2024年 9月 3 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 - 3 SEP 2024.
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

2402130 29/8 by hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/YL-KTN/5
	Date Received 收到日期	- 3 SEP 2024

1. 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。

2. 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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. 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。

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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)

Hip Tin Temple Management Company Ltd.

協天宮管理有限公司

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)

Toco Planning Consultants Limited

達材都市規劃顧問有限公司

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 No. 1171 S.B in D.D. 109
(c)	Site Area 申請地點面積	136.9 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)	N/A sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	One-storey building named Hip Tin Temple (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 29/08/2024 (DD/MM/YYYY), this application involves a total of 2 "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 2 "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)
2	Lot No. 1171 S.B in D.D. 109	17/7/2024

(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 notified ..... "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)

(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 Kam Tin North Outline Zoning Plan No. S/YL-KTN/11
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Agriculture

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 [ ]
- ☐ 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 [ ]
- ☐ 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)

Please see attached Planning Statement.

☑ 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 see attached Planning Statement.

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

CHAN TAT CHOI
Name in Block Letters
姓名（請以正楷填寫）

Managing Director
Position (if applicable)
職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ 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 MPIA

on behalf of 代表 Toco Planning Consultants Limited
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 29.8.2024 (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	118.9 sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	0.868	☑ About 約
☑ Proposed site coverage 擬議上蓋面積	86.9 %	☑ 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	6 m 米	☑ About 約
	____ 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	____	
	GFA 總樓面面積	
☑ Non-domestic part 非住用部分	118.9 sq.m.平方米	☑ About 約
☐ hotel 酒店	____ sq.m.平方米 (please specify the number of rooms 請註明房間數目: ____)	☐ About 約
☐ 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)	
☑ 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) Religious Use: 39.5sqm Indoor Columbarium: 77.5sqm Outdoor Columbarium: 1.9sqm	
☐ 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]
Building 1	G/F	Religious use and columbarium

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

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))
Chi Ho Road

☐ 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	☐ Please provide details 請提供詳情 ....
	No 否	☑
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	☐ (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
	No 否	☑

Would the development proposal cause any adverse impacts?
擬議發展計劃會否造成不良影響？

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 ☑

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)

Please see attached Planning Statement.

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 在龕位內最多可安放骨灰的數量	3,872
Maximum number of sets of ashes that may be interred other than in niches 在非龕位的範圍內最多可安放骨灰的數量	0
Total number of niches 龕位總數	2,911
Total number of single niches 單人龕位總數	1,965
Number of single niches (sold and occupied) 單人龕位數目（已售並佔用）	15
Number of single niches (sold but unoccupied) 單人龕位數目（已售但未佔用）	15
Number of single niches (residual for sale) 單人龕位數目（待售）	1,935
Total number of double niches 雙人龕位總數	945
Number of double niches (sold and fully occupied) 雙人龕位數目（已售並全部佔用）	0
Number of double niches (sold and partially occupied) 雙人龕位數目（已售並部分佔用）	0
Number of double niches (sold but unoccupied) 雙人龕位數目（已售但未佔用）	10
Number of double niches (residual for sale) 雙人龕位數目（待售）	935
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）	1
Number. of niches (sold and fully occupied) 龕位數目（已售並全部佔用）	1(合葬位-17人)
Number of niches (sold and partially occupied) 龕位數目（已售並部分佔用）	0
Number of niches (sold but unoccupied) 龕位數目（已售但未佔用）	0
Number of niches (residual for sale) 龕位數目（待售）	0

Proposed operating hours 擬議營運時間 9:00 a.m. - 5:00 p.m. during non-grave-sweeping festival periods
7:00 a.m. - 6:00 p.m. during grave-sweeping festival periods

@ 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 No. 1171 S.B in D.D. 109 丈量約份第109約地段第1171號B分段
Site area 地盤面積	136.9 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 Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 錦田北分區計劃大綱核准圖編號 S/YL-KTN/11
Zoning 地帶	Agriculture 農業
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 "Agriculture" to "Government, Institution or Community (1)" 把申請地點由「農業」地帶改劃為「政府、機構或社區(1)」

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

			sq.m 平方米	Plot Ratio 地積比率
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	- ☐ About 約 ☐ Not more than 不多於	- ☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	118.9 ☑ About 約 ☐ Not more than 不多於	0.868 ☑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	6	m 米 ☑ (Not more than 不多於)
		-	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	86.9 % ☑ About 約		
(v) No. of units 單位數目	2,911 靈灰龕位 Columbarium Niches		
(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）	☐	☑
位置圖 Location Plan, 平面圖 Site Plan, 土地類別圖 Land Status Plan, 視覺分析圖 Visual Analysis Plan		
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）	☐	☑
有關申請地點的照片 Photos regarding the application site, 昔日航拍照片 Historical Aerial Photo		

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。

Appendix Ia of the RNTPC
Paper No. Y/YL-KTN/5A

Section 12A Application from "Agriculture" to "Government, Institution or Community (1)" for Regularisation of a Pre-cut-off Columbarium ancillary to Hip Tin Temple, Lot No. 1171 S.B in D.D. 109, Tai Kong Po, Yuen Long

PLANNING STATEMENT

Toco Planning Consultants Ltd.

Chuo Wang Survey Services Company

OZZO Technology (HK) Ltd.

TOCO

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Executive Summary

This planning application under section 12A of the Town Planning Ordinance is submitted by Toco Planning Consultants Ltd. on behalf of Hip Tin Temple Management Company Ltd. (the Applicant), which is the operator of Hip Tin Temple in Tai Kong Po, Kam Tin North, Yuen Long. It is for the agreement of the Town Planning Board to rezone a site covering Lot No. 1171 S.B in D.D. 109 (the application site), from “Agriculture” to “Government, Institution or Community (1)” (“G/IC(1)”) on the approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11. The proposed “G/IC(1)” zone will facilitate the continual operation of the current Pre-cut-off Columbarium with 2,911 niches ancillary to Hip Tin Temple.

Hip Tin Temple was a pre-war structure built in 1932. It is a religious institution dedicated for the deity Kwan Tai and the niches of 17 righteous ancestors of Shing Mun Tsuen. The Cheng clan, who originally lived in Shing Mun Valley in Tsuen Wan, had to move away since the Government needed to construct the Shing Mun Reservoir in the late 1920s. Thus, they had resettled to Kam Tin in 1930 and established Shing Mun San Tsuen. Hip Tin Temple was also relocated to the application site for the convenience of villagers and future generations to worship. Some cremated ashes of the local villagers were interred in the temple. The application site has a very long history of religious and columbarium uses.

In response to the latest requirements of Private Columbaria Ordinance in 2017, the Applicant had submitted the columbarium licensing application to the Private Columbaria Licensing Board on 27.3.2018. The Applicant had fulfilled a series of requirements and obtained the Approval-in-principle Temporary Suspension of Liability on 24.10.2022. This planning application is submitted partly to comply with the licensing requirements under the PCO and partly to satisfy the town planning requirements.

Planning and technical assessments have indicated that the present application is well justified. The application site is suitable for religious and columbarium uses as it is located at a secluded and tranquil location and is far away from residential development. The applied uses are mainly confined within the temple which is small scale in nature and is compatible with the surrounding rural character. It will not result in any significant adverse impacts on land use, traffic, environmental, drainage, sewerage, landscape and visual aspects of the locality. In view of its long history, secluded location, small scale and new policy initiatives, this application will not set an undesirable precedent for similar applications in the area. It will help meeting part of the urgent demand for columbarium niche spaces in Hong Kong, and help improving the financial situation of Hip Tin Temple on the provision of religious and social services and the temple’s restoration works.

行政摘要

(內容如有差異，應以英文版本爲準)

協天宮管理有限公司 (申請人) 是元朗錦田北大江埔協天宮的經營者，現透過達材都市規劃顧問有限公司，根據城市規劃條例第 12A 條向城市規劃委員會遞交修訂圖則申請，將位於丈量約份第 109 約地段第 1171 號 B 分段 (申請地點)，由現時在錦田北分區計劃大綱核准圖編號 S/YL-KTN/11 內之「農業」改爲「政府、機構或社區(1)」，以協助協天宮內的附屬截算前骨灰安置所，共存放 2,911 個靈灰位能夠繼續運作。

協天宮是戰前建築物並於 1932 年建立，該廟宇是宗教機構以恭奉關帝及城門村 17 位義士之靈灰位爲主。1920 年代尾，原居於荃灣城門谷的鄭氏族人因爲政府興建城門水塘而需要搬遷，並於 1930 年移居到錦田及建立城門新村，協天宮也因此搬遷到申請地點上，以方便村民及後代前來拜祭，而村民的骨灰亦於廟內儲存。由此可見，申請地點擁有悠久的宗教及骨灰存放歷史。

因應 2017 年私營骨灰安置所條例的最新要求，申請人已於 2018 年 3 月 27 日向私營骨灰安置所發牌委員會提交了骨灰安置所牌照申請。申請人亦已經符合了一系列的要求，並在 2022 年 10 月 24 日獲得了原則上同意暫免法律責任書，而是次規劃申請是爲了符合私營骨灰安置所牌照申請的城市規劃要求。

規劃及工程研究指出是次申請理據充分，申請地點寧靜隱蔽，與住宅發展相隔一段甚遠距離，所以很適合用作宗教及靈灰安置所用途。申請用途主要位於一座規模細小的廟宇內，因此在土地利用上與周邊的鄉郊特色互相配合，而且並不會對本區及附近的土地利用、交通、環境、排水、排污、園景及視覺景觀造成不良影響。基於協天宮的長久歷史、隱蔽位置、小規模和最新政策措施，本申請不會對類似申請構成不良先例。相反，本申請能滿足公眾人士對骨灰存放位的強烈需求，以及改善協天宮財務狀況，從而提供宗教及社區服務及廟宇維修。

1. INTRODUCTION

1.1 Purpose of Submission

This planning application under section 12A of the Town Planning Ordinance (s.12A application) is submitted by Toco Planning Consultants Ltd. on behalf of Hip Tin Temple Management Company Ltd. (the Applicant), which is the operator of Hip Tin Temple in Tai Kong Po, Kam Tin North, Yuen Long. It is for the agreement of the Town Planning Board (TPB / the Board) to rezone a site covering Lot No. 1171 S.B in D.D. 109 (the application site) from "Agriculture" ("AGR") to "Government, Institution or Community (1)" ("G/IC(1)") on the approved Kam Tin North Outline Zoning Plan (OZP) No. S/YL-KTN/11 (see **Plan A**). The proposed "G/IC(1)" zone will facilitate the continual operation of the current Pre-cut-off Columbarium[(1)] with 2,911 niches ancillary to Hip Tin Temple (the Temple / 協天宮).

1.2 The Application's Background

Hip Tin Temple, also named as Kwan Tai Temple (關帝廟), was built at Tai Kong Po in 1932. It is a religious institution dedicated for the deity Kwan Tai and the columbarium niches of 17 righteous ancestors (17 位清義士) of Shing Mun Tsuen. The Cheng clan, who originally lived in Shing Mun Valley in Tsuen Wan, had to move away because the Government needed to construct the Shing Mun Reservoir in the late 1920s. Thus, they had resettled to Kam Tin in 1930 and established Shing Mun San Tsuen (城門新村). Hip Tin Temple was also relocated to the application site for the convenience of villagers and future generations to worship. Some cremated ashes of the local villagers were interred in the Temple. After the Temple keeper passed away before the 1990s, the managers of the village had established a charity organization to take care of the building and to build up the Temple's reputation, which has attracted new believers to become their worshippers.

Due to the long history of the Temple, it has been renovated several times for restoration and preservation purpose. However, the operation and restoration works of the Temple require large amount of funding, and without the Government's subsidies, their income was mainly relied on the donation of worshippers. In 2013, the Applicant – Hip Tin Temple Management Company Ltd. was set up as the management company of Hip Tin Temple. In response to the request from local villagers, as well as to solicit stable funding to maintain the daily operation of the Temple, the Applicant has been humbly selling columbarium niches to their worshippers since then.

In response to the latest requirement of Private Columbaria Ordinance (PCO) enacted on 30.6.2017 (see **Annex I** of **Appendix I**), the Applicant had submitted the private

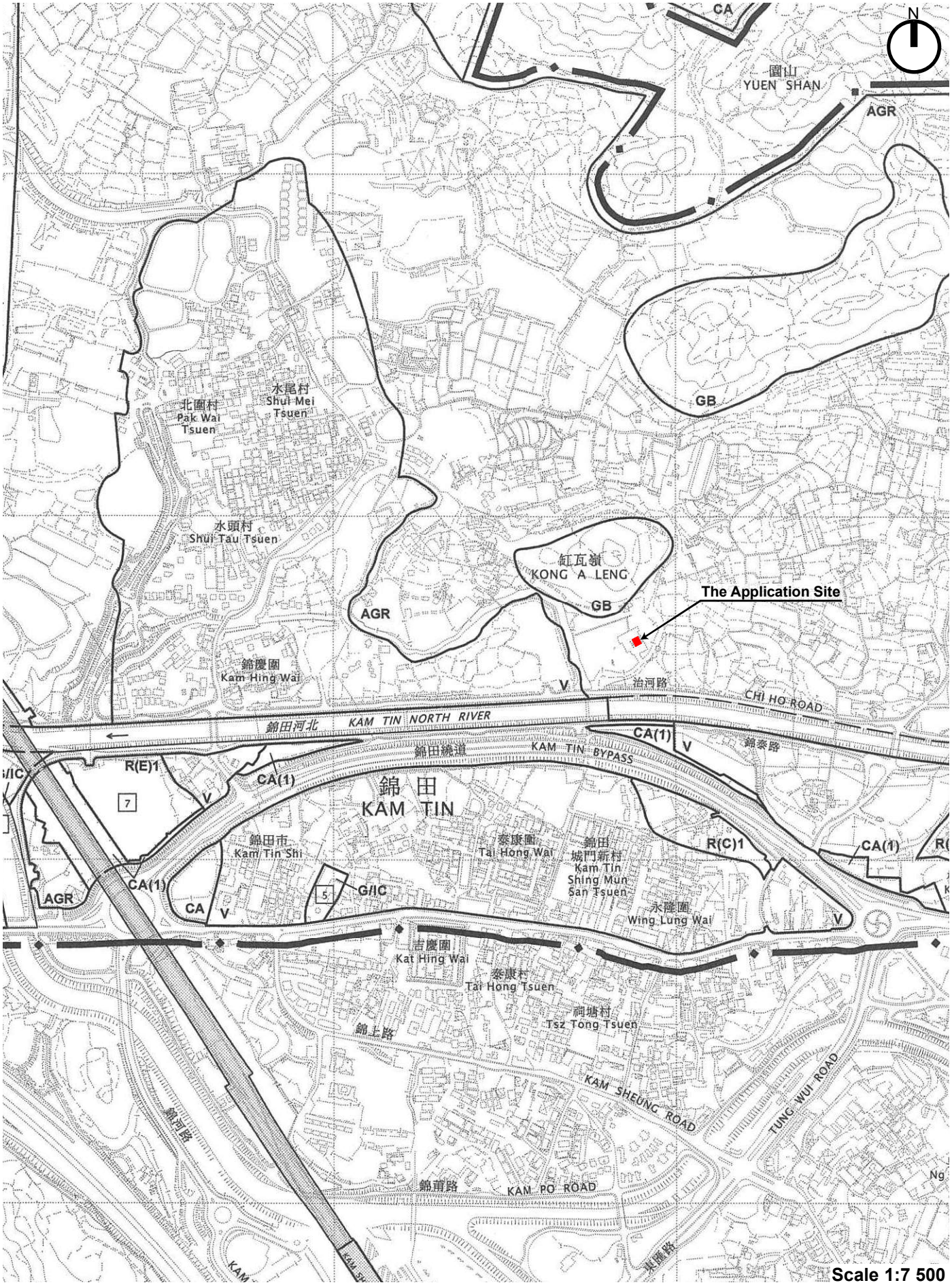
(1) "Pre-cut-off Columbarium" means a columbarium that was in operation, and in which ashes were interred in niches, immediately before the "cut-off time" (i.e. 8 a.m. on 18.6.2014)

columbarium licensing (PCL) application for Hip Tin Temple to the Private Columbaria Licensing Board (PCLB) on 27.3.2018. The Applicant had fulfilled a series of requirements and obtained the Approval-in-principle (AIP) Temporary Suspension of Liability (TSOL) on 24.10.2022 (see **Annex II** of **Appendix I**). During the 3 years validity period of TSOL, the Applicant has to satisfy the town planning, land lease and building safety requirements in order to obtain the Columbarium Licence. Hence, the Applicant herein submits this s.12A application, partly to comply with the licensing requirements under the PCO and partly to satisfy the town planning requirements.

The development proposal does not involve any alterations and additions to the existing building and no new building has been proposed at the site. Planning and technical assessments have indicated that the present application is well justified based on the following reasons:

(a) Hip Tin Temple has been in existence at the site since 1932 and its columbarium was established long before the statuary town plan of the area came into force;
(b) this s.12A application is aimed at regularising the columbarium niches as at the cut-off-time (i.e. 8 a.m. on 18.6.2014), which is in line with the spirit of PCO to resolve the Pre-cut-off Columbarium under a pragmatic and sensitive approach;
(c) it is also in line with the Government's intention to relieve part of the urgent demand for columbarium niche spaces in Hong Kong;
(d) the application site is suitable for religious and columbarium uses as it is located at a secluded and tranquil location and is far away from residential development;
(e) the proposed "G/IC(1)" zone reflects the existing religious and columbarium uses without creating any unnecessary interface issue on the adjacent "AGR" zone;
(f) the religious and columbarium uses are mainly confined within the Temple which is small scale in nature and is compatible with the surrounding rural character;
(g) it will result in a series of public gains, and help improving the financial situation of the Temple on the provision of religious and social services;
(h) it will not result in any adverse impact on land use, traffic, visual, environmental, drainage, sewerage and landscape aspects of the locality; and
(i) the proposed new zoning is tailor-made for Hip Tin Temple and it will not set a bad precedent for similar applications in the area in view of its long history, secluded location, small scale and new policy initiatives.

The above planning justifications will be explained in detail in the following sections. A Traffic Impact Assessment has been conducted and attached in **Appendix II**.



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Plan A: Zoning and Location Plan

Extract of Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11

2. PLANNING BACKGROUND

The location, accessibility, site condition, adjacent land uses, planning history and land status of the application site will be presented in this section.

2.1 Site Location and Accessibility

The application site is located at Tai Kong Po, Kam Tin North, Yuen Long (see **Plan B**). It is situated at a secluded and tranquil area mainly surrounded by dry abandoned field. The site is accessible by an existing footpath on the southern side leading to Chi Ho Road, which eventually connects to Kam Tin Bypass (**Photo 4a and b** and **Photo 6**). Bus stops, minibus stops, taxi stands, public car parks and pick-up/ drop-off spaces are available in Kam Tin Town, which is about 10 minutes walking distance from the site.

2.2 Site and Adjacent Land Uses

The application site is about 136.9m^2 and is mostly covered by a one-storey structure named Hip Tin Temple with a gross floor area (GFA) of about 118.9m^2. The Temple is a Qing vernacular building of a two-hall-one-courtyard plan of three bays built in 1932. Since then, it has long been a religious institution cum ancillary columbarium. The entire site is characterised by a strong religious and peaceful environment.

Hip Tin Temple comprises a middle hall with four small rooms (**Photo 1**), named 義士軒, 思恩堂, 孝義堂 and 仁愛堂. The main worshipping area is situated in the middle hall (**Photo 1**) while columbarium use has been confined at the four small rooms of the building (**Photo 1** and **Photo 2**). An outdoor rear-side wall (側面外牆) for columbarium use is situated at the southern side of the site adjoining the emergency exit of the Temple connecting 義士軒 (**Photo 3**). Breakdown of niche information for Hip Tin Temple is shown in **Table 2.1**.

Table 2.1: Breakdown of Niches Information for Hip Tin Temple

		義士軒	思恩堂	孝義堂	仁愛堂	側面外牆	**Total**
Occupied niches	Single-urn	15	0	0	0	0	15
	17-urn	1	0	0	0	0	1
Sold niches but not yet occupied	Single-urn	15	0	0	0	0	15
	Double-urn	0	10	0	0	0	10
Niches available for sale	Single-urn	675	126	588	418	128	1,935
	Double-urn	0	765	0	170	0	935
Total		706	901	588	588	128	2,911

The application site is far away from the village settlements with at least 135m. In front of the Temple (outside the application site), there is a large piece of flat lawn which has been used for temporary tent camping ground with hobby farm and barbecue site under valid planning permission. In order not to affect the operation of Hip Tin Temple,

the operator (Field Fortune Management Limited) has signed an agreement with the Applicant that the aforesaid recreational use will not be open during Ching Ming and Chung Yeung Festival Days and the proposed shadow period. A container toilet, which currently serves the operation of Hip Tin Temple, is located further north of the site (**Photo 5**).

2.3 Planning History

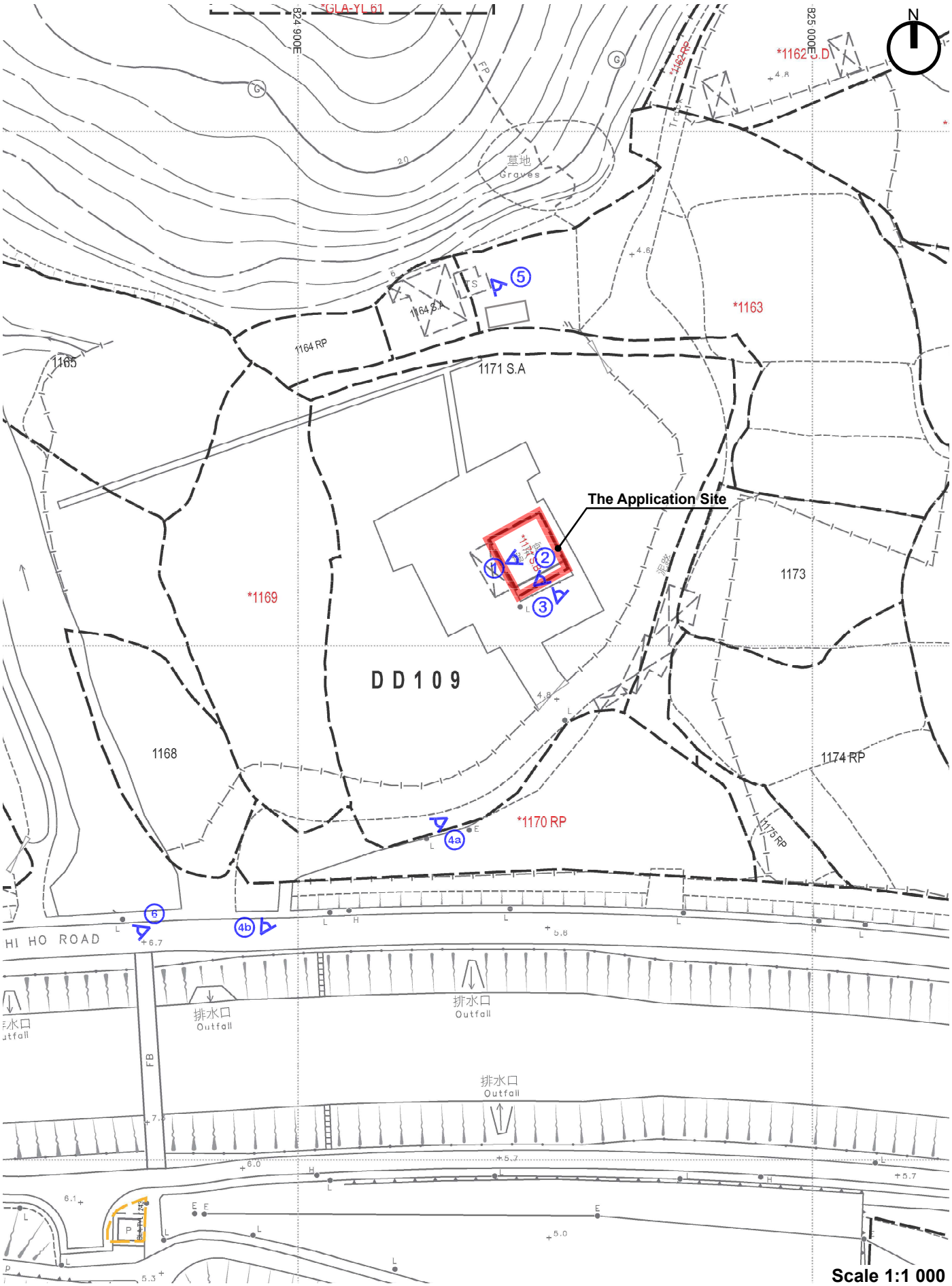
The application site falls within "AGR" zone on the approved Kam Tin North OZP No. S/YL-KTN/11 (see **Plan A**). According to the Notes of the OZP, the planning intention of this zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. Nevertheless, the site has long been used for religious and columbarium uses before the publication of the first Kam Tin North Interim Development Permission Area (IDPA) Plan No. IDPA/YL-KTN/1 on 5.10.1990.

According to the TPB Guidelines No. 24D, a use in existence before the publication of the first plan which has continued since it came into existence. The facilities in Hip Tin Temple in reality could be regarded as "existing uses" and planning permission from the Board is not required. However, it is difficult to provide sufficient historical evidence to support the claim under the legal procedure in a short period of time during the process of PCL application. Hence, the Applicant has decided to go through the planning application system so as to comply with necessary town planning requirement for the PCL application for Hip Tin Temple.

2.4 Land Status

The application site involves private Lot No. 1171 S.B in D.D. 109 (see **Plan B**), which is owned by Hip Tin Kung. The Applicant – Hip Tin Temple Management Company Ltd. has signed a tenancy agreement with the landowner of the subject private lot to guarantee the right to continuously use the premises for columbarium purpose between 12.1.2020 and 30.6.2047. According to the Lands Department's comments from PCLB Licensing application, they consider the application licensing area (which is the same as the current rezoning application boundary) permits the placements of urns (**Annex III of Appendix I**).

In regards to the right of way to the application site, the Applicant advised that there is a footpath leading from Chi Ho Road via Lot Nos. 1170 RP and 1171 S.A in D.D. 109 to the application site and has been in existence for a long time. The Applicant had engaged a legal consultant for legal opinion on easement and right of way by prescription and submitted the legal letter to the PCLB in order to meet one of the requirements regarding the right to use the columbarium premises under the PCL application (see **Annex IV of Appendix I**). The PCLB considered the submitted documents are valid and issued the AIP-TSOL to the Applicant on 24.10.2022.



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Plan B: Site and Land Status Plan

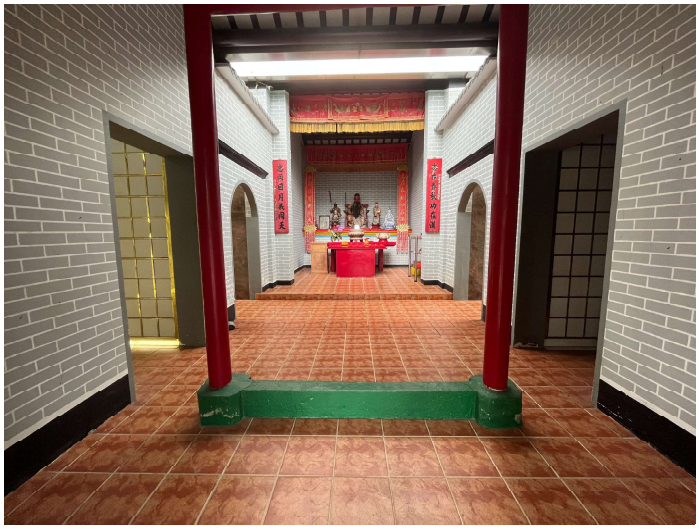

Photo 1: The main worshipping area in the middle hall.

Photo 2: 義士軒.

Photo 3: Side exit of Hip Tin Temple and Columbarium Wall E.

Photo 4a and b: Footpath leading to the application site.

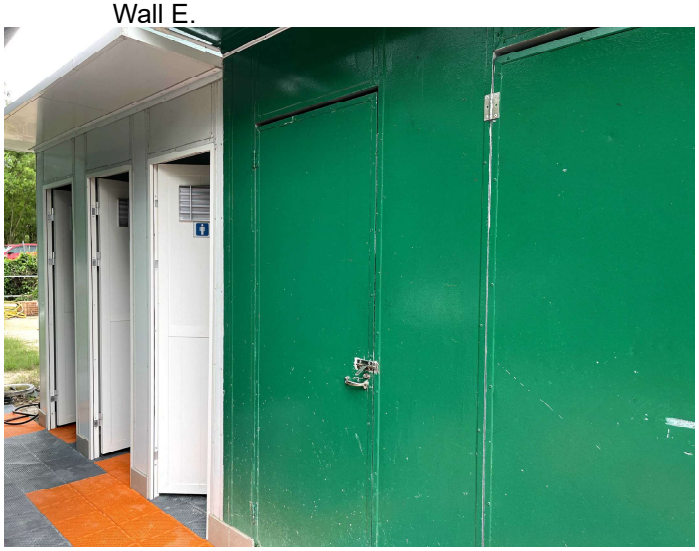

Photo 5: Container toilets north of the application site.

Photo 6: Chi Ho Road.

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Site Photos : Site and Adjacent Land Uses

(See Plan B for Visual Points)

3. REZONING PROPOSAL

This s.12A application involves the following amendments to the approved Kam Tin North OZP No. S/YL-KTN/11:-

(i) <u>Amendment Item 1 – OZP (Plan C)</u>

It is proposed to rezone the area covering Lot No. 1171 S.B in D.D. 109 from "AGR" to "G/IC(1)" zone in order to reflect the existing character of religious institution and columbarium uses in Hip Tin Temple.

(ii) <u>Amendment Item 2 – Schedule of Uses (Table 3.1)</u>

According to the planning cases in relation the s.12A application for regularising the Pre-cut-off Columbarium, it is noticed that the TPB has recently approved several columbarium cases and recommended 'Columbarium' use to be placed under Column 1 uses (i.e. uses always permitted) of a proposed new zone. This is because the Board considered there will be sufficient control mechanism on details and technical requirements of the columbarium use under the licence regime of PCO and, thus, consideration could be given to streamline the development control process.

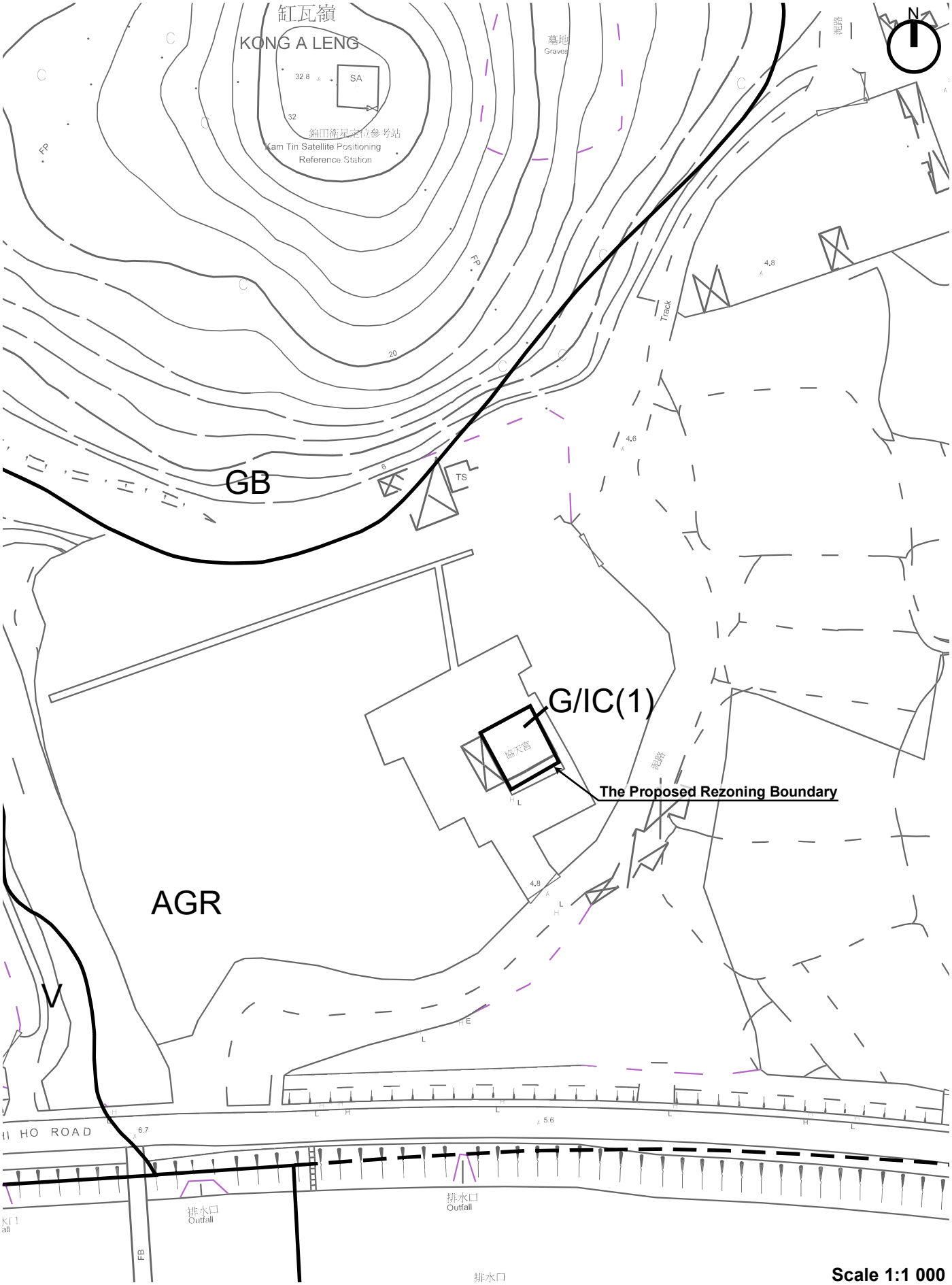
In view that the Applicant has submitted a detailed development proposal with supporting technical assessments, 'Columbarium' use is suggested to be placed under Column 1 of the proposed "G/IC(1)" zone so as to allow the Applicant to comply with the town planning requirements and obtain the Columbarium Licence within the 3 years validity period of TSOL. Moreover, the religious institution use in Hip Tin Temple has been in existence long before the statutory town plan of this area came into force. Hence, it is also suggested 'Religious Institution' use to be put under Column 1 uses of the proposed "G/IC(1)" zone.

However, most uses that are currently fall under Column 1 or Column 2 of the "AGR" zone, such as 'Agricultural Use' and 'Picnic Area' etc., will be excluded to be put under the schedule of uses in the proposed "G/IC(1)" zone. They are not related to the current operation or future improvement plan of Hip Tin Temple.

(iii) <u>Amendment Item 3 – Planning Intention and Remarks (Table 3.1)</u>

It is proposed to specify this new zoning is intended for religious institution and columbarium use. The maximum number of columbarium niches within this zone as a whole shall not exceed 2,911 niches (the total number of niches in Hip Tin Temple as at 30.6.2017 - the enactment date of PCO). A building height restriction of 1 storey has been imposed in the new zoning.

The proposed "G/IC(1)" zone is tailor-made for the Temple and it will not set a precedent case for other similar applications. It should be noted that the provision of a new columbarium should be defined as the "Post-cut-off Columbarium".



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Plan C: Proposed Amendments to the Kam Tin North OZP

Table 3.1 Proposed Schedule of Uses for "G/IC(1)" Zone

GOVERNMENT, INSTITUTION OR 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
Religious Institution Columbarium (specified number of niches in paragraph (d) under Remarks)	

Planning Intention

This zone is intended primarily for religious institution and columbarium uses.

Remarks

(a) On land designated "Government, Institution or Community (1)", the maximum number of niches for columbarium use shall not exceed 2,911.

(b) 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 the maximum building height of 1 storey or the height of the existing building, whichever is the greater.

(c) In determining the maximum number of storey(s) for the purposes of paragraph (b) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the number of niches/building height restriction stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

4. DEVELOPMENT PROPOSAL

Hip Tin Temple is a pre-war structure existed at the application site since 1932. Due to the long history of the Temple, it has been renovated several times for restoration and preservation purpose. Nevertheless, the current ash interment capacity of Hip Tin Temple (i.e. 2,911 niches) has been limited to that as at the cut-off time (i.e. immediately before 8 a.m. on 18.6.2014).

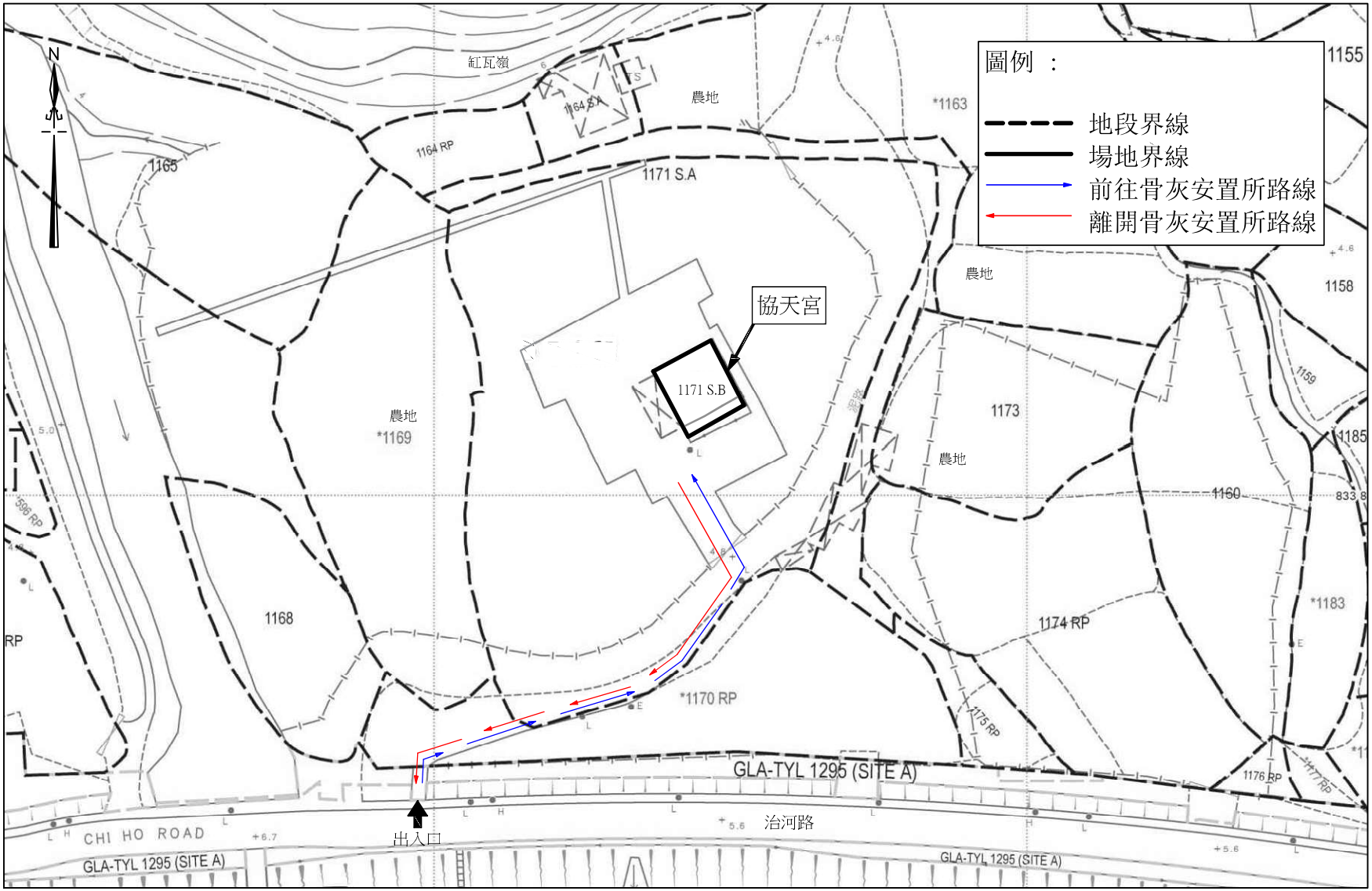
4.1 Master Layout Plan and Development Schedule

The Master Layout Plan, which reflects the latest proposed layout plan of the PCL application for Hip Tin Temple, is shown at **Plan D**. The development scheme in support of this s.12A application is intended to comply with the requirements of PCO for regularising the existing columbarium ancillary to Hip Tin Temple at the application site. It does not involve any alterations and additions to the existing building and no new building has been proposed at the site. The internal layout and section of Hip Tin Temple are shown in **Plan E**.

Hip Tin Temple is a Qing vernacular building of a two-hall-one-courtyard plan of three bays. Sufficient natural ventilation for the building can be received through from the large roof light (天井) in the middle of the building (see site photo). Nevertheless, natural ventilation will be provided as far as practical. The Applicant will also explore the possibility of providing temporary ramps at appropriate locations so as to comply with "Design Manual: Barrier Free Access 2008".

The application site is not accessible by vehicles. However, emergency vehicles could reach onto the lawn fronting the Temple from Chi Ho Road via a local access. In order to operate Hip Tin Temple in a safe, orderly and smooth fashion during the grave sweeping occasions, a Traffic and Crowd Management Plan (TCMP) with a crowd management measures has been proposed by the Traffic Consultant (**Section 4.4** refers). It will be implemented during the "grave sweeping festival periods", including Ching Ming and Chung Yeung Festival Day and their shadow periods.

Development schedule for the present application is shown in **Table 4.1**. The total number of 2,911 niches applied under this application is the same figure as recorded on the PCL application for Hip Tin Temple and the breakdown of niches information can be found in **Table 2.1** on page 3. The subject development is low-rise in nature with a total GFA of not exceeding 118.9m^2. It is compatible with the surrounding rural character.



