / 現金 Electronic Payment / Cash

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

No	TE's Comments	Responses
Planning Assessment Report		
<i>Please note that the Approval-in-Principle Temporary Suspension of Liability was extended for 3 years from August 2025 to August 2028 (Please refer to Annex 8 of the Planning Statement)</i>		
1	(28.3.2025) Section 5.2 – The applicant should demonstrate the proposed operating hours during festive period can cope with the forecast demand visiting the columbarium, which should be substantiated in Table 3;	(1.4.2025) There will be only 864 niches in the maximum. According to the management proposal, the sessions available can accommodate a maximum of 400 persons per day during festival period. Therefore, the operating hour shall be sufficient to accommodate all visitors during festival period. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the Applicant through the proposed management plan.
	(23.4.2025) Our previous comment has not been addressed.	(11.6.2025) As depicted in Section 3.3 in the updated Traffic Impact Assessment (TIA), the proposed columbarium provides 864 niches. Based on historical data provided by the Applicant, it is assumed that each niche will attract 4 visitors on average during major festivals such as Ching Ming and Chung Yeung. Total expected visitors = 864 niches × 4 visitors = 3,456 visitors per festival. The current visitation arrangement spans 9 designated days per festival (including 2 weekends before and after the festival day, plus the festival day itself). With a cap of 400 visitors per day, the total available capacity is: 9 days × 400 visitors/day = 3,600 visitors This capacity exceeds the projected demand of 3,456 visitors, confirming that the proposed operating schedule is sufficient to accommodate all visits without overcrowding.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
2	(28.3.2025) Section 5.2.8 – The applicant should substantiate the anticipated number of visitors visiting the columbarium during festive periods and demonstrate that the proposed 27-seater shuttle bus is sufficient to accommodate the visitors;	(1.4.2025) With reference to section 5.2.7, the maximum number of persons each section can accommodate is 20 persons. The 27 seater shuttle bus will operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the applicant through the proposed management plan.

No	TE's Comments	Responses
	(23.4.2025) Our previous comment has not been addressed.	(11.6.2025) As depicted in Section 3.3 in the updated TIA, the columbarium will accommodate 864 niches. Following the information provided by the Applicant, it is expected that each niche may receive an average of 4 visitors during major festivals such as Ching Ming and Chung Yeung. This results in a total of: 864 niches × 4 visitors = 3,456 visitors per festive period The site will operate for 9 designated days per festival (two weekends before and after the festival day, plus the festival day itself). To manage this demand evenly and maintain a safe and orderly environment, the daily target is set as: 3,456 visitors ÷ 9 days = 384 visitors per day, rounded to 400 visitors/day to allow buffer and operational flexibility. This daily demand is used to determine shuttle planning and operational arrangements: • Operating hours: 07:30 to 18:00 (10 hours) • Shuttle frequency: 2 roundtrips per hour • Total sessions/day: 2 × 10 = 20 sessions • Visitors/session: 20 • Therefore: 20 sessions × 20 visitors = 400 visitors/day
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
3	(28.3.2025) Section 5.2.14 states that public transport or the shuttle bus to visit the columbarium, while Section 5.3.2 states visitors must access the columbarium by the 27-seat shuttle bus services. Please clarify on the inconsistency.	(1.4.2025) Well noted. The shuttle bus service is the sole means to access the columbarium. Access by private vehicles, public transportation or on foot is prohibited. Refer to section 5.2.19 for the amendment.
	(23.4.2025) Please refer to the comments made by TONT of TD.	(11.6.2025) As depicted in Section 5.6 in the updated TIA, it is recognised that a very small number (typically less than 1–2 individuals) may choose to arrive by public transport and walk to the site during non-festival days. Given the extremely low occurrence, the impact on public transport services is considered negligible and does not affect overall transport arrangements.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.

No	TE's Comments	Responses
4	(28.3.2025) Section 5.2.10 states no walking to the columbarium is permitted. Please advise further on the management control of this arrangement. It is not sensible that if the visitors are from nearby villages / areas with only 5-10 mins walking distance to the columbarium would need to go all the way to Sheung Shui Station for taking the shuttle bus.	(1.4.2025) If the visitor is a resident living in Tong To Village, they can walk directly to the columbarium. However, for visitors from other villages, they are also required to take the shuttle bus from Sheung Shui Station for better management and to minimize the potential impacts and nuisance to Tong To villagers due to the additional pedestrian flow generated by the visitors. For non-festive days, where visitor demand is low, the shuttle service remains pre-booked and may offer more flexible pick-up arrangements, such as direct pick-up from visitors' residences.
	(23.4.2025) Our previous comment has not been addressed. Having reviewed the response from the applicant, it is considered not sensible that the proposed arrangement with the shutter bus service is the sole means for access the columbarium. TE of TD concurs with the view from TONT of TD, please revise accordingly. We have doubt on your claim regarding “塘肚山村私人道路” is a private road, please provide the proof on the land status on the access road (full length). Please also provide a proof on the authority for installation of a physical gate on the access road.	(11.6.2025) It is confirmed that pedestrian access along the access road will not be physically restricted, including during festival periods. The columbarium management respects that the road is accessible by the public. This is also included in Sections 3.2 and 3.3 in the updated TIA. <u>Festival Days</u> However, to maintain safe and orderly operation during peak periods, the management plan clearly states that all visitors must pre-book in advance and arrive via the designated transport arrangement. Visitors who arrive on foot without using the designated transport, even if pre-booked, will not be admitted to the columbarium. This arrangement ensures effective crowd control and reduces congestion along the access road, which is of substandard width and alignment. For local residents such as Tong To villagers, walking access is available. Based on our on-site survey, pedestrian activity from local residents is low, with a maximum of approximately 2 to 3 persons observed walking during peak hours. As shown in Section 5.6, Figure SP-01 to 02 in TIA, the shuttle bus will travel in slow speed not exceeding 20 km/hr. Upon spotting pedestrians, the driver will pull over to the side and give way for them to cross first. <u>Non-Festival Days</u> On non-festival days, the columbarium operates on a limited basis, specifically on Wednesdays and Sundays, with visitation allowed only through advance booking. No shuttle service is provided on these days. The number of visitors is very low, typically limited to one or two persons per day. These individuals may access the site on foot. Given the low frequency and managed nature of these visits, pedestrian activity remains minimal and does not result in any adverse impact on the local environment or transport network.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.

No	TE's Comments	Responses
5	(28.3.2025) Sections 6.2.2 & 6.11.3 – The statement regarding “the submitted Traffic Impact Assessment has already reflected all the comments from Transport Department and it is anticipated that no objection from Transport department” is factually incorrect. At present, this re-zoning application is still under review and subject to TD’s comments.	(1.4.2025) Well noted. We will amend the statement.
	(23.4.2025) As said, this re-zoning application is still under review and subject to TD’s comments. Please revise the statement accordingly.	(11.6.2025) Noted. Section 6.2.2 and any related statements will be revised to reflect that: “The proposed development and associated Traffic Impact Assessment are still under review and subject to Transport Department’s final comments.”
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
6	(28.3.2025) Figures 2 and 8 – The applicant shall illustrate the picking up / setting down laybys for the 27-seater shuttle bus near the subject site and Sheung Shui Station.	(1.4.2025) Well noted. Refer to Figure 1 for the revised layout plan. The drop-off and pick-up point should be the same. Refer to Figure 2 for the revised plan.
	(23.4.2025) Additional figure should be provided for the proposed development on a lot index plan.	(11.6.2025) Noted. An additional figure overlaying the proposed development boundary onto the Lot Index Plan will be included in the revised submission (refer to Figure A in Annex A).
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
Annex 4 – Traffic Impact Assessment Report		
7	(28.3.2025) It is noted that the access from Sha Tau Kok Road and the subject site serves both pedestrian and vehicles. The applicant is required to advise and implement suitable measures to ensure pedestrian safety;	(1.4.2025) The applicant maintains that shuttle bus service should remain the sole mode of access during festive periods. The drivers must receive prior trainings and briefings to ensure the shuttle bus maintains a low speed and to pay attention to the traffic situation to minimize the risk of accidents/ As illustrated in Appendix A of the TIA, there is a footpath along most of the local access road. The drivers will pay additional attention in areas without a footpath to prioritize pedestrian safety. The visitation arrangements are communicated to visitors by WhatsApp or other messaging tools annually prior to the Ching Ming and Chung Yeung Festivals.
	(23.4.2025) Our previous comment has not been addressed.	(11.6.2025) Noted. Please see our responses in No.4.

No	TE's Comments	Responses
	(10.7.2025) Please specify what it meant by “low” / “slow” speed. Also the applicant shall provide further management / control measures to ensure pedestrian safety, which should be presented in details within the Planning Assessment Report and TIA report.	(27.9.2025) The access road serving the columbarium accommodates both vehicles and pedestrians, with pedestrian paths available along most sections of the route. To ensure pedestrian safety during festive periods, shuttle buses will operate at low speed not exceeding 20 km/hr. All drivers will receive training to remain alert to pedestrians, including occasional hikers, and to give way or pull over where necessary to allow safe passage. In addition, residents of Tong To Village will be notified in advance of shuttle operations during festival dates so that they are aware of the arrangements. These measures will be clearly presented in both the Planning Assessment Report and the revised Traffic Impact Assessment, demonstrating that pedestrian movements can be safely accommodated under the proposed management plan.
8	(28.3.2025) The proposed shuttle bus pick-up/drop-off area is outside of the application site. Consent should have obtained from relevant parties for this proposed location;	(1.4.2025) Noted.
	(23.4.2025) Our previous comment has not been addressed.	(11.6.2025) The proposed shuttle bus pick-up and drop-off area is located outside the application boundary. A figure has been prepared to illustrate the area overlaid on the Lot Index Plan (refer to Figure A in Annex A). If the area concerned is confirmed to be government land, the applicant will proceed to obtain the necessary approval or permit from the relevant authority. If the area falls within private lots, the applicant will seek formal consent from the concerned lot owner(s) to allow the proposed transport arrangement to be implemented as planned.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
9	(28.3.2025) The latest planned / committed developments in North District presented should be confirmed with PlanD;	(1.4.2025) The TIA has been circulated to PlanD and there is no comment on the planned/ proposed developments.

No	TE's Comments	Responses
	(23.4.2025) Please seek the confirmation from PlanD.	(11.6.2025) We have contacted the Planning Department (PlanD) via email, and confirmation has been received regarding a series of planned developments in the vicinity of the key junctions (please refer to Annex B). We have carefully reviewed the list of developments, noting that most of them are temporary in nature or fall outside the assessment's design year. It is also noted that our traffic assessment has adopted a conservative approach by applying a +4.43% natural growth rate to account for background traffic increase. This allowance is considered sufficient to cater for the cumulative impact from the relevant planned or committed development. On the other hand, we have included a proposed temporary transitional housing and ancillary facilities development study in our review, as this project may potentially generate traffic through the key junction assessed in our study. The associated impact has been duly taken into account in our traffic assessment. In view of the above, we consider that the traffic implications of the latest planned/committed developments have been adequately addressed in the assessment.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.
	(28.3.2025) The access road between Sha Tau Kok Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	(1.4.2025) Noted
10	(23.4.2025) Thanks. We might offer further comments.	(11.6.2025) Noted with thanks.
11	(23.4.2025) Swept path analysis of the 27-seater shutter bus from the end point of the ingress route (i.e. the proposed shutter bus pick-up/drop-off point) to the start of the egress route is missing.	(11.6.2025) As depicted in Figure SP-01 to 02 in updated TIA, a revised drawing will be provided to illustrate the complete swept path of the 27-seater shuttle bus, covering the full manoeuvring route from the ingress point at the pickup/drop-off location to the start of the egress route.
	(10.7.2025) Thanks. We might offer further comments.	Noted with thanks.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
<u>Planning Assessment Report</u>		
<i>Please note that the Approval-in-Principle Temporary Suspension of Liability was extended for 3 years from August 2025 to August 2028 (Please refer to Annex 8 of the Planning Statement)</i>		
Specific Comments		
2.7.1	(a). Please update the origin of KMB 78K as "Tai Ping" instead of "Sheung Shui". (b). Please update the origin of GMB 55K as "Ta Kwu Ling (Tsun Yuen Ha)" instead of "Lin Ma Hang". (c). For KMB 78S, there are only two departures to Sha Tau Kok in the morning and two departures to Sheung Shui in the afternoon on Mondays to Fridays (except public holidays). (d). For GMB 55S, please separate the departure time for each direction, similar to the presentation of KMB 78S.	Noted. Please refer to the revised planning statement report.
5.2.9	(a). Please supplement "due to low demand" after "no shuttle bus service is provided" in the last sentence. (b). Please supplement "per session" after "Max. No. of Visitors Allowed" in the second row of the summary table.	Noted. Please refer to the revised planning statement report.
5.2.12	(a). Please supplement "westbound outside Exit B of Sheung Shui Station" after "San Wan Road". (b). Please specify the pick-up point at Liberty Fook Kui instead of "nearby".	Noted. Please refer to the revised planning statement report.
5.2.13	Please advise the length of the vehicle you adopted in the swept path analysis.	The vehicle adopted in the swept path analysis is a 27-seater shuttle bus with an approximate length of 7 metres.
5.2.14	Annex 5 cannot be found. Please supplement.	Please refer to the attached appendices.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
5.2.15	Please advise the definition of nearby local residents and consider specifying clearly in the management proposal to avoid ambiguity. It seems unreasonable for residents in Sha Tau Kok as well as those living along Sha Tau Kok Road and Luen Wo Hui to take existing transport services to Sheung Shui Station and interchange with your shuttle bus service. Please critically review the reasonableness and feasibility of your proposed arrangement.	To avoid ambiguity, the definition of “local residents” has been refined and will be clearly stated in both the revised Management Proposal and the TIA report. “Local residents” refer exclusively to residents of Tong To Village returning to their homes. The access arrangement is as follows: • Non-festival periods: Walk-in entry into the columbarium without a booking is not allowed. • Festival periods: Only visitors travelling on the designated shuttle bus service from Sheung Shui Station will be allowed to enter the columbarium. Visitors arriving on foot at the columbarium gate or by other vehicles, including private cars or public transport, will not be allowed to enter the columbarium. This arrangement will be clearly stated in the Management Proposal and reflected in the ash placement agreement to ensure clarity for all parties. The relevant revisions will also be incorporated into the updated TIA report accordingly.
5.2.16	Please advise your estimation on the demand (i.e. one to two persons) during non-festive period. Instead, it is suggested to mention that all visitors shall visit the site during non-peak hours, and the maximum number of hourly and daily visitors (i.e. 20 and 80 visitors respectively).	Noted. For traffic assessment purposes, the projected demand during non-festival periods is based on the maximum booking capacity, which is capped at: • 8 visitors (approximately 2 families) per hour, • 40 visitors per day, distributed over five time slots: 10:00 - 10:45, 11:00 - 11:45, 12:00 - 12:45, 14:00 - 14:45, 15:00 - 15:45. Given the small number of visitors per hour, the impact on public transport services is expected to be minimal and well within the available capacity.
5.2.17	Please advise the arrangement for those other than Tong To villagers. As mentioned above, it seems unreasonable for residents in Sha Tau Kok as well as those living along Sha Tau Kok Road and Luen Wo Hui to take existing transport services to Sheung Shui Station and interchange with your shuttle bus service. Please critically review the reasonableness and feasibility of your proposed arrangement.	As stated in our previous response, all visitors, regardless of their residential location, will be required to use the designated shuttle bus service from Sheung Shui Station during festival periods. This arrangement is essential for better crowd control, pedestrian safety, and to minimize traffic congestion along the access road. The requirement will be clearly stated in the Management Proposal. It will also be explicitly included in the ash placement agreement, ensuring full transparency to niche purchasers at the point of sale.
5.2.19	It is presumed that the 6 full-time staff will also perform duties during non-festive period. Please advise if otherwise.	During non-festival periods, due to the very low number of visitors, only one duty manager or supervisor will be stationed on-site to oversee operations. This arrangement is considered sufficient to manage the limited activities and ensure site safety and order.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
5.2.23	It is noted from para. 5.2.15 and 5.2.17 that the “shuttle bus restriction” does not apply to local residents, which has yet to be clarified and defined. Please review your proposed arrangement taking into account the aforementioned comment and supplement/ suitably revise.	To clarify, the “shuttle bus restriction” during festival periods applies to all columbarium visitors, regardless of their place of residence. This arrangement is necessary to control crowd flow and minimize traffic and pedestrian impact along the access road. The only exemption applies to residents of Tong To Village travelling to or from their homes during festival periods. As they are not considered columbarium visitors, the shuttle bus requirement does not apply to them. This arrangement will be clearly reflected in the revised Management Proposal, and the ash placement agreement to ensure clarity and enforceability.
5.3.1	Please confirm if visitors could visit the site by taxi during non-festive period. As a matter of fact, visitors may take taxi and alight at Sha Tau Kok Road, and walk to the Site even if direct access by taxi is not allowed.	It is recognized that visitors may choose to walk to the site during non-festival periods and, prior to that, may arrive by taxi or other transport modes and alight along Sha Tau Kok Road. However, the following access control measures will be clearly stated in the Management Proposal: • No vehicles, including taxis and private cars, will be allowed to access the columbarium site directly via the access road. • Only pre-booked visitors will be admitted to the site. • Walk-in entry to the columbarium without prior booking will not be allowed. This arrangement ensures operational control is maintained and aligns with the assumptions adopted in the Traffic Impact Assessment.
5.3.2	Figure 8 cannot be found. Please supplement.	Figure 8 has been included.
5.3.5	Please refer to the above comments concerning the transport arrangement, arrangements, especially for nearby residents and direct access by taxi, and suitably revise.	Noted. The updated arrangements will be clearly reflected in the revised Management Proposal and Traffic Impact Assessment to ensure clarity and consistency with operational assumptions.
5.5.1	Similar to the above comment to para. 5.2.16, please advise your estimation on the demand (i.e. one to two persons) during non-festive period. Instead, it is suggested to mention that all visitors shall visit the site during non-peak hours, and the maximum number of hourly and daily visitors (i.e. 20 and 80 visitors respectively).	Please refer to the response provided under Comment 5.2.16.
5.5.4	Please refer to our comments to para. 5.2.17 and 5.3.5, and suitably revise.	Noted. The updated arrangements will be clearly reflected in the revised Management Proposal and Traffic Impact Assessment to ensure clarity and consistency with operational assumptions.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
5.5.6	Please refer to our comments to para. 5.2.17 and 5.3.5, and suitably revise.	Noted. The updated arrangements will be clearly reflected in the revised Management Proposal and Traffic Impact Assessment to ensure clarity and consistency with operational assumptions.
6.11.1	Please refer to our comments to para. 5.2.17, 5.2.23 and 5.3.5, and suitably revise.	Noted. The updated arrangements will be clearly reflected in the revised Management Proposal and Traffic Impact Assessment to ensure clarity and consistency with operational assumptions.
6.11.3	Please be advised that comments from the Transport Department have yet to be addressed.	Noted. The comments from the Transport Department have been reviewed and addressed in the revised Traffic Impact Assessment and Management Proposal.

Revised Traffic Impact Assessment Report

Specific Comments

3.2c	(6.2025) (a). Please refer to our comments to para. 5.2.17, 5.2.23 and 5.3.5 of the Planning Assessment Report and suitably revise. (b). Please supplement “on San Wan Road” after “at lay-by”, and “near Exit B of” before “Sheung Shui Station” in the first sentence.	(a) Noted. The relevant sections in the Traffic Impact Assessment will be correspondingly updated in line with the comments raised under paragraphs 5.2.17, 5.2.23, and 5.3.5 of the Planning Assessment Report. (b) Noted and amended.
3.3a	(6.2025) Please refer to our comments to para. 5.2.17, 5.2.23 and 5.3.5 of the Planning Assessment Report and suitably revise.	Noted. The relevant sections in the Traffic Impact Assessment will be correspondingly updated in line with the comments raised under paragraphs 5.2.17, 5.2.23, and 5.3.5 of the Planning Assessment Report.
3.3b	(6.2025) Please supplement “westbound outside Exit B of Sheung Shui Station” after “San Wan Road”.	Noted and amended.
3.3d	(6.2025) Please refer to our comments to para. 5.2.17, 5.2.23 and 5.3.5 of the Planning Assessment Report and suitably revise.	Noted. The relevant sections in the Traffic Impact Assessment will be correspondingly updated in line with the comments raised under paragraphs 5.2.17, 5.2.23, and 5.3.5 of the Planning Assessment Report.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
Table 4.1 & Figure 4.2	(6.2025) Please supplement GMB 55K and 55K in Table 4.1 and Figure 4.2	The nearest GMB 55K bus stop is located on Sha Tau Kok Road near Luk Keng Road, which is relatively distant from the proposed columbarium site and may not provide convenient access for visitors.

(6.2025)

- (a). Please supplement a table summarizing the modal split during the festive and non-festive period taking into account our above comments, and the passenger demand of different transport modes during the peakiest one hour.
- (b). The arrangement during non-festive period in this part has yet to be updated. Please suitably revise.

a) The following table has been added in TIA

Period	Means of Access to and from the Columbaria Premises	Modal Split (%)	Remarks
Festive	Shuttle Bus (to/from Sheung Shui)	≈100% ^(a)	All visitors are required to use designated shuttle service by appointment.
	Walk-in / Taxi / Others	≈0% ^(a)	
Non-Festive	Taxi / Walk to/from Sha Tau Kok Rd	46% ^(b)	Taxi drop-off visitors at roadside and then visitors walk to the site.
	GMB / Bus (to/from drop-off point)	54% ^(b)	Visitors take public transport and then walk to the site.
	Shuttle Bus (to/from Sheung Shui)	0%	No service is provided during the non-festival periods.

Notes: (a) During festive periods, all visitors are required to use the designated shuttle bus service to enter and exit 「自由福居」 in accordance with the ash-placement agreement (「自由福居骨灰安放權協議」). Walk-in entry to the columbarium premises by any other means, even with a confirmed booking, is not allowed.

(b) According to the modal split extracted from Table 5-3 in the Traffic Impact Assessment Study for Columbarium Development at Cape Collinson Road, Chai - Final Traffic Impact Assessment Report, May 2012.

b) The transport arrangement during non-festival periods has been supplemented as follows:

- All visitors must pre-book their visit through the designated online booking system.
- No shuttle bus service will be provided during non-festival periods.
- Direct vehicular access to the columbarium site will not be allowed; visitors may arrive by public transport or taxi and alight along Sha Tau Kok Road, then walk to the site.
- Only pre-booked visitors will be admitted; Walk-in entry into the columbarium premises without a booking will be denied.

Visitor arrivals will be limited to a maximum of 8 persons (about two families) per session. Each session will last 45 minutes, with five sessions scheduled per day, two days per week. The designated non-peak time slots are:

- 10:00 - 10:45
- 11:00 - 11:45
- 12:00 - 12:45
- 14:00 - 14:45
- 15:00 - 15:45

Based on the assessment in the Traffic Impact Assessment, this controlled arrangement (up to 40 visitors per day) will not create any adverse impact on existing traffic and transport services. The demand remains well within the capacity of public transport facilities serving the area.

This arrangement will be clearly reflected in the revised TIA and Management Proposal.

Section/ Paragraph	Transport Operations (NT) Division's Comments	Responses
5.4	(6.2025) Please advise your definition of “near the site” as it is noted that only one planned / committed development is mentioned.	The traffic generated by the planned/committed development is expected to pass through the two key junctions analysed in the study and could affect junction performance. It has therefore been included in the traffic assessment.
6.1	(6.2025) Please supplement the transport arrangement during non-festive period and the proposed arrangement would not have any adverse impact on the existing traffic and transport services based on your assessment.	Please refer to the response provided under Comment 5.2.
<u>Revised Management Proposal</u> General Comments		
3.2c	Please refer to the above comments to the Planning Assessment Report and Traffic Impact Assessment Report and suitably update, especially the arrangement for locals nearby and transport arrangement during non-festive period.	Noted. The Planning Assessment Report and Traffic Impact Assessment Report have been updated accordingly.



**LCH Planning and Development
Consultants Limited**

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

Planning Assessment Report

Prepared by
Planning Consultant : LCH Planning & Development
Consultants Limited

In Association with
Traffic Consultant : AXON Consultancy Limited

September 2025
Report : Version 1.1



Executive Summary

This planning application under section 12A of the Town Planning Ordinance is submitted on behalf of the Applicant, which is the operator of Liberty Fook Kui at Tong To, Sha Tau Kok, New Territories. This is for the rezoning of the Application Site, from “Village Type Development” (“V”) zone to “Government, Institution or Community (1)” (“G/IC (1)”) zone on the approved Sha Tau Kok Outline Zoning Plan No. S/NE-STK/2.

Under the rezoning proposal, the Application Site under the new “G/IC (1)” zone will be subject to a maximum gross floor area of 98 m² and a maximum building height of 5.6m, which are the development parameters of the existing building. The number of niches will be restricted to 864.

The existing columbarium use has been in place since 1988, much earlier than the date of the first publication in the Gazette of the notice of the draft Sha Tau Kok development permission area plan. The Applicant had fulfilled a series of requirements and obtained the Approval-in-principle Temporary Suspension of Liability on 8 August 2022. This planning application is to satisfy the town planning requirement as well as the relevant licensing requirement.

Planning and technical assessments prove that the rezoning proposal is technically feasible and compatible with the land use, and this application is well justified on planning grounds. It will not result in any significant adverse impacts on land use, traffic, environment, landscape and visual perspective. This application will not set an undesirable precedent for similar applications.



行政摘要

(內容如有差異，應以英文版本為準)

本規劃申請根據《城市規劃條例》第 12A 條規定提交的。申請人為位於新界沙頭角塘肚的「自由福居」的營運者。根據沙頭角分區計劃大綱核准圖編號 S/NE-STK/2，申請地點位於規劃為「鄉村式發展」地帶的土地上。此次申請旨在將申請地點由「鄉村式發展」地帶改劃為「政府、機構或社區（1）」地帶。

根據改劃建議，「政府、機構或社區（1）」地帶將受到最高總樓面面積 98 平方米及最高建築物高度 5.6 米的限制。以上為現有構築物於申請地點上的現時發展參數。骨灰龕的數量將限制為 864 個。

於「自由福居」中的骨灰龕用途已經自 1988 年開始使用，早於沙頭角發展審批地區草圖首次由政府憲報上刊登的日期。申請人已滿足一系列要求，並於 2022 年 8 月 8 日獲得原則上同意暫免法律責任書。本規劃申請旨在滿足城市規劃以及相關的許可要求。

本規劃申請提交的規劃和技術評估已經證明改劃建議在技術上是可行，且與現時及將來鄰近土地用途相容，因此本規劃申請在規劃上有充分的支持理由。本規劃申請不會對土地使用、交通、環境、景觀及視覺影響造成任何重大不利影響，亦不會為設立不良先例。



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1 INTRODUCTION

1.1 The Application

- 1.1.1 We are commissioned by the Applicant to prepare this planning assessment on his behalf for proposing 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 (**Figures 1 and 2**) (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 3**). The Application mainly involves the existing columbarium known as ‘Liberty Fook Kui’ (自由福居) and a yard in front. The proposed amendment involves rezoning the Application Site from “V” zone to “Government, Institution or Community (1)” (“**G/IC (1)**”) zone, of which ‘Columbarium’ is a Column 2 use that requires permission from the Town Planning Board.
- 1.1.3 The Applicant is the operator of the ‘Liberty Fook Kui’. The Applicant previously lodged two rezoning applications (i.e. Application Nos. Y/NE-STK/3 and Y/NE-STK/5). The former application was rejected mainly because the Applicant was not in knowledge about the Traffic Impact Assessment (“**TIA**”) submission and could not demonstrate the proposed columbarium use would not cause adverse traffic impact on the surrounding areas. While the latter submission was withdrawn by the Applicant due to insufficient time to address departmental comments on the TIA. Understood that there were no further adverse comments from other government departments and the revised TIA is ready, the Applicant hereby resubmits the full set of application for the Town Planning Board consideration.



2 THE APPLICATION SITE AND SURROUNDINGS

2.1 Current Condition of the Application Site

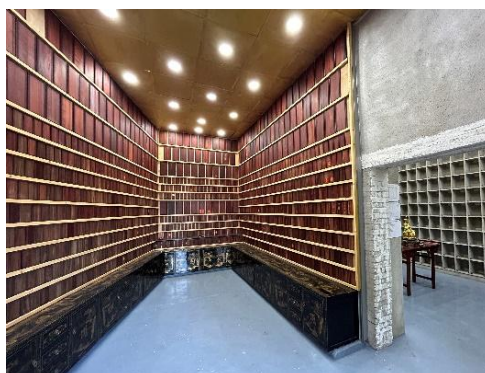
- 2.1.1 The Application Site covers a total of about 157 square metres (“sq. m.”). Portion of the Application Site is currently occupied by a single-storey building structure on Nos. 24 and 25 Tong To Ping Tsuen with a floor area of about 98 sq.m., which mainly occupies by the columbarium portion providing a total of 864 single-urn niches. Currently, 60 of the single-urn niches are occupied and sold before 30 June 2017, and 804 of them remain unoccupied (**Diagram 1**). The Application Site also comprise a yard in front for on-site management of reservation.



Columbarium Portion



Adjoining Vacant Portion



Internal Condition



The Yard

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 access road (**Figure 2**). It is near to an existing village settlement, known as Tong To Ping Tsuen.
- 2.1.3 **Figure 1** illustrates the location of the Application Site and its immediate vicinity.



2.2 Background of Liberty Fook Kui

- 2.2.1 The existing columbarium is operated under the name of ‘Liberty Fook Kui’ (自由福居). It is established in 1988, providing a respectful and peaceful environment for honouring individual who have passed away. The columbarium portion has been operated on the Application Site for 36 years, indicating its long history. No expansion works has been done and it remains as its original state. Refer to **Annex 1** for the Aerial Photos.
- 2.2.2 The Applicant had fulfilled a series of requirements and obtained the Approval-in-principle Temporary Suspension of Liability (TSOL) on 8 August 2022 and it was extended for 3 years from August 2025 to August 2028 (Refer **Annex 8**). Within three-year validity period of TSOL, the Applicant must satisfy the town planning, land lease and building safety requirements to obtain the Private Columbarium Licence (“PCL”). The approval of this planning application is one of the pre-requisite requirements for obtaining PCL. Thus, the Applicant is submitting this Section 12a application to fulfil the town planning requirement of the PCL. Therefore, the Applicant aims to regularize the land use zoning in accordance with the current use and to comply with the planning-related requirements under Private Columbarium Ordinance.

2.3 Land Status

- 2.3.1 The Application Site falls within the Lot 1421 (part), Lot 1422 S.B (part), Lot 1423 S.B (part), Lot 1423 S.C (part) and Lot 1423 S.D (part) in Demarcation District 41 (**Figure 4**).
- 2.3.2 The existing building at No. 24 Tong To Ping Tsuen is subject to a Building Licence BL3NE12C2. The placement of niches in the existing building and the columbarium usage do not violate the concerned government lease. It is understood that Lands Department has no objection on the TSOL as well as the proposed layout plan under the PCL.

2.4 Tong To and Tong To Ping Tsuen

- 2.4.1 Tong To Ping Tsuen is one of the three villages of Tong To, which is also one of the villages under the original Sha Tau Kok ten traditional inter-village alliances (沙頭角「十約」村落)¹. The alliances are centuries-long Hakka Settlements across the Sha Tau Kok of Hong Kong and Yan Tian of Shenzhen.
- 2.4.2 Villagers of Tong To are mainly from Yau’s, Cheung’s and Kan’s Clans. The Applicant is one of the family members of the Cheung’s Clan who has been living in Tong To Ping Tsuen for centuries. The village houses at the adjacent belong to him and his family members.
- 2.4.3 Tong To Ping Tsuen is not a recognized village. It does not fall within the village environs of Tong To but within the “Village Type Development” zone under the OZP. Refer to **Diagram 2**.

¹ 阮志. 越界：香港跨境村莊及文化遺產. 香港

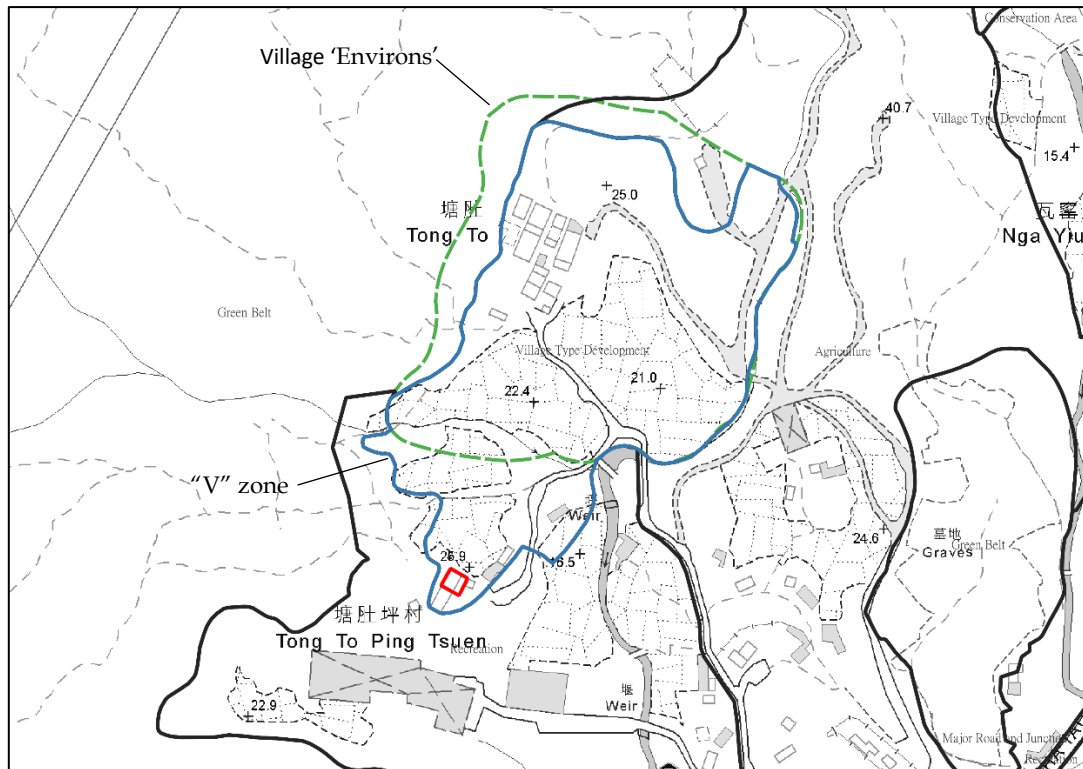


Diagram 2 Village 'Environs' of Tong To

(Source: Development Bureau of the Government of the Hong Kong Special Administrative Region ("DevB") and Town Planning Board)

2.5 Surrounding Context

- 2.5.1 The vicinity is occupied by a few low-rise village houses. To the immediate southwest adjoining the Application site are a single-storey structure which is vacant and the village houses occupied by the Applicant and his family. To the South is a paved land which allows vehicles to access the site, and a large piece of vacant land occupied by recreational facilities is located at the west of the Application Site (**Diagram 3**). Some religious structures are also situated in the vicinity. Along the local access road to the Site, some graves are found.



1.Single-storey structure which is vacant



2.Two village houses adjacent to the Application Site



3.Vacant Land at the behind



4.Paved land for vehicular access

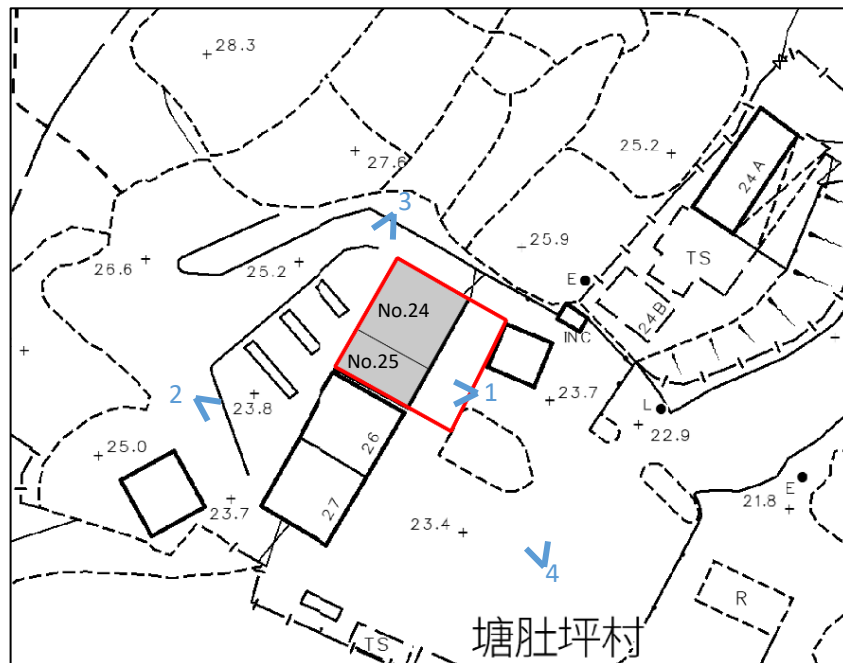


Diagram 3 Existing Use in the Vicinity (Source: DevB)



- 2.5.2 The Application Site is entirely surrounded by recreational use. There are at least 3 hobby farm/ campsites located along the local track road to Tong To and the Application Site is screened away from the temporary structures by the adjoining hobby farm.

