

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.info.gov.hk/tpb/en/plan\\_application/apply.html](https://www.info.gov.hk/tpb/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.info.gov.hk/tpb/tc/plan\\_application/apply.html](https://www.info.gov.hk/tpb/tc/plan_application/apply.html)

2020年 2月 28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 28 FEB 2020  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

**General Note and Annotation for the Form**  
**填寫表格的一般指引及註解**

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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



For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/YL-LFS/11
	Date Received 收到日期	28.2.2020

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

### 1. Name of Applicant 申請人姓名/名稱

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

Che Wan Seen Yuen Company Limited

紫雲仙苑有限公司

### 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 6 請繼續填寫第 6 部分)

(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)  
No. 270 Deep Bay Road, Lau Fau Shan, Yuen Long  
Lots No. 1966A, 1966RP, 1968, 1969, 1970, 1975RP, 2024RP (Part) in D.D.129 and adjoining government land

(c) Site Area 申請地點面積 ..... 3,335.3 ..... 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)	.....148.7.....sq.m 平方米 <input checked="" type="checkbox"/> About 約
(e) Current use(s) 現時用途	<p>The site is currently occupied by a columbarium with garden use.</p> <p>(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)</p>

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☐ is the sole "current land owner"<sup>#</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"<sup>#</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#</sup> (請夾附業權證明文件)。
- ☒ is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

- ☐ The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at .....20.1.2020..... (DD/MM/YYYY), this application involves a total of .....1..... "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 .....2020..... 年 .....1..... 月 .....20..... 日的記錄，這宗申請共牽涉 .....1..... 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 -

- ☒ has obtained consent(s) of .....1..... "current land owner(s)"<sup>#</sup>.  
已取得 .....1..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 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)
1	Lot Nos. 1966A, 1966RP, 1968, 1969, 1970, 1975RP and 2024 RP in D.D.129	26.8.2019

(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)"<sup>#</sup>  
已通知 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the "current land owner(s)" <sup>#</sup> notified 已獲通知「現行土地擁有人」 <sup>#</sup> 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. 如上述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 owner(s):  
已採取合理步驟以取得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 Owner(s) 取得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)"<sup>#&</sup> on \_\_\_\_\_ (DD/MM/YYYY)  
於 \_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>郵遞要求同意書<sup>&</sup>。

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers<sup>&</sup> on \_\_\_\_\_ (DD/MM/YYYY)  
於 \_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>。
- ☐ posted notice in a prominent position on or near application site/premises<sup>&</sup> 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<sup>&</sup>。
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee<sup>&</sup> 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<sup>&</sup>。

Others 其他

- ☐ others (please specify)  
其他（請指明）

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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 Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/9
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Recreation

**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)

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

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

- ☒ Proposed Notes of Schedule of Uses of the zone attached  
已夾附對土地用途地帶的《註釋》的擬議修訂

## (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.....

## 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.....

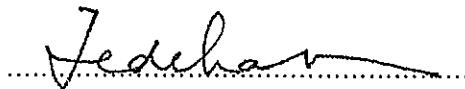
This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings on the paper.

**10. Declaration 聲明**

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

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board 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

Managing Director

Name in Block Letters

姓名（請以正楷填寫）

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

Others 其他 MPIA and RPP

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

20.1.2020

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in an application to the Board 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**

<input checked="" type="checkbox"/> Proposed Gross floor area (GFA) 擬議總樓面面積	.....636..... sq.m. 平方米	<input checked="" type="checkbox"/> About 約
<input checked="" type="checkbox"/> Proposed plot ratio 擬議地積比率	.....0.191.....	<input checked="" type="checkbox"/> About 約
<input checked="" type="checkbox"/> Proposed site coverage 擬議上蓋面積	.....10..... %	<input checked="" type="checkbox"/> About 約
<input checked="" type="checkbox"/> Proposed number of blocks 擬議座數	.....4.....	
<input checked="" type="checkbox"/> Proposed number of storeys of each block 每座建築物的擬議層數	.....3, 3, 3, 1..... storeys 層	
	<input type="checkbox"/> include 包括.....storeys of basements 層地庫	
	<input type="checkbox"/> exclude 不包括.....storeys of basements 層地庫	
<input checked="" type="checkbox"/> Proposed building height of each block 每座建築物的擬議高度	.....7.62, 7.62, 7.62, 7.304..... m 米	<input checked="" type="checkbox"/> About 約
	..... mPD 米(主水平基準上)	<input type="checkbox"/> About 約
<input type="checkbox"/> Domestic part 住用部分		
GFA 總樓面面積	..... sq.m. 平方米	<input type="checkbox"/> About 約
number of units 單位數目	.....	
average unit size 單位平均面積	..... sq.m. 平方米	<input type="checkbox"/> About 約
estimated number of residents 估計住客數目	.....	
<input checked="" type="checkbox"/> Non-domestic part 非住用部分		
<input type="checkbox"/> hotel 酒店	GFA 總樓面面積 ..... sq.m.平方米	<input type="checkbox"/> About 約
	..... sq.m.平方米	<input type="checkbox"/> About 約
	(please specify the number of rooms 請註明房間數目: .....) )	
<input type="checkbox"/> office 辦公室	..... sq.m.平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> shop and services/eating place 商店及服務行業/食肆	..... sq.m.平方米	<input type="checkbox"/> About 約
<input checked="" type="checkbox"/> 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) .Temple: 50.73 sq.m..... Administrative Office and toilets: 73.63 sq.m..... .....	
<input checked="" type="checkbox"/> 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) Columbarium : 511.64 sq.m (7,730 niches)..... ..... .....	
<input checked="" type="checkbox"/> Open space 休憩用地	(please specify land area(s)) (請註明面積)	
<input checked="" type="checkbox"/> private open space 私人休憩用地	.....1.392..... sq.m.平方米	<input checked="" type="checkbox"/> Not less than 不少於
<input type="checkbox"/> public open space 公共休憩用地	..... sq.m.平方米	<input type="checkbox"/> 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 ..... 11

Motorcycle Parking Spaces 電單車車位 ..... 3

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) ..... Disabled Parking: 1

☒ 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) ..... 39m of boarding/alighting area of 2 cars/taxis or 4 shuttle minibus

☐ other transport-related facilities (please specify type(s) and number(s))  
其他與運輸有關的設施 (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]
Temple BL714	G/F	Temple
	G/F	Columbarium, male toilet
BL873	1/F - 2/F	Columbarium
	G/F	Administrative Office, female & disable toilet
	1/F - 2/F	Columbarium
BL872	G/F - 2/F	Columbarium

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

Passive recreational garden, seating out area for tea garden, leisure path, landscape garden, car parking and loading/unloading spaces, internal access road and temporary toilets

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))

☐ 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。

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，請另頁表示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。

Appendix (Cont'd) 附錄 (續)

**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<sup>@</sup>**

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

10,255 urns

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

N/A

Total number of niches 龕位總數

7,730 niches

Total number of single niches

單人龕位總數

5,205 niches

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

0 niche

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

370 niches

Number of single niches (residual for sale)

單人龕位數目 (待售)

4,835 niches

Total number of double niches

雙人龕位總數

2,525 niches

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

0 niches

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

0 niches

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

82 niches

Number of double niches (residual for sale)

雙人龕位數目 (待售)

2,443 niches

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)

N/A

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

N/A

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

N/A

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

N/A

Number of niches (residual for sale)

龕位數目 (待售)

N/A

Proposed operating hours 擬議營運時間

Normal Day: 9:00 a.m. - 5:00 p.m.

Festival Day: 8:00 a.m. - 6:00 p.m.

<sup>@</sup> 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 deposited 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存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lots 1966 S.A, 1966 R.P., 1968, 1969, 1970, 1975 R.P., 2024 R.P. (Part) in D.D.129 and Adjoining Government Land, Lau Fau Shan, Yuen Long  元朗流浮山丈量約份第129約地段第1966號A分段、第1966號餘段、第1968號、第1969號、第1970號及第1975號餘段、2024號餘段(部份)和毗連政府土地
Site area 地盤面積	3,335.3 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 148.7 sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Lau Fau Shan & Tsim Bei Tsui Out Line Zoning Plan No. S/YL-LFS/7 流浮山及尖鼻咀分區計劃大綱核准圖編號 S/YL-LFS/7
Zoning 地帶	"Recreation" 「康樂」
Proposed Amendment(s) 擬議修訂	<input type="checkbox"/> Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁  <input type="checkbox"/> 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》  <input checked="" type="checkbox"/> Rezone the application site from "Recreation" to "Government, Institution or Community (1)" 把申請地點由「康樂」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)

(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	636 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.191 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	4	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	7.62	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
		-	mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		3	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	10 % <input checked="" type="checkbox"/> About 約		
(v) No. of units 單位數目	7,730 Columbarium Niches 靈灰安置位		
(vi) Open space 休憩用地	Private 私人	1,392	sq.m 平方米 <input checked="" type="checkbox"/> Not less than 不少於
	Public 公眾		sq.m 平方米 <input type="checkbox"/> 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) Disabled Parking: 1	11 3
	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) 39m of boarding/alighting area of 2 cars/taxis or 4 shuttle minibus	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
位置圖 Location Plan, 平面圖 Site Plan, 附近土地用途圖 Adjacent Land Use Plan, 土地類別圖 Land Status Plan		
擴闊道路圖 Road Widening Plan, 娛樂用途圖 Recreational Plan, 土地用途協調性圖 Land Use Compatibility Plan		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>管理方案 Management Plan</b>		
排水圖及計算 Drainage Plans and Calculations		
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。



**Section 12A Rezoning Application from “REC” to “G/IC(1)”  
for Proposed Religious, Recreational and Columbarium Uses  
at Che Wan Seen Yuen, Various Lots in D.D. 129  
and Adjoining Government Land, Lau Fau Shan, Yuen Long**

**Consolidated Planning Report**



**CONSULTANT TEAM**

TOCO PLANNING CONSULTANTS LTD.

FOTTON ELA ARCHITECTS LTD.

BLANC DESIGN STUDIO

RL CONSULTANCY LTD.

RAMBOLL HONG KONG LTD.

ERM-HONG KONG LTD.





## **1. PURPOSE OF SUBMISSION**

Che Wan Seen Yuen (CWSY) is an existing columbarium established at No. 270 Deep Bay Road, Lau Fau Shan (the application site) since 2009. In response to the latest requirements of Private Columbaria Ordinance (PCO) in 2017, Che Wan Seen Yuen Company Ltd. (the Applicant) had submitted both applications for Columbarium Licence and Temporary Suspension of Liability (TSOL) for Pre-cut-off Columbarium in CWSY to the Private Columbaria Licensing Board (PCLB) on 14.2.2018. During the 3 years of validity period, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety.

### **(a) Section 12A Rezoning Application**

In order to fulfil the town planning requirement of PCO, a section 12A (s.12A) rezoning application to amend the zoning of the site covering various private lots in D.D. 129 and adjoining government land on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan (OZP) No. S/YL-LFS/9 from "Recreation" ("REC") to "Government, Institution or Community" ("G/IC(1)") was submitted to the Town Planning Board (TPB/ the Board) on 20.1.2020 (Application No. Y/YL-LFS/11). A Planning Statement with detailed planning and technical assessments had also been submitted to support the case. The proposed zoning will permit the subsequent submission of a section 16 (s.16) planning application for regularising the existing columbarium in CWSY.

### **(b) Further Information I – Further Information IV (F.I. (I) – F.I. (IV))**

After the submission of this s.12A rezoning application, comments from the public and relevant government departments had been received by the Board. The Applicant had submitted **F.I. (I) – F.I. (IV)** and a clarification letter, which included the Applicant's detailed responses, a revised Traffic Impact Assessment (TIA), an updated Management Plan, a revised Drainage Proposal, a Stormwater Discharge Scheme, several revised pages of the Environmental Assessment (EA) and an Archaeological Impact Assessment (AIA), to the TPB on 15.7.2020, 8.12.2020, 28.5.2021, 7.7.2021 and 11.8.2021 respectively in order to address departmental and the public concerns. No further comments from Food and Environmental Hygiene Department (FEHD), Architectural Services Department (ASD), Urban Design Unit (UDU) of Planning Department (PlanD), Lands Department (LandsD), Highways Department (HyD), Transport Department (TD), Hong Kong Police Force (HKPF / the Police), Environmental Protection Department (EPD) and Antiquities and Monuments Office (AMO) have been received afterwards.

### **(c) Further Information V – Further Information VII (F.I. (V) – F.I. (VII))**

In order to relieve the concern of Drainage Services Department (DSD), a revised Stormwater Discharge Scheme had been incorporated in the **F.I. (V)** and **F.I. (VII)**, and submitted to the Board on 26.8.2021, 6.10.2021 and 19.11.2021 respectively. No further comments from DSD have been received afterwards.

**(d) Clarifications on the Proposed Scheme Before TPB Hearing**

This rezoning application is scheduled for consideration by the TPB on 18.2.2022. In responses to the queries from PlanD in relation to traffic, environmental, sewerage, landscape and management aspects, a clarification letter has been submitted to the Board on 14.1.2022.

**(e) Consolidated Planning Report on Further Information**

As recommended by PlanD, the Applicant has prepared a **Consolidated Planning Report** (CPR) to complement this application for consideration of the Board. This report is a standalone document consolidating all the previous works from Planning Statement and Further Information (F.I.) submitted since 20.1.2020, without referring to the comments previously made by the relevant government departments. It comprises the updated Planning Statement and technical assessments for this planning application, as well as the detailed responses to public comments, submitted to the TPB in the past.

This CPR supersedes all the previous Planning Statement and F.I. submitted to the Board. It has demonstrated that all the public and departmental concerns have been fully addressed and resolved. This report contains the following appendices:-

- Appendix I – Updated Planning Statement
- Appendix II – Consolidated Responses to Departmental & Public Comments
- Appendix III – Updated Landscape Assessment
- Appendix IV – Consolidated Traffic Impact Assessment
- Appendix V – Updated Management Plan
- Appendix VI – Consolidated Drainage Submission Documents
- Appendix VII – Consolidated Environmental Assessment
- Appendix VIII – Consolidated Archaeological Impact Assessment

## **Appendix I**

### **Updated Planning Statement**

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**Rezoning Request from “REC” zone to “G/IC(1)” zone for  
Proposed Religious and Recreational Uses  
at Various Lots in D.D. 129 and Adjoining Government Land,  
Lau Fau Shan, Yuen Long**

**PLANNING STATEMENT**



**CONSULTANT TEAM**

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## **Executive Summary**

The section 12A rezoning application is submitted by Toco Planning Consultants Ltd. on behalf of Che Wan Seen Yuen Company Ltd.. It is for the permission of the Town Planning Board to amend the zoning of the site covering Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970 1975 RP and 2024 RP (Part) in D.D. 129 and the adjoining government land from "Recreation" to "Government, Institution or Community (1)" zone on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/9. This new zoning will ensure proper control of the development within the site and allow the subsequent submission of a section 16 planning application for the provision of religious institution with recreational facilities and regularisation of a Pre-cut-off Columbarium with 7,730 niches for Che Wan Seen Yuen.

In response to the latest requirements of Private Columbaria Ordinance (PCO) in 2017, the Applicant had submitted both applications for Columbarium Licence and Temporary Suspension of Liability for Pre-cut-off Columbarium to the Private Columbaria Licensing Board on 14.2.2018. During the 3 years of validity period, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety. The present application is submitted to comply with the regulatory requirements of PCO. It is in line with the Government's intention to adopt a pragmatic and sensitive approach to resolve properly the historic problem of Pre-cut-off Columbaria in order to minimise any social concern arising from people who have purchased these niches before the introduction of regulatory regime.

Apart from the fulfilment of PCO's requirements, the proposed scheme has been prepared to be in line with Government's intention to promote compatible recreational uses within the locality. The application site is suitable for the proposed uses as it is located at a secluded location, and is far away from residential settlements. The proposed scheme is low-density and low-rise in nature and over 20% of the site has been proposed for landscaped for passive recreational uses. Planning and technical assessments have shown that the small scale development will not result in any significant impact on the land use, traffic, environmental, drainage, sewerage, visual and landscape aspects of the locality. A Management Plan will be implemented during the grave sweeping occasions to minimise the potential impact on the traffic and pedestrian network in the vicinity of the site. In addition to a road improvement proposal for Deep Bay Road, internal transport facilities and sanitary fitments have been proposed for the site and no burning of joss papers will be permitted. In view of its unique location, small scale and the new policy initiatives, the application will not set an undesirable precedent for similar applications.

## 行政摘要

(內容如有差異，應以英文版本為準)

紫雲仙苑有限公司透過達材都市規劃顧問有限公司，現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，將位於元朗流浮山丈量約份第 129 約地段第 1966 號 A、1966 號餘段、1968 號、1969 號、1970 號、1975 號餘段、2024 號餘段(部份)及毗連政府土地，由現時在流浮山及尖鼻咀分區計劃大綱圖編號 S/YL-LFS/9 內之「康樂」用途區改為「政府、機構或社區(第一組)」用途區，以確保對地盤內的發展有適當管制，以及准許其後作出城規條例第 16 條規劃申請，讓紫雲仙苑提供宗教及康樂設施，及將存放 7,730 個靈灰位的截算前骨灰安置所規範化。

因應私營骨灰安置所條例的最新要求，申請人已於 2018 年 2 月 14 日向私營骨灰安置所發牌委員會提交了截算前骨灰安置所之牌照及暫免法律責任書申請，申請人必需在三年內符合城規、地政及建築安全等要求。是次申請迎合私營骨灰安置所條例之法定要求，也符合政府意向把截算前骨灰安置所這些歷史問題妥善處理，以避免在引入規管制度前已購買龕位之人士蒙受損失，而引致社會不安。

除此之外，是次申請透過計劃在地盤提供適當的康樂用途，以符合當區規劃要求。申請地點位置偏僻，遠離民居，因此適合作申請用途。擬議計劃屬低密度發展，地盤超過 20% 之土地將興建為園林地帶。經過詳細的規劃及工程研究，顧問公司認為本計劃不會對本區及附近的土地利用、交通、視覺景觀、環境、排水、排污及園景造成不良影響。本計劃將於祭祖節日實施管理方案，以減少對地盤及附近的交通及行人網絡造成的潛在影響。另外，本計劃將會對深灣路進行道路改善，並於地盤內提供足夠場內交通和衛生設備，並禁止任何燃燒冥鏹活動。基於地盤的獨特性、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。



## **1. INTRODUCTION**

### **1.1 Purpose of Submission**

The section 12A (s.12A) rezoning application is submitted by Toco Planning Consultants Ltd. on behalf of Che Wan Seen Yuen Company Ltd. (the Applicant). It is for the agreement of the Town Planning Board (TPB/ the Board) to amend the zoning of the site covering several private lots in D.D. 129 and adjoining government land from "Recreation" ("REC") to "Government, Institution or Community (1)" ("G/IC(1)") zone on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan (OZP) No. S/YL-LFS/9 (see **Plan A**) (subsequent replaced by the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/10 after submission). The proposed "G/IC(1)" zone will permit the subsequent submission of a section 16 (s.16) planning application for the provision of religious and recreational facilities and the regularisation of a Pre-cut-off Columbarium with a total number of 7,730 (452 sold niches and 7,278 niches available for sale) as of 30.6.2017 for Che Wan Seen Yuen (CWSY).

The application site has been operated as a columbarium named CWSY with a landscape garden in Taoism style for more than 10 years. On 30.6.2017, the Private Columbaria Ordinance (PCO) came into effect and the private columbarium in Hong Kong must be covered with Columbarium Licence, Exemption or Temporary Suspension of Liability (TSOL). The Government has emphasised in many public occasions that they need to adopt a pragmatic and sensitive approach to resolve properly the historic problems of Pre-cut-off Columbarium in order 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 (see **Annex I**).

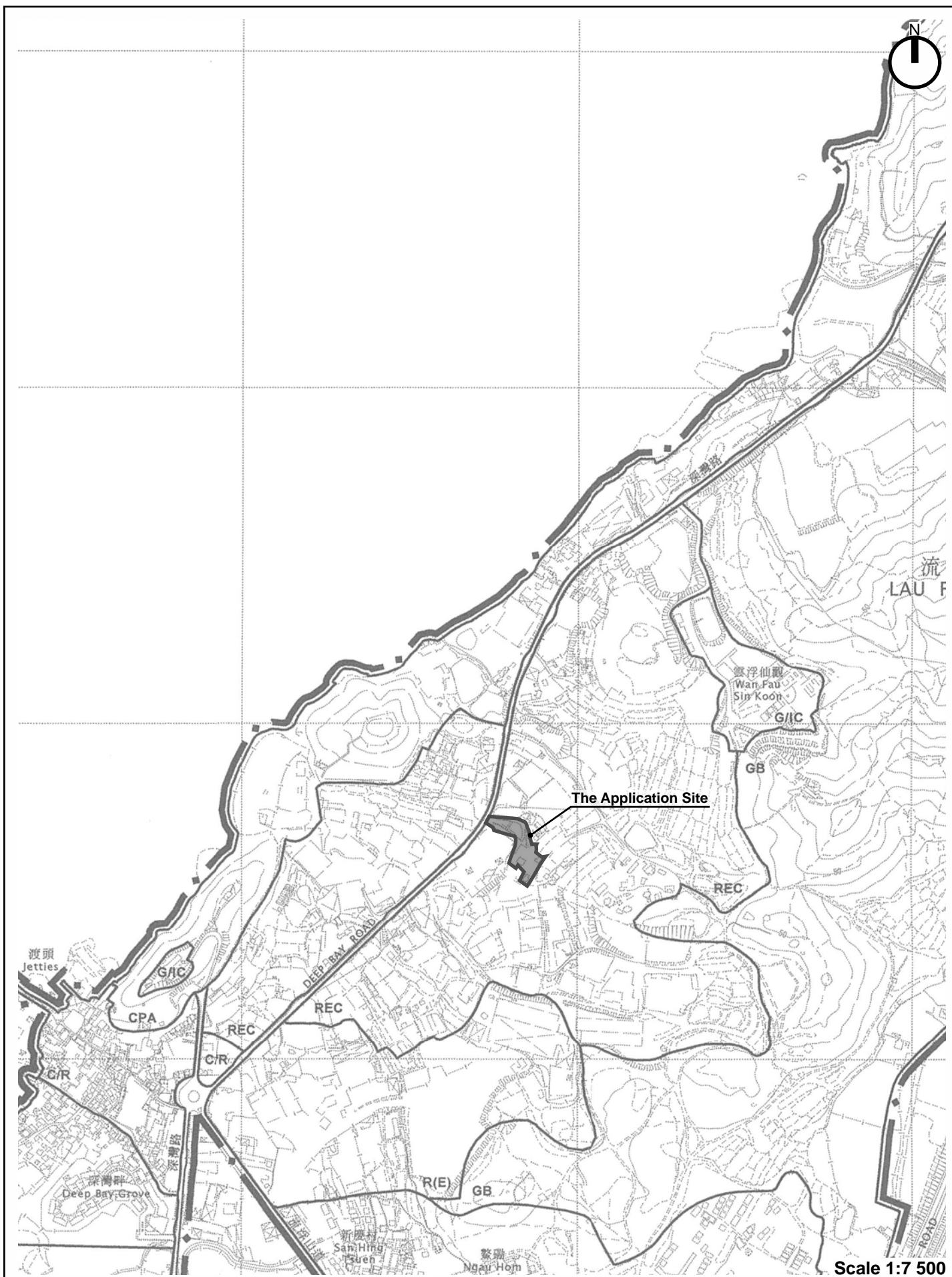
An application for Columbarium Licence and an application for TSOL for Pre-cut-off Columbarium in CWSY were submitted to the Private Columbaria Licensing Board (PCLB) on 14.2.2018 (see **Annex II**). During the 3 years of the validity period of TSOL, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety. Hence, the present application is submitted.

### **1.2 Proposed Scheme Improvements**

Even though the current application is for the rezoning from "REC" to "G/IC(1)" zone in order to comply with PCO's requirements for the Pre-cut-off Columbarium in CWSY, it is also intended to provide religious and recreational uses to respect the planning intention of the "REC" zone within the vicinity. A series of mitigated measures have also been proposed for CWSY and they are summarized as follows:-

#### **(a) Substantial Design and Planning Concept**

The design concept of the proposed scheme is to provide recreational facilities with a religious atmosphere serving the needs of the general public and reduce



## Plan A: Zoning and Location Plan

Extract of Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan  
No. S/YL-LFS/9

the influence of the columbarium as much as possible. Temple and passive recreational garden will be provided and pedestrian ramps are proposed to provide barrier free access. An administrative office and toilet facilities will be provided on ground level of the existing buildings.

In order to meet the relevant building regulations, an additional staircase will be provided for each building. As a result of facilities added within the buildings, the number of niches for CWSY had been reduced from 11,559 niches (as of 30.6.2017) to 7,730 niches. Such arrangement will not affect those niches that are already sold before the commencement of PCO.

**(b) Better Planning Control**

The Applicant proposes to rezone the site to "G/IC(1)" zone with all the uses put in column 2 of the schedule of uses. This will allow the relevant government departments to properly control the proposed scheme and the number of niches in the subsequent s.16 planning application stage. A small piece of government land at the entrance of the site has been included as part of the rezoning boundary to ensure integrity of the zoning boundary of the area and the right of way for CWSY.

**(c) Traffic Improvement Measures**

Car parking and loading/ unloading facilities will be provided at the site. A road improvement proposal has been proposed to improve various sections of Deep Bay Road which will benefit the local community throughout the year and also provide relief to the Hong Kong Police Force (the Police)'s resources at the grave-sweeping peaks. It is also proposed to improve the existing site access through re-alignment, giving a better T-junction layout with the proposed Deep Bay Road Improvement thereby enhancing traffic operation and safety.

**(d) Traffic and Crowd Management Plan**

In order to minimise the potential traffic and pedestrian impact, all visitors **would have to agree** to make use of the proposed shuttle bus service **to entering the site**. Furthermore to ensure the festive event to be operated in CWSY can be run in a safe, orderly and smooth fashion without creating any crisis, a Management Plan, which was prepared based on the Traffic Impact Assessment, was submitted to the PCLB and accepted by the Police on 17.12.2019 (see **Annex A1 of Appendix IV of the Consolidated Planning Report**).

**(e) Landscape Improvement**

Landscape features with a greening ratio of more than 20% have been proposed to enhance the recreational and landscape value of the site and to help minimize the potential visual impact to the locality. In addition, substantial portion of the site will be reserved for hard-paved open spaces to provide passive recreational use during normal days and serve for the unimpeded pedestrian flow during Ching Ming and Chung Yeung Festivals.

**(f) Environmental Improvement**

Both open and indoor burnings of ritual paper, incense, joss sticks and candles are prohibited within the site as an administrative measure. Additional temporary toilets are proposed to be provided during festival days to ensure smooth operation in CWSY.

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

- (a) the rezoning request is aimed at regularising the existing niches from a Pre-cut-off Columbarium in CWSY. It is in line with the requirements of the PCO;
- (b) the proposed development is in line with the Government's intention to relieve part of the urgent demand for columbarium niche spaces in Hong Kong;
- (c) it is also in line with the Government's intention to promote compatible recreational uses for the general public in the area;
- (d) the proposed "G/IC(1)" zoning will ensure proper planning control on the development of the site;
- (e) the application site is suitable for columbarium use since it is accessible by vehicles and is situated in an isolated location far away from residential use;
- (f) the proposed use is compatible with the adjacent land uses where a number of graveyards, religious institutions and columbaria are located;
- (g) the existing buildings and the proposed temple are low-density and low-rise in nature and the proposed scheme has been carefully designed to be compatible with the planning intention of the "REC" zone and to enhance the local environment;
- (h) the small scale development will unlikely result in any significant land use, traffic, environmental, drainage, sewerage, visual, landscape, and archaeological impacts on the locality; and
- (i) the application will not set an undesirable precedent for similar applications in view of its site suitability, small scale and the new policy initiatives.

The proposed scheme and planning justifications will be explained in detail in the following sections. Details of various technical assessments are attached in **Appendices III to VIII of the Consolidated Planning Report**.

## 2. PLANNING BACKGROUND

The location existing site condition, adjacent land uses, planning history and land status of the application site will be presented in this section. An examination on the local transportation network and environmental conditions will also be carried out.

### 2.1 Site Location and Accessibility (Plan A)

The application site, namely "Che Wan Seen Yuen" (紫雲仙苑), is located at No. 270 Deep Bay Road, in Lau Fau Shan, Yuen Long. It is bounded by some temporary structures and vacant land to the north, a village track to the east, a piece of vacant land under short term tenancy to the south, and several open storage sites to the west. A religious institution with columbarium use called Wan Fau Sin Koon (雲浮仙觀) is about 400m to the northeast of the site (**Photo 12**).

The application site is fronting Deep Bay Road on its northwest side. Deep Bay Road is a rural road and lies along the costal line of Deep Bay (**Photo 8**). It is a single-lane carriageway for 2-way traffic with passing bays connecting Lau Fau Shan Road towards Tin Shui Wai New Town. With the timely provision of adequate infrastructure in the proposed Hung Shui Kiu New Development Area, including the widening of Ping Ha Road, accessibility to the Lau Fau Shan area will be further improved.

In terms of public transport facilities, there are MTR feeder bus and green mini-buses (GMB) services at the Lau Fau Shan Roundabout connecting Deep Bay Road and Lau Fau Shan Road, about 10 minutes walking distance or about 700m from the site (**Photo 9**). The GMB Route No. 35 serving Tai Fung Street near Yuen Long MTR Station to Tsim Bei Tsui passes right outside the site.

### 2.2 Site Condition (Plan B)

The application site has a total site area of about 3,335.3m<sup>2</sup>. It is occupied by three New Territories Exempted Houses (NTEHs) with driveway and garden for many years (**Photo 1**). The site is composed of two platforms with a village track at the back of the site. The higher platform of the site is occupied by two NTEHs, namely BL872 and BL873, and a courtyard with landscape features and seats and a Kwan Yin statue in the middle (**Photo 2**). The lower platform is occupied by a NTEH named BL714, a small temporary structure and a landscaped courtyard with religious decorations in Taoism style and partly covered by lawn with trees and water features (**Photo 3**). The site has a 6m wide vehicular ingress/egress access point at its north-western corner leading to Deep Bay Road (**Photo 4**). The internal road within the site also connects to the informal access road at the back of the site (**Photo 5**).

The three NTEHs at the site have been occupied by columbarium use for more than 10

years (**Photo 6**). In 2016, the Applicant had requested the niche purchasers to take back their ancestor's urns in order to remove a prosecution case from the court. At the present moment, no more urns are stored inside the columbarium niches at the site but 452 niches were already sold before 30.6.2017. The projecting structures erected at the roof of the NTEHs and the structure erected on the roof of the buildings have been recently removed in order to discharge the building orders at the subject lots for the fulfilment of PCO's requirements.

Niche count for CWSY on 30.6.2017 is shown in **Table 2.1**.

**Table 2.1: Niche Count on 30.6.2017**

Classification	Single-urn Niches	Double-urns Niches	Total
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	370	82	452
No. of Niches Available for Sale	7,558	4,026	11,584

### 2.3 Adjacent Land Uses (Plan C)

The surrounding area has a strong rural character mainly covered with temporary structures, open storages, mature trees and burial ground. It is located at the secluded part of Lau Fau Shan abutting Deep Bay Road and is relatively far away from local villages and residential settlements. Adjacent land uses of the site are as follows:-

- (a) North – To the north of the site is mainly covered with mature trees and a few temporary structures. To the further north is a "G/IC" site occupied by a temple called Wan Fau Sin Koon with columbarium facilities.
- (b) East – The eastern side of the site is a village track road leading to Deep Bay Road (**Photo 11**). A large piece of burial ground is located further east of the site. Several village houses are located at a higher platform at some distance from the site (**Photo 10**).
- (c) South – To the immediate south is a piece of vacant land under short term tenancy. To the further south of the site is mainly occupied by several open storage yards. Another large piece of burial ground is located further south-east of the site.
- (d) West – The western side of the site is occupied by several open storage sites (**Photo 13**). The main entrance of the site is located at its north-western corner leading to Deep Bay Road (**Photo 7**).





Photo 1: Che Wan Seen Yuen



Photo 2: Upper platform of the site



Photo 3: Lower platform



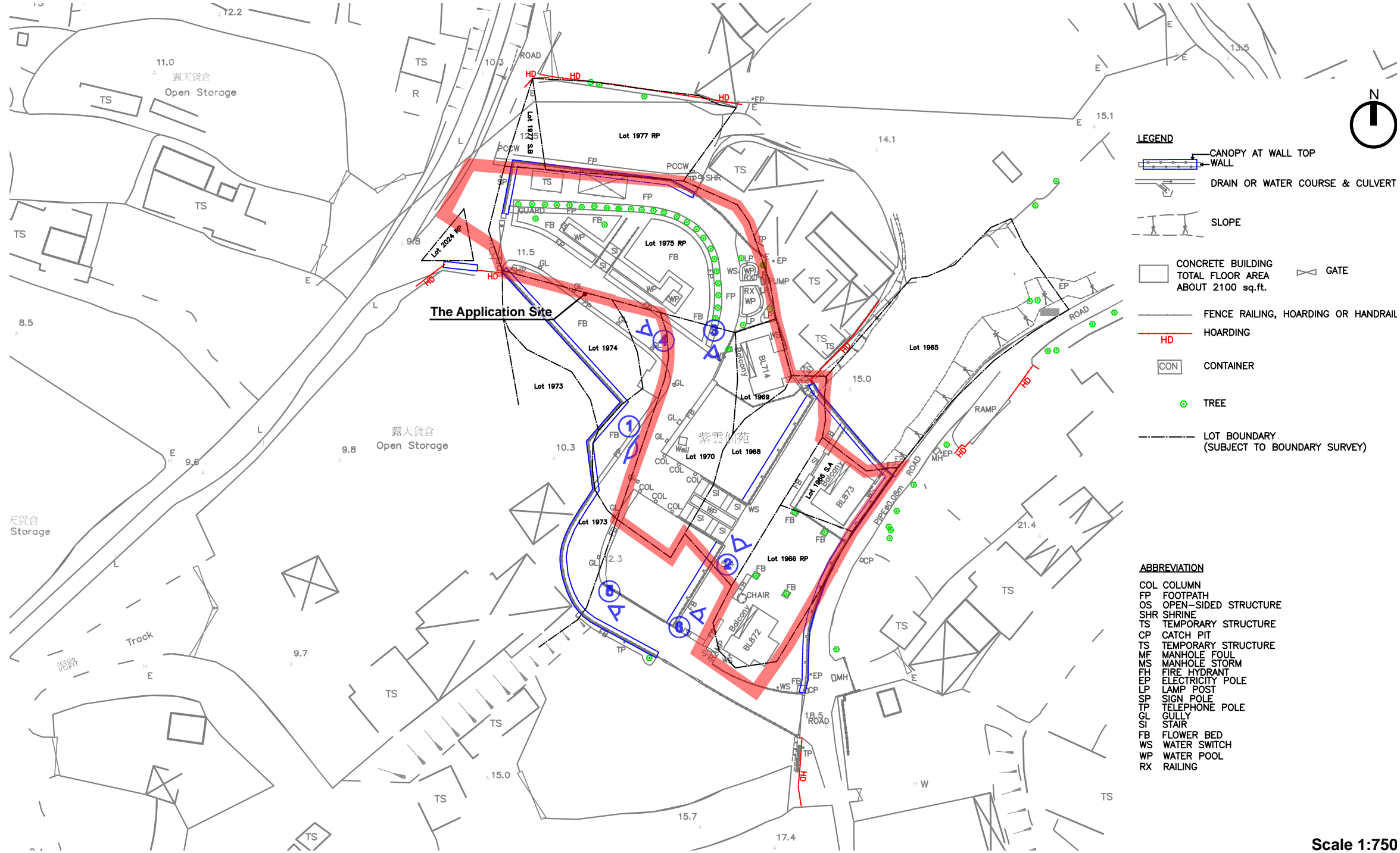
Photo 4: Site entrance



Photo 5: Access to the back of the site



Photo 6: The NTEH (BL872)



# Plan B: Site Plan





Photo 7: Entrance to the site



Photo 8: Deep Bay Road



葬區  
Burial Ground

葬區  
Burial Ground

Scale 1:4 000



Photo 9: Deep Bay Road Roundabout



Photo 10: Further east of the site



Photo 11: Village track road



Photo 12: Wan Fau Sin Koon



Photo 13: Adjacent open storages



## Plan C: Site and Adjacent Land Use Plan



## 2.4 Planning History

The application site is zoned "REC" on the Approved Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9 (subsequent replaced by the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/10 after submission). According to the Notes of the OZP, the planning intention of this zone is generally for recreational developments for the use of the public. It encourages the development of active and/ or passive recreation and tourism/ eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

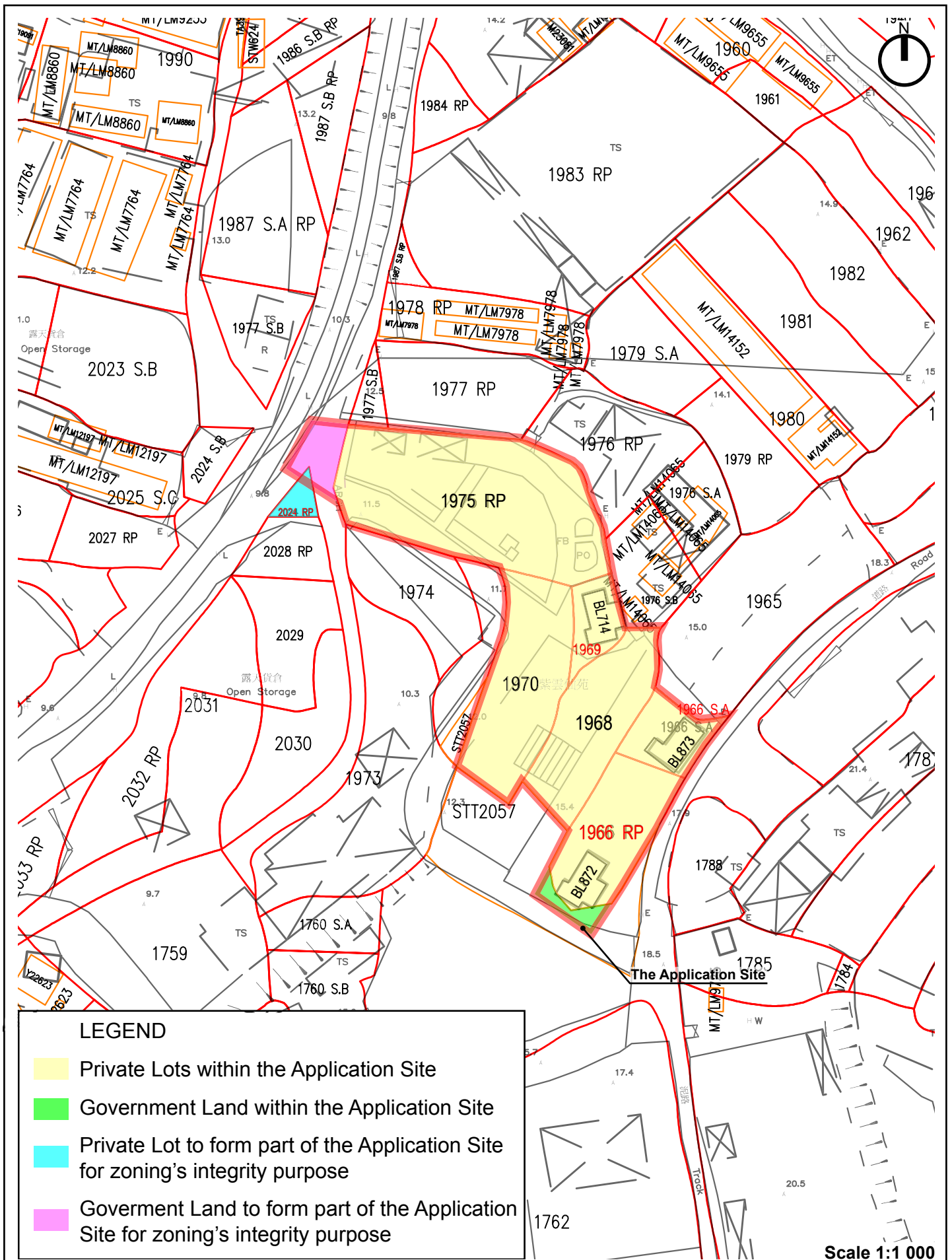
In view of the current zoning does not have 'columbarium' use under column 1 nor column 2, a s.12A rezoning application from "REC" to "G/IC" zone to regularise the existing columbarium at the site was submitted by the Applicant on 23.12.2010 (Application No. Y/YL-LFS/1). It was rejected by the Board on 15.6.2012 mainly on the grounds that there is no strong planning justification for the columbarium development at the site which is located in the midst of the "REC" zone; relevant departments shown concern on traffic, landscape and environmental impacts on the surrounding uses; and approval of the application would set an undesirable precedent for similar applications.

In response to the latest requirement of PCO in 2017, the consultant team has taken into account the departmental comments of the previous application and the relevant statutory and government requirements and prepared a comprehensive scheme with detailed technical assessments for CWSY for the consideration of the Board.

## 2.5 Land Status (Plan D)

The application site involves private Lots No. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (part) in D.D. 129 and adjoining government land (see Plan D). The private lots (about 3,186.6m<sup>2</sup>) within the site are entirely owned by Fortune Case Investments Ltd., which is an affiliated company of Che Wan Seen Yuen Company Ltd. – the Applicant. They are old schedule agricultural lots held under Block Government Lease and a parcel of government land adjoining Lot No. 1966 RP in D.D. 129 (about 49.3m<sup>2</sup>) falling within short term tenancy (STT) No. 2057 for private garden use. Lot Nos. 1966A, 1966 RP and 1969 in D.D. 129 are each subject to a building license. Upon approval of the subsequent s.16 planning application, the Applicant will further discuss with Lands Department and submit the most appropriate type of land application to rectify the land lease/ user(s) for the STT and to allow the proposed uses at the site.

In order to enhance the integrity of the zoning boundary, a small portion of Lot No. 2024 RP in D.D. 129 (about 4.1m<sup>2</sup>), which is also owned by Fortune Case Investments Ltd. (see Annex IV), and its adjoining government land (about 99.4m<sup>2</sup>) at the entrance of the site has formed part of the application site boundary for this rezoning application. However, this portion of the land will not form part of the site boundary for the subsequent s.16 planning application and will be retained as it is to ensure the right of way for the users of the adjoining private lots.



## Plan D: Land Status Plan

### 3. REZONING PROPOSAL

The application proposes to rezone the application site in CWSY from "REC" to "G/IC(1)" zone on the Approved Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9 (subsequent replaced by the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/10 after submission). The new zoning will allow the subsequent submission of s.16 planning application for the provision of religious and recreational facilities and the regularisation of Pre-cut-off Columbarium within CWSY.

#### 3.1 Proposed Amendments to the Outline Zoning Plan

The rezoning application involves the following amendments to the Lau Fau Shan and Tsim Bei Tsui OZP:-

(i) **Amendment Item 1 – OZP (Plan E)**

To rezone Lots No. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (part) in D.D. 129 and the adjoining government land from "REC" to "G/IC(1)" zone in order to allow proper operation of the religious and columbarium use within CWSY. The government land at the entrance of the site is included as part of the rezoning boundary to ensure the integrity of land use zoning boundary of the area.

(ii) **Amendment Item 2 – Schedule of Uses (Table 3.1)**

To include a series of religious and recreational uses and 'columbarium' use under column 2 of the schedule of uses in the proposed "G/IC(1)" zone. This will allow the subsequent submission of a s.16 planning application for the provision of religious and recreational facilities and the regularisation of Pre-cut-off Columbarium within CWSY.

(iii) **Amendment Item 3 – Planning Intention and Remarks (Table 3.1)**

To specify this sub-zone is intended to regularise the Pre-cut-off Columbarium in CWSY. The maximum number of niches for columbarium use within this zone as a whole shall not exceed the total number of niches in CWSY on 30.6.2017. Therefore, approval of this application would not set a precedent for those applications to provide a new columbarium which should be defined as the "Post-cut-off Columbarium" in the area. This proposed "G/IC(1)" zone is a tailor-made zoning for the Pre-cut-off Columbarium in CWSY.

The proposed "G/IC(1)" zone will facilitate the relevant government departments to properly control the number of niches, development intensity, facilities provision, layout of the proposed scheme by approval conditions of s.16 planning application.

#### 3.2 Basis of the Proposed Rezoning

The application is strongly justified for rezoning the site from "REC" to "G/IC(1)" for the provision of columbarium use under column 2 based on the following reasons:-

(i) **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 (see **Annex 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, CWSY had submitted both applications for Columbarium Licence and TSOL to the PCLB before the expiry date on 29.3.2018 (see **Annex II**).

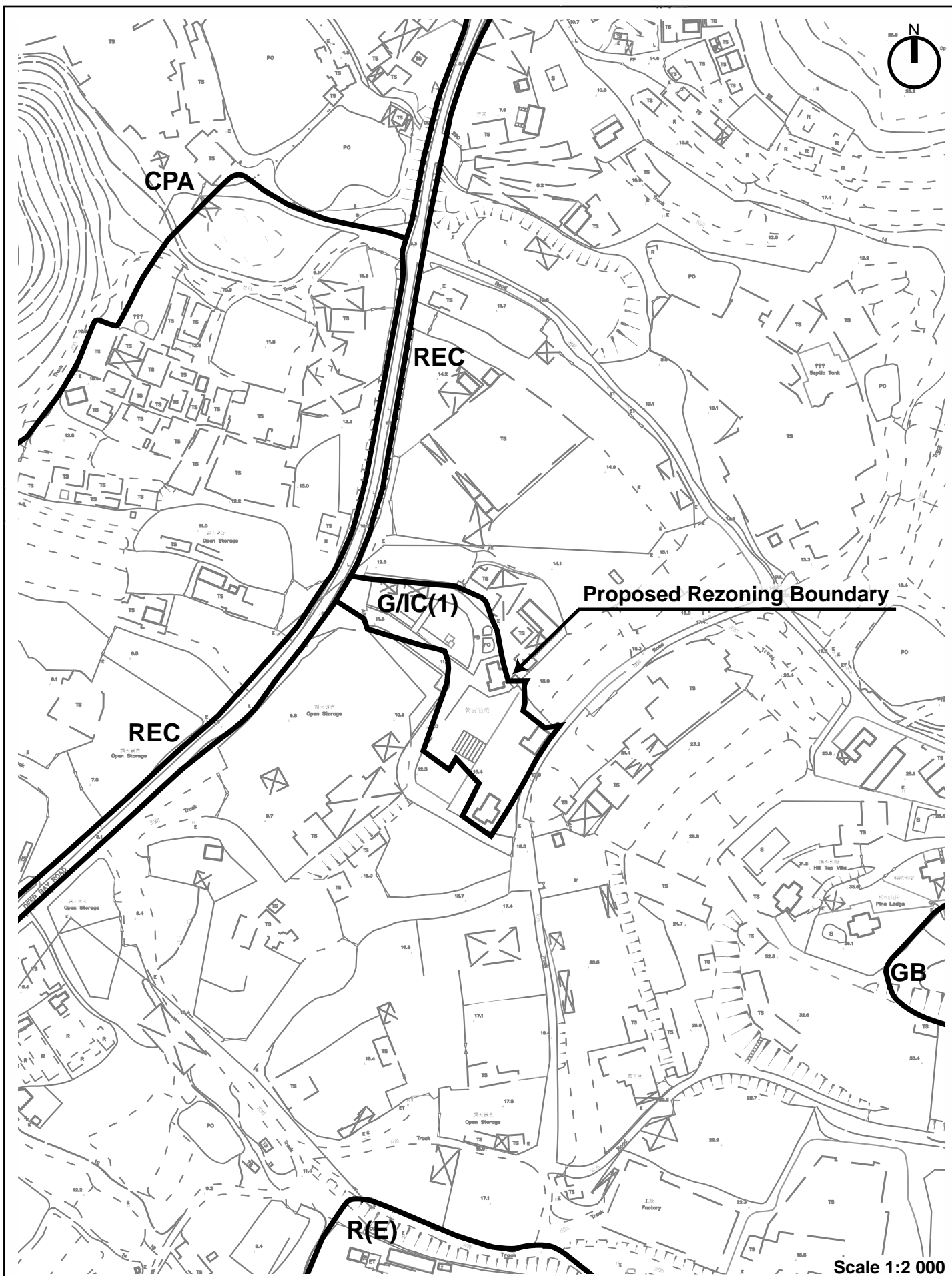
(ii) **Necessary Steps for the Columbarium Licensing Application**

In order to obtain the Licence, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety. In order to in compliance with the town planning requirements, PlanD advised in the letter dated 16.10.2019 (see **Annex II**) that the Applicant can:-

- (a) submit a s.12A rezoning application to amend the zoning of the site. If TPB agrees to put 'columbarium' use under column 1, it means CWSY has fully complied with the town planning requirement. However if the Board agrees to put 'columbarium' use under column 2, CWSY would have to submit a s.16 planning application for columbarium use and to satisfy all the approval conditions so as to in compliance with the town planning requirement; or
- (b) provide evidences to demonstrate the columbarium is an existing use.

According to the TPB Guidelines No. 24C for Interpretation of Existing Use in the Urban and New Town Areas, planning intention on existing use of any land or building means a use in existence before the publication of the first plan which has continued since it came into existence. CWSY falls within the Lau Fau Shan and Tsim Bei Tsui OZP and the first plan was gazette on 17.8.1990. In view of the date of first interment in niche for CWSY was on 31.1.2009, the columbarium in CWSY cannot be regarded as "existing uses" in planning terms. Hence, the present s.12A rezoning application is submitted for TPB's approval.

Therefore, the proposed rezoning is an essential mechanism to facilitate regularization of the columbarium in CWSY. 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. Planning justifications on the background of CWSY, site suitability, planning intention, merits of the proposed scheme, technical assessments and precedent case will be presented in **Section 5**.



## Plan E: Proposed Amendments to the Approved Lau Fau Shan & Tsim Bei Tsui OZP

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

GOVERNMENT, INSTITUTION OR COMMUNITY (GROUP 1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Agricultural Use Columbarium (specified number of niches in paragraph (a) under Remarks) Eating Place Field Study/Education/Visitor Centre Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Park and Garden Place of Entertainment Place of Recreation, Sports or Culture Public Convenience Public Utility Installation Public Vehicle Park Religious Institution Sitting Out Area Shop and Services Utility Installation for Private Project

Planning Intention

This sub-zone is intended primarily for the provision of religious and recreational facilities serving the needs of the local residents as well as the general public. Any development within this zone shall be low-density and low-rise in nature and shall be compatible and blend in harmoniously with its surrounding environment.

Remarks

- (a) The maximum number of niches for columbarium use within this zone as a whole shall not exceed 7,730.



## 4. DEVELOPMENT PROPOSAL

The design concept of the development scheme in support of the rezoning request is to conform to the requirements of the PCO for proper control of the existing columbarium in CWSY and also intended to provide religious and recreational uses to respect the planning intention of the overall "REC" zone within the vicinity. The proposed scheme is carefully designed with a religious atmosphere to reduce the influence of the columbarium as much as possible.

### 4.1 Master Layout Plan and Development Schedule

#### 4.1.1 Master Layout Plan (Plan G)

An Artist Impression and a Master Layout Plan for the proposed scheme are shown at **Plan F** and **Plan G** respectively. The proposed scheme mainly involves the retention of existing three 3-storey buildings and one additional temple has been proposed at the site. The temporary structures within the site will be demolished. In order to meet the requirements of PCO and the planning intention of "REC" zone, the proposed scheme has the following improvements:-

##### (a) Indoor Facilities

Typical Floor Plans, Sections and Elevations of the proposed temple and the existing three 3-storey columbarium buildings in CWSY are shown at **Plan H** to **Plan K**. The three building blocks were built in 1980s under building licences. Apart from the columbarium use, a male toilet is proposed on the G/F of Building 1, an administration office, a female toilet and disabled toilet are proposed on the G/F of Building 2. In order to meet building-related requirements for obtaining the Columbarium Licence, an additional staircase is proposed in each building. The buildings at the site are in the local traditional style which is compatible with the traditional Chinese religious activities. The proposed temple will provide religious and recreational activities during normal days.

##### (b) Outdoor Facilities

Over 20% of the site area is landscaped with various types of plants. The proposed garden area comprises leisure path, sitting out area and landscape planters. It is not only for pedestrian circulation and landscape screening propose, but also an important space that could be used for passive recreational uses such as Buddhist talks or small flower show, etc. Section drawings to show the relationship between the open space, landscape area and the buildings are shown in **Plan L**.

##### (c) Internal Transport Facilities

The internal access road at the site carries the important task of providing a platform for efficient transportation of visitors into the site. Branches off from Deep Bay Road, the access road turns at about 90° angles into the site. A



hammerhead is proposed to allow vehicles to turn and exit the site on the same route. Along the driveway, sufficient parking spaces are provided for staffs and visitors with pre-booking.

**(d) Additional Area for Religious and Recreational Use for Normal Days**

It is noted that the peak traffic demands will only occur at the Ching Ming and Chung Yeung Festivals and its shadow period. The large piece of open space will be used as a visitors holding area during Festival Days in order to control the pedestrian flow within the site. However, in order to provide additional recreational elements in CWSY, during normal days, the area will turn into a large piece of space for passive recreational use.

**4.1.2 Development Schedule and Number of Niches**

Development schedule of the proposed scheme and development parameters of the proposed facilities in CWSY are shown in **Table 4.1** and **Table 4.2** respectively. With a site area of about 3,335m<sup>2</sup> and a total GFA of about 636m<sup>2</sup>, the proposed plot ratio is only 0.191 which is relatively low. The proposed site coverage of 10% is also very low since most part of the site will be devoted to landscape, religious and recreational area, barrier-free access and pedestrian space. The proposed scheme is low-density and low-rise in nature and the proposed uses are carefully designed to match the planning intention of the overall "REC" zone and to enhance the local environment.

Since an additional staircase is proposed for all three existing columbarium buildings to meet the building-related regulations, some (unsold) niches in the buildings will have to be demolished. New arrangement on distribution of the niches for the three buildings is shown in **Table 4.3**.

**Table 4.1: Development Schedule of the Proposed Scheme**

	Application Site			
Site Area (m <sup>2</sup> )	About 3,335.256m <sup>2</sup>			
Plot Ratio	0.191 (approximate)			
Total GFA (m <sup>2</sup> )	About 636m <sup>2</sup>			
Site Coverage	10% (approximate)			
No. of Blocks	4			
Building Height	3 storey max. (About 7.62m)			
No. of Niches	7,730 niches (452 sold niches & 7,278 unsold niches)			
No. car parking spaces	12 private cars (including 1 for disabled) + 3 motorcycles			
Lay-bys	2 Taxi Loading/Unloading space and 4 Shuttle Bus Loading/Unloading Space			
Toilet Facilities	Normal Days	Male Toilet	Female Toilet	Accessible Toilet
	Water Closet	2	4	1
	Lavatory Basin	2	4	1
	Urinal	3 (incl. accessible urinal)	n/a	n/a
	Festival Days	Additional 24 Temporary Toilets		

**Table 4.2: Development Parameters of the Proposed Facilities**

Proposed Facilities	Building Height	Proposed GFA
<b>Columbarium Building 1 (BL714)</b> <ul style="list-style-type: none"> <li>G/F – Columbarium (56.43m<sup>2</sup>), male toilet (8.6m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
<b>Columbarium Building 2 (BL873)</b> <ul style="list-style-type: none"> <li>G/F – Administrative Office, female &amp; disable toilet (65.03m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
<b>Columbarium Building 3 (BL872)</b> <ul style="list-style-type: none"> <li>G/F – Columbarium (65.03m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
Temple	1 storey (about 7.304m)	50.73m <sup>2</sup>

**Table 4.3: New Arrangement on Distribution of the Niches for Each Building**

Classification	Single-urn Niches	Double-urns Niches	Total
<b>Building 1</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	0	0	0
No. of Niches Available for Sale	1,334	1,172	2,506
Total No. of niches for Building 1	1,334	1,172	2,506
<b>Building 2</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	0	0	0
No. of Niches Available for Sale	1,000	928	1,928
Total No. of niches for Building 2	1,000	928	1,928
<b>Building 3</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	370	82	452
No. of Niches Available for Sale	2,501	343	2,844
Total No. of niches for Building 3	2,871	425	3,296
<b>Overall Total No. of niches</b>	<b>5,205</b>	<b>2,525</b>	<b>7,730</b>



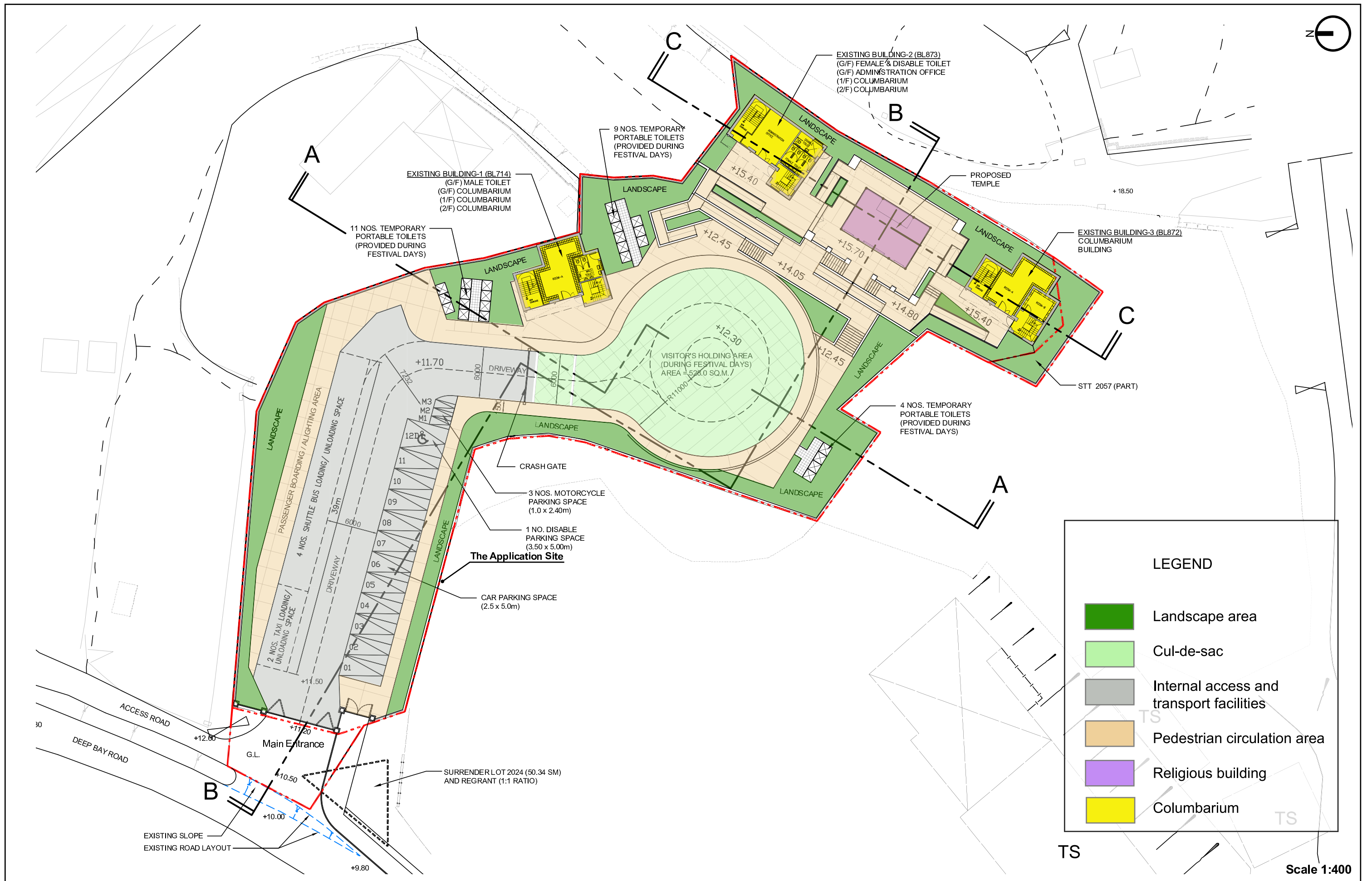


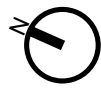
Drawing 1 - Overall View of the Proposed Development



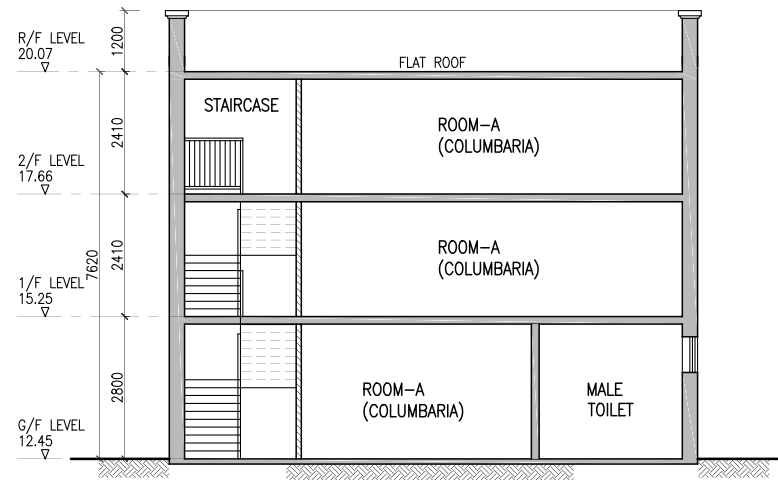
Drawing 2 - Outdoor Space for Passive Recreational Use



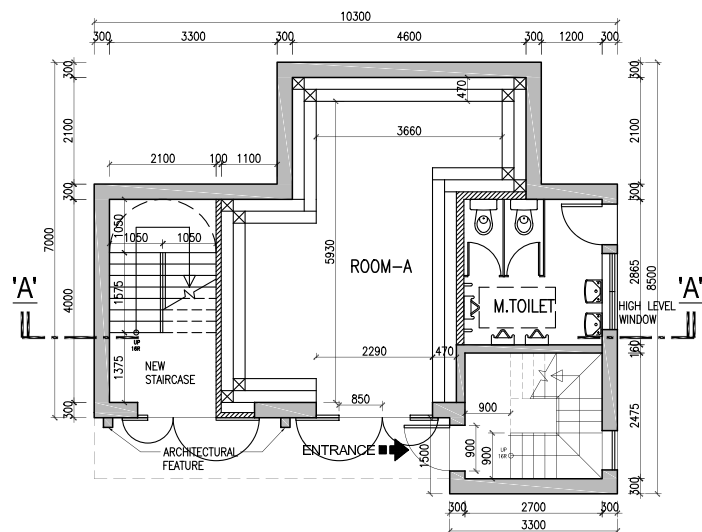




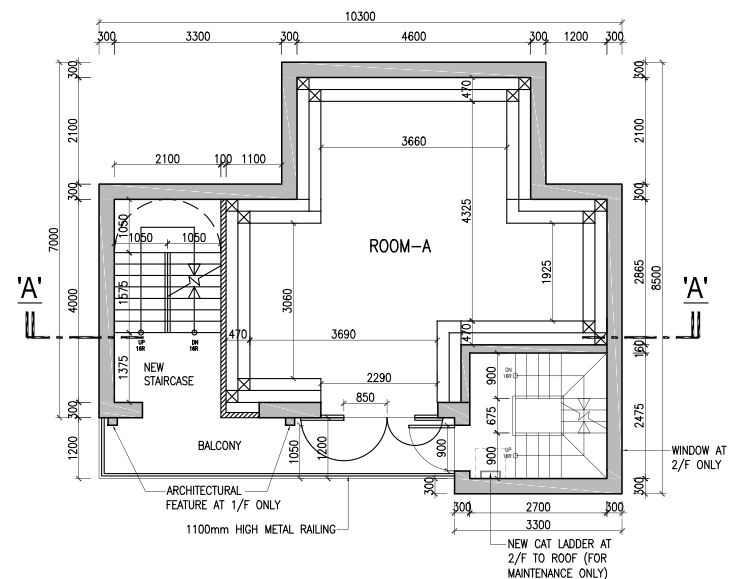
FRONT ELEVATION



SECTION A-A



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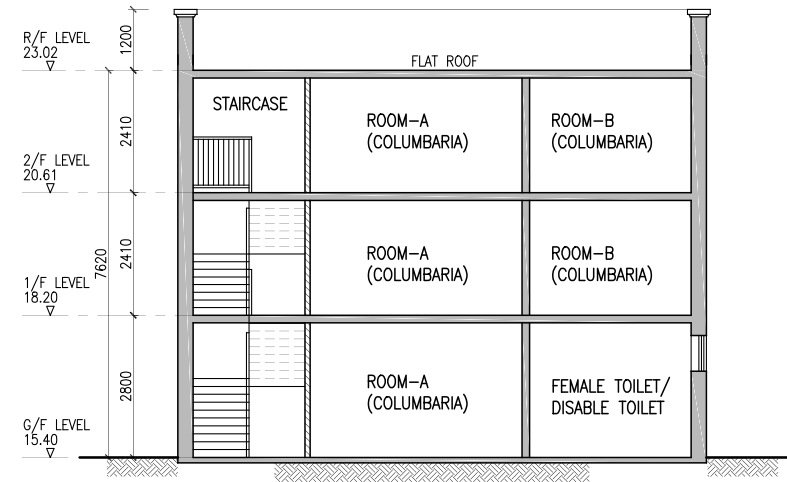


PROPOSED 1/F & 2/F PLAN

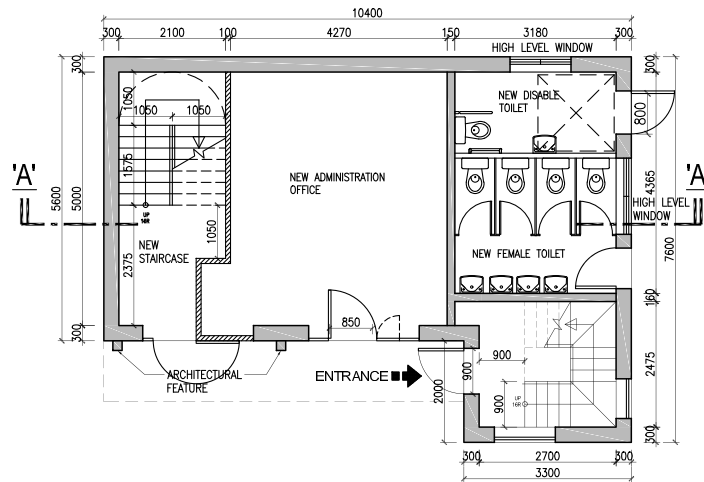
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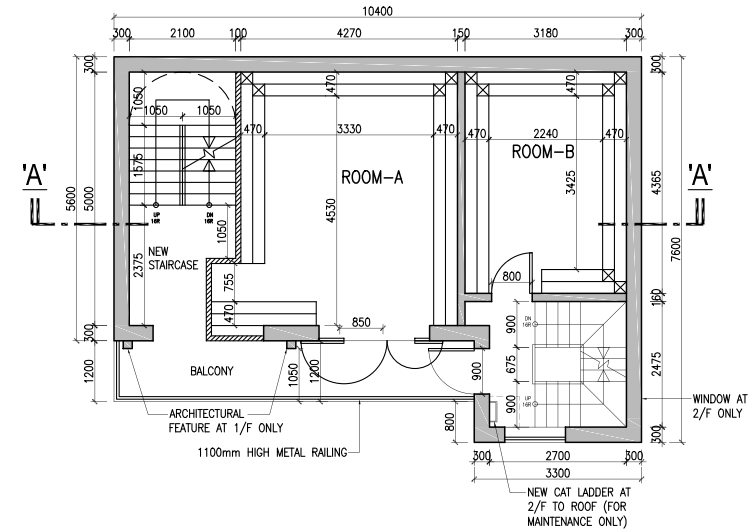
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SECTION A-A



PROPOSED G/F PLAN

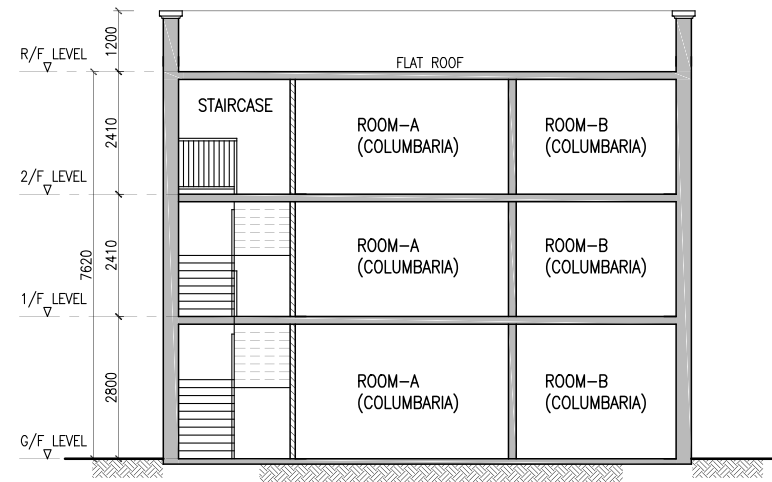


PROPOSED 1/F & 2/F PLAN

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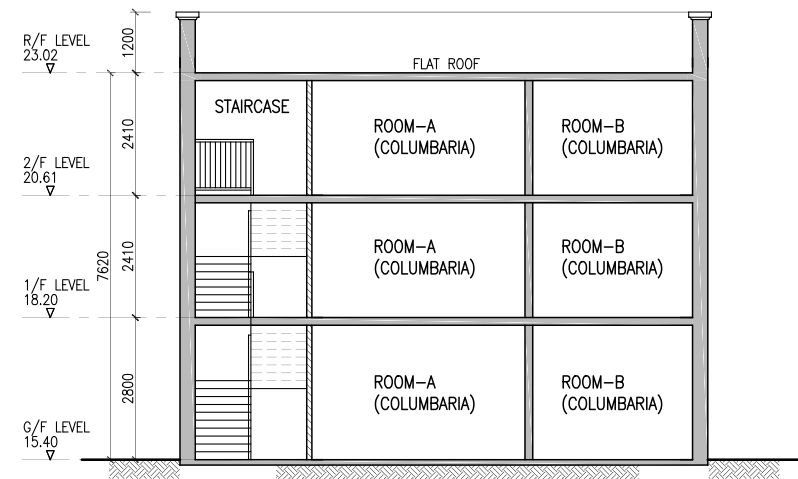
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SECTION A-A



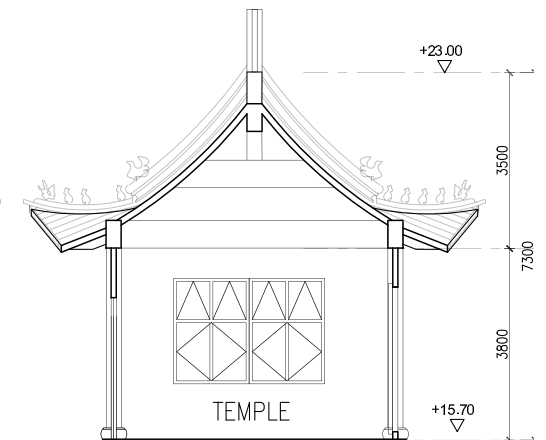
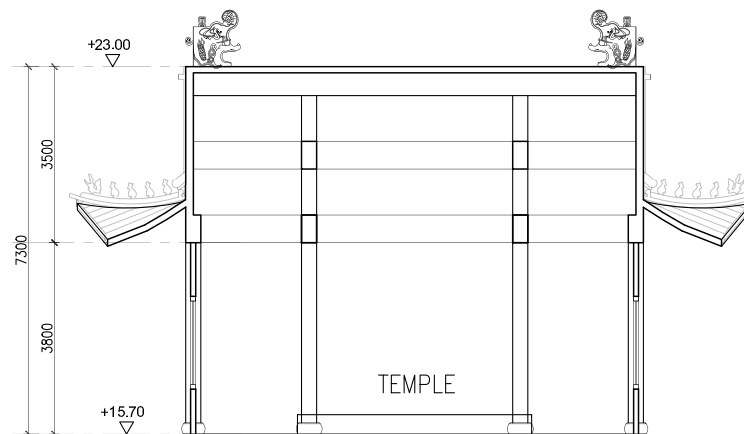
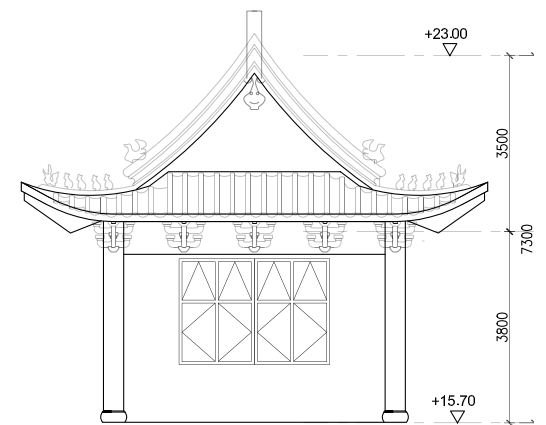
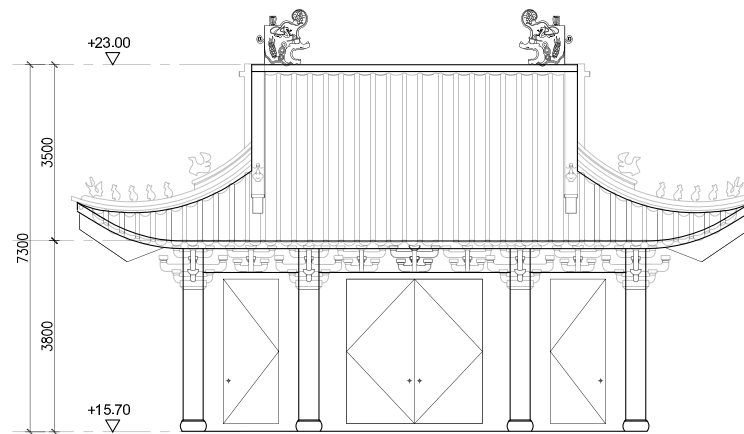
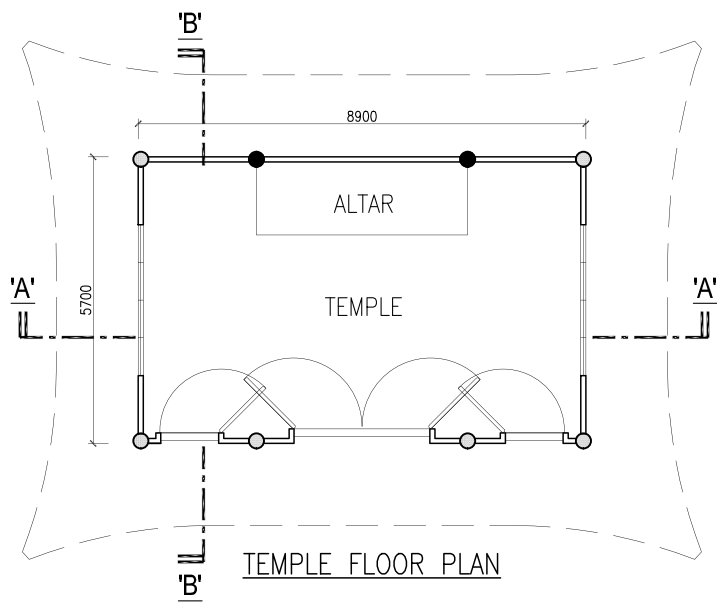
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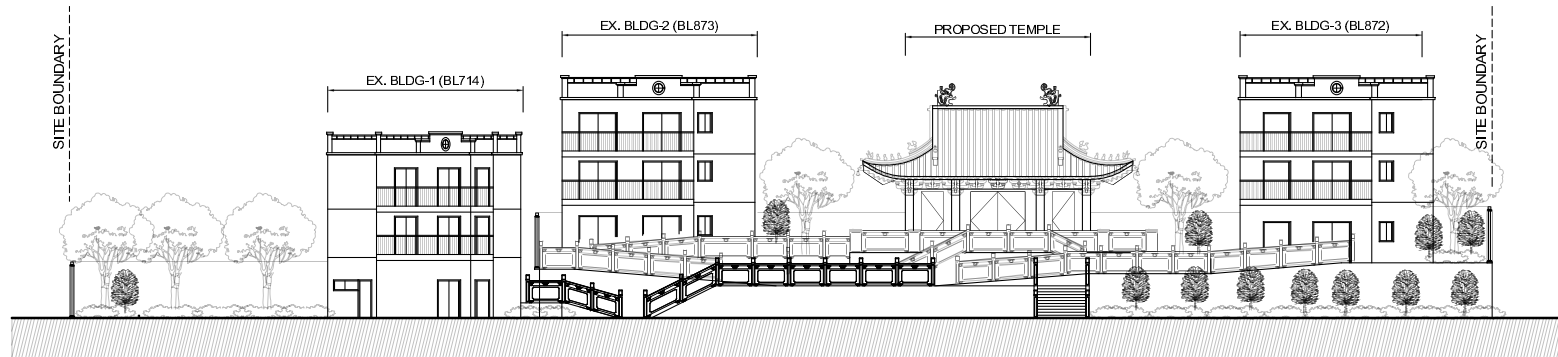
SECTION A-A

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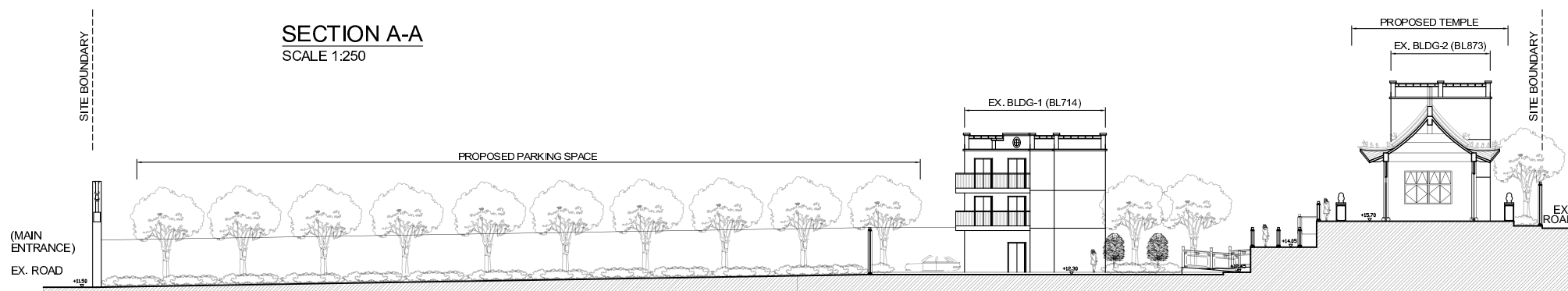




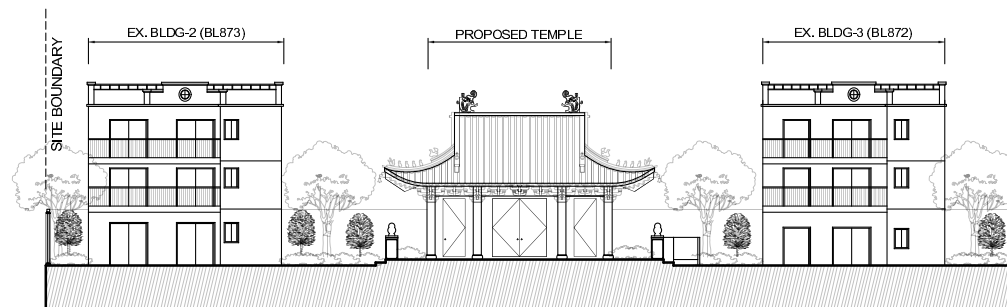
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**SECTION A-A**  
SCALE 1:250



**SECTION B-B**  
SCALE 1:250



**SECTION C-C**  
SCALE 1:250

Scale 1:400

## 4.2 Landscape Proposal (Plan M)

A Landscape Master Plan and Artist Impression showing the landscape design of the proposed scheme are shown at **Plan M** and **Plan N** respectively. The aim of the landscape proposal is to respond to site conditions, building form and function and to provide a quality landscape scheme. In order to enhance the proposed scheme to be compatible to the existing rural landscape character, the following major design concepts to be adhered to:-

(a) **Temple Landscape**

This area is an open space where typical Chinese temple setting is embraced. A temple is proposed in the middle of the upper platform to provide worship facilities which is intended to attract tourists take part in. Some feature trees, like Bombax ceiba, Cinnamomum camphora, Delonix regia, Lagerstroemia speciosa, Sterculia lanceolata, etc. are scattered within the area. A landscape section cutting from the roundabout to the proposed temple is shown in **Plan O**.

(b) **Vegetative Buffering Landscape**

This area is characterized by densely trees planted along the boundary fence wall. It serves as a green buffer and backdrop to the area, and can also mask the view of the proposed scheme from outside. Some mature trees, like Bombax ceiba, Cinnamomum burmanni, Cinnamomum camphora, Delonix regia, Lagerstroemia speciosa, etc. are proposed to mix up with existing plantation so as to integrate as a whole greenery effect.

(c) **Internal Driveway Landscape**

The internal driveway is designated for two-way driving with a width of 6000mm. Vegetation will be planted on both sides, two rows of Terminalia manatyl to soften the hard line of the fence wall, providing an avenue atmosphere to the driveway. A landscape section cutting along the driveway is shown in **Plan P**.

(d) **Road Improvement of Deep Bay Road Landscape**

According to the tree survey for Deep Bay Road, the proposed partial improvement works does not conflict with the existing trees. The Applicant will undertake a detailed survey in the implementation stage to ensure the proposed works will not affect the existing trees, and if found necessary, appropriate tree mitigations and compensatory planting plan will be submitted.

In the present scheme, a significant portion of the site is proposed with landscape features to enhance the recreational and landscape values of CWSY and to help minimising the potential visual impact to the locality. A total of 66 nos. of compensatory trees are proposed and the greening ratio of this project is about 21.3%. The total green area including planting area, grasscrete area, green roof area is about 1,257m<sup>2</sup> (37.7%). A Landscape Assessment with tree surveys, landscape proposal with treatment for the project is prepared as attached in **Appendix III of the Consolidated Planning Report**





- Scale 1:400



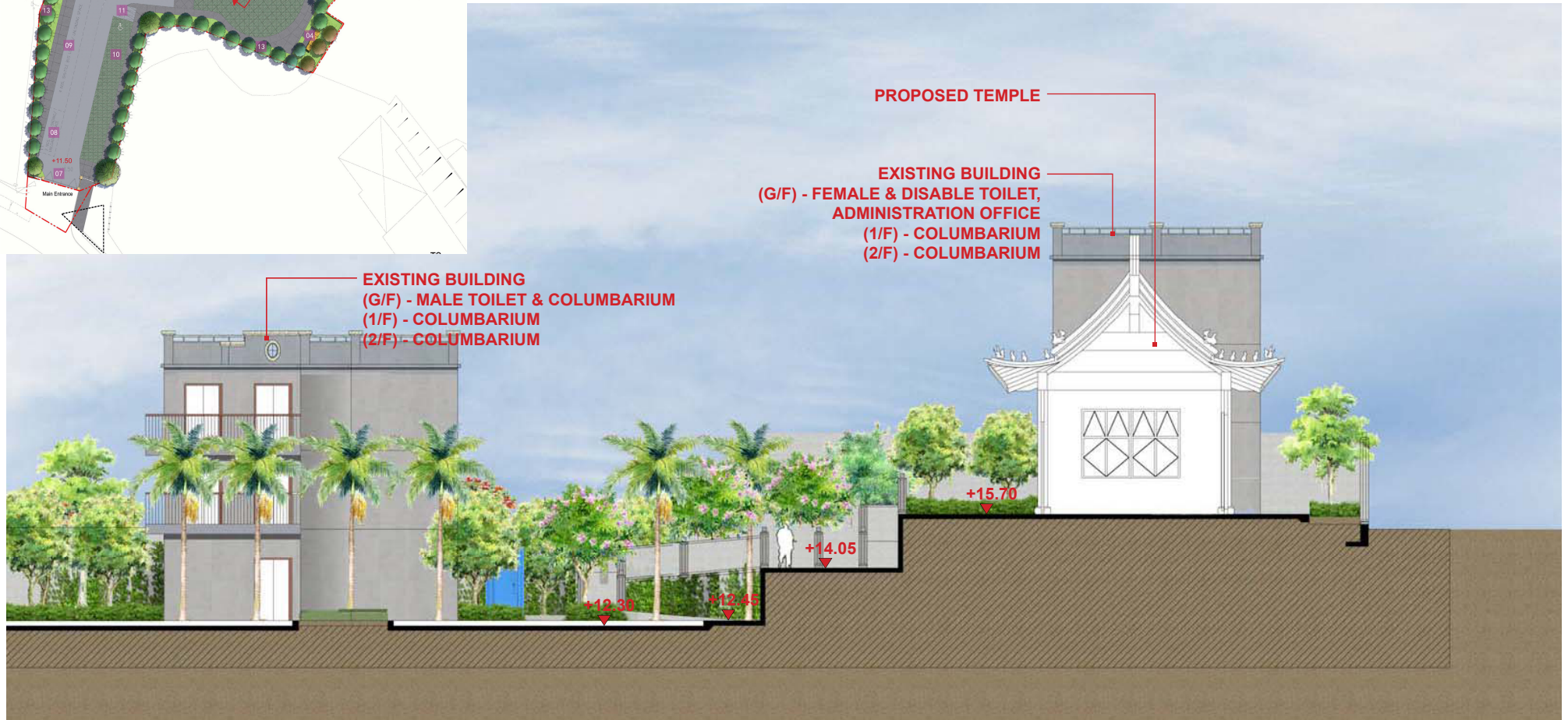


Drawing 3 - Temple Landscape Design



Drawing 4 - Internal Driveway Landscape Design





For Indicative Purpose Only



For Indicative Purpose Only





## 4.3 Access Arrangement and Parking Provision

### 4.3.1 Internal Transport Arrangement

The application site can be easily accessed by vehicles through Deep Bay Road and an existing site access. It is also easily accessible by public transport facilities. While the site already has its own internal transport provision of driveway and parking spaces, these will be enhanced to serve the proposed recreational facilities and ancillary columbarium.

The internal transport arrangement of the site is illustrated in the Master Layout Plan in **Plan G**. The design will ensure the site transport and will allow adequate parking, manoeuvring, boarding/ alighting spaces and vehicle stacking areas. A traffic circulation system has been recommended to enable vehicles to enter the site, board/ alight passengers and then exit. About 39m of car/ taxi/ shuttle bus boarding/ alighting area will be provided to allow simultaneous boarding/ alighting of 2 cars/ taxi or 4 shuttle minibus without blocking through traffic.

### 4.3.2 Car Parking Provision

A summary of the proposed internal transport facilities is given in **Table 4.4**. There are a total of 12 (including 1 disabled) car parking spaces and 3 motorcycle spaces to be provided within the site.

**Table 4.4: Proposed Internal Transport Provisions**

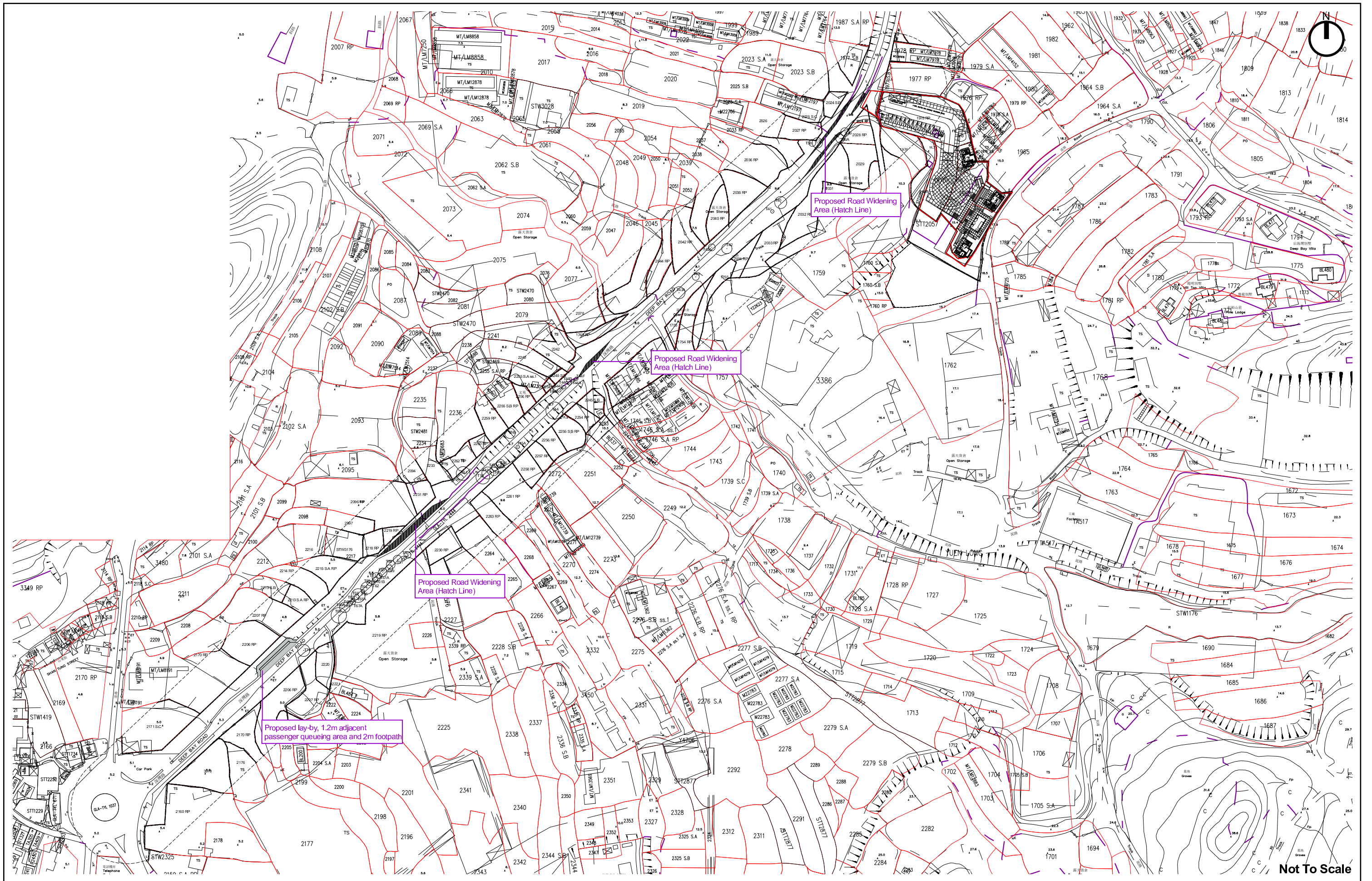
Type	Normal Days
Private Car Parking Space (5m x 2.5m)	11
Parking Space for Disabled (5m x 3.5m)	1
Motorcycle Parking Space (2.4m x 1m)	3

### 4.3.3 Road Improvement Proposal and Special Arrangement on Festival Days

A Traffic Impact Assessment has been prepared as attached in **Appendix IV of the Consolidated Planning Report**. Given the presence of a columbarium with 7,730 niches, it is anticipated that the peak traffic demands will occur at the Ching Ming Festival, with Chung Yeung Festival being the second busiest. To minimize the associated traffic impact of the proposed development, special traffic arrangement and improvement measures have been proposed and summarized as follows:-

#### (a) Deep Bay Road Improvement

The section of Deep Bay Road outside the site is presently under a 1-lane 2-way operation with passing bays. It is proposed to improve various sections of Deep Bay Road (between the Lau Fau Shan Road/Deep Bay Road Roundabout and the site) through resurfacing and improving (lengthening and widening) some existing ones, as illustrated in **Plan Q**. Furthermore, a 24m long lay-by, 2m footpath and an adjacent 1.2m adjacent passenger queuing area will be provided



near the Lau Fau Shan Roundabout. The proposed improvement will benefit the local community throughout the year but will not encroach onto any private land except for a small triangular area, i.e. Lot No. 2024 RP in D.D. 129, right outside the site access and this piece of land is owned by the Applicant's affiliated company. Temporary traffic management schemes will be derived to ensure that all the existing traffic movements and access to premises will be maintained during construction. The proposed development will only begin its operation after completion of the Deep Bay Road Improvement work. The proposed improvement would also provide relief to the Police's resources at the grave-sweeping peaks.

The Applicant will be responsible for the construction of Deep Bay Road Improvement Scheme. The relevant government departments will be consulted in the detailed design and implementation stage. The improved road will be handed over to the government department for maintenance after satisfactory completion.

**(b) Shuttle Bus Service**

It is proposed to provide dedicated 28-seater minibuses for transporting visitors at the Ching Ming and Chung Yeung Festivals. The minibuses will pick-up/drop-off visitors at a dedicated passenger boarding/ alighting area on Tin Fuk Road near the Tin Shui Wai Station. There would also be an intermediate stop near the Lau Fau Shan Roundabout. The Applicant is willing to continue to search for alternative pick-up/drop-off location.

**(c) Crowd Management for CWSY**

Security/ management staff for both within CWSY and at the pick-up/drop-off locations of site shuttle bus will be deployed. The management staff/ security guards to be stationed within the site will assist members to undertake the worship activities in a safe and orderly manner. The management staff/ security guards to be stationed at the pick-up/drop-off locations of site shuttle bus will regulate and control passenger queuing at the lay-by and only visitors with valid proof of booking confirmation could be allowed to use the free shuttle bus service.

**(d) Suspension of Other Functions**

All gatherings including recreation functions of the site will be suspended during the grave-sweeping peaks, with "visit-by-appointment" booking system to enable strict control to regulate the number of visitors. As such, there will not be a surge of visitors at the peak that would adversely affect the transport network.

**(e) Other Measures**

If found necessary, further traffic improvements will be examined such as strengthening of the dedicated 28-seater minibuses, extension of the grave-sweeping period to over 9 days and associated visitor booking system to match the prevailing demand, and provision of decked mechanised parking to increase car parking spaces, vehicle turntable to enhance manoeuvring, etc. Again, endorsement of such measures will be sought from relevant authorities



including the PCLB, Transport Department (TD) and the Police.

If required, the Applicant is prepared to submit a Traffic Review Report to the satisfaction of TD and the Police every year, highlighting the traffic flow during Ching Ming and Chung Yeung Festivals. As such, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved Management Plan.

To ensure the special traffic arrangement can be implemented practically so as to facilitate the festive event to be operated in a safe, orderly and smooth fashion without creating any crisis in CWSY, a Management Plan which was prepared based on the Traffic Impact Assessment, was submitted to the PCLB and accepted by the Police on 17.12.2019 (see **Annex A1 of Appendix IV of the Consolidated Planning Report**).

#### **4.4 Drainage and Environmental Proposal**

A Drainage Proposal and an Environment Assessment for the proposed scheme have been prepared **respectively in Appendix VI and Appendix VII of the Consolidated Planning Report**. The improvement measures are as follows:-

**(a) Prohibition of Burning of Ritual Paper at the Site**

Both open and indoor burnings of ritual paper, incense, joss sticks and candles will be prohibited within the site as an administrative measure. Other means of worship to show condolence would be provided, such as vase for placing flowers.

**(b) Sewage Management during Festival Periods**

**During the festival periods, all visitors will use the 24 nos. portable toilets. Vacuum tankers will be arranged to empty the toilets 4 times a day. All employees will use the accessible toilets in existing buildings 1 and 2 which will be connected to a septic tank system including septic tank and soakaway system.**

**(c) Drainage Improvement**

350mm wide U-channel drain will be provided within the site and stormwater will be discharge, **via the proposed Ø400mm concrete pipe near the site entrance, to the proposed Ø450mm underground pipe along the portion of Deep Bay Road. Such** improvement works will be implemented before the commencement of the development.

#### **4.5 Nature of Operation and Management of Che Wan Seen Yuen**

CWSY has been operated as a columbarium with landscape garden in Taoism style for more than 10 years. The Applicant intends to provide recreational facilities with a religious atmosphere serving the needs of the general public and reduce the influence of the columbarium as much as possible. Temple and passive recreational garden will be provided and pedestrian ramps are proposed to provide barrier free access. An

administrative office and toilet facilities will be provided on ground level of the existing buildings. No catering services are provided in the development now and in the future. The operation of CWSY during the normal days is from 9:00am to 5:00pm and that during the festival days is from 8:00am to 6:00pm. In view of its isolated location, the number of visitors per (normal) day is generally less than 10 persons and their staying period are about 15 – 30 minutes. CWSY has their own management team to undertake the maintenance and management of the facilities within the site. The management company supervised by a Board of Director will be responsible for ensuring the quality of the buildings and facilities are up to good condition. Up to the present moment, no substantial adverse feedback from the niche purchasers has been received by CWSY.

Visitors to the site are mainly concentrated at Ching Ming and Chung Yeung Festivals during daytime for grave sweeping. In order to control the number and time of visitors in CWSY, a membership system will be introduced and the columbarium can be visited by their members and their accompanying visitors only with pre-booking in advance. Niche purchasers will become a member of CWSY after signing the niche sales contract. A management plan with a systematic crowd management method for CWSY will be implemented and the house rules are summarized as follows:-

- Members and their accompanying visitors can visit the niches and pay respect to their ancestors during the opening hours only. No joss paper burning is allowed within the site.
- During the Ching Ming and Chung Yeung Festivals, pre-booking with CWSY is required for members and their accompanying visitors visiting the niches to arrange the number of visitors, visiting date, time and shuttle bus service (if any).
- Shuttle bus service will be provided during the grave-sweeping occasions. On Ching Ming Festival, no car parking facilities will be provided except for the elderly and disabled on advanced E-booking.

The Applicant understands that the implementation of Management Plan may have to take some period of time for the members and their accompanying visitors to adapt the new management system. Notice will be sent by WhatsApp, WeChat or mail to remind the members of the need for pre-booking and the importance to comply with the house rules. The Applicant also encourages their members to visit the CWSY in the non-peak period (分散拜祭) to avoid large number of visitors come at the same time.

#### **4.6 Implementation Programme**

The application is intended to regularise the Pre-cut-off Columbarium in CWSY. The Columbarium Licence is anticipated to be obtained from PCLB by 2023, taking into account the timing for rezoning application, TPB's plan making on OZP, s.16 planning application, fulfilment of planning approval conditions, land application, provision of new transport facilities and compliance of relevant building safety regulation, etc.

## 5. PLANNING JUSTIFICATION

The application site has been occupied by columbarium use for several years. 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) detailed assessment on Government's intention and land use issue;
- (b) site suitability and merits of the proposed scheme; and
- (c) technical concerns have been addressed.

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

### 5.1 Rationale of the Proposed Rezoning

#### (a) The Establishment of Che Wan Seen Yuen

Since the 1970s the Government has been encouraging cremations instead of traditional burials. In accordance with an Executive Council decision, the Government has stopped processing applications for private cemeteries where permanent earth burials may be permitted since 1976. The number and percentage of cremations have risen substantially in the past 40 years. However, 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. Given the isolated location of the application site and the close proximity to existing graves and religious institutions, the Applicant had decided to set up CWSY and converted the three existing buildings at the site into columbarium use. The site has been operated as a columbarium for more than 10 years.