(Extracted of Annex 15 Submitted to the PCLB)

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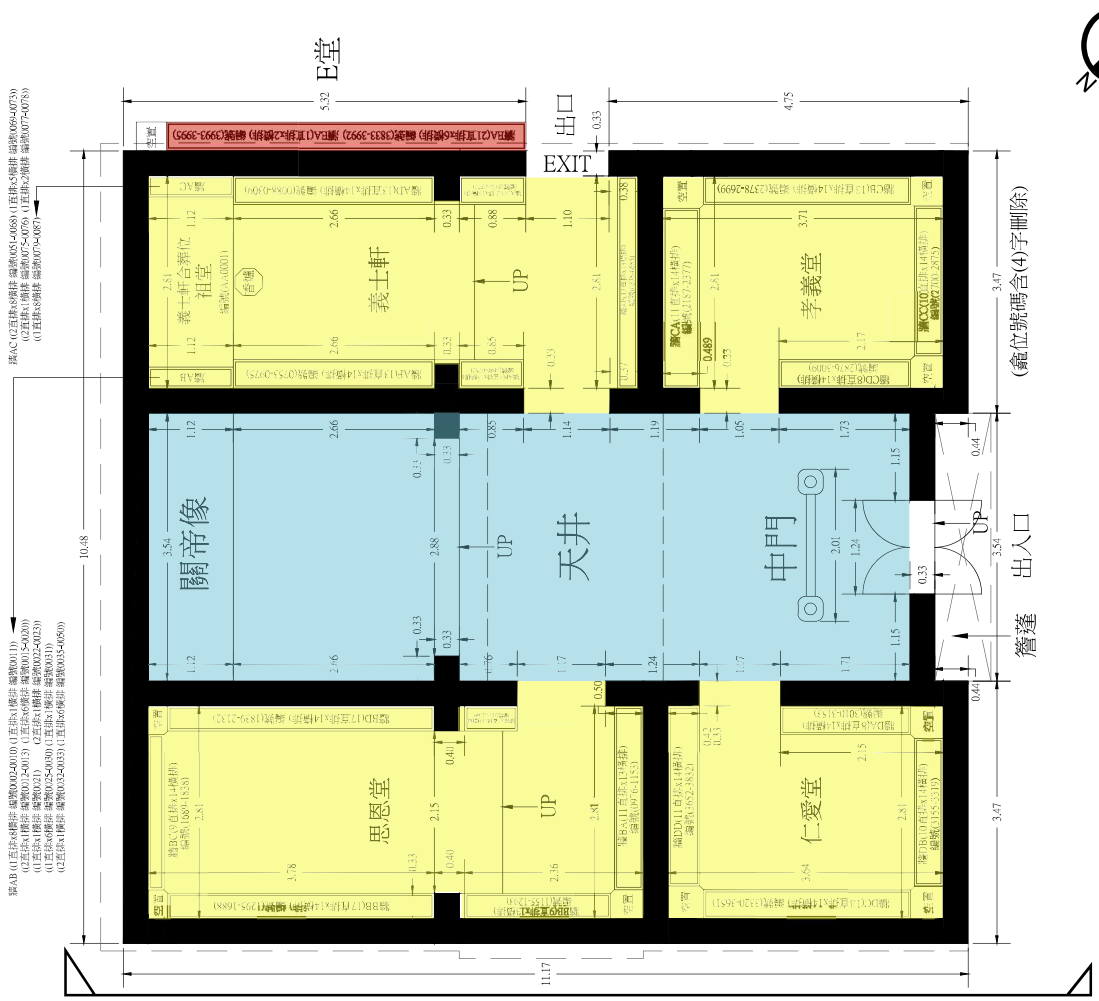
Plan D: Master Layout Plan

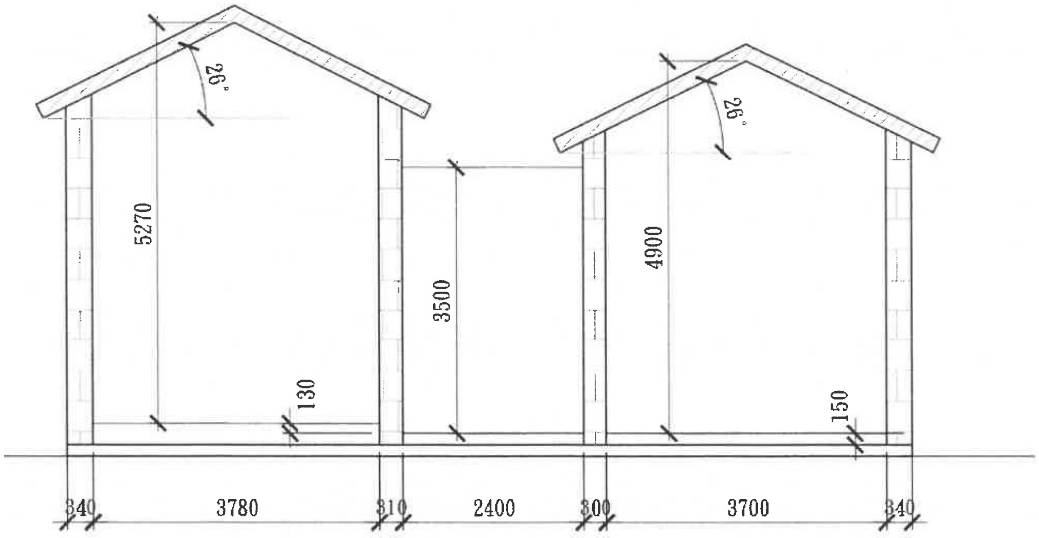


LEGEND

- Religious Use
- Indoor Columbarium
- Outdoor Columbarium

Floor Plan

(Extracted of Annex 15 Submitted to the PCLB)



Section Plan

(Extracted of Structural Assessment Report Submitted to the PCLB)

Scale 1:100

卓 弘 測 量 服 務 公 司
CHUO WANG SURVEY SERVICES COMPANY

Plan E: Floor Plan and Section Plan

Table 4.1: Development Schedule for the Present Application

	Application Site	
Site Area (m^2)	About 136.9m^2	
Plot Ratio	0.868 (approximate)	
Proposed GFA (m^2)	Not exceeding 118.9m^2	
	Religious Use (see blue colour in **Plan E**)	39.5m^2
	Indoor Columbarium (see yellow colour in **Plan E**)	77.5m^2
	Outdoor Columbarium (see red colour in **Plan E**)	1.9m^2
Site Coverage	86.9% (approximate)	
No. of Block(s)	1	
Max. Building Height	Not more than 6m (1 storey)	
No. of Niche(s)	2,911 niches	

4.2 Operation and Management of Hip Tin Temple

The Applicant – Hip Tin Temple Management Company Ltd. is the management company of Hip Tin Temple and there are currently 5 staff working for the Temple site. Additional staffs will be deployed in future, in particular during the grave sweeping occasion, based on the circumstances.

The operation hour of Hip Tin Temple (for both religious institution and columbarium use) is from 9:00am to 6:00pm during non-grave-sweeping festival periods (daily from Monday to Sunday) and from 7:00am to 6:00pm during the grave sweeping festival days, including Ching Ming and Chung Yeung Festival Day, and two weeks before the festival day and two weeks after the festival day.

The administrative office of Hip Tin Temple is located at G/F of 75 Fourth Lane Shing Mun San Tsuen. However, for the operation of religious institution and columbarium, an 'administrative counter' (consist of a table, a chair and one staff) will be placed near the entrance inside the Temple.

4.3 Access and Traffic Arrangement

The application site is served by a footpath connecting to a feeder road named Chi Ho Road, which is connected to Kam Tin Bypass by Kong Tai Road in the east and by Kam Hing Road in the west. Kam Tin Bypass is a dual two-lane Rural Trunk Road connects the north Kam Tin Town Centre connecting to Kam Tin Road via roundabouts at the eastern and western ends of the town centre. There are several existing public transport provisions in the vicinity of the application site with the regular and special franchised bus, and GMB routes serving the area.

Due to the site constraint, no internal transport facilities will be provided within the application site. Visitors must use shuttle bus provided by the Applicant and loading and unloading at the specified layby at Kam Tin Bypass, and then walk through a footpath to access the application site.

4.4 Traffic and Crowd Management Plan

In order to further minimise any potential traffic impact arising from the development, the Traffic Consultant has suggested a TCMP as presented in the Traffic Impact Assessment (see **Appendix II**). The TCMP will be implemented during Ching Ming and Chung Yeung Festival Day, and two weeks before the festival day and two weeks after the festive day and are summarized as follows:-

(a) <u>Pedestrian Access Arrangement and Admission Control</u>

Admission control will be preformed at the entrance. The advanced booking procedures are mandatory. Only visitors with the valid booking confirmations will be allowed to admit the columbarium building. Only niche owners and their family members with proofs of memberships are allowed to enter the Temple. The sale agreement for the purchase of niche will include a set of house rules which are to regulate the conduct of visitors and are legally binding on the purchasers in their use of the niches and effective in controlling their conduct. It includes special management measures such as, visitors must take the free shuttle bus and loading and unloading at the specified layby at Kam Tin Bypass on Peak Grave Sweeping Days. Other than the peak grave sweeping days, shuttle bus only policy are also applicable during non-peak seasons.

For those who did not drop-off at the specified layby, the sticker for admission to the Temple will not be given and shall be rejected from admission.

(b) <u>Visit-by-Appointment System</u>

Visit-by-appointment system (informed of visit date; admission time; and number of visitor) will be implemented to control the number of visitors entering the site. Entrance control will be performed at the entrance and visitors will be allowed to enter the Temple for worship by sessions. Visitors will be guided to wait in the waiting area within the Temple. The Temple has limited area and has maximum holding capacity of a total of 30 persons in view of fire safety according to 'Code of Practice for Fire Safety in Buildings". Through entrance control, the number of visitors would be 60 persons per hour (i.e. four 15-minutes session with 15 persons per session).

Other than peak grave sweeping days, visit-by-appointment will also be implemented. The maximum hourly visitor number will be constrained to 10 visitors.

(c) <u>Shuttle Bus Services</u>

The Applicant proposes to provide free shuttle bus services for visitors between Hip Tin Temple and the West Rail Kam Sheung Road Station. Advance booking for the shuttle bus service is always required before a visit. The operation of the shuttle bus involves during peak grave sweeping days and days other than peak grave sweeping days (**Plan F**).

4.5 Environmental Proposal

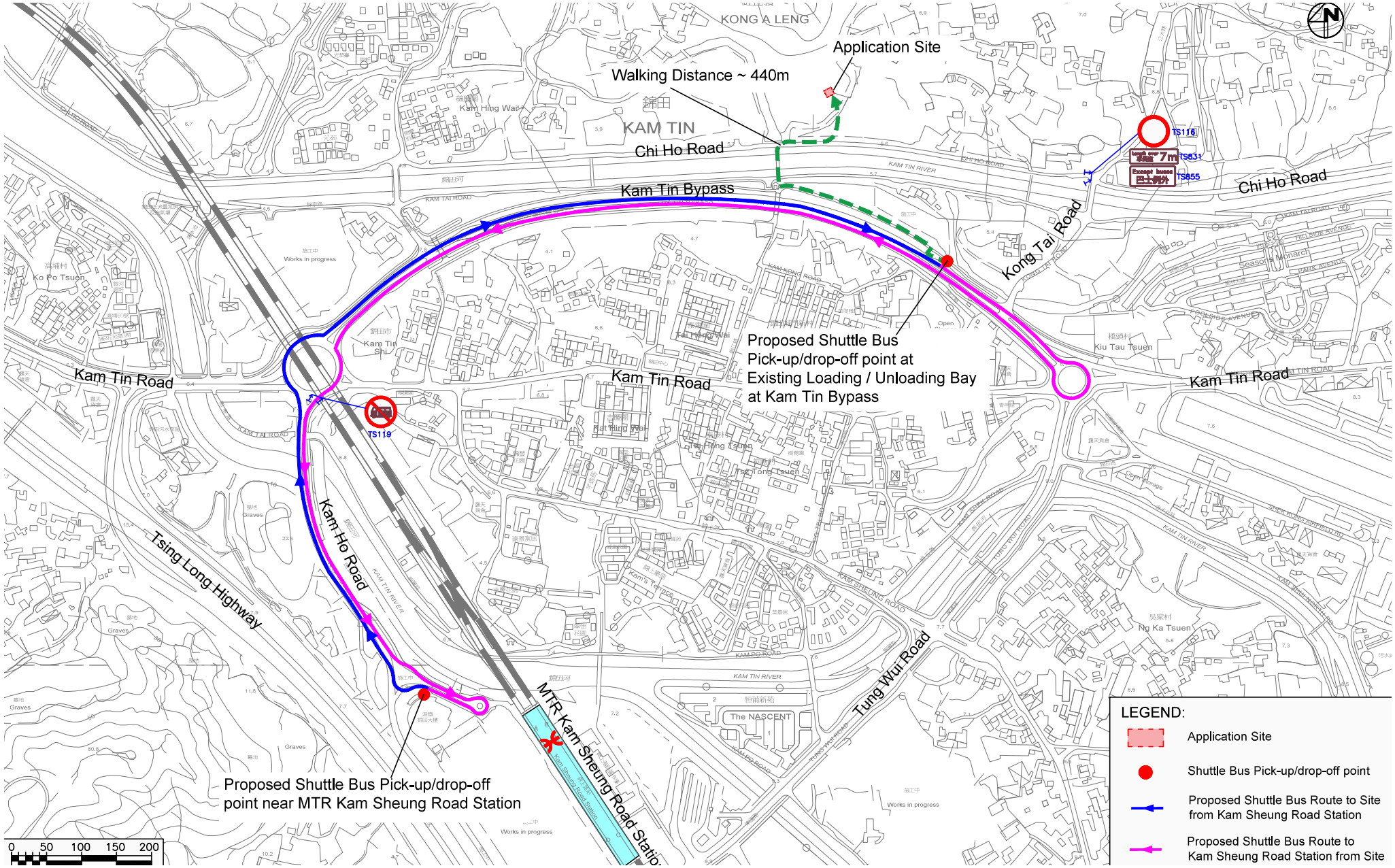
To maintain a peaceful and tranquil environment, no funeral service would be allowed at the application site. The religious and worshipping activities would be properly monitored to ensure no nuisance would be caused by the noise generated from the site. Sufficient staffs will be deployed to manage the site in a proper and tranquil manner.

Burning of ritual paper will be prohibited within the application site. Buyers of the niche spaces will have to observe the "no incineration process and no burning of ritual paper, incense and joss stick" requirement which will be written in the sale contract. Instead, other means of worship to show condolence would be provided, such as vase for placing flowers. The Applicant is committed to follow good operation practice and administrative measures recommended in Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places published by Environmental Protection Department (EPD).

An adequate drainage network exists within the application site. The runoff within the site will be conveyed to the stream course nearby via the existing peripheral channels. In order to cater sewage arising from the proposed (existing) development, the Applicant has a consent with the landowner of Lot 1163 in D.D.109 to allow the visitors to use existing container toilet located on Lot 1163 in D.D. 109 (**Annex V of Appendix I**). If necessary, the Applicant will provide additional temporary toilets as a backup plan to cater the need during peak season.

4.6 Implementation Programme

The application is intended to regularise the Pre-cut-off Columbarium in Hip Tin Temple. The Columbarium Licence is anticipated to be obtained from PCLB by 2027, taking into account the timing for rezoning application, TPB's plan making on OZP, s.16 planning application, fulfilment of planning approval conditions and compliance of relevant building safety regulation, etc.



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Plan F: Proposed Route of Shuttle Bus Services

5. PLANNING JUSTIFICATIONS

Hip Tin Temple has been in existence at the application site since 1932. It is situated in an isolated location, far away from residential settlement. For application for regularisation of columbarium use, each application should be assessed on individual merit based on the following criteria:-

(a) background of the religious institution and the associated columbarium;
(b) assessment on Government's intention, site suitability and land use compatibility;
(c) technical and precedent concerns have been adequately addressed.

Planning and technical assessments have indicated that the proposed rezoning is well justified based on the reasons presented in this section.

5.1 The History of Hip Tin Temple for Religious and Columbarium Use

Hip Tin Temple, also named as Kwan Tai Temple, was built at the application site in 1932. It is a religious institution dedicated for the deity Kwan Tai and the columbarium niches of 17 righteous ancestors of Shing Mun Tsuen. According to the Historic Building Appraisal of Hip Tin Temple conducted by the Antiquities Advisory Board in 2010, the Cheng clan, who originally lived in Shing Mun Valley in Tsuen Wan, had to move away because the Government needed to construct the Shing Mun Reservoir in the late 1920s. Therefore, they had resettled to Kam Tin in 1930 and established Shing Mun San Tsuen. Hip Tin Temple (and the niches of 17 righteous ancestors) was also relocated to the application site for the convenience of future generations and villagers to worship (**Photo 7 - Photo 9**). Some cremated ashes of the local villagers were interred in the Temple.

Hip Tin Temple is one of the assessments on the heritage value of 1,444 buildings completed by the expert panel under the Antiquities Advisory Board. Due to the long history of the Temple, it has been renovated several times (i.e. 1972, 1979, 1990, 1999 and 2010) for restoration and preservation purpose (**Photo 10**). After the Temple keeper passed away before the 1990s, the managers of the village have established a charity organization to take care of the building and to build up the Temple reputation, such as holding regular religious, village and social activities (**Photo 11**), which has attracted many new believers to become their worshippers.

However, the operation and restoration works of the Temple require large amount of funding, and without the Government's subsidies, their income was entirely relied on the donation of villagers and worshippers. In 2013, the Applicant – Hip Tin Temple Management Company Ltd. was set up as the management company of Hip Tin Temple. In response to the request from local villagers, as well as to solicit stable funding to maintain the daily operation of the Temple, the Applicant had renovated the Temple in late 2013 and has been humbly selling columbarium niches to their worshippers since 5.12.2013 (**Photo 12**). Some photos showing the history and the previous operation of Hip Tin Temple provided by the Applicant are shown **Plan G**.

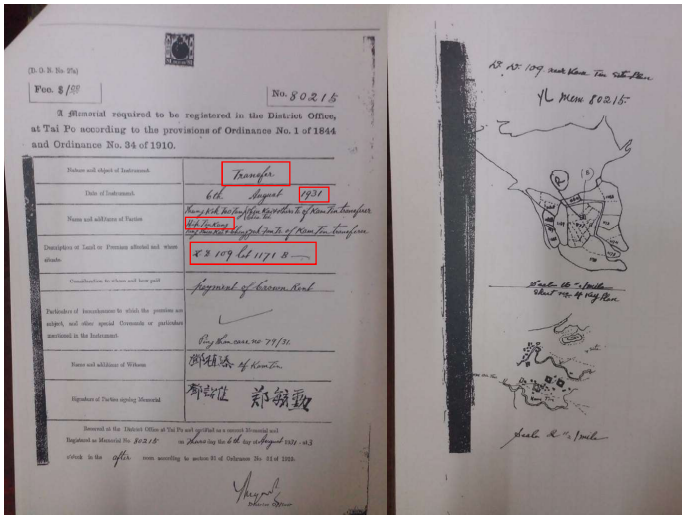

Photo 7: Land document for relocation of Hip Tin Temple to the application site.

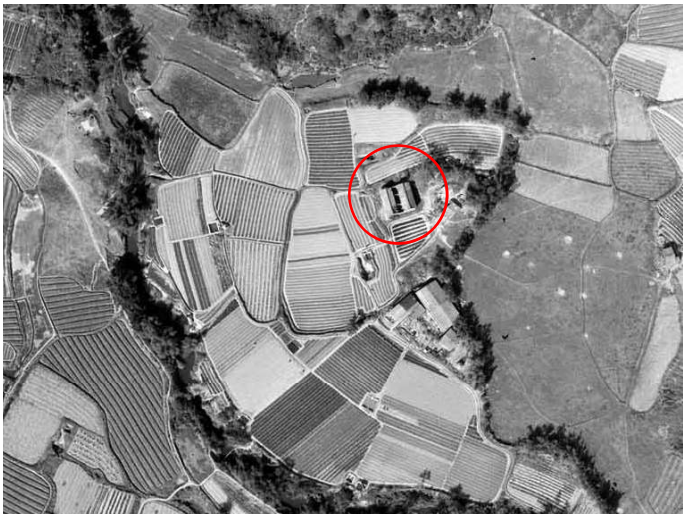

Photo 8: Aerial photo taken from 1964.

Photo 9: The 17 righteous ancestors.

Photo 10: Record of renovation for Hip Tin Temple.

Photo 11: Religious and village activities in the temple.

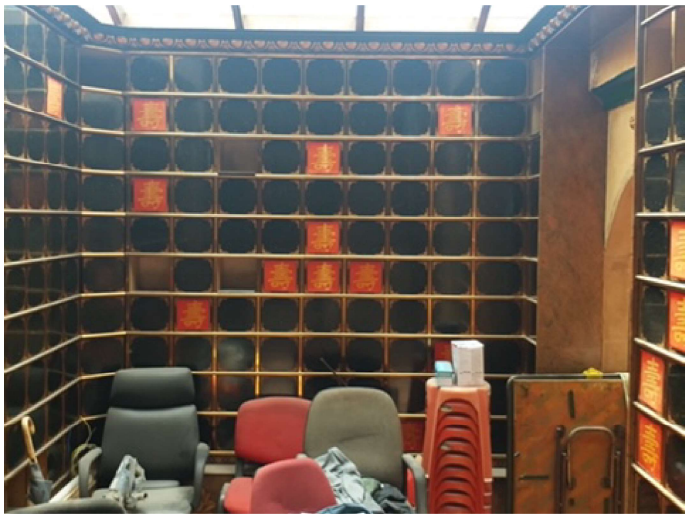

Photo 12: The previous look of columbarium for Hip Tin Temple before rearrangement in late 2017.

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Plan G: The History and Previous Operation of Hip Tin Temple

5.2 Rationale of the Proposed Rezoning

This s.12A application is strongly justified for rezoning the site from "AGR" to "G/IC(1)" for religious and columbarium uses for the following reasons:

(a) The Government's Intention to Resolve the Historic Problems

The Government has emphasised in many public occasions that they are prepared to adopt a pragmatic and sensitive approach to resolve the historic problem of these Pre-cut-off Columbaria so as to minimise any social disruption arising from people who have purchased these niches and massive displacement of interred ashes before the introduction of regulatory regime. In contemplating these policy initiatives, the Government would take into account the overall interests of the community so as to avoid affecting the descendants (see **Annex I** of **Appendix I**).

On 30.6.2017, the PCO came into effect and the private columbarium in Hong Kong must be covered with a Columbarium Licence, Exemption or TSOL. The policy objectives aim at stipulating proper regulation on private columbaria so that they could complement the public columbaria to meet the social needs for ancestral worshipping, to add supply and choice of niches and related services. As such, the Applicant had submitted the PCL application for Hip Tin Temple before the expiry date on 29.3.2018.

(b) Essential Planning Mechanism to Comply with the New Requirement

The Applicant had fulfilled a series of requirements and obtained the AIP TSOL on 24.10.2022 (see **Annex II** of **Appendix I**). During the 3 years validity period of TSOL, the Applicant has to satisfy, including but not limited to, town planning, land lease and building safety. To comply with the town planning requirements, the Applicant is required to submit s.12A application or s.16 application unless the columbarium is an "Existing Use" (in existence before the publication of the first statutory town plan in Kam Tin North, i.e. 5.10.1990). Although the Temple was established at the site in 1932, and the ancillary columbarium has been in operation for a very long period of time, it is very difficult to provide sufficient historical evidence on the date of first interment in niche for the columbarium under the legal procedure in a short period of time. Thus, the Applicant has decided to comply with the town planning requirement by way of planning application.

Since 'Columbarium' use does not fall under Column 1 or Column 2 of the current "AGR zone, the Applicant herein submits a s.12A application to amend the zoning of the site to "G/IC(1)" with 'Columbarium' use to be placed under Column 1 of the new proposed zone. This could streamline the development control process for Hip Tin Temple to comply with the town planning requirements for the PCL application. Thus, the proposed rezoning is an essential mechanism to facilitate regularization of the columbarium ancillary to Hip Tin Temple. It is in line with the Government's intention to take care of the sentiment of the descendants, in particular their wish not to upset the resting place of the deceased as far as practicable.

5.3 Conforming Government's Intention

This s.12A application is in line with the Government's policy objectives:

(a) <u>Policy Initiative to Safeguard Overall Interest of the Community</u>

Burial arrangement is a necessary element to allow family, relatives and friends pay respect to their ancestors and loved ones, which is an important matter for both the departed and the living. The wish of deceased to have their cremated ashes to be properly placed should be respected. With the introduction of PCO, the Government have strong intention to resolve the historic problems of Pre-cut-off Columbaria under the sensitive approach towards the consumers who have purchased these niches, and the dedicated persons, to minimise their losses and any social disruption arising from massive displacement of interred ashes.

The subject columbarium exists before the pre-cut-off time and the present application is in line with the spirit of PCO to regulate the operation of private columbaria through a licensing scheme. The Applicant has a genuine intention to regularise the existing columbarium and the total number of 2,911 niches under this application is the same as recorded on the enactment date of PCO, i.e. 30.6.2017.

(b) <u>Meeting the Strong Demand for Columbarium Niche Spaces in Hong Kong</u>

According to the Census and Statistics Department, Hong Kong has an annual death rate of about 6.9% (see **Table 5.1**). The numbers indicate a steady increase in annual demand for niche spaces. The demand for niche spaces will continue to increase due to the ageing population and other factors. With a growing ageing population in Hong Kong, the no. of deaths and cremations have been gradually rising annually, resulting in an increasing public demand for columbarium facilities.

Although columbaria are essential facilities for the community, it is not easy to develop given the small geographical size and the large population as well as strong local resistance against such facilities to be provided in their area. The subject columbarium with around 2,800 niche spaces available for sale at this suitable location can facilitate in increasing the supply of columbarium niches to help meeting the urgent public demand.

Table 5.1: No. of Death and Death Rate in Hong Kong (2017 - 2022)

	2017	2018	2019	2020	2021	2022
No. of Death	46,800	47,400	47,400	50,700	51,400	63,700
Death Rate	6.3	6.4	6.4	6.8	6.9	8.7

This planning application is in line with the policy objectives which aim at stipulating proper regulation on private columbaria so that they could complement the public columbaria to meet the social needs for ancestral worshipping, to add supply and choice of niches and related services. Furthermore, it would also help improving the financial situation of the Temple on the provision of religious and social services.

5.4 Site Suitability for Religious and Columbarium Use

A planning assessment on the site suitability for columbarium use in Hip Tin Temple has been conducted and the findings are summarised as follows:-

(a) Accessible Location

The application site is located about 5 minutes driving distance away from Kam Sheung Road West Rail Station, major public transport facilities, and public car park. Visitors and staffs could access the site via the proposed free shuttle bus service provided by the Applicant.

(b) Segregation from Domestic Uses

Although the application site is situated within the reasonable distance from public transport facilities, it is located in a secluded area predominantly covered with flat lawn, trees, stream course and small hill with burial ground. The site and its surrounding area are segregated from the closest village houses and residential developments at a distance of at least 135m (see **Plan J** in **Section 5.9**). These developments are generally well-screened from Hip Tin Temple by stream course, trees and bypass. Thus, the site is hardly visible from outside.

(c) Grave Sweeping Activities Mainly Confine within the Temple

Since the 1970s the Government has been encouraging cremations instead of traditional burials. However, the number of cremations have risen substantially in the past 50 years due to the progress in providing new public columbaria is primarily constrained by the limited land supply and most people's 'not in my back yard' attitude. In fact, many well-established religious bodies play an important role in the provision of columbarium facilities over the past decades given that the public are relatively less concerned about the columbarium managed by religious bodies. From the land use compatibility point of view, the provision of columbarium facility within a religious institution is considered acceptable.

Hip Tin Temple has long been a popular religious institution in the area. Up to the present moment, the Applicant has demonstrated smooth operation of the Temple and good relationship with the local people. The Applicant will implement the TCMP to ensure the ancillary columbarium will not create any unnecessary nuisance issue to the surrounding area, especially during festive seasons.

(d) No Insurmountable Constraints

As detailed in **Section 5.7 - Section 5.9** and the technical assessment in the Appendices, the subject development is sustainable in visual, landscape, traffic, environmental and engineering terms. It is noticed from the previous application that concerned Government departments had no major concerns on the technical aspects of the development. In comparison with the previous application, the present application in terms of the application site boundary, major development parameters, number of columbarium niches and building form remain unchanged.

The subject development is small scale in nature and there would be no insurmountable problems caused by the development taken into account the improvement measures proposed in the technical assessments.

In view of the observations above, the application site is well suitable for columbarium use in terms of locational advantage, reasonable distance away from residential use, and good management in the past. With the proposed mitigation measures adopted, the potential impacts of the small scale development to the vicinity would be minimized.

5.5 No Adverse Impact on the Existing "AGR" Zone

The proposed "G/IC(1)" zone is generally compatible with the surrounding area based on the following reasons:

(a) <u>Rationalisation of the Existing Land Use Pattern</u>

The application site is currently zoned "AGR" on the Kam Tin North OZP. Although the planning intention of the "AGR" zone is mainly for retaining and safeguarding good quality agricultural land/farm/fish ponds for agricultural purposes, it should be highlighted that the application site has a long history of institutional use predominantly occupied by a one-storey building named Hip Tin Temple since 1932.

When the statutory planning control of the area (i.e. the first Kam Tin North IDPA Plan) came into force on 5.10.1990, the TPB had taken a comprehensive approach to zone the site and it's surrounding into a large piece of "AGR". Nevertheless, the application site has been continuously and actively operated as a religious institution with ancillary columbarium of 17 righteous ancestors and the local villages (see **Plan H**). Therefore, the present application for rezoning the site to "G/IC(1)" is very logical in order to reflect its existing uses.

(b) <u>Not Suitable for Agricultural Rehabilitation</u>

As stated above, the application site has never been functioned as "AGR" since the gazette of Kam Tin North IDPA Plan No. IDPA/YL-KTN/1. Due to the long history of Hip Tin Temple, it is one of the assessments on the heritage value of 1,444 buildings completed by the expert panel under the Antiquities Advisory Board. Antiquities Advisory Board considered that the subject Temple has some built heritage value. The Temple is a respectful and recognised building in the Kam Tin area and thus it is considered not appropriate to demolish for agricultural rehabilitation.

Moreover, the subject application is intended to comply with the requirements of PCO for regularising the columbarium ancillary to Hip Tin Temple at the site. It does not involve any alterations and additions to the existing building and no new building has been proposed at the site. Therefore, the approval of this application will not hinder the potential of the surrounding area for agricultural use.

In fact, the application site has a small area of about 136.9m^2, which represents less than 0.00006% of the entire "AGR" zone (i.e. 2,289,219m^2) on the Kam Tin North OZP. Hence, the proposed (existing) use would not result in a significant loss of "AGR" land.

(c) <u>Compatible with the Adjacent Land Uses</u>

The proposed "G/IC(1)" zone is compatible with the surrounding area which are predominately rural in character, predominantly covered with flat lawn, trees, nullah and small hill with burial ground. The current scheme is intended to regularise the existing operation of the columbarium at the site without changing the existing building or proposing any new building. As regard the development intensity, a GFA of about 118.9m^2 and a building height of not more than 6m (one storey) are considered appropriate for the surrounding area. A TCMP with a systematic crowd management method for the monastery has been proposed to ensure that the operation of Hip Tin Temple can be run in a safe, orderly and smooth fashion without creating any crisis during the grave sweeping occasions. Therefore, the subject small scale development will unlikely create any significant unnecessary interface issue on the adjacent "AGR" zone at anytime.

(d) <u>Strong Support from the Local Residents</u>

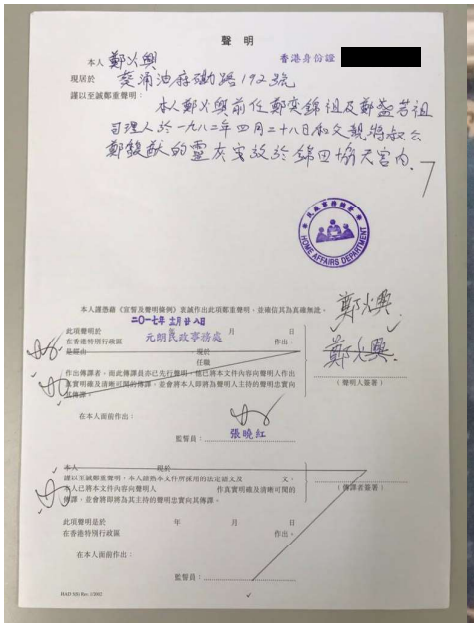
The Temple has always maintained a good relationship with the local villagers. In order to further relieve the public concerns on any potential nuisance to the local villagers in this locality, the Applicant has spent utmost efforts on the local communication works (地區聯絡工作). In the previous application (No. Y/YL-KTN/3), out of the total 500 public comments received, 497 (about 99.4%) supported the applications and only 3 (about 0.6%) objected. In addition, it is noticed that a number of local representatives and villagers wrote to the Board to express their strong support to the application (see **Appendix III**). They include:-

- 錦田城門新村村代表
- 錦田城門新村村民
- 大江埔村民
- 錦田村民
- 永隆圍村民

When considering public comments fairly and reasonably, one would usually consider the number in the majority, and minority, and give effect to the majority view. The overwhelming support received during the previous application, especially majority of the support were from the local residents, illustrates that the general public consider the subject development is favourable and acceptable.

In view of the long history of the Temple, low agricultural rehabilitation value of the site, small scale development compatible with the adjacent land uses, and support from local villagers, the approval of this rezoning application will not result in significant adverse impact on the existing "AGR" zone.

Affirmation from a Local Villager



聲 明

本人 鄭火興 香港身份證 [redacted]

現居於 葵涌油麻地路172號

謹以至誠鄭重聲明：本人鄭火興前任鄭受錦祖及鄭益芳祖司理人於一九八二年四月二十八日和父親將叔公鄭馥猷的靈友安放於錦田坳天宮內。

本人謹憑《宣誓及聲明條例》衷誠作出此項鄭重聲明，並確信其為真確無訛。

此項聲明於 二〇一七年 五月 廿八日 在香港特別行政區 元朗民政事務處 作出

鄭火興

（聲明人簽署）

在本人面前作出：

監誓員：張晚紅

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Plan H: Aerial Photo in 1989

5.6 Social Benefits to Locality

Approval of this s.12A application will result in the following social benefits and planning gains:-

(a) <u>Policy Initiative to Safeguard Overall Interest of the Community</u>

The columbarium ancillary to Hip Tin Temple complies with the PCO to regulate the operation of private columbaria through a licensing scheme. The Applicant has a strong intention to regularise the existing columbarium uses to comply with all the requirements for the PCL application, hence the submission of the current s.12A application. According to the press release (see **Appendix I**), the Government have strong intention to resolve the historic problems and would adopt a pragmatic and sensitive approach towards the consumers who have purchased these niches, and the dedicated persons, to minimise their losses and any social disruption arising from massive displacement of interred ashes.

(b) <u>The Rehabilitation of the Temple</u>

Being one of the most popular temples in the Kam Tin North area, Hip Tin Temple has over 90 years of history (**Photo 13**). Due to the long history of the Temple, it has been renovated several times for restoration and preservation purpose (**Photo 14**). However, the operation and restoration works of the Temple require large amount of funding and, without the Government's subsidies, their income is entirely relied on the donation of worshippers and the ancillary columbarium. Therefore, this application is submitted to facilitate the continuous and healthy operation of the Temple.

(c) <u>Supporting the Temple to Participate in Religious and Charity Works</u>

Hip Tin Temple has been long been offering religious columbarium services for the community (**Photo 15**). Besides, the Temple has also actively participated in public welfare and charity activities for the community (see **Plan I**). For example, the Hong Kong Charity Cycling Championship, recreational (planting) events and educational (school) events (**Photo 16 – Photo 18**).

Hip Tin Temple has long been operating without the Government's subsidies. Maintenance and management of all the facilities in the Temple are responsible by Hip Tin Temple Management Company Ltd.. Approval of this s.12A application would help improve their financial situation in maintaining and upgrading its facilities and to provide other social services.

Photo 13: Worshiping activities inside Hip Tin Temple.

Photo 14: Regular restoration and preservation works.

Photo 15: Religious celebration for Hip Tin Temple.

Photo 16: Charity events involved by Hip Tin Temple.

Photo 17: Holding recreational (planting) events.

Photo 18: Holding educational (school) events.

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Plan I: Religious and Social Activities Organised by Hip Tin Temple

5.7 No Adverse Impact in Traffic

A Traffic Impact Assessment has been carried out as presented in **Appendix II**. It has the following conclusions:-

(a) The assessment year is set as 2030, i.e. 3 years from the licensing year in 2027.

(b) In order to minimise the amount of vehicular traffic in the area, the Applicant proposes to provide free shuttle bus services for visitors between the subject development and West Rail Kam Sheung Road Station. Also, a maximum of 60 visitors per hour would be allowed to access the columbarium and visitors are required to make appointment via visit-by-appointment system before their visits.

(c) It is estimated that around 10 passenger car units (5 in and 5 out) are to be induced by the subject development during the peak hour during the festival period.

(d) The 2030 Peak Hour Reference Traffic Flows (i.e., without the subject columbarium) are estimated taking into account the planned and committed developments, as well as the future population and employment in Yuen Long District and Northwest New Territories.

(e) The additional traffic to be induced by the Proposed Development is added to the 2028 Reference Flows to obtain the 2030 Design Flows (i.e. with the subject development).

(f) Junction capacity assessments are carried out for all the key junctions within the Study Area. With the improvement works, the results indicated that the key junctions in the area would perform satisfactorily in the design year of 2030 with the proposed TCMP by the subject development. The traffic impact to be induced by the subject development would be acceptable without creating adverse impact on the nearby road network with the proposed management plans.

The results of the assessment indicate that, with the provision of free shuttle bus services to be provided by the Applicant, the amount of traffic to be induced by the subject development would be small and hence the potential traffic impact to be induced by the columbarium would not pose adverse traffic impacts to the road network in the vicinity of the application site.

Moreover, a Management Plan was submitted to the PCLB and the Police considered it is acceptable (see **Annex VI** of **Appendix I**). Since this s.12A application has submitted a detailed TCMP in the TIA report, the Applicant will incorporate the TCMP into the Management Plan after this planning application is approved by the Board.

5.8 Minimum Environmental Impact

The proposed (existing) development will not result in any significant environmental impact (i.e. air quality, vehicular emission, noise, sewerage and drainage) based on the following considerations:-

(a) <u>Air Quality</u>

Major source of air pollutants during the operation of a columbarium would be burning of ritual papers at the site. However, there will be no incineration process and no burning of ritual paper at indoor or outdoor area of the subject development as administrative measure. The worship activities, if any, would be mainly carried out at indoor and sufficient staffs will be deployed to manage the site in a proper and tranquil manner. Thus, the operation of Hip Tin Temple will not cause unacceptable air quality impact to the surrounding. Potential air sensitive receivers (ASRs), such as residential use, are located far away (i.e. more than 130m) from the site.

The temporary camping site further west of the application site may be considered as an ASR. However, the operator of the aforesaid recreational development agreed to close operation during the Ching Ming and Chung Yeung Festival days and the proposed shadow period, and an agreement have been signed between the operator and the Applicant. Secondly, the distance from Hip Tin Temple's main entrance to the edge of the tent camping ground area is approximately 35m. The worshipping activities are mainly confined within the Temple and no burning of joss paper is allowed. Therefore, no adverse air quality impact is anticipated during the operation of the columbarium.

On the other hand, there is no major air and odour emission sources in the vicinity of the columbarium. The application site is situated at a relatively remote location mainly surrounded by flat lawn, trees, canopies and small hill. Based on the site visit conducted on April 2024, no chimneys were identified within 500m from the site. Hence, visitors and staffs in the columbarium will not be subjected to adverse air quality impact from the surrounding.

(b) <u>Vehicular Emission</u>

Air pollutions related to vehicular emissions are resulted from the nearby traffic emissions and concentration levels of these pollutants are related to dispersion distance of the pollutants. The application site has no vehicular access and it can only be reached on foot. Air quality impacts due to the traffic emissions from the surrounding roads of the site may assess based on the criteria of Hong Kong Planning Standards and Guidelines (HKPSG), which stated the minimum buffer distance requirement from different road types to different open space uses in Table 3.1 of Chapter 9 of the Guideline.

Table 5.2 shows the distance between the application site and the roads around the site. The distance between the subject rural road and the Temple has a distance of about 12.5m, which meets HKPSG's requirements. Moreover, based on the latest traffic arrangement, no internal transport facilities will be provided within the application site. Visitors must use shuttle bus provided by the Applicant and loading and unloading at the specified layby at Kam Tin Bypass, and then walk through a footpath to access the application site. Therefore, no significant vehicular emission impact will be imposed to the application site.

Table 5.2: Distance between the Site and the Roads in the Vicinity of the Site

Road/Street	Distance from the subject site	Road Type	Buffer distance from passive recreational uses stated in HKPSG for different road type	Compliance with the HKPSG
Kam Tin Bypass	~163m	Rural Trunk Road	>20m	Yes
Kam Tai Road	~115m	Feeder Road	Not specified in the HKPSG >5m following the Local Road	N/A
Chi Ho Road	~67m	Feeder Road	Not specified in the HKPSG >5m following the Local Road	N/A
Rural road at the south of the site	~12.5m	Rural Road	Not specified in the HKPSG >5m following the Local Road	N/A

(c) <u>Noise</u>

Since the columbarium is not designed for noise sensitive use, it is not considered as noise sensitive receiver, as such, the noise criteria specified in HKPSG is not applicable to the site. Also, due to the columbarium is not designed for conducting any funeral ceremony, and the general operation activities such as worships/ praying to be mainly carried out at the site is relatively quiet in nature, adverse noise impact due to operation of the columbarium on the surrounding areas is not expected. The religious and worshipping activities would be properly monitored to ensure no nuisance would be caused by the noise generated from the site.

