

**Application for Permission under Section 16 of the Town Planning Ordinance (Cap.131)
For Minor Relaxation of Building Height Restriction from 2 Storeys to 4 Storeys
For a Proposed 4-Storey Columbarium
At Part of Inland Lot No. 7755 RP and Adjoining Government Land
between Inland Lot Nos. 7755 RP and 7713 (altogether "the Site")
Cape Collinson Road, Chai Wan, Hong Kong
Response to Departmental Comments**

RESPONSE-TO-COMMENTS TABLE

Item	Departmental Comments	Responses
TD	<u>Transport Department</u> <ul style="list-style-type: none"> - <i>Contact Person: Mr. Dennis CHAN (Tel: 2829 5524)</i> - <i>Via Email dated 19 June 2024</i> 	
TD 1	<u>Section 2.2 Proposed Development</u> <ul style="list-style-type: none"> ● Para. 2.2.2., please advise if 18,000 nos. of niches will all be commissioned in 2029 or in phases. 	Please be advised that the proposed number of niches is 17,095 and planned to be completed in single phase in 2029. Please refer to Section 2.2 of the revised Traffic Impact Assessment ("TIA") report at Appendix A for details.
TD 2	<ul style="list-style-type: none"> ● Table 2.2, the PT service routes and route information are not updated. Besides, CTB Rt. No. 389 should be operated on specific days. Please refer to the relevant Transport Department Notice as well as Schedule of Service of CTB Rt. No. 388 and 389 for reference. 	Noted and please note that the PT service routes and route information have been revised, please refer to Table 2.6 of the revised TIA report for details.
TD 3	<ul style="list-style-type: none"> ● Para. 2.5.2 about "visitors are more likely to visit the columbarium during non-peak days", please provide evidence and justifications to support this statement (i.e. the total no. of visitors of the existing cemetery on various days throughout Ching Ming Festival and Chung Yeung Festival). 	Please note that the period of implementing visit-by-appointment system for the proposed development will be during grave sweeping festival periods, i.e. Ching Ming Festival and Chung Yeung Festival and Four weekends before and after the festival day, and the weekdays in between this period.
TD 4	<u>Section 2.3 – Internal Transport Facilities Provisions</u> <ul style="list-style-type: none"> ● Please advise the loading/unloading arrangement outside HKPF's operation period and advise how to deal with the case when more than 7 vehicles are visiting the site. 	For non-festival periods as parking spaces, traffic control staff of HKBA will ask the 8th visiting vehicle to leave when more than 7 vehicles visit the site, therefore the public road will not be blocked, please refer to Section 2.4 of the revised TIA report for details.
TD 5	<u>Section 3 – The existing Traffic Conditions</u> <ul style="list-style-type: none"> ● Para. 3.1.5., please refer to the survey results conducted by this Department on 4 April 2024 for figuring out the peak hours. Please 	Please refer to Chapter 6 and Table 7.8 of the revised TIA report for the assessments of the actual passenger

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	also refer to the survey results for assessing the actual passenger demand.	demand with consideration of the survey results on 4 April 2024.
TD 6	<ul style="list-style-type: none"> Para 3.1.5, please review the description of the period. 	Typo and revised, please refer to Para 3.1.7 of the revised TIA report for details.
TD 7	<p><u>Section 4.3 – Traffic Conditions of Planned Adjacent Developments</u></p> <ul style="list-style-type: none"> Para. 4.3.1., please confirm with ASD whether Site I or Site II will be developed. The site situated at the intersection of Lin Shing Road and Cape Collinson Road may adversely affect the existing temporary bus stop thereat during grave sweeping period over the Ching Ming Festival and Chung Yeung Festival. 	Noted and please note that it is confirmed that no other planned columbarium development in Cape Collinson, Chai Wan from FEHD as of October 2024, please refer to Para. 4.3.1 of the revised TIA report for details.
TD 8	<ul style="list-style-type: none"> Table 4.8, please advise the modal split during both Ching Ming Festival and Chung Yeung Festival for reference. 	Please refer to Table 4.6 of the revised TIA report for the modal split during both Ching Ming Festival and Chung Yeung Festival for reference.
TD 9	<ul style="list-style-type: none"> Table 4.10, 25 additional bus services per hour seemed overwhelming (i.e. around 2 minutes per departure) when compared to the existing service level of CTB Rt. No. 388 even on the day of Ching Ming Festival. The GMB service enhancement also hinge on the capacity of the GMB routes in terms of availability of GMBs and drivers. Please advise the proposed origin of the 25 additional bus service since the passenger queuing space at Chai Wan Bus Terminus is already fully packed during Ching Ming Festival. Even the franchised bus company is able to provide the additional service and HKPF agrees to assist in maintain the queuing order induced by the 25 additional bus service, adequate passenger queuing and boarding area should be identified. In the 	<p>Please note that the maximum number of visitors for visit-by-appointment system has reduced from 1,000 visitors to 200 visitors per session. It is proposed to add 2 nos. of bus services (1 nos. for Chai Wan and 1 nos. for Shau Kei Wan) and 1 nos. of PLB service for the proposed development during festival periods with bus route no. 388 and 389 services peak hour. Please refer to Section 4.5 of the revised TIA report for details.</p> <p>Please refer to Table 7.13 of the revised TIA report for LOS assessment for Chai Wan Bus Terminus.</p>

