



**LCH Planning and Development
Consultants Limited**

Our Ref.: PD2411002/08
Your Ref.: TPB/Y/NE-STK/6

30 September 2025

By Email

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

Dear Sir/ Madam,

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

Further Information Submission

We refer to the comments from Transport Department and Planning Department on the captioned application.

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

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

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

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

Junior Ho
Director

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

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

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

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

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

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

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

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

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

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

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

Revised Traffic Impact Assessment Report

Specific Comments

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

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

(6.2025)

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

a) The following table has been added in TIA

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

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

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

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

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

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

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

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

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

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