(d) <u>Sewerage</u>

In order to cater sewage arising from the proposed (existing) development, the Applicant has a consent with the landowner of Lot 1163 in D.D.109 to allow the visitors to use existing container toilet located on Lot 1163 in D.D. 109 (see **Annex V** of **Appendix I**). As advised by the Applicant, the said container toilet has 4 toilets with a holding capacity of about 1m^3. With reference to the Environmental Impact Assessment (EIA) report of Sandy Ridge Cemetery, the estimated sewage flows during festive periods for the columbarium has been suitably adopted as presented in **Table 5.3**. A more conservative approach has been applied that 70% (instead of 50%) of the total number of visitors will be assumed to use toilet and contribute to sewage flow generation. The peak daily flow during peak period (Ching Ming Festival) for the subject development is estimated to be 1.6012m^3 per day.

In order to cater sewage arising from the proposed (existing) development with up to 2,911 niches, it is recommended to modify the said container toilet with a holding capacity of about 2m^3 and installed with jet toilets (~1L of water per flush). Or as an alternative, the Applicant can provide 2 portable toilets with a size of 400litre sewage capacity within the application site to cater the need during peak season. Sewage and waste from the portable toilets shall be collected and disposed by licensed collectors.

Table 5.3: Sewage Generation of Visitors during Festival Periods

Total visitors	A	660 visitors/day	As advised by the Traffic Consultant
No. of staffs (operational area)	B	5 staffs/day	Advised by the Applicant
Unit flow fate (for staff)	C	0.08m^3/person/day	Refer to Commercial Employee of GESF(1)
Unit flow fate (for visitors)	D	0.0026m^3/person/visit	200ml micturtion(2) + 1L flushing (3) + 1.4L Handwashing(4)
% of visitors will go to toilet	E	70%	Based on other Monastery Project (5)
Total unit flow rate (visitors + staffs)	F	1.6012m^3/day = 1,601.2 Litres/day	(A x E x D) + (B x C)

1. EPD publication Guidelines for Estimating Sewage Flows (GESF) for Sewage Infrastructure Planning Version 1.0, March 2005
2. Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed.
3. The volume of flushing system is advised by the supplier of chemical/container toilet
4. BEAM Plus New Buildings Version 1.2 in July 2012
5. Reference has been made to the sewage flow calculation from the Tai Po Tsz Shan Monastery project, in which 50% of the total number of visitors were assumed to contribute to sewage flow generation. Due to the relatively remote location of Hip Tin Temple site, a more conservative approach has been applied that we have assumed 70% of the total number of visitors will use toilet and contribute to sewage flow generation.

(e) <u>Drainage</u>

An adequate drainage network exists nearby the application site. The runoff within the site will be conveyed to the stream course nearby via the peripheral channels. Since this application only involves the regularisation of the columbarium use without affecting the building bulk within the site, it is anticipated that the drainage flow would not be significantly changed.

5.9 Minimum Visual and Landscape Impacts

The proposed (existing) development will not result in any significant visual and landscape impacts based on the following considerations:-

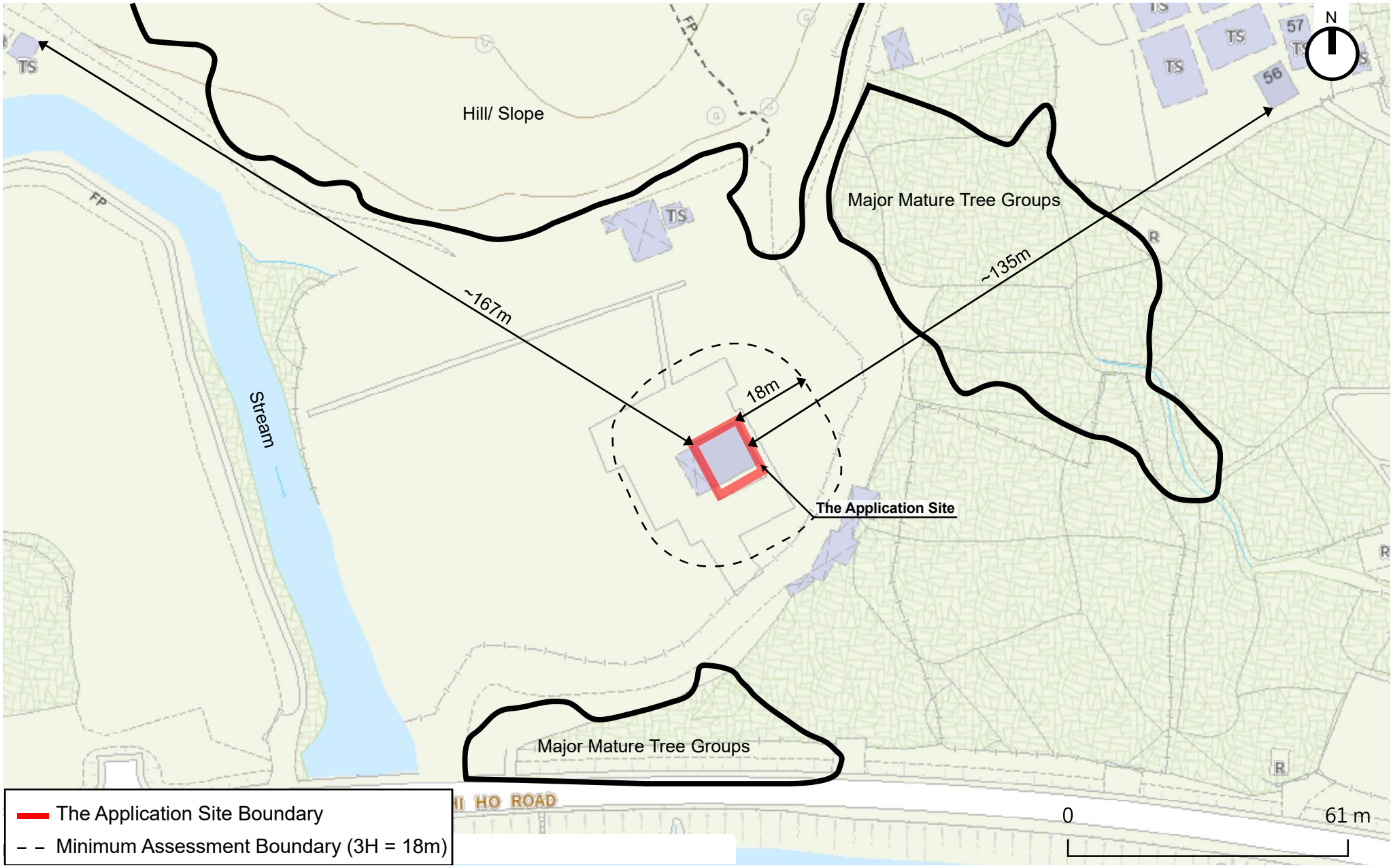
(a) The application site is topographically located in a secluded area of Tai Kong Po in Kam Tin. With a small site area of 136.9m^2, it is mostly occupied by a single-storey temple named Hip Tin Temple, which is a Qing vernacular building of a two-hall-one-courtyard plan of three bays. Hip Tin Temple was built at the site in 1932 and has long been a popular worshipping attraction to the local people in Kam Tin. The existing building at the site is low-rise and small-scale in nature and it has been used for religious and columbarium uses for a very long time.

(b) The application site and its surrounding area is rural in character intermixed with flat lawn, vacant/unused land, stream course, trees, canopies, and a small hill with burial ground. The site is far away from residential development and village type development with at least 135m and it is well segregated from them by existing trees, hill slope, stream course and infrastructures. The existing small scale development at the site is hardly visible from outside.

(c) The present application is intended to comply with the requirements of PCO for proper control of the existing columbarium ancillary to Hip Tin Temple at the application site. It does not involve any alterations and additions to the existing building and no new building has been proposed at the site. Majority portion of the columbarium has been confined within the Temple and the outdoor rear-side columbarium wall only cover a very small area of 1.9m^2. This columbarium wall has been well screened by surrounding visual obstructions such as trees, canopy and fence.

(d) A Visual Analysis Plan for Hip Tin Temple is shown in **Plan J**. There is no Visual Sensitive Receiver (VSR) in the vicinity of the site. Taking into account the reasonable separation from nearby villages and residential developments, the location of the application site, as well as the existing hill slope and landscape features surrounding the site, the proposed (existing) development is unlikely result in significant visual impacts on the surrounding area.

(e) The proposed (existing) development is small scale in nature which is not incompatible to the surrounding landscape character. The worshipping activities mainly confine within the Temple. Moreover, the rezoning proposal does not involve the change of landscaping of the adjacent area. Hence, significant impact on the existing landscape resources and landscape character is not anticipated.



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Plan J: Visual Analysis Plan

5.10 Unlikely to Set an Undesirable Precedent

In view of its long history, secluded location, small scale and new policy initiatives, the present application will unlikely become an undesirable precedent for similar application based on the following justifications:

(a) The Subject Development is not an Undesirable Use

Hip Tin Temple has long been in existence at the application site since 1932. This application is to seek TPB's approval to rectify the existing columbarium ancillary to Hip Tin Temple, which is in line with the policy objective for regularising the private columbarium existed before the introduction of PCO. It involves the retention of existing buildings which are low-rise and low-density in nature.

The application site and the surrounding "AGR" zone is far away from residential uses, and is well segregated from them by Kam Tin River, stream course, mature trees, slope, mature trees and Kam Tin Bypass. The religious institution and columbarium located in such isolated location is not incompatible with the surrounding land uses. It is relatively a clean facility and is not an undesirable use.

(b) Special Type of Columbarium Application

The columbarium ancillary to Hip Tin Temple can be defined as a Pre-cut-off Columbarium which refers to columbarium that was in operation, and in which ashes was interred in niches, immediately before 8 a.m. on 18 June 2014. In response to the latest requirement of PCO, the Applicant had submitted both applications for Columbarium Licence and TSOL for Pre-cut-off Columbarium in Hip Tin Temple to the PCLB before the expiry date of 29.3.2018. In order to facilitate the columbarium licensing application, the Applicant has to comply with all statutory requirements, including town planning, land lease and building safety. Thus, the present application is submitted to regularise the existing columbarium and the nature of this application is totally different to those planning application for providing a new columbarium or increasing number of columbarium niches.

(c) No Similar Case in the Same "AGR" zone

Apart from Hip Tin Temple, it is noticed that there is only one Pre-cut-off Columbarium within the same "AGR" zone, i.e. Shun Tak Chong Wah Village Wo Shun Tong Clansmen Association Ltd. (hereafter named as "Wo Shun Tong"). However, Wo Shun Tong is located in Fung Kat Heung which is about 1.5km away from Hip Tin Temple (see **Plan K**). It is not served by proper vehicular access and the traffic arrangement pattern for Wo Shun Tong is totally different to Hip Tin Temple. Therefore, Wo Shun Tong can be hardly classified as "similar case" and the risk of "creating a precedent" due the present application is not substantial.

Hence, approval of this application will not result in setting an undesirable precedent for similar applications. The Applicant trusts that the Board could consider the each case on its individual merits to ensure no adverse impact will be resulted.

TOCO

Plan K: Assessment on Similar Case

6. CONCLUSION

On 30.6.2017, the PCO came into effect and the private columbarium in Hong Kong must be covered with Columbarium Licence, Exemption or TSOL. In response to the latest requirements of PCO, the Applicant had submitted the PCL application for Hip Tin Temple to the PCLB on 27.3.2018. The Applicant had fulfilled a series of requirements and obtained the AIP TSOL on 24.10.2022. During the 3 years validity period of TSOL, the Applicant has to satisfy a list of stringent statutory requirements, including town planning, land lease and building safety.

In order to fulfill the town planning requirement, this s.12A application is submitted to seek TPB's agreement to amend the zoning of the application site covering Lot No. 1171 S.B in D.D. 109 from "AGR" to "G/IC(1)" on the approved Kam Tin North OZP No. S/YL-KTN/11. It does not involve any alterations and additions to the existing building and no new building has been proposed at the site. The proposed "G/IC(1)" zone will facilitate the continual operation of the current Pre-cut-off Columbarium with 2,911 niches ancillary to Hip Tin Temple.

Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-

(a) Hip Tin Temple has been in existence at the site since 1932 and its columbarium was established long before the statuary town plan of the area came into force;
(b) this s.12A application is aimed at regularising the columbarium niches as at the cut-off-time (i.e. 8 a.m. on 18.6.2014), which is in line with the spirit of PCO to resolve the Pre-cut-off Columbarium under a pragmatic and sensitive approach;
(c) it is also in line with the Government's intention to relieve part of the urgent demand for columbarium niche spaces in Hong Kong;
(d) the application site is suitable for religious and columbarium uses as it is located at a secluded and tranquil location and is far away from residential development;
(e) the proposed "G/IC(1)" zone reflects the existing religious and columbarium uses without creating any unnecessary interface issue on the adjacent "AGR" zone;
(f) the religious and columbarium uses are mainly confined within the Temple which is small scale in nature and is compatible with the surrounding rural character;
(g) it will result in a series of public gains, and help improving the financial situation of the Temple on the provision of religious and social services;
(h) it will not result in any adverse impact on land use, traffic, visual, environmental, drainage, sewerage and landscape aspects of the locality; and
(i) the proposed new zoning is tailor-made for Hip Tin Temple and it will not set a bad precedent for similar applications in the area in view of its long history, secluded location, small scale and new policy initiatives.

In view of the small scale development and planning justifications presented in this Planning Statement, honourable members of the TPB are requested to agree with this s.12A application.

APPENDIX I
Supporting Documents of the Planning Statement

Annex I
Policy initiatives for Pre-cut-off Columbaria

Annex II
Approval-in-principle for Temporary Suspension of Liability Application

Annex III
Comments from Lands Department
under the Private Columbarium Licensing Application

Annex IV
Legal Letter to the Private Columbaria Licensing Board

Annex V
Toilet Consent for the Use of Toilet Facilities

Annex VI
Positive Responses from Hong Kong Police Force on Management Plan
under the Private Columbarium Licensing Application

Private Columbaria Ordinance
Press Release
Important Dates
Frequently Asked Questions
Alternative Means of Disposal of Ashes
Private Columbaria Affairs Office
Enquiry, Suggestion and Complaint
Related Links

Press Release

Policy initiatives related to land premium and traffic impact assessment of pre-cut-off columbaria announced by Government

****

The Government today (November 22) announced that the Chief Executive in Council has approved two policy initiatives to address the land premium and traffic impact assessment (TIA) issues of pre-cut-off columbaria seeking a licence.

According to the Private Columbaria Ordinance, a pre-cut-off columbarium means a columbarium that was in operation, and in which ashes were interred in niches, immediately before the cut-off time, i.e. 8am on June 18, 2014.

Policy initiatives in line with overall interests of the community

A government spokesman said, "We need to resolve properly the historic problems which have accumulated over the years. Quite a number of people had purchased niches from these columbaria or even interred the ashes of their deceased relatives therein before they knew that the Government would introduce a regulatory regime. Given this, we need to adopt a pragmatic and sensitive approach towards the consumers who have purchased these niches, and the dedicated persons, to minimise their losses and any social disruption arising from massive displacement of interred ashes.

"In contemplating these policy initiatives, the Government mainly takes into account the overall interests of the community so as to avoid affecting the descendants, in particular their wish not to disturb the interred ashes of the deceased as far as practicable.

"We must emphasise that all pre-cut-off columbaria will not automatically get a licence as a result of the policy initiatives. The Private Columbaria Licensing Board will still consider each application in accordance with the requirements for applying for a licence as set out in the Ordinance."

Land premium arrangement and safeguards to protect consumers

On land premium, in respect of pre-cut-off sold niches, originally only pre-cut-off columbaria eligible for an exemption in all other respects (in operation before January 1, 1990) were allowed to apply for waiving payment for the regularisation exercise (the waiving arrangement). The Government has now decided to extend the waiving arrangement to allow pre-cut-off columbaria eligible for a licence in all other respects (in operation before 8am on June 18, 2014) to apply.

The Government spokesman added, "Only those pre-cut-off columbaria eligible for a licence in all other respects can apply. In other words, the prerequisites are that the operator: 1) must be a pre-cut-off columbarium; 2) must fulfil the licensing criteria for a licence in all other respects, which include more than 10 relevant requirements on planning, building and fire safety.

Specifically, a pre-cut-off columbarium confirmed to be eligible for a licence in all other respects may apply for administratively regularising, in respect of the pre-cut-off sold niches, breaches of relevant lease conditions and/or unlawful occupation of unleased land by way of a waiver and/or a short term tenancy (STT), and waiving the relevant waiver fees, STT rentals and administrative fees before and during the licence

Information for Consumers
Information for Operators
Private Columbaria Licensing Board
List of Applications for Specified Instruments Received
Ash Temporary Storage Service by FEHD
Application Guide and Forms for Licence and Other Specified Instruments
Guidelines for Carrying out the Prescribed Ash Disposal Procedures
Other Multimedia Information
Information on Ash Disposal by Columbaria

period. However, each application will be considered on a case-by-case basis having regard to its circumstances and merits.

The Government will impose a series of safeguards on pre-cut-off sold niches covered by the waiving arrangement, including that the operators are not allowed to impose extra charges beyond what was provided in the original agreements with the consumers concerned.

At the same time, the operators should seek the agreement of the consumers to abide by the restrictions below: (1) for those partially filled or unfilled niches, replacing the name of a dedicated person where his/her ashes have yet to be interred with another person is only limited to his/her relative (in accordance with the definition of "relative" in the Ordinance); (2) for filled niches, if any interred ashes are removed subsequently in the future, such niches are not allowed to be "refilled". After the niches referred to in (1) have become the niches referred to in (2) in future, the restriction in (2) would also apply to them. As such, the operators have to provide to the Licensing Board registers for endorsement for the purpose of the restrictions in (1) and (2) above.

For the number of niches without agreement between the operator and the consumers being reached, or in the absence of other equally effective means to ensure compliance with the above safeguards, a full market value (FMV) land premium will be payable. If FMV land premium is paid, such niches could be traded in the market free of the above restrictions. The operators must pay an FMV land premium for all the post-cut-off sold or newly let out niches.

"The above waiving arrangement is aimed at protecting consumers. From the consumer's perspective, whether a pre-cut-off columbarium applies for an exemption or a licence should make no difference to them as they have already purchased or even have been using the relevant niches. If the operators recoup land premium from consumers who have purchased the niches in the past or they pass on the land premium to consumers who will purchase niches in future, various kinds of disputes will arise," said the spokesman.

Initiative relating to TIA

Taking into account the overall interests of the community, the Government has decided to use an empirical evidence approach as the basis for assessing traffic impacts when the Government departments process the licence application from a pre-cut-off columbarium whose operation only involves the number of niches sold before June 30, 2017 (the enactment date of the Ordinance).

The Government has studied this issue in depth and has the following three observations. Firstly, the columbaria concerned are not brand-new planned establishments but have already been in existence and operation in the community for a long time. Secondly, the traffic and pedestrian flow problem mainly surface during the grave-sweeping seasons (Ching Ming Festival and Chung Yeung Festival) and the situation outside the grave-sweeping seasons is usually not a major concern. Thirdly, an applicant for a licence would have to submit a management plan covering the traffic and crowd control measures for prior approval by the Licensing Board, and is required to comply with the licensing conditions relating to the traffic and pedestrian flow management measures imposed by the Board.

According to on-site observation, traffic and pedestrian flow management arrangements are already implemented by the Government departments in some of the areas where a number of columbaria are located together. The Government departments concerned have prepared contingency plans in areas with needs to cater for ad hoc situations. The Government has also noticed that some columbaria also

actively make some traffic arrangements during Ching Ming Festival and Chung Yeung Festival, such as providing dedicated coaches to pick up and drop off gravesweepers. If only niches sold as at June 30, 2017 of pre-cut-off columbaria are counted, the traffic level in those areas during the peak hours is, overall speaking, still at an acceptable level. On the part of individual columbaria, operators have the responsibility to provide practicable mitigation measures within their capability. The Government departments will reflect to the Licensing Board their views on suitable mitigation measures that should be followed up by individual cases. We believe that the Licensing Board will, having regard to the situation, vet the management plan of the operators and impose appropriate licensing conditions.

If a pre-cut-off columbarium would like to sell or newly let out niches after June 30, 2017, or any post-cut-off columbarium would like to submit planning or licence applications for their development, the TIA mechanism is applicable to them.

Responsibilities of private columbarium operators

"The operation of a private columbarium in Hong Kong must be covered by a licence, an exemption or a temporary suspension of liability according to the Ordinance. Only private columbaria that have obtained licences may sell or newly let out niches. This fundamental principle has not been changed and will not be changed," added the spokesman.

"Operators of private columbaria have the responsibility to abide by the various licensing requirements as stipulated under the Ordinance."

According to section 99 of the Ordinance, a person who commits an offence of providing information that is false or misleading is liable on conviction to a fine of $500,000 and to imprisonment for two years. In addition, if an operator deceives the Government, thus resulting in prejudice to the Government, that person commits the offence of fraud under the Theft Ordinance, which would render an offender liable on conviction to a maximum penalty of imprisonment for 14 years. Moreover, if a columbarium operator and a consumer conspire to deceive the Government, they commit the offence of conspiracy to defraud. Such an act is contrary to Common Law and punishable under the Crimes Ordinance, which would render an offender liable to a maximum penalty of imprisonment for 14 years.

A Legislative Council brief on the above arrangements can be downloaded from the Food and Health Bureau's website (www.fhb.gov.hk/download/press_and_publications/otherinfo/160700_columbarium/e_legco_brief_on_land_premium_TIA.pdf).

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食物環境衛生署
Food and Environmental Hygiene Department

私營骨灰安置所事務辦事處
Private Columbaria Affairs Office

覆函請寄交食物環境衛生署並引用本署檔案編號

本署檔號 (70) in FEHD PC 72-40/62/2018/093 Pt. 6

掛號郵件

(i) [redacted]

(ii)

協天宮管理有限公司
(獲授權人士：鄭保良先生)

鄭先生：

根據《私營骨灰安置所條例》(第630章)(《條例》)
申請指明文書

骨灰安置所名稱:	協天宮
骨灰安置所地址:	新界元朗八鄉大江埔 (丈量約份第 109 約地段第 1171 號 B 分段)
申請人:	協天宮管理有限公司 (HIP TIN TEMPLE MANAGEMENT LIMITED)
私營骨灰安置所發牌委員會收到申請的日期:	2018 年 3 月 27 日
申請指明文書類別:	就截算前骨灰安置所申請牌照、豁免書及暫免法律責任書

原則上同意暫免法律責任書申請
通知書

現致函通知上述申請人，私營骨灰安置所發牌委員會(發牌委員會)已「原則上同意」上述名為協天宮的私營骨灰安置所的暫免法律責任書申請，有效期為3年，由發出此通知書的日期開始計算(即有效期由2022年10月24日至2025年10月23日)。

請注意以下事項:

2. 在上述有效期內，申請人須遵守以下的條件：

(i) 申請人須確保該骨灰安置所持續符合由消防處制定及適時更新的"私營骨灰安置所消防安全規定"(請參看「私營骨灰安置所牌照及其他指明文書申請指引」附件9的附錄1)；

(ii) 申請人須在骨灰安置所大樓門口的顯眼位置，展示一份尺寸不少於420毫米(長)及297毫米(闊)的中英文告示，告示須以耐用物料製成，以不少於72點的字體及數字，述明在任何同一時間內，此骨灰安置所的總人數連同職員在內，不得超過30人；以及

(iii) 申請人須確保在營運期間上述告示持久地展示在骨灰安置所門口的顯眼位置，並須確保其完整和維持良好狀況。

3. 如果申請人在「原則上同意暫免法律責任書申請」的有效期內不遵守上文第2段所述的條件，發牌委員會可能考慮取消上述「原則上同意暫免法律責任書申請」，並立即就整組申請作定奪。若屆時申請人仍未符合與該暫免法律責任書申請一併提交的牌照申請/豁免書申請的所有規定和要求，發牌委員會將可能拒絕整組申請，在該情況下，上述骨灰安置所須結束營運，並按《條例》的相關規定處置骨灰。

4. 在上述3年的有效期內，申請人須根據載於附件一為了符合有關的暫免法律責任書申請要求而提交並獲發牌委員會接納的行動計劃連同時間表，合理地迅速採取所有所需步驟，以符合與該暫免法律責任書申請一併提交的牌照申請及豁免書申請的要求，並盡快向發牌委員會(由骨灰所辦代收)提交有關的證明文件及資料。

5. 現時發牌委員會並未就上述暫免法律責任書申請作出最終定奪，在上述「原則上同意暫免法律責任書申請」的有效期間，上述骨灰安置所仍處於寬限期。若在「原則上同意暫免法律責任書申請」的有效期內，申請人已符合上述牌照申請/豁免書申請的所有規定和要求，發牌委員會會考慮舉行公開會議審議該申請，以直接就該牌照申請/豁免書申請作定奪。在定奪上述指明文書申請時，發牌委員會須顧及公眾利益及可顧及任何其他相關因素。

6. 發牌委員會「原則上同意暫免法律責任書申請」並不代表上述牌照申請/豁免書申請最終一定獲批。現時就協天宮的牌照申請及豁免書申請的建議圖則(包括龕位資料)的審核工作仍在進行中，現時未確定此暫免法律責任書申請是否符合《條例》第21(2)(a)(ii)條有關骨灰安放容量限於其在以截算時間狀況為準的容量的規定，「原則上同意暫免法律責任書申請」並不表示發

牌委員會已接納與此暫免法律責任書申請一併提交的牌照申請及豁免書申請的建議圖則(包括龕位資料)內的資料。

7. 當上述「原則上同意暫免法律責任書申請」期限接近屆滿時，若申請人仍未符合與該暫免法律責任書申請一併提交的牌照申請/豁免書申請的所有規定和要求，而如果申請人已按照載於附件二的行政安排提交附件二所指明的文件，發牌委員會會考慮應否延長「原則上同意暫免法律責任書申請」的有效期。發牌委員會在決定是否延長「原則上同意暫免法律責任書申請」的有效期時會考慮的因素載於附件二，當中包括申請人有否證明已根據其為了符合該暫免法律責任書申請要求而提交並獲發牌委員會接納的行動計劃連同時間表(見附件一)，合理地迅速採取所有所需步驟，以符合與該暫免法律責任書申請一併提交的牌照申請/豁免書申請的所有要求。

8. 若申請人仍未符合與該暫免法律責任書申請一併提交的牌照申請/豁免書申請的所有規定和要求，亦未能證明致使發牌委員會信納申請人已合理地迅速採取所有所需步驟，以符合《條例》中有關上述牌照申請/豁免書申請的所有規定和要求，發牌委員會將不會延續「原則上同意暫免法律責任書申請」的有效期，而會就上述整組申請作定奪。若申請人在發牌委員會作出定奪時仍未符合有關上述牌照申請/豁免書申請的所有規定和要求，發牌委員會將拒絕整組申請。在此情況下，骨灰安置所須結束營運，並按《條例》的相關規定處置骨灰。

9. 若有任何疑問，請致電2350 7356或發送電郵致pc_app@fehd.gov.hk與個案經理吳詠妍女士聯絡。

私營骨灰安置所發牌委員會秘書林綺萍

2022 年 10 月 24 日

重要提示

骨灰安置所營辦者有責任確保骨灰安置所符合所有適用於其骨灰安置所的法例和政府規定，並且遵守所有相關當局(包括但不限於建築事務監督、地政總署署長、規劃署署長、消防處處長、警務處處長、運輸署署長、環境保護署署長、機電工程署署長或其他決策局、政府部門以及有關的主管當局)按其執行的法例或職權所訂立的一切要求及條件，以及須就違反的事項承擔各類刑罰及法律責任。

重要提醒

任何私營骨灰安置所在 2018 年 3 月 29 日之後，如果沒有暫免法律責任書申請在處理中，亦未取得任何指明文書，便不能繼續營辦。任何人士在沒有指明文書的情況下營辦、維持、管理或以任何方式控制骨灰安置所即屬違法，循簡易程序定罪，可處罰款二百萬元及監禁 3 年；如循公訴程序定罪，則可處罰款五百萬元及監禁 7 年。

在寬限期後而沒有持有任何指明文書的情況下繼續營運骨灰安置所，或停辦骨灰安置所，營辦人須根據《私營骨灰安置所條例》附表 5 的「訂明骨灰處置程序」處置存放於該骨灰安置所內的骨灰，否則即屬犯罪，違例者可被檢控，循簡易程序定罪，可處最高罰款二百萬元及監禁 3 年；而循公訴程序定罪，則可處最高罰款五百萬元及監禁 7 年。

重要事項

《私營骨灰安置所條例》第 99 條 － 提供虛假或具誤導性的資料的罪行

(1) 任何人如 －

(a) 根據本條例，就某骨灰安置所提出申請，而在該申請中，或在與該申請相關的情況下，提供在要項上屬虛假或具誤導性的資料；或

(b) 在知悉某資料在要項上屬虛假或具誤導性的情況下，根據本條例，向署長、獲授權人員或公職人員，提供該資料，

即屬犯罪。

(2) 任何人犯第(1)款所訂罪行，一經定罪，可處罰款五十萬元及監禁 2 年。

副本送：
豁免書申請檔案：FEHD PC 72-40/63/2018/042
暫免法律責任書申請檔案：FEHD PC 72-40/64/2018/115

食物環境衞生署
Food and Environmental Hygiene Department

私營骨灰安置所事務辦事處
Private Columbaria Affairs Office

覆函請寄交食物環境衞生署並引用本署檔案編號

本署檔號: (11) in FEHD PC 72-40/62/2018/093 Pt. 6

掛號郵件

協天宮
[redacted]
鄭保良先生

鄭先生：

根據《私營骨灰安置所條例》（第630章）（《條例》）
申請指明文書
協天宮
新界元朗八鄉大江埔
(丈量約份第109約地段第1171號B分段)

關於你在 2018 年 3 月 27 日就上述私營骨灰安置所向私營骨灰安置所發牌委員會(發牌委員會) 提交的牌照、豁免書及暫免法律責任書申請，私營骨灰安置所事務辦事處(骨灰所辦) 已分送到相關部門，由各有關部門審核屬於其範疇的證明文件及資料，並就申請是否符合該範疇的要求給予意見。元朗地政處就你提交的文件及資料提出的意見詳情列於附件一。**就有關處所使用權的年期及准許存放骨灰的有效期「截算前骨灰安置所」牌照/豁免書申請人須注意事項**，請參閱附件二。

如需要就元朗地政處要求澄清及/或補交所須文件及資料等事項回應及補充文件和資料，請盡快向骨灰所辦提交回應及補充文件和資料，以便本署送交有關部門跟進上述申請。若你對元朗地政處的意見有任何疑問，請致電 2443 3143 與地政主任/南 3(元朗地政處) 陳健生先生聯絡。

申請人是否因應上述部門的意見而進行某些跟進工作(例如改動處所/裝置的工程/提交文件) 純屬申請人的決定，完成某些跟進工作並不保證上述指明文書申請一定最終獲批。各有關部門就該申請是否符合該部門範疇的要求給予的意見會提交發牌委員會考慮。當發牌委員會就某項指明文書申請作出定奪時，該項申請必須已提交足夠證明致使委員會信納該申請符合《條例》指明的所有規定及發牌委員會的所有相關要求，發牌委員會才會考慮是否批出指明文書。在作出決定時，發牌委員會須顧及公眾利益及可顧及任何其他相關因素。

九龍長沙灣道 681 號貿易廣場 5 樓 501-502 室
Units 501-502, 5/F, Trade Square, 681 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
電話 Tel : 2350 7319 傳真 Fax : 2827 2908

以上並非涵蓋所有相關部門就上述私營骨灰安置所提交的牌照、豁免書及暫免法律責任書的意見，當骨灰所辦陸續收到其他有關部門的意見時，會盡快通知申請人。此外，在處理有關指明文書申請的過程中，各部門有可能因應新的資訊及/或最新的情況而修訂其意見及/或建議的要求/條件。

若有任何疑問，請致電 2350 7356 或電郵發送致 pc_app@fehd.gov.hk 與個案經理羅佩君女士聯絡。

食物環境衛生署署長

(劉穎賢 代行)

2022 年 5 月 23 日

九龍長沙灣道 681 號貿易廣場 5 樓 501-502 室
Units 501-502, 5/F, Trade Square, 681 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
電話 Tel : 2350 7319 傳真 Fax : 2827 2908

附件 1

根據《私營骨灰安置所條例》(《條例》)(第630章)
地政總署就截算前骨灰安置所提交的豁免書申請的意見

骨灰安置所名稱：協天宮
申請人姓名/名稱：協天宮管理有限公司
骨灰安置所地址：新界元朗八鄉大江埔
地段編號：丈量約份第109約地段第1171號B分段

I. 不合法佔用未批租土地

(1) 建議圖則所標示的場地界線內，有否涉及不合法佔用未批租土地？

☐ 有 ☑ 沒有

(2) 如問題(1)的答案為「有」，本處有否收到申請人向地政總署署長申請合法權限，以佔用該未批租土地的申請？

☐ 有 ☐ 沒有

_____

_____

_____

II. 就「骨灰安置所」是否符合關乎土地文書(註(1))內有關「骨灰安置」的規定
[註(1): 土地文書指從政府直接取得並持有的租契／短期租賃／政府土地牌照或其他文書。]

(1) 根據建議圖則所標示場地界線內的有關骨灰安置所的土地文書(註(1))是否准許在豁免書申請範圍內存放骨灰？

☑ 是 ☐ 否

(2) 如上述第(II)部問題(1) 的答案為「是」，有否註明在豁免書申請範圍內准許骨灰龕位數目上限？

☐ 有，請註明准許骨灰龕位數目上限：_____個

☑ 否

附件 1

(3) 如上述第(II)部問題(1) 的答案為「是」，有否註明在豁免書申請範圍內准許安放骨灰份數(或骨灰甕數)上限？

☐ 有，請註明准許上限：_____份骨灰/個骨灰甕

☑ 否

(4) 如上述第(II)部問題(1) 的答案為「是」，而如果有關土地文書(註(1)) 是藉著短期土地豁免書(STW)或短期豁免書(TW)或短期租賃(STT)或政府土地牌照(GLL)或其他文書准許在豁免書申請範圍內存放骨灰，請在以下適當方格內加上✓號:

☐ 短期土地豁免書(STW) 或短期豁免書(TW)，有效期至_____,每季/每年/每____年續期一次。

☐ 短期租賃(STT) ，有效期至_____,每季/每年/每____年續期一次。

☐ 政府土地牌照(GLL)或其他文書，有效期至_____,每季/每年/每____年續期一次。

☐ 本處有收到申請人向地政總署署長提交延長/更改上述短期土地豁免書(STW)或短期豁免書(TW)或短期租賃 (STT) 或政府土地牌照(GLL)或其他文書的有效期的規範化申請，詳情如下:

_____

_____

_____

_____

(5) 如上述第(II)部問題(1) 的答案為「否」，本處有否收到申請人向地政總署署長提交就有關「骨灰安置」違反根據從政府取得並持有的*租契／短期租賃／政府土地牌照或其他文書的規範化申請？

☐ 有 ☐ 沒有

(6) 如上述第(II)部問題(1)的答案為「否」，是由於土地文書已告遺失／殘缺不全，請列出相關土地的資料(例如地段／租約／牌照)：

_____

_____

_____

附件 1

III. 對申請人就有關申請提交的建議圖則的意見

☑ 本處對上述豁免書申請的建議圖則並無意見。

☐ 本處對上述豁免書申請的建議圖則有以下意見：

_____

_____

IV. 對建議場地平面圖的申請範圍涉及關乎土地的規定的不同類別文書及土地狀況的意見

申請人提交的建議場地平面圖內的申請範圍涉及以下關乎土地的規定不同類別的文書及土地狀況:

編號	關乎土地的規定的文書及土地狀況	建議場地平面圖申請範圍涉及的土地文書類別及土地狀況(請在適當空格加"✓")	申請人是土地佔用人(只適用於第4項)](請在適當空格加"是"/"否"(如適用))	土地文書有效期
1	租契 (《條例》附表2第1條) (如包括租契條款由租契持有人負責管理及使用等之政府土地，請在以下備註列明) 備註:_____ _____ _____ _____ _____	✓ 批可建屋地段文量約份第109約地段第1171號B分段 面積約0.03英畝	不適用	2047年6月30日
2	短期租賃 (《條例》附表2第1條)	不適用	不適用	不適用

附件 1

3	其他文書 (包括土地牌照等(請註明類別)) (《條例》附表2第1 條)	不適用	不適用	不適用
4.	不合法佔用未批租政府土地	不適用	否	不適用

V. 對將列入"須符合的要求的通知書"內的要求的意見

☑ 本處對將列入就上述豁免書申請而發出的"須符合的要求的通知書"內的要求並無意見。

☐ 本處建議把附錄 1 所載的要求列入發給申請人的"須符合的要求的通知書"。

VI. 建議對將發出的豁免書(如批准)施加的條件

如私營骨灰安置所發牌委員會決定批准這宗申請，

☑ 本處建議對豁免書施加附錄 2 所載的條件。

☐ 本處對施加於豁免書的條件並無任何建議。

☐ 本處會待豁免書的申請人報告已符合附錄1內的要求後，才提出建議。

VII. 訴訟程序

☑ 本署與上述申請指明文書的私營骨灰安置所或申請人沒有進行訴訟程序。

☐ 本署與上述申請指明文書的私營骨灰安置所或申請人現有進行訴訟程序，詳情如下：

附件 1

VIII. 請提醒申請人，私營骨灰安置所發牌委員會發出的豁免書並不會免除申請人因違反任何其他條例或法例而須負上的法律責任，或在土地文書、任何協議或侵權法下的法律責任，也不會影響政府執行契約條款和土地管制的權力及作為業主和土地擁有人的民事和補救權利。

IX. 其他意見

地政總署向私營骨灰安置所事務辦事處發出上述意見的日期： 2022年5月12日

附錄 2

如私營骨灰安置所發牌委員會根據《私營骨灰安置所條例》(第630章)
批准就截算前骨灰安置所發出豁免書
地政總署建議施加於豁免書的關乎土地的規定的條件

骨灰安置所名稱：協天宮
申請人姓名： 協天宮管理有限公司
骨灰安置所地址：新界元朗八鄉大江埔
地段編號： 丈量約份第109約地段第1171號B分段

項目	建議施加的條件
1	地政總署保留政府的立場，針對任何違反契約條件／非法佔用政府土地及根據骨灰安置所圖則在暫免法律責任書申請範圍以外的不符規定情況，採取執行契約條款／土地管制行動。
2	
3	
4	
5	

地政總署向私營骨灰安置所事務辦事處發出上述意見的日期：2022年5月12日

附件 1

根據《私營骨灰安置所條例》(《條例》)(第630章)
地政總署就截算前骨灰安置所提交的牌照申請的意見

骨灰安置所名稱：協天宮
申請人姓名/名稱：協天宮管理有限公司
骨灰安置所地址：新界元朗八鄉大江埔
地段編號：丈量約份第109約地段第1171號B分段

I. 不合法佔用未批租土地

(1) 有關建議圖則所標示的場地界線內，有否涉及不合法佔用未批租土地？

☐ 有 ☑ 沒有

(2) 如問題(1)的答案為「有」，本處有否收到申請人向地政總署署長申請合法權限，以佔用該未批租土地的申請？

☐ 有 ☐ 沒有

(3) 如有關申請涉及規劃許可，地政總署會在申請人取得有關規劃許可後才會處理其骨灰安置所的規範化申請。

II. 就「骨灰安置所」是否符合關乎土地文書(註(1))內有關「骨灰安置」的規定
[註(1): 土地文書指從政府直接取得並持有的租契／短期租賃／政府土地牌照或其他文書。]

(1) 根據建議圖則所標示場地界線內的有關骨灰安置所的土地文書(註(1))是否准許在牌照申請範圍內存放骨灰？

☑ 是 ☐ 否

(2) 如上述第(II)部問題(1) 的答案為「是」，有否註明在牌照申請範圍內准許骨灰龕位數目上限？

附件 1

☐ 有，請註明准許骨灰龕位數目上限：_____個

☑ 否

(3) 如上述第(II)部問題(1) 的答案為「是」，有否註明在牌照申請範圍內准許安放骨灰份數(或骨灰甕數)上限？

☐ 有，請註明准許上限：_____份骨灰/個骨灰甕

☑ 否

(4) 如上述第(II)部問題(1) 的答案為「是」，而如果有關土地文書(註(1)) 是藉著短期土地豁免書(STW)或短期豁免書(TW)或短期租賃(STT)或政府土地牌照(GLL)或其他文書准許在牌照申請範圍內存放骨灰，請在以下適當方格內加上✓號:

☐ 短期土地豁免書 (STW)或短期豁免書(TW)，有效期至_____,每季/每年/每____年續期一次。

☐ 短期租賃(STT) ，有效期至_____,每季/每年/每____年續期一次。

☐ 政府土地牌照(GLL)或其他文書，有效期至_____,每季/每年/每____年續期一次。

☐ 本處有收到申請人向地政總署署長提交延長/更改上述短期土地豁免書(STW)或短期豁免書(TW)或短期租賃(STT)或政府土地牌照(GLL)或其他文書的有效期的規範化申請，詳情如下:

_____

_____

_____

_____

(5) 如上述第(II)部問題(1) 的答案為「否」，本處有否收到申請人向地政總署署長提交就有關「骨灰安置」違反根據從政府取得並持有的*租契／短期租賃／政府土地牌照或其他文書的規範化申請？

☐ 有 ☐ 沒有

(6) 如上述第(II)部問題(1)的答案為「否」，是由於土地文書已告遺失／殘缺不全，請列出相關土地的資料(例如地段／租約／牌照)：

_____

_____

_____

附件 1

(7) 如有關申請涉及規劃許可，地政總署會在申請人取得有關規劃許可後才會處理其骨灰安置所的規範化申請。

III. 對申請人就有關申請提交的建議圖則的意見

☑ 本處對上述牌照申請的建議圖則並無意見。

☐ 本處對上述牌照申請的建議圖則有以下意見：

_____

_____

IV. 對建議場地平面圖的申請範圍涉及關乎土地的規定的不同類別文書及土地狀況的意見

申請人提交的建議場地平面圖內的申請範圍涉及以下關乎土地的規定不同類別的文書及土地狀況:

編號	關乎土地的規定的文書及土地狀況	建議場地平面圖申請範圍涉及的土地文書類別及土地狀況(請在適當空格加"✓")	申請人是土地佔用人(只適用於第4項)](請在適當空格加"是"/"否"(如適用))	土地文書有效期
1	租契 (《條例》附表2第1條) (如包括租契條款由租契持有人負責管理及使用部之政府土地，請在以下備註列明) 備註:_____	✓ 舊批可建屋地段丈量約份第109約地段第1171號B分段面積約0.03英畝	不適用	2047年6月30日

附件 1

2	短期租賃 (《條例》附表2第1 條)	不適用	不適用	不適用
3	其他文書 (包括土地牌照等(請註明類別)) (《條例》附表2第1 條)	不適用	不適用	不適用
4.	不合法佔用未批租政府土地	不適用	否	不適用

V. 對將列入"須符合的要求的通知書"內的要求的意見

☑ 本處對將列入就上述牌照申請而發出的"須符合的要求的通知書"內的要求並無意見。

☐ 本處建議把附錄 1所載的要求列入發給申請人的"須符合的要求的通知書"。

VI. 建議對將發出的牌照(如批准) 施加的條件

如私營骨灰安置所發牌委員會決定批准這宗申請，

☑ 本處建議對牌照施加附錄2所載的條件。

☐ 本處對施加於牌照的條件並無任何建議。

☐ 本處會待牌照的申請人報告已符合附錄1內的要求後，才提出建議。

VII. 訴訟程序

☑ 本署與上述申請指明文書的私營骨灰安置所或申請人沒有進行訴訟程序。

附件 1

☐ 本署與上述申請指明文書的私營骨灰安置所或申請人現有進行訴訟程序，詳情如下：

_____

_____

_____

VIII. 請提醒申請人，私營骨灰安置所發牌委員會發出的牌照並不會免除申請人因違反任何其他條例或法例而須負上的法律責任，或在土地文書、任何協議或侵權法下的法律責任， 也不會影響政府執行契約條款和土地管制的權力及作為業主和土地擁有人的民事和補救權利。

IX. <u>其他意見</u>

地政總署向私營骨灰安置所事務辦事處發出上述意見的日期： 2022年5月2日

附錄 2

如私營骨灰安置所發牌委員會根據《私營骨灰安置所條例》(第630章)
批准就截算前骨灰安置所發出牌照
地政總署建議施加於牌照的關乎土地的規定的條件

骨灰安置所名稱：協天宮
申請人姓名： 協天宮管理有限公司
骨灰安置所地址： 新界元朗八鄉大江埔
地段編號.：丈量約份第109約地段第1171號B分段

項目	建議施加的條件
1	地政總署保留政府的立場，針對任何違反契約條件／非法佔用政府土地及根據骨灰安置所圖則在暫免法律責任書申請範圍以外的不符規定情況，採取執行契約條款／土地管制行動。
2	
3	
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5	

地政總署向私營骨灰安置所事務辦事處發出上述意見的日期：2022年5月12日

附件 1

根據《私營骨灰安置所條例》(《條例》)(第630章)
地政總署就截算前骨灰安置所提交的暫免法律責任書申請的意見

骨灰安置所名稱：協天宮
申請人姓名：協天宮管理有限公司
骨灰安置所地址： 新界元朗八鄉大江埔
地段編號.：丈量約份第109約地段第1171號B分段

I. 不合法佔用未批租土地

(1) 建議圖則所標示的場地界線內，有否涉及不合法佔用未批租土地？

☐ 有 ☑ 沒有

(2) 如問題(1)的答案為「有」，

(i) 本處有否收到申請人向地政總署署長申請合法權限，以佔用該未批租土地的申請？

☐ 有 ☐ 沒有

(ii) 本處有否收到及滿意申請人向地政總署署長提交的書面聲明，述明*他/她/它對該未批租土地沒有申索權（不論是基於在申請日期之前、當日或之後管有該未批租土地，或任何其他理由）？

☐ 有 ☐ 沒有

附件 1

II. 對申請人就有關申請提交的建議圖則的意見

☑ 本處對上述暫免法律責任書申請的建議圖則並無意見。

☐ 本處對上述暫免法律責任書申請的建議圖則有以下意見：

III. 對暫免法律責任書申請人所提交為符合申請牌照及／或豁免書的行動計劃(如適用)內關乎土地的規定的部分的意見

☑ 本處對申請人有關符合申請牌照的行動計劃內關乎土地的規定的部分並無意見。

☑ 本處對申請人有關符合申請豁免書的行動計劃內關乎土地的規定的部分並無意見。

IV. 對將列入"須符合的要求的通知書"內的要求的意見

☑ 本處對將列入就上述暫免責任法律書申請而發出的"須符合的要求的通知書"內的要求並無意見。

☐ 本處建議把附錄 1所載的要求列入發給申請人的"須符合的要求的通知書"。

V. 建議對將發出的暫免法律責任書(如批准)施加的條件

如私營骨灰安置所發牌委員會決定批准這宗申請，

☑ 本處建議對暫免法律責任書施加附錄 2所載的條件。

☐ 本處對施加於暫免法律責任書的條件並無任何建議。

☐ 本處會待暫免法律責任書的申請人報告已符合附錄1內的要求後，才提出建議。

附件 1

VI. 訴訟程序

☑ 本署與上述申請指明文書的私營骨灰安置所或申請人沒有進行訴訟程序。

☐ 本署與上述申請指明文書的私營骨灰安置所或申請人現有進行訴訟程序，詳情如下：

_____

_____

_____

_____

VII. 請提醒申請人，私營骨灰安置所發牌委員會發出的暫免法律責任書並不會免除申請人因違反任何其他條例或法例而須負上的法律責任，或在土地文書、任何協議或侵權法下的法律責任，也不會影響政府執行契約條款和土地管制的權力及作為業主和土地擁有人的民事和補救權利。

VIII. 其他意見

地政總署向私營骨灰安置所事務辦事處發出上述意見的日期： 2022年5月2日

附錄 2

如私營骨灰安置所發牌委員會根據《私營骨灰安置所條例》(第630章)
批准就截算前骨灰安置所發出暫免法律責任書
地政總署建議施加於暫免法律責任書的關乎土地的規定的條件

骨灰安置所名稱：協天宮
申請人姓名： 協天宮管理有限公司
骨灰安置所地址： 新界元朗八鄉大江埔
地段編號.：丈量約份第109約地段第1171號B分段

項目	建議施加的條件
1	地政總署保留政府的立場，針對任何違反契約條件／非法佔用政府土地及根據骨灰安置所圖則在暫免法律責任書申請範圍以外的不符規定情況，採取執行契約條款／土地管制行動。
2	
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地政總署向私營骨灰安置所事務辦事處發出上述意見的日期：2022年5月12日

Appendix 2_TSOL_Chi

道路使用權說

九龍長沙灣道 681 號
貿易廣場 5 樓 501-502 室
私營骨灰安置所牌照組

協天宮
新界元朗八鄉大江埔
（丈量約份第 109 約地段第 1171 號 B 分段）

敬啟者：

本人鄭保良，香港身份證號碼：[redacted] 為上述地段私營骨灰安置所牌照申請的獲授權人士。有關鄰近地段（ 新界元朗八鄉大江埔（丈量約份第 109 約地段第 1170 號及 1171 號 A 分段）行人路的事宜，該行人路已存在超過 50 年以上，而該行人路過往到現在除了給協天宮使用外，亦給缸瓦嶺附近村民出入，只是路段前部份位置是石屎行人路，後段為泥路，而且該石屎行人路段上設有政府建做的街燈，因此該路段屬於公眾出入通道，並非我們私人使用， 再者資詢了法律意見， 私人道路供公眾使用達 20 年以上，該道路不得圍封。關於 GLA-TYL1295(SiteA) 的部份地方是政府土地,是公眾行人路及私人車道出入口。煩請貴處明白有關事宜。并附上圖片證明。

謝謝垂注！

此致

私營骨灰安置所牌照組執事先生/小姐台啟

獲授權人士簽署：鄭保良 (鄭保良)

HIP TIN TEMPLE MANAGEMENT COMPANY LIMITED 協天宮管理有限公司

日期：2021 年 5 月 28 日

鄭保良

HUI YIN TEMPLE MANAGEMENT COMPANY LIMITED
慧天宮
管理
有限公司

鄭保良

HUI TIN TEMPLE MANAGEMENT COMPANY LIMITED
慧天宮管理有限公司

TAM, PUN & YIPP
SOLICITORS
譚潘葉律師行

Hong Kong Office 香港辦事處
18/F , Wai Tat Centre, 55 Connaught Road West, Hong Kong
香港上環干諾道西 55 號會達中心 18 樓
Tel 電話：3102 2062
Fax 傳真：3102 2065

Tsuen Wan Office 荃灣辦事處
Room 1601, 16/F, Nan Fung Centre, 264-298 Castle Peak Road, Tsuen Wan, New Territories
新界荃灣青山公路 264-298 號南豐中心 16 樓 1601 室
Tel 電話：2810 6203
Fax 傳真：2810 6707

PRINCIPAL
GIBSON K.F. LI 李錦輝律師

CONSULTANTS
MICHAEL K.C. LEUNG 梁建中律師
PAUL YAU 丘栢瀚律師
WONG MAN MING 王文明律師

ASSISTANT SOLICITORS
CHRISTY K. L. NG 吳家勵律師
MICHAEL L. H. CHAK 翟朗軒律師

Our Ref:	MIS01592/20/PY	Your Ref:	
Please reply to	Hong Kong Office	Date:	29 August 2022
For attention of	Mr. Paul Yau/ Mr. M. Chak	Fax No.:	3102 2065

BY POST & BY FAX (2827 2908)

Private Columbaria Affairs Office
Unit 501-502, 5/F, Trade Square
681 Cheung Shan Wan, Kowloon

Dear Sirs,

Re: Legal opinion on easement and right of way by prescription

We have received instructions from 協天宮 to provide our legal opinion on the rights of easement and the right of way by prescription in Hong Kong, which we now do.

Under the laws of Hong Kong, land property owners, depending on the circumstances, may enjoy a right known as easement. Easement is the non-exclusive right to use land belonging to another owner in a particular way for the benefit of the use of one's own land. This is a proprietary interest which can be granted expressly, impliedly or by statute. An example of easement is the right of way by prescription.

In *Yik Wai Pong v Yick Pak Kin [2019] HKCFI 21* the Court of First Instance summarised the relevant principles of right of way by prescription into a twofold test:-

(1) If the owner of land uses a road as a means of access to, and egress from, his land for more than 20 years "as of right", then, at least in the absence of special circumstances, he will obtain a right of way over the land for the benefit of his land; and

(2) Whether the use is "as of right" depends on the claimant showing that it had been nec vi (without force), nec clam (without stealth) and nec precario (without permission from the owner).

鄭保良

This is our general legal opinion on easement and righty of way by prescription under the laws of Hong Kong, and it is not an exhaustive list, and it is not a legal opinion formed by us under any specific set of facts and/or situations.

Yours faithfully,

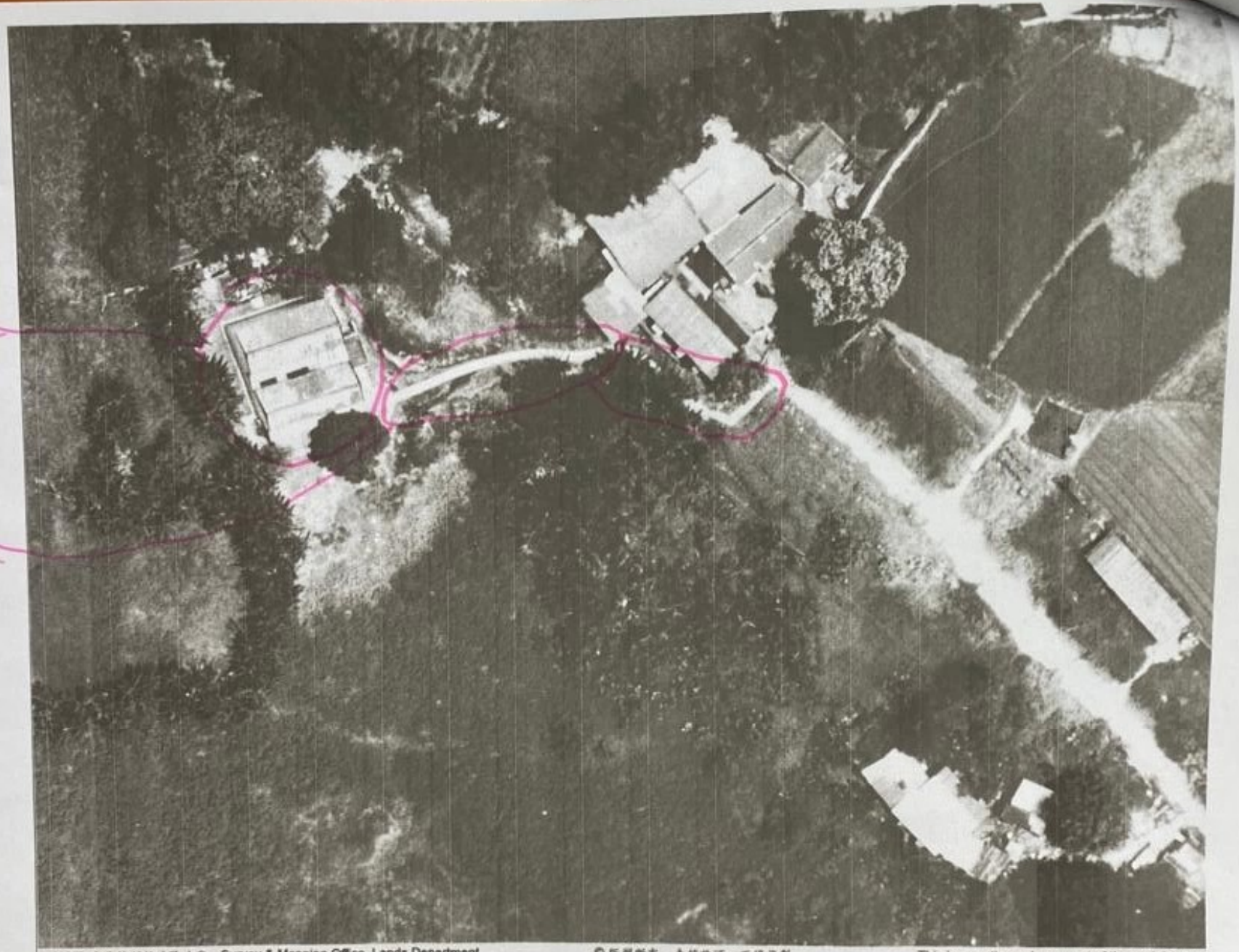
TAM, PUN & YIPP
PY/mc

鄭保良

HUI TIN TEMPLE MANAGEMENT COMPANY LIMITED
慧天宮管理有限公司

協天宮

人行路



香港特別行政區政府
地政總署測繪處
Survey & Mapping Office, Lands Department
The Government of Hong Kong Special Administrative Region

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This is a portion enlargement of the aerial photo:
Ref. "Kam Tin 16.7.91 2000' A26470"

HIP TIN TEMPLE MANAGEMENT COMPANY LIMITED
協天宮管理有限公司

香港特別行政區政府
地政總署測繪處
Survey & Mapping Office, Lands Department
The Government of Hong Kong Special Administrative Region
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This is a portion enlargement of the aerial pho
Ref. "Yuen Long 12.7.85 2200 A02083"

HIP TIN TEMPLE MANAGEMENT COMPANY LIMITED
嫦天宮管理有限公司

鄭保良

HUI TIN TEMPLE MANAGEMENT COMPANY LIMITED
慧天宮管理有限公司

2023 年 3 月 12 日
檔案編號：KT-2020/PT-2B-230312.1

協天宮管理有限公司
新界元朗八鄉大江埔
丈量約份第 109 約地段
第 1171B 號

馮維正先生：

有關：租約 (KT-2020/PT-2B)
出租物業 Lot 1163 DD109 提供衛生設施

閣下於 2023 年 3 月 9 日來信，要求在出租物業上提供衛生設施。

本人細閱你提交之衛生設施資料及管理方法，本人同意貴公司-協天宮管理有限公司在出租物業 Lot 1163 DD109 提供衛生設施(包括廁所，洗手間)供給貴公司職員，訪客，信眾，拜祭人士等使用。

本人提醒貴公司提供之衛生設施需要符合相關規格及法則，並須要妥善管理及維修。

此致 協天宮管理有限公司

鄧雷德蘭 - Lot 1163 DD109 業主

食物環境衞生署
Food and Environmental Hygiene Department

私營骨灰安置所事務辦事處
Private Columbaria Affairs Office

覆函請寄交食物環境衞生署並引用本署檔案編號

本署檔號: (28) in FEHD PC 72-40/62/2018/093 Pt. 4

掛號郵件

協天宮
[redacted]
鄭保良先生

鄭先生：

根據《私營骨灰安置所條例》（第630章）（《條例》）
申請指明文書
協天宮
新界元朗八鄉大江埔
(丈量約份第109約地段第1171號B分段)

關於你在 2018 年 3 月 27 日就上述私營骨灰安置所向私營骨灰安置所發牌委員會(發牌委員會) 提交的牌照、豁免書及暫免法律責任書申請，私營骨灰安置所事務辦事處(骨灰所辦) 已分送到相關部門，由各有關部門審核屬於其範疇的證明文件及資料，並就申請是否符合該範疇的要求給予意見。消防處及香港警務處就你提交的文件及資料提出的意見詳情列於附件一。

如需要就消防處及香港警務處要求澄清及/或補交所須文件及資料等事項回應及補充文件和資料，請盡快向骨灰所辦提交回應及補充文件和資料，以便本署送交有關部門跟進上述申請。若你對消防處的意見有任何疑問，請致電 2302 5326 與消防隊長(私營骨灰安置所專責隊伍) 徐達志先生聯絡；若你對香港警務處的意見有任何疑問，請致電 3660 4302 與主任(骨灰安置所牌照) 鄧偉深先生聯絡。

申請人是否因應上述部門的意見而進行某些跟進工作(例如改動處所/裝置的工程) 純屬申請人的決定，完成某些跟進工作並不保證上述指明文書申請一定最終獲批。各有關部門就該申請是否符合該部門範疇的要求給予的意見會提交發牌委員會考慮。當發牌委員會就某項指明文書申請作出定奪時，該項申請必須已提交足夠證明致使委員會信納該申請符合《條例》指明的所有規定及發牌委員會的所有相關要求，發牌委員會才會考慮是否批出指明文書。在作出決定時，發牌委員會須顧及公眾利益及可顧及任何其他相關因素。

九龍長沙灣道 681 號貿易廣場 5 樓 501-502
Units 501-502, 5/F, Trade Square, 681 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
電話 Tel : 2350 7319 傳真 Fax : 2827 2908

以上並非涵蓋所有相關部門就上述私營骨灰安置所提交的牌照、許[redacted]暫免法律責任書的意見，當骨灰所辦陸續收到其他有關部門的意見時，會盡快通知[redacted]申請人。此外，在處理有關指明文書申請的過程中，各部門有可能因應新的資訊及/或最新的情況而修訂其意見及/或建議的要求/條件。

若有任何疑問，請致電 2350 7356 或電郵發送致 pc_app@fehd.gov.hk 與個案經理羅佩君女士聯絡。

食物環境衞生署署長

(朱俊禧 代行)

2021 年 4 月 7 日

九龍長沙灣道 681 號貿易廣場 5 樓 501-502
Units 501-502, 5/F, Trade Square, 681 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
電話 Tel : 2350 7319 傳真 Fax : 2827 2908

附件

香港警務處對根據《私營骨灰安置所條例》(第630章)
就~~骨灰安置所~~／截算前骨灰安置所*申請牌照時提交的管理方案的意見

~~(適用於2017年6月30日前已售出的龕位／適用於在2017年6月30日未售出的龕位)*~~

骨灰安置所名稱 ： 協天宮
申請人姓名 ： 協天宮管理有限公司
骨灰安置所地址 ： 新界元朗八鄉大江埔
(丈量約份第 109 約地段第 1171 號 B 分段)

檔號：(10) in FEHD PC 72-40/62/2018/093 Pt. 4 (Licence)

本處對題述申請(包括申請人就申請提交的建議圖則)的意見如下：

I. 對私營骨灰安置所的管理方案的意見

[請在以下其中一個方格內加上✓號。]

☑ 管理方案可以接受，而本處不反對向有關截算前骨灰安置所／骨~~灰安置所~~*發出牌照。

☐ 就有關截算前骨灰安置所／骨灰安置所*的牌照申請而言，管理方案不可接受，理由是：

_____

_____

☐ 申請人須提供進一步資料，以便本處審核私營骨灰安置所的管理方案是否可以接受。申請人須提供的資料載列於附錄 1(見第 III 部)。

II. 對牌照申請人提交的建議圖則的意見

[請在以下其中一個方格內加上✓號。]

☑ 本處對上述牌照申請的建議圖則並無意見。

☐ 本處對上述牌照申請的建議圖則有以下意見：

_____

25-MAR-2021 09:42 SUPWING +852 2200 4329 P.02/04

III. 對將列入"須符合的要求的通知書"內的要求的意見

[請在以下其中一個方格內加上✓號。]

☑ 就上述牌照申請，本處對將列入"須符合的要求的通知書"內的要求並無意見。

☐ 就上述牌照申請，本處建議把附錄 1 所載的要求列入發給申請人的"須符合的要求的通知書"。

IV. 建議對將發出的牌照(如批准)施加的條件

如私營骨灰安置所發牌委員會決定批准這宗申請，

[請在以下其中一個方格內加上✓號。]

☐ 本處建議對牌照施加附錄 2 所載的條件。

☑ 本處對施加於牌照的條件並無任何建議。

☐ 本處會待牌照申請人報告已符合"須符合的要求的通知書"內有關管理方案的要求後，才提出建議(見附錄 1)。

V. 訴訟程序

[請在以下其中一個方格內加上✓號。]

☑ 本處與上述申請指明文書的私營骨灰安置所或申請人現時沒有進行與上述申請有關的訴訟程序。

☐ 本處與上述申請指明文書的私營骨灰安置所或申請人現正進行與上述申請有關的訴訟程序，詳情如下：

_____

_____

_____

25-MAR-2021 09:42 SUPWING +852 2200 4329 P.03/04

VI. 其他意見

沒有

香港警務處向私營骨灰安置所事務辦事處提出上述意見的日期：
2021年3月22日

**刪去不適用者*

25-MAR-2021 09:42 SUPWING +852 2200 4329 P.04/04

Rezoning Planning Application for a Religious Institution and Columbarium in Hip Tin Temple at Tai Kong Po, Pat Heung, New Territories

Traffic Impact Assessment Study
Final Report
Aug 2024

Ozzo Technology (HK) Ltd
15/F, Heng Shan Centre
145 Queen's Road East
Wanchai, Hong Kong
Tel: 3488 5449 Fax: 3020 0370
http:// www.ozzotec.com

Rezoning Planning Application for a Religious Institution and Columbarium in Hip Tin Temple at Tai Kong Po, Pat Heung, New Territories

Traffic Impact Assessment Study
Final Report
Aug 2024

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared/ Date	Checked/ Date	Approved / Date
0	Technical Note	AH 01/16/2024	LL 01/02/2024	SC 02/02/2024
1	Final Report	AH 15/07/2024	LL 29/07/2024	SC 29/07/2024
1a	Final Report	CSY 05/08/2024	LL 12/08/2024	SC 12/08/2024

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APPENDICES

Appendix A 2024 Junction Calculation Sheets
Appendix B 2030 Junction Calculation Sheets
Appendix C Junction Improvement Works Proposed by CEDD

1 INTRODUCTION

1.1 Background

1.1.1 Hip Tin Temple is located at Tai Kong Po, Pat Heung (hereafter referred as the "Application Site"). The Application Site falls within the "Agriculture" ("AGR") zone on the Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11.

1.1.2 The Applicant intents regularize a pre-cut-off columbarium with 2,911 niches in Hip Tin Temple at Tai Kong Po, Pat Heung, New Territories.

1.1.3 Ozzo Technology (HK) Limited has been commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the potential traffic impact to be induced by the continued operation on the road network in the vicinity.

1.2 Study Objectives

1.2.1 The objectives of the TIA study are as follows:

- To review the existing traffic situation of the surrounding road network during grave sweeping festival period;
- To estimate the traffic generations/attractions to be induced by the Proposed Development during grave sweeping festival periods;
- To assess the future traffic situation of the surrounding road network during grave sweeping festival periods;
- To appraise the potential traffic impact of the Proposed Development on the surrounding road network during grave sweeping festival periods;
- To recommend traffic and crowd management and control plans to be implemented if necessary.

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 summarizes the existing traffic condition in the vicinity of the Application Site during grave sweeping festival periods;
- Chapter 3 describes the Proposed Development;
- Chapter 4 describes the proposed Crowd Management Plan to be implemented;
- Chapter 5 provides the forecast traffic to be generated by the Proposed Development;
- Chapter 6 describes the traffic impact assessment approach and reports the assessment results; and
- a summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 EXISTING TRAFFIC SITUATION

2.1 Site Location and Study Area

2.1.1 The Application Site is located at Tai Kong Po, Pat Heung as shown in **Figure 2-1**.

2.1.2 **Figure 2-1** also shows the proposed Study Area for this TIA study. The proposed Study Area covers the key junctions along the major vehicular routes to be used by the traffic to be induced by the Proposed Development.

2.2 Existing Road Network

2.2.1 The Application Site is served by a feeder road named Chi Ho Road. It sits along Kam Tin River and runs parallel to Kam Tin Bypass. Chi Ho Road can be connected to Kam Tin Bypass by Kong Tai Road in the east and by Kam Hing Road in the west.

2.2.2 Kam Tin Bypass is a dual two-lane Rural Trunk Road connects the north Kam Tin Town Centre connecting to Kam Tin Road via roundabouts at the eastern and western ends of the town centre.

2.2.3 Tung Wui Road is a dual two-lane Rural Road with divider initiated from the roundabout with Kam Tin Bypass and Kam Tin Road in the north and connecting with the Kam Sheung Road MTR station in the south.

2.3 Existing Public Transport Services

2.3.1 There are several existing public transport provisions in the vicinity of the Application Site as shown in **Figure 2-2**. **Table 2-1** lists out the regular and special franchised bus, and GMB routes serving the area.

Table 2-1 Existing Public Transport Services.

Route No.	Terminating Points		Remarks
Franchised Bus Services			
251B	Pat Heung Road	Sheung Tsuen (Circular)	Daily Service every 20-30 mins
251M	Sheung Tsuen	Tsuen Wan	Mon to Fri. (Except Public Holidays) at 7:00am,8:00am and 9:00am
54	Yuen Long (West)	Sheung Tsuen (Shek Kong) (Circular)	Daily services every 20-30 mins
77K	Sheung Shui	Yuen Long (Fung Cheung Road)	Daily services every 12-30 mins
E36P	Sheung Tsuen	Asia World Expo	Mon to Sat. departures at AM peak 05:10, 06:10 and PM peak 17:40, 18:10
Green Minibus Services			
602	Tai Kong Po	Yuen Long (Fung Cheung Road)	Daily services every 15-20 mins
608	Wong Toi Shan	Yuen Long (Fung Cheung Road) (Circular)	Daily services every 10-13 mins

Note: Information is updated as of date of 26 July 2024.

2.4 Existing Traffic Conditions

2.4.1 To gain an understanding of the existing traffic condition of the vicinity of the Application Site, traffic count surveys were undertaken at the key locations on Ching Ming Festival in 2024, the survey period of 08:00-18:00. The locations of the traffic surveys are shown in **Figure 2-3**.

2.4.2 All vehicular flows in the subsequent analysis are converted to passenger car unit (PCU) based on the PCU factors for signal and priority traffic according to Table 2.3.1.1 of Volume 2 of “Transport Planning and Design Manual” (TPDM) as shown in **Table 2-2**.

Table 2-2 Passenger Car Unit Conversion Factors

	PCU Conversion Factor	
	Traffic Signal	Priority
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

2.4.3 By applying the above PCU factors, the hourly vehicular traffic flows in PCUs are calculated and the peak hour is identified to occur at 12:00 – 13:00. The peak hour traffic flows are shown in **Figure 2-4**.

2.4.4 Based on the observed peak hour traffic flows, the performances of the key junctions in the Study Area are assessed. The results are summarized in **Table 2-3** and detailed junction capacity calculation sheets are given in **Appendix A**.

2.4.5 For signal-controlled junctions, the reserve capacity index, R.C. is calculated based on current cycle time in accordance with the methods stated in Chapter 2.4 of Volume 4 TPDM.

Table 2-3 2024 Ching Ming Festival Peak Hour Junction Capacity Assessment

Ref No.	Location (1)	Junction Type	Capacity Index (2)	Observed Peak
J1	Kam Tin Bypass / Kam Tin Road / Tung Wui Road	Roundabout	DFC	0.29
J2	Chi Ho Road / Kong Tai Road	Priority	DFC	0.07
J3	Kam Tin Bypass / Kong Tai Road	Signalized	R.C.(C)	100%+
J4	Kam Tin Bypass / Kam Tin Road / Kam Ho Road	Roundabout	DFC	0.47
J5	Chi Ho Road / Kam Hing Road	Priority	DFC	0.11
J6	Kam Tin Bypass / Kam Hing Road	Signalized	R.C.(C)	100%+

*Notes: (1) Locations refer to **Figure 2-3**.*
(2) DFC = Design Flow to Capacity for Priority junction
R.C. = Reserve Capacity under Current cycle time

2.4.6 The results reveal that the assessed junction and road link are currently operating satisfactorily during the peak hours of 2024 Ching Ming Festival.

2.5 Pedestrian Impact Assessment

2.5.1 Pedestrian count surveys were also undertaken along the key pedestrian links in the vicinity of the Application Site on Ching Ming Festival in 2024 with survey period of 08:00-18:00. The survey locations are shown in **Figure 2-3**. LOS are undertaken based on the observed maximum peak 5-min flows recorded through the day at the key pedestrian links and the results are shown in **Table 2-4**.

Table 2-4 Existing Level of Services of Key Footways

Location (1)	Actual Footway Width	Effective Footway Width(2)	Peak 5-Minute Flow	Peak Minute Flow /Metre	Level of Service
P1	3.4 m	2.9 m	10	0.69	A
P2	2.0 m	1.5 m	6	0.83	A
P3	1.9 m	1.4 m	0	0.00	A

*Note: (1) Locations refer to **Figure 2-3**.*
(2) Effective width = Actual width minus 0.5m shy zone.

2.5.2 **Table 2-4** indicates that the LOS of the pedestrian links in the vicinity of the development are all with A value.

3 THE PROPOSED DEVELOPMENT

3.1 The Proposed Development

3.1.1 The Application Site is proposed to provide a total of 2,911 niches. As summarized in **Table 3-1**, among the total of 2,911 niches, 16 niches were occupied before 30 June 2017.

Table 3-1 Occupation Statues

Occupation Statues	Niche Number
Occupied	16
Vacant	2,895
Total	**2,911**

3.2 Internal Transport Facilities

3.2.1 The detailed internal layout is shown in **Figure 3-1**. Due to the site constraint, no internal transport facilities will be provided within the Application Site.

3.2.2 Visitors must use shuttle bus provided by the Applicant and loading and unloading at the specified layby at Kam Tin Bypass, and then walk through a footpath to access the Application Site.

4 CROWD MANAGEMENT PLAN

4.1 Opening Hours

4.1.1 The columbarium operates daily from 09:00 am to 06:00 pm during non-grave-sweeping festival periods, from 07:00 am to 06:00 pm during the grave sweeping festival periods, including Ching Ming and Chung Yeung Festival Day, and two weeks before the festival day and two weeks after the festival day. The operation hours are summarized and presented in **Table 4-1**.

Table 4-1 Operation Hours of the Columbarium

Time Period	Operation Hours
Festival Period • Festival Day (Ching Ming / Chung Yeung Festival) • Two Weeks (Monday – Sunday) before the Festival Day • Two Weeks (Monday – Sunday) after the Festival Day	07:00 – 18:00
Non-Festival Period – Daily (Monday – Sunday)	09:00 – 18:00

4.1.2 To minimize the traffic impact to the vicinity, crowd management plans are proposed to be implemented. Expecting large volume of visitors during the grave sweeping festival periods, special crowd control would be implemented on the following Peak Grave Sweeping Days:

(i) 2nd Saturday before Ching Ming / Chung Yeung Festival Day,

(ii) 2nd Sunday before Ching Ming / Chung Yeung Festival Day,

(iii) 1st Saturday before Ching Ming / Chung Yeung Festival Day,

(iv) 1st Sunday before Ching Ming / Chung Yeung Festival Day,

(v) Ching Ming / Chung Yeung Festival Day,

(vi) 1st Saturday after Ching Ming / Chung Yeung Festival,

(vii) 1st Sunday after Ching Ming / Chung Yeung Festival,

(viii) 2nd Saturday after Ching Ming / Chung Yeung Festival,

(ix) 2nd Sunday after Ching Ming / Chung Yeung Festival, and / or

(x) Other public holidays within (i) and (ix).

4.1.3 Any change in operation date or operation hours will be notified 14 days in advance via the official website of the Proposed Development. In addition, Paper Notice will also be put up outside the Application Site.

4.1.4 The detailed crowd management measures include the followings.

4.2 Admission Control

4.2.1 Admission control will be performed at the entrance. The advanced booking procedures are mandatory. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings.

4.2.2 Only niche owners and their family members with proofs of memberships are allowed to enter the Columbarium. Other visitors will only be allowed to access the Columbarium when leaded and permitted by the staff of the Columbarium.

4.2.3 Niche purchasers are required to accept a set of Sale Agreement at time of purchase, which will include House Rules. These House Rules are legally binding on the purchasers in their use of the niches and effective in controlling their conduct.

4.2.4 The House Rules regulates visitors of the columbarium must use the visit by appointment system. It also includes special management measures such as, visitors must take the free shuttle bus and loading and unloading at the specified layby at Kam Tin Bypass on Peak Grave Sweeping Days **(Shuttle Bus Only Policy)**.

4.2.5 Other than the Peak Grave Sweeping Days, Shuttle Bus Only Policy are also appliable during non-peak seasons. Visitors must take the free shuttle bus and loading and unloading at the specified layby (**Table 4-3** refers). Upon valid booking, a shuttle bus (a private car size or a 7-seat MVP size whichever are applicable) will be arranged by the Applicant for the visitors at the reserved time. Such requirement will be included to the set of Sale Agreement, and should be agreed at time of purchase.

4.2.6 By signing the Sales Agreement which includes the “Shuttle Bus Only Policy ", the purchasers of the niches are supposed to follow the signed agreement and not to travel by private car or taxi to visit but only shuttle bus to/from Application Site.

4.2.7 To regulate the conduct of the visitors to use the proposed layby at Kam Tin Bypass, management measure will be implemented. A staff will be stationed at the proposed layby and dispense coloured stickers to each passenger who uses the subject layby for unloading. The sticker is essential for admission of the Proposed Development. **Only visitors who have both the sticker and the valid booking record can manage to access the columbarium building.**

4.2.8 Thus, for those who did not drop-off at the specified layby, the sticker for admission to the Proposed Development will not be given and shall be rejected from admission.

4.3 Visit by Appointment System

4.3.1 During the Peak Grave Sweeping Days (section 4.2.1 refers), "Visit-By-Appointment" system will be implemented to control the number of visitors entering the site. Booking by telephone and WhatsApp messages will be available for all visitors. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings. The admission time will be 15-minute.

4.3.2 Visitors will be guided to wait in the waiting areas within the Application Site as shown in **Figure 3-1**. When some visitors leave the columbarium building, certain number of visitors will be allowed to enter the columbarium building.

4.3.3 The columbarium building has limited area and has maximum holding capacity of a total of 30 persons in view of fire safety according to "Code of Practice for Fire Safety in Buildings". Thus, for safety concerns, the Columbarium will be restricted to accommodate not more than 30 visitors staying in the building at any time. As a conservative consideration, some visitors may come early before their session, the number of visitors per session (15-min) will be limited to 15 persons.

4.3.4 Therefore, through entrance control, the number of visitors would be 60 persons per hour (i.e., four 15-minutes sessions with 15 persons per session).

Table 4-2 Daily Visitor Profile with Visit-by-Appointment System on Peak Grave Sweeping Days

Session	Time Period (15-Minutes Session)	Number of Visitors	
		In	Out
1	0700-0800	60	60
2	0800-0900	60	60
3	0900-1000	60	60
4	1000-1100	60	60
5	1100-1200	60	60
6	1200-1300	60	60
7	1300-1400	60	60
8	1400-1500	60	60
9	1500-1600	60	60
10	1600-1700	60	60
11	1700-1800	60	60
Daily Total		660	660

4.3.5 As shown in **Table 4-2**, with implementation of visit-by-appointment, an hourly limit of 60 visitors will be allowed to enter the columbarium building, i.e., 660 visitors per day during Peak Grave Sweeping Days.

4.3.6 Other than the Peak Grave Sweeping Days, visit-by-appointment will also be implemented. The maximum hourly visitor number will be constrained to 10 visitors, so that the maximum vehicular trips could be constrained to around 3-4 trips per hour. Hence, the traffic impact to the vicinity could be further minimized.

4.4 Proposed Shuttle Bus Services

4.4.1 As no internal transport facilities are provided within the Application Site, to minimize the traffic impact to the vicinity of the Proposed Development, and to minimize the amount of vehicular traffic and in line with the Government Policy to encourage public transport use with railway as the backbone, the Applicant proposes to provide free shuttle bus services for visitors between the Bay at Kam Tin Bypass Eastbound (close to Kong Tai Road) and Kam Sheung Road MRT station.

4.4.2 As signed up in the Sales Agreement, visitors must take the free shuttle bus and drop-off at the specified layby and walk through a footpath (around 400m) to the Proposed Development. The location of the proposed layby is shown in **Figure 4-1**.

4.4.3 Visitors must take the shuttle bus to the Proposed Development with valid booking confirmation. Advance booking for the shuttle bus service is always required before a visit. The proposed routing is shown in **Figure 4-1**. Free shuttle bus operation details are summarized in **Table 4-3.**

Table 4-3 Proposed Shuttle Bus Services

Free Shuttle Bus Route (Circular)		Operation Schedule
Loading / Unloading Bay at Kam Tin Bypass Eastbound (close to Kong Tai Road)	MTR West Rail Kam Sheung Road Station	Peak Grave Sweeping Days 06:50 – 18:00 Departure Every 12 min
		Other than Peak Grave Sweeping Days 08:50 – 18:00 Upon visitor's booking

5 TRAFFIC FORECAST OF THE PROPOSED DEVELOPMENT

5.1 Pedestrian Trip Generations during Festival Period

5.1.1 With reference to some columbarium with similar locality, i.e. sites sit around 500m walk away from public transport. The traffic trip generation on Grave Sweeping Festival Day of the reference columbarium and the Application Site is shown in the table as below:

Table 5-1 Observed Peak Hour Pedestrian Trip Generations at Reference Columbarium on Grave Sweeping Festival Day

Location	Survey Date	Peak Hour	Pedestrian Trips			
			Peak Hour Flows (person/hr)		Trip Rates (person/hr /(niche/tablet))	
			In	Out	In	Out
Filial Park (1), Tuen Mun (1,160 niches and memorial tablets occupied)	2017 Ching Ming	10:30 – 11:30	250 (two-way)		0.216 (two-way)	
	2017 Chung Yeung	10:30 – 11:30	235 (two-way)		0.203 (two-way)	
Fat Yuen Ching Shea(2), Tuen Mun (4,105 niches occupied)	2017 Ching Ming	11:15 – 12:15	643	929	***0.157***	***0.226***
	2018 Ching Ming	11:00 – 12:00	733	712	0.131	0.124
Poh Yea Ching Shea(3), Tai Po (968 niches occupied)	2016 Ching Ming	13:15 – 14:15	97	74	0.100	0.076
Buddhist Cheung Ha Temple(4), Tai Po (7,385 niches and memorial tablets sold)	2018 Ching Ming	10:50 – 11:50	818	888	0.111	0.120
Pun Chun Yuen(5), Tai Po (2,466 niches occupied) With visit-by-appointment	2021 Ching Ming	11:00 – 12:00	186	170	0.075	0.069

Note: (1) data was extracted from TIA report of its approved planning application [A/TM/527];
(2) data was extracted from TIA report of the approved planning application [A/TM/548];
(3) data was extracted from TIA report of its approved planning application [A/TP/657];
(4) data was extracted from TIA report of planning application [Y/TP/35];
(5) data was extracted from TIA report of its approved planning application [A/TP/681].

5.1.2 By comparing the observed trip generation rates among the reference columbarium, the rate observed on Ching Ming Day in 2017 from Fat Yuen Ching Shea was higher than the others and the subject trip rate will be adopted in estimating the future trips by the proposed columbarium at the Application Site without visit-by-appointment.

5.1.3 As described in Chapter 4, the Applicant proposes to adopt "Visit-by-Appointment" system to manage and strictly control the site to accommodate not more than 30 visitors staying within the columbarium building at any time for safety concerns.

5.1.4 The proposed appointment system is to smoothen and diversify the concentration of peak hour visitor demands by dividing the daily operation into several 15-minutes sessions during grave sweeping periods and assigning a quota of maximum of 15 visitors for each session. As shown in **Table 4-2**, with adoption of the proposed appointment system, the hourly number of visitors staying in the Application Site will be limited to 60 persons, and a total of 660 visitors are allowed visit daily during grave sweeping periods. The future trips for the proposed columbarium at the Application Site is summarized in **Table 5-2**.