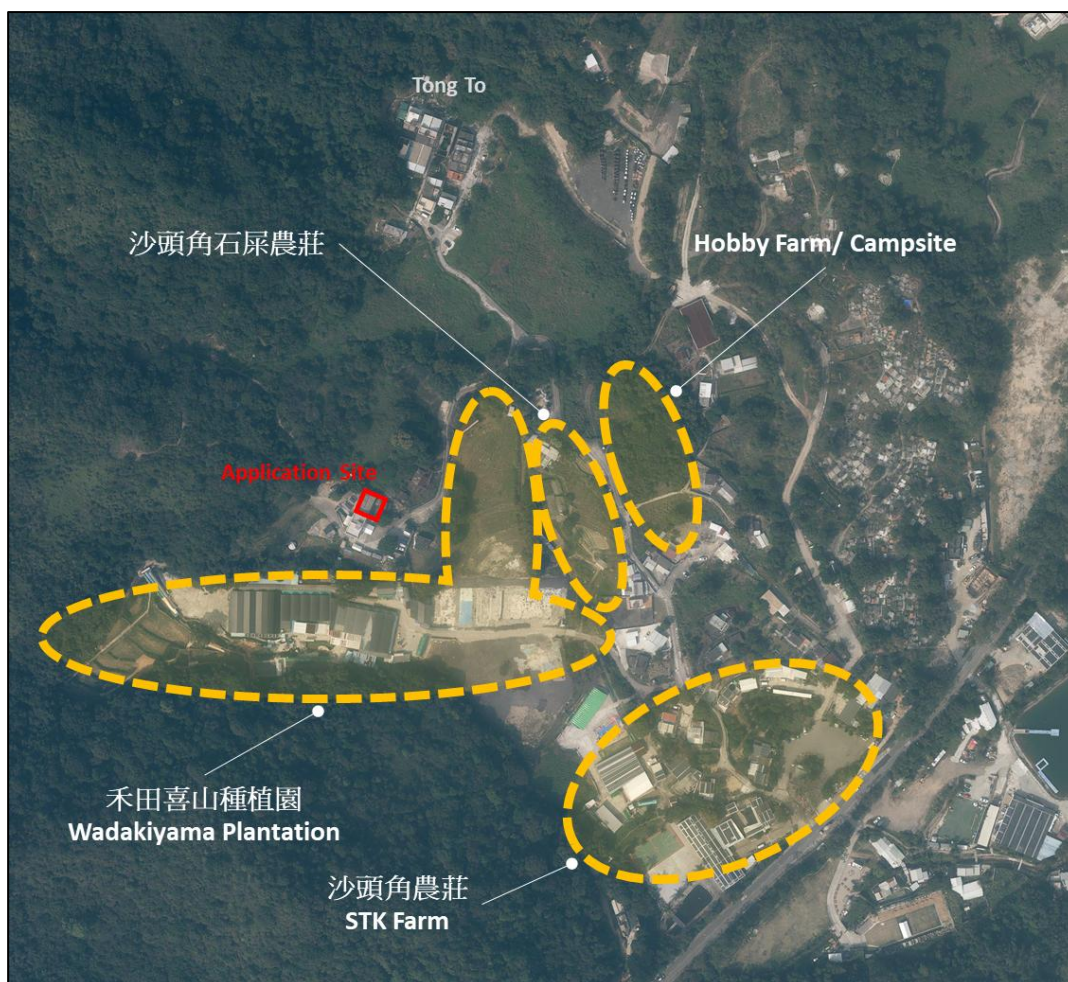


Diagram 4 Surrounding Context

(Source: extracted based on Aerial Photo no. E183526C taken on 21.2.2023 by Lands Department)



‘STK Farm’



‘Wadakiyama Plantation’

Diagram 5 Hobby Farm/ Campsite in Vicinity

2.6 Permitted Burial Grounds and Graves

- 2.6.1 There are two graves in the vicinity, under the name of “邱大公(字伯魁)”, which is known as “烏龜墩” by the locals and refurbished in 1928². There are also some graves of the villages of Tong To scattered in the vicinity.
- 2.6.2 At the back of Tong To and Tong To Ping Tsuen, there is a piece of Permitted Burial Ground ND-STK-06 at the southern slope of Robin’s Nest Hill. Refer to **Figure 5** as well.

² 阮志. 越界：香港跨境村莊及文化遺產. 香港

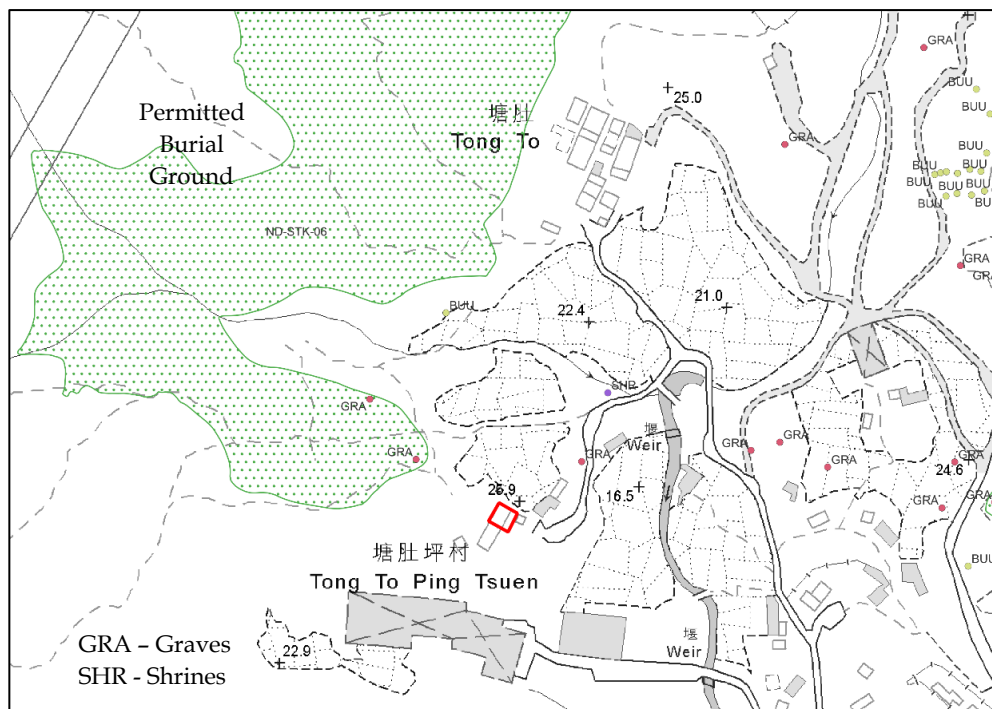


Diagram 6 Graves and Shines in the Vicinity
(Source: DevB)

2.7 Accessibility

2.7.1 The Application Site is accessible to Sha Tau Kok Road via a local access road. It is within 10 minutes walking distance to Sha Tau Kok Road, where public transportation modes such as franchised buses, minibuses and taxis are available. Below shows the existing public transport to/from Sheung Shui MTR Station as well as other districts in Kowloon:

Transport Mode	Route	Frequency
Franchised Bus	78 (Sha Tau Kok - Sheung Shui)	2 shifts in the morning on weekdays
	78K (Tai Ping - Sha Tau Kok)	15-20 minutes
	78S (Sheung Shui - Sha Tau Kok) (Sha Tau Kok - Sheung Shui)	2 shifts in the morning on weekdays 2 shifts in the afternoon on weekdays
	277A (Lam Tin - Sha Tau Kok)	60 minutes during peak hour
Minibus	55K (Sheung Shui - Sha Tau Kok)	4-10 minutes
	55S (Sha Tau Kok - Ta Kwu Ling (Tsung Yuen Ha))	07:10 and 17:00 on weekdays; 09:00 and 17:35 at weekends



	(Ta Kwu Ling (Tsung Yuen Ha) – Sha Tau Kok)	07:35 and 17:25 on weekdays; 09:25 and 18:00 at weekends
--	---	--

Table 1 Existing Public Transport

2.7.2 The Application Site is accessible by a paved local access road branched out from Sha Tau Kok Road – Shek Chung Au. It is a 3.5m wide two-way single track local access road. Passing bays are provided along the local access road. The visitors of the Columbarium can access the site on foot.

2.8 Traditional Hakka Vernacular Architecture

2.8.1 The building bulks of the Application Site is a typical example of traditional Hakka vernacular architecture found in Sha Tau Kok. 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.

2.8.2 The building materials and techniques observed at the existing building, including green bricks, clay and timber, which utilised local and natural materials, are also emblematic of traditional Hakka construction methods (**Diagrams 7 and 8**). 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.



Diagram 7 Elevation of the Application Site showing the main entrance and green brick wall



Diagram 8 Rear portion showing the rivets in the gable wall area which work with the beams and columns to secure the architectural ceiling

- 2.8.3 The dwellings/ ruins in the vicinity of the Application Site also shares similar architectural style, resembling the Hakka rural village landscape.



Diagram 9 Single storey village dwellings at the west of Application Site



Diagram 10 Abandoned two storeys village dwelling at the east of Application Site

- 2.8.4 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^{3 4}, further illustrating the visual connection of the Application Site to its rural surroundings (**Diagrams 9 & 10**). 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. Refer to **Figure 7** for the location of the similar Hakka style historic buildings in the vicinity.

³ 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

⁴ 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 11 Overview of Law Uk in Shek Chung Au Tsuen and Lap Wo Sai Kui in Lap Wo Tsuen



3 PLANNING CONTEXT

3.1 Statutory Planning Context

- 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 (**Figure 3**) (also known as the “OZP”). The planning intention of the “V” zone is “to designate both existing recognized villages and areas of land considered suitable for village expansion”.
- 3.1.2 The Note stated that no new development or redevelopment shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- 3.1.3 ‘Columbarium’ and its related uses are neither a Column 1 nor Column 2 use is not permitted under “V” zone. A rezoning application seeking the Board’s agreement on the Proposed Amendment is therefore required to regularize the development.

3.2 Zoning History

- 3.2.1 Tong To Ping Tsuen and the surrounding area has not been covered by any statutory plan before 2010. The draft Sha Tau Kok Development Permission Area (DPA) Plan No. DPA/NE-STK/1 was exhibited on July 2010 with the draft Sha Tau Kok Outline Zoning Plan No. S/NE-STK/1 was exhibited on July 2013. The Sha Tau Kok Outline Zoning Plan was approved by the Chief Executive in Council on 3 June 2014 and renumbered as No. S/NE-STK/1.
- 3.2.2 As identified under the Planning Report on Sha Tau Kok as published by the Planning Department, Tong To Ping Tsuen which is not a recognized village was scattered with sporadic village house and temporary structures. Back to early 2010s, majority of the agricultural land around Tong To was fallow and occupied by hobby farms already. It was reviewed that the areas covered by Tong To Tsuen and Tong To Ping Tsuen and their vicinity to be zoned as “Agriculture” (“AGR”) and “V” to reflect the existing use which include agricultural use and village house developments⁵.
- 3.2.3 Tong To Ping Tsuen was originally zoned as “AGR” zone on the Draft Sha Tau Kok Development Permission Area Plan No. DPA/NE-STK/1. During the representation stage, the indigenous inhabitant representative of Tong To Tsuen requested to include Tong To Ping to fulfil the needs of the Cheung Clan’s demand on Small House, and hence, the Town Planning Board decided to uphold the request for enlarging the “V” zone for the Tong To Ping⁶. The new “V” zone extended from the village ‘environs’ of Tong To as well. It was subsequently reflected under

⁵ Paragraph 3.3.10.4 of the Planning Report on Sha Tau Kok, Planning Department, March 2013

⁶ Meeting Minutes of Town Planning Board Meeting No. 991, 8 September 2011



the Approved Sha Tau Kok Development Permission Area Plan No. DPA/NE-STK/1.

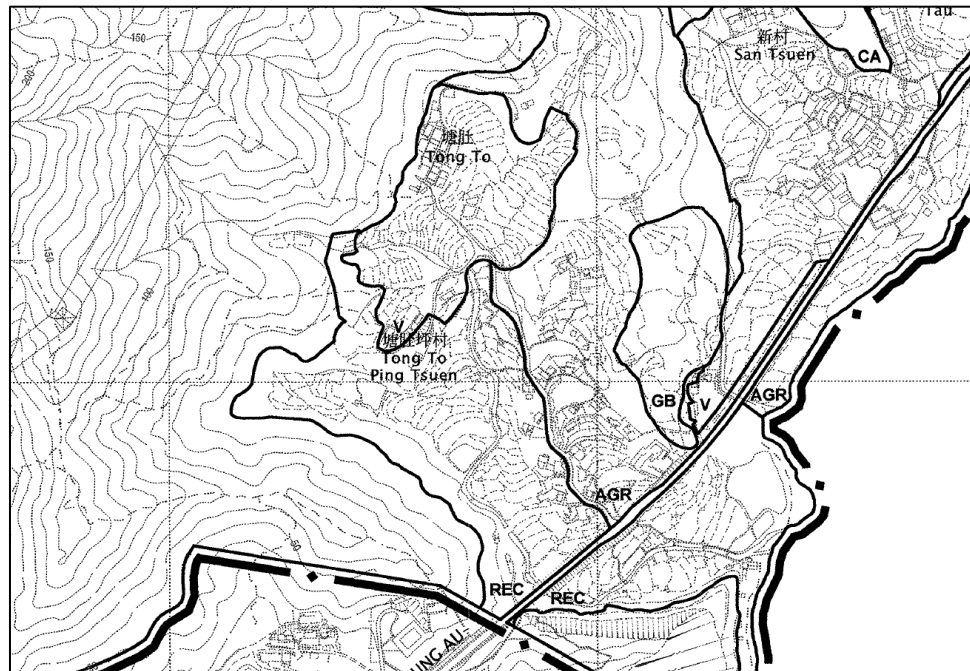


Diagram 12 Extract of the Approved Sha Tau Kok Development Permission Area Plan No. DPA/NE-STK/1

(Source: Legislative Council Brief, March 2012)

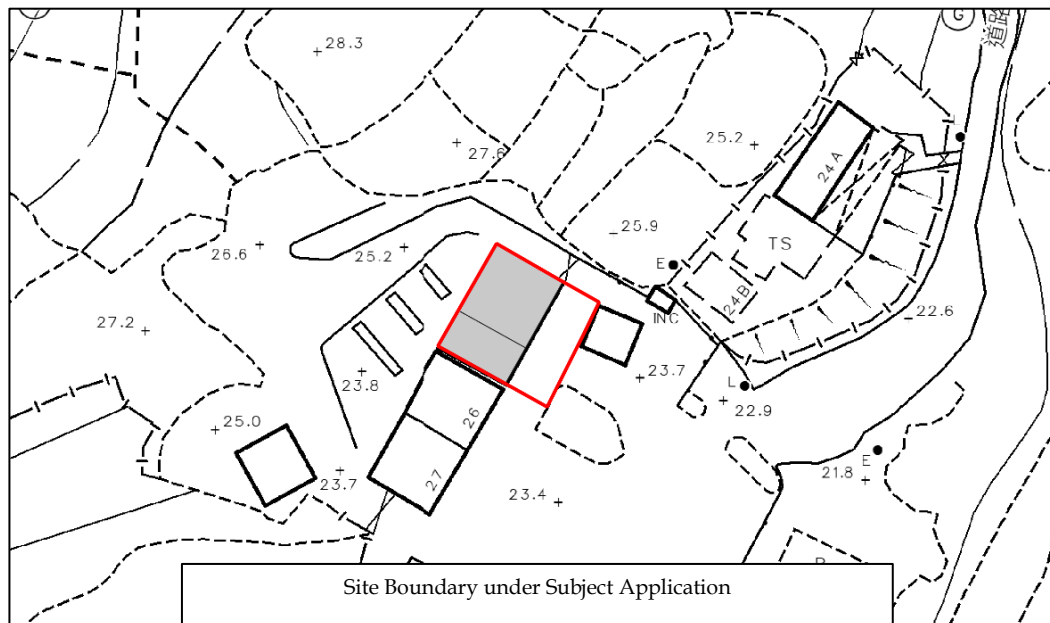
- 3.2.4 The existing building has been erected on the Application Site with niches placed inside the building already since 1988. The columbarium use has been in place before the gazette of the Sha Tau Kok DPA plan. It is noteworthy that the existing columbarium usage has not been reflected in the statutory plan.

3.3 Previous Rezoning Proposals

- 3.3.1 The Applicant lodged two rezoning applications (i.e. Application Nos. Y/NE-STK/3 and Y/NE-STK/5) in the past. The former application was rejected mainly because the Applicant was not in knowledge about the Traffic Impact Assessment (“TIA”) submission and could not demonstrate the proposed columbarium use would not cause adverse traffic impact on the surrounding areas. While the latter submission was withdrawn by the Applicant due to insufficient time to address departmental comments on the TIA. Understood that there were no further adverse comments from other government departments and the revised TIA is ready, the Applicant hereby resubmits the full set of application for the Town Planning Board consideration.
- 3.3.2 Compared to the most recent previous application, the site boundary of the current Application is modified. The current Application includes the existing building bulks and the yard in front of the structures. Although only the main portion is used as columbarium, the Application also includes the adjacent building which is the vacant portion in order to preserve the architectural integrity of the site, as both buildings share a similar architectural style that reflects their historical significance.



- 3.3.3 Apart from conserving its tangible values (e.g. architectural style), it is also essential to respect the existing intangible characters of the site (e.g. cultural significance as an important venue for religious practices and ancestor worship) and to prevent any irreversible changes to these values as well as visual character of the area. Thus, the Application incorporates the adjacent building is to ensuring a more sustainable conservation of the site and its surrounding landscape, while enhancing visitor experience.
- 3.3.4 This inclusion not only conserves the integrity of the site but also strengthens the cultural connection between the Application Site and its adjacent building, fostering a deeper understanding of their shared historical, architectural and cultural significance.
- 3.3.5 Refer to **Diagram 13** for the comparison of the Application boundary between the previous and current application.



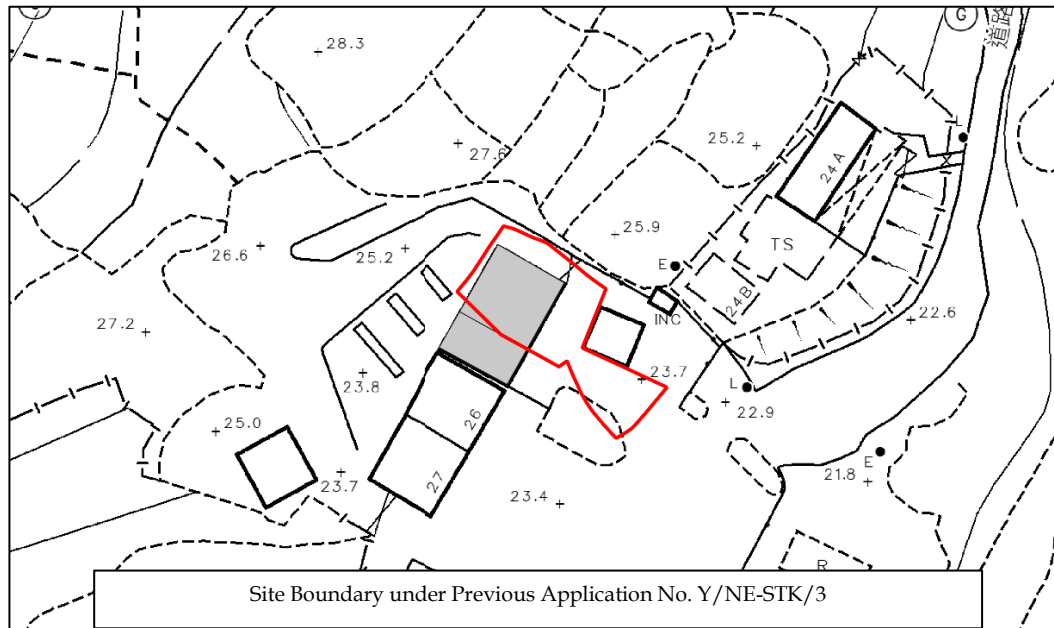
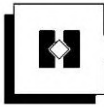


Diagram 13 **Application boundary under previous application (No. Y/NE-STK/3) and subject application**
(Source: DevB and Town Planning Board)



S/NE-STK/2

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Burial Ground
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House (New Territories Exempted House only)	Flat
On-Farm Domestic Structure	Government Refuse Collection Point
Religious Institution (Ancestral Hall only)	Government Use (not elsewhere specified)#
Rural Committee/Village Office	Hotel (Holiday House only)
	House (not elsewhere specified)
	Institutional Use (not elsewhere specified)#
	Market
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified)#
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always
permitted on the ground floor of a New
Territories Exempted House:

Eating Place
Library
School
Shop and Services

(please see next page)



VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily 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. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any diversion of streams or filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works) shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Diagram 14 Extract of Notes of “V” zone of OZP
(Source: Town Planning Board)



4 THE REZONING PROPOSAL

4.1 Amendment Item 1 – Proposed Zoning

- 4.1.1 There is “G/IC” zone on the Sha Tau Kok OZP with ‘Columbarium’ use as the Column 2 use on the Notes. It is thus proposed to rezone the Application Site from “V” to “G/IC (1)” zone in order to reflect the existing columbarium uses in the Application Site which has been operated since 1988. A new sub-zone is proposed in order to provide further restriction on the existing “G/IC” zone.

4.2 Amendment Item 2 – Proposed Schedule of Uses

- 4.2.1 While the rezoning proposal is to rectify the OZP to reflect the existing use in nature, it is proposed to retain the ‘Columbarium’ use under Column 2 uses of the proposed “G/IC (1)” zone, such that the Applicant should submit the proposal to the Town Planning Board for approval, and the Board exercises planning control by imposing approval conditions.

- 4.2.2 However, several uses of the existing “G/IC” zone will not be included in the proposed “G/IC (1)” zone. ‘Government Use (Police Reporting Centre, Post Office only)’, ‘Religious Institution (Ancestral Hall only)’ and ‘Rural Committee/Village Office’ are Column 1 uses under the existing “V” zone and are recommended to keep in the new “G/IC (1)” zone. ‘Government Refuse Collection Point’, ‘Government Use (not elsewhere specified)’, ‘Institutional Use (not elsewhere specified)’, ‘Place of Recreation, Sports or Culture’, ‘Public Convenience’, ‘Public Utility Installation’, ‘Religious Institution (not elsewhere specified)’ and ‘Utility Installation for Private Project’ are original column 2 uses under the existing “V” zone and are recommended to keep as column 2 uses in the new “G/IC (1)” zone. These uses are also Column 1 or Column 2 uses under the existing “G/IC” zone. Refer to **Diagram 15**.

4.3 Amendment Item 3 – Proposed Planning Intention and Remarks

- 4.3.1 The proposed zone is intended to reflect the existing columbarium use on the OZP. The maximum number of columbarium niches within the proposed “G/IC (1)” zone is restricted to 864 niches with no further enlargement.
- 4.3.2 The proposed 864 number of niches is the number of niches as stated under TSOL. The maximum GFA shall be 98 sq.m. and the maximum building height is 1-storey and not exceeding 5.6m., which restrict the columbarium use to the existing development scale only.
- 4.3.3 The proposed “G/IC (1)” zone is tailor-made for the rectification of the existing columbarium and will not set a precedent case under the OZP. Refer to **Diagram 15** for the proposed schedule of uses for “G/IC (1)” zone and **Diagram 16** for the Sha Tau Kok OZP upon agreement of the rezoning proposal.



<u>GOVERNMENT, INSTITUTION AND COMMUNITY (1)</u>	
Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Government Use (Police Reporting Centre, Post Office only) Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Columbarium Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Place of Recreation, Sports or Culture Public Convenience Public Utility Installation Religious Institution (not elsewhere specified) Utility Installation for Private Project
<u>Planning Intention</u> This zone is intended primarily for columbarium and related use. Any development on land zoned “Government, Institution or Community (1)” shall be compatible and blend in harmoniously with its surrounding environment.	
<u>Remarks</u> On land designated “Government, Institution or Community (1)” (“G/IC(1)”), 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 GFA of 98m² and the maximum building height of 5.6m, or the GFA and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater. The maximum number of niches for columbarium uses shall not exceed 864.	

Diagram 15 Proposed Schedule of Uses for “G/IC” zone

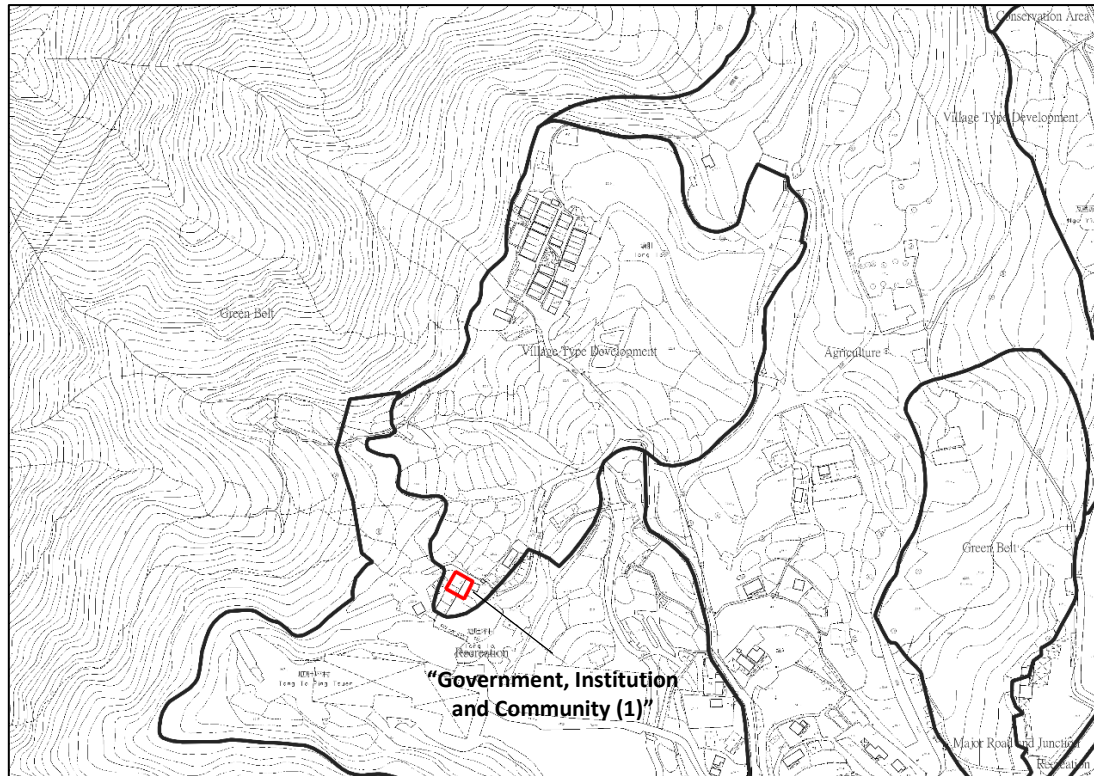


Diagram 16 Proposed Sha Tak Kok OZP Upon Rezoning
(Source: DevB and Town Planning Board)



5 INDICATIVE DEVELOPMENT SCHEME

5.1 Existing Building Bulk

5.1.1 The Application Site covers a site area of about 157 sq.m. The existing columbarium has been in place since 1988, offering a total of 864 niches with 60 of them are currently occupied. The existing development includes the main portion of columbarium (No. 24 Tong To Ping Tsuen) and an adjoining vacant portion (No. 25 Tong To Ping Tsuen). The adjoining portion at No. 25 Tong To Ping Tsuen will be left vacant and will not be used for columbarium use. Only the existing columbarium in No. 24 Tong To Ping Tsuen will be continued for the columbarium use. Both buildings are within the application boundary in order to maintain the architectural integrity and to preserve the historical character. The yard in front of the two structures are also included in this application for effective management of reservations. Refer to **Diagram 17** for the photos of the main columbarium portion and the adjacent portion which is vacant and **Table 2** for the key development parameters of the existing columbarium.



On the left: Adjoining Vacant Portion

On the right: Main Portion as columbarium

Diagram 17 Main Portion and Adjoining Vacant Portion

Development Parameters	
Site Area (about)	157 sq.m
Maximum Gross Floor Area (GFA) (about)	98 sq.m. - 60 sq.m. for existing columbarium portion - 38 sq.m. for the vacant portion
Plot Ratio (about)	0.62
Site Coverage (about)	62.42%
Maximum Building Height (BH) (about)	1-storey and not exceeding 5.6m
Maximum No. of Niches	864 (single-urn)

Table 2 Key Development Parameters



- 5.1.2 The Applicant has adopted the same set of layout plans in the previous submission of PCL Application and there was no comment from Buildings Department. The breakdown of niches information has also been shown. It is noteworthy that there will be no alterations and additions to the existing building, and no new building will be proposed. Refer to **Diagram 18** and **Annex 2** for the layout plans and the comment letter from Buildings Department.

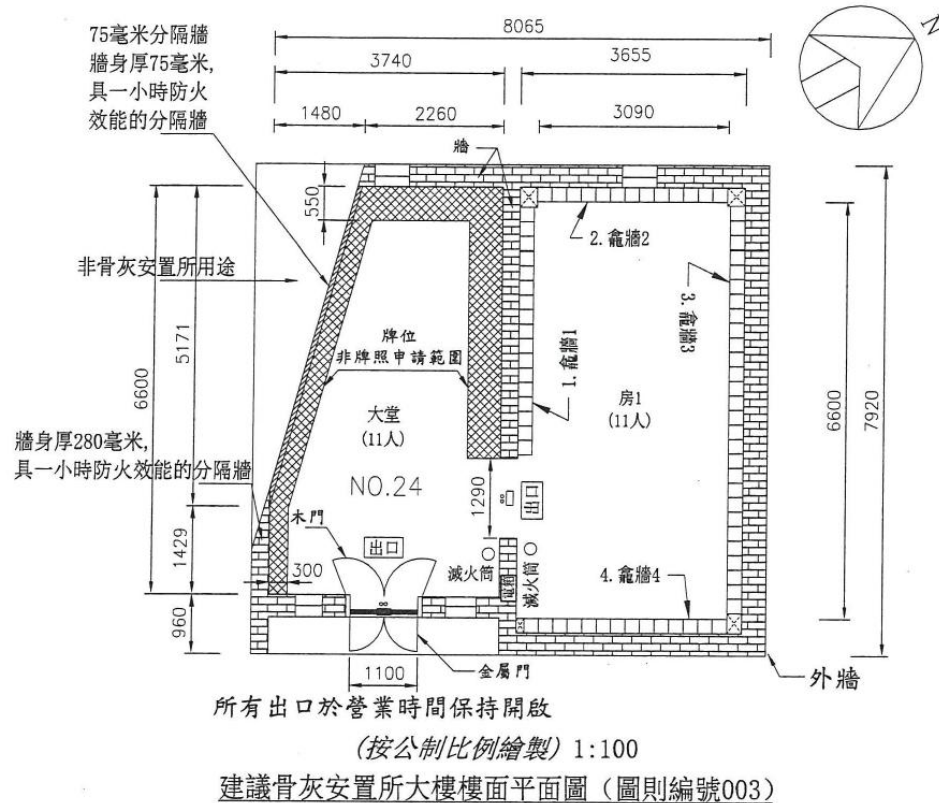


Diagram 18 **Layout Plan of the Columbarium Building**

5.2 Operational Management

- 5.2.1 The Applicant has prepared a management proposal for the ‘Liberty Fook Kui’. The follow is the extract from the management proposal in **Annex 3**.

Operating Hour

- 5.2.2 The operation hour of the Liberty Fook Kui is 10am to 4pm on each Wednesday and Sunday in non-festival period.
- 5.2.3 However, during the Festival period (i.e. the actual dates of Ching Ming Festival and Double Ninth Festival, as well as the Saturdays and Sundays that fall within two weeks before and after both festivals), the operation hour is extended to 8am to 6pm to accommodate the demand.



Strict Limitation on Number of Visitors

- 5.2.4 According to the Code of Practice for Fire Safety in Buildings 2011, the number of visitors shall not exceed 22 individuals. To ensure effective crowd control, the Liberty Fook Kui limits the number of visitors to a maximum of 40 individuals per day or equivalent to about 2 families per 45-minute time slot during non-festival period. A total of 5 sessions are provided on every Wednesday and Sunday for Non-festival period. This controlled cap is well within the available capacity of local public transport and pedestrian facilities, ensuring no adverse impact on the surrounding network. Based on past records, actual non-festive visitation has generally been lower, but the maximum allowance of 40 visitors per day has been adopted for assessment to provide a conservative basis.
- 5.2.5 During Festival period, there will be a total of 20 sessions with 25 minutes per time slot with the maximum number of visitors of 20 persons.
- 5.2.6 There will be only 864 niches in the maximum. Based on the historical data provided by the Applicant, it is assumed that each niche will attract 4 visitors during major festivals such as Ching Ming and Chung Yeung. Therefore, it is estimated that there will be a total of 3,456 visitors during each Festival period.
- 5.2.7 According to the proposal, the sessions available can accommodate a maximum of 400 persons per day during festival period. It is proposed that there will be 9 designated days (including 2 weekends before and after the festival day, plus the festival day itself) per festival which accommodate an average of 384 persons per day. With a cap of 400 visitors per day, the total maximum capacity is 3,600 visitors (9 days x 400 visitors/ day). The maximum capacity exceeds the projected demand of 3,456 visitors, and hence the operating hour shall be sufficient to accommodate all visitors during festival period without overcrowding. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the Operator through the proposal.

Administrative Visitor Booking System

- 5.2.8 Visitors are required to make advance reservation to manage the flow of guests. They can easily pre-reserve for their preferred time slot and notify the staff via WhatsApp and SMS. Non-festival period requires 7 days pre-booking while Festival period requires 14 days pre-booking.
- 5.2.9 Only visitors with valid reservation confirmation will be confirmed in the time slot and be allowed to enter the site. During Festival period, the confirmation notice includes detailed instructions about shuttle service timings, pick-up/ drop-off locations and traffic management guidelines. There will be staff to check the visitors' confirmation at the lay-by near of the Sheung Shui Station, such that only those scheduled bookings will be allowed to visit. During non-Festival period, no shuttle bus service is provided due to low demand and visitors can access the site by public transport and on foot.



Period	Non-festival Period	Festival Period
Opening Days	On each Wednesday and Sunday only falling outside the Festival Period	The actual dates of Ching Ming Festival and Double Ninth Festival, as well as the Saturdays and Sundays that fall within two weeks before and after both festivals (*no operation on Wednesday)
Opening Hours	10am to 4pm	8am to 6pm
Max No. of Visitors allowed per session	8 (40 visitors per day)	20*
Number of Sessions available	5 (10:00am, 11:00am, 12:00pm, 2:00pm and 3:00pm)	20 (8:00am, 8:30am, 9:00am, 9:30am, 10:00am, 10:30am, 11:00am, 11:30am, 12:00nn, 12:30pm, 1:00pm, 1:30pm, 2:00pm, 2:30pm, 3:00pm, 3:30pm, 4:00pm, 4:30pm, 5:00pm and 5:30pm)
Max. Staying Time for each Session	45 minutes	25 minutes

*Remark: Pre-booking is required for both non-festival period and festival period.
* 27 seater shuttle bus will operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors in each session during Festival Period.*

Table 3 Opening Arrangement

5.2.10 Daily capacity of Festival period is well justified with the Administrative Visitor Booking System as follow:

- Operating hours of proposed development: 8am to 6pm (10 hours)
- Shuttle frequency: 2 roundtrips per hour
- Total sessions per day: 2 x 10 = 20 sessions
- Visitors/ session: 20
- Daily capacity = 20 sessions x 20 visitors/session = 400 visitors/day

Pre-booked Shuttle Service

5.2.11 To tally with the opening hours, during the Festival period, 27-seater shuttle will operate from 7:30am to 6:00pm at a frequency of 2 trips per hour in each direction. The maximum number of persons each section can accommodate is 20 persons only. The 27 seater shuttle bus will operate at a frequency of 1 roundtrip per session which can cater all the 20 visitors. As long as all visitors are pre-booked and transported via the designated shuttle services, the number of visitors can be effectively managed by the Operator through the Management Proposal.

5.2.12 The shuttle service operates between Shung Shui Station and the Liberty Fook Kui. The pick-up point for Shung Shui Station is located at the southern side lay-by area on San Wan Road westbound outside Exit B of



Sheung Shui Station; while the pick-up point for Liberty Fook Kui will be located at the southwest area outside the Application Site. The Applicant has obtained consent from the owners of adjacent private lots, and formal approval from the relevant authorities will be obtained prior to operation. Refer to TIA report for the proposed pick-up points.

- 5.2.13 For safety concerns, the shuttle bus will travel in slow speed of not more than 20 km/hr along the local access road and priority will be given to pedestrians. Residents of Tong To Village will be informed in advance of the shuttle bus operations and traffic arrangements during festive periods. Notices will be provided through suitable channels (such as written notifications, WhatsApp groups or direct liaison by the management team) so that residents are aware of the operating schedule and safety measures. According to the on-site survey, pedestrian activity from local residents is low, with a maximum of approximately 2 to 3 persons observed walking during peak hours. Upon spotting pedestrians, the driver will pull over to the side and give way for them to cross first. Refer to **Diagram 19** for the swept path analysis for typical shuttle bus, which is extracted from Figure SP 1.1 of the TIA report in **Annex 4**.

