Columbarium Redevelopment
at
Lots 613 RP (Part), 614 and 1229 in D.D.453,
and adjoining Government Land,
Lo Wai, Tsuen Wan, N.T.

Applicant	:	Longest Profit (Hong Kong) Ltd.
Architect	:	Casa Design International Ltd.
Traffic Consultant	:	LLA Consultancy Ltd.
Landscape Consultant	:	Landes Ltd.

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Executive Summary

This application seeks planning permission under Section 16 of the Town Planning Ordinance for the redevelopment of the former Columbarium, which previously had 8,850 niches. The proposed redevelopment aims to demolish and rebuild the Columbarium in compliance with TPB guidelines and relevant government departments' requirements.

The proposed site is located at Lot 613 RP (Part), 614 and 1229 in D.D. 453, and adjoins Government Land in Lo Wai, Tsuen Wan, N.T.

Currently, the subject site is zoned as 'Government, Institution or Community (10)', for columbarium use under Column 2, on the OZP No. S/TW/37.

The proposed redevelopment consists of one 2-storey columbarium block with a height of 9.60m, one 1-storey ancillary block with a height of 5.00m (including reception/waiting area), and one 2-storey ancillary block with a height of 5.85m (including carparks, toilets and storage room).

The total site area is about 2,250m^2, including approximately 660m^2 of government land. The total gross floor area (GFA) is approximately 1,880m^2, plot ratio is approximately 0.84, and site coverage is approximately 42%. The parking spaces provided include 4 for private cars (one of which is an accessible parking space) and 3 for motorcycles. One loading and unloading space is provided for light goods vehicle, and one vehicular pick-up/drop-off lay-by is provided (2.5m x 10.0m). The total number of niches provided in this redevelopment has been reduced from 8,850 in the former Columbarium to 4,250 (approximately 48% of the total number of niches in the former Columbarium), which includes 70 niches provided for local villagers facing financial difficulties or for other charitable purposes. The terms and conditions of this provision will be detailed and agreed upon by the relevant government authorities in the management plan.

The application follows the planning criteria under TPB guidelines within the G/IC (10) zone use. One of the most important planning criteria, which concerns the control of vehicular traffic and crowd management, has been given special consideration.

The proposed redevelopment is in line with the government policy to implement a regulatory framework for private columbaria and promote cremation over burial.

This proposed redevelopment complies with the relevant government departments' regulations and the Private Columbarium Ordinance under the Food and Environmental Hygiene Department (FEHD) licensing procedure.

The Management Plan, which includes a Traffic and Crowd Management Plans, will be submitted to the Private Columbaria Licensing Board (PCLB). To avoid generating additional traffic volume in Lo Wai area during the Ching Ming and Chung Yeung festival days, as well as the immediate Saturday and Sunday before the festival days (shadow period), the proposed columbarium will be closed to visitors for the entire shadow period. All visitors must make their visits only on other normal weekdays and weekends. This operational arrangement will form part of the Management Plan to be submitted to PCLB for monitoring and enforcement purposes.

The proposed redevelopment has demonstrated that it will not have any adverse impacts on local land uses, the environment, traffic, landscape, visual impact and infrastructures in the locality. Moreover, it aligns with current government policies and alleviates the pressing demand for niches that exist in society.

內容擇要

本申請旨在根據城市規劃條例第 16 條，為原有 8,850 壁龕位的「靈灰安置所」重建發展申請規劃許可。擬議重建發展目的是以清拆及重建現存的「靈灰安置所」至符合城規會及有關政府部門的條例及法規。

擬議發展地點位於荃灣老圍丈量約份第 453 約地段第 613 號餘段(部分)、第 614 號及第 1229 號和毗鄰政府土地。

目前擬議發展地段在分區計劃大綱圖編號 S/TW/37 中劃為《政府、機構或社區設施(10)》列表 2，「靈灰安置所」用途。

擬議重建「靈灰安置所」包括一座 2 層高 9.60 米「靈灰安置所」、一座 1 層高 5.00 米的附屬樓(其用途包括接待及等候室)、以及一座 2 層高 5.85 米的附屬樓(包括停車位/洗手間/儲存室)。

擬議發展地盤總面積約 2,250 平方米，包括政府土地面積約 660 平方米。總樓面面積約 1,880 平方米，地積比率約 0.84，上蓋面積約 42%。提供私家車停車位 4 個(包括 1 個無障礙停車位)、電單車停車位 3 個、輕型貨車裝卸車位 1 個、車輪上落客接載區 1 個(2.5 米 x10.0 米)。此擬議發展提供壁龕位已從原靈灰安置所 8,850 個壁龕位減少至 4,250 個(祇是約原「靈灰安置所」壁龕位的 48%)，其中包括 70 個供當地有經濟困難的村民使用或可分配作為其他慈善用途。有關條款將會在管理方案中詳細說明並須相關政府部門認可。

本申請是遵循《政府、機構或社區設施(10)》的規劃要求。其中最受關注的規劃要求之一，車和人流量管理已得到充份處理達至規劃要求。

擬議重建發展是符合有關政府部門的政策，即對現行私人「靈灰安置所」增強監控和管理，及推廣火葬替代土葬之政策。

本擬議發展是符合有關政府部門法規及食物環境衛生署(食環署)《私營骨灰安置所發牌條例》發牌要求。

擬議發展將提交私營骨灰安置所發牌委員會一份管理方案，其中包括交通和人群管理方案。該管理方案將註明因須避免增加清明和重陽節及節前後的星期六及日的規定時段(規定時段)在老圍路產生額外的交通流量。擬議發展「靈灰安置所」是會在規定時段對外關閉。所有訪客只可在其他正常工作日和週末獲准到訪「靈灰安置所」進行探訪。上述管理方案，將提交私營骨灰安置所發牌委員會備案，以便監控及執行。

擬議發展已認證對當處土地用途、環境、交通、綠化建設、視覺感觀及市政配套設施上都沒有造成不良影響。此外，這重建發展除了能滿足政府現行政策外，亦是可緩解現社會對壁龕迫切需求的重建項目。

1. The Proposal

1.1 This proposal seeks planning permission under Section 16 of the Town Planning Ordinance for the redevelopment of the former Columbarium at Nos. 613 RP (Part), 614 and 1229 in D.D.453, as well as adjoining Government Land, Lo Wai, Tsuen Wan, N.T. (The subject site) (Appendix 1).

1.2 To redevelop the former Columbarium in accordance with the Notes of the OZP, it falls in column 2 as specified under the 'Government, Institution or Community (10)' zone.

1.3 The proposed redevelopment aims to rebuild the Columbarium in compliance with the relevant regulations of government departments.

2. Background

2.1 The Columbarium that existed known as Wing Sing Yuen (永盛園), commenced operations in 2010. It was converted from a 2-storey structure without obtaining the necessary permissions from the Buildings Department and the Lands Department.

2.2 The sale of the Columbarium was suspended due to non-compliance with Lease conditions, as requested in the violation letter from Lands Department. A copy of this violation letter is attached (Appendix 2).

2.3 According to the applicant, the Private Columbarium Licensing Board refused the applicant's entire set of applications, including the Temporary Suspension of Liability and License application on 24 May 2021. Consequently, the applicant appointed lawyers to arrange a settlement with the buyers. Under the terms of the settlement, the ancestral ashes of the previous buyers will not be returned to the redevelopment site. The settlement negotiations have been going smoothly, and there have been no disputes. Furthermore, the applicant has completed the disposal of ashes following the Prescribed Ash Disposal Procedure. The FEHD acknowledged the completion of the handover procedure on 6 April 2023 (Appendix 11).

After the Food and Environmental Hygiene Department (FEHD) acknowledged the completion of handover procedure for the unclaimed arches to the Director and disposal process, all the unauthorized Columbarium buildings were demolished for redevelopment.

2.4 The former Columbarium that existed comprised a total of 8,850 niches. The breakdown of the sale and occupation conditions is as follows:-

Sale and Occupation Condition		
Sold and Occupied	Single Niches	103
	4 Member Niches	0
Sold and Unoccupied	Single Niches	181
	4 Member Niches	0
Unsold	Single Niches	8,386
	4 Member Niches	180
Total no. of Ashes		9,390
Total no. of Niches		8,850

2.5 The subject site is currently zoned as 'Government, Institution or Community (10)' (G/IC (10)), for Columbarium use under Column 2, on the OZP No. S/TW/37 (Appendix 3).

3. Compliance with Town Planning Board Guidelines

3.1 This application follows Town Planning Board Guidelines No. 16 for 'Application for Development/Redevelopment within the 'G/IC' zone for uses other than Government Institution or Community Use under Section 16 of the Town Planning Ordinance (TPO), which is relevant to this application (Appendix 4).

3.2 The planning intention of the 'G/IC' zone is primarily to provide GIC facilities that cater to the local residents' needs and/or a wider district, region, or the territory. It also aims to allocate land for uses directly related to or supporting the work of the government, organizations providing social services to meet community needs, and other institutional establishments.

3.3 The proposed redevelopment demonstrates sustainability in relation to the capacities of both the existing and planned infrastructure. Adequate parking and loading/unloading provisions will be made in accordance with the Hong Kong Planning Standard and Guidelines and to the satisfaction of the Transport Department.

3.4 The proposed redevelopment would not cause, directly or indirectly, any adverse environmental impacts on the surrounding area. Otherwise, adequate environmental mitigation, monitoring, and audit measures will be provided.

3.5 In light of the above, the current application to regularize Columbarium use within an existing site complies with the TPB Guidelines for Application for Development/Redevelopment within 'G/IC' zone for uses other than GIC uses under Section 16 of the Town Planning Ordinance (TPB PG-No.16).

4. Licensing Procedure

4.1 The Private Columbarium Ordinance (PCO), which regulates the operation of private columbaria through a licensing scheme, came into operation on 30 June 2017. On 22 November 2017, the government announced two policy initiatives to address the Land Premium and Traffic Impact Analysis issues pertinent to pre-cut-off columbaria seeking a license. To comply with the regulation set forth by various government departments and the PCO under FEHD, an application for approval will be submitted to relevant government departments, and a Management Plan will be submitted to the PCLB following TPB Section 16 approval.

4.2 Under the PCO, only private columbaria that have obtained a license may sell or newly let out niches. Any private columbarium which applies for a license has to comply with the planning-related requirements and other requirements prescribed in the ordinance, or specified by Private Columbaria Licensing Board (the Licensing Board).

4. Licensing Procedure (cont'd)

4.3 A license applicant is required to submit a management plan to the Licensing Board for approval. In determining whether to approve an application for a license, the Licensing Board must regard the public interest and may have taken into account any other relevant considerations.

4.4 The Management Plan submitted to the Licensing Board would address issues such as Traffic and Crowd Management, which must be accepted by the relevant government departments and the Board at the time of approval for the planning application. If a license application is granted by the Licensing Board, the Private Columbaria Affairs Office (PCAO) will be responsible for monitoring the implementation of the approved Management Plan.

4.5 Once the redevelopment of the Columbarium receives approval from TPB, an application for plans approval will be submitted to the Buildings Department, and the land exchange process will be carried out with the Lands Department as required under Licensing Board regulations.

5. Planning Intention

5.1 This application aims to rectify the existing non-compliance with relevant government departments' regulations for columbarium use. The planning intention for this redevelopment takes into account the prevailing requirements of government departments and the land use compatibility of the site, aiming to avoid traffic, environmental, and visual impacts on its surroundings.

5.2 The proposed redevelopment aligns with the government policy to implement a regulatory regime on private columbaria and to promote cremation over burial. However, further action is needed to address the limited availability of private niches to meet current and future demand. The redevelopment of the Columbarium in this application will not only represent a better utilization of valuable land resources but also maximize the development potential of the limited lands suitable for columbaria use under relevant government regulations.

5.3 According to FEHD statistics, in 2028 approximately 92% (43,803) of the deceased were cremated, the number of deaths is forecast to gradually increase from 47,000 in 2018 to 73,900 in 2038 and 1,200,000 cremations are expected to take place between 2019 and 2038. Consequently, the demand for columbarium niches is extremely high and increasing. Increasing the supply of niches through Private Columbarium facilities is definitely an alternative means to alleviative the pressure on the growing demand from various public sectors.

5. Planning Intention (cont'd)

5.4 The application for this redevelopment planning permission aims to regularize the existing columbarium. The acceptability of this redevelopment proposal should comprehensively consider the land use compatibility of the site with its neighboring assessed uses and the traffic and environmental impact arising from the redevelopment.

5.5 The total number of niches provided in this redevelopment has been reduced to 4,250, which represents approximately 48% of the niches in the former Columbarium that was demolished on 20 February 2024.

5.6 Proposed redevelopment parameter schedule scheme

Site Area	:	approx. 2,250m^2
Total GFA	:	approx. 1,880m^2 (OZP restriction : max. 1,900m^2)
Plot Ratio	:	approx. 0.84
Site Coverage	:	approx. 42%
No. of Storeys	:	columbarium (2-storey/9.60m high) (OZP restriction : max. 2 storeys) ancillary block (2-storey/5.85m high) ancillary block (1-storey/5.00m high)
No. of Niches	:	4,250 (comprising 2,125 single niches and 2,125 double niches, with 70 single niches provided free of charge to local villagers with financial need or for other charitable purposes)
Parking Spaces		
• Private Car	:	4 (including 1 accessible parking space)
• Motocycle	:	3
• LGV	:	1 loading/unloading bay (3.5m x 7.0m)
Lay-By	:	pick up/drop off lay-by (10m in length)

* Development comply with SBD guidelines.

6. Land Use Compatibility

6.1 The site is located at the foothill of Fu Yung Shan area. Currently, the surrounding area is predominantly occupied by three types of land uses: homes for the elderly, religious institutions and columbaria.

6.2 There are over 40 temples and monasteries, and 4 graveyards dispersed in the vicinity of the subject site, such as Yuen Yuen Home for the Aged (圓玄安老阮) and Yuen Yuen Care and Attention Home for the Aged (圓玄護理安老院) to its north and north-west; Heung Hoi Che Hong Temple (香海慈航船廟), Tung Kwok Monastery (東覺禪林), Chow Ying Monastery (潮音淨院), Dai Chong Kok (地藏閣) and Fat Kwong Ching Che Monastery (佛光淨舍) to its south-east, south, and south-west (Appendix 5).

6. Land Use Compatibility (cont'd)

6.3 A large cluster of various monasteries and temples with columbarium facilities is situated to the south-east of the subject site. The largest one, Yuen Institute, comprises 50,000 niches in its existing compound and additional 20,000 niches in its extension, as approved under Application No. A/TW/379.

6.4 To the north-east of the subject site is Western Monastery, which received permission under TPO Section 16 for a total no. of 11,046 niches, approved with conditions by TPB on 6 May 2022.

6.5 Since the area is already interspersed with existing temples and monasteries of varying scales, some of which contain columbarium use, the proposed redevelopment parameters for the Columbarium are compatible with existing land use.

7. Traffic Impact and Crowd Management

7.1 Presently, the site is directly served by one minibus (route no. 81) along Lo Wai Road and several other public buses (route nos. 32, 36, 32M and 43X) and minibuses (route nos. 82, 82M, 94 and 312) that stop at Sam Tung Uk Road.

7.2 To mitigate any additional traffic volume in the Lo Wai area during the Ching Ming and Chung Yeung festival days, as well as the immediate Saturday and Sunday before and after the festival days (shadow period), the proposed columbarium will be closed to visitors during the entire shadow period. This includes one Saturday and one Sunday before and after the Ching Ming and Chung Yeung Festival Days, as well as any public holidays in between. All visitors must make their visits only on other normal weekdays and weekends. This operational arrangement will be included in the Management Plan to be submitted to the PCLB for monitoring and enforcement purposes.

7.3 LLA Consultancy Limited has been commissioned to conduct a Traffic Impact Assessment (TIA) Study. The findings indicate that the proposed Columbarium redevelopment will not cause additional adverse impacts on the operation of Lo Wai Road on normal weekdays and weekends, provided that the proposed columbarium redevelopment remains closed to visitors during the festival days and its shadow period (Appendix 10).

7.4 The proposed Columbarium redevelopment will provide 4 private car parking spaces (including 1 for accessible parking space), 3 motorcycle parking spaces and 1 LGV loading/unloading bay. A 10m in length vehicular pick-up/drop-off lay-by is also provided.

7. Traffic Impact and Crowd Management (cont'd)

7.5 Furthermore, a 'Visit by Appointment' system is proposed for the Columbarium redevelopment. All visitors are required to make an appointment at least 2 working days in advance before the visit. Implementing this system will provide additional control to alleviate traffic volume on Lo Wai Road and enhance internal traffic flow management. This type of management mode has been accepted by the PCLB as one of the enforceable management mechanisms.

7.6 The 'Visit by Appointment' system is to be incorporated into the Management Plan as one of the operating modes (Appendix 6).

7.7 Parking spaces for cars must be reserved in advance; otherwise visitors will be denied entry to the subject site.

7.8 A shuttle bus service will be provided in this development.

8. Environmental Assessment

8.1 As part of the redevelopment, environmental mitigation measures and best practices will be implemented. This includes prohibiting the burning of incense, joss papers or candles on the subject site and ensuring that religious and worshipping activities are conducted indoors. There will be no other emission sources arising from the redevelopment. Additionally, funeral services will not be permitted on the premises.

8.2 The Sewage Impact Assessment, the Drainage Impact Assessment and the Fresh Water and Flushing Water Demand Assessment submitted for the Section 12A application have demonstrated that the proposed redevelopment will not have any unacceptable impacts on local sewage, drainage or fresh/flushing water supply. The redevelopment shall comply with requirements under Water Pollution Control Ordinance (Cap. 358).

8.3 It is noted that the redevelopment will be within the tunnel protection zone of DSD's Tsuen Wan Drainage Tunnels (TWDT), with some proposed structures to be situated on its Main Tunnel and Intake I-2 Main Adit Tunnel near Lo Wai. The guidelines and requirements as stated in DSD's Practice Note No. 2/2017 "Assessment on the Effects of Construction Activities on Drainage and Sewage Tunnels and their Associated Structures", and all technical advice from the CEDD/GEO will be followed before any works commence.

8. Environmental Assessment (cont'd)

8.4 There is no noise impact (e.g., ventilation, cooling system, kitchen, traffic) arising from the future operation of the columbarium to nearby NSRs. Additionally, there are no noisy activities (e.g., music, loudspeakers, etc.) associated with the future use.

8.5 A site survey was conducted on 8 January 2024, and the results show that there are no active industrial chimneys within 200m of the redevelopment site boundary (Appendix 7).

8.6 The proposed Columbarium, located in a rural area with dense vegetation, is free from industrial chimneys within 200 meter radius. Burning is prohibited at the Columbarium itself. Initial information suggests infrequent, small-scale burning near nearby temples and monasteries. While incense, joss paper, and candles are expected to be burn more frequently during the Ching Ming and Chung Yeung festivals, the Columbarium will be closed to visitors during the Ching Ming and Chung Yeung festivals, and the immediately preceding and following Saturdays and Sundays, as well as any public holidays in between ("shadow period"). Consequently the Columbarium is not anticipated to have a significant environmental impact.

8.7 The Columbarium has no on-site office and it operates strictly by appointment. Staff from an off-site office will greet registered visitors at the gate and escort them to their designated worship space. Each worship period will last 60 minutes. Under exceptional circumstances, visitors may reserve up to two consecutive worship periods.

8.8 Since the Columbarium does not have openable windows, a mechanical ventilation and air conditioning (MVAC) system equipped with filters for particulate matter and gaseous pollutants will be installed.

An air treatment system with removal efficiencies of 90%, 99% and 99% for NO2, RSP, and FSP, respectively, will be installed to ensure compliance with relevant air quality criteria, at the fresh air intake of the proposed Columbarium's central ventilation system. The intake's location will conform with relevant air quality criteria.

8.9 There is only one road adjoining the Application Site – Lo Wai Road. Lo Wai Road is classified as a Local Distributor in Annual Traffic Census Report (2022).

8.10 To minimize traffic congestion in the Lo Wai area, the Columbarium will be closed to visitors during the Ching Ming and Chung Yeung festivals, and the immediately preceding and following Saturdays and Sundays as well as any public holidays in between ("shadow period"). Consequently, the proposed Columbarium will not negatively impact air quality during this period. The operational plan will be included in the management strategy submitted to the Private Columbaria Licensing Board (PCLB) for monitoring and enforcement.

8.11 The proposed Columbarium includes four private car parking spaces. It is anticipated that most visitors will arrive the Columbarium by private cars, taxis and shuttle buses. Because the Columbarium will operate strictly by appointment, traffic will be controlled. Therefore, the development is not anticipated to have an adverse environmental due to traffic. A TIA was conducted and it demonstrated that the proposed development would not induce traffic impact to the surrounding network (Appendix 10).

8. Environmental Assessment (cont'd)

8.12 To address environmental concerns, the columbarium redevelopment will incorporate green building approaches in its design and operation. This redevelopment will implement the necessary control measures for any potential noise sources (e.g., ventilation, cooling systems) to meet the relevant standards in HKPSG Ch9. Necessary control measures will be proposed accordingly to minimize noise and the potential impact on air quality during the construction stage.

8.13 The construction will comply with the Recommended Pollution Control Clauses (RPCC) and all relevant regulations to ensure no adverse environmental impact and inconvenience to nearby sensitive receptors. The potential water quality impact during construction phase and proposed respective mitigation measures will be followed. In this redevelopment, the demolition work was finished in February 2024. There is no site formation or excavation will be carried out on the site. Furthermore, there are no concurrent projects within the 500-meter assessment area, and there is no cumulative construction air quality impact.

9. Visual Aspect

9.1 The proposed Columbarium is situated in a rural setting and is surrounded by tall trees, slopes, an elevated road, and a natural hillside, which serve to shield the redeveloped columbarium from its surroundings. A conceptual Landscape Proposal was prepared based on the tree survey conducted on 27 September 2022 (Appendix 8).

9.2 The redeveloped columbarium will be a 2-storey, low rise building situated in a secluded and tranquil environment, away from the main road – Lo Wai Road. Photomontages comparing the proposed images of the redeveloped Columbarium to the existing building (Appendix 9) reveal that the redevelopment is low rise and heavily surrounded by vegetation, making it completely compatible with its surrounding.

9.3 The design of the Columbarium features three intersecting rings with a sloping roof on two levels. In addition to representing the Buddhist concept of Buddhism – the cycle of death and rebirth, this form is designed to complement the neighboring Yuen Yuen Care & Attention Home for the Aged, which features a dominated curvilinear form.

9.4 The partially elevated columbarium, with its sloping roof, creates a visually light, floating structure that provides unobstructed visual links to the surrounding area through its visual effects.

9.5 The circular form and open air courtyards give the Columbarium a slim and dynamic appearance.

9.6 The unobtrusive and subtle façade of the columbarium, combined with a colour and material palette that blends with its surroundings, harmonizes with nearby Chinese temples.

9. Visual Aspect

9.7 In view of the above, the redevelopment of the Columbarium will not result in any adverse visual impact. On the contrast, it will enrich and enhance the existing urban fabric of the area.

9.8 The supplement photos taken on 20 September 2024, to reflect the latest condition of the site are attached (Appendix 12).

10. Landscape Impact Assessment

10.1 Landes Limited has been commissioned to conduct a Landscape Impact Assessment, which includes the existing vegetation treatment and landscape design (Appendix 8). The existing condition of the redevelopment site photos at a pedestrian level taken on 20 September 2024 are attached (Appendix 12).

10.2 As described in Landscape Proposal (Appendix 8), a total of 10 trees within the site were recorded. The health condition of the bulk of these trees is generally in fair condition and the remaining trees are in poor condition. No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees, and the Forests and Countryside Ordinance respectively.

10.3 One tree will be retained in-situ while two trees will be transplanted and seven trees to be felled due to in conflict with the Proposed Redevelopment and the associated works. Upon completion of the construction works, twenty five nos. of new tree planting in heavy standard size will be planted at various locations within the Application Site. All the retained trees, transplanted trees and new trees will be maintained by the Application.

11. Conclusion

In light of the above, the enhanced appearance and ambiance of the redeveloped Columbarium could create a more attractive, well-maintained and respectful environment through sheltered areas, architectural features and landscaping. By monitoring and implementing a management scheme, it will help ensure the columbarium remains properly operational, has no adverse impacts on the locality and meets the community's urgent needs. The proposed redevelopment complies with all TPB guidelines and relevant government department requirements, aligns with prevailing government policies and fulfills societal needs.

The support of the TPB for the Columbarium redevelopment is eagerly anticipated, as it will enable the facility to better serve the community's in the near future.

DO NOT SCALE DRAWING ☐ COPYRIGHT RESERVED ☐ ALL MEASUREMENT MUST BE CHECKED ON SITE

The existing lamppost no. W3725 will be relocated.

Proposal will be submitted to Highways Department (Lighting Division) for approval.