Table 5-2 Estimated Peak Hour Pedestrian Trip Generations at Proposed Columbarium on Grave Sweeping Festival Day

Proposed Site (2,911 niches)	Peak Hour Pedestrian Trips			
	Peak Hour Trip Rates (person/ niches)		Estimated Peak Hour Flows (person)	
	In	Out	In	Out
Without Visit by Appointment (1)	0.157	0.226	457	658
With Visit by Appointment (2)	0.021	0.021	60	60

*Note: (1) Refer to **Table 5-1** for the Fat Yuen Ching Shea peak hour trip rates without visit by appointment*
*(2) Refer to **Table 4-2** for the number of peak hour visits under Visit-by-Appointment System during Grave Sweeping Days*

5.1.5 **Table 5-2** indicates that the estimated trip generations will be greatly decreased with the implementation of the crowd management plan.

5.2 Vehicular Trip Generations during Festival Period

5.2.1 Reference is also made to some columbarium in terms of vehicular traffic with similar locality, i.e. sites sit around 500m walk away from public transport. The traffic trip generation on Grave Sweeping Festival Day of the reference columbarium and the Application Site is shown in the table as below:

Table 5-3 Observed Peak Hour Vehicular Trip Generations at Reference Columbarium on Grave Sweeping Festival Day

Location	Survey Date	Peak Hour Vehicular Trips			
		Peak Hour Flows (pcu/hr)		Trip Rates (pcu/hr /(niche/tablet))	
		In	Out	In	Out
Filial Park (1), Tuen Mun (1,160 niches and memorial tablets occupied)	2017 Ching Ming	35	30	***0.030***	***0.026***
	2017 Chung Yeung	20	20	0.017	0.017
Fat Yuen Ching Shea(2), Tuen Mun (4,105 niches occupied)	2017 Ching Ming	95	109	0.023	0.027
Buddhist Cheung Ha Temple(3), Tai Po (7,385 niches and memorial tablets sold)	2018 Ching Ming	59	63	0.008	0.008
Pun Chun Yuen(4), Tai Po (2,466 niches occupied) With visit-by-appointment	2021 Ching Ming	33	34	0.013	0.014

Note: (1) data was extracted from TIA report of its approved planning application [A/TM/527];
(2) data was extracted from TIA report of the approved planning application [A/TM/548];
(3) data was extracted from TIA report of planning application [Y/TP/29];
(4) data was extracted from TIA report of its approved planning application [A/TP/681].

5.2.2 By comparing the observed trip generation rates among the reference columbarium, the rate observed on Ching Ming Day in 2017 from Filial Park was higher than the others and the subject trip rate will be adopted in estimating the future trips by the proposed columbarium at the Application Site without visit-by-appointment.

Table 5-4 Estimated Peak Hour Trip Generations at Proposed Columbarium on Grave Sweeping Festival Day (without TCMP)

Proposed Site (2,911 niches)	Peak Hour Vehicular Trips			
	Trip Rates (pcu/hr /(niche)		Peak Hour Flows (pcu/hr)	
	In	Out	In	Out
	Without Visit-By-Appointment			
	0.030	***0.026***	88	76

5.2.3 As mentioned in Chapter 4, with implementation of crowd management by Applicant, i.e., all the visitors should make an appointment before visiting and take the free shuttle bus travelling between the Application Site and MTR Kam Sheung Road Station, the estimated traffic generation by the proposed columbarium will be regulated. The estimated traffic generation of the proposed columbarium is summarized in **Table 5-5.**

Table 5-5 Estimated Peak Hour Vehicular Trip Generations at Proposed Columbarium on Grave Sweeping Festival Day (with TCMP)

Transportation Mode	Percentage	In			Out		
		Visitors /hr	Vehicles /hr	PCU/hr	Visitors /hr	Vehicles /hr	PCU/hr
With Visit-By-Appointment							
Shuttle Bus (1)	100%	60	3	5	60	3	5

Note: (1) Based on 24-seat light bus.

5.2.4 As indicated in **Table 5-5**, with implementation of TCMP, only a total of 10 pcu's (5 in and 5 out) will be induced during peak hour during Ching Ming / Chung Yeung Festival.

5.2.5 In addition, based on the TCMP, the Applicant will constrain the maximum hourly visit to not more than 10 visitors per hour. Thus, there would be not more than 4 pcu to be generated during peak hour on the opening days other than Grave Sweeping Festival Days. The traffic impact would be minimal.

6 TRAFFIC IMPACT ASSESSMENT

6.1 Assessment Approach

6.1.1 The anticipated licensing year is 2027. The assessment year for this traffic impact assessment study is set as 2030, i.e, 3 years after commissioning of the columbarium.

6.1.2 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- Committed and planned developments in the Study Area.

6.1.3 The following steps are undertaken to derive the 2030 Peak Hour Reference Flows (i.e. without the proposed redevelopment) and Design Flows (i.e. with the proposed redevelopment):

- 2030 Background Flows = 2024 Observed Flows x annual growth factors
- 2030 Reference Flows = 2030 Background Flows + additional traffic by planned and committed developments
- 2030 Design Flows = 2030 Reference Flows + Development traffic

6.1.4 The traffic impact to be induced by the Redevelopment is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

6.2 2030 Peak Hour Background Flows

6.2.1 Reference is made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 6-1** presents the population and employment data in Yuen Long District and Northwest New Territories for 2019, 2026 and 2031. As indicated in the table, the population and employment places in

Yuen Long District and Northwest New Territories are anticipated to increase by +2.73% over the period of 2019 – 2031.

Table 6-1 2019-Based TPEDM for Yuen Long District and Northwest New Territories

Category	2019	2026	2031	2019-2031 Average Growth (% p.a.)
Population	397,950	411,600	513,750	2.15%
Employment Places	126,500	147,550	210,400	4.33%
Total	524,450	559,150	724,150	2.73%

Source: 2019, 2026 & 2031 population and employment places are extracted from 2019-based TPEDM published by Planning Department.

6.2.2 Reference is also made to the historical traffic data from Annual Traffic Census (ATC) published by Transport Department. **Table 6-2** shows the AADT recorded at the relevant stations in the Study Area and the percent changes from 2017 to 2022. On average, there was an increase of +2.79% per annum in the area over the period from 2017 to 2022.

Table 6-2 Historical Traffic Data from Annual Traffic Census

Stn. No.	Road Name	Between		Average Annual Daily Traffic (AADT)						Growth (p.a.)
				2017	2018	2019	2020	2021	2022	
6051	Kam Tin Rd	Castle Peak Rd -Yuen Long	Kam Sheung Rd Western Junction	34,880	41,960	41,820	41410	43,020	44,200	4.85%
				--	20.3%	-0.33%	-0.98%	3.89%	2.74%	
6109	Kam Ho Rd	Kam Tin Rd	Tung Wui Rd	9,780	10,400	10,360	10,260	10,660	10,560	1.55%
				--	6.34%	-0.38%	-0.97%	3.9%	-0.94%	
6208	Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	7,860	8,120	8,080	9,400	8,960	9,600	4.08%
				--	3.31%	-0.49%	16.34%	-4.68%	7.14%	
6110	Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	14,120	15,470	14,990	12,810	12,450	12,980	-1.67%
				--	9.56%	-3.1%	-14.54%	-2.81%	4.26%	
6207	Kam Tin Rd	Kam Sheung Rd	Fan Kam Rd	20,550	20,390	21,300	21640	20,490	20,520	-0.03%
				--	-0.78%	4.46%	1.6%	-5.31%	0.15%	
5254	Kam Tin Rd	Fan Kam Rd	Kam Sheung Rd Eastern Junction	14,540	16,210	18,510	18,330	19,040	18,850	5.33%
				--	11.49%	14.19%	-0.97%	3.87%	-1.00%	
6212	Fan Kam Rd	Kam Tin Rd	Castle Peak Rd	10,780	11,570	11,660	12,250	12,450	12,400	2.84%
				--	7.33%	0.78%	5.06%	1.63%	-0.40%	
Total				**112,510**	**124,120**	**126,720**	**126,100**	**127,070**	**129,110**	**2.79%**
				--	**10.32%**	**2.09%**	**-0.49%**	**0.77%**	**1.61%**	

Source: Annual Traffic Census published by Transport Department.

6.2.3 For conservative, the annual growth rate derived from TPEDM (**i.e. +2.79%)** will be adopted and applied to the 2024 Peak Hour Observed Flows to derive the 2030 background flows.

6.3 2030 Peak Hour Reference Flows

6.3.1 According to the published information from Town Planning Board, there is no major planned or committed development in the vicinity of the Proposed Development, while several planned housing developments are proposed near Kam Sheung Road Station. The major planned developments are summarized in **Table 6-3**.

Table 6-3 Estimated Peak Hour Trip Generations by Planned Developments

Location	Land Use	Commission Year	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
Kam Sheung Road Station Project (1)	Private Housing (2,700 flats) (2)	2025	139	240	130	96
	Retail (40,000m² GFA) (5)		61	52	105	95
	Kindergarten (1 no.) (3)		10	10	10	10
Temporary Transitional Housing Development in Kam Tin, Yuen Long [A/YL-KTS/899](4)	Temporary Transitional Housing (1,028 flats) (4)	Date of Intake: Feb 2024	5	5	5	5
Site 1, Kam Tin South, Yuen Long	PRH(3,700 flats) (5)	2026	121	160	111	88
	Primary School (3)		15	15	15	15
	Social Welfare Facilities(3)		15	15	15	15
Site 4a, Kam Tin South, Yuen Long (4)	PRH (3,750 flats)	2026	122	162	113	89
Site 6, Kam Tin South, Yuen Long	PRH (1,550 flats) (5)	2026	51	67	47	37
	Primary School (3)		15	15	15	15
Lot 2206 in D.D. 109, Kam Tai Road, Kam Tin, Yuen Long, N.T. [A/YL-KTN/791] (2)	Proposed Residential Development (330 flats)	Approved with condition(s) on 14/01/2022	14	24	12	9
Lot 291 (Part) in D.D. 109, Kam Sheung Road, Kam Tin, Yuen Long [A/YL-KTS/974]	Temporary Shop and Services (955m² GFA) (6)	Approved with condition(s) on 19/04/2024	3	3	4	3
Lots 341, 342, 343, 344 (Part) and 350 (Part) in in D.D. 109, Kam Tin, Yuen Long [A/YL-KTS/972]	Temporary Shop and Services, Eating Place (1,663m² GFA) (6)	Approved with condition(s) on 10/11/2023	5	4	6	6
Lots 670 (Part), 671, 673, 674, 675, 676, 677 (Part), 679, 680, 681 RP (Part), 682 RP, 683 RP (Part) in D.D. 106 and Adjoining Government Land, Yuen Long, New Territories [A/YL-KTS/950]	Temporary Place of Recreation, Sports or Culture (6)	Approved with condition(s) on 23/06/2023	23	22	34	30
	Total		**599**	**794**	**622**	**513**

Notes: (1) Information extracted from District Council Discussion Papers "dc_paper_2015_039"
(2) Peak Hour trip rates for Private Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.
(3) Due to no detailed published scheme:
Assuming 10 pcu/hr (each way) for each kindergarten;
Assuming 15 pcu/hr (each way) for each Primary School;
Assuming 15 pcu/hr (each way) for Social Welfare Facilities.
(4) Trip generations and attraction extracted from TIA reports of approved planning applications (A/YL-KTS/899).
(5) Peak Hour trip rates for Public Rental Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.
(6) Peak Hour trip rates for Retail / Shopping Complex, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 2.

6.3.2 The additional development trips by the planned housing developments and that will affect the traffic of the study area are then added to the 2030 Peak Hour Background Flows to derive the 2030 Peak Hour Reference Flows (i.e., without the proposed development) and the results are shown in **Figure 6-1**.

6.4 2030 Peak Hour Design Flows on Festival Day

6.4.1 By adding the peak hour development flows (**Figure 6-2**) to the forecast 2030 Peak Hour Reference Flows, the 2030 Design Flows are derived and is shown in **Figure 6-3**. Junction capacity assessment are undertaken and the results are shown in **Table 6-4** and with detailed calculation sheets provided in **Appendix B**.

Table 6-4 2030 Peak Hour Junction Capacity Assessment

Ref No.	Junction Location	Junction Type	Capacity Index (1)	2030 Ref	2030 Des
J1	Kam Tin Bypass / Kam Tin Road / Tung Wui Road	Roundabout	DFC	0.37	0.37
J2	Chi Ho Road / Kong Tai Road	Priority	DFC	0.08	0.08
J3	Kam Tin Bypass / Kong Tai Road	Signalized	R.C.(C)	100%+	100%+
J4(2)	Kam Tin Bypass / Kam Tin Road / Kam Ho Road	Roundabout	DFC	0.52	0.52
J5	Chi Ho Road / Kam Hing Road	Priority	DFC	0.13	0.13
J6	Kam Tin Bypass / Kam Hing Road	Signalized	R.C.(C)	100%+	100%+

Notes: (1) DFC = Design Flow to Capacity ratio.
R.C. = Reserve Capacity under Current cycle time
(2) The junction improvement works will be carried out by CEDD under project PWP Item No. 7804CL: Site Formation and Infrastructure Works for Development at Kam Tin South, Yuen Long -Advance Works. Assessment results are presented with improvement works.

6.4.2 It is noted that improvement works has been proposed by CEDD on junction J4. The proposed scheme is attached in **Appendix C**. After the improvement work, performance of J4 will be improved to an acceptable DFC value less than 0.85 which indicates a satisfactory condition.

6.4.3 Overall, all the key junctions in the Study Area would also perform satisfactorily for both the Reference Scenario (i.e., without proposed development) and Design Scenario (i.e., with proposed development).

6.5 Pedestrian Impact Assessment

6.5.1 Similar to the vehicular traffic impact assessment, an annual growth factor of 2.79% was applied to the existing pedestrian flows to derive the 2030 peak hour background pedestrian flows.

6.5.2 The additional pedestrian flows by the Project Site in **Table 4-2** are then assigned onto the main pedestrian routes and the resulting 2030 Peak Hour Pedestrian Flows with the Project Site.

6.5.3 Visitors are assigned to the pedestrian routes in the study area and the results are presented **Table 6-5**.

Table 6-5 2030 Level of Services of Key Footways

Location	Actual Footway Width	Effective Footway Width(1)	Peak 5-Minute Flow	Peak Minute Flow /Metre	Level of Service
P1	3.4 m	2.9 m	17	1.17	A
P2	2.0 m	1.5 m	12	2.00	A
P3	1.9 m	1.4 m	5	0.71	A

*Note: (1) Locations refer to **Figure 2-1**.*
(2) Effective width = Actual width minus 0.5m shy zone.

6.5.4 **Table 6-5** indicate that the concerned footways affected by the proposed columbarium development would perform in a satisfactorily LOS level during the peak period on Festival Day in the design year of 2030.

6.6 Capacity of Loading / Unloading Bay at Kam Tin Bypass (Eastbound)

6.6.1 The proposed pick-up/drop-off point at Kam Tin Bypass (para. 4.4.3 refers) is with 13m in length (tappers not counted). Given the length of the proposed layby, at most 2 vehicles could be served at same time. Based on observation on a Sunday in 2024, it is found that no loading / unloading activities were ever observed at the subject layby during 08:00 – 18:00.

6.6.2 As the round trip for the shuttle bus will be only about 8 min, and the frequency of the proposed bus is to provide one ride every 12min, thus, one fleet of 24-seat shuttle bus will be enough to serve the route. It would be at most one shuttle bus using the proposed layby for loading / unloading activities during the Grave Sweeping Festival Days. In addition,

there would be less than 5 trips per hour that would approach the subject layby due to the Application Site in reality.

6.6.3 Given the above, the proposed layby will be of ample capacity for the proposed shuttle bus of the Application Site.

7 Summary and Conclusion

7.1 Summary of Findings

7.1.1 The Applicant intends to regularize a pre-cut-off columbarium with 2,911 niches. Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the potential traffic impact to be induced by the Proposed Development.

7.1.2 The assessment year is set as 2030, i.e., 3 years from the licencing year in 2027.

7.1.3 In order to minimise the amount of vehicular traffic in the area, the Applicant proposes to provide free shuttle bus services for visitors between the Proposed Development and West Rail Kam Sheung Road Station. Also, a maximum of 60 visitors per hour would be allowed to access the proposed columbarium and visitors are required to make appointment via Visit-by-Appointment system before their visits.

7.1.4 It is estimated that around 10 pcu's (5 in and 5 out) are to be induced by the Proposed Development during the peak hour during the festival period.

7.1.5 The 2030 Peak Hour Reference Traffic Flows (i.e., without the proposed columbarium) are estimated taking into account the planned and committed developments, as well as the future population and employment in Yuen Long District and Northwest New Territories.

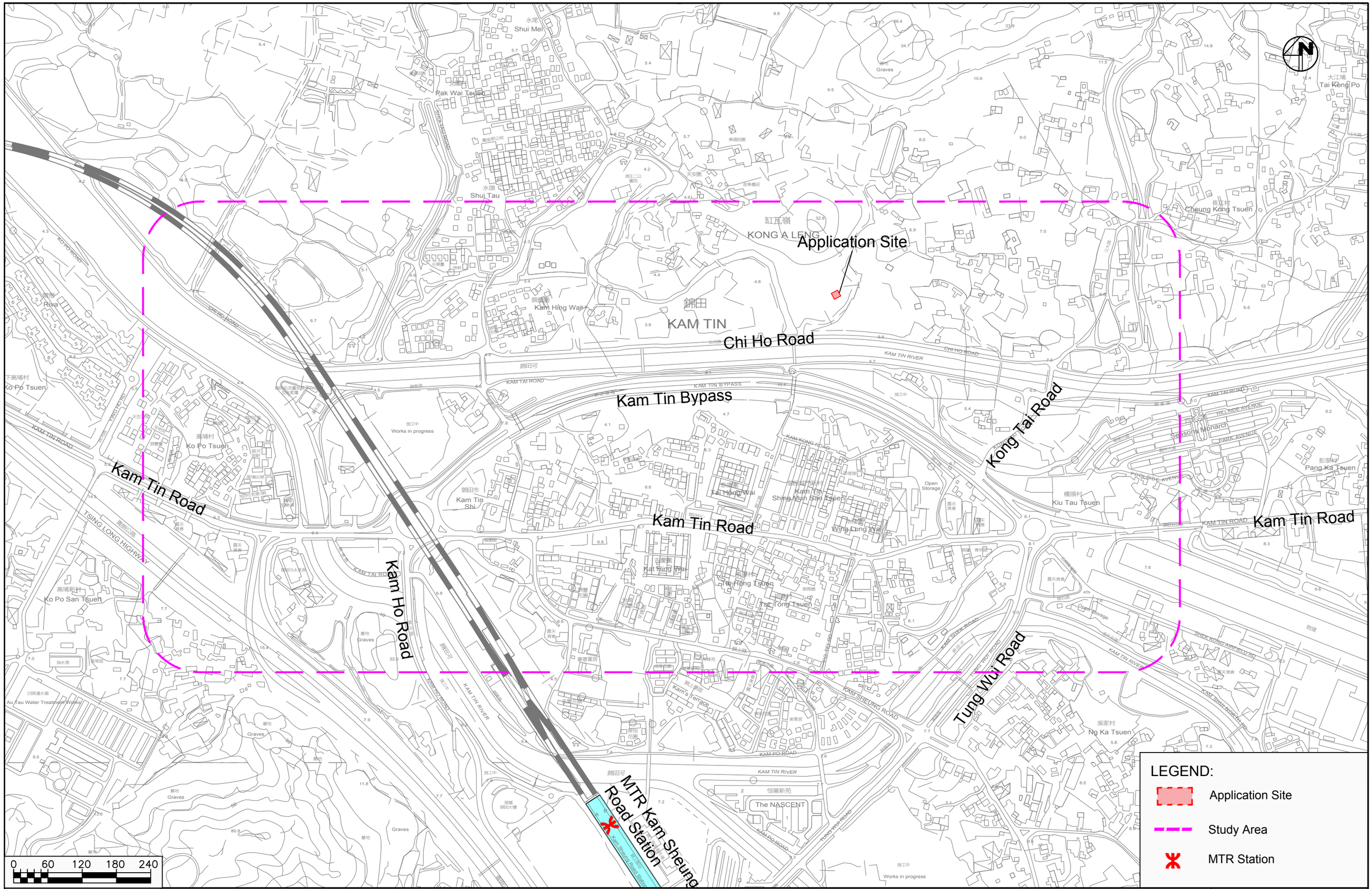
7.1.6 The additional traffic to be induced by the Proposed Development is added to the 2030 Reference Flows to obtain the 2030 Design Flows (i.e. with the Proposed Development).

7.1.7 Junction capacity assessments are carried out for all the key junctions within the Study Area. With the improvement works, the results indicated that the key junctions in the area would perform satisfactorily in the design year of 2030 with the proposed management plans by the Proposed Development. The traffic impact to be induced by the Proposed Development would be acceptable without creating adverse impact on the nearby road network with the proposed management plans.

7.2 Conclusion

7.2.1 The results of the assessment indicate that, with the provision of free shuttle bus services to be provided by the Applicant, the amount of traffic to be induced by the Proposed Development would be small and hence the potential traffic impact to be induced by the proposed columbarium would not pose adverse traffic impacts to the road network in the vicinity of the Application Site.

Figures



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協天宮

Project Title

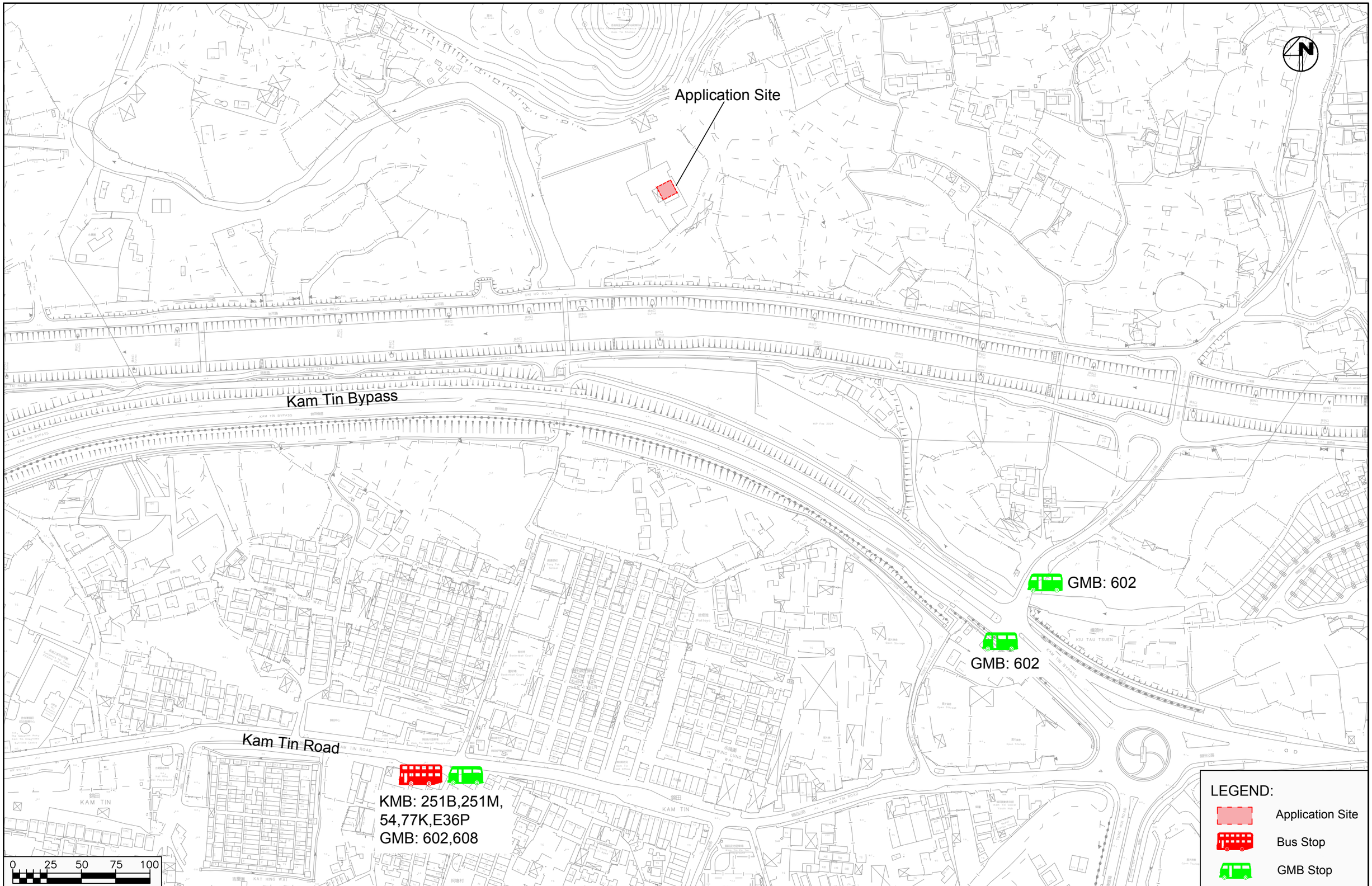
S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA

Site Location and Study Area

Date	Scale
26/07/2024	1:6000

OZZO TECHNOLOGY

Project No. 82269	Rev.
Dwg No. Figure 2-1	-



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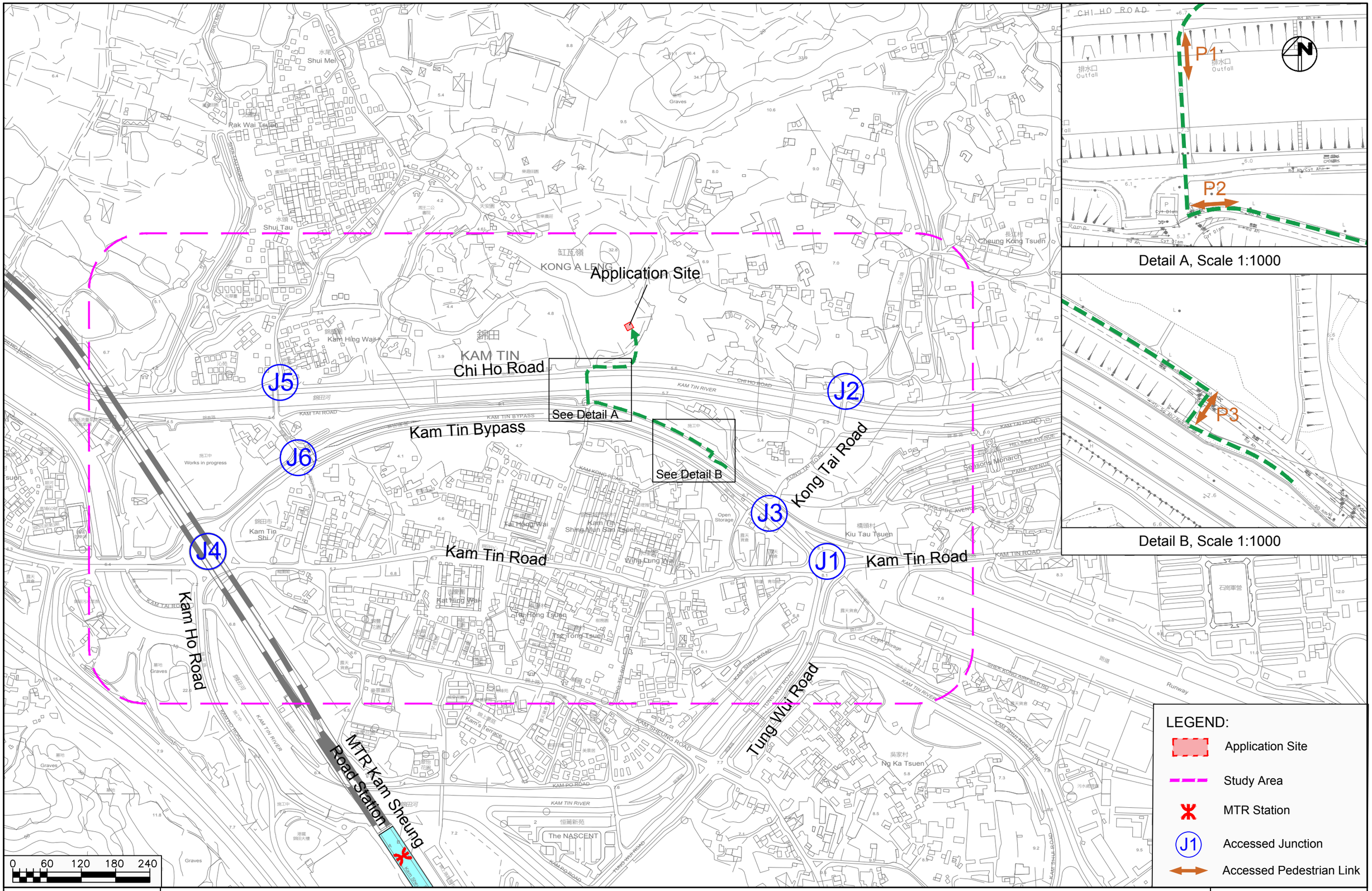
協天宮	Project Title	OZZO TECHNOLOGY
Date 26/07/2024	Scale 1:2500	**S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA** Existing Public Transport in the Vicinity of the Application Site	Project No. 82269	Rev. -
		Dwg No. Figure 2-2	



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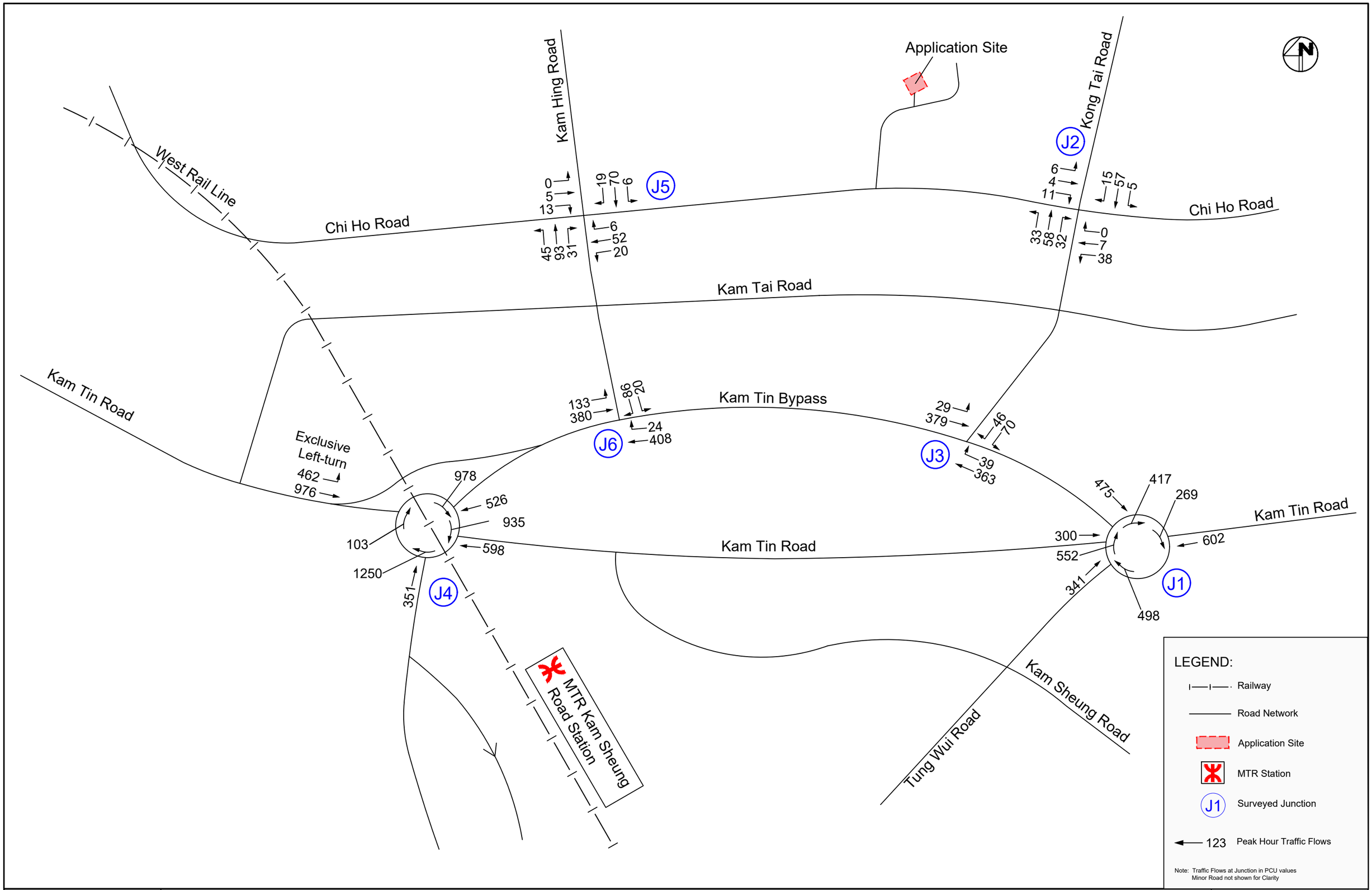
協天宮	Project Title	OZZO TECHNOLOGY
Date 26/07/2024	Scale 1:6000	**S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA**
		Locations of Surveyed Key Junctions
		Project No. 82269
		Dwg No. Figure 2-3
		Rev. -



協天宮	Project Title	OZZO TECHNOLOGY
Date 12/08/2024	**S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA**	Project No. 82269
Scale N.T.S	2024 Ching Ming Observed Peak Hour Traffic Flows	Dwg No. Figure 2-4
		Rev. A

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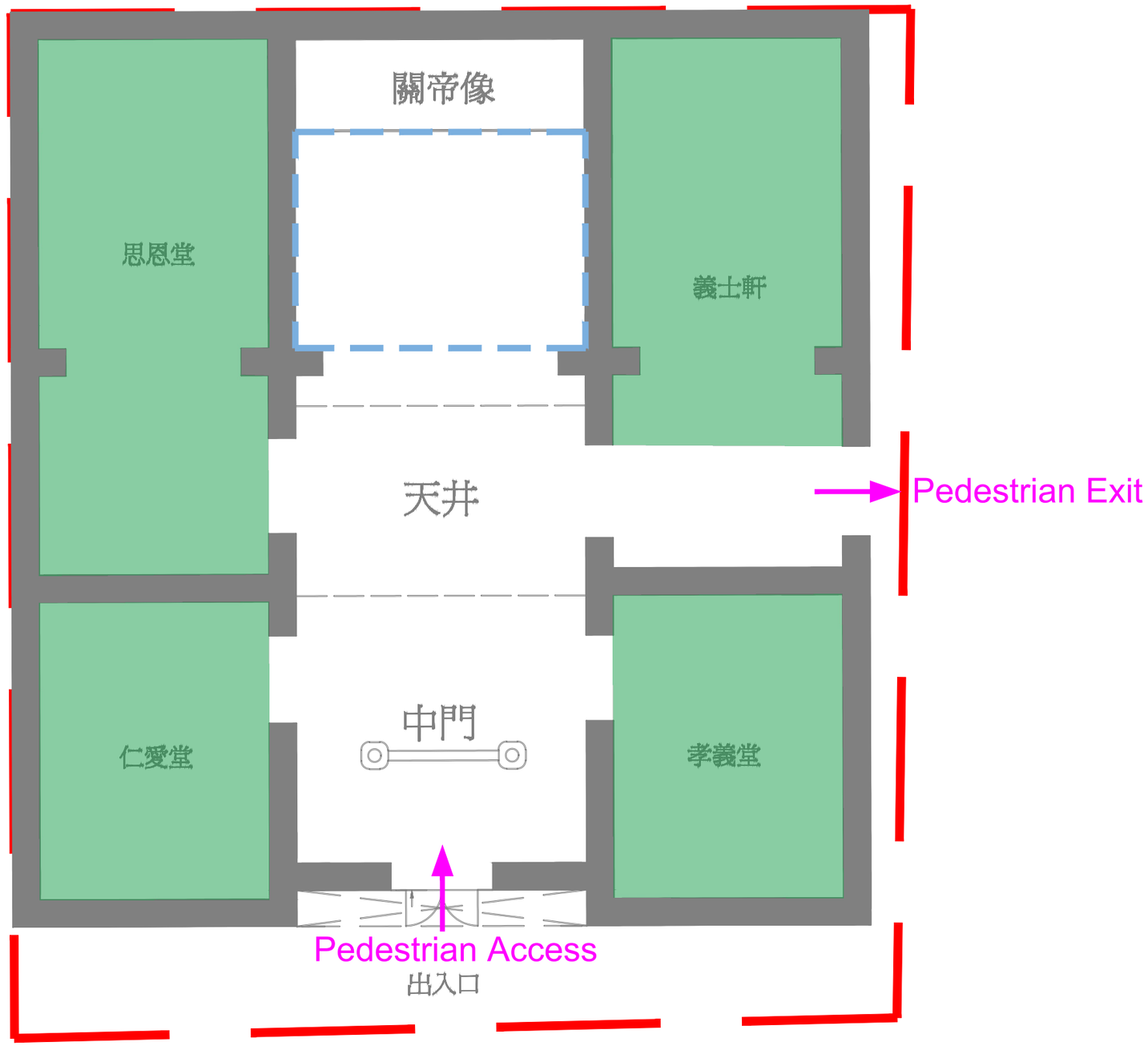

LEGENDS :

- Application Site
- Waiting Area
- Columbarium Facilities

0 0.6 1.2 1.8 2.4

協天宮	Project Title	**S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA**
Date 26/07/2024	Scale 1:60	Layout of Application Site

OZZO TECHNOLOGY

Project No. 82269 | Rev. -

Dwg No. Figure 3-1

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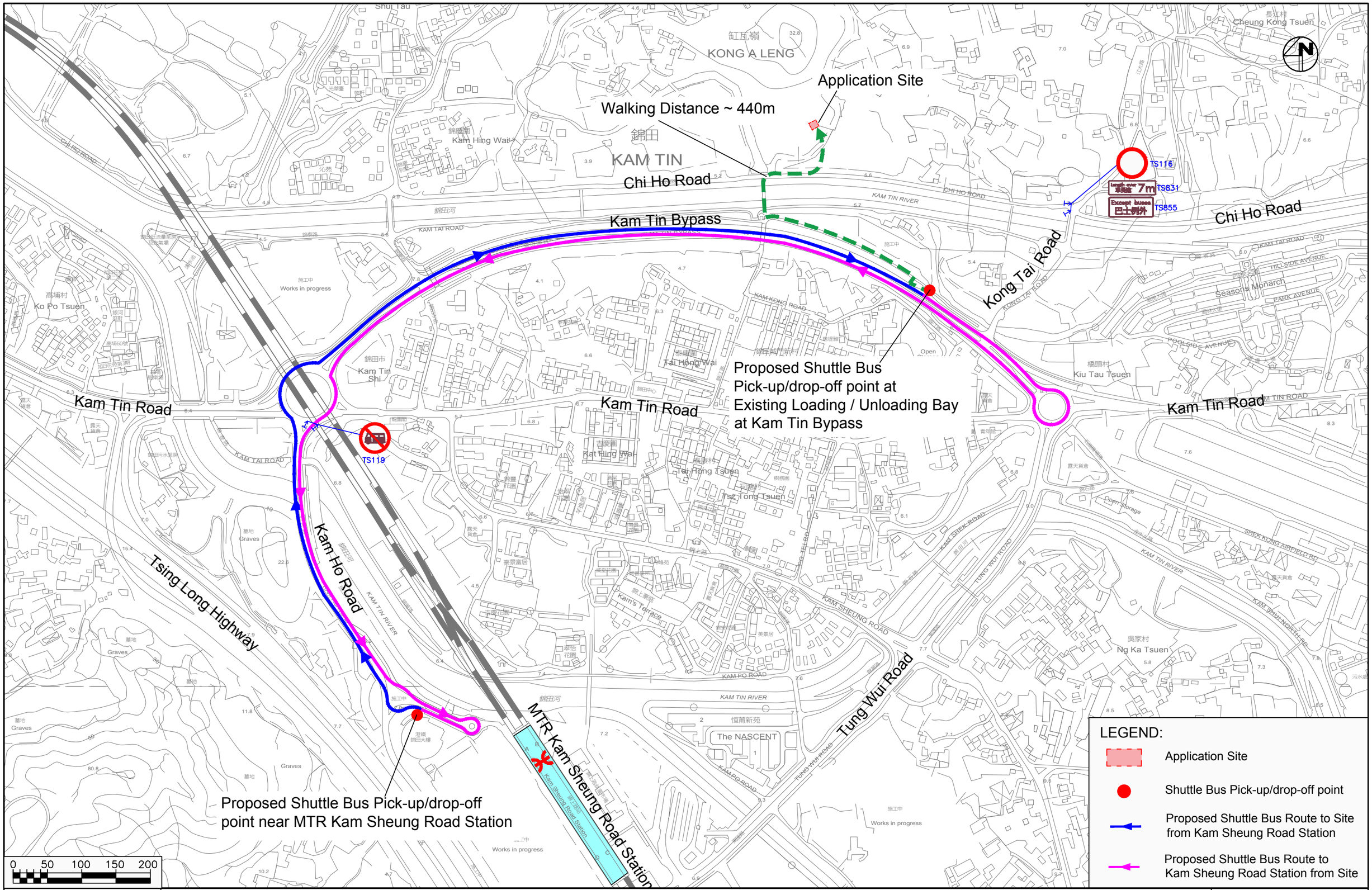