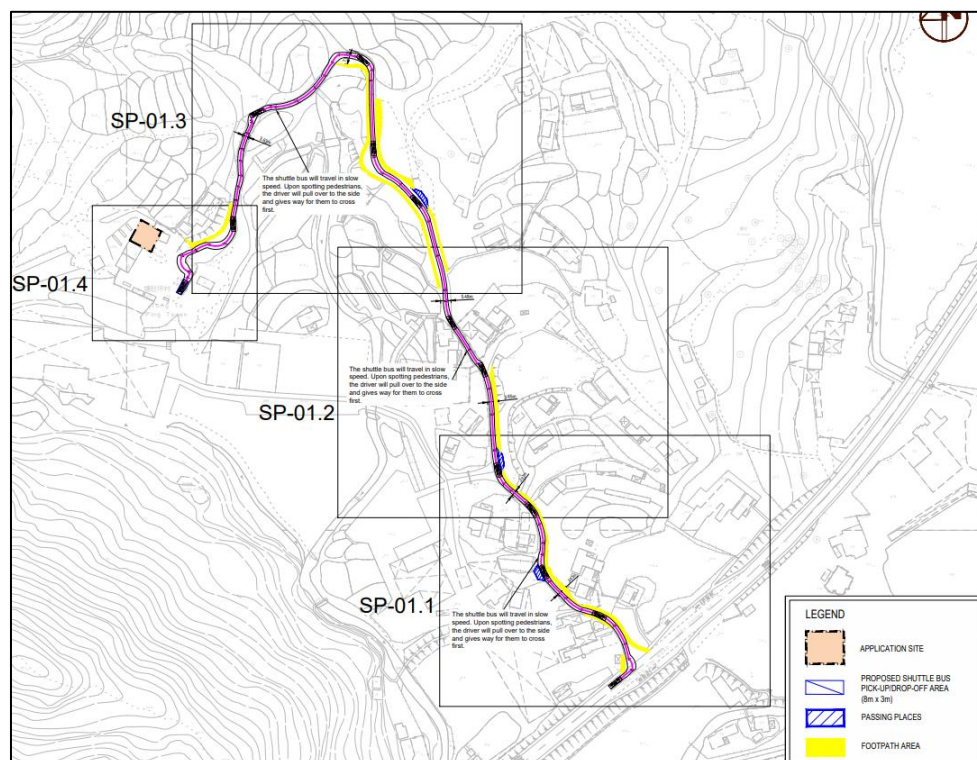


Diagram 19 Swept Path Analysis for Typical Shuttle Bus
(Extract from TIA Report)

- 5.2.14 The proposed shuttle bus service is subject to Transport Department’s periodic assessment and approval. It is noteworthy that the Applicant had once obtained approval of shuttle bus service from Transport Department for the period from September to October 2024 and no adverse comments have been received. Refer to **Annex 5** for details of the approval letter.



- 5.2.15 All visitors should use the pre-booked shuttle service during Festival period unless they are nearby local residents. For local residents (i.e. Tong To villagers and Tong To Ping villagers) who can return and leave their homes along the local access road within Tong To Village, walking access will be permitted. It is noteworthy that, no trips may occur if there are no bookings, even though the booking sections are available.
- 5.2.16 As for non-festival period, there will be no shuttle service provided due to low demand. The projected demand is based on the maximum booking capacity which is capped at 8 visitors per hour and 40 visitors per day. Visitors can access the site by public transport such as buses, minibuses and taxis and walk to the site via the local access road from Sha Tau Kok Road. Given the extremely low occurrence, the impact on public transport services is considered negligible and does not affect overall transport arrangement.
- 5.2.17 As for local residents who are Tong To villagers, walking access will be permitted during their visits on both Festival period and non-festival period. For other residents of nearby village regardless of their residential location, they are required to use the designated shuttle bus service from Sheung Shui Station during Festival period for better crowd control and pedestrian safety.
- 5.2.18 Refer to the proposed bus route as in **Diagram 20**, which is extracted from Figure 4.1 of the TIA report in **Annex 4**.

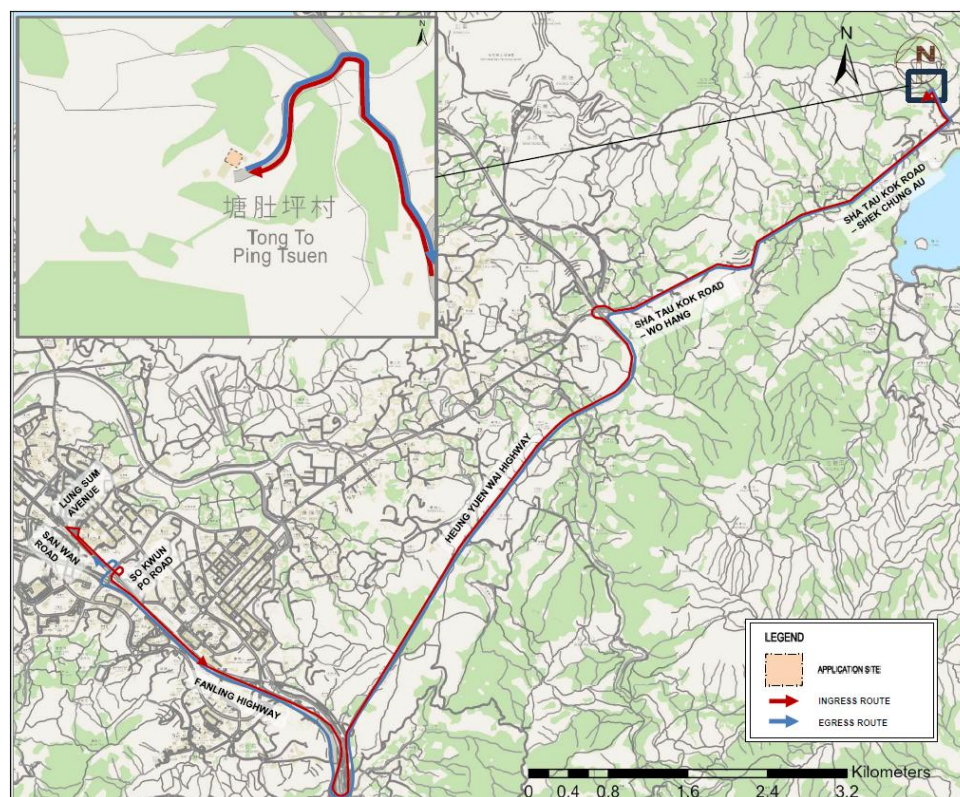


Diagram 20 Proposed Shuttle Bus Route (Extract from TIA Report)

Staffing

- 5.2.19 During non-festival Period, an on-site duty manager or supervisor will



be stationed on-site to oversee operations due to very low number of visitors. During Festival Period, a full management and operation team with additional staff to be hired to cater the increased number of visitors to ensure smooth and safe arrangement on the site.

5.2.20 On-site staff include the manager and the duty officer. Additional part-time staff such as operational staff and handyman will be hired during the festival period. Their duties are as follows:

1. Operational Staff: To monitor the on-site situation and remind the visitors to take away their litters and offerings when leaving the site. They are also responsible for maintaining the order and registration of visitors.

2. Handyman: Ensure smooth flow of visitors and maintain the cleanliness of the site.

5.2.21 For the number of staff, it is based on the number of pre-booked visits. There will be at least one part-time staff member for each position every day during festival period. If daily visitors exceed 200, one extra part-time staff member will be hired for each position. For every additional 100 visitors, one more staff member will be hired for each position.

House Rules

5.2.22 The future niche purchasers must accept the House Rules at the time of purchase. Any visitor or family violating the rules would result in the termination of the contract of the respective niche.

5.2.23 The House Rules restrict that the visitors regardless of their place of residence must use the shuttle bus service provided by the operator to visit the columbarium during Festival period except Tong To villagers who can access the columbarium via the local access road. And the visitors must follow the reservation and registration mechanism as determined by the operator. No joss paper and paper artifacts burning is permitted within the columbarium.

5.2.24 As for now, the columbarium has been functioning smoothly without any significant issues. There have been no complaints regarding disturbances caused by the flow of visitors, indicating that the current management and strategies are effective.

5.2.25 Refer to **Annex 3** for the latest version of the Management Proposal **Annex 4** for the Traffic Impact Assessment and **Annex 5** for the approval letter from Transport Department.

5.3 **Traffic and Crowd Management Proposals**

5.3.1 There is no car parking spaces and lay-by for visitors. No private vehicles or taxis are allowed to enter the respective lots and open area adjacent to the Application Site. Only shuttle bus provided by the operator is allowed to park at the drop-off area during the Festival period. Refer to Figure 8 of the drop-off area and open area. All visitors must use shuttle bus services during Festival period, while visitors should take public



transportation such as buses, minibuses and taxis and walk to the site via the local access road from Sha Tau Kok Road during non-festival period.

- 5.3.2 During Festival Period, shuttle bus will provide transportation services between Sheung Shui Station and the Application Site. Refer to **Figure 8** for the location of the shuttle bus pick-up and drop-off points.
- 5.3.3 The visitation arrangements are communicated to visitors by WhatsApp or other messaging tools annually prior to the Ching Ming and Chung Yeung Festivals.
- 5.3.4 All visitations are allowed only through advance booking. A reservation confirmation will be sent to the visitors upon successful reservation. During Festival period, it will include the details of the shuttle bus service, indicating that it is the only means of accessing the columbarium and no other means of transportation is allowed. Visitors arriving by other means of franchised bus, green minibus, or on foot, which is not by the shuttle bus service, will be denied entry at the locked gate, which is prominently marked with the notice '未經預約，不得內進' (No Entry Without Prior Booking), regardless of whether a booking has been made. This strict measure ensures that only visitors with confirmed bookings and transited by the shuttle bus services provided by the operator may access the columbarium during Festival period, thereby upholding the integrity of the exclusive access system. The arrangement will be regularly communicated to visitors throughout the year.
- 5.3.5 Shuttle bus services will be provided during Festival period and all visitors except Tong To Villagers are required to make use of the service. During non-festival period, no shuttle bus services will be provided and the visitors under confirmed bookings can access the site by public transport like franchised bus, green minibus and taxis, and travel on foot via the local access road from Sha Tau Kok Road. Tong To Villagers can travel on foot during both Festival and non-festival period.
- 5.3.6 For effective control of vehicular and pedestrian traffic, and compliance to the Code of Practice for Fire Safety in Buildings 2011, off-site and on-site crowd control measures will be implemented to ensure safety of the visitors and the smooth operation of the Liberty Fook Kui.

Off-site measures

- Staff will register visitors who have made reservations at the drop-off area in Sheung Shui, verify their names and phone numbers, and distribute the visitor badges;
- Registered visitors must wear a visitor badge which indicates their respective time slot, and return the badge upon leaving the vehicles. This allows effective verification of visitors and on-site management;
- Shuttle buses will operate at a controlled speed not exceeding 20 km/h. All drivers will receive specific training and briefing on the operation procedures, including maintaining at low speed and



keeping alert to pedestrians (such as local residents and hikers). Footpath is available along most sections of the access road, the driver will be additional attention along the section of access road without a footpath. Drivers will be instructed to give way to pedestrians and, where necessary, pull over to ensure safe interaction;

- During both festival and non-festival periods, visitors are required to present their booking confirmation which ensures that only those with scheduled appointments are allowed to visit. Otherwise, they will be denied entry at the locked gate.

On-site measures

- After arriving at Liberty Fook Kui, the on-site staff members will monitor the number of visitors and the route of entering the worship area (i.e. Application Site). Refer to **Figure 9** for movement and management of visitors;
- Each staff member will be equipped with a walkie-talkie for effective coordination and communication, ensuring that the number of visitors remains at 20. They will remind visitors to leave on time and to ensure no offerings and trash are left behind. They will also manage the crowd for queuing up for shuttle bus;
- Reminders such as restrictions on burning joss papers and candles, and other related rules will be broadcasted in the shuttle bus and the Application Site;
- Six tables will be temporarily set up in the outdoor area outside the application boundary during the operation hours of festival periods to manage reservations efficiently, with a maximum of five families or 20 people per time slot. In non-operation hours these tables will be removed;
- Visitor information for the day will be organized when the worship period of each day ends, including the original reservation and departure records, and document any violations of rules which will be followed up and reviewed if necessary. The information will be retained for at least three years for review upon request by personnel from the columbarium;
- The site is equipped with a first aid kit, and qualified personnel with recognized first aid certification will be on duty during Festival period.

5.4 Fire Safety/ Environmental concerns

- 5.4.1 Burning of joss papers and candles is strictly prohibited in Liberty Fook Kui. Indoor incense burning is prohibited as the interior is a smoke-free zone and the placement of oversized offerings are also not allowed. Thus, visitors are encouraged to replace traditional incense offerings with water and fresh flowers.



- 5.4.2 As for the outdoor area outside the building, only eco-friendly low-smoke incense is allowed due to environmental consideration, with a limit of three sticks per worshipper on regular days and one stick per worshipper during festival period. Notices will be posted at the site to remind visitors about the restrictions on the number of smoke incense.
- 5.4.3 The on-site staff will monitor the situation of incense burning and ensure the environment is well-ventilated. All fires are completely extinguished before leaving the area. Incense will be removed by staff from time to time during the day from the incense burner to prevent any potential risk of fire.
- 5.4.4 For fire safety reason, annual fire drill including demonstration of the use of fire extinguisher will be conducted to raise the fire safety awareness of the staff. Additionally, on-site first aid kits are available in case of emergency.
- 5.4.5 Emergency response plan for fire and other emergencies are introduced in the Management Proposal to minimize loss and injuries. Refer to **Diagram 21** for the Fire Escape Route and the Designated Assembly Area.

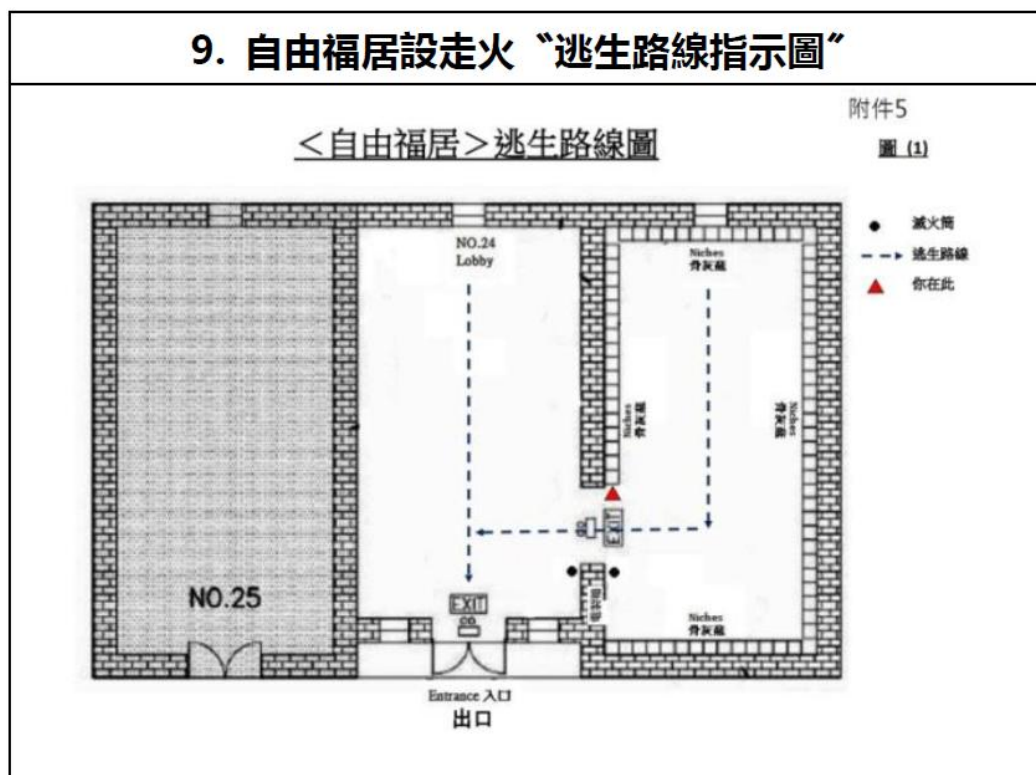




Diagram 21 Fire Escape Route and Designated Assembly Area

5.5 Traffic Impact Assessment

- 5.5.1 A Traffic Impact Assessment has been conducted. During Festival period there will be a maximum of 2 trips of 27-people shuttle bus per hour. All identified junctions will perform satisfactorily. During non-festival period, it is projected that there will be a maximum of 8 individuals per session and a total of 40 individuals per day arriving the site by public transport and on foot if all sessions are fully booked. Junction capacity assessment, lay-by occupancy assessment and pedestrians impact assessment have been conducted, and there was sufficient capacity for all assessments. Hence, the impact of the rezoning proposal on the public transport services and road network is negligible. Refer to **Annex 4** of the Traffic Impact Assessment.

Festival Period

- 5.5.2 To maintain safe and orderly operation during peak periods, the management plan clearly states that all visitors must pre-book in advance and arrive via the designated transport arrangement.
- 5.5.3 Visitors who arrive on foot without using the designated transport, even if pre-booked, will not be admitted. This arrangement ensures effective crowd control and reduces congestion along the access road, which is of substandard width and alignment.
- 5.5.4 For Tong To villagers, walking access will be permitted, while other visitors regardless of the location of residence are required to make use



of the shuttle bus service provided by the operator. Based on our on-site survey, pedestrian activity from local residents is low, with a maximum of approximately 2 to 3 persons observed walking during peak hours.

- 5.5.5 The shuttle bus will travel in slow speed. Drivers must receive trainings and briefing for all the traffic safety measures. Upon spotting pedestrians, the driver will pull over to the side and give way for them to cross first.

Non-Festival Period

- 5.5.6 On non-festival period, the proposed development operates on a limited basis, specifically on Wednesdays and Sundays, with visitation allowed only through advance booking. No shuttle service is provided on these days. The number of visitors is very low, with a maximum of 8 visitors per session and 40 visitors per day. These individuals may access the site on foot. Given the low frequency and managed nature of these visits, pedestrian activity remains minimal and does not result in any adverse impact on the local environment or transport network.
- 5.5.7 With the implementation of the stated measures and the management proposal, it is anticipated that there will be no adverse impact from traffic perspective.

5.6 Visual Appraisal

- 5.6.1 A total of five key public viewing points (including short, medium and long-range) have been assessed, which five of them are at least medium in terms of visual sensitivity. All public viewing points are identified with negligible visual impact under the full implementation scenario as compared with the baseline condition.
- 5.6.2 Thus, it is easy to conclude that the resultant overall visual impact of the rezoning proposal 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. Refer to **Annex 6** of the Visual Appraisal.



6 PLANNING MERITS AND JUSTIFICATIONS

6.1 Rectify Sha Tau Kok OZP to Reflect Existing Columbarium Use

- 6.1.1 The existing building has been erected on the Application Site since 1920s. Liberty Fook Kui has been in operation since 1988 receiving niches from the villagers from Sha Tau Kok and general public.
- 6.1.2 The preparation of the Sha Tau Kok DPA plan and the subsequent Sha Tau Kok OZP have not reflected the existing nature of the columbarium use. This rezoning proposal is just to rectify the Sha Tau Kok OZP to reflect the existing use only.
- 6.1.3 Inclusion of Liberty Fook Kui in the “V” zone creates confusion on the land area calculation for Small House development. Due to the long history, the site should not be considered suitable for Small House development. Hence, it is more appropriate and reasonable to rezone the Liberty Fook Kui from “V” zone to “G/IC (1)” zone on land-use planning perspective.

6.2 No Objection from Concerned Departments on the operation of a Private Columbaria

- 6.2.1 Liberty Fook Kui has obtained the Temporary Suspension of Liability on August 2022 to operate a columbarium. The Applicant has obtained no objection from the following departments on the submitted proposal, which is the same as stated in this rezoning proposal:
- Lands Department
 - Buildings Department
 - Fire Services Department
 - Environment Protection Department
 - Hong Kong Policy Force
- 6.2.2 The proposed development and associated Traffic Impact Assessment are still under review and subject to Transport Department’s final comments.
- 6.2.3 All concerned departments, except from the Town Planning Board, in the private columbaria licencing process have no objection to the Liberty Fook Kui. Upon approval from the Town Planning Board, it is expected that the private columbaria licence will be issued to the Liberty Fook Kui.
- ### **6.3 Compatibility with Adjacent Landscape**
- 6.3.1 The locality of the Application Site is considered as rural village landscape, surrounded by village type developments and recreational uses at its north and south, intermixed with temporary structures and vegetated land. Additionally, the building has similar Hakka architectural characteristics with the structures in the vicinity.

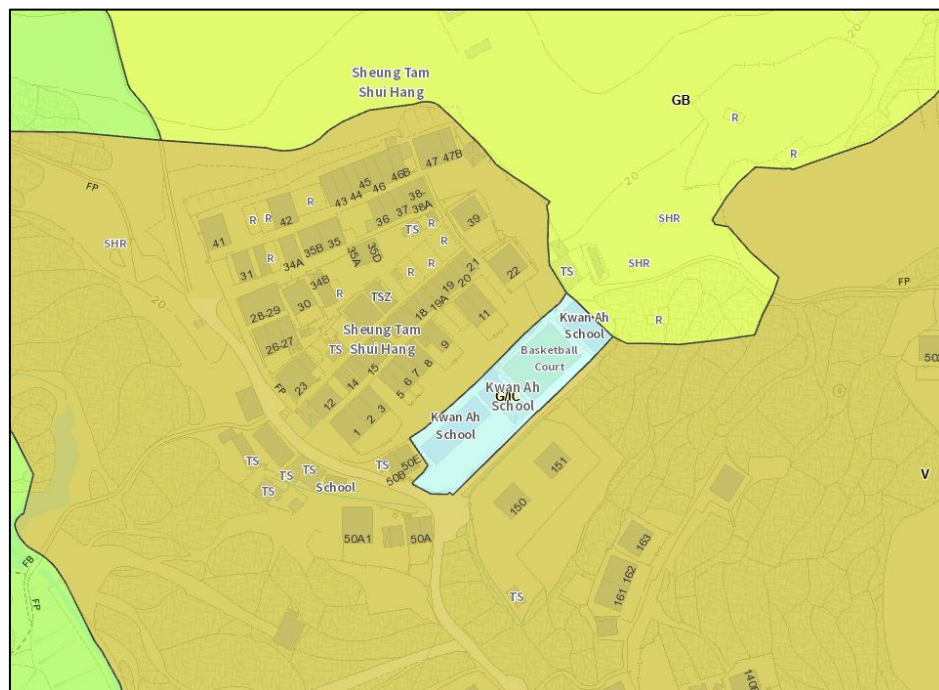


6.3.2 With a small site area of 157 sq.m., the existing building is low-rise and small-scale in nature. It is noteworthy that the rezoning proposal limits any future development at the Application Site by containing to the existing development parameters only, which is 1-storey tall and a definite maximum gross floor area. The Applicant has no intention to redevelop the existing building, and it is intended to keep the existing building for the columbarium use. Compare to the “V” zone which permits village houses of 3-storey in height and an implied maximum plot ratio of 3, the subject columbarium building of 1-storey height is not incompatible with the surrounding structures of similar height.

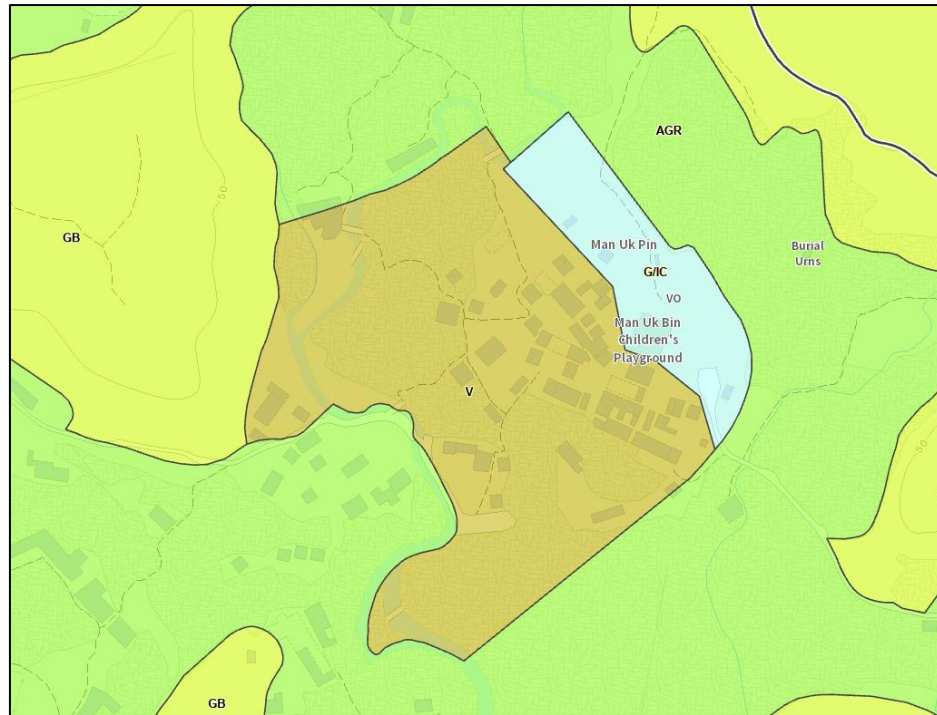
6.3.3 A Visual Appraisal has been prepared. It demonstrated that the existing building has no visual compatibility issue with the surrounding. No adverse visual impact has been resulted. Refer to **Annex 5** for the Visual Appraisal.

6.4 Compatibility with Adjacent Zoning

6.4.1 The proposed “G/IC” zoning is not incompatible with the “V” zone. It is common for “G/IC” zone to be adjacent or surrounded by the “V” zone to provide supporting function. For instance under the subject Sha Tau Kok OZP and the adjacent Man Uk Pin OZP, it is common to have “G/IC” Zone adjacent to the “V” zone.



“G/IC” zone in Sheung Tam Shui Hang on the Sha Tau Kok OZP



“G/IC” zone in Man Uk Pin on the Man Uk Pin OZP

Diagram 22 Example of Zoning Compatibility

(Source: Town Planning Board)

6.5 Compatibility with the Land Use

Located Far Away from Existing Village Cluster

- 6.5.1 The Application Site is situated in a rural area close to the Frontier Closed Area, well away from urban centers and major villages. The Application Site is naturally segregated from existing village cluster of Tong To Tsuen. The nearest village cluster, Tong To Tsuen, is located at least 200 meters from the Application Site with dense tree groups in between (**Diagram 23**).

No Disturbances to the Surrounding Residents

- 6.5.2 Adjoining to the Application Site are two village houses (Nos. 26 & 27 Tong To Ping Tsuen) to the southwest, which are owned and occupied by the Applicant and his family members. The Applicant receives no objection from the family members. The ruined dwellings along the local track road to the further east of the Application Site have been abandoned for a long time already. Apart from owning by the Applicant and his family, the nearby structures of the site are either abandoned or ruined. No disturbances will be brought to any nearby residents.
- 6.5.3 There are dense tree groups to the north. There are also metal fences erected along. These natural and man-made barriers help to avoid unnecessary disturbance to the villagers in Tong To Tsuen. If necessary, the operator can fence off the entire building to avoid unnecessary disturbance to the neighbouring development.



Ruined Dwellings in Vicinity

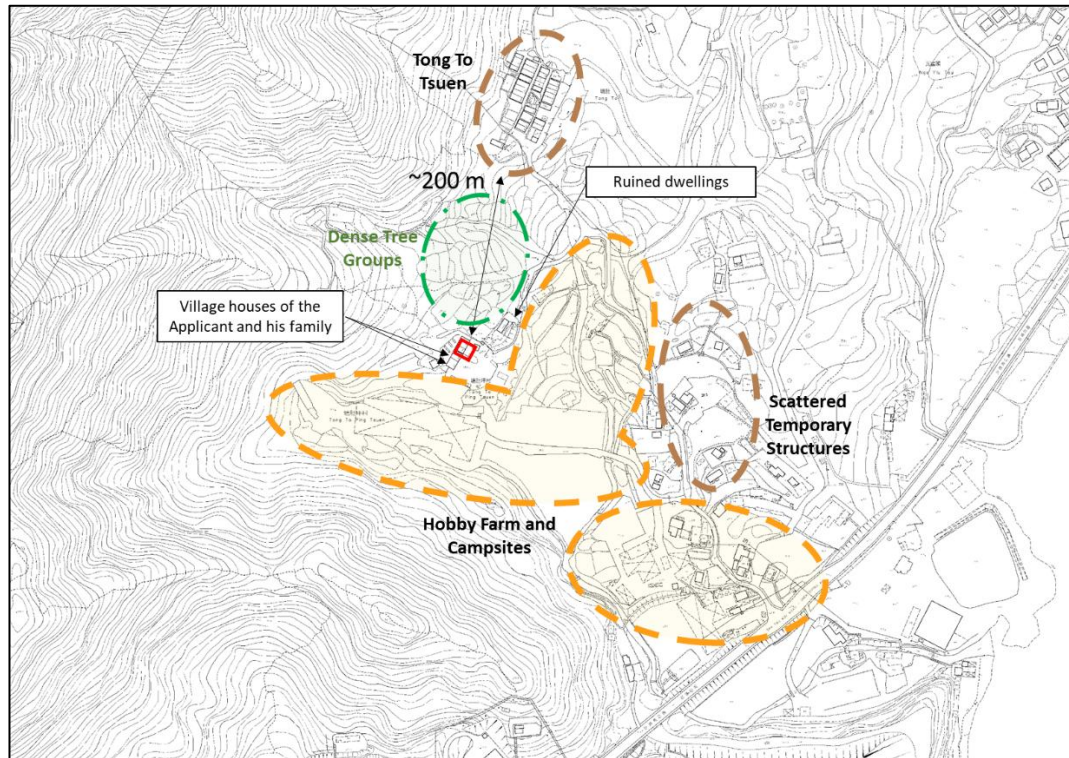


Diagram 23 Land Use Distribution of the Surrounding
(Source: DevB)

Limited Nuisances from Graves Sweepers

- 6.5.4 The Application Site and the local track road connecting are segregated from the village cluster of Tong To Tsuen to the north. The local track road mainly passes through the “REC” and “AGR” zones along the way, with temporary structures and hobby farms/ holiday camps dominate along the route already.
- 6.5.5 In view of the overall physical setting of the Application Site, where the Application Site is located at the southern edge of the “V” zone, not falling within the village ‘environs’ and is segregated from the existing dwellings by the dense tree groups or the recreational uses, it is considered that there would be limited nuisances to the nearby village house in terms of potential intermixing of grave-sweepers and villagers in the locality. The Visual Appraisal also demonstrated the visual compatibility.



6.5.6 During Festival period, all grave-sweepers shall take the shuttle bus services to the columbarium. On-site staff will be stationed along the route to prevent grave-sweepers to access on foot or by private vehicles. During non-festival period, a minimal number of grave-sweeper will access the site by public transport services and on foot which is unlikely to cause nuisance due to low demand which would not generate additional traffic flow. Thus, there shall be no adverse impact for intermixing of grave-sweepers and villagers along the local track road.

6.5.7 With no anticipated environment and traffic impact brought to the surrounding, the existing building is in the same architectural style to the Hakka villages of Sha Tau Kok, and a reduction in the development intensity, the existing columbarium is considered not incompatible with the land use.

6.6 No Impact on the Availability of land for Small House

6.6.1 The Applicant and his family members have no intention to develop the Application Site into Small House. On a wider extend, the Application Site has a total area of about 157 sq.m. and the total area of the subject “V” zone is about 43,586 sq.m.. The rezoning proposal only convert 0.36% of the subject “V” zone. Moreover, there are only about 1,629 sq.m. area currently occupied by buildings inside the subject “V” zone. There is still 41,800 sq.m. of “V” zone, equivalent to about 95.9% of total area, for Small House development in Tong To Tsuen.

	Site Area (sq.m.)	% to total area of subject “V” zone
Total Area of Subject “V” zone	43,586	
Application Site	157	0.36%
Existing Building Area (excluding the area marked as ruins and the existing building on the application site)	1,629	3.74%
Available Land for Small House	41,800	95.9%
Existing and Estimated Small House Demand	65.03 x (17+190) =13,461.2	
Available Land for Small House after considering Small House Demand	28,338.8	65.0%

Table 4 Land Availability for Small House

6.6.2 According to the latest statistics in 2023⁷, the number of outstanding Small House applications and the number of 10-year Small House demand sharing the same “V” zone for Tong To are 17 and 190 respectively. Even taking into account the above Small House demand, there is still 28,338.8 sq.m. of “V” zone, equivalent to about 65.0% of total area, for Small House development in Tong To. The rezoning proposal has no material impact on the availability of land for Small House

⁷ RNTPC Paper No. Y/NE-STK/3B for consideration by the Rural and new Town Planning Committee on 14.7.2023



development.

6.7 Not a “Destroy First, Develop Later” Development

6.7.1 The columbarium use has been in place on the Application Site before the gazettal of the statutory plan, and it is not part of the “Destroy First, Develop Later” strategy. This structure has stood on the site for over 30 years, and the current rezoning application does not propose any expansion or alteration.

6.7.2 The building will remain in its current form, signifying a commitment to conserve the existing structure rather than demolish it. The objective of this application is to regularize the existing development, ensuring it complies with current regulations without necessitating the removal or reconstruction of any elements. This approach is designed to avoid any adverse impacts on the surrounding environment or community, maintaining the integrity of the site while respecting its historical significance. Thus, the subject Application does not reduce the space and potential for village developments.

6.8 Already Comply with the Government Lease

6.8.1 Different from other rezoning applications for columbarium use, the existing building already obtained no objection from the Lands Department for the columbarium usage. No further application is required for the columbarium use on No. 24 Tong To Ping Tsuen.

6.9 Well Established and Supports from the Local

6.9.1 The Applicant received no objection from the family members of Cheung’s Clan about the rezoning proposal. The existing columbarium has been in place for more than 36 years and the adjacent villagers are well aware of its existence already.

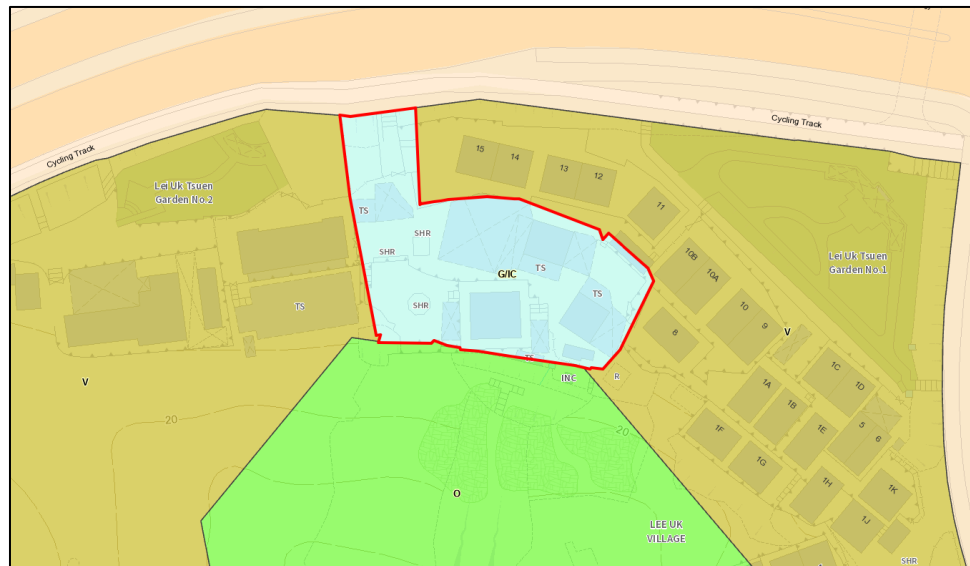
6.10 Supported by Similar Agreed Rezoning Applications

6.10.1 There are plenty of successful rezoning applications to rectify the existing columbarium use on the OZP, to convert the “V” zone or residential zoning to “G/IC” or “Other Specified Use” annotated “Columbarium”. Below is a summary table of the precedent cases:

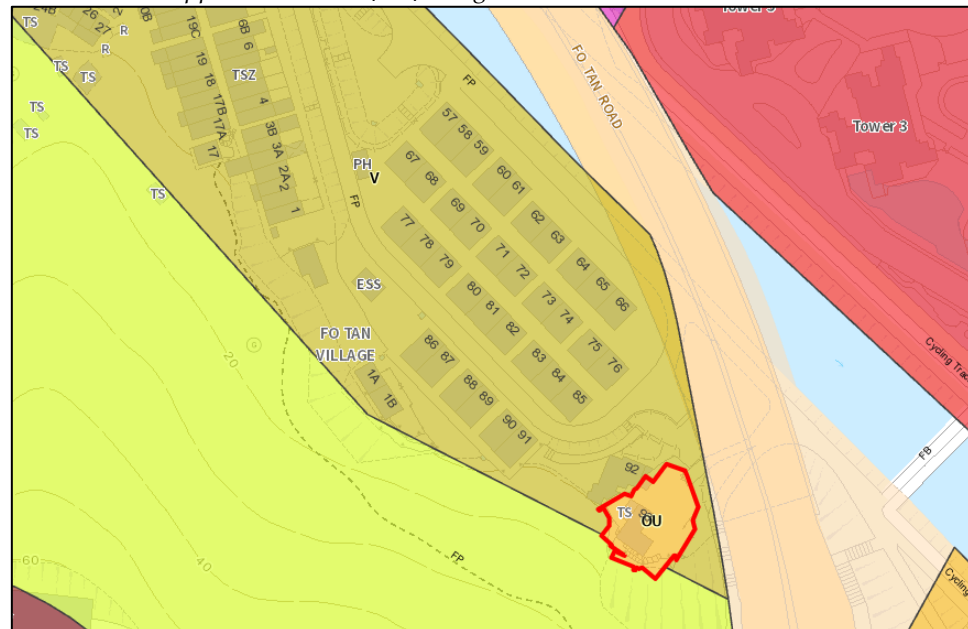
Application Nos.	Agreement Date	Proposed Amendment
Y/ST/42 on Approved Sha Tin OZP No. S/ST/34	4 December 2020	To rezone the application site from “V” to “G/IC”
Y/ST/47 on Approved Sha Tin OZP No. S/ST/34	10 September 2021	To rezone the application site from “V” and “Green Belt” to “Other Specified Use” annotated “Columbarium(1)”

Table 5 Precedent Agreed Rezoning Applications

6.10.2 Both applications share several characteristics with the current rezoning proposal. All are situated on the edge of “V” zone and in close proximity to the adjoining dwellings. Additionally, they are fenced off to minimize any disturbances to the surrounding neighbourhood. There is no proposed expansion of the existing building bulk in either case. Given these similarities, subject application site exhibits comparable planning grounds and settings to those of the previously approved rezoning applications. Agreement on this rezoning proposal would not set an undesirable precedent case as there are established cases already.