Yuen Yuen Home 4 For The Aged

REGISTER

LAYBY

LGV

TS

LOT 613 RP BOUNDARY LINE

WT

FB

Cul

1/F PART PLAN

STORAGE FL 111.35
FEMALE
MALE

STORE
STAIR 3
F.S.
NICHE 1A
RECEPTION
ZEN COURTYARD (OPEN AIR)
MEETING RM.
COLUMBARIUM PRODUCT DISPLAY RM.
BUDDHA GRAND HALL
CEREMONY / PREPARATION RM.
ENTRY FOYER
ENTRANCE
ENTRANCE GARDEN (OPEN AIR)
M&E
STAIR 1
STAIR 2
STAIR 4
LIFT

REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA DESIGN INTERNATIONAL 木天國際建築師事務所 ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS

PROJECT

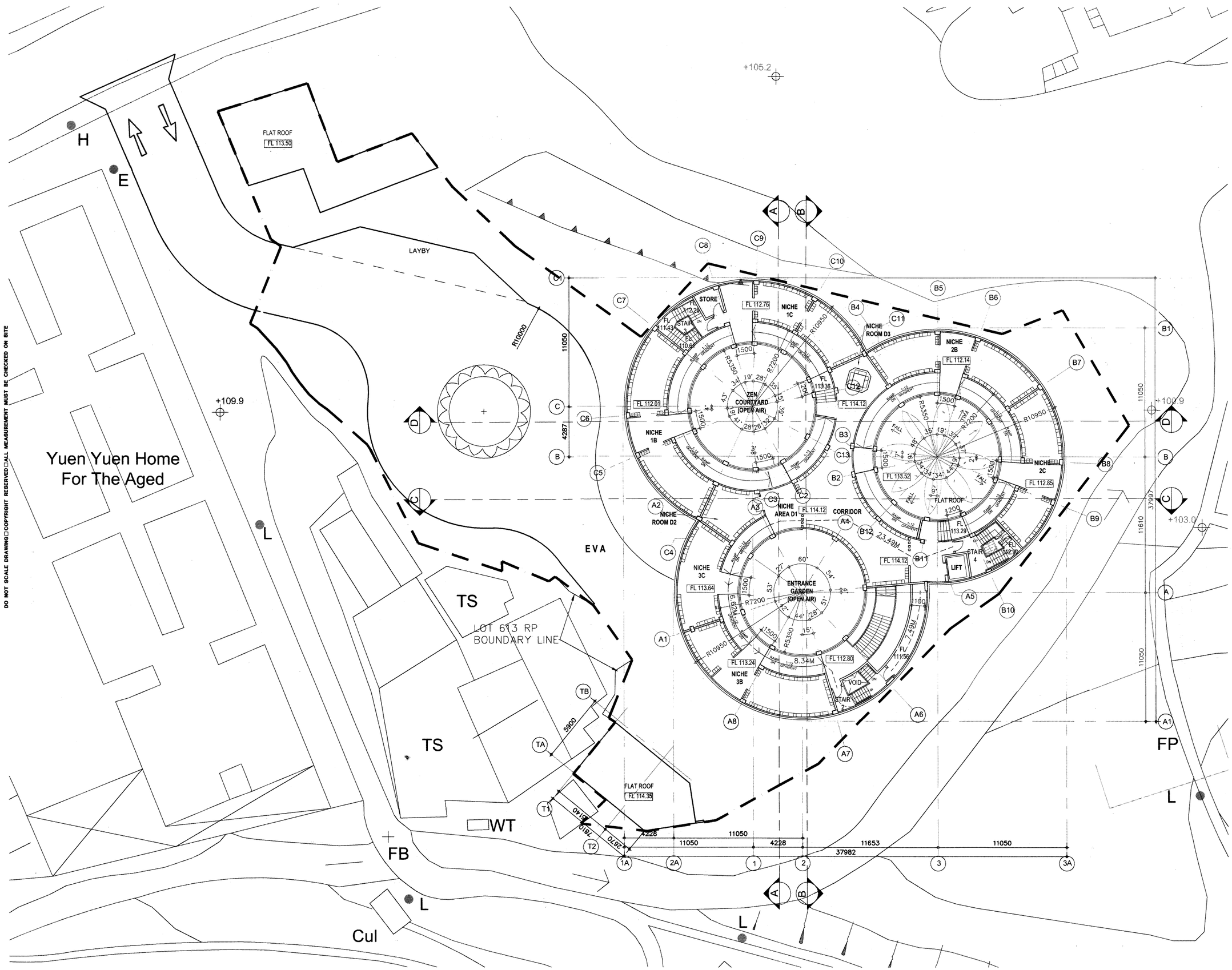
COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

GROUND FLOOR

JOB NO.

DRAWN:	DWG. NO. :
CHECKED :	
DATE : JUN 2024	
SCALE : 1 : 300	



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F.S.D. REFERENCE	
D.L.O. REFERENCE	
T P B REFERENCE	
REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA 木天國際建築師事務所
ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS
DESIGN INTERNATIONAL

PROJECT

COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

FIRST FLOOR

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N

ANCILLARY
BLOCK 2
BUILDING HEIGHT =113.50-108.50
=5.00m

MAIN
BLOCK 1
BUILDING HEIGHT =118.10-108.50
=9.60m

ANCILLARY
BLOCK 3
BUILDING HEIGHT =114.35-108.50
=5.85m

ROOF PLAN
FL 113.50

ROOF PLAN
FL 114.35

LAYBY

EVA

LOT 613 RP
BOUNDARY LINE

Yuen Yuen Home
For The Aged

SLOPING ROOF

FLAT ROOF

STAIRHOOD
FL 117.80

1 LIFT BELOW

+105.2
+109.9
+100.9
+103.0

R10000
R10950
R5350
11050
4287
37997
11610
37982
11653
4228

FL 118.10
FL 115.80
FL 113.52
116.30
118.60

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F.S.D. REFERENCE

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REVISIONS DATE

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木天國際建築師事務所
ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS

PROJECT
COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE
ROOF PLAN

JOB NO.

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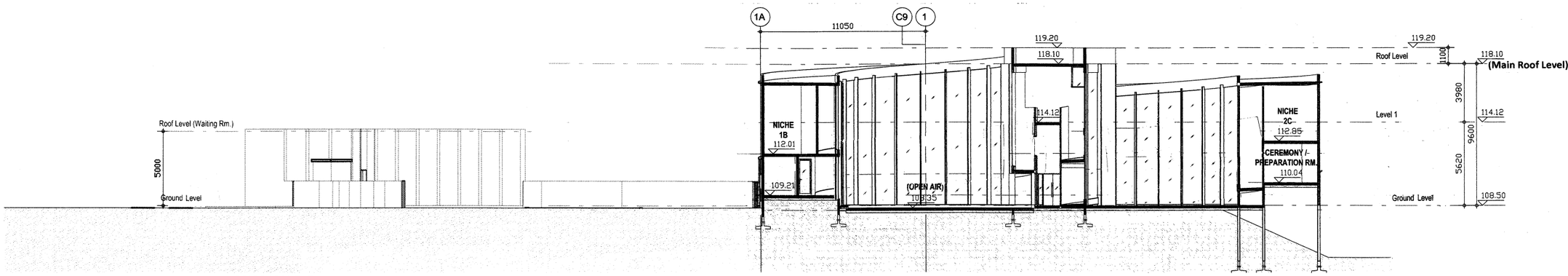

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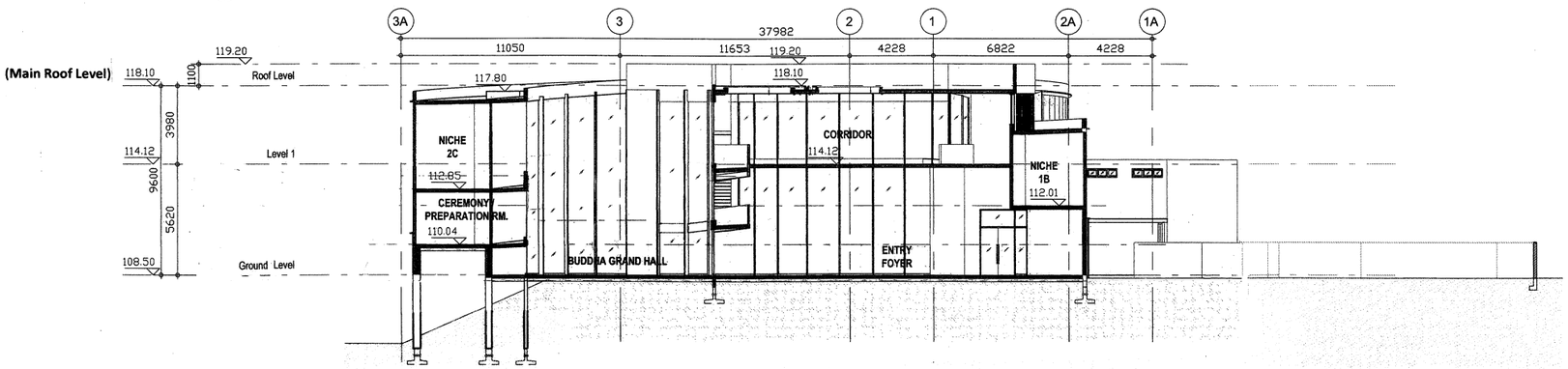

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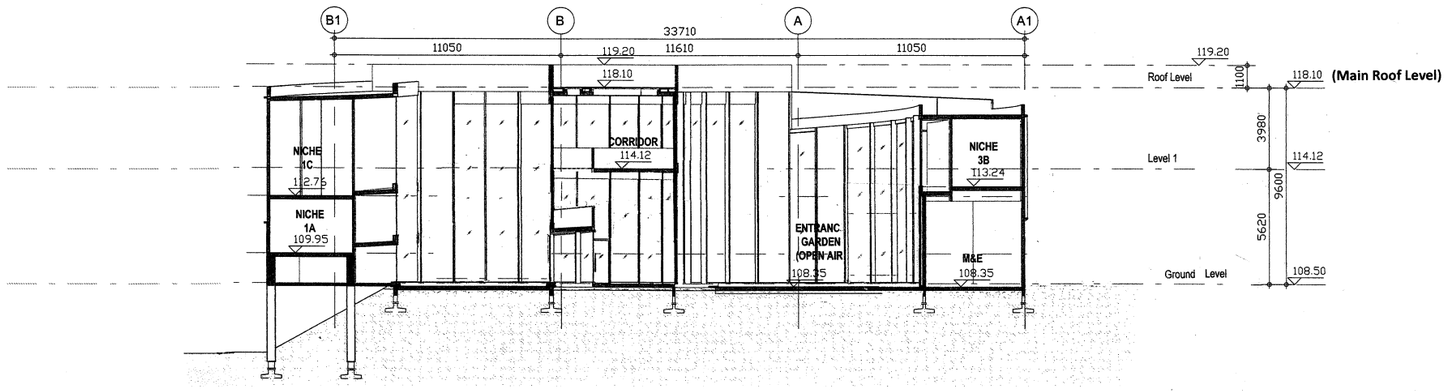

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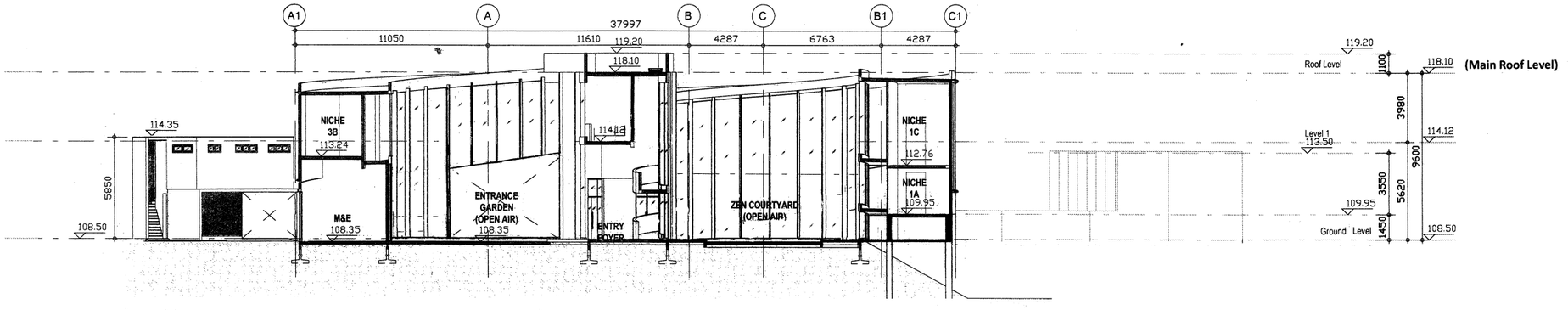


A **SECTION A-A**

B. D. REFERENCE

F.S.D. REFERENCE

D.L.O. REFERENCE

T P B REFERENCE

REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA DESIGNS INTERNATIONAL 木天國際建築師事務所
ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS

PROJECT

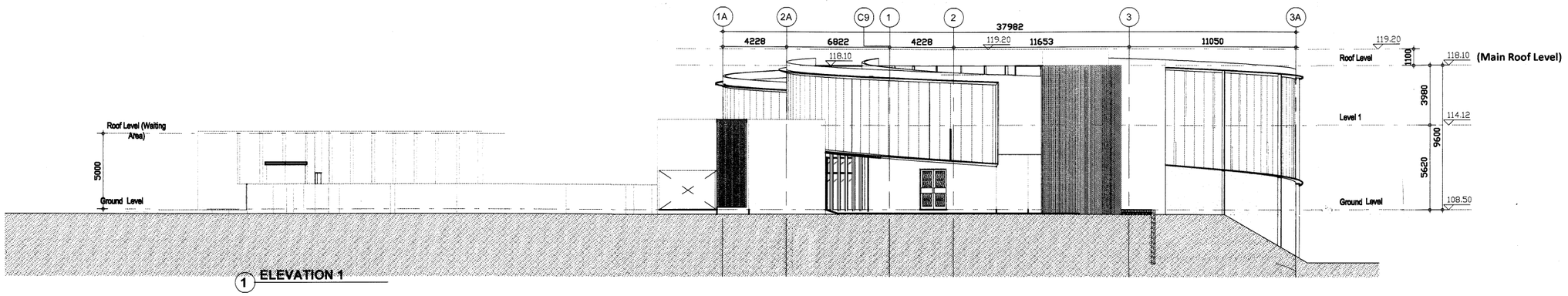
COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

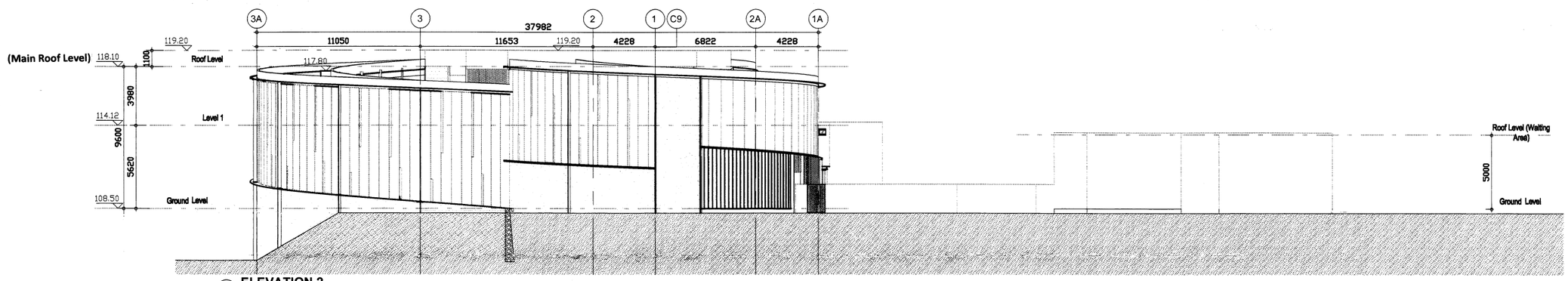
SECTION A-A, B-B, C-C & D-D

JOB NO.

DRAWN:	DWG. NO. :
CHECKED :	
DATE : JUN 2024	
SCALE : 1 : 300	



1 ELEVATION 1



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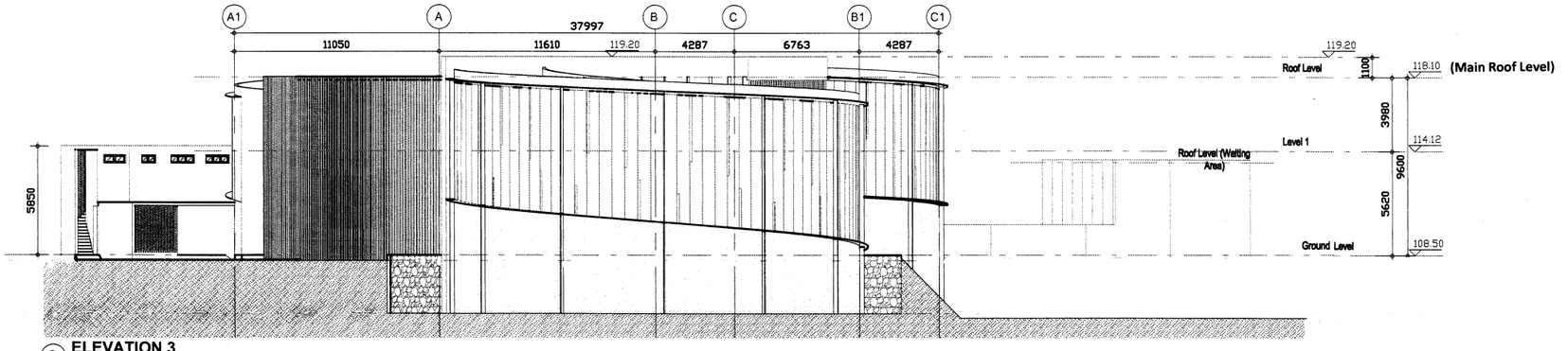
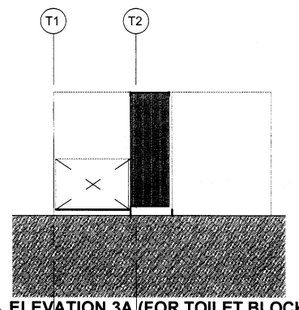
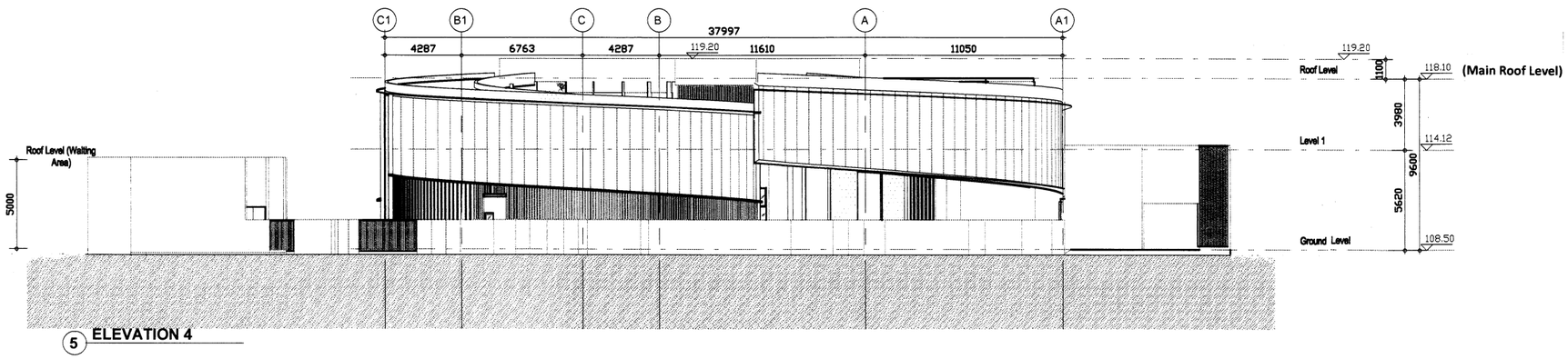


3 ELEVATION 3



4 ELEVATION 3A (FOR TOILET BLOCK)



5 ELEVATION 4

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F.S.D. REFERENCE

D.L.O. REFERENCE

T P B REFERENCE

REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA DESIGN INTERNATIONAL 木天國際建築師事務所 ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS

PROJECT

COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

ELEVATION 1, 2, 3, 3A & 4

JOB NO.

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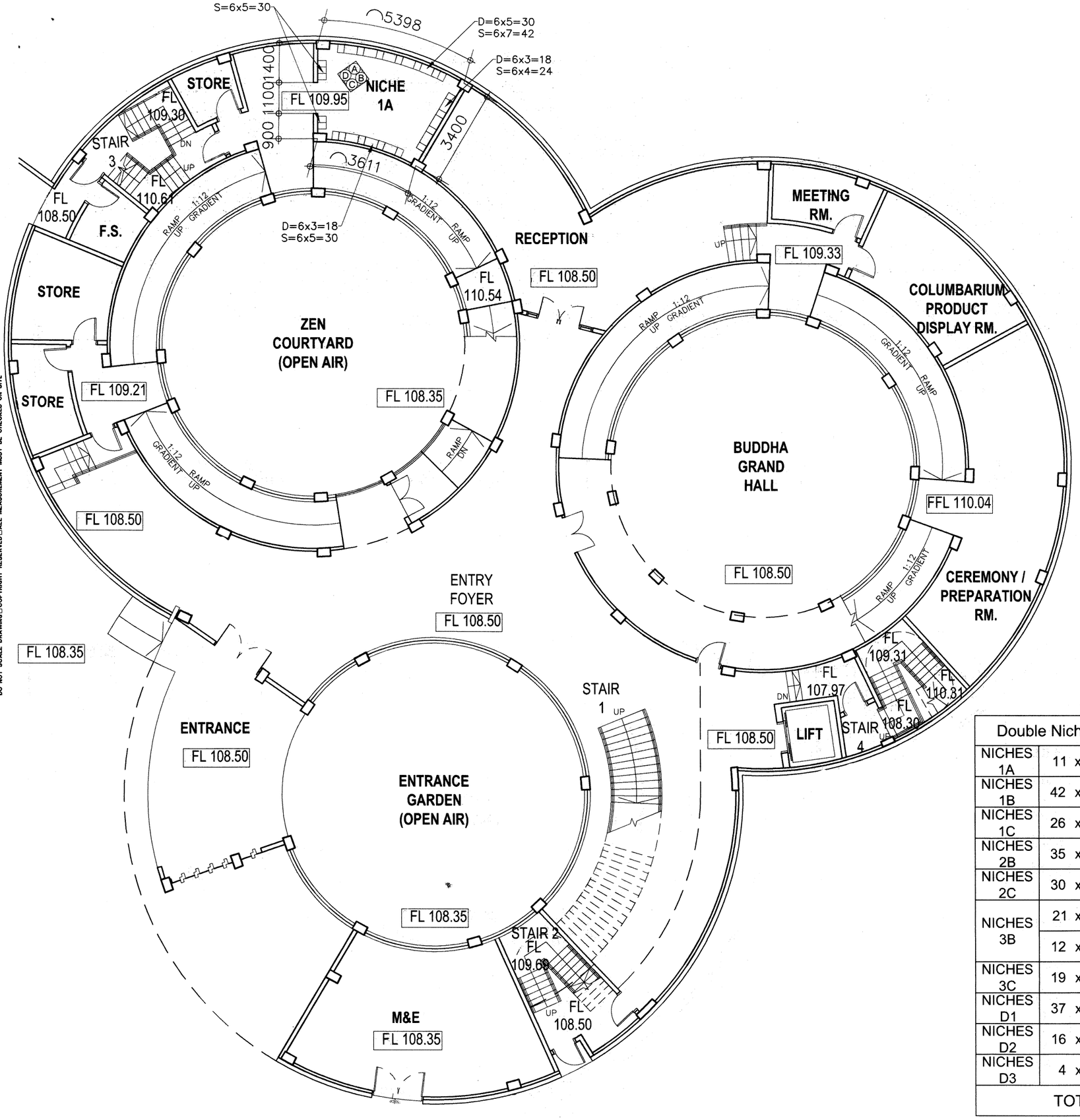

Double Niches Numbers				
NICHES 1A	11	x 6	=	66
NICHES 1B	42	x 9	=	378
NICHES 1C	26	x 9	=	234
NICHES 2B	35	x 9	=	315
NICHES 2C	30	x 9	=	270
NICHES 3B	21	x 7	=	147
	12	x 9	=	108
NICHES 3C	19	x 9	=	171
NICHES D1	37	x 8	=	296
NICHES D2	16	x 8	=	128
NICHES D3	4	x 3	=	12
TOTAL			=	2125

Single Niches Numbers				
NICHES 1A	21	x 6	=	126
NICHES 1B	38	x 9	=	342
NICHES 1C	36	x 9	=	324
NICHES 2B	35	x 9	=	315
NICHES 2C	34	x 9	=	306
NICHES 3B	23	x 7	=	161
	15	x 9	=	135
NICHES 3C	20	x 9	=	180
NICHES D1	20	x 8	=	160
NICHES D2	8	x 8	=	64
NICHES D3	4	x 3	=	12
TOTAL			=	2125

B. D. REFERENCE

F.S.D. REFERENCE

D.L.O. REFERENCE

T P B REFERENCE

REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA DESIGN INTERNATIONAL 木天國際建築師事務所 ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS

PROJECT

COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

GROUND FLOOR PLAN

JOB NO.