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協天宮

Date 26/07/2024

Scale 1:5000

Project Title

S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA

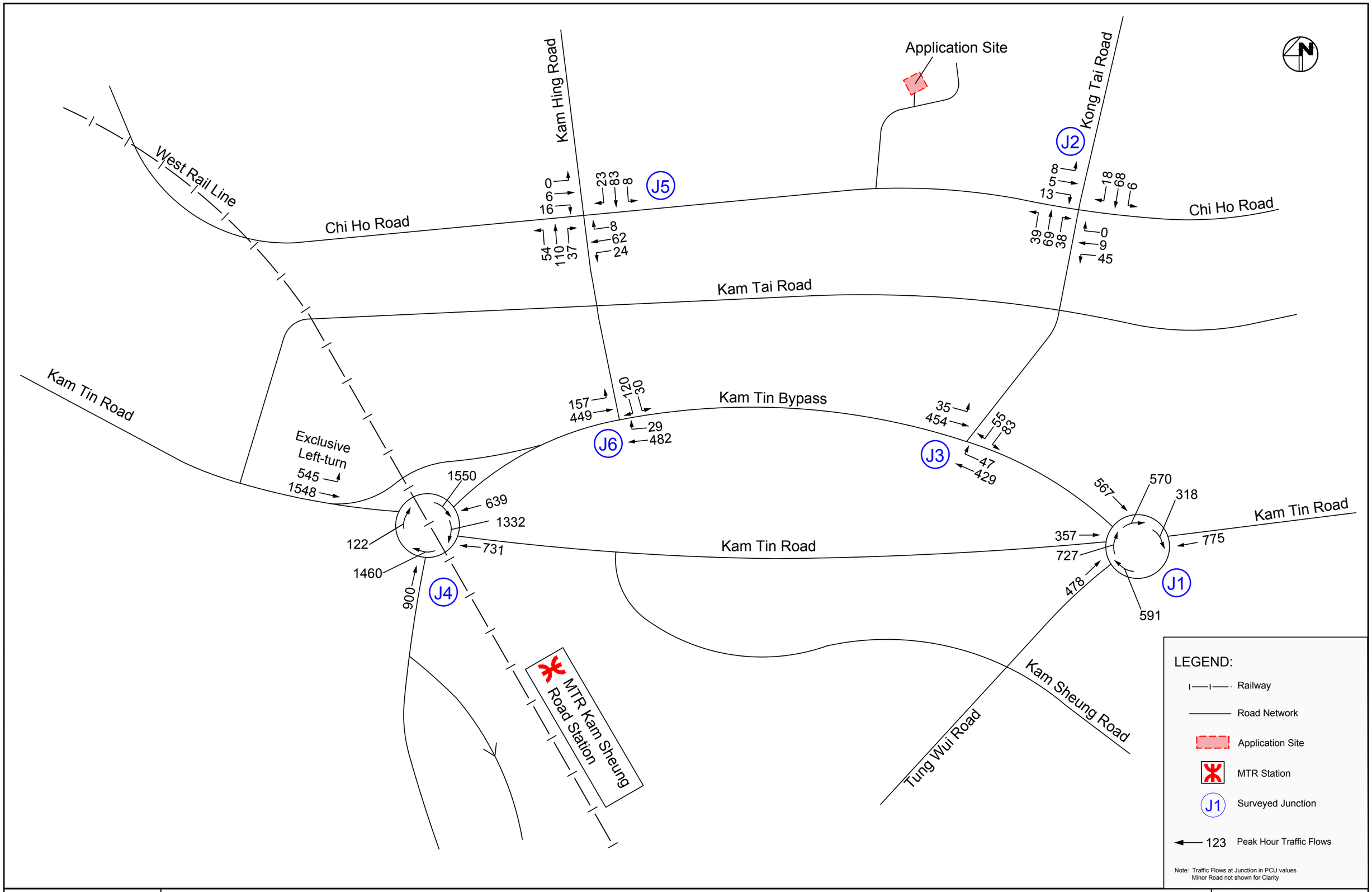
Proposed Route of Shuttle Bus Services

OZZO TECHNOLOGY

Project No. 82269

Rev. -

Dwg No. Figure 4-1



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Date 12/08/2024	Scale N.T.S	2030 Reference Peak Hour Traffic Flows	Project No. 82269 / Dwg No. Figure 6-1 / Rev. A

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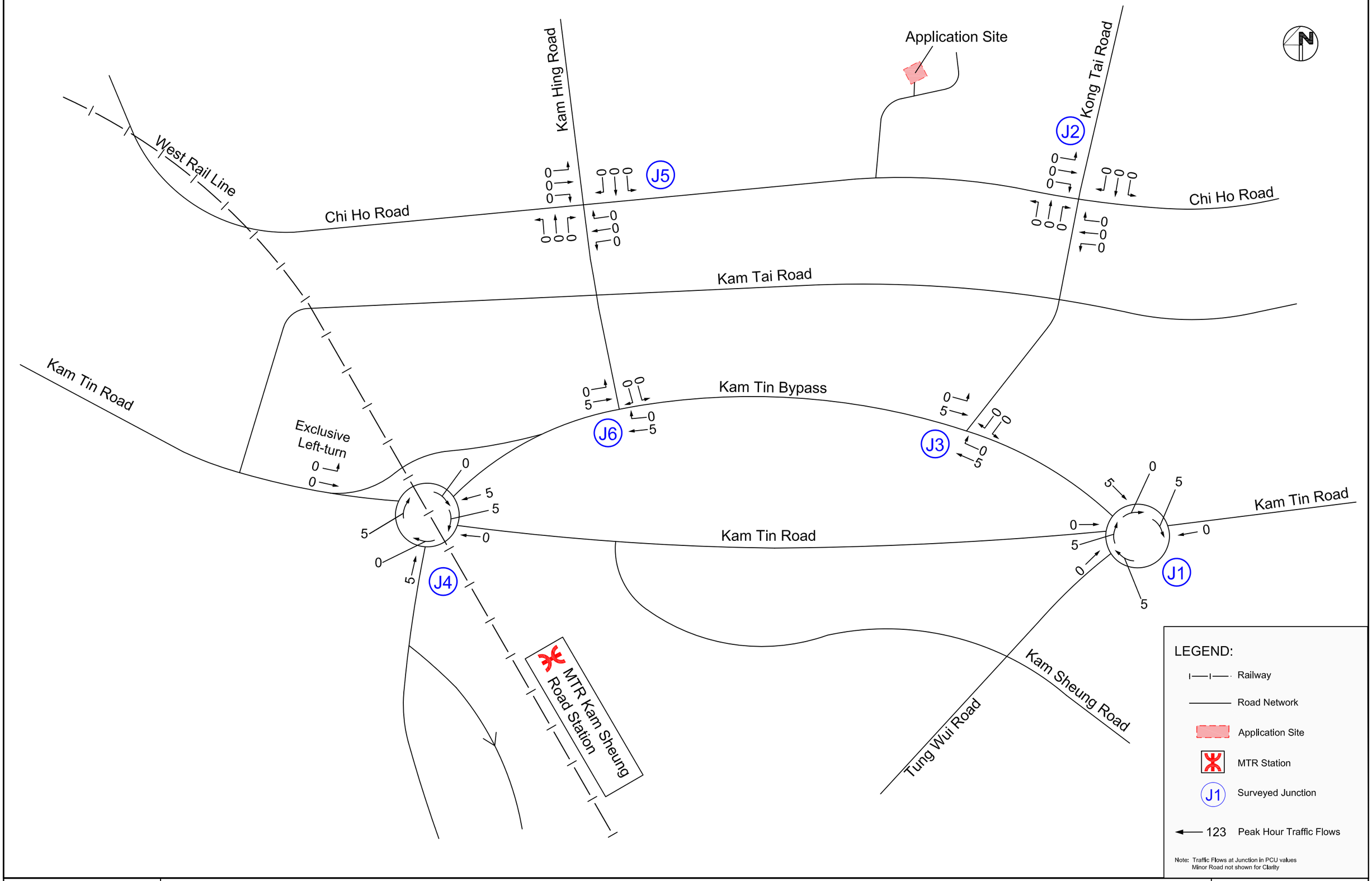

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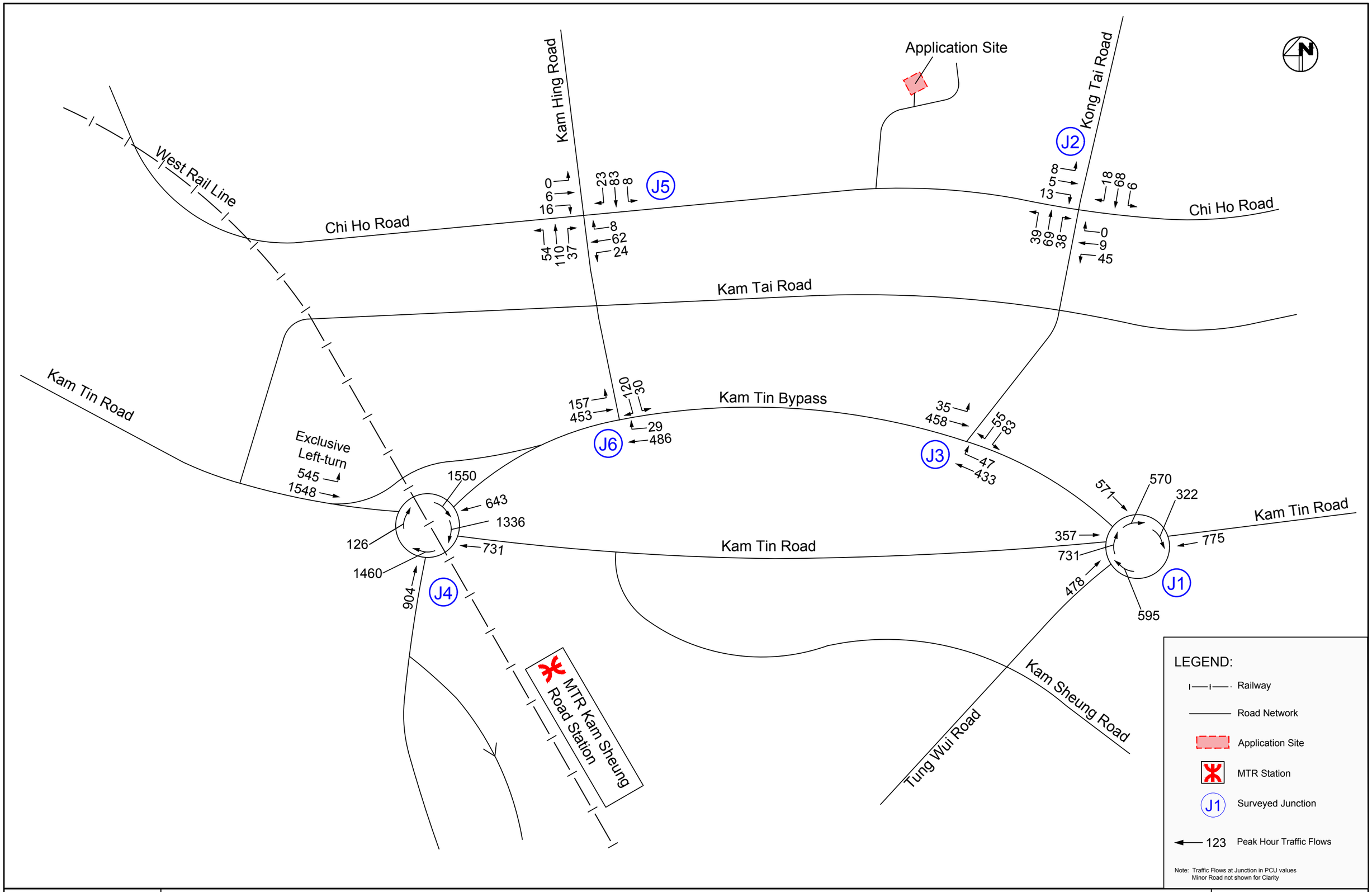
協天宮	Project Title	**S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA** Development Peak Hour Traffic Flows	OZZO TECHNOLOGY
Date 13/08/2024	Scale N.T.S		Project No. 82269 / Rev.
			Dwg No. Figure 6-2 / A



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Date 12/08/2024	Scale N.T.S	2030 Design Peak Hour Traffic Flows

OZZO TECHNOLOGY

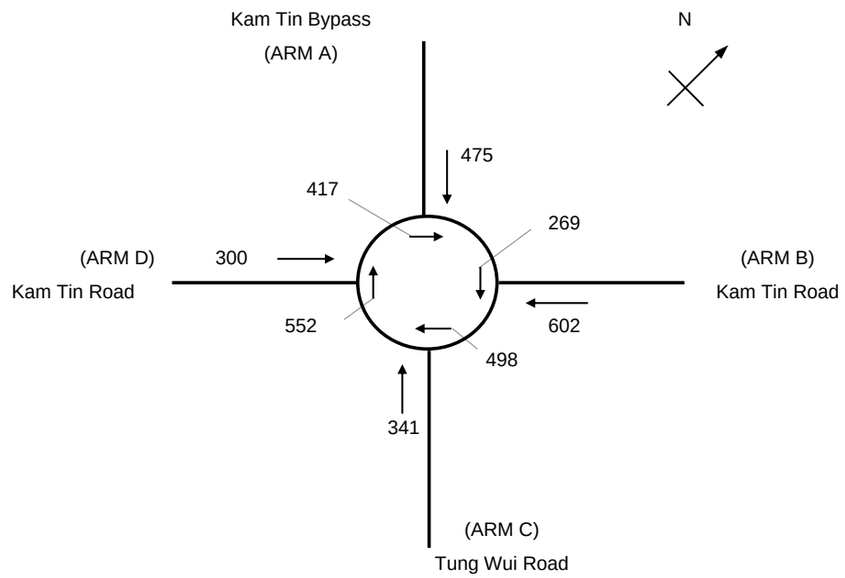
Project No. 82269 | Rev. A

Dwg No. Figure 6-3

Appendix A

2024 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J1 : Kam Tin Bypass / Kam Tin Road / Tung Wui Road	**2024 CM**	FILENAME :	CHECKED BY:	MM	Aug-24
2024 Observed Peak Hour Traffic Flows		Bypass_Kam Tin Road_Tung Wui Road_R.xls	REVIEWED BY:	SC	Aug-24

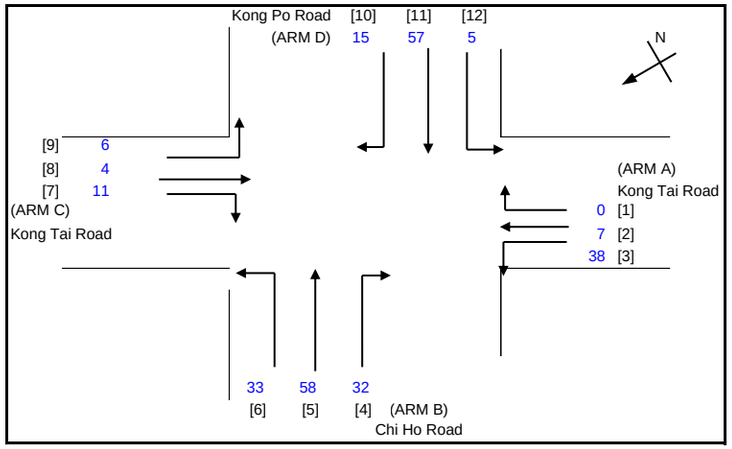


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	7.3	7.3	7.3	3.8
E	=	Entry width (m)	11.4	11.8	8.4	8.2
L	=	Effective length of flare (m)	3.6	5.0	1.0	5.0
R	=	Entry radius (m)	38.0	16.0	14.0	18.0
D	=	Inscribed circle diameter (m)	63.0	63.0	63.0	63.0
A	=	Entry angle (degree)	37.0	59.0	60.0	51.0
Q	=	Entry flow (pcu/h)	475	602	341	300
Qc	=	Circulating flow across entry (pcu/h)	417	269	498	552
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	1.85	1.44	1.76	1.41
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.89	0.87	0.92
X2	=	V + ((E-V)/(1+2S))	8.17	8.46	7.54	4.95
M	=	EXP((D-60)/10)	1	1	1	1
F	=	303*X2	2476	2563	2286	1501
Td	=	1+(0.5/(1+M))	1.21	1.21	1.21	1.21
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.69	0.64	0.51
Qe	=	K(F-Fc*Qc)	2194	2110	1721	1125
DFC	=	Design flow/Capacity = Q/Qe	0.22	0.29	0.20	0.27

Total In Sum = 1718 PCU

DFC of Critical Approach = 0.29

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J2 : Chi Ho Road / Kong Tai Road / Kong Po Road	**2024 CM**	FILENAME :	CHECKED BY:	LL	Aug-24
2024 Observed Peak Hour Traffic Flows		J2_Chi Ho Road_Kong Tai Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W =	6.7	(metres)			
W cr =	0	(metres)	Y =	0.77	

MAJOR ROAD (ARM A)			MAJOR ROAD (ARM C)		
W a-c =	4.0	(metres)	W c-b =	3.2	(metres)
Vl a-c =	20.0	(metres)	Vr c-b =	46	(metres)
q a-b =	38	(pcu/hr)	q c-a =	4	(pcu/hr)
q a-c =	7	(pcu/hr)	q c-b =	11	(pcu/hr)

MINOR ROAD (ARM B)			MINOR ROAD (ARM D)		
W b-a =	2.9	(metres)	W d-c =	1.8	(metres)
W b-c =	2.9	(metres)	W d-a =	1.8	(metres)
Vl b-a =	46	(metres)	Vl d-c =	45	(metres)
Vr b-a =	60	(metres)	Vr d-c =	53	(metres)
Vr b-c =	60	(metres)	Vr d-a =	53	(metres)
q b-a =	32	(pcu/hr)	q d-c =	15	(pcu/hr)
q b-c =	33	(pcu/hr)	q d-a =	5	(pcu/hr)
q b-d =	58	(pcu/hr)	q d-b =	57	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.828		Zb =	1.154	
E =	0.894		X d =	0.726	
F =	0.883		Z d =	0.774	
M b =	0.828		M d =	0.726	

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a =	0.0746		r d-c =	0.035	
ql b-d =	31.163	(pcu/hr)	ql d-b =	29.497	(pcu/hr)
qr b-d =	26.837	(pcu/hr)	qr d-b =	27.503	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a =	510	(pcu/hr)	Q d-c =	429	(pcu/hr)
Q b-c =	818	(pcu/hr)	Q d-a =	571	(pcu/hr)
Q c-b =	646	(pcu/hr)	Q a-d =	853	(pcu/hr)
Ql b-d =	510	(pcu/hr)	Ql d-b =	446	(pcu/hr)
Qr b-d =	510	(pcu/hr)	Qr d-b =	446	(pcu/hr)

TOTAL FLOW = 260 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

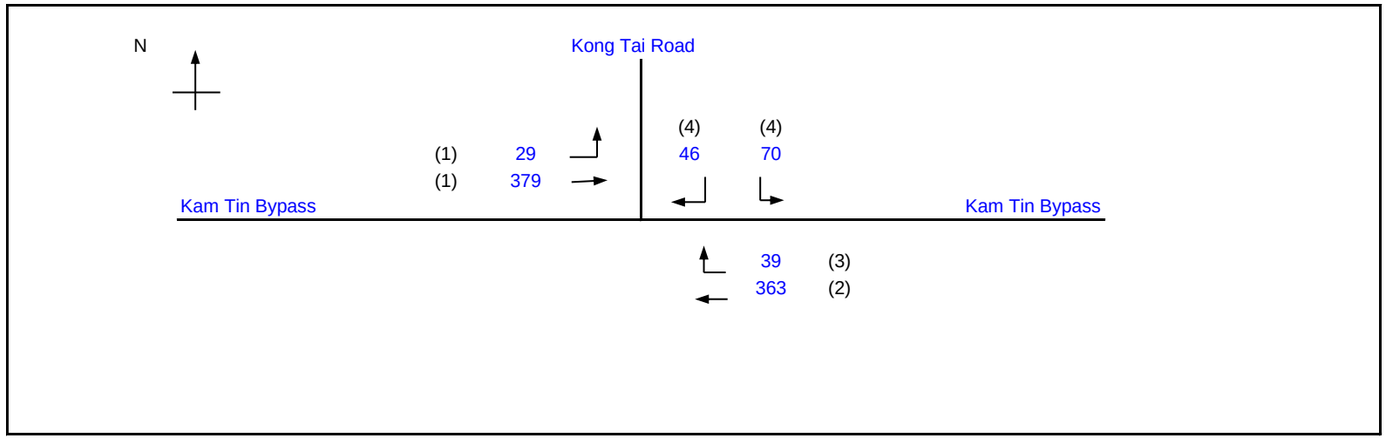
DFC b-a	=	0.0627
DFC b-c	=	0.0403
DFC c-b	=	0.0170
DFCl b-d	=	0.0611
DFCr b-d	=	0.0526
DFC d-c	=	0.0350
DFC d-a	=	0.0088
DFC a-d	=	0.0000
DFCl d-b	=	0.0661
DFCr d-b	=	0.0617

CRITICAL DFC = 0.07

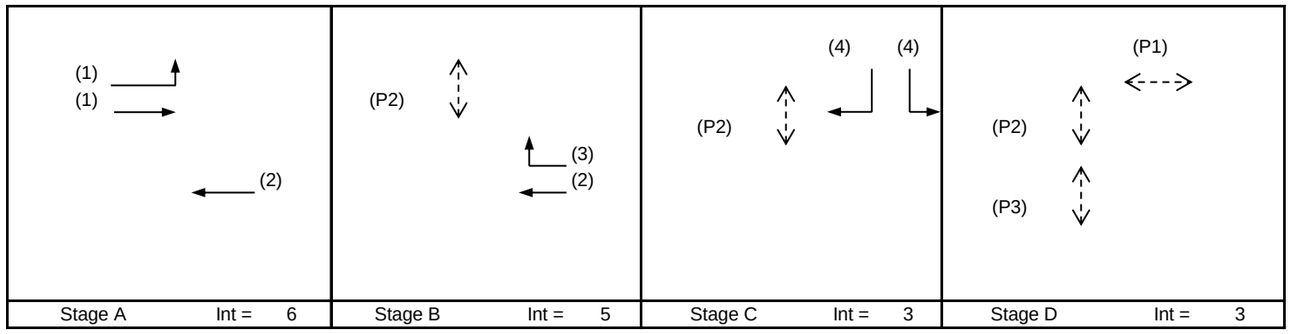
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO. 82269	Prepared By:	LL	Aug-24
J3: Kam Tin Bypass / Kong Tai Road	**2024 CM**	FILENAME :	Checked By:	MM	Aug-24
2024 Observed Peak Hour Traffic Flows		J3_Kam Tin Bypass_Kong Tai Road_S.xls	Reviewed By:	SC	Aug-24



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.174	
Loss time		L =	29	sec
Total Flow		=	926	pcu
Co	= (1.5*L+5)/(1-Y)	=	58.7	sec
Cm	= L/(1-Y)	=	35.1	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	291.6	%
Cp	= 0.9*L/(0.9-Y)	=	36.0	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	229.2	%

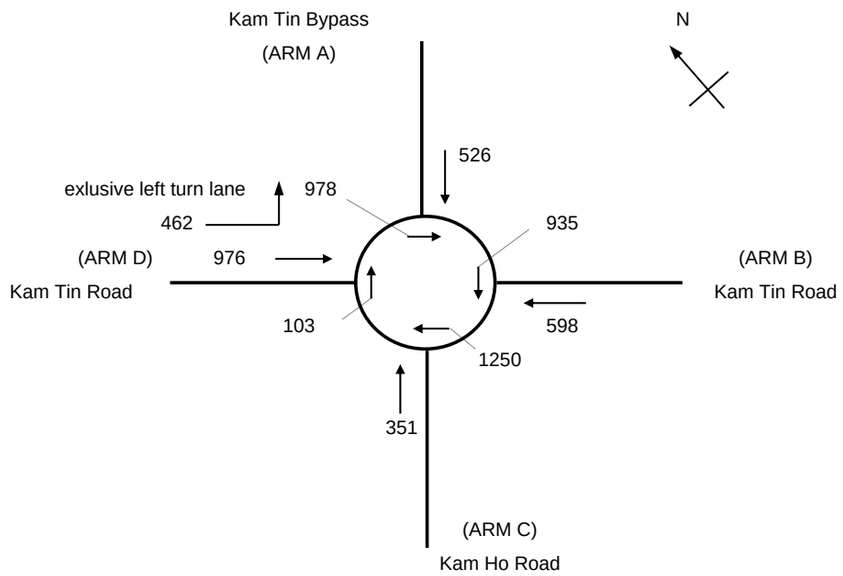


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	3.60	1	1	18			2115	29	174		203	0.14	2090			2090	0.097	0.097		28	30	0.259	12	16
SA	A	3.50	1	1				2105		205		205	0.00	2105			2105	0.097			28	30	0.259	12	16
SA	A,B	3.50	2	2				4210		363		363	0.00	4210			4210	0.086			25	42	0.164	9	9
RT	B	3.00	3	1	22			2055			39	39	1.00	1924			1924	0.020	0.020		6	9	0.180	0	31
LT,RT	C	4.80	4	1	16			2235	70		46	116	1.00	2043			2043	0.057	0.057		17	12	0.378	12	31
PED	D																			15					

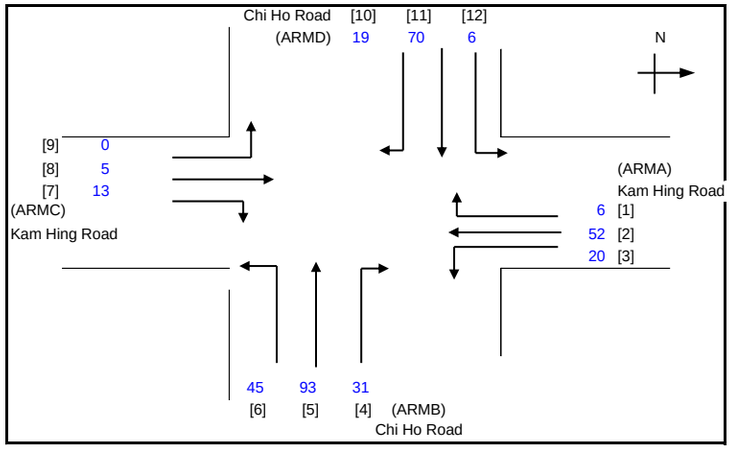
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J4 : Kam Tin Bypass_Kam Tin Road_Kam Ho Road	2024 CM	FILENAME :	CHECKED BY:	MM	Aug-24
2024 Observed Peak Hour Traffic Flows		n Bypass_Kam Tin Road_Kam Ho Road_R.xls	REVIEWED BY:	SC	Aug-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	7.1	3.1	5.2	7.3			
E	=	Entry width (m)	11.2	12.5	10.4	11.5			
L	=	Effective length of flare (m)	16.1	11.0	11.9	15.9			
R	=	Entry radius (m)	41.0	97.9	21.2	41.3			
D	=	Inscribed circle diameter (m)	90.0	90.0	90.0	90.0			
A	=	Entry angle (degree)	31.0	40.0	49.0	43.0			
Q	=	Entry flow (pcu/h)	526	598	351	976			
Qc	=	Circulating flow across entry (pcu/h)	978	935	1250	103			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.41	1.37	0.70	0.42			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.02	1.00	0.94	0.98			
X2	=	V + ((E-V)/(1+2S))	9.36	5.62	7.37	9.58			
M	=	EXP((D-60)/10)	20	20	20	20			
F	=	303*X2	2836	1702	2233	2902			
Td	=	1+(0.5/(1+M))	1.02	1.02	1.02	1.02			
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.46	0.53	0.63			
Qe	=	K(F-Fc*Qc)	2280	1281	1469	2781	Total In Sum =	2451	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.23	0.47	0.24	0.35	DFC of Critical Approach =	0.47	

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J5 : Chi Ho Road_Kam Hing Road	**2024 CM**	FILENAME :	CHECKED BY:	LL	Aug-24
2024 Observed Peak Hour Traffic Flows		J5_Chi Ho Road_Kam Hing Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	6.6	(metres)			
W cr	=	0	(metres)	Y	=	0.773

MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)			
W a-c	=	3.2	(metres)	W c-b	=	3.1	(metres)
Vl a-c	=	22.0	(metres)	Vr c-b	=	21	(metres)
q a-b	=	20	(pcu/hr)	q c-a	=	5	(pcu/hr)
q a-c	=	52	(pcu/hr)	q c-b	=	13	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.4	(metres)	W d-c	=	2.4	(metres)
W b-c	=	2.4	(metres)	W d-a	=	2.4	(metres)
Vl b-a	=	20	(metres)	Vl d-c	=	23	(metres)
Vr b-a	=	86	(metres)	Vr d-c	=	60	(metres)
Vr b-c	=	86	(metres)	Vr d-a	=	60	(metres)
q b-a	=	31	(pcu/hr)	q d-c	=	19	(pcu/hr)
q b-c	=	45	(pcu/hr)	q d-a	=	6	(pcu/hr)
q b-d	=	93	(pcu/hr)	q d-b	=	70	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.785	Zb	=	1.154
E	=	0.864	X d	=	0.771
F	=	0.852	Z d	=	0.835
M b	=	0.785	M d	=	0.771

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.0706		r d-c	=	0.043	
ql b-d	=	49.784	(pcu/hr)	ql d-b	=	36.515	(pcu/hr)
qr b-d	=	43.216	(pcu/hr)	qr d-b	=	33.485	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	474	(pcu/hr)	Q d-c	=	439	(pcu/hr)
Q b-c	=	806	(pcu/hr)	Q d-a	=	614	(pcu/hr)
Q c-b	=	617	(pcu/hr)	Q a-d	=	852	(pcu/hr)
Ql b-d	=	474	(pcu/hr)	Ql d-b	=	470	(pcu/hr)
Qr b-d	=	474	(pcu/hr)	Qr d-b	=	470	(pcu/hr)

TOTAL FLOW = 354 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0654
DFC b-c	=	0.0558
DFC c-b	=	0.0211
DFCl b-d	=	0.1050
DFCr b-d	=	0.0912
DFC d-c	=	0.0433
DFC d-a	=	0.0098
DFC a-d	=	0.0000
DFCl d-b	=	0.0777
DFCr d-b	=	0.0712

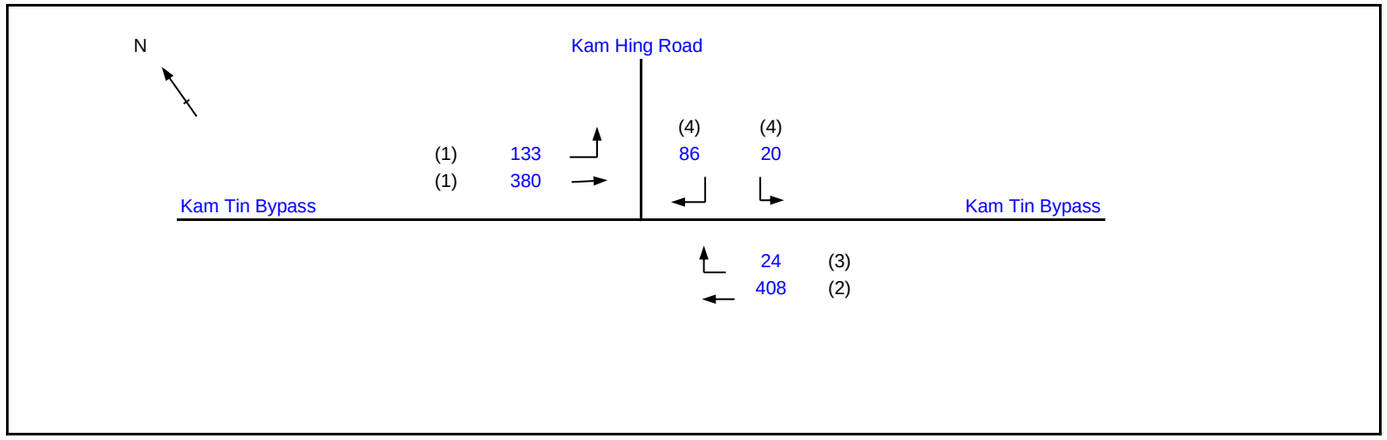
CRITICAL DFC = 0.11

OZZO TECHNOLOGY (HK) LIMITED

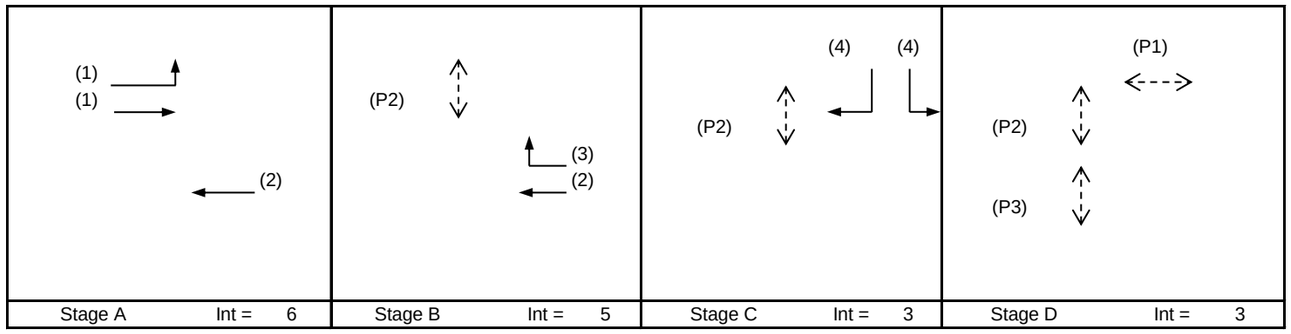
TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung	PROJECT NO. 82269	Prepared By:	LL	Aug-24
J6: Kam Tin Bypass / Kam Hing Road	FILENAME :	Checked By:	MM	Aug-24
2024 Observed Peak Hour Traffic Flows	J6_Kam Tin Bypass_Kam Hing Road_S.xls	Reviewed By:	SC	Aug-24

2024 CM



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.189	
Loss time		L =	29	sec
Total Flow		=	1051	pcu
Co	= (1.5*L+5)/(1-Y)	=	59.8	sec
Cm	= L/(1-Y)	=	35.7	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	261.8	%
Cp	= 0.9*L/(0.9-Y)	=	36.7	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	204.1	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

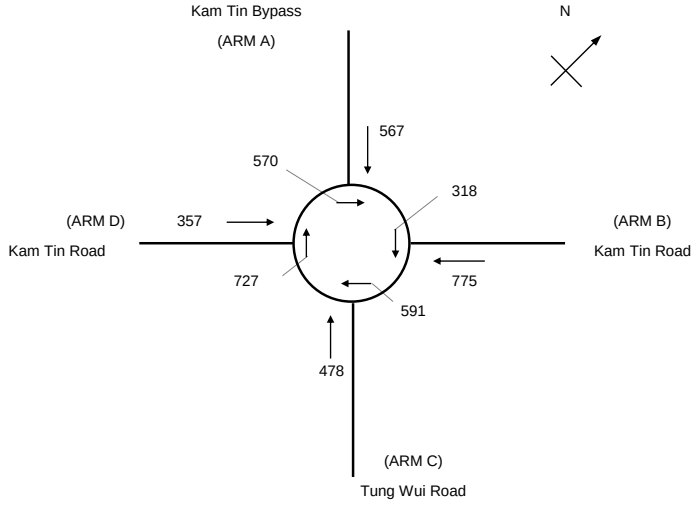
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	4.30	1	1	14			2185	133	119		252	0.53	2068			2068	0.122	0.122		33	30	0.325	18	17
SA	A	3.90	1	1				2145		261		261	0.00	2145			2145	0.122			33	30	0.325	18	17
SA	A,B	3.50	2	2				4210		408		408	0.00	4210			4210	0.097			26	42	0.185	12	9
RT	B	2.90	3	1	17			2045			24	24	1.00	1879			1879	0.013	0.013		3	9	0.114	0	30
LT,RT	C	4.30	4	1	13			2185	20		86	106	1.00	1959			1959	0.054	0.054		15	12	0.361	12	31
PED	D																			15					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix B

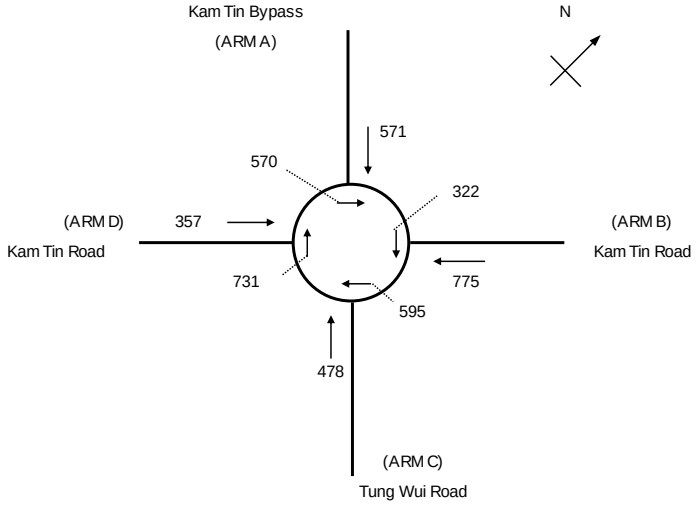
2030 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J1 : Kam Tin Bypass / Kam Tin Road / Tung Wui Road	**2030 Ref**	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		Tin Bypass_Kam Tin Road_Tung Wui Road_R.xls	REVIEWED BY:	SC	Aug-24



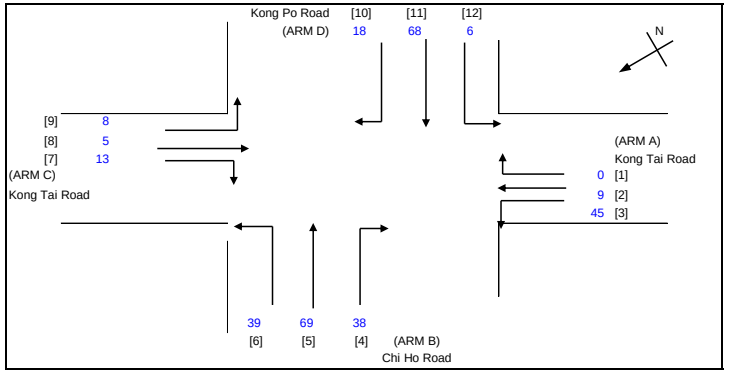
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	7.3	7.3	7.3	3.8			
E	=	Entry width (m)	11.4	11.8	8.4	8.2			
L	=	Effective length of flare (m)	3.6	5.0	1.0	5.0			
R	=	Entry radius (m)	38.0	16.0	14.0	18.0			
D	=	Inscribed circle diameter (m)	63.0	63.0	63.0	63.0			
A	=	Entry angle (degree)	37.0	59.0	60.0	51.0			
Q	=	Entry flow (pcu/h)	567	775	478	357			
Qc	=	Circulating flow across entry (pcu/h)	570	318	591	727			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	1.85	1.44	1.76	1.41			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.89	0.87	0.92			
X2	=	V + ((E-V)/(1+2S))	8.17	8.46	7.54	4.95			
M	=	EXP((D-60)/10)	1	1	1	1			
F	=	303*X2	2476	2563	2286	1501			
Td	=	1+(0.5/(1+M))	1.21	1.21	1.21	1.21			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.69	0.64	0.51			
Qe	=	K(F-Fc*Qc)	2091	2081	1669	1043	Total In Sum =	2177	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.37	0.29	0.34	DFC of Critical Approach =	0.37	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J1 : Kam Tin Bypass / Kam Tin Road / Tung Wui Road	**2030 Des**	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Design Scenario Peak Hour Traffic Flows		Tin Bypass_Kam Tin Road_Tung Wui Road_R.xls	REVIEWED BY:	SC	Aug-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	7.3	7.3	7.3	3.8			
E	=	Entry width (m)	11.4	11.8	8.4	8.2			
L	=	Effective length of flare (m)	3.6	5.0	1.0	5.0			
R	=	Entry radius (m)	38.0	16.0	14.0	18.0			
D	=	Inscribed circle diameter (m)	63.0	63.0	63.0	63.0			
A	=	Entry angle (degree)	37.0	59.0	60.0	51.0			
Q	=	Entry flow (pcu/h)	571	775	478	357			
Qc	=	Circulating flow across entry (pcu/h)	570	322	595	731			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	1.85	1.44	1.76	1.41			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.00	0.89	0.87	0.92			
X2	=	V + ((E-V)/(1+2S))	8.17	8.46	7.54	4.95			
M	=	EXP((D-60)/10)	1	1	1	1			
F	=	303*X2	2476	2563	2286	1501			
Td	=	1+(0.5/(1+M))	1.21	1.21	1.21	1.21			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.69	0.64	0.51			
Qe	=	K(F-Fc*Qc)	2091	2078	1667	1041	Total In Sum =	2181	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.37	0.29	0.34	DFC of Critical Approach =	0.37	

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J2 : Chi Ho Road / Kong Tai Road / Kong Po Road	**2030 Ref**	FILENAME :	CHECKED BY:	LL	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		J2_Chi Ho Road_Kong Tai Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	6.7	(metres)			
W cr	=	0	(metres)	Y	=	0.76954

MAJOR ROAD (ARM A)

W a-c	=	4.0	(metres)
Vl a-c	=	20.0	(metres)
q a-b	=	45	(pcu/hr)
q a-c	=	9	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.2	(metres)
Vr c-b	=	46	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	13	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	46	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	60	(metres)
q b-a	=	38	(pcu/hr)
q b-c	=	39	(pcu/hr)
q b-d	=	69	(pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	1.8	(metres)
W d-a	=	1.8	(metres)
Vl d-c	=	45	(metres)
Vr d-c	=	53	(metres)
Vr d-a	=	53	(metres)
q d-c	=	18	(pcu/hr)
q d-a	=	6	(pcu/hr)
q d-b	=	68	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828	Zb	=	1.154
E	=	0.894	X d	=	0.726
F	=	0.883	Z d	=	0.774
M b	=	0.828	M d	=	0.726

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.089623		r d-c	=	0.042	
ql b-d	=	37.59198	(pcu/hr)	ql d-b	=	35.4434	(pcu/hr)
qr b-d	=	31.40802	(pcu/hr)	qr d-b	=	32.5566	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	508	(pcu/hr)	Q d-c	=	424	(pcu/hr)
Q b-c	=	817	(pcu/hr)	Q d-a	=	570	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	852	(pcu/hr)
Ql b-d	=	508	(pcu/hr)	Ql d-b	=	444	(pcu/hr)
Qr b-d	=	508	(pcu/hr)	Qr d-b	=	444	(pcu/hr)