S.12A Application No. Y/ST/42 agreed on 4 December 2020



S.12A Application No. Y/ST/47 agreed on 10 September 2021

Diagram 24 Precedent Similar Agreed Rezoning Applications
(Source: Town Planning Board)



6.11 **Technically Feasible**

No Adverse Traffic Impact

- 6.11.1 Visitors except villagers of Tong To Village are expected to access the subject site by shuttle bus services provided by the operator during Festival Period and by public transport services and on foot during non-festival period. The operator shall strictly follow the rules on the management proposal so as to effectively control the vehicular and pedestrian flow. No additional vehicular flow will be generated.
- 6.11.2 The Design Flow/Capacity Ratio of the critical junctions in existing condition and full implementation condition are calculated. The assessment results have shown that both junctions and road links can be operated satisfactorily in both conditions due to the low traffic flow. Lay-by occupation assessment and pedestrian impact assessment have been assessed and there would be sufficient capacity. Thus, no adverse traffic impact is anticipated.
- 6.11.3 All previous comments from the Transport Department have been fully addressed. Refer to **Annex 6** for the Traffic Impact Assessment.

No Adverse Environmental Impact

- 6.11.4 For air quality impact, the primary source of air pollution would be burning of joss papers. However, burning of joss papers is prohibited in the Liberty Fook Kui and the incinerator is not in used. Since the interior is designated as a smoke-free zone, only eco-friendly incense is permitted in the outdoor area in front of the columbarium building, with restrictions on the quantity of incense that can be burned on site.
- 6.11.5 For noise impact, the columbarium is not intended for conducting funeral ceremony and it is solely for worshipping and praying purposes which are typically quiet activities. Moreover, there is restriction on the number of visitors allowed for each time slot. No sound amplification system will be used during the ceremonies. The worshipping activities would be closely monitored to ensure no nuisance would be caused by the noise generated from the site.
- 6.11.6 The relevant proposal has been submitted to the Environmental Protection Department (“EPD”) and no objection from EPD has been received.

No Adverse Visual Impact

- 6.11.7 Refer to the Visual Appraisal, the rezoning proposal has no adverse visual impact to the existing and future village development.

6.12 **Strong Demand of Private Niches Spaces**

- 6.12.1 According to the Census and Statistic Department, the death rate in Hong Kong has been increasing steadily between 2017 to 2022, indicating a higher demand for columbarium niche spaces. The most recent data shows that Hong Kong has an annual death rate of about 8.7% in 2022,



which significantly increased by 1.8% when compared to 2021, reaching the highest number of deaths in the past 20 years (**Diagram 25**). With reference to the increasing trend and the aging population in Hong Kong, it is anticipated that the demand for niche spaces will continue to increase.

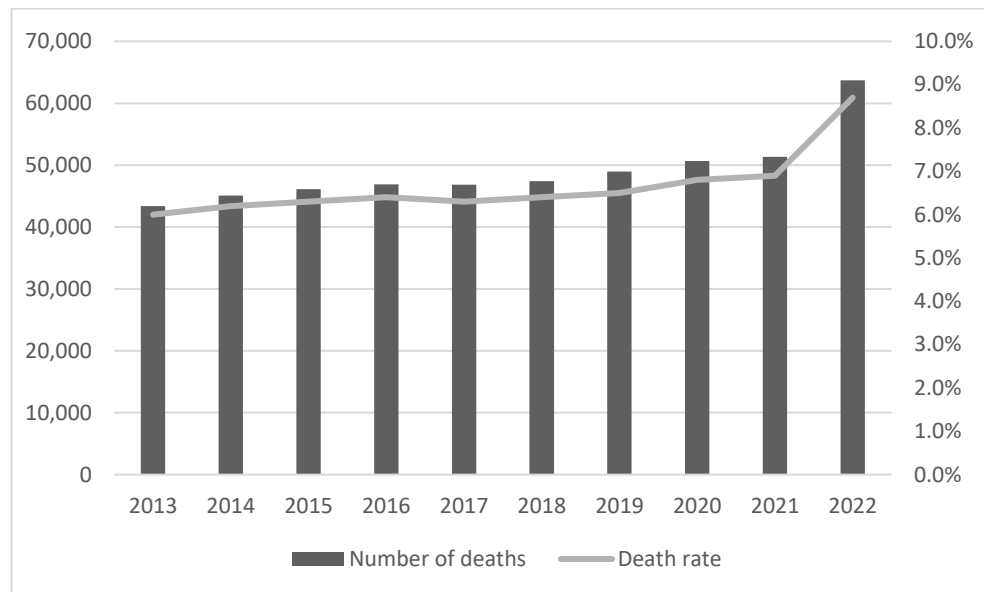


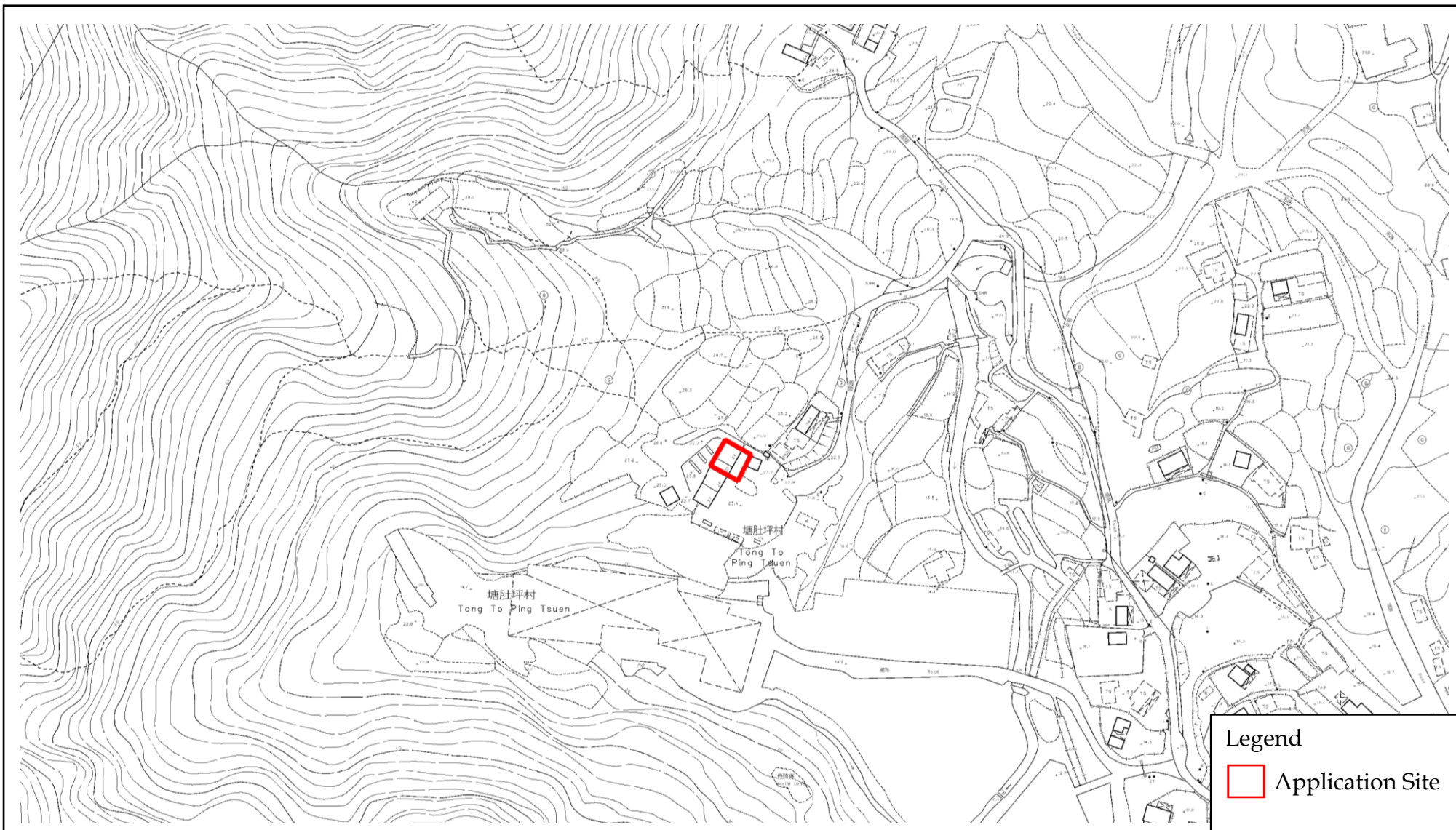
Diagram 25 Number of deaths and death rate (2013 to 2022)

- 6.12.2 Although columbarium niches are essential facilities for the community, it is not easy to develop due to the characteristics of columbarium, such as raising objections and concerns from the nearby local residents as there are different cultures that have varying beliefs about death and memorialization. The subject columbarium can provide a total of 864 niches which can increase the supply of columbarium niches.



7 CONCLUSION

- 7.1 This Planning Statement Report is submitted to the Town Planning Board in support of the rezoning application from “Village Type Development” zone to “Government, Institution or Community (1)” zone.
- 7.2 This Application is supported with the following planning justifications:
- Rectify Sha Tau Kok OZP to Reflect Existing Columbarium Use
 - No Objection from Concerned Departments on the operation of a Private Columbaria
 - Compatibility with Adjacent Landscape
 - Compatibility with Adjacent Zoning
 - Compatibility with the Land Use
 - No Impact on the Availability of land for Small House
 - Not a “Destroy First, Develop Later” Development
 - Already Comply with the Government Lease
 - Well Established and Supports from the Local
 - Supported by Similar Agreed Rezoning Applications
 - Technically Feasible
 - Strong Demand for Niches Spaces
- 7.3 In view of the above, we respectfully request the Board Members to give favourable consideration on this rezoning application.



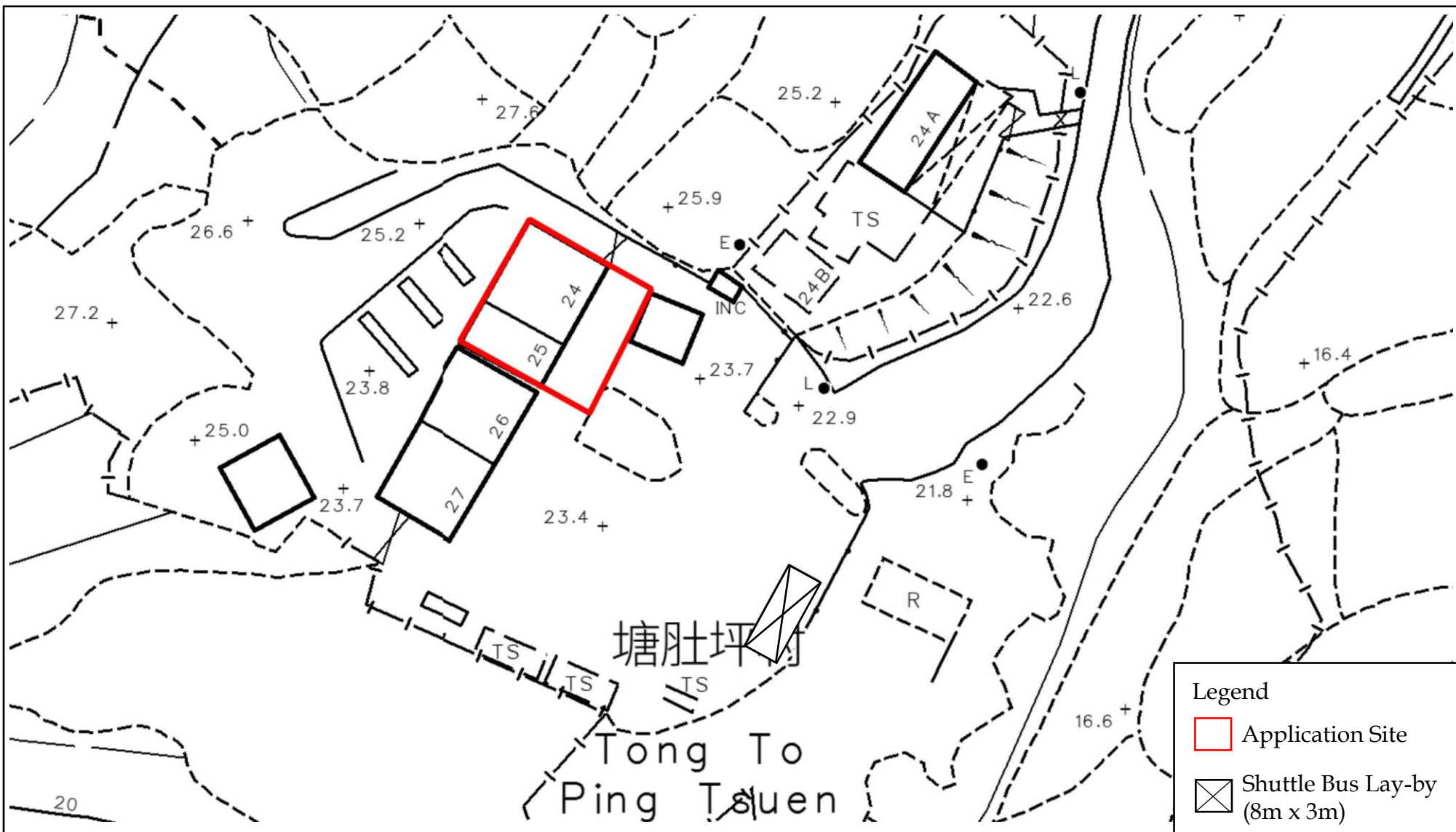
**LCH Planning and Development
Consultants Limited**

Figure 1 : Location Plan

(For reference only. Not to scale.)

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)



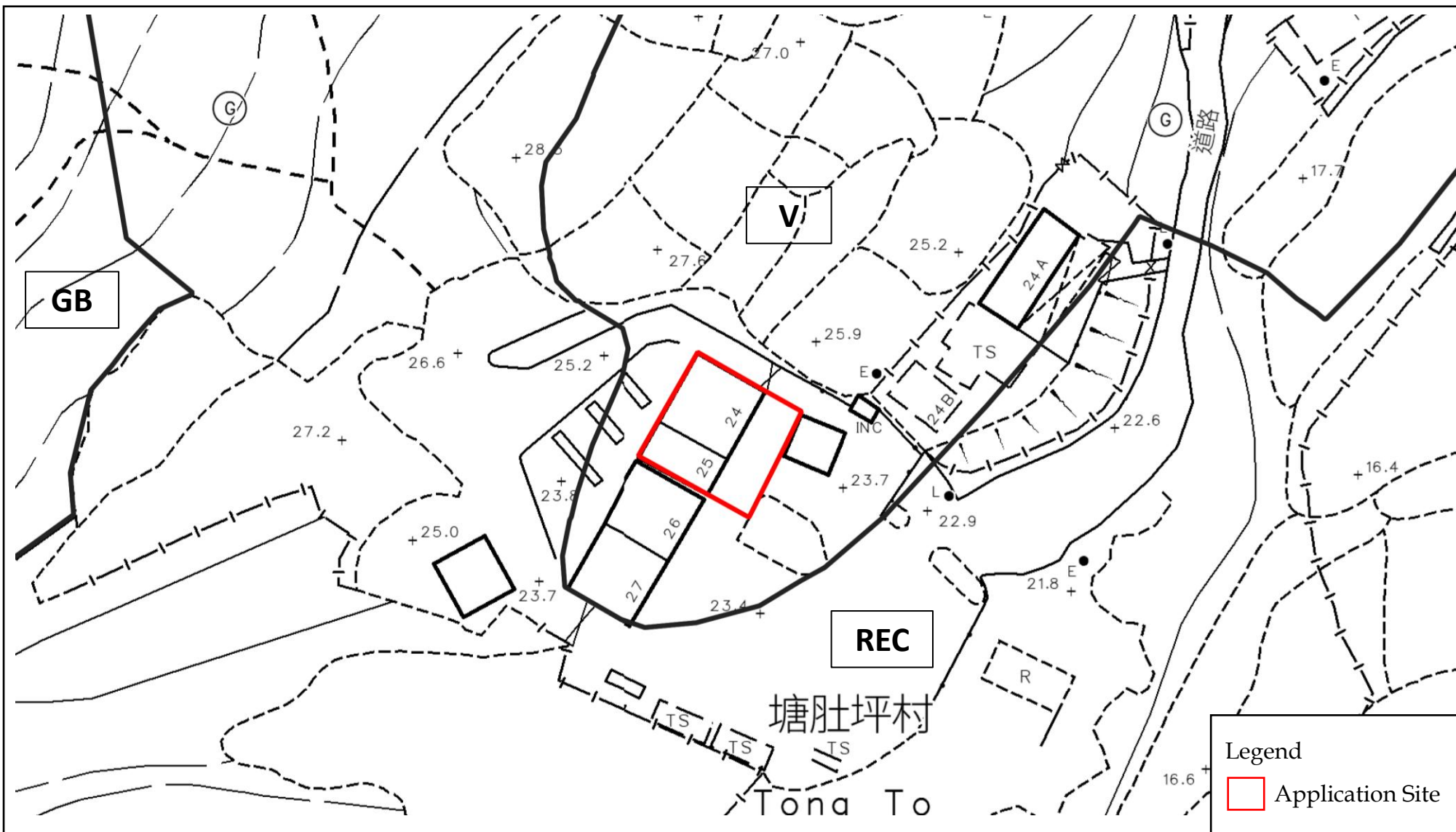
**LCH Planning and Development
Consultants Limited**

Figure 2 : Site Plan

(For reference only. Not to scale.)

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)



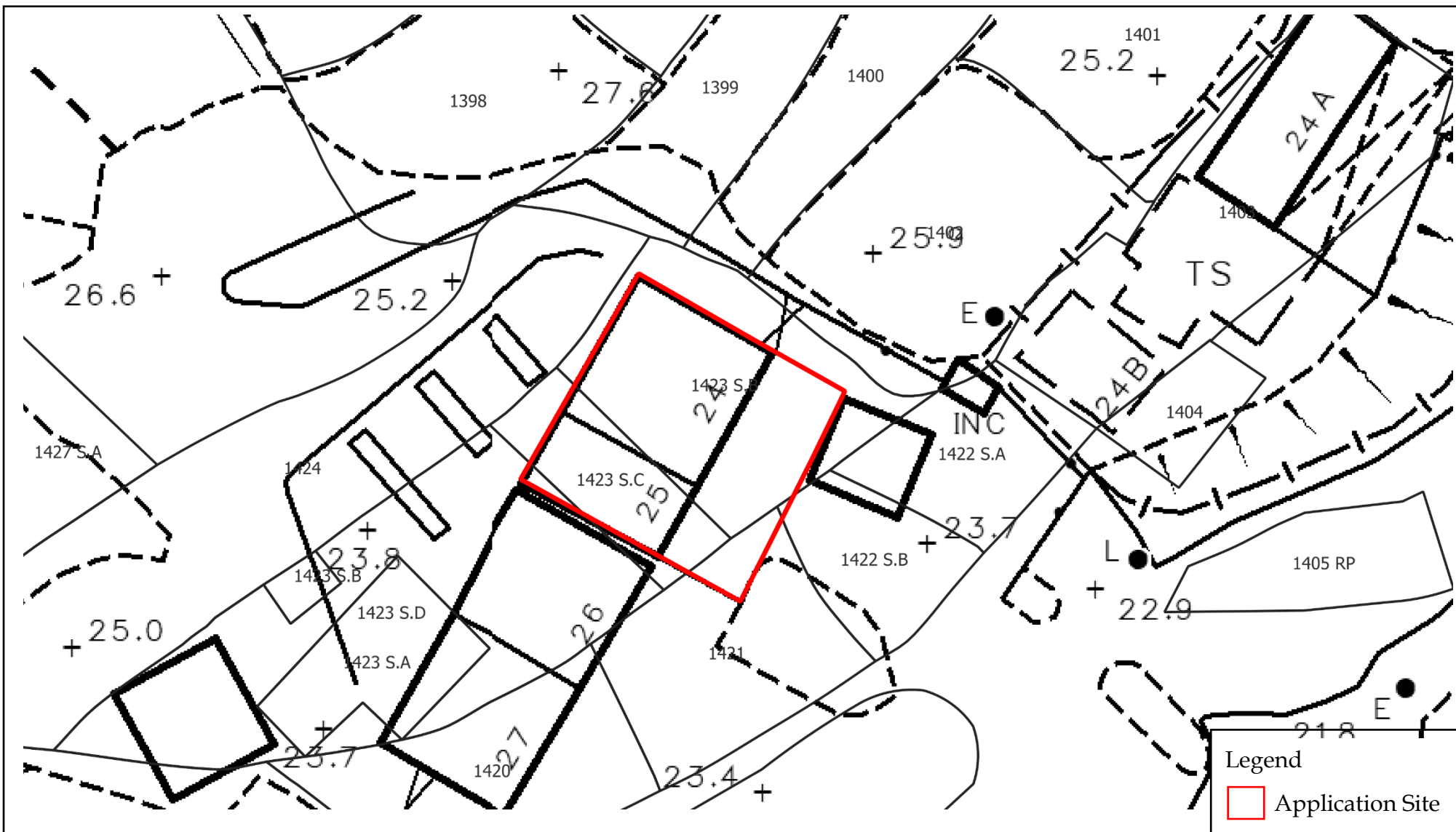
**LCH Planning and Development
Consultants Limited**

Figure 3 : Extract of Outline Zoning Plan S/NE-STK/2

(For reference only. Not to scale.)

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: Town Planning Board & HK GEODATA STORE, HKSAR Government)



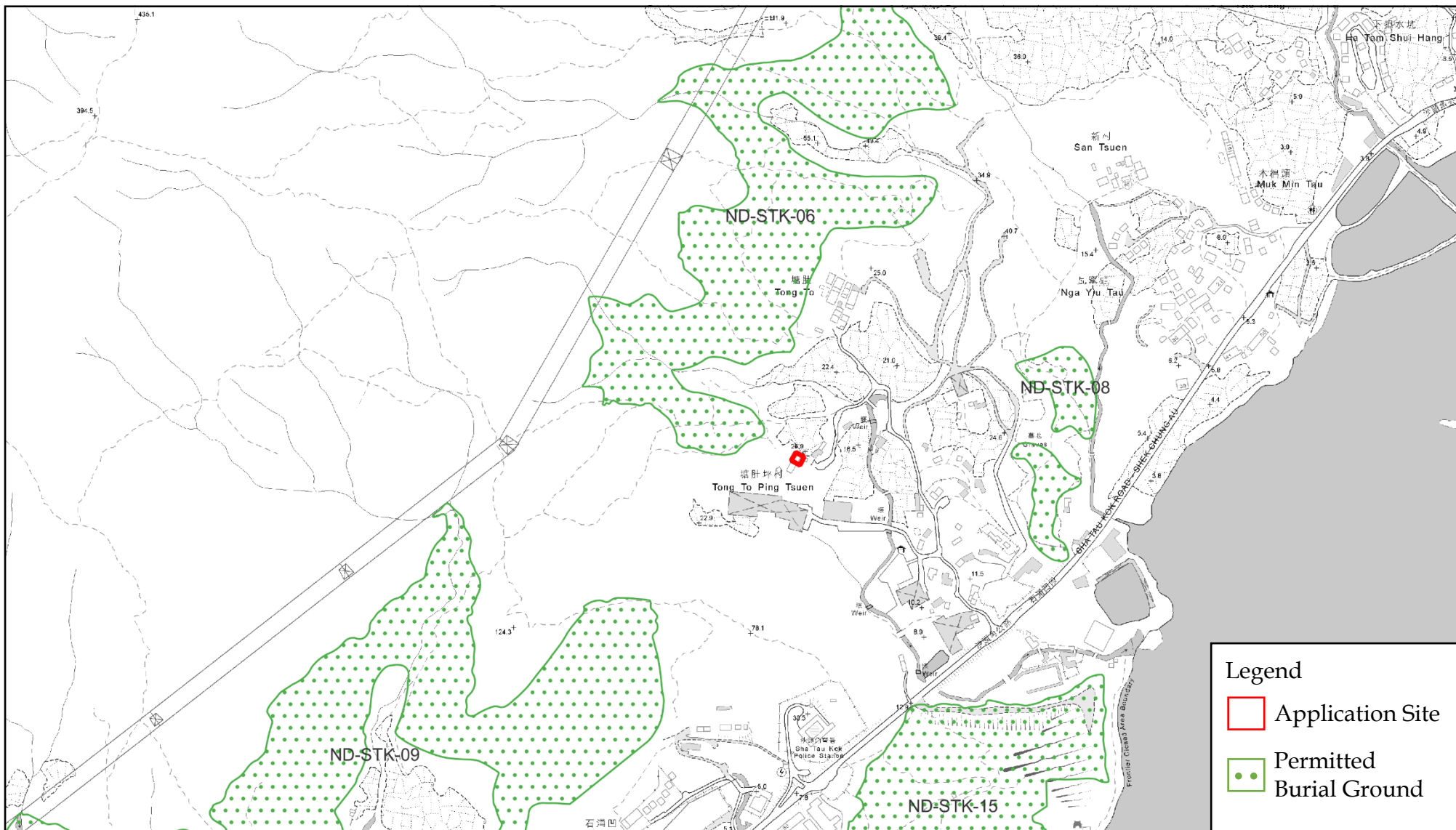
**LCH Planning and Development
Consultants Limited**

Figure 4 : Land Status

(For reference only. Not to scale.)

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: Town Planning Board & HK GEODATA STORE, HKSAR Government)



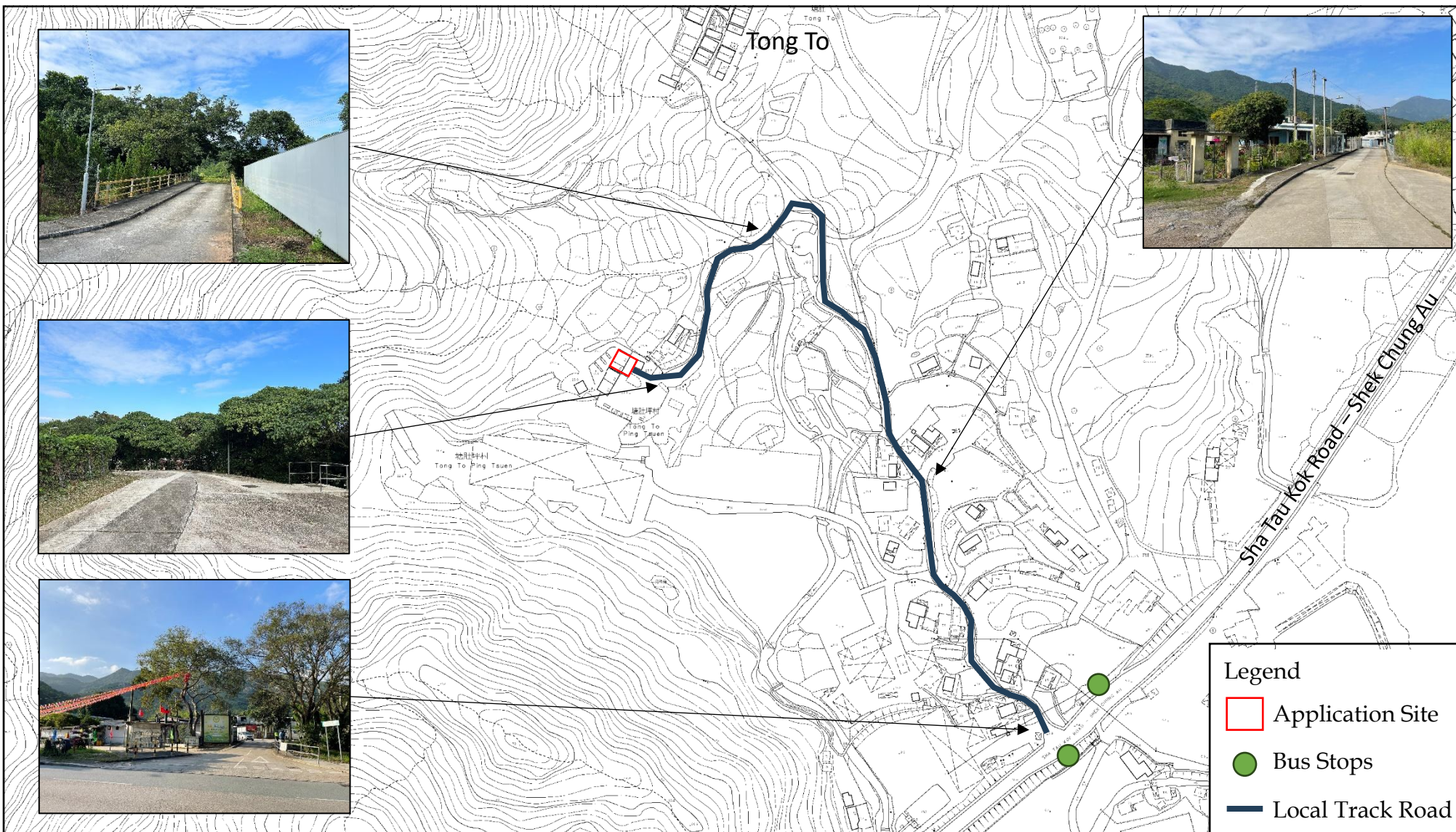
**LCH Planning and Development
Consultants Limited**

Figure 5 : Permitted Burial Ground in Vicinity

(For reference only. Not to scale.)

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)



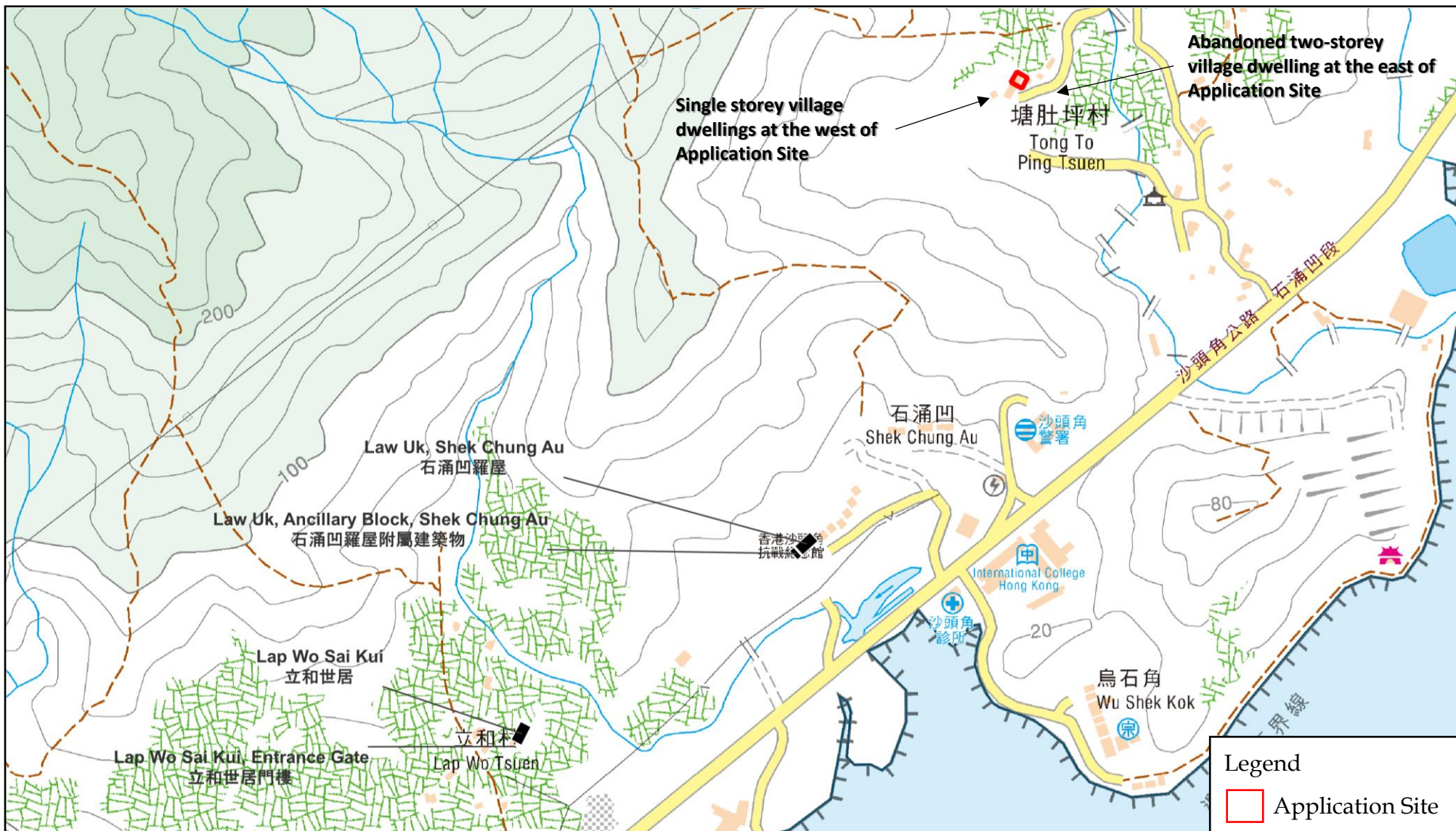
**LCH Planning and Development
Consultants Limited**

Figure 6 : Local Track Road to the Site

(For reference only. Not to scale.)

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)



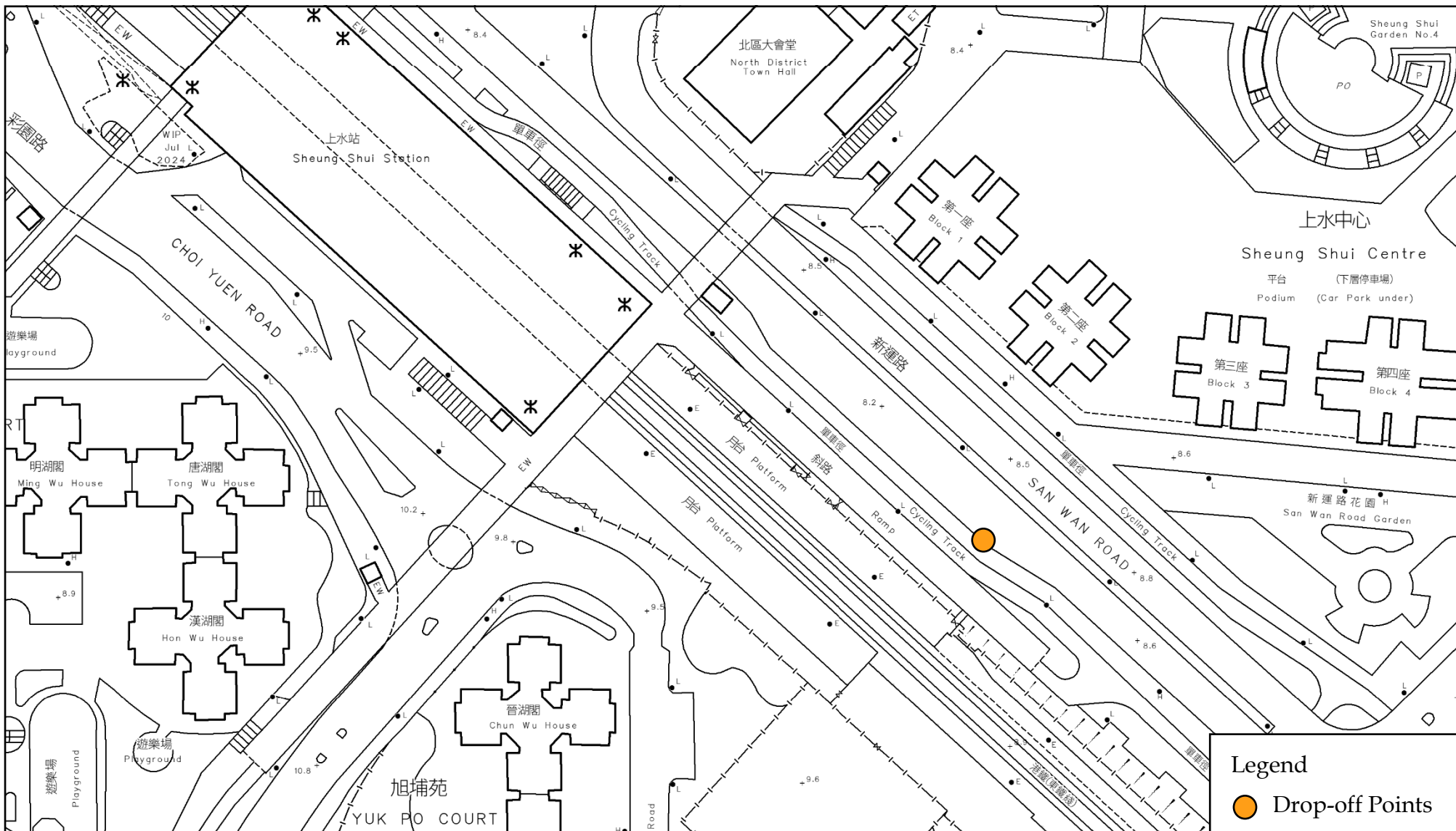
**LCH Planning and Development
Consultants Limited**

Figure 7 : Historic Buildings of Hakka Architectural Style

(For reference only. Not to scale.)