#### (b) The Introduction of Private Columbaria Ordinance

The Government has emphasised in many public occasions that they need to resolve properly the historic problems of Pre-cut-off Columbarium which have accumulated over the years. This is because quite a number of people had purchased niches from these columbaria or even interred the ashes of their deceased relatives therein before the introduction of regulatory regime. On 30.6.2017, the PCO came into effect and private columbarium in Hong Kong must be covered with a Columbarium Licence, Exemption or TSOL (see **Annex I**). Food and Health Bureau (FHB) acknowledged in the PCO the importance of private columbaria in the three-pronged strategy for handling cremated human ashes. 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.

**(c) Essential Planning Mechanism to Comply with the New Requirement**

An application for both Columbarium Licence and TSOL for Pre-cut-off Columbarium in CWSY were submitted to the PCLB on 14.2.2018 (see **Annex II**). During the 3 years of the validity period of TSOL, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety. Since 'columbarium' does not fall under column 1 or column 2 of the schedule of uses in the current "REC" zone, the Applicant has to submit a s.12A rezoning application to amend the zoning of the site to "G/IC(1)" with 'columbarium' listed under column 2. After the plan marking procedure by TPB is completed, then the Applicant could submit a s.16 planning application for columbarium use so as to in compliance with the town planning requirements. Thus, the proposed rezoning is an essential mechanism to facilitate regularization of the columbarium ancillary to CWSY. 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.

**5.2 Proposed "G/IC(1)" is Compatible with "Recreation" Zone**

The application site and its adjacent area is zoned "REC" on the Lau Fau Shan and Tsim Bei Tsui OZP. The planning intention of this zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Taking into account the planning intention of "REC" zone, special design approach has been adopted in the proposed scheme which are detailed as follows:-

**(a) Design of the Proposed Scheme**

Even though the current application is submitted to request for a rezoning from "REC" to "G/IC(1)" zone in order to meet the requirements in the licensing scheme for a Pre-cut-off Columbarium under the PCO, the objective of the proposed scheme is also to provide religious and recreational uses to comply with the planning intention of the "REC" zone within the vicinity of the site. A Recreational Plan has been prepared as attached in **Plan R** and the main elements of the proposal to be taken into consideration are as follows:-

- Responds to site context, both in terms of landscape and visual amenity;
- In line with the requirements of OZP and planning studies on Lau Fau Shan area published by Planning Department (PlanD);
- Would not cause adverse noise, traffic, visual and landscape impacts;
- Case studies of similar developments in Hong Kong; and
- Complements with the columbarium.

In view of the peak traffic demands will only occur at the Ching Ming and Chung Yeung Festivals and its shadow period, the Applicant has proposed to close down the cul-de-sac section of internal access road in CWSY during normal days and turned the hard paved area into an area to provide passive recreational use for



the public to enjoy. The major functions of the recreational plan as follows:-

***i) Kwan Yin Temple***

A temple is proposed to be built at the central part of the upper platform of the site. It is dedicated for Kwan Yin which is worshipped by people of Buddhist religion. The worship activities will be carried out inside the temple which will provide a place for worship where individuals or a group of people such as a congregation could come to perform acts of devotion, veneration or religious study. Seating out area will be provided outside the temple to provide an area to promote the culture of Chinese Tea.

***ii) Temporary Exhibition Booths***

Lau Fau Shan is one of the sites of archaeological interest in Hong Kong. It contains a variety of local heritage and natural scenic spots with high ecological value. Moreover, Lau Fau Shan has a long history of agricultural activities, renowned particularly for oyster farming. However, the unique characteristic and culture of Lau Fau Shan is slowing fading. Given the small population residing in the area, the provision of cultural facilities in the area is very limited. Hence, the Applicant is prepared to set up temporary exhibition booths with panels in the cul-de-sac section to introduce Lau Fau Shan's attractions.

***iii) Passive Recreational Area***

Apart from temporary exhibition, the hard paved open space located in the cul-de-sac section can also provide a gathering place to allows a range of passive recreational activities such as Tai Chi exercise, and public interactions to happen which is critical for creating a vibrant place.

***iv) Landscaped Area***

Large portion of the site is landscaped with attractive plantations for passive recreational uses to increase the recreational value in the proposed scheme.

With the special recreational design adopted, CWSY could be blended in with the local environment and the "REC" zone. It will be relatively similar to some of the existing religious and recreational developments in Hong Kong, i.e. Wun Chuen Sin Kwoon, Ten Thousands Buddhist Monastery, and Yuen Yuen Institute, etc (see **Plan S**).

**(b) Appropriate Development Intensity**

The current scheme is intended to provide a number of recreational and religious facilities and to regularise the Pre-cut-off Columbarium in CWSY. The three existing buildings at the site are low-rise and low-density in nature with a total G.F.A. of about 585.27m<sup>2</sup>. A land use distribution table of the proposed scheme is shown in **Table 5.1**. With a total land use area of about 3,669.53m<sup>2</sup>, the columbarium use in CWSY only covers an area of about 576.16m<sup>2</sup> (15.7%) which

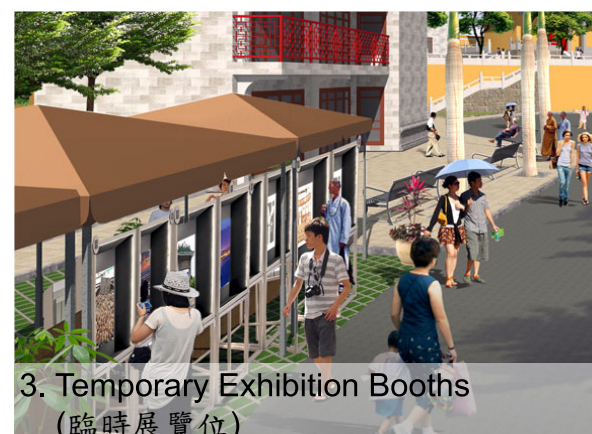




Kwan Yin Temple (觀音廟)



2. Seating out Area for Tea Cultural (品茶花園)



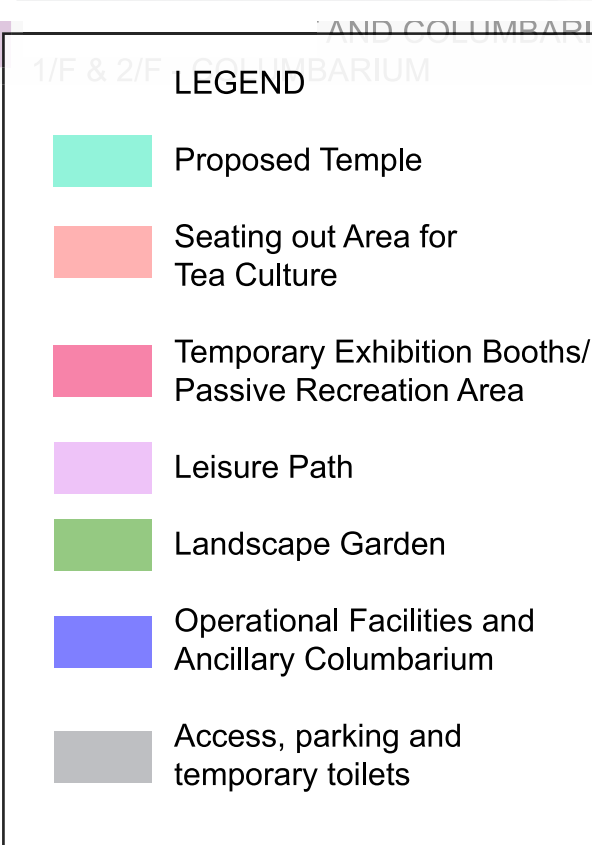
3. Temporary Exhibition Booths (臨時展覽位)



4. Passive Recreation (靜態康樂活動)



For Indicative Purpose only



Scale 1:400



5. Leisure Path (休憩花園)



6. Landscape area (園林地帶)



## Plan R: Recreational Plan





Yuen Yuen Institute, Tsuen Wan



Chi Lin Nunnery, Diamond Hill



Wun Chuen Sin Kwoon, Ping Che



Ching Chung Koon, Tuen Mun



Fung Ying Seen Koon, Fanling



Ten Thousand Buddhas Monastery, Sha Tin



Plan S: Examples of Religious Institutions as  
Tourist Spot with Ancillary Columbarium

is relatively small in nature. The operation of the columbarium is mainly concentrated on the two days of the Chinese grave sweeping festival.

**Table 5.1: Land Use Distribution of the Development Proposal**

Type	Size	%
Proposed Temple	50.73m <sup>2</sup>	1.38
Seating out Area for Tea Culture	176.91m <sup>2</sup>	4.82
Temporary Exhibition Booths/ Passive Recreation Area	442.75m <sup>2</sup>	12.07
Leisure Path	762.23m <sup>2</sup>	20.77
Landscape Garden	797.38m <sup>2</sup>	21.73
Operational facilities, i.e. office and toilets	82.46m <sup>2</sup>	2.25
Ancillary columbarium	576.16m <sup>2</sup>	15.7
Access, parking and temporary toilets	780.91m <sup>2</sup>	21.28
Total	3,669.53m <sup>2</sup>	100

### 5.3 Meeting the Strong Demand for Columbarium Niche Spaces in Hong Kong

According to the Census and Statistics Department, Hong Kong has an annual death rate of about 6.25% (see **Table 5.2**). Based on a population of 7.5 million, the estimated number of deaths per year would be about 45,867. 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.

**Table 5.2: No. of Death and Death Rate in Hong Kong (2013 - 2018)**

	2013	2014	2015	2016	2017	2018
No. of Death	43,400	45,100	46,000	46,900	46,800	47,000
Death Rate	6.0	6.2	6.3	6.4	6.3	6.3

*Source: Census and Statistics Department*

With a growing ageing population in Hong Kong, the numbers 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 such facilities in Hong Kong given our small geographical size and the large population as well as strong local resistance against the development of such facilities in their neighbourhood.

The columbarium in CWSY with 7,278 niche spaces yet to be sold at this suitable location can facilitate in increasing the supply of columbarium niches to help meeting the urgent public demand. FHB also agreed that the provision of columbarium should be supported, subject to all statutory requirements and lease conditions being fulfilled, as well as to address local and relevant government departments' concerns over the proposed development. The Applicant has a genuine intention to comply with all the requirements in the PCO.



## 5.4 Site Suitability for Religious, Recreational and Columbarium Development

A planning assessment on the location, topography and existing site condition has shown that the site is suitable for the proposed uses based on the following reasons:-

### (a) Suitable Location

Although the site is situated in a rural setting, it is only 10 minutes drive from the Tin Shui Wai MTR Station and 5 minutes drive from the Chung Fu LRT Station. It is also conveniently served by various modes of public transport at the Lau Fau Shan Roundabout connecting Deep Bay Road and Lau Fau Shan Road, about 700m from the site. The GMB Route No. 35 runs right outside the site. For car users, the site is accessible by vehicles via Deep Bay Road and has sufficient space for car parking and loading/unloading facilities. There are also several car parks near the Lau Fau Shan Roundabout. The existing public transport system and infrastructures around have created a strong connection from the site to the rest of Lau Fau Shan area to be conveniently accessed by visitors.

### (b) Segregation from Domestic Uses

CWSY is located at a relatively secluded part of Lau Fau Shan area and is far away from residential settlements. The existing buildings within the site are low-rise in nature and they are unable to see from outside due to its topography and visual barriers by mature trees, slopes and retaining wall. The existing environment within CWSY allows the visits to enjoy passive recreational activities and to commemorate their ancestors in a convenient and peaceful environment.

### (c) Land Use Compatibility

The proposed religious and recreational uses with ancillary columbarium are compatible with the local environment since there are a number of graveyards and religious institutions within the area (**Photo 15**). A "G/IC" site occupied by a temple called Wan Fau Sin Koon with columbarium facilities is located further north of the site (**Photo 16**) and two large piece of burial ground are located further east and southeast of the site (**Photo 17** and **Photo 18**). Land use character in the vicinity of the site is shown in **Plan T**.

The surrounding area has a strong rural character predominantly covered with temporary structures, open storages, mature trees and burial grounds. CWSY is situated far away from the village core with sufficient segregations. The nature of use and the scale of the proposed scheme are compatible with the site setting.

The application site has a locational advantage for the proposed uses, considering the existing traffic, environmental and landscaping provision at the site. With the proposed mitigation measures adopted, the potential impacts of the small scale columbarium to the neighbourhood would be minimized. The Applicant's management team and the implementation of management plan, which will have to be submitted to the PCLB as mandatory requirement for the licensing application, will ensure the proper management of CWSY.





Photo 15: Burial ground at the northwest of the site



Photo 16: Wan Fau Sin Koon at the north of the site

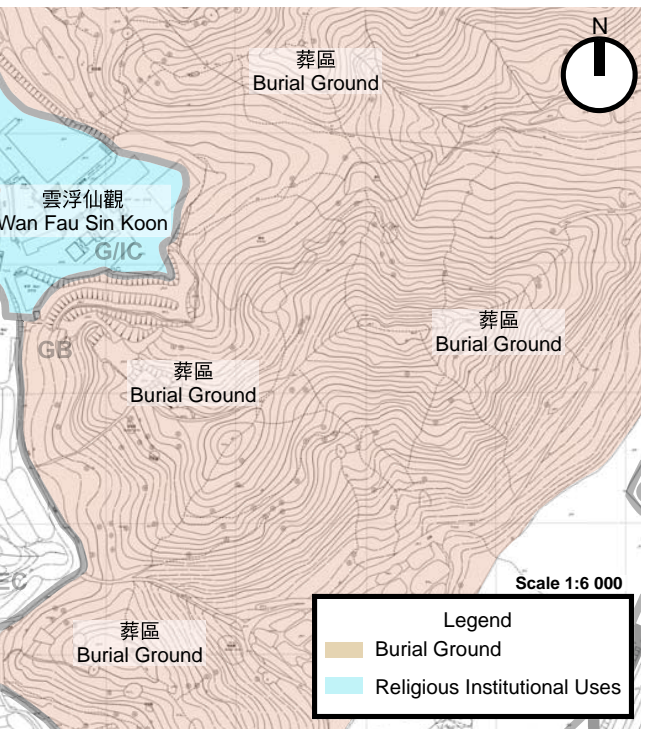


Photo 17: Burial ground at the northeast of the site



Photo 18: Burial ground at the southeast of the site



## Plan T: Land Use Character in the Vicinity of the Site

## 5.5 Design and Planning Merits of the Proposed Scheme

The design and planning merits of the proposed scheme are as follows:-

**(a) Proper Planning Control**

There are sufficient control mechanisms from the Government to ensure proper development in the site. The application is to rezone the site to "G/IC(1)" zone with all the uses to be put in column 2 of the schedule of uses so that the new zoning will facilitate the government departments to properly control the development intensity, facilities provision and layout of the proposed scheme under the OZP restriction as stipulated in the Notes and the approval conditions of the subsequent s.16 planning application. Moreover, a small piece of government land at the entrance of the site has been included as part of the rezoning boundary to ensure integrity of the zoning boundary of the area and the right of way for CWSY.

**(b) Buildings Design with Traditional Style and Barrier Free Access**

The proposed buildings at the site have adopted a local traditional style in harmony with the existing rural character and Chinese culture in Lau Fau Shan area. Regarding development intensity of the proposed scheme, a GFA of about 636m<sup>2</sup>, a plot ratio of 0.191, a site coverage of 10% and a maximum building height of three storeys (7.62m) are appropriate for the site. Staircase with alternative accessible route has been proposed as means of vertical circulation and ramps have been proposed for barrier free access.

**(c) Adequate Internal Circulation Arrangement and Car Parking Spaces**

The existing internal circulation and parking provision will be enhanced to serve the proposed religious and recreational uses. About 39m of car/ taxi/ shuttle bus boarding/ alighting area and a traffic circulation system has been recommended to enable vehicles to entering the site, board/ alight passengers and then exit. It would allow simultaneous boarding/ alighting of 2 cars/ taxi or 4 shuttle minibus without blocking through traffic.

**(d) Enhance Religious and Recreational and Landscape Value of the Site**

Substantial landscape features will be provided to enhance the recreational and landscape value of the site as well as the amenity of the locality. This would help to soften the building structures so that the development would harmonise with the natural development. In the traditional Chinese philosophy and belief, 'Harmony with Nature' is an important element and this is also an important concept in the design of this development.

**(e) Improvement to Deep Bay Road**

Improvements to various sections of Deep Bay Road will benefit the local community throughout the year and also provide relief to the Police's resources at the grave-sweeping peaks. It is also proposed to improve the existing site access through re-alignment, giving a better T-junction layout with the proposed Deep Bay Road Improvement thereby enhancing traffic operation and safety.



## 5.6 Social Benefits to Locality

Currently, the surrounding area has a rural character mainly covered with temporary structures, open storages, mature trees and burial ground. Approval of the present application will result in the following improvement and social benefits for the area:-

**(a) Policy Initiative to Safeguard Overall Interest of the Community**

The Applicant has a strong intention to regularize the Pre-cut-off Columbarium in CWSY so as to comply with all the requirements of the PCO, hence the submission of the current rezoning application. According to the press release (see **Annex 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) Emotional and Spiritual Support**

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. Twice a year during festival days, ancestor worship is a traditional Chinese ritual practice to ensure the ancestor's continued well-being, and also an important time of the year for family, relatives and friends to reunite. CWSY provides a religious and recreational place for families to get together as well as a place to pay respect to their ancestors.

**(c) Government's Policy to Promote Tourism**

Apart from complying with the PCO, the Government has also been promoting and driving the local economy to enrich the tourism resources in Hong Kong. A pamphlet on planning for New Territories published by the PlanD states that the general planning intention of Lau Fau Shan is to promote eco-tourism and compatible recreational uses for the general public. The proposed scheme comprises a series of religious and recreational facilities serving the needs of the general public, is compatible with the Government's policy to promote tourism in the area.

**(d) Providing Opportunities to Upgrade the Local Environment**

The proposed scheme will allow improvement of the existing buildings to blend in with the topography and the configuration of the site in harmony with the local environment. Landscape treatment will be provided to further soften the building structures so that the development would blend in with the natural environment. The revenue generated from the proposed scheme will help CWSY to provide the proposed facilities, maintenance and operation of the CWSY. Furthermore, improvements to various sections of Deep Bay Road will benefit the local community throughout the year and also provide relief to the Police's resources at the grave-sweeping peaks.

## 5.7 Minimum Traffic Impact

A Traffic Impact Assessment has been carried out as presented in **Appendix IV of the Consolidated Planning Report**. It has the following conclusion:-

- (a) This application is for regularisation of a Pre-cut-off Columbarium and only intends to rectify the 7,730 pre-enactment niches on 30.6.2017. Therefore, the columbarium concerned is not brand-new planned establishments but have already been in existence and operation in the community for some time.
- (b) This is a rezoning request and a s.16 planning application will be required before the site can operate. As such, detailed traffic arrangements can still be imposed by TD or the Police after approval of this.
- (c) Also, the traffic and pedestrian flow peak mainly surfaces at the grave-sweeping seasons (Ching Ming Festival and Chung Yeung Festival) and the situation outside the grave-sweeping seasons is not a major concern.
- (d) To minimise the associated traffic impact of the proposed development, a Traffic and Crowd Control Plan has been proposed. A summary of the traffic management and pedestrian flow management measures is summarised below:
  - i) The site has a sizable area of about 3,335m<sup>2</sup> with adequate areas reserved for internal driveways, loading/unloading areas, parking facilities and pedestrian circulation. A total internal transport provisions of 12 (including 1 disabled) visitor car parking spaces, 3 motor-cycle spaces and 39m of boarding/alighting area will be provided ensuring ample car parking and loading/unloading facilities upon columbarium operation. This high holding capacity would also well provide for waiting and queuing areas even during the grave-sweeping peak.
  - ii) The main admission control will include dedicated 28-seater minibuses and associated membership scheme, Visit-by-Appointment and Sales Contract Controls for visitors at the Ching Ming and Chung Yeung Festivals.
  - iii) Improvement of some sections of Deep Bay Road (between the Lau Fau Shan Road/ Deep Bay Road Roundabout and the site) through resurfacing and improving (lengthening and widening) some existing ones. **It is also proposed to improve the existing site access through re-alignment.** This would benefit the local community throughout the year. The proposed columbarium will only begin its operation after completion of this Deep Bay Road Improvement. The Applicant will be responsible for the implementation of the Deep Bay Road Improvement works in consultation with relevant government departments.
  - iv) Suspension of all gatherings and functions of the site during the grave-sweeping peaks.

- v) On traffic, public transport arrangement and crowd management, suitably trained traffic control guards and marshals are proposed on-site and on-street to supervise and oversee the traffic arrangement during the Ching Ming and Chung Yeung Festivals.
  - vi) The Applicant would submit Traffic Review Report to the satisfaction of TD and the Police every year, highlighting the traffic flow during Ching Ming and Chung Yeung Festivals. As such, TD and the Police will be able to monitor the traffic situation whilst the Applicant will ensure the "house rules" are strictly adhered to.
  - vii) Other areas addressed include: contingency plan for fire or other emergency situations, measures to ensure compliance with licensing conditions, guidelines and codes of practice stipulated or issued by the PCLB and handling of complaints.
- (e) During the grave-sweeping seasons, traffic and pedestrian flow management arrangements are already implemented by the Police in the area. The proposed columbarium will not require TD or the Police to implement additional special traffic management measures during this twice a year event. The traffic and pedestrian flow level in the area during the peak hours is at an acceptable level.
- (f) Even with a conservative forecast methodology, the proposed columbarium will only produce a total peak traffic demand of 52 pcus per hour per direction at the Ching Ming Festival. This small amount of site generated traffic was found to have negligible effect on road network capacities.

It is believed that this sizable and well-managed site located within CWSY provides an extremely rare and unique opportunity to ease the shortfall of niche spaces whilst being able to incorporate a complete and workable transport solution. It is considered that this application would not induce adverse traffic impact on the nearby road network. In fact, the proposed Deep Bay Road Improvement would benefit the local community and would not set an undesirable precedent. This study has demonstrated that the proposed transport arrangement is practicable and therefore it is feasible from a traffic engineering point of view to provide the proposed site usages.

Moreover, in order to avoid crowd congestion and to ensure that only a controllable number of worshippers enter CWSY for worshipping during the grave sweeping occasions in a safe and orderly manner, in particular during the peak hour, a Management Plan with workable crowd management tactic has been prepared as attached in **Appendix V of the Consolidated Planning Report**. Special traffic and crowd management arrangements will be implemented on Ching Ming and Chung Yeung Festival Periods and their shadow periods, including:-



- Visit-by-Appointment System
- Admission Control System
- Tidal Flow System and Holding Area
- Manpower Deployment and Security Management
- Proposed Shuttle Bus Services
- Promotion to Use Public Transport
- Advanced Booking for Parking Spaces for Disabled/Elderly
- Membership Scheme and Mandatory Policy Agreement in Condition of Sale
- Contingency Plan for Emergency Situations

With the introduction of the aforesaid systematic crowd management method at CWSY, it is expected that the festive event to be operated at the application site can be run in a safe, orderly and smooth fashion without creating any crisis.

## 5.8 Minimum Drainage Impact

A **Drainage Submission Documents report** has been prepared as attached in **Appendix VI** of the Consolidated Planning Report. It has the following conclusion:-

### (a) Drainage Proposal

The application site is located on a gradual slope with levels varying from approximately 15.4mPD from east to 11.5mPD west towards Deep Bay Road. With reference to the Stormwater Drainage Manual (with Eurocodes incorporated) Fourth Edition, May 2013 issued by the Drainage Services Department, a **Drainage Proposal** has been prepared and 350mm wide U-channel drain will be provided within the site and stormwater will be discharge, via the proposed Ø400mm concrete pipe near the site entrance, to the proposed Ø450mm underground pipe along the portion of Deep Bay Road. It has shown that the peak run-off of stormwater in the application site to be 0.19471m<sup>3</sup>/s and the discharge capacity of the proposed Ø350mm U-channel drain is 0.22234m<sup>3</sup>/s; and the discharge capacity of the proposed Ø400mm underground precast concrete pipe is 0.28418m<sup>3</sup>/s. Thus, it can be concluded that the **proposed drainage improvement works** shall have adequate capacity to serve the application site.

### (b) Proposed Stormwater Discharge Scheme

A Stormwater Discharge Scheme has been prepared and an Ø450mm underground pipe will be provided along the portion of Deep Bay Road to cater the stormwater discharged from the application site. The discharge point of the proposed underground pipe is proposed to be connected directly to the existing 1000mm pipe. Based on the additional drainage proposal calculations and catchment area plan, the capacity of the existing drainage will be 53.5% that is including the application site. Therefore, it could be concluded that no insurmountable problem would be caused to the existing drainage network by the proposed development.

## 5.9 Minimum Environmental and Sewage Impacts

An Environmental Assessment has been carried out as presented in **Appendix VI of the Consolidated Planning Report**. It has the following conclusion:-

- (a) Environmental issues during the construction phase have been considered and mitigation measures are proposed to minimize the environmental impact due to construction works. Air quality impact assessment and noise impact assessment are considered to the main environmental aspect related to the proposed scheme.
- (b) Major source of air pollutants during the operation of the columbarium would be burning of ritual papers at the columbarium. However, there will be no incineration process and no burning of ritual paper, incense, joss sticks and candles at indoor or outdoor area of the proposed development as administrative measure. Instead, other substitute such as provision of vase would be provided to show condolence. An enclosed religious building is proposed such that the worship activities, if any, would be carried out at indoor. Thus, the operation of the proposed development will not cause unacceptable air quality impact to the surrounding. Moreover for the vehicular emission impact assessment, with sufficient buffer distance, it is expected that the site will not be subjected to unacceptable traffic emission impact.
- (c) Since no accommodation facilities will be provided by the proposed columbarium and it is not designed for noise sensitive use, the proposed columbarium is not considered as noise sensitive receiver. Moreover, when the proposed columbarium is not designed for conducting funeral ceremony; and its normal operation activities, including worships/ praying, at the site is relatively quiet in nature and they will be carried out indoors, adverse noise impact due to operation of the proposed columbarium on the surrounding areas is not expected. Also, outdoor activities and celebration activities will not be arranged during these traditional major festivals so as to maintain the quiet nature of the proposed columbarium. In addition, the recreational facilities proposed in the proposed columbarium are passive in nature. Therefore, there would not have any adverse noise impact to the surrounding due to the operation of the proposed columbarium.
- (d) Accessible toilets in the existing buildings and additional portable toilets will be provided for visitors to help handling the sewage during the festival days as contingency measures. Therefore, the operation of the proposed columbarium would not have any sewage impact to the surroundings.
- (e) Based on the historical records of aerial photos over the site and records from relevant government departments, there is no evident of potential land contamination of the site.

To this end, it can be concluded that the proposed scheme is considered environmentally acceptable.

## 5.10 Minimum Landscape and Visual Impacts

The proposed scheme will not result in any significant landscape and visual impacts based on the following considerations:-

### Landscape Consideration

- (a) A Landscape Assessment has been carried out as presented in **Appendix III of the Consolidated Planning Report**. A total of 32 nos. of surveyed trees are found within the site. 66 nos. of compensatory trees are proposed to be planted within the site.
- (b) There will be an increased provision of a variety of trees and shrubs as well as landscape features in the site. Trees will be planted on both sides of the driveway to soften the visual appearance of the fence wall. This will enhance the proposed development to be compatible with the existing rural landscape character and help to minimize the visual impact of the temple and columbarium structure. The environment of the site can also be improved for public enjoyment.
- (c) The proposed partial improvement works of Deep Bay Road does not conflict with the existing trees. The Applicant will undertake a detailed survey during the implementation stage to ensure the proposed works will not affect the existing trees, and if found necessary, appropriate tree mitigations and compensatory planting plan will be submitted. Nevertheless, it is recommended that a tree preservation and landscape proposal to be submitted to the satisfactory of Director of Planning after the s.16 planning application is approved by the Board.

### Visual Consideration

- (a) The application site is topographically located in a secluded area. It is mostly covered with temporary structures, open storages, mature trees and burial grounds, and is not easily visible from outside. There is no Visual Sensitive Receiver in the adjacent area. Only a small cluster of low-rise housing is located more than 100m away from the site and is segregated from the site by mature trees. Because of the difference in altitude and distance, the application site is not visible from the nearby local villages and residential settlements (see **Plan U**).
- (b) Visual impact of the proposed development can be reduced by the careful design and location of the buildings. The buildings at the site only cover about 10% of the site and are small scale in nature. The maximum height of the buildings at the site is not more than 7.62m. As stated above, extensive landscaping proposed within the site will enhance the visual quality of the site. Besides providing a natural setting for the proposed scheme, it also screens off the proposed scheme from adjoining uses. The landscaped area within the site will provide resting areas for the visitors. Artist Impressions showing the visual improvement of CWSY are attached in **Plan F** and **Plan N**.
- (c) Photos had been taken from 10 public viewing points which were selected based on the following criteria (see **Plan U**):-

- 1) government land and easily accessible to the public;
- 2) located within about 150m from the centre point of the site; and
- 3) viewing points are set at human eye level for a realistic presentation of views.

#### Visual analysis of the photos

Photo 1: - Photo 1 shows that only the entrance of the site and small portion of the proposed management office is visible by public at this location. The proposed columbarium buildings will be visually obstructed by the adjacent existing mature trees and wall surrounding the site.

Photo 2: - Photo 2 had been taken from further southwest of the site in view of the section of Deep Bay Road at the southwest of the site is not accessible to the public. It illustrates that only the entrance of the site is visible by the public at this point.

Photo 3-5: - Photos 3, 4 and 5 taken from the track road further south of the site have demonstrated that the potential visual impacts from these public viewing points are negligible.

Photo 6: - Photo 6 had been taken from further north of the site considering the slopes and mature trees lie along the section of Deep Bay Road at the northwest of the site is not accessible to the public. It demonstrates that only the entrance of the site is visible by the public at this point.

Photo 7: - Although the angle of Photo 7 is not facing directly to the site, this photo has demonstrated that public walk along the track road further north of the site will not be able to see the site in view of the visual obstructions, such as long shrubs, mature trees and large temporary structures, lie along the track road.

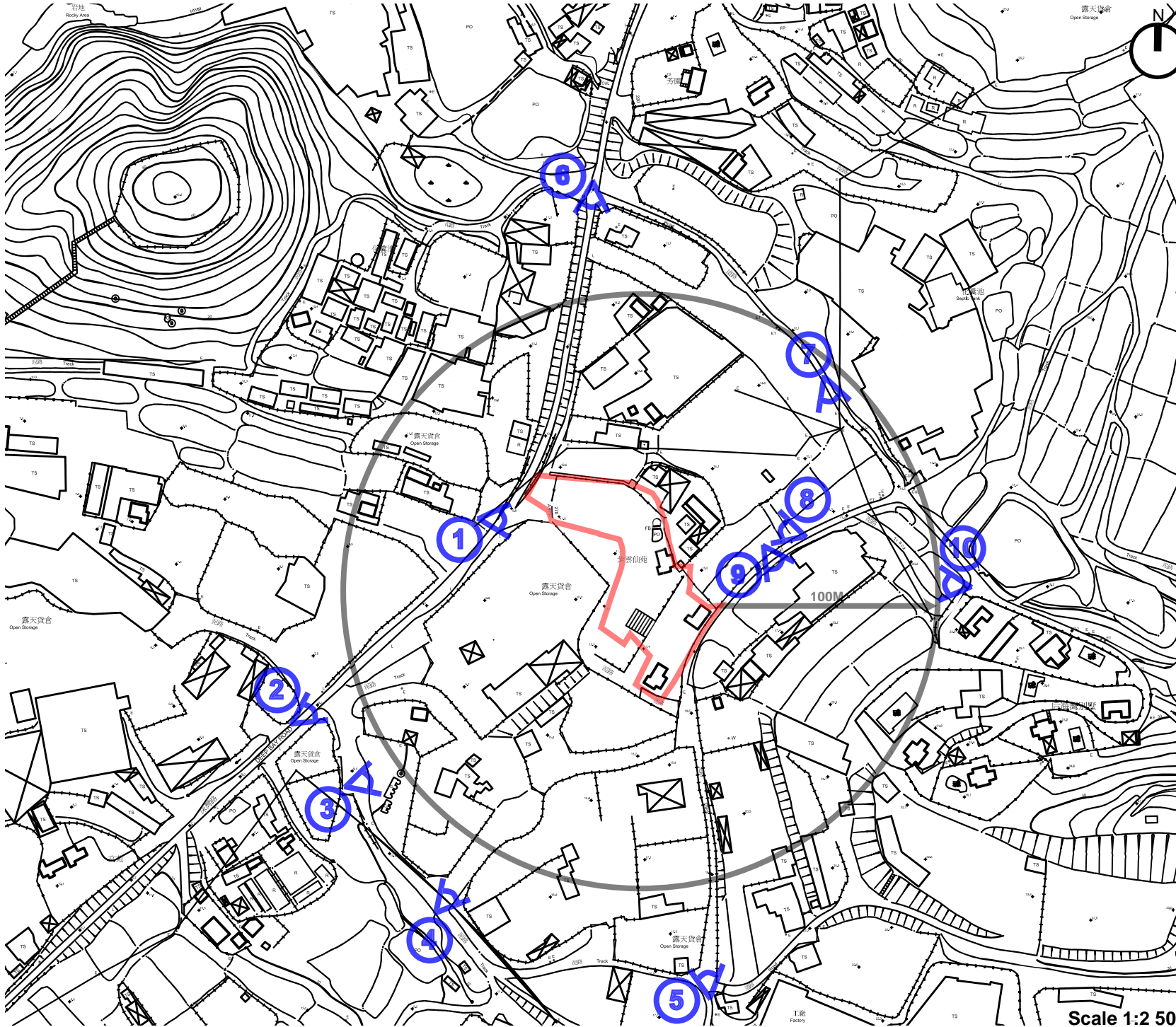
Photo 8: - Photo 8 shows that small portion of the site from the track road east of the site may be visible by the public. However, this track road is mainly used by the temporary structures called 英發工業原料有限公司 further east of the site. Landscape features will be provided at the site to help minimizing the potential visual impact to the locality.

Photo 9: - Photo 9 indicates that several large temporary structures are situated east of the site. These large structures and adjoining mature trees visually block the view from the low-rise residential development called 后海灣別墅 to the site.

Photo 10: - View of the site from this point is entirely blocked by mature trees and a large temporary structure east of the site.

- (d) Given the small scale of the buildings located in a secluded location and the adoption of the design and landscape measures above, local concerns regarding visual impacts associated with the proposed development would not be anticipated.





Plan U: Minimum Visual Impact



## 5.11 Minimum Archaeological Impact

An Archaeological Impact Assessment (AIA) for the project has been carried out as presented in **Appendix VIII** of the Consolidated Planning Report. Details of the assessment are summarized as follows:-

- (a) Desktop review supplemented by site visit findings indicated nil archaeological potential of the site and the road widening areas. Although artefacts had been identified within the Lau Fau Shan Site of Archaeological Interest at a location sharing the same superficial geology to the site and the road widening areas, the site of discovery was far away and the finds were disturbed secondary deposits. Therefore, archaeological deposits that may encounter from the site and the road widening areas are probably secondary deposits. In addition, previous ground disturbances of the site and the areas of the road widening works were serious. Thus, the archaeological potential of these areas is concluded to be nil. Potential adverse archaeological impact due to the CWSY scheme is considered minimal.
- (b) However the AMO should be informed immediately in case of discovery of antiquities or supposed antiquities during the course of construction works. If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO.

## 5.12 Unlikely to Set an Undesirable Precedent

Approval of the rezoning proposal will not set an undesirable precedent in the area based on the following reason:-

### (a) **Study on Similar Cases of Pre-cut-off Columbarium in Lau Fau Shan**

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 CWSY to the PCLB on 14.2.2018. During the 3 years of the validity period, the Applicant has to comply with all statutory and government requirements, including town planning, land lease and building safety. As such, the present application is submitted to regularise the Pre-cut-off Columbarium in order to comply with the regulatory planning requirements of the new ordinance. It is different to those planning application for providing a new columbarium or increasing number of columbarium niches which should be defined as the "Post-cut-off Columbarium".

A comprehensive site study has been conducted to identify any sites of similar characteristics within the Lau Fau Shan and Tsim Bei Tsui OZP. The following site characteristics and development criteria need to be met in order to classify as similar cases for the present application:

- They must be a Pre-cut-off Columbarium – 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. 8 a.m. on 18.6.2014).
- They have submitted both applications for Columbarium Licence and TSOL to PCLB before 29.3.2018. It should be noted that those columbaria applied for Exemption do not need to comply with the planning-related requirements.
- The proposed use would not cause unacceptable visual, landscape, traffic and environmental impacts on the locality.

Given the unique background, location and characteristics of the sites, there is only one similar case (i.e. Wan Fau Sin Koon) could be found in the area. Hence, the risk of creating a precedent is not substantial. Each application should be assessed on its own merit.

### (b) **Control Mechanisms from the Government to Ensure Proper Development**

A s.16 planning application will be required after successful rezoning. The proposed zoning will facilitate the relevant government departments to control the number of niches, development intensity, facilities provision, layout of the proposed scheme under the OZP restriction. The requirement of a s.16 planning application can also ensure the proposed traffic and environmental mitigation

measures are implementable and enforceable. In addition, the PCO is in effect and one of the objectives of the licensing scheme is that private columbaria are in compliance with the statutory and government requirements before a licence is granted to the operator. Thus, there are sufficient control mechanisms from the Government to ensure proper development in the site.

**(c) The Proposed Scheme is not an Undesirable Use**

The proposed scheme is to provide a peaceful environment of religious and recreational facilities serving the needs of the general public. The existing buildings are low-rise in nature and the proposed uses have been carefully designed to match with the overall "REC" zone within the vicinity. In addition, the surrounding area has a rural character mainly covered with temporary structures, open storages, mature trees and burial ground. The proposed scheme could facilitate proper recreational developments within the vicinity thus upgrading the local environment in accordance to the planning intention of "REC" zone.

Furthermore, it is common to have columbarium use within a religious context site. Columbarium is an essential social facility for the society and therefore it should not be regarded as an "Undesirable Use". In addition, the ancillary columbarium in the proposed scheme is confined at the corner of the site. With the adoption of appropriate mitigation measures, the proposed scheme will not pose significant adverse traffic, environmental, visual and sewerage impacts on the neighbourhood. It is a relatively clean facility and is not an undesirable use.

**(d) Similar Cases in Rural Area**

Regarding the similar cases of columbarium developments in the rural area, there are a number of approved cases as shown in **Table 5.3** below. Based on the supporting precedent cases and the PCO has come to effect, the proposed development should be supported. Importantly, the proposed scheme has made several major design improvements and the columbarium is small scale. It is hoped that the Board could consider the present application on its individual merits.

**Table 5.3: Similar Cases of Columbarium Development in Rural Area**

Application No.	Location	No. of Niches	Approval Date
A/FSS/242	Lot 5174 in D.D. 51 and adjoining government land, Fung Ying Seen Koon Fanling	22,933	11.11.2016
A/TM/437	TMTL 392, Shan Yuen, Tsing Shan Tsuen, Tuen Mun	5,000	20.7.2012
A/NE-TK/303	Soka Gakkai International of Hong Kong Cultural & Recreational Centre, 33 Shan Nam Road, Tai Po	12,000	11.11.2011
A/NE-TKL/331	Wun Chuen Sin Kwoon, Lot 11A and 11B in D.D. 77, Ping Che	6,072	28.1.2011
A/YL-LFS/77	Wan Fau Sin Koon at D.D. 129, Lau Fau Shan, Yuen Long	2,000	21.12.2001

*Source: Town Planning Board*



## 6. CONCLUSION

The Government has emphasised in many public occasions that they need to adopt a pragmatic and sensitive approach to resolve properly the historic problems of Pre-cut-off Columbaria which have accumulated over the years. The PCO came into effect on 30.6.2017 and the private columbarium in Hong Kong must be covered with a Columbarium Licence, Exemption or TSOL. During the 3 years of the validity period of TSOL, CWSY has to seek a licence which must comply with all statutory and government requirements, including town planning, land lease and building safety.

This rezoning request is for the TPB's agreement to amend the zoning of the site at various lots in D.D. 129 and the adjoining government land from "REC" to "G/IC(1)" zone on the Approved Lau Fau Shan and Tsim Bei Tsui OZP (subsequent replaced by the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/10 after submission). The proposed zoning will ensure proper control of the development within the site and will permit the subsequent submission of a s.16 planning application for the provision of religious and recreational facilities and regularisation of a Pre-cut-off Columbarium with a total of 7,730 for CWSY. A series of improvement measures have been proposed in addressing the potential impacts from CWSY. Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-

- (a) the rezoning application is aimed at regularising the existing niches from a Pre-cut-off columbarium in CWSY. It is in line with the requirements of the PCO;
- (b) the proposed development is in line with the Government's intention to relieve part of the urgent demand for columbarium niche spaces in Hong Kong;
- (c) it is also in line with the Government's intention to promote compatible recreational uses for the general public in the area;
- (d) the proposed "G/IC(1)" zoning will ensure proper planning control on the development of the site;
- (e) the application site is suitable for columbarium use since it is accessible by vehicles and is situated in an isolated location far away from residential settlement;
- (f) the proposed use is compatible with the adjacent land uses where a number of graveyards, religious institutions and columbaria are located;
- (g) the existing buildings and the proposed temple are low-density and low-rise in nature and the proposed scheme has been carefully designed to be compatible with the planning intention of the "REC" zone and to enhance the local environment;
- (h) the small scale development will unlikely result in any significant land use, traffic, environmental, drainage, sewerage, visual, landscape, and archaeological impacts on the locality; and
- (i) the application will not set an undesirable precedent for similar applications in view of its site suitability, small scale and the new policy initiatives.

In view of the merits of the scheme proposal and the planning justifications presented in this Planning Statement, honourable members of the Town Planning Board are requested to agree with this rezoning application.

## 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

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

Updated  
Information for Consumers

Updated  
Information for Operators

Private Columbaria Licensing Board

List of Applications for Specified Instruments Received

Ash Temporary Storage Service by FEHD

Updated  
Application Guide and Forms for Licence and Other Specified Instruments

Updated  
Guidelines for Carrying out the Prescribed Ash Disposal Procedures

Updated  
Other Multimedia Information

Updated  
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](http://www.fhb.gov.hk/download/press_and_publications/otherinfo/160700_columbarium/e_legco_brief_on_land_premium_TIA.pdf)).

Ends/Wednesday, November 22, 2017

Issued at HKT 17:30



Annex II:

**Submission Letter for Applications for Columbarium Licence and TSOL on 14.2.2018  
and PlanD's comments on 16.10.2019**

**TOCO PLANNING CONSULTANTS LTD.**

TOWN PLANNING, ENVIRONMENT & DEVELOPMENT CONSULTANCY

Secretariat of Private Columbaria Licensing Board  
Private Columbaria Affairs Office  
6/F, Lui Kee Education Services Centre,  
269 Queen's Road East,  
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2A Lippo Leighton Tower,  
103 Leighton Road, Causeway Bay,  
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Fax: 2577 2862  
E-mail: [tocoplanning@hotmail.com](mailto:tocoplanning@hotmail.com)  
Website: <http://www.tocoplanning.com>



達材都市規劃  
顧問有限公司

Dear Sir/ Madam,

14 February 2018

**Applications for "Pre-cut-off Columbarium Licence" and  
"Temporary Suspension of Liability" for Che Wan Seen Yuen  
Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970 and 1975 RP in D.D. 129  
and Adjoining Government Land, Lau Fau Shan**

We submit herein, on behalf of Che Wan Seen Yuen Company Ltd., an application for a Private Columbarium Licence and an application for a Temporary Suspension of Liability for "Pre-cut-off Columbarium" under the Private Columbaria Ordinance. The applications are intended to regularise the existing columbarium named Che Wan Seen Yuen at the captioned lots in Lau Fau Shan.

In view of the policy initiatives related to traffic impact assessment of pre-cut-off columbaria announced by Government on 22.11.2017, the Applicant has decided to submit two separated sets of application as follows:-

1. Application 1 only involves those columbarium niches that had been sold before 30.6.2017; and
2. Application 2 only involves those columbarium niches that had not been sold on 30.6.2017.

— Please find attached two different sets of file each with necessary documents in support of the two applications. An authorisation letter is also enclosed for your attention. The Applicant has employed Mr. Ervin Lee Siu Man of ELA Architects Ltd. to undertake the necessary technical assessments for the applications such as building-related requirements, structural and fire safety requirements, electrical and mechanical safety requirements, and drawings prepared by Authorised Person. These outstanding documents will be submitted before early March 2018.

Please contact the undersigned or my colleague Mr. Daniel Wei at 28950168 if you have any queries and additional information pertinent to the applications. For queries in relation to the niche count or operation of the columbarium, please contact Ms. Eva Wong of Che Wan Seen Yuen Company Ltd. at 24726081.

Yours faithfully,

Toco Planning Consultants Ltd.

  
Ted Chan  
Managing Director



**TED T. C. CHAN**  
MPIA, MHKIP, RPP

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: ( 73 ) in FEHD PC 72-40/62/2018/024

掛號郵件

紫雲仙苑  
[只包括2017年6月30日仍未售出的龕位]  
香港銅鑼灣渣甸街5-19號  
京華中心1410室  
達材都市規劃顧問有限公司  
紫雲仙苑有限公司  
(獲授權人士: 文劍輝先生)

文先生:

根據《私營骨灰安置所條例》(第630章) (《條例》)  
申請指明文書  
紫雲仙苑  
[只包括2017年6月30日仍未售出的龕位]  
新界元朗流浮山深灣路270號  
(丈量約份第129約地段第1966號A、1966號餘段、  
1968號、1969號、1970號、1975號餘段及毗連政府土地)

關於你在 2018 年 2 月 14 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。環境保護署及規劃署就你提交的文件及資料提出的意見詳情列於附件一。就關乎規劃的規定牌照申請人須注意事項, 請參閱附件二。

如需要就環境保護署及規劃署要求澄清及/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。若你對環境保護署的意見有任何疑問, 請致電 3151 7055 與項目主任(骨灰安置所) 黃夏明先生聯絡; 若你對規劃署的意見有任何疑問, 請致電 2158 6172 與城市規劃師/新界區總部 2 邢江洲先生聯絡。

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。

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及暫免法律責任書申請的意見，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 7320 或電郵發送致 [pc\\_app@fehd.gov.hk](mailto:pc_app@fehd.gov.hk) 與個案經理譚翰茵女士聯絡。

食物環境衛生署署長

(朱俊禧



代行)

2019 年 10 月 16 日

### 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。

### 重要提醒

- (1) 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。
- (2) 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。

副本送(如適用):

暫免法律責任書申請檔案: FEHD PC 72-40/64/2018/025



附件 1

規劃署對根據《私營骨灰安置所條例》(《條例》)(第630章)  
就~~骨灰安置所~~ / ~~截至前~~ 骨灰安置所提交的牌照 / 牌照及暫免法律責任書 / 牌  
照、~~豁免書及暫免法律責任書~~申請的意見

(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：紫雲仙苑

申請人姓名：紫雲仙苑有限公司

骨灰安置所地址：新界元朗流浮山深灣路270號 (丈量約份第129約地段第  
1966號A、1966號餘段、1968號、1969號、1970號、1975  
號餘段及毗連政府土地)

檔號：( 65 ) in FEHD PC 72-40/62/2018/024 (牌照)

檔號：( 25 ) in FEHD PC 72-40/64/2018/025 (暫免法律責任書)

本署對題述申請(包括申請人就申請提交的建議圖則)的意見如  
下：

I. 是否有《條例》第17條所述的指明執法行動針對有關骨灰安置所？

[請在以下其中一個方格內加上✓號。]

☒ 沒有《條例》第 17 條所述就違例發展採取的指明執法行動針對有  
關骨灰安置所。

☐ 有《條例》第 17 條所述就違例發展採取的指明執法行動針對有關  
骨灰安置所，詳情載於附錄 3。

II. 關乎規劃要求內有關「骨灰安置」的規定：

(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」，請在適當方格內加上  
✓號：

☐ 在有關分區計劃大綱圖內，存放骨灰屬經常准許的用途

附件 1

(如有特定限制，請註明：

)

☐ 已獲城市規劃委員會根據《城市規劃條例》第 16 條批准規劃許可申請

☐ 屬現有用途

(3) 如在上述第(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？

☐ 有，請註明准許骨灰龕位數目上限：\_\_\_\_\_ 個

☐ 否

(4) 如在上述第(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

(5) 如上述第(II)部問題(1)的答案為「否」，理由如下：

「~~靈灰安置所~~」並非相關法定圖則下的准許用途。

(6) [如申請人須提供進一步資料，請在以下方格內加上✓號]

☒ 申請人須提供進一步資料，以便本署審核申請是否符合《條例》內關乎規劃的要求內有關「骨灰安置」的規定。所需資料載列於附錄1(見第V部)。

### III. 對申請人就牌照申請提交的建議圖則的意見

[請在以下其中一個方格內加上✓號。]

☐ 本署對上述牌照申請的建議圖則並無意見。

☒ 本署對上述牌照申請的建議圖則有以下意見：  
請參閱上列第 II 部分的意見。

#### IV. 對牌照申請人所提交的管理方案的意見

[請在適當方格內加上✓號。]

- ☐ 本署對上述管理方案並無意見。進一步的意見將會於根據城市規劃條例第 12A 條或第 16 條提出的申請獲批准後提供(如有)。
- ☐ 本署對上述管理方案有以下意見：
- ☐ 沒有提交管理方案。請要求申請人提交管理方案，以便進一步處理／在根據城市規劃條例第 12A 條或 16 條提出規劃申請時提交可容納的訪客量及入場管制／交通及公共運輸安排／人流管理／應對火警或其他緊急情況的應變方案等資料\*。
- ☐ 管理方案沒有提供以下的資料：可容納的訪客量及入場管制／交通及公共運輸安排／人流管理／應對火警或其他緊急情況的應變方案／其他(請註明：\_\_\_\_\_)\*。請要求申請人提交已包括上述資料的修訂管理方案。
- ☐ 管理方案沒有提供下列的資料：可容納的訪客量及入場管制／交通及公共運輸安排／人流管理／應對火警或其他緊急情況的應變方案／其他(請註明：\_\_\_\_\_)\*。請要求申請人在根據城市規劃條例第 12A 條或第 16 條提出的規劃申請時提交所有上述資料。
- ☒ 其他意見：

本署現階段對上述管理方案未能提供意見。有關意見將會於根據城市規劃條例第 12A 條或第 16 條提出的申請獲批准後提供(如有)。

#### V. 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。]

- ☐ 就牌照的申請，本署對將列入“須符合的要求的通知書”內的要求並無意見。

附件 1

- ☒ 本署建議把附錄 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，

[請在以下其中一個方格內加上✓號。]

- ☐ 本署建議對牌照施加附錄 2所載的條件。
- ☐ 本署對施加於牌照的條件並無任何建議。
- ☒ 本署會待牌照的申請人報告已符合“須符合的要求的通知書”內關乎規劃的要求後，才提出建議(見附錄 1)。

#### ~~VII. 對豁免法律責任書申請人所提交有關符合申請牌照要求的行動計劃(如適用)的意見~~

~~[請在適當方格內加上✓號。]~~

- ~~☐ 本署對申請人的行動計劃並無意見。~~
- ~~☐ 本署對申請人的行動計劃有以下意見：~~

#### VIII. 訴訟程序\*

[請在以下其中一個方格內加上✓號。]

- ☒ 本署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正進行訴訟程序，詳情如下：

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## IX. 其他意見

請申請人注意，在根據《城市規劃條例》第12A條/第16條向城市規劃委員會（城規會）提交規劃申請前，應先向發牌委員會就牌照申請提交已獲合資格人士核證的建議圖則（包括龕位資料），並在骨灰所辦完成審核及接納龕位資料後，才向城規會提交規劃申請。

在提交規劃申請時，申請人應利用夾附在申請指引附件8中附錄1的表格一併提交龕位數目的詳情，並應提交可容納的訪客量及入場管制／交通及公共運輸安排／人流管理／應對火警或其他緊急情況的應變方案等資料。

首份涵蓋有關地點的法定圖則的公告在憲報刊登的日期是：1990年8月17日。申請人如要求享有「現有用途」權利，須提供足夠有力證據以證明該申請處所在有關首份法定圖則刊憲之前已被用作並在其後一直持續用作「靈灰安置所」用途，主要詳情如下：

- 在緊接首份涵蓋申請地點／處所的法定圖則的公告在憲報刊登前已被用作「靈灰安置所」用途及其規模（即地點／處所的範圍及龕位數目）的證明；及
- 自首份涵蓋申請地點／處所的法定圖則的公告在憲報刊登以來一直持續進行「靈灰安置所」用途及其規模（即地點／處所的範圍及龕位數目）的證明。

有關證明包括布局圖、地點／處所的照片／航攝照片、已批准的建築圖則、短期豁免書、短期租約、租賃協議、商業登記申請表、土地業權證明及單據等。

規劃署向私營骨灰安置所事務辦事處提出上述意見的日期：11/10/2019

\*刪去不適用者

\*指除第I部分所述的執法行動以外的法律事宜。

## 附錄 1

根據《私營骨灰安置所條例》(第630章)  
規劃署建議列入“須符合的要求的通知書”內的關乎規劃的要求

~~就骨灰安置所／截至前骨灰安置所\*申請牌照／牌照及暫免法律責任書  
／牌照／豁免書及暫免法律責任書\*~~

(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：紫雲仙苑

申請人姓名：紫雲仙苑有限公司

骨灰安置所地址：新界元朗流浮山深灣路270號(丈量約份第129約  
地段第1966號A、1966號餘段、1968號、1969號、  
1970號、1975號餘段及毗連政府土地)

檔號：(65) in FEHD PC 72-40/62/2018/024 (牌照)

檔號：(25) in FEHD PC 72-40/64/2018/025 (暫免法律責任書)

項目	申請人須符合的要求
1	<p>申請人可：</p> <p>a. 根據《城市規劃條例》第12A條向城規會提出修訂法定圖則申請，每宗申請將按其個別情況作考慮。請注意縱使城規會同意/部份同意有關申請，亦不一定代表可即時符合「關乎規劃的要求」：</p> <p>i) 若城規會同意把「靈灰安置所」用途納入擬議地帶的第一欄用途之內，相關法定圖則須在作出修改後(即直至草圖刊憲後)，方可視為完全符合「關乎規劃的要求」；或</p> <p>ii) 若城規會同意把「靈灰安置所」用途納入擬議地帶的第二欄用途之內，申請人仍須根據《城市規劃條例》第16條向城規會提交規劃許可申請。若城規會在有附帶條件下批給許可，申請人須在完全履行附帶的條件後，方可視為符合「關乎規劃的要求」；</p> <p>及/或</p> <p>b. 要求享有法定圖則下「現有用途」權利。請注意任何人士如要求享有「現有用途權利」，須提供足夠證據，以證明確有資格享有這項權利。</p>

規劃署向私營骨灰安置所事務辦事處提出上述意見的日期：11/10/2019

\*刪去不適用者

土地註冊處 THE LAND REGISTRY  
土地登記冊 LAND REGISTER

印製編號 PRINT CONTROL: ESS220113006255

印製於 PRINTED AT: INTERNET SEARCH (E-MAIL)  
查冊日期及時間 SEARCH DATE AND TIME: 13/01/2022 11:14  
查冊者姓名 / 名稱 NAME OF SEARCHER: TOCO PLANNING CONSULTANTS LTD.

查冊種類 SEARCH TYPE: CURRENT

本登記冊列明有關物業截至 13/01/2022 07:30 之資料  
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 13/01/2022.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合<<個人資料（私隱）條例>>的規定。

The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the titles to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。  
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料  
PROPERTY PARTICULARS

物業參考編號  
PROPERTY REFERENCE NUMBER (PRN): C5319081

地段編號  
LOT NO.: THE REMAINING PORTION OF LOT NO. 2024 IN D.D.  
129  
批約 HELD UNDER: GOVERNMENT LEASE  
年期 LEASE TERM: 75 YEARS RENEWABLE FOR 24 YEARS  
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898  
每年地稅 RENT PER ANNUM: -

所佔地段份數

SHARE OF THE LOT: -

ADDRESS: YUEN LONG  
NEW TERRITORIES

地址: -

備註

REMARKS: THE RENT IS \$0.10 P.A. (LOT NO.2024 IN DD129)

THE FOLLOWING MEMORIAL COPIED FROM MEMORIAL INDEX: SUCCESSION TO PROPERTY M/N YL125786

SURVEY PLAN NO.YL2948--SO MAY AFFECT BOUNDARIES & AREA OF THIS LOT & IS AVAILABLE IN DISTRICT SURVEY OFFICE

業主資料

OWNER PARTICULARS

業主姓名 NAME OF OWNER	身分 (如非唯一擁有人) CAPACITY (IF NOT SOLE OWNER)	註冊摘要編號 MEMORIAL NO.	文書日期	註冊日期	代價 CONSIDERATION
			DATE OF INSTRUMENT	DATE OF REGISTRATION	
FORTUNE CASE INVESTMENTS LIMITED		08100900710026 ASSIGNMENT	19/09/2008	09/10/2008	\$128,000.00

軒萬投资有限公司



土地註冊處THE LAND REGISTRY  
土地登記冊LAND REGISTER

印製編號 PRINT CONTROL: ESS220113006255

物業涉及的輾轉  
INCUMBRANCES

註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	文書性質 NATURE	受惠各方 IN FAVOUR OF	代價 CONSIDERATION
YL430445	05/01/1990	09/07/1990	SURVEY PLAN AND LETTER	-	-
			-		
			備註 REMARKS: RE S.B OF LOT NO. 1977 AND R.P. OF LOT NO. 2024 IN DD129		
08100900710018	19/09/2008	09/10/2008	DEED POLL WITH PLAN	-	-
			-		
			備註 REMARKS: RE S.B AND RP		

等待註冊的契約  
DEEDS PENDING REGISTRATION

註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	交付日期 DATE OF DELIVERY	文書性質 NATURE	受惠各方 IN FAVOUR OF	代價 CONSIDERATION
			***** 無	*****	*****

\*\*\*\*\* 登記冊末端 END OF REGISTER \*\*\*\*\*

**Appendix II**  
**Consolidated Responses to Departmental**  
**& Public Comments**

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### **LIST OF ANNEXES**

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## 1. INTRODUCTION

A Planning Statement with technical assessments was submitted with the s.12A rezoning application on 20.1.2020. During the statutory publication period, the Applicant has submitted a number of F.I. in response to the departmental comments and public comments. Master schedule of the captioned application is summarized as follows:-

Date	Items	Remarks
20/01/2020	Submission of s.12A rezoning application.	Planning Statement with Architectural Drawings Landscape Assessment Traffic Impact Assessment Management Plan Drainage Plan Environmental Assessment
03/04/2020	4 public comments on Planning Statement received.	Support: 0 Raised Concerns: 4
16/04/2020	Departmental comments on Planning Statement received.	Food and Environmental Hygiene Department
20/04/2020		Architectural Services Department Urban Design Unit, Planning Department
08/05/2020		Transport Department Highways Department Hong Kong Police Force
11/05/2020		Environmental Protection Department
02/06/2020		Environmental Protection Department
18/06/2020		Antiquities and Monuments Office
15/05/2020	Planning application deferred.	1 <sup>st</sup> Time
15/07/2020	Submission of Further Information (I) (Accepted but Not Exempted from Publication)	<u>Further Information (I)</u> Responses to Departmental & Public Comments Revised Management Plan Revised Pages & Plans of Planning Statement Supporting Traffic Documents Revised Drainage Plan Revised Pages of Environmental Assessment Archaeological Impact Assessment
09/08/2020	Departmental comments on Further Information (I) received.	Transport Department Environmental Protection Department Hong Kong Police Force
15/08/2020		Antiquities and Monuments Office



Date	Items	Remarks
28/08/2020	51 public comments on Further Information (I) received.	Support: 0 Raised Concerns: 51 (50 same comments)
09/10/2020	Planning application deferred.	2 <sup>nd</sup> Time
08/12/2020	Submission of Further Information (II) <i>(Accepted but Not Exempted from Publication)</i>	<u>Further Information (II)</u> Responses to Departmental & Public Comments Supporting Traffic Documents Revised Pages of Environmental Assessment Revised Pages of Archaeological Impact Assessment
08/01/2021	2 public comments on Further Information (II) received.	Support: 0 Raised Concerns: 2
20/01/2021	Departmental comments on Further Information (II) received.	Transport Department Drainage Services Department
21/01/2021		Antiquities and Monuments Office
26/02/2021	Planning application deferred.	3 <sup>rd</sup> Time
24/04/2021	Submission of Further Information (III) <i>(Accepted but Not Exempted from Publication)</i>	<u>Further Information (III)</u> Responses to Departmental & Public Comments Lay-by Queue Length Assessment Revised Drainage Proposal Revised Pages of Planning Statement & Archaeological Impact Assessment
28/05/2021	129 public comments on Further Information (III) received.	Support: 30 (30 same comments) No Comment: 99 (98 same comments)
10/06/2021	Departmental comments on Further Information (III) received.	Drainage Services Department
15/06/2021		Transport Department Highways Department
16/06/2021		Food and Environmental Hygiene Department Lands Department
21/06/2021		Hong Kong Police Force
24/06/2021		Antiquities and Monuments Office
07/07/2021	Submission of Further Information (IV) <i>(Accepted but Not Exempted from Publication)</i>	<u>Further Information (IV)</u> Responses to Departmental & Public Comments Revised Pages of Management Plan Revised Pages of Archaeological Impact Assessment Revised Traffic Impact Assessment Stormwater Discharge Scheme
05/08/2021	Departmental comments on Further Information (IV) received.	Lands Department

Date	Items	Remarks
06/08/2021	27 public comments on Further Information (IV) received.	Support: 0 Raised Concerns: 27 (25 same comments)
11/08/2021	Submission of Clarification Letter (Accepted and Exempted from Publication)	<u>Clarification Letter</u> Responses to Comments from Lands Department Revised Land Status Plan
19/08/2021	Departmental comments on Further Information (IV) received.	Drainage Services Department
26/08/2021	Submission of Further Information (V) (Accepted but Not Exempted from Publication)	<u>Further Information (V)</u> Responses to Departmental Comments Revised Stormwater Discharge Scheme
24/09/2021	42 public comments on Further Information (V) received.	Support: 0 Raised Concerns: 42 (40 same comments)
30/09/2021	Departmental comments on Further Information (V) received.	Drainage Services Department
06/10/2021	Submission of Further Information (VI) (Accepted but Not Exempted from Publication)	<u>Further Information (VI)</u> Responses to Departmental & Public Comments Revised Stormwater Discharge Scheme
12/11/2021	10 public comments on Further Information (VI) received.	Support: 0 Raised Concerns: 10 (3 without reason)
16/11/2021	Departmental comments on Further Information (VI) received.	Drainage Services Department
19/11/2021	Submission of Further Information (VII) (Accepted but Not Exempted from Publication)	<u>Further Information (VII)</u> Responses to Departmental Comments Revised Stormwater Discharge Scheme
24/12/2021	30 public comments on Further Information (VII) received.	Support: 0 Raised Concerns: 30 (30 same comments)
06/01/2022 – 12/01/2022	Departmental comments on the Application received	Planning Department
14/01/2022	Submission of Clarification Letter	Clarifications to queries from the Planning Department Revised Drainage Plan
<b>18/02/2022</b>	<b>Tentative Date of TPB Meeting</b>	

## 2. CONSOLIDATED RESPONSES TO DEPARTMENTAL COMMENTS

During the departmental circulation stage of the present rezoning application, the Applicant had received a number of comments from the following government departments:-

- Food and Environmental Hygiene Department (FEHD)
- Architectural Services Department (ASD)
- Urban Design Unit, Planning Department (UDU)
- Lands Department (LandsD)
- Highways Department (HyD)
- Transport Department (TD)
- Hong Kong Police Force (HKPF / the Police)
- Drainage Services Department (DSD)
- Environmental Protection Department (EPD)
- Antiquities and Monuments Office (AMO)
- Planning Department (PlanD)

The Applicant had submitted F.I (I) to F.I (VII) and clarification letters in responses to the departmental comments received. A consolidated table of the Applicant's responses to departmental comments, which had submitted in the past, is re-provided in **Table 2.1** to **Table 2.11** in the following page.

## 2.1 Responses to Comments from Food and Environmental Hygiene Department

Date	Items	The Applicant's Responses
Consolidated Comments received on 16.4.2020 and 16.6.2021		
FEHD (A1)	Under the PCO, only private columbaria that have obtained a licence may sell or newly let out niches. Any private columbarium which applies for a licence has to comply with the planning-related requirements and other requirements prescribed in the PCO or specified by the PCLB. A licence applicant is required to submit a management plan to the PCLB for approval. In determining whether to approve an application for a licence, the PCLB must have regard to the public interest and may have regard to any other relevant considerations.	Noted.  Relevant submissions have been made in relation to the requirements of the PCO.
FEHD (A2)	Regarding the private columbarium named "紫雲仙苑" (CWSY) at 270 Deep Bay Road, Lau Fau Shan, Yuen Long, New Territories (DD129 LOT 1966A, 1966RP, 1968, 1969, 1970, 1975RP and adjoining government land, 2 sets of the specified instrument (SI) application (viz. a licence and TSOL) for 1 set of SI application (licence and TSOL) which covers only niches already sold before 30 June 2017 and another set of SI application (licence and TSOL) which covers only niches unsold as at 30 June 2017 in respect of a pre-cut-off columbarium were received by the PCLB. The SI applications are being processed by the Private Columbaria Affairs Office (PCAO) according to the prevailing procedure.	
FEHD (A3)	It was preliminary noted that the information on niches as at 30.6.2017 provided in Table 2.1 (in page 5 of the planning statement) apparently tallies with that provided in the SI applications submitted to the PCLB. However, you are required to clarify on the niche information as inconsistency with the submitted revised plans was spotted, the said information could not be confirmed by the PCAO at this juncture.	Noted. A full set of the updated Annex 13 (relevant layout plans and niche information) has been submitted to PCLB on 9.6.2021. Updated layout plans have been submitted on 7.9.2021.



Date	Items	The Applicant's Responses
FEHD (A4)	<p>Furthermore, comments on proposed measures under the Management Plan at Appendix VII are provided as below:</p> <p><b>(1) Basic information of the columbarium</b>  <i>For Paragraph 3:</i></p> <ul style="list-style-type: none"> <li>You should clarify Opening hours on Saturdays, Sundays and public holidays (if different from the normal days).</li> <li>The applicant should clarify the Status of operator: land owner/ current tenant of the premises under a lease/tenancy.</li> </ul> <p><b>(3) The holding capacity of visitors and admission control</b>  <i>For Paragraph 5:</i></p> <ul style="list-style-type: none"> <li>You should clarify Opening hours on Saturdays, Sundays and public holidays (if different from the normal days).</li> <li>You should specify the visitors holding capacity of the columbarium for each halls of the 3 columbarium blocks.</li> <li>You should specify the measures to be adopted to ensure that the number of visitors inside the columbarium will not exceed the holding capacity for visitors for each halls.</li> <li>You should clarify the ways to inform niche owner about the special arrangement of visit-by appointment system through E-booking.</li> </ul>	<p>FEHD's suggestions are noted and appreciated. The Management Plan of CWSY has been amended and updated accordingly and attached in <b>Appendix V</b>.</p> <p>For para. 3: The operation hours of CWSY during festival days (i.e. Saturdays, Sundays and Public Holidays) are between 8:00am and 6:00pm., a total of 10 hours per day and the operation of CWSY during normal days is from 9:00am to 5:00pm.</p> <p>The status of operator has been added in para. 3 of the Management Plan accordingly.</p> <p>For para. 5 : the Management Plan has been amended to show the followings, viz:-</p> <p>(1) To show the visitors' holding capacity of the columbarium for each hall of the 3 columbarium blocks (i.e. Bldg. 1 = 107.02sqm, Bldg. 2 = 96.19sqm and Bldg. 3 = 110.34sqm);</p> <p>(2) Measures to be adopted to ensure that the number of visitors inside the columbarium will not exceed the holding capacity for visitors for each hall, viz:-</p> <p>(i) Arrangement of visitors' attendance thro' Advance Visit-By-Appointment E-booking system with the visitors and 2 months prior to the festive days staff of CWSY will contact the visitors via email, phone, SMS &amp; WhatsApp to arrange the appointment;</p> <p>(ii) A specific day and time slot within each day of the festive periods will be allocated and agreed with individual visitors for attending the worship at CWSY and the agreed period of individual visit will be recorded by CWSY for record purpose and ad hoc checking;</p>

Date	Items	The Applicant's Responses
	<p><b>(4) Traffic &amp; public transport arrangement</b></p> <p><i>For Paragraph 7:</i></p> <ul style="list-style-type: none"> <li>You should clarify the ways to inform niche owner about the special arrangement of visit-by appointment system through E-booking.</li> </ul>	<p>(iii) On arrival at CWSY the batch of visitors of that particular allocated time slot will be guided by staff/security personnel to the holding area set up at the mini-roundabout within CWSY where they will be held temporarily thereat waiting to be released periodically into the respective columbarium halls for worship depending on the density of visitors inside the 3 columbarium halls;</p> <p>(iv) Security personnel will be deployed at the holding area and inside each columbarium hall and they will communicate with each other using walkie talkies in order to monitor the number of visitors inside each columbarium hall and to operate the proper release of visitors from the holding area into the respective columbarium halls for worship with a view to ensuring that the holding capacity of the 3 columbarium halls will not be exceeded at any one time;</p> <p>(v) Free shuttle bus services will be used to convey those visitors using the Visit-By-Appointment system to and from CWSY and the pick-up/drop-off location set up at the layby of Tin Fuk Road W/B immediately outside the Exit E1 of Tin Shui Wai MTR Stn.</p> <p>For para. 7: the following measures will be adopted by the Applicant &amp; his staff and mentioned in section 7.3 of the updated Management Plan, viz:-</p> <p>(1) During the process of niche buyings, the niche buyers will be briefed clearly and concisely about the necessary use of the visit-by-appointment system, the use of free shuttle buses to &amp; from CWSY and Tin Fuk Road immediately outside Exit E1 of Tin Shui Wai MTR Station, the special traffic arrangements that will be introduced on Deep Bay Road by the Police for the festive</p>

Date	Items	The Applicant's Responses
	<p><b>(5) Crowd management</b> <i>For Paragraph 10.5:</i></p> <ul style="list-style-type: none"> <li>You should provide appropriate First aid service information with regard to the actual circumstances.</li> </ul>	<p>days and the reasons and advantages of resorting to the use of visit-by-appointment system;</p> <p>(2) A clause will be appended on the purchase agreement for the signature of the niche buyers to agree to the aforesaid arrangements and other house rules and to adhere to the pre-arranged time slot arrangements for attending the CWSY for worship and CWSY has the right to deny access by the visitors into the Site during the festive days if the niche buyers and his/her accompanying visitors fail to adhere to the visit-by-appointment system &amp; transport arrangement.</p> <p>(3) 2 months prior to the festive days, staff of CWSY will contact niche buyers via electronic means to make visit-by-appointments with the visitors and will remind them that they need to adhere to all the aforesaid arrangements and house rules to be implemented by CWSY.</p> <p>For para. 10.5 the following will be actioned by the Applicant and mentioned in the updated Management Plan, viz:-</p> <p>(1) AMS personnel will be employed to station inside CWSY covering the whole festive periods in order to provide first-aid service to visitors, if necessary;</p> <p>(2) The Applicant will liaise with AMS officers to arrange staff to attend AMS courses for first-aid training so that they can administer first-aid service to visitors in emergency situations during festive periods;</p> <p>(3) Visitors will be informed in advance that AMS service is available inside CWSY during festive periods;</p> <p>(4) CWSY will provide first-aid figures, such as number of first-aid trained staff, figures of first-aid service provided and relevant records to FEHD and licensing authority on demand.</p>

Date	Items	The Applicant's Responses
	<p><b>(8) Contingency plan for fire or other emergency situations</b>  <i>For Paragraph 19.2(d):</i></p> <ul style="list-style-type: none"> <li>You should clarify the specific staff training and professional qualifications, such as fire safety, first aid, etc.</li> </ul> <p><b>(9) Measures to ensure compliance with licensing conditions, guidelines and codes of practice stipulated or issued by the PCLB</b>  <i>For Paragraph 20:</i></p> <ul style="list-style-type: none"> <li>You should clarify relevant monitoring, recording and reporting arrangements to ensure compliance of licensing conditions, guidelines and codes of practice stipulated or issued by the PCLB.</li> </ul> <p><b>(10) Handling of complaints</b>  <i>For Paragraph 21:</i></p> <ul style="list-style-type: none"> <li>You should clarify the channel of receiving complaint.</li> </ul>	<p>For para. 19.2 the Applicant will record staff specific training, such as first-aid training, fire safety training and emergency and evacuation training, etc and to provide information to FEHD on request.</p> <p>Such information has been incorporated in the updated Management Plan.</p> <p>For para. 20 the Applicant will ensure that all monitoring, recording and reporting arrangements concerning CWSY for the festive periods are recorded and all staffs are well briefed about the operation plans and emergency plans prior to the festive days to facilitate the holding of the worshipping activities inside CWSY during the festive periods in order to ensure compliance of licensing conditions, guidelines and code of practice stipulated or issued by the PCLB.</p> <p>Such information has been incorporated in para. 20.22 in the updated Management Plan.</p> <p>For para. 21 a staff of CSWY will be appointed by the Applicant as the complaint handler, who is responsible to receive and investigate all complaints raised by visitors in connection with CWSY and the worshipping activities during the festive periods and he/she will report findings to the Applicant, who will then take appropriate action as he deems appropriate. A sign bearing the name and telephone number of the complaint handler will be displayed at prominent location near to the holding area at the mini- roundabout inside CWSY to the notice of all visitors.</p>





## 2.2 Responses to Comments from Architectural Services Department

Date	Items	The Applicant's Responses
Comments received on 20.4.2020		
ASD (A1)	<p>Based on the information provided, we have the following comments from architectural and visual impact point of view:</p> <p><u>1. Refer to Plan G:</u></p> <p>(a) It is unreasonable to expect disabled visitors of Building-3 to travel a distance of more than 50m to use the disabled toilet in the Building-2. Disabled toilet should be provided in the Building-3.</p>	<p>Additional accessible route and ramp to be provided along the rear side of the proposed temple to shorten the travel distance of disabled visitors from building-3 to building-2 to use the disabled toilet (see updated Planning Statement in <b>Appendix I</b>).</p>
ASD (A2)	<p><u>2. Refer to Plan H, Plan I and Plan J:</u></p> <p>(a) Accessible lifts serving 1/F and 2/F shall be provided to comply with "Design Manual: Barrier Free Access 2008".</p> <p>(b) For G/F to 2/F, natural cross ventilation for the columbarium area is highly recommended.</p> <p>(c) For Building-1 and Building-2, toilets with natural lighting and ventilation complying relevant B(P)R shall be provided.</p> <p>(d) For Building-3 G/F to 2/F, the columbarium with clear bay of 1,730mm may not be able to handle heavy pedestrian flow and visitors during the period of Ching Ming and Chung Yeung Festival.</p>	<p>(a) Accessible lift will not be provided as the buildings are NT Exempted House under the Building Ordinance (Application to the New Territories) Ordinance, Chapter 121. Building Ordinance Cap.123 will not be applicable.</p> <p>(b) Noted. But as there will be no burning of incense materials in the columbarium, natural ventilation will be provided as far as practicable.</p> <p>(c) Natural lighting and ventilation for the toilets are provided (see updated Planning Statement in <b>Appendix I</b>).</p> <p>(d) From MOE point of view, 1730mm is more than enough as an entire floor shall occupy less than 30 people at a time. For that part of room with clear bay about 1730mm, the maximum occupancy will be around 15 persons.</p>

## 2.3 Responses to Comments from Urban Design Unit, Planning Department

Date	Items	The Applicant's Responses
Comments received on 20.4.2020		
UDU (A1)	1. You are advised to justify if the proposed road widening at the section of Deep Bay Road outside the site would lead to any temporary/ permanent visual change.	The Deep Bay Road's improvement works only proposes to improve various sections of Deep Bay Road through resurfacing and improving (lengthening and widening) some existing ones. It does not conflict with the existing trees. Therefore, the proposed road improvement works will not lead to any major permanent visual change. The Applicant will undertake a detailed survey in the implementation stage to ensure the proposed works will not affect the existing trees, and if found necessary, appropriate tree mitigations and compensatory planting plan will be submitted.
UDU (A2)	2. Layout Plan (Plan L): Please indicate the heights (in mPD and number of storeys) of the existing and proposed buildings, retaining walls and platforms for easy reference.	Plan L has been updated with accordingly as shown in the updated Planning Statement in <b>Appendix I</b> .
UDU (A3)	<p><u>3. Section 5 on Visual Impact Assessment:</u></p> <p>(a) Please indicate the location and boundary of the proposed road widening works for easy reference and identification.</p> <p>(b) You should explain the rationale for adopting a 150m assessment area boundary from the site in selection of viewing points (VPs). Also, it should be clarified why the radius is written "100m" on the plan while there are VPs fall outside the boundary.</p> <p>(c) Should you intend to submit a visual impact assessment, you should refer to the Town Planning Board (TPB) Planning Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the TPB.</p>	<p>Please be advised that the previous submission did not request for a Visual Impact Assessment. Section 5.10 of the Planning Statement is a preliminary visual assessment on the proposed development as the scheme only proposes an additional one storey Temple and all existing buildings within the site are low rise in nature.</p> <p>We have noticed that several other planning applications for regularization of the pre-cut-off columbaria did not require a Visual Impact Assessment. The preliminary visual assessment in the Planning Statement should provide sufficient information for the consideration of the relevant government departments and the Board.</p>

Date	Items	The Applicant's Responses
	<p>(d) As the site involves significant level differences, please indicate the height of the VPs (in mPD) and the BHs of the proposed buildings (in number of storeys and mPD).</p> <p>(e) It is noted only site photos are shown on the plan, please clarify if there will be any differences in visual change when comparing the proposed development and the current condition, and illustrate their differences. For instance, it is mentioned under Photo 8 that landscape features will be provided to minimize the potential visual impact but no illustration is shown in Photo 8 in Plan U.</p>	
UDU (A4)	4. Platforms (Plans B, G and L): Please clarify the change in the bulk and heights of the platforms in the proposed scheme (as shown on Plans G and L) as compare with the current condition (as shown on Plan B) and explain if the change would lead to any visual impact.	<p>There will be no changes in bulk and height of the platforms. The proposed scheme involves addition of ramps and staircases to allow barrier-free access to the platform from the lower level.</p> <p>Therefore, the proposed development would not lead to any major visual impact.</p>
UDU (A5)	5. Para. 1.2(b) and Table 3.1 on Supplementary information: It is also noted that the proposed "G/IC(1)" zone does not specify any major development parameters. Should the subject rezoning request be agreed, you may wish to consider whether the appropriate development parameters should be stipulated in the Notes of the proposed "G/IC(1)" zone.	Noted.
UDU (A6)	<p>6. Para. 5.2(a): You should also clarify the following:</p> <p>(a) Bullet i) The "sitting out area" mentioned in the paragraph is not shown on Plan M (Landscape Master Plan).</p>	<p>(a) Plan M (Landscape Master Plan) shows the landscape aspects of the proposed development. The sitting out area is shown on Plan R (Recreational Plan) which shows the recreational uses in the proposed</p>

Date	Items	The Applicant's Responses
	<p>(b) Bullets ii) and iii): The "cul-de-sac" area would be essential to internal traffic to maneuver. How could the area be used for displaying of "temporary exhibition booths" and passive recreational area while satisfying the traffic needs and ensuring the safety of the users.</p> <p>(c) Bullet iv): As shown on Plan M (Landscape Master Plan), the proposed planting are mainly screening vegetation only. The description of "large portion of the site is landscaped with attractive plantations" and that the proposal would serve as a "leisure park" is not agreeable.</p>	<p>development. In response to ASD(1) comment below, additional accessible route and ramp has been proposed along the rear side of the proposed temple, which have resulted in a minor reduction of green area. An updated Plan M and Plan R are attached in the updated Planning Statement in <b>Appendix I</b>. The updated calculation and compensatory planting plan is also attached in the updated Landscape Assessment in <b>Appendix III</b>.</p> <p>(b) It is noted that the peak traffic demands will only occur at the Ching Ming and Chung Yeung Festivals and its shadow period. All gatherings including recreation functions of the site will be suspended during Festival Days.</p> <p>The large piece of open space (or "cul-de-sac") will be used as a visitors holding area during Festival Days in order to control the pedestrian flow within the site. However, in order to provide additional recreational elements in CWSY, during normal days, the area will turn into a large piece of space for passive recreational use.</p> <p>Vehicles would use the hammerhead adjoining the shuttle bus loading/unloading space to turn and exit the site on the same route. Along the driveway, sufficient parking spaces are provided for staffs and visitors with pre-booking.</p> <p>(c) Noted. The wording has been amended from "Leisure Park" to "Landscaped Area" as attached in the updated Planning Statement in <b>Appendix I</b>.</p>



## 2.4 Responses to Comments from Lands Department

Date	Items	The Applicant's Responses
Comments received on 16.6.2021		
LD (A1)	<p>LandsD has the following comments on the subject application:</p> <p>Under the PCO, there is no definition of "single-urn niches" and "double-urns niches". The number of sets of ashes kept in niches are limited to the respective maximum numbers shown in the plans approved under the said Ordinance. In order to tally with the Applications under PCO, instead of the format of the "niche count" stated in Table 2.1 of the planning statement, it is more appropriate for the applicant to simply provide the total nos. of niches and the total nos. of ashes in the planning statement to avoid any confusion or possible abuse on the nos. of niches. FEHD's comment on this aspect should be sought.</p>	<p>Please be advised that the niche count stated in Table 2.1 is the existing niche capacity in CWSY, which tallies with the information submitted to the PCAO for the TSOL application.</p> <p>Table 4.3 (New Arrangement on Distribution of the Niches for Each Building) of the Planning Statement is the proposed number of niches for this rezoning application which tallies with the information submitted to PCAO for the Licence Application.</p> <p>The reduction of the applied columbarium niches for this application is mainly due to building safety requirement (fire safety related issues) by providing an additional staircase within the building.</p>
LD (A2)	<p>It is noted that the columbarium development proposed in the rezoning application would involve the use of the existing buildings on Lots Nos. 1966 S.A, 1966 RP and 1969 all in D.D. 129. An additional piece of GL being the portion of the tenancy area covered by STT No. 2057 adjoining Lot No. 1966 RP in D.D. 129 and a piece of GL adjoining Lot No. 1975 RP in D.D.129 would be included in the proposed columbarium development. The applicant should compare the development schedule, development parameters and the arrangement on distribution of the niches under Tables 4.1 to 4.3 in the planning statement with the relevant parameters in the Applications under PCO and clarify if the Proposed Scheme does tally with the Applications under PCO.</p>	<p>Please be advised that the site boundary for both rezoning application and Licence Application under PCO is the same.</p> <p>However, the licensing application area (牌照申請範圍) for the Columbarium Licence PCO is limited to include those facilities that are essential to the operation of the columbarium (i.e. the 3 columbarium buildings).</p> <p>Under the s.12A rezoning application, the application site boundary should include those facilities that are related to land use zoning and for the land use compatibility with the proposed (existing) columbarium. Therefore, they could be different for the two types of applications.</p> <p>Table 4.3 (New Arrangement on Distribution of the Niches for Each Building) of the Planning Statement is the proposed number</p>

Date	Items	The Applicant's Responses
		of niches for this rezoning application which tallies with the information submitted to PCAO for the Licence Application.
LD (A3)	It is noted from Para. 2.5 of the aforesaid planning statement that <i>"...as recommended by LandsD in the previous application, the adjoining private lot No. 2024 RP in D.D.129 ... will be surrendered to the Government for exchanging the government land adjacent to Lot No. 1966 RP in D.D.129..."</i> . This office would like to clarify that the scheme of surrender of the said lot is proposed by the applicant but not his office. Therefore, the applicant is required to rectify their statement to avoid misleading. Moreover, Para. 2.5 and the legend of "Plan D: Land Status Plan" should be suitably amended to reflect that there is no more land exchange.	The boundary for the land application could be different from the site boundary of the licence application under the PCO and the site boundary under planning application. Until the two issues have been resolved, then the Applicant can decide on the most appropriate type of land application to rectify the land lease.
Comments on the F.I. (IV) received on 5.8.2021		
LD (B1)	3. The applicant's responses to LandsD are well noted. However, as regards the Item LD(3) in Para. 1.6 of the F.I., I would like to advise the applicant again to rectify the Planning Statement to avoid any misleading. Also, you may be aware that the applicant withdrew the land exchange application on 21.5.2020, thus the applicant is required to suitably amended Para 2.5 & the legend of "Plan D: Land Status Plan" of the Planning Statement to be explicit that there is no more land exchange.	Please find attached the amended Para. 2.5 and Plan D in the updated Planning Statement for your attention ( <b>Appendix I</b> refers).
DLO (B2)	4. Moreover, I would like to state that the land status and lease conditions of the concerned lots/STT No. 2057 as stated in my previous memo dated 16.6.2021 still remain valid.	The advisory comments from LandsD are well noted and the Applicant will be reminded to rectify the land status and lease conditions of the concerned lots/ short term tenancy No. 2057 after the planning approval has been obtained from the TPB.

## 2.5 Responses to Comments from Highways Department

Date	Items	The Applicant's Responses
Comments received on 8.5.2020		
HyD (A1)	<p>1. The comments on the planning application from highways maintenance point of view are as follows.</p> <p>(a) If the proposed access arrangement is agreed by TD, a proper run-in/out or road connection to Deep Bay Road would be constructed to the satisfactory of TD and HyD;</p>	Noted.
HyD (A2)	(b) The Deep Bay Road widening proposal may require modification of existing SIMAR slope 2SW-C/C80, please submit detail proposal about the modification works;	It is noted only a small end portion of the slope would be affected. Detailed design and proposal about the modification works forming part of the access road improvement work will be submitted during the detail design and implementation stage.
HyD (A3)	(c) If the Deep Bay Road widening proposal is agreed by TD, the applicant should be responsible for the design and construction of the road widening scheme of Deep Bay Road at its own cost to the satisfaction of TD and HyD. Please be reminded that all the works to be handed over to this office for maintenance should be in accordance with HyD Standards. We reserve our right to provide further comment on the detailed design of the widening scheme when appropriate; and	Noted and agreed.
HyD (A4)	(d) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads/ drains.	Additional drainage measures at the site access will be provided (see <b>Appendix VI</b> ).
Comments received on 15.6.2020		
HyD (B1)	(a) According to the enclosed Drawing No. SP-01, part of the existing SIMAR slope 2SW-C/C80 is proposed to be demolished, a detailed proposal about the modification works should be submitted.	Detailed survey will need to be conducted and detailed proposal about the modification works will be provided during the subsequent s.16 planning application stage after the current s.12A rezoning application has been approved by the TPB.

Date	Items	The Applicant's Responses
HyD (B2)	(b) The road profile near the entrance of the Site will be affected, please advise if any existing public roads will be affected.	Based on preliminary assessment, some existing public roads may be affected. Detailed survey will need to be conducted and detailed proposal about the modification works will be provided during the subsequent s.16 planning application stage after the current s.12A rezoning application has been approved by the TPB.

## 2.6 Responses to Comments from Transport Department

Date	Items	The Applicant's Responses
Comments received on 8.5.2020		
TD (A1)	<p>1. The comments on the Traffic Impact Assessment (TIA) Report are as follows.</p> <p>(a) The Applicant claimed that the application only intends to rectify the 7,730 pre-enactment niches on 30 June 2017. In this connection, the Applicant shall obtain FEHD's agreement on the number of the pre-enactment niches.</p>	Noted.
TD (A2)	<p>(b) The traffic flow to/from of the subject site was estimated based on the assumption of effective implementation of "Visit by Appointment" arrangement. The Applicant shall conduct sensitivity tests and assess the potential traffic impact on the basis of ineffective implementation of "Visit by Appointment" arrangement.</p>	<p>The practicality and enforceability of the proposed administrative measures including "Visit by Appointment" arrangement have been accepted as effective measures by relevant authorities such as PCLB on other approved cases of Shan Yuan and Tung Wah Coffin Home.</p> <p>Visitors without appointment arriving at the Site shuttle bus pick-up point next to the Tin Shui Wai Station will not be allowed to board the shuttle buses and will be turned back. For those arriving at CWSY by themselves, the cul-de-sac area of CWSY will be used as a holding area and staff/security personnel will not allow those without appointment to enter the columbarium halls. The cul-de-sac has a sizable area of 528m<sup>2</sup>. Conservatively assuming 1m<sup>2</sup> per visitor, this area alone can hold 528 visitors at any one time which is well sufficient to cater for any ineffective implementation of "Visit by Appointment" arrangement.</p>
TD (A3)	<p>(c) The Applicant should assess the "Volume/ Capacity" ratio of Deep Bay Road, under the scenarios of with/without the developments and during grave-sweeping seasons/ non-grave-sweeping seasons.</p>	<p>The Peak Hourly Flow/Design Flow Ratio (P/Df) for Deep Bay Road is included in <b>Table 4.1</b> of the Consolidated TIA report attached in <b>Appendix IV</b>. There is negligible Site traffic outside the grave-sweeping peaks.</p>
TD (A4)	<p>2. In the light of the above, the Applicant shall submit a revised TIA for further consideration on the application.</p>	<p>A Consolidated TIA report is attached in <b>Appendix IV</b>.</p>



Date	Items	The Applicant's Responses
Comments received on 9.8.2020		
TD (B1)	<p>The comments on the TIA Report are as follows:</p> <p>(a) The traffic performance at Deep Bay Road was assessed on the bases that HKPF would implement traffic control measure at Deep Bay Road for 9 days during grave-sweeping seasons. The applicant shall seek agreement of HKPF on the traffic control management.</p>	<p>The latest comments from the Police dated 3 June 2020 is enclosed as <b>Annex A1</b> attached in <b>Appendix IV</b>. It is noted from VI (C): “在節日及接連清明節和重陽節的週末警方會在有關深灣路路段實施臨時交通管制措施。亦會在有關深灣路路段實施單向行車臨時交通管制措施而擺放交通標誌指示路牌。”</p> <p>For information, we have also included in <b>Annex A1</b> comments from the Police dated 6 Dec 2019 which can be found in attachment 1 (附件 1) of FEHD's letter dated 17 Dec 2019. Extracted from their comment VI: “警務處是建基於運輸署接受申請人提交的交通影響評估研究的前提下，不反對有關申請。若運輸署不接受申請人提交的交通影響評估研究，警務處需重新評估有關申請。”</p>
TD (B2)	<p>(b) In connection with the comment (a) above, the applicant shall assess the performance of Deep Bay Road without traffic control of HKPF at Deep Bay Road where appropriate.</p>	<p>It can be seen from TD(B1) that the Police will implement 1-way northbound traffic control at Deep Bay Road on “在節日及接連清明節和重陽節的週末” covering the grave-sweeping periods of the Site. During non-festival days (i.e. outside the Ching Ming Festival, Chung Yeung Festival and their shadow periods) when there is no traffic control in place, the Site will not have shuttle bus traffic.</p> <p>For information, we have conducted additional traffic surveys at the non-festival weekend of 28 and 29 Nov 2020 and the highest observed traffic flow was 56 vehicles/hr in the peak direction; and the previously submitted capacity assessment for Deep Bay Road is still valid. Again, we would like to emphasise that there would be negligible Site traffic outside the grave-sweeping peaks.</p>

Date	Items	The Applicant's Responses
TD (B3)	(c) The proposed pick-up/ drop-off point for shuttle services would occupy a passing bay at Deep Bay Road, which is considered undesirable. The applicant shall explore alternative pick-up/ drop-off points.	<p>Since the pick-up point for shuttle services would only operate during grave-sweeping periods when the Police is implementing 1-way northbound traffic control, the "passing bay (during normal day 1-lane 2-way operation)" could effectively function as a pick-up/drop-off lay-by on festival days and shadow periods.</p> <p>In view of your comment, an alternative possible 24m long shuttle bus pick-up point has been identified and illustrated on <b>Annex A2</b> attached in <b>Appendix IV</b>. Since this will only be used during the grave-sweeping periods, temporary traffic design standards would apply.</p> <p>Kindly note that this is a rezoning request and a s.16 planning application will still be needed before the Site can operate. As such, detailed traffic arrangements will still require approval by TD, the Police and relevant authorities.</p>
TD (B4)	In the light of the above, the applicant shall submit a revised TIA for further consideration on the application.	A Consolidated TIA report is attached in <b>Appendix IV</b> .
Comments received on 20.1.2021		
TD (C1)	1. Please demonstrate that the proposed 8m long lay-by at Deep Bay Road could cope with the operation need of the proposed shuttle bus services. Queuing of shuttle buses at Deep Bay Road may cause series traffic congestion. Provision of a longer lay-by shall be considered where feasible to ease the future operation.	<p>At the Ching Ming Festival peak hour, there will only be 16 shuttle buses converting to 1 shuttle bus every 3.75 minutes. Conservatively assuming a 45-second dwelling time for boarding/alighting, queue length statistical analysis revealed a maximum queue length of 1 shuttle bus (about 7.7m long) at the peak vehicle arrival period. With a 24m long lay-by, there would be no queue back onto Deep Bay Road. Detailed calculations of the statistical analysis showing a confidence level of &gt;95% is provided in <b>Annex A2</b> in <b>Appendix IV</b>.</p> <p>Since the pick-up point for shuttle services would only operate during grave-sweeping periods when the Police is implementing 1-way northbound traffic control, this lay-by could act as an additional passing bay during normal day 1-lane 2-way operation.</p>

Date	Items	The Applicant's Responses										
TD (C2)	2. Please advise the dimension of the passenger queuing area at the proposed lay-by at Deep Bay Road.	In view of your comment, an 24m x 1.2m passenger queueing area has been added adjacent to the lay-by as illustrated on the attached <b>Annex A2</b> in <b>Appendix IV</b> . Kindly note that this is a rezoning request and a s.16 planning application will still be needed before the Site can operate. As such, detailed traffic arrangements will still require approval by TD, the Police and relevant authorities.										
TD (C3)	3. Please assess the "Level of Service" on walking environment between the proposed lay-by at Deep Bay Road and Lau Fau Shan Roundabout.	<p>The footway between the proposed lay-by at Deep Bay Road and Lau Fau Shan Roundabout is generally 1.2m wide. To identify the walking quality and any local congestion, the Level-of-Service (LOS) provided by the footway has been assessed in a minute-by-minute manner. A 'dead area' of 0.5m is assumed when calculating the "Effective Width". Fruin's LOS from Transport Planning and Design Manual (TPDM) Volume 6 Section 10.4.2 were adopted and the detailed calculations are given in <b>Table 1</b> below.</p> <p><b>Table 1 Pedestrian LOS</b></p> <table><tr><th>Actual Footway Width (m) (A)</th><th>Effective Width (m) (B) = (A) - 0.5m</th><th>Peak Ped Flow (Peds/min) (C)</th><th>Flow Rate (peds/min /m) (D) = (C) ÷ (B)</th><th>LOS</th></tr><tr><td>1.2m</td><td>0.7m</td><td>7</td><td>10</td><td>A</td></tr></table> <p>It can be seen from the LOS in <b>Table 1</b> that the footway will operate satisfactorily.</p>	Actual Footway Width (m) (A)	Effective Width (m) (B) = (A) - 0.5m	Peak Ped Flow (Peds/min) (C)	Flow Rate (peds/min /m) (D) = (C) ÷ (B)	LOS	1.2m	0.7m	7	10	A
Actual Footway Width (m) (A)	Effective Width (m) (B) = (A) - 0.5m	Peak Ped Flow (Peds/min) (C)	Flow Rate (peds/min /m) (D) = (C) ÷ (B)	LOS								
1.2m	0.7m	7	10	A								
TD (C4)	4. In the light of the above, please submit a revised TIA for further consideration on the application.	A Consolidated TIA report is attached in <b>Appendix IV</b> .										
Comments received on 15.6.2021												
TD (D1)	<p>TD has the following comments on the subject application:</p> <p>(a) There is no space available for alighting passengers of the proposed shuttle bus services at Lau Fau Shan Roundabout. The proposed lay-by at</p>	In view of your comment, the proposed lay-by has been extended to 24m in length which can accommodate for 3 nos. of 7.7m long 28-seater site shuttle buses simultaneously as illustrated										

Date	Items	The Applicant's Responses
	Deep Bay Road shall be long enough to provide sufficient space for passenger alighting, stacking and passenger boarding of the proposed shuttle bus services. In this regard, please review the length of the proposed lay-by.	on <b>Annex A2</b> of the Consolidated TIA report attached in <b>Appendix IV</b> .  Since the pick-up point for shuttle services would only operate during grave-sweeping periods when the Police is implementing 1-way northbound traffic control, this lay-by could act as an additional passing bay during normal day 1-lane 2-way operation.
TD (D2)	(b) According to HKPSG, a minimum footpath width of 2m shall be provided at rural area. As the proposed development will induce additional pedestrian flow at Deep Bay Road, please review the footpath upgrading proposal.	The footpath adjacent to the lay-by has been widened to 2m, together with a 24m x 1.2m adjacent passenger queueing area as indicatively illustrated on <b>Annex A2</b> of the Consolidated TIA report attached in <b>Appendix IV</b> . Kindly note that this is a rezoning request and a s.16 planning application will still be needed before the Site can operate. As such, detailed traffic arrangements will still require approval by TD, the Police and relevant authorities.
TD (D3)	(c) In the light of the above, the Applicant should submit a revised TIA for further consideration on the application.	A Consolidated TIA report is attached in <b>Appendix IV</b> .

