

Annex A

Replacement Pages of the Planning Statement

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- Sha Tau Kok Road-Lung Yeuk Tau Section (Photos 5 to 7, **Figure 4**). Additionally, there is a 1.3m level difference between Luen Wo Hui Playground (聯和墟遊樂場) (at +13.2mPD) and the Subject Site (at +11.9mPD) (**Figure 4**). Combined with the Hall’s 13m setback from Sha Tau Kok Road-Lung Yeuk Tau Section, these factors further screen the building from residential developments to the far west, southwest and northwest of the Subject Site.
- 4.5 The Hall is located approximately 88m (building wall to building wall) from the nearest existing residential developments in the Luen Wo Hui area, and is physically isolated from these residential areas by a cluster of urban developments - including Luen Wo Road, Sha Tau Kok Road – Lung Yeuk Tau Section and the linear Luen Wo Hui Playground (**Figure 4**).
- 4.6 The Subject Site benefits from excellent pedestrian accessibility. Two pedestrian subways run underneath Sha Tau Kok Road-Lung Yeuk Tau Section, connecting the Site to Luen Wo Hui: one is located approximately 70m southwest of the Site, and the other about 110m northeast (**Figure 5a**). These subways provide a convenient pedestrian link across both sides of the road for all users.
- 4.7 The Subject Site is also served by a comprehensive public transport network (**Figure 5a**). MTR Fanling Station is situated approximately 850m southwest of the Site, with a walking time of just 10 to 15 minutes via the existing pedestrian walkway system (**Figure 5a**).
- 4.8 Within a 300m catchment radius of the Subject Site (a 5-minute walk or less), there is access to 32 public routes (261, 270C, 270D, 270E, 270S, 277A, 277X, 278A, 278K, 279A, 279B, 279X, 373, 56A, 673A, 673, 673P, 70K, 73B, 78A, 78B, 78K, 79K, 978A, A43, A43P, N373, N42A, E43, N78, N373 and NA43) and 16 Green-Minibus (“GMB”) routes (52A, 52B, 52K, 54A, 54K, 55K, 56A, 56B, 56C, 56K, 501A, 501C, 501S, 505, 506 and 507).
- 4.9 Most bus and GMB stops are in close proximity to the Subject Site, with a walking time of only 5 to 8 minutes via the local walkway system (**Figure 5a**). A GMB terminus is located approximately 190m north of the Site, adjacent to Wo Mun Street between Grand Regentville (御庭軒) and Regentville (帝庭軒). GMB Route 55K operates between MTR Fanling Station and this GMB terminus, providing one of the most convenient transport options for travel to and from the Hall (**Figure 5a**).

- v. All purchasers of columbarium niches must become a Member of The Emperor Hall Foundation prior to acquisition, as the columbarium operates exclusively for Foundation Members (Section 3(a), **Appendix 4**);
- vi. No religious services may be conducted in any columbarium area without prior permission, to maintain a quiet environment (Sections 3(f)-(g), **Appendix 4**);
- vii. The burning of joss paper is prohibited inside the Hall and within the boundaries of the Subject Site (Sections 3(4)-(5), **Appendix 4**);
- viii. No on-site parking is provided, given the readily availability of a wide range of public transport services in the immediate vicinity of the Hall (Section 3(h), **Appendix 4**);
- ix. Two sets of Crowd Control Arrangements (“CCA”) have been clearly defined: one for normal operational days and one for Festival Periods (Sections 3(b) and 5(2), **Appendix 4**). **Figure 13** shows the festival period CCA, which has been successfully trialled in practice over the past two years;
- x. Key considerations for Traffic and Public Transportation (“TTP”) are outlined in Sections 4(1) and 4(2), **Appendix 4**;
- xi. The maximum visitor holding capacity for the columbarium rooms on the 2/F, 3/F and 5/F of the Hall is 159, 136 and 132 persons per visiting timeslot respectively (with each timeslot set at one hour during Festival Periods) (**Table 3** and Section 5(2), **Appendix 4**). For conservative fire safety purposes, a maximum of only 80 persons will be permitted in each active columbarium room per timeslot during Festival Periods; and

Table 3 Estimated Visitor Holding Capacity of Columbarium Use by Floor*

Floor	Approximate Usable Floor Area (“UFA”) (For Columbarium Use Only)	Holding Capacity [UFA/2m ²] (person)
2/F	318m ²	159
3/F	272m ²	136
5/F	263m ²	132
TOTAL	853m²	427