DRAWN:	DWG. NO. :
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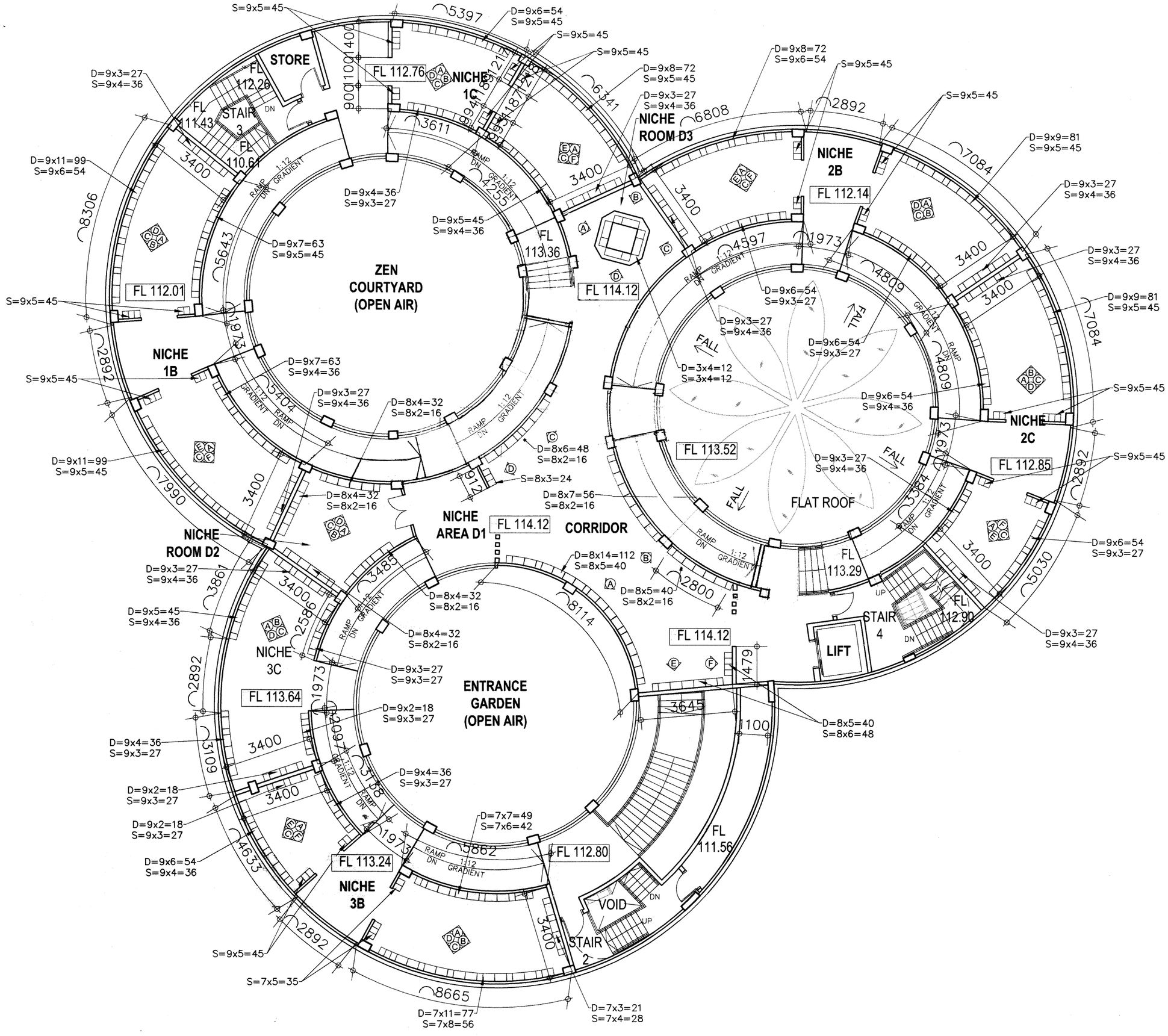


B. D. REFERENCE

F.S.D. REFERENCE

D.L.O. REFERENCE

T P B REFERENCE

REVISIONS	DATE

AUTHORIZED PERSON / ARCHITECT

CASA 木天國際建築師事務所 ARCHITECTS ■ INTERIOR DESIGNERS ■ PLANNERS
DESIGN INTERNATIONAL

PROJECT

COLUMBARIUM REDEVELOPMENT at LOTS 613 RP (PART), 614 and 1229 in D.D.453, and ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN, HONG KONG.

TITLE

FIRST FLOOR PLAN

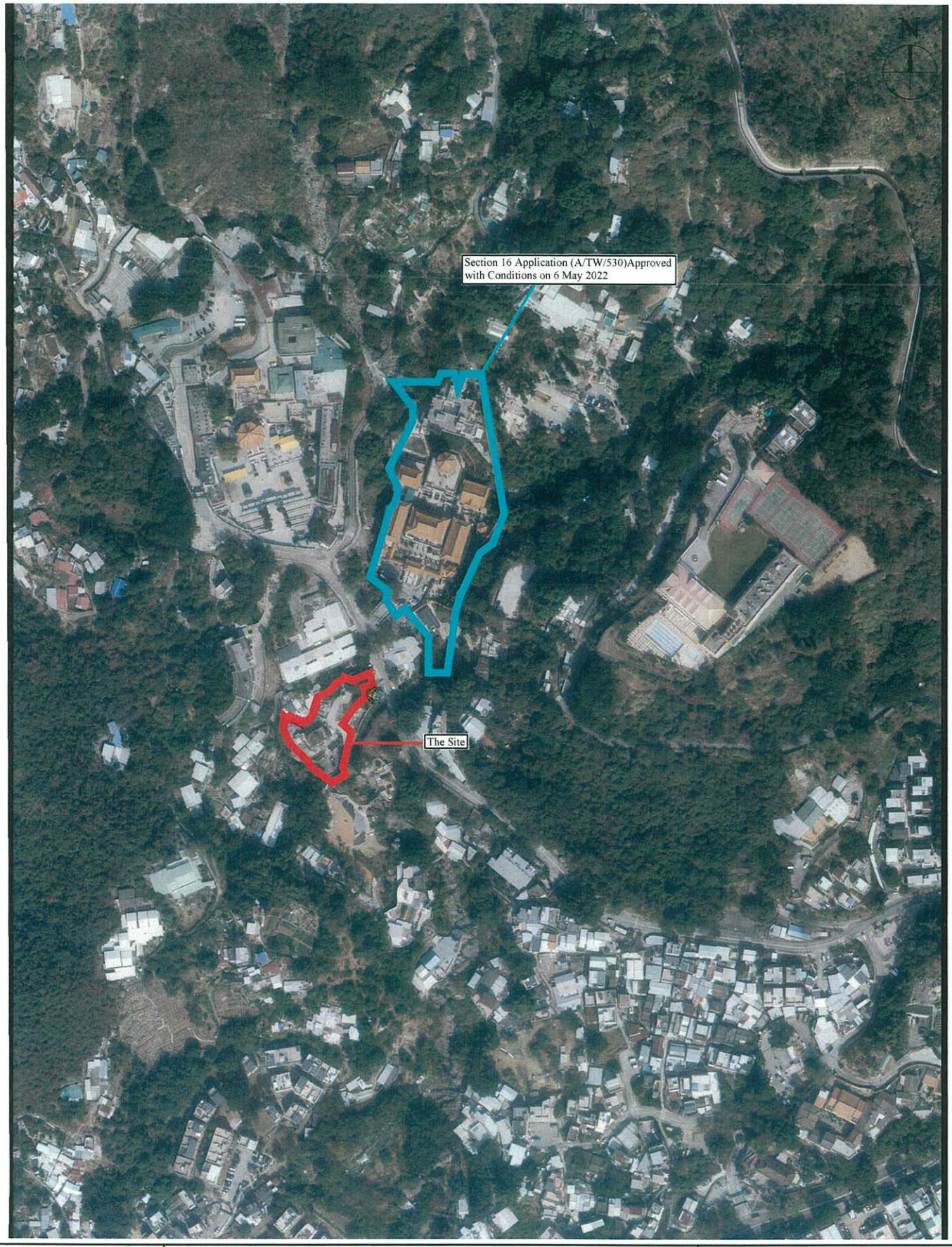
JOB NO.

DRAWN:	DWG. NO. :
CHECKED :	
DATE : JUN 2024	
SCALE : 1 : 200	

Approaching the Main Building

View to Entrance Courtyard

Appendix 1



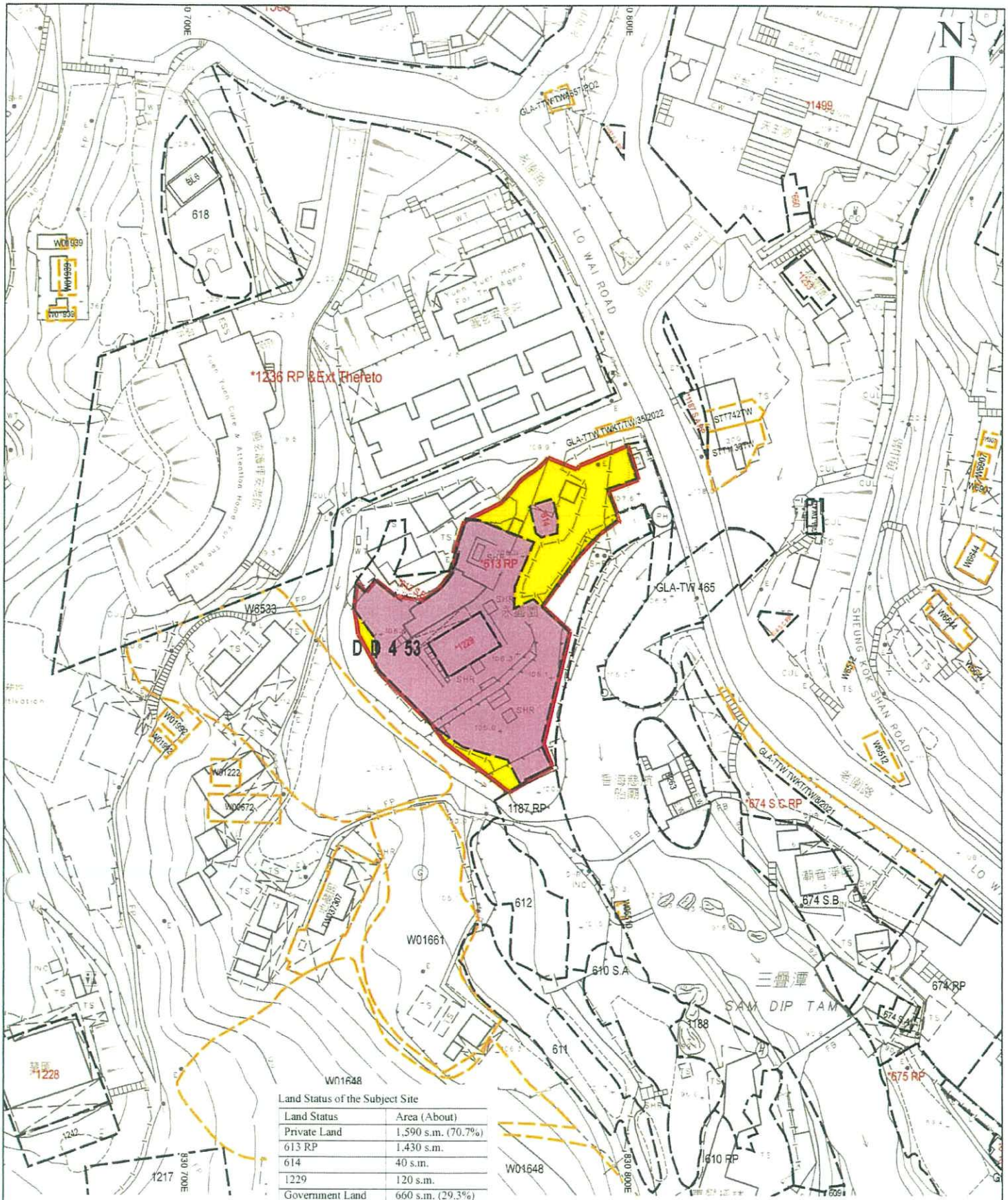
CASA

Aerial Photo of the Subject Site and its Surrounding Areas

(Extracted from Aerial Photo Ref. No. E128820C 6900' taken on 18 Jan 2021, Survey & Mapping Office, Lands Department)

Legend

The Site



Land Status of the Subject Site

Land Status	Area (About)
Private Land	1,590 s.m. (70.7%)
613 RP	1,430 s.m.
614	40 s.m.
1229	120 s.m.
Government Land	660 s.m. (29.3%)
Total (About)	2,250 s.m. (100%)

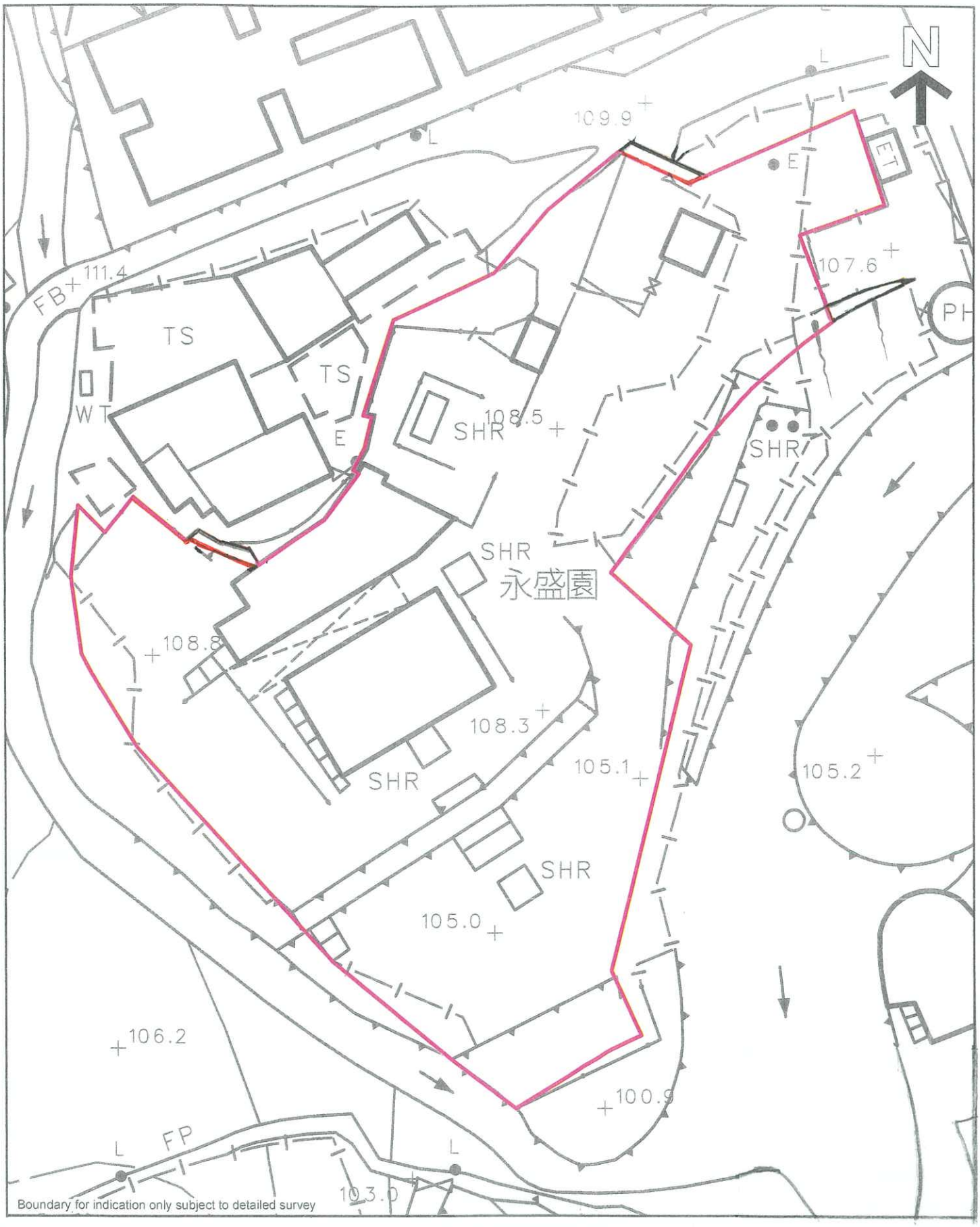
CASA

Lot Plan of the Subject Site

(Base Plan Extracted from the Lot Index Plan
No. ags_S00000041000_0008)

Legend

- The Site
- Private Land
- Government Land



CASA

Site Plan

(Extracted from 1:1,000 Survey Sheet No(s).: 7-SW-11C and 7-SW-11D)

Legend

The Site

Appendix 2

地政總署
荃灣葵青地政處
DISTRICT LANDS OFFICE/
TSUEN WAN AND KWAI TSING
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

新界荃灣青山公路 174-208 號荃灣多層停車場大廈 10 樓及 11 樓
10/F. & 11/F., Tsuen Wan Multi-storey Carpark Building,
174-208 Castle Peak Road, Tsuen Wan, New Territories

網址 Website : www.landsd.gov.hk

電話 Tel: 3582 3929
圖文傳真 Fax: 2415 0703 / 2412 0505
電郵地址 Email: esc2twkt@landsd.gov.hk
本署檔號 Our Ref: (7) in DLO/TWKT 70/WLT/61 (IV)
來函檔號 Your Ref:

來函請註明本署檔號
Please quote our reference in your reply

By Fax (2566 9978)
& By post

29 November 2016

Longest Profit (Hong Kong) Limited
c/o Vision Planning Consultants Ltd.
Unit C, 20/F., Seabright Plaza
9-23 Shell Street
North Point, Hong Kong
(Attn: Mr. Kim On CHAN)

Dear Sirs,

Proposed Amendment to Rezone the Application Site
from "Green Belt" ("GB") to "Government, Institution or Community (10)"
Lots 613 RP (Part), 614 and 1229 in D.D. 453
and Adjoining Government Land, ("the Premises)
Lo Wai, Tsuen Wan, N.T.

It is noted that you have recently applied to the Town Planning Board for the rezoning of the Premises with the intent to regularise the existing niches. In connection with your rezoning application for the proposed development, you are advised to seek prior approval from Town Planning Board on columbarium use for the Premises. Pending the result of the application, you are required to:-

(i) Cease any further sale and provision of unoccupied niches (including niches occupied at application but subsequently released) within the Premises;

(ii) Stop all kinds of promotion and advertising activities in relation to the sale and provision of niches in the columbarium operating on the Premises; and

UND 4/TWKT

(iii) Do not create any further irregularities including, but not limited to, the erection of any new structure within the lot(s) and unlawfully occupied Government land as well as occupation of additional Government land.

To ensure your compliance with the above-mentioned conditions, you are required to keep proper records to demonstrate no violation of the conditions in particular condition (i) regarding no further sale and provision of unoccupied niches. Government will require submission of the records for checking as and when appropriate. You should also let our staff inspect the Premises at any reasonable time.

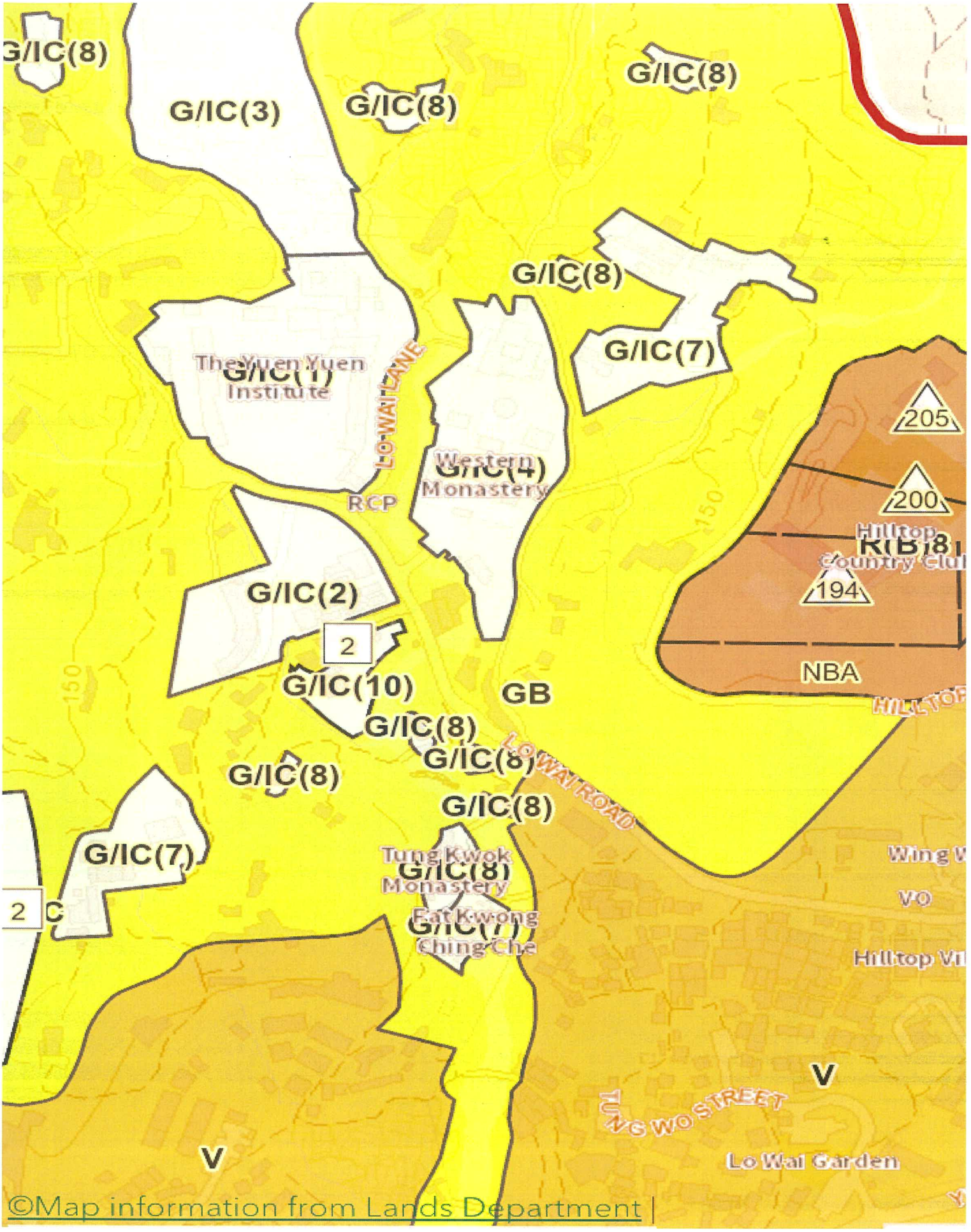
You are reminded that there is no guarantee that the Government land involved will be granted to you and in the event that the land is granted, the grant will be made subject to such terms and conditions to be imposed as the government shall deem fit to do so including the payment of premium.

Please be reminded that, under all circumstances, you are required to perform, observe and comply with the lease conditions. The Government reserves all the rights and actions that she may take under lease.

Yours faithfully,

(Arthur LI)
for District Lands Officer,
Tsuen Wan and Kwai Tsing

Appendix 3



CASA	Outline Zoning Plan of the Subject Site	S/TW/37

GOVERNMENT, INSTITUTION OR COMMUNITY (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule IV: for "Government, Institution or Community (10)"

Government Refuse Collection Point	Columbarium
Government Use (not elsewhere specified)	Religious Institution
Public Convenience	Residential Institution
Public Utility Installation	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments. In particular, the sub-zones "Government, Institution or Community (1)" to "Government, Institution or Community (8)" are intended primarily for the provision of religious institutional uses and associated social welfare facilities. The sub-zone "Government, Institution or Community (9)" covers land beneath flyover. Due to the physical constraints and environmental conditions of such land, only selected Government, institution or community facilities are permitted in this sub-zone. The sub-zone "Government, Institution or Community (10)" is intended primarily for the provision of columbarium. Some other community and social welfare facilities may be permitted on application to the Board.

Remarks

(1) On land designated "Government, Institution or Community (1)" to "Government, Institution or Community (8)" and "Government, Institution or Community (10)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA), building height and site coverage specified below, or the GFA, height and/or site coverage of the existing building, whichever is the greater, and in breach of any other restrictions specified below:

Sub-zone	Restriction
G/IC(1)	Maximum building height of 2 storeys including car park and a maximum site coverage of 40%.
G/IC(2)	Maximum GFA of 7,407 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%.
G/IC(3)	Maximum GFA of 6,400 m^2, a maximum building height of 4 storeys including car park and a maximum site coverage of 30%. A public coach park shall be provided.

(Please see next page)

Sub-zone	Restriction
G/IC(4)	Maximum GFA of 6,577 m^2, a maximum building height of 3 storeys including car park and a maximum site coverage of 30%. For the 9-storey pagoda, it is allowed to be redeveloped to its existing height provided its existing GFA of 751 m^2 is not exceeded.
G/IC(5)	Maximum GFA of 15,171 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 25%.
G/IC(6)	Maximum GFA of 4,395 m^2, a maximum building height of 2 storeys including car park and a maximum site coverage of 35%.
G/IC(7)	Maximum building height of 1 storey and a maximum site coverage of 50%.
G/IC(8)	Maximum building height of 1 storey.
G/IC(10)	Maximum GFA of 1,900 m^2 and a maximum building height of 2 storeys including car park.