## 2.7 Responses to Comments from Hong Kong Police Force

Date	Items	The Applicant's Responses
Comments received on 8.5.2020		
HKPF (A1)	<p>1. Having reviewed the new management plan submitted, below are the comments responding to the Applicant's reply:</p> <p>(a) The new proposed pick-up/ drop-off area for shuttle buses at Tin Fuk Road near Tin Shui Wai Station is considered undesirable.</p> <p>i. The concerned section of Tin Fuk Road (TFR) is 24-Hour Restricted Zone;</p> <p>ii. The concerned location is also the bus stops for 16 routes of franchised buses (11 for KMB, 2 for City Buses &amp; 3 for Long Win) and 3 routes of non-franchised buses;</p> <p>iii. The new proposed pick-up/ drop-off area is about 4 meters long and is situated between Bus Stops and Taxi Pick-up/ Drop-off area plus a Taxi Stand behind. The concerned location is considered not large enough-to-accommodate a 28-seated bus (7.7, in length) for the said purpose;</p> <p>iv. After revised, the application site (the Site) would provide 16 numbers of dedicated 28 seats minibus to pick up/ drop off grave sweepers at pick up/ drop off point at TFR. The traffic of the concerned road section is rather busy. The increase of the temporary shuttle bus stops for the Site will cause additional burden to the existing heavy traffic at TFR.</p>	<p>It is noticed that other relevant government department, raised no objection to the new proposed pick-up/ drop-off point for providing shuttle bus services by CWSY at Tin Fuk Road W/B carriageway immediately outside Exit E1 of Tin Shui Wai MTR Station where visitors will be conveyed from this location to CWSY for worship and vice versa for dispersal.</p> <p>As a matter of fact, the location-in-question is considered to be an appropriate location to be set up as a pick-up/drop-off point for CWSY's visitors because it is situated immediately by the side of Exit E1 of Tin Shui Wai MTR Station. Visitors going to CSWY during festive days can take MTR to Tin Shui Wai Station and exit Exit E1 and then take the shuttle buses provided by CWSY to access the site at Deep Bay Road. The shuttle bus services traveling time and distance from Tin Fuk Road to CWSY and vice versa is relatively short and the location in question is considered to be a convenient location in terms of its position and the road traffic condition thereat during weekends/ Public Holiday. Taking MTR and shuttle bus services from Tin Fuk Road to CWSY is the most direct and convenient way, which help to save the time of the visitors. Hence, Tin Fuk Road pick-up/drop-off point is an appropriately chosen location to serve its purpose and for its inclusion in the Management Plan.</p> <p>To strengthen the above analysis, further site observation was conducted at Tin Fuk Road by the associated traffic &amp; management consultant of Toco between 1000 hrs and 1400 hrs on 2020-05-23 (Saturday). Observation at the scene revealed that the aforesaid location is a layby, albeit embraced by 24 hrs restricted zone, is designated by TD as a temporarily pick-up/drop-off point for</p>



Date	Items	The Applicant's Responses
		<p>kerbside activities and the length of the layby (including white and yellow hatching areas) is long enough for the temporary parking of a 28-seater bus for conducting pick-up/drop-off activities at any one time.</p> <p>Observation during the few hours at scene also observed that the traffic condition along Tin Fuk Road W/B &amp; E/B is <b>light</b> on Saturday. Hence, similar light or even more remote traffic situation will occur on a Sunday and a Public Holiday. It is anticipated that the traffic condition of Tin Fuk Road on a particular Saturday/Sunday/Public Holiday can accommodate the extra trips of the shuttle bus services traveling along thereat and in the prescribed route proposed by the Applicant. Therefore, it is convinced that the shuttle bus services provided by CWSY for conveying worship visitors during Festive Days from Tin Fuk Road W/B layby immediately outside Exit E1 of Tin Shui Wai MTR Station to CWSY and vice versa will not add any adverse burden to the traffic condition of Tin Fuk Road during Ching Ming and Chung Yeung Festivals and the pick-up/drop-off point is appropriately chosen.</p> <p>Having said the above, kindly note that this is a Rezoning Request and a Section 16 Planning Application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by the Police or TD after approval of this.</p> <p>After approval, the applicant is prepared to submit a Traffic Review Report to the satisfaction of relevant authorities such as the PCLB, TD and the Police every year, highlighting the traffic flow during Ching Ming Festival and Chung Yeung Festival. As such, relevant authorities such as the PCLB, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved "Management Plan for Private Columbarium".</p>

Date	Items	The Applicant's Responses
HKPF (A2)	(b) The number of visitors as proposed (5.04 visitors per each niche) is believed to have been underestimated and that may affect the proposed traffic plan and the subsequent estimation of travel flow of the area and resulted in traffic congestion at the two-way single-lane carriageway Deep Bay Road (DPR).	A high-end total visitor trip rate of 5.04 visitors/niche/festival at the Ching Ming Festival peak has been adopted in the assessment. Lower trip rates have been accepted by relevant authorities such as PCLB on other approved cases of Filial Park.
HKPF (A3)	(c) The proposed 16 circular-round-trips shuttle buses could only accommodate a small portion of visitors going to the Site. That means the other large portion of visitors have to go there by other kinds of transportation, say taxis or private cars, or on foot and that would result in traffic disruption and obstruction at the two-way single-lane carriageway DPR, especially during festival days and consecutive weekends before and after Ching Ming Festival and Chung Yeung Festival.	For the 7,730 niches proposed, this would convert to 38,960 visitors over the whole Ching Ming period. The proposed 28-seater dedicated minibuses would operate for 10 hours a day (from 8 am to 6 pm) for 9 grave-sweeping peak days (the Public Holiday of Ching Ming Festival or equivalent if it is on Saturday or Sunday, 2 Saturdays and 2 Sundays before and after), resulting in a requirement of 15.5 shuttle buses/hr ( $38,960 \text{ visitors} \div 28 \text{ seats} \div 10 \text{ hours} \div 9 \text{ days}$ ). As a conservative estimate, the junction impact assessments have assumed a Site traffic generation equivalent to 16 numbers of dedicated 28-seater minibuses (24 pcus/hr) at the peak hour.
HKPF (A4)	(d) The cul-de-sac inside the Site will be used as Visitors Holding Area and no vehicular traffic will be allowed at the peak time. The road remaining inside the Site for the vehicular traffic is just 6 meters in width. Practically, it is hard for a 7.7-meter 28 seated shuttle bus to take a U-turn inside the Site (from a 6-m-width road) and drive back to the Egress. That means the turnover time for a shuttle bus travelling between the Site and TFR is expected to be longer than the estimated and that may result in large crowd queuing up at the bus stop at TFR and causing additional crowd management concern thereat.	There is adequate turn-around area for the shuttle bus outside the cul-de-sac, as illustrated by swept path analysis on <b>Figure T1 of Annex A2</b> in the Consolidated TIA report in <b>Appendix IV</b> .

Date	Items	The Applicant's Responses
HKPF (A5)	(e) Another columbarium, Wan Fau Sin Koon, is also situated at DBR. For Crowd and traffic management purpose, a temporary traffic management plan, one-way traffic diversion, will be taken place along DBR during the festive days. In order to access to the Site, a shuttle bus has to turn right from DBR to an inclined village road. On the other hand, when the shuttle bus leaves the Site, in order to comply with the one-way-traffic-flow, it has to turn right from the inclined village road to the DBR. Practically, this is difficult and may cause traffic jam.	The T-junction of Deep Bay Road/Site Access will be improved to permit shuttle buses turning both left and right when leaving the Site, please see <b>DWG No. SP-01</b> of <b>Annex A2</b> in the Consolidated TIA report in <b>Appendix IV</b> for details.
HKPF (A6)	(f) Given there are only two taxi pick-up/drop-off spaces inside the Site, it is expected serious traffic obstruction will occur along DBR when large number of visitors choose to take taxi as a more convenient transportation means. The Applicant claimed that they would have admission control plan at the cul-de-sac and only visitors who had made appointment can enter the Site for sweeping. However, the admission control plan is just a house-rule but carries no consequence to the visitors who had violated it. The so-call visit-by appointment and e-booking system is rather an idea plan but not a practical solution to cater the huge number of visitors during festival time and consecutive weekends as well as to address the crowd and traffic management concern.	<p>On Ching Ming Festival day, it is conservatively assumed that the columbarium visitors will generate a peak hour boarding/alighting demand of 30 private cars/taxis. A total of 12 car parks (5m x 2.5m each) including 1 disabled (5m x 3.5m) and 3 motor-cycle spaces (1m x 2.4m each) will be suspended except for the disabled and elderly on advance E-booking.</p> <p>About 39m of car/taxi/shuttle bus boarding/alighting area will be provided. A traffic circulation system has been recommended to enable vehicles to enter the Site, board/alight passengers and then exit. The 39m of boarding/alighting area would allow simultaneous boarding/alighting of 2 cars/taxis or 4 shuttle minibus without blocking through traffic. Conservatively assuming a 1-minute dwelling time for boarding/alighting per car/taxi, there would be a handling capacity of 900 private cars or taxis per hour (15 vehicles x 60 minutes ÷ 1 minute). Assuming each vehicle carries 3 visitors, this would equal to 2,700 visitors at the peak hour which will well cover the peak demand.</p>

Date	Items	The Applicant's Responses
HKPF (A7)	(g) The Applicant proposed to add an intermediate pick-up/ drop-off stop near the Lau Fau Shan Roundabout. In fact, Lau Fau Shan is a well-known spot for seafood and dinning location with dried seafood shops, especially during weekends and festive days. The additional shuttle bus stop will not only exert immense pressure to the existing heavy traffic thereat, but also cause potential danger to passengers queuing up for public transportation and the concerned shuttle bus service at the narrow pavement thereof.	There is an existing layby on Deep Bay Road western kerbside just north of the Lau Fau Shan Roundabout. This will provide adequate area to cater for 3 quick shuttle bus pick-up simultaneously. Since this section of Deep Bay Road will be operating 1-way northbound during the grave-sweeping peak periods, through traffic even of HGV size will not be impeded. Please see attached <b>Annex A2</b> in the Consolidated TIA report in <b>Appendix IV</b> .
HKPF (A8)	(h) The Applicant proposed that visitors going to the Site would start walking from Lay Fau Shan Roundabout and along DBR. However, in reality, not the whole DBR has pedestrian pavement but first hundred meter staring from Lau Fau Shan Roundabout. Besides, the pedestrian pavement thereat is just 0.3-0.5 meters in width (merely sufficient passage space for one person). Given heavy traffic is expected along DBR during peak hours and festival days, the condition of DBR is considered not suitable, but dangerous for passengers on foot thereat. The recommendation of going to the Site on foot could not reduce the traffic impact.	Using the layby in response HKPF(A7), the Site shuttle buses will be able to transport visitors to the Site.
HKPF (A9)	2. Having considered the underestimated forecast on the number of visitors, the proposed traffic arrangement plan and mandatory transport policies, the traffic issue remains our greatest concern. The comment on the Site in the previous applications are still stand.	We trust the above responses have provided adequate information for the Police to support this development. We wish to reiterate that this is a rezoning request, a s.16 planning application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by the Police or TD after approval of this.

Date	Items	The Applicant's Responses
Comments received on 9.8.2020		
HKPF (B1)	<p>1. Having review responses submitted, trial run was conducted and below are the comments responding to the applicant's reply:</p> <p><u>Response to comment from the applicant [Item: HKPF (A1)]</u></p> <p>(a) The new proposed pick-up/drop-off area for 28 seats shuttle buses at Tin Fuk Road near Tin Shui Wai MTR Station is still considered undesirable.</p> <p>i. The new proposed pick-up/drop-off bay provided by Transport Department is about 4 meters in length which is, in fact, not enough to accommodate a 28-seated bus (7.7m in length) for the said purpose. Besides, no vehicle is allowed to stay at the area, with white lines, in front and behind the pick-up/drop-off bay. Unnecessary obstruction or danger would be caused to road users;</p>	<p>Please be advised that the proposed pick-up locations shown on Plan C of Annex D attached in the Management Plan are indicative only. To avoid confusion, Plan C has been amended as attached in the updated Management Plan in <b>Appendix V</b>. The exact location of the pick-up/drop-off area along Tin Fuk Road will be determined during detail design stage. A detailed survey and assessment to determine the exact location will be conducted during the s.16 planning application after the approval of the current rezoning request.</p> <p>Having said the above, kindly note that this is a rezoning request and a s.16 planning application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by the Police or TD after approval of this.</p>
HKPF (B2)	<p>ii. The location is at the entrance of the stair of Exit E1 of Tin Shui Wai MTR Station. Therefore, queues and crowds may form up and cause obstruction on the pavement.</p>	<p>After approval, the applicant is prepared to submit a Traffic Review Report to the satisfaction of relevant authorities such as the PCLB, TD and the Police every year, highlighting the traffic flow during Ching Ming Festival and Chung Yeung Festival. As such, relevant authorities such as the PCLB, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved "Management Plan for Private Columbarium".</p>
HKPF (B3)	<p><u>Response to comment from the applicant [Item: HKPF (A2)]</u></p> <p>(b) The number of visitors remained as 5.04 visitors per each niche which is</p>	<p>The approved trip rate for Filial Park is equivalent to 3.88 visitors/niche for Ching</p>



Date	Items	The Applicant's Responses
	believed to have been underestimated and that would subsequently affect the proposed traffic plan. The applicant raised up Filial Park as an example which the estimation of visitors was adapted. The geography situation, road network, transportation, number of niches, price and rate of vacancy are very different from the Site. Each application should be studied independently and individually.	Ming Festival period. We have adopted a corresponding figure of 5.04 visitors/niche which is about 30% higher and is therefore considered conservative and it would have accounted for any variation in transport related site characteristics.
HKPF (B4)	<p><u>Response to comment from the applicant [Item: HKPF (A3)]</u></p> <p>(c) Police still has reservation to the proposed 16 circular-round-trip shuttle buses in an hour. The time used in taking U-turn inside the Site and queueing to enter and exit the Site have not been counted. The shuttle buses would take longer time to turnover and resulted in overcrowding and traffic congestion at pick up/ drop off point at TFR, junction of DBR and the access road of the Site.</p>	The entrance to the site will be improved as detailed in HKPF(B6). Furthermore, a total of 39m of boarding/ alighting area plus additional turnaround space (each 28-seated minibus is only 7.7m in length) will be provided thereby ensuring ample loading unloading facilities upon columbarium operation. This high holding capacity and improved entrance would well provide for waiting and queuing areas even during grave-sweeping peak.
HKPF (B5)	<p><u>Response to comment from the applicant [Item: HKPF (A4)]</u></p> <p>(d) By measurement, the dimension showed in Figure T1 are not on scale which could not reflect the tuning path of a 28-seated minibus in taking U-turn and drive back to the Ingress/Egress of the Site. Comment could not be laid.</p>	A scale bar has been added to <b>Figure T1</b> to facilitate your review attached in <b>Annex A2</b> of the Consolidated TIA report in <b>Appendix IV</b> . As shown in the figure, the swept path analysis has demonstrated adequate turn-around area for the 7.7m shuttle bus.
HKPF (B6)	<p><u>Response to comment from the applicant [Item: HKPF (A5)]</u></p> <p>(e) The drawings (DWG) No. SP-01 cannot reflect the existing geography condition of the Site, especially in the vicinity of the ingress/ egress of the Site. The slope on DBR opposite to the Ingress/ Egress has not been plotted. On the other hand, the paths of run in and out showed on the DWG are not accurate as the model car is only 5</p>	<p>We would like to clarify that the scale of SP-01 should read 1:250 in A3 size, drawing has been re-printed to scale and attached in <b>Appendix IV</b>.</p> <p>The Applicant has proposed to improve the entrance area to facilitate vehicular ingress and egress through re-alignment of both the vertical and horizontal profiles. Cross</p>

Date	Items	The Applicant's Responses
	<p>meters in length by measurement. In fact, a 28-seated minibus is 7.7 meters in length and the turning path is much different.</p>	<p>sections have been added to Drawing <b>SP-01</b> to illustrate the proposed improvements attached in <b>Annex A2</b> of the Consolidated TIA report in <b>Appendix IV</b>. Detailed assessment and design will be provided during detailed design stage in the s.16 planning application.</p>
HKPF (B7)	<p>(f) In fact, a trial run has been made by police and police minibus with 7.2 meters in length was used. The police minibus could not take a left turn into DBR since its left rear wheel would run over the slope which is about 0.4 meters high at the junction of DBR and the access road of the Site. Potential danger would cause the passengers and the other road users. Besides, there are some water pipes being laid inside the said slope.</p>	<p>We would like to clarify that the Applicant proposed improvements to the section of Deep Bay Road between Lau Fau Shan Road/ Deep Bay Road Roundabout and the Site, which includes resurfacing and improvement through lengthening and widening of various existing passing bays/lay-by. It is also proposed to improve the existing access through re-alignment of both the vertical and horizontal profiles. This would benefit the local community throughout the year. The Applicant will be responsible for the implementation of the Deep Bay Road Improvement works in consultation with relevant government departments.</p>
HKPF (B8)	<p>(g) The applicant claimed that DBR would be widened but no corresponding document is furnished for studying.</p>	
HKPF (B9)	<p><u>Response to comment from the applicant [Item: HKPF (A6)]</u></p> <p>(h) Given that the figure of trips of taxi, private cars and minibuses was calculated. Other negative factors have not been counted, says width of the ingress/ egress, the junction of the access road of the Site and DBR and the road condition for taking left turn to DBR, etc., which would create traffic congestion at the junction of DBR and run in/ out of the Site. Police still has concern over the traffic management thereat.</p>	<p>As mentioned above, the Applicant has proposed to improve the entrance of the site. In addition, the section of Deep Bay Road between Lau Fau Shan Road/ Deep Bay Road Roundabout and the Site is proposed to be resurfaced, and improvement through lengthening and widening of various existing passing bays/lay-bys. Therefore, the road condition along Deep Bay Road will be improved and this would benefit the local community throughout the year.</p>

Date	Items	The Applicant's Responses
HKPF (B10)	<p><u>Response to comment from the applicant</u> <u>[Item: HKPF (A7 and A8)]</u></p> <p>(i) The proposed pick up point at DBR is a layby provided TD where is situated in front of the run in/ out of a coach carpark and repairing centre.</p>	<p>Since the pick-up point for shuttle services would only operate during grave-sweeping periods when the Police is implementing 1-way northbound traffic control, the "passing bay (during normal day 1-lane 2-way operation)" could effectively function as a pick-up/drop-off lay-by on festival days and shadow periods.</p>
HKPF (B11)	<p>(j) The dimension in Figure T2 is not sufficient for department to study the road condition as no scale is provided. According to the result of trial this DBR is not wide enough to allow minibuses staying there for picking up visitors as container truck and Heavy Good Vehicles could not pass at the same time. Police has reservation to this proposal as a potential danger and an obstruction is foreseen.</p>	<p>An alternative possible 24m long shuttle bus pick-up point has been identified and illustrated on <b>Annex A2</b> attached in the Consolidated TIA report in <b>Appendix IV</b>. Since this will only be used during the grave-sweeping periods, temporary traffic design standards would apply.</p> <p>Kindly note that this is a rezoning request and a s.16 planning application will still be needed before the Site can operate. As such, detailed traffic arrangements will still require approval by TD, the Police and relevant authorities.</p>
HKPF (B12)	<p><u>Response to comment from the applicant</u> <u>[Item: HKPF (A9)]</u></p> <p>(k) Having reviewed forecast on the number of visitors, the proposed traffic arrangement plan and mandatory transport policies, the traffic issue remains our greatest concern. The previous comments on the application dated 5.5.2020 still stand.</p>	<p>Kindly note that this is a rezoning request and a s.16 planning application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by the Police or TD after approval of this.</p> <p>After approval, the applicant is prepared to submit a Traffic Review Report to the satisfaction of relevant authorities such as the PCLB, TD and the Police every year, highlighting the traffic flow during Ching Ming Festival and Chung Yeung Festival. As such, relevant authorities such as the PCLB, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved "Management Plan for Private Columbarium".</p>

Date	Items	The Applicant's Responses
Comments received on 21.6.2021		
HKPF (C1)	<p>Commissioner of Police has the following comments on the subject application:</p> <p>His office still holds a reserve comment on the proposed pick-up/ drop-off area at Tin Fuk Road, where detailed design is yet to be confirmed.</p>	<p>Kindly note that this is a rezoning request and a s.16 planning application will still be needed before the Site can operate. As such, this is only an indicative scheme and detailed traffic arrangements will still require approval by the Police, TD and relevant authorities in future.</p>
HKPF (C2)	<p>Apart from the previous comments raised, please be informed that there will be a new market situated at Tin Fuk Road. It is foreseeable that heavy traffic flow will occur thereat during the construction period and afterwards. Therefore, it is highly recommended that an alternative location to be considered for the said purpose along the route of free shuttle buses.</p>	<p>As such, the Applicant is willing to continue to search for alternative pick-up/drop-off location during the subsequent Section 16 stage and this would include comprehensive traffic surveys to quantify the effect of the future new market which cannot be conducted at present. After these further assessments, feasible pick up/drop off location would be proposed to suit the prevailing traffic conditions and this will be submitted for your comments and approval before the Site can operate.</p> <p>Furthermore, the applicant is prepared to submit a Traffic Review Report to the satisfaction of relevant authorities such as the PCLB, TD and the Police every year, highlighting the traffic flow during Ching Ming Festival and Chung Yeung Festival. As such, relevant authorities such as the PCLB, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved "Management Plan for Private Columbarium".</p>

## 2.8 Responses to Comments from Drainage Services Department

Date	Items	The Applicant's Responses
Comments received on 20.1.2021		
DSD (A1)	i) The ground to the east of the application site is generally higher. Since the overland flow from the adjacent lands shall be probably intercepted, external catchment shall be considered in the calculation.	A topographic survey of the application site and nearby areas to be conducted by the Registered Land Surveyor after this s.12A application is approved by the TPB. The overland flow from the adjacent lands will be considered in more detail at the stage of s.16 planning application.
DSD (A2)	ii) The existing ditch, to which the applicant proposed to discharge the stormwater from the subject site was not maintained by this office. The applicant should identify the owner of the existing drainage facilities and obtain consent from the owner prior to commencement of the proposed works. In the case that it is a local village drains, DO/YL should be consulted.	Under the new stormwater discharge arrangement proposed in the F.I. (IV) ( <b>Appendix VI</b> refers), the proposed improvement works for the existing ditch will be changed into an underground pipe in order to cater only to our application site and to exclude other surrounding areas.
DSD (A3)	iii) Further to (ii) above, since there is no record of the said discharge path, please provide site photos to demonstrate its presence and existing condition.	
DSD (A4)	iv) The cover levels and invert levels of the proposed u-channels, catchpits/sand traps should be shown on the drainage plan.	With reference to the information provided, the application site is located on a gradual slope with levels varying from approximately 15.4mPD from east to 11.5mPD west towards Deep Bay Road. In general practice, TPB will impose approval conditions that require the Applicant to submit and implement a drainage proposal. Referring to (i) above, cover levels and invert levels of the proposed u-channels, catchpits/sand traps will be shown in more detail at the stage of s.16 planning application.
DSD (A5)	v) Cross sections showing the existing and proposed ground levels of the captioned site with respect to the adjacent areas should be given.	Referring to (i) above, cross sections showing existing and proposed ground levels will be shown in more detail at the stage of s.16 application.



Date	Items	The Applicant's Responses
DSD (A6)	vi) Standard details should be provided to indicate the sectional details of the proposed u-channel and the catchpit/sand trap.	Referring to (i) above, cross sections showing existing and proposed ground levels will be shown in more detail at the stage of s.16 application.
DSD (A7)	vii) Where walls or hoarding are erected are laid along the site boundary, adequate opening should be provided to intercept the existing overland flow passing through the site.	Noted.
DSD (A8)	viii) The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.	Noted.
DSD (A9)	ix) The applicant should consult DLO/YL and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works.	Noted.
DSD (A10)	x) Please submit a revised drainage proposal to address the above concern.	Noted.
Comments received on 10.6.2021		
DSD (B1)	<p>DSD has the following comments on the revised drainage proposal submitted on 26.4.2021:</p> <p>According to the site photos submitted by the applicant, it appears that the drainage capacity of the existing ditch is not sufficient to cater for the additional surface runoff due the subject development. The applicant is required to submit a stormwater discharge scheme supported by hydraulic calculation for DSD consideration.</p>	<p>Please find the attached a newly stormwater water discharge scheme in <b>Appendix VI</b> for your attention. Kindly note that the proposed improvement works for the existing ditch will be changed into an underground pipe in order to cater only to our application site and to exclude other surrounding areas.</p>

Date	Items	The Applicant's Responses
Comments received on 19.8.2021		
DSD (C1)	i) The applicant's proposal on laying a 450mm diameter concrete pipe for drainage discharge to existing ditch is noted. The applicant is required to provide the proposed cover levels and invert levels of the proposed concrete pipe on the drainage plan. The applicant is also required to provide dimension of the existing ditch, with survey record and photos, to demonstrate that the ditch is deep enough for the proposed drainage connection.	Please refer to the attached drawings no. SD-01 and photos (PS-01) attached to it. Please note the discharge point is proposed to be connected directly to the existing 1000mm pipe.
DSD (C2)	ii) The applicant is required to demonstrate, with supporting hydraulic calculation, the existing ditch will have sufficient capacity to cater for the additional flow discharge from the subject site.	With reference to drawings SD-01 Rev. A, SD-02 Rev. A, and SD-03 Rev. A, and as per our site inspection of the proposed discharge point, it is seen that surface runoff is discharged freely via the 1000mm pipe down the stream which indicates the drainage network is intact and in operational condition. The hydraulic calculation is attached in drawing no. SD-04 Rev. A for your perusal ( <b>Appendix VI</b> refers).
DSD (C3)	iii) The existing ditch, which the applicant proposed to discharge the stormwater from the subject site, was not maintained by this office. The applicant should consult and obtain consent for such discharge from the owner / maintenance party prior to commencement of the proposed work.	Noted. The ownership of the ditch and the underground pipe is being consulted. Consent will be obtained from the maintenance party prior to commencement of the proposed work.
Comments received on 30.9.2021		
DSD (D1)	i) The applicant's proposal on laying a 450mm diameter concrete pipe for drainage discharge to existing ditch is noted. The design of underground drainage system should comply with the Stormwater Drainage Manual issued by Drainage Services Department. Furthermore, based on previous information provided, there is an existing ditch above the proposed	Noted. The design of the drainage will comply with the Stormwater Drainage Manual before the commencement of any construction works. According to our site survey carried out on 20 Aug 2021, the existing ditch was not in operational condition and was not capable in discharging any stormwater. However, the Applicant will ensure that the condition of the ditch will not be interfered during and after

Date	Items	The Applicant's Responses
	underground drainage system. The applicant should ensure the flow of the existing ditch should not be interfered during and after the construction of the proposed drainage system.	the construction of the proposed drainage system.
DSD (D2)	ii) Although the applicant checked that the additional flow discharge to the existing system is approximately 8%, it is not proved that the system can cater for this additional flow. The applicant is required, with estimate the existing flow and the additional flow discharging to the existing network, and check against the capacity of the existing system can cater for the discharge.	Please refer to the derivation of the estimated existing flow and the capacity of the existing system ( <b>Appendix VI</b> refers).
DSD (D3)	iii) The existing ditch and the 1000mm diameter pipe downstream, which the applicant proposed to discharge the stormwater from the subject site, was not maintained by this office. The applicant should consult and obtain consent for such discharge from the owner/ maintenance party prior to commencement of the proposed work.	Noted, the responsible party is being identified and consent will be sought prior to the commencement of the proposed work.
Comments received on 16.11.2021		
DSD (E1)	<p>2. I have the following comments on the submitted drainage proposal:</p> <p>i) Although the applicant checked that the additional flow discharge to the existing system is approximately 8.56%, it is not proved that the system can cater for this additional flow. Although the applicant assume the existing flow is capped by the capacity of existing stream entering the existing system, it cannot fully demonstrate that there is no other branch connection(s) discharging to the existing system serving during estimating the existing flow, especially as mentioned by the applicant that those are storage areas which most likely are hard paved thus</p>	<p>Please find the additional drainage proposal calculations and catchment area plan in response to DSD's comments for your attention (<b>Appendix VI</b> refers). Based on the calculation, the capacity of the existing drainage will be 53.5% that is including the application site. Therefore, it could be concluded that no insurmountable problem would be caused to the existing drainage network by the proposed development.</p> <p>The Applicant is committed to conduct a detailed land survey and comprehensive drainage proposal during the subsequent s.16 planning application stage.</p>

Date	Items	The Applicant's Responses
	<p>surface runoff will not be naturally absorbed as assumed by the applicant. The applicant is required, with estimate the existing flow and the additional flow discharging to the existing network, and check against the capacity of the existing system can cater for the discharge.</p>	

## 2.9 Responses to Comments from Environmental Protection Department

Date	Items	The Applicant's Responses
Consolidated comments received on 11.5.2020 and 2.6.2020		
EPD (A1)	<p>Please address the following comments and submit a revised Environmental Assessment (EA) for consideration.</p> <p><b><u>Water Quality</u></b></p> <p>1. s.5.3: According to the latest Lau Fau Shan &amp; Tsim Bei Tsui OZP, to uphold the principle of "no-net-increase in pollution load to Deep Bay", development should be kept to a minimum in the interim to avoid generating adverse impacts on the environment. The current estimation of 34.79m<sup>3</sup>/d of sewage is not an insignificant quantity. It is recommended to review the design to further minimize discharge to Deep Bay;</p>	<p>Pages have been revised accordingly in the Consolidated EA report and attached in <b>Appendix VII</b>.</p> <p>Please be advised that the estimation would be for the peak season only, i.e. the days for the two Chinese Festivities. In the normal days, there are very limited visitors and the sewage amount would be largely reduced.</p> <p>Nevertheless, there would be an increase of the number of portable toilets from 12 to 24 nos. to minimize the use of accessible toilets. The estimation of 34.79m<sup>3</sup>/d of sewage from accessible toilets can be reduced to 29.99m<sup>3</sup>/d.</p>
EPD (A2)	<p>2. Appendix B: Please review the estimation of sewage generation (e.g. 2 x ADWF= 2x 34.79m<sup>3</sup>/d = 69.58m<sup>3</sup>/d, septic tank L= 5m and is &lt;3B or 6m, etc.);</p>	<p>Please refer to revised Appendix B.</p>
EPD (A3)	<p>3. Appendix E: While it is proposed in s.5.4 of EA report that the septic tank &amp; soakaway system will be designed according to ProPECC PN 5/93, it is noted in Appendices B7E that 8 soakaway pits are not estimated and the proposed locations are at very close proximity to existing/ future buildings and paths. Please make sure that the proposed soakaway systems meet the minimum clearance requirements as stipulated in ProPECC PN 5/93.</p>	<p>Noted. The detail design would follow the requirement stipulated in ProPECC PN 5/93.</p>
EPD (A4)	<p><b><u>Waste Management and Land Contamination</u></b></p> <p>1. S2.4.1: Please note that Works Bureau Technical Circular No. 21/2002 has been superseded and the Technical Circular for trip-ticket system (currently in use) is DEVB TC(W) 6/2010. Please review and revise as appropriate.</p>	<p>S2.4.1 has been revised accordingly.</p>



Date	Items	The Applicant's Responses
EPD (A5)	<p>2. S2.4.2: It is stated that the major construction activities of the project are "renovation within the three existing buildings".</p> <p>(a) Please clarify whether "excavated soil" would be generated from renovation works. If not, please revise/ delete the bullet point as appropriate.</p> <p>(b) The common types of wastes to be generated during construction works include inert and non-inert C&amp;D waste/ materials, chemical wastes, general refuse etc. The Consultants should review the generation of different types of waste during construction phase of the project.</p>	<p>(a) Having checked with the project team, no particular excavation is anticipated for the three existing buildings, so the bullet point "excavated soil" under S2.4.2 has been deleted.</p> <p>(b) Please refer to Table 1.1 for the generation of different types of waste during construction phase of the project.</p>
EPD (A6)	<p>3. 2.4.3: Please clarify whether general refuse will be generated from future visitors/ workers of the project during operation phase of the project. If affirmative, please state clearly that related waste management options.</p>	<p>Please refer to revised S2.4.3 regarding the waste management during the operation phase of the project.</p>
EPD (A7)	<p>4. Table 3, Section 6.2 and Appendix C:</p> <p>(a) The site has been occupied by small buildings since 1981. Please clarify what types of these buildings are and review if there exists any potential land contamination issue.</p> <p>(b) Please clarify whether the open storage areas (stated in Table 4 and shown in Appendix C) are located within or outside the project site. Should it be located outside the project site, please clarify whether it is also under the assessment of this project.</p> <p>(c) The Consultants should check with relevant government departments (i.e.</p>	<p>(a) According to the information from the Applicant, they obtained Building Licence from The Land Registry in 1979 for building small houses (not more than 3 storeys). As the use is residential, potential land contamination issue is not anticipated.</p> <p>(b) The open storage areas are located outside the project site, which is not under the assessment of this project.</p> <p>(c) Please refer to our latest responses in EPD(B5) below.</p>

Date	Items	The Applicant's Responses
	Fire Services Department) whether there is any record of registered dangerous goods stores and fire/incident records of the site. Such information and correspondences should also be provided in the report.	
EPD (A8)	5. Appendix C: The historical aerial photos should be shown in proper resolution and scale so that the past landuse of the site as stated in Table 4 could be clearly seen. Please review and revise the photos as appropriate.	Appendix C has been updated with larger scale of aerial photos.
EPD (A9)	<p><b>Noise Impact Assessment</b></p> <p>There are some inconsistency between the planning statement and the EA as illustrated below:</p> <p>S.1.2 and S.4.1 of EA – S.1.2 mentioned that the temple would be act as a management office and S.4.1 claimed that the nature of the subject site is not noise sensitive and the ancillary columbarium is not considered as NSR. However, S.5.2(a)(i) of the Planning Statement stated that the proposed temple is dedicated for Kwan Yin and the worship activities will be carried out inside the temple. As such, the proposed temple is considered to be a place of public worship and is a noise sensitive use as stipulated in HKPSG. Potential traffic noise impacts on the proposed temple have to be addressed in the EA.</p> <p>Please address the above comments and submit a revised EA for our consideration.</p>	<p>S1.2 of EA report have been revised to tally with the Planning Statement, i.e., proposed temple is dedicated for Kwan Yin and the worship activities will be carried out inside the temple.</p> <p>Since the proposed columbarium will adopt mechanical ventilation system, i.e. there is no reliance on opened windows for ventilation, the future occupants of the development will not be subjected to adverse noise impact from surrounding road network and fixed noise source. Detailed noise impact assessment is not considered in this report.</p>
Comments received on 9.8.2020		
EPD (B1)	1. In the current environmental assessment, there is no sufficient information to demonstrate that the proposed rezoning will not cause adverse environmental impact, e.g. water quality impact. Please submit a revised environmental assessment to address our comments below:	

Date	Items	The Applicant's Responses
	<p><b><u>Water Quality Impact</u></b></p> <p>(a) According to the latest Lau Fau Shan OZP, to uphold the principle of "no-net-increase in pollution load to Deep Bay", development should be kept to a minimum in the interim to avoid generating adverse impacts on the environment. The revised sewage quantity during festival period (<math>30.3+9.3=39.6\text{m}^3/\text{d}</math>) is not an insignificant amount. It is NOT advised to oversize the septic tank just to cater for additional sewage during festival period. An oversized septic tank may not function effectively with insufficient wastewater for the bacteria to maintain. The applicant may provide sufficient portable toilets during festival period with tankers emptying the toilets and transferring the additional sewage to public sewage treatment works within the day.</p>	<p>Your concern is well noted. Re-provision of septic tank will not be adopted.</p> <p>The arrangement during the festival period will be:-</p> <p>All employees will keep using the accessible toilets in the existing building 1 &amp; 2.</p> <p>The sewerage generation from the visitors will be handled by 24 nos. portable toilets with vacuum tankers emptying the toilets (with maximum frequency of 4 times a day).</p> <p>Section 5.3, Section 5.4 and Appendix B has been revised accordingly.</p>
EPD (B2)	<p>(b) While the applicant responded that the septic tank will be designed as per ProPECC PN 5/93, the design estimation (e.g. septic tank <math>C=106.92\text{m}^3 &gt; 41\text{m}^3</math>, incorrect soakaway pit required surface area, underestimated number of soakaway pit, etc.) and the proposed location of the septic tank near Ex. BLDG-2 (less than 3m from a building) showed incompliance. In addition, septic tank requires regular maintenance and should be located in an open space with easy access for desludging. However, the proposed location of one of the septic tanks (near Ex. BLDG-2) as shown in the latest Drainage Plan appears difficult to be accessed.</p>	<p>As re-provision of septic tank will not be adopted, relevant calculation and plan has been deleted. (i.e. Table 2 of Appendix B and Appendix E in the previous submission). Pages have been revised accordingly in the Consolidated EA report and attached in <b>Appendix VII</b>.</p>
EPD (B3)	<p><b><u>Waste Management and Land Contamination</u></b></p> <p>(c) Section 2.4.2 and Table 1.1: The major construction activities (i.e. renovation within the three existing buildings) and</p>	<p>Table 1.1 has been revised to focus on the waste generation from the renovation within the three existing buildings only.</p>

Date	Items	The Applicant's Responses
	types of waste to be generated during project construction provided in Section 2.4.2 do not tally with Table 1.1 (i.e. site formation and retaining wall, site clearance, construction of ramp and staircase etc.). Please review and revise the section/ table as appropriate.	
EPD (B4)	(d) Section 2.4.2 and Table 1.1: The major construction activities (i.e. renovation within the three existing buildings) and types of waste to be generated during project construction provided in Section 2.4.2 do not tally with Table 1.1 (i.e. site formation and retaining wall, site clearance, construction of ramp and staircase etc.). Please review and revise the section/ table as appropriate.	Please refer to the updated Table 4 to incorporate the response to comments regarding land contamination.
EPD (B5)	(e) Please provide the reply from Fire Services Department regarding Dangerous Good Stores and incidents records in the appendix when available.	The reply from FSD is attached in Appendix D in the Consolidated EA report ( <b>Appendix VII</b> refers).

## 2.10 Responses to Comments from Antiquities and Monuments Office

Date	Items	The Applicant's Responses
Comments received on 18.6.2020		
DPO (A1)	<p><u>DPO's comments</u></p> <p>Please submit an Archaeological Impact Assessment (AIA) report to substantiate the subject application and clarify whether there is any difference from the previous AIA report submitted under the withdrawn Application No. Y/YL-LFS/9 as mentioned in paragraph 1 of Section 5.11 of the Planning Statement.</p>	A Consolidated AIA report has been attached in <b>Appendix VIII</b> .
AMO (A2)	<p><u>AMO's comments</u></p> <p>Please make the following textual amendments to Section 5.11 of the Planning Statement with reference to the Archaeological Impact Assessment report for the previous Application No. Y/YL-LFS/9:</p> <p><u>Section 5.11 (a)</u></p> <p>1. Please revise "Lau Fau Shan site of archaeological interest" as "Lau Fau Shan <b>Site of Archaeological Interest</b>".</p> <p>2. Please check whether the last sentence should be revised as "No previous archaeological investigations were conducted within or in vicinity to the site <b>but</b> a number of archaeological investigations were conducted within or adjacent to the SAI."</p> <p><u>Section 5.11 (b)</u></p> <p>3. Please check whether "at 0.6 to 0.9bgl" should be revised as "at <b>about</b> 0.6 to 0.9 <b>below ground level</b>" for ease of reference.</p> <p><u>Section 5.11 (b)</u></p> <p>4. Please revise "in care of discovery of antiquities or supposed antiquities" as "in <b>case</b> of discovery of antiquities or supposed antiquities".</p> <p><u>Last paragraph</u></p>	In view of the AIA has been updated, therefore, Section 5.11 of the Planning Statement has also been revised based on the latest AIA report and attached in <b>Appendix I</b> .

Date	Items	The Applicant's Responses
	5. Please clarify "The proposed excavation works within the site have been omitted" and revise as appropriate.	
Comments received on 15.8.2020		
AMO (B1)	It is noted that Item AMO(A1)/ Page 22 in Section 1.8 of the responses-to-comments (R-to-C) table "Response to Comments from the Antiquities and Monuments Office" in the F.I. (I) requested the applicant to submit an AIA report to substantiate the subject application. It is clarified that it is not AMO's request. Please revise the R-to-C table accordingly to AMO's comments vide our email of 18.6.2020 and provide the updated R-to-C table for her further comment.	Noted and apologize.
AMO (B2)	<p>While she would like to reiterate the submission of AIA is not requested by AMO as stated above, it is noted that the revised Planning Statement and the revised AIA contain the following areas of inaccuracy, inconsistency and unclarity:</p> <p><u>Section 5.11 of the revised Planning Statement</u></p> <ul style="list-style-type: none"> <li>1<sup>st</sup> sentence, 2<sup>nd</sup> para.: Please check whether "the area for road widening areas" should be revised as "the road widening areas" for the sake of clarity.</li> <li>2<sup>nd</sup> sentence, 2<sup>nd</sup> para.: Please check whether "the SAI" should be revised as "the Lau Fau Shan Site of Archaeological Interest" for the sake of clarity. Besides, according to Section 2.1 and Figure 2.1 of the revised AIA, the road widening areas rest on Qpd. Please check whether "part of the road widening areas" should be revised as "the road widening areas" for the sake of accuracy and consistency.</li> <li>4<sup>th</sup> sentence, 2<sup>nd</sup> para.: Please check</li> </ul>	Section 5.11 of the Planning Statement has been amended accordingly and attached in <b>Appendix I.</b>



Date	Items	The Applicant's Responses
	<p>whether "the area of the road widening works" should be revised as "the areas of the road widening works" for the sake of accuracy and consistency.</p> <ul style="list-style-type: none"> <li>2<sup>nd</sup> sentence, 3<sup>rd</sup> para." For the sake of clarify, please consider revising it as "if significant archaeological remains are discovered, site meeting should be arranged with the AMO to agree on appropriate follow up action required.</li> </ul>	
AMO (B3)	<p><b>Revised AIA</b></p> <p><u>Section 1.1 and Section 4</u></p> <ul style="list-style-type: none"> <li>It is noted that the Project Site does not cover Lot No. 2024RP (Part) in D.D. 129 and adjoining Government Land. Please check and revise as appropriate.</li> </ul> <p><u>Section 2.4.1</u></p> <ul style="list-style-type: none"> <li>It is noted that the reference material of Footnote (1) on p.6 is not included in Section 5. Please check the accuracy of the bibliography and revise as appropriate.</li> </ul> <p><u>Section 3.2</u></p> <ul style="list-style-type: none"> <li>2<sup>nd</sup> sentence, 2<sup>nd</sup> para.: For the sake of clarity, please consider revising it as "<b><u>If significant archaeological remains are discovered, site meeting should be arranged with the AMO to agree on appropriate follow up action required.</u></b>".</li> </ul> <p><u>Section 4</u></p> <ul style="list-style-type: none"> <li>2<sup>nd</sup> sentence, 2<sup>nd</sup> para.: Please check whether "part of the road widening areas" should be revised as "the road widening areas" for the sake of accuracy and consistency.</li> </ul>	<p>Pages have been revised accordingly in the consolidated AIA report and attached in <b>Appendix VIII</b>.</p> <p>The application site also covers Lot No. 2024 RP (part) in D.D. 129 and adjoining government land. A land status plan (Plan D) is attached in <b>Appendix I</b> for your information.</p> <p>Reference source added in Section 5.</p> <p>Text amended accordingly.</p> <p>Text amended accordingly.</p>

Date	Items	The Applicant's Responses
	<ul style="list-style-type: none"> <li>2<sup>nd</sup> sentence, 3<sup>rd</sup> para.: For the sake of clarity, please consider revising it as <b><u>"If significant archaeological remains are discovered, site meeting should be arranged with the AMO to agree on appropriate follow up action required."</u></b></li> </ul>	
Comments received on 21.1.2021		
AMO (C1)	<p>i) It is noted from the R-to-C table and revised pages of AIA report in the Further Information II (F.I. (II)) that there are still some textual inaccuracies that need to be addressed.</p> <p>ii) Item AMO(1) in R-to-C table - Please provide the updated R-to-C table for further comment.</p> <p><b><u>Planning Statement – Section 5.11</u></b></p> <p>iii) 2nd bullet point of Item AMO(2) in R-to-C table – Please revise 2nd para. of Section 5.11 as "Although artifacts had been identified within the Lau Fau Shan Site of Archaeological Interest..."</p> <p>iv) Please correct the typo "of" in the R-to-C table; according to our previous comments vide email of 11/09/2020, it should read as "... the road widening areas rest on Qpd. ...".</p> <p>v) Please revise the last sentence of the last paragraph as "If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO".</p>	<p>Noted. Pages have been revised accordingly in the consolidated AIA report and attached in <b>Appendix VIII</b>.</p> <p>Noted. Item AMO(1) in R-to-C table in the F.I. (I) has been amended to <i>DPO(1)</i>. (<b>Annex A</b> refers)</p> <p>Amended accordingly.</p> <p>Amended accordingly. (<b>Annex B</b> refers)</p> <p>Amended accordingly.</p>

Date	Items	The Applicant's Responses
AMO (C2)	<p><b><u>Revised AIA</u></b></p> <p>vi) 1st bullet point of Item AMO(3) in R-to-C table - Since the applicant confirmed in the responses that the project covers Lot No. 2024 RP (Part) in D.D. 129, please update the 1st paragraph of Section 1.1 and Section 4 accordingly.</p> <p>vii) Please revise the last sentence of the last paragraph of Sections 3.2 and 4 as "If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO".</p>	<p>Relevant sections amended.</p> <p>Relevant sections amended accordingly.</p>
Comments received on 24.6.2021		
AMO (D1)	<p>AMO has the following comments on the subject application:</p> <p><u>Responses to Comments</u></p> <p>1. Please note that the name of AMO Office should read "the Antiquities and Monuments Office" instead of "the Antiques and Monuments Office". Please revise accordingly.</p>	<p>Noted. Amended accordingly and attached in <b>Annex C</b>.</p>
AMO (D2)	<p><u>Revised Pages of the Archaeological Impact Assessment</u></p> <p>2. It is noted that the application site includes a portion of government land. Please check and revise Section 1.1 and Section 4 as "Che Wan Seen Yuen ... covering Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (Part) in D.D. 129 <b><u>and adjoining government land</u></b> (hereafter refers to the Project Site, ...). <b><u>which It</u></b> also involves ...." and "Che Wan Seen Yuen ... covering Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (Part) in D.D. 129 <b><u>and adjoining government land</u></b>. It is also ..." respectively for the sake of accuracy.</p>	<p>Pages have been revised accordingly in the consolidated AIA report and attached in <b>Appendix VIII</b>.</p>

## 2.11 Responses to Comments from Planning Department

Date	Items	The Applicant's Responses
Comments received between 6.1.2022 to 12.1.2022		
DPO (A1)	Please clarify the origin of the translation of 'Kwan Yin' Statue/ 'Kwan Yin' Temple shown in the Planning Statement.	There are many different English translations of (觀音) and 'Kwan Yin' is one of the valid translations. However, we have no objection of using other translations.
DPO (A2)	Please advise whether the latest proposed traffic improvement measures reflects on the latest TIA.	<p>Up to the present moment, the proposed traffic improvement measures for CWSY are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Provision of internal transport facilities and shuttle bus arrangement during Festival Periods;</li> <li>• Local improvement of Deep Bay Road (DBR) through lengthening and widening of two passing bays;</li> <li>• Resurfacing 600m of DBR which also covers the Site entrance area;</li> <li>• Site entrance improvement which also covers a part of DBR; and</li> <li>• A 24m long lay-by, 2m footpath and an adjacent 1.2m adjacent passenger queueing area.</li> </ul> <p>The revised TIA and the additional traffic documents, which were previously submitted, have been consolidated into the Consolidated TIA report (<b>Appendix IV</b> refers).</p>
DPO (A3)	Please explain how the proposed resurfacing could improve the traffic condition.	Currently, there are many potholes along DBR and the road surface is not satisfactory. The proposed resurfacing works will improve traffic movement and safety to all road users including drivers, cyclists and pedestrians.
DPO (A4)	Please clarify the number of shuttle buses to be deployed per hour.	There will be 16 shuttle bus trips per hour at the peak (A shuttle bus may be deployed for more than 1 trip per hour).
DPO (A5)	Please confirm if the existing trees would be affected by the newly proposed lay-by along DBR near Lau Fau Shan roundabout.	According to the submitted Landscape Assessment, there is no tree on the northern side of the section of DBR near the roundabout. Therefore, the proposed lay-by will not affect the tree preservation proposal.

Date	Items	The Applicant's Responses
DPO (A6)	Please advise if the visitors (of the current sold ones) and/ or niche purchasers (of the current unsold ones) would have to take the free shuttle bus to CWSY, or both/ or either types of visitors are allowed to choose to take public transport.	All visitors will be required to use the free shuttle bus service during Festival Periods. However, a total internal transport provisions of 12 (including 1 disabled) visitor car parking spaces and 3 motor-cycle spaces and 39m of boarding/alighting area will be provided ensuring ample car parking and loading unloading facilities upon columbarium operation.
DPO (A7)	Management Plan: Please elaborate on the Admission Control arrangement.	CWSY has the right to deny access to visitors who fail to comply with the arranged appointment. As a contingency, i.e. there are bound to be some late comers or some minority w/o advance booking. In such ad hoc situation, which is believed to be remote, CWSY will apply flexibility to arrange the aforesaid visitors to wait at the holding area awaiting their turns to enter the respective columbarium halls for worship, yet priority will be given to those with advance booking.
DPO (A8)	Management Plan (Section 19.5): Please clarify the forbidden area for burning of incense materials.	No incineration process and no burning of ritual paper, incense, joss sticks and candles would be allowed at indoor or outdoor area within the application site. Section 19.5 of the Management Plan has been amended and attached in <b>Appendix V</b> to tally with the measures stated in the Environmental Assessment.
DPO (A9)	Landscape Assessment (Section 4.4.1): Please confirm if most or all surveyed trees within the site are common tree species.	All the surveyed trees within the site are common tree species. Section 4.4.1 of the Landscape Assessment has been amended and in <b>Appendix III</b> .
DPO (10)	Please confirm the number of trees surveyed for DBR.	The Tree Assessment Schedule is reported to be 46 nos. of trees, and the plan is exactly the same number (i.e. 46 nos.) of trees marked on the drawing.
DPO (11)	Please confirm if the proposed portable toilets are only available during Festival Periods or they will be available throughout the year, i.e. including normal days.	The proposed portable toilets are only available during Festival Periods.

Date	Items	The Applicant's Responses
DPO (12)	Please clarify the septic tank condition at the site and sewerage proposal.	The enlargement of the septic tanks to handle sewage generation from both employees and visitors was not encouraged. However, septic tanks connected to accessible toilets in existing Building 1 and 2 to handle the sewage generation from the employees are acceptable. To avoid confusion, the word "re-provision" on the Drainage Plan has been deleted (see <b>Appendix VI</b> ). Moreover, the septic tank and soakaway icon shown on the Drainage Plan is a symbol only (not to scale).
DPO (13)	Please confirm if the existing trees would be affected by the proposed underground pipe along DBR.	The underground pipe is proposed along the curb of DBR. It is noticed that 7 trees are along the same side of the proposed pipe along DBR (i.e. T36, T36A, T40, T41, T42, T43, T44). Site inspection shows that these trees are located some distance away from the curb line. The Applicant will undertake a detailed survey in the detailed design and implementation stage to ensure the proposed drainage improvement works would not affect the existing trees and, if found necessary, appropriate tree mitigation and compensatory planting plan will be submitted.



### 3. CONSOLIDATED RESPONSES TO PUBLIC COMMENTS

Between 13.3.2020 and 24.12.2021, the application and a set of F.I. submitted by the Applicant were published eight times for public inspection. During the statutory public inspection periods, a total of 295 public comments were received, of which 30 supported the application and the remaining commenters raised concerns to the application.

#### 3.1 Supporting Public Comments

The commenters who supported the application mainly on the following grounds:-

(a) Comply with Private Columbaria Ordinance

The PCO came into effect and it aims to ensure that private columbaria are operated in compliance with statutory and government requirements, and to enhance the protection of consumer interest. CWSY had already submitted the columbarium licensing application to the PCLB.

(b) The Site is Suitable for Columbarium Use and No Visual Impact

There are only three 3-storey existing buildings within the site. They are segregated from residential uses with an appropriate distance. Hence, CWSY is suitable for columbarium use and would not result in adverse visual impact on the locality.

(c) Government Departments have No Major Comments on the Management Plan

It is noticed that CWSY had submitted a Management Plan to the PCLB and the Police did not object the plan. CWSY has proposed to provide sufficient internal transport facilities and proposed to improve Deep Bay Road. Thus, the proposed development would not result in adverse traffic impact on the locality.

(d) Adequate Facilities Provided

Accessible toilets in the existing buildings and additional portable toilets have been proposed and no incineration process and no burning of ritual paper would be allowed. Therefore, the operation of the proposed (existing) columbarium would not cause unacceptable air quality impact to the surrounding.

(e) Greenery

Landscape features have been proposed within the site. The proposed (existing) development would not cause unacceptable landscape impact to the surrounding.

#### The Applicant's responses

The Applicant highly appreciates the support from the general public. Indeed, 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. CWSY will deploy an experience management team to ensure proper operation so as to minimise any potential impact arising from the development.

### 3.2 Responses to Major Public Concerns

The commenters who raised concerns on the application were mainly related to traffic impact, environmental impact, land use compatibility, undesirable precedent, rejected case in the past, and nuisance to the locals. Their concerns have been summarized and detailed responses are as follows:-

#### **Major Concerns:**

1. *Traffic Impact*

The columbarium would overload the existing Deep Bay Road network during Ching Ming and Chung Yeung Festival days. It would cause conflict between pedestrian and traffic.

2. *Environmental Impact*

Burning of joss paper and noisy rituals will cause environmental and noise impact to the area.

3. *Incompatible Land Use*

The site is zoned "REC" on the Lau Fau Shan and Tsim Bei Tsui OZP that the proposed columbarium does not conform the Planning Intention of "REC" zone. Besides, building large structures will attract large amount of people and the site is not suitable for columbarium.

4. *Undesirable Precedent*

Enforcement notice was issued for columbarium use on 23.7.2016. Approval of this application will further legitimize unauthorized development and set a bad precedent to regularize unlawful activities through planning application.

5. *Previous Application was declined by the Board*

The Applicant had submitted rezoning request which was declined by the Board. This application is similar to the previous application.

6. *Nuisance to the Nearby Residents*

The columbarium would cause nuisance to the nearby Residents.

#### **The Applicant's responses:**

1. *No Adverse Traffic Impact*

The Applicant has proposed to improve the entrance of the site and also some sections of Deep Bay Road (Between Lau Fau Shan Road/ Deep Bay Road Roundabout and the site) through resurfacing and improvement (lengthening and widening) some existing ones. Therefore, the road condition along Deep Bay Road will be improved which will in turn also benefit the local community. It is also proposed to improve the existing site access through re-alignment, giving a better T-junction layout with the proposed Deep Bay Road Improvement thereby

enhancing traffic operation and safety.

It is important to note that the peak traffic demands for columbarium will only occur on Ching Ming Festival, and Chung Yeung Festival being the second busiest. To ensure the festive event to be operated in CWSY can be run in a safe, orderly and smooth fashion without creating any crisis, a Management Plan, which was prepared based on the Traffic Impact Assessment, was submitted to the PCLB and accepted by the Police.

2. No Adverse Environmental Impact

The proposed columbarium is not designed for conducting any funeral ceremony, and the general operation activities such as worships/praying is relatively quiet in nature and will be carried out at indoor of the building. Burning of ritual paper is prohibited at the site. Therefore, air pollution and noise impact arising from the proposed development is not anticipated.

3. Compatible Design Approach

Land is an essential resource for bolstering social and economic development of a city. It is scarce in Hong Kong therefore it should be optimized the use of precious land with suitable use. The application site is highly suitable for the proposed uses as it is located at a secluded location, and is far away from residential settlements.

Even though the current application is for the rezoning from "REC" to "G/IC(1)" zone in order to comply with PCO's requirements for the Pre-cut-off Columbarium in CWSY, special design approach by the provision of religious and recreational uses has been adopted in the proposed development to respect the planning intention of the "REC" zone within the vicinity. The proposed development intends to provide a peaceful environment of religious and recreational facilities serving the needs of the general public including a cultural gallery. The columbarium building is located at the rear of the site surrounded with vegetations. Majority of the site area is landscaped for passive recreational uses that in normal days and the hard paved area will turn into a recreational space. Therefore, the proposed development conforms to the planning intention of "REC" zone.

4. Good Precedent

In 2016, the Applicant had requested the niche purchasers to take back their ancestor's urns in order to remove a prosecution case from the court. No urns are stored inside the columbarium niches at the site but 452 niches were already sold before 30.6.2017. The enforcement notice had been revoked.

The proposed development incorporates low-density and low-rise buildings with careful designed to match with the adjacent land uses and local environment. Whilst the scale of the proposed development is not as large as Wun Chuen Sin

Kwoon or Wan Fau Sin Koon, it is believed that, with proper design and planning strategy, CWSY could become a successful prominent recreational and tourist attraction places in Lau Fau Shan area. The proposed development would be a pioneer project within the area, and therefore, it would offer an excellent opportunity to expedite recreation developments in the area. Furthermore, with the adoption of appropriate mitigation measures, the proposed development will not pose significant adverse traffic, environmental, visual and sewerage impacts on the neighbourhood. Therefore, the proposed development is unlikely to set an undesirable precedent for other similar rezoning applications in the area.

5. *Changed in Planning Circumstances*

Previously, the PCO has not come into effect until the date of 30.6.2017 and the operator of a private columbarium in Hong Kong must be covered a Columbarium Licence, Exemption or TSOL. The Applicant had already submitted both applications for Columbarium Licence and TSOL for Pre-cut-off Columbarium in CWSY to the PCLB on 14.2.2018. This will allow CWSY to continue to operate in order to meet the future need for their members, to improve their financial situation in promoting religious and recreational services and to avoid affecting the descendants, in particular their wish not to disturb the interred ashes of the deceased as far as practicable. Hence, the Applicant hereby requests the Board to sympathetically consider the application so as to provide the necessary town planning mechanism to regularise the existing columbarium niches at CWSY.

6. *Nuisance to the nearby residents is not anticipated*

The columbarium concerned is not a brand-new development but an establishment that has already been in existence and operation for a decade. Columbarium is an essential facility for the community, which is similar in nature and of equal importance as other community and institutional facilities such as hospital and old people's home. The existing columbarium buildings are low-rise in nature and they are far away from residential use and are segregated from them by mature trees and open storage sites. Psychological impact is a very personal subject to each person. Even some of the columbaria are located far away from the local villages and are well-screened from public view by trees, slopes and structures, local people will still believe the development will impose psychological impact to them. In fact, there are many columbaria, cemeteries, funeral parlours and temples located near residential areas such as St. Michael's Catholic Cemetery in Happy Valley and Po Fook Hill in Sha Tin. There is no scientific evidence to prove that the presence of columbarium would cause serious negative impacts to the local residents.

### **3.3 Concluding Remarks on Public Consultation**

In general, any project related to columbarium would receive public objection. It is difficult to convince all members of public to agree that a columbarium would not have adverse impact on the surrounding area even with sufficient technical assessments provided. Nevertheless, the strong supports received illustrates that members of public supports the provision of religious and recreational use, as well as notice the urgent requirement for columbarium niches.

Burial arrangement is a necessary element to allow family, relatives and friends to pay respect to their ancestors and loved ones, which is an important matter for both the departed and the living. The Government had openly emphasized the importance of dispelling the misconception harboured by the public that graveyards and columbaria are evil and offensive. The Applicant has the true intention to comply with all the statutory requirements to regularise the existing uses at the site. We should respect the wish of deceased to have their cremated ashes to be properly placed.

Further Information (I) in Support of the Proposed Rezoning Request from "REC" Zone to "G/IC(1)" Zone for Proposed Religious and Recreational Uses at Various Lots in D.D. 129 and Adjoining Government Land, Lau Fau Shan, Yuen Long

### 1.8 Responses to Comments from the Antiquities and Monuments Office:

Item	Departmental Comments	The Applicant's Responses
DPO(1)	Please submit an Archaeological Impact Assessment (AIA) report to substantiate the subject application and clarify whether there is any difference from the previous AIA report submitted under the withdrawn Application No. Y/YL-LFS/9 as mentioned in paragraph 1 of Section 5.11 of the Planning Statement.	A revised Archaeological Impact Assessment has been attached in <b>Appendix VI</b> .
AMO(2)	<p>Please make the following textual amendments to Section 5.11 of the Planning Statement with reference to the Archaeological Impact Assessment report for the previous Application No. Y/YL-LFS/9:</p> <p><u>Section 5.11 (a)</u></p> <p>1. Please revise "Lau Fau Shan site of archaeological interest" as "Lau Fau Shan <b><u>Site of Archaeological Interest</u></b>".</p> <p>2. Please check whether the last sentence should be revised as "No previous archaeological investigations were conducted within or in vicinity to the site <b><u>but</u></b> a number of archaeological investigations were conducted within or adjacent to the SAI.".</p> <p><u>Section 5.11 (b)</u></p> <p>3. Please check whether "at 0.6 to 0.9bgl" should be revised as "at <b><u>about</u></b> 0.6 to 0.9 <b><u>below ground level</u></b>" for ease of reference.</p> <p><u>Section 5.11 (b)</u></p> <p>4. Please revise "in care of discovery of antiquities or supposed</p>	In view of the AIA has been updated, therefore, Section 5.11 of the Planning Statement has been revised based on the latest AIA assessment and attached in <b>Appendix II</b> .



**1.4 Responses to Comments from the Antiquities and Monuments Office:**

Item	Departmental Comments	The Applicant's Responses
AMO(1)	It is noted that Item AMO(1)/ Page 22 in Section 1.8 of the responses-to-comments (R-to-C) table "Response to Comments from the Antiquities and Monuments Office" requested the applicant to submit an Archaeological Impact Assessment (AIA) report to substantiate the subject application. It is clarified that it is not AMO's request. Please revise the R-to-C table accordingly to AMO's comments vide our email of 18.6.2020 and provide the updated R-to-C table for her further comment.	Noted and apologize.
AMO(2)	<p>While she would like to reiterate the submission of AIA is not requested by AMO as stated above, it is noted that the revised Planning Statement and the revised AIA contain the following areas of inaccuracy, inconsistency and unclarity:</p> <p><u>Section 5.11 of the revised Planning Statement</u></p> <ul style="list-style-type: none"> <li>- 1<sup>st</sup> sentence, 2<sup>nd</sup> para.: Please check whether "the area for road widening areas" should be revised as "the road widening areas" for the sake of clarity.</li> <li>- 2<sup>nd</sup> sentence, 2<sup>nd</sup> para.: Please check whether "the SAI" should be revised as "the Lau Fau Shan Site of Archaeological Interest" for the sake of clarity. Besides, according to Section 2.1 and Figure 2.1 of the revised AIA, the road widening areas rest on Qpd. Please check whether "part of the road widening areas" should be revised as "the road widening areas" for the sake of accuracy and consistency.</li> </ul>	Section 5.11 of the Planning Statement has been amended accordingly and attached on the <b>following page 12</b> .

Further Information (III) in Support of the Proposed Rezoning Request from "REC" Zone to "G/IC(1)" Zone for Proposed Religious and Recreational Uses at Various Lots in D.D. 129 and Adjoining Government Land, Lau Fau Shan, Yuen Long

### 1.3 Responses to Comments from the Antiquities and Monuments Office:

Item	Departmental Comments	The Applicant's Responses
AMO(1)	<p>(i) It is noted from the responses to departmental comments (R-to-C table) and revised pages of Archeological Impact Assessment (AIA) in the Further Information 2 that there are still some textual inaccuracies that need to be addressed.</p> <p>(ii) Item AMO(1) in R-to-C table - Please provide the updated R-to-C table for further comment.</p> <p><b><u>Planning Statement – Section 5.11</u></b></p> <p>(iii) 2nd bullet point of Item AMO(2) in R-to-C table - Please revise 2nd para. of Section 5.11 as "... Although artefacts had been identified within the Lau Fau Shan Site of Archaeological Interest ...".</p> <p>(iv) Please correct the typo "of" in the R-to-C table; according to our previous comments vide email of 11/09/2020, it should read as "... the road widening areas rest on Qpd. ...".</p> <p>(v) Please revise the last sentence of the last paragraph as "If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO".</p>	<p>Noted. The revised pages are attached in <b>Appendix III</b>.</p> <p>Item AMO(1) in R-to-C table has been amended to DPO(1) .</p> <p>Amended accordingly.</p> <p>Amended accordingly.</p> <p>Amended accordingly.</p>

**Landscape Assessment Report**

January, 2022

**Prepared by Blanc Design Studio**

## **CONTENT**

- 1.0 Introduction
- 2.0 The Site and its Context
- 3.0 Landscape Design
- 4.0 Tree Preservation Strategy
- 5.0 Hard Material
- 6.0 Lighting
- 7.0 Soil Depth for Planting
- 8.0 Irrigation

## **ANNEXES**

### **Annex A – Tree Survey for the Application Site**

- Tree Assessment Schedule
- Tree Survey Plan
- Tree Photos

### **Annex B – Landscape Proposal**

- Landscape Area Calculation
- Landscape Master Plan
- Compensatory Planting Plan

### **Annex C – Tree Survey**

#### **for the Proposed Road Improvement Part of Deep Bay Road**

- Tree Assessment Schedule (Deep Bay Road)
- Tree Survey Plan (Deep Bay Road)
- Tree Photos (Deep Bay Road)

### **Annex D – Method Statement for Tree Preservation Proposal for Trees to be Retained and to be Transplanted**

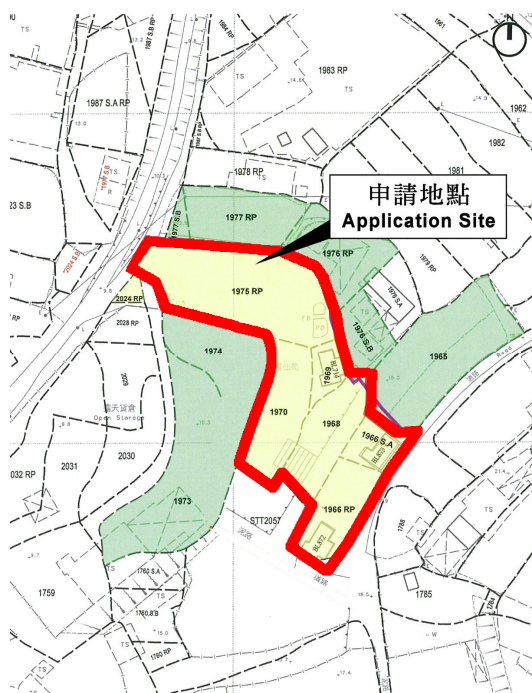
- Method Statement for Tree Preservation Proposal for Existing Tree to be Retained
- Method Statement for Tree Preservation Proposal for Existing Tree to be Transplanted
- Tree Protective Measures Plan

## 1.0 Introduction

- 1.1 The application site covers Lots No. 1966 S.A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (part) in D.D. 129 and adjoining Government land, Lau Fau Shan, Yuen Long. It is zoned "Recreation" on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan. The site is currently occupied by a Pre-cut-off Columbarium named Che Wan Seen Yuen (紫雲仙苑).
- 1.2 The Applicant has intention to enhance the amenity, vitality and character of the Lau Fau Shan area by exploring further potential for religious, tourism, recreational and cultural development in the subject area. Blanc Design Studio is commanded to carry out a study on the potential landscape impacts of the proposed development to support the subject rezoning application.

## 2.0 The Site and its Context

- 2.1 The application site is generally flat in nature and is mainly divided into two platforms, with levels ranging from +11.50 to +15.70. There are three low-rise buildings with the typical Chinese temple style in clay roof tiles and plain brush grey wall surface. To the west of the site lies the Deep Bay Road and it is the only access road to the site.



**Figure 1: Site Location Plan**

- 2.2 The site is generally surrounded by typical Chinese setting where buildings and structures like worship halls, platforms, pavilions, pond and other associated structures are found. Heavy vegetation in this site is mainly found in the entrance area which provides a large green land with avenue of tall palm trees alignment to create a leisure atmosphere. Some other mature trees and some hedge planting scatter within the site.
- 2.3 A tree survey within the application site was carried out as attached in **Annex A**. Most of the surveyed trees within the site are common tree species in majority (i.e. *Podocarpus macrophyllus*, *Roystonea regia*, *Ficus microcarpa*, *Podocarpus nagi*, *Averrhoa carambola*, *Delonix regia* ).

### **3.0 Landscape Design**

- 3.1 A Landscape Master Plan is prepared as attached in **Annex B**. The aim of the landscape proposal is to respond to site conditions, building form and function and to provide a quality landscape scheme. The main factors to be taken into consideration are:
- Response to the site context, both in terms of landscape character and visual amenity.
  - Response to the proposed building and its architectural style.
  - Creation of a green setting by maximizing the opportunity for soft landscape.
  - Enhancement of the arrival experience for users.
- 3.2 The landscape character of the assessment area is a typical Chinese temple setting landscape. In order to enhance the proposed development to be compatible to the existing rural landscape character, the following major design concepts to be adhered to:

#### **3.2.1 Temple Landscape**

This area is an open space where typical Chinese temple setting is embraced. A temple is proposed in the middle of the upper platform to provide worship facilities which is intended to attract tourists take part in. Some feature trees, like *Bombax ceiba*, *Cinnamomum camphora*, *Delonix regia*, *Lagerstroemia speciosa*, *Sterculia lanceolata*, etc. scattered will be provided within this area.



### **3.2.2 Vegetative Buffering Landscape**

This area is characterized by densely trees planted along the boundary fence wall. It serves as a green buffering and backdrop to the area, and also can obstruct the view from outside. Some mature trees, like *Bombax ceiba*, *Cinnamomum burmanni*, *Cinnamomum camphora*, *Delonix regia*, *Lagerstroemia speciosa*, etc. are proposed to mix up with existing plantation so as to integrate as a whole greenery effect.

### **3.2.3 Internal Driveway Landscape**

The internal driveway is designated for two ways driving with a width of 6000mm. Vegetation will be planted on both sides, two rows of *Terminalia manatyl* to soften the hard line of the fence wall, provide an avenue atmosphere to the driveway.

### **3.2.4 Road Improvement of Deep Bay Road Landscape**

A tree survey along the proposed road improvement section of Deep Bay Road was carried out as attached in **Annex C**. According to the survey, the proposed partial improvement works does not conflict with the existing trees. The Applicant will undertake a detailed survey in the detail design and implementation stage to ensure the proposed road improvement works will not affect the existing trees, and if found necessary, appropriate tree mitigations and compensatory planting plan will be submitted.

- 3.3 After the rezoning application and the subsequent section 16 planning application is approved by the Town Planning Board, it is recommended that a tree preservation and landscape proposal to be submitted to the satisfactory of Director of Planning.

## **4.0 Tree Preservation Strategy**

### **4.1 Tree Retention**

Generally any individually surveyed trees on the fringes of the proposed development should be maintained and preserved where possible. The construction of the proposed development involves in some cases partial removal of existing trees. However, where it is not possible to retain trees it is recommended to fell or transplant these trees.

## **4.2 Tree Transplanting**

In terms of assessing the feasibility of tree transplanting, the following factors are considered:

- Possibility of in-situ tree retaining is exhausted.
- Form, health and amenity value.
- Survival rate after transplanting.
- Trees species, rarity and conservation status.
- Feasibility of access (In some cases transplantation would be difficult and dangerous due to the physical characteristics of the site and the inaccessibility of their situations.)

## **4.3 Tree Felling**

Tree felling is regarded as the last resort only when both in-situ tree retaining and tree transplanting are impossible due to the following reasons:

- In some locations the scope of the proposed works precludes any opportunities to retain existing trees.
- The trees are of poor quality in terms of form or health.
- The tree if retained in a solitary position would become unstable and dangerous in windy conditions.

## **4.4 Tree Treatment Recommendation**

- 4.4.1 As shown in the tree survey within the application site in **Annex A**, all the surveyed trees within the application site are common trees species (e.g. Roystonea regia, Ficus microcarpa, Podocarpus nagi, Celtis sinensis, Averrhoa carambola, Delonix regia).
- 4.4.2 Tree Survey Plan shows that the locations of some surveyed trees are in conflict with the proposed development, especially the trees along the proposed driveway and parking spaces, which is T2 to T25. 10 nos. of the palm trees would be transplanted to the area around the roundabout edge to provide a decent avenue to temple entry. The other 14 nos. palm trees are proposed to be felled, since those palms are either dead tree, or trunk base have been decayed.

- 4.4.3 With the aim to create a dense and buffered vegetation area which can hide the view from outside to the site inside and eliminate the unpleasant feeling of the outsiders to the columbarium, and also improve the environment of the application site to benefit the public enjoyment, many other tree species are introduced to the landscape area (e.g. *Bombax ceiba*, *Cinnamomum burmanni*, *Cinnamomum camphora*, *Delonix regia*, *Lagerstroemia indica*, *Lagerstroemia speciosa*, *Sterculia lanceolata*, *Terminalia manatyl*), with an intention to bond the landscape with the surrounding area. A Compensatory Planting Plan is prepared in **Annex B** and a table of the planting schedule within the site is shown as below:

Botanical Name of proposed trees	Chinese Name	Height (mm)	DBH	Quantity
<i>Bombax ceiba</i>	木棉	4500	100	8
<i>Cinnamomum burmanni</i>	陰香	4500	100	11
<i>Cinnamomum camphora</i>	香樟	5000	100	13
<i>Delonix regia</i>	鳳凰木	5000	100	4
<i>Lagerstroemia indica</i>	小葉紫薇	4500	100	2
<i>Lagerstroemia speciosa</i>	大葉紫薇	4500	100	4
<i>Sterculia lanceolata</i>	假蘋婆	4500	100	7
<i>Terminalia manatyl</i>	小葉欖仁	4500	100	17

- 4.4.4 According to DEVB TC(W) No. 10/2013, stating that "planting should be of a ratio not less than 1:1 in terms of number....", "... additional planting to achieve the compensatory planting ration of 1:1 in terms of aggregated DBH...". From the present compensatory scheme,

- Number of tree to be felled: 15 nos. (a)
- Accumulated lost in DBH: 5214mm (b)

- Proposed no. of compensatory tree: 66 nos. (c)
- Accumulated DBH for compensatory tree = 6600mm (d)
- **Quantity Compensation Ratio (c) / (a) = 1: 4.4**
- **DBH Compensation Ratio (d) / (b) = 1: 1.27**

4.4.5 Tree at the site will be properly retained or transplanted based on the method statement in **Annex D**.

## **5.0 Hard Material**

- 5.1 Hard materials will be selected to create feature paved areas. The creation of simple patterns, e.g. through the use of banding in contrasting colours, can be used at the plaza of temple and columbarium.
- 5.2 Paving shall be natural granite/ reconstituted granite tiles of regular size and texture. Paving used for vehicular traffic shall be of adequate thickness to withstand the required loading.
- 5.3 For kerb, planters and walls, granite/ tiles with similar colour and texture are proposed and in line with the overall colour tone of the landscape.
- 5.4 For parking areas and roundabout area, a material "Grasscrete paving" is proposed, which allows water to go through.

## **6.0 Lighting**

- 6.1 All the accessible points and open space areas will be provided with sufficient illumination. The lighting concept includes 3 types of lighting as follows:

### **(a) Amenity Lighting**

The lighting design shall aim to make provision for both adequate security and safety along with high amenity value. A proprietary brand of lighting shall be selected and the style of fixtures shall aim to compliment the overall landscape theme and be consistent throughout the area.

### **(b) Area Lighting**

Low level lighting like wall recessed light and planter uplight shall be proposed at gardens.

**(c) Safety Lighting**

The minimum lux level lighting for safety reasons will be lasted between midnight until early morning.

**7.0 Soil Depth for Planting**

- 7.1 Planting in open spaces is proposed in at-grade planting beds with 1,200mm deep planting soil. If planting area is above underground car parking area, a 800mm high planter wall will be proposed to make sure at least 1,200mm deep planting soil is provided (exclude the measurement of drainage layer).

**8.0 Irrigation**

- 8.1 The proposed irrigation system will be provided by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Supplies Department.

**Annex A – Tree Survey for the Application Site**

Tree Assessment Schedule

Tree Survey Plan

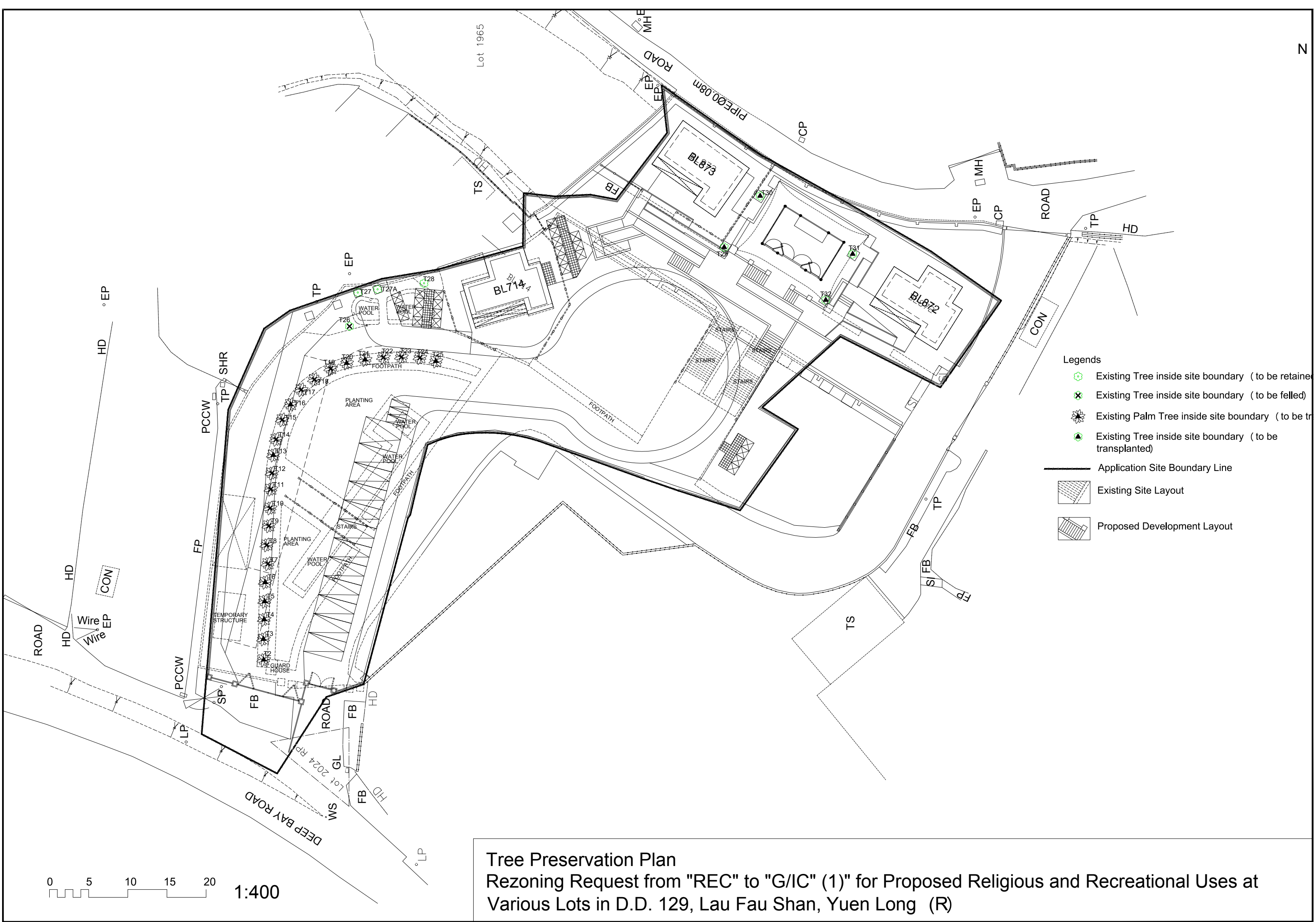
Tree Photos



# Tree Assessment Schedule

Project: Rezoning Request from "REC" to "G/IC(1)" for Proposed Religious Uses at Various Lots in D.D. 129, Lau Fau Shan, Yuen Long  
Prepared by Wong Yun Keung Beavis (ISA-CA no. HK-0007BUM, QTRA, HKILA-ArbP no. 24) on 7 July 2018

Tree No.	Species	Chinese Name	Height (m)	Spread (m)	DBH (mm)	Health (Good/ Fair/ Poor)	Form (Good/ Fair/ Poor)	Amenity Value (High/ Medium/ Low)	Survival Rate After Transplanting (High/ Medium/ Low)	Recommendation (Retain - R/ Transplant - T/ Fell - F)	Remarks
T2	<i>Roystonea regia</i>	王棕	16	4	400	Fair	Fair	Medium	Medium	T	Leaning
T3	<i>Roystonea regia</i>	王棕	16	4	380	Fair	Fair	Medium	Medium	T	-
T4	<i>Roystonea regia</i>	王棕	14	4	400	Fair	Fair	Medium	Medium	T	-
T5	<i>Roystonea regia</i>	王棕	14	4	390	Fair	Fair	Medium	Medium	T	-
T6	<i>Roystonea regia</i>	王棕	14	4	380	Fair	Fair	Medium	Medium	T	-
T7	<i>Roystonea regia</i>	王棕	14	4	380	Fair	Fair	Medium	Medium	F	Termites, Borers, Trunk base decay
T8	<i>Roystonea regia</i>	王棕	13	4	350	Fair	Fair	Medium	Medium	F	Termites, Borers, Trunk base decay
T9	<i>Roystonea regia</i>	王棕	14	4	330	Fair	Fair	Low	Medium	F	Termites, Borers, Trunk base decay
T10	<i>Roystonea regia</i>	王棕	14	4	400	Fair	Fair	Medium	Medium	F	Hourglassing, Trunk base decay
T11	<i>Roystonea regia</i>	王棕	13	4	330	Fair	Fair	Medium	Medium	F	Termites, Trunk base decay
T12	<i>Roystonea regia</i>	王棕	13	4	400	Fair	Fair	Medium	Medium	F	Hourglassing, Trunk base decay
T13	<i>Roystonea regia</i>	王棕	14	4	300	Fair	Fair	Medium	Medium	T	-
T14	<i>Roystonea regia</i>	王棕	11	4	380	Fair	Fair	Medium	Medium	F	Penciling, Trunk base decay
T15	<i>Roystonea regia</i>	王棕	13	4	380	Fair	Fair	Medium	Medium	F	Hourglassing, Trunk base decay
T16	<i>Roystonea regia</i>	王棕	13	4	400	Fair	Fair	Medium	Medium	T	Hourglassing
T17	<i>Roystonea regia</i>	王棕	13	4	370	Fair	Fair	Medium	Medium	F	Borers, Trunk base decay
T18	<i>Roystonea regia</i>	王棕	13	4	350	Fair	Fair	Medium	Medium	F	Penciling
T19	<i>Roystonea regia</i>	王棕	13	3	360	Fair	Fair	Medium	Medium	F	Penciling, Trunk base decay
T20	<i>Roystonea regia</i>	王棕	13	4	310	Fair	Fair	Medium	Medium	T	Penciling
T21	<i>Roystonea regia</i>	王棕	12	2	360	Fair	Fair	Medium	Medium	T	-
T22	<i>Roystonea regia</i>	王棕	12	4	310	Fair	Poor	Low	Medium	F	Unbalanced form
T23	Dead tree	枯死樹木	13	0	350	-	-	-	-	F	-
T24	<i>Roystonea regia</i>	王棕	14	4	340	Poor	Poor	Low	Low	F	Sparse crown
T25	<i>Roystonea regia</i>	王棕	13	4	380	Fair	Fair	Medium	Medium	T	-
T26	<i>Ficus microcarpa</i>	細葉榕	3	3	184	Fair	Poor	Low	High	F	Multiple trunk
T27	<i>Podocarpus nagi</i>	竹柏	5	2	130	Fair	Poor	Medium	Medium	R	Unbalanced form, Chlorosis, Grown near wall
T27A	<i>Celtis sinensis</i>	朴樹	6	4	170	Fair	Poor	Medium	Medium	R	Leaning, Unbalanced form, Grown near wall
T28	<i>Averrhoa carambola</i>	楊桃	4	4	140	Poor	Poor	Medium	Medium	R	Unbalanced form, Bent trunk, Dieback, Vined, Grown near wall
T29	<i>Delonix regia</i>	鳳凰木	7	6	260	Fair	Fair	Medium	Medium	T	Grown near footing
T30	<i>Delonix regia</i>	鳳凰木	7	5	220	Fair	Fair	Medium	Medium	T	Grown near footing, Dead branch
T31	<i>Delonix regia</i>	鳳凰木	4	3	180	Poor	Poor	Low	Medium	T	Sparse crown
T32	<i>Delonix regia</i>	鳳凰木	3	4	200	Poor	Poor	Low	Medium	T	Sparse crown, Dieback







T2 Root Crown Condition



T2 Overview



T3 Root Crown Condition



T3 Overview





T4 Root Crown Condition



T4 Overview



T5 Root Crown Condition



T5 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T6 Root Crown Condition



T6 Overview



T7 Root Crown Condition



T7 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T8 Root Crown Condition



T8 Overview



T9 Root Crown Condition



T9 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T10 Root Crown Condition



T10 Overview



T11 Root Crown Condition



T11 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T12 Root Crown Condition



T12 Overview



T13 Root Crown Condition



T13 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.

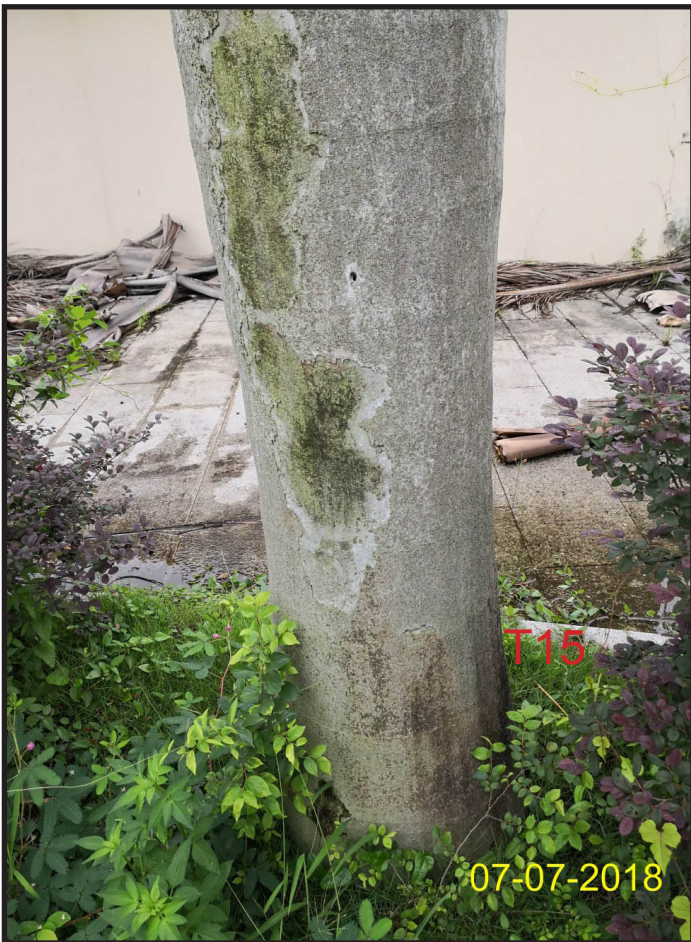




T14 Root Crown Condition



T14 Overview



T15 Root Crown Condition



T15 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T16 Root Crown Condition



T16 Overview



T17 Root Crown Condition



T17 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T18 Root Crown Condition



T18 Overview



T19 Root Crown Condition



T19 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T20 Root Crown Condition



T20 Overview



T21 Root Crown Condition



T21 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T22 Root Crown Condition



T22 Overview



T23 Root Crown Condition



T23 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T24 Root Crown Condition



T24 Overview



T25 Root Crown Condition



T25 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T26 Root Crown Condition



T26 Overview



T27 Root Crown Condition



T27 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T27A Root Crown Condition



T27A Overview



T28 Root Crown Condition



T28 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





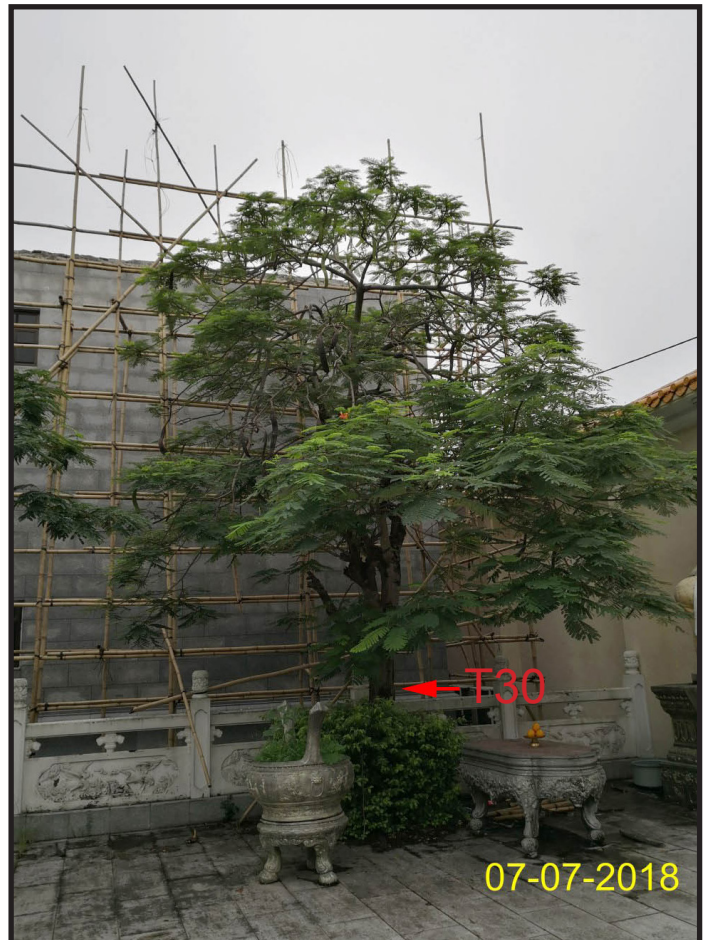
T29 Root Crown Condition



T29 Overview



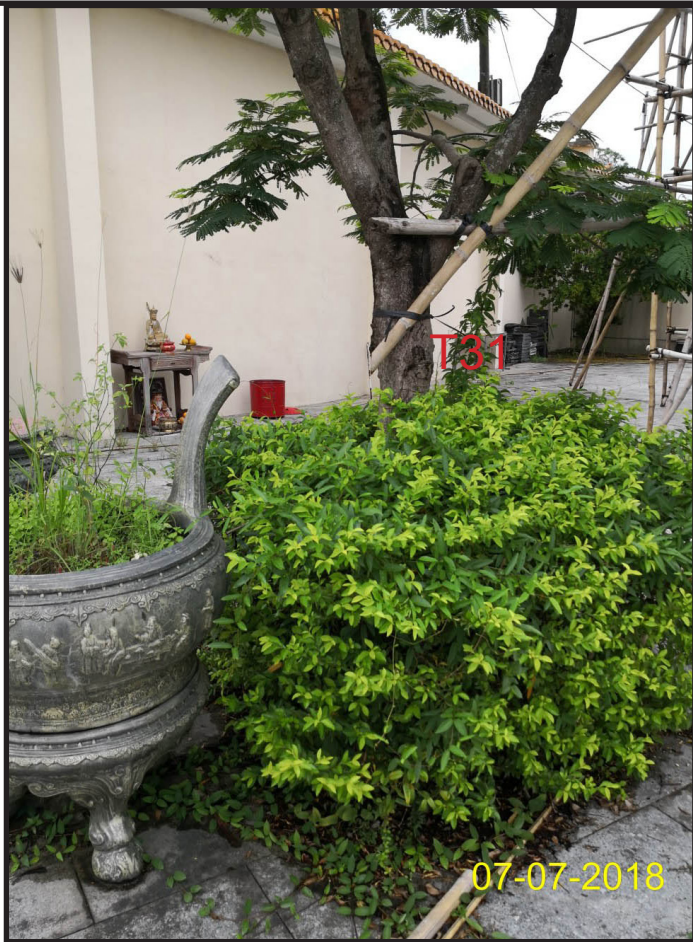
T30 Root Crown Condition



T30 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.

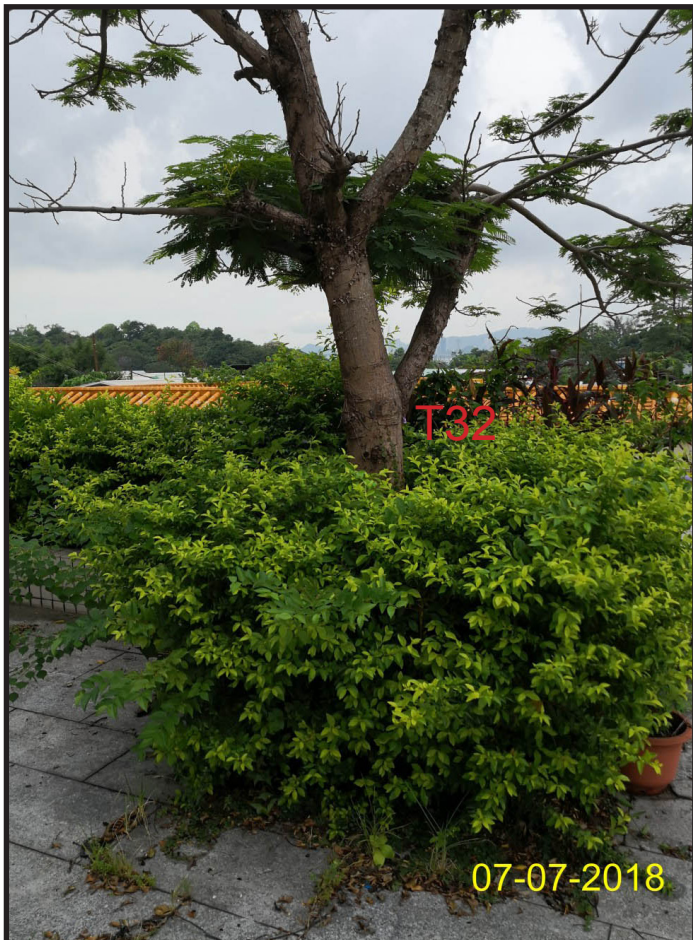




T31 Root Crown Condition



T31 Overview



T32 Root Crown Condition



T32 Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.