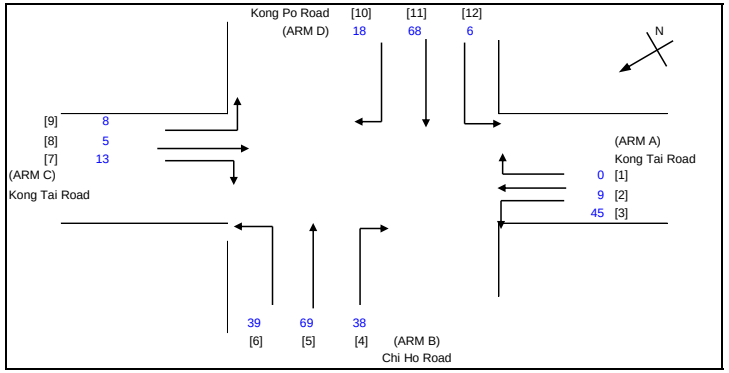
TOTAL FLOW = 310 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0748
DFC b-c	=	0.0477
DFC c-b	=	0.0202
DFCl b-d	=	0.0740
DFCr b-d	=	0.0618
DFC d-c	=	0.0425
DFC d-a	=	0.0105
DFC a-d	=	0.0000
DFCl d-b	=	0.0798
DFCr d-b	=	0.0733

CRITICAL DFC = 0.08

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J2 : Chi Ho Road / Kong Tai Road / Kong Po Road	**2030 Des**	FILENAME :	CHECKED BY:	LL	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		J2_Chi Ho Road_Kong Tai Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	6.7	(metres)			
W cr	=	0	(metres)	Y	=	0.76954

MAJOR ROAD (ARM A)

W a-c	=	4.0	(metres)
Vl a-c	=	20.0	(metres)
q a-b	=	45	(pcu/hr)
q a-c	=	9	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.2	(metres)
Vr c-b	=	46	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	13	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	46	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	60	(metres)
q b-a	=	38	(pcu/hr)
q b-c	=	39	(pcu/hr)
q b-d	=	69	(pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	1.8	(metres)
W d-a	=	1.8	(metres)
Vl d-c	=	45	(metres)
Vr d-c	=	53	(metres)
Vr d-a	=	53	(metres)
q d-c	=	18	(pcu/hr)
q d-a	=	6	(pcu/hr)
q d-b	=	68	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828	Zb	=	1.154
E	=	0.894	X d	=	0.726
F	=	0.883	Z d	=	0.774
M b	=	0.828	M d	=	0.726

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.089623		r d-c	=	0.042	
ql b-d	=	37.59198	(pcu/hr)	ql d-b	=	35.4434	(pcu/hr)
qr b-d	=	31.40802	(pcu/hr)	qr d-b	=	32.5566	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	508	(pcu/hr)	Q d-c	=	424	(pcu/hr)
Q b-c	=	817	(pcu/hr)	Q d-a	=	570	(pcu/hr)
Q c-b	=	644	(pcu/hr)	Q a-d	=	852	(pcu/hr)
Ql b-d	=	508	(pcu/hr)	Ql d-b	=	444	(pcu/hr)
Qr b-d	=	508	(pcu/hr)	Qr d-b	=	444	(pcu/hr)

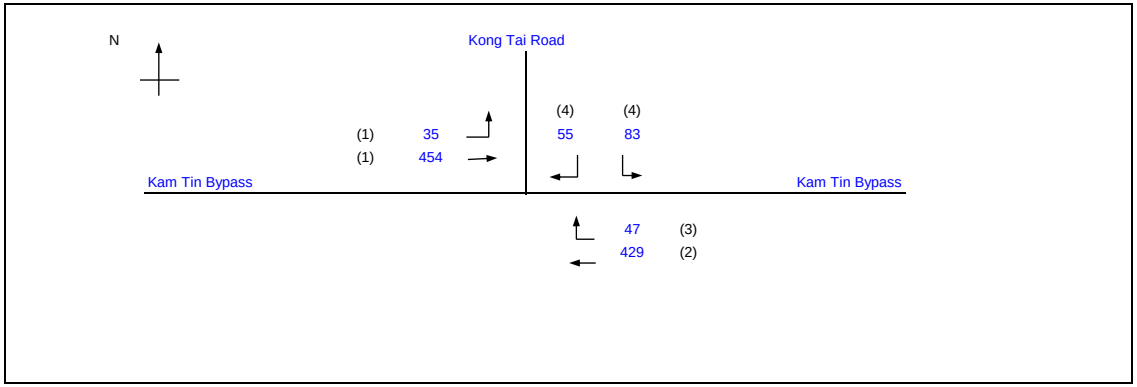
TOTAL FLOW = 310 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

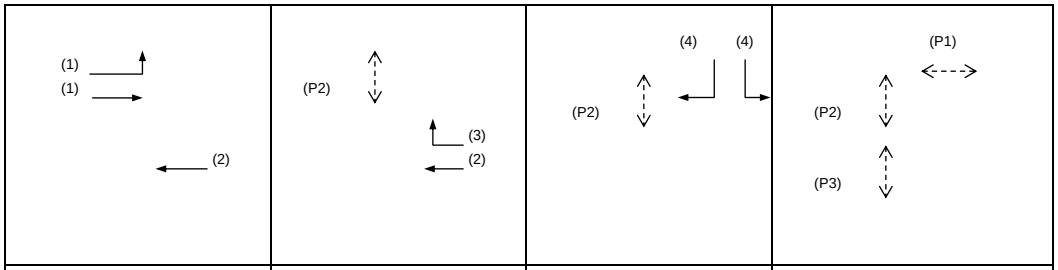
DFC b-a	=	0.0748
DFC b-c	=	0.0477
DFC c-b	=	0.0202
DFCl b-d	=	0.0740
DFCr b-d	=	0.0618
DFC d-c	=	0.0425
DFC d-a	=	0.0105
DFC a-d	=	0.0000
DFCl d-b	=	0.0798
DFCr d-b	=	0.0733

CRITICAL DFC = 0.08

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO. 82269	Prepared By:	LL	Aug-24
J3: Kam Tin Bypass / Kong Tai Road	**2030 Ref**	FILENAME :	Checked By:	MM	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		J3_Kam Tin Bypass_Kong Tai Road_S.xls	Reviewed By:	SC	Aug-24



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.209	
Loss time		L =	29	sec
Total Flow		=	1103	pcu
Co	= (1.5*L+5)/(1-Y)	=	61.3	sec
Cm	= L/(1-Y)	=	36.6	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	227.3	%
Cp	= 0.9*L/(0.9-Y)	=	37.7	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	175.1	%



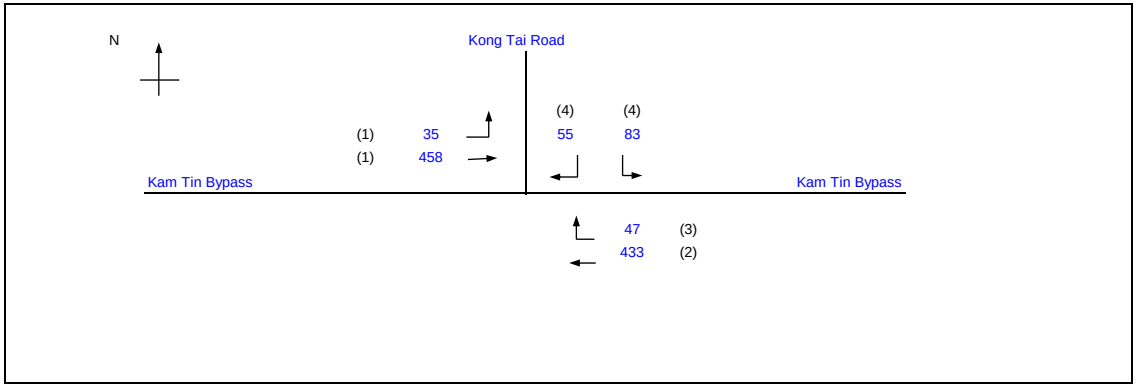
Stage A	Int = 6	Stage B	Int = 5	Stage C	Int = 3	Stage D	Int = 3

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

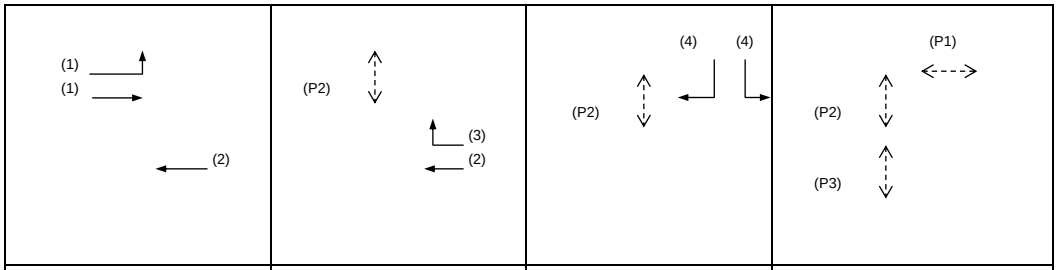
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	3.60	1	1	18			2115	35	209		244	0.14	2090			2090	0.117	0.117		29	30	0.311	18	17
SA	A	3.50	1	1				2105		245		245	0.00	2105			2105	0.117			29	30	0.311	18	17
SA	A,B	3.50	2	2				4210		429		429	0.00	4210			4210	0.102			25	42	0.194	12	9
RT	B	3.00	3	1	22			2055			47	47	1.00	1924			1924	0.024	0.024		6	9	0.217	0	31
LT,RT	C	4.80	4	1	16			2235	83		55	138	1.00	2043			2043	0.068	0.068		17	12	0.450	12	32
PED	D																			15					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO. 82269	Prepared By:	LL	Aug-24
J3: Kam Tin Bypass / Kong Tai Road	**2030 Des**	FILENAME :	Checked By:	MM	Aug-24
2030 Design Scenario Peak Hour Traffic Flows		J3_Kam Tin Bypass_Kong Tai Road_S.xls	Reviewed By:	SC	Aug-24



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.209	
Loss time		L =	29	sec
Total Flow		=	1111	pcu
Co	= (1.5*L+5)/(1-Y)	=	61.4	sec
Cm	= L/(1-Y)	=	36.7	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	225.8	%
Cp	= 0.9*L/(0.9-Y)	=	37.8	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	173.9	%



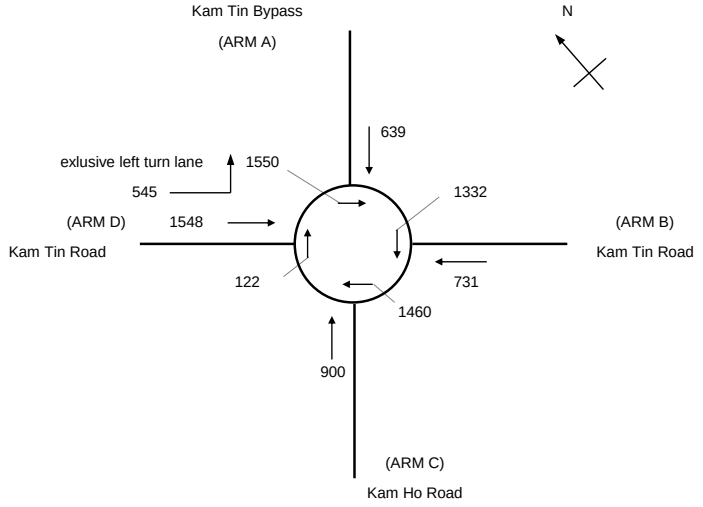
Stage A	Int = 6	Stage B	Int = 5	Stage C	Int = 3	Stage D	Int = 3

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	3.60	1	1	18			2115	35	211		246	0.14	2090			2090	0.118	0.118		29	30	0.313	18	17
SA	A	3.50	1	1				2105		247		247	0.00	2105			2105	0.118			29	30	0.313	18	17
SA	A,B	3.50	2	2				4210		433		433	0.00	4210			4210	0.103			25	42	0.196	12	9
RT	B	3.00	3	1	22			2055			47	47	1.00	1924			1924	0.024	0.024		6	9	0.217	0	31
LT,RT	C	4.80	4	1	16			2235	83		55	138	1.00	2043			2043	0.068	0.068		16	12	0.450	12	32
PED	D																			15					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J4 : Kam Tin Bypass_Kam Tin Road_Kam Ho Road	**2030 Ref**	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		n Tin Bypass_Kam Tin Road_Kam Ho Road_R.xls	REVIEWED BY:	SC	Aug-24

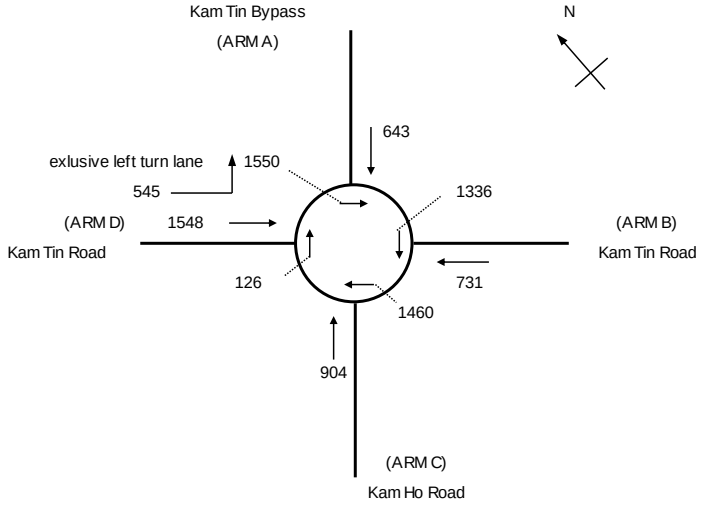


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	7.1	3.1	5.2	7.3
E	=	Entry width (m)	11.2	12.5	10.4	11.5
L	=	Effective length of flare (m)	16.1	11.0	11.9	15.9
R	=	Entry radius (m)	41.0	97.9	21.2	41.3
D	=	Inscribed circle diameter (m)	90.0	90.0	90.0	90.0
A	=	Entry angle (degree)	31.0	40.0	49.0	43.0
Q	=	Entry flow (pcu/h)	639	731	900	1548
Qc	=	Circulating flow across entry (pcu/h)	1550	1332	1460	122
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.41	1.37	0.70	0.42
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.02	1.00	0.94	0.98
X2	=	V + ((E-V)/(1+2S))	9.36	5.62	7.37	9.58
M	=	EXP((D-60)/10)	20	20	20	20
F	=	303*X2	2836	1702	2233	2902
Td	=	1+(0.5/(1+M))	1.02	1.02	1.02	1.02
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.46	0.53	0.63
Qe	=	K(F-Fc*Qc)	1919	1099	1364	2769
DFC	=	Design flow/Capacity = Q/Qe	0.33	0.67	0.66	0.56

Total In Sum = 3818 PCU

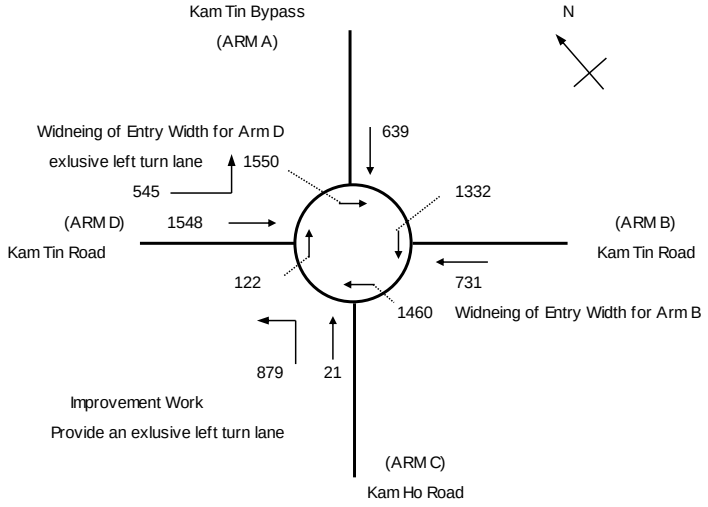
DFC of Critical Approach = 0.67

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J4 : Kam Tin Bypass_Kam Tin Road_Kam Ho Road	**2030 Des**	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Design Scenario Peak Hour Traffic Flows		n Tin Bypass_Kam Tin Road_Kam Ho Road_R.xls	REVIEWED BY:	SC	Aug-24



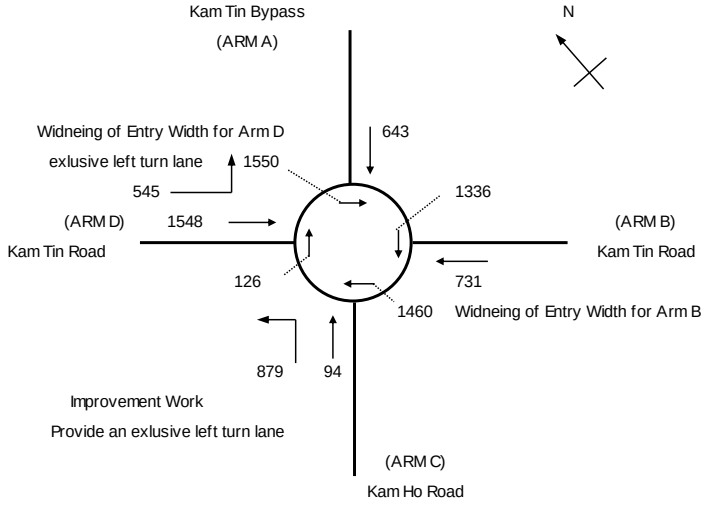
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	7.1	3.1	5.2	7.3			
E	=	Entry width (m)	11.2	12.5	10.4	11.5			
L	=	Effective length of flare (m)	16.1	11.0	11.9	15.9			
R	=	Entry radius (m)	41.0	97.9	21.2	41.3			
D	=	Inscribed circle diameter (m)	90.0	90.0	90.0	90.0			
A	=	Entry angle (degree)	31.0	40.0	49.0	43.0			
Q	=	Entry flow (pcu/h)	643	731	904	1548			
Qc	=	Circulating flow across entry (pcu/h)	1550	1336	1460	126			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.41	1.37	0.70	0.42			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.02	1.00	0.94	0.98			
X2	=	V + ((E-V)/(1+2S))	9.36	5.62	7.37	9.58			
M	=	EXP((D-60)/10)	20	20	20	20			
F	=	303*X2	2836	1702	2233	2902			
Td	=	1+(0.5/(1+M))	1.02	1.02	1.02	1.02			
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.46	0.53	0.63			
Qe	=	K(F-Fc*Qc)	1919	1097	1364	2766	Total In Sum =	3826	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.67	0.66	0.56	DFC of Critical Approach =	0.67	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J4 : Kam Tin Bypass_Kam Tin Road_Kam Ho Road	**2030 Ref (Imp)**	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows (With Improvement Works)		n Tin Bypass_Kam Tin Road_Kam Ho Road_R.xls	REVIEWED BY:	SC	Aug-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	7.1	5.0	5.2	8.0			
E	=	Entry width (m)	11.2	13.0	10.4	12.5			
L	=	Effective length of flare (m)	16.1	11.0	11.9	15.9			
R	=	Entry radius (m)	41.0	100.0	21.2	41.3			
D	=	Inscribed circle diameter (m)	90.0	90.0	90.0	90.0			
A	=	Entry angle (degree)	31.0	40.0	49.0	43.0			
Q	=	Entry flow (pcu/h)	639	731	21	1548			
Qc	=	Circulating flow across entry (pcu/h)	1550	1332	1460	122			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.41	1.16	0.70	0.45			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.02	1.00	0.94	0.98			
X2	=	V + ((E-V)/(1+2S))	9.36	7.40	7.37	10.36			
M	=	EXP((D-60)/10)	20	20	20	20			
F	=	303*X2	2836	2244	2233	3140			
Td	=	1+(0.5/(1+M))	1.02	1.02	1.02	1.02			
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.53	0.53	0.66			
Qe	=	K(F-Fc*Qc)	1919	1540	1364	2998	Total In Sum =	2940	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.33	0.47	0.02	0.52	DFC of Critical Approach =	0.52	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J4 : Kam Tin Bypass_Kam Tin Road_Kam Ho Road	2030 Des (Imp)	FILENAME :	CHECKED BY:	MM	Aug-24
2030 Design Scenario Peak Hour Traffic Flows (With Improvement Works)		n Tin Bypass_Kam Tin Road_Kam Ho Road_R.xls	REVIEWED BY:	SC	Aug-24

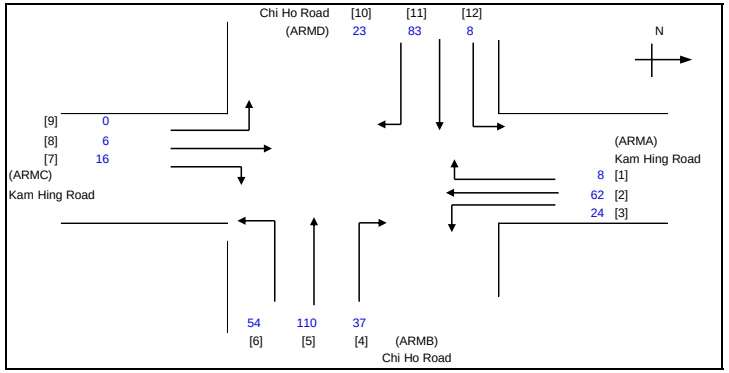


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	7.1	5.0	5.2	8.0
E	=	Entry width (m)	11.2	13.0	10.4	12.5
L	=	Effective length of flare (m)	16.1	11.0	11.9	15.9
R	=	Entry radius (m)	41.0	100.0	21.2	41.3
D	=	Inscribed circle diameter (m)	90.0	90.0	90.0	90.0
A	=	Entry angle (degree)	31.0	40.0	49.0	43.0
Q	=	Entry flow (pcu/h)	643	731	94	1548
Qc	=	Circulating flow across entry (pcu/h)	1550	1336	1460	126
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.41	1.16	0.70	0.45
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.02	1.00	0.94	0.98
X2	=	V + ((E-V)/(1+2S))	9.36	7.40	7.37	10.36
M	=	EXP((D-60)/10)	20	20	20	20
F	=	303*X2	2836	2244	2233	3140
Td	=	1+(0.5/(1+M))	1.02	1.02	1.02	1.02
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.53	0.53	0.66
Qe	=	K(F-Fc*Qc)	1919	1538	1364	2995
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.48	0.07	0.52

Total In Sum = 3017 PCU

DFC of Critical Approach = 0.52

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J5 : Chi Ho Road_Kam Hing Road	**2030 Ref**	FILENAME :	CHECKED BY:	LL	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		J5_Chi Ho Road_Kam Hing Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



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
X a	=	STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	=	STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W	=	6.6	(metres)			
W cr	=	0	(metres)	Y	=	0.77299

MAJOR ROAD (ARM A)

W a-c	=	3.2	(metres)
Vl a-c	=	22.0	(metres)
q a-b	=	24	(pcu/hr)
q a-c	=	62	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.1	(metres)
Vr c-b	=	21	(metres)
q c-a	=	6	(pcu/hr)
q c-b	=	16	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.4	(metres)
W b-c	=	2.4	(metres)
Vl b-a	=	20	(metres)
Vr b-a	=	86	(metres)
Vr b-c	=	86	(metres)
q b-a	=	37	(pcu/hr)
q b-c	=	54	(pcu/hr)
q b-d	=	110	(pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	2.4	(metres)
W d-a	=	2.4	(metres)
Vl d-c	=	23	(metres)
Vr d-c	=	60	(metres)
Vr d-a	=	60	(metres)
q d-c	=	23	(pcu/hr)
q d-a	=	8	(pcu/hr)
q d-b	=	83	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.785	Zb	=	1.154
E	=	0.864	X d	=	0.771
F	=	0.852	Z d	=	0.835
M b	=	0.785	M d	=	0.771

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.085847		r d-c	=	0.053	
ql b-d	=	59.72158	(pcu/hr)	ql d-b	=	43.7146	(pcu/hr)
qr b-d	=	50.27842	(pcu/hr)	qr d-b	=	39.2854	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	471	(pcu/hr)	Q d-c	=	431	(pcu/hr)
Q b-c	=	803	(pcu/hr)	Q d-a	=	612	(pcu/hr)
Q c-b	=	614	(pcu/hr)	Q a-d	=	850	(pcu/hr)
Ql b-d	=	471	(pcu/hr)	Ql d-b	=	467	(pcu/hr)
Qr b-d	=	471	(pcu/hr)	Qr d-b	=	467	(pcu/hr)

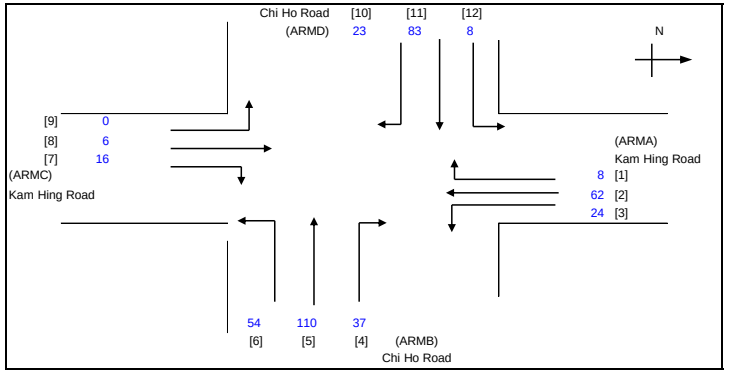
TOTAL FLOW = 423 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0786
DFC b-c	=	0.0672
DFC c-b	=	0.0261
DFCl b-d	=	0.1268
DFCr b-d	=	0.1067
DFC d-c	=	0.0534
DFC d-a	=	0.0131
DFC a-d	=	0.0000
DFCl d-b	=	0.0936
DFCr d-b	=	0.0841

CRITICAL DFC = 0.13

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO.: 82269	PREPARED BY:	SYC	Aug-24
J5 : Chi Ho Road_Kam Hing Road	**2030 Des**	FILENAME :	CHECKED BY:	LL	Aug-24
2030 Design Scenario Peak Hour Traffic Flows		J5_Chi Ho Road_Kam Hing Road_Cro.XLS	REVIEWED BY:	SC	Aug-24



NOTES : (GEOMETRIC INPUT DATA)

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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
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Z b	=	STREAM-SPECIFIC (LEFT TURN FROM B)
M b	=	STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	=	(1-0.0345W)
r b-a	=	RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

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W cr	=	0	(metres)	Y	=	0.77299

MAJOR ROAD (ARM A)

W a-c	=	3.2	(metres)
Vl a-c	=	22.0	(metres)
q a-b	=	24	(pcu/hr)
q a-c	=	62	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.1	(metres)
Vr c-b	=	21	(metres)
q c-a	=	6	(pcu/hr)
q c-b	=	16	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.4	(metres)
W b-c	=	2.4	(metres)
Vl b-a	=	20	(metres)
Vr b-a	=	86	(metres)
Vr b-c	=	86	(metres)
q b-a	=	37	(pcu/hr)
q b-c	=	54	(pcu/hr)
q b-d	=	110	(pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	2.4	(metres)
W d-a	=	2.4	(metres)
Vl d-c	=	23	(metres)
Vr d-c	=	60	(metres)
Vr d-a	=	60	(metres)
q d-c	=	23	(pcu/hr)
q d-a	=	8	(pcu/hr)
q d-b	=	83	(pcu/hr)

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Q c-b	=	614	(pcu/hr)	Q a-d	=	850	(pcu/hr)
Ql b-d	=	471	(pcu/hr)	Ql d-b	=	467	(pcu/hr)
Qr b-d	=	471	(pcu/hr)	Qr d-b	=	467	(pcu/hr)

TOTAL FLOW = 423 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

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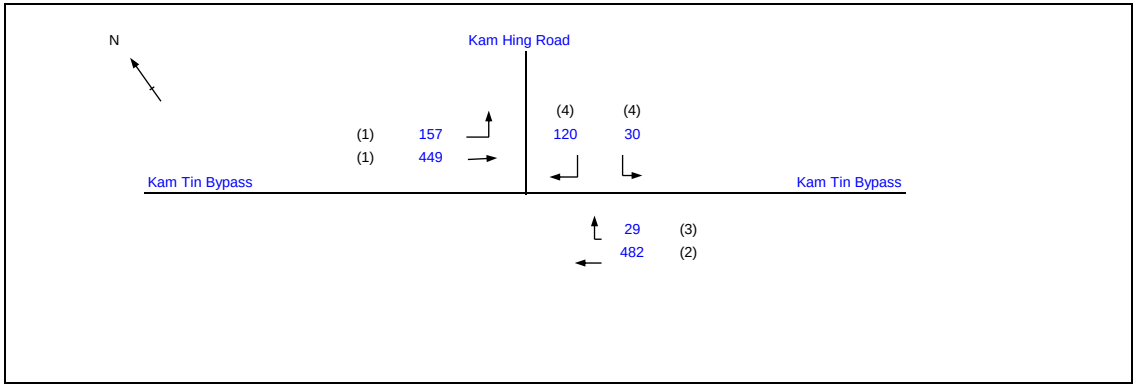
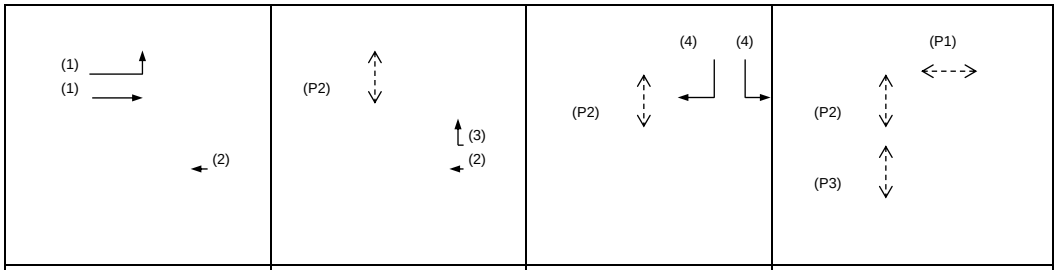
DFC b-c	=	0.0672
DFC c-b	=	0.0261
DFCl b-d	=	0.1268
DFCr b-d	=	0.1067
DFC d-c	=	0.0534
DFC d-a	=	0.0131
DFC a-d	=	0.0000
DFCl d-b	=	0.0936
DFCr d-b	=	0.0841

CRITICAL DFC = 0.13

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO. 82269	Prepared By:	LL	Aug-24
J6: Kam Tin Bypass / Kam Hing Road	**2030 Ref**	FILENAME :	Checked By:	MM	Aug-24
2030 Reference Scenario Peak Hour Traffic Flows		J6_Kam Tin Bypass_Kam Hing Road_S.xls	Reviewed By:	SC	Aug-24



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.236	
Loss time		L =	29	sec
Total Flow		=	1267	pcu
Co	= (1.5*L+5)/(1-Y)	=	63.5	sec
Cm	= L/(1-Y)	=	38.0	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	189.4	%
Cp	= 0.9*L/(0.9-Y)	=	39.3	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	143.3	%



Stage A	Int = 6	Stage B	Int = 5	Stage C	Int = 3	Stage D	Int = 3

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

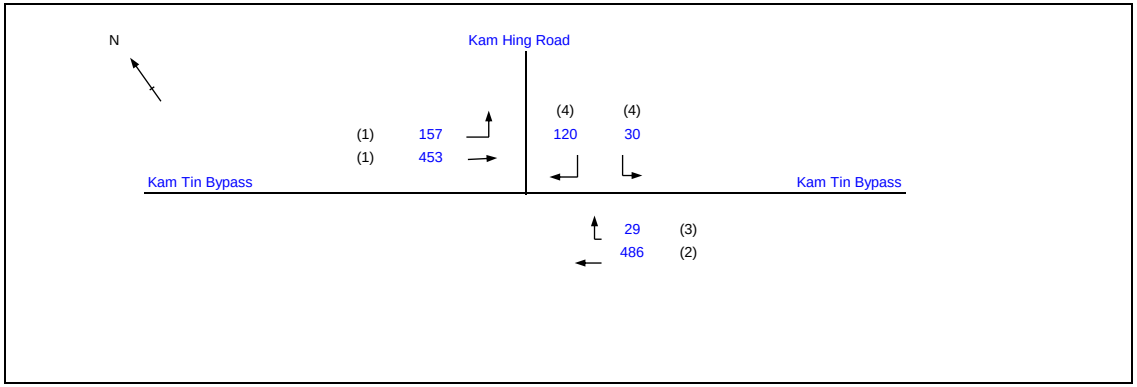
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	4.30	1	1	14			2185	157	140		297	0.53	2068			2068	0.144	0.144		31	30	0.384	24	18
SA	A	3.90	1	1				2145		309		309	0.00	2145			2145	0.144			31	30	0.384	24	18
SA	A,B	3.50	2	2				4210		482		482	0.00	4210			4210	0.114			25	42	0.218	15	9
RT	B	2.90	3	1	17			2045			29	29	1.00	1879			1879	0.015	0.015		3	9	0.137	0	30
LT,RT	C	4.30	4	1	13			2185	30		120	150	1.00	1959			1959	0.077	0.077		17	12	0.510	12	34
PED	D																			15					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

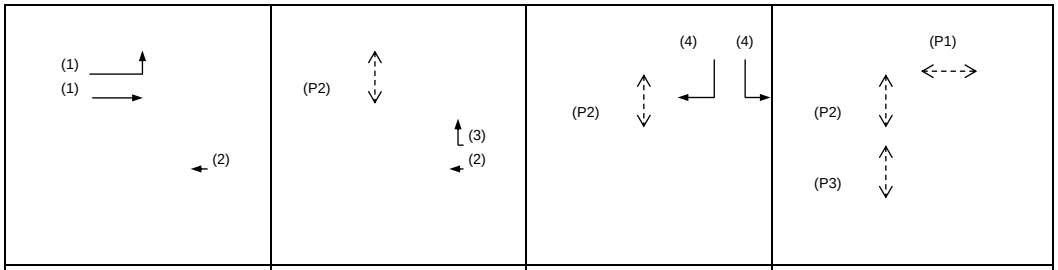
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Planning Application S12A for Hip Tin Temple, Tai Kong Po, Pat Heung		PROJECT NO. 82269	Prepared By:	LL	Aug-24
J6: Kam Tin Bypass / Kam Hing Road	**2030 Des**	FILENAME :	Checked By:	MM	Aug-24
2030 Design Scenario Scenario Peak Hour Traffic Flows		J6_Kam Tin Bypass_Kam Hing Road_S.xls	Reviewed By:	SC	Aug-24



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	80	sec
Sum(y)		Y =	0.237	
Loss time		L =	29	sec
Total Flow		=	1275	pcu
Co	= (1.5*L+5)/(1-Y)	=	63.5	sec
Cm	= L/(1-Y)	=	38.0	sec
Yult		=	0.683	
R.C.ult	= (Yult-Y)/Y*100%	=	188.3	%
Cp	= 0.9*L/(0.9-Y)	=	39.4	sec
Ymax	= 1-L/C	=	0.638	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	142.3	%



Stage A	Int = 6	Stage B	Int = 5	Stage C	Int = 3	Stage D	Int = 3

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	8.8	5	7	1	7	7
P2	B,C,D	7.1	5	6	1	37	6
P3	D	6.5	5	5	1	9	5

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				14					
LT,SA	A	4.30	1	1	14			2185	157	142		299	0.52	2069			2069	0.145	0.145		31	30	0.386	24	18
SA	A	3.90	1	1				2145		311		311	0.00	2145			2145	0.145			31	30	0.386	24	18
SA	A,B	3.50	2	2				4210		486		486	0.00	4210			4210	0.115			25	42	0.220	15	9
RT	B	2.90	3	1	17			2045			29	29	1.00	1879			1879	0.015	0.015		3	9	0.137	0	30
LT,RT	C	4.30	4	1	13			2185	30		120	150	1.00	1959			1959	0.077	0.077		16	12	0.510	12	34
PED	D																			15					

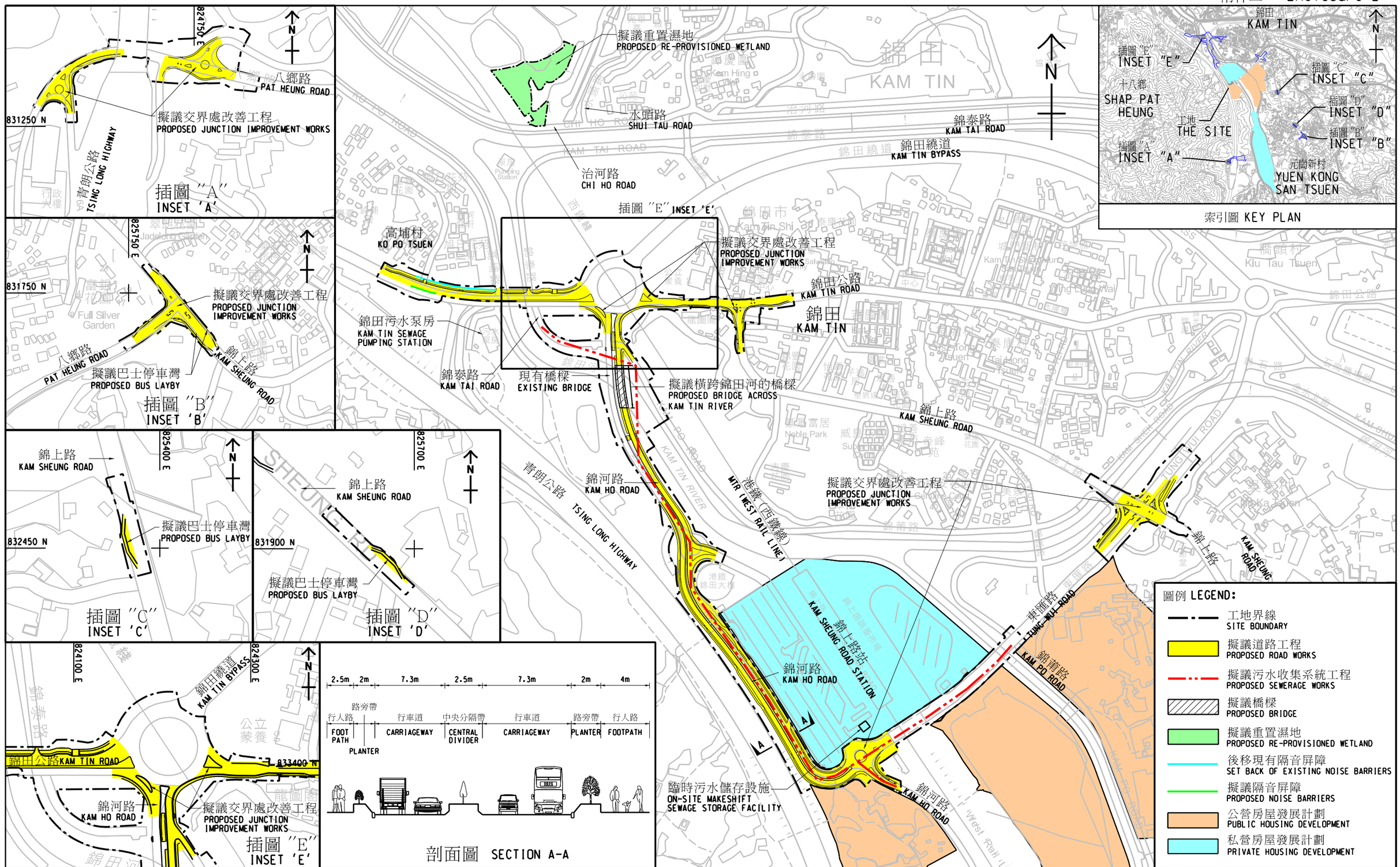
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix C

Junction Improvement Works

Proposed by CEDD

附件二 Enclosure 2



工務計劃項目第7804CL號
元朗錦田南發展計劃工地平整和基礎建設工程 - 前期工程
PWP ITEM NO. 7804CL
SITE FORMATION AND INFRASTRUCTURE WORKS FOR DEVELOPMENT AT KAM TIN SOUTH, YUEN LONG - ADVANCE WORKS

工程平面圖
LAYOUT PLAN

R:\Drawing-NTWST-Z\NTWST-Z0267\NTWST-Z0267.dgn 21/11/2017 A3 420MM X 297MM

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭英明 (錦田城門新村村代表)

簽署: 鄭

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭保敦 (錦田城門新村村民)

簽署: 鄭保敦

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 李兆华 (大江埔村民)

簽署: 李兆华

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭意敦 (錦田城門新村村民)

簽署:

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 陳天雄 (錦田城門新村村民)

簽署:

日期: 17 AUG 2022

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 范來嬌 (錦田城門新村村民)

簽署: 范來嬌

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 陳貝琳 (錦田城門新村村民)

簽署: 陳貝琳

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭浩賢 (錦田城門新村村民)

簽署: 鄭浩賢

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Sin Wai Sling (錦田城門新村村民)

簽署:

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭清雯 (錦田域門新村村民)

簽署: 鄭清雯

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭壬信 (錦田域門新村村民)

簽署: 鄭壬信

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 魏美就 (錦田域門新村村民)

簽署: 魏美就

日期: 17 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄧業偉 (錦田域門新村村民)

簽署: [illegible]

日期: 17 AUG 2022

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭子原 (錦田城門新村村民)

簽署: Jay

日期: 4-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Tang Chun (錦田城門新村村民)

簽署:

日期: 16 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

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(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 黃科敏 (錦田城門新村村民)

簽署:

日期: 4-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭業恩 (錦田城門新村村民)

簽署:

日期: 3/8/2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭德昌 (錦田城門新村村民)

簽署: [illegible]

日期: 04-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄧添 (錦田城門新村村民)

簽署: 鄧添

日期: 16 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄧偉樑 (錦田城門新村村民)

簽署: 鄧偉樑

日期: 16 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 黃麗貞 (錦田城門新村村民)

簽署: [illegible]

日期: 08 08 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 謝惠元 (錦田城門新村村民)

簽署: [illegible]

日期: 4-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 陳 [illegible] 宗 (錦田城門新村村民)

簽署: 陳 [illegible] 宗

日期: 4-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 洪廷國 (錦田城門新村村民)

簽署: [illegible]

日期: 06-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 范燕珊 (錦田城門新村村民)

簽署: 范燕珊

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭天德 (錦田城門新村村民)

簽署: 鄭天德

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭寶民 (錦田城門新村村民)

簽署: 鄭寶民

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄭宝荣 (錦田城門新村村民)

簽署: 鄭宝荣

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 何汝昇 (錦田城門新村村民)

簽署: 何汝昇

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Tang Wing Chun (錦田城門新村村民)

簽署:

日期: 15/8

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 彥堯 (錦田城門新村村民)

簽署: 彥堯

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁愛儀 (錦田村民)

簽署:

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: KO PIN LAN (錦田村民)

簽署:

日期: 19/8/2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 林錦燕 (錦田村民)

簽署:

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁玉林 (錦田村民)

簽署:

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 張世平 (錦田村民)

簽署: 張世平

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: (錦田村民)

簽署:

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Lo Kam Hing (錦田村民)

簽署: Leo

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 三叔 (錦田村民)

簽署: R

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: [illegible] (錦田村民)

簽署: [illegible]

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 葉麗芳 (錦田村民)

簽署: 葉麗芳

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Cheung Siu Chung (錦田村民)

簽署:

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Cheung Wai Lun (錦田城門新村村民)

簽署:

日期: 14 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Cheung Hau Yee (錦田村民)

簽署:

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: CHUNG PUI YAN (錦田村民)

簽署:

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: CHONG KA WAN (錦田村民)

簽署:

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: HO SUI YEE (錦田村民)

簽署:

日期: 13 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
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北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: NG SHU WAN (錦田村民)

簽署:

日期: 12 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 馮家輝 (錦田村民)

簽署:

日期: 12 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鄧錦良 (錦田城門新村村民)

簽署: 鄧錦良

日期: 12 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: CHAN YUK MAN (錦田村民)

簽署:

日期: 7 Aug 22

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Liu Mi Lin (錦田村民)

簽署:

日期: 11/8/2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁志強 (錦田村民)

簽署:

日期: 12 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 劉順 (永隆圍村民)

簽署: 劉順

日期: 12 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(a) 協天宮歷史悠久，是區內重要的宗教場所，因此希望政府尊重市民意願，對這些有歷史價值的寺廟予以支援；

(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 張廣元 (永隆圍村民)

簽署: 張廣元

日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: [illegible] (錦田城門新村村民)

簽署: [illegible]

日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 鏡銳 (錦田村民)

簽署: 鏡銳

日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 張愛萍 (錦田村民)
簽署: 張愛萍
日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 李永鴻 (錦田村民)
簽署:
日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 陳錦釵 (錦田村民)
簽署:
日期: 11 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Chan Ka Yee (錦田村民)
簽署:
日期: 9 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Chan Kai Ming (錦田村民)

簽署:

日期: -9 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: LAU WING TUNG (錦田村民)

簽署:

日期:

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: VANESSA LAU (錦田村民)

簽署:

日期: -9 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

(e) 禁止燃燒冥鏹，不會造成空氣或環境污染；及

(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Ng Mei Kuen (錦田村民)

簽署:

日期: -9 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Lee Che Ming (錦田村民)

簽署: 李志明

日期: -9 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: [illegible] (錦田村民)

簽署: [illegible]

日期: -8 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 譚利蓮 (錦田村民)

簽署: [illegible]

日期: -8 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 程誠 (錦田村民)

簽署: [illegible]

日期: -8 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 倫裕德 (錦田村民)

簽署: 德

日期: -8 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 羅嘉俊 (錦田村民)

簽署:

日期: 3-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 劉漢 (錦田村民)

簽署:

日期: 3/8/2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 羅劍青 (錦田村民)

簽署: 羅劍青

日期: 3-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 徐惠 (錦田村民)

簽署: 徐惠

日期: 3-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Kwan Kin Wai (錦田村民)

簽署:

日期: 07 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁洵恩 (永隆圍村民)

簽署:

日期: 07 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Ma Wai Fun (永隆圍村民)

簽署:

日期: 06-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關元朗錦田協天宮 (丈量約份第 109 約地段第 1171 號 B 分段)
之 S.12A 修訂圖則規劃申請將靈灰安置所規範化

本人得知協天宮向貴會提交規劃申請將骨灰場規範化，以符合相關法規要求，因此去信表示支持，原因如下：

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(b) 協天宮位置方便，鄰近錦上路站及交通設施及停車場；

(c) 協天宮規模細小，四周附近沒有民居，環境清靜；

(d) 協天宮的交通評估已考慮了附近的交通流量，並在春秋二祭實行特別交通管理安排，因此不會立下不良先例；

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(f) 解決現時香港嚴重缺乏骨灰位需求，以應市民所需及令市民安心。

綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: CHUNG TSZ YAN (永隆圍村民)

簽署:

日期: 07-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Chung Tsz Yan (永隆圍村民)

簽署:

日期: 8/8/2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: Chung Yiu Wing (永隆圍村民)

簽署:

日期: 06-Aug-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 陳傳光 (永隆圍村民)

簽署:

日期: 15 AUG 2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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姓名: 梁仕平 (永隆圍村民)

簽署: 梁仕平

日期: 07-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁肇朋 (永隆圍村民)

簽署: 梁肇朋

日期: 07-08-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 黃金女士 (錦田村民)

簽署: 黃金女士

日期: 07-8-2022

申請編號：Y/YL-KTN/3

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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綜合上述各點，本人希望貴會能盡快批准此計劃。

姓名: 梁燕芳 (永隆圍村民)

簽署: 梁燕芳

日期: 5 AUG 2022

TOCO PLANNING CONSULTANTS LTD.
[redacted]
達材都市規劃顧問有限公司

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

RECEIVED
24 DEC 2024
Town Planning Board

Your Ref.: TPB/Y/YL-KTN/5

Dear Sir/ Madam,

24 December, 2024

Section 12A Application from "Agriculture" to "Government, Institution or Community (1)" for Regularisation of a Pre-cut-off Columbarium ancillary to Hip Tin Temple, Lot No. 1171 S.B in D.D. 109, Tai Kong Po, Yuen Long

We refer to comments from the Transport Department (TD) sent to us via Fanling, Sheung Shui & Yuen Long East District Planning Office's (DPO) email dated 16.10.2024.