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)



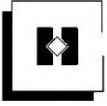
**LCH Planning and Development
Consultants Limited**

Figure 8 : Shuttle Bus Drop-off Point

(For reference only. Not to scale.)

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)



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**

Annex 1 : Aerial Photos

(Extracted based on Aerial Photo no. CW34088 taken on 24.9.2001 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**

Annex 1 : Aerial Photos

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



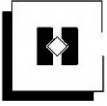
**LCH Planning and Development
Consultants Limited**

Annex 1 : Aerial Photos

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

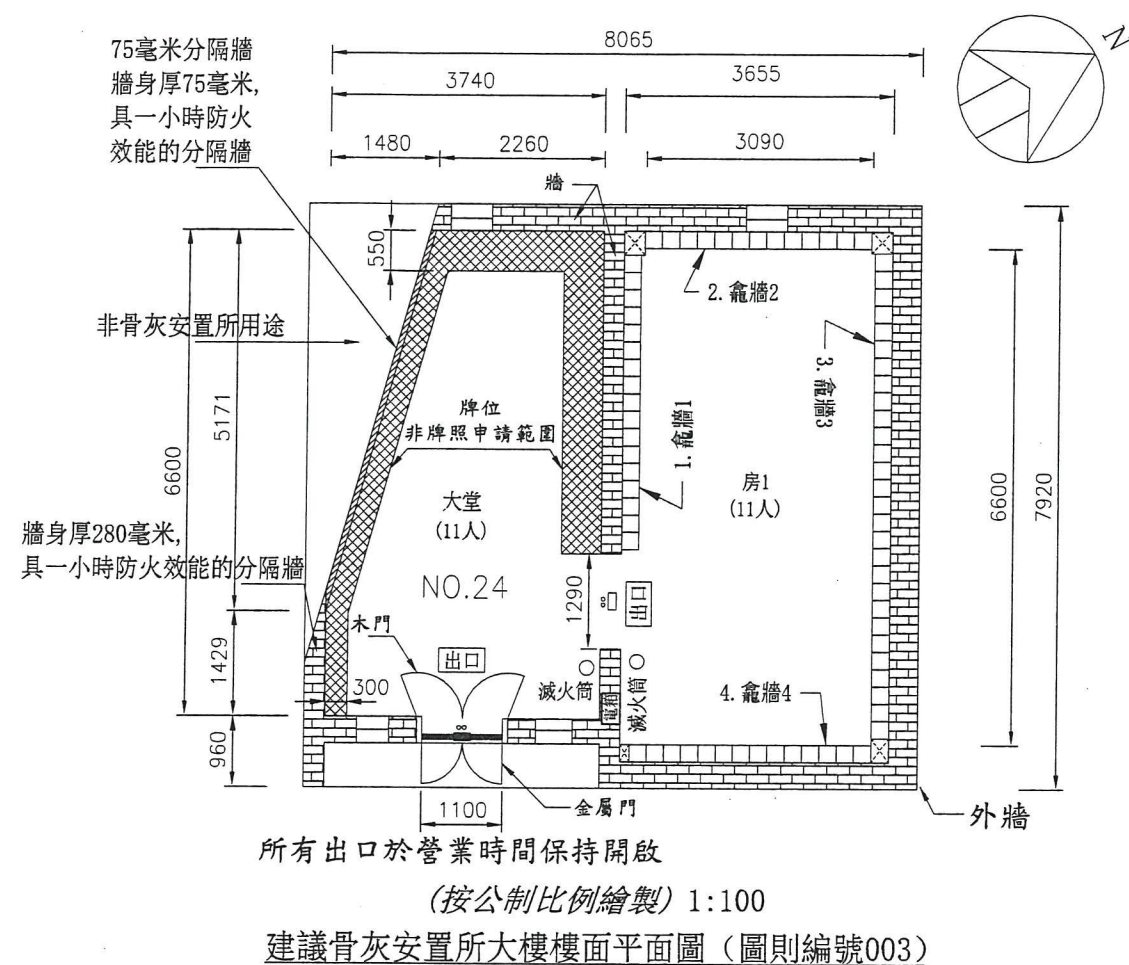


ANNEX 2

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



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:

- 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。
- 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

張健龍

日期(日/月/年)

申請人(如屬自然人)/獲授權人士/獲授權合夥人*姓名及簽署

香港身份證號碼/旅遊證件號碼*

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)X17(直排)=204個龕位
2. 龕牆2 12(橫排)X13(直排)=156個龕位
3. 龕牆3 12(橫排)X28(直排)=336個龕位
4. 龕牆4 12(橫排)X14(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
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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)

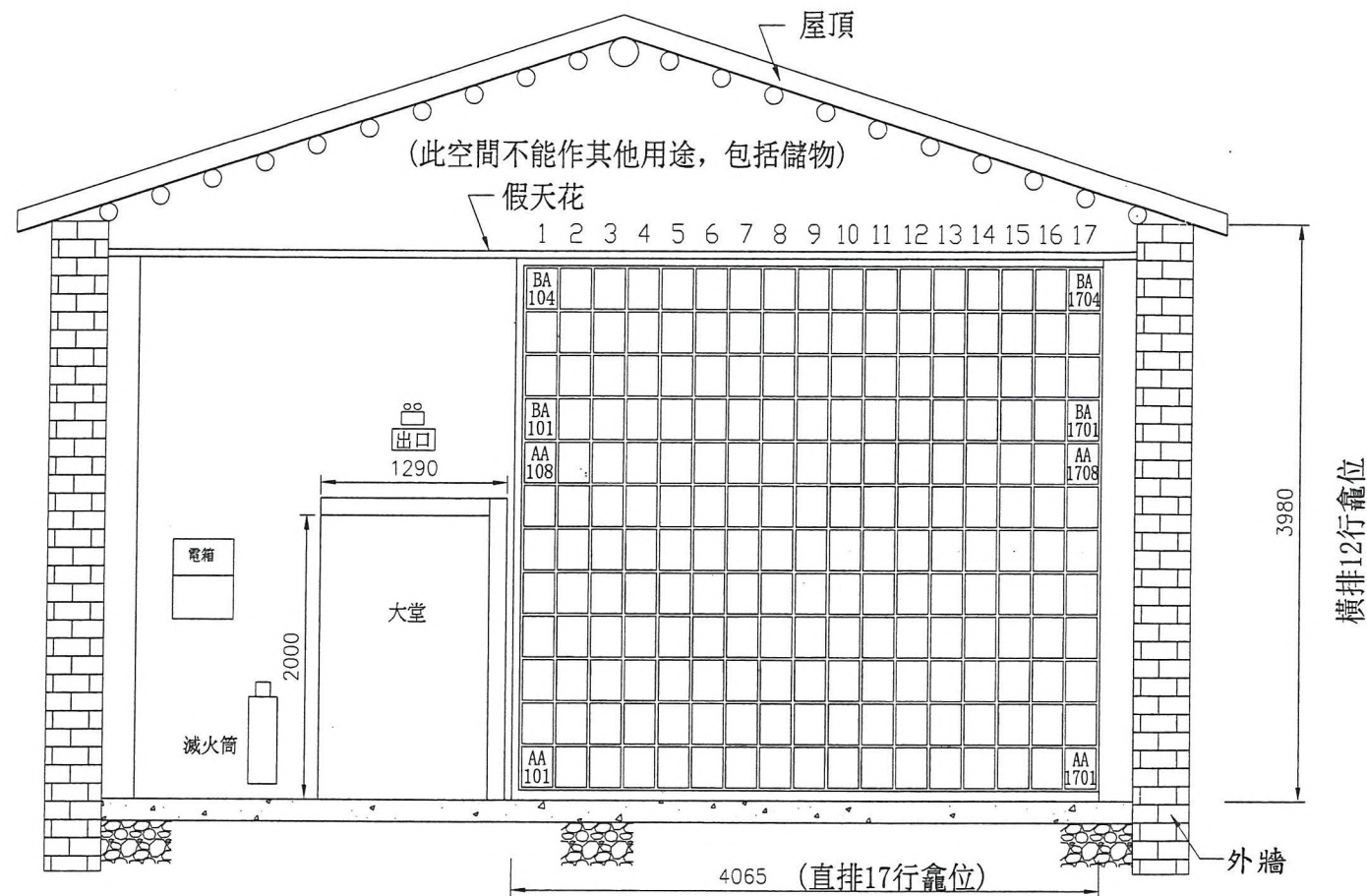
譚梓森

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

申請人(如屬自然人) / 獲授權人士 / 獲授權合夥人* 姓名及簽署

香港身份證號碼 / 旅遊證件號碼*

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



20-6-2023

日期 (日 / 月 / 年)

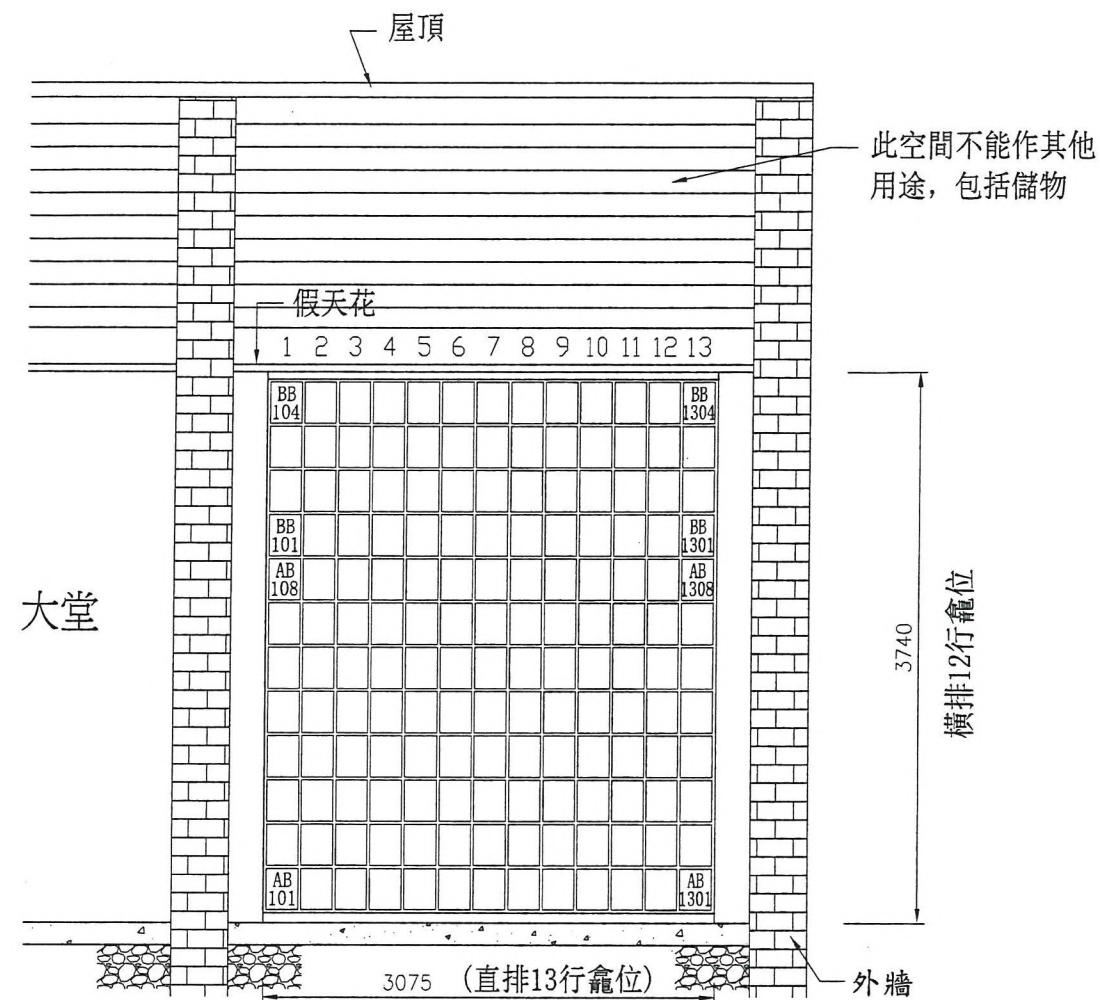
譚梓森

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

申請人(如屬自然人) / 獲授權人士 / 獲授權合夥人* 姓名及簽署

香港身份證號碼 / 旅遊證件號碼*

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



20-6-2023

日期 (日 / 月 / 年)

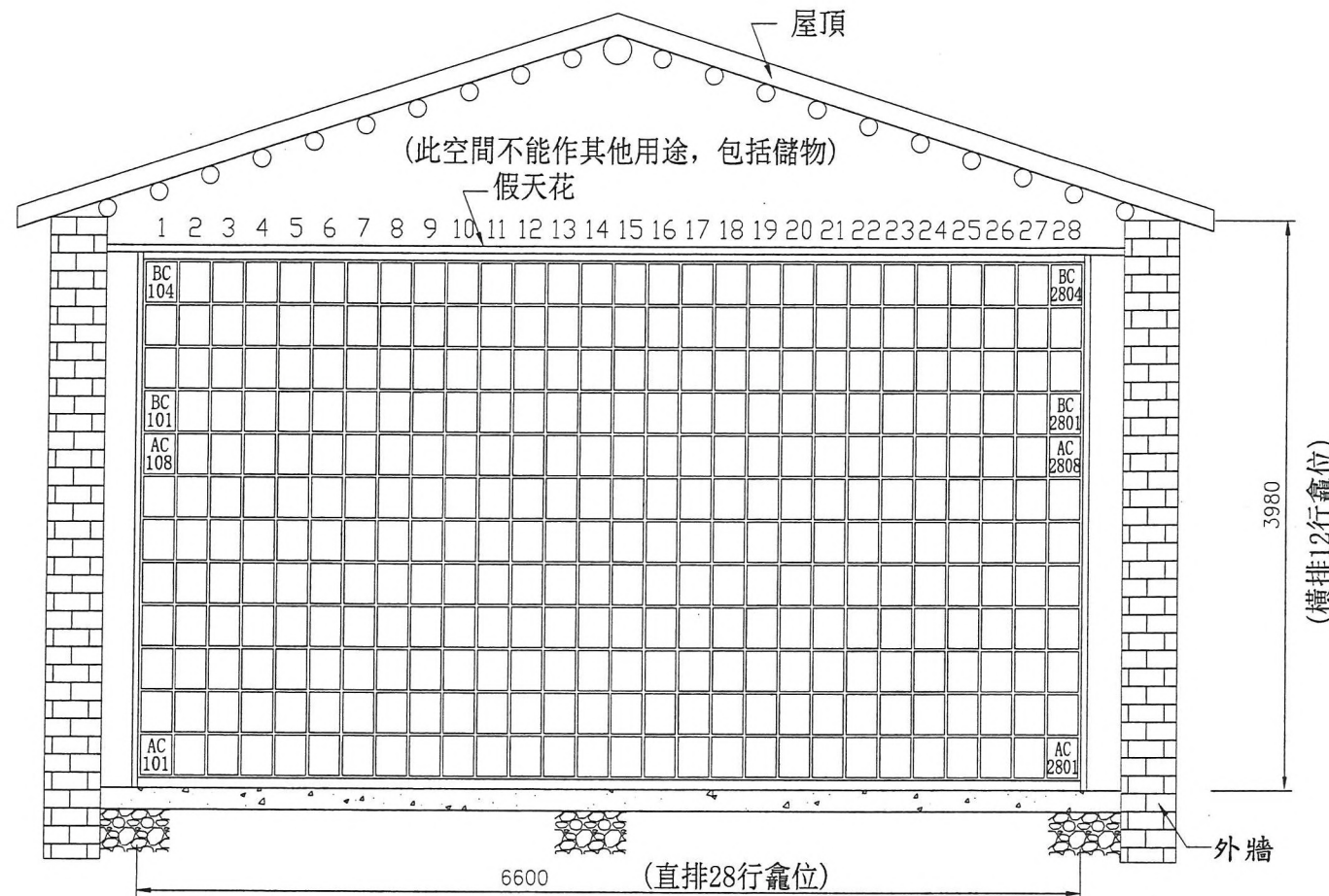
譚梓森

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



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))

(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)

20-6-2023

張健龍

日期 (日 / 月 / 年)

申請人(如屬自然人) / 獲授權人士 / 獲授權合夥人* 姓名及簽署

香港身份證號碼 / 旅遊證件號碼*

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



20-6-2023

譚梓森

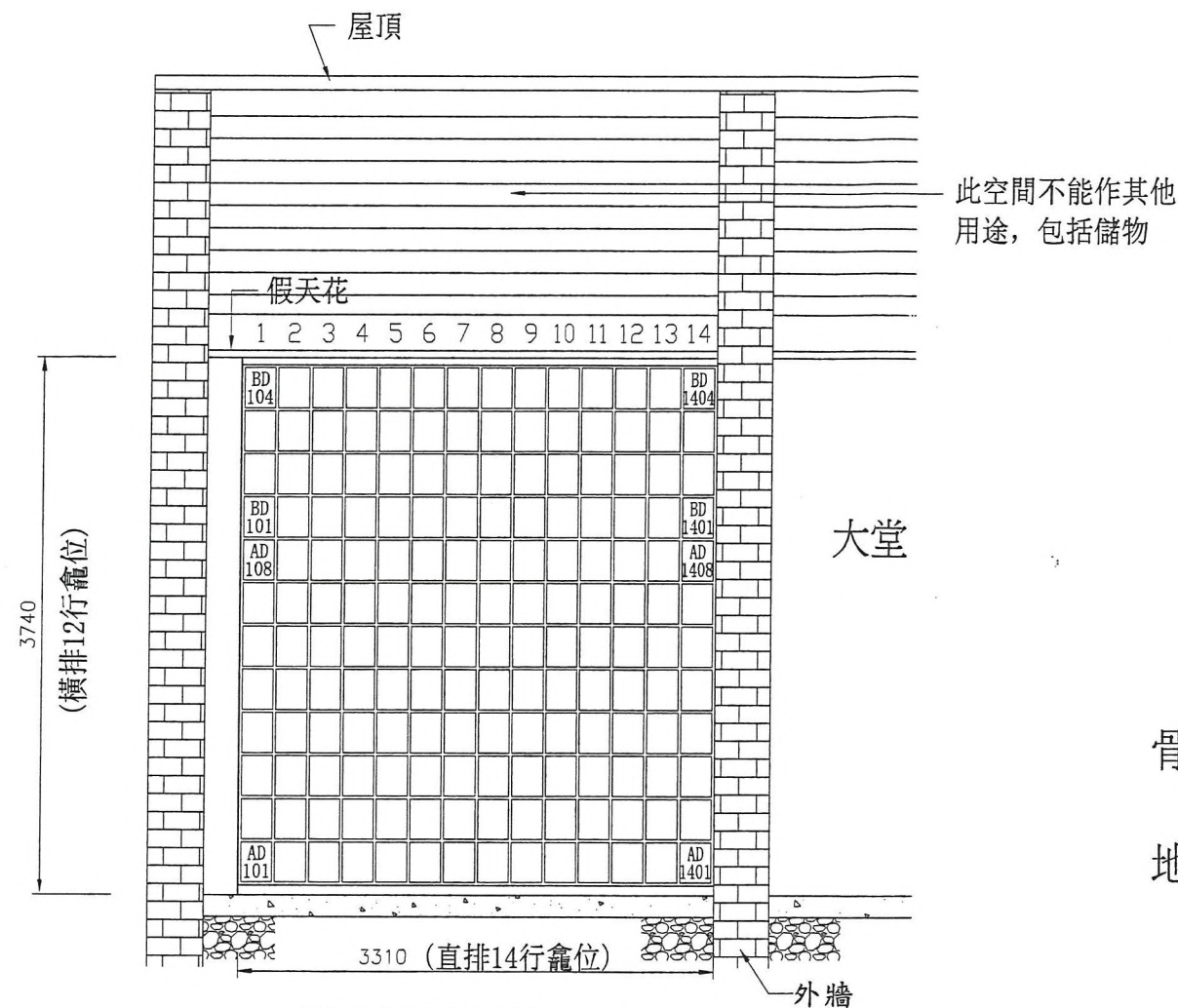
日期 (日 / 月 / 年)

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

張健龍

日期 (日 / 月 / 年)

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

香港身份證號碼 / 旅遊證件號碼*

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



20-6-2023

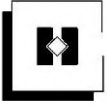
譚梓森

日期 (日 / 月 / 年)

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



ANNEX 3

MANAGEMENT PROPOSAL

自由福居 管理方案

2025 年 9 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(掃墓高峰期日子前後兩週除外)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。
- * 注意: 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。

自由福居-截算前骨灰安置所(管理方案)

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』，並在掃墓高峰期日子提供「免費接駁車輛服務」，於指定上落客地點接送訪客。在平日日子，自由福居不會提供「免費接駁車輛服務」訪客可乘搭公共交通服務(例如當地巴士及專線小巴)前往沙頭角路並步行到自由福居，減少對附近交通的影響。本地居民則在高峰期日子或平日也可步行至自由福居。
2. 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，並在掃墓高峰期日子提供接駁車輛服務，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)，平日日子可提供2組訪客或限於8人預約，高峰期日子可提供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:45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45分鐘。可選擇的5個拜祭入場時段如下：

每天共40人/每節的訪客人數限於8人措施 (每小時1節，每節45分鐘限於8人/2個家庭拜祭)

	平日拜祭入場時段 (拜祭限時45分鐘)		平日拜祭入場時段 (拜祭限時45分鐘)		平日拜祭入場時段 (拜祭限時45分鐘)
1	10:00	3	12:00	5	15:00
2	11:00	4	14:00		

註：自由福居只接受『訪客預約到訪制度』在平日日子控制場內入場人數限於8人措施。由於平日到訪人數較少，「自由福居」不會在平日日子提供「免費接駁車輛服務」，訪客可乘搭公共交通服務(例如當地巴士及專線小巴)前往沙頭角路並步行到自由福居，而本地居民(塘肚村居民)則可步行至自由福居。

自由福居-截算前骨灰安置所(管理方案)

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2025年相關的交通影響評估報告而決定掃墓高峰期日子及作出其他安排。
- 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, 司機會提前接受訓練, 以不高於每小時20公里的車速在村路行駛和留意行人的動向, 以確保村內的交通安全。

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。

免費接駁車輛服務安排如下:

- 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, 自由福居管理方案 2025 年 9 月

自由福居-截算前骨灰安置所(管理方案)

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。而本地居民則可步行至自由福居。

自由福居實施以下具體措施以確保只供已預約人士進入場地:

1. 場地的出入閘會上鎖,未經批准的人士不准進入,並有明顯標示「未經預約,不得內進」的指示牌,確保只有透過『訪客預約到訪制度』預約的訪客可以進入。
2. 在接駁車的接送點,當值職員會使用電話通訊系統及電話號碼驗證訪客的預訂。
3. 所有合約已列明預約系統的詳情,並明確列出任何試圖違反預約系統的後果,包括合約終止的可能。

(3) 人流管理:

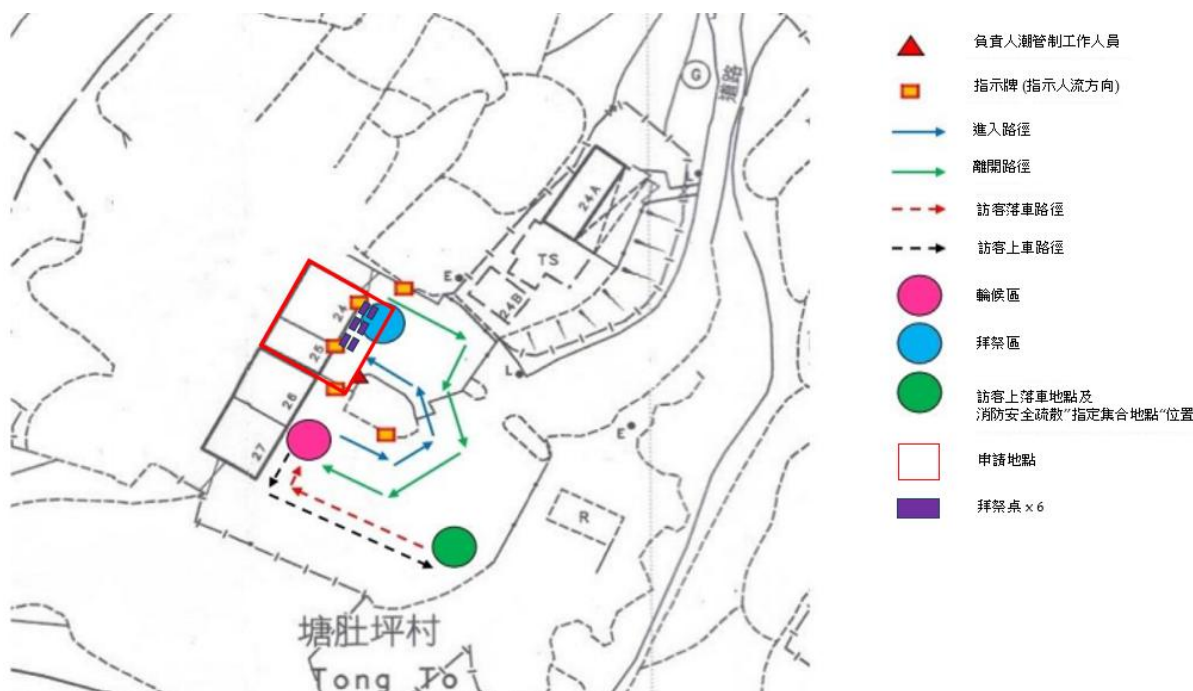
掃墓高峰期場外措施:

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)**。在平日日子,工作人員會核對每組訪客的預約確認訊息,如未能出示訊息,訪客會被拒絕進場。
2. 已完成登記的每組訪客,會獲發**(顏色和編號的訪客證)**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)**。
3. 接駁車輛司機必須提前接受訓練和簡報,車輛只能以每小時20公里或以下的車速行駛,並在車輛行駛其間留意路面情況,讓行人優先過路,避免交通意外的發生。塘肚村的居民將提前獲悉在掃墓高峰期的接駁巴士運營和交通安排。通過合適的渠道(如書面通知、WhatsApp 群組或管理團隊的直接聯繫)提供通知,以確保居民了解運營時間表和安全措施。

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**(顏色和編號的訪客證)**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蠟,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. 自由福居於戶外已設置拜祭區,於掃墓高峰期日子的開放時間內擺放6張獨立桌,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鏹，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. 平日戶外只准採用環保微烟香【限制拜祭人士燒香每人3支】。
4. 高峰期戶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. 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。
4. 增聘兼職人手(掃墓高峰期日子)聘請兼職人員，職位包括：工作人員和雜工等。如下：

自由福居-截算前骨灰安置所(管理方案)

兼職職位	職責安排
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 <u>限於 20 人</u> 措施及香爐, 協助拜祭區秩序和保持場地範圍清潔。

6. 兼職人數根據預約的訪客人數而定。在掃墓高峰期日子, 如果該日訪客數量超過200人, 每個崗位將增加一名兼職員工。每增加100名訪客, 每個崗位將再聘用一名兼職。

負責交通及人流管制人員:

1. 保安員負責人流管制, 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:

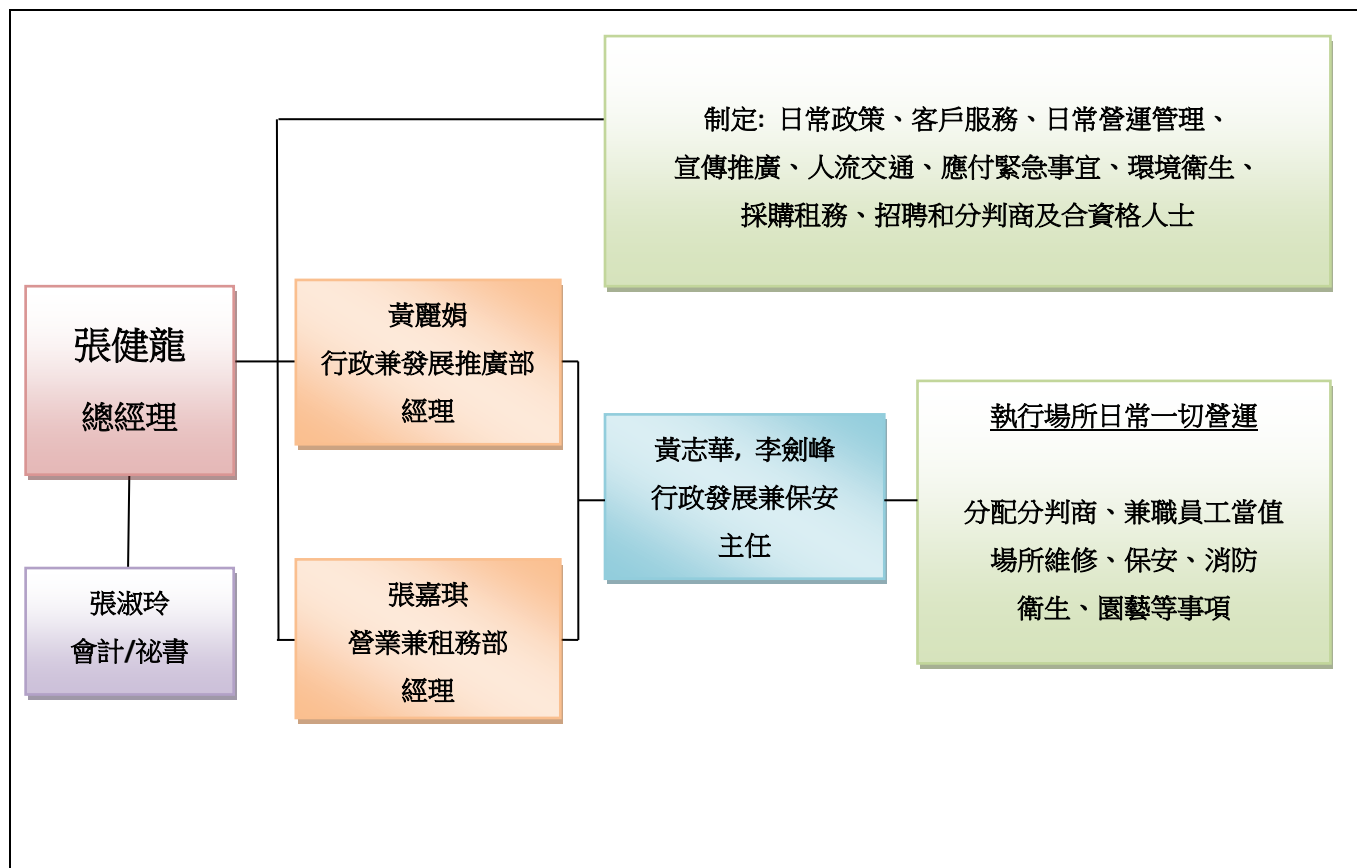
年資: 10年以上經驗: 負責「自由福居」日常管理經營, 協調以及牌照申請,制定場所運作熟知任何細節

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-截算前骨灰安置所(管理方案)

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。客戶查詢和投訴事宜，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，客戶查詢、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。

自由福居-截算前骨灰安置所(管理方案)

掃墓高峰日子人手調配:

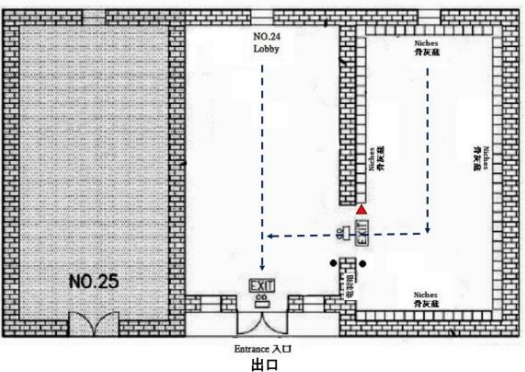
- 1. 設有前線經理(1 名)和當值主任(1 名)執勤協調人手, 監察全場運作;
- 2. 在掃墓高峰日子, 安排前線經理和當值主任執勤當值;
- 3. 在掃墓高峰日子(掃墓高峰期日子清明節、重陽節前後周末), 將按照預約登記冊數據, 因應已預約拜祭人數, 增聘兼職人手增聘兼職人員職位包括:保安員, 工作人員, 雜工等; 確保訪客及公眾安全, 加強環境清潔衛生。

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 圖 (1) <自由福居> 逃生路線圖  ● 滅火筒 → 逃生路線 ▲ 你在此 NO.24 Lobby NO.25 Entrance 入口 出口	附件6 圖 (2) <自由福居> 消防安全疏散“指定集合地點”位置  ● 前往指定集合地點路線 地址: 沙頭角塘肚坪村 27 號前之空地

自由福居-截算前骨灰安置所(管理方案)

(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，可向經理或指定職員提出投訴。
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》
投訴記錄表 投訴人姓名：_____ 通訊地址 / 電郵：_____ 聯絡電話：_____ 日間：_____ 夜間：_____ 是否已租用自由福居服務：☐ 是 ☐ 否 * 虛位編號：_____ * 牌位編號：_____ 投訴性質：☐ 服務 ☐ 人事 ☐ 營運 其他 ☐ _____ 投訴方式：☐ 面談 ☐ 書面 ☐ 其他：_____ 投訴內容： _____ _____ _____ 接到投訴日期：_____ 筆錄職員：_____ 報告職員：_____ _____ (由處理投訴職員填寫) 處理日期：_____ 時間：_____ 處理投訴職員：_____ 處理方式：_____ _____ _____ 以書面回覆投訴人： ☐ 滿意處理結果，無須跟進。 ☐ 不滿意處理結果，交由部門經理跟進。 處理投訴職員：_____ 日期：_____ _____ (由部門經理填寫) 意見： _____ _____ _____ 部門經理審閱：_____ 日期：_____ 投訴記錄表 (P-2023)	自由福居 處理投訴流程圖 <pre>graph TD A[收到投訴] --> B[親身 / 書面] B --> C[三個工作天內 由職員或主管處理，聯絡投訴人， 了解情況及搜集資料。] C --> D[七個工作天內 回覆投訴人，通知其結果或進展] D --> E{投訴人是否滿意結果} E -- 是 --> F[完成處理 存檔記錄] E -- 否 --> G[十個工作天內提出上訴] G --> H[由經理或指定職員處理上訴] H --> I[以書面記錄上訴結果]</pre> 處理投訴流程圖 (P-2023)

自由福居-截算前骨灰安置所(管理方案)

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。

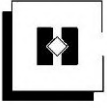
(11) 管理方案執行人及批准人：

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：

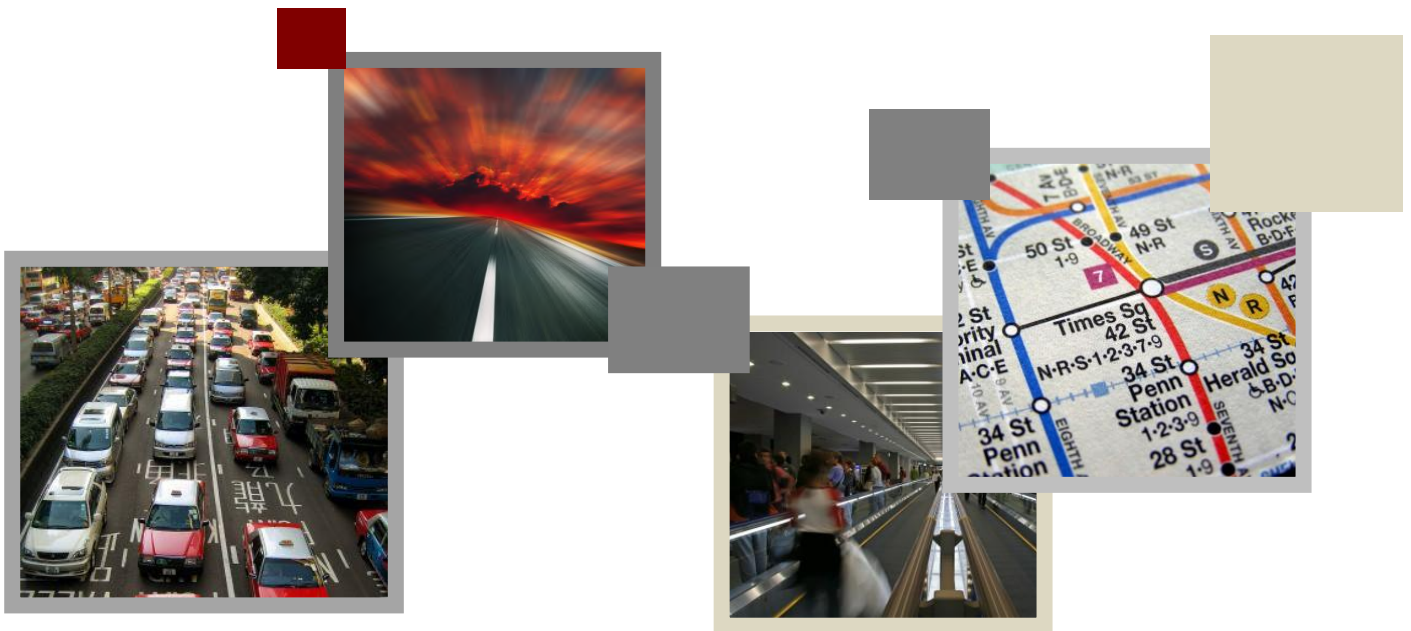
姓名：張健龍
職位：總經理
聯絡電話：
電郵地址：
簽署：
日期：



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-T01-05

Date: September 2025

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Appendix A Swept Path Analysis

Appendix B Junction Analysis

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 m² 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
Total Number of Visitors*	3,456

Note: * Total Number of Visitors = Total Number of Niches x 4 (Anticipated Average no. of Visitor for 1 Niche)

3 Traffic Management and Visitor Strategy

3.1 Introduction

Effective traffic management is essential to the safe and orderly operation of “自由福居” and to minimising impacts on the surrounding transport network. Given the narrow access road and potential congestion during peak periods, the visitor strategy is structured around:

- A mandatory Administrative Visitor Booking System; and
- Pre-booked shuttle services during Ching Ming and Chung Yeung festivals.