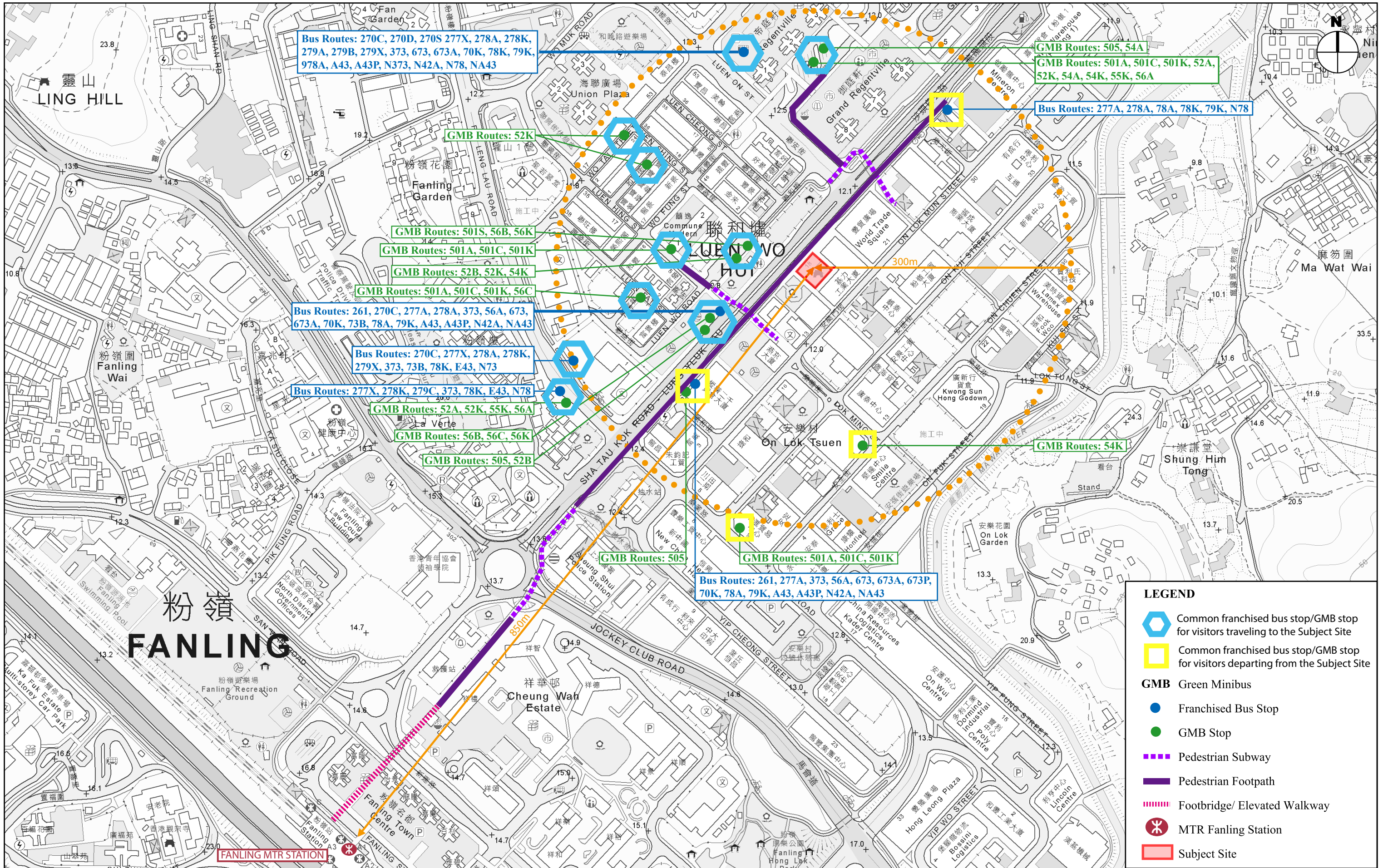
* Unsold columbarium niches - which form an undivided part of the niche walls – on each floor have been included in the calculations to reflect a worst-case scenario for visitor holding capacity.

- xi. Visitors are required to use the internal staircases (in accordance with the directional signage, **Figure 14**) for vertical movement, except for those with walking difficulties or disabilities who may use the internal lifts.