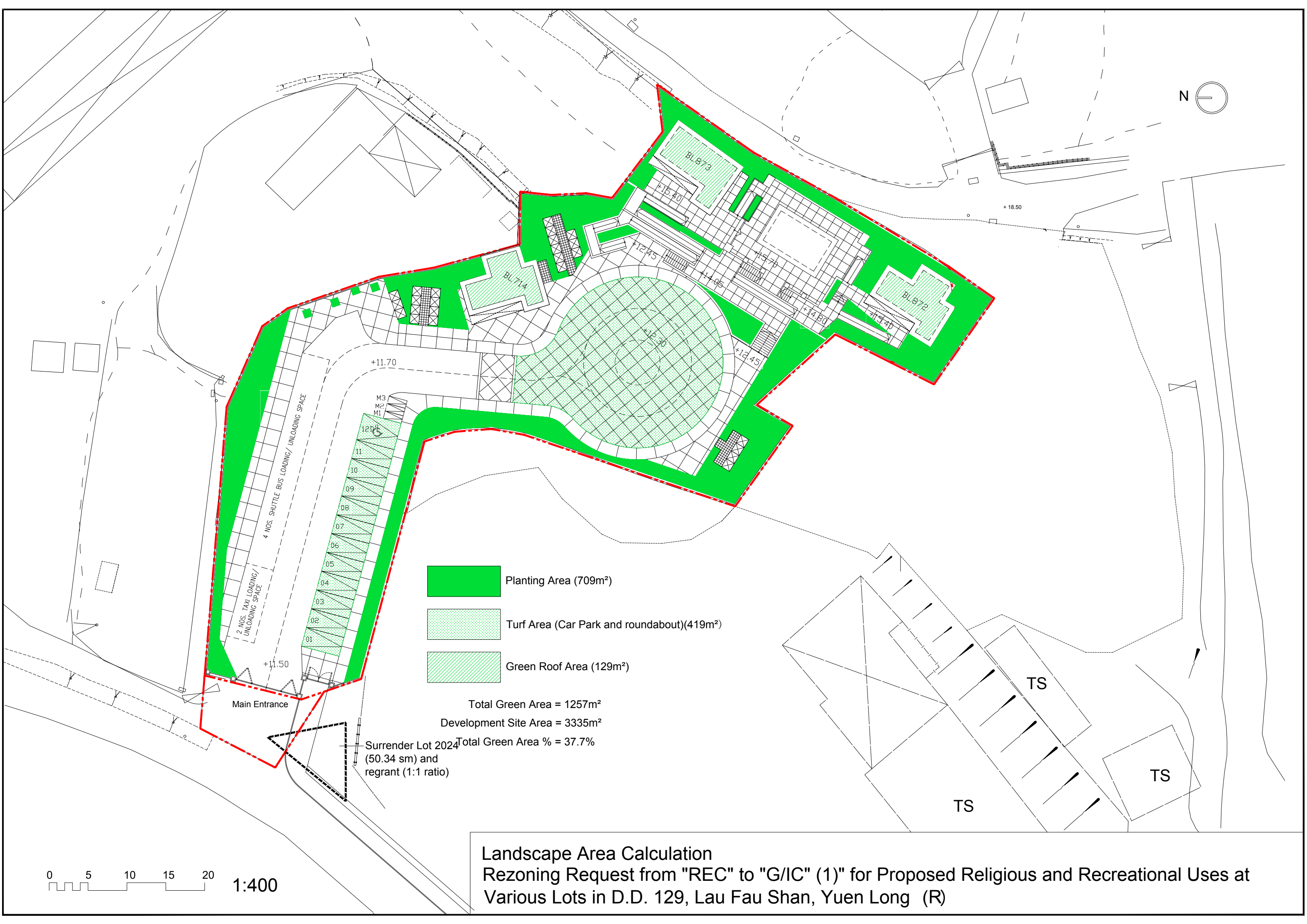


## **Annex B – Landscape Proposal**

Landscape Area Calculation

Landscape Master Plan

Compensatory Planting Plan



Landscape Area Calculation  
Rezoning Request from "REC" to "G/IC" (1)" for Proposed Religious and Recreational Uses at  
Various Lots in D.D. 129, Lau Fau Shan, Yuen Long (R)

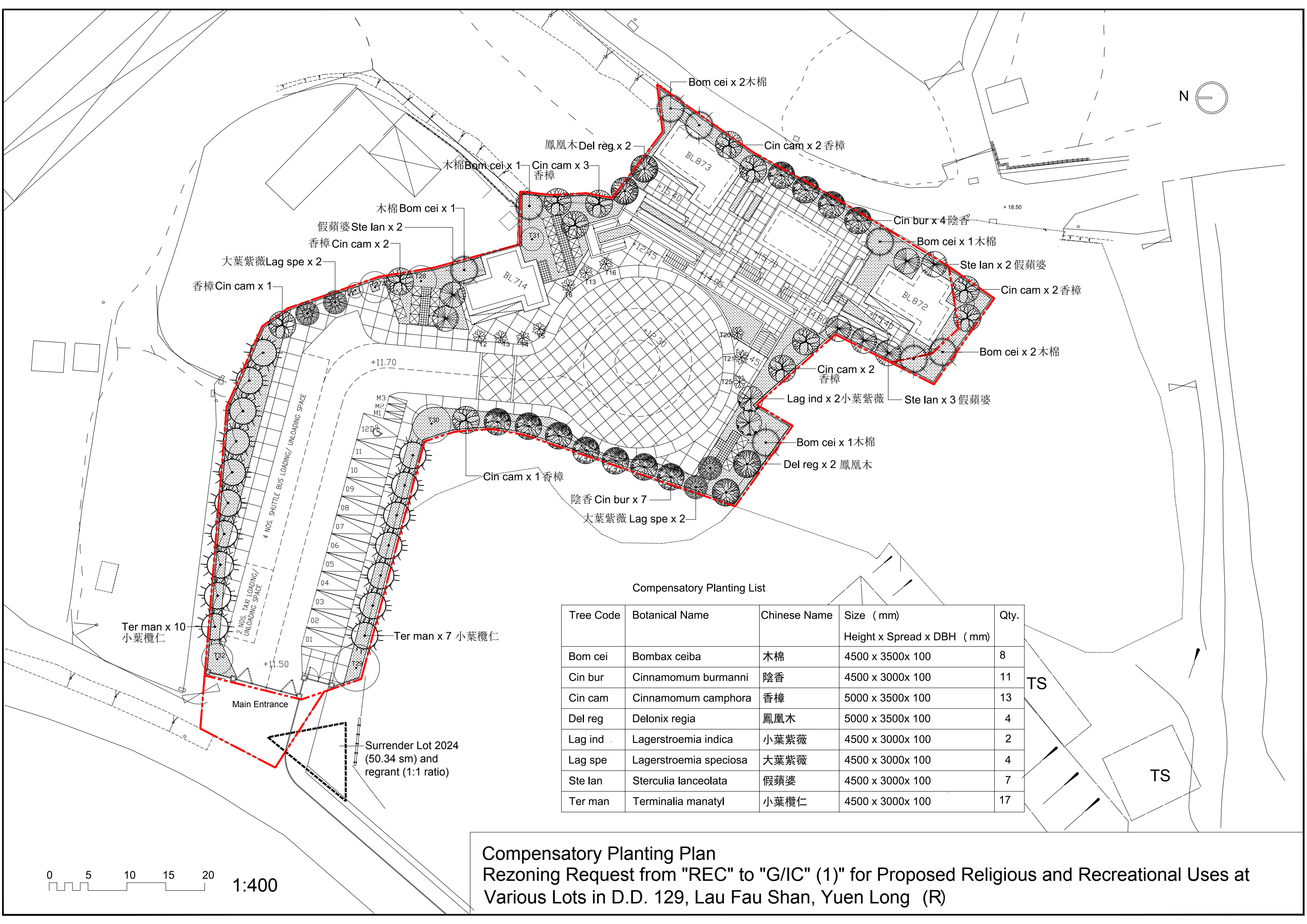


LANDSCAPE MASTERPLAN



- 01 G/F - MALE TOILET AND COLUMBARIUM  
1/F & 2/F - COLUMBARIUM
- 02 G/F - FEMALE TOILET & DISABLE TOILET  
1/F & 2/F - COLUMBARIUM
- 03 COLUMBARIUM BUILDING
- 04 PORTABLE TOILETS
- 05 PROPOSED TEMPLE
- 06 HIGH LEVEL PLATFORM
- 07 ENTRY GATEWAY
- 08 TAXI LOADING/ UNLOADING SPACE
- 09 SHUTTLE BUS LOADING/ UNLOADING SPACE
- 10 CAR PARKING SPACE
- 11 MOTORCYCLE PARKING SPACE
- 12 VISITOR'S HOLDING AREA (DURING FESTIVAL DAYS)
- 13 SCREENING VEGETATION





Compensatory Planting List

Tree Code	Botanical Name	Chinese Name	Size (mm)	Qty.
			Height x Spread x DBH (mm)	
Bom cei	Bombax ceiba	木棉	4500 x 3500x 100	8
Cin bur	Cinnamomum burmanni	陰香	4500 x 3000x 100	11
Cin cam	Cinnamomum camphora	香樟	5000 x 3500x 100	13
Del reg	Delonix regia	鳳凰木	5000 x 3500x 100	4
Lag ind	Lagerstroemia indica	小葉紫薇	4500 x 3000x 100	2
Lag spe	Lagerstroemia speciosa	大葉紫薇	4500 x 3000x 100	4
Ste lan	Sterculia lanceolata	假蘋婆	4500 x 3000x 100	7
Ter man	Terminalia manatyl	小葉欖仁	4500 x 3000x 100	17

0 5 10 15 20  
1:400

Compensatory Planting Plan  
Rezoning Request from "REC" to "G/IC" (1)" for Proposed Religious and Recreational Uses at  
Various Lots in D.D. 129, Lau Fau Shan, Yuen Long (R)

**Annex C – Tree Survey for the Proposed Road Improvement Part  
of Deep Bay Road**

Tree Assessment Schedule (Deep Bay Road)

Tree Survey Plan (Deep Bay Road)

Tree Photos (Deep Bay Road)

**Tree Assessment Schedule**

**Annex C**

**Project: Rezoning Request from "REC" to "G/IC(1)" for Proposed Religious Uses at Various Lots in D.D. 129, Lau Fau Shan, Yuen Long**

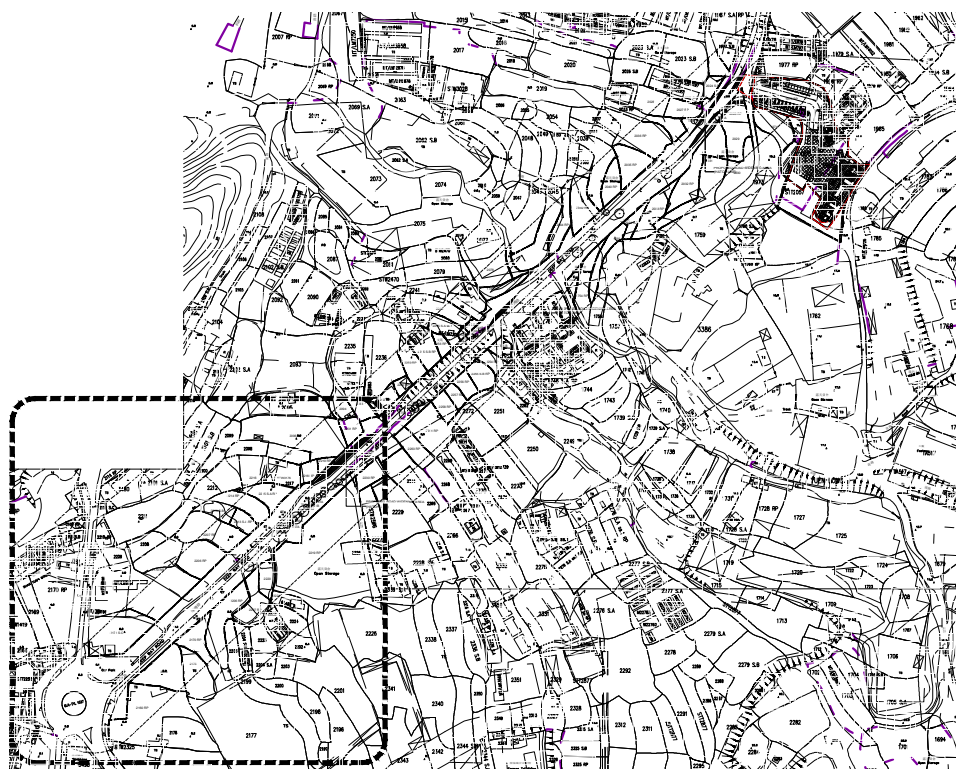
**(Road Widening of Deep Bay Road)**

**Date of Inspection: 7 July 2018**

Tree No.	Species	Chinese Name	Height (m)	Spread (m)	DBH (mm)	Health (Good/ Fair/ Poor)	Form (Good/ Fair/ Poor)	Amenity Value (High/ Medium/ Low)	Survival Rate After Transplanting (High/ Medium/ Low)	Recommendation (Retain - R/ Transplant - T/ Fell - F)	Remarks
T36	<i>Macaranga tanarius</i>	血桐	5	5	180	Fair	Poor	Low	High	R	Leaning, Vined
T36A	<i>Leucaena leucocephala</i>	銀合歡	9	5	180	Fair	Poor	Low	Low	R	Leaning, Vined
T37	<i>Erythrina variegata</i>	刺桐	8	6	336	Poor	Poor	Low	Low	R	Multiple trunk, Unbalanced form, Heavily vined, Broken branches
T38	<i>Erythrina variegata</i>	刺桐	4	4	140	Poor	Poor	Low	Low	R	Multiple trunk, Unbalanced form, Sparse crown, Heavily vined, broken branches, Trunk decay
T40	<i>Macaranga tanarius</i>	血桐	4	7	272	Fair	Poor	Low	High	R	Multiple trunk, Unbalanced form, Canker, Pruned
T41	<i>Macaranga tanarius</i>	血桐	3	2	300	Fair	Poor	Low	High	R	Unbalanced form, Pruned
T42	<i>Leucaena leucocephala</i>	銀合歡	11	10	318	Fair	Fair	Low	Low	R	Multiple trunk, V-shaped crotch, Cavity on trunk
T42A	<i>Leucaena leucocephala</i>	銀合歡	6	4	170	Fair	Poor	Low	Low	R	Leaning, Pruned leader, Vined
T43	<i>Macaranga tanarius</i>	血桐	6	7	250	Poor	Poor	Low	Low	R	Leaning, Sparse crown
T43A	<i>Leucaena leucocephala</i>	銀合歡	10	7	150	Fair	Poor	Low	Low	R	Unbalanced form, Vined
T44	<i>Celtis sinensis</i>	朴樹	11	10	540	Fair	Good	High	Low	R	Termites, On slope
T44A	<i>Juniperus chinensis</i>	龍柏	5	1	100	Fair	Poor	Low	Low	R	Unbalanced form
T44B	<i>Juniperus chinensis</i>	龍柏	5	1	100	Fair	Poor	Low	Low	R	Unbalanced form
T44C	<i>Juniperus chinensis</i>	龍柏	5	2	100	Fair	Poor	Low	Low	R	Unbalanced form
T44D	<i>Juniperus chinensis</i>	龍柏	5	2	100	Fair	Poor	Low	Low	R	Unbalanced form
T44E	<i>Juniperus chinensis</i>	龍柏	5	2	117	Poor	Poor	Low	Low	R	Unbalanced form, Sparse crown, Codominant trunks
T44F	<i>Ficus microcarpa</i> 'Golden Leaf'	黃金榕	5	2	100	Fair	Poor	Low	Medium	R	Unbalanced form
T45	<i>Macaranga tanarius</i>	血桐	6	6	214	Poor	Poor	Low	Low	R	Multiple trunk, Unbalanced form, Chlorosis, Epicormics, On slope
T45A	<i>Celtis sinensis</i>	朴樹	5	4	100	Fair	Fair	Low	Low	R	Vined, On slope
T46	<i>Macaranga tanarius</i>	血桐	5	5	206	Poor	Poor	Low	Low	R	Multiple trunk, Unbalanced form, Sparse crown, On slope, Grown near tree
T46A	<i>Ficus microcarpa</i>	細葉榕	6	3	130	Poor	Poor	Low	Low	R	Leaning, Sparse crown, On slope
T47	<i>Macaranga tanarius</i>	血桐	6	4	100	Poor	Poor	Low	Low	R	Leanig, Crooked trunk, Unbalanced form, Sparse crown, On slope

Tree No.	Species	Chinese Name	Height (m)	Spread (m)	DBH (mm)	Health (Good/ Fair/ Poor)	Form (Good/ Fair/ Poor)	Amenity Value (High/ Medium/ Low)	Survival Rate After Transplanting (High/ Medium/ Low)	Recommendation (Retain - R/ Transplant - T/ Fell - F)	Remarks
T48	<i>Macaranga tanarius</i>	血桐	5	5	150	Poor	Poor	Low	Low	R	Multiple trunk, Forked, Unbalanced form, Sparse Crown, On slope
T49	<i>Macaranga tanarius</i>	血桐	7	7	160	Poor	Poor	Low	Low	R	Spars crown, Vined, On slope
T50	<i>Celtis sinensis</i>	朴樹	9	8	420	Fair	Fair	Medium	Low	R	Vined, On slope
T51	<i>Streculia nobilis</i>	蘋婆	8	8	320	Fair	Fair	Medium	Medium	R	-
T55	<i>Ficus microcarpa</i>	細葉榕	5	4	170	Fair	Poor	Low	High	R	Unbalanced form
T57	<i>Ficus microcarpa</i>	細葉榕	6	5	300	Fair	Fair	Medium	High	R	Leaning
T58	Dead tree	枯死樹木	4	5	110	-	-	-	-	R	-
T59	<i>Ficus microcarpa</i>	細葉榕	4	4	220	Poor	Poor	Low	High	R	Sparse crown, Vined
T60	<i>Ficus microcarpa</i>	細葉榕	5	5	250	Fair	Fair	Medium	High	R	Leaning
T61	<i>Ficus microcarpa</i>	細葉榕	5	5	190	Fair	Fair	Medium	High	R	-
T61A	<i>Leucaena leucocephala</i>	銀合歡	8	3	170	Fair	Poor	Low	Low	R	Leaning, Unbalanced form
T61B	<i>Leucaena leucocephala</i>	銀合歡	6	3	140	Fair	Poor	Low	Low	R	Leaning, Unbalanced form
T62	<i>Ficus microcarpa</i>	細葉榕	5	2	160	Poor	Poor	Low	Low	R	Leaning, Unbalanced form, Sparse crown
T63	Dead tree	枯死樹木	7	3	130	Poor	Poor	Low	Low	R	-
T64	<i>Ficus virens</i>	大葉榕	8	7	355	Fair	Fair	Medium	Medium	R	Multiple trunk
T65	<i>Ficus microcarpa</i>	細葉榕	5	2	209	Fair	Poor	Low	High	R	Leaning, Unbalanced form
T66	<i>Ficus virens</i>	大葉榕	6	8	424	Fair	Poor	Low	Medium	R	Multiple trunk, Unbalanced form, Epicormics
T66A	<i>Ficus microcarpa</i>	細葉榕	6	3	120	Fair	Poor	Low	High	R	Unbalanced form
T67	<i>Ficus microcarpa</i>	細葉榕	4	2	140	Fair	Poor	Low	Low	R	Unbalanced form, Trunk decay
T67A	<i>Leucaena leucocephala</i>	銀合歡	6	3	100	Fair	Poor	Low	Low	R	Unbalanced form
T68	<i>Ficus microcarpa</i>	細葉榕	4	3	140	Fair	Poor	Low	Low	R	Trunk decay
T68A	<i>Ficus microcarpa</i>	細葉榕	7	6	130	Fair	Poor	Low	High	R	Unbalanced form, Bent trunk
T69	<i>Ficus virens</i>	大葉榕	10	9	489	Fair	Poor	Low	Low	R	Multiple trunk
T70	<i>Celtis sinensis</i>	朴樹	7	7	190	Fair	Poor	Low	Medium	R	Leaning, Unbalanced form, On slope



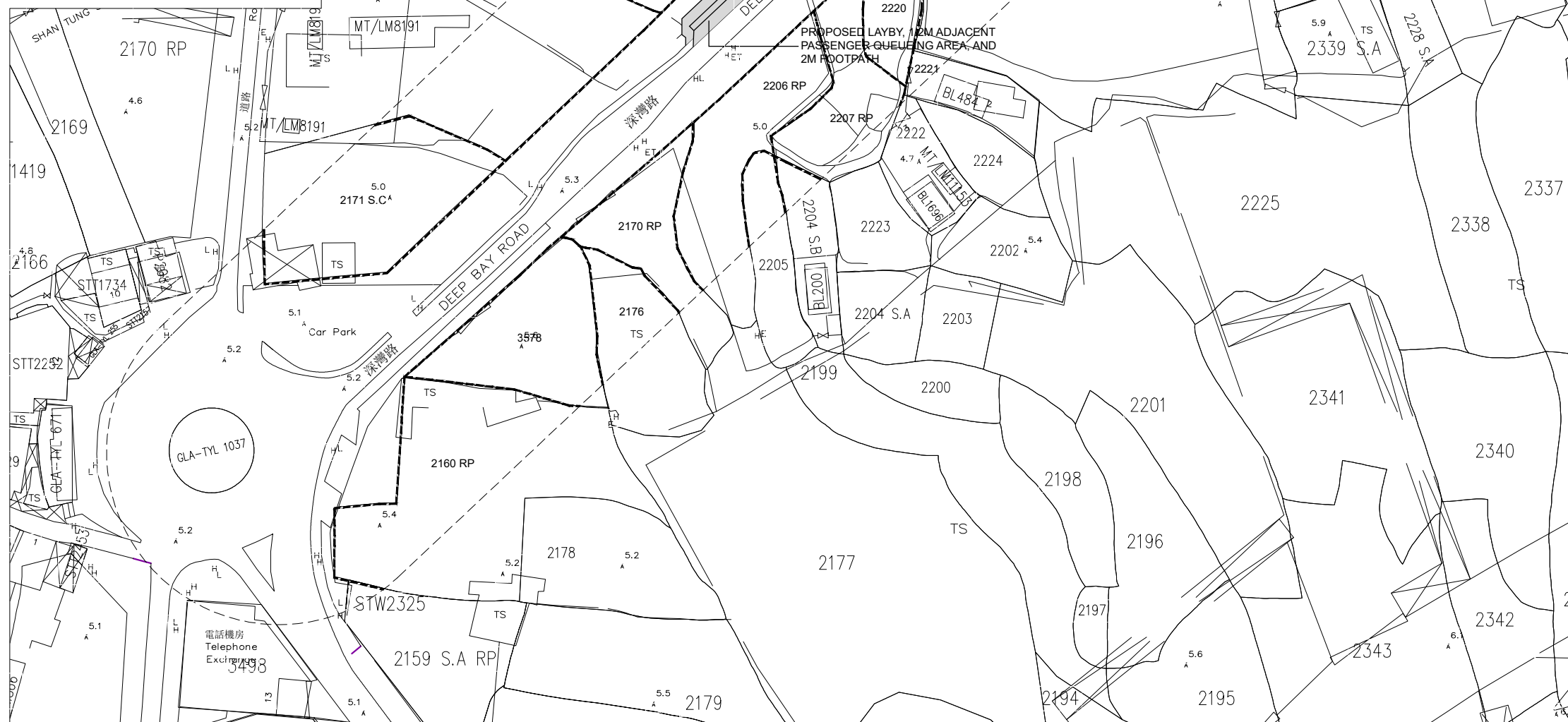
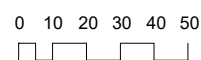


1 Key Plan 1:5000



LEGENDS

TS1 TREE PROPOSED TO BE RETAINED



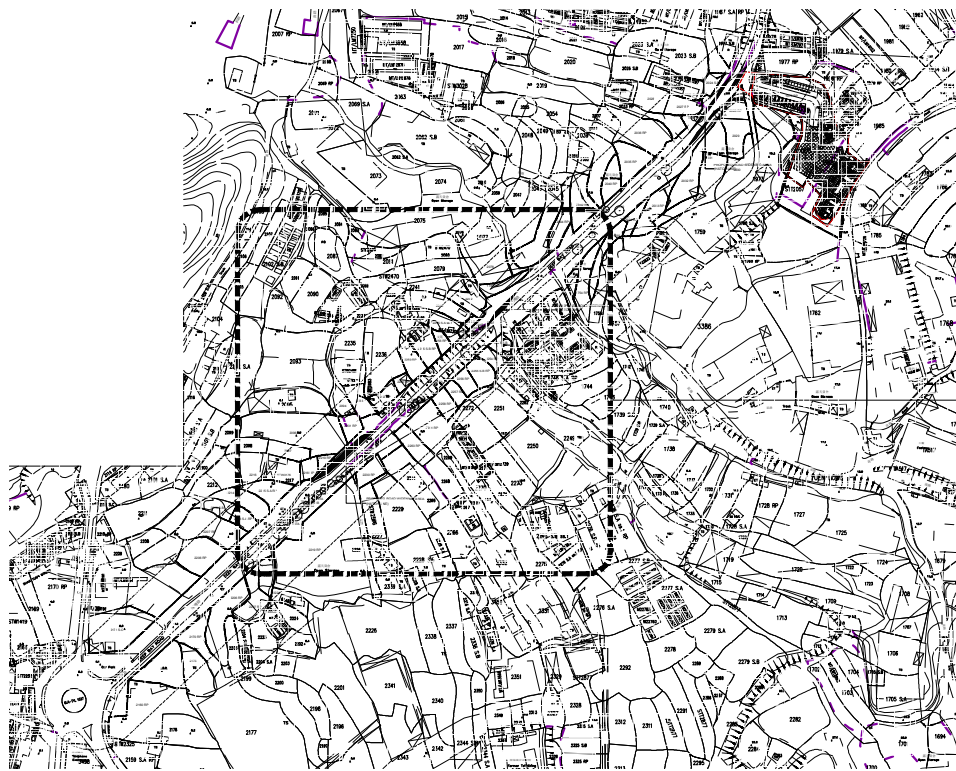
2 Part Plan of Deep Bay Road Road Widening 1:1000

Rezoning Request from "REC" to "G/IC(1)" for Proposed Religious Uses at (Road Widening at Deep Bay Road Widening)  
Various Lots in D.D. 129, Lau Fau Shan, Yuen Long









1 Key Plan 1:5000



LEGENDS

T51 TREE PROPOSED TO BE RETAINED

0 10 20 30 40 50



2 Part Plan of Deep Bay Road Road Widening 1:1000

Rezoning Request from "REC" to "G/IC(1)" for Proposed Religious Uses at Various Lots in D.D. 129, Lau Fau Shan, Yuen Long

(Road Widening at Deep Bay Road Widening)





T36 Root Crown Condition



T36 Overview



T36A Root Crown Condition



T36A Overview





T37 Root Crown Condition



T37 Overview

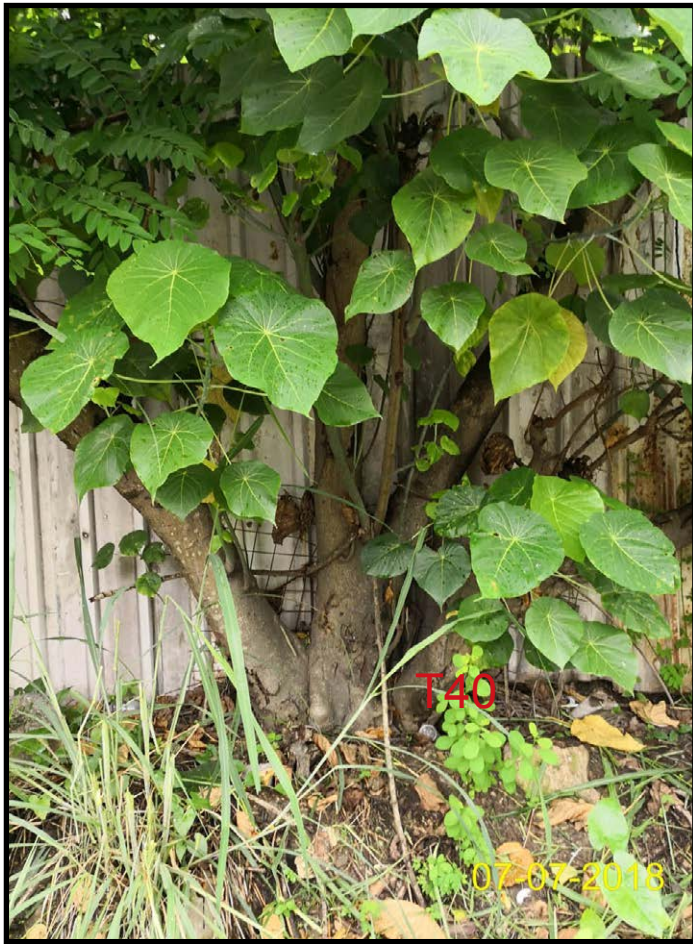


T38 Root Crown Condition



T38 Overview





T40 Root Crown Condition



T40 Overview



T41 Root Crown Condition



T41 Overview

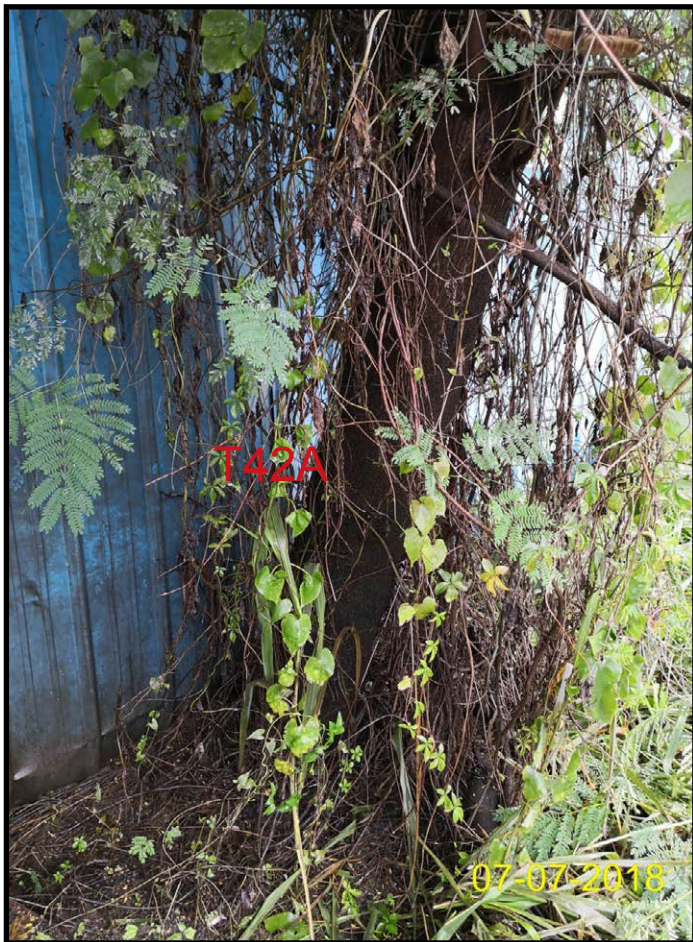




T42 Root Crown Condition



T42 Overview



T42A Root Crown Condition



T42A Overview





T43 Root Crown Condition



T43 Overview



T43A Root Crown Condition



T43A Overview

Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at various Lots in D.D. 129, Lau Fau Shan, Yuen Long.





T44 Root Crown Condition



T44 Overview



T44A Root Crown Condition



T44A Overview





T44B Root Crown Condition



T44B Overview



T44C Root Crown Condition

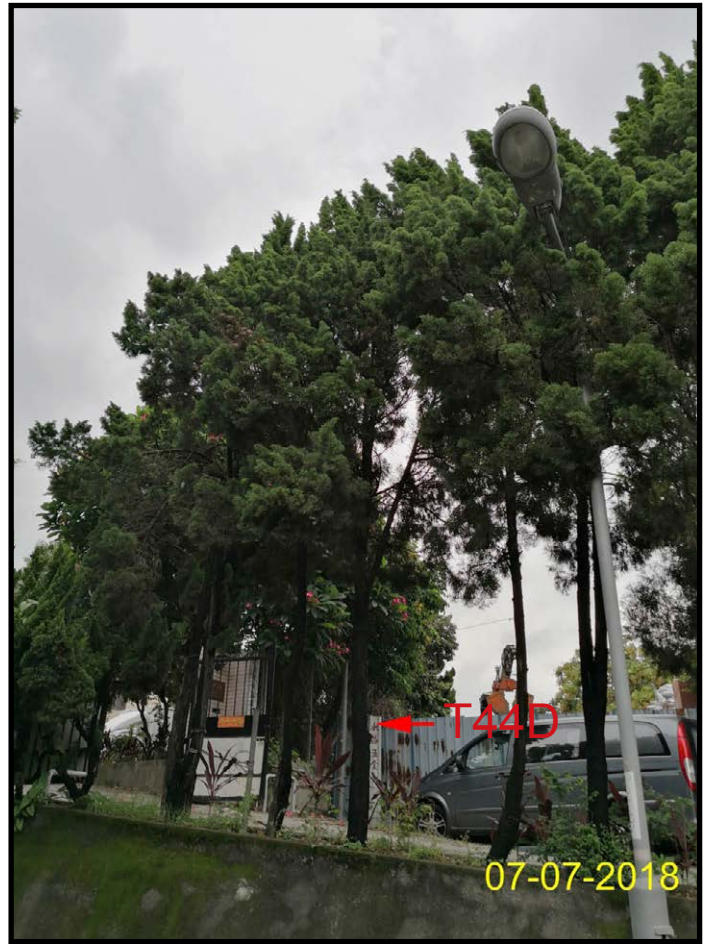


T44C Overview





T44D Root Crown Condition



T44D Overview



T44E Root Crown Condition



T44E Overview





T44F Root Crown Condition



T44F Overview



T45 Root Crown Condition



T45 Overview





T45A Root Crown Condition



T45A Overview

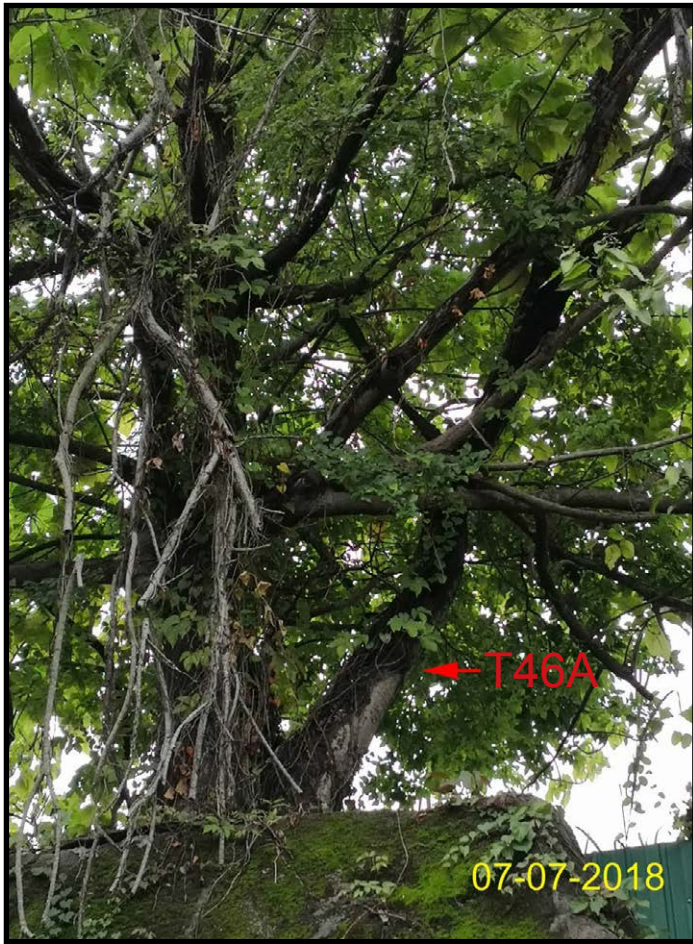


T46 Root Crown Condition



T46 Overview





T46A Root Crown Condition



T46A Overview

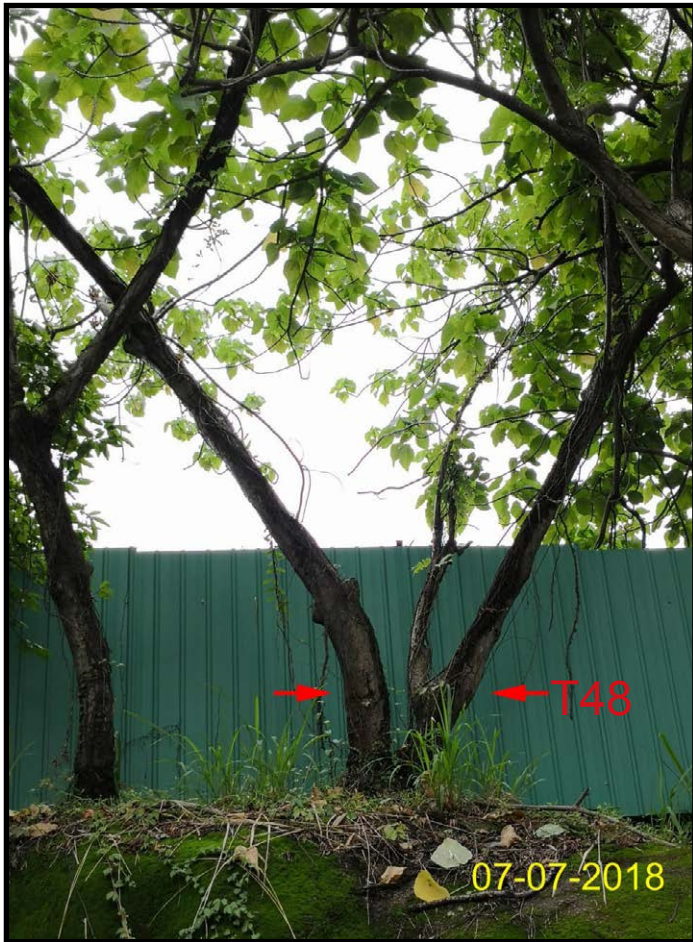


T47 Root Crown Condition



T47 Overview





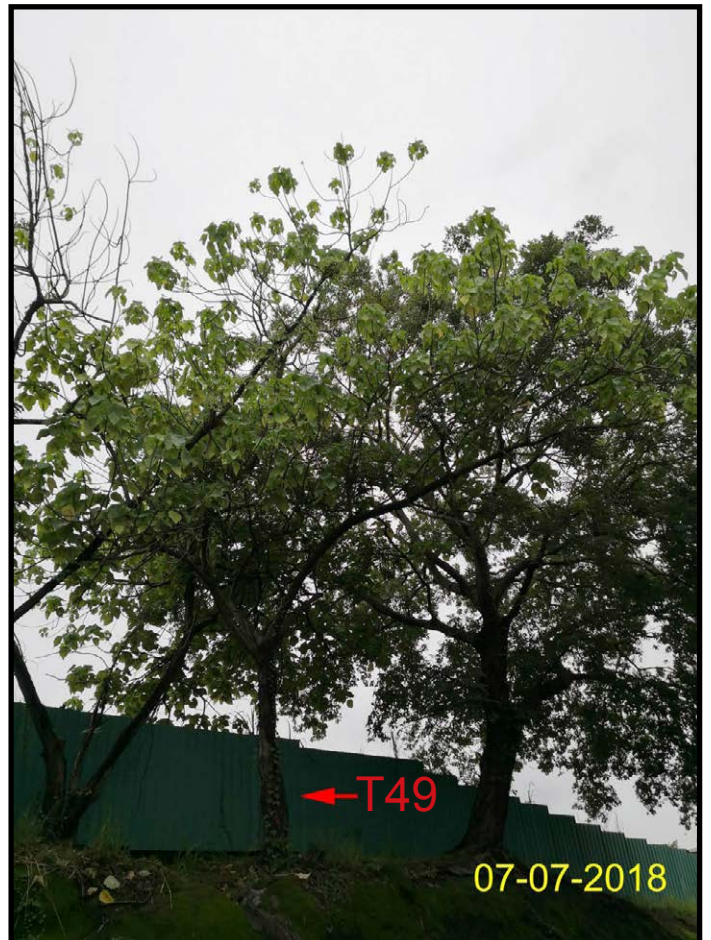
T48 Root Crown Condition



T48 Overview

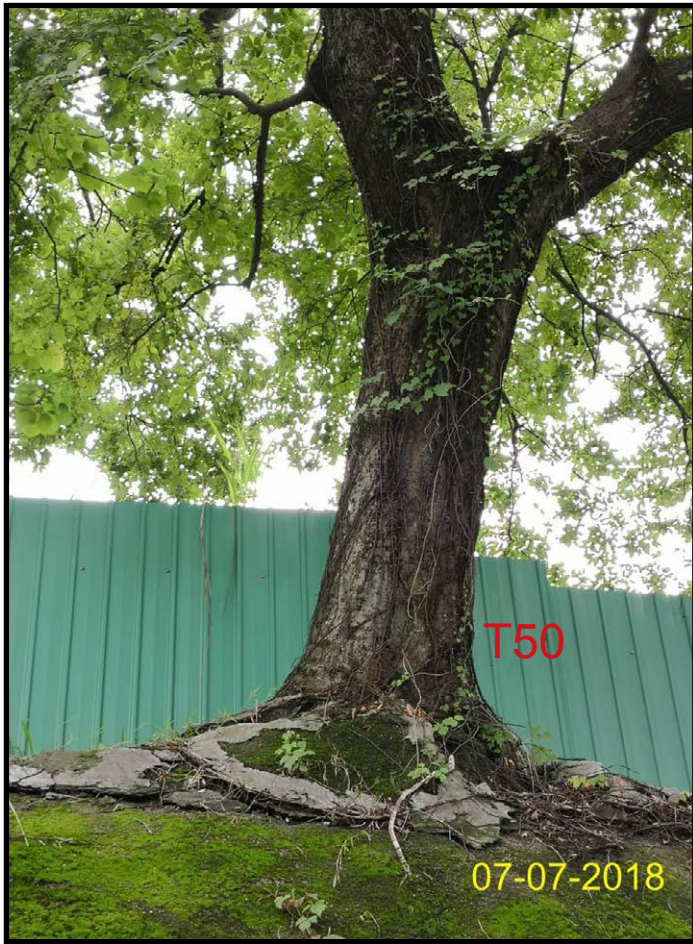


T49 Root Crown Condition

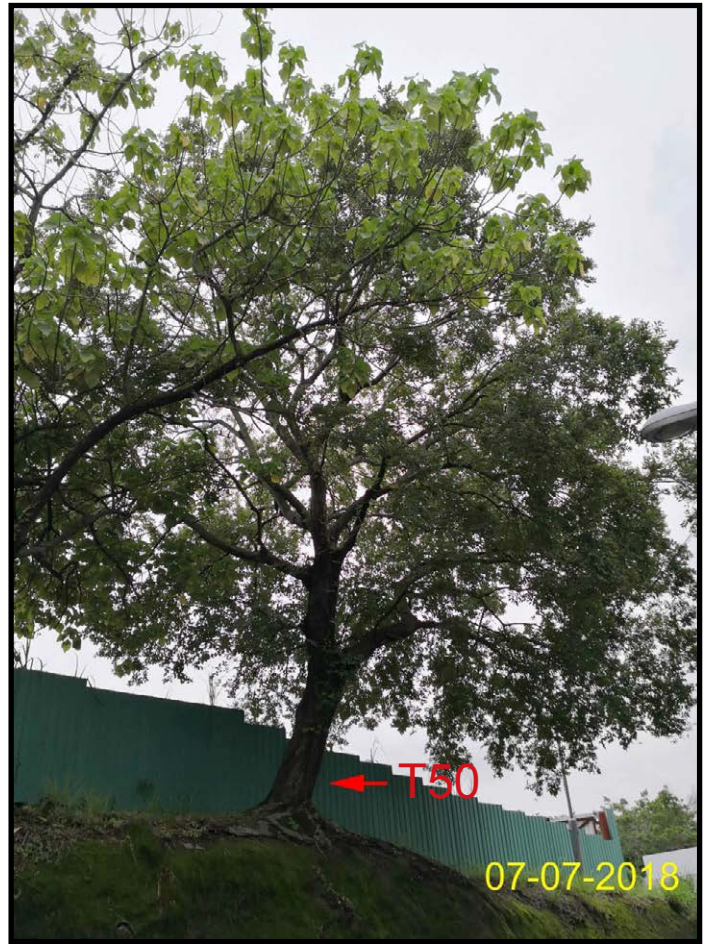


T49 Overview





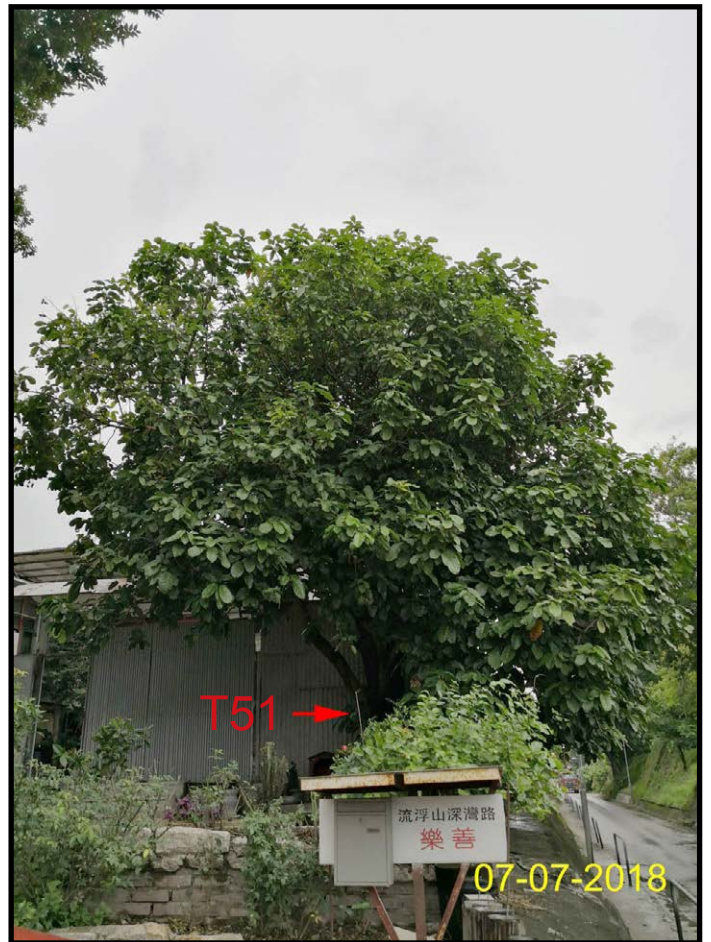
T50 Root Crown Condition



T50 Overview



T51 Root Crown Condition



T51 Overview





T55 Root Crown Condition



T55 Overview



T57 Root Crown Condition



T57 Overview





T58 Root Crown Condition



T58 Overview



T59 Root Crown Condition



T59 Overview





T60 Root Crown Condition



T60 Overview



T61 Root Crown Condition

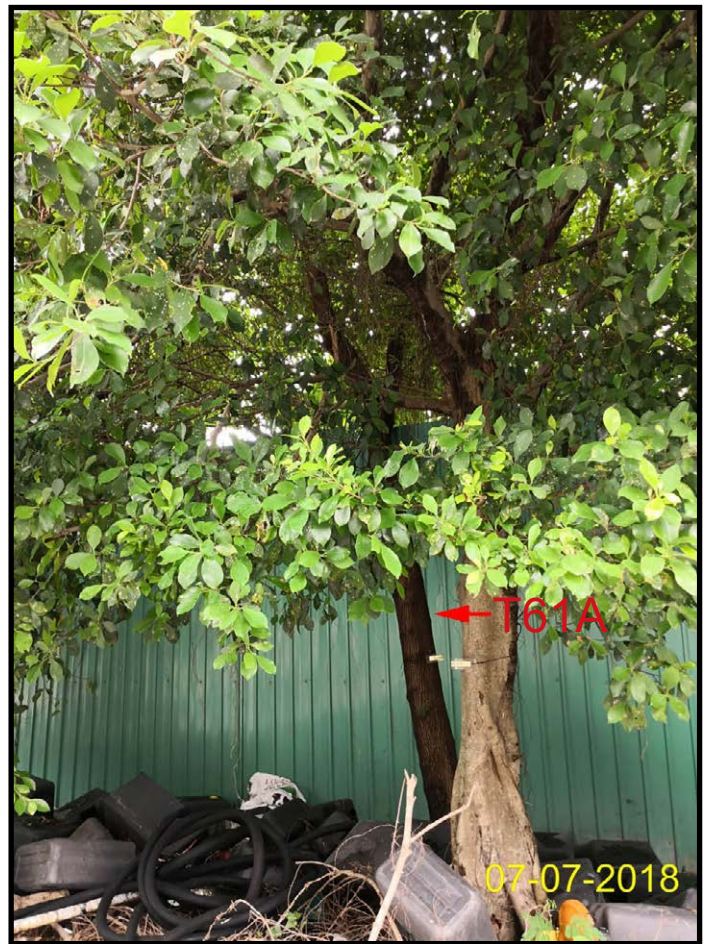


T61 Overview

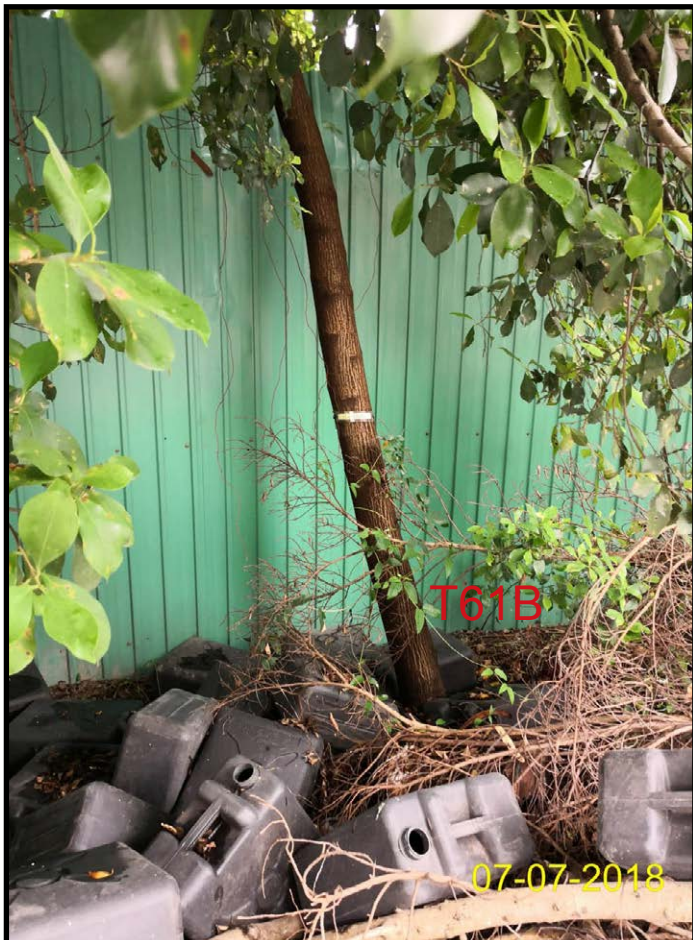




T61A Root Crown Condition



T58 Overview



T61B Root Crown Condition



T61B Overview





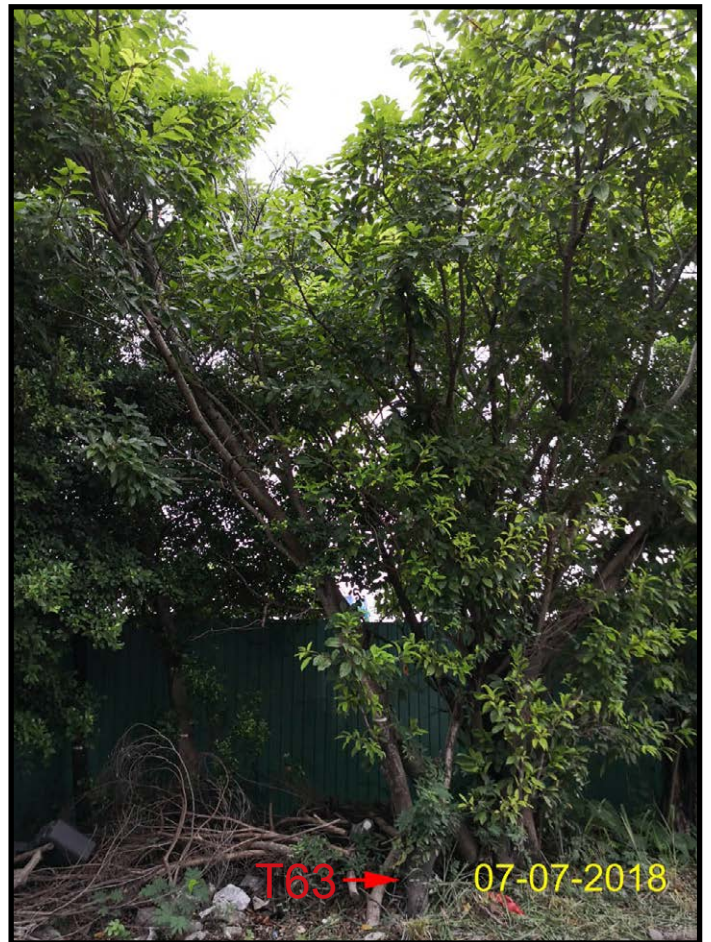
T62 Root Crown Condition



T62 Overview



T63 Root Crown Condition



T63 Overview





T64 Root Crown Condition



T64 Overview



T65 Root Crown Condition



T65 Overview





T66 Root Crown Condition



T66 Overview



T66A Root Crown Condition



T66A Overview

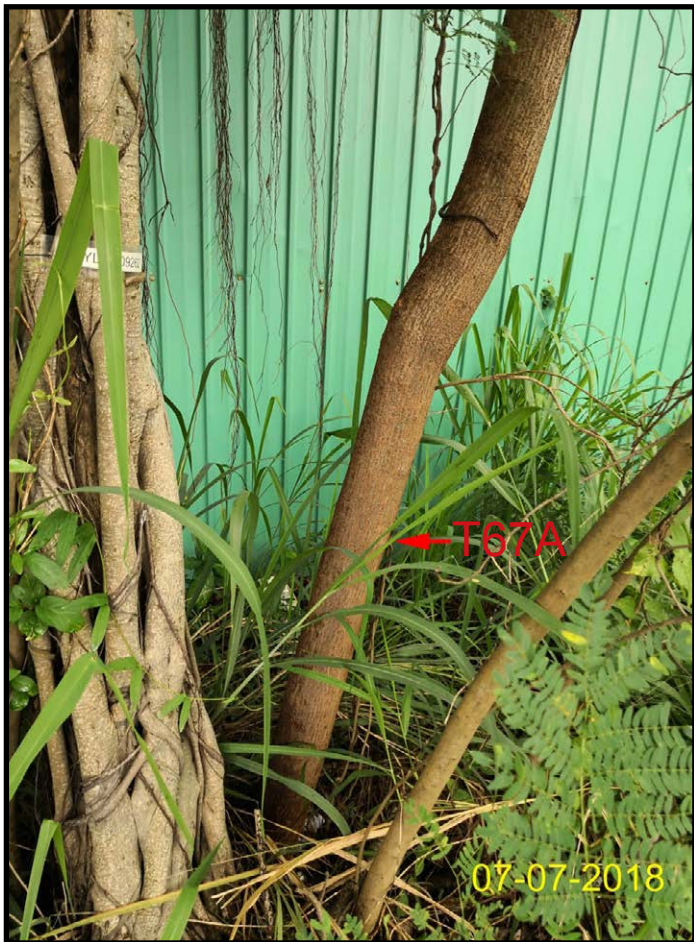




T67 Root Crown Condition



T67 Overview



T67A Root Crown Condition



T67A Overview





T68 Root Crown Condition



T68 Overview



T68A Root Crown Condition



T68A Overview





T69 Root Crown Condition



T69 Overview



T70 Root Crown Condition



T70 Overview



**Annex D – Method Statement for Tree Preservation Proposal  
For Trees to be Retained and to be Transplanted**

Method Statement for Tree Preservation Proposal for Existing Tree to be Retained  
Method Statement for Tree Preservation Proposal for Existing Tree to be Transplanted  
Tree Protective Measures Plan



## **Method Statement for Tree Preservation proposal for Existing Tree to be Retained**

### **1. Foreword:**

To protect trees to be retained, the Contractor shall ensure for the whole duration of the Contract, the following:

- No unnecessary intrusion into areas of tree stand is made;
- No access routes will be allowed to pass through existing tree stand;
- No nails or other fixings shall be driven into trees;
- No fencing or signs shall be attached to trees;
- No materials or machinery shall be stored under or against trees;
- No workshop, canteens, or similar shall be installed beneath trees, nor shall equipment maintenance, etc. be carried out under trees;
- No trees shall be used as anchors for ropes or chains used in guying, pulling and the like.

To enhance the health and the appearance of the retained trees, advance tree surgery works are essential prior to any construction activity. The following tree surgery work will be required.

- Removal of broken, damaged and diseased branches;
- Removal of weak or crossing branches to ensure a well-balanced crown;
- Root pruning to prevent damages to the root system due to the construction works in close proximity to the tree;
- Root pruning to encourage the development of new fibrous root system for the nutrient and water in-take;
- Protection by fencing;
- Secure tree from tipping over with cable throughout the construction period.

### **2. Crown Thinning**

The Existing trees shall only receive crown thinning due to unavoidable situation of construction activity, crown thinning on tree shall divide into two steps: the first involves branch pruning, and the second to be applied if necessary involves leaf removal. The total extent of crown thinning should only be minimized with compelling reason and in any case shall not exceed 1/3 of the original crown including both branch pruning and leaf removal mentioned above. Under no circumstances the central main leader of the tree shall be pruned or interfered. Branch pruning aims specifically at the removal of dead, decayed, diseased, infested, broken, crossed, competing or dangerous branches. The objective is to produce a clean, well-spaced, well shaped and balance head. Besides the above list of circumstances, all other healthy wood should not be cut or removed. To reduce transpiration though leaves in anticipation of root pruning, additional crown thinning will be implemented by means of leaf picking. This minimum-impact approach will also prevent the loss of the original tree crown form. Recommendations for tree work, and also based

on the latest arboricultural concepts and best international practices, and shall be directed and supervised by the Tree specialist or Arborist.

Safety precautions shall be taken to protect those engaged in operations as well as people and property in the vicinity. Pruning and removal of branches shall be done using sharp, clean implements to give a single flat, sloping face. Ragged edges of bark or wood are to be trimmed with a sharp knife. Large branches shall be removed in stages beginning with removal of the main weight of the branch with the final cut as close to the main stem as possible without damaging the bark. In the case of branch removal, the final cut should be aligned with the branch collar and the mid-point of the crotch. All cuts shall be made to avoid splintering or tearing of bark which would catch water and encourage rot. Branches less than 15mm diameter may be cut with sharp secateurs. Any cuts or wounds over 25mm diameter shall be painted with an approved fungicidal sealant.

Cracks and cavities with rotten wood shall be cut back to healthy tissue. If necessary, a cavity that may accumulate water could be drained by drilling a small hole of 5mm diameter into its bottom at an angle of about 45 degrees taking as far as possible the shortest path and pointing downwards. If necessary, cracks would be secured by rot bracing.

### **3. Phased Root Pruning**

Root pruning work shall be carried out 3 months in advance on any construction work in close proximity to the trees. Root pruning shall follow the extent of tree crown size to ensure minimum disturbance to the root system and a maximum new fibrous root growth.

Root pruning shall be done in three stages. Each stage shall be performed at least one month after the previous root pruning.

### **4. Trenches**

The trenches for the root germination shall be 300mm wide and 1200mm deep, it shall be performed by hand dig method to avoid damage the root system. The formed trench shall then be backfilled with a prepared soil mix constituted of 3 parts of decomposed granite thoroughly mixed with one part of moist peat and root activator and lightly consolidated.

### **5. Securing and Staking retained Trees**

Prior to root pruning work, the tree should be secured and tied properly to the temporary support. Wrap the area of trunk guyed above ground with pads of hessian or rubber to prevent the tie from chafing the trunk or branches.

Secure retained tree with 3 no. cables from the trunk and drive the metal stakes 1000mm into ground.

## **6. Protection during Tree Surgery Work**

The tree trunk shall be wrapped and protected to prevent mechanical damage during tree surgery work and construction works. Care shall also be taken to prevent overheating with its resulting loss of foliage. Damaged branches shall be carefully pruned using a sharp clean implement to give a single flat sloping face cut and wounds shall be painted with a fungicidal bituminous sealing compound. Temporary protective fence shall be erected with details as in item 9.

## **7. Pests & Fungal Growth**

The site shall regularly check for any insect attack, termite attack or fungus infestation particularly during known periods of activity. Carry out remedial measures on any such occurrence and shall use of sprayed insecticide/ fungicides in strict accordance with the manufacturer's instructions. In case of termite attack, specialist shall be employed by the contractor to provide proposal to eliminate the termite with monthly monitoring report throughout the contract and the establishment period. Use of such materials shall be with due care and have regard to the safety and convenience of the general public and is to be carefully controlled to avoid unnecessary dispersion.

## **8. Maintenance/ Establishment Works**

Tree receives tree surgery works shall be maintained immediately after works and maintenance shall continue until the completion the project by the tree surgery works contractor. The maintenance works shall include all measures necessary to establish and maintain the tree in an acceptable vigorous and healthy growing condition.

## **9. Creation and Protection of the Cordon Zone by protective fencing**

Temporary protective fencing shall be erected before other works commence. Protective fence 2m high should be erected beyond the crown spread or the designed protection zone of all existing trees. The protective fence shall come with a padlocked door, access it shall be restricted only to workers directly involved in tree work. No construction worker shall enter the cordon zone (CZ). No construction equipment or materials shall breach the CZ. No heat or fume shall drift into the CZ. No lifted materials shall nail above the CZ.

The base of the protective fence shall be sealed by sand bag at least 200mm tall to prevent the entry of contaminated construction water and other effluent into the CZ.



## **Method Statement for Tree Preservation proposal for Existing Tree to be Transplanted**

### **1. Crown thinning**

The total extent of crown thinning should be minimized and in any case should not exceed 1/3 of the original crown on leaf removal mentioned above. The height of tree shall not be reduced more than 1/4 of the overall tree height. Under no circumstances the central main leader of the trees should be pruned or interfered. Should branch pruning is considered necessary, this should aims specifically at the removal of dead, decayed, diseased, infested, broken, crossed, competing or dangerous branches. The objective is to produce a clean, well-spaced, well-shaped and balance head. Besides the above list of circumstances, all other healthy wood should not be cut or removed. To reduce transpiration though leaves in anticipation of root pruning, additional crown thinning will be implemented by means of leaf picking. This minimum-impact approach will also prevent the loss of the original tree crown form. Recommendations for transplanting root balled tree work, and also based on the latest arboricultural concepts and best international practices, and shall be directed and supervised by the tree specialist or arborist.

Safety precautions shall be taken to protect those engaged in operations as well as people and property in the vicinity. Pruning and removal of branches shall be done using sharp, clean implements to give a single flat, sloping face. Ragged edges of bark or wood are to be trimmed with a sharp knife. Large branches shall be removed in stages beginning with removal of the main weight of the branch with the final cut as close to the main stem as possible without damaging the bark. In the case of branch removal, the final cut should be aligned with the branch collar and the mid-point of the crotch. All cuts shall be made to avoid splintering or tearing of bark which would catch water and encourage rot. Branches less then 15mm diameter may be cut with sharp secateurs. Any cuts or wounds over 25mm diameter shall be painted with an approved fungicidal sealant.

Cracks and cavities with rotten wood shall be cut back to healthy tissue. If necessary, a cavity that may accumulate water could be drained by drilling a small hole of 5mm diameter into its bottom at an angle of about 45 degrees taking as far as possible the shortest path and pointing downwards. If necessary, cracks would be secured by rot bracing.

### **2. Tree pruning**

Trees requiring pruning or treatment will be categorized as follows:

#### **a. Light prune**

This shall include the removal of a few branches up to 75mm in diameter

#### **b. Thin crown**

This shall include the picking of leaves of the crown with the extent not to exceed 1/4 of the original tree crown size.

c. Treat for pest and/or disease attack

This shall include the application of an approved pesticide or fungicide to the infected areas in accordance with the manufacturer's instructions and Government guidelines.

### **3. Root Pruning**

The width of root ball shall be 7 times the trunk diameter (DBH). Immediately upon commencement of the contract, root pruning to the specified size of root ball shall not be carried out to ensure maximum new fibrous root growth prior to transplanting operations. The first root pruning should be conducted at least 3 months in advance of transplanting.

The depth of the root ball varies from size and species, normally it shall be 1200mm for DBH of 300-700mm (medium tree) and 700mm for DBH below (small tree).

Root cutting shall be done in three stages. Each root cutting stage shall be performed at equal interval throughout the designated root preparation period as mentioned above.

The first stage shall involve cutting trenches on the other two sides of the proposed root ball.

The last stage shall be the cutting of the underside of the root ball and the transplanting of the tree to the final location.

Roots shall be cut free from ground, not pulled, using a suitable implement to give a clean cut. All roots thicker than 50mm diameter shall be treated with an approved sealant.

### **4. Root Ball Preparation**

The formed root ball should be wrapped with hessian burlap and on the outside with wire mesh to ensure the soil is kept in full contact around the root system. The root ball shall then be tied with stainless steel chain net with wooden spacer for lifting.

The trenches for the root ball shall be 500mm wide and backfilled with a prepared soil mix constituted of 3 parts by volume of decomposed granite thoroughly mixed with 1 part by volume of moist peat and root activator.

### **5. Preparation of the Receiving Site**

At the receiving site, pits at pre-determined locations shall be dug in advance to appropriate width and depth in preparation to receive the transplanted trees. The pit shall be of a saucer shape, with a flat bottom in the centre and sloping sides. The flat bottom

part shall be as wide as the root ball width, and each sloping edge shall also be as wide as the root ball plus 300mm on all sides.

## **6. Tree Uplifting and transit**

The lifting, transplanting and planting of the trees shall be closely supervised on site by the tree specialist or arborist. The logistics of the transplanting operation shall be properly organized and timed in advanced so as to enable transplanting of trees directly and promptly to the designated receiving sites of planting.

The trees shall be lifted carefully to avoid damage to stem, foliage and roots. The lifting cables and harnesses shall be anchored to the root ball box or the chain net wrapping around the root ball for the ball and burlap method. They should never be attached to the trunk or branches. The upper part of the lifting cable should be spread out by frame spacer to prevent the cable from touching the branch at the time of lifting. Guying rope should be tie to the lifting cable to stabilize the tree at the time of lifting. The trunk and the branch should be protected by burlap wrapping.

After root ball preparation and in the process of transplanting to the receiving site, root balls are to be carefully protected against direct sunlight, wind, drought, mechanical smoke, artificial heat and other damages. Damaged branches shall be carefully pruned using a sharp clean implement to give a single flat sloping face cut and wounds shall be painted with a fungicidal bituminous sealing compound.

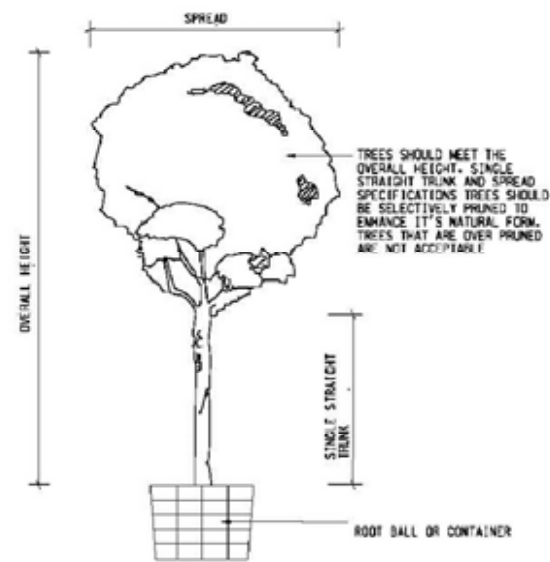
The transplanted trees shall be planted in an upright position and allowing adequate space for future growth. A soil saucer of 150mm high shall be formed on the soil surface around the edge of the root ball to permit rain or irrigation water to be retained and to slowly infiltrate into the root ball. Immediately thereafter the trees shall be watered to ensure a thorough soaking of the root balls.

## **7. Securing and Staking Transplanted Trees**

Wrap all trees to be staked or guyed above ground with pads of hessian or rubber to prevent from chafing the trunk or branches.

Stake transplanted tree with 3 nos. cable from the trunk with one end tie above the lowest branch of the trunk and the other end tie to the metal stakes 1000mm along with 700mm driven into ground.

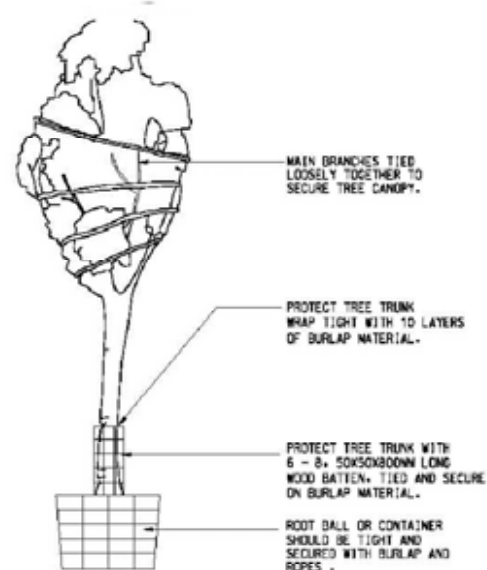




TREE FORM

N.T.S

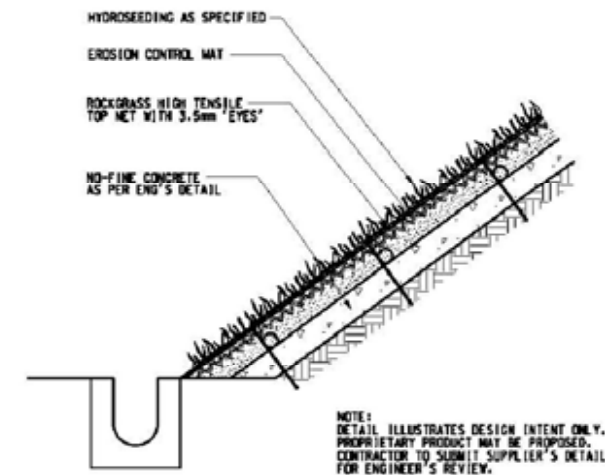
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TYPICAL DETAIL OF TREE PROTECTION FOR TRANSPORTATION

N.T.S

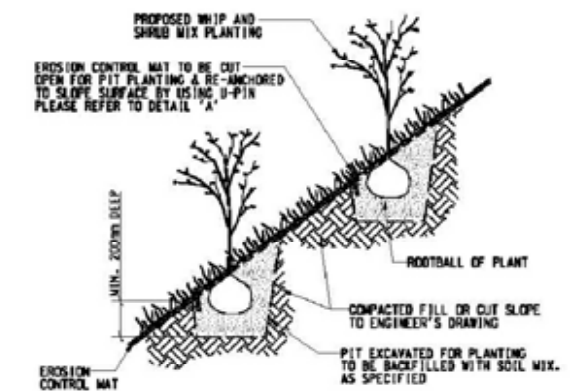
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SLOPE PLANTING DETAIL

N.T.S

3



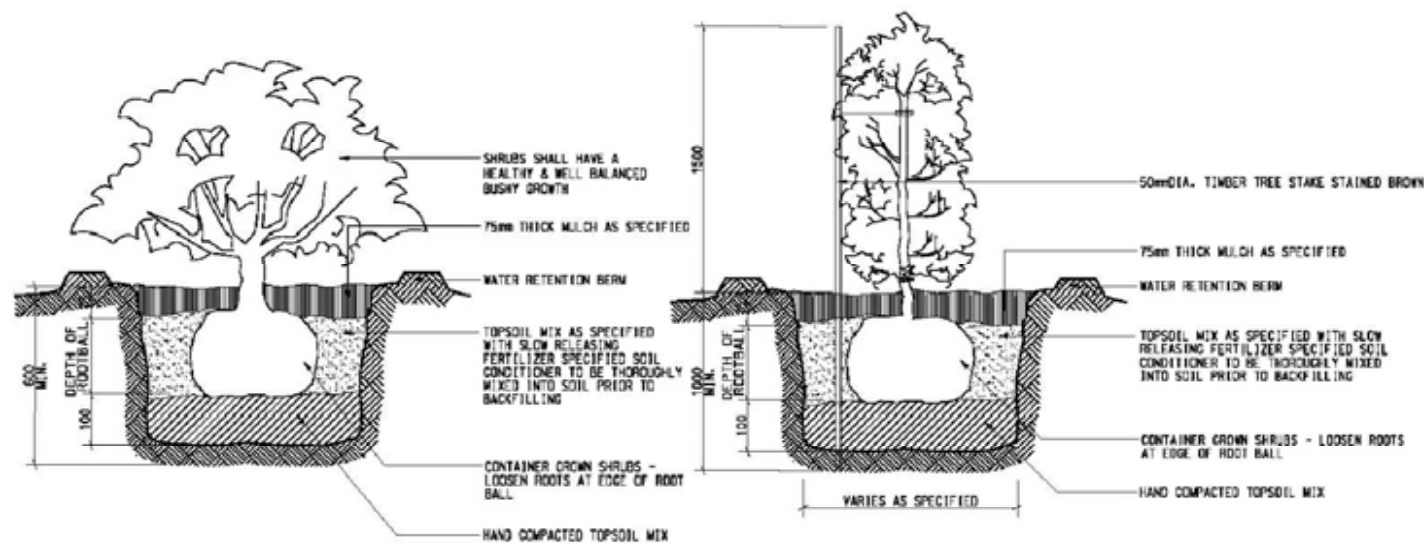
SLOPE PLANTING DETAIL

N.T.S

4

NOTES :

1. PIT TO BE EXCAVATED TO THE MINIMUM DIMENSIONS SHOWN AND AT LEAST 300MM WIDER AND 150MM DEEPER THAN THE ROOT BALL.
2. BAMBOO STAKES AND TIES DETAIL TO BE SUBMITTED BY THE CONTRACTOR. TIES TO BE MOVED ANNUALLY IF NECESSARY TO ACCOMMODATE NEW GROWTH.



TYPICAL SHRUB PLANTING

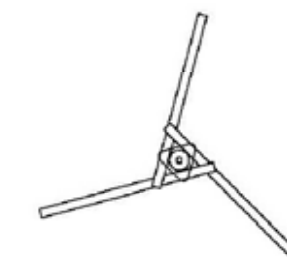
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TYPICAL HEDGE PLANTING

N.T.S

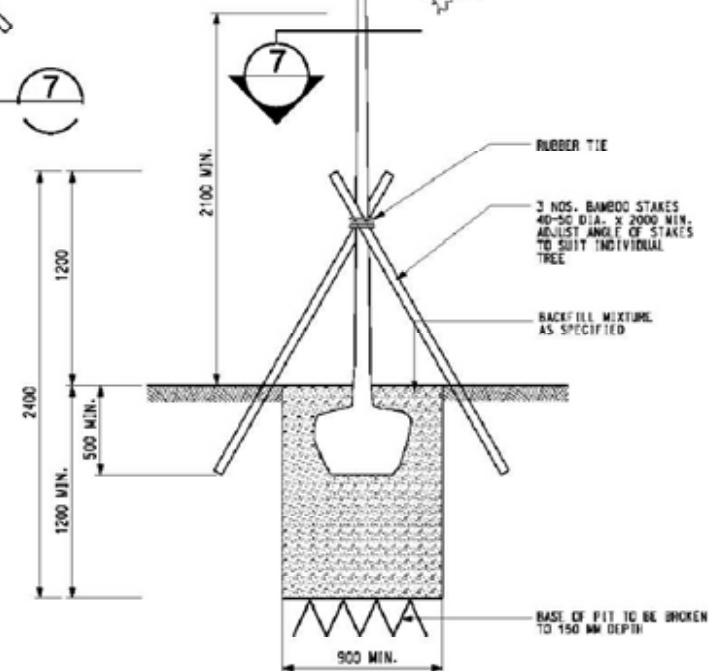
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TREE TIE DETAIL PLAN

SCALE NTS

7



TYPICAL TREE PLANTING IN PLANTER

SCALE NTS

8

**Rezoning Request  
from “REC” to “G/IC(1)”  
for Proposed Religious and Recreational  
Uses at Various Lots in D.D. 129 and  
Adjoining Government Land,  
Lau Fau Shan, Yuen Long**

**Consolidated  
Traffic Impact Assessment Report**

January 2022

This report has been prepared in accordance with the terms and conditions of appointment for this project. RL Consultancy Limited cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

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## 1.0 INTRODUCTION

### 1.1 Background

1.1.1 The applicant, Che Wan Seen Yuen Company Limited (紫雲仙苑有限公司), who is also the operator of Che Wan Seen Yuen (CWSY), intends to redevelop the existing religious institution at 280 Deep Bay Road. Hereinafter referred to as the Site, it covers various lots in DD 129, Lau Fau Shan in Yuen Long.



- 1.1.2 The niche count for CWSY on 30 June 2017, which was submitted as part of the columbarium licensing application to PCLB, was 7,730 niches. The overall proposed scheme comprises religious and recreational uses such as cultural gallery, cultural and religious centre, passive recreational area and columbarium buildings with a total of 7,730 niches.
- 1.1.3 This is a Rezoning Request and a Section 16 Planning Application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by Transport Department (TD) and the Police after approval of this.
- 1.1.4 RL Consultancy Limited were commissioned in June 2018 to prepare a traffic impact assessment for this Rezoning Request.

### 1.2 Scope of Study

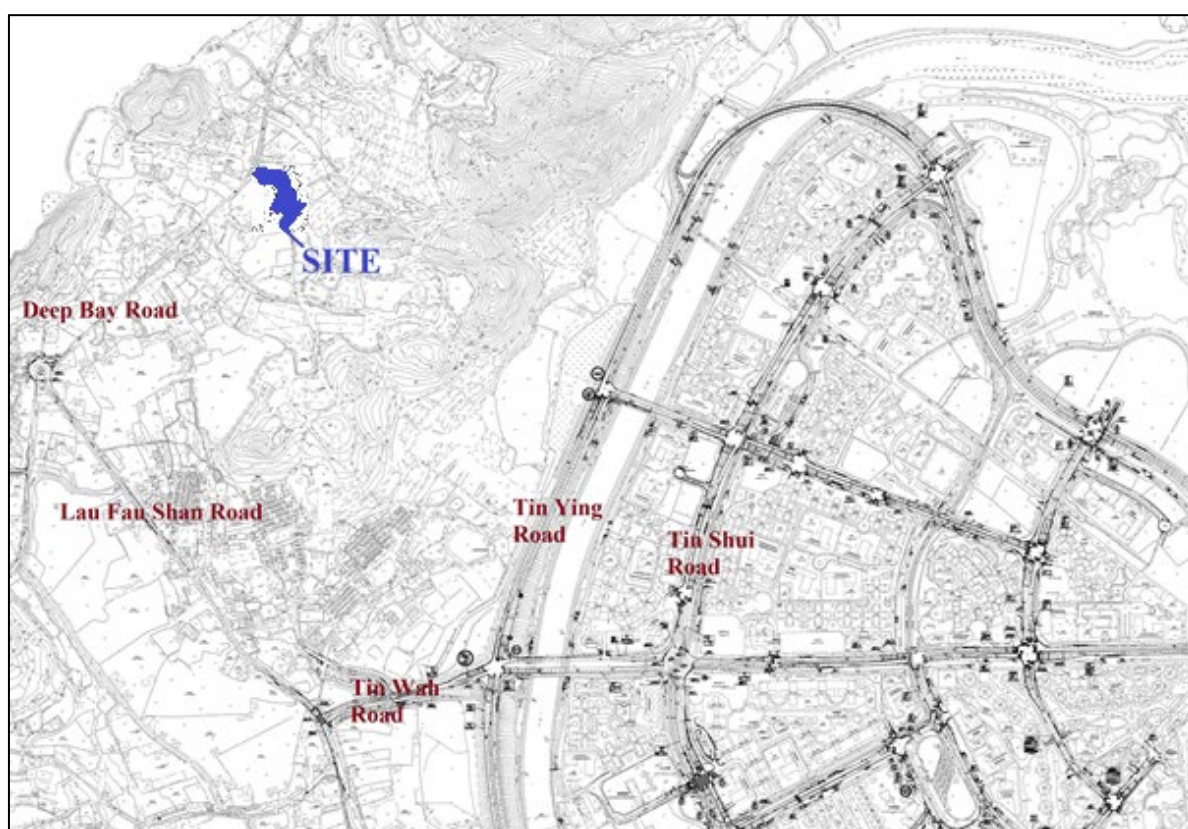
1.2.1 The scope of study includes the following:

- Review previous submissions and relevant documents.
- Update the traffic data to reflect the conditions of this 7,730-niche application.
- Prepare this Consolidated TIA Report taking into account latest comments received.

## 2.0 PROPOSED DEVELOPMENT

### 2.1 Location & Site Access

- 2.1.1 The Site is located at 280 Deep Bay Road; covering various lots in DD129, Lau Fau Shan in Yuen Long.
- 2.1.2 The existing vehicular and pedestrian access is from Deep Bay Road, and there is also a gate connecting to a narrow back lane. There are also internal transport facilities for driveway, parking and loading/unloading purposes.
- 2.1.3 Although the existing Site already has its own internal transport provision of driveway and parking spaces, these will be enhanced to serve the proposed recreational facilities and ancillary columbarium.



### 2.2 The Site

- 2.2.1 Occupying a sizable site area of about 3,335m<sup>2</sup>, the overall proposed development will provide religious and recreational uses with cultural gallery, cultural and religious centre and passive recreational area. Ancillary columbarium buildings with 7,730 niches have been confined at the south-eastern corner of the Site surrounded by mature trees. Furthermore, the government land at the entrance of the Site has been included as part of the rezoning boundary so as to improve the integrity of the zoning boundary and the right of way for the Site. Presently located within the Site are shrines and areas for internal transport facilities.
- 2.2.2 A summary of the development parameters of the proposed facilities is presented in **Table 2.1**.

**Table 2.1 Development Parameters of the Proposed Facilities**

Proposed Facility	Scale
Building 1 <ul style="list-style-type: none"> <li>G/F – Columbarium and male toilets</li> <li>1/F – Columbarium</li> <li>2/F – Columbarium</li> </ul>	195.09m <sup>2</sup> GFA
Building 2 <ul style="list-style-type: none"> <li>G/F – Administration Office, female and disabled toilets</li> <li>1/F – Columbarium</li> <li>2/F – Columbarium</li> </ul>	195.09m <sup>2</sup> GFA
Building 3 <ul style="list-style-type: none"> <li>Columbarium</li> </ul>	195.09m <sup>2</sup> GFA
Temple	50.73m <sup>2</sup> GFA
Car Parking	12 car parks (including 1 disabled space) and 3 motor-cycle spaces
Loading/Unloading	About 39m of car/taxi/shuttle bus boarding/alighting area

Note: \* All worshipping and recreational functions of CWSY will be suspended during the Ching Ming Festival and Chung Yeung Festival grave-sweeping peaks to minimise the number of visitors.

## 2.3 Existing Transport Arrangement

2.3.1 The Site can be easily accessed by vehicles through Deep Bay Road and an existing Site access. It is also easily accessible by public transport facilities including taxis and GMB Route No. 35 passing right outside the Site. Details of the existing bus and GMB services in the area are summarised in **Table 2.2**.

**Table 2.2 Existing Public Transport Facilities**

Route No.	Route Information	Headway (minutes)
<b>Bus</b>		
K65 (LRT Feeder)	Yuen Long East (MTR Yuen Long Station) ↔ Lau Fau Shan Interchange	11-16
<b>GMB</b>		
33	Yuen Long (Tai Fung Street) ↔ Ha Pak Nai	18-23
34	Yuen Long (Tai Fung Street) ↔ Lau Fau Shan	12-15
34A	Lau Fau Shan ↔ Ha Tsuen	15-30
35	Yuen Long (Tai Fung Street) ↔ Sha Kiu (Tsim Bei Tsui)	18-23





- 2.3.2 There are a number of public car parks in the area, including those around the Lau Fau Shan Interchange and in Tin Shui Wai west. These car parks provide ample parking spaces for both private cars and goods vehicles. The drivers can walk about 8 minutes to the Site which is about 600m away. The Site shuttle bus will pick-up/drop-off visitors on Tin Fuk Road near the Tin Shui Wai Station, and it will also have an intermediate stop near the Lau Fau Shan Roundabout and can pick up the drivers who have parked at these car parks, details are given in Section 2.4.11. The exact Site shuttle bus will be designed to the satisfaction of TD.
- 2.3.3 During grave-sweeping peaks, it was observed that the Police would implement special traffic management measures to cater for the increase in traffic on Deep Bay Road heading to Wan Fau Sin Koon (雲浮仙館) where ancestral niches are placed. The Police would allow vehicles to enter Deep Bay Road via the Lau Fau Shan Road/Deep Bay Road Roundabout and often only permit exit through local roads to Tin Ying Road northbound. The diversion of grave-sweeping traffic, mainly private cars and taxis, have effectively turned the 1-lane 2-way section of Deep Bay Road to one-way traffic. The traffic management arrangement implemented by HKPF is illustrated in Plan G of the Management Plan Report.
- 2.3.4 The Applicant has proposed to improve parts of Deep Bay Road which is detailed in Section 2.4.

## 2.4 Traffic and Crowd Management

### *Traffic and Crowd Management Plan*

- 2.4.1 A detailed Traffic and Crowd Management Plan can be found in the Planning Statement.

- 2.4.2 Given the presence of a columbarium, it is anticipated that the peak traffic demands will occur at the Ching Ming Festival, with Chung Yeung Festival being the second busiest. Details on Site traffic generation for the grave-sweeping peaks and normal days are given in Section 3.3. With full occupation of the 7,730 niches, there would be 433 visitors/hour in the peak direction on Ching Ming Festival. The normal Site opening hours is from 9 am to 5 pm; this is the same for weekdays, Saturdays, Sundays and public holidays. For Ching Ming and Chung Yeung festive periods, the opening hours are from 8 am to 6 pm and the Applicant is willing to consider a flexible approach on the opening hours to match the Police’s special traffic management measures.
- 2.4.3 In addition, grave sweepers to the Site will be advised to visit the columbarium on days outside the Ching Ming Festival and Chung Yeung Festival peaks and to use public transport. Section 4 details the traffic impact assessment. We have also included in **Annex A1** FEHD’s letters dated 17 December 2019 and 2 July 2020 containing comments from the Police dated 6 December 2019 which can be found in attachment 1 (附件 1) of the former. Extracted from the Police’s comment VI: “警務處是建基於運輸署接受申請人提交的交通影響評估研究的前提下，不反對有關申請。若運輸署不接受申請人提交的交通影響評估研究，警務處需重新評估有關申請。”

#### *Internal Transport Arrangement*

- 2.4.4 The proposed ground floor internal transport arrangement is illustrated on **Plan G - Master Layout Plan**. The design will ensure the Site transport facilities will allow adequate parking, manoeuvring, boarding/alighting spaces and vehicle stacking areas. To guarantee that there would not be congestion or queue back onto the public road, the following are recommended:
- 2.4.5 On Ching Ming Festival day, it is conservatively assumed that the columbarium visitors will generate a peak hour boarding/alighting demand of 30 private cars/taxis as detailed in **Table 3.2**. A total of 12 car parks (5m x 2.5m each) including 1 disabled (5m x 3.5m) and 3 motorcycle spaces (1m x 2.4m each) will be suspended except for the disabled and elderly on advance E-booking. Outside the Site, there are open car parks located close to the Lau Fau Shan Road/Deep Bay Road Roundabout providing spare parking spaces.
- 2.4.6 About 39m of car/taxi/shuttle bus boarding/alighting area will be provided. As shown on **Figure T1**, the swept path analysis has demonstrated adequate turn-around area for the 7.7m shuttle bus. A traffic circulation system has been recommended to enable vehicles to entering the Site, board/alight passengers and then exit. The 39m of boarding/alighting area would allow simultaneous boarding/alighting of 2 cars/taxis or 4 shuttle minibus without blocking through traffic. Conservatively assuming a 1 minute dwelling time for boarding/alighting per car/taxi, there would be a handling capacity of 900 private cars or taxis per hour (15 vehicles x 60 minutes ÷ 1 minute). Assuming each vehicle carries 3 visitors, this would equal to 2,700 visitors at the peak hour which will well cover the peak demand.

#### *Deep Bay Road and Site Access Improvements*

- 2.4.7 The section of Deep Bay Road outside the Site is presently under an 1-lane 2-way operation with passing bays. It is proposed to improve various sections of Deep Bay Road (between the Lau Fau Shan Road/Deep Bay Road Roundabout and the Site) through resurfacing and improving (lengthening and widening) some existing ones, as illustrated in **Annex A2: Plan Q – Proposed Deep Bay Road Improvement**. The proposed improvement will benefit the local community throughout the year but will not encroach onto any private land except for a small

triangular area (Lot 2024 RP as shown on **Plan D - Land Status Plan** of the Planning Statement) right outside the Site access and this piece of land is owned by the Applicant’s affiliated company. Temporary traffic management schemes will be derived to ensure that all the existing traffic movements and access to premises will be maintained during construction. The proposed columbarium will only begin its operation after completion of the Deep Bay Road Improvement work. The proposed improvement would also provide relief to the Police’s resources at the grave-sweeping peaks.

- 2.4.8 The Applicant will be responsible for the construction of the Deep Bay Road Improvement scheme. The relevant government departments, Lands Department, Planning Department, Transport Department and Highways Department will be consulted in the detailed design and implementation stage. The improved road will be handed over to the relevant government department for maintenance after satisfactory completion.
- 2.4.9 It is also proposed to improve the existing Site access through re-alignment, shown on **Plan Q – Proposed Deep Bay Road Improvement**, giving a better T-junction layout with the proposed Deep Bay Road Improvement thereby enhancing traffic operation and safety.
- 2.4.10 With the above schemes, traffic conditions will be significantly improved. The proposed development shall be a self-regulated event and will not require TD or the Police to implement traffic management measures specifically for this Site during this twice a year event apart from those already in place as mentioned in Section 2.3.3.

#### *Site Shuttle Bus*

- 2.4.11 It is proposed to provide dedicated 28-seater minibuses for transporting visitors at the Ching Ming and Chung Yeung Festivals. As an indicative scheme, the Site shuttle bus will pick-up/drop-off visitors on Tin Fuk Road near the Tin Shui Wai Station. There would also be an intermediate stop near the Lau Fau Shan Roundabout with a 24m long lay-by, 2m footpath and an adjacent 1.2m adjacent passenger queueing area as indicatively illustrated on **Annex A2**. At the Ching Ming Festival peak hour, there will only be 16 shuttle buses converting to 1 shuttle bus every 3.75 minutes. Conservatively assuming a 45-second dwelling time for boarding/alighting, queue length statistical analysis revealed a maximum queue length of 1 shuttle bus (about 7.7m long) at the peak vehicle arrival period. With a 24m long lay-by, there would be no queue back onto Deep Bay Road. Detailed calculations of the statistical analysis showing a confidence level of >95% is provided in **Annex A2**. It is worth noting that this is a Rezoning Request and a Section 16 Planning Application will be needed before the Site can operate. As such, detailed traffic arrangements will still require approval by the Police, TD and relevant authorities. The Applicant is willing to continue to search for alternative pick-up/drop-off location during the subsequent Section 16 stage and this would include comprehensive traffic surveys to quantify the effect of a future new market which cannot be conducted at present. After these further assessments, the exact shuttle bus route and feasible pick up/drop off location will be designed to suit the prevailing traffic conditions and to the satisfaction of relevant authorities.
- 2.4.12 Visitors without appointment will not be allowed to board the shuttle buses and will be turned back. For those arriving at CWSY by themselves, the cul-de-sac area of CWSY will be used as a holding area and staff/security personnel will not allow those without appointment to enter the columbarium halls. The cul-de-sac has a sizable area of 528m<sup>2</sup>. Conservatively assuming 1m<sup>2</sup> per visitor, this area alone can hold 528 visitors at any one time which is well sufficient to cater for any ineffective implementation of “Visit by Appointment” arrangement.



2.4.13 The proposed circular routeing of the dedicated shuttle bus is summarised in **Table 2.3** and presented in Annex D of the Traffic and Crowd Management Plan in the Planning Statement.

**Table 2.3 Proposed Site Shuttle Bus Route**

<b>Dedicated Site Shuttle Bus Route (Circular)</b>
CWSY Site → Deep Bay Road N/B → Tin Ying Road E/B → Wetland Park Road S/B → Tin Tsz Road S/B → Tin Fuk Road W/B Pick-up/Drop-off point → Ping Ha Road W/B → Tin Ying Road N/B → Tin Wah Road W/B → Lau Fau Shan Road N/B → Lau Fau Shan Roundabout Pick-up/Drop-off point → Deep Bay Road N/B → CWSY Site

2.4.14 If found necessary, further traffic improvements will be examined such as strengthening of the dedicated 28-seater minibuses, extension of the grave-sweeping period to over 9 days and associated visitor booking system to match the prevailing demand, and provision of decked mechanised parking to increase car parking spaces, vehicle turntable to enhance manoeuvring, etc. Again, endorsement of such measures will be sought from relevant authorities including the PCLB, TD and the Police.

2.4.15 A sample “Information on Special Traffic and Transport Arrangements for Ching Ming Festival & Chung Yeung Festival” is given in **Annex B**.

#### *Other Measures*

2.4.16 All gatherings including Recreation functions of the Site will be suspended during the grave-sweeping peaks, with “visit-by-appointment” booking system to enable strict control to regulate the number of visitors. The suspension period will include the Public Holiday of Ching Ming Festival or equivalent if it is on Saturday or Sunday, 2 Saturdays and 2 Sundays before and after; and the Public Holiday of Chung Yeung Festival. As such, there will not be a surge of visitors at the peak that would adversely affect the transport network.

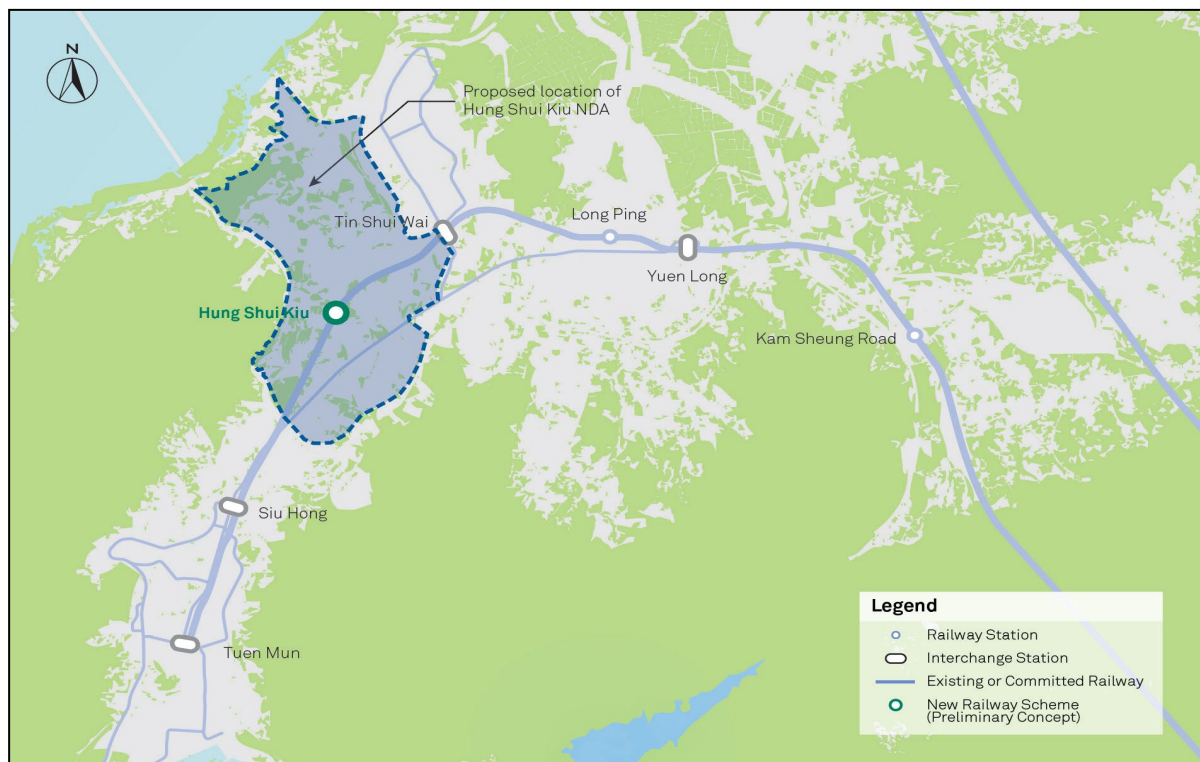
2.4.17 If required, the applicant is prepared to submit a Traffic Review Report to the satisfaction of relevant authorities such as the PCLB, TD and the Police every year, highlighting the traffic flow during Ching Ming Festival and Chung Yeung Festival. As such, relevant authorities such as the PCLB, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved “Management Plan for Private Columbarium”.

## **2.5 Future Transport Infrastructure**

2.5.1 There are committed/completed transport infrastructures in the area. Obviously, these studies would have assessed and proposed appropriate improvement measures to cater for the traffic conditions upon completion of their respective developments.

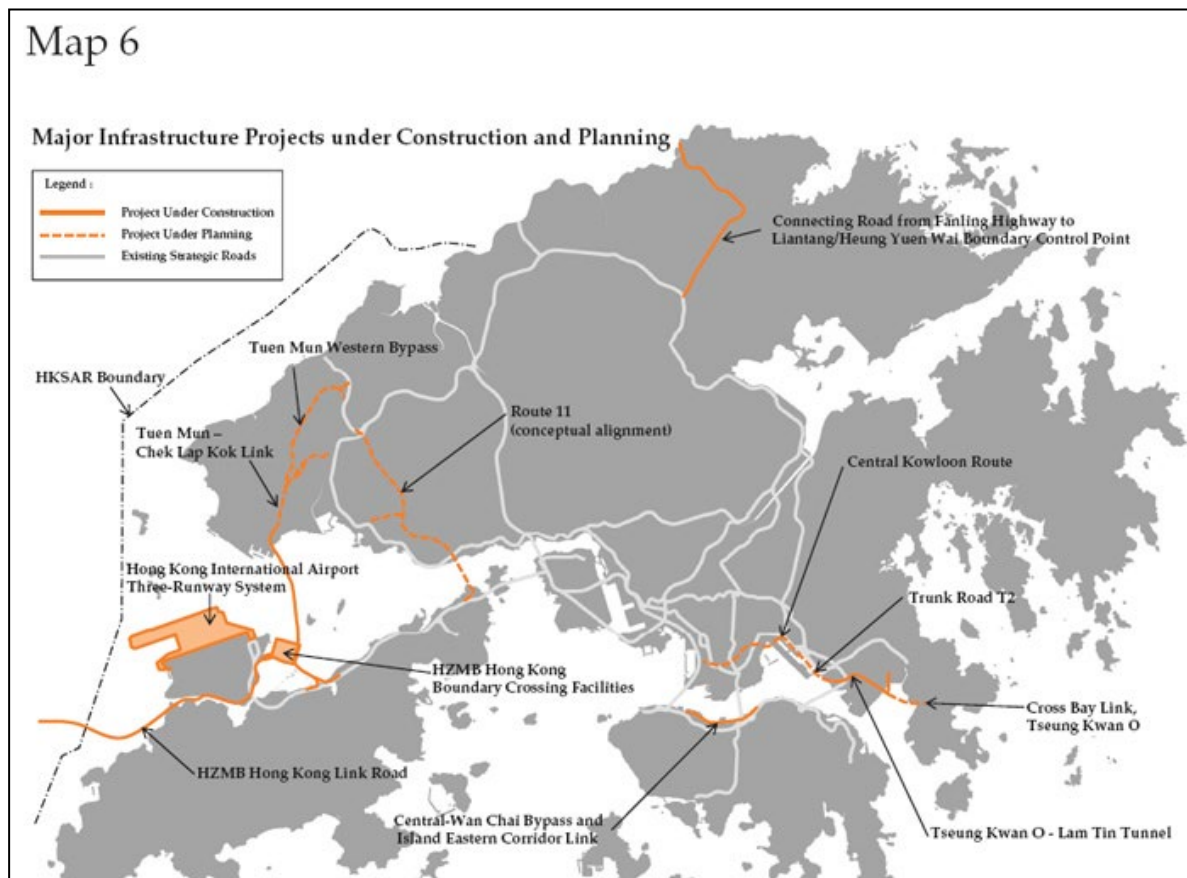
- Area Traffic Control System for Tuen Mun and Yuen Long Districts.
- Connection between Yuen Long Areas 13 & 14 and Yuen Long Highway at Shap Pat Heung Interchange
- Hung Shui Kiu New Development Area Planning and Engineering Study
- Rail Link between the Hong Kong International Airport and Shenzhen Airport, i.e. the Hong Kong-Shenzhen Western Express Line (WEL) and Tuen Mun Western Bypass (TMWB)

- 2.5.2 On completion of the Sha Tin to Central Link (SCL), the rail lines will be reorganised to two (2) operational lines: an East West Line (EWL) from Wu Kai Sha to Tuen Mun; and a North South Line (NSL) from Lo Wu / Lok Ma Chau to Admiralty. The railway projects will reduce the reliance on road-based public transport and alleviate traffic congestion and environmental nuisance on existing road networks, including those in the study area.
- 2.5.3 According to the Railway Development Strategy 2014 (RDS-2014), the future rail network could include the following selected new railway lines, extensions and stations:
- Northern Link and Kwu Tung Station – a major regional line formed by linking the Kam Sheung Road Station on the West Rail Line to a new station at Kwu Tung on the Lok Ma Chau Spur Line.
  - Hung Shui Kiu Station – a new station on the West Rail Line between the existing Tin Shui Wai Station and Siu Hong Station.
  - Tung Chung West Extension – formed by extending the Tung Chung Line westward with a new station at Tung Chung West.
  - Tuen Mun South Extension – formed by extending the West Rail Line southward from the Tuen Mun Station to a new station at Tuen Mun South.
- 2.5.4 Hung Shui Kiu Station is a new station on the West Rail Line between the existing Tin Shui Wai Station and Siu Hong Station. Hung Shui Kiu Station will be located between the Tin Shui Wai Station and the Siu Hong Station on the West Rail Line, primarily to serve the future Hung Shui Kiu NDA (see Preliminary Conceptual Scheme of the Hung Shui Kiu Station below extracted from RDS-2014). A key design concept underlying the Hung Shui Kiu NDA project is to make use of the existing West Rail Line as the backbone of passenger transport system with the Tin Shui Wai Station in the east and the proposed Hung Shui Kiu Station in the proposed town centre in the west. The indicative implementation window for planning purpose is 2021 to 2024.



2.5.5 The railway projects will reduce the reliance on road-based public transport and alleviate traffic congestion and environmental nuisance on existing road networks, including those in the study area.

2.5.6 In the Chief Executive’s 2016 Policy Address: *“For the long-term development of Northwest New Territories, and to enhance the road network connecting to the airport and cope with the long-term development of Lantau, we will commence a feasibility study on Route 11 as soon as possible.”* An extract from Map 6 of the 2017 Policy Address is shown below.



2.5.7 On Rail Links: "The Government will continue to develop a passenger transport system centred on public transport with railway as the backbone. We will take forward detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension and the East Kowloon Line as the first batch, pursuant to the indicative implementation window recommended in the Railway Development Strategy 2014. We will then commence the detailed planning work progressively for the other projects."

## 2.6 Overall Effect

2.6.1 The present transport systems and future infrastructures discussed have all been designed to improve traffic conditions in the region. It is therefore considered that any developments proposed in the area should be viewed more favourably.



### 3.0 TRAFFIC FORECASTING

#### 3.1 Existing Traffic Conditions

- 3.1.1 Through Deep Bay Road, Lau Fau Shan Road and Tin Wah Road, the Site is well connected to the external road network including the strategic roads of Tin Ying Road and Yuen Long Highway for easy access to all other parts of the Territory.
- 3.1.2 It is anticipated that the peak Site traffic demands would occur at the Ching Ming Festival. The Food and Health Bureau of the HKSAR conducted comprehensive traffic surveys at Lau Fau Shan Road/Deep Bay Road Roundabout in the 2018 Ching Ming Festival period.

#### 3.2 Background Traffic Forecast

- 3.2.1 It is anticipated that all the 7,730 niches within CWSY will be fully occupied by year 2025. Conservatively, year 2028 is taken as the design horizon year for assessment of the Site traffic impact.