(2) On land designated "G/IC(3)", in determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as a public coach park may be disregarded.

(3) On land designated "Government, Institution or Community" and "Government, Institution or Community (9)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storey(s) and/or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) In determining the relevant maximum number of storey(s) for the purposes of paragraph (3) above, any basement floor(s) may be disregarded.

(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA / building height / site coverage restrictions stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Appendix 4

TPB PG-NO. 16

TOWN PLANNING BOARD GUIDELINES FOR APPLICATION FOR DEVELOPMENT/REDEVELOPMENT WITHIN "GOVERNMENT, INSTITUTION OR COMMUNITY" ZONE FOR USES OTHER THAN GOVERNMENT, INSTITUTION OR COMMUNITY USES UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

(Important Note :-

The Guidelines are intended for general reference only. The decision to approve or reject an application rests entirely with the Town Planning Board (the Board) and will be based on individual merits and other specific considerations of each case.

Any enquiry on this pamphlet should be directed to the Planning Information and Technical Administration Unit of the Planning Department, 17/F, North Point Government Offices, 333 Java Road, Hong Kong - Tel. No. 22315000.

The Guidelines are liable to revision without prior notice. The Board will only make reference to the Guidelines current at the date on which it considers an application.)

1. Scope and Application

1.1 "Government, Institution or Community" ("G/IC") zones are designated on statutory plans to reflect the existing Government, Institution or Community (GIC) uses and to reserve sites for future provision of GIC facilities in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to meet the present and future needs of the community. Some GIC developments, especially the low-rise and low-density ones, also serve as "breathing space" within a high-rise and high-density environment. Some areas/sites are also zoned "G/IC" to cater for unforeseen future demands and for which no specific GIC uses have been designated for the time being.

1.2 Over the years, due to changing demographic structure and revisions to the standards and requirements of provision of GIC facilities, some existing or planned facilities may become surplus, obsolete or under-utilised while some others may require in-situ expansion or reprovisioning elsewhere so as to meet the current and anticipated future operational needs. In these circumstances, opportunities exist for some "G/IC" sites to be developed/redeveloped for non-GIC uses or for a mixture of GIC and non-GIC uses.

1.3 Use of "G/IC" sites for non-GIC uses which fall within Column 2 of the Notes for the "G/IC" zone may or may not be permitted with or without conditions on application to the Town Planning Board (the Board) under section 16 of the Town Planning Ordinance. The planning permission system will enable the Board to maintain adequate planning control over the use of "G/IC" sites and yet allow sufficient flexibility in accommodating the changing aspirations and requirements of the community, and sometimes to meet demand for better utilisation of the site potential.

1.4 Applications for development/redevelopment within a "G/IC" zone for non-GIC uses will be considered by the Board on individual merits and in accordance with the main planning criteria set out in paragraph 2 below.

1.5 As a general rule, for sites zoned "G/IC", a major portion of the proposed development should be dedicated to GIC and other public uses including public open spaces. Otherwise, the proposed development is considered to constitute a significant departure from the planning intention of the "G/IC" zone and, unless with very strong justifications and under special circumstances, planning permission for such development would not be granted.

1.6 If the development is for predominantly non-GIC uses (e.g. more than 50% of the total site area or gross floor area of the development, as the case may be, are for non-GIC uses), the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. Through zoning amendment to the relevant statutory plan, members of the public would be informed of the change in planning intention, and an opportunity could be provided

for the public to comment on the zoning amendments and lodge objections for the consideration of the Board under the provisions of the Town Planning Ordinance.

1.7 This set of Guidelines is applicable to both development and redevelopment of "G/IC" sites for non-GIC uses, including a mixture of GIC and non-GIC uses.

2. Main Planning Criteria

2.1 In general, sites zoned "G/IC" are intended to be developed or redeveloped solely for GIC uses unless it can be established that the provision of GIC facilities would not be jeopardised and the concerned Government departments have no objection to releasing a particular "G/IC" site or a certain part of it for non-GIC uses. For applications for development/redevelopment for non-GIC uses within a "G/IC" site, the applicant should satisfactorily demonstrate the following:

a. in the case of a "G/IC" site designated with specific uses,

i. the application site is no longer required for the designated GIC uses, or adequate reprovisioning of the designated GIC uses is provided either in-situ or elsewhere; and

ii. there is adequate provision of other GIC facilities in the district, or the application site is not suitable for other GIC facilities; or

b. in the case of an undesignated "G/IC" site, the application site is no longer required to be reserved for any GIC uses; and

c. the proposed development/redevelopment would not adversely affect the provision of GIC facilities in the district on a long-term basis.

2.2 The proposed development should not adversely affect the normal operation of the existing GIC facilities nor delay the implementation of the planned GIC facilities, if any, within the "G/IC" site. Temporary reprovisioning, if necessary, should be provided prior to the completion of the proposed development.

2.3 The proposed development should be compatible in land-use terms with the GIC uses on the site, if any, and with the surrounding areas.

2.4 The scale and intensity of the proposed development should be in keeping with that of the adjacent area. In this regard, development restrictions stipulated on the statutory plan for similar development in the locality and the prevailing development restrictions administratively imposed by the Government on nearby similar developments (e.g. development restrictions in Special Control Areas and plot ratios in accordance with the density zones under the HKPSG) would be taken into consideration.

2.5 The scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area. Where one of the planning intentions of the existing/designated GIC development on the site is to serve as a "breathing space" or visual break within a high-rise and high-density environment, the proposed development should be designed in such a way that this planning intention would not be undermined.

2.6 The proposed development should be sustainable in terms of the capacities of existing and planned infrastructure such as drainage, sewerage, roads, water supply and utilities in the locality and its surrounding areas.

2.7 There should be adequate provision of parking and loading/unloading facilities to serve the proposed development in accordance with the HKPSG and to the

satisfaction of the Transport Department. Adequate vehicular access arrangements should also be provided to the satisfaction of the Transport Department.

2.8 The proposed development should be sustainable in terms of the overall planned provision of open space and GIC facilities in the area.

2.9 The proposed development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the proposed development should be compatible and should blend in well with the surrounding areas. The proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas. A master landscape plan (including a detailed survey of the existing trees, proposals on preservation of the trees, tree transplanting, compensatory planting and, where appropriate, an indication of the proposed hard finishes of all landscape areas, slopes and retaining structures) should be submitted to the Board for consideration.

2.11 The design and layout of the proposed development should have regard to the preservation of any existing buildings of historical or architectural values on or adjoining the application site.

2.12 The financial viability of a development/redevelopment proposal in support of the GIC elements to be provided, the status of the land under lease and the planning gains to be brought about by the proposed development would also be part of the considerations of the Board when assessing the proposal. However, the amount of weight to be given to these considerations would depend on the circumstances and merits of each case. Under normal circumstances, planning considerations such as land-use compatibility, traffic and environmental impacts, and landscape and urban design concerns would take precedence.

2.13 All other statutory or non-statutory requirements of relevant Government departments should be met.

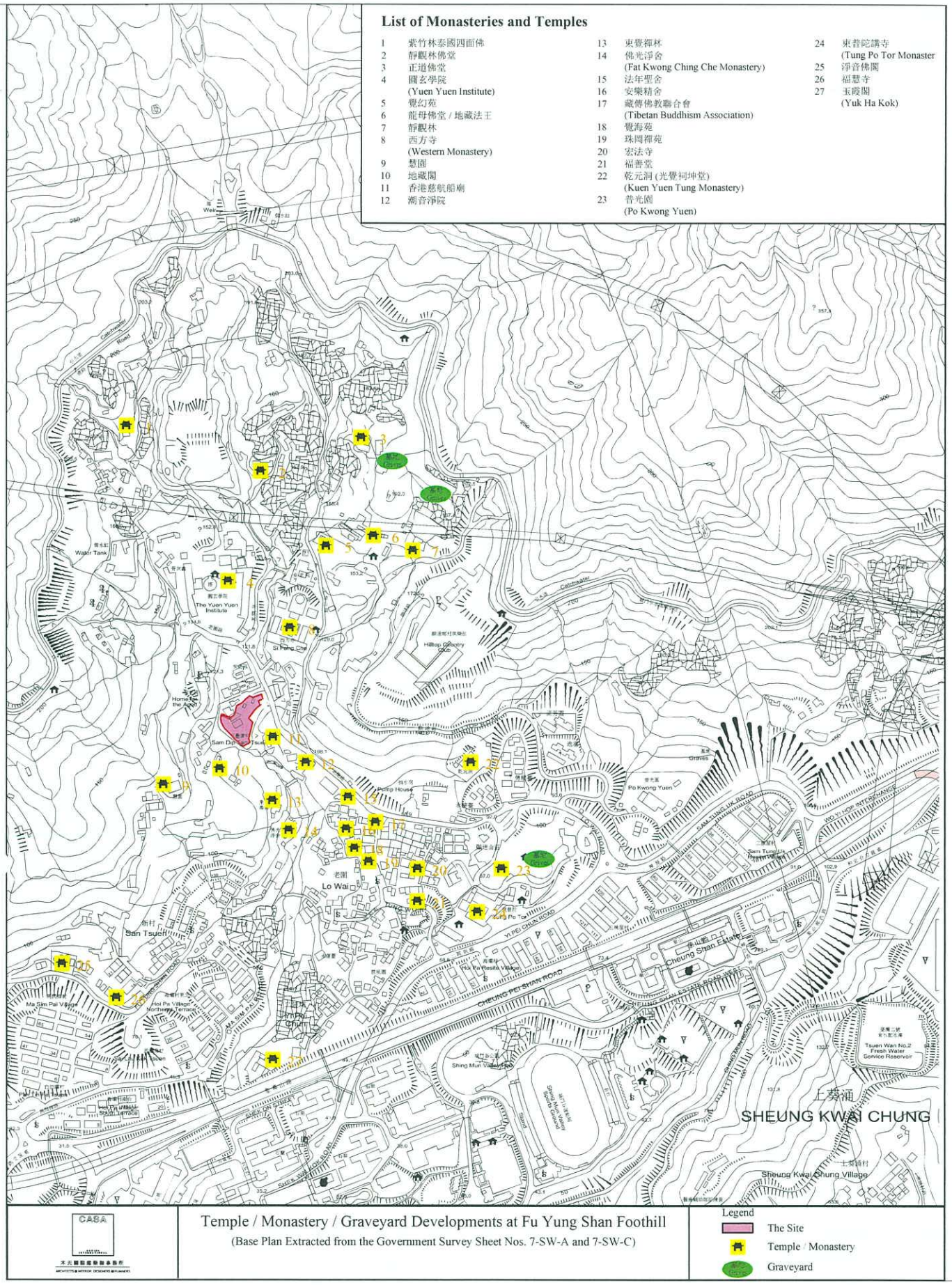
3. In-situ Conversion of "G/IC" Building for non-GIC Uses

3.1 With the exception of the criteria under para. 2.4, 2.5, 2.10 and 2.11 mentioned above, this set of Guidelines is also applicable to proposed in-situ conversion for non-GIC uses of an existing "G/IC" building, or part thereof, within the "G/IC" zone.

Appendix 5

List of Monasteries and Temples

1 紫竹林泰國四面佛
2 靜觀林佛堂
3 正道佛堂
4 圓玄學院 (Yuen Yuen Institute)
5 覺幻苑
6 龍母佛堂 / 地藏法王
7 靜觀林
8 西方寺 (Western Monastery)
9 慧園
10 地藏閣
11 香港慈航船廟
12 潮音淨院
13 東覺禪林
14 佛光淨舍 (Fat Kwong Ching Che Monastery)
15 法年聖舍
16 安樂精舍
17 藏傳佛教聯合會 (Tibetan Buddhism Association)
18 覺海苑
19 珠岡禪苑
20 宏法寺
21 福善堂
22 乾元洞 (光覺祠坤堂) (Kuen Yuen Tung Monastery)
23 普光園 (Po Kwong Yuen)
24 東普陀講寺 (Tung Po Tor Monaster
25 淨音佛閣
26 福慧寺
27 玉霞閣 (Yuk Ha Kok)



CASA

Temple / Monastery / Graveyard Developments at Fu Yung Shan Foothill

(Base Plan Extracted from the Government Survey Sheet Nos. 7-SW-A and 7-SW-C)

Legend

- The Site
- Temple / Monastery
- Graveyard

Appendix 6

根據《私營骨灰安置條例》 (第 630 章)
私營骨灰安置所牌照及暫免法律責任書申請

私營骨灰安置所位於
荃灣老圍丈量約份第 453 約地段第 613 號餘段(部分)、
第 614 號及第 1229 號和毗鄰政府土地

永盛園私營骨灰安置所管理方案

申請人 ： 長興(香港)有限公司
申請人代理 ： 永盛園管理有限公司

日期 ：2024 年 6 月

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6. 訪客注意事項
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13. 管理方案的執行人及批准人

1. 背景

1.1. 申請人 長興(香港)有限公司，根據《私營骨灰安置所條例》，委託永盛園管理有限公司，就位於新界 荃灣 老圍 永盛園的私營骨灰安置所，向私營骨灰安置所發牌委員會 (以下簡稱『發牌委員會』) 提交私營骨灰安置所的牌照申請。申請人計劃重建現有的私營骨灰安置所，並已向城市規劃委員會 (以下簡稱為『城規會』) 提交了相關申請。待城規會同意該擬議的申請，並得到地政總署完成相關的土地契約轉換手續後，整個永盛園現有場地將會按照城規會同意要求，而及後地政總署接受的擬議改劃發展申請方案，向屋宇署提交詳細重建永盛園的圖紙。

1.2. 本管理方案內容是與「城規會」申請文件相關資料一致的。詳細資料內容如下：

2. 私營骨灰安置所基本資料

2.1. **骨灰安置所各稱：**永盛園
2.2. **骨灰安置所詳細地址：**新界 荃灣 老圍丈量約份第 453 約地段第 613 號餘段(部分)、第 614 號及第 1229 號和毗鄰政府土地
2.3. **開始營辦年份：**2010 年
2.4. **營辦者名稱：**長興(香港)有限公司
2.5. **營辦者身分：**土地擁有人
2.6. **骨灰安置所所屬宗教：**佛教
2.7. **骨灰安置所內的龕位放置數目：共** 4,250 個 (包括 2,125 個單人龕位和 2,125 個雙人龕位)。 當中包括在城規會申請書承諾提供當地有經濟困難的村民使用或可分配作為其他慈善用途的 70 個單人龕位
2.8. **每年最高售限龕位數目：**500 個

3. 場地資料及樓宇排列

3.1. 永盛園私營骨灰安置所 (以下稱為『本骨灰安置所』) 佔地約 2,250 平方米，總樓宇建築面積不超過 1,880 平方米，共有：

(a) 1 座 2 層高的骨灰安置所大樓；
(b) 1 座 1 層高的附屬樓內含接待/登記/等候室；
(c) 1 座 2 層高的附屬樓內含停車位/洗手間/儲物室。

4. 可容納的訪客量及入場管制

4.1 「本骨灰安置所」重建後的開放時間為週一至週日由上午九時至下午五時三十分(**不包括**清明節及重陽節，及其前後的週六、週日和在該期內的公眾假期〔以下統稱為『規定時段』〕)。農曆新年和盂蘭節期間的開放時間也會作出彈性處理安排，並會另行正式通知。在此「規定時段」內，本骨灰安置所將會全日關閉，並會將大閘用鐵鏈上鎖，以及在門外當眼位置掛上不開放的通告牌。該通告內容包括如下資料：

不開放的日期、時間、依據或理由、
查詢電話和聯絡人姓名。

4.2 「本骨灰安置所」在每年春、秋二祭「規定時段」的一個月前，會以信件、電郵及電話短訊形式通知所有客人，有關「本骨灰安置所」在「規定時段」的特別安排。不開放通告內容同上(請參考第 4.1 段)。

4.3 只有在「本骨灰安置所」已註冊購買龕位的客人及其親友，並按照第 4.4 段的安排，方可進入「本骨灰安置所」拜祭先人，「本骨灰安置所」設施是不開放予其他與「本骨灰安置所」無關的公眾人士。

4.4 「本骨灰安置所」將嚴格實施「預約到訪」的人流管制安排。所有到訪者必須在不少於 2 個工作天與「本骨灰安置所」職員預約確定到訪的日期、時間、人數和到訪使用的交通工具。預約可以透過電郵[電郵地址稍後補上]或通過電話[2490 2128；2490 2866]完成。在成功預約後，每位訪客/訪客團將會獲取一個進場編號。所有訪客需於預約時段內到達「本骨灰安置所」,「本骨灰安置所」會調派兩位職員於大門駐守及為訪客登記。登記時訪客需要向職員提供登記確認號碼、姓名及聯絡電話以作核對。成功核對登記和核實訪客人數後，駐守於等候區的骨灰龕堂職員會按預約時段，安排訪客進入骨灰龕堂進行拜祭。未能確認預約或逾時的訪客將不容許進入「本骨灰安置所」, 並必須再次進行預約。堂內及大閘兩旁將會設有攝錄儀器，在堂內亦有「本骨灰安置所」職員提供協助。

4.5 每一節拜祭時段為 60 分鐘 (即 09:00–10:00，10:00–11:00，如此類推，訪客每次最多可連續預約兩節的拜祭時段)。在每時段的 25 分鐘後，「本骨灰安置所」職員及堂內通訊系統，會溫馨提示訪客有關拜祭時段將快結束，客人需開始收拾東西離開龕堂。

4.6 如訪客搭的士到場，訪客需於大門向職員提供拜訪者登記確認號碼、姓名及聯絡電話以作核對(第 4.4 段應用)。成功核對登記和核實訪客人數後，的士才可駛進入「本骨灰安置所」的車輪停靠處，的士落客後必須立即離開「本骨灰安置所」。

4.7 訪客必須服從「本骨灰安置所」的入場管理安排。由於「本骨灰安置所」的停車場車位有限。如訪客自身是，或同行者有，殘障人士，需要臨時使用「本骨灰安置所」的車位，訪客必須在一星期前與「本骨灰安置所」職員進行預約，預約可以透過電郵[電郵地址稍後補上]或通過電話[2490 2128；2490 2866]進行。訪客在預約時需清楚聲明預約日期、時段、人數、車牌號碼和需求特別安排。在成功完成預約後，每位訪客/訪問團會獲提供一個車輛進場編號，成功預約的訪客需向「本骨灰安置所」辦公室的職員出示該車輛進場編號。只有成功預約的訪客，在職員核實所有相關資料(第 4.4 段也應用)後，才可駕車進入「本骨灰安置所」的停車場，停車時限不得超過 1 小時。

4.8 所有早到的訪客會被職員帶領到地面層指定的等候區等候， 並必須依照職員的指示，按預約時段先後進入骨灰龕堂進行拜祭。

5. 交通及公共運輸安排

5.1 訪客可選擇乘搭下列各交通工具往來「本骨灰安置所」:

(a) 乘搭專線小巴 81 線，在「老圍路」站下車，步行約 5 分鐘就可到達「本骨灰安置所」; 或

(b) 乘搭九巴 32、36、32M 及 43X 線，或專線小巴 82、82M、94 及 312 線在「三棟屋村」站下車，步行約 15 分鐘可到達「本骨灰安置所」。

(c) 「本骨灰安置所」提供往返荃灣地鐵站的穿梭小巴服務。

上落客貨設施

5.2 「本骨灰安置所」有 1 個上落客貨設施，僅供「本骨灰安置所」的日常運作使用。同時，鼓勵訪客乘坐公共交通工具，並手提輕便祭品進行拜祭。

停靠處

5.3 「本骨灰安置所」有 1 個 10 米長的車輪停靠處，僅供「本骨灰安置所」有預約的訪客使用(第 4.4 及 4.6 段也應用)，車輪落客後必須立即離開「本骨灰安置所」。

停車設施

5.4 「本骨灰安置所」合共有 4 個私家車車位(包括 1 殘障人士泊車位)及 3 個電單車車位。 如訪客自身是，或同行者，有殘障人士，需要臨時使用「本骨灰安置所」的車位，訪客必須在一星期前與「本骨灰安置所」職員進行預約(第 4.4 及 4.7 段也應用)。

「本骨灰安置所」對附近道路產生的影響及建議的紓緩措施

5.5 為舒緩前往「本骨灰安置所」對附近道路產生的影響，同時也顧及大堂內可接受最高人流量的限制和保持一個合理舒適的環境，「本骨灰安置所」是會嚴格實施「預約到訪」機制，管控各時段內的訪客量。而在「規定時段」內，「本骨灰安置所」將會全日關閉。

6. 訪客注意事項

6.1 凡購買龕位時客戶需簽妥出售協議書內的「用家協議」。「用家協議」中會清楚列明「本骨灰安置所」的訪客注意事項，其中包括場地開放、「預約到訪」安排、進場管制措施及停車位安排規定。本骨灰安置亦會把有關的安排及規定，以提示形式張貼在「本骨灰安置所」內當眼位置。所有協議簽署客戶及其到訪的家屬和朋友，必須遵守。若出現客戶或其家屬不遵從有關協議，「本骨灰安置所」將會先行給予提醒，並保留單方面撤銷出售協議之權利。

6.2 在拜祭先人時，「本骨灰安置所」有以下的安排及規定，而此等安排及規定亦會在「用家協議」內和「本骨灰安置所」當眼位置張貼，作為重要提示：

關於入場管制安排

(i) 除「特定節日時間」外，「本骨灰安置所」的開放時間為週一至週日上午九時至下午五時三十分；

(ii) 農曆新年和盂蘭節期間開放時間會作彈性處理，並另行通知所有客戶；

(iii) 特定節日期間，即清明節及重陽節當天，以及該節日前後的週六、週日和公眾假日；

(iv) 在此「規定時段」內，「本骨灰安置所」將會全日關閉，並會將大閘上鎖；

(v) 所有有特別需要臨時使用「本骨灰安置所」內的車位的訪客，必須在一星期前與「本骨灰安置所」職員進行預約。未有確認預約者不得駕車進入「本骨灰安置所」；及

(vi) 到訪者必須遵循「本骨灰安置所」職員的人流指示和安排。

祭祀注意事項

(i) 訪客必須在「本骨灰安置所」範圍內，尊重所有宗教禮儀，不得作出任何騷擾行為，違者會被請離「本骨灰安置所」;

(ii) 所有訪客在進入「本骨灰安置所」的龕堂內，必須保持安靜，尊重其他訪客；

(iii) 「本骨灰安置所」會提供花瓶、供碟及盤香爐供拜祭先人之用。拜祭期間，必須保持環境清潔，不得亂拋或傾倒拜祭用品，違者禁止拜祭，會被請離「本骨灰安置所」;

(iv) 未經許可不得賞賜「本骨灰安置所」員工任何小費；

(v) 不得攜帶鮮活禽畜拜祭，進入「本骨灰安置所」;

(vi) 「本骨灰安置所」不提供化寶爐，在「本骨灰安置所」範圍內嚴禁燃點香燭、大香及燃燒紙製品及冥鏹，違者會即時被請離「本骨灰安置所」;

(vii) 未經許可不得進行任何形式之宗教法事或活動；

(viii) 當進入「本骨灰安置所後，必須遵從在場職員的人流管制指示的安排；及

(ix) 「本骨灰安置所」的龕堂內不得進行與祭祀無關的活動。

7. 人手調配及保安管理

7.1 「本骨灰安置所」預計僱用合共不少於 6 名全職員工，包括：經理 1 人、服務主任 1 人、骨灰龕堂管理員 2 人、保安員 1 人及雜工 1 人。除了在堂內周圍設置閉路電視監察外，亦會聘用全職保安員提供保安督導提示。

8. 應對火警或其他緊急情況的應變方案

應對火警的方案

8.1 為避免火警發生危及人身安全，「本骨灰安置所」會作出下列消防安全措施：

(i) 在「本骨灰安置所」範圍內禁止燃點香燭、大香及燃燒紙製品及冥鏹；

(ii) 如有需要，鼓勵訪客使用「本骨灰安置所」提供的微煙香；

(iii) 經常確保所有逃生門關閉但並非上鎖；

(iv) 確保所有防煙門經常保持緊閉；

(v) 保持走火通道暢通；及

(vi) 設置符合消防處要求的消防裝置及設備。

8.2 「本骨灰安置所」除了在當眼處張貼消防安全指引外，每年也會進行兩次消防演習，讓職員熟悉逃生路線，其中亦包括疏散和救援傷者；任何不足之處會在兩星期內加以審查和糾正，並保存火警演習紀錄。為增強員工的防火及火警應變意識，「本骨灰安置所」會定期邀請消防處職員來「本骨灰安置所」，為職員提供關於消防安全的講座及訓練。另外，「本骨灰安置所」亦會在定期向員工簡介消防安全指引，以及在面對火警時的應變方法(包括消防安全計劃、所有由「本骨灰安置所」前往指定集合地點的逃生路綫、消防裝置的位置及操作等)。「本骨灰安置所」會向所有負責骨灰龕堂的臨時助理，先行提供「本骨灰安置所」內應變火警練習和相關安全知識。