5.4 It is important to note that the MP at **Appendix 4** is the most up-to-date version

Unique Community-based Columbarium Services

- 6.12 The Subject Site has served the local community since the late 1920’s. While Luen Wo Hui (the local ‘town market’) has since developed into a modern township with surrounding industrial developments, the land use zoning of the Subject Site in the current OZP has been intentionally retained to preserve its community-based function as a traditional culture heritage asset for the local area.
- 6.13 The redevelopment of the HYAT (renamed as The Emperor Hall) has not altered the original purpose of the site – to serve as a place for worship and the storage of ancestral tablets and funeral urns containing human ashes (now referred to as a “columbarium”). Beyond the physical revitalisation of the site, the redevelopment was driven by a commitment to uphold the original mission of optimising the land use to continue providing community-based columbarium services and address the soaring community demand for such facilities.
- 6.14 Based on the above, and taking into account the following factors, the Subject Site is deemed the most suitable location for the proposed (existing) columbarium use and is fully compatible with surrounding developments.
- a. The Subject Site is situated in a secluded location, physically separated from the nearest residential developments in Luen Wo Hui (**Figure 4**);
 - b. Existing urban developments (i.e., the Luen Wo Hui Playground and Sha Tau Kok Road-Lung Yeuk Tau Section) form a natural buffer zone, separating the Hall from the nearest residential clusters in Luen Wo Hui (**Figure 4**);
 - c. Most parts of the 7-storey Hall are screened by mature roadside trees along the Sha Tau Kok Road-Lung Yeuk Tau Section (**Figure 4**);
 - d. The Subject Site is entirely surrounded by industrial developments (**Figure 1**);
 - e. A well-established pedestrian walkway network connects the Subject Site to Luen Wo Hui town centre and to MTR Fanling Station (a 10 to 15-minute walk) (**Figure 5a**);
 - f. All visitors are advised to use the existing pedestrian walkway network and public transport to access the Subject Site, with no on-site parking provided for visitors; and
 - g. The burning of joss paper is strictly prohibited at the Subject Site.

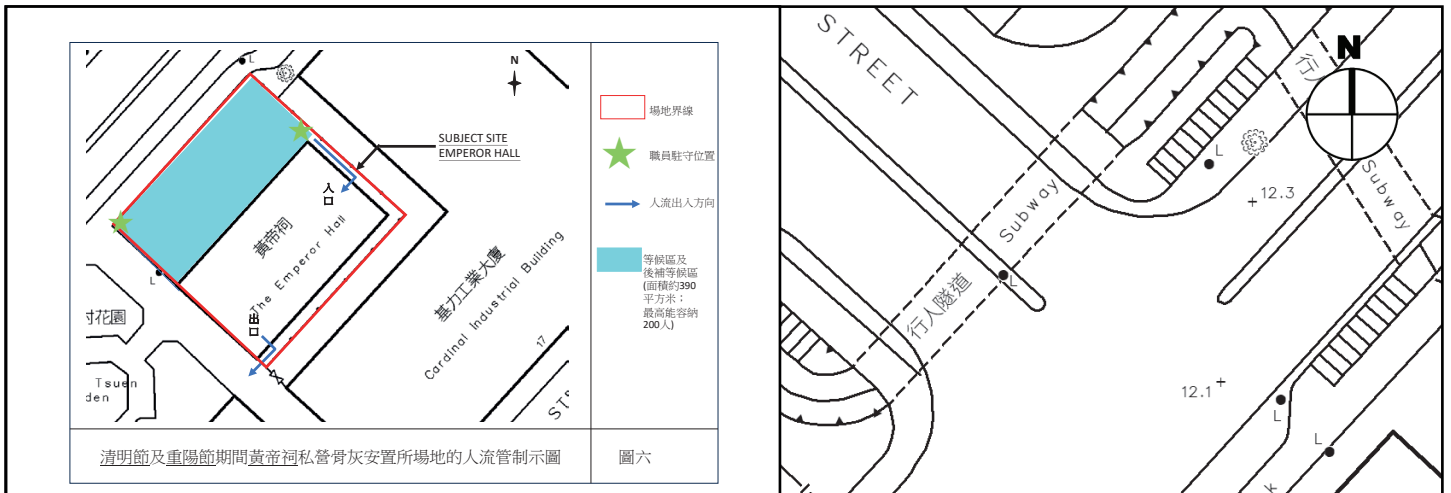


Public Transportation Facilities Around the Subject Site
 (Extracted from the Government Survey Sheet No. 3-SW-A)