##### *Annual Average Daily Traffic*

- 3.2.2 Background traffic flows for the future design year of 2028 were forecasted by applying an annual growth factor to the aforementioned 2018 observed traffic flows. Information from TD’s Annual Traffic Census (ATC) reports was used to calculate the growth factor.
- 3.2.3 **Table 3.1** shows the Annual Average Daily Traffic (AADT) figures from 2013 to 2017.

**Table 3.1 AADT from 2013 to 2017**

Road Name	From	To	Station No.	AADT				
				2013	2014	2015	2016	2017
Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	5284	23,580	26,180	25,960*	27,040*	26,610*
Tin Wah Rd	Tin Ying Rd	Tin Shui Rd	5686	14,550*	14,400*	17,220	17,600	17,330*
Tin Wah Rd	Tin Shui Rd	Tin Shing Rd	5886	10,090*	9,980*	9,900*	10,190	10,420
Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	6603	1,890	2,040	2,220	2,170	2,330

- Notes: 1. Traffic flows are shown in vehicles/day.  
2. \* denotes estimated volume.

- 3.2.4 Linear regression analysis was applied to the AADT volumes for each of the count stations to obtain an annual growth factor for the study area. For a conservative estimate, the estimated volumes are not included in the analysis. The average annual growth rate, weighted by traffic volume, for the study area was calculated to be +3.66%. To account for the other potential adjacent future developments, traffic flow fluctuations, uncertainties in land use and transport infrastructure changes, a conservative +37% total growth was applied to the observed 2018 traffic demands to yield part of the 2028 background traffic forecasts.

##### *Wan Fau Sin Koon*

- 3.2.5 Traffic generation from Wan Fau Sin Koon (WFSK), an existing columbarium located further north along Deep Bay Road with 2,900 niches (information from “Part A: Private columbaria

compliant with user restrictions in the land leases and the statutory town planning requirements and are not illegally occupying Government land”), has also been accounted for.

- 3.2.6 It is possible that additional niches will be provided at WFSK. On 3 August 2001, the TPB Committee approved an application (No. A/YL-LFS/54) for the development of about 2,000 niches to be provided in three new columbarium buildings within WFSK. However, the exact number of occupied niches is continually changing. Conservatively assuming that the niches provided therein had not yet been fully occupied, no traffic mitigation measures would be proposed by WFSK and the Police would continue to implement the existing traffic management measure, a nominal additional 100 pcus/hr per direction were added to the 2028 study area background road network.

### 3.3 Site Trip Generation

#### *Columbarium Traffic Recreation Traffic during Ching Ming Festival Days*

- 3.3.1 In summary, a traffic impact assessment has been conducted based on the following:
- (i) Proposed Site will provide 7,730 niches which is the same as the FEHD pre-cut-off number.
  - (ii) With Membership Scheme, Visit-by-Appointment and Sales Contract Controls.
  - (iii) With Site shuttle bus service – the total number of shuttle bus trips has conservatively assumed that all visitors would use them.
  - (iv) No car parking spaces will be provided during the Ching Ming and Chung Yeung Festivals and their shadow periods, except for disabled and elderly with pre-booking. A demand of 30 pcus/hour/direction has been assumed from private cars and taxis.
- 3.3.2 According to the Consultants surveyed data at columbaria with similar characteristics, a high end total visitor trip rate of 5.04 visitors/niche/festival at the Ching Ming Festival peak has been established. For the 7,730 niches proposed, this would convert to 38,960 visitors over the whole Ching Ming period. The proposed 28-seater dedicated minibuses would operate for 10 hours a day (from 8 am to 6 pm) for 9 grave-sweeping peak days (the Public Holiday of Ching Ming Festival or equivalent if it is on Saturday or Sunday, 2 Saturdays and 2 Sundays before and after), resulting in a requirement of 15.5 shuttle buses/hr ( $38,960 \text{ visitors} \div 28 \text{ seats} \div 10 \text{ hours} \div 9 \text{ days}$ ). As a conservative estimate, the junction impact assessments have assumed a Site traffic generation equivalent to 16 numbers of dedicated 28-seater minibuses (24 pcus/hr) at the peak hour.
- 3.3.3 The estimated future Site traffic generation are summarised in **Table 3.2**.

**Table 3.2 Site Traffic Generation**

	Travel Mode			
	Private Car/Taxi	Site Shuttle Bus	Public Transport + Walk	Total
Estimated Site Traffic (pcus/hr/direction)	30	24	-	54

- 3.3.4 It can be seen from **Table 3.2** that the Site would only generate 54 pcus/hr in the peak direction. Therefore, this proposal would have insignificant impact on traffic conditions when distributed to the surrounding road network. For a comprehensive assessment, however, traffic impact analysis with the proposed development was conducted.

***Religious Activities Traffic during Normal Days***

- 3.3.5 The main temple will provide a total of about 50.73 m<sup>2</sup> GFA as shown in **Table 2.1**. The peak of these religious activities is expected to occur at weekends and public holidays. Given this small area, it is expected that the maximum number of visitors to these facilities will only be 50 visitors/hour. When compared with the grave-sweeping traffic of 433 visitors/hour/direction hr (38,960 visitors ÷ 10 hours ÷ 9 days) at Ching Ming Festival, the recreation traffic would not be critical.



## 4.0 IMPACT ASSESSMENT

### 4.1 Road Network

- 4.1.1 Even with a conservative forecast methodology, the proposed columbarium will only produce a total peak traffic demand of 54 pcus/hr per direction at the Ching Ming Festival. With the traffic distributed onto various parts of the road network, the impact of this small amount of additional traffic is very slight.
- 4.1.2 The section of Deep Bay Road outside the Site is presently under an 1-lane 2-way operation with passing bays. It is proposed to improve various sections of Deep Bay Road (between the Lau Fau Shan Road/Deep Bay Road Roundabout and the Site) through resurfacing and improving (lengthening and widening) some existing ones. It is also proposed to improve the existing Site access through re-alignment. As such, traffic operation and safety will be improved.

### 4.2 Road Junctions

- 4.2.1 Capacity analyses were carried out for the junctions that would be affected by the proposed Site with full occupation of niches. Results of the junction capacity analysis for 2018 and 2028 are presented in **Table 4.1** for the Ching Ming Festival peak. Detailed calculations, carried out in accordance with the Transport Planning and Design Manual (TPDM), and traffic flows are attached in the **Annex C**.

**Table 4.1 Capacities for Ching Ming Festival in 2018 and 2028**

Location	Unit <sup>(1)</sup>	2018	2028	
		Reference <sup>(2)</sup>	Reference <sup>(2)</sup>	Design <sup>(3)</sup>
Deep Bay Road / Site Access (Priority Junction)	DFC	- <sup>(4)</sup>	- <sup>(4)</sup>	0.14
Lau Fau Shan Road / Deep Bay Road (Roundabout)		0.38	0.64	0.70
Deep Bay Road (Road Link) - section between the Lau Fau Shan Road/Deep Bay Road Roundabout and the Site	P	149	291	336
	Df	400		
	P/Df	> 1 <sup>(5)</sup>	> 1 <sup>(5)</sup>	0.84 <sup>(6)</sup>

- Notes: 1. For the priority junction and roundabout, figures show the peak hour design flow to capacity (DFC) ratio of the critical approach. For link capacity, figures show the Peak Hourly Flow/Design Flow Ratio (P/Df). P and Df are in vehicles/hour.
2. Reference – without the proposed Site.
3. Design – with the proposed Site traffic, full occupation of 7,730 niches, with Site shuttle bus and visit-by-appointment system.
4. Site access was closed in year 2018 and 2028 Reference scenario.
5. The existing 1-lane 2-way Deep Bay Road is estimated to accommodate a 2-way flow of 100 vehicles per hour from TPDM Volume 2, 3.11.3.
6. The 1-lane 1-way northbound Deep Bay Road during Ching Ming Festival period is estimated to accommodate 400 vehs/hr; from TPDM Volume 2 Para 2.4.1.1: For local roads, the design flow of a 2-lane single carriageway may be taken as 800 veh/h, 2-way, due to the presence of loading activities, standing vehicles and pedestrian crossings.

- 4.2.2 It can be seen from **Table 4.1** that the junction capacities, including the traffic generated from the proposed Site with columbarium, will operate satisfactorily on Ching Ming Festival in 2028. In fact, the effect of the small amount of Site traffic would be negligible on the junction capacities.

### 4.3 Pedestrian Level of Service

4.3.1 To identify the walking quality and any local congestion, the Level-of-Service (LOS) provided by the footpaths has been assessed at critical locations in a minute-by-minute manner. A ‘dead area’ of 0.5m is assumed pedestrian facilities when calculating the “Effective Width”. Fruin’s level of services from Transport Planning and Design Manual (TPDM) Volume 6 Section 10.4.2 were adopted with a desirable LOS of “C”; and the detailed descriptions are given in **Table 4.2**.

**Table 4.2 Fruin’s LOS for Pedestrians**

LOS	Flow Rate (ped/min/m)	Description
A	≤16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16-23	Sufficient area is provided to allow pedestrians to freely select walking speeds, to bypass other pedestrians, and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence in the selection of walking path.
C	23-33	Sufficient space is available to select walking speeds, and to bypass other pedestrians in primarily unidirectional streams. Where reverse-direction or crossing movements exist, minor conflicts will occur, and speeds and volume will be somewhat lower.
D	33-49	Freedom to select individual walking speed and to bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high, and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however, considerable friction and interaction between pedestrians is likely to occur.
E	49-75	Virtually all pedestrians would have their normal walking speed restricted, requiring frequent adjustment of gait. At the lower range of this LOS, forward movement is possible only by “shuffling”. Insufficient space is provided for passing of slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with resulting stoppages and interruptions to flow.
F	>75	All walking speeds are severely restricted, and forward progress is made only by “shuffling”. There is frequent, unavoidable contact with other pedestrians. Cross- or reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

4.3.2 The footpath adjacent to the lay-by has been widened to 2m, together with a 24m x 1.2m adjacent passenger queueing area as indicatively illustrated on **Annex A**. The footway between the proposed lay-by at Deep Bay Road and Lau Fau Shan Roundabout is generally

1.2m wide. To identify the walking quality and any local congestion, the LOS provided by the footway has been assessed in a minute-by-minute manner. A ‘dead area’ of 0.5m is assumed when calculating the “Effective Width”. Fruin’s LOS from Transport Planning and Design Manual (TPDM) Volume 6 Section 10.4.2 were adopted and the detailed calculations are given in **Table 4.3**.

**Table 4.3      Deep Bay Road Shuttle Bus Stop LOS**

<b>Actual Footway Width (m) (A)</b>	<b>Effective Width (m) (B) = (A) - 0.5m</b>	<b>Peak Ped Flow (Peds/min) (C)</b>	<b>Flow Rate (peds/min/m) (D) = (C) ÷ (B)</b>	<b>LOS</b>
2.0m	1.5m	7	4.7	A

4.3.3 It can be seen from the LOS in **Table 4.3** that the footway will operate satisfactorily.



## **5.0 SUMMARY AND CONCLUSIONS**

### **5.1 SUMMARY**

- 5.1.1 This application is for regularisation of the FEHD pre-cut-off columbarium and only intends to rectify the 7,730 pre-enactment niches on 30 June 2017. Therefore, the columbarium concerned is not brand-new planned establishments but have already been in existence and operation in the community for some time.
- 5.1.2 This is a Rezoning Request and a Section 16 Planning Application will be needed before the Site can operate. As such, detailed traffic arrangements can still be imposed by TD or the Police after approval of this.
- 5.1.3 Also, the traffic and pedestrian flow peak mainly surfaces at the grave-sweeping seasons (Ching Ming Festival and Chung Yeung Festival) and the situation outside the grave-sweeping seasons is not of a major concern.
- 5.1.4 To minimise the associated traffic impact of the proposed development, a Traffic and Crowd Control Plan has been proposed. A summary of the traffic management and pedestrian flow management measures is summarised below:
- i) The Site has a sizable area of about 3,335m<sup>2</sup> with adequate areas reserved for internal driveways, loading/unloading areas, parking facilities and pedestrian circulation. A total internal transport provisions of 12 (including 1 disabled) visitor car parking spaces and 3 motor-cycle spaces and 39m of boarding/alighting area will be provided ensuring ample car parking and loading unloading facilities upon columbarium operation. This high holding capacity would also well provide for waiting and queueing areas even during the grave-sweeping peak.
  - ii) The main admission control will include dedicated 28-seater minibuses and associated membership Scheme, Visit-by-Appointment and Sales Contract Controls for visitors at the Ching Ming and Chung Yeung Festivals.
  - iii) Improvement of some sections of Deep Bay Road (between the Lau Fau Shan Road/Deep Bay Road Roundabout and the Site) through resurfacing and improving (lengthening and widening) some existing ones. It is also proposed to improve the existing Site access through re-alignment. This would benefit the local community throughout the year. The proposed columbarium will only begin its operation after completion of this Deep Bay Road Improvement. The Applicant will be responsible for the implementation of the Deep Bay Road Improvement works in consultation with relevant government departments.
  - iv) Suspension of all gatherings and functions of the Site during the grave-sweeping peaks.
  - v) On traffic, public transport arrangement and crowd management, suitably trained traffic control guards and marshals are proposed on-site and on-street to supervise and oversee the traffic arrangement during the Ching Ming and Chung Yeung Festivals.
  - vi) The applicant would submit Traffic Review Report to the satisfaction of C for T and the Police every year, highlighting the traffic flow during Ching Ming and Chung Yeung Festivals. As such, TD and the Police will be able to monitor the traffic situation whilst the Applicant will ensure the "house rules" are strictly adhered to.
  - vii) Other areas addressed include: contingency plan for fire or other emergency situations, measures to ensure compliance with licensing conditions, guidelines and codes of practice stipulated or issued by the PCLB and handling of complaints.

- 5.1.5 During the grave-sweeping seasons, traffic and pedestrian flow management arrangements are already implemented by the Police in the area. The proposed columbarium component will not require TD or the Police to implement additional special traffic management measures during this twice a year event. The traffic and pedestrian flow level in the area during the peak hours is at an acceptable level.
- 5.1.6 Even with a conservative forecast methodology, the proposed columbarium will only produce a total peak traffic demand of 52 pcus/hr per direction at the Ching Ming Festival. This small amount of Site generated traffic was found to have negligible effect on road network capacities.

## **5.2 CONCLUSIONS**

- 5.2.1 We believe that this sizable and well-managed Site provides an extremely rare and unique opportunity to ease the shortfall of niche spaces whilst being able to incorporate a complete and workable transport solution.
- 5.2.2 It is considered that this application would not induce adverse traffic impact on the nearby road network. In fact, the proposed Deep Bay Road Improvement would benefit the local community and would not set an undesirable precedent.
- 5.2.3 This study has demonstrated that the proposed transport arrangement is practicable and therefore it is feasible from a traffic engineering point of view to provide the proposed Site usages.

## **Annex A1**

### **PCLB Letters Dated 2020.07.02 and 2019.12.17**



附件 1

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 : 紫雲仙苑  
申請人姓名 : 紫雲仙苑有限公司  
骨灰安置所地址 : 新界元朗流浮山深灣路270號  
(丈量約份第129約地段第1966號A、1966號  
餘段、1968號、1969號、1970號、1975號  
餘段及毗連政府土地)  
[只包括2017年6月30日前已售出的龕位]

檔號 : (13) in FEIHD PC 72-40/62/2018/023 Pt. 2 (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。

附件 1

- ☐ 本處對上述牌照申請的建議圖則有以下意見：

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**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：

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## VI. 其他意見

### 對申請人向運輸署作出回應的意見

- (A) 經審慎考慮建議於天福路近天水圍西鐵站設置新的接駁巴士上/落客點並不理想。
- (i) 有關路段的天福路為 24 小時全日限制上落客區；
  - (ii) 該有關地點亦同時設立有 16 條專利巴士線的巴士站及 3 條非專利巴士線；
  - (iii) 有關路段的天福路的交通情況十分繁忙。在此增加一個臨時接駁巴士上/落客點給申請場地(AS)，將會對該段天福路加重現行交通負荷。
- (B) 探訪者人數建議為 (每一個骨灰龕位有 5.04 名探訪者) 相信是低估了，這結果會影響建議的交通管理計劃。建議的 4 班循環線接駁巴士只能提供少量載客量接載探訪者前往申請場地(AS)。即有大量探訪者會改用其他交通工具，如的士及私家車，或者徒步前往，這樣會令到單線雙程行車的深灣路造成阻塞及障礙，特別在節日及接連清明節和重陽節的週末。
- (C) 在節日及接連清明節和重陽節的週末警方會在有關深灣路路段實施臨時交通管制措施。亦會在有關深灣路路段實施單向行車臨時交通管制措施而擺放交通標誌指示路牌。
- (D) 申請人建議在近流浮山迴旋處加設接駁巴士中途上/落客點。在這裡額外加設接駁巴士中途上/落客點不單會對現行交通帶來巨大壓力，更會對在狹窄行人路上排隊等候公共車輛或接駁巴士的乘客或探訪者帶來潛在的危險。申請人建議探訪者可從流浮山迴旋處徒步經深灣路前往申請場地。但深灣路路面狀況不適宜步行，更會危害徒步的探訪者。

經考慮到低估探訪者的人數、建議的交通安排計劃及強制交通措施。交通問題仍然是警方最大的關注。

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：  
2020年6月3日

*\*刪去不適用者*





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: ( 85 ) in FEHD PC 72-40/62/2018/024

掛號郵件

紫雲仙苑  
[只包括2017年6月30日仍未售出的龕位]  
香港銅鑼灣渣甸街5-19號  
京華中心1410室  
達材都市規劃顧問有限公司  
紫雲仙苑有限公司  
(獲授權人士: 文劍輝先生)

文先生:

根據《私營骨灰安置所條例》(第630章)(《條例》)

申請指明文書

紫雲仙苑

[只包括2017年6月30日仍未售出的龕位]

新界元朗流浮山深灣路270號

(丈量約份第129約地段第1966號A、1966號餘段、  
1968號、1969號、1970號、1975號餘段及毗連政府土地)

關於你在2018年2月14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。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。若你對香港警務處的意見有任何疑問,請致電2860 2541與警司(策劃行動)(支援科)陳絲婷女士聯絡。

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。

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及暫免法律責任書申請的意見，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 7320 或電郵發送致 [pc\\_app@fehd.gov.hk](mailto:pc_app@fehd.gov.hk) 與個案經理譚翰茵女士聯絡。

食物環境衛生署署長

(朱俊禧



代行)

2019 年 12 月 17 日



### 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。

### 重要提醒

- (1) 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。
- (2) 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。



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	: 紫雲仙苑
申請人姓名	: 紫雲仙苑有限公司
骨灰安置所地址	: 新界元朗流浮山深灣路270號 (丈量約份第129約地段第1966號A、1966號 餘段、1968號、1969號、1970號、1975號 餘段及毗連政府土地) [只包括2017年6月30日仍未售出的龕位]

檔號: (67) in FEHD PC 72-40/62/2018/024 (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：

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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：

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## VI. 其他意見

警務處是建基於運輸署接受申請人提交的交通影響評估研究的前提下，不反對有關申請。若運輸署不接受申請人提交的交通影響評估研究，警務處需重新評估有關申請。

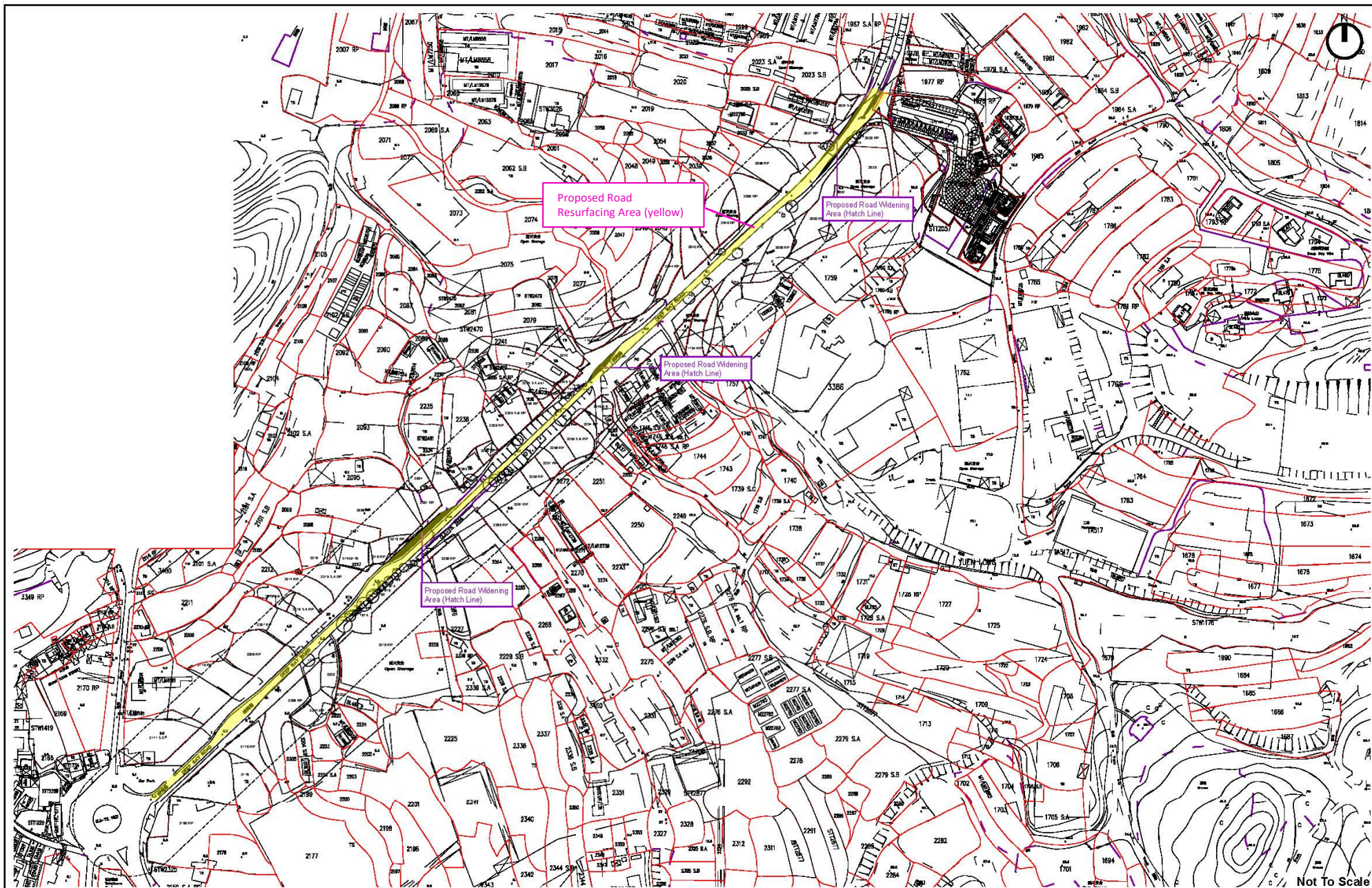
香港警務處向私營骨灰安置所事務辦事處提出上述意見的日期：  
2019年12月06日

\*~~刪去不適用者~~



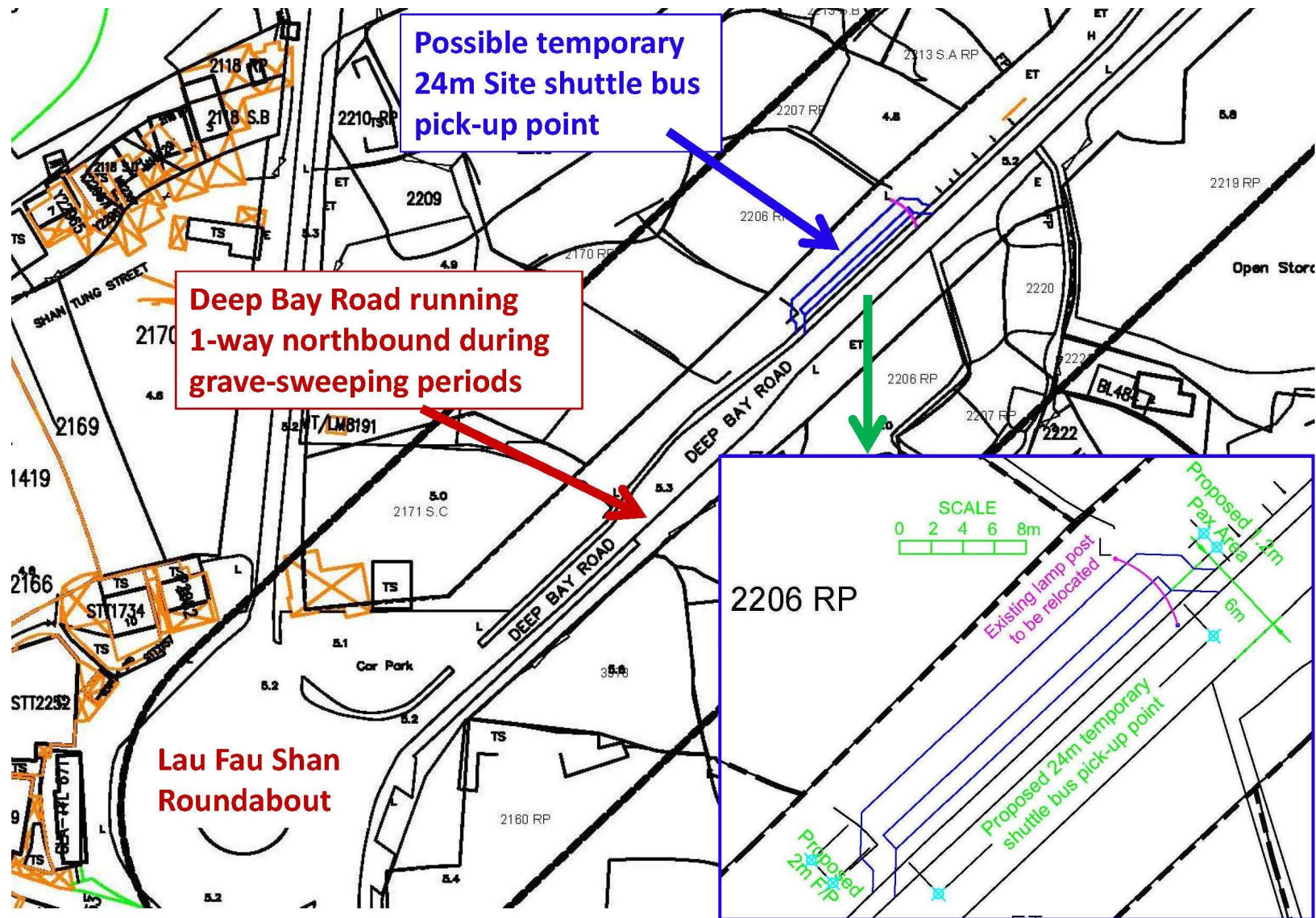
## **Annex A2**

### **Indicative Scheme of Proposed Deep Bay Road Improvements, Shuttle Bus Stop on Deep Bay Road near the Lau Fau Shan Roundabout and Queue Length Assessment**



## Plan Q: Proposed Deep Bay Road Improvement Plan







## LAY-BY QUEUE LENGTH ASSESSMENT

***RL CONSULTANCY LTD.***

Location: Deep Bay Road Shuttle Bus Lay-by

Designed by: EF

Checked by: RL

For single lane queue:

Shuttle bus trips served by lay-by per hour = 16

Shuttle bus trips attracted to the lay-by in the peak 1/4 hour = 4

Number of shuttle bus bays = 1

Maximum arrival rate in 1/4 hour/lift -  $\lambda$  = 4

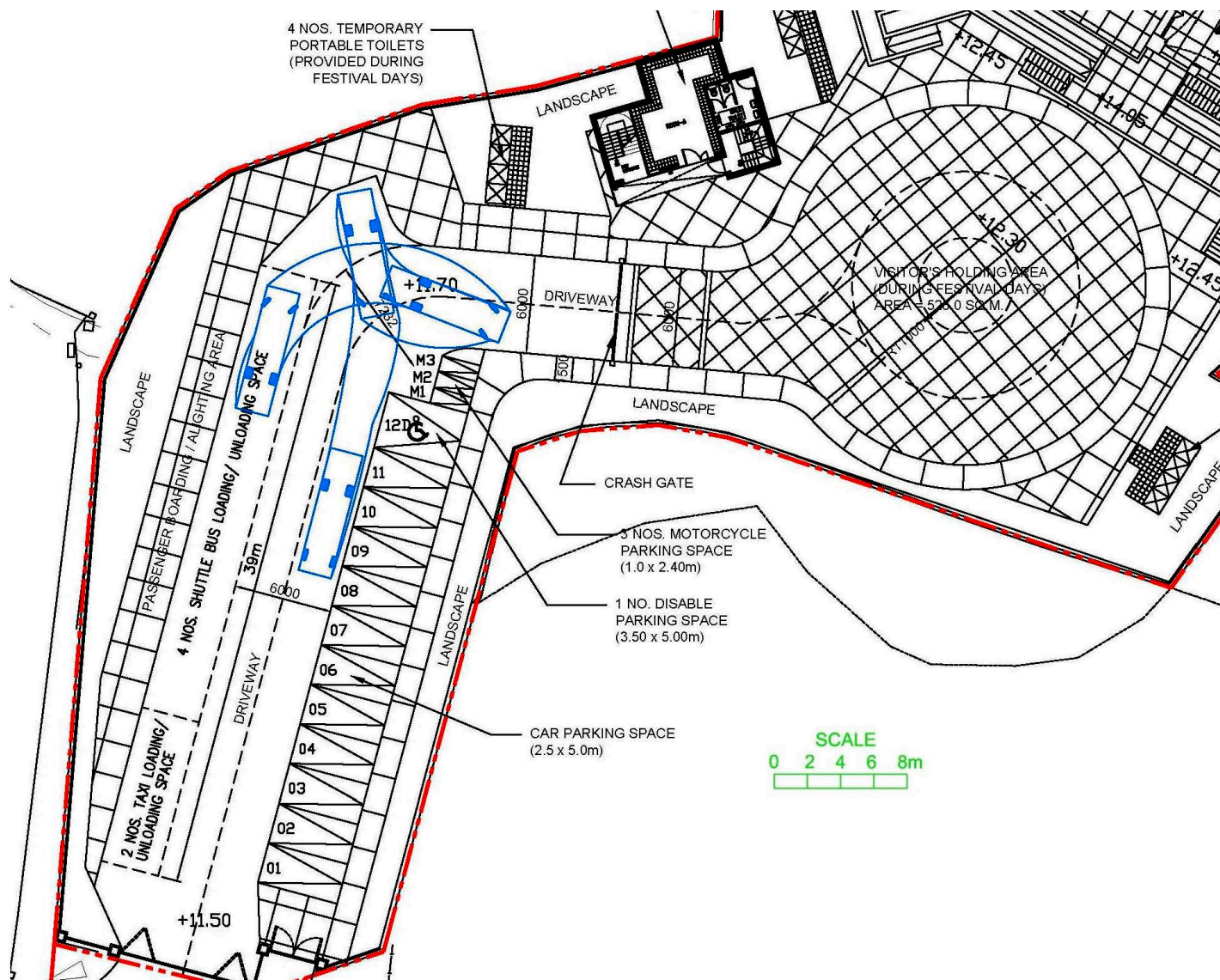
Average dwelling time at lay-by (sec) = 45

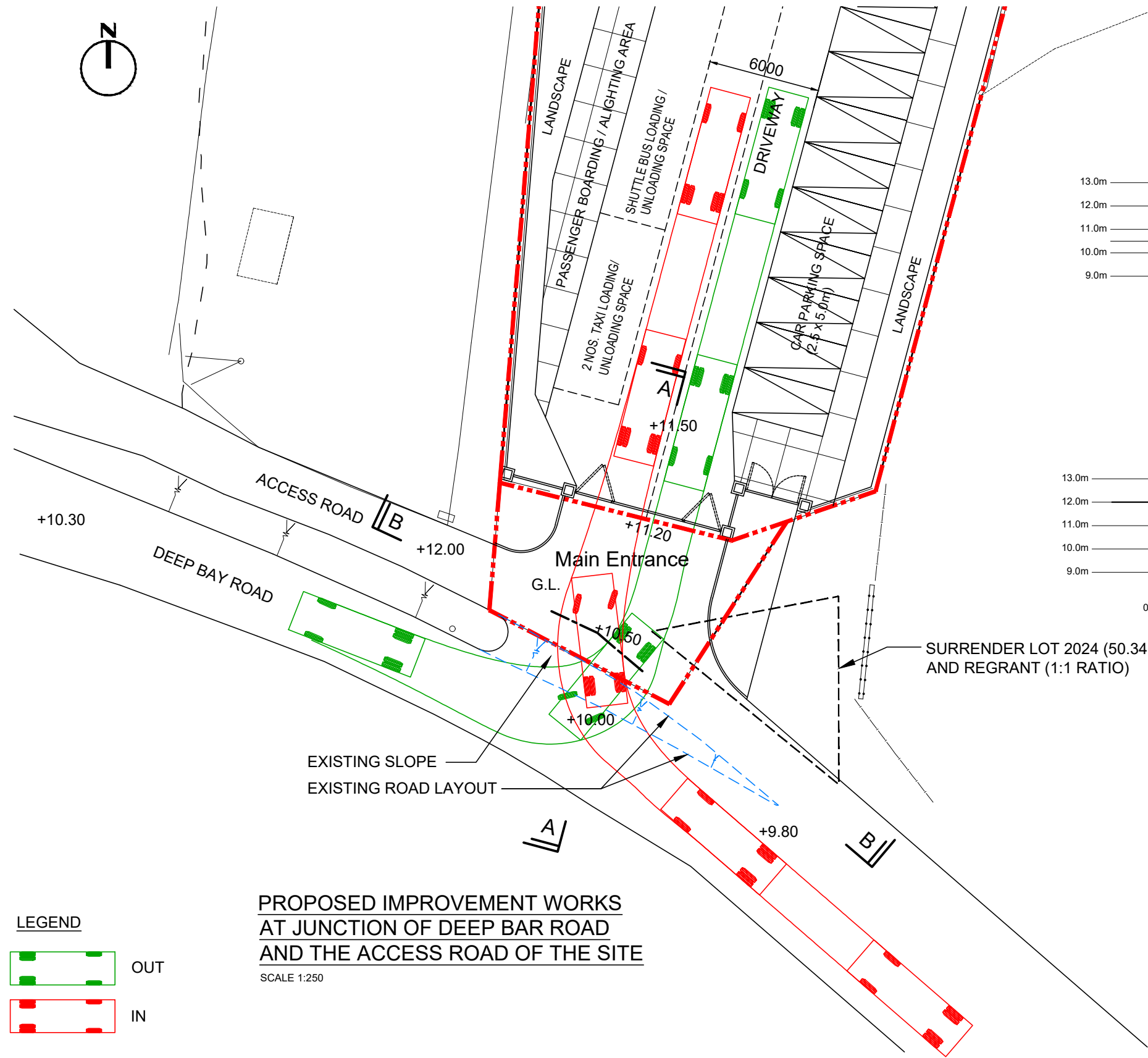
Average service rate, vehicles -  $\mu$  = 20

**Probability of more than 1 shuttle bus in the lay-by = 0.0320 (3.20%)**

**(OK for a confidence level of >95%)**

## Figure T1 – Shuttle Bus Turnaround Swept Path



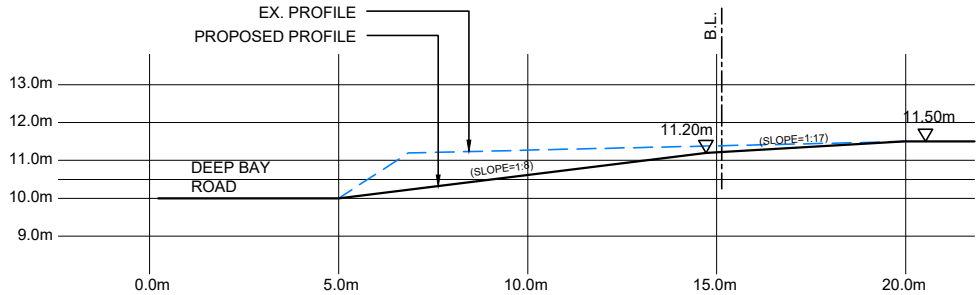


LEGEND

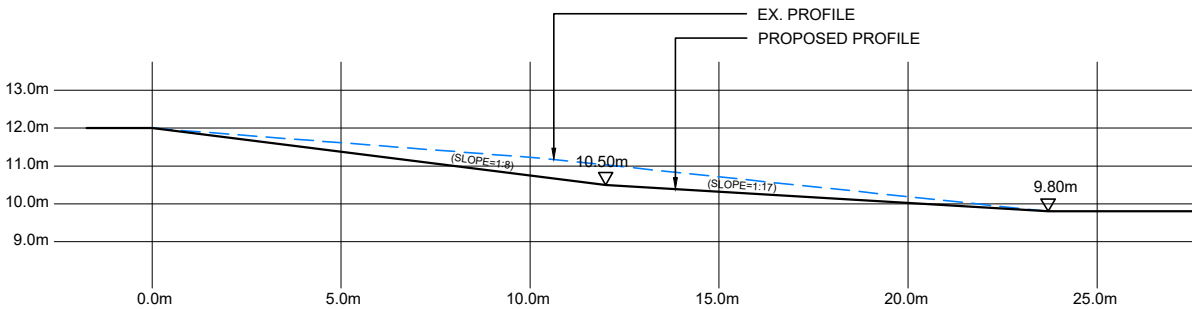
OUT

IN

PROPOSED IMPROVEMENT WORKS  
AT JUNCTION OF DEEP BAR ROAD  
AND THE ACCESS ROAD OF THE SITE  
SCALE 1:250



SECTION A-A  
SCALE 1:200



SECTION B-B  
SCALE 1:200

SURRENDER LOT 2024 (50.34 SM)  
AND REGRANT (1:1 RATIO)

Rev.	Date	Description	Drawn by	Checked by	Approved by
	06-2020				
A	12-2020	REVISED			



## **Annex B**

### **Notice to Visitors on Special Traffic and Transport Arrangements for Ching Ming Festival & Chung Yeung Festival**



## 清明節及重陽節的重要通告 特別交通安排 - 預約拜祭

茲因在本廟選位的孝子賢孫人數眾多，每逢春秋二祭期間，人流均會較平日額外擠擁。有見及此，請各位：

- 一. **避免於清明節及重陽節高峰拜祭：**建議各位孝賢可考慮於清明節及重陽節前後的日子前來拜祭，避開正日的大量人流，好讓大家能節省交通時間、安全及從容地拜祭先人。這也可避免拜祭時擠迫，減少意外發生，尤其是須要照顧老人家及小童的。
- 二. **必須預約前來拜祭日期及時間：**請**必須**預約前來拜祭日期及時間，待本廟安排。預約拜祭，請於辦公時間致電 2472 6081。當人多擠迫時，本廟職員會指示及協助各位孝賢排隊入堂，甚或限制入堂拜祭人數。**沒有預約的會員，可能被禁止進入本廟**，避免拜祭時因擠迫導致意外發生。到時請依照職員指示，該時謹請各位孝賢耐心等待。
- 三. **本廟會提供來回天水圍站的小巴：**本廟於清明節及重陽節期間，會提供來回天水圍站的小巴。請於辦公時間致電 2472 6081 預約小巴。
- 四. **行動不便者泊車位：**因為泊車位有限，每逢春秋二祭期間，本廟不會提供停車位。行動不便者(如傷健人仕和長者)可於辦公時間致電 2472 6081 預訂泊車位。**沒有預約的車輛，不能泊在本廟**。其他孝賢請務必使用本廟提供來回天水圍站的小巴，或公共交通服務前來。

請各會員通知親友有關以上安排，不便之處敬請原諒。如有任何疑問，請於辦公時間致電 2472 6081 或用以下方法查詢。

地址： 香港新界元朗流浮山深灣路 280 號  
電話： (852) 2472 6081 傳真： (852) XXX  
電子郵件： XXX@XXX  
網址： <http://www.XXX>

# **Annex C**

## **Junction Capacity Assessments**

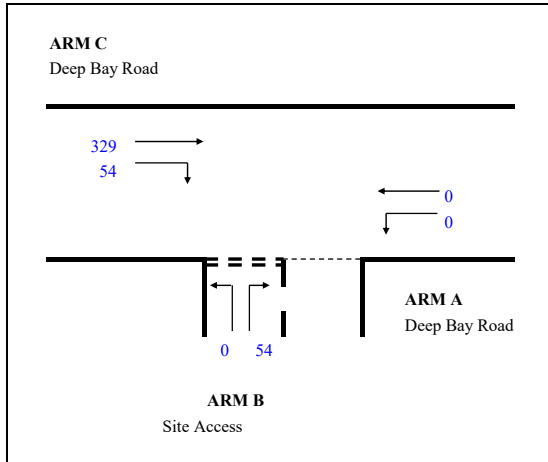


# PRIORITY JUNCTION CALCULATION

**RL CONSULTANCY LTD.**

Junction: Deep Bay Road / Site Access  
 Description: Design  
 Design Year: 2028

Designed by: NL  
 Checked by: RL



## Notes:

- W = Major road width
- W cr = Central reserve width
- W b-a = Lane width available to vehicle waiting in stream b-a
- W b-c = Lane width available to vehicle waiting in stream b-c
- W c-b = Lane width available to vehicle waiting in stream c-b
- Vl b-a = Visibility to the left for vehicles waiting in stream b-a
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b
- D = Stream-specific b-a
- E = Stream-specific b-c
- F = Stream-specific c-b
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### Road Widths

W = 6.0 m  
 W cr = 0.0 m  
 W b-a = 1.6 m  
 W b-c = 1.6 m  
 W c-b = 3.0 m

## GEOMETRIC FACTORS :

D = 0.7111  
 E = 0.7564  
 F = 0.8797  
 Y = 0.7930

## THE CAPACITY OF MOVEMENT :

Q b-a = 388  
 Q b-c = 564  
 Q c-b = 655  
 Q b-ac = 388  
 Q b-c (O) = 544

## DESIGN FLOW/CAPACITY:

DFC b-a = 0.1392  
 DFC b-c = 0.0000  
 DFC c-b = 0.0824  
 DFC b-c (share lane) = 0.0992

**CRITICAL DFC = 0.14**

## Visibility

### Vl b-a = 50 m  
 Vr b-a = 50 m  
 Vr b-c = 50 m  
 Vr c-b = 50 m

## TRAFFIC FLOWS:

**ARM A**  
 q a-b = 0 pcus/hr  
 q a-c = 0 pcus/hr  
**ARM B**  
 q b-a = 54 pcus/hr  
 q b-c = 0 pcus/hr  
 F for (Qb-ac) = 0  
**ARM C**  
 q c-a = 329 pcus/hr  
 q c-b = 54 pcus/hr

# ROUNDAABOUT CAPACITY CALCULATION

**RL CONSULTANCY LTD.**

Junction: Lau Fau Shan Road/Deep Bay Road Roundabout				
Description: Reference		Date: July 2021		Designed by: EF
Design Year: 2018 Ching Ming		File:		Checked by: RL
Description:	Deep Bay Rd SB	Lau Fau Shan Rd WB	Deep Bay Rd NB	Unnamed Road EB
Input:				
V = Approach half width (m)	2.5	3.0	3.0	3.0
E = Entry width (m)	5.0	4.5	4.5	3.0
L = Effective length of flare (m)	3.0	1.5	1.5	0.1
R = Entry radius (m)	17.0	7.0	15.0	17.0
D = Inscribed circle diameter (m)	40.0	40.0	40.0	40.0
A = Entry angle (degree)	30	30	25	60
Q = Entry flow (pcus/hr)	191	348	70	70
Qc = Circulating flow across entry (pcus/hr)	112	36	248	213
Output:				
S = Sharpness of flare = 1.6(E-V)/L	1.33	1.60	1.60	0.00
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	0.91	1.00	0.89
X2 = $V + ((E-V)/(1+2S))$	3.18	3.36	3.36	3.00
M = $EXP((D-60)/10)$	0.14	0.14	0.14	0.14
F = 303*X2	964	1017	1017	909
Td = $1+(0.5/(1+M))$	1.44	1.44	1.44	1.44
Fc = 0.21*Td(1+0.2*X2)	0.49	0.51	0.51	0.48
Qe = K(F-Fc*Qc)	901	908	893	715
DFC = Design flow/Capacity = Q/Qc	0.21	0.38	0.08	0.10

# ROUNDAABOUT CAPACITY CALCULATION

**RL CONSULTANCY LTD.**

Junction: Lau Fau Shan Road/Deep Bay Road Roundabout				
Description: Reference		Date: July 2021		Designed by: EF
Design Year: 2028 Ching Ming		File:		Checked by: RL
Description:	Deep Bay Rd SB	Lau Fau Shan Rd WB	Deep Bay Rd NB	Unnamed Road EB
Input:				
V = Approach half width (m)	2.5	3.0	3.0	3.0
E = Entry width (m)	5.0	4.5	4.5	3.0
L = Effective length of flare (m)	3.0	1.5	1.5	0.1
R = Entry radius (m)	17.0	7.0	15.0	17.0
D = Inscribed circle diameter (m)	40.0	40.0	40.0	40.0
A = Entry angle (degree)	30	30	25	60
Q = Entry flow (pcus/hr)	262	577	96	96
Qc = Circulating flow across entry (pcus/hr)	153	49	440	392
Output:				
S = Sharpness of flare = 1.6(E-V)/L	1.33	1.60	1.60	0.00
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	0.91	1.00	0.89
X2 = $V + ((E-V)/(1+2S))$	3.18	3.36	3.36	3.00
M = $EXP((D-60)/10)$	0.14	0.14	0.14	0.14
F = 303*X2	964	1017	1017	909
Td = $1+(0.5/(1+M))$	1.44	1.44	1.44	1.44
Fc = 0.21*Td(1+0.2*X2)	0.49	0.51	0.51	0.48
Qe = K(F-Fc*Qc)	880	902	796	638
DFC = Design flow/Capacity = Q/Qc	0.30	0.64	0.12	0.15

# ROUNDAABOUT CAPACITY CALCULATION

**RL CONSULTANCY LTD.**

Junction: Lau Fau Shan Road/Deep Bay Road Roundabout				
Description: Design		Date: July 2021		Designed by: EF
Design Year: 2028 Ching Ming		File:		Checked by: RL
Description:	Deep Bay Rd SB	Lau Fau Shan Rd WB	Deep Bay Rd NB	Unnamed Road EB
Input:				
V = Approach half width (m)	2.5	3.0	3.0	3.0
E = Entry width (m)	5.0	4.5	4.5	3.0
L = Effective length of flare (m)	3.0	1.5	1.5	0.1
R = Entry radius (m)	17.0	7.0	15.0	17.0
D = Inscribed circle diameter (m)	40.0	40.0	40.0	40.0
A = Entry angle (degree)	30	30	25	60
Q = Entry flow (pcus/hr)	262	631	96	96
Qc = Circulating flow across entry (pcus/hr)	153	49	494	446
Output:				
S = Sharpness of flare = 1.6(E-V)/L	1.33	1.60	1.60	0.00
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	0.91	1.00	0.89
X2 = $V + ((E-V)/(1+2S))$	3.18	3.36	3.36	3.00
M = $EXP((D-60)/10)$	0.14	0.14	0.14	0.14
F = 303*X2	964	1017	1017	909
Td = $1+(0.5/(1+M))$	1.44	1.44	1.44	1.44
Fc = 0.21*Td(1+0.2*X2)	0.49	0.51	0.51	0.48
Qe = K(F-Fc*Qc)	880	902	768	615
DFC = Design flow/Capacity = Q/Qc	0.30	0.70	0.12	0.16

**Compilation of a Management Plan by Che Wan Seen Yuen (紫雲仙苑) Located at  
270, Deep Bay Road, Lau Fau Shan, Yuen Long, NT to Facilitate the Application of  
Columbarium (骨灰龕) Licence Under the Private Columbaria Ordinance, Cap 630**

**Location : Various Lots in D.D. 129 & Adjoining Government Land, Lau Fau Shan,  
Yuen Long, NT**

**(January 2022)**

**Prepared by LEUNG Wing-tai, William  
(Associate Traffic Management Consultant of Toco Planning Consultants Ltd)**



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**Compilation of a Management Plan by Che Wan Seen Yuen (紫雲仙苑) Located at 270, Deep Bay Road, Lau Fau Shan, Yuen Long, NT to Facilitate the Application of Columbarium (骨灰龕) Licence Under the Private Columbaria Ordinance, Cap 630**

**Location : Various Lots in D.D. 129 & Adjoining Government Land, Lau Fau Shan, Yuen Long, NT**

**1. Introduction**

This paper, which comprises the traffic and crowd management plans and a contingency plan is prepared by the aforesaid Traffic Management Consultant on behalf of the Applicant, Mr. MAN Kim-fai of Che Wan Seen Yuen (紫雲仙苑) located at 280, Deep Bay Road, Lau Fau Shan, Yuen Long, NT, for facilitating the application of columbarium licence under the Private Columbaria Ordinance (PC Ord), Cap 630.

**2. Background**

- 2.1 Che Wan Seen Yuen (紫雲仙苑) (hereafter refer to as CWSY) is located at the north-east side of 270, Deep Bay Road, Lau Fau Shan, Yuen Long, NT which is about 600 metres north of the Lau Fau Shan Roundabout Interchange. It occupies a site area of about 3335.2 m<sup>2</sup> with an outdoor area of about 1200 m<sup>2</sup>. In this application, the Applicant intends to propose a total of **7730 niches (452 are sold before 2017-06-30 (pre-cut-off time) whereas 7278 are unsold niches)**. CWSY consists of three 3-storey columbarium buildings namely building 1 to 3 with a total of 13 columbarium halls. At present, the **452** sold niches are housed on the G/F of columbarium block 3 whereas the rest of the columbarium halls are vacant for the time being. The Applicant also proposes to build a temple in between building 2 & 3 for religious use. The overall proposed scheme comprises religious, recreational and columbarium uses. Location map is at **Annex 'D'**. CWSY is in the process of making application to the Town Planning Board through Toco Planning Consultants Ltd under Section 12A of the Town Planning Ordinance (TPOrd) for the rezoning of the site from "REC" to "G/IC(1)" for the establishment of a columbarium plus religious use. The Fotton Ela Architects Ltd is commissioned by the Applicant for the design the future Master Layout Plan of the site where some alterations and re-constructions will be made in due course to upgrade the facilities inside the site concerned. The Applicant also undertakes to carry out road resurfacing work and the provision of additional laybays for the northern section of Deep Bay Road between Lau Fau Shan Roundabout

Interchange and the site concerned to facilitate future worshipping activities to be conducted at CWSY. In this connection, the Applicant also commissioned RL Consultancy Ltd in June 2018 to conduct a Traffic Impact Assessment (TIA) to facilitate the Rezoning Application.

- 2.2 If the application under Section 12A for the rezoning of CWSY site and the application of columbarium licence for CWSY to the PCLB are approved in due course, the Applicant undertakes to implement a series of stringent measures including the implementation of **membership scheme and visit-by-appointment system through E-booking and the provision of free shuttle bus services to convey visitors to and from CWSY** together with various tight administrative and operational measures to ensure an orderly and smooth worship inside CWSY during future Ching Ming and Chung Yeung Festivals. As the site consists of about **3335.2 m<sup>2</sup>** and the size of the compound is around **1200 m<sup>2</sup>**, the site can accommodate a substantial large number of worshippers at a particular period of time to facilitate worshipping activities to be carried out inside the site concerned. In any case, when licence is approved in due course, it is expected that more niches will be sold and the niche spaces will be fully occupied gradually by the year of **2025** as proposed by the Applicant. Hence, an increase of worshippers to CWSY will occur during subsequent festive seasons. Should this be the case, enhanced strategic traffic and crowd management measures need to be implemented at CWSY and its vicinity to ensure the safe arrival and departure of worshippers and the smooth running of the event(s). This enhanced strategic traffic and crowd management measures are detailed in this Management Plan.
- 2.3 As far as transport service is concerned, CWSY is easily accessible by private/public transport through Lau Fau Shan Road, Lau Fau Shan Roundabout Interchange and Deep Bay Road. There are a number of transport facilities for visitors to reach CWSY, namely :-
- (a) By free shuttle bus services provided by CWSY (circular route) using 28-seater minibuses to pick-up/drop-off visitors on Tin Fuk Road W/B laybay outside Exit E1 of Tin Shui Wai MTR Station, and it will also have an intermediate stop near the Lau Fau Shan Roundabout, to convey visitors to CWSY & vice versa;
  - (b) By bus (K65) from Yuen Long MTR Stn PTI to Lau Fau Shan Roundabout Interchange & then walk to CWSY through the northern section of Deep Bay Road;
  - (c) By GMB routes 33, 34, & 35 from Yuen Long Tai Fung Street and GMB route 34A from Ha Tsuen to Lau Fau Shan Roundabout



Interchange & then walk to CWSY through the northern section of Deep Bay Road (remark : GMB route 35 runs into Deep Bay Road & visitors can alight in front of CWSY); &

- (d) By taxis and private cars to reach Lau Fau Shan Roundabout and there are a number of public car parks located in the vicinity of the Lau Fau Shan Interchange and in Tin Shui Wai west. Private car drivers can park their cars at these carparks and take the free shuttle bus services to CWSY at the intermediate stop on Deep Bay Road near to the Lau Rau Shan Roundabout and vice versa.

- 2.4 Visitors resort to driving to CWSY will be advised in advance of the festive days that **no parking facilities will be provided by CWSY except for disabled/elderly.**
- 2.5 A site reconnaissance (Recce) at CWSY and its surrounding areas was conducted on 2019-07-06 by the author. The author took GMB route No.35 at Tai Fung Street, Yuen Long to reach the main entrance of CWSY at Deep Bay Road. The Applicant's Operation Director, Mr. WONG Tsz-chung was met at CWSY site and adequate information concerning the CWSY columbarium was obtained from him.
- 2.6 CWSY lies on the north-east side of 280, Deep Bay Road, Lau Fau Shan with its main entrance located on the west side whereas the columbarium building 1 to 3 are built on the north-east side of the site facing Deep Bay Road to the west. The existing columbarium buildings are all 3-storey buildings for housing niches and they are built in tradition columbarium style and some renovation are being carried out for the buildings. The site has a large compound with ample outdoor spaces for visitors to congregate. Fire extinguishers are placed at the entrance of the columbarium buildings. There is no incense burner or furnace inside CWSY and Mr. WONG stated that no burning of any incense materials be allowed inside the site concerned which is one of their house rules that worshippers need to adhere to.
- 2.7 For escape route, there are adequate space and staircases for worshippers to enter the columbarium halls and leave vice versa. The layout of the columbarium premises do provide adequate escape/dispersal routes for worshippers to disperse in the event of fire or other emergency situations. The Applicant has commissioned Toco Planning Consultants Ltd as his planner and Fotton Ela Architects Ltd as the site designer for some site renovation/reconstruction and the latter will prepare an updated Master Layout Plan for the site to enhance Applicant's application under Section 12A of TPOrd. In future, the site

will consist 3 columbarium buildings, a temple, a mini-roundabout, a driveway leading from the main entrance to the mini-roundabout location on the compound, a number of parking spaces, 4 shuttle bus parking spaces, 2 taxi drop-off spaces and other facilities; and the management office will be located on the G/F of columbarium building 2. In future, the layout of the site will provide adequate staircases, ramps and ample outdoor spaces for emergency escape in the event of emergency situation(s). The updated Master Layout Plan of CWSY is at Annex 'D'

### **3. Basic Information of the Columbarium**

The basic information of the columbarium concerned is as follows :-

Name of the columbarium : **Che Wan Seen Yuen (紫雲仙苑)**

Address of the columbarium : 270, Deep Bay Road, Lau Fau Shan, Yuen Long, NT

Year of commencement of operation : 2009

Name of operator : Che Wan Seen Yuen Company Limited

Status of operator : Current tenant of the premises

Religion of the columbarium : Proposed as Taoism

Opening hours during normal days : 0900 hrs to 1700 hrs

Opening hours during Festival days : 0800 hrs to 1800 hrs

### **4. Site Information and Building Arrangement**

This columbarium is composed of :

- 3 columbarium buildings (a total of 13 columbarium halls)(about **313.55** m<sup>2</sup>)(holding capacity : 157 persons at any one time)
- No joss paper burner or furnace
- No refuse storage room(s) – rubbish will be taken to nearby refuse collection point at Deep Bay Road for dumping on a daily basis.
- Other buildings which are facilities necessary for or ancillary to the operation of the columbarium (please specify nature and number)

(a) Female Toilet : 1

(b) Male Toilet : 1

(c) Disabled Toilet : 1

(d) Kitchen : (No)

(e) Office : (1)

- Other facilities necessary for or ancillary to the operation of the columbarium (e.g. parking facilities, loading and unloading facilities) (please specify nature,

area and number) 11 P/C parking spaces, 1 disable parking space and 3 M/C parking spaces. All parking spaces will be suspended for use during festive days except for disabled and elderly on advance E-booking.

## **5. The holding Capacity of Visitors and Admission Control**

The Applicant provides the following information :

- Opening hours during normal days : 0900 – 1700 hours
- Opening hours during Ching Ming and Chung Yeung festive periods : 0800 – 1800 hours
- Visitors holding capacity of the 3 columbarium buildings: **157** persons at any one time
- The holding capacity of the 3 columbarium blocks : Bldg. 1 = 107.02 sqm, Bldg. 2 = 96.19 sqm & Bldg. 3 = 110.34sqm (total area = 313.55sqm)
- Measures to be adopted to ensure that the number of visitors inside the columbarium will not exceed the holding capacity for visitors : the Applicant undertakes to implement a straight **visit-by-appointment system** in future operations (this system will apply to the **Festival day & 2 consecutive weekends before & after the Festival day** of either Ching Ming Festival or Chung Yeung Festival, i.e. **a total of 9 days** to evenly distribute the number of worshippers going to CWSY for worship by pre-arranged appointment system) to ensure that only a controllable number of worshippers are allowed to access CWSY for worship, hence the holding capacity of the columbarium concerned will not be exceeded at any one time and a safe worship situation is provided, in particular during the peak hour of the Festival day of either Ching Ming Festival or Chung Yeung Festival. In addition, free shuttle bus services will be provided to convey visitors to and from CWSY. Details of the aforesaid arrangements are highlighted in subsequent paragraphs.
- Sale agreement and house rule concerning admission control : there is no mention of **admission control** in the sale agreement previously in use, yet such clause will be incorporated in future sale agreement(s) for the compliance of niche buyers. Moreover, the Applicant will set up house rules concerning admission control over worshippers and will inform the niche purchasers about the house rules concerned well in advance prior to Ching Ming and Chung Yeung Festivals. Future sale agreements will be processed through registered solicitor firm and the clause concerned will include the following rules, namely :-
  - (i) Niche purchasers are obliged to adhere to the visit-by-appointment system through E-booking & the admission control to be implemented by CWSY;
  - (ii) No parking facilities will be provided by CWSY to visitors except for disabled & elderly during the festival periods and with advance booking through visit-by-appointment system via E-booking;
  - (iii) Niche purchasers (sold and unsold niches) and his/her accompanies are required to use free shuttle bus services provided by CWSY through



- visit-by-appointment system by way of E-booking to and from CWSY for worship during Ching Ming/Chung Yeung Festival periods;
- (iv) Niche purchasers and his/her accompanies need to adhere to the house rules of CWSY for the worship;
  - (v) A notice in Chinese will be given to the niche purchasers during the course of signing the sale agreements with the agreed clause and house rules appended on them so that niche purchasers are properly notified about the aforesaid rules; &
  - (vi) CWSY has the right to deny access if niche purchasers & the accompanying visitors fail to adhere to the clause and house rules concerned.
- The actual rundown of the aforesaid procedures is :-
    - (i) Arrangement of visitors' attendance thro' Advance Visit-By-Appointment E-booking system by staff of CSWY 2 months prior to the festive days via email, phone, SMS & whatsapp (i.e. staff of CWSY will contact each and every niche owner and make appointment with them for their worship visits);
    - (ii) The visitors of the newest placed niches will have priority to be contacted by CWSY, because they are new to the house rules, and may forget to make reservation. During the conversation, staff will encourage them to make appointment themselves in advance next time, so as to guarantee their favored time slot. As each year passes, the visitors will get used to the house rules/ booking system/ first-come-first-serve basis. If the visitor had already made an appointment prior to CWSY's action, CWSY will not contact them;
    - (iii) A specific day and time slot within each day of the festive periods will be allocated and agreed with individual batch of visitors for attending the worship at CWSY and the agreed period of individual visit will be recorded by CWSY for record purpose and ad hoc checking;
    - (iv) During the course of the E-booking, all niche owners will be informed that they are required to use the free shuttle bus services provided by CWSY to and from the site for worship and they will be told about the location of pick-up point, i.e. at Tin Fok Road W/B layby o/s Exit E1 of Tin Shui Wai MTR Station;
    - (v) On arrival at CWSY the batch of visitors of that particular allocated time slot will be guided by staff/security personnel to the holding area set up at the mini-roundabout within CWSY where they will be held temporarily thereat waiting to be released periodically into the respective columbarium halls for worship depending on the density of visitors inside the 3 columbarium halls;
    - (vi) Security personnel will be deployed at the holding area and inside each columbarium hall and they will communicate with each other using walkie talkies in order to monitor the number of visitors inside each columbarium halls and the proper release of visitors from the holding area into the respective columbarium halls for worship with a view to ensuring that the holding capacity of the 3 columbarium halls will not be exceeded at any one time;

## 6. Columbarium Site Area, Holding Capacity, Calculation of Visitors' Attendance & Free Shuttle Bus Services

6.1 CWSY site area = about 3335.2 m<sup>2</sup>

By adopting the BD's CoP calculation of columbarium factor of 2 m<sup>2</sup> per person, the site concerned in theory can hold up a maximum of :-  
**3335.2 m<sup>2</sup> ÷ 2 m<sup>2</sup> = round up to 1668 persons at any one time**

CWSY compound area = about 1200 m<sup>2</sup>

Holding capacity of the compound : 1200 m<sup>2</sup> ÷ 2 m<sup>2</sup> = **600 persons at any one time**

The 3 columbarium buildings (a total of 13 columbarium halls) have an area of **313.55 m<sup>2</sup>**.

Holding capacity of the 3 columbarium blocks = **157** persons at any one time.

Visitors' attendance : the Applicant will implement the visit-by-appointment system (VBAS) **by way of free shuttle bus services to convey all visitors to CWSY** for the festival day & 2 consecutive weekends before & after the festival day, i.e. a total of **9** days whereby the VBAS will be implemented. During Ching Ming or Chung Yeung Festivals the operation hours of CWSY will be elongated [bet. **0800 hrs & 1800 hrs** daily] (i.e. 10 hrs/day) in order to provide elongated time for visitors to conduct worship inside CWSY.

Assuming by the year of 2025 (as proposed by the Applicant) the niche spaces of CWSY will be fully sold, i.e. a total of 7730 niche spaces (ns) will be occupied gradually. According to RL Consultancy Ltd's surveyed data at columbaria with similar characteristics, a high end total visitor trip of **5.04** visitors/niche/festival at Ching Ming Festival peak has been established. (i.e. the average niche spaces' visitors are assumed to be 5.04 visitors per niche).

Hence, by calculation the daily visitors' attendance across the 9 days festive period in average is :-

7730 ns x 5.04 visitors/ns ÷ 9 days = **4328.8 visitors/day**

4328.8 visitors ÷ 10 hrs = **432.88 visitors (round up to 433 visitors/hr)**

**That is to say the 433 visitors/hr is within the holding capacity of the compound of CWSY (i.e. 600 visitors at any one time).**

Area of **visitors' holding area** at the mini-roundabout inside the compound of CWSY = **528 m<sup>2</sup>**

Assuming 1 m<sup>2</sup> to accommodate 1 visitor, hence, the holding capacity of the **visitors holding area = 528** visitors at any one time

This indicates that the **visitors holding area** has more than sufficient space to hold up **433** visitors/hr.

**Remark : The Applicant undertakes to extend the 9-day period to 13-day period in order to diffuse the attendance of visitors/day/hr, if situation dictates.**

6.2 Free shuttle bus services will be provided by CWSY to convey all worshippers from Tin Fuk Road W/B layby immediately outside Exit E1 of Tin Shui Wai MTR Station to CWSY site and vice versa. The intended free shuttle bus routes, the distance between CWSY & Tin Fuk Road, the journey time, vehicle trips; and pick-up and drop-off locations are highlighted below :-

(i) Routeing (circular) : CWSY Site > Deep Bay Road N/B > Tin Ying Road E/B > Westland Park Road S/B > Tin Tsz Road S/B > Tin Fuk Road W/B Pick-up/Drop-off point immediately outside Exit E1 of Tin Shui Wai MTR Station > Ping Ha Road W/B > Tin Ying Road N/B > Tin Wah Road W/B > Lau Fau Shan Road N/B > Lau Fau Shan Roundabout Pick-up/Drop-off point > Deep Bay Road N/B > CWSY Site at Deep Bay Road.

(ii) Distance : From CWSY to Tin Fuk Road W/B Pick-up/Drop-off point = **5.7km**

From Tin Fuk Road W/B Pick-up/Drop-off point to Lau Fau Shan R/A Pick-up/Drop-off point = **3.9km**

From Lau Fau Shan R/A Pick-up/Drop-off point to CWSY = **0.6km**

(iii) Journey time : From CWSY to Tin Fuk Rd W/B Pick-up/Drop-off Pt.

**$5.7\text{km} \div 50\text{km/hr} \times 60 \text{ min} = \underline{6.84 \text{ min}}$**

From Tin Fuk Rd W/B Pick-up/Drop-off Pt. to

Lau Fau Shan R/A Pick-up/Drop-off Pt.

**$3.9\text{km} \div 50\text{km/hr} \times 60 \text{ min} = \underline{4.68 \text{ min}}$**

From Lau Fau Shan R/A Pick-up/Drop-off Pt to CWSY

**$0.6\text{km} \div 50\text{km/hr} \times 60 \text{ min} = \underline{0.72 \text{ min}}$**

**Circular trip = 12.24 min (hence, each trip is estimated to be around 20 minutes including pick up/set down of visitors & vehicle slow down on**



**roads due to traffic light circle time & unexpected situations)**

- (iv) Accordingly 1 shuttle bus can run 3 circular trips w/i one hour bet. CWSY & Tin Fuk Road W/B Pick-up/Drop-off point, hence CWSY needs to provide **5-6 shuttle buses** in order to run the 15 -18 trips/hour for the conveyance of 433 visitors/hr to CWSY for worship.

**Formula :**  $60 \text{ min} \div 20 \text{ min} = 3 \text{ trips/hr}$   
 $28\text{-seater bus} \times 3 \text{ trips/hr} = 84 \text{ visitors/hr (1 shuttle bus)}$   
 $84 \text{ visitors} \times 6 \text{ vehs.} = \text{max. } 504 \text{ visitors/hr (i.e. the } 433 \text{ visitors/hr is well w/i the conveyance capacity of 5-6 shuttle buses)}$

- (v) Pick up/drop-off points : (a) At the shuttle bus parking bay i/s CWSY  
(b) At Tin Fuk Rd W/B Pick-up/Drop-off Pt. immediately o/s Exit E1 of Tin Shui Wai MTR Station

## **7. Traffic and Public Transport Arrangement**

CWSY is accessible via Lau Fau Shan Road, Lau Fau Shan Roundabout Interchange and Deep Bay Road north of the Roundabout and a short section of access road in front of CWSY. During festive days worshippers use the free shuttle bus services provided by CWSY can take the shuttle buses at Tin Fuk Road W/B Pick-up/Drop-off point immediately outside Exit E1 of Tin Shui Wai MTR Station to CWSY. Visitors can also take bus route K65 or GMB routes 33, 34 & 35 from Yuen Long MTR Stn PTI & Yuen Long Tai Fung Street respectively to Lau Fau Shan Roundabout Interchange and then take the shuttle buses at the Lau Fau Shan Roundabout intermediate stop to CWSY located at Deep Bay Road.

- 7.1 Bus Routes : K65, 265B, 265S, 269B, 269C, 269D, 269M, 276A, 869, E34, N269, 969A, 969P & 969X  
Green Mini-Bus Routes : 33, 34, 34A & 35

- 7.2 The available routes to access CWSY are :-

1<sup>st</sup> route : Take the free shuttle buses provided by CWSY via advance E-booking

Routeing (circular) : CWSY Site > Deep Bay Road N/B > Tin Ying Road E/B > Westland Park Road S/B > Tin Tsz Road S/B >

Tin Fuk Road W/B Pick-up/Drop-off point > Ping Ha Road W/B  
> Tin Ying Road N/B > Tin Wah Road W/B > Lau Fau Shan  
Road N/B > Lau Fau Shan Roundabout Pick-up/Drop-off point  
>/Deep Bay Road N/B > CWSY Site at Deep Bay Road.

2<sup>nd</sup> route : By bus K65 (from Yuen Long East MTR Yuen Long Stn PTI >  
Lau Fau Shan Roundabout Interchange >  
Walk along the northern section of Deep Bay Road  
towards north to reach CWSY.  
Take the shuttle buses at the Lau Fau Shan Roundabout  
intermediate stop to CWSY.

3<sup>rd</sup> route : By GMBs 33, 34 & 35 (from Yuen Long Tai Fung Street >  
Lau Fau Shan Roundabout Interchange >  
Walk along the northern section of Deep Bay Road  
towards north to reach CWSY) (GMB route 35 can reach  
the main entrance of CWSY at Deep Bay Road).  
Take the shuttle buses at the Lau Fau Shan Roundabout  
intermediate stop to CWSY

4<sup>th</sup> route: By GMB 34A (from Ha Tsuen to Lau Fau Shan Roundabout  
Interchange >  
Walk along the northern section of Deep Bay Road  
towards north to reach CWSY).  
Take the shuttle buses at the Lau Fau Shan roundabout  
Intermediate stop to CWSY

7.3 The way to inform niche owners about the special arrangement of  
visit-by-appointment through E-booking is :-

- (1) During the process of niche buyings, the niche buyers will be  
briefed clearly and concisely about the necessary use of the  
visit-by-appointment system, the use of free shuttle buses to & from  
CWSY and Tin Fuk Road immediately outside Exit E1 of Tin Shui  
Wai MTR Station, the special traffic arrangements that will be  
introduced on Deep Bay Road by the Police for the festive days  
and the reasons and advantages of resorting to the use of  
visit-by-appointment system;
- (2) A clause will be appended on the purchase agreement for the  
signature of the niche buyers to agree to the aforesaid  
arrangements and other house rules and to adhere to the  
pre-arranged time slot arrangements for attending the CWSY for  
worship and CWSY has the right to deny access by the visitors into  
the Site during the festive days if the niche buyers and his/her  
accompanies fail to adhere to the visit-by-appointment system &

transportation arrangement.

- (3) 2 months prior to the festive days, staff of CWSY will contact niche buyers via electronic means to make visit-by-appointments with the visitors and will remind them that they need to adhere to all the aforesaid arrangements and house rules to be implemented by CWSY. In addition, staff will encourage the visitors to make appointment themselves in advance. If the visitor had already made an appointment prior to CWSY's action, CWSY will not contact them to avoid double-booking.

7.4 A copy of the bus routes & GMB routes is at **Annex 'A'**.

## 8. Special Traffic Arrangement for Che Wan Seen Yuen, Lau Fau Shan

8.1 To minimize traffic impact at Lau Fau Shan Road, Lau Fau Shan Roundabout and Deep Bay Road, the Applicant will evenly distribute and arrange worshippers to visit CWSY for worship over the 9 days period, which span across either Ching Ming or Chung Yeung Festivals period (i.e. 2 consecutive weekends before & after the festive day plus the Festival day) so that an orderly and smooth worship can take place inside CSWY without causing any severe traffic disruption in the vicinity of Lau Fau Shan Roundabout Interchange and its nearby road network. In addition, the Applicant will provide free circular shuttle bus services to convey all worshippers from Tin Fuk Road W/B Pick-up/Drop-off point immediately outside Exit E1 of Tin Shui Wai MTR Station for worship and vice versa so that disruption to traffic is kept to the minimal. A series of measures will be implemented by CWSY as follows :-

- (i) A strict **visit-by-appointment system** will be implemented whereby visitors will be arranged to reserve a place for the shuttle bus services in advance prior to the festive period in order to come to CWSY for worship according to a pre-arranged time slot so that a balanced control of visitors can be achieved. Worshippers will be contacted in advance by way of email/SMS/Whatsapp/phone/newsletters about this pre-arranged time slot arrangement & the use of free shuttle bus services. Entry permits will be sent to respective niche purchasers via mail/email/Whatsapp, etc for identifying their validity to use the free shuttle bus services and entry to CWSY for worship according to the pre-arranged date and time slot;
- (ii) CWSY will elongate the opening hours of the site on festival days in order to diffuse worshippers;
- (iii) A new clause as per paragraph 5 bullet point 5 will be included in the future usage agreements for the columbarium niches' purchasers to comply with, i.e. no parking facilities be available for



worshippers except for disabled/elderly and they are required to reserve the shuttle bus services provided by CWSY to arrive and depart the site concerned. Worshippers also need to adhere to the admission control that may be implemented by CWSY on site and the house rules. Worshippers will be notified in advance prior to festive days that they need to adhere to the specifications written on the purchase agreements regarding the above and CWSY has the authority to deny access;

- (iv) In addition, notices, emails and advertisements will be posed to inform public about the special traffic arrangements;
- (v) CWSY will also put up directional signs at various key locations highlighted below to guide worshippers to CWSY, namely :-
  - (a) Deep Bay Road o/s the site entrance;
  - (b) Deep Bay Road near Lau Fau Shan Road Roundabout;
  - (c) Lau Fau Shan Road Roundabout Bus Stop; &
  - (d) Tin Fuk Road W/B Pick-up/Drop-off Point immediate o/s Exit E1 of Tin Shui Wai MTR Station

8.2 Apart from implementing the shuttle bus services and the visit-by-appointment system, CWSY will also implement **admission control system** at its compound where staff and security guards will be deployed thereat to implement the system, in particular during the peak hour of the main day so that only a controllable number of worshippers can be released to go inside the columbarium halls for worship in according to the holding capacity of the columbarium halls. The following will be introduced, namely :-

- (i) An admission control by way of **tidal flow system** using ropes or tapes to control/release the worshippers to access the columbarium halls at the 3 buildings will be adopted at the compound inside CWSY where a **holding area** will be set up at the mini-roundabout to allow worshippers to line up thereat waiting to be released into the respective columbarium halls for worship; &
- (ii) CWSY staff and security personnel deployed thereat will maintain close communication with the Command Post of CWSY to ensure a staggered/periodical release of worshippers to enter the columbarium halls for worship.
- (iii) A shuttle bus drop-off point & a taxi drop-off point will be set up on the west side of the driveway between the hammerhead area and the main entrance for dropping off visitors & the shuttle bus will park at the designated area thereat for picking up visitors to convey them back to Tin Fuk Road W/B Pick-up/Drop-off Point immediately o/s Exit E1 of Tin Shui Wai MTR Station for dispersal.

## **9. Police Presence**

With the straight implementation of free shuttle bus services provided by CWSY coupled with the visit-by-appointment system, admission control and various strict administrative and operational measures, it is anticipated that the worship at CWSY during festive days shall be a self-regulated event without the need of Police participation or intervention. In any case and as a matter of courtesy, the Applicant will inform Yuen Long Police in advance prior to the commencement of festive seasons the expected numbers of attendance to CWSY during each day of the festive period so that Police can at their own disposal make suitable arrangement, if they deem necessary. As a matter of fact during grave-sweeping peaks, it was observed that Police would implement special traffic management measures to cater for the increase of traffic at Lau Fau Shan Road Roundabout Interchange and Deep Bay Road. The section of Deep Bay Road between Lau Fau Shan Road Roundabout Interchange and Tin Ying Road northbound will be converted into one-way northbound to facilitate the arrival and departure of vehicles on Deep Bay Road ensuring no blockage of traffic on Deep Bay Road and at the Lau Fau Shan Road Roundabout Interchange so that smooth traffic is maintained in the area during the festive peak period. Useful telephone contacts is at **Annex 'E'**.

## **10. Crowd Management Plan Execution**

10.1 During the worshipping festivals a substantial number of worshippers will go to CWSY Deep Bay Road for worship, in particular when all the niches are sold and interred in future. In this scenario, it is expected that an increase in the number of worshippers will occur at CWSY during the festive period of Ching Ming/Chung Yeung Festivals and a special crowd management plan is considered necessary to be implemented inside CWSY and its nearby area to ensure the safety of worshippers and the smooth worshipping operation inside the columbarium concerned. In the long term, there might be a gradual decrease in the number of worshippers going to CWSY for worship during festive days, yet the introduction of the aforesaid special crowd management plan should not be neglected on each occasion.

10.2 In addition to the strict administrative measures that will be implemented by the Applicant as stipulated in this management plan and to ensure a safe and orderly worship inside CWSY, a crowd management plan will be introduced by CWSY management to control only a controllable number of worshippers enter the columbarium halls for worship in a safe and orderly fashion. The management of CWSY will supervise the operation in the following manner, namely :-

(i) Firstly, CWSY management will implement the

**visit-by-appointment system** through E-booking, i.e. by way of phone/email/SMS/ Whatsapp & newsletters. Staff of CWSY will contact the niche purchasers (or vice versa) and inform them with the following information for processing the booking, namely :-

- (a) The 9 days period that span across the festive period, i.e. the Festival day of the Festival & the 2 consecutive weekends before & after the Festival day which the niche purchasers can book a day & a specific time for worship within these 9 days;
- (b) Ask the niche purchasers to provide the exact number of visitors including the number of accompanying visitors;
- (c) Ask them to reserve places for the free shuttle bus services & remind them to adhere to the clause and condition in the sale agreement to use free shuttle bus services to and from CWSY for worship and then arrange booking for them;
- (d) Inform them the pick-up point, which will be set up at Tin Fuk Road W/B layby (Pick-up/Drop-off Point) immediately o/s Exit E1 of Tin Shui Wai MTR Station where CWSY staff will be available thereat to check their validity before allowing them to get on board the shuttle buses heading for CWSY & that shuttle buses will also be available at CWSY site to convey them back to Tin Fuk Road for dispersal after the worship;
- (e) A pre-arranged day & time slot will be allocated to each of the niche purchasers & his/her visitors through E-booking (the time slot for the worship i/s CWSY columbarium halls will normally not more than 30 minutes); &
- (f) Entry permits with the date & time slot chosen printed on them will be mailed/emailed/Whatsapp to the niche purchasers & the latter has to present the entry permits to staff/security guards stationed at Tin Fuk Road W/B Pick-up/Drop-off Point for checking before allowing them to take the free shuttle bus services to CWSY;
- (g) Niche purchasers will be informed that CWSY will keep record for the aforesaid visit-by-appointment for ad hoc checking, if necessary and if niche purchasers & visitors fail to comply with the arranged appointment, unless with excusable reason(s), CWSY has the right to deny access;
- (h) For disabled/elderly driven cars, the niche purchasers need to book in advance with CWSY for using the car parking spaces (each parking not more than 30 minutes) & CWSY will issue car park labels to niche purchasers either by mail/email/Whatsapp so as to identify their authenticity on site. Niche purchasers need to present the car park labels to staff/security guards deployed for traffic/crowd management at the entrance of



- CWSY for checking before they are allowed to enter CWSY site;
- (i) Only vehicles carrying disabled/elderly with the issued car park labels will be allowed to access CWSY for parking. Other niche purchasers will be advised/informed in advance prior to the festivals that no parking facilities will be provided for them by CWSY and they will be informed that they are required to use the free shuttle bus services provided by CWSY. Appropriate directional signs with suitable notice attached indicating the direction to CWSY will be placed at the pavement of the aforesaid Roundabout & Deep Bay Road leading to CWSY to guide visitors.
  - (ii) Secondly, CWSY will introduce **admission control** over in-coming visitors, including visitors using the free shuttle bus services and those on foot to enter CWSY. A **holding area** will be set up at the mini-roundabout located at the compound linking with the driveway to hold up the in-coming worshippers. After debus from the shuttle buses at the designated drop-off point on the west side of the driveway near to the hammerhead area or those enter CWSY via the main entrance on foot, will be guided by staff/ security guards to go to the aforesaid holding area where they will be arranged to line up in an orderly manner, and then the worshippers will be released periodically to enter the respective columbarium blocks for worship by way of **tidal flow system** in a staggered manner depending on the number of worshippers inside the 3 columbarium buildings so that no overflow of visitors inside the columbarium halls will occur. CWSY Staff/security guards will be deployed at the holding area to monitor/supervise the release of visitors. Again, staff/security guards will be deployed inside the 13 columbarium halls and outside the 3 columbarium buildings respectively to monitor/supervise the in-flow/out-flow of worshippers. They will use walkie talkie for communication in order to ensure an orderly release of worshippers.
  - (iii) Worshippers finished the worship will be guided to the designated shuttle bus parking bay waiting to get on board the shuttle buses for conveying them back to Tin Fuk Road for dispersal;
  - (iv) CWSY staff/security guards will be deployed at the main entrance, the holding area, the shuttle bus parking area, the driveway in front of the car parking spaces, inside and outside the columbarium blocks to monitor the arrival/departure of worshippers;
  - (v) Plastic barriers, cones and tapes will be placed at the mini-roundabout at the compound in front of columbarium Building 2 & 3 to delineate the holding area;

- (vi) Ad hoc worshippers coming to CWSY for worship without advance E-booking and/or late comers will be told and arranged to wait at the holding area awaiting their turns to enter the respective columbarium halls for worship as priority will be given to those with E-booking;
- (vii) Notice attached on directional sign erected at the holding area will inform ad hoc visitors/late comers about the arrangement as stated in item (vi) above;
- (viii) Directional signs will be placed at each floor of the columbarium halls to indicate clearly to worshippers the exits of the respective columbarium halls where worshippers can disperse through these exits in a safe and orderly manner;&
- (ix) The Applicant, the Operation Director and the Operation Supervisor will try their very best to arrange the visits to CWSY columbarium by way of visit-by-appointment system to prevent overflowed situation to occur inside CWSY.

10.3 The Applicant and his management team of CWSY should be vigilant for this kind of situation and maintain close liaison with staff/security guards deployed at different key locations inside/outside CWSY for the implementation of the aforesaid arrangement(s). Staff/security guards deployed at the **holding area** will explain to the worshippers the reason for making the tidal flow releasing system in order to ensure a safe and orderly release of visitors into the respective columbarium buildings periodically. Directional sign with notice specifying the holding area and tidal flow system will also be placed at the compound to notify the worshippers. **Moreover, the Applicant will ensure that visitors be informed well in advance before the commencement of the festive days the possibilities of executing tidal flow system on site for special crowd management during the 9 days of either Ching Ming Festival or Chung Yeung Festival.**

10.4 All staff/security guards will be equipped with walkie talkie for internal communication.

10.5 Should emergency vehicles, such as ambulance(s), need to access CWSY to deal with any emergency situation concerning worshippers, e.g. sick person case(s), the Command Post will inform staff/security guards deployed within the area about the approaching emergency vehicles and if necessary temporarily stopped the tidal flow system, the shuttle bus services, the visitors' movement and cars' movement inside CWSY and offer assistance to emergency services personnel. The Applicant will arrange AMS personnel to station inside CWSY covering the whole

festive periods in order to provide first-aid service to visitors, if necessary. He will also liaise with AMS officers to arrange staff to attend AMS courses for first-aid training so that they can administer first-aid service to visitors in emergency situations during festive periods. Visitors will be informed in advance that AMS service is available inside CWSY during festive periods.

The Applicant will also provide first-aid figures, such as number of first-aid trained staff, figures of first-aid service provided and relevant records to FEHD and licensing authority for inspection on request.

- 10.6 The Applicant will arrange clear directional signs be placed at suitable locations inside CWSY to guide the arrival and departure worshippers. Directional signs will also be placed at appropriate locations outside CWSY and Lau Fau Shan Roundabout Interchange pavement/Deep Bay Road pavement to guide visitors to access CWSY.

**11. Supply & Distribution of Manpower of Che Wan Seen Yuen Staff/Security Guards for Both Traffic and Crowd Management**

As per Annex 'B'.

**12. Specific Duties of Che Wan Seen Yuen Staff/Security Guards for Both Traffic & Crowd Management**

As per Annex 'C'

**13. Security Management**

The Applicant undertakes to ensure that sufficient security measures are implemented for CWSY. CCTV system will be installed within CWSY and adequate CCTV cameras will be installed at vantage locations within the site to cover the whole site including the columbarium halls so as to monitor the activities within the site and the CCTV monitor panel with 24 hours recording function will be placed inside the Admin Office located at the G/F of columbarium building 2 which will be manned by CWSY staff during office hours, in particular during the 9 days period including the main day of either Ching Ming or Chung Yeung Festivals. CWSY closes for business at 1700 hours daily and the 24 hours CCTV with recording system will continue to be turned on to monitor/record activities inside it. The whole perimeter of TKLY is bounded by wall and the Applicant will employ 1 day shift and 2 night shift security guards to perform two 12-hour shift duties inside CWSY to prevent trespassing and ensure tight security.



#### **14. Inclement Weather**

In the event of inclement weather, such as heavy rain, during the course of the operation, CWSY will ensure that those worshippers remain inside CWSY to avoid the rain are remained in safe locations and those queue up at the holding area will retreat to indoor to avoid the rain and the tidal flow system, if implemented, will cease.

#### **15. Command Post (CP)(指揮中心)**

The Applicant and his management team will operate a CP in the Admin Office and it will be commanded by the Applicant and his management team or the senior staff in their absence during the festive days.

#### **16. Location Map of Che Wan Seen Yuen and Route Map**

The location map of CWSY and route map are at **Annex 'D'**.

#### **17. Pictures of Che Wan Seen Yuen, its Columbarium Halls and Emergency Evacuation Routes**

As per **Annex 'F'**.

#### **18. Manpower Deployment**

18.1 CWSY private columbarium will employ 1 Operation Director, 1 Operation Supervisor, 1 manager and 10 staff for the daily management of CWSY. During Ching Ming/Chung Yeung Festivals, additional temp. staff and security guards will be employed to assist CWSY to run the festive operations.

18.2 The Applicant will direct the management team to provide sufficient manpower to meet the daily operational need of CWSY and staff will be deployed on a rotation basis, including daily cleaning, overall administration for the site, provide customer service and guiding to visitors, employ professionals and workers for repair and maintenance of CWSY facilities and buildings. Provide fire safety and security measures for the whole site. First-aid box is available at the Admin Office in case of need. Provide traffic/crowd management measures during Ching Ming and Chung Yeung Festivals. **Manpower deployment and responsibilities of staff and security personnel in details for Ching Ming and Chung Yeung Festivals are at Annex 'B' & 'C'.**

18.3 The Applicant undertakes to provide the following information to the Licensing Board/relevant authorities, namely :-

- Organization chart of future CWSY working personnel, their number, ranking and job charters, area of responsibilities in relation to the columbarium and other ancillary facilities.
- The details of the future employed manager.
- To provide fire prevention measures training to staff of CWSY in future, such as to arrange staff to attend first-aid courses provided by Auxiliary Medical Service (AMS) (醫療輔助隊) or to employ AMS personnel to station inside CWSY in order to provide medical services to worshippers during Ching Ming and Chung Yeung Festivals.
- Normally, no repair and maintenance work will be carried out during Ching Ming or Chung Yeung Festivals but the Applicant undertakes to employ professionals and workers to standby inside CWSY and to undertake urgent repair and maintenance work during the peak grave sweeping days if there is such an impending need.
- In the future management of CWSY, the management mode will be as follows :-
  - (i) Staff will be assigned with their work according to their job charters and they will be supervised by the Operation Director, Operation Supervisor and the manager and in their absence the most senior staff presence will take over the responsibilities; &
  - (ii) Staff will be briefed on a need-to-know basis regarding the daily running of CWSY, the supervision/running of all the facilities and services to be provided to members of the public. The Applicant will ensure all staff know their own roles and duties and ad hoc meetings will be convened by the Applicant or the Operation Director to discuss and evaluate current issues regarding the quality running of CWSY. The Applicant will ensure the management team and all staff are conversant with the Management Plan and Contingency Plan of CWSY so that they can take immediate and appropriate action in dealing with different types of incidents that may occur in relation with CWSY.

**19. Contingency Plan for Fire or Other Emergency Situations To Be Executed by Che Wan Seen Yuen in Compliance with Section 97(f) of the Private Columbaria Ordinance Cap 630**

19.1 In accordance with Section 97(f) of the Private Columbaria Ordinance, Cap 630, the Applicant of CWSY is required to submit a 'Contingency

Plan in the event of fire or other emergency situations', in addition to other management plans, to the Licensing Board for scrutiny in relation to his application of Columbarium Licence for CWSY.

- 19.2 In relation to the Applicant's application to the Licensing Board for a Columbarium Licence, the following contingency plan is hence compiled in compliance with the aforesaid Ordinance in order to enhance the successfulness of the application, namely :-.

(a) **Fire Prevention Execution**

The Applicant will ensure the adoption of all fire prevention measures as per Fire Service Department requirement. The Applicant will record staff specific training, such as first-aid training, fire safety training and emergency evacuation training, etc and to provide information to FEHD and FSD on request.

(b) **Emergency Evacuation Plan**

An emergency evacuation plan will be prepared by the Operation Director of CWSY as directed by the Applicant for CWSY site and its columbarium halls and all staff will be briefed to be conversant with the plan so that they can assist worshippers in quick evacuation in case of emergency. The followings are the emergency procedures to be adopted by CWSY, namely :-

- In the event of fire, alert others by shouting "Fire" & report the fire by dialing '999' and give the name & address of CWSY to Police & FSD.
- If it is safe to do so, remove combustibles away from fire.
- When the magnitude of fire is small & it is safe to do so, use fire extinguishers to put out the fire. If the fire is large or uncontrollable, immediate evacuate all visitors out of the fire compartment/floor.
- After all personnel have been evacuated, close the door of fire compartment/floor and evacuate all visitors to the **designated assembly point located at the pavement of Lau Fau Shan Road outside the bus stop interchange.**
- In the event of emergency during festive days manpower deployed at key locations at CWSY will assist patrons in evacuation to the **designated assembly point located at the pavement of Lau Fau Shan Road outside the bus stop**



**interchange.**

- In emergency situation(s) staff/security guards deployed inside and outside the 13 columbarium halls of CWSY will immediately guide/direct worshippers to leave the respective columbarium halls and to descend down ramps and staircases to the compound and leave via the main entrance of CWSY.
- Leave CWSY via Deep Bay Road heading for Lau Fau Road Roundabout and to the designated assembly point set at the pavement of Lau Fau Shan Road outside the bus stop interchange.
- Staff in the Admin Office will exit the office and leave the site as quickly as possible.
- All shuttle buses, if any, stationed inside CWSY will be driven out to safe location at Deep Bay Road for temporary parking.
- All visitors' cars parked w/i CWSY will be asked to drive the cars out onto a safe location at Deep Bay Road as quickly as possible.
- The Applicant will ensure the emergency evacuation route within CWSY is free of obstruction at all times.
- The Applicant will ensure that all his staff deployed will be conversant with the Management Plan & the Contingency Plan, all evacuation routes from the 3 columbarium buildings to the designated assembly point, and the locations and operation of the fire extinguishers.
- The Applicant will liaise with Police/FSD firemen deployed at scene for providing information and assistance.

(C) **Fire Service Installations/Fire fighting Equipment/Storage of Joss Materials**

- The Applicant will ensure all fire service installations and equipment provided for CWSY including the 13 columbarium halls will be maintained in efficient working order.
- The Applicant will employ a Registered Fire Service Installation (FSI) Contractor for all maintenance, alterations and additions for CWSY including the columbarium.
- The Applicant will employ the Registered FSI Contractor to prepare the **fire escape route plans** for CWSY including the columbarium halls.

- The Registered FSI Contractor shall issue Certificate(s) of Fire Service Installations and Equipment (FS 251) to the Applicant with copies forwarded to the Director of Fire Services via the respective Regional Office of the Licensing and Certification Command within 14 days after completion of works.
- A Certificate of Compliance (FSI/314A or FSI/314B as appropriate) will be submitted by the responsible Registered FSI Contractor to the Director of Fire Services via the respective Regional Office of the Licensing and Certification Command for the alteration and addition works.
- Portable firefighting equipment of the approved type will be provided by the Applicant for CWSY, namely :-
  - (i) 13 x 9L water type fire extinguisher(s) at the columbarium halls; &
  - (ii) 13 x 4.5kg CO2 gas type fire extinguisher(s) at the columbarium halls.
- The Applicant will also ensure the implementation of the following measures, namely :-
  - (i) All fire extinguishers are in good working condition, be kept clear from any obstruction, clearly indicated as regard to their locations and methods of operation and be inspected by Registered FSI Contractor at least once every twelve months;
  - (ii) Emergency lighting shall be provided for CWSY including the columbarium halls;
  - (iii) All exits will be suitably indicated by illuminated signs and if the exit are out of sight to any location within CWSY including the columbarium halls, suitable directional signs in the same dimensions as the exit signs shall be provided to assist patron to identify the exits in the event of an emergency;
  - (iv) All combustible materials used as altars, false ceilings, partitions or wall furnishings inside the columbarium halls should conform with FSD required standard;
  - (v) All means of escape routes will be kept free from obstruction;
  - (vi) Access route will be provided for FSD to reach the columbarium;

- (vii) A suitable store room or cabinet should be provided for the storage of joss materials, if any (there will be no burning of incense materials i/s CWSY permitted, hence, there will not be any store room built to store joss materials by CWSY);
- (viii) No kerosene & lamp oil will be kept inside CWSY as no burning of joss sticks and incense materials are permitted inside CWSY site; &
- (ix) No storage of any dangerous goods exceeding the exempt quantity in accordance with the Dangerous Goods (General) Regulations, Cap 295B.

(d) To further adhere to the FSD fire prevention requirement, the Applicant undertakes to appoint the Operation Director as the **Fire Security Manager** (FSM) for CWSY.

- 19.3 The 13 columbarium halls situated within CWSY are equipped with fire extinguishers. The Applicant undertakes to employ fire contractor to conduct evaluation of fire precaution measures for CWSY including the columbarium halls in order to upgrade the fire prevention measures that need to be put in place in order to comply with the FSD fire regulations as well as to comply with the Application Guidelines regarding fire prevention.
- 19.4 The Applicant undertakes to install CCTV system inside CWSY to monitor the activities inside the site, especially for worship activities during festive days. The CCTV monitor panel with 24-hour recording function will be installed in the Admin Office on the G/F of columbarium building 2 for staff to monitor the activities inside CWSY.
- 19.5 The Applicant undertakes to set up house rules and ensure no incineration process and no burning of ritual paper, incense, joss sticks and candles be carried out inside the columbarium halls (indoor area) as well as inside the site (outdoor area) during the whole course of worship. Worshippers will be seriously reminded about this rule.
- 19.6 The Applicant will ensure that fire equipment such as fire extinguishers, in good working order, be placed at appropriate and easy-to-reach locations at all the columbarium halls and other suitable places within CWSY to serve as fire prevention measures.



- 19.7 The Applicant will direct the Operation Director to set up a fire prevention team in dealing with the break out of fire. **Fire escape route floor plans** concerning escape routes to be prepared by the registered fire contractor concerned will also be affixed at prominent locations within CWSY including the columbarium halls, serving as a clear guide for fire escape. The fire escape routes will be checked periodically to ensure no obstruction is caused to the routes, in particular prior to the commencement of the festive seasons.
- 19.8 The Applicant will ensure that during festive days staff/security guards on duty are equipped with walkie talkie for easy communication.
- 19.9 The manager will set up a command post (CP) at the Admin Office in order to monitor the worshipping operations.
- 19.10 AMS (醫療輔助隊) personnel will be employed to station inside CWSY to provide first-aid services to worshippers. First-aid box is available inside the Admin Office.
- 19.11 The Applicant undertakes to adhere to the Fire Safety Requirements for Private Columbaria as stipulated by the Fire Service Department (FSD) which includes the Guideline for 'Fire Safety Plan' of Private Columbaria (PC), Fire Safety Instruction – for PC staff and Information required in Fire/Emergency Evacuation Route Plan.

#### **Fire Security Manager (FSM)**

- 19.12 The Operation Director of CWSY will be appointed as the FSM and he is responsible for the following responsibilities, viz :-
- Maintain up-to-date list of Fire Prevention Team (to be reviewed annually) and to liaise with Fire Protection Command of the FSD to arrange training in fire-fighting and fire prevention for the team e.g. the proper use of fire extinguishers.
  - To liaise with the registered fire contractor concerned to conduct periodical check regarding fire prevention measures adopted by CWSY.
  - Liaise with the registered fire contractor concerned to ensure fire escape route plans for CWSY are well prepared and to display them at appropriate locations within the site.
  - To action in the event of fire.
  - At the end of working period ensure all electrical appliances are switched off and/or unplugged as necessary.
  - Check that inflammable material is properly stored, if any.
  - Ensure fire prevention measures are well in place within CWSY.
  - To check fire preventing equipment in good working order regularly

and escape routes are not obstructed, especially prior to the festive days.

- Arrange fire drill to be carried every six month.
- Brief staff/security guards about fire prevention/fire-fighting and the locations of the fire extinguishers before the commencement of every worshipping season.

#### **Immediate Action on Discovery of Fire**

19.13 The person who discovers the fire will :-

- Raise the Alarm by shouting "FIRE" "FOH CHUK (火燭)".
- Take all possible action to extinguish or contain the fire  
N.B. DO NOT USE WATER OR SODA ACID EXINGUISHERS AGAINST ELECTRICAL FIRES UNTIL BEING TOLD THAT THE ELECTRICAL CURRENT HAS BEEN SWITCHED OFF BY THE PERSON WHO DID SO.
- Ensure that the FSM is immediately informed of the outbreak of fire. The responsibility to request for the assistance of FSD, through the '999' system, will rest with the FSM, except in his absence, the most senior staff present at the scene of fire takes over the responsibility.

#### **Action by FSM**

19.14 In the event of fire, the FSM will take the following actions, viz :-

- Ensure to dial "999" to call for Police and FSD assistance.
- To dispatch all available staff, fire prevention team and security personnel to the scene of fire to assist in fire-fighting operations.
- Instruct staff/security guards to arrange immediate and orderly evacuation of worshippers through the escape routes and guide them to leave CWSY through the main entrance and to head southward along Deep Bay Road to the **designated assembly point** set at the pavement of Lau Fau Shan Road outside the bus stop interchange.
- Arrange the air-conditioning system of the 3 columbarium buildings to be switched off, if any.

#### **Action at the Scene of Fire**

19.15 Under the command of FSM present at the scene of fire, the fire prevention team, remaining staff and security guards are to :-

- Take all possible action to extinguish or contain the fire but safety be the priority.
- Check if any persons are trapped by the fire within the columbarium halls and office rooms and if necessary try to rescue them.
- Remove all casualties from the scene of fire to safe place for immediate medical treatment to be provided by AMS personnel &

ambulance be called immediately.