8.3 當火警發生時，發現的職員須擊碎最近之消防警鐘玻璃並高聲呼喊 "火警" 以知會附近所有人。「本骨灰安置所」職員應立刻通報「本骨灰安置所」的經理/服務主任，並協助致電 999 以通知有關部門(如警方/消防局/救護車)並提供「本骨灰安置所」的名稱及地址。在火勢不大及安全情況下，職員應使用滅火筒或消防喉轆滅火；同時，「本骨灰安置所」的經理將會通知所有職員協助疏散人群，並有序地指示人群依照火警逃生路線離開現場至集合地點。職員亦會向有行動困難者，例如殘障人士，老弱，小童及孕婦提供協助。當核實所有人員已撤離現場後，職員會立即關上出現火警單位大門及把所有訪客撤往指定集合地點。

8.4 當有任何其他緊急情況發生時,「本骨灰安置所」職員應立即通報「本骨灰安置所」的經理或當值服務主任。若事件導致任何生命受威脅時，例如：有人昏迷不醒、心跳停頓或呼吸停頓、大量出血、或身處危險境地時,「本骨灰安置所」的經理/服務主任會盡快致電「999」緊急熱線報警。若有人受傷而情況並未涉及即時人命安全時，有「急救證書」的職員會評估情況並進行適當的協助，同時，於有需要時電召救護車送院治理。

9. 確保遵從發牌委員會訂明的發牌條件或發出的指引及實務守則的措施

9.1 為確保「本骨灰安置所」遵從發牌委員會訂明的發牌條件及/或相關指引和實務守則措施,「本骨灰安置所」會在獲得該條件時，立刻作出檢討並在有限期內糾正任何未達指引要求的事宜。管理層亦會定期(尤其在更新相關指引時)向各職員講解有關的發牌指引，並派發筆記，確保所有管理人員及前線人員清楚及熟悉該指引。「本骨灰安置所」亦會向新入職人員在入職首天，清楚講解有關的發牌指引及發放筆記。

9.2 另外,「本骨灰安置所」亦會密切監察員工有否遵從牌照指引。若有員工被發現未符合發牌委員會訂明的發牌條件或相關的指引時,「本骨灰安置所」會向涉事員工發出口頭警告，並記錄在案。管理層會每年檢討「本骨灰安置所」可有全面執行發牌條件、指引及守則，並編寫報告，如有需要就提出適當可行的改善方案。

10. 投訴處理

10.1 若客戶對「本骨灰安置所」有任何投訴，可以透過電郵[電郵地址稍後補上]、書信或電話[2490 2128 ; 2490 2866]方式，向「本骨灰安置所」職員備案。所有查詢、意見或投訴，不論以口頭或書面提出，務必從速處理，及早回覆，避免情況惡化。前線人員接獲查詢/投訴後，應直接處理或立即交由「本骨灰安置所」的管理職員跟進，並從速處理。

10.2 為了更清晰瞭解投訴人的訴求及有效地作出回應，當服務部收到任何投訴後，會先把投訴分類，並及時上報管理職員。管理職員會聯絡被投訴人員/事務的有關部門，並於有需要時召開會議作調查/處理投訴。管理職員亦會密切留意及跟進服務部處理投訴的過程，以確保投訴能在短時間內處理及回應。

10.3 以簡易程予處理的口頭投訴，「本骨灰安置所」可能只作口頭回應，並記錄在案，但無須書面回覆。如對方以書面提出投訴，或「本骨灰安置所」需要釐清立場/交代細節，管理職員可因應個別情況決定是否向當事人/投訴人作簡單的書面回覆。

10.4 所有投訴個案均需正式存檔。經正式調查投訴程序處理的個案，「本骨灰安置所」會保存有關資料作紀錄(包括來往書函、調查報告及會面記錄等)。此外，「本骨灰安置所」亦會貯存經簡易處理程序及正式調查程序處理的投訴及上訴個案之統計數據，用作日後參考，完善管理手法。

10.5 調查/上訴階段結束後，若當中涉及任何職員疏忽，該職員可能被警告或被處分。若當中涉及「本骨灰安置所」的管理/運作，「本骨灰安置所」會檢討有關方面的政策及處理方式是否恰當，並建議適當的措施，改善處理手法，防止同類事件發生。

11. 確保骨灰安置所持續營運的財務方案

11.1 有關財務方案會於稍後時間補上。

12. 有關骨灰龕位分配和銷售安排的聲明

12.1 「本骨灰安置所」會在重建後的新骨灰安置所大樓內指定預留 70 個作慈善用途的龕位。「本骨灰安置所」建議設立獨立遴選委員會，處理有關慈善公益龕位的申請事宜。遴選委員會成員可包括荃灣區區議員、老圍村村代表和具有相關經驗的註冊慈善機構代表，或由發牌委員會全權委任相關成員的人選及任期。「本骨灰安置所」不會指派任何職員參與相關慈善公益龕位申請的任何遴選工作。

12.2 「本骨灰安置所」每年只出售不多於 500 個龕位，並會定期按新出售龕位的實際拜祭紀錄狀況，檢視執行中的人流管制安排，在有需要時向發牌委員會提出更新部分管理方案，應對未如理想的管理狀況。如情況未能得到合理改善，則會考慮即時減少出售龕位的數量，直至相關狀況得到合理改善為止。

13. 管理方案的執行人及批准人

負責執行管理方案的人員的資料
姓名：_____
職位：_____
聯絡電話：_____
電郵地址：_____

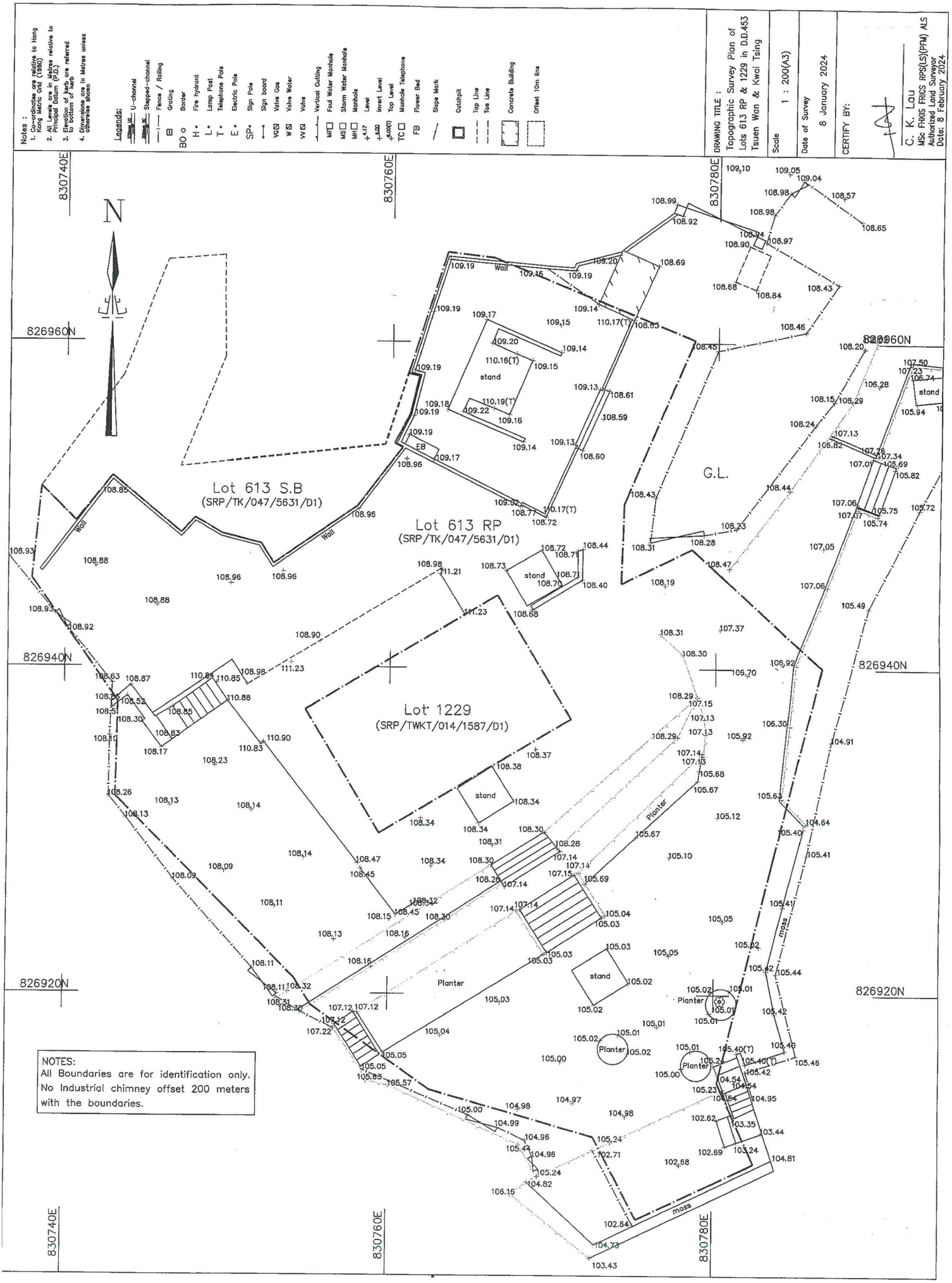
負責批准管理方案的人員的資料
姓名：_____
職位：_____
聯絡電話：_____
電郵地址：_____

代表上述骨灰安置所提交本管理方案的人員資料

姓名：_____
職位：_____
聯絡電話：_____
電郵地址：_____

簽署：_____
日期：_____

Appendix 7


Notes :
1. Co-ordinates are relative to Hong Kong Metric Grid (1980)
2. All Levels are in Metres relative to Principal Datum (P.D.)
3. Elevation of kerb are referred to bottom of kerb
4. Dimensions are in Metres unless otherwise shown
Legends:
U-channel
Stepped-channel
Fence / Railing
Grating
Border
Fire hydrant
Lamp Post
Telephone Pole
Electric Pole
Sign Pole
Sign board
Valve Gas
Valve Water
Valve
Vertical Cutting
Foul Water Manhole
Storm Water Manhole
Manhole
Level
Invert Level
Top Level
Manhole Telephone
Flower Bed
Slope Mark
Catchpit
Top Line
Toe Line
Concrete Building
Offset 10m line
DRAWING TITLE : Topographic Survey Plan of Lots 613 RP & 1229 in D.D.453 Tsuen Wan & Kwai Tsing
Scale 1 : 200(A3)
Date of Survey 8 January 2024
CERTIFY BY:
C. K. Lau
MSc FHKIS FRICS RPS(LS)(PFM) ALS
Authorized Land Surveyor
Date: 8 February 2024
830740E
830760E
830780E
826960N
826940N
826920N
N
Lot 613 S.B
(SRP/TK/047/5631/D1)
Lot 613 RP
(SRP/TK/047/5631/D1)
Lot 1229
(SRP/TWKT/014/1587/D1)
G.L.
Wall
stand
Planter
mass
EB
NOTES:
All Boundaries are for identification only.
No Industrial chimney offset 200 meters with the boundaries.

Appendix 8

APPLICATION UNDER SECTION 16 FOR

PROPOSED COLUMBARIUM REDEVELOPMENT

AT LOTS 613 RP(PART), 614 AND 1229 IN D.D. 453

AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN

Landscape Proposal

1st Submission

by

Landes Limited

Date: 16 October 2024

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1.0 Introduction

2.0 The Site and its Context

3.0 The Proposed Development

4.0 Existing Vegetation

5.0 Landscape Proposal
- 5.1 Landscape Design Concept
- 5.2 Landscape Design Components
- 5.3 Soil Depth and Drainage for Planting
- 5.4 Irrigation
- 5.5 Future Maintenance

6.0 Planting Proposal

APPENDICES

Appendix I Tree Survey Plan, Tree Assessment Schedule and Tree Photos

Appendix II Landscape Master Plan and Landscape Sections

Appendix III Planting Plans

1.0 Introduction

1.1 The proposed Columbarium Redevelopment (The Proposed Redevelopment) is located at Lots No. 613RP(Part), 614 and 1229 in D.D. 453 and Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories. This report is prepared in support of the Proposed Redevelopment under this S.16 Planning Application.

1.2 This proposal outlines the concepts and principles underlying the Landscape Master Plan of the proposed redevelopment. It describes the religious buildings, landscape design of the associated open space. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This Landscape Proposal presents:

- The Landscape Master Plan; and
- Landscape Design Concept of the Proposed Development.

2.0 The Site and its Context

2.1 The Site is situated at Lots No. 613RP(Part), 614 and 1229 in D.D. 453 and Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories. Yuen Yuen Institute is located to its north while Hilltop Country Club is located to its east. The pedestrian and vehicular access to the Site is via Lo Wai Road to the East.

2.2 The Site is a piece of gentle flat land with the highest point at approx.+109.9mPD at north and the lowest point at +105mPD at south. It is currently occupied by one columbarium building. Several trees are identified within the Site. Most of them are in fair tree form and health conditions. In accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees (OVT) and the Forests and Countryside Ordinance, no OVT or protected species has been identified within the Site.

2.3 The landscape character of the site and its surroundings are in rural character consisting mainly religious institutes, e.g. Western Monastery, Yuen Yuen Institute, etc, elderly homes, i.e. Yuen Yuen Home for the Aged and Yuen Yuen Care and Attention Home for the Aged and natural hillsides, i.e. Fu Yung Shan.

3.0 The Proposed Development

3.1 The development proposal comprises a 2-storey columbarium building and ancillary facilities. Drawings of the Proposed Redevelopment could be referred to Architect's drawings submitted under the same application.

4.0 Existing Vegetation

4.1 A tree survey was carried out on **27.09.2022** in accordance with LAO PN No. 6/2023. A total of **10** trees within the Site were recorded. The tree assessment schedule and photographic records of these existing trees are in **Appendix I**. The surveyed existing tree species are outlined below:

Table 1.0 Existing Tree Species Summary (Surveyed Trees)

Scientific Name	Chinese Name	Quantity	Tree No.
Archontophoenix alexandrae	假檳榔	2	T07, T10
Averrhoa carambola	楊桃	1	T06
Clausena lansium	黃皮	6	T02, T03, T04, T05, T08, T09
Dimocarpus longan	龍眼	1	T01
	Total:	**10**	

4.2 The Site is dominated by *Clausena lansium* 黃皮 (**6** nos.) which is common fruit tree species in Hong Kong.

4.3 The health condition of the bulk of these trees is generally in Fair condition (**80.0%**) and the remaining trees are in Poor condition (**20.0%**).

4.4 No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees, and the Forests and Countryside Ordinance respectively.

Recommendation

4.5 In this Proposed Redevelopment, the construction of ancillary facilities will lead to disturbance of some of the surveyed existing trees. The proposed building layout has been overlaid on **Tree Survey Plan** in **Appendix I** to illustrate the impact on the existing trees. **Table 2.0** provides a summary of the recommendation for the treatment of these surveyed existing trees.

Table 2.0 Summary of Tree Recommendation

Recommendation	Number of Trees	Percentage of Trees
Trees to be Retained	1	10%
Trees to be Transplanted	2	20%
Trees to be Felled	7	70%
Total Number of Trees	**10**	100%

5.0 Landscape Proposal (Refer to Appendix I)

5.0.1 This landscape proposal aims to respond to site conditions, building form and function as well as 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 existing buildings and their architectural style;
- Creation of a green setting by maximising the opportunity for soft landscape; and
- Minimization of future maintenance requirements.

5.0.2 Landscape drawings showing the proposed landscape treatment for the proposed religious buildings and their underlying principles are attached in **Appendix II** for ease of reference.

- Hong Kong Planning Standards and Guidelines;
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- Design Manual: Barrier Free Access 2008 (Buildings Department);
- LAO Practice Note No. 6/2023 – Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease.

5.1 Landscape Design Concepts

5.1.1 The landscape concepts mentioned below describe the general landscape design considerations of the proposed development.

Minimization of Site Formation Works

5.1.2 The Site is gentle sloping lands with levels ranging from **+109.9mPD** at north to **+116.80mPD** at south, the dispositions and orientation of the buildings are carefully designed to follow the natural topography of the Site, so as to minimize the extent of site formation works and the associated landscape impact. Consequently, this has greatly reduced the amount of cutting/ filling required for the proposed Development. Please refer to the landscape section, **dwg. No. LD102** in **Appendix II.**

Integration of the development with the surrounding landscape

5.1.3 In order to provide green buffer area between the Proposed Development and the surrounding context, edge planting verges are allowed at the major portions of the Site boundary, where possible. This will help to provide opportunities for the new tree plantings and recipient location of the transplanted trees. It is intended to create a soft planted edges along the Site, particularly close to the building edges, enhancing its interface with the surrounding natural context to blend more with the naturalistic vegetation. Please refer to the landscape sections, dwg. Nos. **LD101** and **LD102** in **Appendix II** for reference.

Amenity Plantings within the Site

5.1.4 Apart from the screen plantings at periphery, ornamental shrubs and groundcover plantings will be planted within the Site at various levels and locations. This will also help enhance the local tranquil and harmonic environment for the users and visitors. The refined paving and selection of plant combination enrich the colour complexity and visual gradation of the development.

5.1.5 Where practicable, heavy standard trees, medium shrubs and groundcover are proposed. These soft landscape measures will ensure that the hard lines of the built form to be visually softened. The use of planting in heavy standard size would provide a more instant greening effect. Drawings showing the soft landscape treatment such as trees, shrubs, groundcovers and climbing plants shall refer to planting plan in **Appendix II**.

5.2 Landscape Design Components

5.2.1 The following description seeks to establish some general principles that are important in realising the landscape design as part of the general mitigation for the Proposed Development and ensure its feasibility. Please refer to the **Landscape Master Plan** in **Appendix II**.

5.2.2 The landscape seeks to integrate the proposals within their future landscape and visual context, and create a unique green development and provide a tranquil and welcoming landscape for users and visitors. The proposed landscape concept has a number of key components which include the creation of entrance landscape, columbarium and the boundary planting.

Entrance Landscape

5.2.3 The existing mature tree no. **T01**, i.e. 9m high) which is an important landscape resources on Site, will be retained in situ. A water feature with Buddha statue is proposed at the centre of roundabout which provide the identity of place in the area. It will visually combine with the proposed curvilinear columbarium building behind.

Columbarium Landscape

5.2.4 The design of the columbarium comprises of 3 intersecting rings with a sloping roof on two levels, which represents the Buddhist concept of Buddhism – the cycle of death and rebirth. At the main façade of the Zen Courtyard, a vertical green wall formed by wiring system and trailing plants are proposed to form a soft green edge along the building. Please refer to Elevation of Green Wall, dwg. No. **LD103** in **Appendix II**. The courtyards within 3 columbaria are open-air which provide planting opportunities for ornamental plantings at the Entrance Garden and Zen Courtyard to create enclosure and provide for the thermal comfort.

Boundary Planting

5.2.5 Edge planting verges are proposed, particular at the western edge abut to existing temporary structures and southeast edge close to the proposed columbarium, to provide a buffer for the privacy of the columbarium. It will consist of a combination of trees, shrubs and lawn.

5.3 Soil Depth and Drainage for Planting

5.3.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depths provided for various planters including all drainage layer, water-proofing and protective screeding exclusive are listed below:

Table 3.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Climber	600mm
Groundcover/ Lawn	300mm

5.3.2 All Planting areas on slab shall be provided with sub-soil drainage system with drainage layer of "Miradrain" or equivalent materials.

5.4 Irrigation

The proposed irrigation system will be 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 Services Department.

5.5 Future Maintenance

Hard Landscape Elements

5.5.1 Maintenance for hard landscape elements within the proposed landscaped areas shall be carried out by management office of the proposed development as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts of site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture.

Soft Landscape Element

5.5.2 For the landscape areas, a softworks contractor will be employed to carry out maintenance of the new planting during the establishment period, usually for the first year after planting. This is to ensure that all soft landscape works will be maintained in a healthy condition prior to hand back to the lot owner.

5.5.3 Ultimately the management office will employ maintenance staff to take care of all landscape areas within the Site.

6.0 PLANTING PROPOSALS (Refer to Appendix III)

6.1 In order to provide quality landscape for the Site, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria:

- To enhance the ecological value of the existing plantation;
- To screen the existing building and reduce the visual impact to the nearby residents; and
- To minimize future maintenance requirement.

The selected planting species under application are listed below and their details shall refer to the Planting Plans in **Appendix III.**

Table 4.0 Planting Schedule

Botanical Name	**Chinese Name**	**Native/ Exotic**	**Size (mm)**	**Spacing (mm)**
TREES			**Height x Spread x DBH (mm)**	
Bauhinia blakeana	洋紫荊	Native	5000x2000x80	4000
Osmanthus fragran	桂花	Exotic	4500x2000x80	4000
Sterculia lanceolata	假蘋婆	Native	5500x2000x80	4000
Sapium dicolor	山烏桕	Native	5500x2000x80	4000
SHRUBS			**Height x Spread (mm)**	**Spacing (mm)**
Allamanda cathartica 'Allamanda	軟枝黃蟬	*Exotic*	400x400	300
Cordyline fruitcosa	朱蕉	*Exotic*	750x500	500
Duranta repens 'Golden'	黃金金露花	*Exotic*	300x250	250
Murraya paniculata	九里香	*Exotic*	550x500	450
Rhodomyrtus tomentosa	桃金娘	*Native*	300x250	200
Rhododendron simsii	紅杜鵑	Native	600x550	500
Rhapis excelsa	棕竹	*Exotic*	900x450	400
GROUNDCOVER			**Height x Spread (mm)**	**Spacing (mm)**
Dieffenbachia picta	白班萬年青	*Exotic*	500x350	300
Hymenocallis americana	蜘蛛蘭	*Exotic*	400x500	300
Ligustrum sinense	山指甲	*Exotic*	400x350	300
Nephrolepis auriculata	腎蕨	*Native*	250x150	150
Setcreasen purpurea	紫錦草	*Exotic*	300x300	300
BAMBOO			**Height x Spread (mm)**	**Spacing (mm)**
Phyllostachys aurea	羅漢竹	*Exotic*	6000x600	800

CLIMBING PLANT			**Height x Spread (mm)**	**Spacing (mm)**
Bauhinia glauca	羊蹄甲藤	Native	900x300	500
Parthenocissus himalayana	爬牆虎	Exotic	1000x300	500
GRASS				
Zoysia japonica	朝鮮草	Exotic		

6.2 In this study area, a total of **10** trees within the Site Boundary were recorded. **1** tree will be retained in-situ while **2** trees will be transplanted and **7** trees to be felled due to in conflict with the Proposed Redevelopment and the associated works. **25** nos. of new tree planting in heavy standard size are proposed and the species list is shown as follows:

Appendix I

Tree Survey Plan,

Tree Assessment Schedule and Tree Photos

LEGEND:

- APPLICATION SITE BOUNDARY
- T01 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T08 EXISTING TREE TO BE FELLED (WITHIN APPLICATION SITE BOUNDARY)
- T07 EXISTING TREE TO BE TRANSPLANTED (WITHIN APPLICATION SITE BOUNDARY)
- PLANTING AREA
- +112.0 EXISTING LEVEL
- +108.35 PROPOSED LEVEL

ACCESS ROAD
TAXI LAYBY
LO WAI ROAD
ENTRY FOYER
STAIR 1
STAIR 2
STAIR 3
Lot 6533

PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP (PART),614 AND 1229 IN D.D.453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :
TREE SURVEY PLAN

PROJECT No. C2111

DRAWING No. TS01

SCALE : 1:300

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-TS01

REV	DESCRIPTION	DATE
B	GENERAL AMENDMENT	28/11/23
A	GENERAL AMENDMENT	16/05/23

DESIGN BY : TEL
DRAWN BY : CAD
CHECKED BY : TEL
APPROVED BY : TEL

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Tree Assessment Schedule at
Application under Section 16 for Proposed Columbarium Redevelopment at Los 613 RP(Part), 614 and 1229 in D.D.453, and adjoining Government Land, Lo Wai, Tsuen Wan
Prepared by Ted Lam (R.L.A. No. R-073) on 27.09.2022
To be read in conjunction with Tree Survey Plan, dwg. no. C2111-TS01

Tree	Name		Location	Size			Form	Health	Amenity Value	Survival Rate after Transplantation	Proposed Treatment	Justification	Remark
No.	Botancial Name	Chinese Name	(Within/Outside Application Site Boundary)	DBH (m)	Height (m)	Spread (m)	(Good/Fair/Poor)	(Good/Fair/Poor)	(High/Med/Low)	(High/Med/Low)	(Retain/Fell/Trans plant)		
T01	*Dimocarpus longan*	龍眼	Within Application Site Boundary	544	9.0	9.0	Fair	Fair	Med	Low	Retain	-	Branch crossed with electric cable, truncated branch, restricted root, wound on root
T02	*Clausena lansium*	黃皮	Within Application Site Boundary	160	8.0	4.0	Poor	Fair	Low	Low	Fell	1,2,3,4,7	bent at trunk, restricted root, V-shaped branch union, imbalanced crown
T03	*Clausena lansium*	黃皮	Within Application Site Boundary	186	5.0	4.0	Poor	Fair	Low	Low	Fell	1,2,3,4	co-dominant trunks, decay on branch, restricted root, imbalanced crown
T04	*Clausena lansium*	黃皮	Within Application Site Boundary	353	8.0	7.0	Poor	Fair	Low	Low	Fell	1,2,3,4,7	decay branches, restricted root, inrolled crack on trunk, multiple attachments, branch crossed with electric cable
T05	*Clausena lansium*	黃皮	Within Application Site Boundary	262	6.0	5.0	Poor	Fair	Low	Low	Fell	1,2,3,4,7	cross trunks, restricted root, multiple trunks, truncated branch
T06	*Averrhoa carambola*	楊桃	Within Application Site Boundary	320	8.0	9.0	Poor	Fair	Low	Low	Fell	1,2,3,4,7	branch cross with electric cable, restricted root, decay on branch, multiple attachments, imbalanced crown
T07	*Archontophoenix alexandrae*	假檳榔	Within Application Site Boundary	194	5.0	5.0	Fair	Fair	Med	Low	Transplant	-	-
T08	*Clausena lansium*	黃皮	Within Application Site Boundary	250	5.0	4.0	Poor	Poor	Low	Low	Fell	1,2,3,4,7	multiple trunks, restricted root, decay on trunk, dead branches
T09	*Clausena lansium*	黃皮	Within Application Site Boundary	172	5.0	3.0	Poor	Poor	Low	Low	Fell	1,2,3,4,7	co-dominant trunks; restricted root, dead trunk, dead crown
T10	*Archontophoenix alexandrae*	假檳榔	Within Application Site Boundary	137	5.0	4.0	Fair	Fair	Med	Med	Transplant	-	-

*Justification for Tree felling:

1. Tree is in direct conflict with the proposed works.
2. Preparation of intact and sufficient-sized root ball not practical due to the topography (e.g. no rock, steep slope, shallow substratum, structures).
3. Weedy species without special ecological significance or species creating maintenance problem.
4. Tree with poor health and/or form for transplantation.
5. Lack of access for transplantation machinery or vehicle.
6. Species of low post-transplantation survival rate.