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	<p>event of bus delay and influx of passenger from the railway service in one go, please also consider if buffer area for passenger waiting is needed.</p>	
TD 10	<p><u>Section 6 – Pedestrian Assessment</u></p> <ul style="list-style-type: none"> The LOS should take into account both passenger pick-up and drop-off activities (including adequate passenger queuing space to be reserved) as many visitors may wait outside the proposed development to board the buses for leaving. 	<p>Noted and please refer to Chapter 7 of the revised TIA report for pedestrian assessment taking into account both passenger pick-up and drop-off activities (including adequate passenger queuing space to be reserved).</p>
TD 11	<ul style="list-style-type: none"> Please assess the waiting area required for passengers outside the development and bus stop at junction of Cape Collinson Road and Shek O Road. 	<p>Noted and please refer to Table 7.13 of the revised TIA report for assessment of waiting area required for passengers at bus stop outside the development and bus stop at junction of Cape Collinson Road and Shek O Road. Based on the assessment, LOS A for all the assessed bus/PLB stops will be achieved, which is considered acceptable in traffic engineering points of view.</p>
TD 12	<ul style="list-style-type: none"> Table 6.2 and 6.3 – Please assess the Level of Services of the footpath (existing and after development) along Lin Shing Road and Cape Collinson Road section from Lin Shing Road and Shek O Road. 	<p>Noted and please refer to Chapter 7 of the revised TIA report for pedestrian assessment along Lin Shing Road and Cape Collinson Road section from Lin Shing Road and Shek O Road. Assessment results revealed that the critical sections of footpath would be able to attain the acceptable LOS with additional pedestrian flows arising from the proposed development during peak hours for Ching Ming Festival and Chung Yeung Festival in design year 2032.</p>
TD 13	<p><u>Section 7 – Loading / Unloading Bay</u></p> <ul style="list-style-type: none"> Para. 7.1.4, the maximum frequency of CTB Rt. Nos. 388 and 389 is not accurate. Please refer to the attached Schedule of Service for reference. 	<p>Noted and please note that the maximum frequency of CTB Rt. Nos. 388 and 389 is revised, please refer to Para 8.1.3 of the revised TIA report for details.</p>
TD 14	<ul style="list-style-type: none"> Section 7.1.7 – Please review with time for pick-up/drop off. 	<p>The pick-up/drop-off time has been reviewed and revised, please refer to</p>

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		Section 8.1 of the revised TIA report for details.
EPD	<u>Environmental Protection Department</u> - <i>Contact Person: Ms. Kathy HO (Tel: 2835 1847)</i> - <i>Via Email dated 12 September 2024</i>	
EPD 1	Re. r-to-c item 1 - Please also ensure there is a dedicated staff responsible for informing the collector.	Staff from the office at the columbarium will notify the collector in the event of the STP failure. Last bullet point in Section 10.1 revised. Please refer to the revised Sewerage Impact Assessment ("SIA") report at Appendix B for details.
EPD 2	Re. r-to-c item 3 - Noting that a Traffic Impact Assessment (TIA) has been prepared to assess potential traffic impact due to the proposed development. The applicant is suggested to incorporate the 18 trips of tankering away into the TIA.	As one desludging exercise is now proposed, one trip per desludging vehicle per day will be required at off-peak after operating hours during festive periods, which is considered in the TIA.
EPD 3	Re. r-to-c item 4 - The applicant is advised to provide further information to address potential water quality impact at this stage, including 1) location of water sensitive receivers; 2) compliance with related ProPECC Note (eg. ProPECC PN 2/23) and Technical Circular (eg. ETWB(W) 655/14/01) during construction stage; and 3) proposed treatment level of STP and application of WPCO discharge licence for operation.	Information added accordingly for sections 8.6, 8.8 – 8.17.