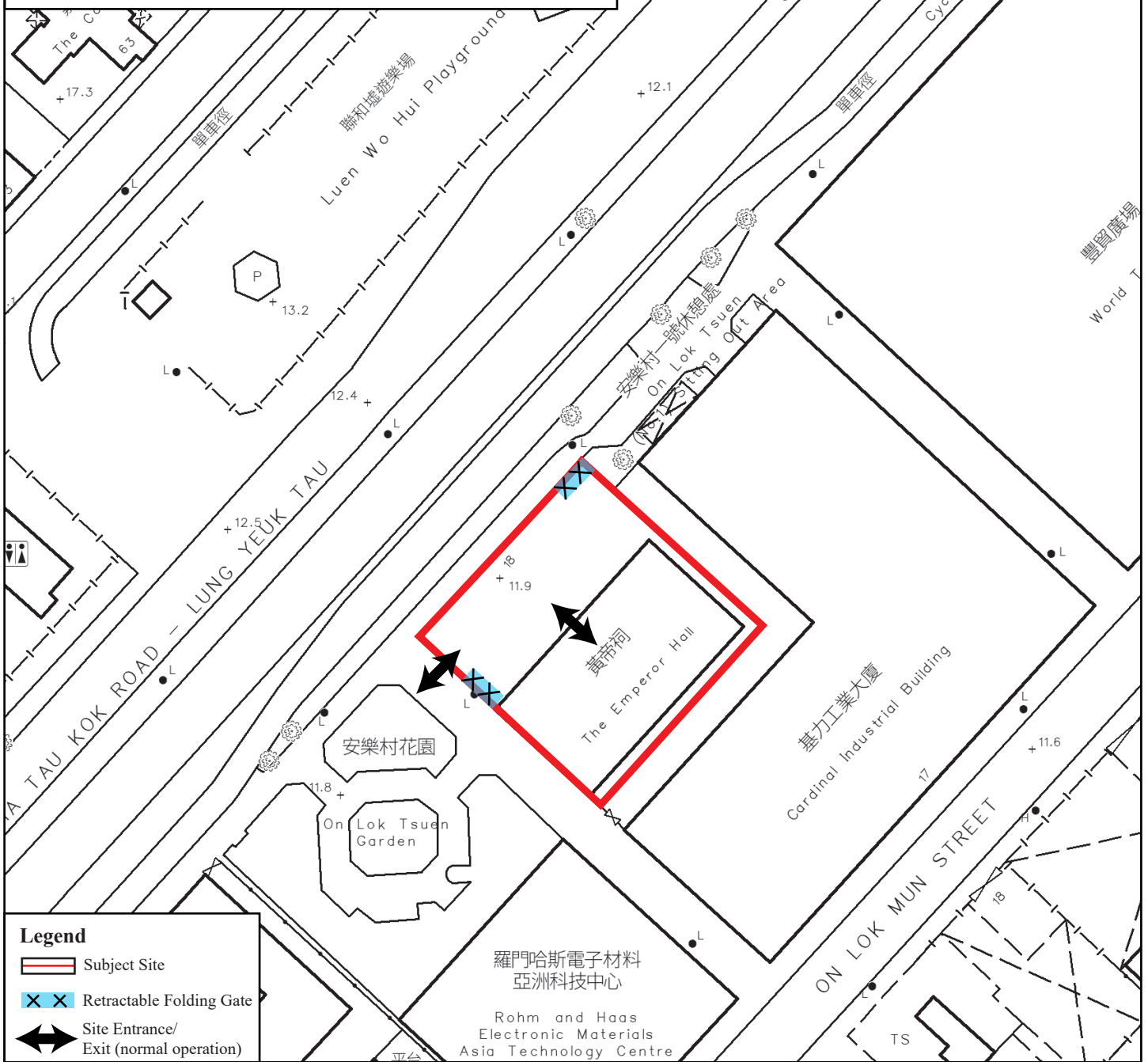
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Figure 5a

1 : 4 000



Key Plan: Extracted from the Management Plan p.17 (N.T.S)



Legend

- Subject Site
- Retractable Folding Gate
- Site Entrance/Exit (normal operation)

Site Layout Plan

(Extracted from the Government Survey Sheet No. 3-SW-7D)

Figure 15

1: 750



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