Distinct arrangements apply for festive periods (Ching Ming, Chung Yeung, and the two weekends before and after each festival) and non-festive periods (Wednesdays and Sundays, excluding festive Sundays).

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.

- Non-festive periods: bookings must be made at least 7 days in advance.
- Festive periods: bookings must be made at least 14 days in advance.

b. Confirmation of Slots

Upon booking, visitors receive confirmation of their session times and access arrangements through the same channel. For festive periods, this includes scheduled shuttle pick-up and drop-off details.

c. Verification and Access Control

Festival periods

All visitors must present booking confirmation at the San Wan Road lay-by (westbound outside Exit B of Sheung Shui Station; Figure 3.1) before boarding the shuttle. Walk-in entry to the columbarium premises will not be allowed.

Non-festival periods

No shuttle service is provided. Visitors may reach the site in three ways:

- by public transport, followed by a short walk;
- by taxi set-down along Sha Tau Kok Road, followed by a short walk; or
- directly on foot from nearby areas.

In all cases, only pre-booked visitors are admitted. Direct vehicular access to the columbarium premises is not allowed.

d. Visitor Cap

Festival periods

Visitor numbers are capped at 400 per day, aligned with the planned shuttle service capacity. This ensures that the forecast demand of about 3,456 visitors per festival ($\approx 384/\text{day}$) is spread evenly across the nine designated days. The booking system is programmed to prevent reservations beyond this limit. While past festival records suggest lower actual visitation, a full cap of 400 per day has been adopted for assessment to provide a conservative basis of analysis.

Non-festival periods

Non-festive visits are capped at **40 visitors per day (8 per hour)**, scheduled across five non-peak daytime sessions: 10:00–10:45, 11:00–11:45, 12:00–12:45, 14:00–14:45, and 15:00–15:45. This controlled cap is well within the available capacity of local public transport and pedestrian facilities, ensuring no adverse impact on the surrounding network. Based on past records, actual non-festive visitation has generally been lower, but the maximum allowance of 40 visitors per day has been adopted for assessment to provide a conservative basis.

e. Staffing and Information Dissemination

Information on booking arrangements, shuttle services, and traffic rules is consistently provided through WhatsApp, phone, and the columbarium's Facebook page.

Festive periods

A full management and security team is deployed on-site to coordinate shuttle operations and manage visitor admission.

Non-festive periods

Visitor activities are supervised by an on-site duty manager, which is sufficient to manage the smaller visitor numbers effectively.

Communication with Local Residents

Residents of Tong To Village will be informed in advance of the shuttle bus operations and traffic arrangements during festive periods. Notices will be provided through suitable channels (such as written notifications, WhatsApp groups or direct liaison by the management team) so that residents are aware of the operating schedule and safety measures.

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

The shuttle operates daily from 07:30 to 18:00 on each of the nine festive days. Services use 27-seater vehicles, capped at 20 passengers per trip for comfort and safety.

b. Pick-Up/Drop-Off Locations

San Wan Road Lay-By

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 westbound outside Exit B of Sheung Shui Station, as shown in **Figure 3.1**. The Applicant has obtained consent from the owners of adjacent private lots, and formal approval from the relevant authorities will be obtained prior to operation.

“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. Capacity and Scheduled Intervals

The shuttle operates at 2 trips per hour in each direction, providing 40 places per hour and up to 400 per day. This matches the festive visitor cap. The projected daily demand of about 384 visitors, and peak-hour demand of 35–38 visitors, can be comfortably accommodated within this capacity, ensuring orderly and reliable operations.

d. Safety and Visitor Control

Festival periods

All visitors to the columbarium are required to use the designated shuttle bus service. Shuttle buses will operate at a controlled speed not exceeding 20 km/h. All shuttle bus drivers will receive specific training and briefing on the operating procedures, including maintaining low speed, keeping alert to pedestrians (such as local residents and hikers), and giving way or pulling over when necessary to ensure safe interaction with other road users.

Non-festive periods

With a maximum of 40 visitors per day scheduled across five non-peak sessions, pedestrian flows remain very light. Access to the columbarium premises is regulated through the booking system, and all arrivals (by public transport, taxi set-down, or on foot from nearby areas) must be pre-booked. Safety is overseen by a duty manager and on-site security guards.

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 single-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 shadow periods, a pre-booked shuttle service follows the following routes:

Ingress Route

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.

Egress Route

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 Public Transport

Public transport services including franchised buses and GMB in the vicinity are depicted in **Figure 4.2** and summarised in **Table 4.1**.

Table 4.1 Franchised Buses Services

Operator	Route No.	Destination
KMB	78	Sha Tau Kok → Sheung Shui (Tai Ping) ^(a)
KMB	78K	Sheung Shui (Tai Ping) ↔ Sha Tau Kok
KMB	78S	Sheung Shui → Sha Tau Kok ^(b)
		Sha Tau Kok → Sheung Shui ^(c)
KMB	N78	Sheung Shui ↔ Sha Tau Kok ^(d)
KMB	277A	Lam Tin Station → Sha Tau Kok ^(e)
		Sha Tau Kok → Lam Tin Station ^(f)

Note: (a) Service Period: Mondays to Fridays except Public Holidays – Morning Service

(b) Service Period: Mondays to Sundays – Morning Service

(c) Service Period: Mondays to Sundays – Afternoon Service

(d) Service Period: Mondays to Sundays – Midnight Service

(e) Service Period: Mondays to Sundays – Afternoon Service & Saturday and Holiday – Morning Service

(f) Service Period: Mondays to Sundays – Morning Service & Saturday and Holiday – Afternoon Service

4.4 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 4.3**, 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 4.4**.

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.

4.5 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 4.2**, 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 4.2 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 4.2**, 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 4.5**, 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

According to the internal management and with reference to another significant columbarium project in the government sector, the modal splits of "自由福居" during both the festive and non-festive periods are presented in **Table 5.1**.

Table 5.1 Modal Split of “自由福居”

Period	Means of Access to and from the Columbaria Premises	Modal Split (%)	Remarks
Festive	Shuttle Bus (to/from Sheung Shui)	≈100% ^(a)	All visitors are required to use designated shuttle service by appointment.
	Walk-in / Taxi / Others	≈0% ^(a)	

Period	Means of Access to and from the Columbaria Premises	Modal Split (%)	Remarks
Non-Festive	Taxi / Walk to/from Sha Tau Kok Rd	46% ^(b)	Taxi drop-off with visitors walking the final section.
	GMB / Bus (to pickup/ drop-off point)	54% ^(b)	Visitors alight from public transport and walk to the site.
	Shuttle Bus (to/from Sheung Shui)	0%	No service is provided during the non-festival periods.

Notes: (a) During festive periods, all visitors are required to use the designated shuttle bus service to enter and exit 「自由福居」 in accordance with the ash-placement agreement (「自由福居骨灰安放權協議」). Walk-in entry to the columbarium premises by any other means, even with a confirmed booking, is not allowed.

(b) Modal split reference is drawn from Table 5.3 of the *Traffic Impact Assessment Study for Columbarium Development at Cape Collinson Road, Chai Wan – Final Report* (May 2012).

Based on the administrative control listed in **Section 3.3** and modal split summary presented in **Table 5.1** :

- **Festive periods:** During festive periods, all visitors (≈100%) are required to use the pre-booked shuttle service (see Note (a) in Table 5.1). The service, operated by 27-seat vehicles with a 20-passenger cap, provides sufficient capacity to meet the forecast demand. Entry to the columbarium premises by private vehicles, taxis or on foot is not allowed.
- **Non-festive periods:** With a daily cap of 40 visitors (8 per hour across five non-peak sessions), it is estimated that about 46% (≈4 visitors/hour) will arrive by taxi and 54% (≈4 visitors/hour) by bus or GMB. In practice, this equates to roughly one taxi movement per hour and a negligible number of additional bus/GMB boardings. Such levels are minimal and will not impose any measurable impact on either the road network or existing public transport services. Visitors walking directly from nearby areas are very few in number and are included within these proportions.

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 5.2 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 5.2 Fixed Trip Generation and Attraction for “自由福居” during Festive Periods

Vehicular Trips (PCU/hour)	
Generation	Attraction
3	3

Traffic Demand Assessment Summary

On non-festive days, the columbarium operates an exclusive pre-booked shuttle service on Wednesdays and Sundays, offering five scheduled timeslots at 10:00 - 10:45, 11:00 - 11:45, 12:00 - 12:45, 14:00 - 14:45 & 15:00 - 15:45. Each timeslot accommodates a maximum of 8 visitors, resulting in an average of one taxi trip per hour. While this reflects the maximum service capacity, historical data indicates that actual demand is generally low, with many non-festive days recording few or no bookings.

During festive periods, a controlled shuttle service is implemented to manage increased visitor demand. The service operates at a fixed frequency of two trips per hour in each direction, with each trip capped at 20 visitors, despite the 27-seat vehicle capacity. This arrangement translates to a peak traffic volume of 3 Passenger Car Units (PCU) per hour per direction, as outlined in the traffic impact assessment.

The combination of capped visitor numbers, pre-booking requirements, and fixed shuttle scheduling ensures that traffic demand remains well within the capacity of the surrounding road network. Consequently, the columbarium's operations—both during festive and non-festive periods—are expected to have a minimal impact on local traffic conditions.

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 5.3**.

Table 5.3 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 5.3 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 5.4**.

Table 5.4 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, which is located near to the area of influence (Refer to Figure 4.3) as defined in this TIA and the surrounding area that may generate or be affected by traffic movements related to the proposed columbarium development, detailed in **Table 5.5**.

Table 5.5 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

As shown in **Table 5.5**, only one committed development is expected to generate additional traffic in the assessment area. The list of committed developments was confirmed with the Planning Department, and this development has been incorporated into the future year traffic forecast through the application of the +4.43% annual growth factor, ensuring that its impact is reflected in the 2030 design year analysis.

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:

$$\begin{aligned}
 \text{2030 Reference Flows} &= \text{2024 Observed Flows} \times (1+4.43\%)^6 + \text{Planned Development Traffic} \\
 \text{2030 Design Flows} &= \text{2030 Reference Flows} + 3 \text{ pcu/hr}
 \end{aligned}$$

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 5.6** with detailed calculation sheets attached in **Appendix B**.

Table 5.6 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 5.6**, 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 4.5** and **Figure 4.5** and incorporating the shuttle service from **Table 5.2**, 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.

Pedestrians Impact

As detailed in Section 3.3(d), safety controls for both festive and non-festive periods are set out in the Management Plan and are supported by signage, driver training, and advance notification to local residents.

During non-festive periods, the columbarium operates only on Wednesdays and Sundays with advance booking. Visits are capped at a maximum of 8 persons per hour (40 per day), and no shuttle service is provided. Visitors may access the site on foot after alighting from public transport or taxis at Sha Tau Kok Road. Given the limited visitor numbers and session-based control, pedestrian activity remains minimal and will not result in any adverse impact on the local environment or transport network.

On-site surveys confirmed that pedestrian activity on the access road is very low, with only two to three persons observed during peak hours. Such flows

are negligible and can be safely accommodated under the proposed traffic management arrangements.

To safeguard pedestrian movements during festive periods:

- Shuttle buses will operate at a controlled speed not exceeding 20 km/h, with footpath available along most sections of the access road (see Figures SP-01 and SP-02).
- Drivers will receive specific training to stay alert to pedestrians and to give way or pull over where necessary to ensure safe interaction.
- Signage will be provided at the columbarium entrance to make clear that only shuttle-bus passengers with bookings may enter the columbarium premises.

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.

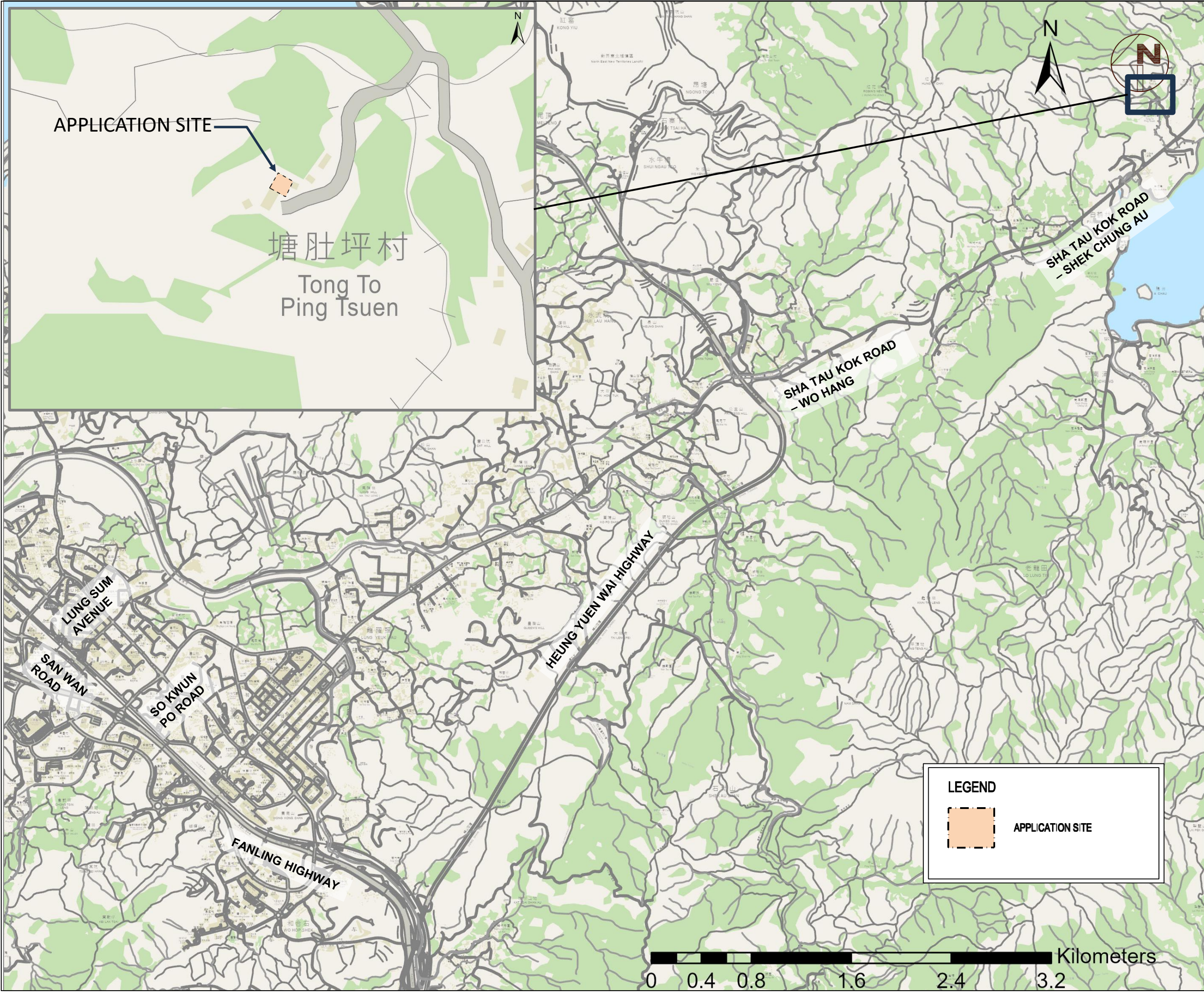
Capacity assessments of all major junctions along the ingress and egress routes indicated that all key junctions would perform satisfactorily under both reference and design scenarios for the year 2030. A detailed survey of the San Wan Road Lay-by confirmed its capacity to handle the increased demand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

Pedestrian activity along the access road is very low. With session-based booking, shuttle-bus control, driver training, speed restrictions, advance notice to Tong To Ping Tsuen residents, and appropriate signage in place, pedestrian safety and access can be effectively managed without adverse impact.

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

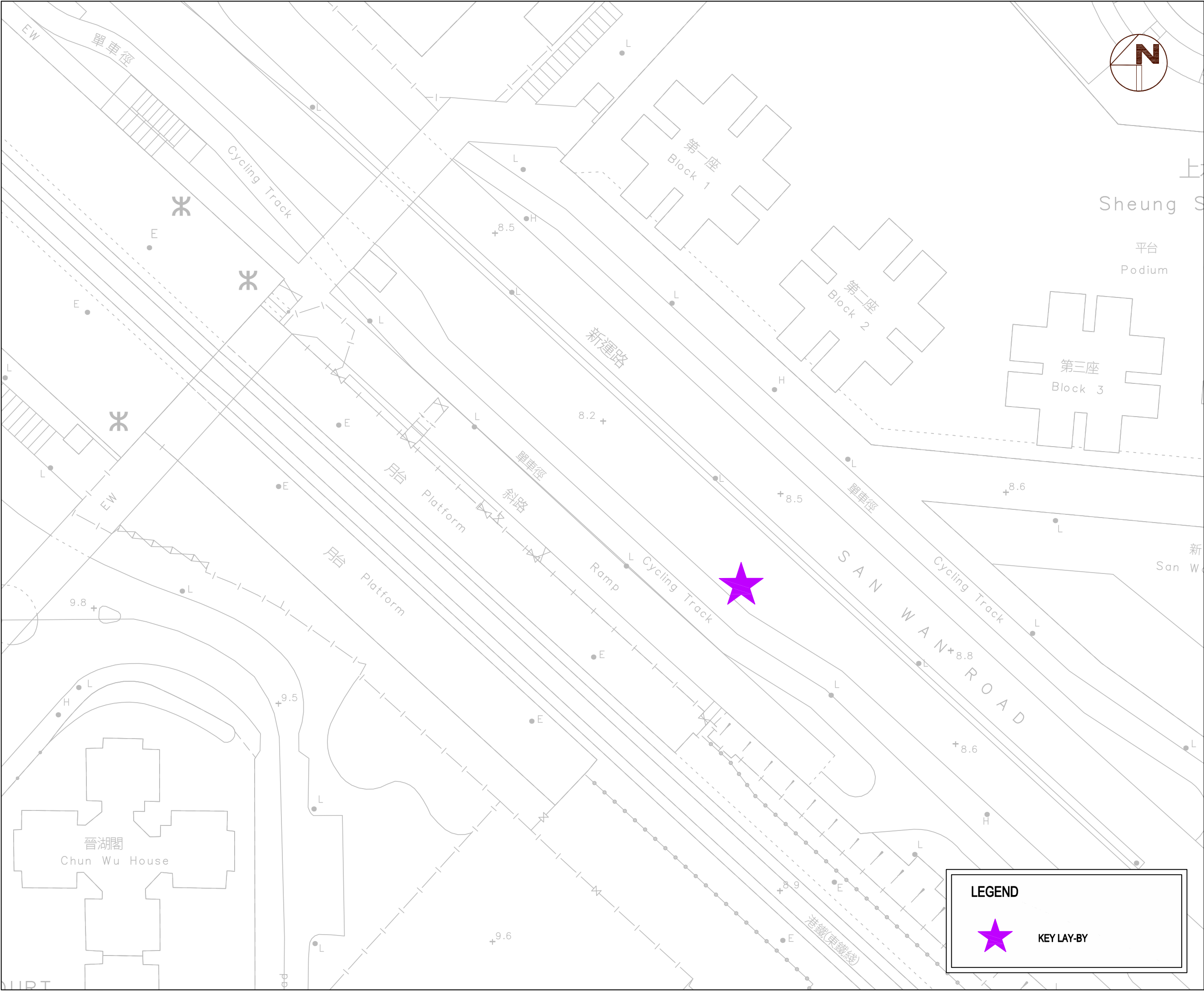
SITE LOCATION

FIGURE 2.1

Scale : N.T.S

Date : JAN 2025

Rev. :



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

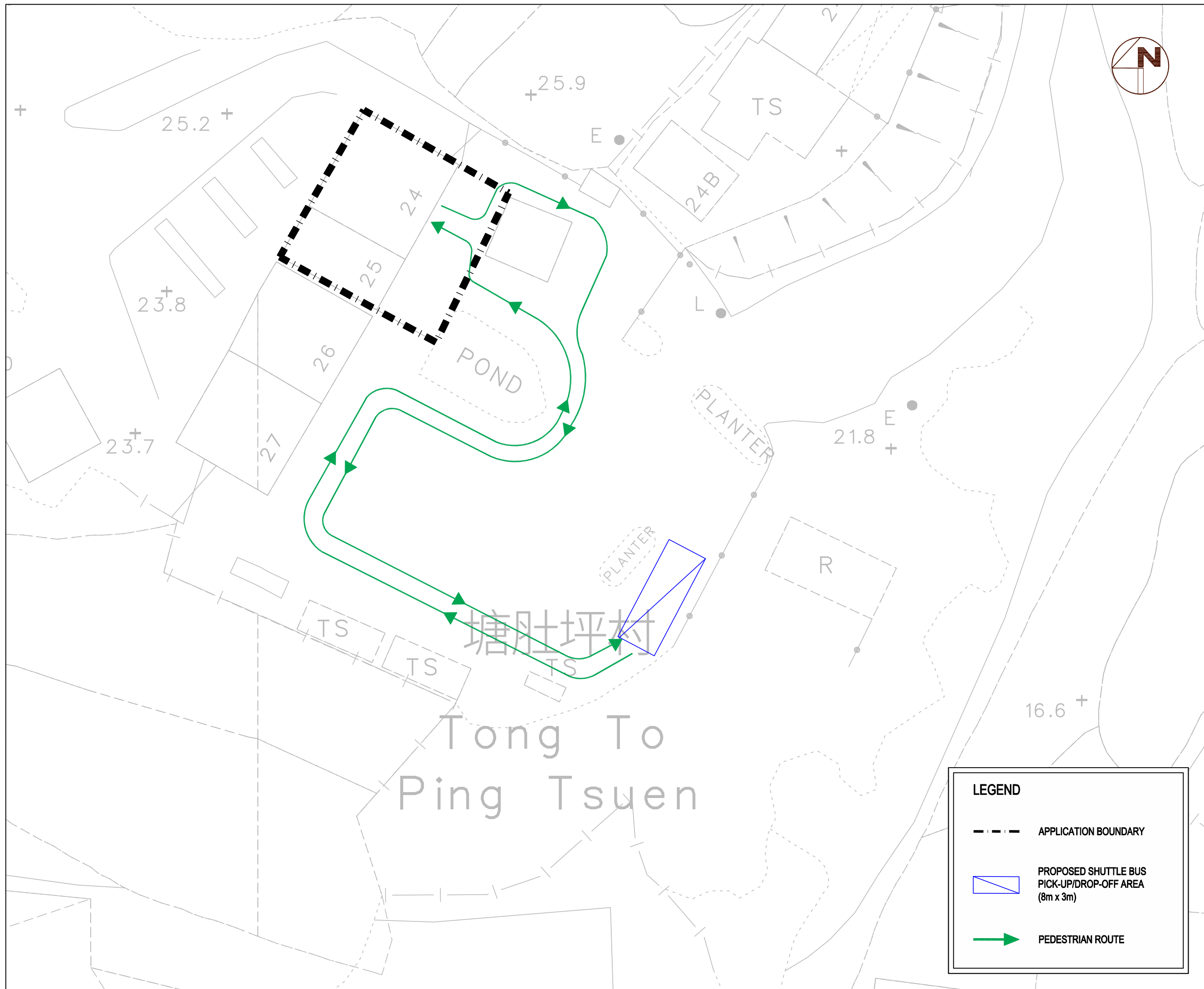
Scale : 1:500 (A3)

Date : JAN 2025

Rev. :

LEGEND

 KEY LAY-BY



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

LEGEND

APPLICATION BOUNDARY

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

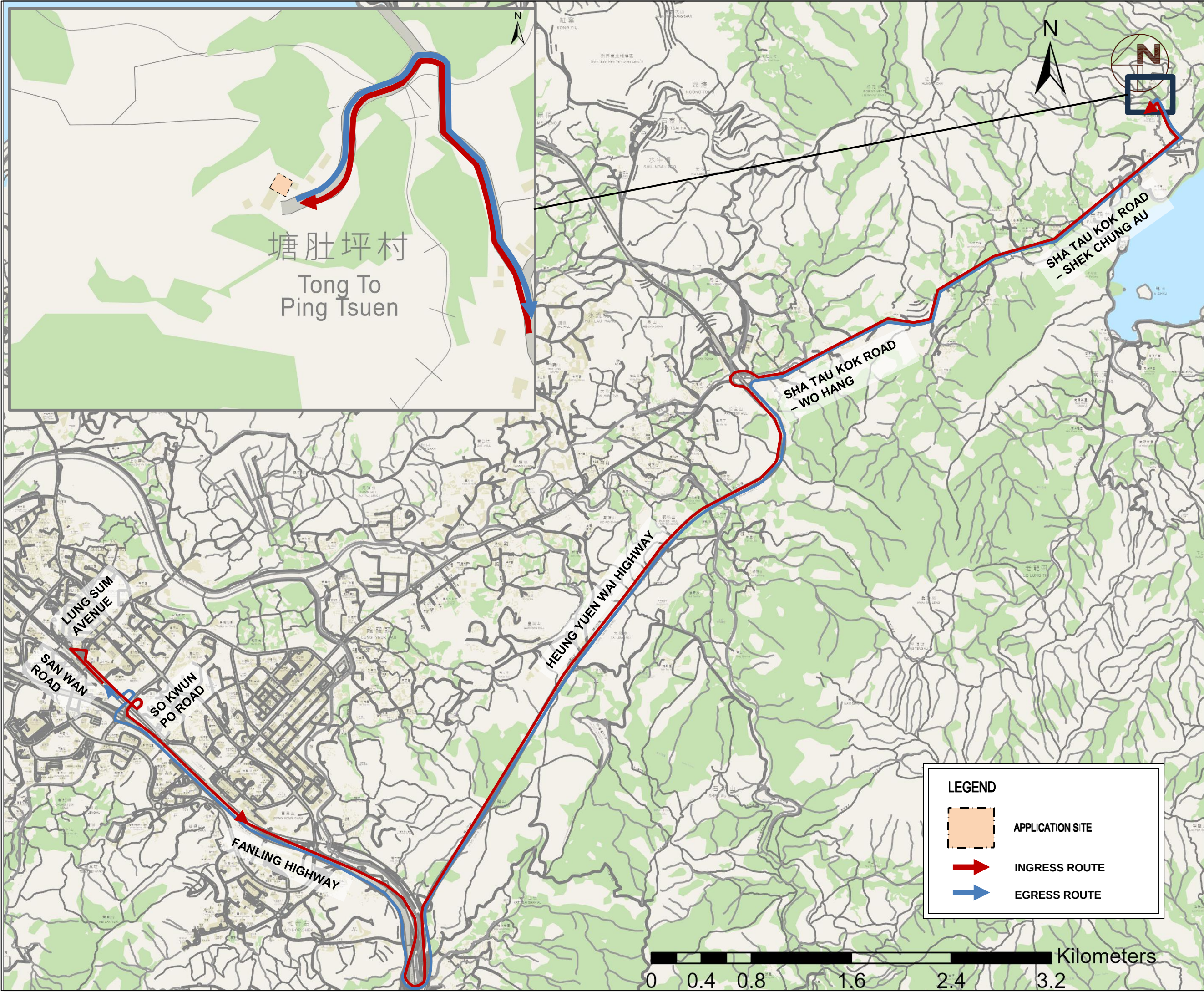
PEDESTRIAN ROUTE

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

Date : **JAN 2025**

Rev. :

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<http://www.axonhk.com>



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

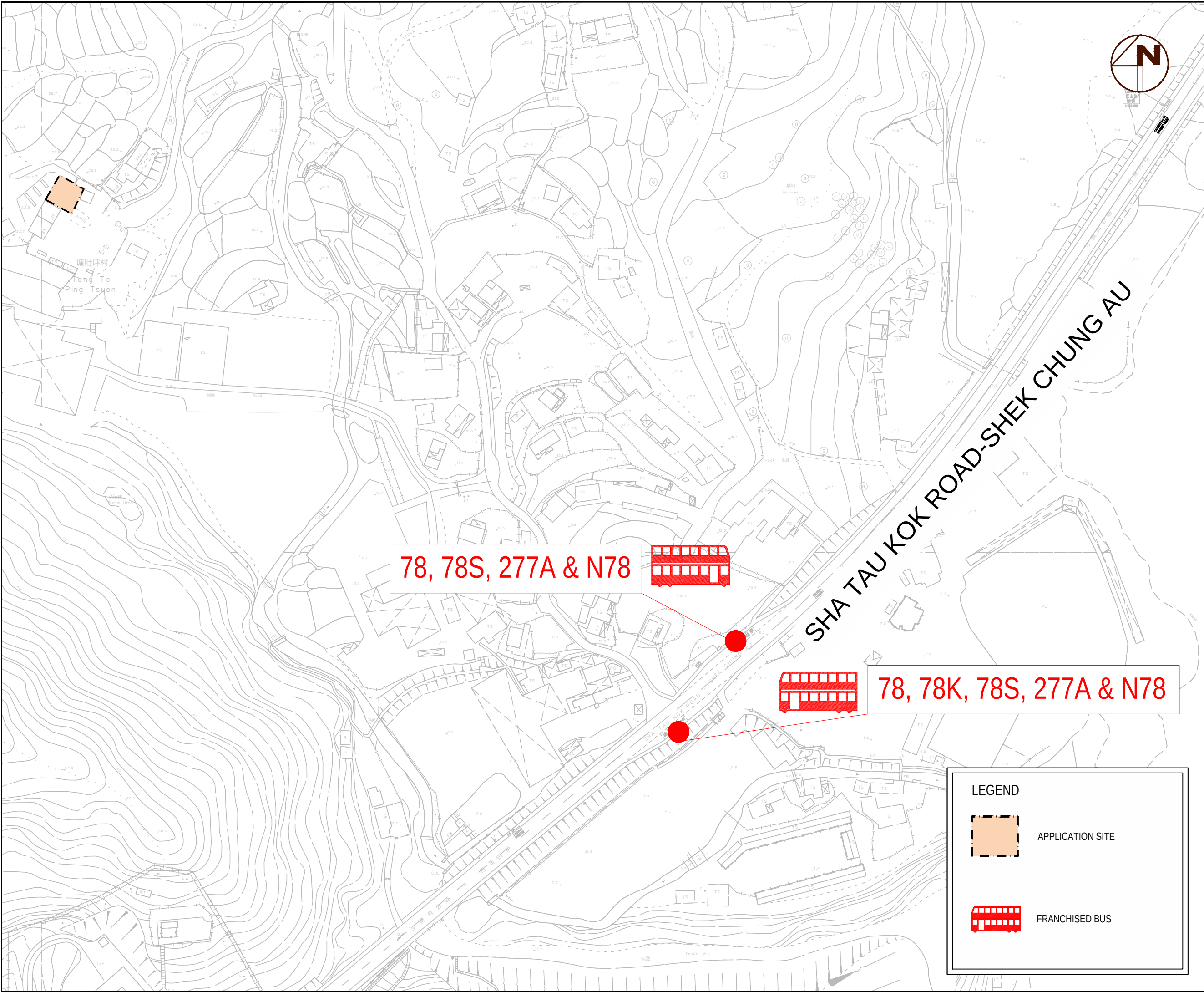
VEHICULAR INGRESS AND EGRESS ROUTE

FIGURE 4.1

Scale : N.T.S

Date : JAN 2025

Rev. :



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

**PUBLIC
TRANSPORT
FACILITIES**

FIGURE 4.2

LEGEND



APPLICATION SITE

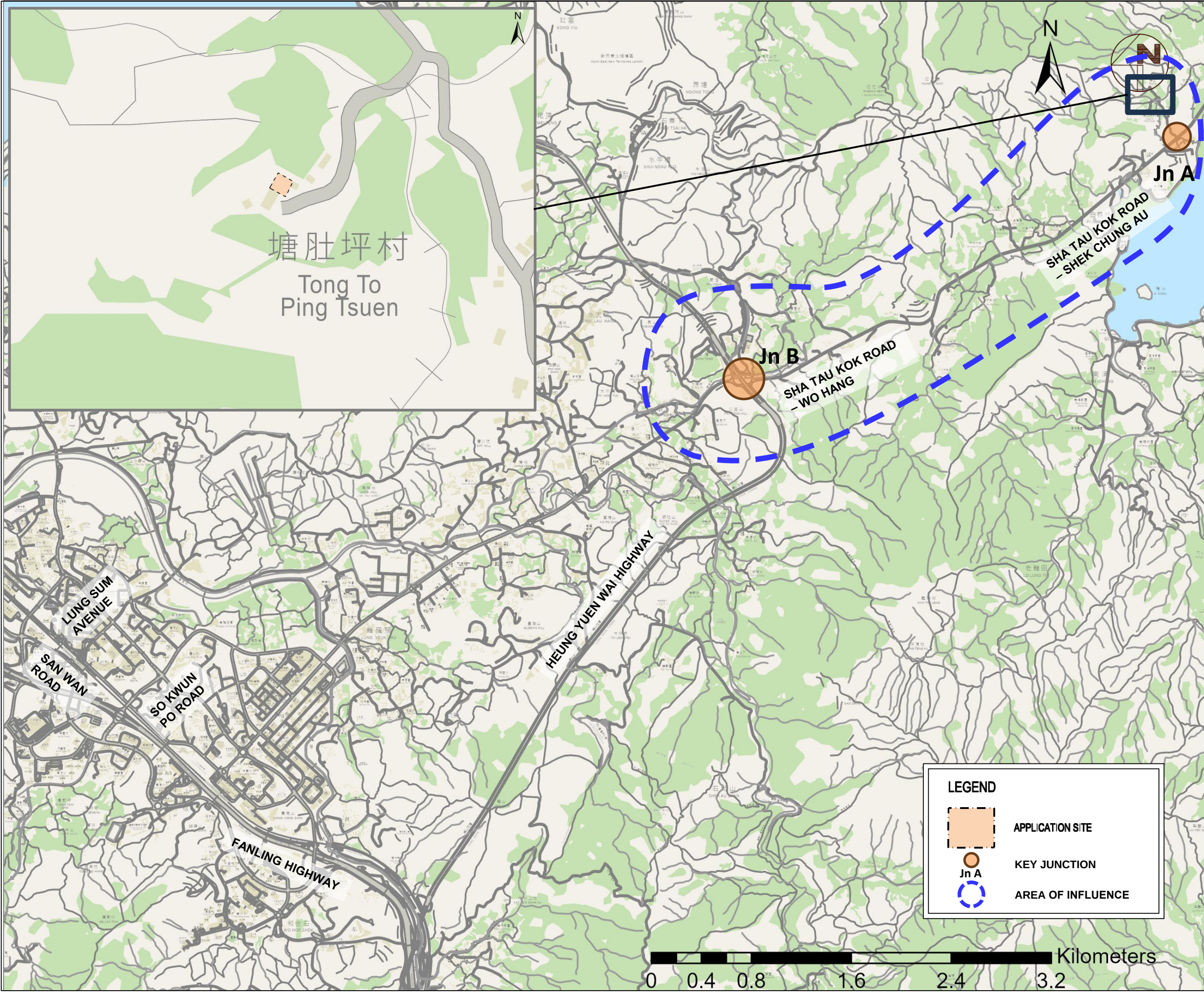


FRANCHISED BUS

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

Date : **MAY 2025**

Rev. :



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

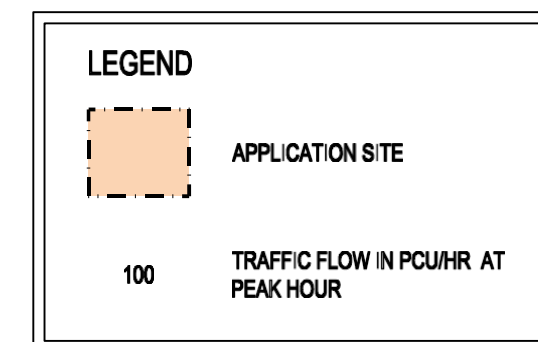
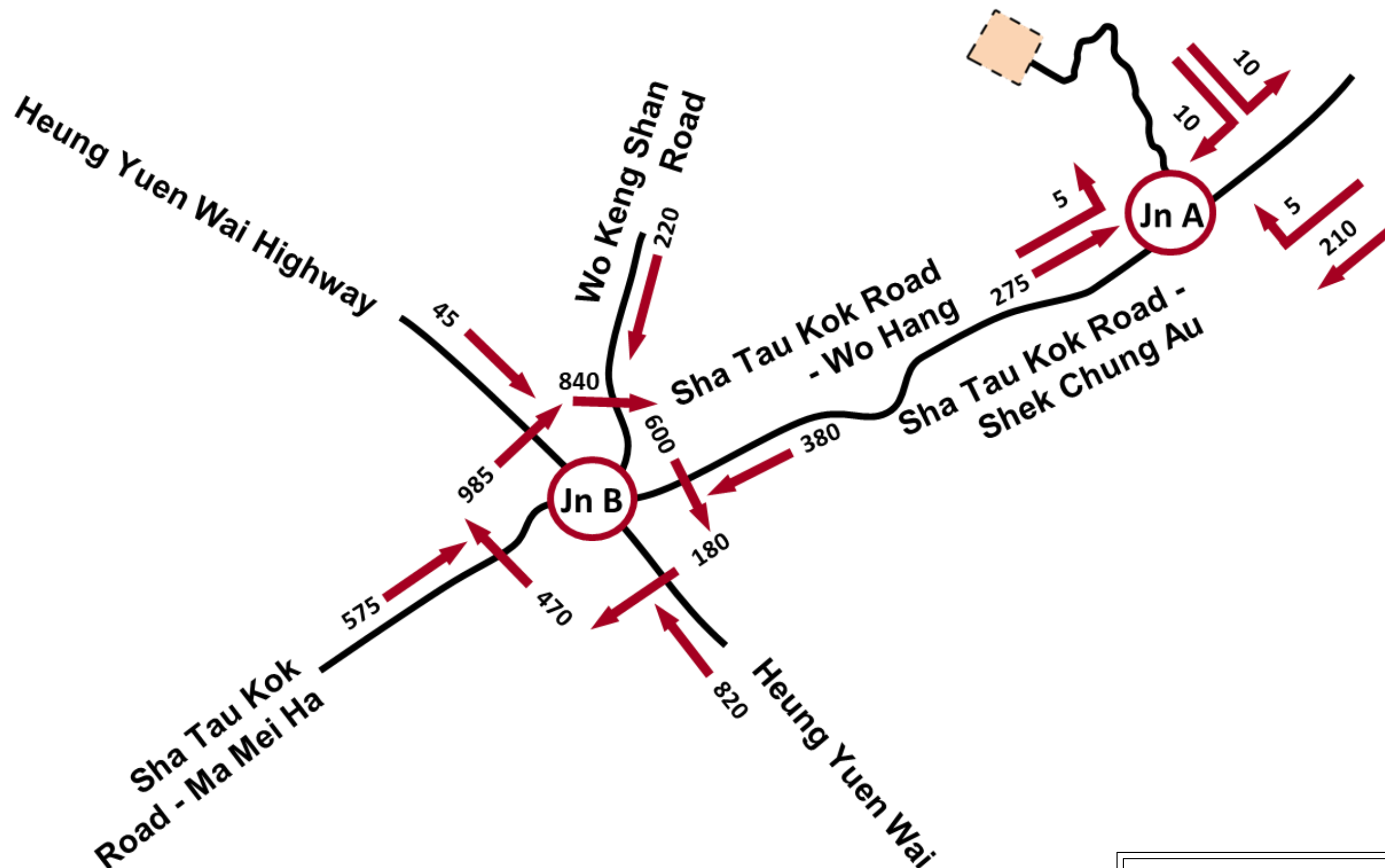
KEY JUNCTION