- CWSY staff will try their best to close all windows and doors in the vicinity of the fire and switch off fan and/or room air-conditioning units.
- Remove all inflammable material, if any.
- FSM to delegate a security guard to meet FSD personnel at the main entrance of CWSY.
- FSM to ensure security guards are deployed to Deep Bay Road and the designated assembly point set at the pavement of Lau Fau Shan Road outside the bus stop interchange for crowd management.
- If the fire is of a serious nature and/or more than one fire has broken out and that danger is imminent, all persons including worshippers, CWSY staff and security guards will be immediately evacuated from the scene of fire to the designated assembly point set at the pavement of Lau Fau Shan Road outside the bus stop interchange.
- FSM is to liaise with Police deployed at the scene for crowd management and to arrange a quick evacuation and orderly dispersal of worshippers away from the fire scene to the aforesaid designated assembly point.
- FSM to liaise with Police and the senior FSD officer attending the fire to ensure all aware of the prevailing danger.

#### **Escape Routes**

19.16 The escape routes for worshippers at the 13 Columbarium Halls are :-

- For the columbarium building 1, all worshippers will be guided by staff and security guards to leave the respective columbarium halls immediately, descend down staircases and go to the compound and then leave the site via the main entrance of CWSY. Retreat southward along Deep Bay Road to the designated assembly point set at the pavement of Lau Fau Shan Road outside the bus stop interchange for assemble.
- Worshippers inside the columbarium building 2 & 3 will be guided/directed by staff/security guards to leave the respective columbarium halls immediately and then go down staircases/ramps in front of the 2 buildings to the compound of CWSY and then leave the site via the main entrance to Deep Bay Road heading for the designated assembly point set at Lau Fau Shan Road outside the bus stop interchange for assemble.
- Worshippers at the holding area will immediately be directed to move southward towards the main entrance of CWSY and proceed to the aforesaid designated assembly point.
- For the Admin Office and other rooms located inside CWSY, those inside will immediately proceed to the compound and join with



other dispersal groups to leave CWSY via the main entrance and go to the aforesaid designated assembly point for assemble.

- Shuttle buses parked inside CWSY, if any, will be driven away by drivers concerned and park the buses temporary at appropriate locations along Deep Bay Road awaiting for further instruction from the FSM.
- Car owners will as far as possible be informed to drive away their cars to Deep Bay Road for temporary parking or be directed to drive away after taking back their disabled/elderly.

#### **Removal of Important Documents**

19.17 When the severity of the fire is known, removal of important documents placed inside the Admin Office to a safe place such as to the aforesaid assembly point may be considered. The FSM will direct his staff to take such action, if possible and to take care of necessary items.

#### **Fuse Boxes and Fire Fighting Equipment**

19.18 It is imperative for the FSM to brief staff to remember that the electric current must be switched off at the fuse box controlling electricity supply to the area of the fire before any attempt is made to extinguish a serious fire or one involving electrical apparatus. The staff must be well aware of the locations of fuse boxes and fire-fighting equipment.

#### **Action During Other Emergency Situations**

##### **Action in Person Collapsed, Sick Person and Person Accidental Injured Cases**

19.19 Person collapsed or sick person cases :-

- FSM, relevant staff and/or security guards to attend the scene immediate and assess the situation
- Directive be given to remove the person collapsed or sick person to a shaded & spacious area for a rest and call for ambulance
- If first-aid treatment is needed, those who know first-aid will attend to the sick person concerned and AMS personnel stationed inside CWSY will be called to the scene to attend to the sick person.
- Inform CP to call for ambulance, if immediate need is necessary
- Ensure the person collapsed or sick person is escorted to hospital by family members/Police, if possible
- FSM is to ensure security guards continue with their crowd management duties in order to ensure no panic from other worshippers

19.20 Person accidental injured cases :-

- Attend the scene immediate and assess the situation
- Depend on the seriousness of the injuries, do not move the injured
- Inform CP to call for ambulance, if necessary

- Cordon off and contain the scene to ensure no further incidents to occur
- Ensure the injured is escorted to hospital by family members/Police, if possible

#### **Action in Landslide or Building Collapse Cases**

##### **19.21 Landslide or building collapse cases :-**

- Attend the scene immediate and assess the situation
- Inform the CP and conduct rescue and attend to injured
- CP is to dial “999” to call for Police and FSD and ambulance to attend scene
- If the situation is serious, try as far as possible remove the injured to a safe place waiting for the arrival of ambulance
- Conduct evacuation immediate and tell those uninjured to leave CWSY via the main entrance and Deep Bay Road to the designated assembly point as quickly as possible
- Try to obtain information from the Police regarding relevant Government Department staff to attend scene to evaluate the damaged situation
- FSM to liaise with the senior FSD officer present at the scene of rescue in order to obtain relevant and fresh information
- Try to identify the death, if any and the injured and next action is to inform family members about the incident
- In this type of case, the Application is to ensure that any retaining walls, if any, close to the precinct of CWSY are well maintained in good condition

#### **Nature & Handling of Emergency Situations**

19.22 Emergency situations are by no means exhaustive and those common situations are highlighted in the above paragraphs. CWSY staff and security personnel involved in festive operations need to be well trained for handling imminent situations that require prompt action and be alert at all times when conducting the operations and be prepared to handle emergency situations at short notice. To equip themselves with sufficient knowledge in dealing with sudden incidents, in particular during festive days and to ensure that they comply with the Private Columbaria Ordinance/Application Guidelines.

#### **Useful Telephone Contacts of FSD**

19.23 Useful telephone contacts of FSD is at **Annex ‘E’**.

**20. Measures to ensure Compliance with Licensing Conditions, Guidelines and Code of Practice Stipulated or Issued by the PCLB**

- 20.1 To enhance the successfulness of the application for the columbarium licence and in future when additional niches are permitted to be sold and interred, the Applicant undertakes to implement adequate administrative measures in compliance of the PC Ord, Cap 630 and the application guidelines issued by relevant authorities. To ensure easy control and safety of worshippers, a visit-by-appointment system via phone/Whatsapp/email/SMS/ newsletters for booking the worshipping visits will be introduced including E-booking of the free shuttle bus services across the whole festive period (a total of 9 days). This admission control by way of visit-by-appointment system will be strictly adhered to so as to ensure the smooth running of the festive events. The specific time slot visits' record with details of the niche purchasers, number of their accompanying visitors, the time-in and time-out log & used of free shuttle bus services will be recorded and be kept in the Admin Office of CWSY for ad hoc checking during festive days, if necessary. CWSY will adhere strictly to the visit-by-appointment system & the distribution of visitors to respective columbarium halls by way of tidal flow system in such a way that the holding capacity of respective columbarium halls will not exceed the permitted capacity at any one time. Signs indicating the holding capacities of each columbarium hall will be affixed at prominent location of each columbarium hall for the notice of visitors and such signs will be maintained in good conditions.
- 20.2 The Applicant will also provide information to worshippers regarding details of the special traffic/crowd management measures that may be implemented by CWSY during the 9-day festive period which span across Ching Ming or Chung Yeung Festivals and any change that might be made to such an arrangement. Signage will also be displayed inside CWSY to remind visitors to follow the house rules during festive days. Directional signs will also be placed at suitable locations inside/outside CWSY to guide the incoming/outgoing worshippers.
- 20.3 To employ a professional security company so as to provide sufficient security personnel to assist CWSY staff to implement traffic/crowd management measures during Ching Ming and Chung Yeung Festivals.
- 20.4 Staff and security personnel deployed for the operation will be equipped with walkie talkie for internal communication so as to enhance the efficiency of the festive operation(s).
- 20.5 The Applicant undertakes to direct the management team to set up a Command Post (CP) at the Admin Office, G/F of columbarium building 2



to monitor and cover the operation(s) during the festival days.

- 20.6 To implement adequate security measures to ensure the safety of worshippers as well as the columbarium halls and the whole CWSY area. CCTV cameras will be installed inside CWSY to monitor the worshipping activities and the deployment of adequate security personnel to cover the operation(s).
- 20.7 No burning of incense materials inside the respective columbarium halls and inside the site will be permitted and worshippers will be reminded about this rule well in advance prior to the festive days. Signs with 'No Burning of Incense Materials' will be affixed at prominent locations inside the columbarium buildings to remind visitors.
- 20.8 The Applicant will ensure the quick implementation of contingency plan in case of fire or other emergency situations.
- 20.9 To employ Auxiliary Medical Service (AMS) (醫療輔助隊) personnel to station inside CWSY for the provision of medical service to worshippers during the festive days.
- 20.10 The Applicant undertakes to direct the manager to set up plastic mills barriers, cordon tapes and cones at the mini-roundabout at the compound of CWSY to set up the holding area and to delineate the in-flow and out-flow routes of worshippers. To deploy staff/security guards to direct the parking of cars, which carry disabled/elderly into respective car parking spaces, the drop-off of passengers at the taxi stand near to the main entrance and the parking of shuttle buses within CWSY; and to assist the debus of passengers from different mode of transport.
- 20.11 The Applicant undertakes to inform niche purchasers that no parking facilities will be provided by CWSY during the festive periods except for disabled/elderly and they need to book the parking via advance E-booking.
- 20.12 Worshippers will be reminded to adhere to the use of free shuttle bus services provided by CWSY to access and depart the site and that advance booking via E-booking is required.
- 20.13 In order to improve the condition of Deep Bay Road, the Applicant undertakes to resurface the section of Deep Bay Road between Lau Fau Shan Roundabout Interchange and CWSY site. Additional laybys along the road will also be built to enhance the smooth running of the shuttle

bus services. This will be carried out after the approval of relevant Government Departments and before further sales of niches.

- 20.14 CWSY will affix notice at the main entrance informing visitors about the operation hours of CWSY during the whole festive period (a total of 9 days, i.e. the main day and 2 consecutive weekends before & after the main day).
- 20.15 CWSY will affix at the entrance of each columbarium hall floor plan indicating to the visitors the method of crowd management inside the site including visitors' flow, direction of flow, waiting & line up area(s)/restricted area, staff static posts, AMS post & escape route plans & assembly point for the notice of visitors.
- 20.16 CWSY will ensure that notice with the holding capacity of each columbarium hall, in Chinese, is affixed at prominent location at each columbarium hall and to ensure that the notices are well maintained for the information of visitors.
- 20.17 CWSY will ensure that cigarette smoking is not permitted inside the columbarium halls with 'No Smoking' signs affixed at prominent locations.
- 20.18 At any time according to the volume of visitors implement effective management plan to provide traffic/crowd movement management to ensure safety and orderly worshipping activities inside CWSY.
- 20.19 To display at prominent location(s) within CWSY the name & telephone number of the staff, who handles enquiries & complaints in relation to CWSY and worshipping activities.
- 20.20 CWSY will keep record of staff training including contents of the training materials, date of training & names of staff participated in the training and will provide information on the request of the relevant Columbarium Office.
- 20.21 The Applicant will ensure that all monitoring, recording and reporting arrangements concerning CWSY for the festive periods are recorded and all staff are well briefed about the operation plans and emergency plans prior to festive days to facilitate the holding of the worshipping activities inside CWSY during the festive periods in order to ensure compliance of licensing conditions, guidelines and code of practice stipulated or issued by the PCLB.

## **21. Handling of Complaints**

To comply with the Private Columbarium Ordinance and the Application Guidelines, the Applicant undertakes to implement a complaint mechanism to handle all complaints in relation to CWSY, namely :-

- Set up a complaint mechanism to deal with all complaints regarding the management and service to be provided by CWSY. The Operation Director or in his absence, the most senior officer presence, will be the overall in-charge and decision maker for all the complaints received. An admin staff will be appointed as complaint handler for all the complaints in relation to CWSY.
- All complaint(s) will be recorded in computer and will be divided into different categories for easy handlings and data processing.
- The complaint handler will be assigned to input information of the complaints in the computer for subsequent handling and investigation.
- The complaint handler will be assigned as investigator for handling complaints and he/she will be responsible for contacting the complainants for enquiries and investigation of the complaints.
- Channel for receiving complaints – staff of CWSY on receiving a complaint will report it to the complaint handler of Admin Office and details of the complaint will be recorded in the computer including the nature, date & time of the complaint, details of the complainant and the complaint for follow-up action and subsequent reply.
- A performance pledge will be set up regarding period of investigation and the period of response to the complaint. Normally, reply to the complainant will be provided within one month, unless in urgent situation where the reply will be provided within 7 working days or as soon as possible.
- If there is a need to take remedial action, the complaint handler will report the nature/suggestions to the manager and the latter will refer them to the Operation Director, who will then direct what kind of action, if appropriate, to be taken as soon as possible in order to maintain/upgrade the quality services provided by CWSY.
- A sign bearing the name and telephone number of the complaint handler will be displayed at prominent location near to the holding area at the mini-roundabout inside CWSY to the notice of all worship visitors.

## **22. Financial Plan**

The financial plan will be enclosed in a separate envelope which has been marked “Annex to Management Plan Item (11)”.



**23. Person Responsible for the Implementation and Approval of the Management Plan**

The particulars of the person responsible for the implementation of and approving the management plan.

Name: **Mr. MAN Kim-fai**  
Position: **Applicant**  
Contact No.: \_\_\_\_\_  
Email Address: \_\_\_\_\_

Submitted for and on behalf of the above-named columbarium

Name: **Mr. MAN Kim-fai**  
Position: **Applicant**  
Contact telephone no.: \_\_\_\_\_  
Email address: \_\_\_\_\_  
  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

## **List of Annexes**

<b>Annex A</b>	<b>Bus Routes &amp; Green Mini Bus Routes to Che Wan Seen Yuen, Lau Fau Shan</b>
<b>Annex B</b>	Supply & Distribution of Manpower of Che Wan Seen Yuen
<b>Annex C</b>	Specific Duties of Staff/Security Personnel of Che Wan Seen Yuen
<b>Annex D</b>	Location Map, Master Layout Plan, Free Shuttle Bus Routes to/from Che Wan Seen Yuen & Position of Directional Signs i/s Che Wan Seen Yuen
<b>Annex E</b>	Useful Telephone Contacts of TD, Police, FSD & AMS
<b>Annex F</b>	Pictures of Che Wan Seen Yuen, its Columbarium Halls, route leading to Che Wan Seen Yuen & Emergency Evacuation Route(s)

**Annex 'A'**

**Bus Routes & Green Mini-Bus Routes to Che Wan Seen Yuen**

<b><u>Public Transport</u></b>	<b><u>From</u></b>	<b><u>To</u></b>
<b><u>Bus Route No.</u></b>		
K65	Yuen Long MTR Stn PTI	Lau Fau Shan Roundabout Interchange Bus Stop
<b><u>Green Minibus Route No.</u></b>		
33	Yuen Long tai Fung St.	Ha Pak Wai, Nim Wan Rd (Route thro' Lau Fau shan Roundabout Interchange)
34	Yuen Long Tai Fung St.	Lau Fau Shan Roundabout Interchange
34A	Ha Tsuen	Lau Fau Shan Roundabout Interchange
35	Yuen Long Tai Fung St.	Sha Kiu (Route thro' Deep Bay Rd o/s CWSY)

Remarks : The routes are from one location to the other and vice versa.



Supply & Distribution of Manpower of Che Wan Seen Yuen Staff/Security Personnel

For  
Traffic & Crowd Management

Supply of Manpower by Che Wan Seen Yuen Management

<u>Manpower</u>	<u>Operation Director, Operation Supervisor &amp; Manager</u>	<u>CWSY Staff</u>	<u>Security Guards</u>
No.	3	19	34

Distribution of Manpower by Che Wan Seen Yuen Management

<u>Location</u>	<u>Operation Director, Operation Supervisor &amp; Manager</u>	<u>CWSY Staff (Marshal)</u>	<u>Security Guards</u>
Command Post	3	1	
Main Entrance of CWSY		2	2
Visitors Holding Area at the mini-roundabout in front of columbarium building 2 & 3 of CWSY		2	2
Staircases leading from the Holding Area to columbarium building 2 & 3			2

Open areas in front of columbarium building 1, 2 & 3.		3	3
Columbarium building 1 (3 Col. Halls (i.e. G/F, 1/F & 2/F)(1 security guard/floor)			3
Columbarium building 2 (i.e. 1/F & 2/F, each floor has 2 Col. Halls) (1 security guard/Hall)			4
Columbarium building 3 (i.e. G/F, 1/F & 2/F) (each floor has 2 Col. Halls, i.e. 6 Col. Halls (1 security guard/Hall)			6
Shuttle bus passenger boarding/alighting area		1	2
Taxi loading/unloading space near to the main entrance of CWSY			1
Driveway bet. Shuttle bus loading/unloading space and the P/C parking area (responsible for traffic control)		2	2

Lau Fau Shan Rd R/A Intermediate Stop for Shuttle Bus		2	2
Lau Fau Shan R/A Bus Stop		2	
Tin Fuk Rd W/B Pick-up/Drop-off Pt.		2	
Reserve personnel for relieving duties		2	5
Total	3	19	34



**Specific Duties of Che Wan Seen Yuen Staff/Security Personnel for  
Traffic and Crowd Management**

<b><u>Location</u></b>	<b><u>Rank</u></b>	<b><u>Duties</u></b>
CWSY area/Command Post	Operation Director, Operation Supervisor & Manager 3  CWSY Admin Staff 1	<ul style="list-style-type: none"><li>● Overall supervision of CWSY site, staff &amp; security guards for traffic/crowd management inside and outside CWSY</li><li>● Oversee the implementation of the Special Traffic &amp; Crowd Management arrangement for CWSY</li><li>● To ensure the implementation of the visit-by-appointment &amp; admission control system inside CWSY</li><li>● To employ professional security company to provide professional security guards for traffic/crowd management for CWSY</li><li>● To employ professional transport company to provide adequate shuttle buses to conduct the free shuttle bus services bet. CWSY &amp; Tin Shui Wai Tin Chung Ct. Blk H PTI</li><li>● To ensure the efficient running of the free shuttle bus services provided by CSWY</li><li>● To command the CP for the command/deployment of duties for traffic/crowd management i/s &amp; o/s CWSY</li><li>● Oversea the implementation of the admission control for the holding area set at the</li></ul>

		<p>mini-roundabout inside CWSY</p> <ul style="list-style-type: none"> <li>● Act as a point of liaison with Police/FSD, if necessary</li> <li>● Deal with emergency situations</li> <li>● Deal with evacuation situation, if required</li> <li>● Oversee the operation of the CP</li> <li>● Conduct detailed briefing for CWSY staff/security guards regarding traffic/crowd management prior to the operation</li> <li>● Coach staff/security guards on traffic/crowd management to be adopted, if necessary inside CWSY</li> <li>● Brief staff/security guards regarding the handling of emergency situation/evacuation</li> <li>● Ensure staff vigilance &amp; diligence thro' visits to static locations i/s &amp; o/s CSWY</li> <li>● Deal with complaints &amp; trespassers</li> <li>● Deal with reported/ad hoc incidents</li> <li>● Conduct 'After Action Review' for the operation for future improvement, if required</li> <li>● To ensure the Admin staff deployed at the CP operate in an efficient manner for all operational duties/handling of complaints</li> <li>● Arrange meal break for CWSY staff/security guards</li> </ul>
Main Entrance of CWSY	CWSY staff 2	<ul style="list-style-type: none"> <li>● To conduct traffic control for in-coming free shuttle</li> </ul>

	Security guard 2	<p>buses/private cars with disabled/elderly</p> <ul style="list-style-type: none"> <li>● To verify the validity of P/Cs carrying disabled/elderly</li> <li>● To verify ad hoc visitors &amp; late comers &amp; guide them to the holding area set up at the mini-roundabout inside CWSY</li> <li>● Maintain close radio communication with the CP and staff/security guards deployed at key locations w/i CWSY for traffic/crowd management.</li> <li>● Deal with any ad hoc incidents</li> <li>● Deal with emergency situations</li> <li>● Deal with evacuation situation, if required</li> <li>● To assist Police when called for</li> </ul>
Visitors Holding Area at the mini-roundabout in front of columbarium building 2 & 3 of CWSY	<p>CWSY staff 2</p> <p>Security guard 2</p>	<ul style="list-style-type: none"> <li>● To set up the holding area using plastic mills barriers, cones and tapes.</li> <li>● To set up the information and directional sign at the holding area</li> <li>● Arrange the visitors to line up in 3 rows (i.e. 1 row for each columbarium building)</li> <li>● Maintain orderly queuing of the visitors</li> <li>● Implement the tidal flow system for the staggered release of visitors into the respective columbarium buildings for worship</li> <li>● To verify ad hoc visitors and arrange them to queue up at the holding area as priority will be given to those visitors with</li> </ul>



		<p>E-booking</p> <ul style="list-style-type: none"> <li>● To monitor the in-flow/out-flow of worshippers to and from the holding area</li> <li>● To liaise closely with those security guards deployed i/s the respective columbarium halls and those deployed o/s respective columbarium buildings for the systematic release of visitors into the respective columbarium buildings</li> <li>● Give advice to worshippers on enquiries</li> <li>● Maintain radio communication with the CP regarding the visitors' capacity w/i the holding area and the flow of worshippers</li> <li>● Deal with any ad hoc incidents</li> <li>● Deal with emergency situations</li> <li>● Deal with evacuation, if required</li> </ul>
Staircases leading from the Holding Area to columbarium building 2 & 3	Security guard 2	<ul style="list-style-type: none"> <li>● To monitor the ascending/descending visitors to &amp; from the columbarium building 2 &amp; 3</li> <li>● Maintain radio communication with the CP regarding crowd management</li> <li>● To deal with complaints on the spot or refer complaints to Manager to deal with, if necessary</li> <li>● Deal with ad hoc incidents</li> <li>● Deal with any emergency situations</li> <li>● Deal with evacuation situation, if</li> </ul>

		required
Open areas in front of columbarium building 1, 2 & 3	<p>CWSY Staff 3</p> <p>Security guard 3</p>	<ul style="list-style-type: none"> <li>● To assist the set up of the holding area at the mini-roundabout in front of the columbarium buildings</li> <li>● To monitor the in-flow &amp; out-flow of visitors to and from the respective columbarium buildings</li> <li>● To ensure an orderly, steady and staggered in-flow/out-flow of visitors into/out of the respective columbarium buildings</li> <li>● Maintain radio communication with CP &amp; those at the holding area &amp; other locations regarding crowd management i/s CWSY</li> <li>● Maintain radio contact with security guards deployed inside the columbarium halls to ensure no overflow of worshippers i/s the respective columbarium halls</li> <li>● Deal with complaints on the spot or refer complaints to Manager to deal with, if necessary</li> <li>● Deal with ad hoc incidents</li> <li>● Deal with any emergency situations</li> <li>● Deal with evacuation situation, if required</li> </ul>
Inside each columbarium hall (a total of 13 columbarium halls i/s the 3 columbarium buildings)	<p>Security guard 13 (1 in each hall)</p>	<ul style="list-style-type: none"> <li>● To monitor the worshipping inside the columbarium hall</li> <li>● To monitor the in-flow/out-flow of visitors to &amp; from the columbarium hall</li> </ul>

		<ul style="list-style-type: none"> <li>● To ensure no burning of incense materials i/s the columbarium hall</li> <li>● To ensure no smoking by any person i/s the columbarium hall</li> <li>● Maintain radio communication with the CP &amp; other staff deployed at key locations w/i CWSY for the proper &amp; orderly crowd control of visitors</li> <li>● Deal with any ad hoc incidents</li> <li>● Handle enquiries &amp; complaints, if any</li> <li>● Deal with casualty/injuries, if any</li> <li>● Deal with any emergency situations</li> <li>● Deal with evacuation situation, if required</li> </ul>
Shuttle bus passenger boarding/alighting area	CWSY Staff 1 Security guard 2	<ul style="list-style-type: none"> <li>● To assist arrival visitors and guide them to the holding area set up at the mini-roundabout in front of columbarium building 2 &amp; 3</li> <li>● To set up the departure area thereat using plastic mills barriers, cones and tapes for the departing visitors to line up for boarding the shuttle bus to leave CWSY for dispersal</li> <li>● To set up directional sign to guide visitors to the holding area</li> <li>● Maintain radio communication with CP &amp; other post duties regarding crowd management</li> <li>● Deal with any ad hoc incidents</li> <li>● Deal with sick/injuries, if any</li> <li>● Deal with any emergency</li> </ul>

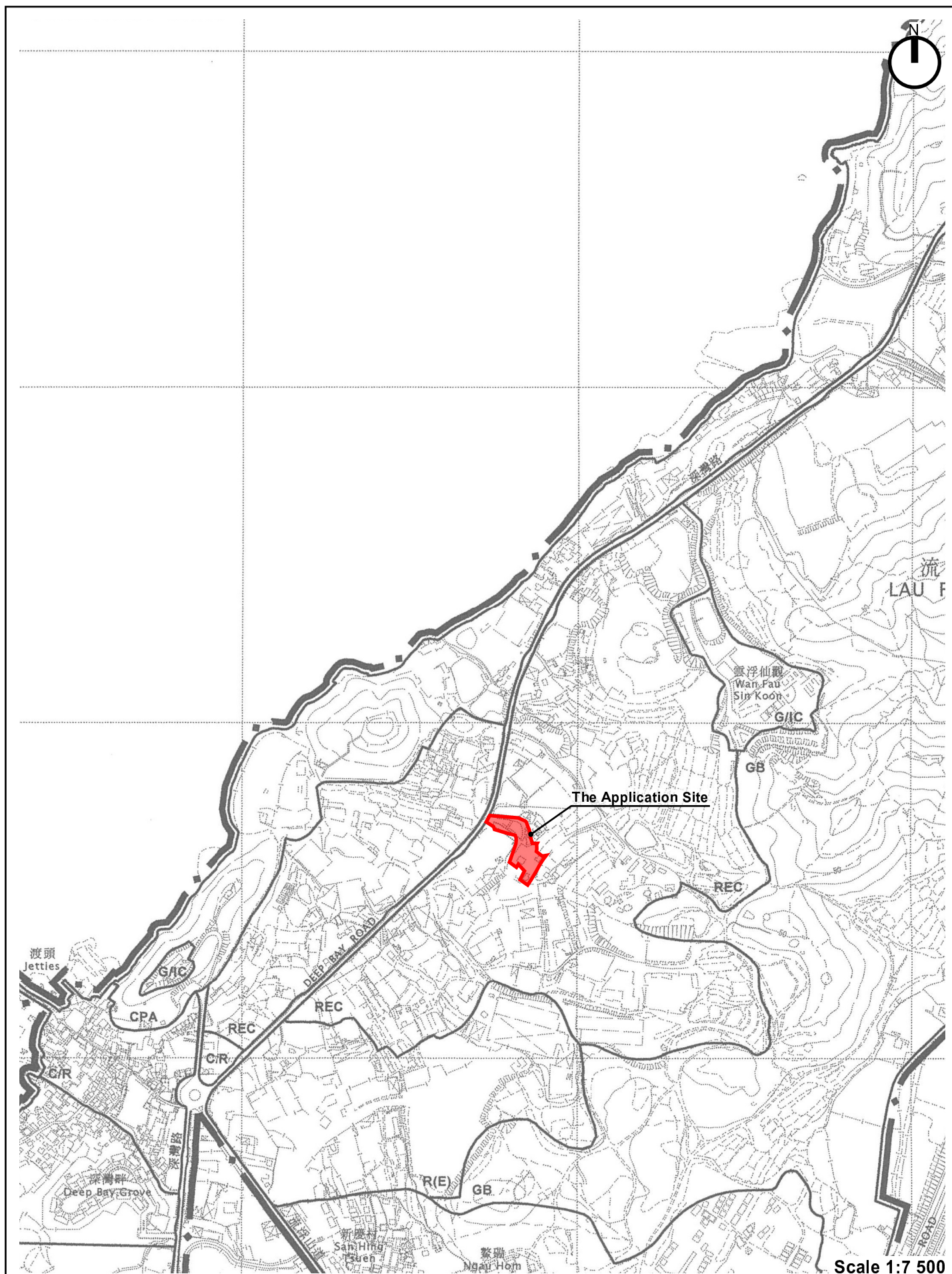


		situation <ul style="list-style-type: none"> <li>● Deal with evacuation situation, if required</li> </ul>
Taxi loading/unloading space near to the main entrance of CWSY	Security guard 1	<ul style="list-style-type: none"> <li>● To arrange in-coming taxis to park i/s the taxi unloading space for the unloading of visitors and guide them to the holding area</li> <li>● To regulate traffic for the in-coming/out-going taxis to &amp; from CWSY</li> <li>● To maintain radio communication with the CP regarding crowd management</li> <li>● Deal with any ad hoc situations</li> <li>● Deal with emergency situations</li> <li>● Deal with evacuation situation, if required</li> </ul>
Driveway bet. shuttle bus Loading/unloading space & the P/C parking area	CWSY staff 2 Security guard 2	<ul style="list-style-type: none"> <li>● To conduct traffic control on the driveway</li> <li>● To monitor the in-flow &amp; out-flow of shuttle buses</li> <li>● To monitor the in-coming P/Cs carrying disabled/ orderly and arrange the vehicles to park at the respective parking spaces</li> <li>● To assist the drop-off of disabled and/or elderly at the car parking area</li> <li>● Maintain close radio communication with the CP regarding traffic/crowd management</li> <li>● To ensure no traffic conflict on the driveway of CWSY</li> <li>● To assist others deployed at the holding area for crowd management if called upon for</li> <li>● To take action in the event of</li> </ul>

		emergency evacuation
Lau Fau Shan Rd R/A Intermediate Stop for Shuttle Bus	CWS Staff (Marshal) 2 Security guard 2	<ul style="list-style-type: none"> <li>● To set up the directional sign at this location to guide visitors to go to CWSY from Deep Bay Rd</li> <li>● To answer questions from visitors approaching CWSY, if required</li> <li>● To assist worshippers to board/alight from the shuttle bus at the shuttle bus intermediate stop</li> <li>● To maintain radio contact with the CP regarding the flow of traffic at Lau Fau Shan Roundabout &amp; Deep Bay Rd &amp; movement of worshippers</li> <li>● To assist Police if called for</li> <li>● To take action in emergency situation(s)</li> </ul>
Lau Fau Shan R/A Bus Stop	CWSY Staff (Marshal) 2	<ul style="list-style-type: none"> <li>● To set up the directional sign to guide visitors to CWSY</li> <li>● To answer questions from visitors approaching CWSY, if required</li> <li>● To set up the assembly point, if required</li> <li>● To monitor the assemble of visitors at the assembly point if it is set up on the happening of fire situation at CWSY</li> <li>● Maintain close radio communication with CP regarding the traffic situation at Lau Fau Shan Roundabout</li> <li>● Deal with ad hoc incidents</li> <li>● Deal with emergency situations</li> </ul>
Tin Fuk Rd W/B Pick-up/Drop-off Pt. near	CWSY Staff (Marshal)	<ul style="list-style-type: none"> <li>● To assist Shuttle Bus Service thereat</li> </ul>

to tin Shui Wai Station	2	<ul style="list-style-type: none"> <li>● To set up the directional sign at the shuttle bus pick-up/drop-off area</li> <li>● To verify the validity of worshippers who take the free shuttle bus services</li> <li>● Those w/o valid permits issued by CWSY will be denied using the free shuttle bus services</li> <li>● To assist worshippers to line up in an orderly manner <b>at the pick-up/drop-off area</b> for taking the free shuttle bus services</li> <li>● <b>To guide/direct worshippers regarding dispersal</b></li> <li>● To deal with ad hoc incidents</li> <li>● To maintain close contact with the CP regarding all matters in relation to the free shuttle bus services provided by CWSY.</li> </ul>
Reserve personnel for relieving duties	CWSY Staff 2  Security guard 5	<ul style="list-style-type: none"> <li>● To conduct relieving duties for static posts deployed inside/outside CWSY</li> <li>● To perform duties as directed by the CP</li> <li>● To deal with any emergency situation(s), which take place inside/outside CWSY</li> </ul>





Annex D

## Plan A: Location Map of Che Wan Seen Yuen

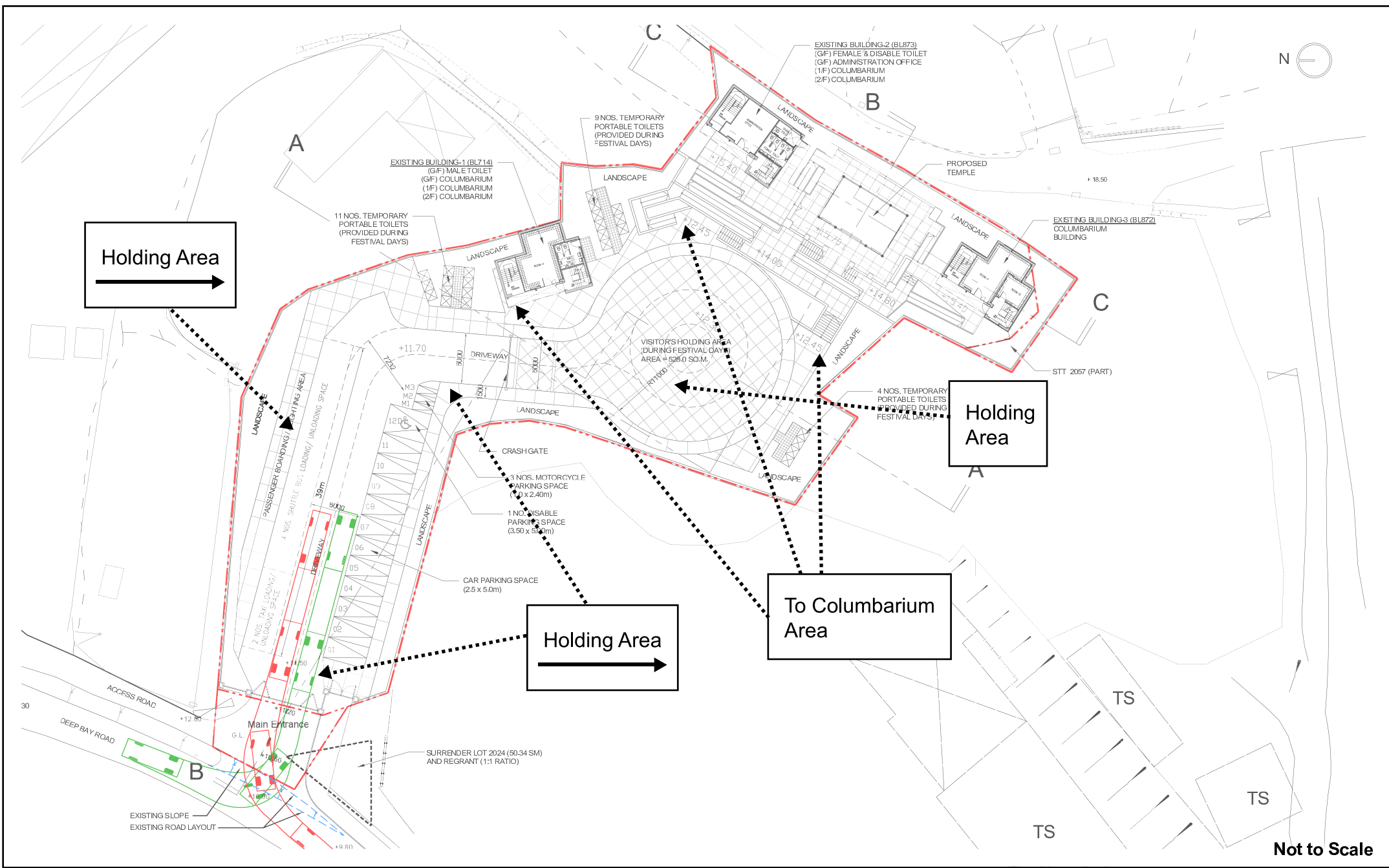
Extract of Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan  
No. S/YL-LFS/9











**Annex 'E'****Useful Telephone Contacts of TD & Police**

<b><u>Dept</u></b>	<b><u>Name</u></b>	<b><u>Rank</u></b>	<b><u>Tel</u></b>	<b><u>Email Address</u></b>
TD	Ms TAM Lok-yan, Carol	Sr Transp Officer Yuen Long 1	23992452	caroltam@td.gov.hk
TD	Mr. CHUNG Wing-shan, Jason	Transp Officer Yuen Long 1	23992451	jasonwschung@td.gov.hk
HKPF	Mr. LEE Pak-ho	ADVC OPS YLDIV	36614702	advc-ops-yldiv@police.gov.hk
HKPF	Ms WONG Yat-ching	OSSUC YLPoDIV	36615820	ossuc-yldiv@police.gov.hk
HKPF	Mr. TSANG Hin-kin	SP E&CDIV T NTN	36613801	sp-e-c-ntn@police.gov.hk
HKPF	Mr. WONG Man-ka	SIP OPS E&CDIV T NTN	36613810	ip-sip-ossu--e-c-ntn@police.gov.hk

**Useful Telephone Contacts of FSD**

<b><u>Unit</u></b>	<b><u>Email</u></b>	<b><u>Telephone</u></b>	<b><u>Fax</u></b>
NT & Kln E Fire Prevention Office	<a href="mailto:ado_pctf@hkfsd.gov.hk">ado_pctf@hkfsd.gov.hk</a> so1_pctf@hkfsd.gov.hk so2_pctf@hkfsd.gov.hk	23025326 23025334 23025335	23029023
Dangerous Goods	fsdgd@hkfsd.gov.hk	24175757 24175768	24130873
Ventilation Unit	fsvent@fsd.gov.hk	27187567	23822495

**Useful Telephone Contacts of AMS**

Mr. KWONG Tat Shing, Raymond	Sr Op(s) & Trg Offr(Ops)	27622041	tskwong@ams.gov.hk
Mr. CHAN Ka-wing, Calvin	Op(s) & Trg Offr (NTW)	27622044	ckwchan@ams.gov.hk

**Pictures of Che Wan Seen Yuen, Its Columbarium Halls, Holding Area & Emergency Evacuation Routes**

	<p><b>Photo 1:</b></p> <p>Lau Fau Shan R/A Interchange.</p> <p>Visitors going to CWSY can take bus K65 from Yuen Long MTR PTI or GMB routes 33, 34, 34A &amp; 35 to reach Lau Fau Shan R/A Interchange &amp; then walk to CWSY thro' Deep Bay Road.</p>
	<p><b>Photo 2:</b></p> <p>The northern section of Deep Bay Rd north of Lau Fau Shan R/A Interchange.</p> <p>Walk along the road heading north for CWSY.</p>





**Photo 3:**  
The existing main entrance of CWSY



**Photo 4:**  
The existing G/F and driveway of CWSY.

In future, reconstruction will be carried out to alter this part into a mini-roundabout plus driveway.



**Photo 5:**

One of the  
Columbarium  
Buildings i/s  
CWSY which is  
undergoing  
renovation





**Photo 6:**

The existing open courtyard o/s Columbarium Building 2 & 3.

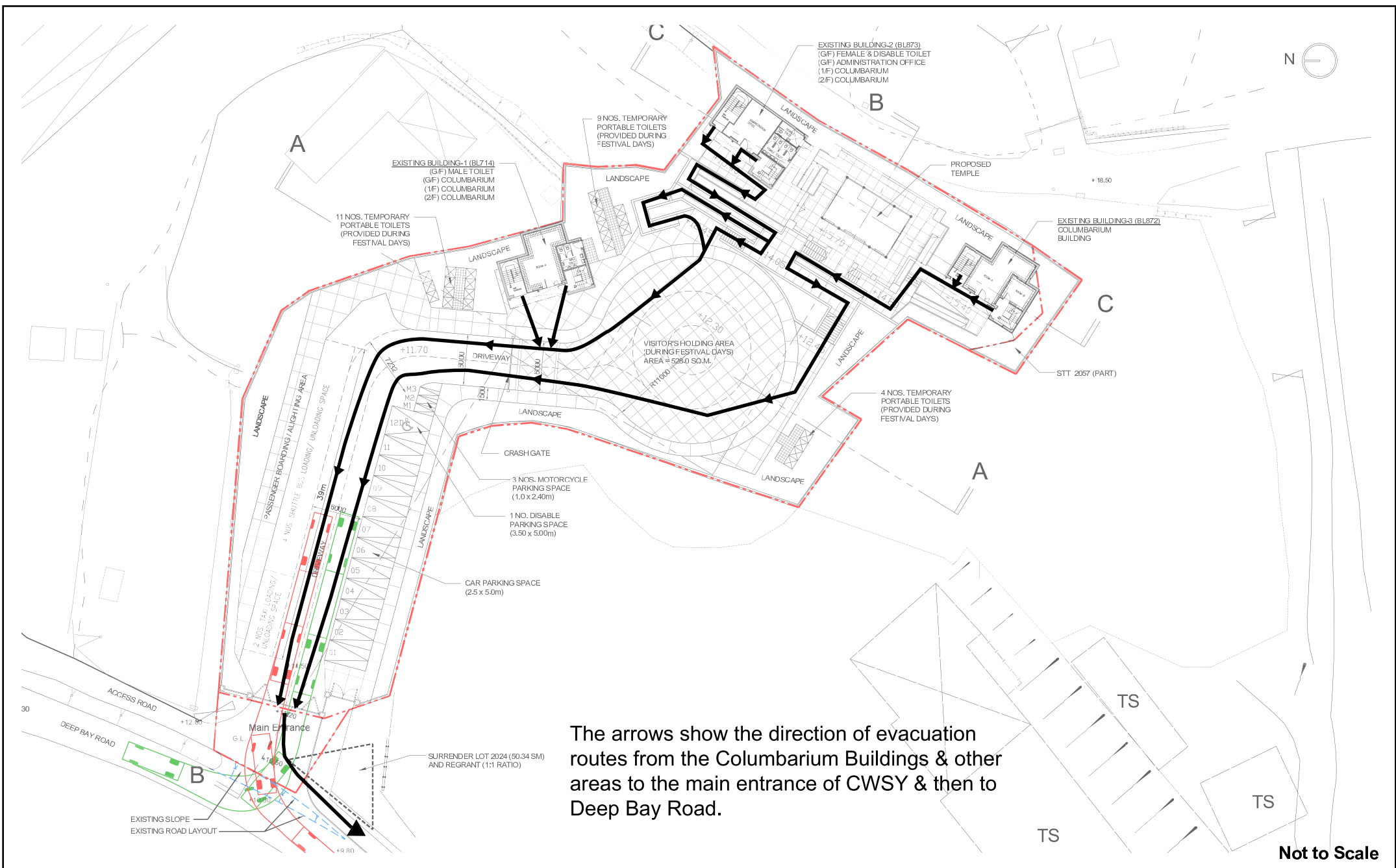
In future, this area will be modified to provide ramps and staircases for accessing Columbarium Building 2 & 3 and a temple will also be built in-between Columbarium 2 & 3.



**Photo 7:**

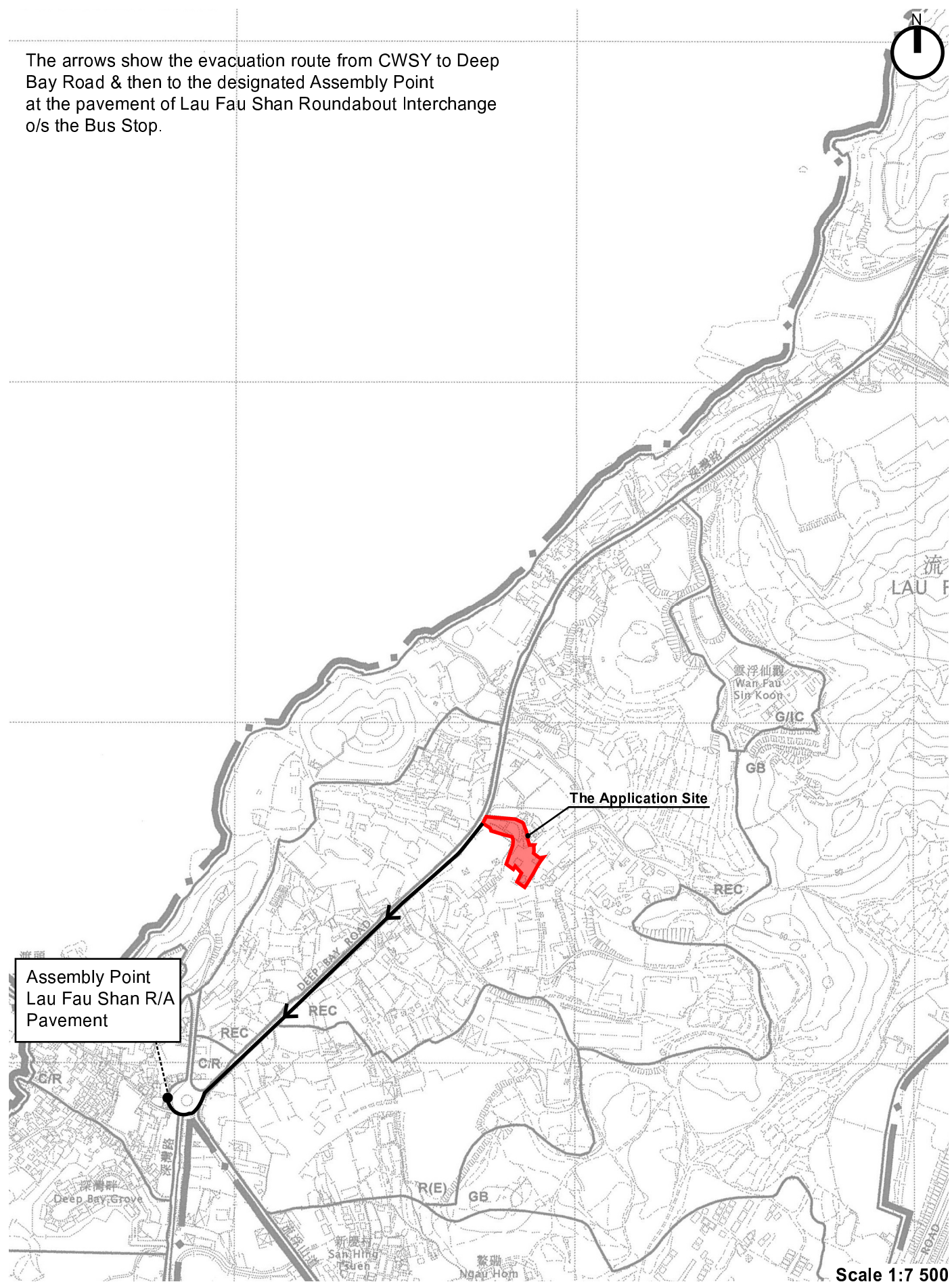
The internal layout of the existing Columbarium Hall located on the G/F of Columbarium Building 3.








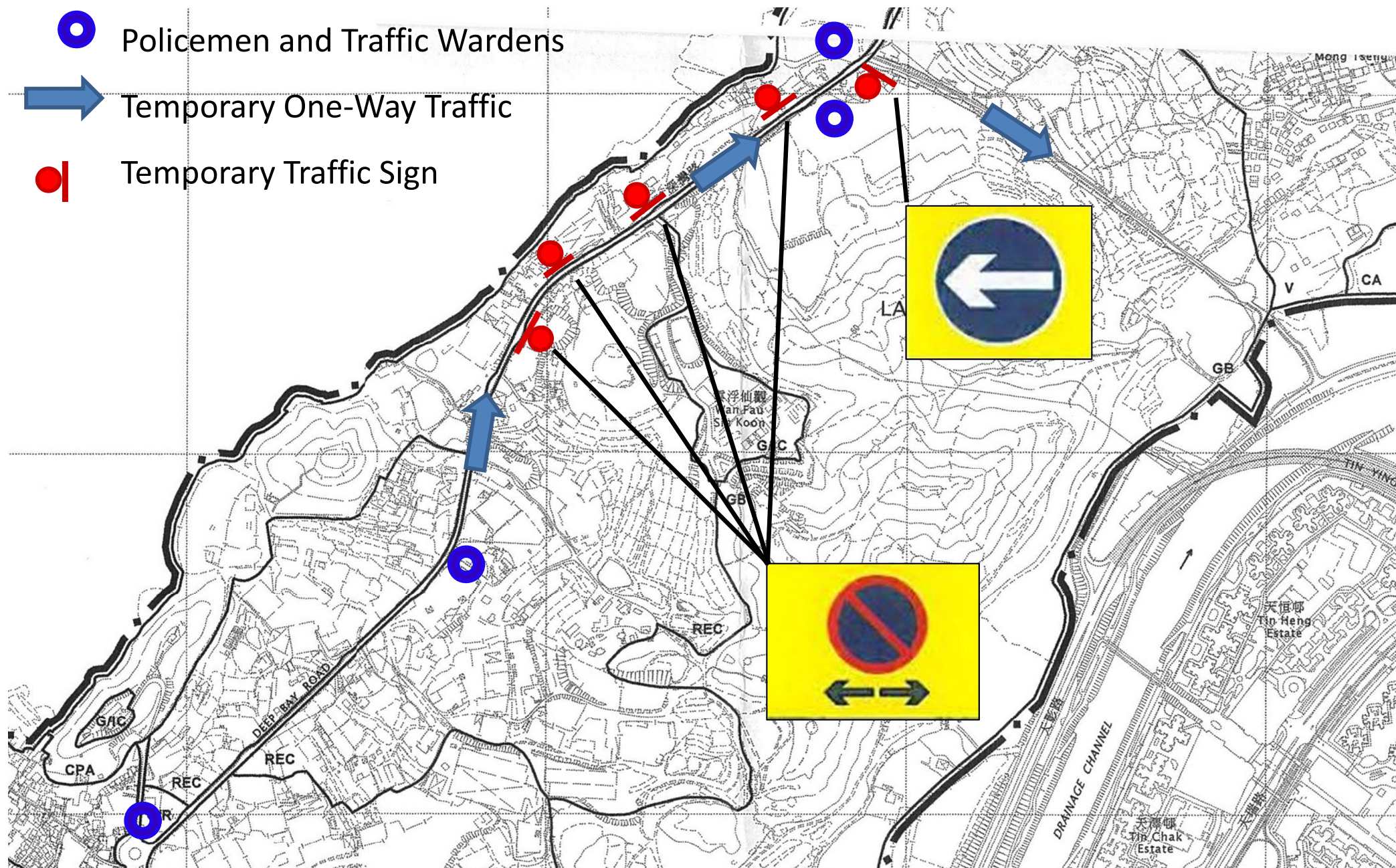
The arrows show the direction of evacuation routes from the Columbarium Buildings & other areas to the main entrance of CWSY & then to Deep Bay Road.

The arrows show the evacuation route from CWSY to Deep Bay Road & then to the designated Assembly Point at the pavement of Lau Fau Shan Roundabout Interchange o/s the Bus Stop.





-  Policemen and Traffic Wardens
-  Temporary One-Way Traffic
-  Temporary Traffic Sign

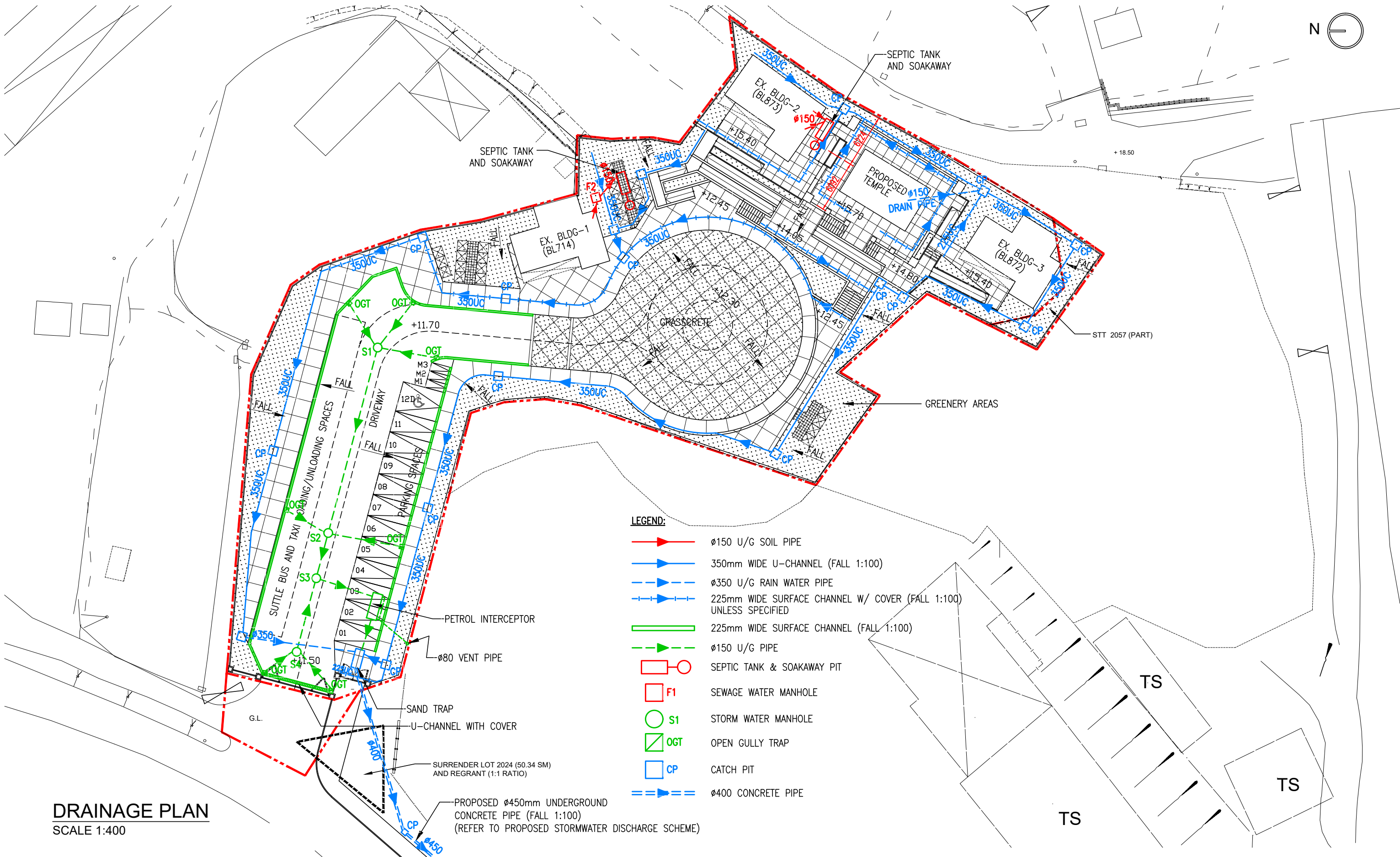




## **Appendix VI: Consolidated Drainage Submission Documents**

**By: Fotton ELA Architects Ltd.  
Jan 2022**

**Annex A**  
***Drainage Proposal***



DRAINAGE PLAN  
SCALE 1:400



Drainage Proposal Calculations

With reference to the Stormwater Drainage Manual (with Eurocodes incorporated) Fourth Edition, May 2013 issued by the Drainage Services Department, Government of Hong Kong, (the “Manual”) the following considerations are taken:

1. Checking for whole site max. run-off (Qp) by Rational Method.

Given  $Q_p = 0.278 CiA$  (page 34 from the Manual)

where  $Q_p$  = peak runoff in m³/s  
 $C$  = runoff coefficient (dimensionless)  
 $i$  = rainfall intensity in mm/hr  
 $A$  = catchment area in km²

Assume  $C = 1$  (the whole site is to be paved with concrete which is totally watertight)  
Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual, the extreme intensity = 210 mm/hr. Take  $i = 210$  mm/hr.  
Catchment area  $A = 3335.256 \text{ m}^2$  or  $0.003335256 \text{ km}^2$

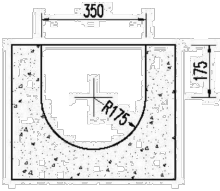
Computing the above equation we have the peak run-off of stormwater within the application site:  
 $\Rightarrow Q_p = 0.19471 \text{ m}^3/\text{s}$

2. Checking for discharge capacity of proposed 350mm wide U-channel drain (Qc) by Manning’s Formula.

$$Q_c = \frac{1}{n} AR^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_c$  = discharge capacity of U-channel drain in m³/s  
 $n$  = roughness coefficient  
 $A$  = flow area in m²  
 $P$  = wetted perimeter in m  
 $R = A/P$  = hydraulic radius in m  
 $S$  = bed gradient

Assume  
 $n = 0.012$  for concrete U-channel (cement form)  
 $A = 0.109 \text{ m}^2$  (350mm U-channel with 175mm internal height)  
 $P = 0.900 \text{ m}$   
 $R = 0.1211 \text{ m}$   
 $S = 0.01$  (1:100)



$\Rightarrow Q_c = 0.22234 \text{ m}^3/\text{s} > Q_p$

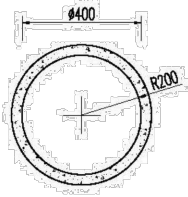
Conclusion: since  $Q_c > Q_p$ , the proposed 350mm U-shaped Channel shall have adequate capacity to serve the application site.

3. Checking for discharge capacity of proposed 400mm dia. Underground precast concrete pipe (Qd) by Manning’s Formula.

$$Q_d = \frac{1}{n} AR^{\frac{2}{3}} S^{\frac{1}{2}}$$

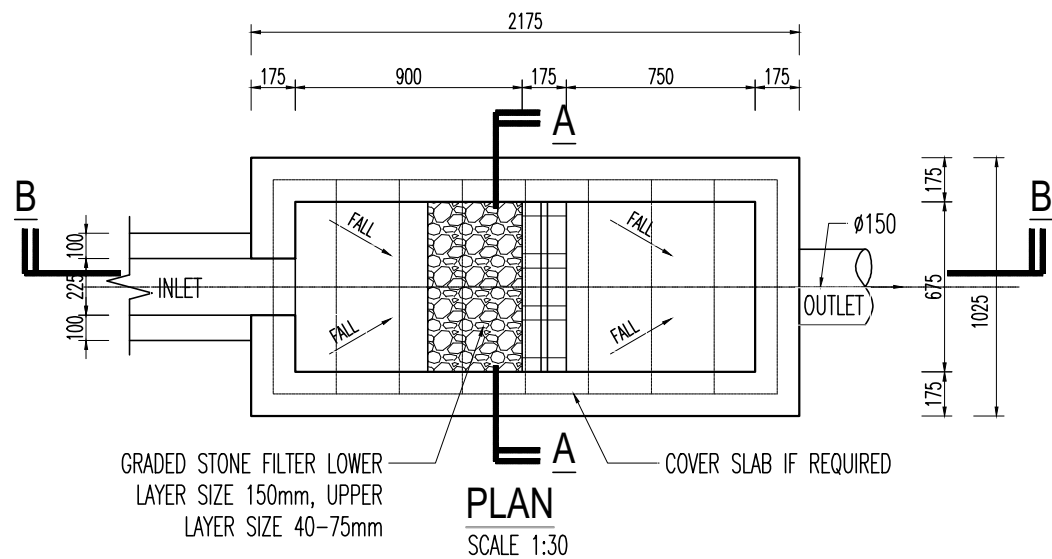
where  $Q_d$  = discharge capacity of concrete pipe in m³/s  
 $n$  = roughness coefficient  
 $A$  = flow area in m²  
 $P$  = wetted perimeter in m  
 $R = A/P$  = hydraulic radius in m  
 $S$  = bed gradient

Assume  
 $n = 0.013$  for concrete pipe  
 $A = 0.126 \text{ m}^2$  (400mm diameter concrete pipe)  
 $P = 0.9385 \text{ m}$   
 $R = 0.1343 \text{ m}$   
 $S = 0.0125$  (1:80)

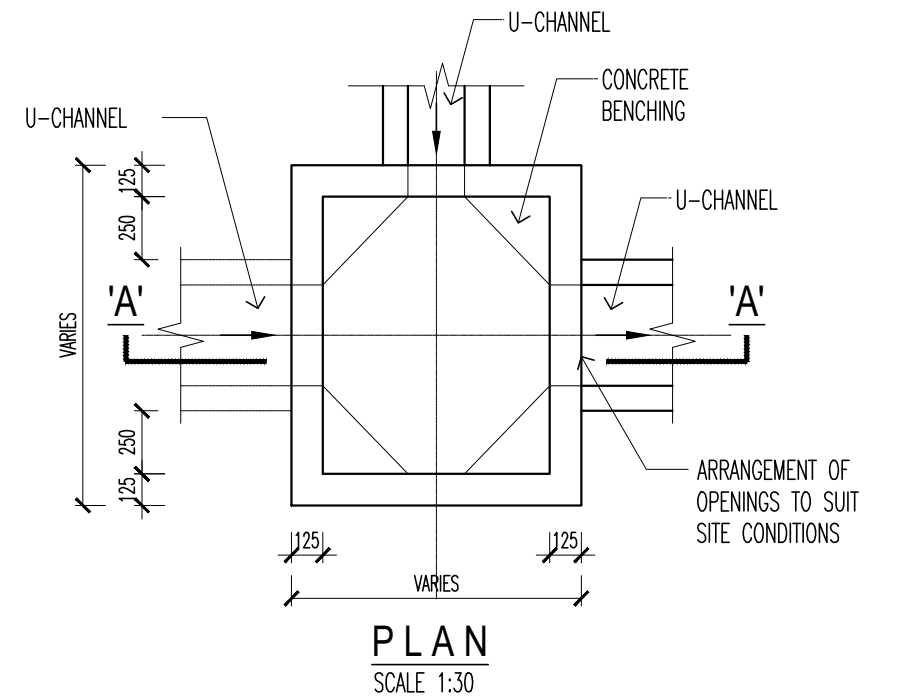
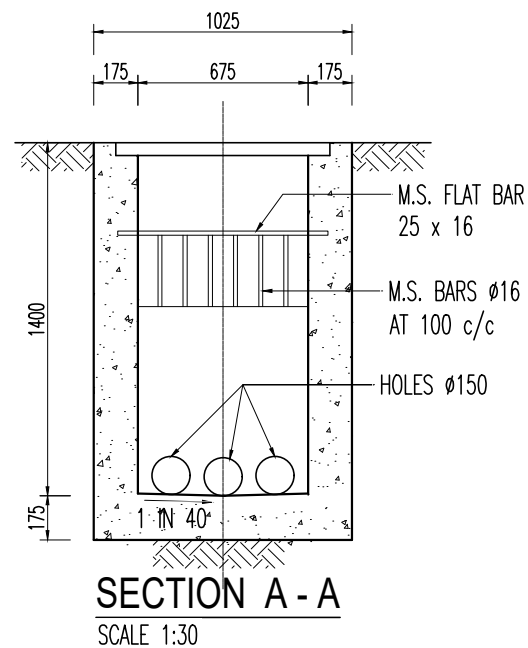
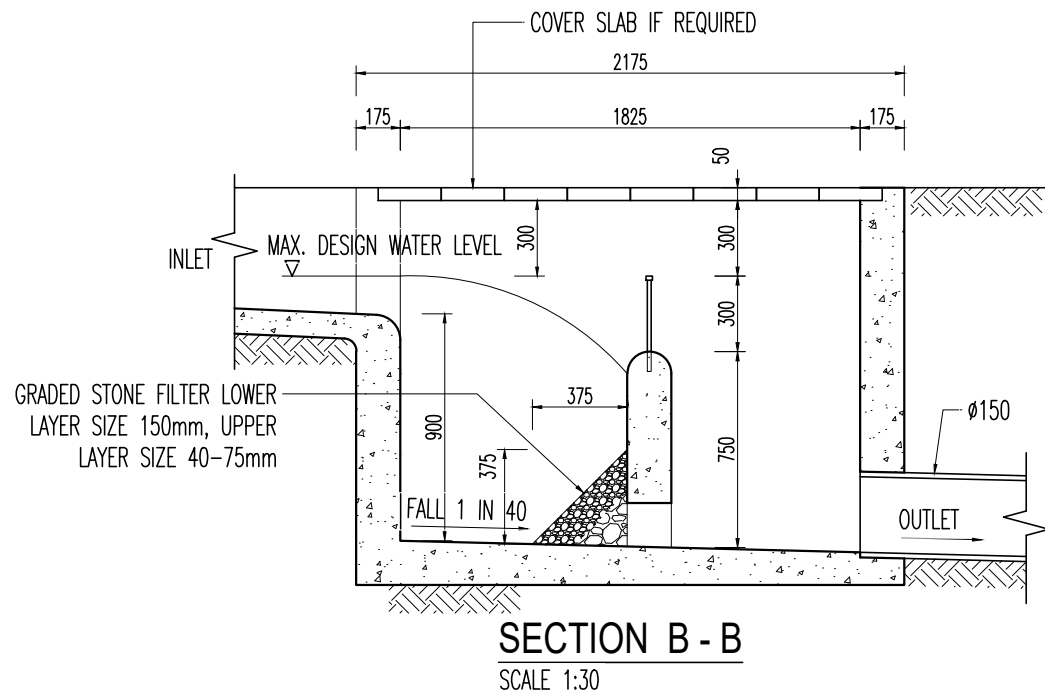
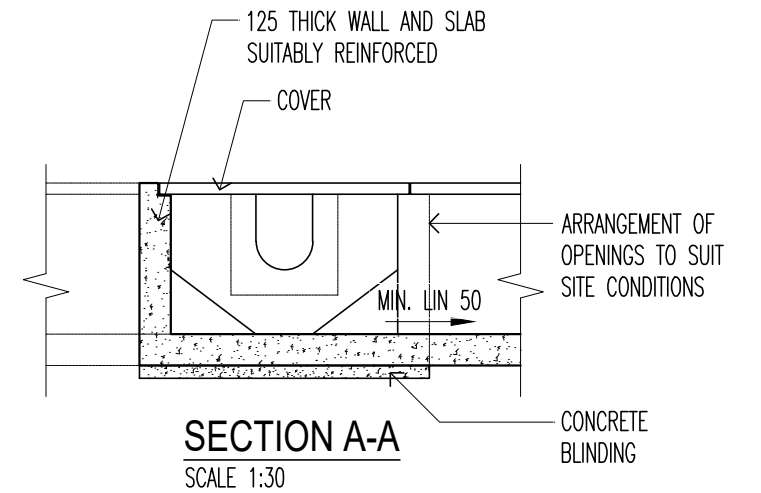


$\Rightarrow Q_d = 0.28418 \text{ m}^3/\text{s} > Q_c$

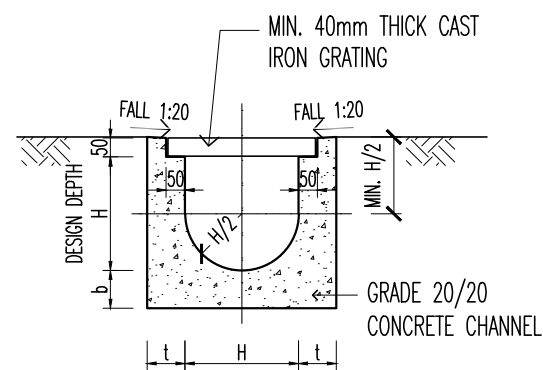
Conclusion: since  $Q_d > Q_c$ , the existing ditch shall have adequate capacity to serve the application site.



- NOTES:
1. ALL DIMENSION ARE IN MILLIMETRES.
  2. NORMALLY FOR DRAINS OF 900mm DIA. AND BELOW. FOR BIGGER DRAINS AND STEEP TERRAIN, SAND TRAP SHOULD BE SPECIALLY DESIGNED.
  3. SIZE  
 DEPTH : D NOT LESS THAN 750  
 WIDTH : W > OR = 3B  
 LENGTH :  $4.8D^{0.67} h^{0.5} \chi^{0.5} > OR = 4B$
  4. GRADED STONE FILTER SHALL BE CRUSHER RUN GRANITE AGGREGATE.
  5. CAPACITY D W L TO BE ACCORDING TO SIZE AND NATURE OF CATCHMENT, PROVIDING DETENTION TIME NOT LESS THAN 5 MINUTES FOR MAX. DESIGN FLOW OF INLET.



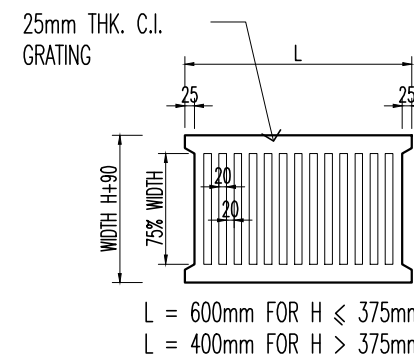
TYPICAL DETAILS OF CATCHPIT  
SCALE 1:30



U-CHANNEL WITH CAST IRON GRATING  
SCALE 1:10

SAND TRAP DETAIL  
DSD DWG. NO. DS 1025B  
(FOR REFERENCE ONLY)

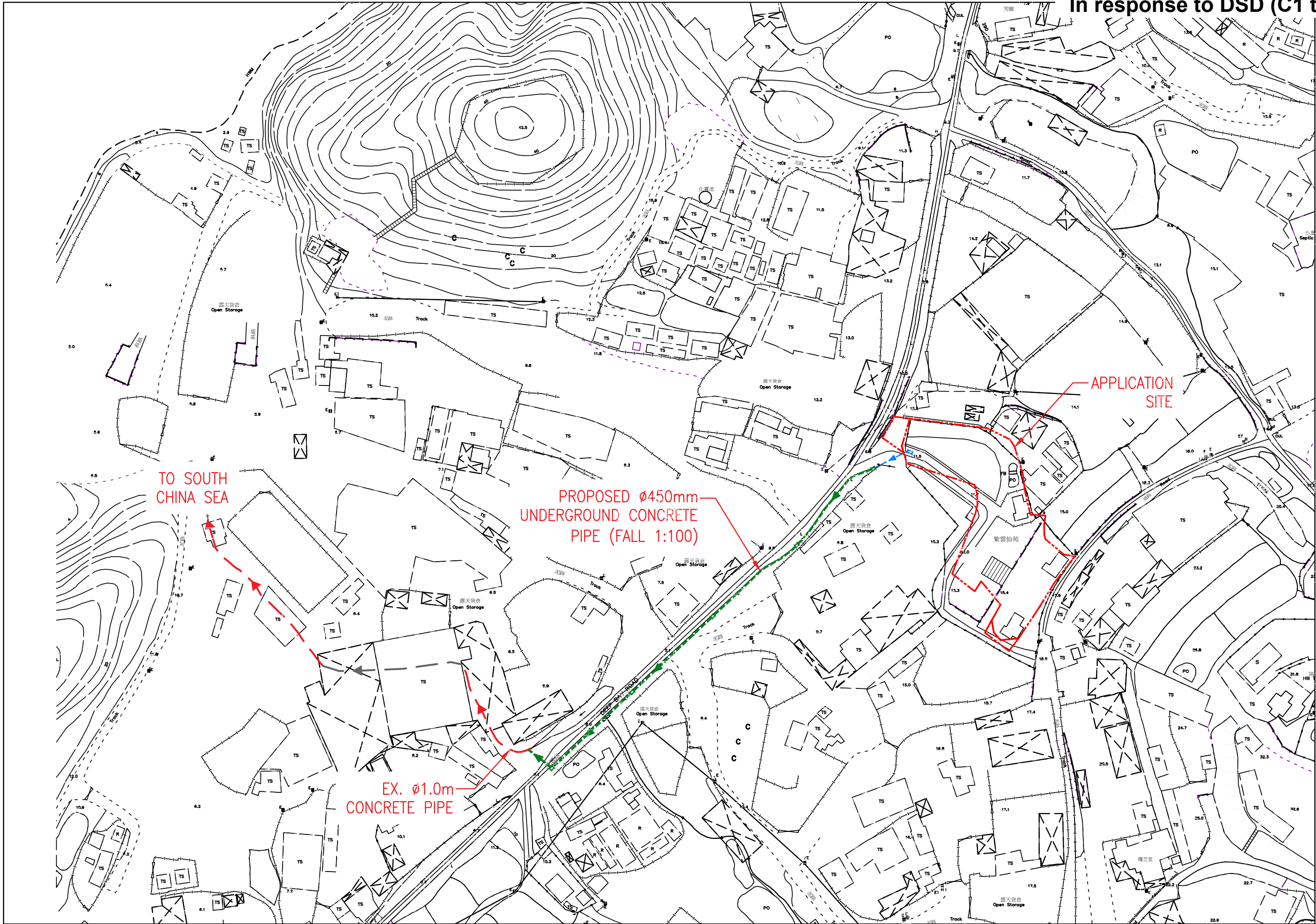
DIMENSION OF U-CHANNEL (mm)		
NOMINAL SIZE OF U-CHANNEL	THICKNESS t	THICKNESS b
225 TO 600	150	150
675 TO 1200	175	225



CAST IRON GRATING

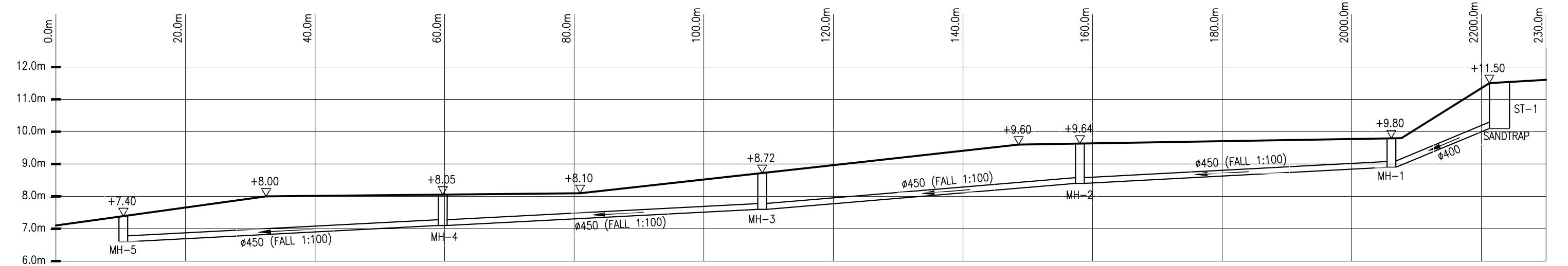
**Annex B**  
***Proposed Stormwater Discharge Scheme***



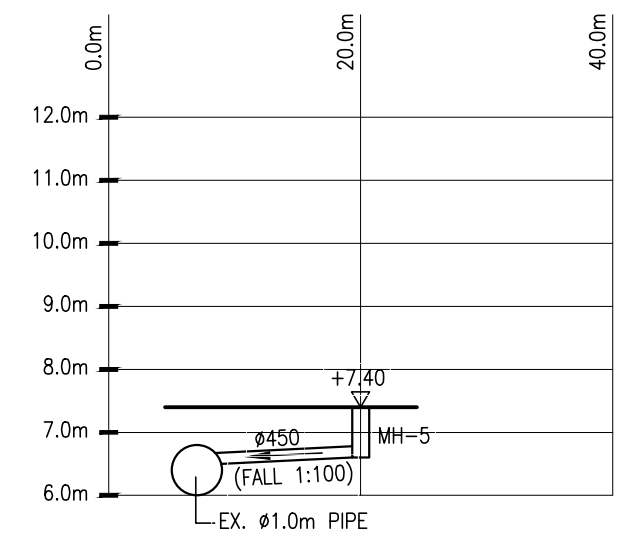




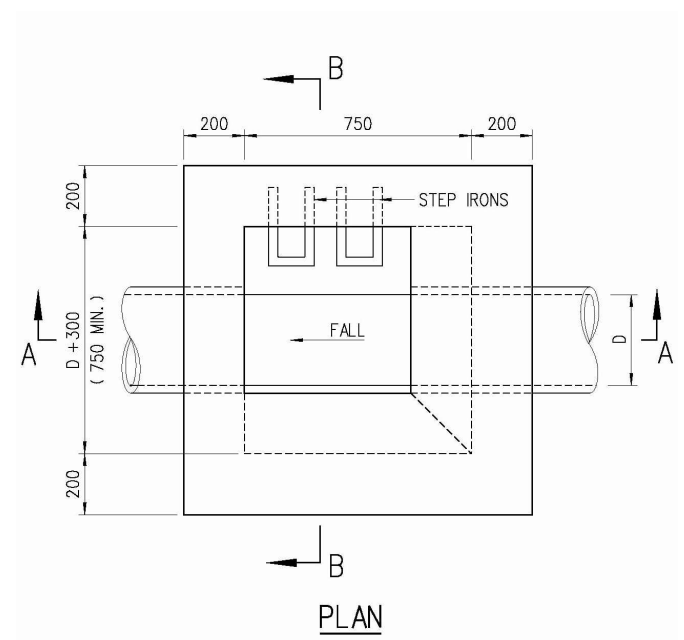




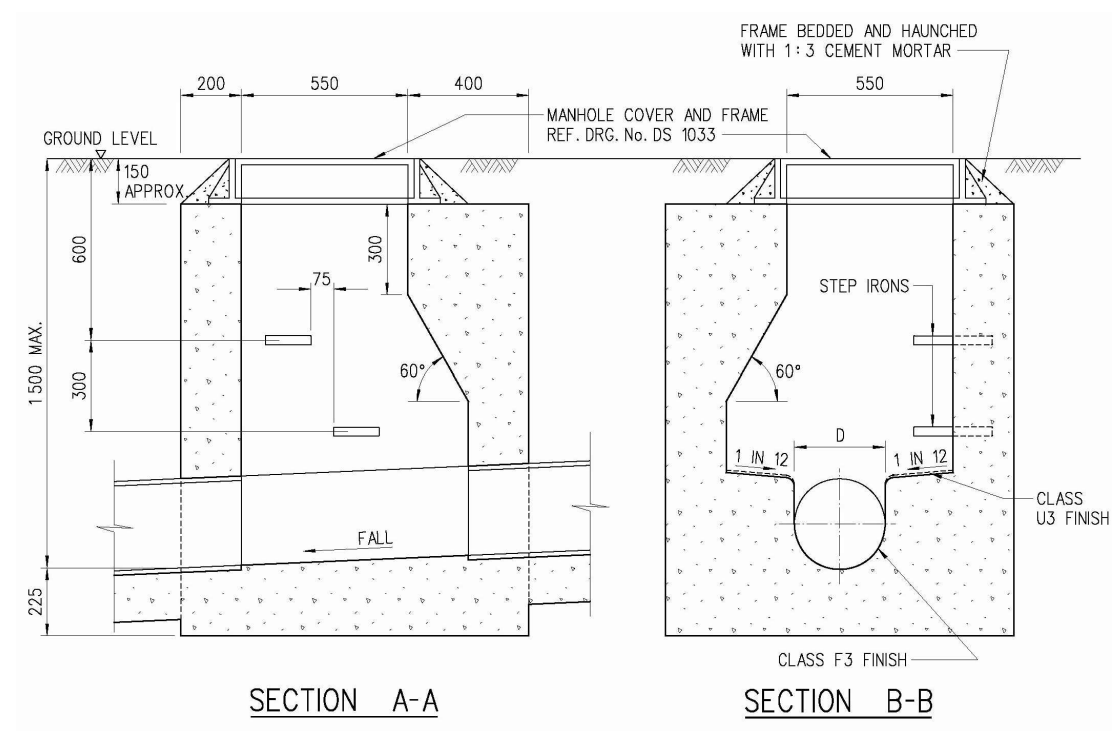
SECTION A-A



SECTION B-B



PLAN



SECTION A-A

SECTION B-B

- NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.
  2. PIPE DIAMETER : 150 TO 675 mm
  3. NORMAL RANGE : 1000 TO 1500 mm (FROM ROAD LEVEL TO LOWEST INVERT)
  4. USED IN : STORMWATER DRAIN AND SEWER
  5. JUNCTION : POSITION OF JUNCTION TO BE DETERMINED IN EACH INDIVIDUAL CASE. CHANNELS IMMEDIATELY UNDER ACCESS TO MANHOLE SHOULD BE AVOIDED.
  6. TOP TREATMENT : SEE DRG. No. DS 1032
  7. FOUNDATION : FOUNDATION OF MANHOLE VARIES WITH SITE CONDITION. THEREFORE, IT SHOULD BE DETERMINED ON SITE BY THE ENGINEER.
  8. CONCRETE : GRADE 30/20
  9. COVER AND FRAME NOT SHOWN ON PLAN FOR CLARITY
  10. THIS DSD STANDARD DRAWING IS APPLICABLE TO EXISTING MANHOLE ONLY. THE STANDARD MANHOLE TYPE D1 IN DSD STANDARD DRAWING NO. DS1079 WITH 675mm OPENING SHOULD BE ADOPTED FOR NEW MANHOLE OF THIS SIZE. FOR EXISTING MANHOLE WITH 570 MANHOLE COVER, THE MAINTENANCE AUTHORITY WOULD REPLACE THE COVER WITH 675 MANHOLE COVER AND OPENING WHERE SITUATION WARRANTS.

MANHOLE DETAIL AS PER DSD STANDARD DWG. NO. DS 1004C



Drainage Proposal Calculations

With reference to the Stormwater Drainage Manual (with Eurocodes incorporated) Fourth Edition, May 2013 issued by the Drainage Services Department, Government of Hong Kong, (the “Manual”) the following considerations are taken:

1. Computing whole site max run-off (Qp) by Rational Method.

Given  $Q_p = 0.278 CiA$  (page 34 from the Manual)

where  $Q_p$  = peak runoff in m³/s  
 $C$  = runoff coefficient (dimensionless)  
 $i$  = rainfall intensity in mm/hr  
 $A$  = catchment area in km²

Assume  $C = 1$  (the whole site is to be paved with concrete which is totally watertight)  
Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual, the extreme intensity = 210 mm/hr. Take  $i = 210$  mm/hr.  
Catchment area  $A = 3335.256\text{ m}^2$  or  $0.003335256\text{ km}^2$

Computing the above equation we have the peak run-off of stormwater within the application site:  
 $\Rightarrow Q_p = 0.19471\text{ m}^3/\text{s}$

2. Checking discharge capacity of proposed 450mm dia. underground precast concrete pipe (Q450) by Manning’s Formula.

$$Q_{450} = \frac{1}{n} AR^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_{450}$  = discharge capacity of concrete pipe in m³/s  
 $n$  = roughness coefficient  
 $A$  = flow area in m²  
 $P$  = wetted perimeter in m  
 $R = A/P$  = hydraulic radius in m  
 $S$  = bed gradient

Assume  
 $n = 0.013$  for concrete pipe  
 $A = 0.1590\text{ m}^2$  (450mm diameter concrete pipe)  
 $P = 1.4137\text{ m}$   
 $R = 0.1125\text{ m}$   
 $S = 0.01$  (1:100)

$\Rightarrow Q_{450} = 0.2851\text{ m}^3/\text{s} > Q_p$

Conclusion: since  $Q_{450} > Q_p$ , the proposed pipe shall have adequate capacity to serve the application site.

3. Checking discharge capacity of existing 1000mm dia. underground precast concrete pipe (Q1000) by Manning’s Formula.

To estimate the capacity of the existing drainage network, the spot height points are studied and it is safe to assume a bed gradient of at least 1:100 and the capacity of the network can be estimated as follows:

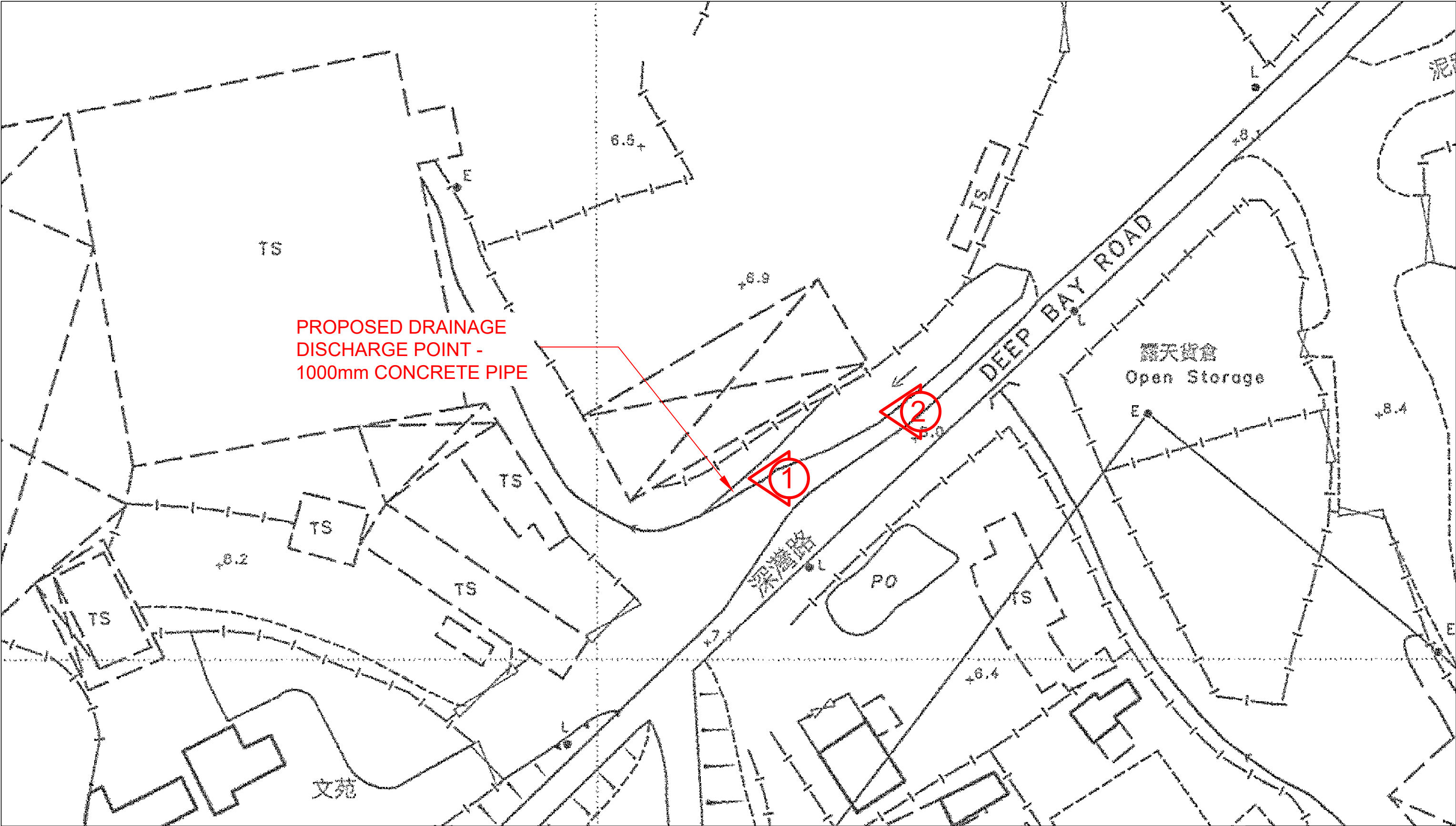
$$Q_{1000} = \frac{1}{n} AR^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_{1000}$  = discharge capacity of concrete pipe in m³/s  
 $n$  = roughness coefficient  
 $A$  = flow area in m²  
 $P$  = wetted perimeter in m  
 $R = A/P$  = hydraulic radius in m  
 $S$  = bed gradient

Assume  
 $n = 0.013$  for concrete pipe  
 $A = 0.0.7854\text{ m}^2$  (1000mm diameter concrete pipe)  
 $P = 3.1416\text{ m}$   
 $R = 0.2500\text{ m}$   
 $S = 0.01$  (1:100)

$\Rightarrow Q_{1000} = 2.3976\text{ m}^3/\text{s}$

Conclusion: since  $Q_p / Q_{1000} = 8\%$  (Approx.) of estimated capacity of existing 1000mm pipe and its downstream network, it is safe to assume that the existing drainage network will have enough capacity to cater the additional surface runoff contributed by the site.





PROPOSED RELIGIOUS AND RECREATIONAL USES AT 270 DEEP BAY ROAD, LAU FAU SHAN, YUEN LONG, NEW TERRITORIES (DD129 LOT 1966A, 1966RP, 1968, 1969, 1970,1975RP AND ADJOINING GOVERNMENT LAND) – PHOTOGRAPHIC SURVEY



Photo No. 1



Photo No. 2



## Existing Flow Calculation and Checking of Capacity of Drainage System

### 1. Estimation of Existing Flow Catchment Area

As per our site survey, the proposed discharge point is mainly surrounded by open storages. Since there are no existing drainage pipes and manholes facilities provided, and there is no other surface runoff as seen discharged into the proposed discharge point, it is safe to assume that surface runoffs of these site are naturally absorbed.

Moreover, as indicated on drawing no. SD-04, multiple manholes are found on Deep Bay Road near the proposed discharge point. It is then safe to assume all road surface runoff along Deep Bay Road near the proposed discharge point is absorbed by these manholes.

With reference to the attached photo and drawing no. SD-04 showing the existing ditch connected to the proposed discharge point (1000mm dia. Underground precast concrete pipe), the maximum capacity of the ditch is estimated as follows:

$$Q_{ditch} = \frac{1}{n} A R^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_{ditch}$  = discharge capacity of ditch in  $m^3/s$   
 $n$  = roughness coefficient  
 $A$  = flow area in  $m^2$   
 $P$  = wetted perimeter in  $m$   
 $R = A/P$  = hydraulic radius in  $m$   
 $S$  = bed gradient

Assume

$n = 0.06$  for clean and straight natural streams

$A = 0.0353 m^2$  (30cm deep natural stream)

$P = 0.4712 m$

$R = 0.0750 m$

$S = 0.01$  (Assume 1:100)

$$\Rightarrow Q_{ditch} = 0.0105 m^3/s$$

Since we can assume the maximum existing flow is capped by the maximum capacity of the existing ditch, therefore the maximum existing flow is  $0.0105 m^3/s$ .

### 2. Computing whole site max run-off ( $Q_p$ ) by Rational Method

As previously calculated in our R to C submission dated 24 Aug 2021,

Given  $Q_p = 0.278 \text{ CiA}$  (page 34 from the Manual)

where  $Q_p$  = peak runoff in  $m^3/s$   
 $C$  = runoff coefficient (dimensionless)  
 $i$  = rainfall intensity in  $mm/hr$   
 $A$  = catchment area in  $km^2$

## Existing Flow Calculation and Checking of Capacity of Drainage System

Assume  $C = 1$  (the whole site is to be paved with concrete which is totally watertight)  
Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual,  
the extreme intensity = 210 mm/hr. Take  $i = 210$  mm/hr.  
Catchment area  $A = 3335.256 \text{ m}^2$  or  $0.003335256 \text{ km}^2$

**Computing the above equation we have the peak run-off of stormwater within the application site:**

$$\Rightarrow Q_p = 0.19471 \text{ m}^3/\text{s}$$

### 3. Checking discharge capacity of existing 1000mm dia. underground precast concrete pipe ( $Q_{1000}$ ) by Manning's Formula.

As previously explained in our R to C dated 24 Aug 2021, to estimate the capacity of the existing drainage network, the spot height points are studied and it is safe to assume a bed gradient of at least 1:100 and the capacity of the network can be estimated as follows:

$$Q_{1000} = \frac{1}{n} A R^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_{1000}$  = discharge capacity of concrete pipe in  $\text{m}^3/\text{s}$   
 $n$  = roughness coefficient  
 $A$  = flow area in  $\text{m}^2$   
 $P$  = wetted perimeter in  $\text{m}$   
 $R = A/P$  = hydraulic radius in  $\text{m}$   
 $S$  = bed gradient

Assume

$n = 0.013$  for concrete pipe

$A = 0.0.7854 \text{ m}^2$  (1000mm diameter concrete pipe)

$P = 3.1416 \text{ m}$

$R = 0.2500 \text{ m}$

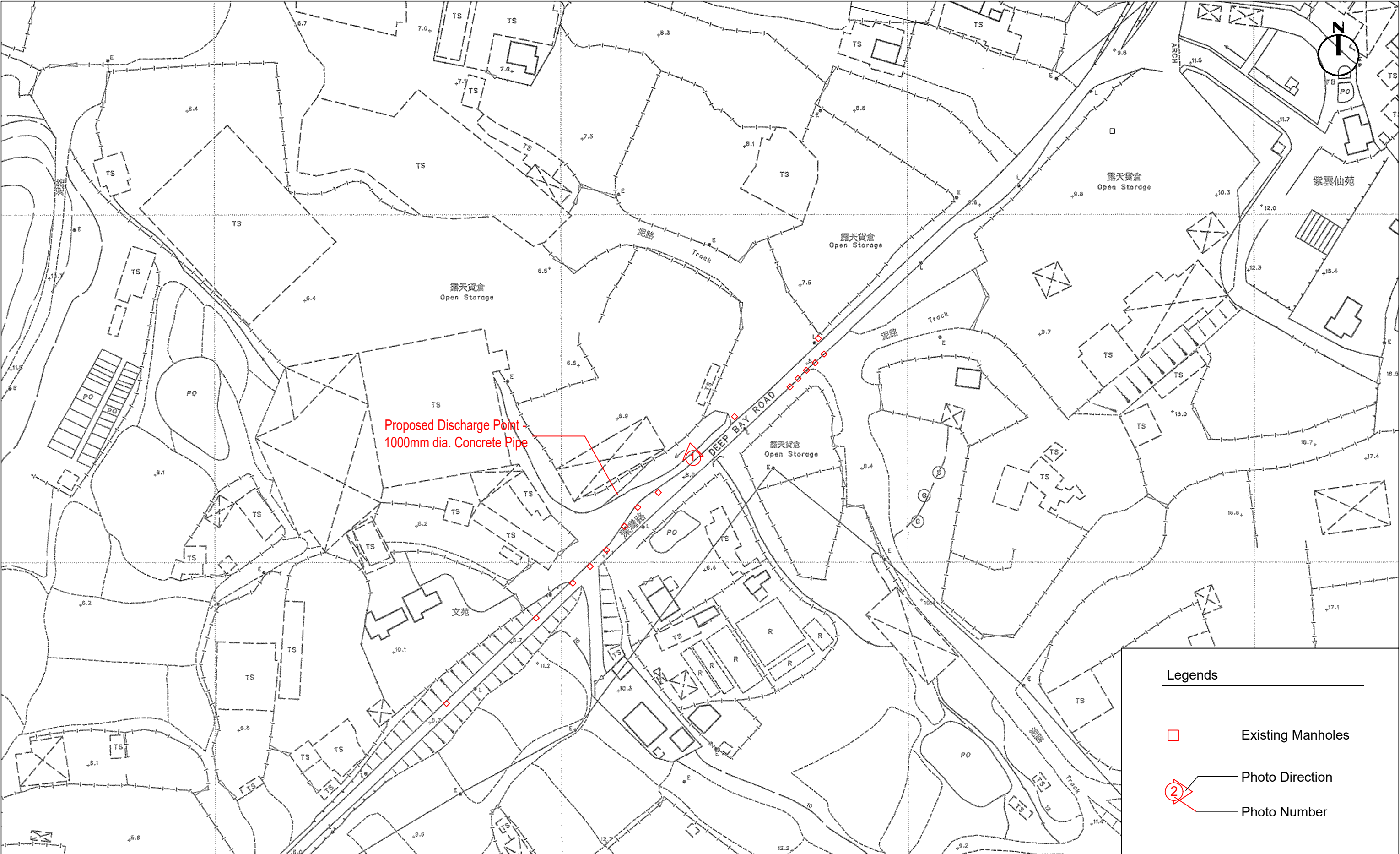
$S = 0.01$  (1:100)

$$\Rightarrow Q_{1000} = 2.3976 \text{ m}^3/\text{s}$$

$$\Rightarrow Q_{\text{total}} = \text{Total Runoff} = 0.19471 + 0.0105 = 0.20521 \text{ m}^3/\text{s}$$

$$\Rightarrow Q_{\text{total}} / Q_{1000} = 0.0856 = 8.56\%$$

**Conclusion:** since  $Q_p / Q_{1000} = 8.56\%$  (Approx.) of estimated capacity of existing 1000mm pipe and its downstream network, it is safe to assume that the existing drainage network will have enough capacity to cater the additional surface runoff contributed by the site.





PROPOSED RELIGIOUS AND RECREATIONAL USES AT 270 DEEP BAY ROAD, LAU FAU SHAN, YUEN LONG, NEW TERRITORIES (DD129 LOT 1966A, 1966RP, 1968, 1969, 1970,1975RP AND ADJOINING GOVERNMENT LAND) – R to C (6 Oct 2021)



Photo No. 1

## Drainage Proposal Calculations

In order to estimate the system of runoff flow of the area surrounding the application site, flow direction of small segments is predicted using spot height levels and then the major flow directions are predicted. With the predicted major flow directions, the catchment areas that may have runoff discharged at the proposed discharge point or points nearby are estimated as shown on drawing SD-05.

Catchment Area 1 (including the area of the application site), according to the flow direction estimation will have the runoff discharged at various storm drains along Deep Bay Road as indicated on the plan. It is included in the calculation for completeness and allowance of errors.

Catchment Area 2 represents an area with runoff that mostly discharges to the proposed discharge point.

The following estimations are calculated with reference to the Stormwater Drainage Manual (with Eurocodes incorporated) Fourth Edition, May 2013 issued by the Drainage Services Department, Government of Hong Kong, (the "Manual").

### 1. Computing whole site max run-off ( $Q_p$ ) by Rational Method.

Given  $Q_p = 0.278 CiA$  (page 34 from the Manual)

where  $Q_p$  = peak runoff in  $m^3/s$   
 $C$  = runoff coefficient (dimensionless)  
 $i$  = rainfall intensity in  $mm/hr$   
 $A$  = catchment area in  $km^2$

Assume  $C = 1$  (the whole site is to be paved with concrete which is totally watertight)  
 Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual, the extreme intensity = 210  $mm/hr$ . Take  $i = 210$   $mm/hr$ .  
 Catchment area  $A = 0.00334$   $km^2$

Computing the above equation we have the peak run-off of stormwater within the application site:

$$\Rightarrow Q_p = 0.19471 \text{ m}^3/s$$

### 2. Checking discharge capacity of existing 1000mm dia. underground precast concrete pipe ( $Q_{1000}$ ) by Manning's Formula.

To estimate the capacity of the existing drainage network, the spot height points are studied and it is safe to assume a bed gradient of at least 1:100 and the capacity of the network can be estimated as follows:

$$Q_{1000} = \frac{1}{n} AR^{\frac{2}{3}} S^{\frac{1}{2}}$$

where  $Q_{1000}$  = discharge capacity of concrete pipe in  $m^3/s$   
 $n$  = roughness coefficient  
 $A$  = flow area in  $m^2$   
 $P$  = wetted perimeter in  $m$

$$R = A/P = \text{hydraulic radius in m}$$

$$S = \text{bed gradient}$$

Assume

$n = 0.013$  for concrete pipe

$A = 0.0.7854 \text{ m}^2$  (1000mm diameter concrete pipe)

$P = 3.1416 \text{ m}$

$R = 0.2500 \text{ m}$

$S = 0.01$  (1:100)

$$\Rightarrow Q_{1000} = 2.3976 \text{ m}^3/\text{s}$$

### 3. Computing Catchment Area 1 max run-off ( $Q_{c1}$ ) by Rational Method.

Given  $Q_p = 0.278 \text{ CiA}$  (page 34 from the Manual)

where  $Q_p = \text{peak runoff in m}^3/\text{s}$   
 $C = \text{runoff coefficient (dimensionless)}$   
 $i = \text{rainfall intensity in mm/hr}$   
 $A = \text{catchment area in km}^2$

Assume  $C = 1$  (assume totally watertight hard paved surfaces for maximum runoff)

Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual, the extreme intensity = 210 mm/hr. Take  $i = 210 \text{ mm/hr}$ .