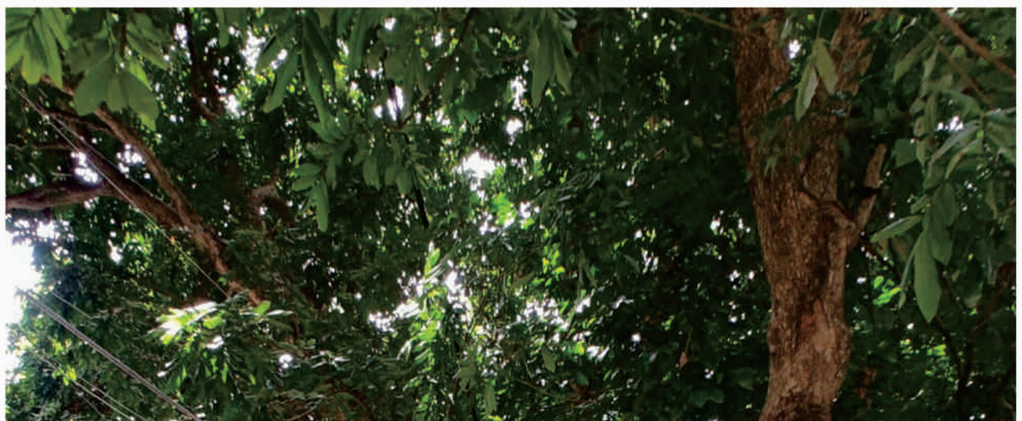
7. Tree has structural problem and may create hazard to public during root ball preparation and/or after transplantation, while auxiliary support will not be sufficient / practical.

Summary of Proposed Treatment of Existing Trees

Nos. of Surveyed Trees:	10
Nos. of Tree to be Retained:	1
Nos. of Tree to be Felled:	7
Nos. of Tree to be Transplanted:	2
Nos. of Compensatory Trees:	25

T01(R)

T01(R)



T01(R)

T01 - Truncated Branch(R)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T02(F)

T02(F)

T02(F)

T02 - V-shaped Branch Union(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T03(F)

T03(F)

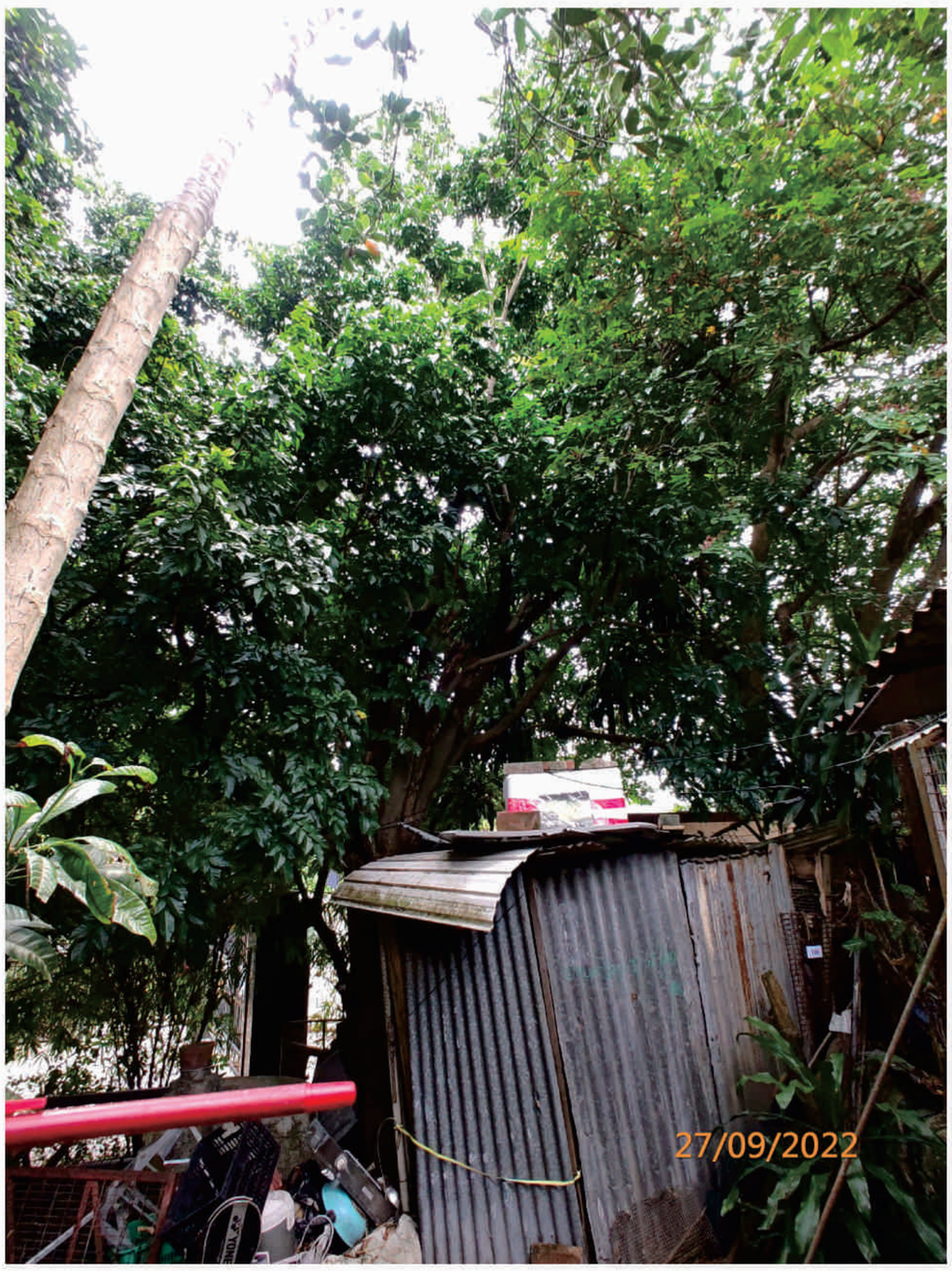
T03(F)

T03 - Decay On Branch(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T04(F)



T04(F)

T04(F)

T04 - Decay Brnaches(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T05(F)

T05(F)

T05(F)

T05 - Cross Trunks(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T06(F)

T06(F)

T06(F)

T06 - Decay On Branch(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T07(T)

T07(T)

T07(T)

T07(T)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T08(F)

T08(F)

T08(F)

T08 - Decay On Trunk(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T09(F)

T09(F)

T09(F)

T09 - Fungal Fruiting Bodies On Trunk Base(F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

T10(T)

T10(T)

T10(T)

T10(T)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

Appendix II

Landscape Master Plan
and
Landscape Sections

LEGEND:

- APPLICATION SITE BOUNDARY
- T01 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T07 FINAL LOCATION OF TRANSPLANTED TREE
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS AND GROUNDCOVER
- PROPOSED LAWN
- PROPOSED CLIMBING PLANT (VERTICAL GREEN WALL)
- WATER AREA
- +108.35 PROPOSED LEVEL
- PROPOSED PAVING
- VEHICULAR ENTRANCE/EXIT
- PEDESTRIAN ENTRANCE/EXIT

The Preservation of Mature Tree and Buddha Statue to create the Identity of Place at entrance area

Roadside tree planting to provide Visual Amenity and Shade to the Users and Visitors.

Edge Planting Verges for new trees and recipient location of the transplanted trees to create a soft planted edge to the Proposed Development

KEY:

1. Main Entrance
2. Water Feature and Buddha Statue
3. Parking Lot
4. Entrance Garden
5. Zen Courtyard
6. Buddha Grand Hall
7. Toilet
8. Edge Planting Verges

PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE MASTER PLAN

PROJECT No. C2111

DRAWING No. LMP01

SCALE : 1:250

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-LMP01

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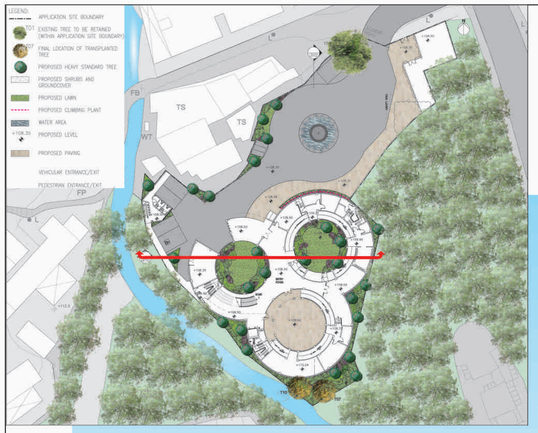
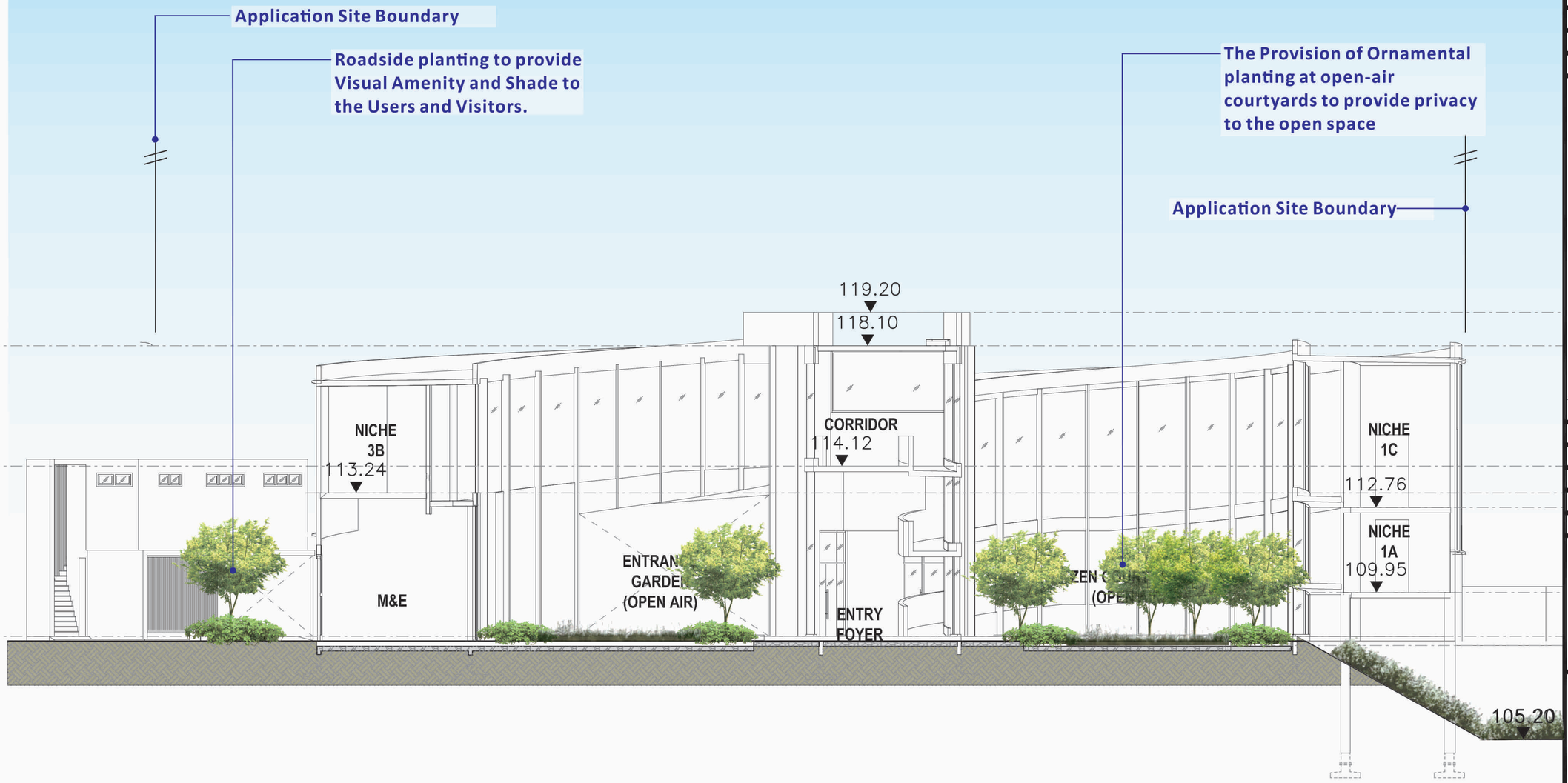


KEY PLAN



PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP, (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2111

DRAWING No. LD101

SCALE : 1:150

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-LD101

REV	DESCRIPTION	DATE
A	GENERAL AMENDMENT	16/09/24

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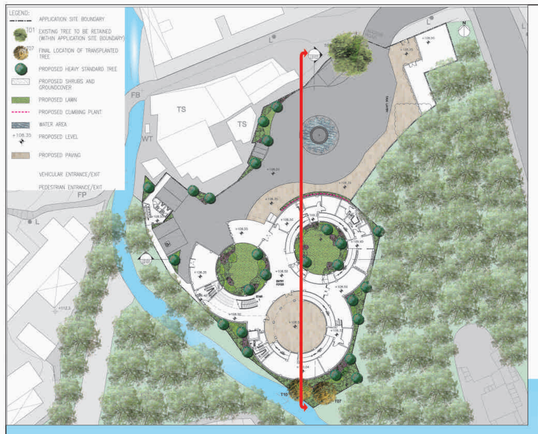
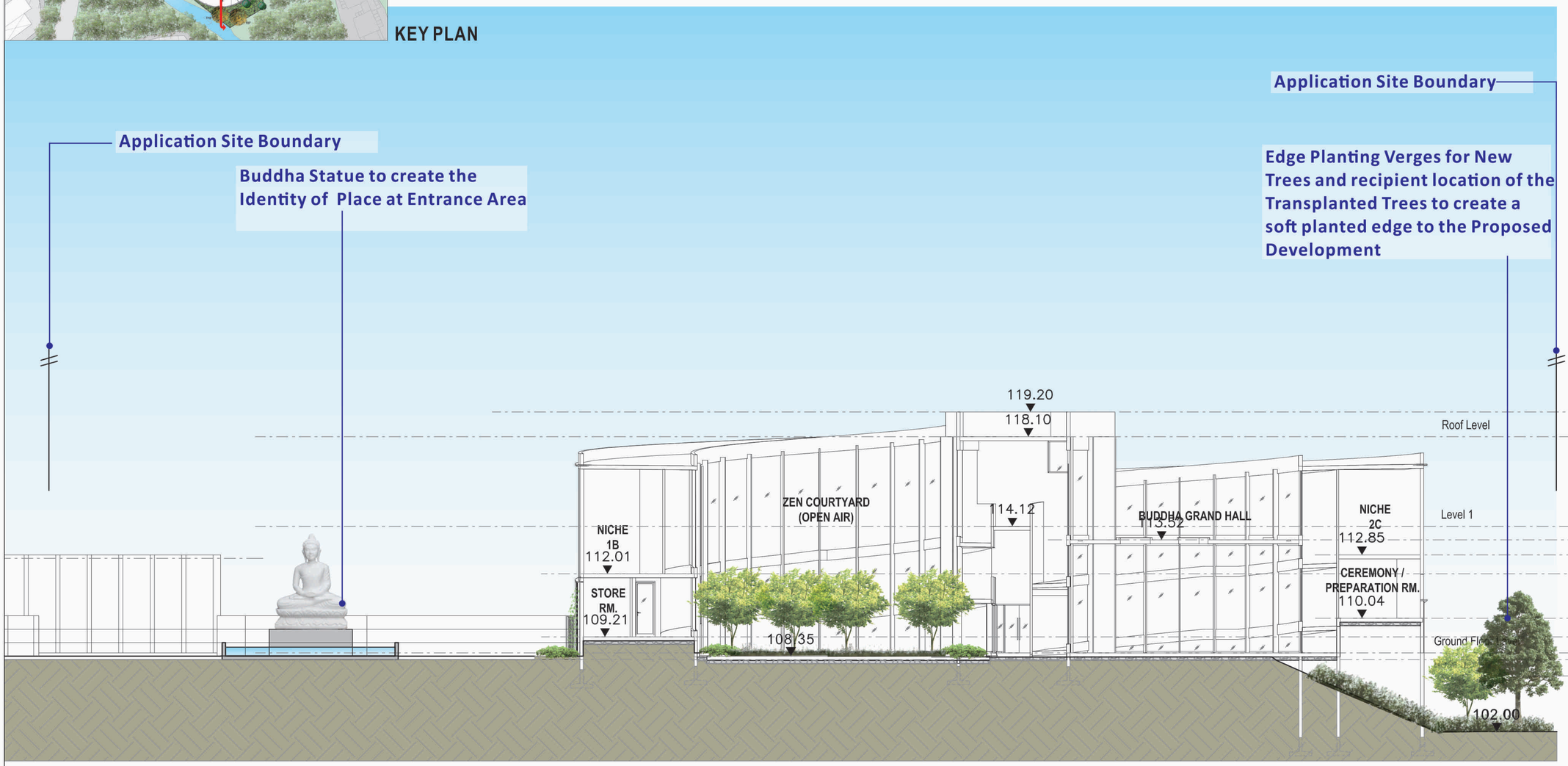


KEY PLAN



PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN
NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2111

DRAWING No. LD102

SCALE : 1:200

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-LD102

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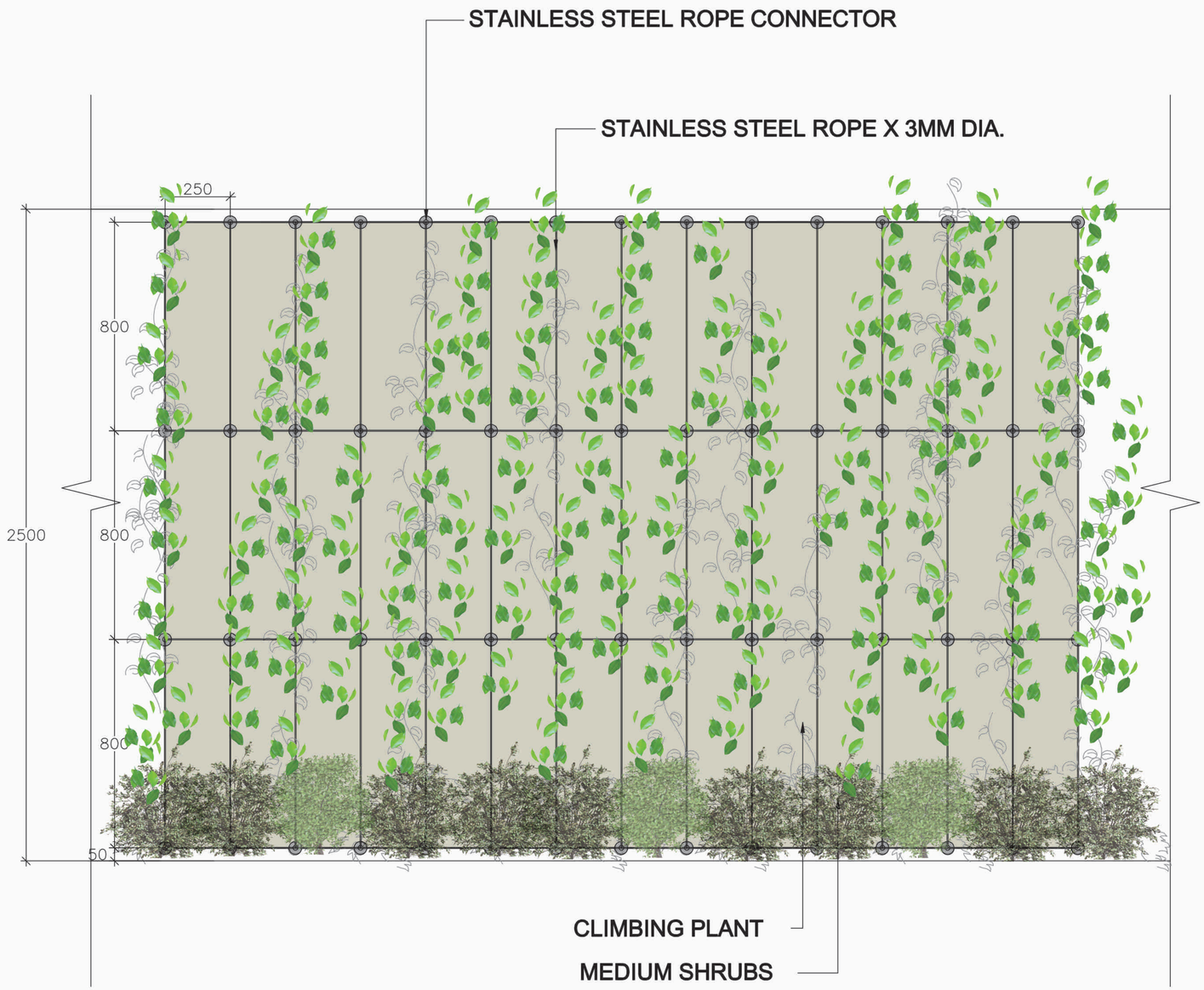

A ELEVATION OF VERTICAL GREEN WALL

SCALE 1:20

PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :

ELEVATION OF VERTICAL GREEN WALL

PROJECT No. C2111

DRAWING No. LD103

SCALE : 1:20

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-LD103

REV	DESCRIPTION	DATE
A	GENERAL AMENDMENT	16/09/24

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Appendix III

Planting Plans

Quantity	Code	Chinese Name	Botanical Name	Native/Exotic	Height (mm)	Spread (mm)	DBH (mm)	Spacing (mm)	Remark
HEAVY STANDARD TREES									
3	BP	洋紫荆	*Bauhinia blakeana*	*Native*	5000	2000	80	4000	Straight trunk, balanced form
7	OF	桂花	*Osmanthus fragran*	*Exotic*	4500	2000	80	4000	Straight trunk, balanced form
6	SL	假蘋婆	*Sterculia lanceolata*	*Native*	5500	2000	80	4000	Straight trunk, balanced form
7	SD	山烏桕	*Sapium dicolor*	*Native*	5500	2000	80	4000	Straight trunk, balanced form
SHRUBS									
-	Aca	軟枝黃蟬	*Allamanda cathartica 'Allamanda'*	*Exotic*	400	400	-	300	abudance of foliage
-	Cof	朱蕉	*Cordyline fruitcosa*	*Exotic*	750	500	-	500	at least 5 shoots per plant
-	Drg	黃金金露花	*Duranta repens 'Golden'*	*Exotic*	300	250	-	250	abudance of foliage, balanced form
-	Mpa	九里香	*Murraya paniculata*	*Exotic*	550	500	-	450	abudance of foliage, balanced form
-	Rto	桃金娘	*Rhodomyrtus tomentosa*	*Native*	300	250	-	200	abudance of foliage, balanced form
-	Rhs	紅杜鵑	*Rhododendron simsii*	Native	600	550	-	500	abudance of foliage, balanced form
-	Rhe	棕竹	*Rhapis excelsa*	*Exotic*	900	450	-	400	at least 6 shoots
GROUNDCOVERS									
-	Dip	白斑萬年青	*Dieffenbachia picta*	*Exotic*	500	350	-	300	abudance of foliage
-	Ham	蜘蛛蘭	*Hymenocallis americana*	*Exotic*	400	500	-	300	abudance of foliage
-	Lis	山指甲	*Ligustrum sinense*	Exotic	400	350	-	300	abudance of foliage
-	Nau	腎蕨	*Nephrolepis auriculata*	*Native*	250	150	-	150	abudance of foliage
-	Spu	紫錦草	*Setcreasen purpurea*	*Exotic*	300	300	-	300	abudance of foliage
BAMBOO									
-	Pha	羅漢竹	*Phyllostachys aurea*	*Exotic*	6000	600	-	800	at least 6 shoots
CLIMBING PLANT									
-	Bgl	羊蹄甲藤	*Bauhinia glauca*	*Native*	900	300	-	500	at least 5 shoots per plant
-	Phi	爬牆虎	*Parthenocissus himalayana*	*Exotic*	1000	300	-	500	at least 5 shoots per plant
GRASS									
-	Zja	朝鮮草	*Zoysia japonica*	*Exotic*	-	-	-	-	Bermuda tif dwarf + overseeding

PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP, (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :
PLANTING SCHEDULE

PROJECT No. C2111

DRAWING No. PS01

SCALE : N.T.S.