FIGURE 4.3

Scale : N.T.S

Date : MAY 2025

Rev. : B



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

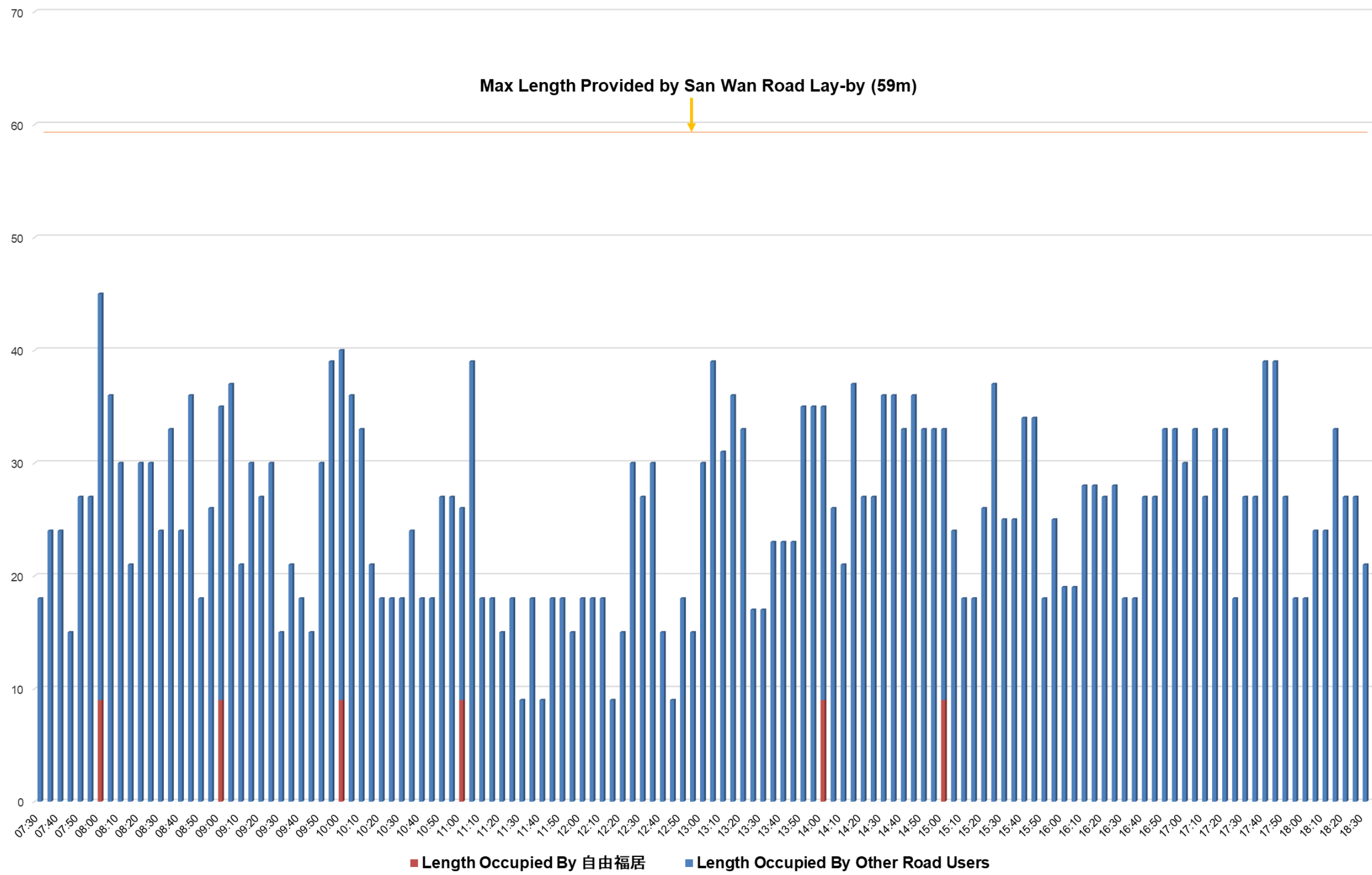
FIGURE 4.4

Scale : N.T.S

Date : JAN 2025

Rev. :

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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

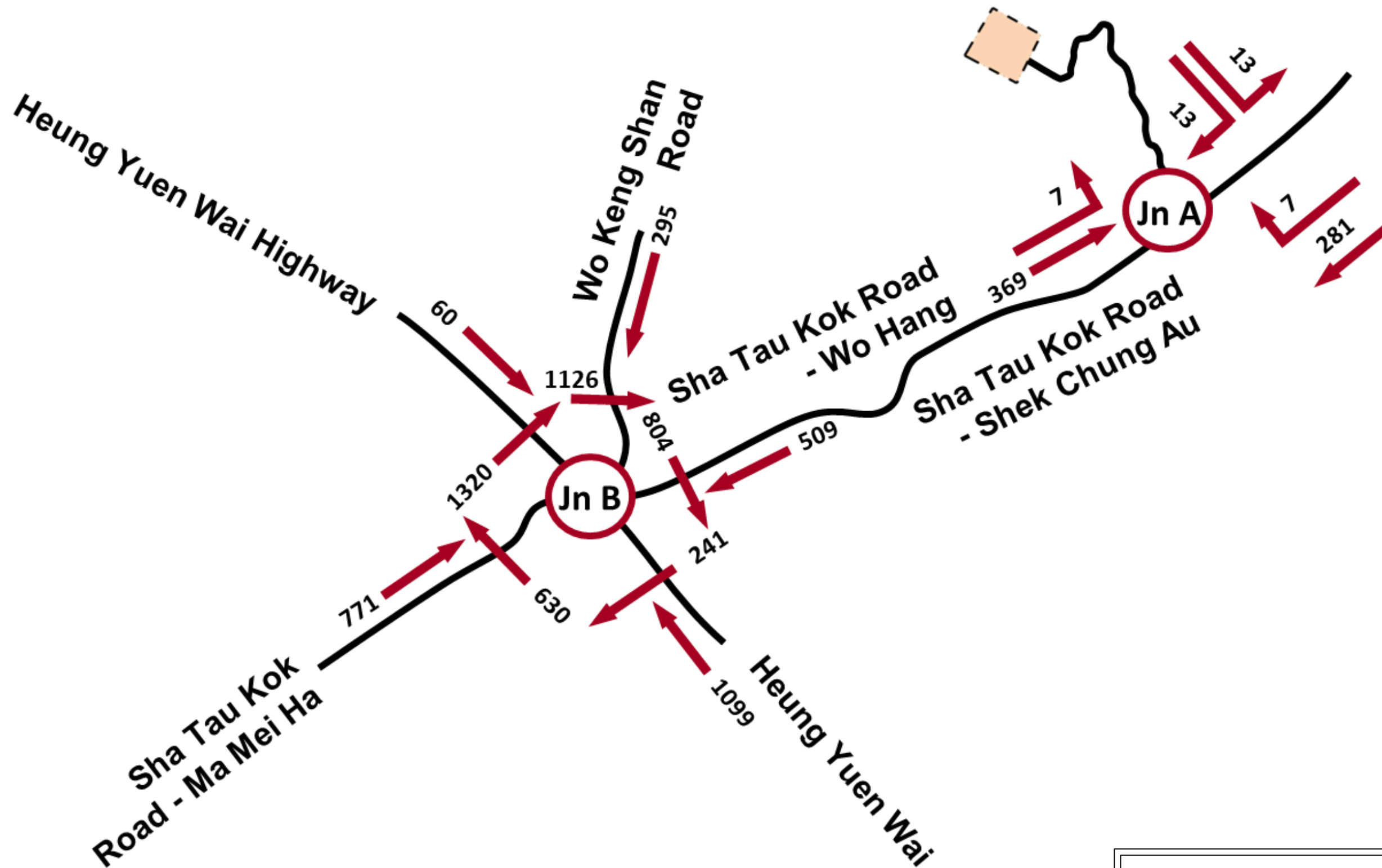
YEAR 2024
OBSERVED LAY-BY
OCCUPANCY

FIGURE 4.5

Scale : N.T.S

Date : JAN 2025

Rev. :



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

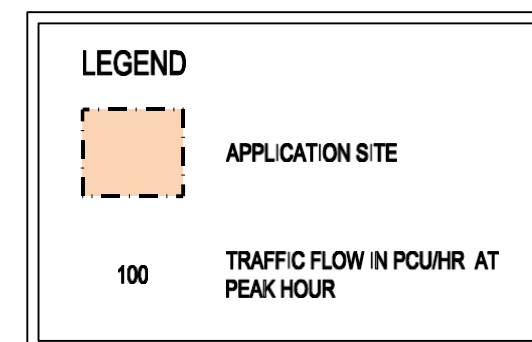
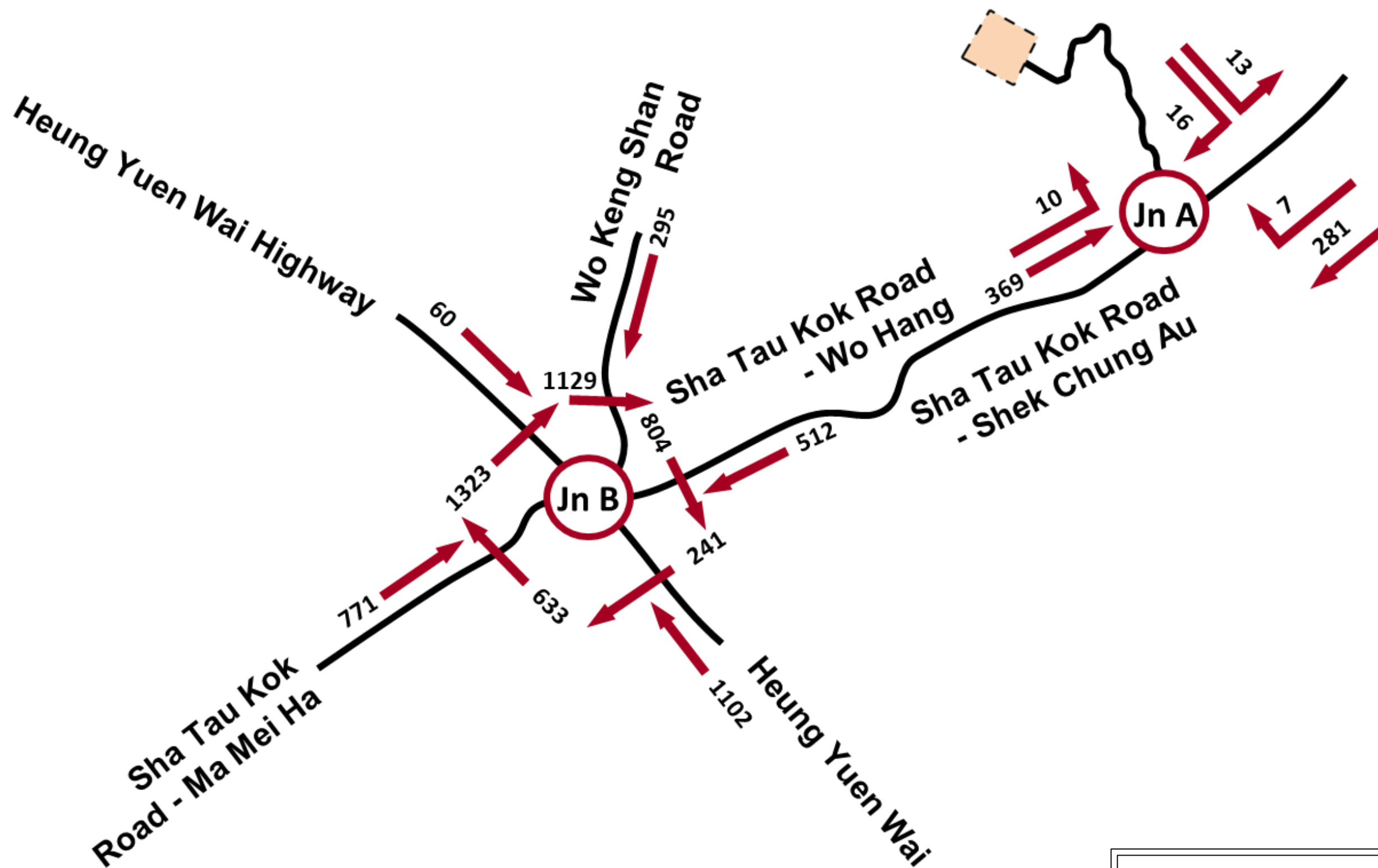
YEAR 2030
REFERENCE
TRAFFIC FLOW

FIGURE 5.1

Scale : N.T.S

Date : JAN 2025

Rev. :



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

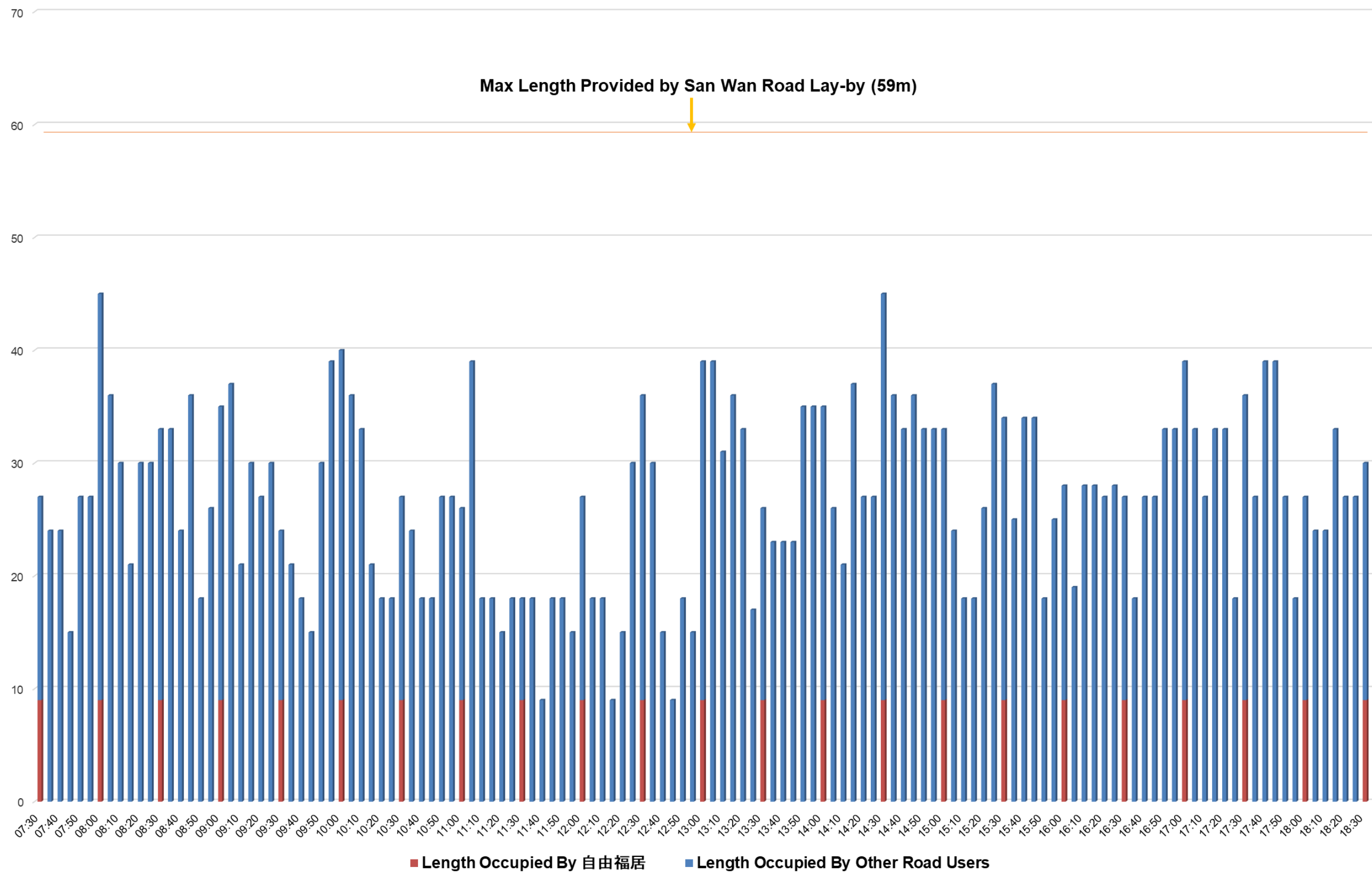
FIGURE 5.2

Scale : N.T.S

Date : JAN 2025

Rev. :

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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

YEAR 2030
DESIGN LAY-BY
OCCUPANCY

FIGURE 5.3

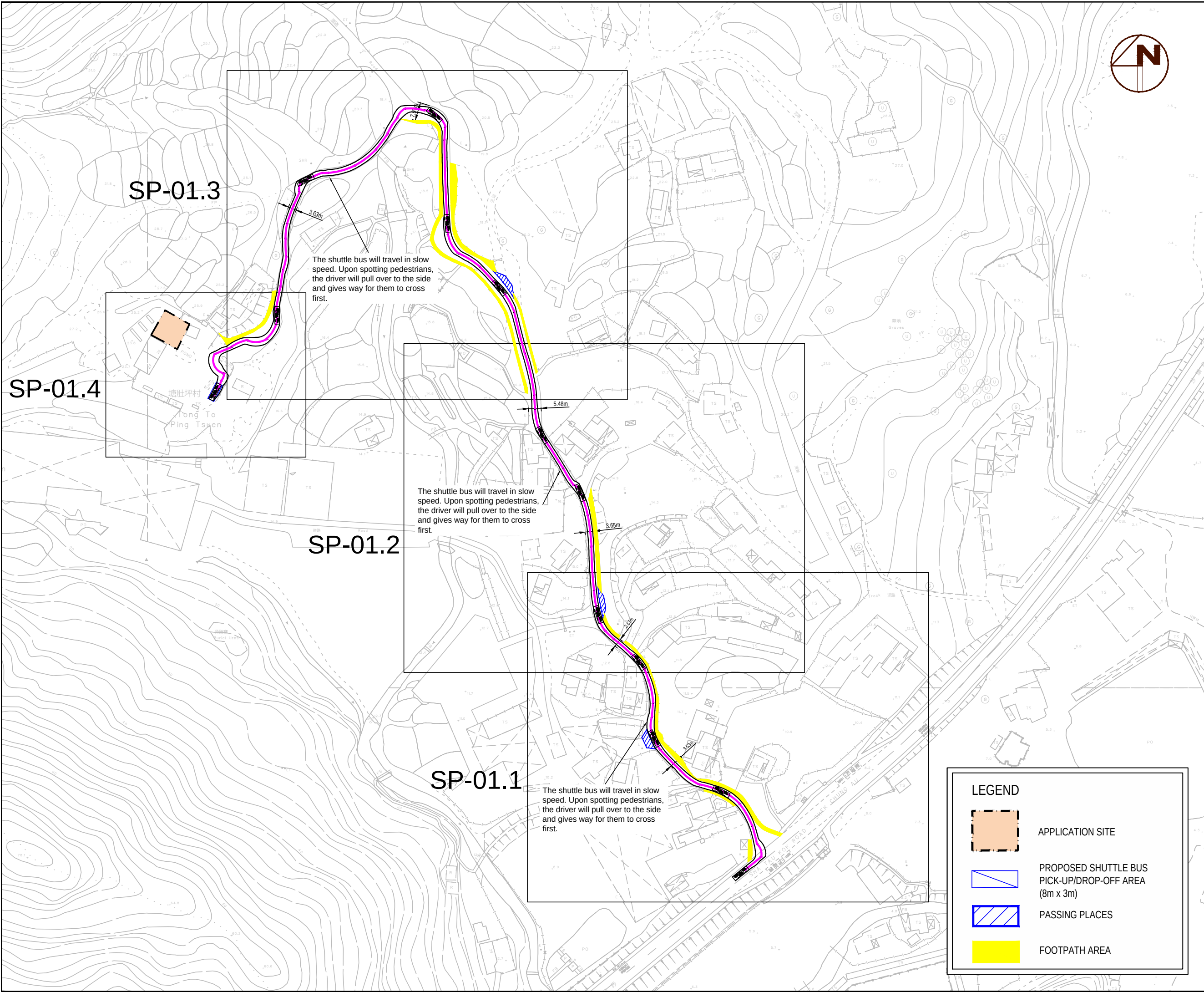
Scale : N.T.S

Date : JAN 2025

Rev. :

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)**

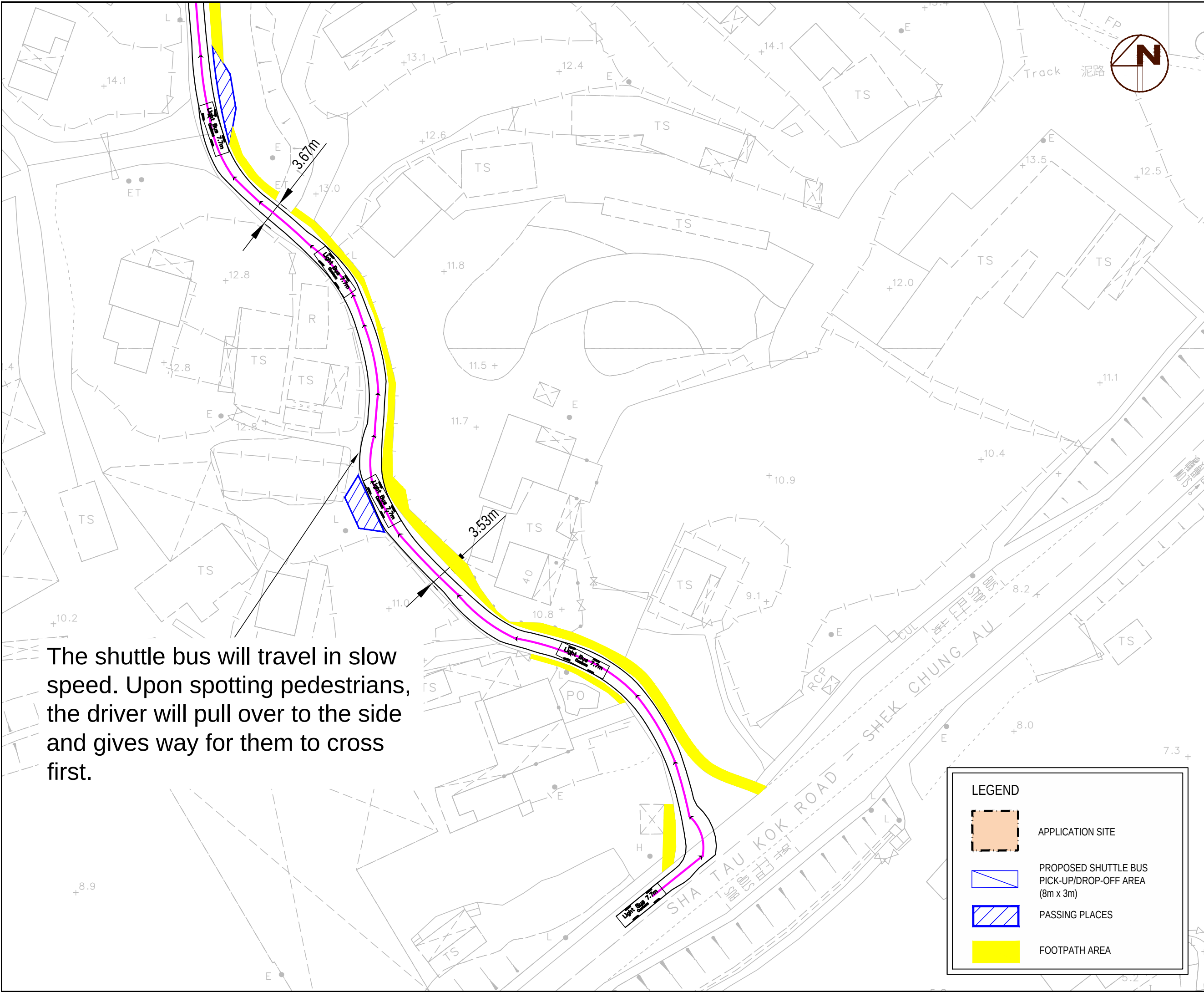
FIGURE SP-01

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

Date : **MAY 2025**

Rev. : **A**

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The shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and gives way for them to cross first.

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

LEGEND

APPLICATION SITE

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

PASSING PLACES

FOOTPATH AREA

Scale : 1:500 (A3)

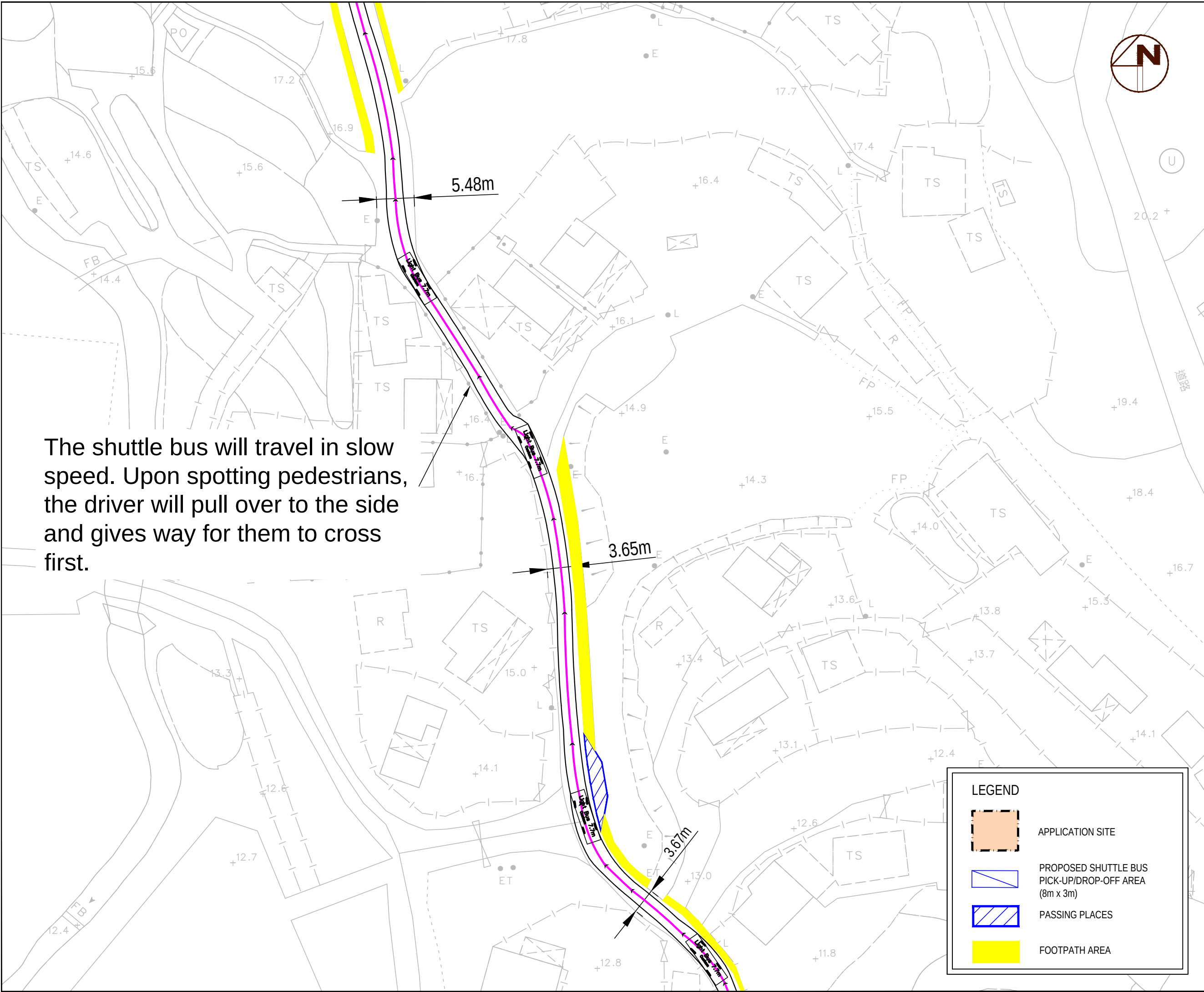
Date : MAY 2025

Rev. : A

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<http://www.axonhk.com>



The shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and gives way for them to cross first.

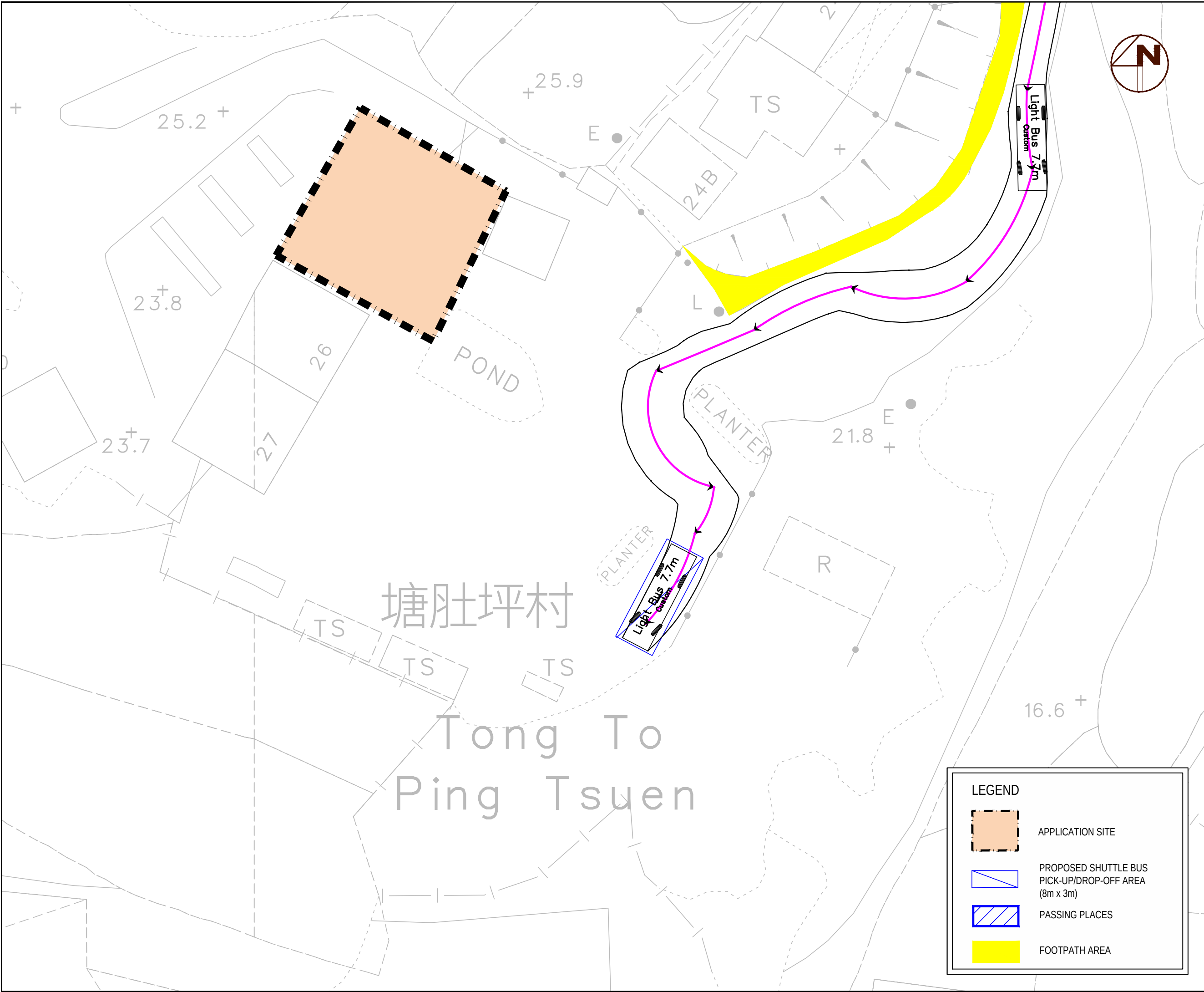
Traffic Impact Assessment for Application for Amendment of Plan for Proposed Rezoning from "Village Type Development" Zone to "Government, Institution and Community (1)" Zone at Lots 1421 (Part), 1422 S.B (Part), 1423 S.B (Part), 1423 S.C (Part) and 1423 S.D (Part) in D.D. 41, Tong To, Sha Tau Kok, New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

SWEPT PATH ANALYSIS FOR TYPICAL SHUTTLE BUS (INGRESS)

FIGURE SP-01.2

Scale : **1:500 (A3)**
Date : **MAY 2025**
Rev. : **A**





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

LEGEND

APPLICATION SITE

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

PASSING PLACES

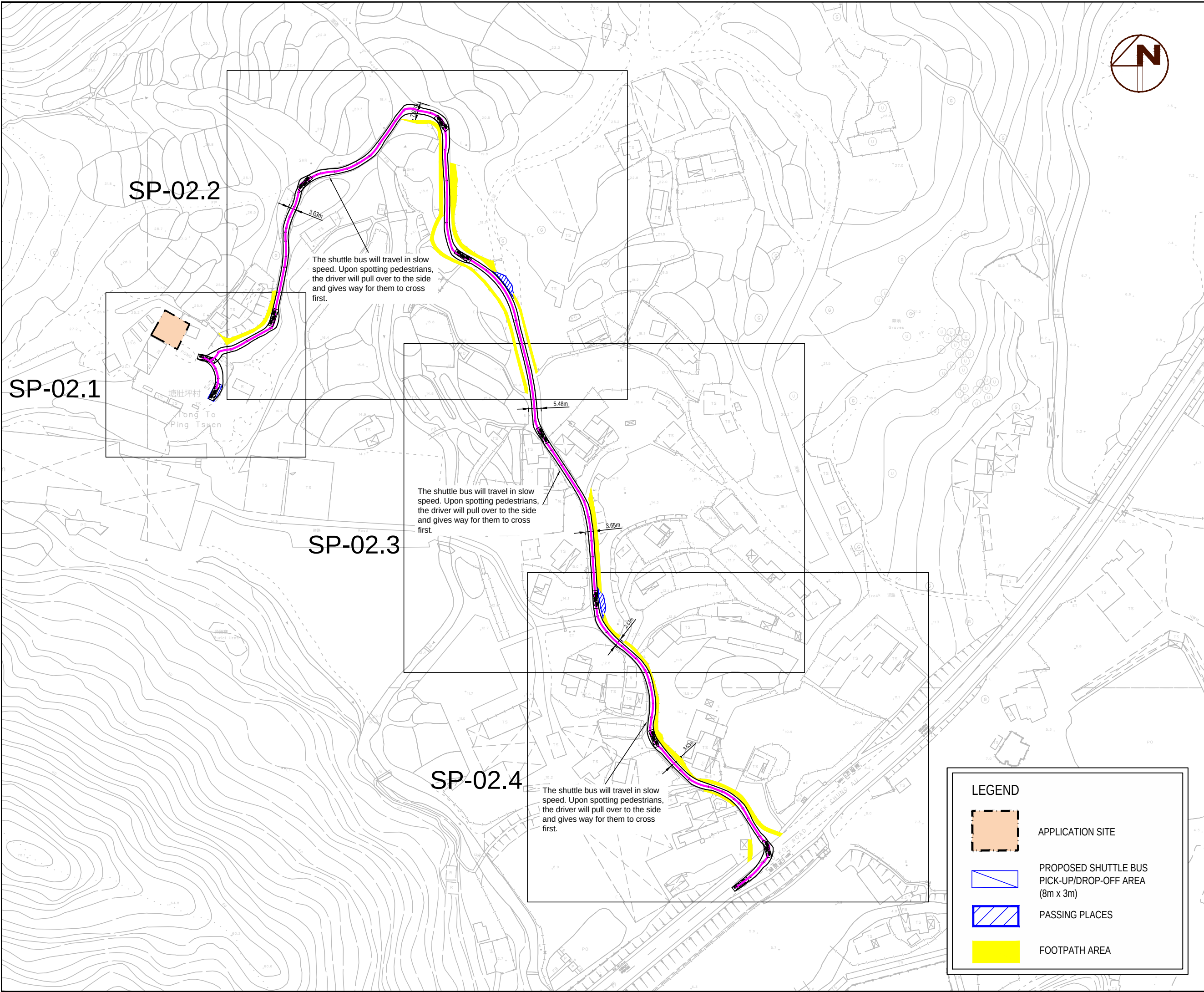
FOOTPATH AREA

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

Date : **MAY 2025**

Rev. : **A**

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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
7.7m SHUTTLE BUS
(EGRESS)**