Please find attached 4 copies of the Response-to-Comments table and attachments in response to comments from TD for your attention.

In addition, in response to DPO's queries recently via phone call, please find attached a copy of the following attachments for your attention:-

i) Applicant's explanation regarding the difficulty of getting consent from the landowner of the adjoining lot No. 1171 S.A in D.D. 109 (see **attachment 1**);
ii) Applicant's explanation regarding to the actions to encourage visitors to follow the traffic and crowd management measures and house rules (see **attachment 2**);
iii) A sample of the sales agreement between the Applicant and the purchaser of the niche (see **attachment 3**);
iv) The Applicant is committed to not use any form of announcement system during the operation of the columbarium;
v) Temporary directional signs could be placed along the proposed path between the loading/ unloading bay at Kam Tin Bypass and the Hip Tin Temple (the Temple) to direct visitors the direction to the Temple during the implementation period of the Management Plan; and
vi) The Applicant will demolish the canopy fronting the Temple in accordance to appropriate procedures.

TED T. C. CHAN
MPIA, MHKIP, RPP

TOCO PLANNING CONSULTANTS LTD.
TOWN PLANNING, ENVIRONMENT & DEVELOPMENT CONSULTANCY

We hope that the above responses have fully addressed the comments and requirements of the relevant government departments. In light of the long history of the temple, small development scale and the insignificant potential impacts envisaged, we consider that the present planning application is recommendable for the agreement of the Town Planning Board.

Yours faithfully,
Toco Planning Consultants Ltd.

Ted Chan
Managing Director

cc. DPO/YLE- Ms. Andrea YAN

TED T.C. CHAN
MRAPI, MHKIP

敬啟者，

新界元朗大江埔 (協天宮) 靈灰安置所之 S.12A 修訂圖則申請

(本公司)協天宮管理有限公司是錦田大江埔協天宮的經營者，本廟於 1932 年在大江埔建立，位於丈量約份第 109 約地段第 1171 號 B 分段。本廟及先人曾是原居於荃灣城門村的鄭氏族人，但由於香港政府需要在城門村一帶興建城門水塘，故此在 1932 年被安排遷移至錦田，並名為錦田城門新村，而本廟亦遷移至上述地段。

丈量約份第 109 約地段第 1171 號 A 分段，該地段的土地業主為 TANG SUNG (OR SHUNG) KOK TSO (鄧嵩閣祖)，是新界的祖堂土地。本廟雖然不屬於鄧氏的族人，但過去一直與相關鄧氏的族人保持良好關係，並且得到他們的同意一直使用此部份土地作通道通往協天宮至今。從族人得知，鄧氏擁有多塊土地，因此祖先將各塊土地份給族人打理，而族人世世代代傳給他們的家族繼續打理。1996 年後 TAN KAN YIP (鄧根業) 成為鄧嵩閣祖的最後一位司理。

不幸地，該祖堂的最後唯一司理於 2018 年離世。祖堂土地是由司理負責管理土地的使用及受益，司理是由所有祖堂的族人推選出來，再由民政事務署批准及委任。本廟得知鄧嵩閣祖約有數百人成員，由於祖堂成員眾多及各方因數，加上有部份成員已經長居海外，因此族人一直不能達成共識，而令司理職位空缺多年。不過因應私營骨灰安置所牌照申請要求，本廟就上述通行權之議題已諮詢法律意見，並向私營骨灰安置所發牌委員會（發牌委員會）提交了法律函件，解釋往本廟的通行權在現在及日後不能隨便剝奪或收影響，其後發牌委員會對文件沒有意見，並發出「原則上同意暫免法律責任書申請」。

儘管如此，本公司會繼續與鄧嵩閣祖的後人保持溝通，當他們推選出新司理後，本公司會第一時間和他們協商簽署正式合法的協議或授權書使用該通道。

敬啟者，

新界元朗大江埔（協天宮）靈灰安置所之 S.12A 修訂圖則申請

(本公司)協天宮管理有限公司是錦田大江埔協天宮的經營者，有關相關部門的疑問關於將來如上述之規劃申請獲城規會同意，其後牌照申請獲私營骨灰安置所發牌委員會(發牌委員會)批准後，如何說服/鼓勵訪客遵守建議的管理規則，本公司回覆如下：

i) 協天宮內總共有 2,911 的骨灰龕位，當中 41 個已售出，其餘 2,870 仍未售出。一旦上述規劃申請獲得批准，本公司將把批准的規定納入新的協議書給發牌委員會考慮，本公司將向購買者解釋所有交通、人流及管理守則，如果購買者簽署協議書，則他們同意遵守協議書中列出的條款和條件。

ii) 當中 41 個已售出，本公司原有的協議書內其中一項條款(第五項)提到 *"甲方（協天宮管理有限公司）於上述「協天宮」內辦事處經已掛出告示和管理守則，明確顯示協天宮內之規則，乙方（購買者）同意遵守甲方對協天宮所訂之一切管理守則。甲方有絕對酌情權，按廟區發展需要修訂並改善有關管理規則及附例。而在簽署供奉協議書的同時，乙方已經支付甲方在土地使用期限直至 2047 年之供奉福位費。"*，因此已售的骨灰龕位的供奉者必須始終遵守協天宮內的規則，即使規則可能會改變。

iii) 本公司可以在任何時間就本『協天宮』場地規則作出修改，一經張貼於本廟告示板便開始生效，而不需另行通知買方，供俸者同意遵守一切修訂內容。

iv) 本公司將會在適當時間透過指定電郵、電話或 Whatsapp 提醒供俸者有關規則。

『協天宮』場地規則

1. 春秋二祭時段開放時間 ： 逢星期一至星期日上午七時至下午六時。
   非春秋二祭時段開放時間 ： 逢星期一至星期日上午九時至下午六時。
   八號颱風及黑色暴雨警告『協天宮』會暫停開放

2. 『協天宮』並無停車位供應買方及善信泊車之用，為確保春秋二祭時拜祭人士到訪『協天宮』時不會對交通做成阻塞，買賣協議書將會列明需要拜祭人士應乘搭本安置所提供的穿梭巴士服務以避免使用私家車到『協天宮』。在預約期間職員亦會提醒拜祭人士必須使用本安置所提供服務的穿梭巴士以到達『協天宮』而不要駕駛私家車，以免對附近交通造成影響，除非確認是附近居民，並只能步行前往『協天宮』。

3. 『協天宮』為私人地方，除已購買了『協天宮』龕位的孝子賢孫及被邀請的人士外，公眾人士一律不可內進。

4. 於清明節及重陽節當天，如買方及善信需到『協天宮』拜祭，有關人士必須於拜祭日的至少 24 小時前與『協天宮』預約，預約方式可透過『協天宮』指定電郵、電話或 Whatsapp 報上人數及時間，與及必須經『協天宮』回覆確認，方視為成功預約。

5. 於清明節及重陽節當天，如買方及善信未有預約而前往『協天宮』，原則上來說是禁止進內參拜，尤其在高峰時間。

6. 在緊急情況下 (如發生火警或其他突發情況) ，所有善信必須遵從『協天宮』人員的指引，有秩序地離開現場前往『協天宮』所指定的安全集合地區聚集。

7. 『協天宮』可以在任何時間就本《場地規則》作出修改，一經張貼於『協天宮』告示板便開始生效，而不需另行通知買方，但會在『協天宮』網頁公佈買方及善信同意遵守一切修訂內容。

8. 所有進入『協天宮』的孝子賢孫及被邀請的人士， 必須同意及接受以下守則，方可內進。若違反以下守則，『協天宮』的工作人員有權禁止該訪客進入『協天宮』。如該訪客已進入『協天宮』內，工作人員有權立刻驅趕該訪客離開。

(a) 孝子賢孫在到訪『協天宮』前，必須於至少 24 小時前，以電話或 WhatsApp 進行預約，並根據『協天宮』工作人員確認的拜祭時間，才可進入『協天宮』；
(b) 拜祭時間為不多於 15 分鐘 ；
(c) 因應公眾安全的考慮，『協天宮』工作人員有權在未有事前通知任何人的情況下，取消已確認的拜祭時間，並拒絕任何人進入『協天宮』。任何因此决定而受影响的人士，不可向『協天宮』提出任何索償的要求；
(d) 在進入或離開『協天宮』時必須守秩序，並聽從『協天宮』工作人員的指引，以免造成危險；
(e) 若訪客眾多，『協天宮』工作人員可能要安排訪客在『協天宮』內的接待區排隊等候，訪客必須接受此安排。排隊時不可推撞、插隊或作任何胡亂行為；
(f) 若訪客未能被安排在『協天宮』內的接待區等候，請不要在場外聚集等候；
(g) 不准攜帶任何非法物品如煙花爆竹等進入『協天宮』，在有需要時，工作人員有權要求檢查訪客所攜帶的物品；若遇到不合作的情況，工作人員有權拒絕有關訪客進入『協天宮』；
(h) 拜祭先人所舉行的任何法事活動，必須在『協天宮』統一安排下進行，不同宗教拜祭方式及活動，必須在『協天宮』由統一安排下處理；
(i) 為保持『協天宮』之統一及和諧，孝子賢孫不得擅自放置花瓶及膠花，各類冥鏹及易燃物品，以免引起火警，以策安全；
(j) 『協天宮』不接受自來碑面或於碑面上自行加上字體及加貼圖案；
(k) 『協天宮』內，嚴禁攀爬。訪客不可奔跑、嬉戲、踏單車、滑板車、喧嘩及一切造成滋擾的活動；
(l) 『協天宮』內，不准攝影及錄影 (包括但不止於進行航拍或操作任何遙控器材)；
(m) 『協天宮』內，不准吸煙（除非在有明確標示的指定範圍）；
(n) 『協天宮』內，不准亂拋垃圾；
(o) 不准攜帶任何寵物進場，導盲犬除外；
(p) 『協天宮』各堂內，不准燃點香燭及上香；
(q) 『協天宮』內，不准焚燒冥鏹或紙紮祭品；
(r) 一切寶帛、衣紙、冥鏹及紙扎祭品均由『協天宮』代為焚化；
(s) 『協天宮』代客進行上位法事期間，倘若意外發生而招致灰盅滑落破損，『協天宮』仝人等除萬分致歉及盡力協助外，其他概不負責任及賠償；
(t) 『協天宮』不負責各善信拜祭期間時發生任何意外之責任，如損傷被劫及水火險等等，任何不何抗拒的天災和突發事件可招致造成之後果，皆不負責；
(u) 孝子賢孫或善信要遵從工作人員為公眾安全所作出的任何指示；

（此場地規則將會張貼在『協天宮』入口及各堂內的當眼地方，任何修訂版本會盡快『協天宮』網頁公佈通知所有已購買了『協天宮』龕位的孝子賢孫。）

錦田城門新村一協天宮

供奉協議書

(編號/會員證號碼: B16-05D)

甲方 : 協天宮管理有限公司
商業登記證號碼 : [redacted] (電話) [redacted]
地址 : 元朗八鄉大江埔 1171 號 B 分段
乙方 : (英文姓名) : (中文姓名) : [redacted]
身份證號碼 [redacted] (電話) : (手提電話) : [redacted]
住宅地址 : [redacted]

前言 :

(1) 甲方已獲協天宮物業持有人授權代爲管理及營運協天宮一切相關事務。
(2) 協天宮承接村民,會員及其家屬往生先人或祖先供奉福位之服務。
(3) 協天宮提供福位(祖先牌位 / 瓷相牌位及長生祿位等)24 小時的廟宇道觀式管理。
(4) 乙方現在同意向甲方繳付供奉費以租用供奉福位及相關福位商品。
(5) 若因政府政策因素不容許本廟放置福位,甲方承諾全數退回乙方所繳付的供奉費。
(6) 甲乙雙方現簽訂此正式供奉協議書以確定雙方之權益及責任。

供奉協議書主旨:

(第一部份:福位使用)

(1) 乙方同意一次性付款供奉福位港幣 $[redacted]向甲方選訂協天宮 B16-05D 福位 ,該付款於簽訂本正式供奉合約時全數支付,而乙方亦附上其身份證確認或影印本。

(2) 乙方所選訂之『協天宮』福位只可用作存放靈灰及符合香港特別行政區法例容許的先人遺物之用途。乙方可把福位租用權轉讓,但必須經甲方完成一切手續及由乙方繳交行政費用給予甲方,並由甲方安排重新簽署福位租用權協議方爲有效。

(3) 供奉福位是固定位置和長期性的直到租期屆滿爲止(即是 2047 年),乙方若要在期間把福位內的一切物品移走搬出時,則視作乙方自動放棄租用供奉福位權,而本協議書便即時失效,並且乙方也無權追討一切已繳的供奉費或其他費用。甲方亦有權利把福位的物品遷走和福位的位置可以另

行安排其他用途或另行租用給新的善信。

(4) a)本廟土地使用年期至 2047 年。如乙方有需要時,甲方可在土地使年期屆滿時代乙方申請續期。乙方到時所須付的補地價款項將由香港特區政府計算和必需由各善信攤分繳付。

b)本廟爲了保持環境舒適,可在 2047 年後申辦搬遷或擴充或維收工程。而各乙方/善信必須接受本廟的計劃以確保貴先人或祖先有更佳的安居之所。

c)乙方全權委托甲方代其於土地使用權屆滿時辦理供奉租用福位的續期手續。乙方必需同意支付有關"香港特區政府"所收取之福位使用權續期費用。

d)如乙方在到期、未能簽妥續期手續或又未能按照指定時間搬走福位內之一切物品時,甲方有權代爲處理福位之一切清理事項。而有關的支出,甲方可向乙方/善信追討收費。乙方/善信不得爲此事而向甲方追討任何損失或賠償。

e)乙方每 20 年以內須辦理福位擁有權確認手續,包括確認後人(即承繼擁有權人士)之聯絡電話及地址,以確保福位之使用權持續生效。

(5) 甲方於上述『協天宮』內辦事處經已掛出告示和管理守則,明確顯示協天宮內之規則,乙方同意遵守甲方對協天宮所訂之一切管理規則。甲方有絕對酌情權,按廟區發展需要修訂並改善有關管理規則及附例。而在簽署供奉協議書的同時,乙方已經支付甲方在土地使用期限直至 2047 年之供奉福位費。

(6) 乙方除了所選訂的福位之外,協天宮其他部份的使用權皆屬甲方所有。

(7) 供奉協議書簽訂後,乙方未得甲方許可,不得擅自在上述廟區及供奉堂內進行任何土木工程及安置未經審批的貢品等活動。如乙方有上述行爲而造成甲方經濟、名譽損失或他人已選訂的福位或商品損失時,甲方均有權向乙方追討賠償及損失。

(8) 因火災、地震、水災、戰爭及自然災害等不可抗力之損失,甲方無任何責任賠償乙方。

(第二部份:福位、商品選訂)

(9) 乙方同意必須向甲方選訂福位所需商品,任何不屬於甲方出品之商品將不被甲方接受放置在協天宮內,以免影響整體性之外觀。

(第三部分)

(10) 本合約取代甲乙雙方之前簽訂選訂書,本供奉協議書在執行中如發生爭議,雙方以本供奉協議書條款爲準協商解決,如不能協商解決, 雙方同意根據香港特別行政區仲裁法解決。

(11) 若乙方善信於 2047 年之前將供奉的先人福位搬離"協天宮",甲方保留權利計算回收價格或無償收回。最終裁決權在甲方,乙方不得異議。

(12) 本供奉協議書自雙方簽字/蓋章之日起生效,本供奉協議書一式二份,各執一份,均具同等法律效力。

現甲方授權代表簽收乙方繳付福位供奉費共港幣$[redacted]

現甲方授權代表簽收乙方繳付福位管理費共港幣$_____

#註:交來支票以過戶收訖始作實。一切已繳交的金額或費用是絕對不可能退還。(前言第五,所發生除外)

現甲方授權代表簽收乙方繳付福位供奉費連管理費合共港幣$_____

甲方之公司蓋印及授權代表簽署:	代理人見證人簽署:	乙方簽署:
協天宮管理有限公司 HIP TIN TEMPLE MANAGEMENT COMPANY LIMITED		
鄭保敦	何志強	
姓名:	姓名:	姓名:
職位:	職位:	HK ID 號碼: [redacted]
日期:2013 年 12 月 8 日	日期:2013年12月8日	日期:2013年12月8日

Further Information in Support of Section 12A Application from "Agriculture" to "Government, Institution or Community (1)" for Regularisation of a Pre-cut-off Columbarium ancillary to Hip Tin Temple, Lot No. 1171 S.B in D.D. 109, Tai Kong Po, Yuen Long

(Application No. Y/YL-KTN/5)

Further Information I

RESPONSES TO DEPARMENTAL COMMENTS

1 Responses to Comments from Transport Department

Figure A: Footpath of the Proposed Pedestrian Route

Annex A: Amended Pages of the Traffic Impact Assessment

Toco Planning Consultants Ltd.

Chuo Wang Survey Services Company

OZZO Technology (HK) Ltd.

TOCO

1. RESPONSES TO COMMENTS FROM THE TRANSPORT DEPARTMENT

1.1 Response to Comments from the Transport Department

Item	Departmental Comments	The Applicant's Responses
TD(1)	(1) It is observed that the proposed shuttle bus pick-up / drop-off point at existing loading / unloading bay at Kam Tin Bypass is not close to the site, e.g. 440m. It is within the margin of "walkable distance, 500m" which is commonly adopted in other study. Please explore whether there are other locations which is more user friendly and suitable for loading / unloading purpose.	The Applicant has tried to explore if other possible locations, however, within 500m walking distance, there is no other properly designed public layby to be used as a pick-up / drop-off point identified and the current proposed existing public layby at Kam Tin Bypass is found to be the most ideal one, the reasons are given as below: 1. It is under a standard design in compliance with Transport Planning and Design Manual's (TPDM); 2. The proposed location is with ample capacity to deal with the trips induced by the Application Site, 3. It is within 500m walking distance to the Application Site. For the footpath between the Application Site and the proposed shuttle bus pick-up / drop-off point at existing loading / unloading bay at Kam Tin Bypass, as shown in **Figure A**, it is flat and barrier-free. With walking distance of 440m, it would take around 6 minutes (average walking speed of 1.2m/s). To ensure smooth operation, a staff from the Application Site would be assigned to assist the visitors for accessing the Application Site. In addition, subject to the approval of the rezoning application, the proposed policies (i.e. shuttle bus only policy) and such limitations (i.e. 440m walking distance) will be incorporated into the sales agreement of the niches. The operator will explain all the house rules and policies to the potential purchasers to ensure that all of them understand and agree to follow the house rules and policies before the purchasing. If the purchaser signs the sales agreement, it means they agree to abide by its terms and conditions outlined in the sales agreement as well as the serious consequences of violating the niche sales agreement. **Those who find the house rules and policies are too restrictive will be strongly advised NOT to make the purchase.**

<table>
<tr><th>Item</th><th>Departmental Comments</th><th>The Applicant's Responses</th></tr>
<tr><td></td><td></td><td>The House Rule will be included into the TCMP and to be submitted to Private Columbaria Licensing Board (PCLB) before each festival period, and it is under enforcement of the authority</td></tr>
<tr><td>TD(2)</td><td>(2) Please advise the number of shuttle buses to be deployed for visitors during peak and non-peak seasons and the approximate journey time.</td><td>During peak seasons, two shuttle buses (24 - 30 seats light bus) will be deployed.

The approximate travel distance for one-way journey is 2.4km. with average speed of 35km/hr, the approximate journey time is 4 minutes, and round trip is only about 8 minutes, whilst the proposed shuttle bus frequency is every 12-20 minutes a ride (3-5 departures per hour), so one shuttle bus deployment will be sufficient.

In case of any occurrence of slow loading / unloading activities, such as the loading / unloading of the disabled, the boarding and alighting time would be prolonged than scheduled, as such, two shuttle buses will be deployed to avoid any delay of schedules due to special circumstances.

During non-peak seasons, one shuttle bus (private car size or a 7-seat MVP size whichever are applicable) will be arranged subject to demand. As not more than 10 visitors /hr are allowed during non-peak seasons, it is expected that generally 0-1 departures per hour, while the maximum vehicular trips would be constrained to 4 departures per hour.

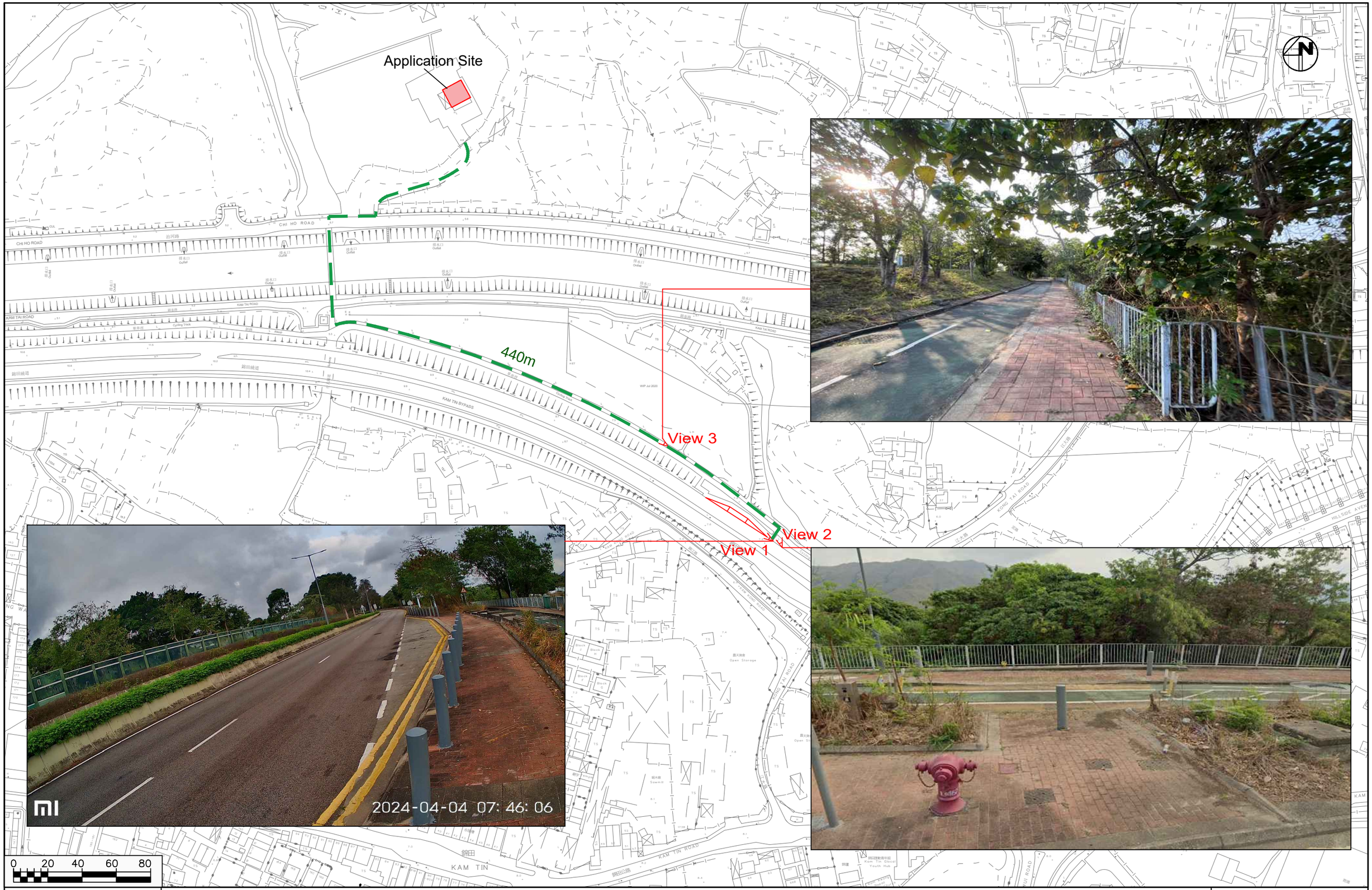
The details are summarized in the following table, and updated in the TIA report Table 4-3 (as shown in Annex A)
<table>
<tr><th>Proposed Free Shuttle Bus Schedules</th><th>Peak Grave Sweeping Days</th><th>Other than Peak Grave Sweeping Days</th></tr>
<tr><td>Origins and Destinations</td><td colspan="2">Between
a) Loading / Unloading Bay at Kam Tin Bypass Eastbound (close to Kong Tai Road)</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>Item</th><th>Departmental Comments</th><th>The Applicant's Responses</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td></td><td colspan="2">b) MTR West Rail Kam Sheung Road Station</td></tr>
<tr><td>Journey Time</td><td colspan="2">Approx. 4 mins for one-way; approx. 8 mins for round-trip
(Travel distance approx.2.4km and average speed 35km/hr)</td></tr>
<tr><td>Operation Time</td><td>06:50 – 18:00</td><td>08:50 – 18:00</td></tr>
<tr><td>Frequencies</td><td>Departure every 12-20 mins
3-5 Departures per hour</td><td>Upon visitor's booking, subject to demand
Generally 0-1 Departures per hour
Maximum 4 Departures per hour</td></tr>
<tr><td>Vehicle Details</td><td>24 - 30 seats light bus</td><td>A private car size or
a 7-seat MVP size, whichever are applicable</td></tr>
<tr><td>Bus Fleet</td><td>2 vehicles</td><td>1 vehicle</td></tr>
</table>
Notes:
Peak Grave Sweeping Days:
(i) 2nd Saturday before Ching Ming / Chung Yeung Festival Day,
(ii) 2nd Sunday before Ching Ming / Chung Yeung Festival Day,
(iii) 1st Saturday before Ching Ming / Chung Yeung Festival Day,
(iv) 1st Sunday before Ching Ming / Chung Yeung Festival Day,
(v) Ching Ming / Chung Yeung Festival Day,
(vi) 1st Saturday after Ching Ming / Chung Yeung Festival,
(vii) 1st Sunday after Ching Ming / Chung Yeung Festival,
(viii) 2nd Saturday after Ching Ming / Chung Yeung Festival,
(ix) 2nd Sunday after Ching Ming / Chung Yeung Festival, and / or
(x) Other public holidays within (i) and (ix).
</td></tr>
<tr><td>TD(3)</td><td>(3) The applicant shall note that appropriate permit shall be obtained for shuttle bus service from Kam Sheung Road Station to the site. Feasibility of shuttle bus service is subject to the permit. The applicant is suggested to liaise with PVU of</td><td>Noted, comments have been sought by e-mail dated 25 Oct 2024. Transport Officer of Public Vehicles Unit (PVU) has no comment on the proposed shuttle bus service for this Planning Application.</td></tr>
</table>

Item	Departmental Comments	The Applicant's Responses
	TD with sufficient details of the shuttle bus service.	
TD(4)	(4) Please advise the enforcement actions / parties for those visitors which does not follow the "shuttle bus only policy".	First of all, the visitors who do not follow the "shuttle bus only policy" will be rejected from admission strictly. For very few special cases, such as visitors live very closely to the Application Site, it would be acceptable for them simply to walk to the site with permissions. For such cases, limited permissions (not more than 20 local purchasers) could be obtained by successful pre-registration with Proof (e.g., Proof of Address, Bills with names and address). Visitor with valid permission shall be verified at the time of the booking, successful booking confirmation will be sent to the visitors after verification. Those who failed to present with the permission documents will be asked to take the shuttle bus. In addition, each permission can only be used once in each festival period. Nevertheless, we would like to emphasise that, it is unlikely people who live nearby will walk to the Application Site, because people who live nearby are villagers (原居民), and they have burial ground (葬區), thus they do not need to place their ancestors' ashes in Hip Tin Temple. Secondly, for those who do not abide, they will be given a warning. With a number of warnings obtained, they will not be allowed to book (or given low priority) for a visit during Festival Days for a certain period of time to discourage them from further disobeying the terms and conditions. The proposed measure of TCMP is updated in the TIA report section 4.2.10-4.2.11 (refer to **Annex A**) and will be incorporated to the Management Plan subject to the approval to the current S.12A rezoning application.

Item	Departmental Comments	The Applicant's Responses
		Furthermore, any violation to the TCMP and the traffic/ pedestrian situations not being controlled as planned would result in the revoke of license from PCLB. The proposed measures are thus considered enforceable and implementable. To assist supervision for implementation, CCTV is proposed to be installed at the entrance of the Application Site. It could help the control centre to monitor the real situations, and also enable to leave a record of the working situation of the management plan. The record is open to the authorities for checking. Unauthorized parking and loading /unloading activities in the vicinity of the site would be recorded by CCTV, whilst management staff would keep monitor the traffic situation at the entrance, visitors access by private car / taxi would be rejected from admission and requested to leave immediately.
TD(5)	(5) Please review the traffic facilities near the site and advise whether there are sufficient parking space and loading / unloading space for those visitors not following the "shuttle bus only policy".	The Applicant will strictly follow the proposed TCMP, and would not tolerate visitors not to follow the "shuttle bus only policy". The TCMP will be submitted to PCLB and related department for review every year. Any result in an unacceptable traffic situation by the Application Site would result in the revoke of license from Private Columbaria Licensing Board (PCLB).
TD(6)	(6) Please advise the actions for those visitors refusing to leave the columbarium after the booked visiting period.	Management staff will be deployed to monitor the arrival/departure of visits, for those visitors who stay over time will be escorted from the columbarium building by the staff to ensure the number of visitors will not more than 30 persons (maximum holding capacity) that the holding capacity of the columbarium building will not be exceeded at any time. Under normal practice, 5-10 mins prior to the

Item	Departmental Comments	The Applicant's Responses
		end of the visiting period, the Operator will announce the remaining time left before the end. If the visitors still refuse to leave within a certain period of time, the operator will give them a warning. If the visitor obtained a number of warnings, they will not be allowed to book (or given low priority) for a visit during Festival Days for a certain period of time to discourage them from further disobeying the terms and conditions. Niche purchasers are required to accept a set of House Rules, which includes the visitors should comply with the admission time schedule. If the visitors persist to staying overtime despite operator's repeated warnings, the operator reserves the right to order them to leave due to the violence of the set of House Rule. The proposed measure of TCMP is updated in the TIA report section 4.3.5 – 4.3.6 (refer to **Annex A**) and will be incorporated to the Management Plan subject to the approval to the current S.12A rezoning application. The TCMP will be submitted to PCLB and related department for review every year. Any result in an unacceptable traffic situation by the Application Site would result in the revoke of license from Private Columbaria Licensing Board (PCLB).



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Date 24/12/2024

Scale 1:2000

Project Title

S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA

Footpath of the Proposed Pedestrian Route (1/2)

OZZO TECHNOLOGY

Project No. 82269

Rev. -

Dwg No. Figure A -1

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協天宮

Date 24/12/2024

Scale 1:2000

Project Title

S12A for Hip Tin Temple, Tai Kong Po, Pat Heung - TIA

Footpath of the Proposed Pedestrian Route (2/2)

OZZO TECHNOLOGY

Project No. 82269

Dwg No. Figure A -2

Rev. -

4.2.7 The visitors who do not follow the "shuttle bus only policy" will be rejected from admission strictly. The operator would issue a warning to those who do not abide with appropriate reason. With a number of warnings obtained, they will not be allowed to book (or given low priority) for a visit during Festival Days for a certain period of time to discourage them from further disobeying the terms and conditions.

4.2.8 To regulate the conduct of the visitors to use the proposed layby at Kam Tin Bypass, management measure will be implemented. A staff will be stationed at the proposed layby and dispense coloured stickers to each passenger who uses the subject layby for unloading. The sticker is essential for admission of the Proposed Development. **Only visitors who have both the sticker and the valid booking record can manage to access the columbarium building.**

4.2.9 Thus, for those who did not drop-off at the specified layby, the sticker for admission to the Proposed Development will not be given and shall be rejected from admission.

4.2.10 For very few special cases, such as visitors live very closely to the Application Site, it would be acceptable for them simply to walk to the site. For such cases, successful pre-registration with Proof (e.g., Proof of Address, Bills with names and address) is essential, Visitor identification will be verified at the entrance. Those who failed to present with both of the admission documents (i.e. Proof of Address, booking record) will be rejected from admission.

4.2.11 Nevertheless, we would like to emphasis that, it is unlikely people who live nearby will walk to the Application Site, because people who live nearby are villagers (原居民), and they have burial ground (葬區), thus they do not need to place their ancestors' ashes in Hip Tin Temple.

4.3 Visit by Appointment System

4.3.1 During the Peak Grave Sweeping Days (section 4.2.1 refers), "Visit-By-Appointment" system will be implemented to control the number of visitors entering the site. Booking by telephone and WhatsApp messages will be available for all visitors. Successful booking confirmation will be sent to visitors together with the successful reservation on the shuttle bus seat, or confirmation by walking. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings. The admission time will be 15-minute.

4.3.2 Visitors will be guided to wait in the waiting areas within the Application Site as shown in **Figure 3-1**. When some visitors leave the columbarium building, certain number of visitors will be allowed to enter the columbarium building.

4.3.3 The columbarium building has limited area and has maximum holding capacity of a total of 30 persons in view of fire safety according to "Code of Practice for Fire Safety in Buildings". Thus, for safety concerns, the Columbarium will be restricted to accommodate not more than 30 visitors staying in the building at any time. As a conservative consideration, some visitors may come early before their session, the number of visitors per session (15-min) will be limited to 15 persons.

4.3.4 Therefore, through entrance control, the number of visitors would be 60 persons per hour (i.e., four 15-minutes sessions with 15 persons per session).

4.3.5 Niche purchasers are required to follow the rules which includes the visitors should comply with the admission time schedule. To prevent the number of visitors exceed 30 persons inside the columbarium building, management staff will be deployed to monitor the arrival/departure of visits, for those visitors who stay over time will be escorted from the columbarium building by the staff and also to ensure the holding capacity of the columbarium building will be well within acceptable level at any time.

4.3.6 Under normal practice, 5-10 mins prior to the end of the visiting period, the operator will announce the remaining time left before the end. If the visitors still refuse to leave within a certain period of time, the operator will give them a warning. Once the visitor obtained a number of warnings, they will not be allowed to book (or given low priority) for a visit during Festival Days for a certain period of time to discourage them from further disobeying the terms and conditions.

4.4.2 As signed up in the Sales Agreement, visitors must take the free shuttle bus and drop-off at the specified layby and walk through a footpath (around 400m) to the Proposed Development. The location of the proposed layby is shown in **Figure 4-1**.

4.4.3 Visitors must take the shuttle bus to the Proposed Development with valid booking confirmation. Advance booking for the shuttle bus service is always required before a visit. The proposed routing is shown in **Figure 4-1**. Free shuttle bus operation details are summarized in **Table 4-3.**

Table 4-3 Proposed Shuttle Bus Services

Proposed Free Shuttle Bus Schedules	Peak Grave Sweeping Days	Other than Peak Grave Sweeping Days
Origins and Destinations	Between a) Loading / Unloading Bay at Kam Tin Bypass Eastbound (close to Kong Tai Road) b) MTR West Rail Kam Sheung Road Station	
Journey Time	Approx. 4 mins for one-way; approx. 8 mins for round-trip (Travel distance approx.2.4km and average speed 35km/hr)	
Operation Time	06:50 – 18:00	08:50 – 18:00
Frequencies	Departure every 12-20 mins 3-5 Departures per hour	Upon visitor's booking, subject to demand Generally 0-1 Departures per hour Maximum 4 Departures per hour
Vehicle Details	24 - 30 seats light bus	A private car size or a 7-seat MVP size, whichever are applicable
Bus Fleet	2 vehicles	1 vehicle

Table 3.1 Proposed Schedule of Uses for "G/IC(1)" Zone

GOVERNMENT, INSTITUTION OR 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
Religious Institution Columbarium (specified number of niches in paragraph (d) under Remarks)	

Planning Intention

This zone is intended primarily for religious institution and columbarium uses.

Remarks

(a) On land designated "Government, Institution or Community (1)", the maximum number of niches for columbarium use shall not exceed 2,911.

(b) 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 the maximum building height of 1 storey or the height of the existing building, whichever is the greater.

(c) In determining the maximum number of storey(s) for the purposes of paragraph (b) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the number of niches/building height restriction stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.