DATE OF ISSUE : SEP 2024

CAD FILENAME : C2111-PS01

REV	DESCRIPTION	DATE
A	GENERAL AMENDMENT	16/10/24

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LEGEND:

- APPLICATION SITE BOUNDARY
- T01 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T07 FINAL LOCATION OF TRANSPLANTED TREE
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS/GROUNDCOVERS
- PROPOSED GRASS
- PROPOSED CLIMBING PLANT
- +108.35 PROPOSED LEVEL

ACCESS ROAD
TAXI LAYBY
Cul
FB
WT
TS
TS
112
FP
Lot 6533
ENTRY FOYER
STAIR
T01
T10
T07
+109.9
+108.50
+108.35
+108.20
+108.35
+108.35
+108.50
+109.21
+108.50
+108.50
+108.35
+109.95
+108.35
+108.35
+108.50
+108.40
+108.50
+108.50
+108.50
+109.33
+110.04
+102.00
+100.9
+103.0
+106.20
+112.3
+105.2

PROJECT :
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOTS 613 RP, (PART),614 AND 1229 IN D.D. 453, AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN NEW TERRITORIES

DRAWING TITLE :
PLANTING PLAN

PROJECT No. C2111

DRAWING No. PT02

SCALE : 1:250

DATE OF ISSUE : SEP 2022

CAD FILENAME : C2111-PT02

REV	DESCRIPTION	DATE
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A	GENERAL AMENDMENT	16/09/24

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Appendix 9

Vantage Point A

Photo A1 **Previous Columbarium at the Site (Building Height 116.7mPD)**

Building Height (including 1.1m high parapet wall) : 117.8mPD

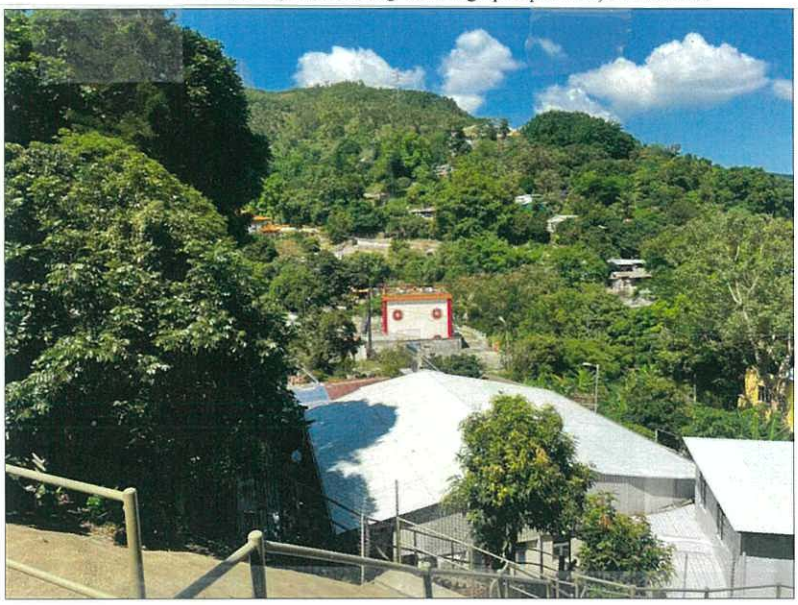
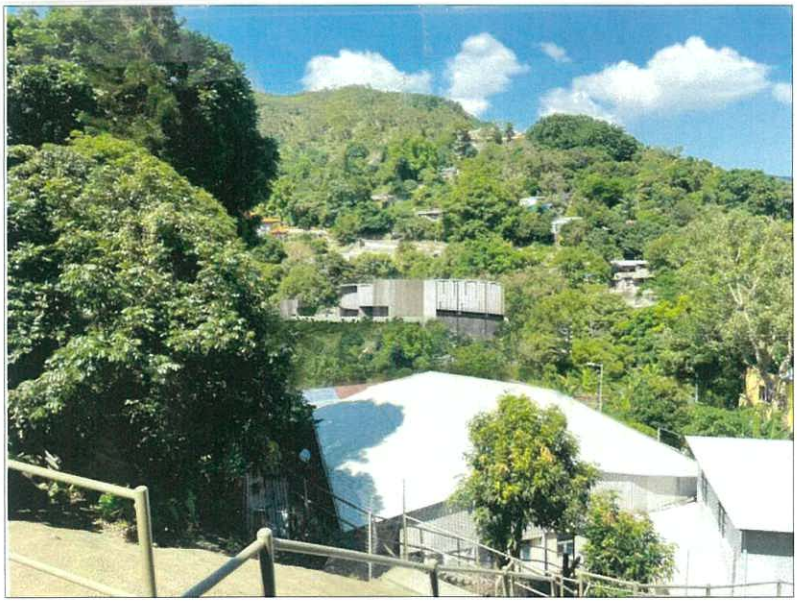


Photo A2 **Proposed Redevelopment at the Site (Building Height : 118.1mPD)**

Building Height (including 1.1m high parapet wall) : 119.2mPD



CASA

Photomontage of Proposed Redevelopment at Vantage Point A

(Photo taken in September 2022)

Vantage Point B

Photo B1 Previous Columbarium at the Site (Building Height 116.7mPD)

Building Height (including 1.1m high parapet wall) : 117.8mPD

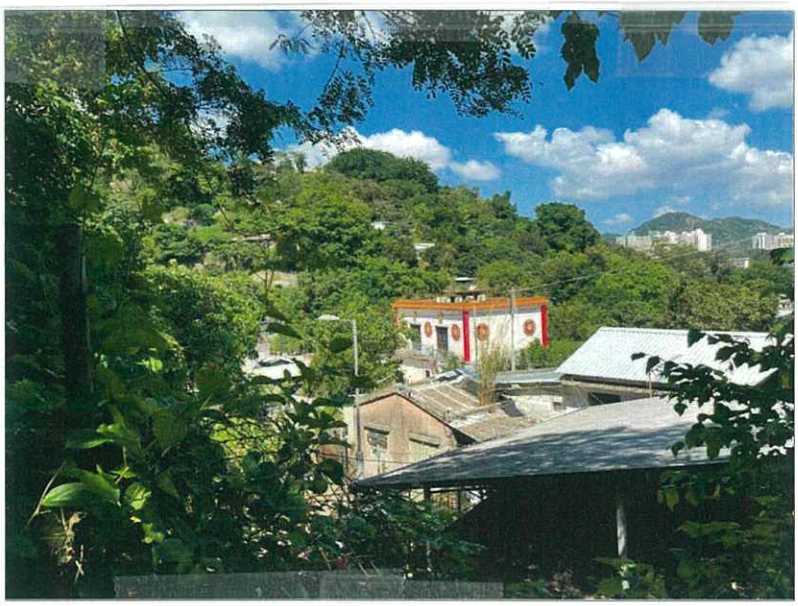
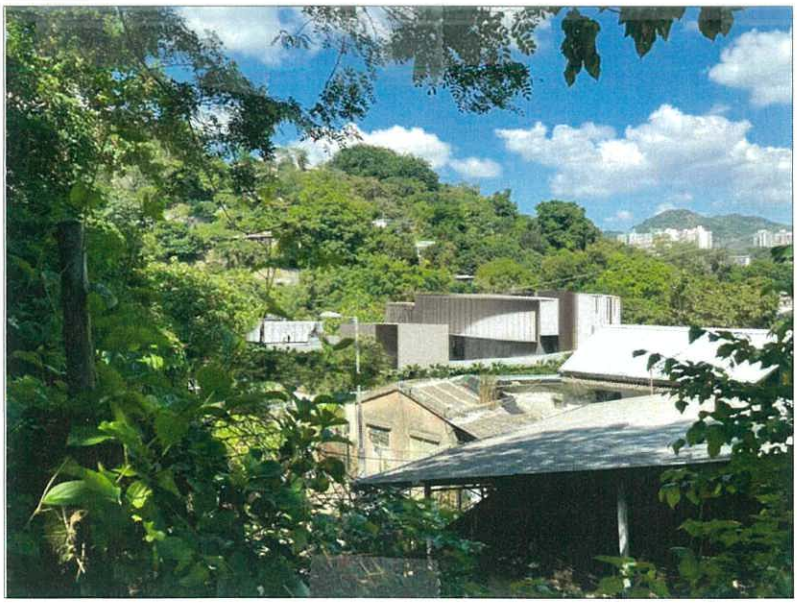


Photo B2 Proposed Redevelopment at the Site (Building Height : 118.1mPD)

Building Height (including 1.1m high parapet wall) : 119.2mPD



CASA 木天國際建築師事務所 ARCHITECTS INTERIOR DESIGNERS PLANNERS	Photomontage of Proposed Redevelopment at Vantage Point B (Photo taken in September 2022)	

Vantage Point C

Photo C1 Previous Columbarium at the Site (Building Height 116.7mPD)

Building Height (including 1.1m high parapet wall) : 117.8mPD

Photo C2 Proposed Redevelopment at the Site (Building Height : 118.1mPD)

Building Height (including 1.1m high parapet wall) : 119.2mPD

CASA

Photomontage of Proposed Redevelopment at Vantage Point C

(Photo taken in September 2022)

Appendix 10

Document Status Control Record

Application under Section 16
for Proposed Columbarium Redevelopment
at Lot 613 RP(Part), 614 & 1229 in D.D. 453
and Adjoining Government Land, Lo Wai,
Tsuen Wan

Traffic Impact Assessment Report

Originating Organisation : LLA Consultancy Limited Unit 610, 6/F, Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: SKL	SKL	Date: 26 February 2025
	Approved by: SLN		Date: 26 February 2025
	Revision No.: -		Date of Issue: 26 February 2025

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1 INTRODUCTION

1.1 Background

1.1.1 With the promulgation of the Private Columbarium Ordinance, the Applicant of Lots No. 613 RP (Part), 614 and 1229 and their adjoining Government Land in DD 453 at Lo Wai Road, Tsuen Wan (hereinafter referred to “the Site”) intends to regularize its existing “columbarium” use.

1.1.2 Lo Wai is an area with a number of existing columbaria, traffic management measures have been formulated and implemented continuously in the past and present by the Transport Department (TD) during the festival days and its shadow periods. In order not to generate additional traffic volume in Lo Wai area during the festival days and its shadow periods, the Applicant proposed to close the columbarium on these special days in the rezoning application. All visitors must make their visits only on other normal weekdays and normal weekends. The arrangement will form part of the Management Plan to be submitted to the Private Columbarium Licensing Board) (”PCLB”) for long-term monitoring and enforcement purposes.

1.1.3 Recently, the Applicant requested the study team to design the columbarium in an innovative building form for the S16 planning application. In the new design, 4,250 niches will be provided.

1.1.4 LLA Consultancy Limited has been commissioned to conduct an updated traffic impact assessment (TIA) study for the S16 planning application. This TIA report presents the latest study findings.

1.2 Objectives

1.2.1 The objectives of this study can be summarised as follows:

- to discuss the development content and recommend the transport facilities for the proposed development;
- to review the latest existing traffic conditions on normal weekdays and weekends in the vicinity of the Site;
- to assess the future traffic situation in the surrounding road network;
- to examine the possible increase in pedestrian and vehicular traffic generation/ attraction on normal weekdays and weekends when the proposed columbarium development is fully occupied; and
- to appraise the potential traffic impact on normal weekdays and weekends when the proposed columbarium development is fully occupied.

2 THE PROPOSED COLUMBARIUM DEVELOPMENT

2.1 Development Site

2.1.1 As shown in **Figure 2.1**, the Site is located on the western side of Lo Wai Road and is about 180m away from the main entrance of Yuen Yuen Institute.

2.2 Development Schedule

2.2.1 The proposed columbarium development comprises 4,250 niches and **Table 2.1** summarizes the latest key development parameters.

Table 2.1 Key Development Parameters

Development Parameters	Total
Proposed No. of Columbarium Niches	Maximum 4,250
Proposed No. of Urns	Maximum 6,375 (2,125 niches with 1 urn/niche and 2,125 niches with 2 urns/niche)
Proposed Internal Transport Facilities	
- Private Cars Parking Space (2.5m x 5.0m)	3
- Disabled Private Cars Parking Space (3.5m x 5.0m)	1
- Pick-up/Drop-off Lay-by (10m in length)	1
- Motorcycle Parking Space (1.0m x 2.4m)	3
- Light Goods Vehicle Loading/Unloading Bay (3.5m x 7.0m)	1

2.2.2 The operating hours of the proposed columbarium development are from 09:00 to 17:30 daily (i.e. Monday to Sunday). The proposed columbarium development will not open to the public on the following days:

- Ching Ming and Chung Yeung Festival Days
- Two weekends, i.e. Saturday and Sunday, before and after Ching Ming Festival Days, including public holidays in between
- Two weekends, i.e. Saturday and Sunday, before and after Chung Yeung Festival Days, including public holidays in between.

2.2.3 The proposed columbarium development will not open to the public on the following days, subjected to the prevailing traffic conditions:

- Chinese New Year Holidays
- Yu Lan Festival Day

*Note: All the closure days will be included in the Columbarium Management Plan for FEHD's consideration and approval. The actual closure days in each year will be notified to all buyers (or his/her descendants) of niches in accordance with the procedures as set out in the Columbarium Management Plan (see **Appendix A**).*

2.3 Access Arrangement

2.3.1 The Site can be reached via an access road which connects directly to Lo Wai Road. In order to cope with the future possible traffic demand on normal weekdays and weekends, it is proposed to widen the section of the access road between the Site and Lo Wai Road to a minimum of 7.3m single 2-lane carriageway with a 1.5m pedestrian footpath on the southern kerbside.

2.4 Car Parking and Loading/Unloading Provisions

2.4.1 There is no car parking and loading/unloading provisions standard requirements with respect to the columbarium development under the present Hong Kong Planning Standards and Guidelines (HKPSG). The proposed internal transport facilities are hence provided solely to meet the operational needs.

2.4.2 It is proposed to provide 4 private car parking spaces. Out of the 4 private car parking spaces, 3 are 2.5m (W) x 5.0m (L) and 1 is 3.5m (W) x 5.0m (L) for people with disabilities. Additionally, 3 motorcycle parking spaces of 1.0m (W) x 2.4m (L) and 1 no. of light goods vehicle loading/unloading bay of 3.5m (W) x 7.0m (L) are also proposed to cater for the loading/unloading purposes. **Table 2.1** listed out the details of the provision.

2.4.3 The proposed columbarium will generate and attract around 110 visitors on a daily basis (details will be discussed in **Section 4.2**). For visitors arriving by private car, they must make advance booking and 1 hour free parking space will be reserved for each party. The worst case scenario will be that the 110 visitors on a daily basis are all arriving by private cars. The occupancy of each vehicle is assumed to be 3.5 persons, which implies that there will be 32 (110 / 3.5 = 31.4, say 32) private cars arriving on a daily basis and each private car will have one hour parking timeslot assigned by the management office. As a result, the provision of four parking spaces can have 32 one-hour timeslots (4 spaces x 8 one-hour timeslot between from 09:00 to 17:00 per space) available and will be adequate to serve the parking demand under the worst case scenario.

2.4.4 A pick-up/drop-off lay-by (10m in length) is provided to serve the visitors arriving by taxis and the lay-by can serve up to 40 taxis per hour (3 minutes pick-up/drop-off time required per taxi).

2.4.5 The proposed internal traffic layout is shown in **Figure 2.2**. and the swept path analysis is provided in **Figure 2.3** to **2.5**.

3 EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The major road in the vicinity of the Site is Lo Wai Road, which is a single 2-lane carriageway. Lo Wai Road connects with Yi Pei Chun Road and Sam Tung Uk Road to form a roundabout. In 2022, Lo Wai Road carried an AADT of 3,790 vehicles.

3.1.2 The access road to the Site is a short access road connecting the Site to Lo Wai Road and the traffic volume is minimal.

3.2 Existing Public Transport Facilities

3.2.1 **Table 3.1** shows the operation details of the public transport services on normal days.

Table 3.1 Existing Public Transport Services on Normal Days

Mode	Route No.	Origin-Destination	Frequency (min)
Terminus at Lo Wai Road			
Minibus	81	Tsuen Wan (Shiu Wo Street) – Lo Wai	6 – 25
En-route Stop at Sam Tung Uk Road			
Bus	32	Tsuen Wan (Shek Wai Kok) – Olympic Station	20 – 30
	36(3)	Tsuen Wan West Station – Lei Muk Shue	12 – 25
	32M(3)	Kwai Fong Station – Cheung Shan	15 – 25
	43X	Tsuen Wan West Station – Yiu On	9 – 20
Minibus	82	Tsuen Wan (Shiu Wo Street) – Shing Mun Reservoir	8 – 25
	82M	Tsuen Wan (Shiu Wo Street) – Cheung Shan Estate	10 – 30
	94	Shek Wai Kok – Kwai Shing Circuit	7 – 30
	312	Lei Muk Shue Estate Public Transport Interchange –Tsing Yi Station	5 – 9

Note: (1) Circular Route

3.3 Traffic Count Surveys

3.3.1 In order to appraise the existing traffic conditions on normal weekdays and weekends, classified turning movement count surveys were conducted on Sunday, 22 September 2024 and Wednesday, 25 September 2024 from 08:30 to 18:30. It has been observed that the peak hours were 08:30 – 09:30 (AM), 10:45 – 11:45 (Noon) and 17:30 – 18:30 (PM) on weekday. The corresponding peak hours on weekend were 08:30 – 09:30 (AM), 10:15 – 11:15 (Noon) and 17:30 – 18:30 (PM). The traffic flows are shown diagrammatically in **Figures 3.1 – 3.2**.

3.4 Existing Junction Capacity Assessment

3.4.1.1 Based on the observed peak hour traffic flows, the performances of the concerned junctions were assessed. The assessment results are summarized and presented in **Table 3.3** and the detailed calculation sheets are presented in **Appendix A**.

Table 3.3 Junction Capacity Assessments

No.	Junction Location	Junction Type	DFC(1)					
			Weekday Peak Hour			Weekend Peak Hour		
			AM	Noon	PM	AM	Noon	PM
J1	Lo Wai Road/Access Road to the Site	Priority	0.01	0.00	0.00	0.00	0.00	0.00
J2	Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road	Roundabout	0.39	0.29	0.34	0.31	0.31	0.34

Notes: (1) DFC = design flow to capacity ratio for priority junction and roundabout.

3.4.2 It can be seen from **Table 3.3** that both concerned junctions are operating satisfactorily during the peak hours on normal weekday and weekend.

3.5 Existing Link Capacity Assessment

3.5.1 The Volume to Capacity (V/C) Ratios of Lo Wai Road, Yi Pei Chun Road and Sam Tung Uk Road were assessed and the results are presented in **Table 3.4**.

Table 3.4 Link Capacity Assessments

No.	Road	Capacity	Traffic Flow in veh/hr [V/C Ratio]					
			Weekday Peak Hour			Weekend Peak Hour		
			AM	Noon	PM	AM	Noon	PM
L1	**Upper Section –** Lo Wai Road between Hilltop Road and Lo Wai Lane	1,400 veh/hr(1)	197 [0.14]	149 [0.11]	171 [0.12]	657 [0.47]	653 [0.47]	707 [0.51]
L2	**Lower Section –** Lo Wai Road between Hilltop Road and Yi Pei Chun Road	1,700 veh/hr(2)	362 [0.21]	271 [0.16]	314 [0.18]	975 [0.57]	969 [0.57]	1,050 [0.62]
L3	Yi Pei Chun Road eastbound	1,900 veh/hr(3)	439 [0.23]	329 [0.17]	380 [0.20]	568 [0.30]	564 [0.30]	611 [0.32]
L4	Yi Pei Chun Road westbound	950 veh/hr(3)	461 [0.49]	346 [0.36]	400 [0.42]	478 [0.50]	475 [0.50]	516 [0.54]
L5	Sam Tung Uk Road eastbound	1,900 veh/hr(3)	295 [0.16]	221 [0.12]	256 [0.13]	435 [0.23]	432 [0.23]	467 [0.25]
L6	Sam Tung Uk Road westbound	950 veh/hr(3)	342 [0.36]	256 [0.27]	297 [0.31]	408 [0.43]	406 [0.43]	440 [0.46]

Notes: (1) The design two-way flow for district distributor (6.75m) as stipulated in Volume 2 of TPDM is adopted.
(2) The design two-way flow for district distributor (7.3m) as stipulated in Volume 2 of TPDM is adopted.
(3) The design one-way flow for undivided carriageway as stipulated in Volume 2 of TPDM is adopted.

3.5.2 As shown in **Table 3.4**, all road links are operating satisfactorily with V/C ratios under 0.85. As a result, the overall traffic condition, as indicated by the junction and link capacity assessments result, is satisfactory.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Future Traffic Growth

Design Year

4.1.1 The tentative year for the proposed columbarium development to be in operation is 2026. So, 2029, i.e. 3 years after the commencement in operation, will be taken as the design year in this study.

Historical Growth from the Annual Traffic Census (ATC) Data

4.1.2 In order to establish the traffic growth rate in the vicinity of the study area, reference was made to the ATC Reports published by TD, reporting on the annual average daily traffic (AADT) flows at counting stations in the territory. The details of the counting stations and the recorded counts in vicinity are shown in **Table 4.1**.

Table 4.1 Annual Traffic Census Data

Stn. No.	Road	AADT(1)						Average Growth 2017 – 2022
		2017	2018	2019	2020	2021	2022	
5851	Lo Wai Road	4,050	4,120 (1.7%)	4,100 (-0.5%)	4,060 (-1%)	4,620 (13.8%)	3,790 (-18%)	-1.3%

Note: (1) Figures in bracket indicate the percentage change between successive years.

4.1.3 From the record data, it was found that the traffic volume at the vicinity area has been fluctuating since 2017 with an average negative growth rate of 1.3%.

Future Territorial Population and Employment Data Matrix (TPEDM)

4.1.4 Reference was also made to the 2019–based TPEDM published by Planning Department. The population and employment data of year 2019 and 2031 in Tsuen Wan District are summarized in **Table 4.2**.

Table 4.2 Population and Employment Data in Tsuen Wan District

Year	2019	2026	2031
Population	293,700	279,450	249,400
Employment	165,000	166,100	160,650
Total	458,700	445,550	410,050
Average Growth %		-0.4% (2019 to 2026)	-1.6% (2026 to 2031)

4.1.5 As shown in **Table 4.2**, the average annual growth rates for the total of population and employment are -0.4% and -1.6% during 2019 to 2026 and 2026 to 2031, respectively.

4.1.6 Although both the annual growth rates in the historical ATC data and the TPEDM projections are negative, a nominal annual growth rate of +2.0% is still adopted for the projecting the 2019 observed traffic flows to the 2029 reference traffic flows in the assessment with a conservative approach.

Future Columbarium Developments in Lo Wai Area

4.1.7 It is noted that the major developments in Lo Wai will be the extension of Yuen Yuen Institute with an additional of 20,000 niches and regularization of Western Monastery (Planning Application no. A/TW/530) with an additional 7,500 niches to be occupied. There is no exact information on when the proposed Yuen Yuen Institute Extension will be fully completed. It is anticipated that most of the vehicular and pedestrian traffic generated and attracted by these niches (when occupied) will be on the festival days and their shadow periods which will not overlap with the traffic generated and attracted by the proposed columbarium development.

4.1.8 It is also noted that there are various existing columbarium developments in Lo Wai, which they have submitted applications to regularize the columbarium use. In these developments, there are certain amount of niches were being sold but not occupied. In the following assessment, an assumption of a total of 20,000 niches (sold but not occupied) will be considered. Similar to the new niches in the extension of Yuen Yuen Institute, the vehicular and pedestrian traffic generated and attracted by these niches (when occupied) will be on the festival days and their shadow periods only.