Catchment Area 1 (excluding application site area) =  $0.0567 - 0.00334 = 0.05336 \text{ km}^2$

**Computing the above equation we have the peak run-off of stormwater contributed by Catchment Area 1:**

$$\Rightarrow Q_{c1} = 3.12 \text{ m}^3/\text{s}$$

### 4. Computing Catchment Area 2 max run-off ( $Q_{c2}$ ) by Rational Method.

Given  $Q_p = 0.278 \text{ CiA}$  (page 34 from the Manual)

where  $Q_p = \text{peak runoff in m}^3/\text{s}$   
 $C = \text{runoff coefficient (dimensionless)}$   
 $i = \text{rainfall intensity in mm/hr}$   
 $A = \text{catchment area in km}^2$

Assume  $C = 1$  (assume totally watertight hard paved surfaces for maximum runoff)

Assume return period = 10 years with 5 minutes duration, according to Table 2 in the manual, the extreme intensity = 210 mm/hr. Take  $i = 210 \text{ mm/hr}$ .

Catchment Area 2 =  $0.0121 \text{ km}^2$

**Computing the above equation we have the peak run-off of stormwater contributed by Catchment Area 2:**

$$\Rightarrow Q_{c2} = 0.706 \text{ m}^3/\text{s}$$



## 5. Estimation of Existing and Additional Runoff

As mentioned at the beginning of this paper, the existing runoff can be estimated using the area of Catchment Area 2  $Q_{c2}$ .

We have:

$$Q_{1000} = 2.3976 \text{ m}^3/\text{s} \text{ (estimated capacity of the existing drainage network)}$$

$$Q_{c2} = 0.706 \text{ m}^3/\text{s} \text{ (estimated catchment Area 2 max run-off, i.e. existing runoff)}$$

$$Q_p = 0.19471 \text{ m}^3/\text{s} \text{ (estimated Application Site max run-off, i.e. additional runoff)}$$

Since

$$Q_{1000} > Q_{c2} + Q_p = 2.3976 \text{ m}^3/\text{s} > 0.90071 \text{ m}^3/\text{s} \text{ (37.6\% capacity)}$$

In order to improve the quality of the estimation, the runoff contributed by Catchment Area 1 is also estimated. However, as seen on drawing SD-05, there are numerous storm drains along Deep Bay Road which will discharge the entirety of the runoff of Catchment Area 1.

We have:

$$Q_{c2} = 3.12 \text{ m}^3/\text{s} \text{ (estimated catchment Area 1 max run-off)}$$

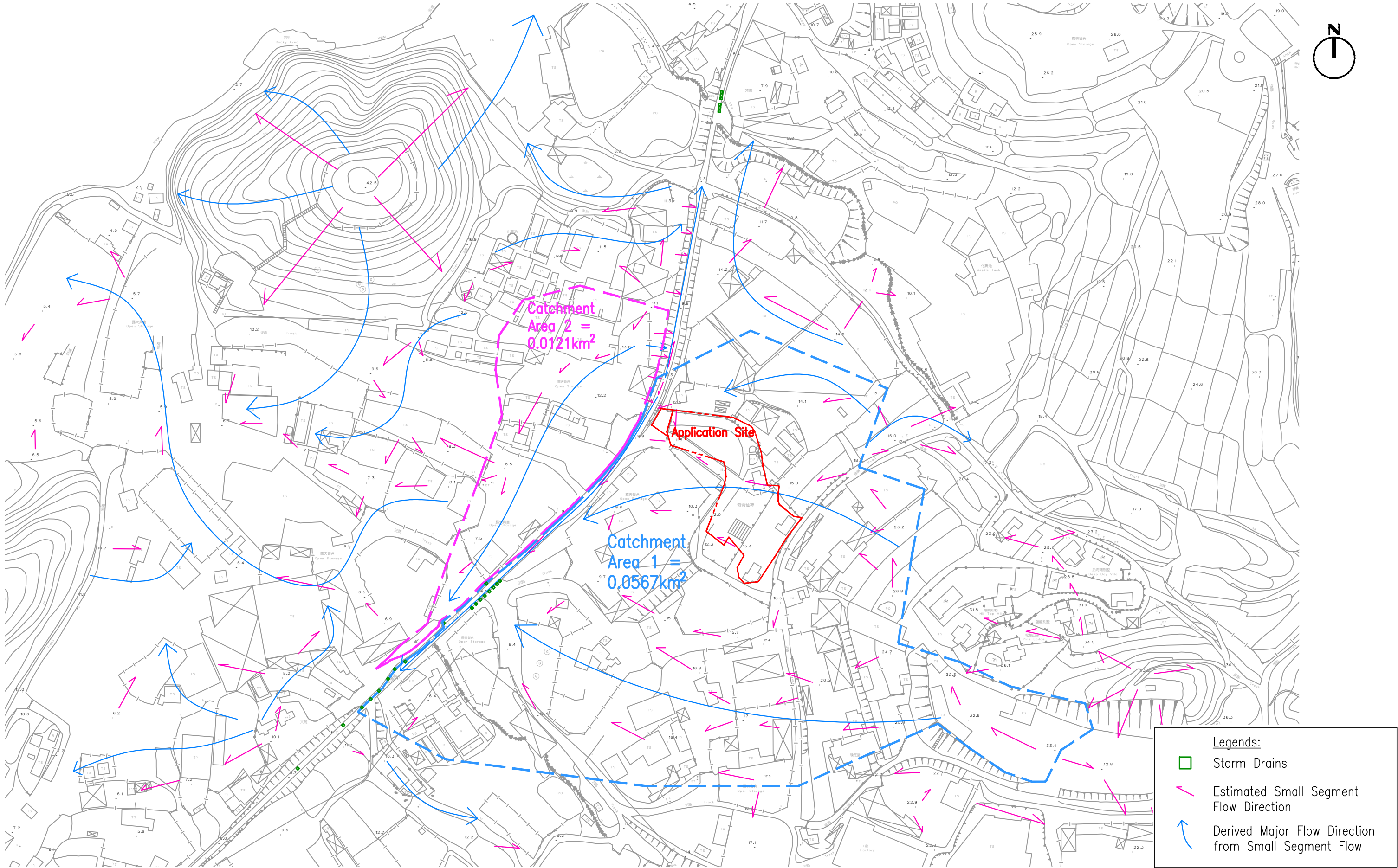
Assuming 10% of the max runoff not caught by these storm drains and entered the proposed discharge point:

We have:

$$Q_{c2(10\%)} = 0.312 \text{ m}^3/\text{s}$$

$$Q_{1000} > Q_{c2} + Q_p + Q_{c2(10\%)} = 2.3976 \text{ m}^3/\text{s} > 1.2821 \text{ m}^3/\text{s} \text{ (53.5\% capacity)}$$

**Conclusion:** since  $Q_{1000} > Q_{c2} + Q_p$ , it is safe to assume that the existing drainage network will have enough capacity to cater the additional surface runoff contributed by the site. Moreover, as most (or the entirety) of surface runoff contributed by Catchment Area 1, which is to the East of the discharge point separated by Deep Bay Road, is discharged to the storm drains along the road. Should there be any runoff not captured by these storm drains, the existing network of the proposed discharge point will still have enough capacity to cater the additional flow. Also, consider that the surface runoff currently contributes by the site is discharged to the said manhole (as the Application Site is part of Catchment Area 1), no overflowing should be anticipated.





Environmental Assessment for  
Rezoning Request from “REC” to “G/IC(1)”  
For Proposed Religious and Recreational Uses at Various Lots  
in D.D. 129 and Adjoining Government Land,  
Lau Fau Shan, Yuen Long

Prepared for:  
**Toco Planning Consultants Limited**

Prepared by:  
**Ramboll Hong Kong Limited**

Date:  
**December 2020**

Reference:  
**R6927\_v1.2**



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# 1. Introduction

## 1.1 Background

The Subject Site is located at Lau Fau Shan, N.T., which includes various lots, fall within an area zoned “Recreation” (“REC”) under the Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/8 where “Columbarium” use is not included under Column I or Column II of the Schedule of Use. **Figure 1** depicted the existing area zoned “Recreation” and the Subject Site which is proposed to rezone to “Government, Institution or Community (1)”, with mainly recreational, religious and columbarium uses placed under column 2.

Ramboll Hong Kong Limited (the Consultant) has been commissioned by the Applicant to conduct an environmental assessment for the proposed development. Architectural drawings and technical information of the Subject Site were provided by the Project Architect.

This report is to support a Section 12A rezoning planning application for the proposed religious and recreational facilities and an ancillary columbarium use from an environmental ground, i.e. the rezoning application to amend the zoning of the site from “Recreation” to “Government, Institution or Community (1)” with all the uses to be put in column 2 of the schedule of uses.

The aims of this environmental assessment are to identify the potential environmental concerns and constraints related to the development as well as during the operation of a 3-storey Columbarium and to recommend likely practical pollution control and mitigation measures that will be required with respect to the Hong Kong Planning Standards and Guidelines (HKPSG) and other relevant legislation.

This EA has identified and addressed the following major environmental issues:

- Potential air quality issue due to emissions from the adjacent road networks within 500m radius of the Subject Site;
- Operational air quality impact due to the proposed columbarium
- Noise nuisance due to operation activities of the proposed columbarium
- Sewage Impact Assessment

## 1.2 Proposed Development

The Subject Site is located at Lau Fau Shan N.T., which is surrounded by an open space covered with vegetation on its North, a rural access road on its East, two open storage areas on its South and Northwest. The existing Deep Bay Road is located on its West. Two other open storage areas are on the opposite side of the rural access road and Deep Bay Road respectively.

The Subject Site consists of three columbarium buildings that cover a total capacity of 7730 niches (452 sold, 7278 unsold niches) and a temple is dedicated for Kwan Yin and the worship activities will be carried out inside the temple.

**Figure 1** shows the location of the Subject Sites and its surrounding environs; and **Figure 2** shows the proposed master layout plan.



## 2. Construction Phase Impact Assessment

### 2.1 Construction Phase Noise Impact

#### 2.1.1 Legislation

Construction noise is governed by the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) issued by the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise from Construction Works Other than Percussive Piling" (TM1).

With effect from 1 November 96, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below table are set out in the "Recommended Pollution Control Clauses for Construction Contracts" with Para. 4.24(b) of ETWB TC No. 13/2003.

**Table 1: Noise Limits for Daytime Construction Activities**

NSR	0700 to 1900 hours on any day not being a Sunday or general holiday Leq (30min.) dB (A)
All domestic premises including temporary housing accommodation	75
Educational institutions including kindergartens, nurseries.	70 65 (during examination)

Note:

- a) the above standards apply to uses which rely on opened windows for ventilation;
- b) the above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external facade.

#### 2.1.2 Construction noise mitigation

For the construction of the proposed recreational and religious facilities and an ancillary columbarium, mitigation for construction noise impacts shall be implemented. Appropriate arrangement should be provided into working methods to minimize the potential construction noise impact. A noise mitigation management system should be set up to ensure regular maintenance of all plant and equipment, reduce noise generation at source, and that appropriate silencing applications are in use based upon the best reasonable practice.

Common noise mitigation measures that can be applied include:

- Use of PME equipped with properly designed silencers, mufflers, acoustically dampened panels and/ or acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures around noisy plants;
- Locating noise emitting plants as far as practicable away from sensitive receivers;
- Define Contractual clauses for construction works; and
- Schedule noisy operations during non-restricted hours

"Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. This clauses spell out the recommended noise control measures to be implemented by the contractor during the construction of the development.

Detailed construction method with number and types of construction plants to be used for different stages of work should be prepared by the project main contractor. Also, the predication of construction noise level with necessary noise mitigation measures in different stage of work should be provided by the project main contractor and submitted to the Engineer for approval and implemented. The contractor shall also implement the recommendation pollution control clauses for construction contracts.

With the implementation of the appropriate mitigation measures as discussed above, the potential construction noise impacts would not be significant. These mitigation measures can be enforced by specifying a construction noise control plan as part of the contract document.

According to the CAD, requirements in relevant pollution control ordinances/regulations and the guideline document "Recommended Pollution Control Clause for Construction Contracts" are relevant for construction noise control.

## **2.2 Construction phase air quality impact**

### **2.2.1 Dust impact and mitigation**

Construction dust will be the potential major source of air quality impact during the construction phase. Unacceptable impacts from the pollutants - NO<sub>x</sub>, SO<sub>2</sub>, and CO, etc. are unlikely as significant emissions are not anticipated, as number of diesel or petroleum fuelled machinery operating in the site shall be limited as compared to the traffic volume in nearby roads, i.e. the Castle Peak road and Yuen Long highway.

Appropriate dust reduction measures should be adopted as required under the Air Pollution Control (Construction Dust) Regulation. Dust impact could be effectively mitigated by inclusion of appropriate contracts clauses (e.g. regular and sufficient watering, enclosure of potential dust sources, etc.) for dust minimisation in the works contract. A monitoring programme can be instigated to monitor the construction process in order to enforce dust controls and modify methods of works to reduce the dust emission down to acceptable levels.

Moreover, the following measures will be adopted during the construction in order to further minimize the dust generated from the site:

-Restricted height from which materials are to be dropped

-Vehicles leaving site will be washed in order to remove dust from the vehicles

Good site management is important to help for reducing potential air quality impact down to an acceptable level. As a general guidance, the contractor shall maintain high standard of housekeeping to prevent emission of fugitive dust emission. Loading, unloading, handling and storage of fuel, raw materials, products, wastes or by-products should be carried out in a manner so as to minimize the release of visible dust emission.

A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner without generating fugitive dust emissions. The material shall be handled properly to prevent fugitive dust emission before cleaning.

"Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. It contains the recommended air pollution control measures to be implemented by the contractor during the construction of the development.

## **2.3 Construction site run off and discharge**

### **2.3.1 Legislation**

Construction activities may induce potential water quality impact due to the discharge of the effluent generated from the construction site. Effluent discharges from construction site is subject to control under the Water Pollution Control Ordinance and the Technical Memorandum Standards for Effluents Discharged in Drainage and Sewerage Systems, Inland and Coastal Water issued by EPD. Information in the ProPECC PN1/94 Construction Site Drainage will also be considered to provide some basic environmental guidelines for handling and disposal of construction site discharges.

### **2.3.2 Construction site wastewater impact and mitigation measures**

Site construction activities will inevitably have the potential to generate wastewater. As such works should be carried out in such a manner as to minimise adverse impacts on the water quality. Pollution sources could include:

- Construction runoff and drainage;
- Sewage effluent from the site; and
- Liquid spillage, e.g. oil, diesel and solvents etc.

Construction runoff contains increased loads of sediments, other suspended solids and contaminants. Potential sources of pollution include runoff and erosion from the site surfaces, drainage channels; bentonite slurries and other grouting materials, concrete washout and drainage from dust suppression sprays, fuel, oil and lubricants from construction vehicles and other equipment.

Sufficient silt removal facilities shall be installed to settle out sediment prior to discharge. Such facilities shall be properly designed in accordance with the guidelines from the Civil Engineering



and Development Department (CEDD) to achieve the desired mitigating effect. Typically, the detention time of not less than 5 minutes for maximum design flow of inlet should be achieved for adequate sediment removal. Channels or earth beam or sand bag barriers should be provided on site to properly direct surface runoff to such silt removal facilities. Sediment traps, channels and manholes should be maintained and the deposited silt and grit should be removed on regular basis.

To prevent spillage of fuel oils or other polluting fluids at sources, it is recommended that all stocks should be stored inside proper containers and sited on sealed areas, preferably surrounded by beams.

"Recommended Pollution Control Clauses for Construction Contracts" (RPCC) also recommends appropriate wastewater control measures to be implemented at the construction site by the contractor. The RPCC is available on EPD website.

As the discharge from the subject site would ultimately go into local water body, the quality of the discharge wastewater should meet the standards specified in the Technical Memorandum – Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters. The above proposed mitigation measures and control measures shall be implemented and an environmental monitoring and audit should be carried out to ensure the effectiveness of the proposed mitigation measures and subsequently ensure the water quality of the nearby water sensitive receivers would not be adversely affected by the construction of the project.

## **2.4 Construction and Demolition Material Management**

### **2.4.1 Legislation**

The principal legislation controlling waste materials in Hong Kong is the Waste Disposal Ordinance (WDO) (Cap. 354) and its subsidiary regulations.

The Environment, Transport and Works Bureau Technical Circular (Works) No. 19/2005 – Environmental Management on Construction Sites outlines the requirement of waste management for on-site sorting of all C&D material prior to disposal. This circular states a particular specification clause to be included in the tender documents for mandatory on-site sorting, processing and disposal of the same.

The Works Bureau Technical Circular (Works) No. 6/2010 – Trip-ticket System for Disposal of Construction and Demolition Material promulgates the policy to implement a trip-ticket system for public works contracts for the proper disposal of C&D material at public filling facilities or landfills.

### **2.4.2 Disposal of Construction and Demolition Material Impact and Measures**

The major construction activities are renovation within the three existing buildings. The construction activities will generate waste materials requiring appropriate management and disposal. Likely waste types include:

- Wood from formwork;
- Materials and equipment wrappings;

- Cleaning, coating and painting wastes; and
- Refuse generated by the contractor.

The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

On-site sorting of construction wastes will be recommended. Secondary on-site sorting can be achieved by avoiding the generation of “mixed waste” through good site control. Construction wastes shall be sorted to remove contaminants, with the inert materials broken up into small pieces before being reused or recycled on site or in other projects and delivered to public fill reception facilities for beneficial reuse

Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

The proposed development shall be considered in the planning and design stages to reduce the generation of C&D materials where possible. In addition, the contractor shall reuse inert C&D materials on site or in other suitable construction sites as far as possible; in order to minimize the disposal of C&D materials to public fill reception facilities. The contractor shall maximize the use of recycled or recyclable C&D materials, as well as the use of non-timber formwork to further minimize the generation of construction waste.

It should be noted that except for the Outlying Islands Transfer Facilities, Refuse Transfer Station (RTS) will not accept construction waste or inert C&D materials. Besides, the inert C&D materials should not be disposed of at landfills.

In addition, a waste management plan (WMP) should be prepared and implemented with reference to the Building Department’s “Practice Note for Authorized Persons and Registered Structural Engineers and Registered Geotechnical Engineers (ADV-19) – Construction and Demolition Waste”. For this project, it is anticipated that the amount of C&D materials will be less than 30,000m<sup>3</sup>. The applicant should require the contractors to submit the WMP. The WMP shall include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. The contractor will ensure that the day-to-day operations on site are complying with the approved WMP. According to the WMP, the contractor shall control the disposal of public fill, C&D materials and C&D waste to public fill reception facilities, sorting facilities and landfills respectively through a trip-ticket system. The contractor shall be required to separate public fill from C&D waste for disposal at appropriate facilities. In addition, the contractor shall record the disposal, reuse and recycling of C&D materials for monitoring purposes.

**Table 1.1** shows the estimated generation of different types of waste during construction phase of the project.

**Table 1.1 Summary Table of Estimated Construction Waste and Disposal Method**

Waste Material Type	Generated from works item	Activities Involved	Total Quantity Generated	Filling materials required	Quantity to be disposed off-site	Disposal Route
Inert C&D Material	Rock, rubble, boulder, earth, soil, sand, concrete and used bentonite, etc	Renovation within the three existing buildings	Approximate 170m <sup>3</sup>	0 m <sup>3</sup>	Approximate 170m <sup>3</sup>	To be reused or recycled on site or in other projects and delivered to public fill reception facilities for beneficial reuse
Non-inert C&D waste	Bamboo, timber, vegetation, packaging waste and other organic materials	Renovation within the three existing buildings	Approximate 15m <sup>3</sup>	0 m <sup>3</sup>	Approximate 15m <sup>3</sup>	To be reused or recycled on site or in other projects, remainder which can't be reused or recycled will be disposed of at NENT landfill (to be confirmed)
General Refuse	Food waste, waste paper, empty container generated from workforce	All Stage	32.5kg/day (preliminary estimate, assuming there are 50workers at any one time with generation rate of 0.65kg per worker per day)	Not Applicable	32.5kg per day	Refuse station for compaction and containerisation and then dispose of at NENT landfill
Chemical Waste	Cleansing fluids, solvent, lubrication oil and fuel from construction plants and equipment	All Stage	Less than few cubic meters/month (preliminary estimate)	Not Applicable	Less than few cubic meters/month	Chemical Waste Treatment Centre

### 2.4.3 Operational Phase Waste Management

Under normal circumstance, general refuse (such as food scraps, waste paper, empty containers and packaging, etc.) from operation of the columbarium will mainly be generated from future visitors. Such refuse will be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur.



There will be 56 employees (24 management office staff and 32 security guard) working in the proposed columbarium and maximum 4330 visitors during festival periods including Ching Ming Festival and Chung Yeung Festival. The estimated general refuse generation is shown in **Table 1.2** below.

**Table 1.2 Estimation of General Refuse Generation during operation phase (Festival Periods)**

Item	Population intake estimate	Waste classification	Per capita disposal rate (1)	Estimated Waste Generation
Total No. of Staff	56	Commercial & Industrial Waste	0.63kg/ person/ day	19.6kg/day
Total No. of Visitors	4330	Commercial & Industrial Waste	0.63kg/ person/ day	1515.5kg/day

Source:

(1) Plate 2.7 in Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2018

The visitors will not stay in the site for a whole day and not all visitor will generate waste, it is anticipated that the actual waste generation will be smaller than the estimation.

Corresponding to this waste volume and with a loading capacity of about 12 tons per refuse collection vehicle (RCV), it can be estimated that up to around 1 vehicle-trip per day would be needed for delivery of the general refuse by RCV to the designated landfill sites, which will be via Lau Fau Shan Road. Given this small daily number of vehicle-trips, the extra traffic loading on Lau Fau Shan Road would be negligible.

On the other hand, the visitors are encouraged to take their garbage home. The applicant has an administrative measure to manually control the number of visitors to use the rubbish bins by the site staff to avoid excessive use.

With proper implementation of waste management practices, the environmental impact from handling and disposal of general refuse would not be anticipated.

### 3. Air Quality Impact Assessment

#### 3.1 Vehicular Emission Impact Assessment

Air pollutants related to vehicular emissions are resulted from nearby traffic emissions and concentration levels of these pollutants are related to dispersion distance of the pollutants. Air quality impacts due to traffic emissions from surrounding roads of the proposed columbarium may assessed 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. The table is also provided below:

**Table 2: Guidelines on Usage of Open Space Site**

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	Type of Road		
	Trunk Road and Primary Distributor	>20m	Active and Passive Recreation Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity areas
	District Distributor	> 10 m	Active and Passive Recreational Uses
		< 10m	Passive Recreational Uses
	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyovers		Passive Recreational Uses

**Table 3** shows the distance between the Subject Site and the roads around the site. We concluded that the closest distance between the nearby traffic roads and the proposed columbarium are considered to be sufficient when compared with the required buffer distance listed in the HKPSG between roads and permitted usage of open space development and no significant vehicular emission impacts will be imposed to the proposed columbarium.

**Table 3: Distance Between the Subject Site and the Roads in the Vicinity of the Site**

Road/Street	Distance from the Air Sensitive Use	Road Type	Buffer distance from active and passive recreational uses stated in HKPSG for different road type	Compliance with the HKPSG
Deep Bay Road	~ 61m	Rural Road	Not specified in the HKPSG, > 5m following Local Road	N/A

#### 3.2 Potential Air Quality Impact Due to Operation of the Proposed Ancillary Columbarium

The applicant confirmed that both open and indoor burnings of ritual paper, incense, joss sticks and candles are prohibited within the proposed Site as an administrative measure. Instead, other means of worship to show condolence would be provided, such as vase for placing flowers. Therefore, it is considered that there would not have any adverse air quality impact due to the operation of the proposed ancillary columbarium from the generation of the smoke and dust. It must be noted that the existing furnace at the site will be demolished. For the proposed landscape garden, it is unlikely that there would cause any unacceptable air quality impact to the surrounding.

## **4. Noise Impact Assessment**

### **4.1 Noise Sources from the Surrounding**

A temple is dedicated for Kwan Yin and the worship activities will be carried out inside the temple. Since the proposed columbarium will adopt mechanical ventilation system, i.e. there is no reliance on opened windows for ventilation, the future occupants of the development will not be subjected to adverse noise impact from surrounding road network and fixed noise source. Detailed noise impact assessment is not considered in this report.

### **4.2 Potential Noise Impact Due to the Operation of Proposed Ancillary Columbarium**

Since the proposed ancillary columbarium is not designed for conducting any funeral ceremony, and its general operation activities, including worships/ praying to be carried out at the proposed columbarium is relatively quiet in nature, adverse noise impact due to operation of the proposed columbarium on the surrounding areas is not expected. The worship activities will be carried out in the religious building which are totally enclose buildings. Therefore, the noisy activities, if any, will be largely reduced.

Also, outdoor activities and celebration activities will not be arranged during these traditional major festivals so as to maintain the quiet nature of the proposed ancillary columbarium.

For the proposed landscape area and garden, passive recreation facilities such as sitting place and landscape area would be provided, i.e. no active recreation facilities such as tennis court, basketball court, provided. The activities carried out at sitting place and landscape area would unlikely to be noisy. Therefore, it is considered that the recreation facilities of the proposed ancillary columbarium would not generate adverse noise impact to the surrounding, as well as compatible with the surrounding planned recreational use.



## 5. Sewerage Impact Assessment

### 5.1 Scope of Work

The aim of this study is to assess whether the capacity of the existing sewerage networking to the Subject Site is sufficient to cope with the sewage flow from the proposed ancillary columbarium.

### 5.2 Assessment Criteria and Methodology

For the estimation of the sewage generation from the proposed ancillary columbarium and the existing development contribute sewage to the existing sewer system, recommendation in the "Guidelines for Estimating Sewage Flows for Sewage infrastructure Planning" (the GESF) published by EPD in 2005 have been adopted in this assessment.

Based on the designed use, the sewage flow from the proposed ancillary columbarium is determined and compared with the capacity of the existing sewerage system in order to investigate the necessity of sewerage system upgrading work.

The operation hours of the Proposed Columbarium during the normal days is from 9:00am to 5:00pm (8 operation hours) and that during the festival days is from 8:00am to 6:00pm (10 operation hours).

According to Table 2 of GESF, the unit flow rate of employee is 0.280m<sup>3</sup> per day per person.

The unit flow rate of the visitor adopted in this assessment is 0.004m<sup>3</sup> per day per person. (According to Table 2 of GESF, the unit flow rate of visit is 0.040m<sup>3</sup> per day per person. Under normal circumstances, visitors are expected to stay at the proposed columbarium in about 1 hour. Therefore, the unit flow rate is divided by 10 hours.)

### 5.3 Assessment

Based on the drainage plan obtained from Drainage Service Department, the nearest public sewerage network is located at the Tin Shui Wai New Town where is more than 1km from the proposed columbarium.

All employees (maximum of 56 employees including 24 management office staff and 32 security guard) will keep using the accessible toilets in the existing building 1 & 2, which are connected to a septic tank system including septic tank and soakaway pit system within the Application Site. Refer to **Table 1 of Appendix B**, the total amount of sewage generated from 56 employees are about 9280L per day.

All visitors will use the portable toilets during the festival periods. Vacuum tankers will be arranged to empty the toilets 4 times a day and transfer the additional sewage to public sewage treatment works.

#### Number of Visitor during the Festival Periods

According to the Traffic Impact Assessment, it is estimated that there would be 433 visitors during the peak hour (maximum of 4330 visitors/day). It is assumed in this assessment that about 3031 visitors (70% of visitor) will use toilet. It must be noted that not all visitor will use the toilet and they normally stay within the columbarium for about hour only.

With reference to the EIA Report, Agreement No. CE 1/2013 (CE) Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction (ref. AEIAR-198/2016, hereinafter refers to "the EIA Report"), it is assumed that 70% of the total number of visitors will use toilet and contribute to sewage flow generation.

The sewage flow calculations in the EIA Report refer to the Tai Po Tsz Shan Monastery project, in which 50% of the total number visitors were assumed to contribute sewage flow generation. Due to the remoteness of the reference EIA report, a more conservative assumption has been made that 70% of the total visitors will use toilet and contribute to sewage flow generation. Due to the remoteness, the "70% assumption" should be appropriate to be applied in this assessment.

#### Sewage Generation from the Proposed Columbarium during Festival Periods

Refer to **Table 1 of Appendix B**, the total amount of sewage generated from 3031 visitors during peak periods is about 30310L per day.

24 nos. portable toilets with 400 litres sewage capacity (**Appendix A** for the example) will be rent to handle the sewerage generation from the visitors.

Two vacuum tankers with capacity of 8000 litres will be arranged to empty the portable toilets with maximum frequency of 4 times a day. With such arrangement, the portable toilets are able to handle sewage generation of 38400L per day, which is larger than the sewerage generation from the visitors.

#### **5.4 Recommendations**

The applicant has an administrative measure to manually control the number of visitors (maximum 4330 visitors) to use the portable toilets only.

To prevent portable toilets from being overused causing sewage overflow and malodour problem, the portable toilets shall be kept monitoring by the staffs.

The number of the portable toilets and tankers can be increased to suit the demand, if and when necessary.

## 6. Land Contamination

### 6.1 Historic and Current Land Use

**Table 4** below presents a summary of land-use history based on the historical aerial photos. The aerial photos of Years 1967, 1972, 1981, 1997, 2009 and 2017 are attached in **Appendix C**.

**Table 4: Summary of land-use history based on the historical aerial photos**

Period / Year	Land Use / Description	Owner or Occupier	Sources of Information	Approximate size of on-site property	Off-site Property Affected?
<b>Before 1972</b>	The Site was occupied for cultivation.	No information	Aerial photos from LandsD. (Ref.: 5696 taken in 1967)	No information	No
<b>1972 to 1980</b>	In 1972, the northern part of the Site was for fish cultivation. The southern part of the Site was abandoned.	No information	Aerial Photos from LandsD (Ref.: 1506 taken in 1972)	No information	No
<b>1981 to 1996</b>	In 1981, the northern part of the Site was remained for cultivation. The southern part of the Site was paved and occupied by small buildings. According to the information from the Applicant, they obtained Building Licence from The Land Registry in 1979 for building small houses (not more than 3 storeys).	No information	Aerial Photos from LandsD (Ref.: 36485 taken in 1981)	No information	No
<b>1997 to 2008</b>	In 1997, no cultivations were observed at the Site. The southern part of the Site was occupied by small buildings surrounded by natural vegetation. The northern part of the Site was covered by natural vegetation.	No information	Aerial Photos from LandsD (Ref.: CN18047 taken in 1997)	No information	No
<b>2009 to present (2019)</b>	In 2009 to present, the southern part of the Site was paved and occupied by small buildings. The northern part of the Site was used for artificial plantation.	No information	Aerial Photos from LandsD (Ref.: CS26360 taken in 2009, E032734C taken in 2018) Google Maps street view taken in May 2009.	No information	No



## 6.2 Discussion and Conclusion

Based on the aerial photos the Subject Site and nearby areas were mainly for cultivations before 1997, although small buildings were occupied in the southern part of the site after 1980's. In and after 1997, no cultivation was observed at the Site. The southern part of the Site was paved and occupied by small buildings. The northern part of the Site was covered by natural vegetation or artificial plantation. Just outside the northern part of the Site, an area nearby was used for open storage, based on the observations of aerial photos and Google Map. There is no record of accidental spillage/leakage of chemicals or Explosive Ordnance Disposal at the Site, advised by relevant government Departments (**Appendix D**). The subject site is not a registered Chemical Waste Producer. To conclude, there is no historical and/or existing land uses such as factory or any industrial operations at the Site and in the vicinity that would result in potential contamination of soil and underground water. Therefore, land contamination at the Site is not expected.

## 7. Conclusions

The proposed columbarium is located at Lau Fau Shan, Yuen Long.

Environmental issues during the construction phase have been considered and mitigation measures are also proposed to minimise the environmental impact due to construction works.

Air quality impact assessment and a noise impact assessment are considered to the main environmental aspect related to the proposed development.

For air quality assessment, with sufficient buffer distance, it is expected that the Subject Site will not be subjected to unacceptable traffic emission impact.

Major source of air pollutants during the operation of the columbarium would be burning of ritual papers at the columbarium. However, there will be no incineration process and no burning of ritual paper, incense, joss sticks and candles at indoor or outdoor area of the proposed development as administrative measure. Instead, other substitute such as provision of vase would be provided to show condolence. An enclosed religious building are proposed such that the worship activities, if any, would be carried out at indoor. Therefore, the operation of the proposed columbarium will not cause unacceptable air quality impact to the surrounding.

Since no accommodation facilities will be provided by the proposed columbarium and it is not designed for noise sensitive use, the proposed columbarium is not considered as noise sensitive receiver. Moreover, when the proposed columbarium is not designed for conducting funeral ceremony; and its normal operation activities, including worships/ praying, at the proposed columbarium is relatively quiet in nature and they will be carried out indoors, adverse noise impact due to operation of the proposed columbarium on the surrounding areas is not expected. Also, outdoor activities and celebration activities will not be arranged during these traditional major festivals so as to maintain the quiet nature of the proposed columbarium. In addition, the recreational facilities proposed in the proposed columbarium are passive in nature. Therefore, there would not have any adverse noise impact to the surrounding due to the operation of the proposed columbarium.

Accessible toilets in the existing buildings and additional portable toilets will be provided for visitors to help handling the sewage during the festival days as contingency measures. Therefore, the operation of the proposed columbarium would not have any sewage impact to the surroundings.

Based on the historical records of aerial photos over the Site and records from relevant government Departments, there is no evident of potential land contamination of the Site.

To this end, it can be concluded that the proposed columbarium is considered environmentally acceptable.

---

## FIGURES





**Figure: 1**

**Title:** Location of the Proposed Columbarium and its Environs

**Project:** Environmental Assessment for Rezoning Request from "REC" to "G/IC"(1) for Proposed Religious and Recreational Uses at Various Lots in D.D. 129 and Adjoining Government Lands, Lau Fau Shan, Yuen Long

**RAMBOLL**

Drawn by: KW

Checked by: TC

Rev.: 1.0

Date: Jul 2019



---

**APPENDIX A**  
**EXAMPLE OF PORTABLE TOILET**  
**AVAILABLE IN HONG KONG**

---





美國製造500升清水沖水式蹲廁

美國製造500升清水沖水式蹲廁 (U.S. made Tufway 500L Squatting Style)

- ▶ 規格尺寸：高2.38米, 寬1.12米, 深1.22米
- ▶ 淨重：240磅 (109千克)
- ▶ 蓄水箱容量：約500公升 (400公升污水, 100公升清水)
- ▶ 每次清洗後可使用人次：640次
- ▶ 便槽具活葉, 可隱蔽污水
- ▶ 獨立小便斗
- ▶ 高密度聚乙烯材料製造, 耐用性高



本地製造式沖水蹲廁

本地製造式沖水蹲廁 (Local make Flushed Squatting Style)

- ▶ 規格尺寸：高2.25米, 寬1.12米, 深1.22米
- ▶ 淨重：200磅 (91千克)
- ▶ 蓄污水箱容量：265公升 (70加侖)
- ▶ 每次清洗後可使用人次：380次
- ▶ 蹲式蓄污水箱, 沖水式
- ▶ 獨立小便斗
- ▶ 高密度聚乙烯材料製造, 耐用性高
- ▶ 裝有洗手臺



德國製造沖洗式坐廁

德國製造沖洗式坐廁 (Germany make Thai Sitting Style)

- ▶ 規格尺寸：高2.29米, 寬1.12米, 深1.22米
- ▶ 淨重：200磅 (91千克)
- ▶ 蓄污水箱容量：265公升 (70加侖)
- ▶ 每次清洗後可使用人次：380次 (使用直下式或循環沖水系統)
- ▶ 每次清洗後可使用人次：380次 (使用清水沖水系統)
- ▶ 蓄污水箱：坐廁式, 循環式沖水系統或清水沖水系統
- ▶ 獨立清水箱供清水沖水用, 清水箱容量：80公升 (20加侖)
- ▶ 坐廁式獨特無接觸設計
- ▶ 裝有洗手臺
- ▶ 高密度聚乙烯材料製造, 耐用性高

---

**APPENDIX B**  
**CALCULATION OF**  
**SEWERAGE IMPACT ASSESSMENT**

---

**Table 1: Calculation for Sewage Generation Rate of the Proposed Columbarium during Festival Period**

During the festival periods, all employees will keep using the accessible toilets in the existing building 1 & 2.

All visitors will use the portable toilets. Vacuum tankers will be arranged to empty the toilets.

**A. Sewage Generation Rate from Employees (using accessible toilets in the existing buildings)**

Assumed number of employees	=	24	employees, advised by the Applicant (Management Office Staff)
Assumed number of employees	=	32	employees, advised by the Applicant (Security Guard)
Design flow for commercial employee	=	0.08	m <sup>3</sup> /person/day, refer to Table T-2 of GESF
Design flow for commercial activities	=	0.20	m <sup>3</sup> /person/day, refer to J11 of Table T-2 of GESF
Sewage generation rate of employees	=	9.28	m <sup>3</sup> /day (24 * 0.28 + 32 * 0.08)
	=	9280	Litres/day

**B. Sewage Generation Rate from visitors (using portable toilets)**

Assumed number of visitors	=	3031	visitors/day, advised by the Project Traffic Consultant ---- assume 70% of visitor will use toilet
Design flow for visitors	=	0.010	m <sup>3</sup> /person/day
Sewage generation rate of visitors	=	30.310	m <sup>3</sup> /day
	=	30310	Litres/day

**Sewage to be collected by portable toilets**

Capacity of portable toilets	=	400	Litres per unit
Number of portable toilets provided	=	24	Nos.
No. of time to empty the toilets by tankers	=	4	Times/day
Total Amount of Sewage collected by the portable toilets	=	38400	Litres/day
	>	Sewage generation from visitors	



---

**APPENDIX C**  
**HISTORICAL AERIAL PHOTOS FROM LANDS DEPARTMENT**

---

## Appendix C Historical records of LandsD's aerial photos over the Site

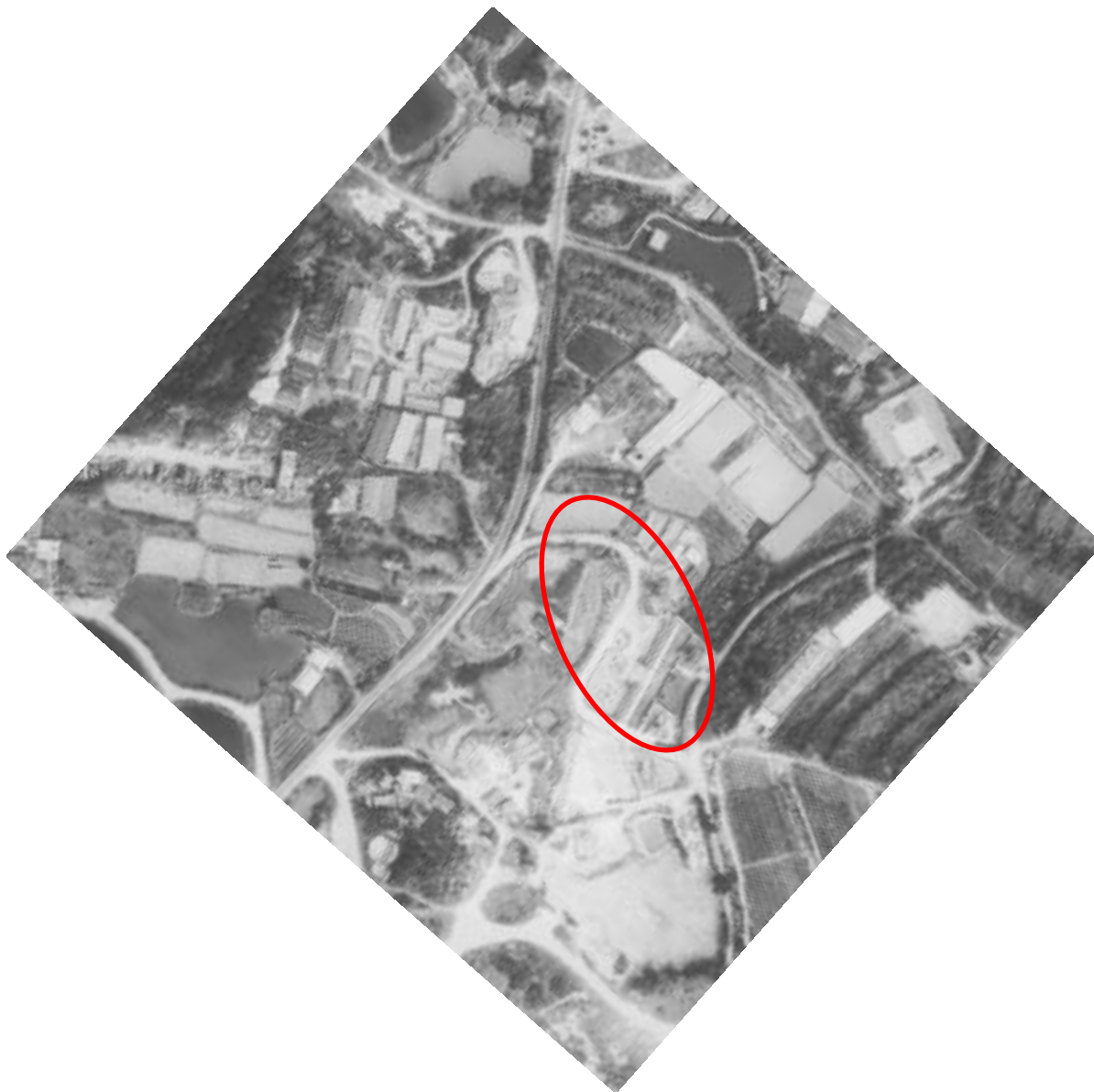


Year 1967 - aerial photos from LandsD (Ref.: 5696). Marked area = the subject Site.



Year 1972 - aerial Photos from LandsD (Ref.: 1506). Marked area = the subject Site.





Year 1981 - aerial Photos from LandsD (Ref.: 36485). Marked area = the subject Site.



Year 1997 - aerial Photos from LandsD (Ref.: CN18047). Marked area = the subject Site.



Year 2009 - aerial Photos from LandsD (Ref.:CS26360). Marked area = the subject Site.





Year 2018 - aerial Photos from LandsD (Ref.: E032734C). Marked area = the subject Site.

---

**APPENDIX D**  
**RECORDS OF POTENTIAL LAND CONTAMINATION FROM**  
**GOVERNMENT DEPARTMENTS**

---

[illegible]



Our Ref: (44) in CP OPS EOD 6-20/1 Pt.3

Telefax No. : +852 2203 4273

Telephone No. : +852 2203 4324

Date : 6<sup>th</sup> April 2018



Explosive Ordnance Disposal Bureau

Hong Kong Police

EOD Depot,  
150 Mount Butler Road,  
Jardine's Lookout,  
Hong Kong.

(15)

### FACSIMILE TRANSMISSION

To: Ramboll Environ Hong Kong Limited Addressee's Telefax No.: +852 3465 2899  
 (Attn.: Tony CHENG) Your Ref.: TPCLFSCUEI00 0 0011L.18  
 Total Number of Pages Transmitted: 1 Dated: 21<sup>st</sup> March 2018  
 (including this page)  
 Please notify Ms Chong, General Registry, EOD (2203 4325) if the message is incomplete

Dear Sir/Madam,

**Re: Land Contamination Assessment Study  
for a Rezoning Application for Che Wan Seen Yuen at Lau Fau Shan**

Your letter dated 21<sup>st</sup> March 2018 refers.

We have not found any relevant records of EOD related incident regarding the subject location.

Should you require further information, please contact the undersigned at 2203 4324.

Yours faithfully,

LAM Hong-hang  
Senior Inspector of Police  
Explosive Ordnance Disposal Bureau  
Hong Kong Police Force

Ramboll Hong Kong Ltd.

Project: <u>TPCLF-SCUEI00/0/0015</u>	
Maconomy no.: _____	
Circulation:	Read Action
<u>IC</u>	<input checked="" type="checkbox"/> <input type="checkbox"/>
_____	<input type="checkbox"/> <input type="checkbox"/>
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_____	<input type="checkbox"/> <input type="checkbox"/>

消 防 處

香港九龍尖沙咀東部康莊道 1 號  
消防總部大廈



FIRE SERVICES DEPARTMENT  
FIRE SERVICES HEADQUARTERS BUILDING,  
No.1 Hong Chong Road,  
Tsim Sha Tsui East, Kowloon,  
Hong Kong.

本處檔號 OUR REF. : (144) in FSD GR 6-5/4 R Pt. 27  
來函檔號 YOUR REF. : TPCLFSCUEI00\_0\_0024L.20  
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk  
圖文傳真 FAX NO. : 2739 5879  
電 話 TEL NO. : 2733 7741

RECEIVED  
13 JUL 2020

BY:.....

6 July 2020

Ramboll Hong Kong Limited  
21/F, BEA Harbour View Centre,  
56 Gloucester Road,  
Wanchai, Hong Kong.  
**(Attn: Ms. Kitty Wong, Senior Environmental Consultant)**

Dear Ms. Wong,

**Land Contamination Assessment Study for a Rezoning Application  
for Che Wan Seen Yuen at Lau Fau Shan  
Request for Information of Dangerous Goods & Incident Records**

I refer to your letters of 4.6.2020 and 10.6.2020 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(KONG Wai-chung)  
for Director of Fire Services

Che Wan Seen Yuen Company Limited

S.12A Rezoning Application for  
Proposed Religious Institution  
with Recreational Uses and an  
Ancillary Columbarium  
Development for Che Wan Seen  
Yuen, at Various Lots in D.D. 129,  
Lau Fau Shan, Yuen Long  
*Archaeological Impact Assessment  
Report*

July 2021

**Environmental Resources Management**


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Telephone: (852) 2271 3000  
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E-mail: [post.hk@erm.com](mailto:post.hk@erm.com)  
<http://www.erm.com>



Che Wan Seen Yuen Company Limited

S.12A Rezoning Application for  
Proposed Religious Institution with  
Recreational Uses and an Ancillary  
Columbarium Development for Che  
Wan Seen Yuen, at Various Lots in  
D.D. 129, Lau Fau Shan, Yuen Long  
*Archaeological Impact Assessment  
Report*

Reference 0296516

For and on behalf of ERM-Hong Kong, Limited	
Approved by:	Frank Wan
Signed:	
Position:	Partner
Date:	11 February 2021

This report has been prepared by ERM-Hong Kong, Limited with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to it by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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## ANNEXES

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<b>ANNEX B</b>	<b>EXISTING SITE CONDITION</b>
<b>ANNEX C</b>	<b>HISTORICAL PHOTOS</b>

## 1.1 PROJECT BACKGROUND

Che Wan Seen Yuen Company Limited (the Applicant) is planning to provide a religious institution with recreational uses and an ancillary columbarium with 7,730 niches (452 sold niches and 7,278 niches available for sale) at a site covering Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (Part) in D.D. 129 and adjoining government land (hereafter refers to the Project Site, see Plans A and B of Annex A for location and Site Plan). It also involves part of road widening areas of the Deep Bay Road (hereafter refers to road widening areas, see Plan Q of Annex A).

Permission from the Town Planning Board (the Board) to amend the zoning of the Project Site and a small piece of government land on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan (OZP) No. S/YL-LFS/9 from "Recreation" ("REC") zone (see *Plan A of Annex A*) to "Government, Institution or Community (1)" ("G/IC(1)") zone is required to allow for the subsequent submission of a section 16 (s.16) planning application for the proposed development. As the Project Site and part of the road widening areas fall within the Lau Fau Shan Site of Archaeological Interest (Lau Fau Shan SAI), an Archaeological Impact Assessment (AIA) for the Project Site is required as part of the planning application. ERM-Hong Kong, Limited has been commissioned by the Applicant to conduct the AIA. The findings and recommendations of the assessment are presented in this *Archaeological Impact Assessment Report*.

## 1.2 CONSTRUCTION WORKS

The development proposal comprises:

- Construction of a Kwan Yin Temple, a religious building, a cultural gallery, an ancillary columbarium building, and a large piece of recreational landscape garden within the Project Site (see *Plans A, B, F to M, O and P* in *Annex A*); and
- Part of road widening areas of the Deep Bay Road (see *Plan Q* of *Annex A*).

The religious building, cultural gallery and ancillary columbarium building would be converted from existing buildings (i.e. BL714, BL872 and BL873 shown in *Plan B* of *Annex A*). Major construction works with excavations include construction of the proposed car park and Kwan Yin Temple, and road widening areas. However, the construction methods are not available at this stage of the project.

The mater layout plans showing different works areas are provided in *Plans G* in *Annex A*.



Following this introductory section, the remainder of this *Report* comprises the following sections:

*Section 2* presents the background information of the Project Site;

*Section 3* presents the archaeological potential evaluation, impact assessment and recommendations;

*Section 4* presents the conclusion; and

*Section 5* presents the bibliography.

The following annexes are also included:

*Annex A* Descriptions and Plans of the Proposed Developments

*Annex B* Existing Site Condition

*Annex C* Historical Photos

## 2.1 TOPOGRAPHICAL AND GEOGRAPHICAL BACKGROUND

The Project Site is located at the northeast part of Lau Fau Shan in the New Territories, facing the Deep Bay (后海湾). A small hill called Lau Fau Shan (流浮山) with a peak of 75m high is situated east of the Project Site. A few rural villages are located south and southwest of the Project Site, which include: Sha Kong Wai (沙江圍), Ngau Hom (鰲磡), San Hing Tsuen (新慶村), and Hang Hau Tsuen (坑口村). Located east of Deep Bay Road, the Project Site is currently surrounded by open storage areas and it can be accessed from Deep Bay Road.

The Project Site rests on debris flow deposit (Qpd) (see *Figure 2.1*). The road widening areas rest on Qpd.

## 2.2 ARCHAEOLOGICAL BACKGROUND

The Project Site and part of the road widening areas are located within Lau Fau Shan SAI (see *Figure 2.1* for the SAI coverage) listed by the AMO <sup>(1)</sup>. A brief description of the SAI is provided in *Table 2.1*.

**Table 2.1** *Brief Description of SAI*

Site of Archaeological Interest	Description
Lau Fau Shan (Research File Ref.: AM96-0647)	Archaeological Period: Neolithic Period, Bronze Age Prehistoric remains were collected at the Lau Fau Shan in 1968 <sup>(2)</sup> . Field visits of the First Territory-wide Survey revealed that the Project Site was seriously disturbed. The archaeological potential of this site was reported as requiring further investigation.

No previous archaeological investigations were conducted within or in vicinity to the Project Site but a number of archaeological investigations were conducted within or adjacent to the SAI. Their locations are shown in *Figure 2.5* and the key findings are listed in *Table 2.2*.

(1) Antiquities and Monuments Office, *List of Sites of Archaeological Interest in Hong Kong*, November 2012, ([https://www.amo.gov.hk/form/list\\_archaeolog\\_site\\_eng.pdf](https://www.amo.gov.hk/form/list_archaeolog_site_eng.pdf)).

(2) Year 1968 is directly quoted from research file Ref.: AM96-0647. Survey was conducted in 1966 and paper was published in 1968.

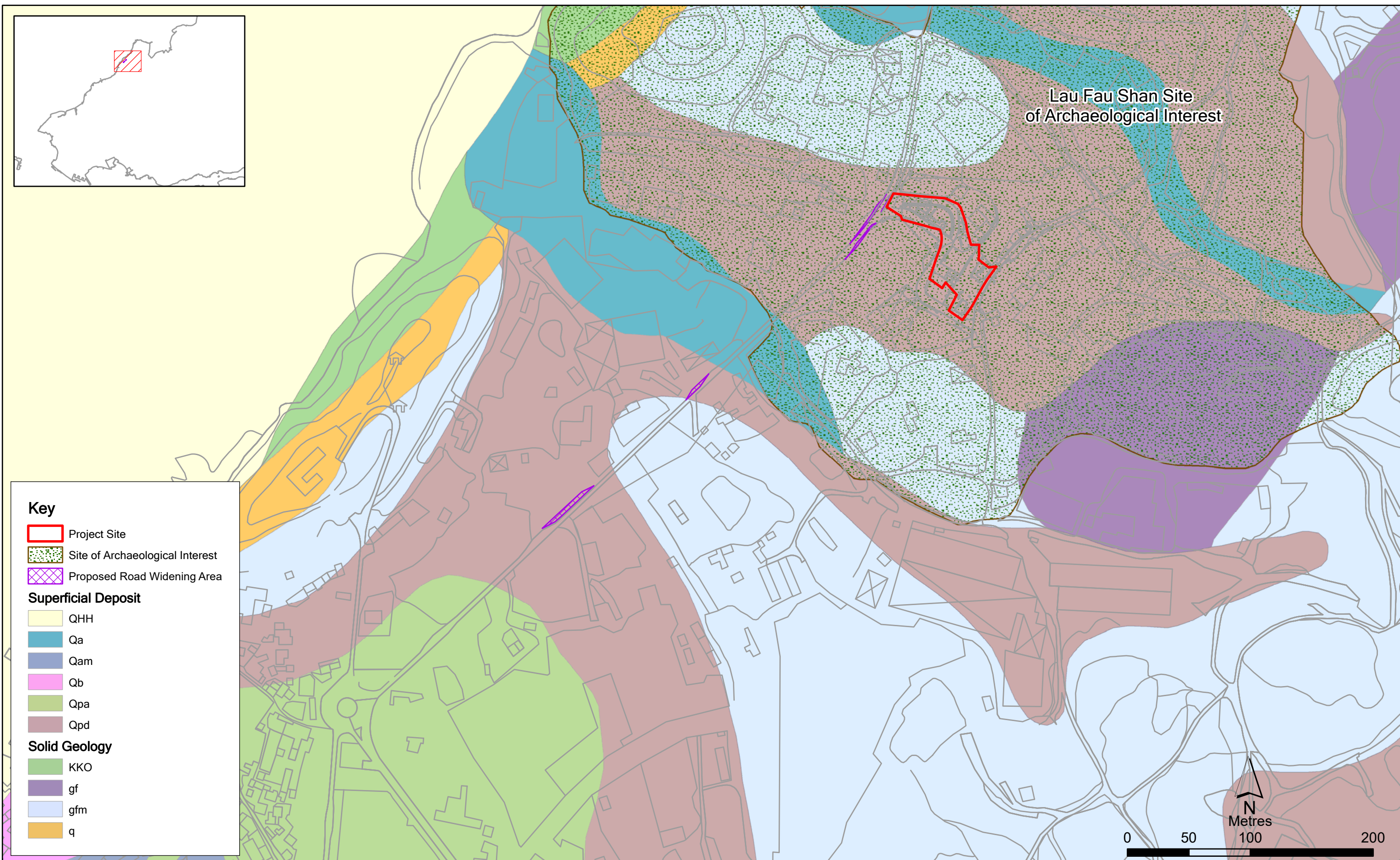


Figure 2.1

Geology



**Table 2.2**      **Key Findings of Previous Archaeological Projects within or adjacent to the SAI**

Archaeological Works (Year)	Description
1966	<p>A Late Neolithic site (about 1000 yds) at Lau Fau Shan was first recorded by Chiu and Woo, of the Department of Geography and Geology, of the University of Hong Kong, where a survey comprising site observations, measurements, and collection of artefacts were conducted. No archaeological excavation was conducted before the site was entirely removed by clay extraction activities for consumption of a nearby brick works, within two months of the discovery.</p> <p>The site identified was located at the lower slope of a round-topped hill that rises to just over 30m. During the course of rapid removal, stone artifacts and pottery shards of Late Neolithic were identified in the survey. Stone artifacts include: quartz disc, adzes, and polishing stone. Pottery includes: soft pottery shards with little pattern; and hard pottery shards with net pattern, the many-grooved rings with stich-prick, and the double-F. <sup>(1)</sup> A layer of more frequent finds were identified at about 0.6 to 0.9m below ground level (bgl) but considered disturbed indicated by the broken nature of the pottery shards identified.</p>
1983 & 1984	<p>Site visits were conducted and artifacts were observed in the cuttings of Deep Bay Road and on the surface of a small unpaved road running across the Archaeological Site. However, the artifacts were considered to be secondary-deposits. As the Archaeological Site had been heavily disturbed and no in-situ deposits were identified, this Archaeological Site was assessed to have minimal significance <sup>(2)</sup>.</p>
2001	<p>An archaeological survey and evaluation has been conducted at Hang Hau Tsuen, southwest (outside) of the SAI. Surface collection, hand augering and trench excavation were conducted. Kiln remains which can be dated to not later than the Song-Yuan Dynasties were identified during the investigation. Other artifacts identified during hand augering includes: green porcelain shards dated to the Song-Yuan Dynasties, and blue-and-white porcelain shards dated to the Ming-Qing Dynasties <sup>(3)</sup>.</p>
2008	<p>An archaeological survey and evaluation were conducted at the northern foothill area of Lau Fau Shan, southeast of Deep Bay Road outside the SAI. Field scanning, auger survey of 30 locations, and excavation of 20 test pits were conducted. Fragments of village ware, tile and porcelain were identified at TP5, TP6 and TP12, which were located at the northern part of the survey area, near the existing road, in secondary (disturbed) deposits. Most of them can be dated to pre-Qing and Qing Dynasty, only one small piece of celadon may date as early as Song Dynasty. The report suggested that no material of archaeological significance was identified in the survey and no further archaeological investigation was considered necessary in the concerned area of the project. <sup>(4)</sup></p>

**Note:**

- (a) The location of archaeological discovery in 1966 has been marked on *Figure 2.5* based on the archaeological survey report prepared by Chiu and Woo. For 1983- 1984 field scan, the coverage was not illustrated in map by Peacock and Nixon. For 2001 and 2008

(1) Chiu, T.N. and Woo, M.K. "Late Neolithic Site in the Extreme Northwest of the New Territories, Hong Kong". *Asian Perspectives*, 1968(XI), pp. 93-97.

(2) Peacock and Nixon. *Report of The Hong Kong Archaeological Survey, Vol. III, Part 1*. Hong Kong Government. 1986. (Unpublished, HDC Library Ref. No.: ID5)

(3) 中港考古研究室. 《2001年流浮山坑口村擬修建水渠工地考古調查及評估報告》. 2001. (未出版, HDC Library Ref. No.: YL28)

(4) Golder Associates Hong Kong Pty Ltd. (Golder Associates). *Archaeological Survey Various Lots D.D. 129 Lau Fau Shan N.T. Hong Kong*. 2008. (Unpublished, HDC Library Ref. No.: YL66)

Archaeological Works (Year)	Description
	surveys, the locations are outside the SAI.

Based on the findings of the previous investigations, the SAI is reported to be already heavily disturbed and possibly partly destroyed by clay extraction activities since 1950 in archaeological projects conducted in 1966 and subsequently in 1980s. It was further concluded that no artifact would be *in-situ* and no further administrative action would be recommended after completing the archaeological project in 1980s. <sup>(1)</sup>

## 2.3

### **HISTORICAL BACKGROUND**

The Project Site is located at Lau Fau Shan of the Yuen Long district. The local history of Yuan Long is better understood since the *Song* dynasty (960-1279 AD) based on the genealogical records of clan groups recorded. The original Chinese character for Yuen Long means well developed lowland along a river lake but being surrounded. Yuen Long is a large alluvial plain surrounded by hills on three sides. It was famous for salt and pearl production and agricultural activities. Lau Fau Shan in particular, is renowned for oyster farming.

Review of historical maps and aerial photos from 1949 to 1977 shows that the Project Site remained as agricultural land and partly occupied by a pond (see *Figures C1 to C2 in Annex C*) until 1977, which three buildings were consecutively built (i.e. BL714, BL872 and BL873, see *Figure 2.2*). <sup>(2)</sup> The Project Site was further developed since 1986 to show an initial form of the existing site layout, including the presence of recreational landscape garden, a swimming pool ("Sw. P" as in *Figure 2.3* refers), a road passing through the southern area of the Project Site and fencing walls (see *Figure 2.3* and *Figures C3 to C6 in Annex C*). The site layout remained unchanged until 2008 when the site was renovated (see *Figure C7 in Annex C*).

According to leaflet introducing the columbarium services of the Project Site, Che Wan Seen Yuen was operated since 2009 (see *Figures C8 and C9 in Annex C*). However, the nature of the development within the Project Site before 2009 is unknown based on available information.

## 2.4

### **IDENTIFIED GROUND DISTURBANCE**

### 2.4.1

#### **Ground Disturbance in History**

In the 1940s, as the Project Site was agricultural land (see *Figures C1 in Annex C*), ground disturbance is likely limited to ploughing works at the top soil layer (e.g. 30-50cm, as common practice).

(1) Peacock and Nixon. *Report of The Hong Kong Archaeological Survey, Vol. III, Part 1*. Hong Kong Government. 1986. (Unpublished, HDC Library Ref. No.: ID5)

(2) BL714 was first shown on aerial photo dated 1977 (ref no. 17184). BL872 and BL873 were not shown on *Sheet 2-SW-22A* (January 1979) but first appeared on *Sheet 2-SW-22A* (June 1979).



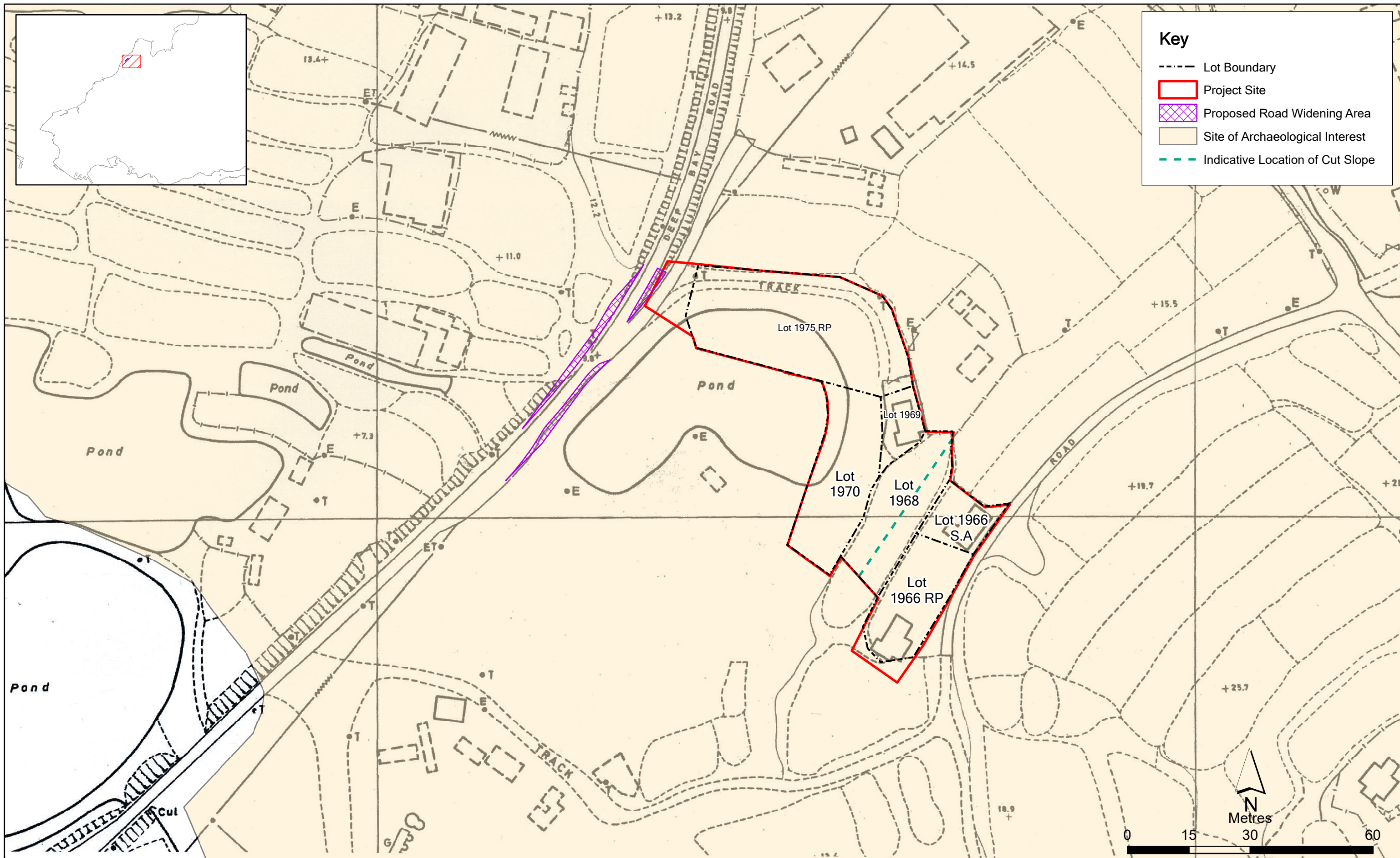


Figure 2.2 Project Site and Associated Works Boundaries Overlay on 1979 Surveyed Map  
 (Source: Survey and Mapping Office. 1979 (June). Sheet 2-SW-22A of 1:1 000 Topographic Map (Series HP1C).  
 Hong Kong: Lands Department.)

File: T:\GIS\CONTRACT\0296516\Mxd\0296516\_1979\_old\_map.mxd  
 Date: 14/7/2020

**Environmental  
 Resources  
 Management**





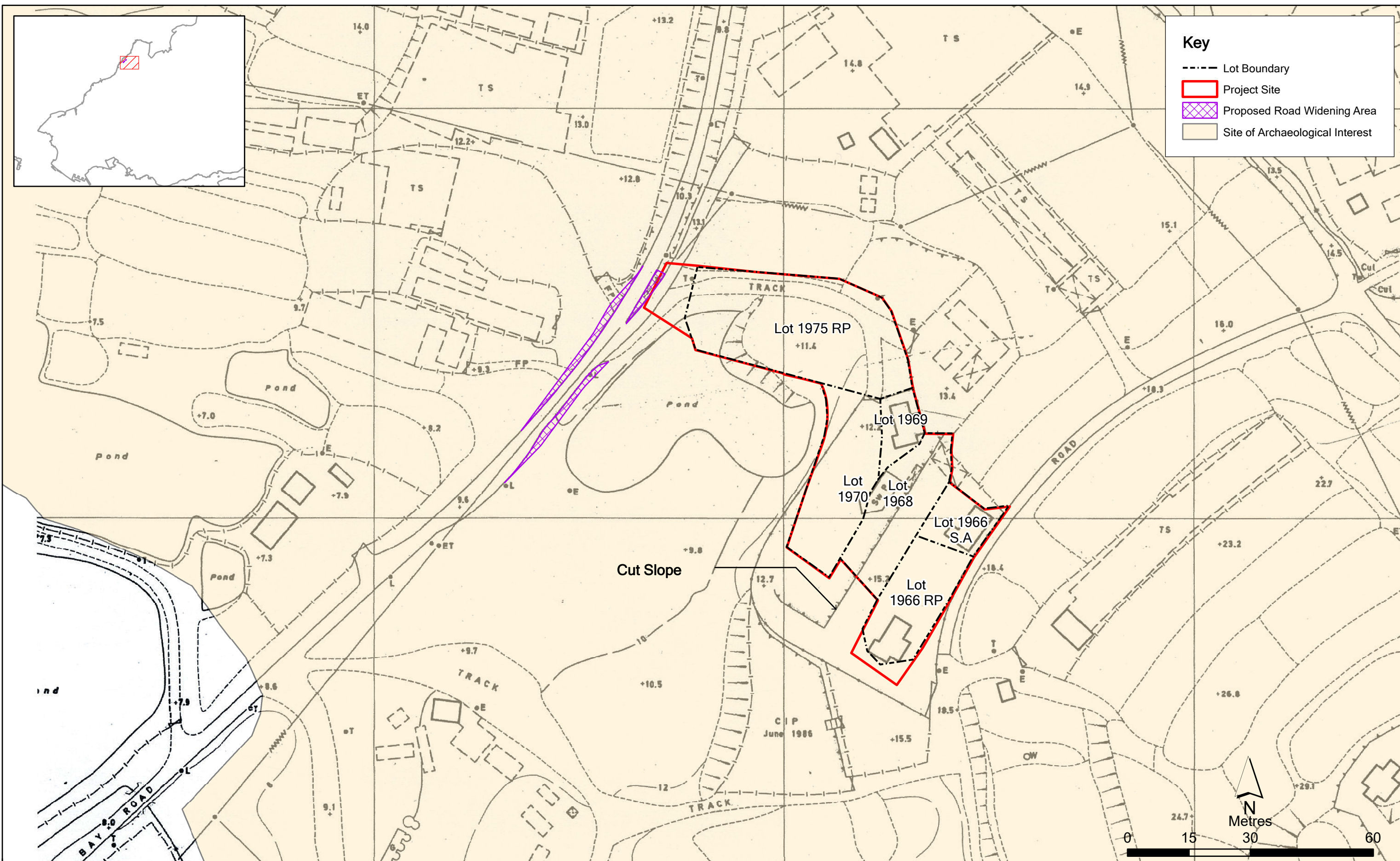


Figure 2.3 Project Site and Associated Works Boundaries Overlay on 1986 Surveyed Map  
 (Source: Survey and Mapping Office. 1986. Sheet 2-SW-22A of 1:1 000 Topographic Map (Series HP1C).  
 Hong Kong: Lands Department.)



In the 1970s and onwards, aside from the construction of buildings BL714, BL872 and BL873, other major ground disturbances identified include construction of a pond, a cut slope, a swimming pool and tree planting.

Area at southern part of Lot 1975 RP and western part of Lot 1970 of the Project Site were converted into a pond (see *Figure 2.2* and *Figures C1* and *C2* in *Annex C*). The pond was filled in the 1980s (see *Figure 2.3*). Construction of the pond is expected to involve excavation works with depth of approximately 1.2m- 1.8m below ground level, as common practice.<sup>(1)</sup> The landscape at the vicinity of the pond should also be heavily disturbed. Excavated materials would likely to be filled along the bank of the pond when the pond was in used. In addition, ground soil in vicinity of the pond would likely be used to backfill the pond in the 1980s.

Lot 1968 was divided by a cut slope into upper and lower platforms (see *Photo 3* of *Annex B*; *Figures C2* and *C3* in *Annex C*; *Figures 2.2* to *2.4*). The eastern part retained its mPD level and became part of the upper platform (i.e. about +15 mPD) while the western part was excavated by about 2.3m to 2.8m below the original ground level (bgl) and formed part of the lower platform (i.e. about +12.2 to +12.7 mPD) (see *Figures 2.3* and *2.4*).

A swimming pool was located at the lower platform from 1985 to 2005 (see "Sw. P" in *Figure 2.3*; and *Figures C3* to *C5* in *Annex C*)<sup>(2)</sup>. As no historical record on construction method of swimming pool is available, its depth is unknown. However, if the swimming pool is for adult use, it is likely at least 1.5m deep.

Trees were planted at the northern part of Lot 1975 RP, eastern part of Lot 1968, and northern part of Lot 1969 RP, as shown in *Figures C3* to *C6* in *Annex C*. Excavation is required when planting trees. In addition, no planter is observed for trees, so tree roots are likely extending freely in the ground.

#### 2.4.2 Existing Ground Disturbance

Site visit was conducted on 29 April 2015. Existing disturbances observed are presented in *Table 2.3*.

**Table 2.3 Existing Disturbance**

Area	Existing Disturbance	Photo No. in Annex B
Lot 1966 RP	• Construction of existing building (i.e. BL872)	• 1, 19
	• Floor Paving	• 7
	• Tree Planting	• 3, 19
Lot 1966 S.A	• Construction of existing building (i.e. BL873)	• 1, 18

(1) Agriculture, Fisheries and Conservation Department. *Environmental Management of Pond Fish Culture*. Retrieved on 10 March 2016, p. 4.  
[http://www.afcd.gov.hk/english/fisheries/fish\\_aqu/fish\\_aqu\\_techsup/files/common/Series3\\_PondCultureManagement.pdf](http://www.afcd.gov.hk/english/fisheries/fish_aqu/fish_aqu_techsup/files/common/Series3_PondCultureManagement.pdf).

(2) A swimming pool was first observed on *aerial photo* dated 1985 (ref no. A01890) and disappeared on maps or aerial photos dated beyond 2005.

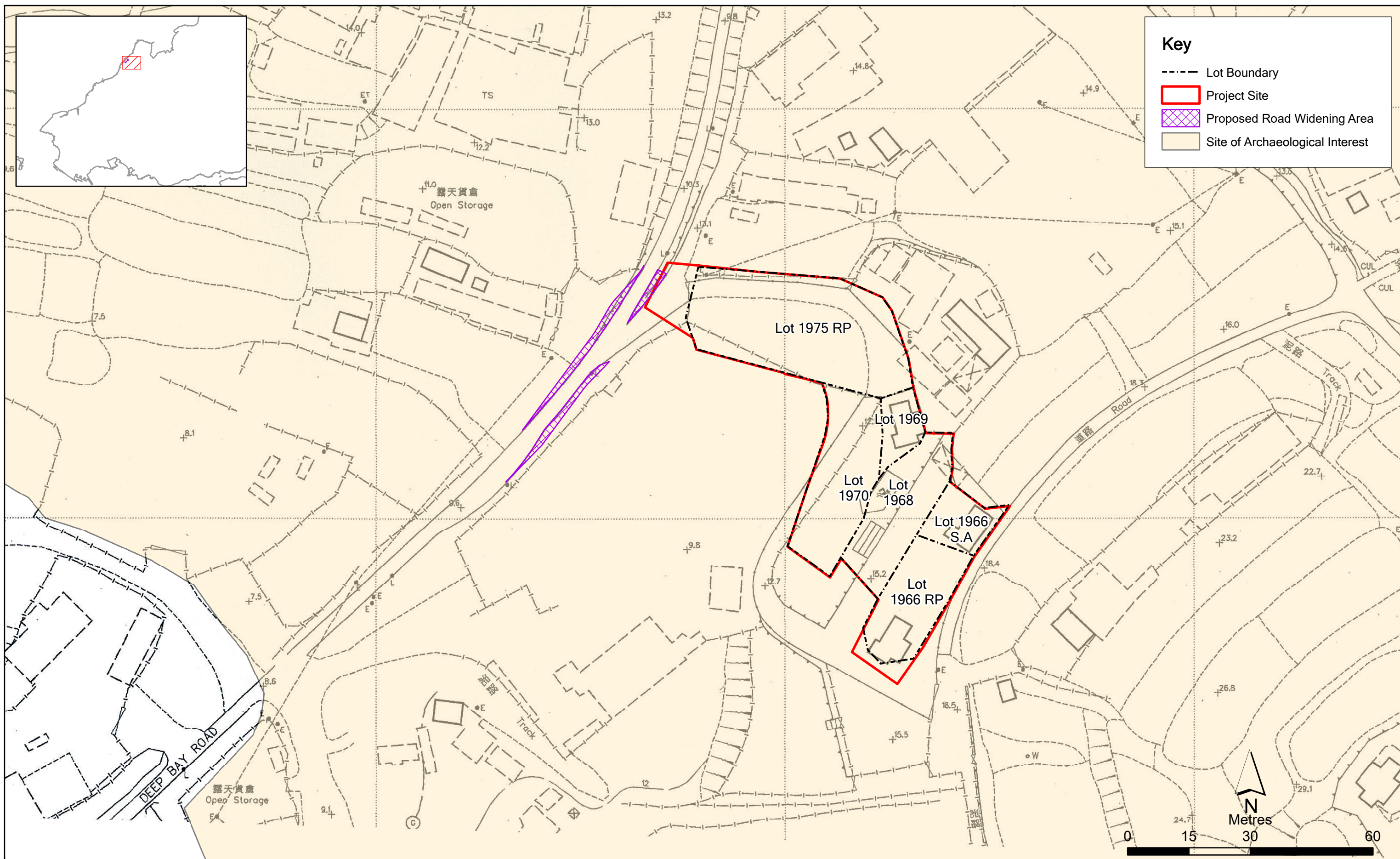


Figure 2.4

Project Site and Associated Works Boundaries Overlay on 2002 Surveyed Map  
(Source: Survey and Mapping Office. 2002. Sheet 2-SW-22A of 1:1 000 Topographic Map (Series HP1C).  
Hong Kong: Lands Department.)





Area	Existing Disturbance	Photo No. in Annex B
Lot 1968	<ul style="list-style-type: none"> <li>Floor Paving</li> <li>Underground Drainage</li> <li>Construction of water feature e.g. artificial falls</li> </ul>	<ul style="list-style-type: none"> <li>8</li> <li>7</li> <li>12</li> </ul>
Lot 1969	<ul style="list-style-type: none"> <li>Construction of existing buildings (i.e. BL714)</li> </ul>	<ul style="list-style-type: none"> <li>1, 17</li> </ul>
Lot 1970	<ul style="list-style-type: none"> <li>Road Construction</li> <li>Underground Drainage</li> <li>Floor Paving</li> <li>Tree Planting</li> <li>Construction of incense burner</li> <li>Construction of well</li> </ul>	<ul style="list-style-type: none"> <li>5</li> <li>5</li> <li>3, 4</li> <li>5</li> <li>13</li> <li>13, 14</li> </ul>
Lot 1975 RP	<ul style="list-style-type: none"> <li>Road Construction</li> <li>Construction of water feature e.g. ponds, fountain</li> <li>Underground Drainage</li> <li>Underground Cable</li> <li>Tree Planting</li> </ul>	<ul style="list-style-type: none"> <li>1</li> <li>2, 9, 10, 11</li> <li>6</li> <li>15</li> <li>16</li> </ul>

The impact depth of the existing ground disturbances varies within the Project Site. The Project Site was entirely paved which might require excavation for around 0.3m for site flattening. In addition, according to *Plans H, I, J and K* of *Annex A*, impacted depth for constructing the footing of existing buildings would be approximately 1m, which also suggested the impacted depth for constructing other simple above-ground structures (i.e. incense burner and fountain) should be less than 1m. Moreover, the impact depth of trenches for drainage and cable, as well as the manholes, is estimated to be 0.6 to 3m. The depth of the well is more than 1m as water table reached at approximately 1m bgl. Finally, no planter is observed for trees, so tree roots are likely extending freely in the ground. Even if planter was used, the impact depth would be at least 1.2m with reference to *Plan L* of *Annex A*. In sum, impact depth is expected to be ranged from 0.3 to 3m at different locations of the Project Site.

Concerning areas identified for the road widening areas, existing roadside areas are installed with street lighting and underground drainage facilities (see *Photos 21 and 22* in *Annex B*). Some areas are part of the privately owned open storage areas (see *Figure C9* in *Annex C* and *Photos 21 and 22* in *Annex B*).

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### 3 *ARCHAEOLOGICAL POTENTIAL EVALUATION, IMPACT ASSESSMENT AND RECOMMENDATIONS*

#### 3.1 *ARCHAEOLOGICAL POTENTIAL EVALUATION*

The archaeological findings reported in 1968 shows possible secondary deposit dated to Neolithic Period and Bronze Age were located at about 0.6 to 0.9m bgl. Although the site of discovery in 1966 is approximately 320 m north of the Project Site, the geology of the site of discovery is the same as the Project Site (i.e. Qpd), which suggested the types of findings that might be located within the Project Site. This also suggested that the finds that may encounter from the Project Site may possibly be secondary deposits.

However, as presented in *Section 2.4*, the Project Site and the road widening areas have been disturbed by agricultural activities (i.e. ploughing impact level of approximately 30-50cm bgl and various types of construction works within soil impact level ranges from 1.5 to 2.8m bgl throughout the history. Any surviving archaeological deposits that may encounter within the Project Site would have been heavily disturbed. Therefore the Project Site and the road widening areas are considered to have nil archaeological potential.

#### 3.2 *IMPACT ASSESSMENT AND RECOMMENDATION*

As the Project Site and the road widening areas are considered have nil archaeological potential, no archaeological impact due to the proposed development is anticipated. Therefore, no mitigation measure is required.

However, the AMO should be informed immediately in case of discovery of antiquities or supposed antiquities during the course of construction works. If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO.

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Che Wan Seen Yuen Company Limited is planning to provide a religious institution with recreational uses and an ancillary columbarium at a Site covering Lot Nos. 1966A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (Part) in D.D. 129 and adjoining government land. It is also proposed to widen part of the Deep Bay Road leading to the Project Site. The Project Site and part of the proposed road widening areas fall within the Lau Fau Shan SAI.

Desktop review supplemented by site visit findings indicated nil archaeological potential of the Project Site and the road widening areas. Although artefacts had been identified within the Lau Fau Shan SAI at a location sharing the same superficial geology (debris flow deposit) to the Project Site and the road widening areas (i.e. “location of archaeological discovery in 1966” as shown in Figure 2.5), the site of discovery was far away (i.e. approximately 320m north of the Project Site) and the finds were disturbed secondary deposits. Therefore, archaeological deposits that may encounter from the Project Site and the road widening areas are probably secondary deposits. In addition, previous ground disturbances of the Project Site and the proposed road widening areas were serious. Thus, the archaeological potential of these areas is concluded to be nil. Potential adverse archaeological impact due to the proposed development is thus considered minimal.

However, the AMO should be informed immediately in case of discovery of antiquities or supposed antiquities during the course of construction works. If antiquities or supposed antiquities are discovered, AMO should be informed immediately so that appropriate follow up action, if necessary, can be timely formulated and implemented in agreement with AMO.



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*English*

Agriculture, Fisheries and Conservation Department. Environmental Management of Pond Fish Culture. [information online] available from: [http://www.afcd.gov.hk/english/fisheries/fish\\_aqu/fish\\_aqu\\_techsup/files/common/Series3\\_PondCultureManagement.pdf](http://www.afcd.gov.hk/english/fisheries/fish_aqu/fish_aqu_techsup/files/common/Series3_PondCultureManagement.pdf).

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Peacock and Nixon. 1986. *Report of The Hong Kong Archaeological Survey, Vol. III, Part 1*. Hong Kong Government. (Unpublished, HDC Library Ref. No.: ID5)

*Chinese*

中港考古研究室. 2001. 《2001 年流浮山坑口村擬修建水渠工地考古調查及評估報告》. (未出版, HDC Library Ref. No.: YL28)

*Map*

Survey and Mapping Office. 1979 (Jan and June), 1986, 2002, 2010. *Sheet 2-SW-22A of 1:1 000 Topographic Map (Series HP1C)*. Hong Kong: Lands Department.

*Aerial Photos*

Survey and Mapping Office. Vertical aerial photos. Hong Kong: Lands Department.

Ref No	Date	Height (feet)
6115	02/06/1949	8000
6161	03/05/1949	8000
2864	28/12/1972	3000
6835	08/12/1973	1800

8421	03/03/1974	2100
10937	26/02/1975	2300
17184	10/02/1977	2000
A10890	12/07/1985	2200
A14300	08/09/1988	2500
A26347	16/07/1991	2000
CN3451	28/05/1993	3000
CN7352	23/06/1994	2800
CN0232	10/07/1998	3000
CW37493	02/01/2002	1500
CW37731	03/01/2002	1500
CW64097	03/04/2005	2500
CS04096	25/12/2006	6000
CW76069	30/05/2007	3000
CS07924	03/08/2007	3000
CS10877	28/02/2008	6000

Survey and Mapping Office. Oblique aerial photo: CW40860 (dated 21/05/2002, taken at 1000 feet). Hong Kong: Lands Department.



Annex A

## Descriptions and Plans of the Proposed Developments

## 4. DEVELOPMENT PROPOSAL

The design concept of the development scheme in support of the rezoning request is to conform to the requirements of the PCO for proper control of the existing columbarium in CWSY and also intended to provide religious and recreational uses to respect the planning intention of the overall "REC" zone within the vicinity. The proposed scheme is carefully designed with a religious atmosphere to reduce the influence of the columbarium as much as possible.

### 4.1 Master Layout Plan and Development Schedule

#### 4.1.1 Master Layout Plan (Plan G)

An Artist Impression and a Master Layout Plan for the proposed scheme are shown at **Plan F** and **Plan G** respectively. The proposed scheme mainly involves the retention of existing three 3-storey buildings and one additional temple has been proposed at the site. The temporary structures within the site will be demolished. In order to meet the requirements of PCO and the planning intention of "REC" zone, the proposed scheme has the following improvements:-

##### (a) Indoor Facilities

Typical Floor Plans, Sections and Elevations of the proposed temple and the existing three 3-storey columbarium buildings in CWSY are shown at **Plan H** to **Plan K**. The three building blocks were built in 1980s under building licences. Apart from the columbarium use, a male toilet is proposed on the G/F of Building 1, an administration office, a female toilet and disabled toilet are proposed on the G/F of Building 2. In order to meet building-related requirements for obtaining the Columbarium Licence, an additional staircase is proposed in each building. The buildings at the site are in the local traditional style which is compatible with the traditional Chinese religious activities. The proposed temple will provide religious and recreational activities during normal days.

##### (b) Outdoor Facilities

Over 20% of the site area is landscaped with various types of plants. The proposed garden area comprises leisure path, sitting out area and landscape planters. It is not only for pedestrian circulation and landscape screening propose, but also an important space that could be used for passive recreational uses such as Buddhist talks or small flower show, etc. Section drawings to show the relationship between the open space, landscape area and the buildings are shown in **Plan L**.

##### (c) Internal Transport Facilities

The internal access road at the site carries the important task of providing a platform for efficient transportation of visitors into the site. Branches off from Deep Bay Road, the access road turns at about 90° angles into the site. A

hammerhead is proposed to allow vehicles to turn and exit the site on the same route. Along the driveway, sufficient parking spaces are provided for staffs and visitors with pre-booking.

**(d) Additional Area for Religious and Recreational Use for Normal Days**

It is noted that the peak traffic demands will only occur at the Ching Ming and Chung Yeung Festivals and its shadow period. The large piece of open space will be used as a visitors holding area during Festival Days in order to control the pedestrian flow within the site. However, in order to provide additional recreational elements in CWSY, during normal days, the area will turn into a large piece of space for passive recreational use.

**4.1.2 Development Schedule and Number of Niches**

Development schedule of the proposed scheme and development parameters of the proposed facilities in CWSY are shown in **Table 4.1** and **Table 4.2** respectively. With a site area of about 3,335m<sup>2</sup> and a total GFA of about 636m<sup>2</sup>, the proposed plot ratio is only 0.191 which is relatively low. The proposed site coverage of 10% is also very low since most part of the site will be devoted to landscape, religious and recreational area, barrier-free access and pedestrian space. The proposed scheme is low-density and low-rise in nature and the proposed uses are carefully designed to match the planning intention of the overall "REC" zone and to enhance the local environment.

Since an additional staircase is proposed for all three existing columbarium buildings to meet the building-related regulations, some (unsold) niches in the buildings will have to be demolished. New arrangement on distribution of the niches for the three buildings is shown in **Table 4.3**.

**Table 4.1: Development Schedule of the Proposed Scheme**

	Application Site			
Site Area (m <sup>2</sup> )	About 3,335.256m <sup>2</sup>			
Plot Ratio	0.191 (approximate)			
Total GFA (m <sup>2</sup> )	About 636m <sup>2</sup>			
Site Coverage	10% (approximate)			
No. of Blocks	4			
Building Height	3 storey max. (About 7.62m)			
No. of Niches	7,730 niches (452 sold niches & 7,278 unsold niches)			
No. car parking spaces	12 private cars (including 1 for disabled) + 3 motorcycles			
Lay-bys	2 Taxi Loading/Unloading space and 4 Shuttle Bus Loading/Unloading Space			
Toilet Facilities	Normal Days	Male Toilet	Female Toilet	Accessible Toilet
	Water Closet	2	4	1
	Lavatory Basin	2	4	1
	Urinal	3 (incl. accessible urinal)	n/a	n/a
	Festival Days	Additional 24 Temporary Toilets		



**Table 4.2: Development Parameters of the Proposed Facilities**

Proposed Facilities	Building Height	Proposed GFA
<b>Columbarium Building 1 (BL714)</b> <ul style="list-style-type: none"> <li>G/F – Columbarium (56.43m<sup>2</sup>), male toilet (8.6m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
<b>Columbarium Building 2 (BL873)</b> <ul style="list-style-type: none"> <li>G/F – Administrative Office, female &amp; disable toilet (65.03m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
<b>Columbarium Building 3 (BL872)</b> <ul style="list-style-type: none"> <li>G/F – Columbarium (65.03m<sup>2</sup>)</li> <li>1/F – Columbarium (65.03m<sup>2</sup>)</li> <li>2/F – Columbarium (65.03m<sup>2</sup>)</li> </ul>	3 storeys (about 7.62m)	195.09m <sup>2</sup>
Temple	1 storey (about 7.304m)	50.73m <sup>2</sup>

**Table 4.3: New Arrangement on Distribution of the Niches for Each Building**

Classification	Single-urn Niches	Double-urns Niches	Total
<b>Building 1</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	0	0	0
No. of Niches Available for Sale	1,334	1,172	2,506
Total No. of niches for Building 1	1,334	1,172	2,506
<b>Building 2</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	0	0	0
No. of Niches Available for Sale	1,000	928	1,928
Total No. of niches for Building 2	1,000	928	1,928
<b>Building 3</b>			
No. of Sold & Occupied Niches	0	0	0
No. of Sold but Not Yet Occupied Niches	370	82	452
No. of Niches Available for Sale	2,501	343	2,844
Total No. of niches for Building 3	2,871	425	3,296
<b>Overall Total No. of niches</b>	<b>5,205</b>	<b>2,525</b>	<b>7,730</b>

## 4.2 Landscape Proposal (Plan M)

A Landscape Master Plan and Artist Impression showing the landscape design of the proposed scheme are shown at **Plan M** and **Plan N** respectively. The aim of the landscape proposal is to respond to site conditions, building form and function and to provide a quality landscape scheme. In order to enhance the proposed scheme to be compatible to the existing rural landscape character, the following major design concepts to be adhered to:-

### (a) Temple Landscape

This area is an open space where typical Chinese temple setting is embraced. A temple is proposed in the middle of the upper platform to provide worship facilities which is intended to attract tourists take part in. Some feature trees, like Bombax ceiba, Cinnamomum camphora, Delonix regia, Lagerstroemia speciosa, Sterculia lanceolata, etc. are scattered within the area. A landscape section cutting from the roundabout to the proposed temple is shown in **Plan O**.

### (b) Vegetative Buffering Landscape

This area is characterized by densely trees planted along the boundary fence wall. It serves as a green buffer and backdrop to the area, and can also mask the view of the proposed scheme from outside. Some mature trees, like Bombax ceiba, Cinnamomum burmanni, Cinnamomum camphora, Delonix regia, Lagerstroemia speciosa, etc. are proposed to mix up with existing plantation so as to integrate as a whole greenery effect.

### (c) Internal Driveway Landscape

The internal driveway is designated for two-way driving with a width of 6000mm. Vegetation will be planted on both sides, two rows of Terminalia manatyl to soften the hard line of the fence wall, providing an avenue atmosphere to the driveway. A landscape section cutting along the driveway is shown in **Plan P**.

### (d) Road Improvement of Deep Bay Road Landscape

According to the tree survey for Deep Bay Road, the proposed partial improvement works does not conflict with the existing trees. The Applicant will undertake a detailed survey in the implementation stage to ensure the proposed works will not affect the existing trees, and if found necessary, appropriate tree mitigations and compensatory planting plan will be submitted.

In the present scheme, a significant portion of the site is proposed with landscape features to enhance the recreational and landscape values of CWSY and to help minimising the potential visual impact to the locality. A total of 66 nos. of compensatory trees are proposed and the greening ratio of this project is about 21.3%. The total green area including planting area, grasscrete area, green roof area is about 1,257m<sup>2</sup> (37.7%). A Landscape Assessment with tree surveys, landscape proposal with treatment for the project is prepared as attached in **Appendix III** of the Consolidated Planning Report

## 4.3 Access Arrangement and Parking Provision

### 4.3.1 Internal Transport Arrangement

The application site can be easily accessed by vehicles through Deep Bay Road and an existing site access. It is also easily accessible by public transport facilities. While the site already has its own internal transport provision of driveway and parking spaces, these will be enhanced to serve the proposed recreational facilities and ancillary columbarium.

The internal transport arrangement of the site is illustrated in the Master Layout Plan in **Plan G**. The design will ensure the site transport and will allow adequate parking, manoeuvring, boarding/ alighting spaces and vehicle stacking areas. A traffic circulation system has been recommended to enable vehicles to enter the site, board/ alight passengers and then exit. About 39m of car/ taxi/ shuttle bus boarding/ alighting area will be provided to allow simultaneous boarding/ alighting of 2 cars/ taxi or 4 shuttle minibus without blocking through traffic.

### 4.3.2 Car Parking Provision

A summary of the proposed internal transport facilities is given in **Table 4.4**. There are a total of 12 (including 1 disabled) car parking spaces and 3 motorcycle spaces to be provided within the site.

**Table 4.4: Proposed Internal Transport Provisions**

Type	Normal Days
Private Car Parking Space (5m x 2.5m)	11
Parking Space for Disabled (5m x 3.5m)	1
Motorcycle Parking Space (2.4m x 1m)	3

### 4.3.3 Road Improvement Proposal and Special Arrangement on Festival Days

A Traffic Impact Assessment has been prepared as attached in **Appendix IV** of the Consolidated Planning Report. Given the presence of a columbarium with 7,730 niches, it is anticipated that the peak traffic demands will occur at the Ching Ming Festival, with Chung Yeung Festival being the second busiest. To minimize the associated traffic impact of the proposed development, special traffic arrangement and improvement measures have been proposed and summarized as follows:-

#### (a) Deep Bay Road Improvement

The section of Deep Bay Road outside the site is presently under a 1-lane 2-way operation with passing bays. It is proposed to improve various sections of Deep Bay Road (between the Lau Fau Shan Road/Deep Bay Road Roundabout and the site) through resurfacing and improving (lengthening and widening) some existing ones, as illustrated in **Plan Q**. Furthermore, a 24m long lay-by, 2m footpath and an adjacent 1.2m adjacent passenger queuing area will be provided

near the Lau Fau Shan Roundabout. The proposed improvement will benefit the local community throughout the year but will not encroach onto any private land except for a small triangular area, i.e. Lot No. 2024 RP in D.D. 129, right outside the site access and this piece of land is owned by the Applicant's affiliated company. Temporary traffic management schemes will be derived to ensure that all the existing traffic movements and access to premises will be maintained during construction. The proposed development will only begin its operation after completion of the Deep Bay Road Improvement work. The proposed improvement would also provide relief to the Police's resources at the grave-sweeping peaks.

The Applicant will be responsible for the construction of Deep Bay Road Improvement Scheme. The relevant government departments will be consulted in the detailed design and implementation stage. The improved road will be handed over to the government department for maintenance after satisfactory completion.

**(b) Shuttle Bus Service**

It is proposed to provide dedicated 28-seater minibuses for transporting visitors at the Ching Ming and Chung Yeung Festivals. The minibuses will pick-up/drop-off visitors at a dedicated passenger boarding/ alighting area on Tin Fuk Road near the Tin Shui Wai Station. There would also be an intermediate stop near the Lau Fau Shan Roundabout. The Applicant is willing to continue to search for alternative pick-up/drop-off location.

**(c) Crowd Management for CWSY**

Security/ management staff for both within CWSY and at the pick-up/drop-off locations of site shuttle bus will be deployed. The management staff/ security guards to be stationed within the site will assist members to undertake the worship activities in a safe and orderly manner. The management staff/ security guards to be stationed at the pick-up/drop-off locations of site shuttle bus will regulate and control passenger queuing at the lay-by and only visitors with valid proof of booking confirmation could be allowed to use the free shuttle bus service.

**(d) Suspension of Other Functions**

All gatherings including recreation functions of the site will be suspended during the grave-sweeping peaks, with "visit-by-appointment" booking system to enable strict control to regulate the number of visitors. As such, there will not be a surge of visitors at the peak that would adversely affect the transport network.

**(e) Other Measures**

If found necessary, further traffic improvements will be examined such as strengthening of the dedicated 28-seater minibuses, extension of the grave-sweeping period to over 9 days and associated visitor booking system to match the prevailing demand, and provision of decked mechanised parking to increase car parking spaces, vehicle turntable to enhance manoeuvring, etc. Again, endorsement of such measures will be sought from relevant authorities



including the PCLB, Transport Department (TD) and the Police.

If required, the Applicant is prepared to submit a Traffic Review Report to the satisfaction of TD and the Police every year, highlighting the traffic flow during Ching Ming and Chung Yeung Festivals. As such, TD and the Police will be able to monitor the traffic situation and to ensure that the Applicant has strictly adhered to the approved Management Plan.

To ensure the special traffic arrangement can be implemented practically so as to facilitate the festive event to be operated in a safe, orderly and smooth fashion without creating any crisis in CWSY, a Management Plan which was prepared based on the Traffic Impact Assessment, was submitted to the PCLB and accepted by the Police on 17.12.2019 (see **Annex A1** of **Appendix IV** of the Consolidated Planning Report).

#### **4.4 Drainage and Environmental Proposal**

A Drainage Proposal and an Environment Assessment for the proposed scheme have been prepared respectively in **Appendix VI** and **Appendix VII** of the Consolidated Planning Report. The improvement measures are as follows:-

(a) **Prohibition of Burning of Ritual Paper at the Site**

Both open and indoor burnings of ritual paper, incense, joss sticks and candles will be prohibited within the site as an administrative measure. Other means of worship to show condolence would be provided, such as vase for placing flowers.

(b) **Sewage Management during Festival Periods**

During the festival periods, all visitors will use the 24 nos. portable toilets. Vacuum tankers will be arranged to empty the toilets 4 times a day. All employees will use the accessible toilets in existing buildings 1 and 2 which will be connected to a septic tank system including septic tank and soakaway system.

(c) **Drainage Improvement**

350mm wide U-channel drain will be provided within the site and stormwater will be discharge, via the proposed Ø400mm concrete pipe near the site entrance, to the proposed Ø450mm underground pipe along the portion of Deep Bay Road. Such improvement works will be implemented before the commencement of the development.

#### **4.5 Nature of Operation and Management of Che Wan Seen Yuen**

CWSY has been operated as a columbarium with landscape garden in Taoism style for more than 10 years. The Applicant intends to provide recreational facilities with a religious atmosphere serving the needs of the general public and reduce the influence of the columbarium as much as possible. Temple and passive recreational garden will be provided and pedestrian ramps are proposed to provide barrier free access. An

administrative office and toilet facilities will be provided on ground level of the existing buildings. No catering services are provided in the development now and in the future. The operation of CWSY during the normal days is from 9:00am to 5:00pm and that during the festival days is from 8:00am to 6:00pm. In view of its isolated location, the number of visitors per (normal) day is generally less than 10 persons and their staying period are about 15 – 30 minutes. CWSY has their own management team to undertake the maintenance and management of the facilities within the site. The management company supervised by a Board of Director will be responsible for ensuring the quality of the buildings and facilities are up to good condition. Up to the present moment, no substantial adverse feedback from the niche purchasers has been received by CWSY.