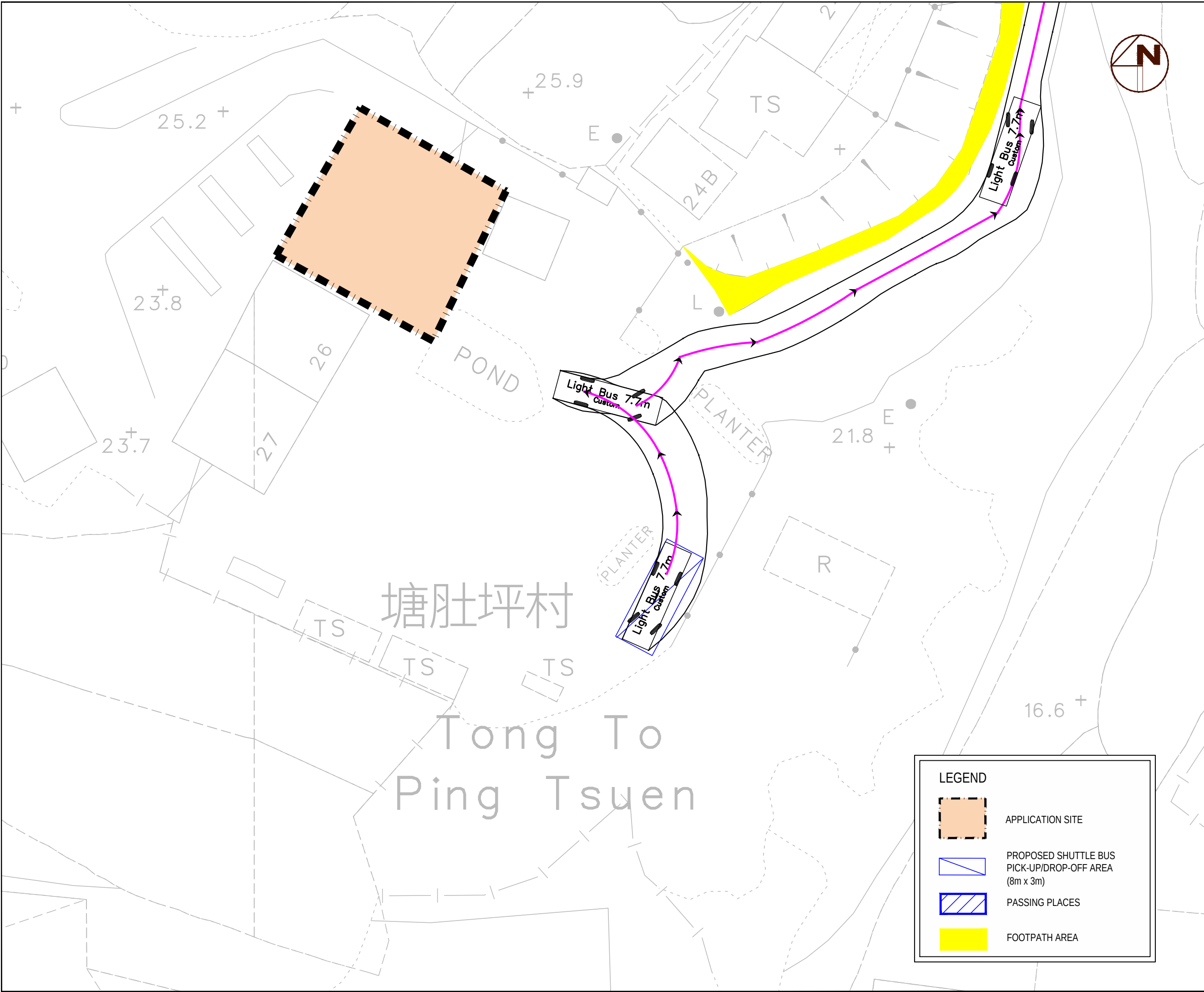
FIGURE SP-02

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

Date : **MAY 2025**

Rev. : **A**





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)

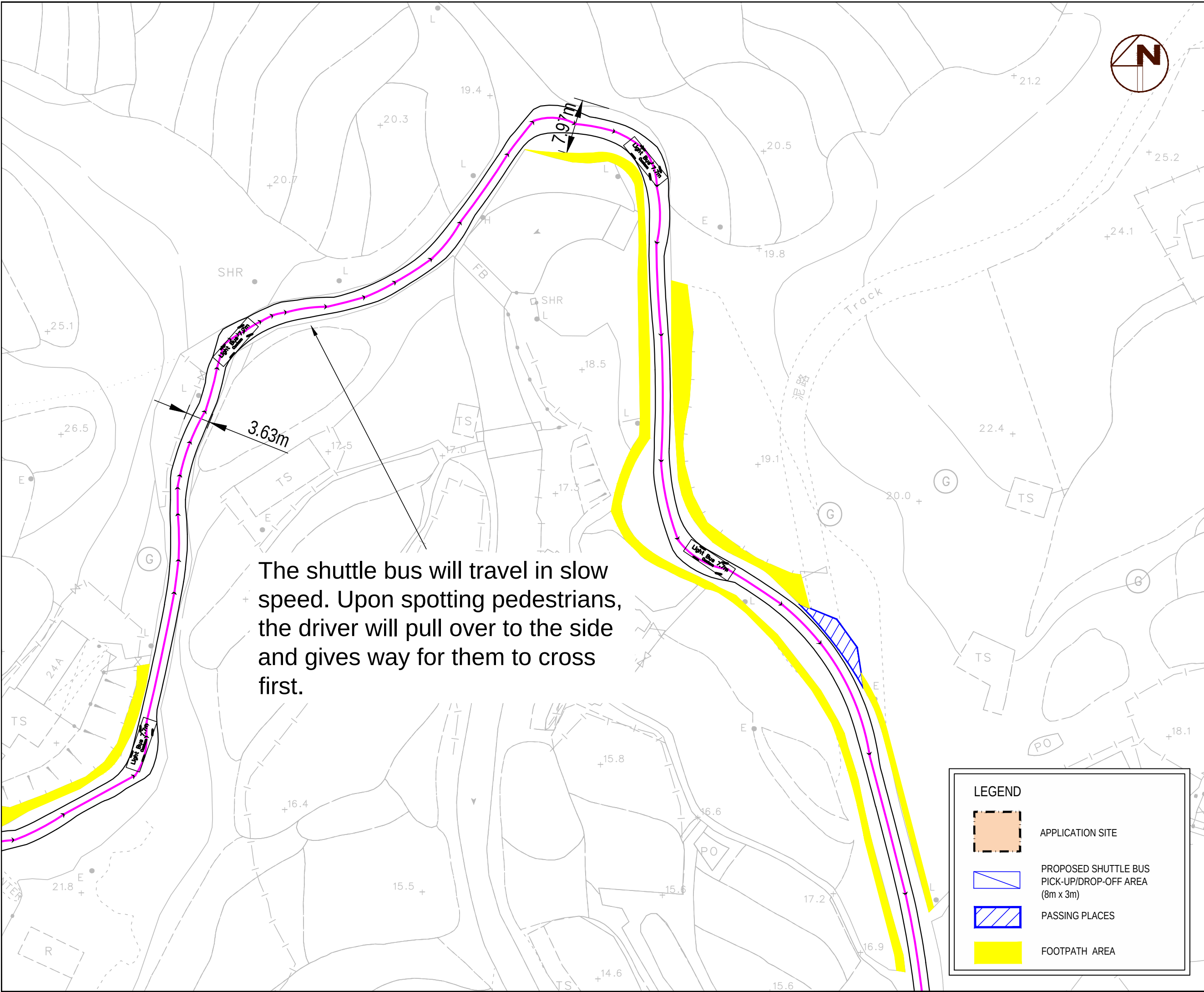
FIGURE SP-02.1

Scale : 1:250 (A3)

Date : MAY 2025

Rev. : A

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<http://www.axonhk.com>



The shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and gives way for them to cross first.

LEGEND

APPLICATION SITE

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

PASSING PLACES

FOOTPATH AREA

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)

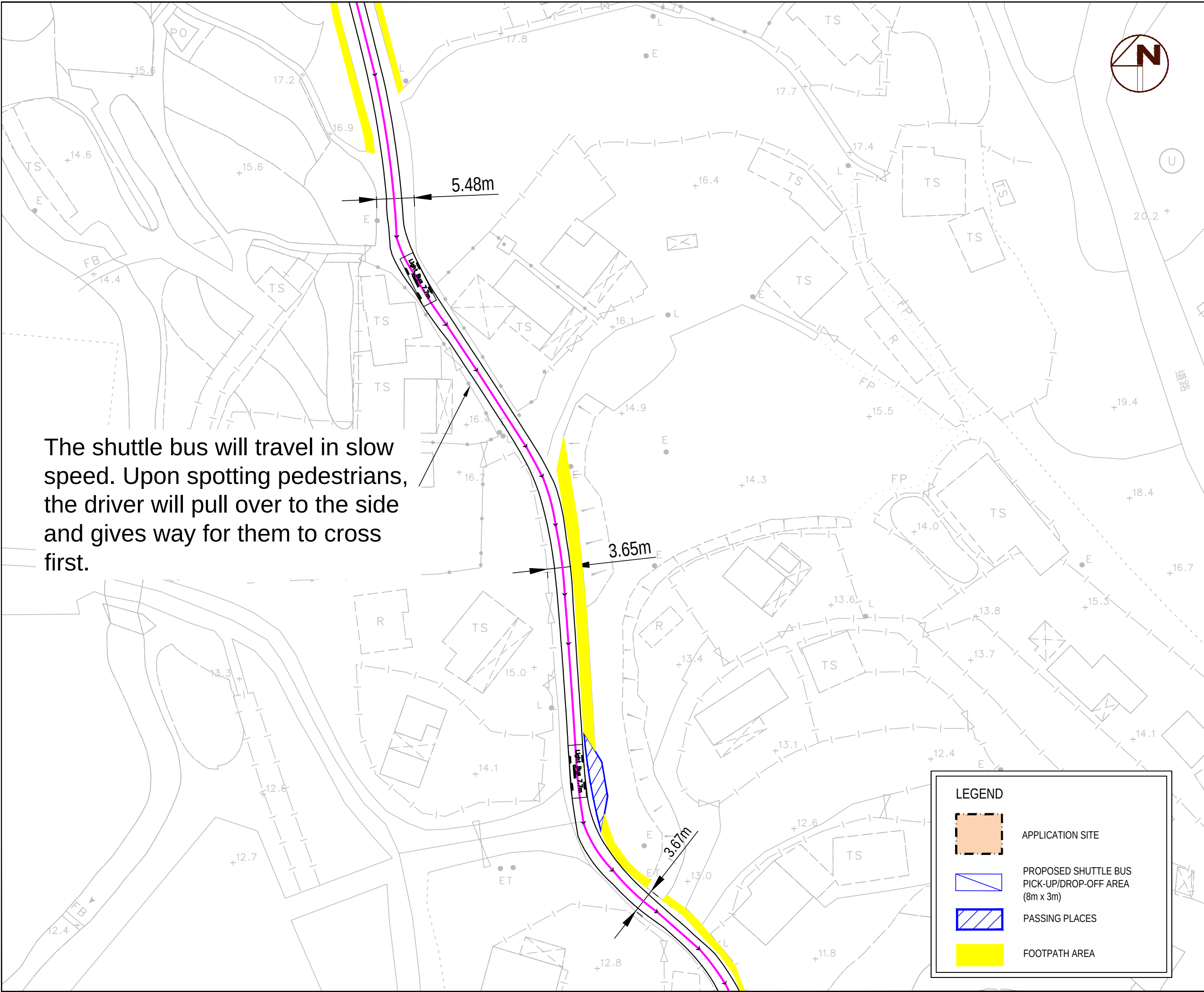
Date : MAY 2025

Rev. : A

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<http://www.axonhk.com>



The shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and gives way for them to cross first.

LEGEND

APPLICATION SITE

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

PASSING PLACES

FOOTPATH AREA

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

Scale : 1:500 (A3)

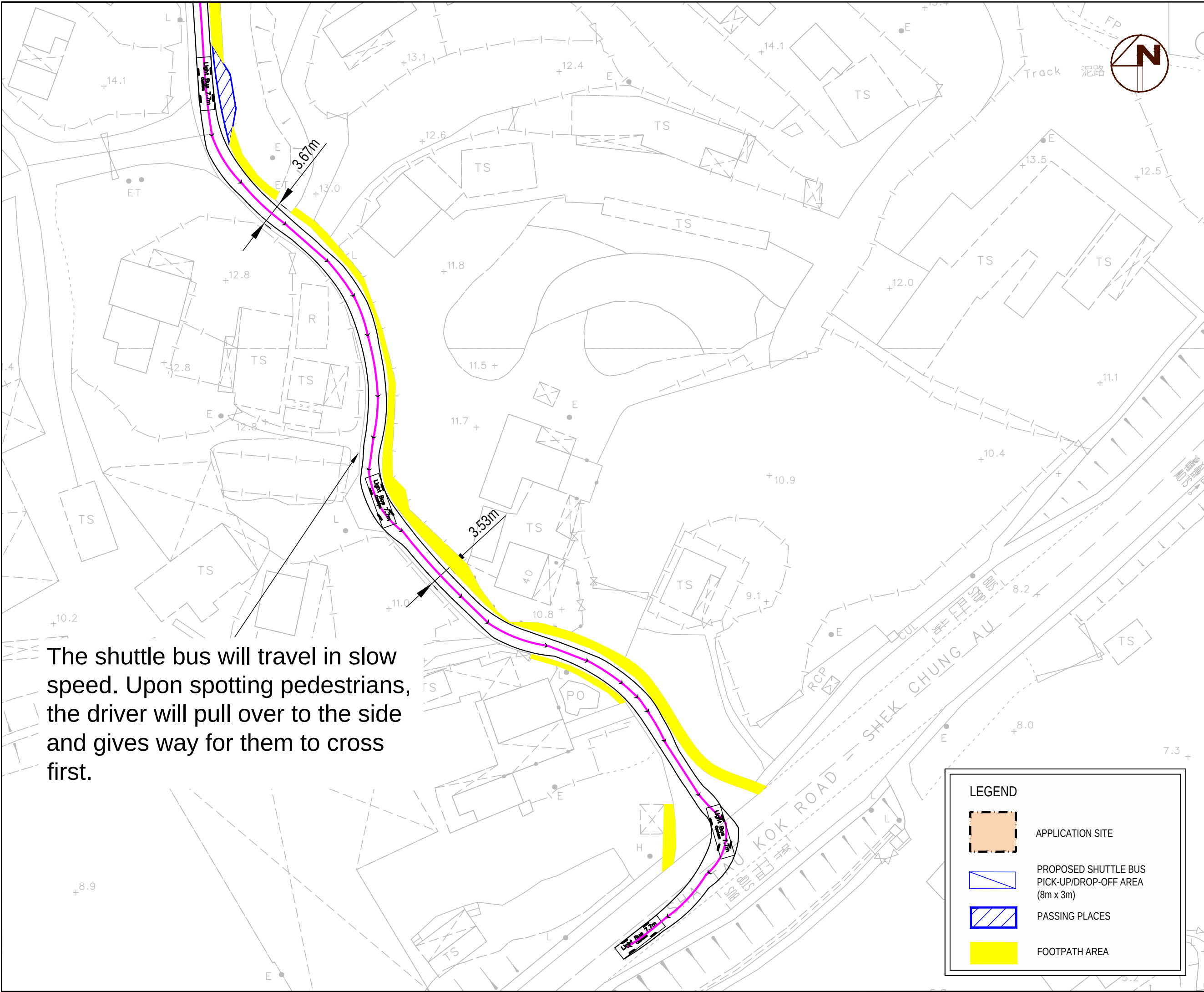
Date : MAY 2025

Rev. : A

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The shuttle bus will travel in slow speed. Upon spotting pedestrians, the driver will pull over to the side and gives way for them to cross first.

LEGEND

APPLICATION SITE

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

PASSING PLACES

FOOTPATH AREA

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

Scale : 1:500 (A3)

Date : MAY 2025

Rev. : A

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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

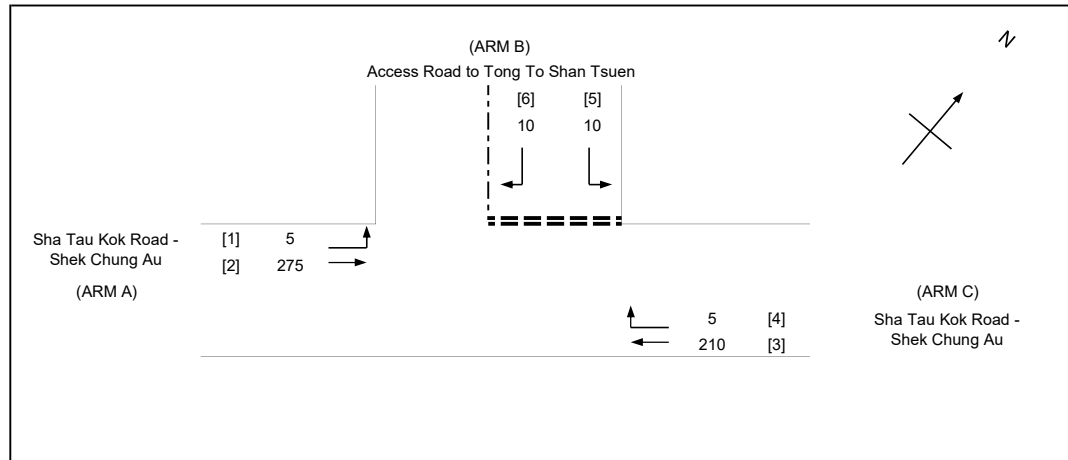
2024 Observed Traffic Flow

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
- VI 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)
- VI 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)

COMPARISON 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:	
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JK

Jan-2025

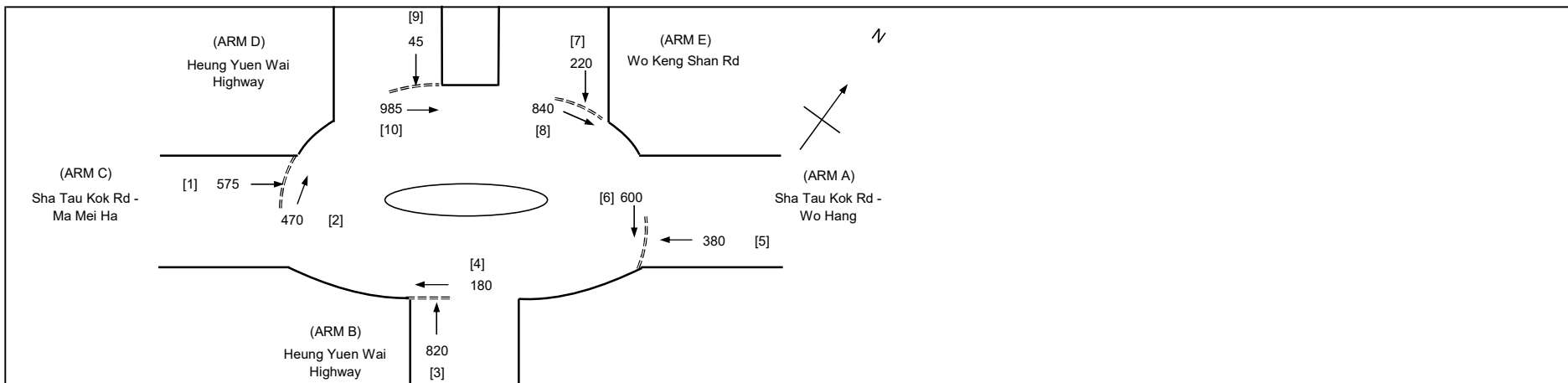
Jn B - Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma	2024 Observed Traffic Flow
--	----------------------------

Project No.:	31041
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Reviewed By:

SF

Jan-2025



GEOMETRIC DETAILS:

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

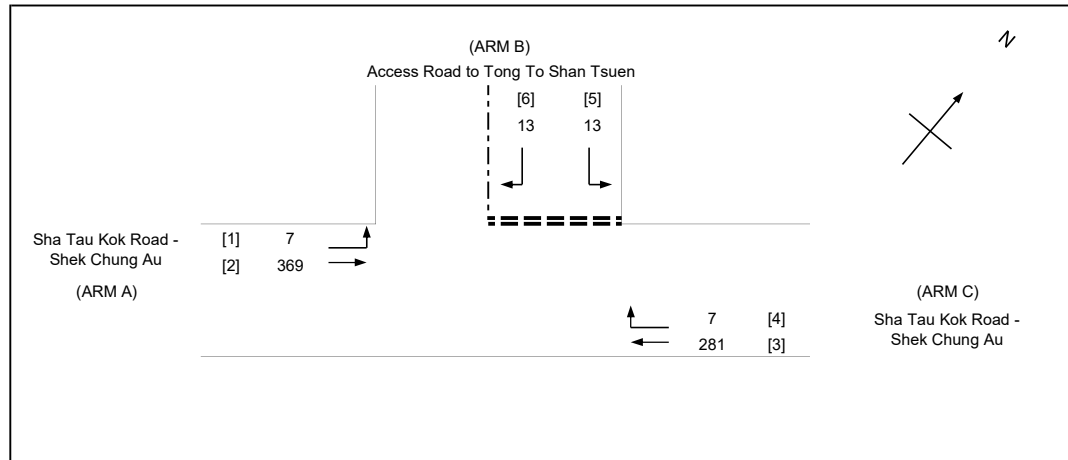
2030 Reference Traffic Flow

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)

COMPARISON 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

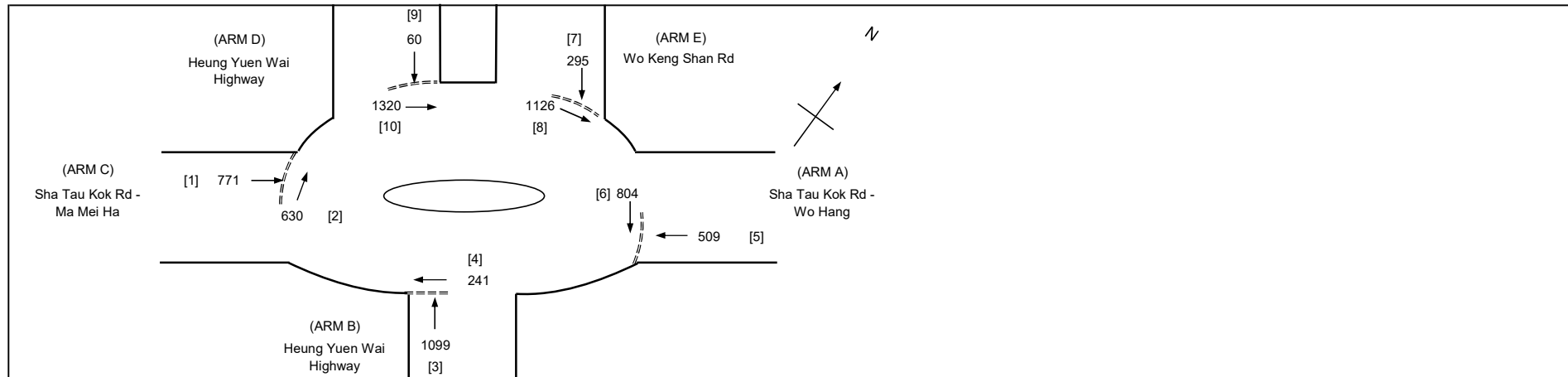
Jn B - Heung Yuen Wai Highway / Sha Tau Kok Road – Wo Hang / Sha Tau Kok Road – Ma

Project No.: 31041

Reviewed By:

SF

Jan-2025



GEOMETRIC DETAILS:

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	=	$303 \times X2$	2249	2348	2010	2526	1986
Td	=	$1+(0.5/(1+M))$	1.01	1.01	1.01	1.01	1.01
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.53	0.54	0.49	0.57	0.49
Qe	=	$K(F-Fc \times Qc)$	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

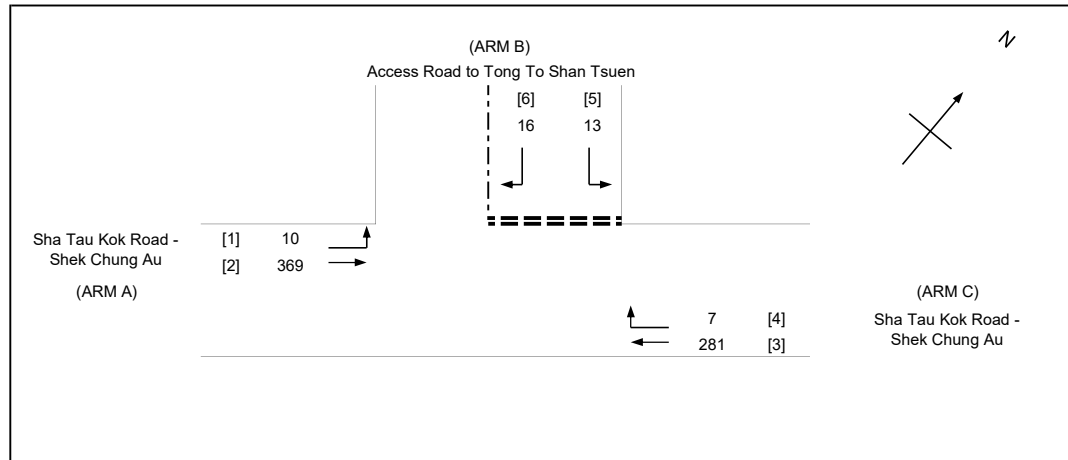
2030 Design Traffic Flow

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)

COMPARISON 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

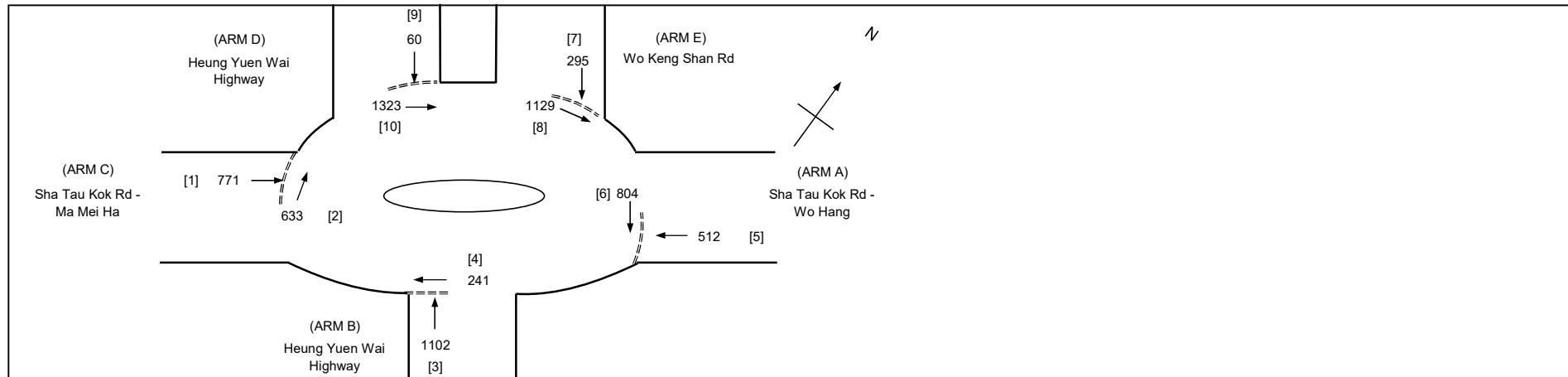
2030 Design Traffic Flow

Project No.: 31041

Reviewed By:

SF

Jan-2025



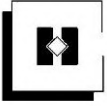
GEOMETRIC DETAILS:

		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
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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	=	$303 \times X2$	2249	2348	2010	2526	1986
Td	=	$1+(0.5/(1+M))$	1.01	1.01	1.01	1.01	1.01
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.53	0.54	0.49	0.57	0.49
Qe	=	$K(F-Fc \times Qc)$	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)
<u>由上水新運路(近上水港鐵站B1出口)開出</u>		
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
<u>由沙頭角塘肚坪村24號開出</u>		
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。

根據香港法例第374章《道路交通條例》第52條的規定，營辦未經批准的公共巴士服務即屬違法。此外，按照客運營業證的條件，除客運營業證所批准的巴士服務外，持證人不得營辦其他巴士服務。如營辦任何未經批准的巴士服務，即屬違反客運營業證所訂的條件。根據《道路交通條例》第30和31條的規定，運輸署署長可委派一名公職人員主持研訊，並取消該客運營業證。

本署並同時提醒貴公司，營辦未經批准的公共巴士服務，可導致提供有關服務的巴士的第三者風險保險計劃失效。如無有效的第三者風險保險計劃，一旦發生意外，使用有關巴士服務的乘客將可能不會獲得保障，而貴公司可能被要求全部承擔有關乘客保險責任，並面對刑事檢控。

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)

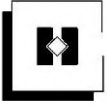
2024 年 9 月 2 日

連附件

副本抄送：

寶利信國際有限公司（經辦人：張建龍先生）

地址：沙頭角塘肚坪村24號（丈量約份第41約地段第1423跑B分段部份）



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

December 2024

Report : Version 1.0



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2	THE INDICATIVE DEVELOPMENT.....	3
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3.1	SITE CONTEXT AND EXISTING LAND USE	4
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List of Figures

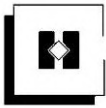
Figure 1	Location of Proposed Viewpoints for the Application
Figure 2	Visual Elements Identified in the Vicinity of the Application Site
Figure 3a to 3e	Photomontages

List of Tables

Table 1	Development Parameters of the Proposed Development
Table 2	Classification of VPs
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Table 4	Classification of Overall Resultant Visual Impact

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Diagram 2	Overview of Law Uk in Shek Chung Au Tsuen and Lap Wo Sai Kui in Lap Wo Tsuen
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
Diagram 6	Overview of the Application Site within the rural setting



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**).

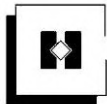


Diagram 1 Existing Condition of Application Site

- 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

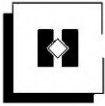


Diagram 3 Elevation of the Application Site showing the main entrance and green brick wall



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

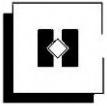
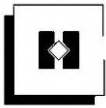


Diagram 5 Village houses at Ma Tseuk Leng Village adjacent Tong To Ping Tsuen, taken in 1950-1960s (Image Source: HKU Digital Repository)



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 about 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 minibuses 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

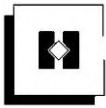
Selection of Viewing Points

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

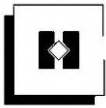
Receivers	Main Activities	Sensitivity
Recreational	Those viewers who would view the Application Site while engaging in recreational activities	High
Travellers	Those viewers who would view the Application Site from vehicles or on foot	Medium
Occupational	Those viewers who would view the Application Site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

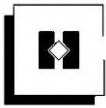


	resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.
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- 5.1.2 According to TPB PG-No. 41, para 4.11 sets out the classifications of visual impact 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

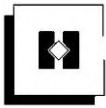
Classification of Overall Resultant Visual Impact	Description
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the proposed development 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.
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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.

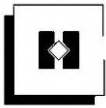
- 5.1.8 Based on the above, the proposed development will bring negligible visual impact to the car users and pedestrian in Tong To Ping Tsuen at this VP when compared to the baseline scenario.

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.

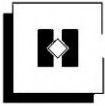


VP5: Bus Stop along Sha Tau Kok Road – Shek Chung Au (See Figure 3e)

- 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**.

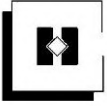
Table 6: Summary of Visual Appraisal

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.



ANNEX 7

PROPOSED SCHEDULE OF USES

FOR G/IC ZONE

GOVERNMENT, INSTITUTION AND COMMUNITY (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Government Use (Police Reporting Centre, Post Office only) Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Columbarium Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Place of Recreation, Sports or Culture Public Convenience Public Utility Installation Religious Institution (not elsewhere specified) Utility Installation for Private Project

Planning Intention

This zone is intended primarily for columbarium and related use. Any development on land zoned "Government, Institution or Community (1)" shall be compatible and blend in harmoniously with its surrounding environment.

Remarks

On land designated "Government, Institution or Community (1)" ("G/IC(1)"), 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 GFA of 98m² and the maximum building height of 5.6m, or the GFA and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater. The maximum number of niches for columbarium uses shall not exceed 864.

GOVERNMENT, INSTITUTION AND COMMUNITY (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Government Use (Police Reporting Centre, Post Office only)	Columbarium
Religious Institution (Ancestral Hall only)	Government Refuse Collection Point
Rural Committee/Village Office	Government Use (not elsewhere specified)
	Institutional Use (not elsewhere specified)
	Place of Recreation, Sports or Culture
	Public Convenience
	Public Utility Installation
	Religious Institution (not elsewhere specified)
	Utility Installation for Private Project

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Previous S.12A Application

Rejected Application

Application No.	Uses/Development	Date of Consideration	Rejection Reasons
Y/NE-STK/3	To rezone the application site from “Village Type Development” to “Other Specified Uses” annotated “Columbarium”	14.7.2023	R1-R2

Rejection Reasons:

- R1 The Site fell within an area zoned “Village Type Development” (“V”) with the planning intention primarily for development of Small Houses by indigenous villagers. The proposed columbarium use was considered not compatible with the existing village setting of the area, particularly the residential dwellings located to its immediate southwest. There was no strong planning justification for rezoning of the Site from “V” to “Other Specified Uses” annotated ‘Columbarium’ to permit columbarium use as of right. The current “V” zone for the Site was considered appropriate.
- R2 The applicant failed to demonstrate that the columbarium use would not cause adverse traffic impact on the surrounding areas.

Similar Application for Amendment of Plan on the same OZP

Rejected Application

Application No.	Uses/Developments	Date of Consideration	Rejected Reason
Y/NE-STK/4	To rezone the application site from “Agriculture” and “Green Belt” to “Other Specified Uses” annotated “Columbarium”	20.12.2024	R1

Rejection Reason

- R1 The application site falls within an area zoned “Agriculture” (“AGR”) and “Green Belt” (“GB”). The proposed columbarium use is considered not compatible with the village setting of the area, particularly the residential dwellings to its west and southwest as well as the “Village Type Development” zones of San Tsuen and Tong To in the vicinity. There is no strong planning justification for rezoning the site from “AGR” and “GB” to “Other Specified Uses” annotated “Columbarium” to permit columbarium use as of right. The current “AGR” and “GB” zonings for the Site are considered appropriate and should be retained.

Detailed Departmental Comments

1. Fire Safety

Comments of the Director of Fire Services (D of FS):

- (a) no specific comment on the application subject to water supplies for firefighting and fire service installations being provided to his satisfaction;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans;
- (c) licensing requirements, if any, would be formulated upon receipt of formal application via the Licensing Authority separately; and
- (d) the applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

2. Heritage Preservation

Comments of the Chief Heritage Executive (Antiquities & Monuments), Antiquities and Monuments Office (CHE(AM), AMO):

- (a) no comments on the application from heritage conservation perspective;
- (b) there are no declared monuments, graded historic buildings or items pending grading assessment by the Antiquities Advisory Board, sites of archaeological interest fall within or in close vicinity of the application site (the Site); and
- (c) it is understood that the subject rezoning application aims to regularise the existing columbarium use. Considering that the buildings at Nos. 24 and 25 Tong To Ping Tsuen within the Site are examples of traditional Chinese vernacular architecture, if there is any redevelopment plan in the future, the project proponent is encouraged make photographic record of the buildings and share it with the AMO for documentation purpose and future use such as research, exhibition and educational programmes. The project proponent is also welcome to contact AMO if needed.

3. Building Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) no objection to the application;
- (b) there is no record of any approval given by the Building Authority for the existing buildings/ structures for columbarium use at the Site; and
- (c) the applicant is advised of the following:
 - (i) if the existing structures are New Territories Exempted Houses (NTEH) under the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121 or the previous Cap. 322), District Land Officer/ North of Lands Department (DLO/N, LandsD) should be consulted;

- (ii) if there are existing structures which had been erected on leased land without approval of BD (not being a NTEH), they are unauthorised building works (UBW) under the BO and should not be designated for any approved use under the captioned application unless such are permissible under the Private Columbaria Ordinance (Chapter 630);
- (iii) the Site shall be provided with means of obtaining access thereto from a street under the Regulation 5 of the Building (Planning) Regulations (B(P)R) and emergency vehicular access shall be provided under the Regulation 41D of the B(P)R;
- (iv) the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority under Regulation 19(3) of the B(P)R at building plan submission stage;
- (v) if the proposed use under application is subject to issue of a license, the applicant should be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;
- (vi) the applicant's attention is drawn to the provision under regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation in respect of disposal of foul water and surface water respectively;
- (vii) the granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO, and any licence applications for which comments from BD is necessary; and
- (viii) detailed comments will be given in the building plan submission stage.