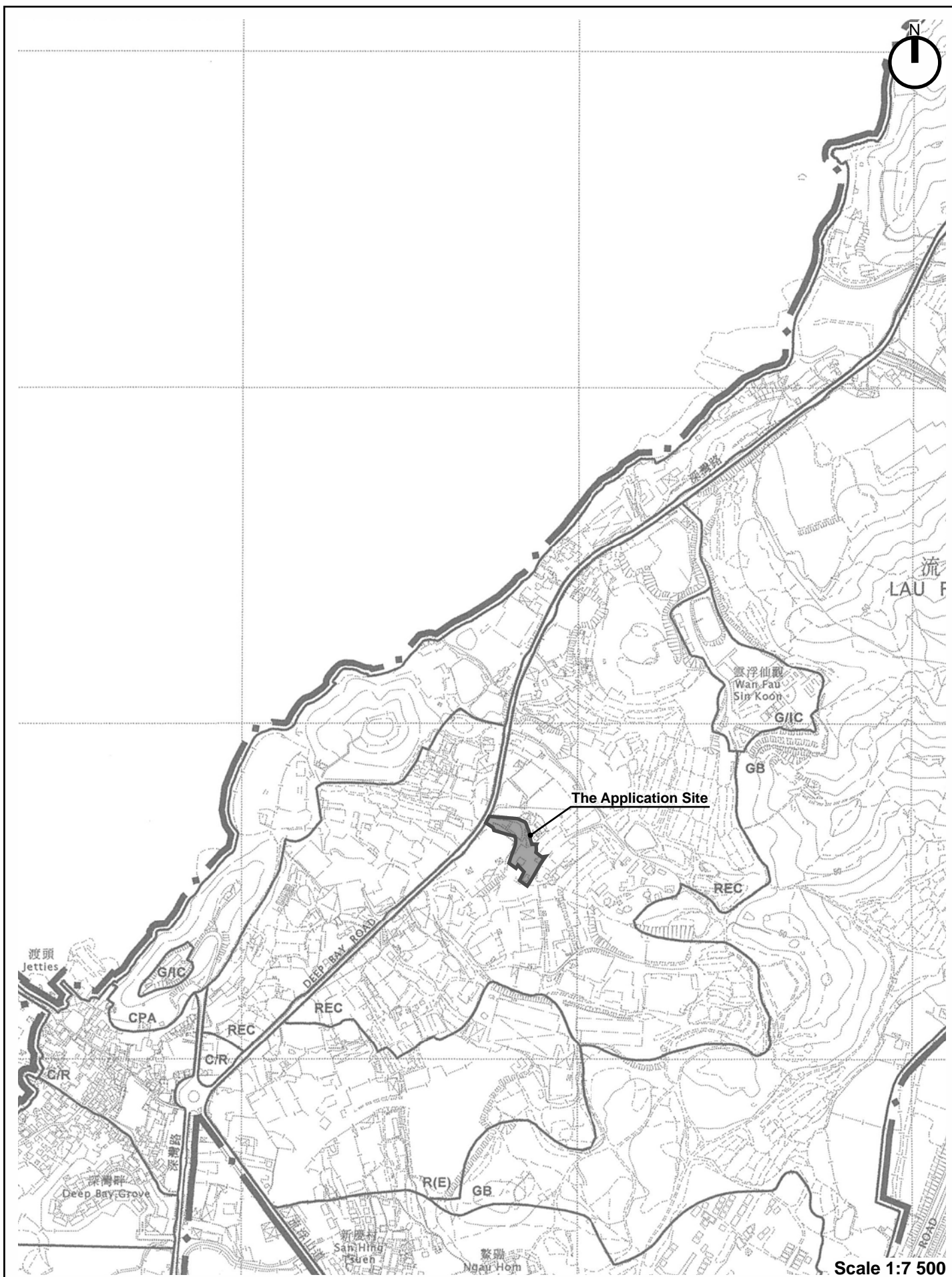
Visitors to the site are mainly concentrated at Ching Ming and Chung Yeung Festivals during daytime for grave sweeping. In order to control the number and time of visitors in CWSY, a membership system will be introduced and the columbarium can be visited by their members and their accompanying visitors only with pre-booking in advance. Niche purchasers will become a member of CWSY after signing the niche sales contract. A management plan with a systematic crowd management method for CWSY will be implemented and the house rules are summarized as follows:-

- Members and their accompanying visitors can visit the niches and pay respect to their ancestors during the opening hours only. No joss paper burning is allowed within the site.
- During the Ching Ming and Chung Yeung Festivals, pre-booking with CWSY is required for members and their accompanying visitors visiting the niches to arrange the number of visitors, visiting date, time and shuttle bus service (if any).
- Shuttle bus service will be provided during the grave-sweeping occasions. On Ching Ming Festival, no car parking facilities will be provided except for the elderly and disabled on advanced E-booking.

The Applicant understands that the implementation of Management Plan may have to take some period of time for the members and their accompanying visitors to adapt the new management system. Notice will be sent by WhatsApp, WeChat or mail to remind the members of the need for pre-booking and the importance to comply with the house rules. The Applicant also encourages their members to visit the CWSY in the non-peak period (分散拜祭) to avoid large number of visitors come at the same time.

#### **4.6 Implementation Programme**

The application is intended to regularise the Pre-cut-off Columbarium in CWSY. The Columbarium Licence is anticipated to be obtained from PCLB by 2023, taking into account the timing for rezoning application, TPB's plan making on OZP, s.16 planning application, fulfilment of planning approval conditions, land application, provision of new transport facilities and compliance of relevant building safety regulation, etc.



## Plan A: Zoning and Location Plan

Extract of Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan  
No. S/YL-LFS/9





Photo 1: Che Wan Seen Yuen



Photo 2: Upper platform of the site



Photo 3: Lower platform



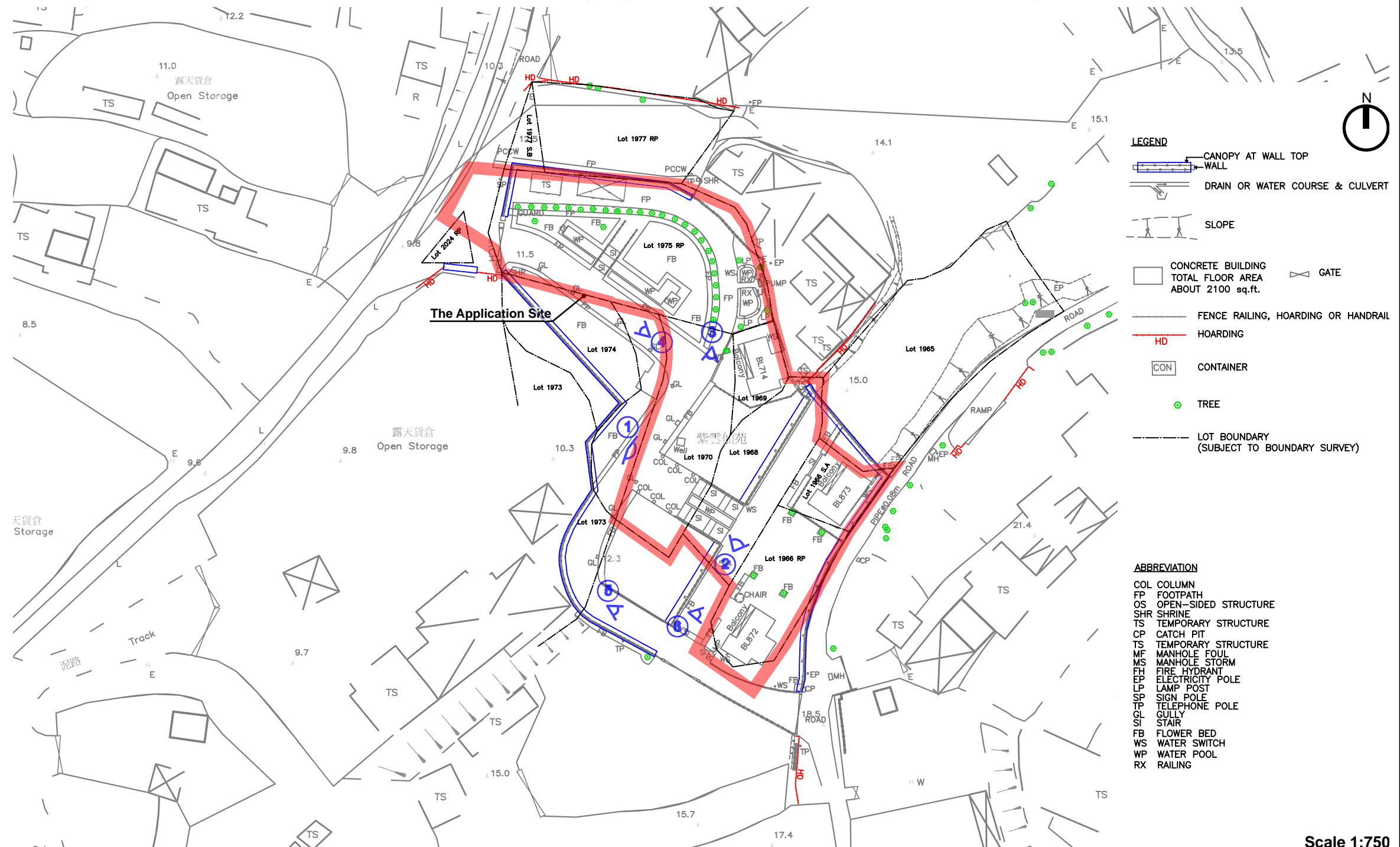
Photo 4: Site entrance



Photo 5: Access to the back of the site

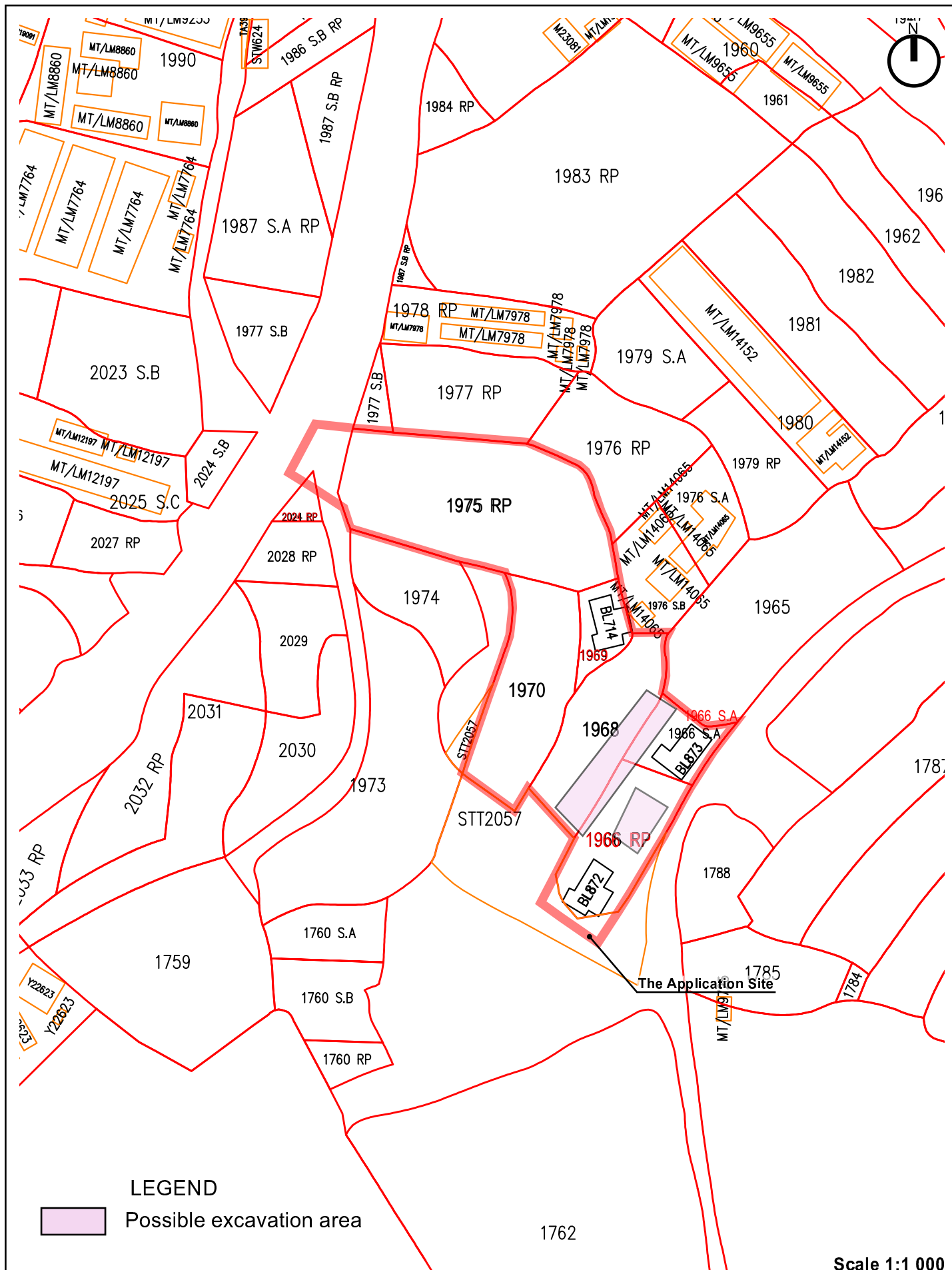


Photo 6: The NTEH (BL872)



## Plan B: Site Plan





# Excavation Plan



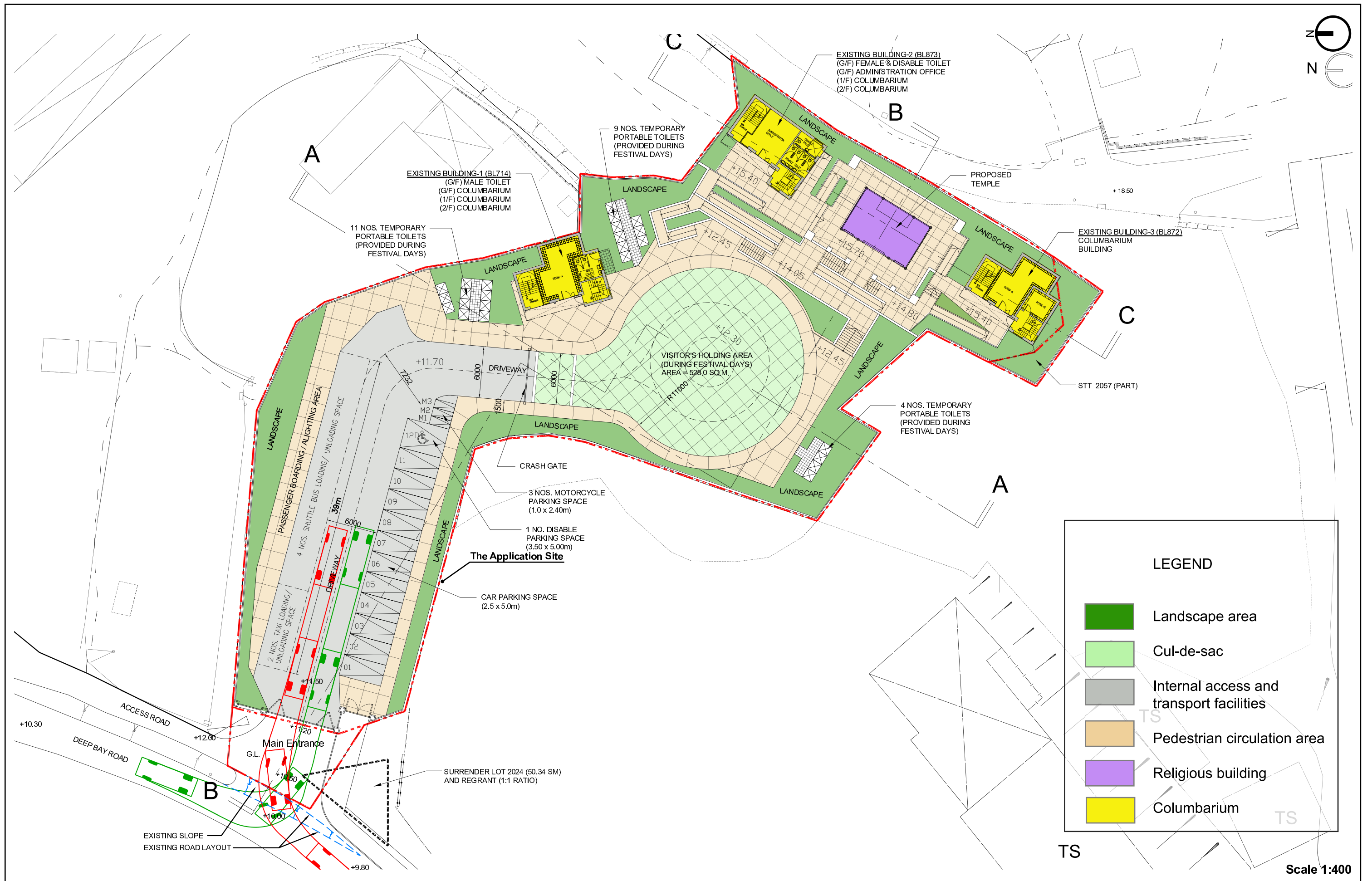


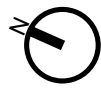
Drawing 1 - Overall View of the Proposed Development



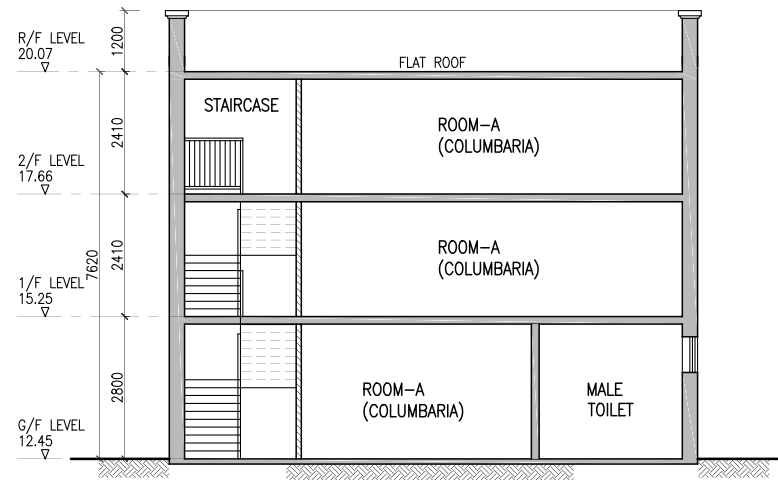
Drawing 2 - Outdoor Space for Passive Recreational Use



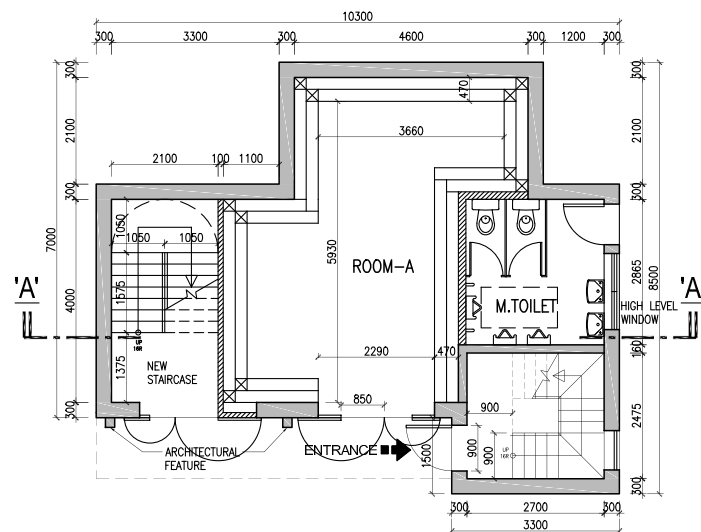




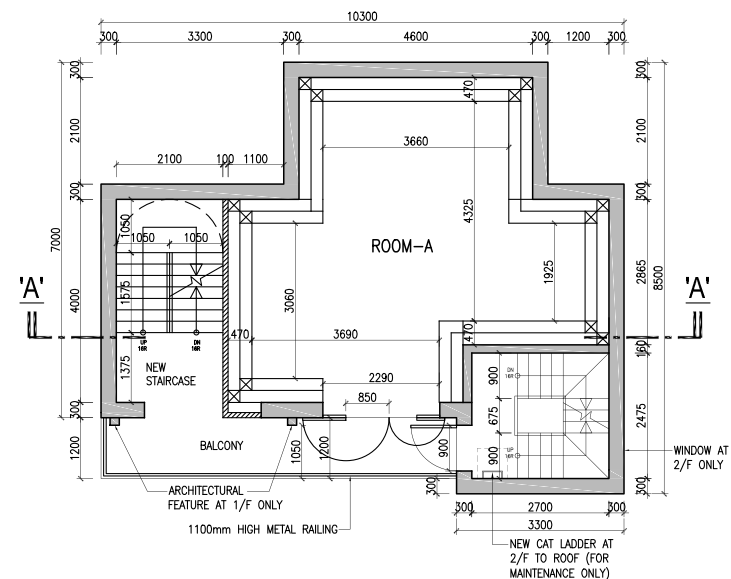
FRONT ELEVATION



SECTION A-A



PROPOSED G/F PLAN



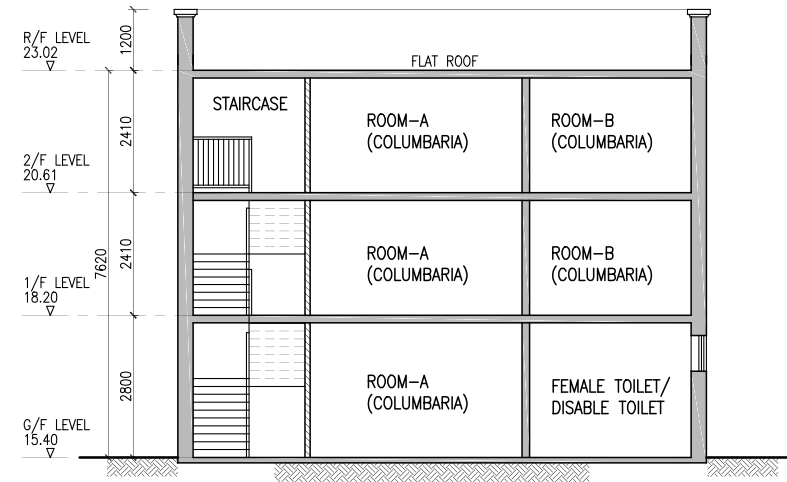
PROPOSED 1/F & 2/F PLAN

Scale 1:150

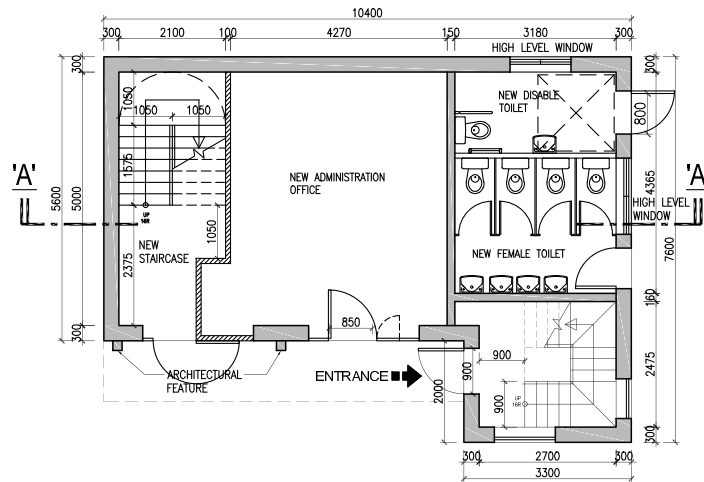




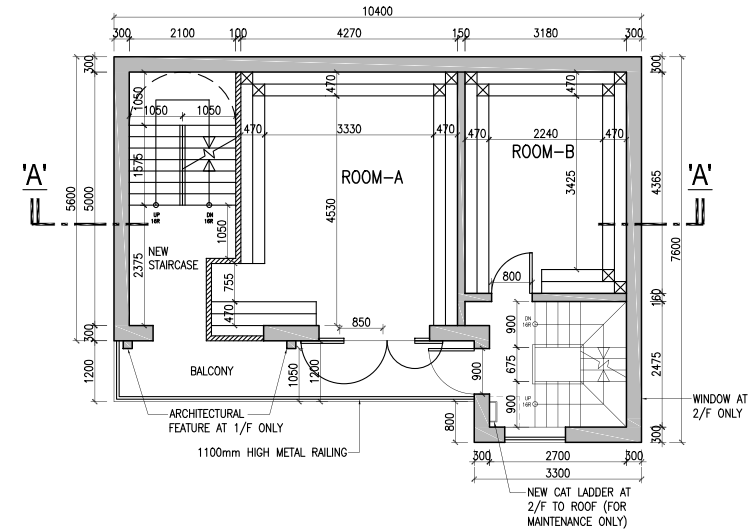
FRONT ELEVATION



SECTION A-A



PROPOSED G/F PLAN

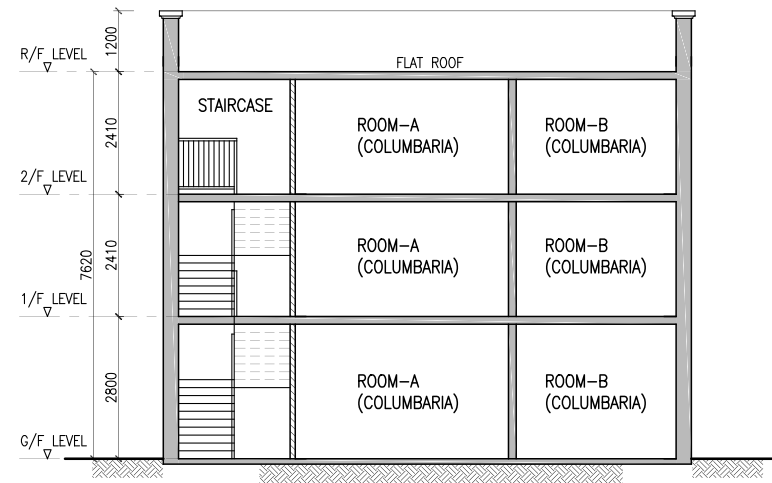


PROPOSED 1/F & 2/F PLAN

Scale 1:150



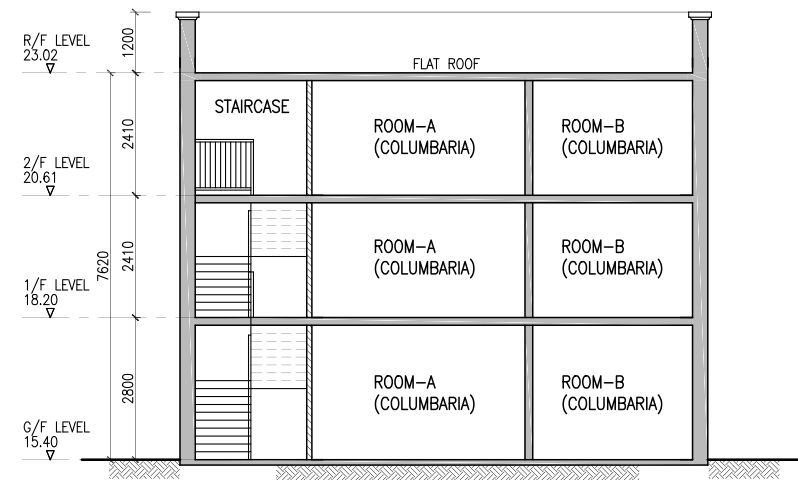
FRONT ELEVATION



SECTION A-A

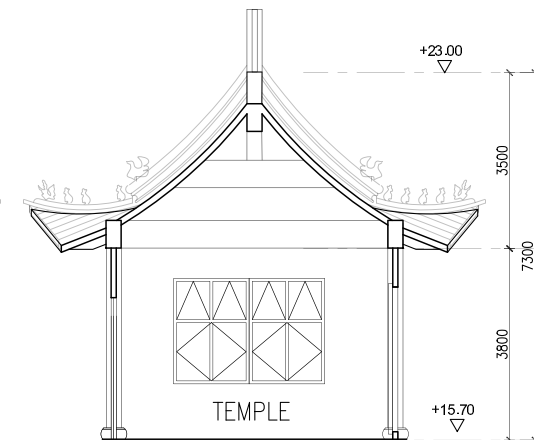
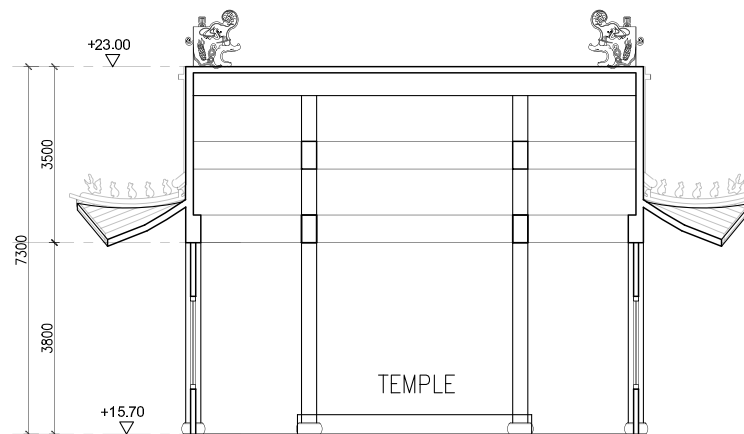
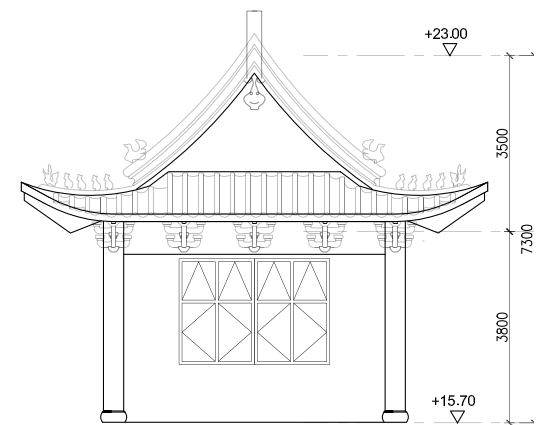
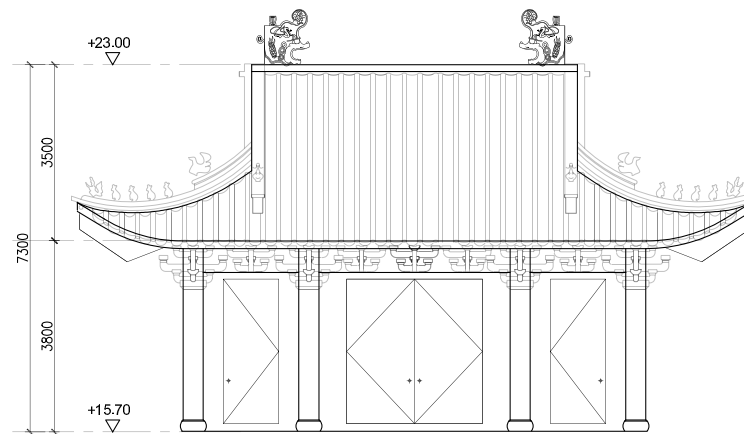
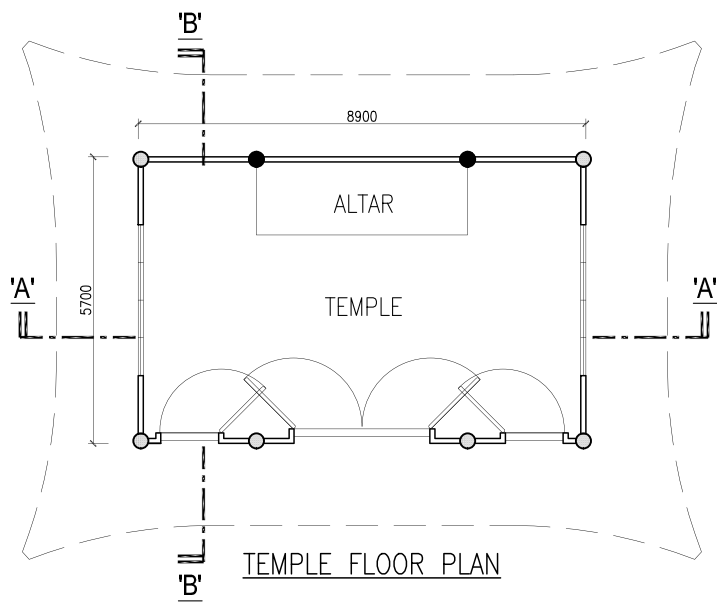


FRONT ELEVATION

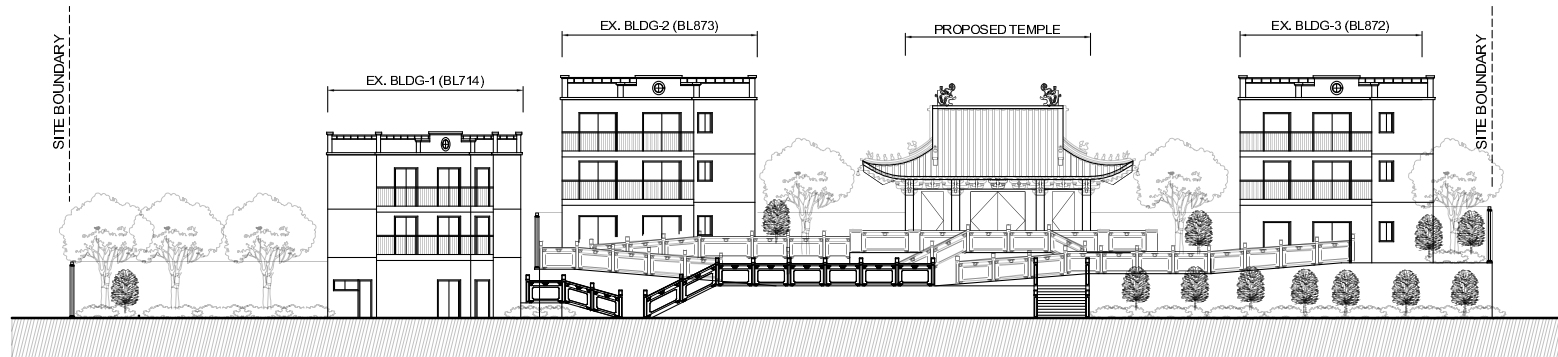


SECTION A-A

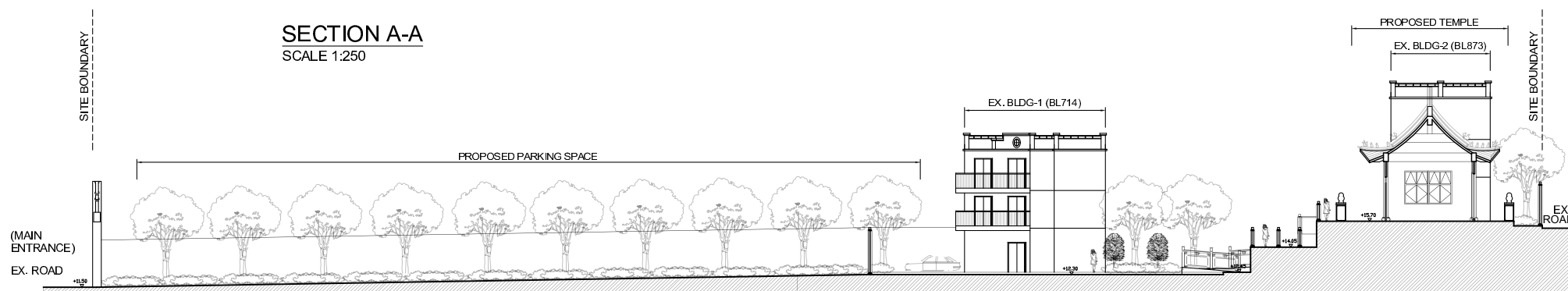
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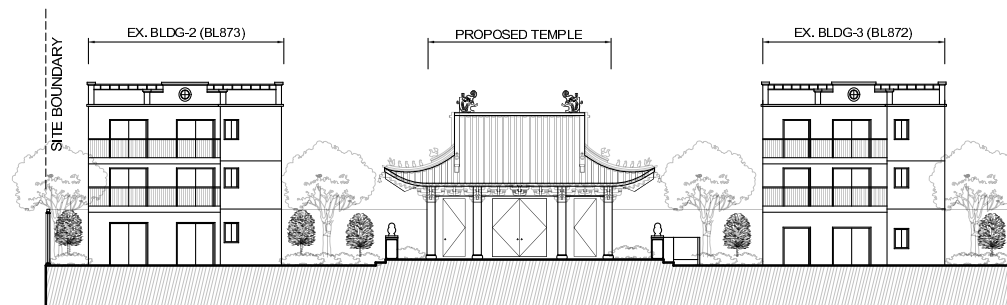
Scale 1:150



**SECTION A-A**  
SCALE 1:250



**SECTION B-B**  
SCALE 1:250



**SECTION C-C**  
SCALE 1:250

Scale 1:400

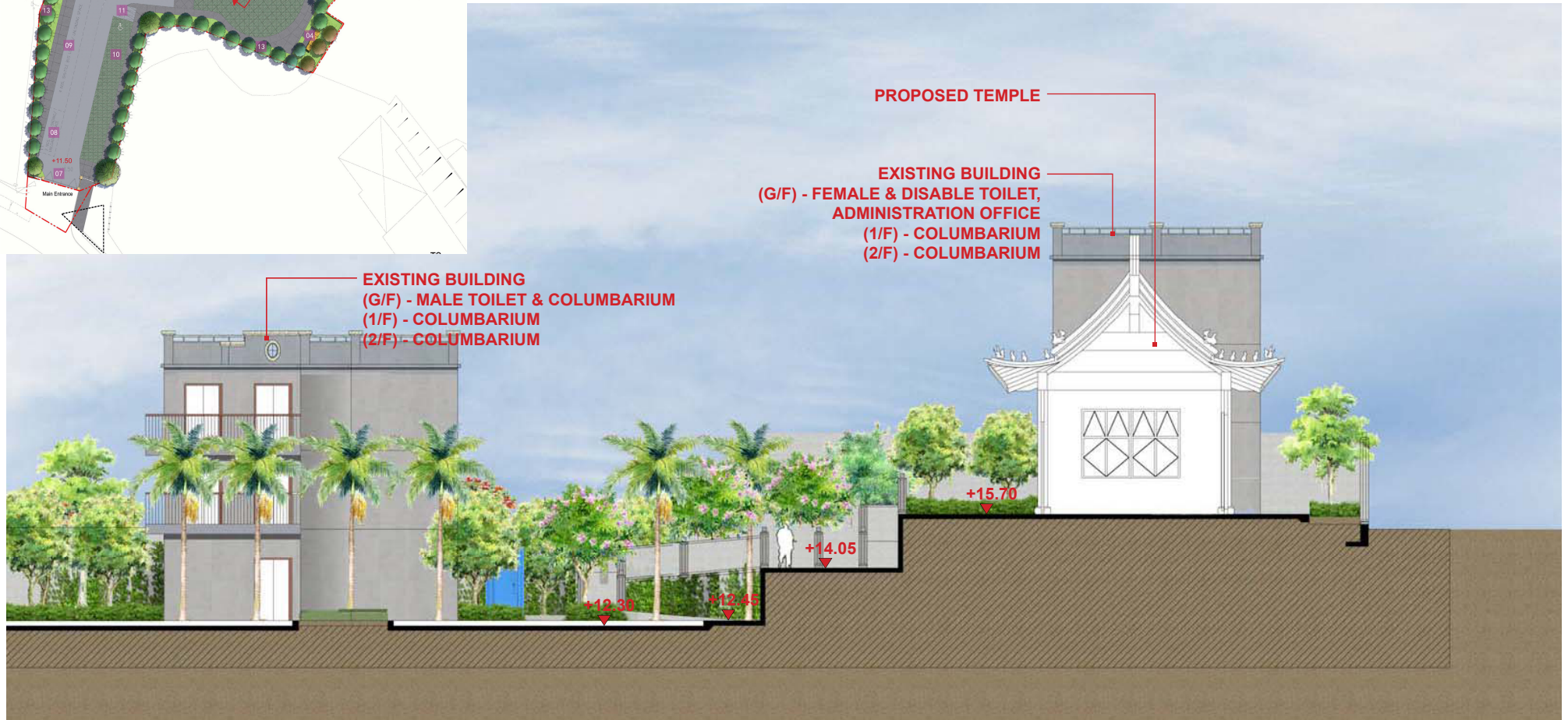




- 01 G/F - MALE TOILET AND COLUMBARIUM  
1/F & 2/F - COLUMBARIUM
- 02 G/F - FEMALE TOILET & DISABLE TOILET  
1/F & 2/F - COLUMBARIUM
- 03 COLUMBARIUM BUILDING
- 04 PORTABLE TOILETS
- 05 PROPOSED TEMPLE
- 06 HIGH LEVEL PLATFORM
- 07 ENTRY GATEWAY
- 08 TAXI LOADING/ UNLOADING SPACE
- 09 SHUTTLE BUS LOADING/ UNLOADING SPACE
- 10 CAR PARKING SPACE
- 11 MOTORCYCLE PARKING SPACE
- 12 VISITOR'S HOLDING AREA (DURING FESTIVAL DAYS)
- 13 SCREENING VEGETATION

Scale 1:400





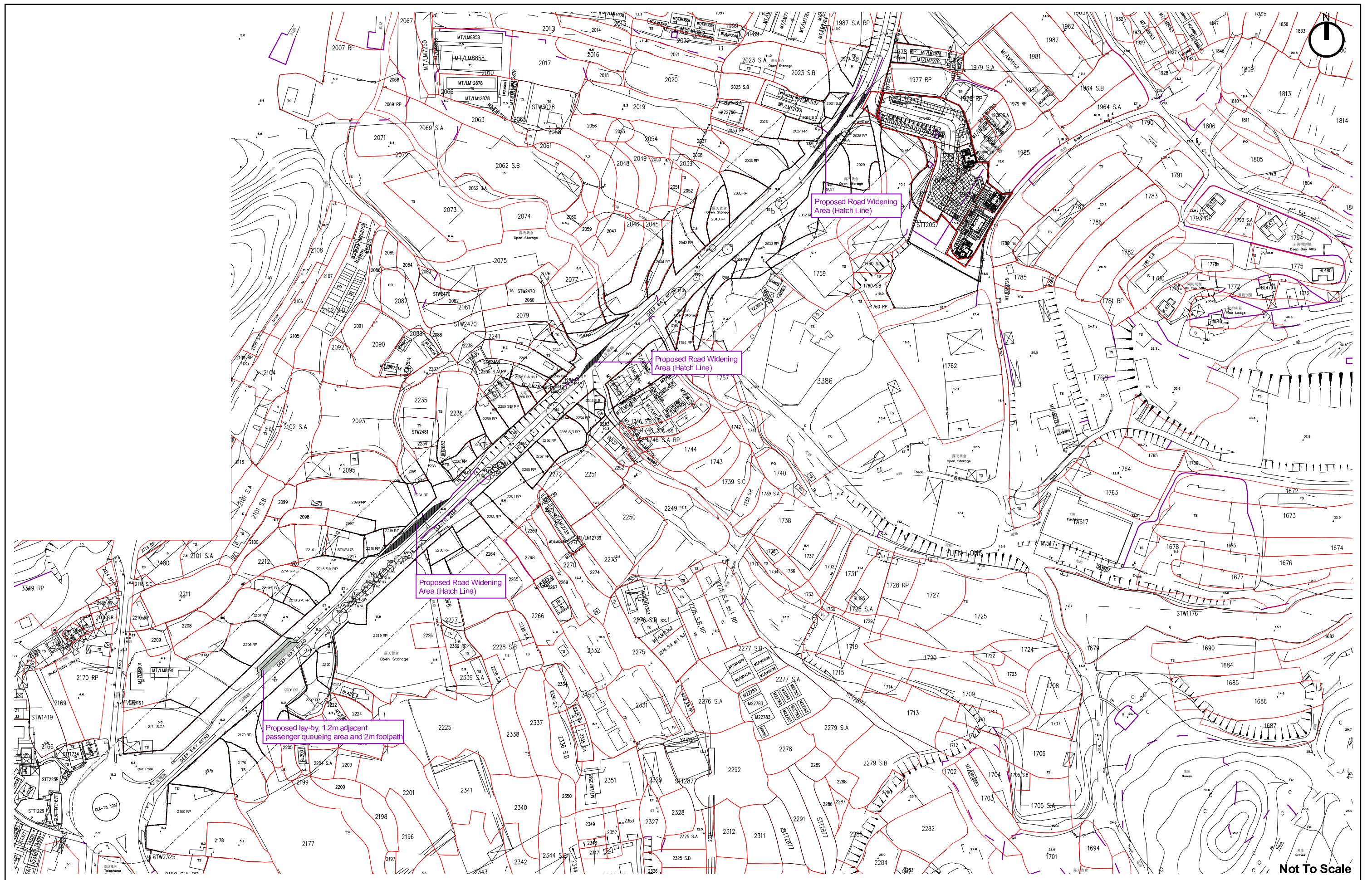
For Indicative Purpose Only



For Indicative Purpose Only









Annex B

## Existing Site Condition

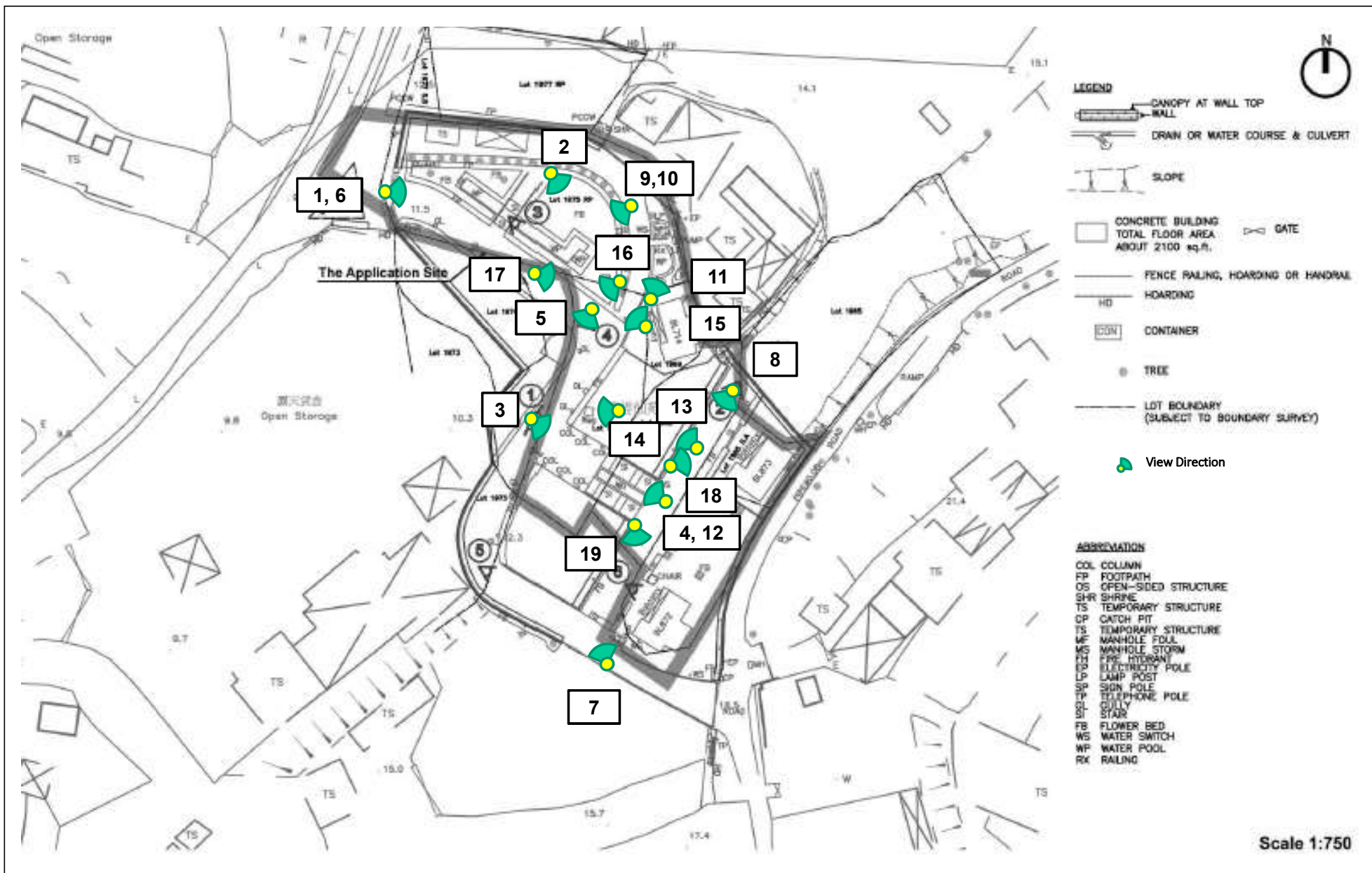


Figure B1

Photo Schedules of Photos Taken Within the Project Site

Date 11/01/2018

**Environmental  
Resources  
Management**





Figure B2

General Existing Condition of the Project Site

Date 09/03/2016

**Environmental  
Resources  
Management**

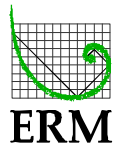




Photo 3



Photo 4



Figure B3

General Existing Condition of the Project Site

Date 09/03/2016

**Environmental  
Resources  
Management**





Figure B4

Existing Drainage Alignment, Water Pipe Alignment  
and Paving of the Project Site

Date 09/03/2016

Environmental  
Resources  
Management







Figure B5

Incense Burner and Identified Water Features of the Project Site

Date 09/03/2016

**Environmental  
Resources  
Management**





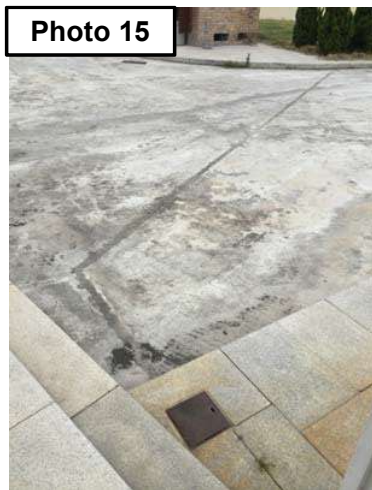
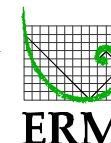


Figure B6

Identified Underground Cable and Existing Building of the Project Site

Date 09/03/2016

**Environmental  
Resources  
Management**





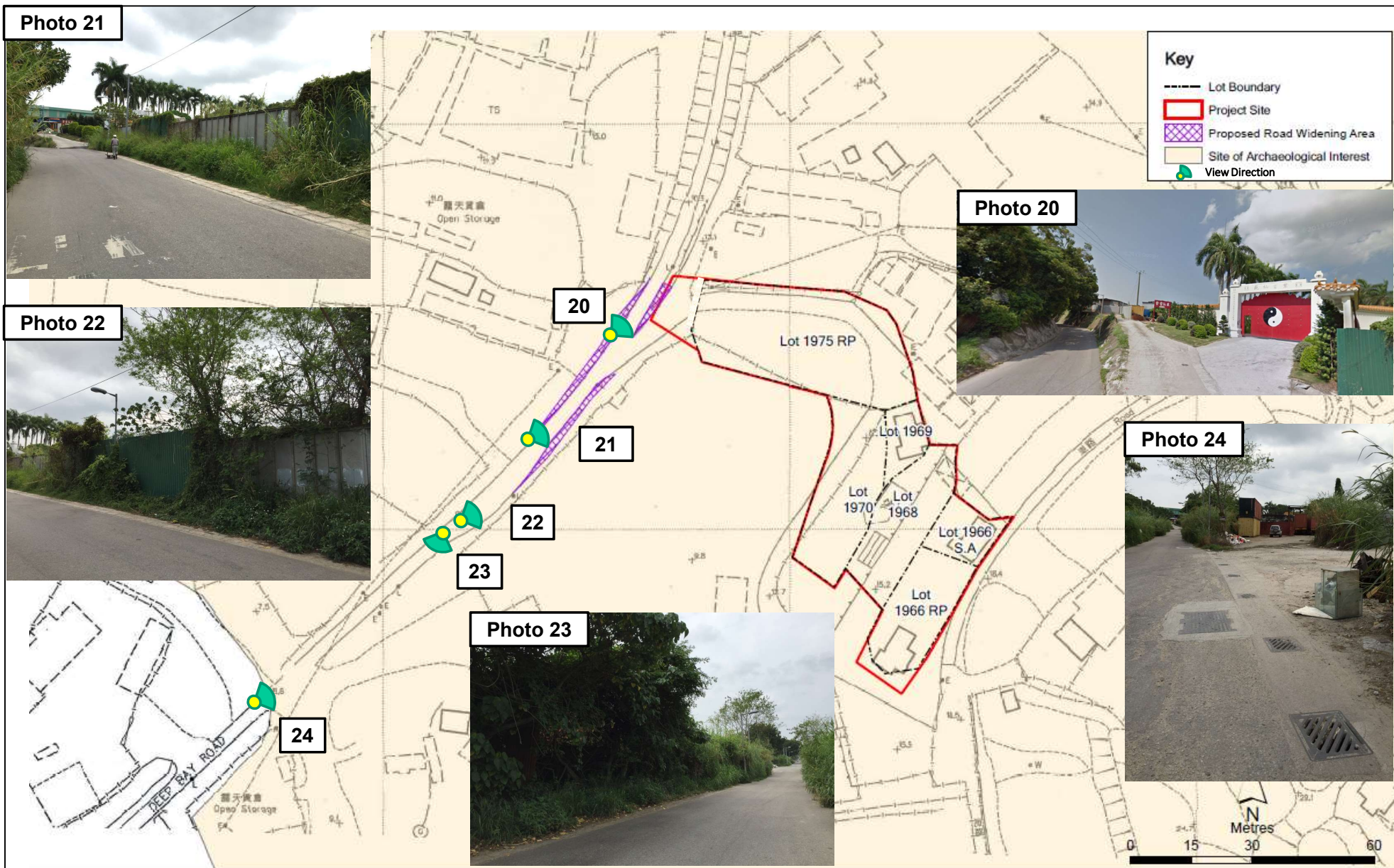
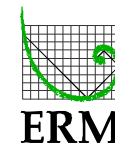


Figure B7

Existing Condition of a Section of Deep Bay Road Impacted by the Road Widening Proposal and Located within the Lau Fau Shan SAI

Date 14/07/2020

Environmental  
Resources  
Management



Annex C

## Historical Photos





Figure C1

Aerial Photo Dated 1949

(Source: Survey and Mapping Office. Vertical Aerial Photo: 6115.  
Hong Kong: Lands Department.)

Date 12/01/2018

**Environmental  
Resources  
Management**

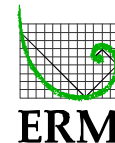






Figure C2

Date 12/01/2018

Aerial Photo Dated 1975  
(Source: Survey and Mapping Office. Vertical Aerial Photo:10937.  
Hong Kong: Lands Department.)

**Environmental  
Resources  
Management**





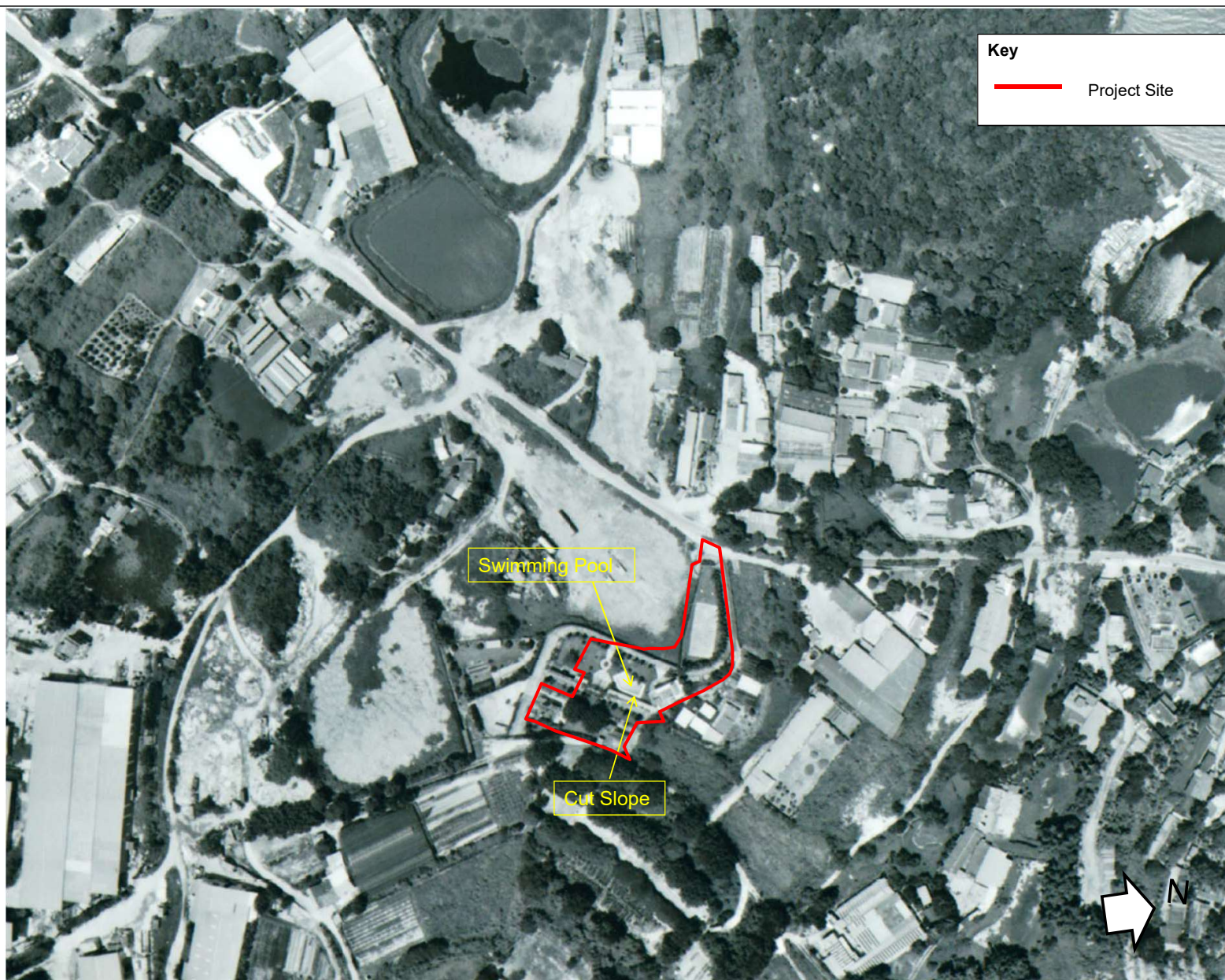


Figure C3

Date 12/01/2018

Aerial Photo Dated 1991  
(Source: Survey and Mapping Office. Vertical Aerial Photo: A26347.  
Hong Kong: Lands Department.)

**Environmental  
Resources  
Management**







Figure C4

Aerial Photo Dated 2002

(Source: Survey and Mapping Office. Oblique Aerial photo: CW40860.  
Hong Kong: Lands Department.)

Date 12/01/2018

**Environmental  
Resources  
Management**





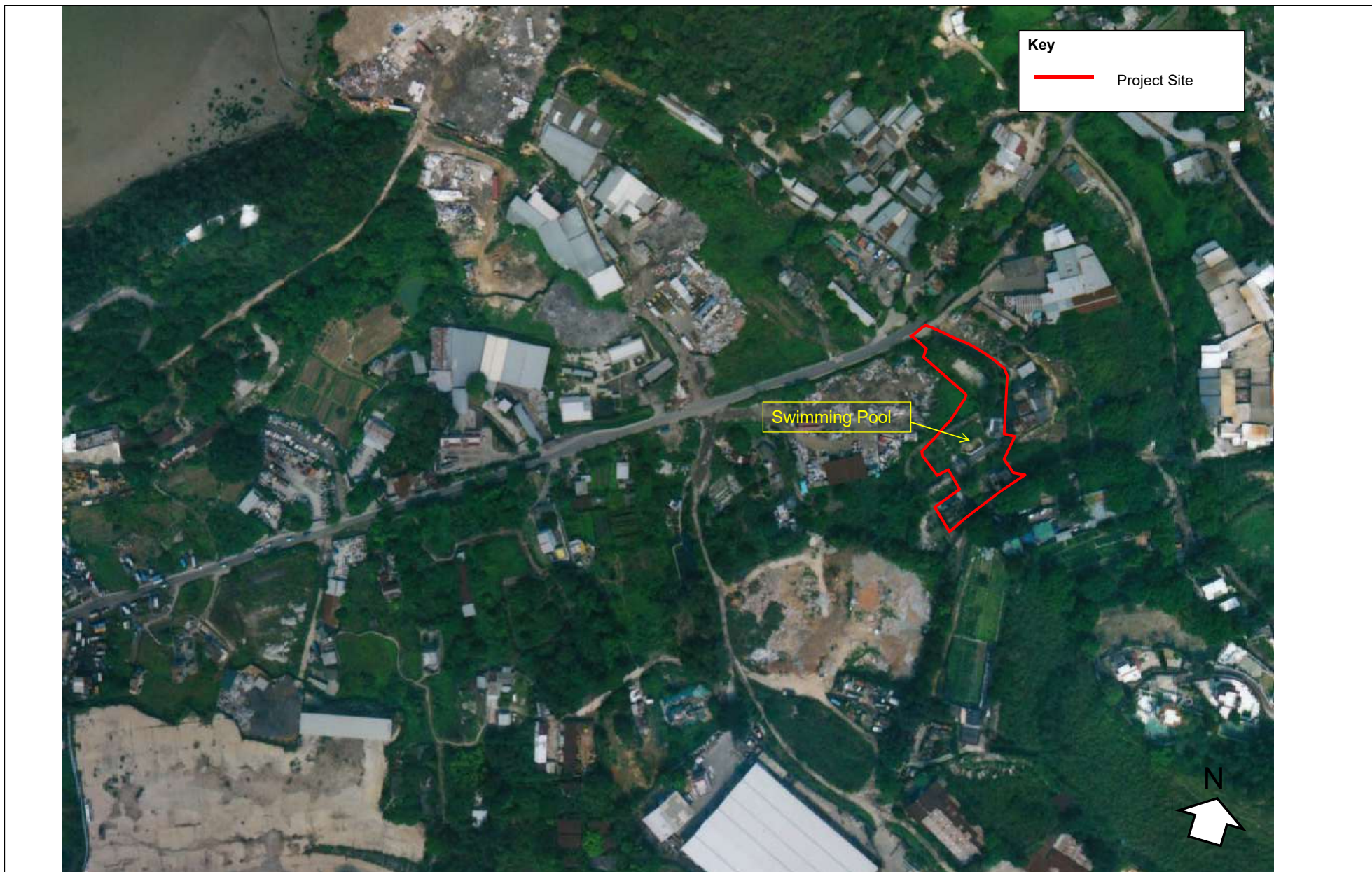


Figure C5

Aerial Photo Dated 2005

(Source: Survey and Mapping Office. Vertical Aerial photo: CW64097.  
Hong Kong: Lands Department.)

Date 12/01/2018

**Environmental  
Resources  
Management**

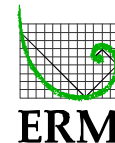






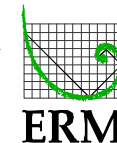
Figure C6

Aerial Photo Dated 2007

(Source: Survey and Mapping Office. Vertical Aerial photo: CS07924.  
Hong Kong: Lands Department.)

Date 12/01/2018

**Environmental  
Resources  
Management**





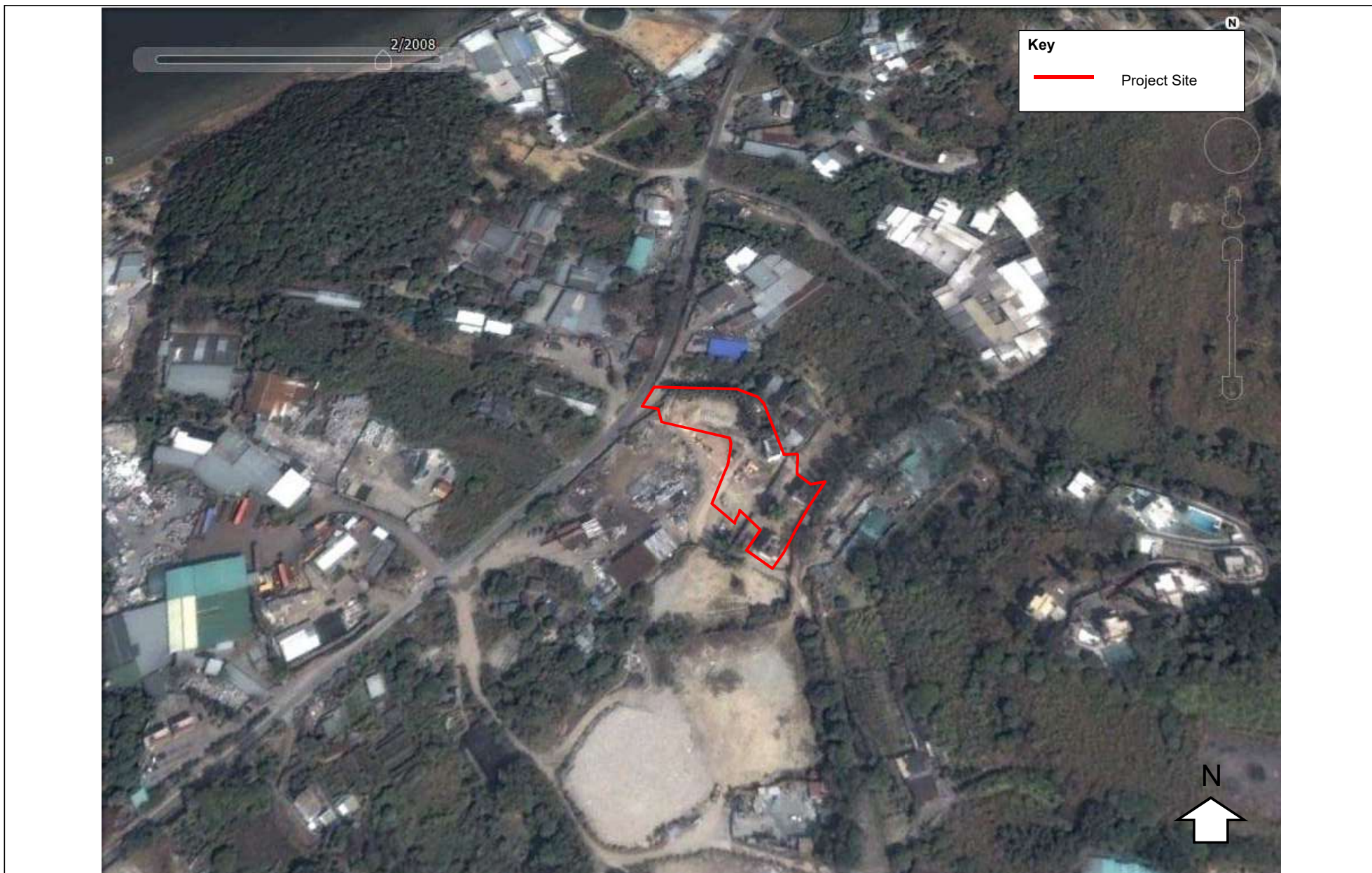


Figure C7

Aerial Photo Dated 2008 (Source: Google Earth)

Date 12/01/2018

**Environmental  
Resources  
Management**





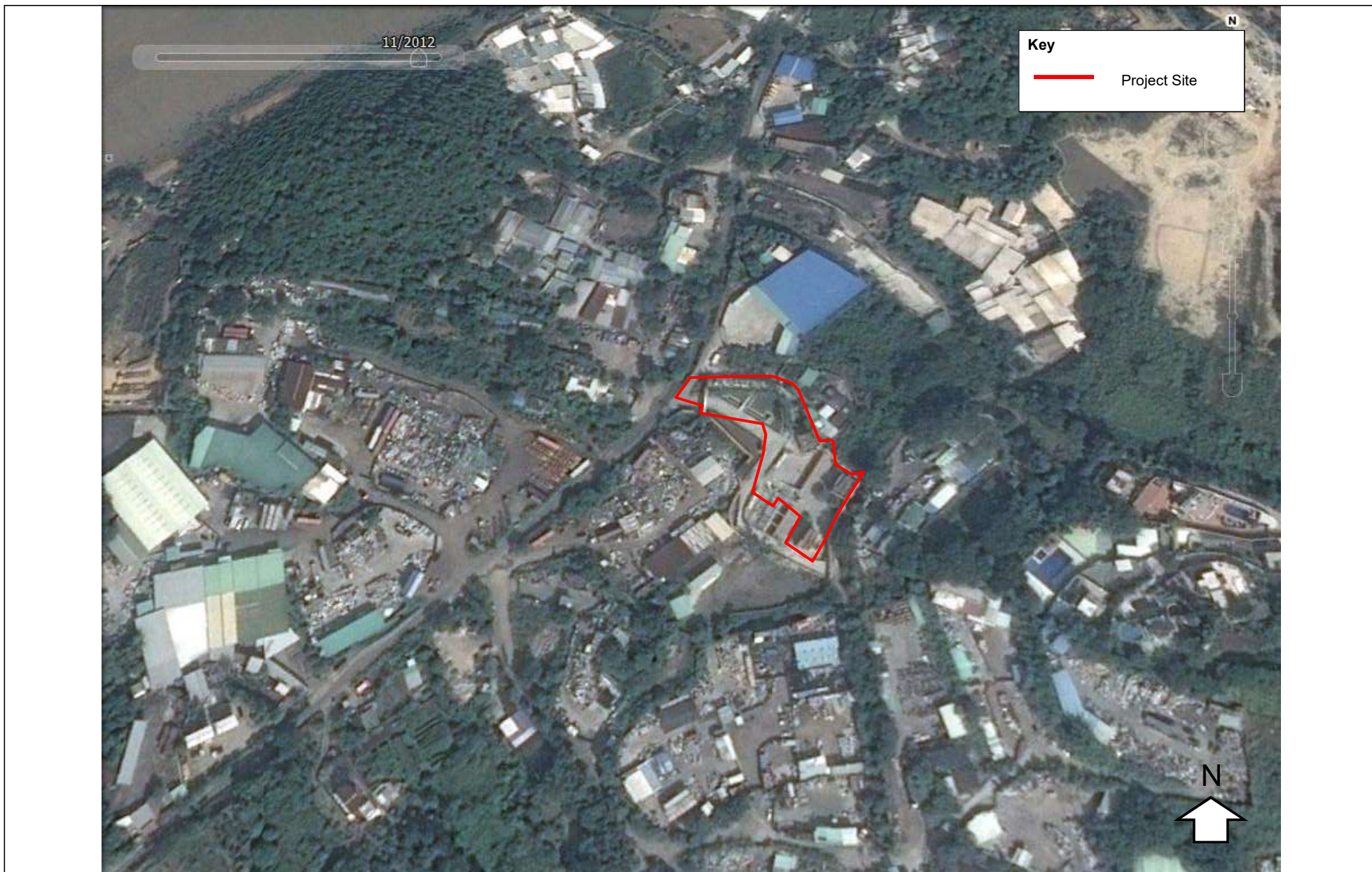


Figure C8

Aerial Photo Dated 2012 (Source: Google Earth)

Date 12/01/2018

**Environmental  
Resources  
Management**





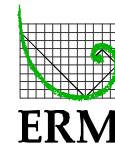


Figure C9

Aerial Photo Dated 2015 (Source: Google Earth)

Date 12/01/2018

**Environmental  
Resources  
Management**



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

GOVERNMENT, INSTITUTION OR COMMUNITY (GROUP 1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Agricultural Use Columbarium (specified number of niches in paragraph (a) under Remarks) Eating Place Field Study/Education/Visitor Centre Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Park and Garden Place of Entertainment Place of Recreation, Sports or Culture Public Convenience Public Utility Installation Public Vehicle Park Religious Institution Sitting Out Area Shop and Services Utility Installation for Private Project

Planning Intention

This sub-zone is intended primarily for the provision of religious and recreational facilities serving the needs of the local residents as well as the general public. Any development within this zone shall be low-density and low-rise in nature and shall be compatible and blend in harmoniously with its surrounding environment.

Remarks

- (a) The maximum number of niches for columbarium use within this zone as a whole shall not exceed 7,730.



**Previous Planning Applications Covering the Application Site**

**Rejected Application**

	<b><u>Application No.</u></b>	<b><u>Proposed Amendment</u></b>	<b><u>Zoning</u></b>	<b><u>Date of Consideration (RNTPC/TPB)</u></b>	<b><u>Rejection Reasons</u></b>
1	Y/YL-LFS/1	Rezoning from “REC” to “G/IC” for columbarium development with 5,000 niches	REC	15.6.2012	(1) to (4)

**Rejection Reasons**

- (1) No strong planning justification for the development at the site.
- (2) Failure to demonstrate adverse traffic impacts could be satisfactorily addressed.
- (3) Failure to address departmental concern on the adverse landscape and environmental impacts.
- (4) Setting undesirable precedent.

**Similar s.12A Application for Rezoning from “REC” to “G/IC”  
for Columbarium Development**

**Rejected Application**

	<b><u>Application No.</u></b>	<b><u>Proposed Uses</u></b>	<b><u>Zoning</u></b>	<b><u>Date of Consideration (RNTPC)</u></b>	<b><u>Rejection Reasons</u></b>
1	Y/YL-LFS/8	Rezoning from “REC” to “G/IC(1)” for proposed Columbarium use	REC	14.7.2017	(1) to (3)

**Rejection Reasons**

- (1) No strong justification for piecemeal rezoning.
- (2) Failure to demonstrate no adverse traffic impact.
- (3) Setting undesirable precedent.

**Detailed Comments from Relevant Government Departments**

**Land Administration**

- (a) Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):
- (i) If planning permission is given to the proposed columbarium development, the applicant is required to follow relevant procedures and guidelines in the licensing scheme under PCO before applying to LandsD for a waiver, a STT and/or other documents, as appropriate (land applications). The applicant has to either exclude the GL from the Site or apply for a formal approval prior to the actual occupation of GL not covered by any STT. The STT holder will need to apply to his office for modification of the STT conditions where appropriate. The land applications will only be considered upon receipt of formal applications to his office by the applicant and there is no guarantee that the land applications (in particular for the granting of additional GL, if any) will be approved. Application for any of the above, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion, it will be subject to such terms and conditions including, among others, the payment of waiver fee or rental or administrative fee as may be imposed by LandsD.
  - (ii) According to the applicant's submission, the applicant will undertake a detailed survey in the detailed design and implementation stage to ensure the proposed road improvement works will not affect the existing trees, if found necessary. Appropriate tree mitigations and compensatory planting plan will be submitted. The Agriculture, Fisheries and Conservation Department should be consulted on this aspect as well as the future maintenance and management regarding the concerned trees on public road.

**Drainage**

- (b) Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):
- (i) The existing ditch and the 1,000mm diameter pipe downstream, which the applicant proposed to discharge the stormwater from the Site, was not maintained by his office. The applicant should consult and obtain consent for such discharge from the owner/maintenance party prior to commencement of the proposed works.
  - (ii) The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.
  - (iii) The applicant should consult DLO/YL, LandsD and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works.



## **Fire Safety**

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

- (i) Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans and referral from relevant licencing authority.
- (ii) Furthermore, the Emergency Vehicular Access provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.

## **Building Matters**

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

- (i) If the existing structures (not being a NTEH) are erected on leased land without the approval of BA, they are unauthorised building works (UBW) under the Buildings Ordinance (BO) and should not be designated for any proposed use under the application.
- (ii) Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW. An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.
- (iii) The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively.
- (iv) If the Site abuts on a specified street of less than 4.5m wide, then the development density shall not exceed the permissible figures under the First Schedule of the B(P)R. Otherwise, the development intensity shall be determined under B(P)R 19(3) during plan submission stage and his comment on the maximum and plot ratio is reserved.
- (v) The accessible parking space(s) shall be provided in accordance with B(P)R 72 and paragraph 8 in Schedule 3 of the B(P)R.
- (vi) The applicant should note the design requirements for columbarium facilities set out in the Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-154.
- (vii) If the proposed use (including columbarium) under application is subject to issue of a licence, the applicant should be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.
- (viii) Detail checking under BO will be carried out at building plan submission stage.

**Water Supply**

- (e) Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);

Free access shall be made available at all times for staff of his office or their contractor to carry out construction, inspection, operation, maintenance and repair works. Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the Site.

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3<sup>rd</sup> April, 2020  
Chairman and Members  
Town Planning Board  
15/F, North Point Government Offices  
333 Java Road, North Point, Hong Kong  
Fax: 2877 0245;  
Email: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

**Re: Rezone the application site from "Recreation" to "Government, Institution or Community (1)"**  
**(Application No. Y/YL-LFS/11)**

Dear Chairman and Members,

Designing Hong Kong Limited **objects** the captioned for the following reasons:

- The proposed area is zoned as "**Recreation (REC)**". The planning intention of this zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism.
- It is noted that a similar rezoning application (Application No. Y/YL-LFS/1) was **rejected** by the Town Planning Board on 15<sup>th</sup> June 2012 with the following reason:  
“(a) the columbarium development was located in the midst of the "Recreation" zone which was primarily for recreational developments for the use of the general public. There was no strong planning justification for the development at the subject site”
- It is noted an **enforcement notice** (Case No. E/YL-LFS/233) has been issued for columbarium use on 23<sup>rd</sup> July 2016. The approval of the application will further legitimize unauthorized development and set an undesirable precedent to regularize unlawful activities through planning application.
- The columbarium development would **bring adverse traffic impact** to the surrounding traffic network. According to the explanatory statement in the *Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/9* which gazetted on 26<sup>th</sup> October 2018, Deep Bay Road that connect to the proposed site is a ‘narrow single carriageway giving limited vehicular access’. The increase of traffic flow may bring dangerous to other road users.
- According to the same outline zoning plan, the roundabout at the junction of Lau Fau Shan Road and Deep Bay Road ‘are subject to serious congestion during market times, weekends and public holidays’. We concern the approval of the application further **worsen the congestion problem** and bring negative impacts to other road users, especially the resident in the Lau Fau Shan area.



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- The approval of the rezoning proposal would set an **undesirable precedent** for other similar rezoning applications in the area. The cumulative effect of approving such similar applications would result in a general degradation of the traffic and environment conditions and landscape character of the area.

Here we submit our concerns for your consideration.

Yours,  
**Designing Hong Kong Limited**



致：城市規劃委員會秘書處

有關：強烈反對 Y/YL-LFS/11 申請擬把地點由「康樂」地帶改劃為「政府、機構或社區」作骨灰安置所用途

各界關注骨灰龕法案大聯盟強烈反對上述申請，理由如下：

1. 根據 2012 年 6 月 15 日城規會鄉郊及新市鎮規劃小組委員會的會議紀錄第 24 點 a-d 項，小組不同意該次申請，理由包括：

(a) 靈灰安置所發展位於「康樂」地帶中央，而該地帶的規劃意向主要是進行康樂發展，為市民提供所需設施。在申請地點進行有關發展並無充分規劃理據支持；

(b) 擬議的靈灰安置所發展設有 5000 個龕位，可能會對附近道路網絡的交通構成影響。申請人建議的交通管理措施未必可以推行；而且申請人未能證明可妥善處理有關發展對交通造成的負面影響；

(c) 政府部門關注有關發展會對附近地區造成景觀影響和環境滋擾，但申請人未能解決有關問題；以及

(d) 批准改劃用途地帶的建議，會為該區其他同類改劃用途地帶申請立下不良先例。倘這些同類申請均獲批准，累積影響所及，會令該區的整體交通、環境和景觀質素下降。

申請人當時申請的骨灰位數量 5,000 個，而今次申請的數量達聲稱是截算前處所的 7,730 個，環境及交通狀況沒有改善的情況下，大聯盟希望城規會維持考慮原則的一致性，否決有關申請。

2. 有關申請，自 2010 年至今已提出過不少於 7 次申請，當中一次被拒，5 次主動撤銷規劃申請，詳情如下：

申請編號	結果	龕位數量	日期
Y/YL-LFS/1	拒絕	5,000	2012 年 6 月 15 日
Y/YL-LFS/2	主動撤銷	5,000	2014 年 3 月 7 日
Y/YL-LFS/5	主動撤銷	3,000	2014 年 10 月 15 日
Y/YL-LFS/6	主動撤銷	3,000	2015 年 8 月 14 日
Y/YL-LFS/7	主動撤銷	3,000	2016 年 3 月 18 日
Y/YL-LFS/9	主動撤銷	3,000	
Y/YL-LFS/11	申請中	7,730	

大聯盟請委員注意，有關申請，由 5,000 減至 3,000，現增至 7,730，數量不減反增。

申請人聲稱紫雲仙苑屬截算前的骨灰安置所。不過，根據私營骨灰安置所條例有關釋義<sup>1</sup>，截算前骨灰安置所(PRE-CUT-OFF COLUMBARIUM)是指於緊接截算時間前正在營辦的，內有已安放骨灰的龕位的骨灰安置所；而截算時間：(CUT-OFF-TIME)指 2014 年 6 月 18 日上午 8 時。根據

<sup>1</sup> [https://www.fehd.gov.hk/rpc/filemanager/template/tc/pdf/Private\\_Columbaria\\_Ordinance.pdf](https://www.fehd.gov.hk/rpc/filemanager/template/tc/pdf/Private_Columbaria_Ordinance.pdf) P. A316

規劃署執管組的資料及相關土地註冊處的資料，規劃署早於 2010 年 7 月 23 日在紫雲仙苑佔用的處所以文字紀錄方式註冊：根據《城市規劃條例》第 23(1)條簽發的經證實的執法通知副本(備註：規劃總監賦予規劃權的權力)，並於 2013 年 8 月 12 日作出裁決，因持有紫雲仙苑的軒萬投資有限公司沒有遵從強制執行通知書恢復原狀通知書，違反根據香港法例第 131 章城市規劃條例第 23(6)條，被判罰款\$146,640。惟紫雲仙苑一直沒有按要求中止營運及恢復原狀，規劃總監先後發出三次檢控，於 2016 年 4 月 22 日規劃署証實紫雲仙苑已拆除骨灰龕位的間格。紫雲仙苑三次被檢控合共罰款約七十萬元。

換言之，紫雲仙苑早於 2010 年 7 月 23 日被指違反城規條例，並於 2013 年 8 月 12 日被裁定沒有按恢復原狀通知書中止營業及恢復原貌，並一直被檢控至 2016 年 4 月 22 日。因此，大聯盟認為紫雲仙苑並不符合私營骨灰安置所條例有關截算前處所的釋義，即紫雲仙苑不應被視為 2014 年 6 月 18 日上午 8 時前正在營辦中的處所。大聯盟認為骨灰所辦及私營骨灰安置所發牌委員會必須盡早向城市規劃委員會作出澄清。

### 3. 處所內龕位數量統計前後不一

根據紫雲仙苑提交的規劃申請編號 Y/YL-LFS/7 提供的龕位資料(至 2014 年 8 月 15 日止)

	單人龕位	雙人龕位	總數
龕位類位與數量	7,903	4,130	12,033
已售並已上位的骨灰龕位數量	105	25	130
已售並未上位的骨灰龕位數量	265	57	322
有待發售的龕位數量	7,533	4,048	11,581

申請人在申請編號 Y/YL-LFS/1 及 2 聲稱申請龕位數量有 5,000 個，而 Y/YL-LFS/5,6,7,9 分別 4 次報稱申請龕位數量有 3,000 個，今次申請的龕位數量是 7,730 個，當 Y/YL-LFS/7 所指的龕位總數完全不符。基於規劃署已於 2016 年 4 月 22 日証實該處所內並沒有擺放骨灰，因此，紫雲仙苑並不能視為截算前處所。

4. 該區已有獲城規會批准設立骨灰安置所的雲浮仙觀，骨灰位批准數目: 2 000，另有 2 998 龕位獲確認為「現有用途」。此外，該帶亦可其他現存骨灰的處所亦有提出改劃的申請，因此，城規會必須考慮相關申請對該帶環境的累積性影響。

5. 根據 2012 年 6 月 15 日被城規會鄉郊及新市鎮規劃小組委員會第 467 次會議記錄，運輸署及警務署對相關申請表示保留。而運輸署更提出申請人「不應假設當局會自動批准擬議穿梭巴士服務。如同類申請均獲批准，會對附近道路網絡造成累積負面交通影響；」

6. 規劃署綜合各部門的意見，認為靈灰安置所發展會對附近道路網絡的交通造成負面影響；環境保護署亦不支持這宗申請，因為附近易受影響的設施可能會受靈灰安置所的環境滋擾所影響。雖然申請人同意在當局就環保化寶爐制訂進一步發牌制度或環保標準前不會闢設環保化寶爐，但申請人並不排除靈灰安置所可能對附近易受影響的措施造成滋擾；

7. 申請人只佔申請處所其中一個地段，該地段應不涉及骨灰龕位，故規劃署執管組並沒有就該地段登記相關文書；而其他地段，由一間非在港註冊的公司「財富案例投資有限公司持有」，包括 DD129L 1966 餘段部份，1966sa, 1968, 1969, 1970；而 DD129L 1975 則由受益人黃國王，受託人唐勇於 1962 年開始持有；而軒萬投資有限公司只持有 DD129L 2024 餘段。因此申請人並非全資擁有相關地段。根據私營骨灰安置所條例，營辦者必須證明自己有使用相關地段的權力，包括持有或不少於 10 年租約。根據土地查冊，上述地段，除 DD129L 2024 餘段由軒萬投資有限公司持有外，其他涉及地段的土地註冊文件，並沒有登記相關租賃資料，若申請人並未能證明有使用該處所的權力(不論是持有或租賃)，申請人並不符合營運骨灰安置所的資格。

8. 申請人在行政摘要指：是因應私營骨灰安置所條例的最新要求，申請人已於 2018 年 2 月 14 日向私營骨灰安置所發牌委員會提交了截算前骨灰安置所之牌照及暫免法律責任書申請，申請



人必需在三年內符合城規、地政及建築安全等要求。若以三年為限，至今已超出 3 年，若申請人積極申請，何以堅持以截算前處所身份提出申請，甚至要延至 2020 年 2 月 28 日(即遞交牌照及暫免法律責任書申請後 2 年)才提出申請呢？因此，大聯盟請委員留意，不要受申請人相關錯誤陳述而影響委員的決定。

基於以上原因，各界關注骨灰龕法大聯盟強烈反對強烈反對 Y/YL-LFS/11 的改劃申請

各界關注骨灰龕法案大聯盟謹啟

2021.09.20



規劃署  
地區規劃處  
委員會部  
城市規劃委員會組  
總城市規劃師/城市規劃委員會  
靳嘉燕 女士



提出反對 Y/YL - LFS/11 用作私營骨灰安置所發牌用途

申請編號：Y/YL/LFS/11

我們提出反對流浮山及尖咀咀分區計劃大綱核准圖編號 S/YL-LFS/9. 申請流浮山丈量約份第 129 約地段第 1966 號 A 分段、第 1966 號餘段、第 1968 號、第 1969 號、第 1970 號、第 1975 號餘段和第 2024 號餘段（部分）及非法佔用政府土地發展，早幾年前我們亦有提出反對。紫雲仙苑有限公司曾向政府申請用作私營骨灰安置牌照。之後政府立例管制私營骨灰安置，紫雲仙苑有限公司多次再三申請都受否決，今天重申規劃申請。我們堅決提出反對。

我們反對理由如下：

1：交通擠塞問題非常嚴重，每年春秋二祭令流浮山深灣路交通非常擠塞，人車爭路非常危險要求貴會審批考慮申請。

2：流浮山若批出該項申請，要考慮週邊村民及居民的日常生活。



制造恐慌 (將來招攬有關野鬼安置居所)，貴會必要關注申請。

3: 若果批出該項申請，環保問題都要解決，每日做法事化寶燒衣及喃嘸師傅做法事拜祭燥音難以想像的騷擾，每日村民及居民生活受到嚴重打擊，我們就事件所以提出抗議及反對。

副本送去

規劃署

地區規劃處

新界區規劃部

署任規劃署助理署長

葉子季 先生

新界沙田上禾輦路 1 號沙田政府合署 14 樓

聯絡人：鄧志學先生

電 話：[REDACTED]

通訊地址：[REDACTED]

我們提出反對者簽署：

鄧志學	陳月梅
張錦福	鄧振其
周錦明	陳愛金
鄧森福	鄧桂芳
鄧偉堂	鄧志勇
何肇榮	鄧志昌
甘錫洪	吳耀輝
鄧輝泰	

日期：2020 年 4 月 2 日





規劃署  
地區規劃處  
委員會部  
城市規劃委員會組  
總城市規劃師/城市規劃委員會  
靳嘉燕 女士



提出反對申請編號 Y/YL-LFS/11

我們提出反對申請編號 Y/YL-LFS/11，新界元朗流浮山丈量約份第 129 約地段第 1966 號 A 分段、第 1966 號餘段、第 1968 號、第 1969 號、第 1970 號、第 1975 號餘段及第 2024 號餘段（部分）和毗連政府土地，把申請地點由「康樂」地帶改劃為「政府、機構或社區 (1)」。

我們反對理由如下：

1：該項申請地點由「康樂」地帶改劃為「政府機構或社區社區用地」城市規劃委員會所（下稱「城規會」）考慮對一帶居民影響問題，要評估後作出接納，我們作出反對是有理據。因建設大型構築物，日後會受到人流複雜，不宜做任何用途。

2：現時流浮山深灣路每天交通非常擠塞，多年來流浮山交通未有改善，申請地段興建大型設施車輛不段增加，附近居民曾投訴多個

部門交通流量未能解決，居民每天上班都會塞車延誤，要求貴會否決申請。

3：有關項目申請早前用作私營骨灰安置所發牌用途。我們於 2020 年 4 月 2 日提出反對，現時重申規劃申請，我們再次提出反對。

提出 3 項理由反對，要求城規會審批要考慮清楚批核。

副本送去

規劃署

地區規劃處

新界區規劃部

署任規劃署助理署長

葉子季 先生

新界沙田上禾輦路 1 號沙田政府合署 14 樓

反對居民簽署：

劉泰森



日期：2020 年 8 月 17 日

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

211112-173029-69440

## 提交限期

Deadline for submission:

12/11/2021

## 提交日期及時間

Date and time of submission:

12/11/2021 17:30:29

## 有關的規劃申請編號

The application no. to which the comment relates:

Y/YL-LFS/11

## 「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. CHAN SUI FAN

## 意見詳情

Details of the Comment :

流浮山是香港的後花園, 喜歡它的舊有風貌景色, 假期會經常去這裡行山遊玩食海鮮, 但這個感覺怕被破壞, 在無意中看到, 在深灣路"紫雲仙苑"向城規委員會申請用地改變用途(改變不是康樂地), 如果真的給他成功申請到, 他會興建骨灰龕場, 到時前往拜祭人士一定會好多, 怕好似旺角銅鑼灣咁多人。

你們要知到他位處於深灣路, 這是一條單線雙向行車的路不便於太多車使用, 平時以有專線小巴, 我覺得已經很足夠, 再加多車輛使用, 相信深灣路一定應付不來, 難道到了假期叫我們這班市區市民不要去流浮山嗎?!

在查找"紫雲仙苑"資料時發現他們要申請興建7仟幾個骨灰龕位, 嘩! 這麼多, 計一計一個龕位一家庭(4人)來拜祭,  $4 \times 7,000 = 28,000$  人會到流浮山, 到時流浮山會下沉, 這裡的海鮮街商舖想要的是食客而不是前來拜祭的人士囉,

再講, "紫雲仙苑"好近流浮山海鮮街交通交匯處, 該處沒有大型公眾停車場, 到春秋二祭時私家車的士增多, 要如何處理?

我好希望貴委員會考慮清楚他們改變用地的申請, 要發展這裡成什麼環境的地方? 大家都是香港人, 要為這裡的環境, 這裡的居民, 這裡的景色考慮清楚, 香港已沒有太多可以行山遊玩食海鮮的地方, 請不要破壞這片後花園。

所以, 今次的意見是請你們取消"紫雲仙苑"改變用地用途取消在這裡起骨灰龕場, 還原番康樂用地, 如果他們是興建娛樂休閒的場所我是歡迎的。希望城規委員會接納我的意見。謝謝



tpbpd@pland.gov.hk

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寄件者: [REDACTED]  
寄件日期: 2021年08月04日星期三 4:05  
收件者: tpbpd  
主旨: Re: Y/YL-LFS/11 DD 129 Lau Fau Shan Recreation to Columbarium

Dear TPB Members,

This has been dragging on since 2018. Surely it is time to call and halt as the drainage and parking issues appear to be insurmountable.

In addition the 1,372sq.m Open Space is nothing more than the margins along the drive way and the very off putting 'holding area'

This is all about \$\$\$\$ not religion.

Mary Mulvihill

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**From:** [REDACTED]  
**To:** "tpbpd" <tpbpd@pland.gov.hk>  
**Sent:** Thursday, August 27, 2020 2:17:37 AM  
**Subject:** Re: Y/YL-LFS/11 DD 129 Lau Fau Shan Recreation to Columbarium

Dear TPB Members,

Additional information appears to be that there will be exhibition booths on the so called recreation area. So much for the tai -chi images. Selling some cheap trinkets more likely.

Mary Mulvihill

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**From:** [REDACTED]  
**To:** "tpbpd" <tpbpd@pland.gov.hk>  
**Sent:** Thursday, April 2, 2020 3:23:35 AM  
**Subject:** Y/YL-LFS/11 DD 129 Lau Fau Shan Recreation to Columbarium

Y/YL-LFS/11

Site area: About 3,335.3sq.m Includes Government Land of about 148.7sq.m (slight amendment)  
7,730 Niches / 16 Vehicle Parking

Dear TPB Members,

This is essentially the same layout as 9 but with a more than doubling of the number of niches and a significant reduction in parking. This was withdrawn.

How reduction of parking spaces equates with a big increase in number of niches has not been explained. This is a remote location. Obviously additional vehicles would be accommodated on the faux green 'outdoor space for passive recreation'. Seriously, recreation at a columbarium?

Previous objections applicable and upheld.

Mary Mulvihill

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**From:** [REDACTED]  
**To:** "tpbpd" <tpbpd@pland.gov.hk>  
**Sent:** Wednesday, February 21, 2018 3:07:51 AM  
**Subject:** Y/YL-LFS/9 DD 129 Lau Fau Shan Recreation to Columbarium

Y/YL-LFS/9

Lots 1966 S.A, 1966 RP, 1968, 1969, 1970, 1975 RP and 2024 RP (Part) in D.D. 129 and Adjoining Government Land, Lau Fau Shan

Site area : 3,338 m<sup>2</sup> Includes Government Land of about 156.2m<sup>2</sup>)

Zoning : "Recreation"

Proposed Amendment : Rezone to Columbarium 3,000 Niches / 80 Parking

Dear TPB Members,

This application is very similar to Chun Wo's Y/YL-LFS/8 with regard to layout and the supposition that people would want to spend their recreational time sitting looking at a concreted driveway. This was rejected on 14 July 2017 for the following reasons:

"(a) the Site forms an integral part of the "Recreation" zone which is primarily for recreational developments for the use of the general public. There is no strong planning justification for piecemeal rezoning to facilitate the proposed columbarium development;

(b) the applicant fails to demonstrate that the proposed rezoning to facilitate columbarium development would not result in adverse traffic impacts on the surrounding areas; and

(c) the approval of the rezoning proposal will set an undesirable precedent for other similar rezoning applications in the area. The cumulative effect of approving such similar applications would result in a general degradation of environment and adverse traffic impacts on the area."

Moreover "Government acknowledges that recreation stems from a basic human need for activities which are essential to the mental and physical well-being of the individual and the community as a whole. It therefore encourages participation in recreational pursuits and seeks to ensure that appropriate opportunities are available to meet the needs of the people of Hong Kong. Recreation is accepted as an essential activity for which land must be allocated."

While Recreation and GIC can be compatible with regard to the provision of recreational facilities, by no stretch could columbarium be considered an appropriate use of land zoned for this purpose.

TPB members should reject this application for the same reasons.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211112-131259-04934

提交限期

Deadline for submission:

12/11/2021

提交日期及時間

Date and time of submission:

12/11/2021 13:12:59

有關的規劃申請編號

The application no. to which the comment relates:

Y/YL-LFS/11

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Robert Kan

意見詳情

Details of the Comment :

The proposed columbarium does not cope with the surrounding environment or the village setting. Vehicular traffic on Deep Bay Road would be adversely affected during the grave-sweeping days.



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211112-143921-02344

提交限期

Deadline for submission:

12/11/2021

提交日期及時間

Date and time of submission:

12/11/2021 14:39:21

有關的規劃申請編號

The application no. to which the comment relates:

Y/YL-LFS/11

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Stephen Li

意見詳情

Details of the Comment :

附近已有具規模的骨灰龕場，不應接受紫雲此申請更改用途。否則春秋二祭更影响居民生活及交通。

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

211112-162727-25499

## 提交限期

Deadline for submission:

12/11/2021

## 提交日期及時間

Date and time of submission:

12/11/2021 16:27:27

## 有關的規劃申請編號

The application no. to which the comment relates:

Y/YL-LFS/11

## 「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Wong See Yuen

## 意見詳情

Details of the Comment :

深灣路是一線雙向行車，鄰近不到2分鐘車程，已有一個雲浮仙觀骨灰安置所，從食環署《私營骨灰安置所》資料搜集，該骨灰安置所大約有一萬多個骨灰龕位，根據紫雲仙苑的申請，將來存放的靈灰位約有7730個，在那麼近的範圍內再增加7730個靈灰位，於祭祖節日前後，一定會帶來深灣路人、車流的交通壓力和影響，除非深灣路的交通網絡得以改善。

就規劃申請/覆核提出意見 Making Comment on Planning Application/ Review

參考編號

Reference Number:

211112-165809-63342

提交限期

Deadline for submission:

12/11/2021

提交日期及時間

Date and time of submission:

12/11/2021 16:58:09

有關的規劃申請編號

The application no. to which the comment relates:

Y/YL-LFS/11

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ko

意見詳情

Details of the Comment :

有關圖則修改將會令附近增加近萬個龕位,為交通帶來莫壓力,尤其清明及重陽時間,以現時申請人提供的資料和方案,附近道路及交通配套肯定不勝負荷。因此,本人極力反對有關申請,希望各委員明察

申請編號：Y/YL-LFS/11

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

有關紫雲仙苑在元朗流浮山深灣路 270 號  
之更改用途區規劃申請作宗教及康樂設施及靈灰安置所用途

本人得知紫雲仙苑向貴會提交補充資料報告書，以積極去完善申請計劃及解決問題，因此特意寫信支持，原因如下：

1. 私營骨灰安置所條例在 2017 年 6 月 30 日正式生效，將現有私營靈灰安置所加以規範化及改善，加強了居民及消費者安心；據了解，紫雲仙苑已經向私營骨灰安置所發牌委員會提交牌照申請。
2. 紫雲仙苑遠離民居，加上只有三座三層樓高建築物，因此沒有視覺影響。此外地盤附近沒有居民，所以骨灰龕用途不會與附近的土地利用不相協調。
3. 據了解，紫雲仙苑已向私營骨灰安置所發牌委員會提交管理方案，亦已初步獲得警務署的不反對。另外，紫雲仙苑在地盤內會提供足夠場內交通設備及計劃將會對深灣路進行道路改善，因此不會對附近交通做成影響。
4. 紫雲仙苑在地盤內會提供足夠場內衛生設備，並禁止任何燃燒冥鏹活動，所以不會對附近構成環景及空氣污染。
5. 紫雲仙苑在地盤內會種直大量樹木，因此不會對本區及附近的園景造成不良影響。

綜合上述各點，本人盼望政府尊重市民意願，盡快批准上述申請，同時部份解決現時香港嚴重缺乏骨灰位需求，令市民安心。

姓名:

張伏旺

簽署:

張伏旺

日期:

7-1-2021