4.1.9 Besides the traffic generated on the festival days and their shadow periods, the buyers and his/her relatives will attend a simple ceremony to place their ancestor's ashes in the above niches on a selected date throughout the year and therefore will generate additional trips on normal weekdays and normal weekends. It is assumed that a ten-years time is required to fully occupied the 47,500 unoccupied/new niches, i.e. 4,750 niches per year. With approximately 80 suitable days for holding such ceremony, there will be 60 niches to be occupied on each day. On average, 6 to 7 niches will be occupied per hour and this will generate a two-way traffic of 24 to 28 vehicles/hour (4 vehicle trips per niche). To be conservative, a nominal value of 60 vehicle trips (two-way) are assumed to cater for the traffic generated for attending the ceremony to place the ancestor's ashes for the new 47,500 niches in the Lo Wai area.

Approved Development in Lo Wai Area

4.1.10 A new rezoning application with 458 residential units in the vicinity of the proposed columbarium development, Y/TW/13, was approved by the Town Planning Board in 2020. To estimate the future traffic flows generated and attracted of the newly approved development, updated information has been obtained from the statutory planning portal of Town Planning Board.

4.1.11 Based on the latest set of traffic generation and attraction rates documented in Chapter 3 "Transport Considerations of Town Plans" of the Transport Planning and Design Manual (TPDM), the traffic generated by the approved application were estimated as shown in **Table 4.3** and are taken into account in the following assessment.

Table 4.3 Traffic Generations by the Planned and Approved Development

Development	Use / Content	AM Peak Hour		Noon Peak Hour		PM Peak Hour	
		Gen.	Att.	Gen. (2)	Att. (2)	Gen.	Att.
TPDM Mean Trip Rate Private Housing: Medium-Density / R(B) – 120m^2 (1)	pcu/hr/flat	0.2246	0.1157	0.2246	0.1468	0.1068	0.1468
Traffic Generation of Y/TW/13	458 units	103	53	103	68	49	68

Note: (1) Mean trip rate of Private Housing: Medium-Density / R(B) with average flat size of 120 m^2 is adopted.
(2) Reference was made to the AM and PM trip rates, to be conservative, the larger rates were adopted.

4.2 Visitor Traffic Generation of the Proposed Columbarium Development

4.2.1 Visitors of the proposed columbarium development are expected to arrive throughout the year, except on the festival days and their shadow periods as mentioned in **Section 2.2.2.** So, no traffic will be generated or attracted by the proposed columbarium development on the festival days and their shadow periods.

4.2.2 According to the 2019 data, a total of 790 visitors were recorded to visit the 103 occupied niches, equivalent to not more than 8 persons per niche. Normally, for a niche that can placed two urns or more, the number of visitors will be mainly comprised of the same family group members, except with minimal additional visitors from other relatives/friends for few individuals. To cater for this effect, a 10% increase of the trip rate, 9 persons per niche (8 x (1+10%) = 8.8, say 9) , will be adopted for the niches with two urns.

4.2.3 So, the proposed columbarium development, when fully occupied, will generate 36,125 person trips (8 x 2,125 + 9 x 2,125) each year. Excluding the Ching Ming and Chung Yeung Festival Days and their shadow periods (the shadow period will be subjected to the prevailing traffic condition every year) that the proposed columbarium development will be closed as well as other days that will not attract visitors (e.g. new year, lunar new year, days with extreme bad weather), 330 days each year is assumed to have visitors. It is estimated that on average, 110 visitors, i.e. 36,125/330 = 110 will be generated and attracted by proposed columbarium development on a daily basis.

4.3 Vehicular Traffic Generation of the Proposed Columbarium Development

4.3.1 In the following assessment, it is assumed that half of the visitors, i.e. 55 visitors, will visit the proposed columbarium development before noon at 11:00, which is the peak of the day. In the following assessment, all the visitors is assigned to take taxis (2 persons per taxi) on a conservative approach. Therefore, a total of 28 pcu/hour (one-way) will be attracted to the proposed columbarium development during the noon peak hour and it is also included in the AM and PM peak for conservative assessment purpose. The traffic generation/attraction pattern is shown in **Figure 4.1**.

4.4 2029 Reference and Design Flows

4.4.1 The 2029 Reference Flows (**Figures 4.2 and 4.3**), i.e. the traffic flows in the local road network, are estimated based on the following equation.

2029 Reference Flows	=	2024 surveyed peak hour traffic flows on normal weekday/weekend x $(1 + 2\%)^5$ + traffic for attending ceremony for the new 47,500 niches in the area + traffic generated by the approved development

4.4.2 The 2029 Design Flows (**Figures 4.4 and 4.5**), i.e. the traffic flows in the local road network plus the proposed development traffic are estimated based on the following equation:

2029 Design Flows	=	2029 Reference Flows + traffic generated by the proposed columbarium development

4.5 Future Junction Capacity Assessment

4.5.1 Junction capacity assessments were carried out for the design year 2029 and the results are shown in **Table 4.4** and the detailed calculation sheets are presented in **Appendix B**.

Table 4.4 Junction Capacity Assessments – Year 2029

No.	Junction Location	Junction Type	2029 Reference			2029 Design		
			AM	Noon	PM	AM	Noon	PM
Weekday Peak Hour								
J1	Lo Wai Road/Access Road to the Site	Priority	0.01	0.01	0.01	0.07	0.06	0.06
J2	Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road	Roundabout	0.44	0.33	0.38	0.44	0.33	0.38
Weekend Peak Hour								
J1	Lo Wai Road/Access Road to the Site (2)	Priority	0.01	0.01	0.01	0.08	0.08	0.08
J2	Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road	Roundabout	0.44	0.43	0.43	0.45	0.45	0.45

Notes: (1) All numbers are in DFC = design flow to capacity ratio for priority junction and roundabout.
(2) Access road to the Site is widened to 7.3m.

4.5.2 As shown in **Table 4.4**, the assessment results indicated that both concerned junctions will perform satisfactorily on year 2029, with DFC values under 0.85.

4.6 Future Link Capacity Assessment

4.6.1 Link capacity assessments were carried out for the design year 2029 and the results are shown in **Table 4.5**.

Table 4.5 Link Capacity Assessments – Year 2029

No.	Road	Capacity	Reference Flows (veh/hr) [V/C Ratio]			Design Flows (veh/hr) [V/C Ratio]		
			AM	Noon	PM	AM	Noon	PM
Weekday Peak Hour								
L1	**Upper Section –** Lo Wai Road between Hilltop Road and Lo Wai Lane	1,400 veh/hr(1)	280 [0.20]	227 [0.16]	251 [0.18]	280 [0.20]	227 [0.16]	251 [0.18]
L2	**Lower Section –** Lo Wai Road between Hilltop Road and Yi Pei Chun Road	1,700 veh/hr(2)	619 [0.36]	518 [0.30]	527 [0.31]	619 [0.36]	518 [0.30]	527 [0.31]
L3	Yi Pei Chun Road eastbound	1,900 veh/hr(3)	548 [0.29]	427 [0.22]	492 [0.26]	548 [0.29]	427 [0.22]	492 [0.26]
L4	Yi Pei Chun Road westbound	950 veh/hr(3)	598 [0.63]	471 [0.50]	495 [0.52]	598 [0.63]	471 [0.50]	495 [0.52]
L5	Sam Tung Uk Road eastbound	1,900 veh/hr(3)	374 [0.20]	292 [0.15]	312 [0.16]	374 [0.20]	292 [0.15]	312 [0.16]
L6	Sam Tung Uk Road westbound	950 veh/hr(3)	401 [0.42]	306 [0.32]	358 [0.38]	401 [0.42]	306 [0.32]	358 [0.38]

No.	Road	Capacity	Reference Flows (veh/hr) [V/C Ratio]			Design Flows (veh/hr) [V/C Ratio]		
			AM	Noon	PM	AM	Noon	PM
Weekend Peak Hour								
L1	**Upper Section –** Lo Wai Road between Hilltop Road and Lo Wai Lane	1,400 veh/hr(1)	788 [0.56]	782 [0.56]	842 [0.60]	788 [0.56]	782 [0.56]	842 [0.60]
L2	**Lower Section –** Lo Wai Road between Hilltop Road and Yi Pei Chun Road	1,700 veh/hr(2)	1,295 [0.76]	1,288 [0.76]	1,338 [0.79]	1,295 [0.76]	1,288 [0.76]	1,338 [0.79]
L3	Yi Pei Chun Road eastbound	1,900 veh/hr(3)	691 [0.36]	687 [0.36]	748 [0.39]	691 [0.36]	687 [0.36]	748 [0.39]
L4	Yi Pei Chun Road westbound	950 veh/hr(3)	608 [0.64]	604 [0.64]	619 [0.65]	608 [0.64]	604 [0.64]	619 [0.65]
L5	Sam Tung Uk Road eastbound	1,900 veh/hr(3)	536 [0.28]	533 [0.28]	548 [0.29]	536 [0.28]	533 [0.28]	548 [0.29]
L6	Sam Tung Uk Road westbound	950 veh/hr(3)	472 [0.50]	470 [0.49]	513 [0.54]	472 [0.50]	470 [0.49]	513 [0.54]

Notes: (1) The design two-way flow for district distributor (6.75m) as stipulated in Volume 2 of TPDM is adopted.
(2) The design two-way flow for district distributor (7.3m) as stipulated in Volume 2 of TPDM is adopted.
(3) The design one-way flow for undivided carriageway as stipulated in Volume 2 of TPDM is adopted.

4.6.2 **Table 4.5** shows that all road links will operate with V/C ratios under 1.0, for both "With" and "Without" the proposed columbarium development, which is indicated as satisfactory as stated in Transport Planning and Design Manual ("TPDM") (see **Note 1**[1]). So, the future traffic condition is considered to be acceptable.

4.7 Sensitivity Test

4.7.1 In Chinese traditions, once the niche is occupied, the family members will visit the ancestor more frequent in the first few years and in the long run, less family members will visit. However, to be conservative, a sensitivity test should be conducted assuming the number of family members visiting each niche remain unchanged throughout years.

4.7.2 The proposed columbarium will resume the sale of 500 niches from 2026 and anticipated to be sold completely by 2035 (2026 + 4,147 unsold niches / 500 niches per year = 2026 + 9 = 2035). Having considered that ATC is historical data and TPEDM is only available up to 2031 , for long terms traffic forecast to 2035, the growth rates should be also referred to other sources.

4.7.3 Hence, reference is also made to the Hong Kong Population Projections 2022 – 2046, published by Census & Statistic Department (C&SD) in August 2023. The projected overall population of Hong Kong over the period between Year 2022 and Year 2035 are shown in **Table 4.6**.

[1] Note 1: Chapter 1.4, Volume 1 of TPDM states that "In general, a peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic on the proposed road."

Table 4.6 Projected Population Growth in Hong Kong (2022 – 2035)

Year	HK Resident Population
2022	7,346,100
2035	7,988,900
Average Growth Rate per Annum (2022 – 2035)	**+0.65%**

4.7.4 As shown in **Table 4.6**, the average annual population growth rate from 2022 to 2035 is +0.65% per annum. The derived growth rate of +0.65% will be adopted for projecting the increase in traffic between 2031 and 2035.

4.8 2035 Reference and Design Flows

4.8.1 The 2035 Reference Flows (**Figures 4.6 and 4.7**), i.e. the traffic flows in the local road network, are estimated based on the following equation.

2035 Reference Flows = 2024 surveyed peak hour traffic flows on normal weekday/weekend x $(1 + 2\%)^7$ x $(1+0.65\%)^4$ + traffic for attending ceremony for the new 47,500 niches in the area + traffic generated by the approved development

4.8.2 The 2035 Design Flows (**Figures 4.8 and 4.9**), i.e. the traffic flows in the local road network plus the proposed development traffic are estimated based on the following equation:

2035 Design Flows = 2035 Reference Flows + Additional Traffic Generated by the Proposed Columbarium Development

4.9 2035 Junction Capacity Assessment

4.9.1 Junction capacity assessments were carried out for the 2035 reference and design scenarios and the results are shown in **Table 4.7** and the detailed calculation sheets are presented in **Appendix C**.

Table 4.7 Junction Capacity Assessments – Year 2035

No.	Junction Location	Junction Type	2035 Reference			2035 Design		
			AM	Noon	PM	AM	Noon	PM
Weekday Peak Hour								
J1	Lo Wai Road/Access Road to the Site	Priority	0.01	0.01	0.01	0.07	0.06	0.06
J2	Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road	Roundabout	0.48	0.35	0.41	0.48	0.35	0.41
Weekend Peak Hour								
J1	Lo Wai Road/Access Road to the Site (2)	Priority	0.01	0.01	0.01	0.08	0.08	0.09
J2	Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road	Roundabout	0.46	0.46	0.46	0.48	0.48	0.48

Notes: (1) All numbers are in DFC = design flow to capacity ratio for priority junction and roundabout.
(2) Access road to the Site is widened to 7.3m.

4.9.2 As shown in **Table 4.7**, the assessment results indicated that both concerned junctions will operate with capacity, with DFC values less than 0.85.

4.10 2035 Link Capacity Assessment

4.10.1 Link capacity assessments were carried out for the design year 2035 and the results are shown in **Table 4.8**.

Table 4.8 Link Capacity Assessments – Year 2035

No.	Road	Capacity	Reference Flows (veh/hr) [V/C Ratio]			Design Flows (veh/hr) [V/C Ratio]		
			AM	Noon	PM	AM	Noon	PM
Weekday Peak Hour								
L1	**Upper Section –** Lo Wai Road between Hilltop Road and Lo Wai Lane	1,400 veh/hr(1)	294 [0.21]	238 [0.17]	264 [0.19]	294 [0.21]	238 [0.17]	264 [0.19]
L2	**Lower Section –** Lo Wai Road between Hilltop Road and Yi Pei Chun Road	1,700 veh/hr(2)	645 [0.38]	538 [0.32]	550 [0.32]	645 [0.38]	538 [0.32]	550 [0.32]
L3	Yi Pei Chun Road eastbound	1,900 veh/hr(3)	581 [0.31]	452 [0.24]	519 [0.27]	581 [0.31]	452 [0.24]	519 [0.27]
L4	Yi Pei Chun Road westbound	950 veh/hr(3)	632 [0.67]	497 [0.52]	524 [0.55]	632 [0.67]	497 [0.52]	524 [0.55]
L5	Sam Tung Uk Road eastbound	1,900 veh/hr(3)	395 [0.21]	308 [0.16]	331 [0.17]	395 [0.21]	308 [0.16]	331 [0.17]
L6	Sam Tung Uk Road westbound	950 veh/hr(3)	425 [0.45]	325 [0.34]	380 [0.40]	425 [0.45]	325 [0.34]	380 [0.40]
Weekend Peak Hour								
L1	**Upper Section –** Lo Wai Road between Hilltop Road and Lo Wai Lane	1,400 veh/hr(1)	837 [0.60]	831 [0.59]	895 [0.64]	837 [0.60]	831 [0.59]	895 [0.64]
L2	**Lower Section –** Lo Wai Road between Hilltop Road and Yi Pei Chun Road	1,700 veh/hr(2)	1,366 [0.80]	1,360 [0.80]	1,417 [0.83]	1,366 [0.80]	1,360 [0.80]	1,417 [0.83]
L3	Yi Pei Chun Road eastbound	1,900 veh/hr(3)	734 [0.39]	730 [0.38]	794 [0.42]	734 [0.39]	730 [0.38]	794 [0.42]
L4	Yi Pei Chun Road westbound	950 veh/hr(3)	644 [0.68]	641 [0.67]	658 [0.69]	644 [0.68]	641 [0.67]	658 [0.69]
L5	Sam Tung Uk Road eastbound	1,900 veh/hr(3)	568 [0.30]	565 [0.30]	583 [0.31]	568 [0.30]	565 [0.30]	583 [0.31]
L6	Sam Tung Uk Road westbound	950 veh/hr(3)	502 [0.53]	500 [0.53]	546 [0.57]	502 [0.53]	500 [0.53]	546 [0.57]

Notes: (1) The design two-way flow for district distributor (6.75m) as stipulated in Volume 2 of TPDM is adopted.
(2) The design two-way flow for district distributor (7.3m) as stipulated in Volume 2 of TPDM is adopted.
(3) The design one-way flow for undivided carriageway as stipulated in Volume 2 of TPDM is adopted.

4.10.2 **Table 4.8** shows that all road links will operate with V/C ratios under 0.85, which is indicated as satisfactory as stated in Transport Planning and Design Manual ("TPDM") (see **Note 1**[2]). So, the future traffic condition is considered to be acceptable.

[2] Note 1: Chapter 1.4, Volume 1 of TPDM states that "In general, a peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic on the proposed road."

5 OTHER MANAGEMENT MEASURES

5.1 Visit-by-Appointment Scheme

5.1.1 Visit-by-Appointment scheme will be implemented at the proposed columbarium development to control the number of visitors each day and to reserve shuttle service or car parking space for visitors. The visitors will be informed about the shuttle service arrangement and they can make reservations during the booking process. The relevant details provided in the Columbarium Management Plan is abstracted in **Appendix A**.

5.2 Provision of Shuttle Service

5.2.1 With an objective not to induce additional demand on the existing public transport services, i.e. green minibus, the Applicant will provide a shuttle service. The proposed shuttle service will travel between the Site and Tsuen Wan MTR Station. A preliminary routing and pick-up/drop-off point is shown in **Figure 5.1**.

5.2.2 To cater for the peak visitor demand (i.e. 55 visitors per hour) as discussed in **Section 4.3**, a 28-seater minibus will be used for the shuttle service and two trips can carry a total of 56 (2 x 28 = 56) passengers, which would be sufficient to accommodate all visitors induced by the proposed columbarium during peak hour. With the implementation of the visit-by-appointment system, the number of visitors can also be strictly controlled in order not to overload the shuttle service.

5.2.3 Swept path analysis is conducted to demonstrate the feasibility of manoeuvring of a 28-seater minibus within the Site and is presented in **Figure 5.2**. It is clearly demonstrated that there is sufficient space within the proposed development to accommodate the shuttle service pick-up/set-down use.

5.2.4 The detailed routing and the pick-up/drop-off point at Tsuen Wan MTR Station and routing will be submitted under the Management Plan during the license application. With the provision of shuttle service, no demand on the public transport services will be induced by the proposed development.

5.2.5 In view of the above, the details of the shuttle service are summarized as follows:

i) Routing: between Tsuen Wan MTR Station and internal carpark of the columbarium

ii) Maximum Projected Passenger Demand: 55 passengers per hour (controlled by the visit-by-appointment system)

iii) Frequency of the Service: 2 trips per hour (by 28 seaters shuttle bus); the frequency will be further reviewed depending on the number in the visit-by-appointment system

iv) Operation Hour: 09:00 to 18:00

v) Operation Day: no service will be provided on the days when the columbarium is closed

5.3 Data Collection and Review of Management Plan

5.3.1 A traffic report shall be prepared for every subsequent year, summarizing all traffic-related information, such as the number of visitors, number of niches occupied, etc. All information can be used to evaluate the operation efficiency of the traffic arrangement and assist to enhance the management of the proposed columbarium. At the same time, if necessary, the information can be provided to Hong Kong Police Force, Transport Department, and other relevant government departments for consideration. Necessary actions can be taken to improve the overall traffic arrangement.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The Applicant intends to regularize its existing "columbarium" use at the Site to provide 4,250 niches. The Site is located on the western side of Lo Wai Road and is about 180m away from the main entrance of Yuen Yuen Institute. The Site can be reached via an access road which is connected to Lo Wai Road.

6.1.2 In order not to generate additional traffic volume in Lo Wai area during festival days and its shadow periods, the Applicant proposes to close the columbarium on these special days. All visitors must make their visits only on other normal weekdays and weekends. This arrangement will form part of the Columbarium Management Plan to be submitted to the Private Columbarium Licensing Board for long-term monitoring and enforcement purposes.

6.1.3 The proposed columbarium development will provide 4 private car parking spaces including 1 for people with disabilities, 3 motorcycle parking spaces and 1 LGV loading/unloading bay. A pick-up/drop-off lay-by (10m in length) is also provided to serve the visitors arriving by taxis.

6.1.4 To appraise the existing traffic conditions on normal weekdays and weekends, classified turning movement counts were conducted on a weekday and a Sunday from 08:30 to 18:30 in September 2024. Based on the peak hour traffic flows, junction and link capacity assessments were conducted. The overall traffic conditions was found to be satisfactory.

6.1.5 Taking into consideration of the historical growth from the ATC data, the future TPEDM data and the future developments in the Lo Wai area, a nominal growth rate of 2% is adopted to project the 2029 Reference Traffic Flows ("Without" the proposed columbarium). Also, a nominal traffic of 50 vehicle trips (2-way) per hour are assumed to cater for the demand for attending ceremony for the new 47,500 niches in the Lo Wai area.

6.1.6 Visitors of the proposed columbarium development are expected to arrive throughout the year, except on the festival days and their shadow periods. It is estimated that a total of 28 pcu/hour (one-way) will be attracted to the proposed columbarium development. The 2029 Design Traffic Flows ("With" the proposed columbarium) are derived by sum up the 2029 Reference Traffic Flows and the development traffic flows.

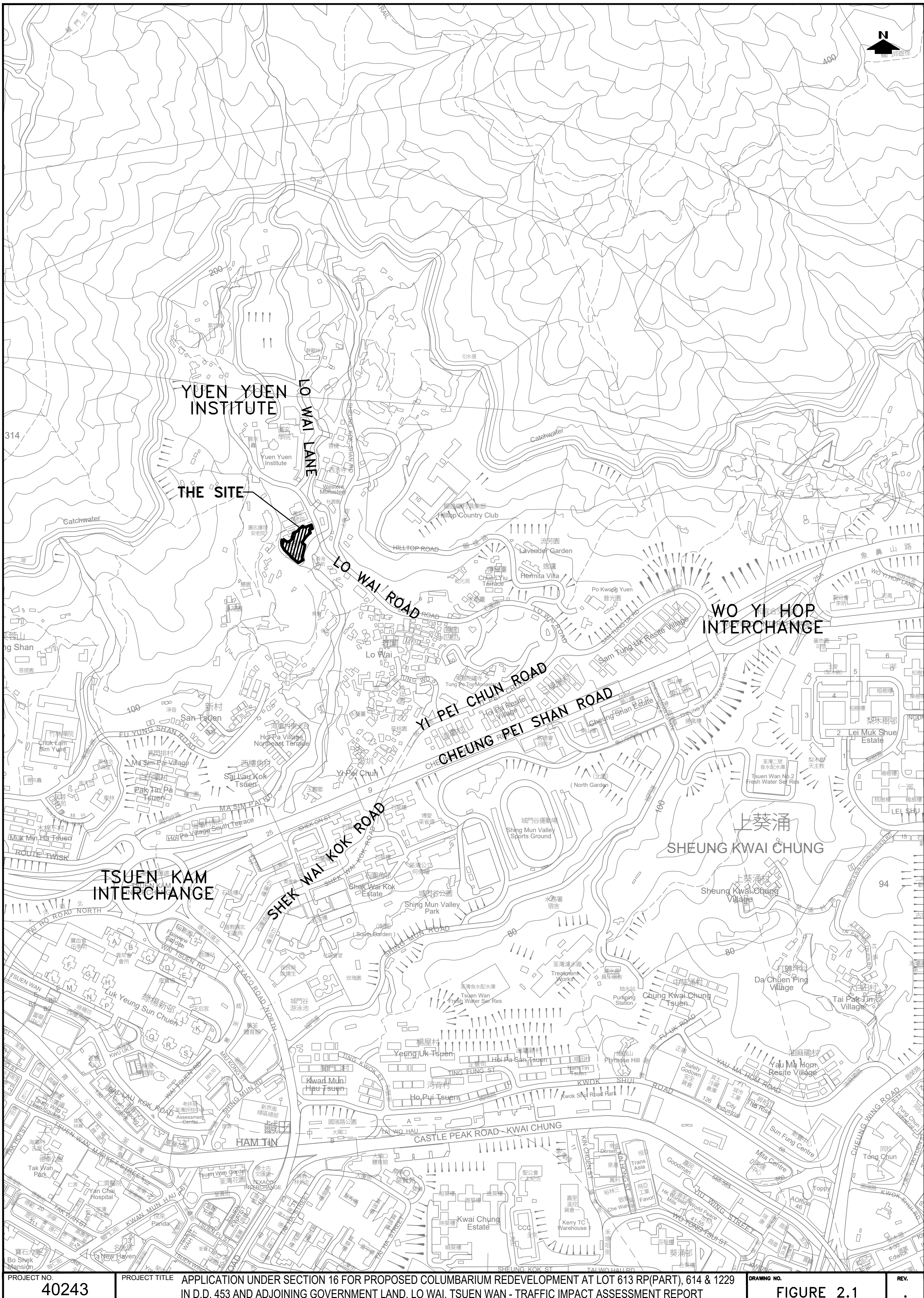
6.1.7 Based on the future traffic flows, junction and link capacity assessments were conducted for both "With" and "Without" the proposed columbarium development and the results was satisfactory. A sensitivity test is also conducted in 2035, the year which all niches are sold assuming the number of family members visiting each niche remain unchanged throughout years. The result shows that the concerned junctions and link would operate with capacity during the peak hour. Nevertheless, a traffic review should be conducted on a regular basis to enhance the special traffic arrangement for maintaining the smooth traffic condition.

6.1.8 Other management measures, i.e. visit-by-appointment scheme, provision of shuttle service and regular review of management plan, would be implemented.

6.2 Conclusion

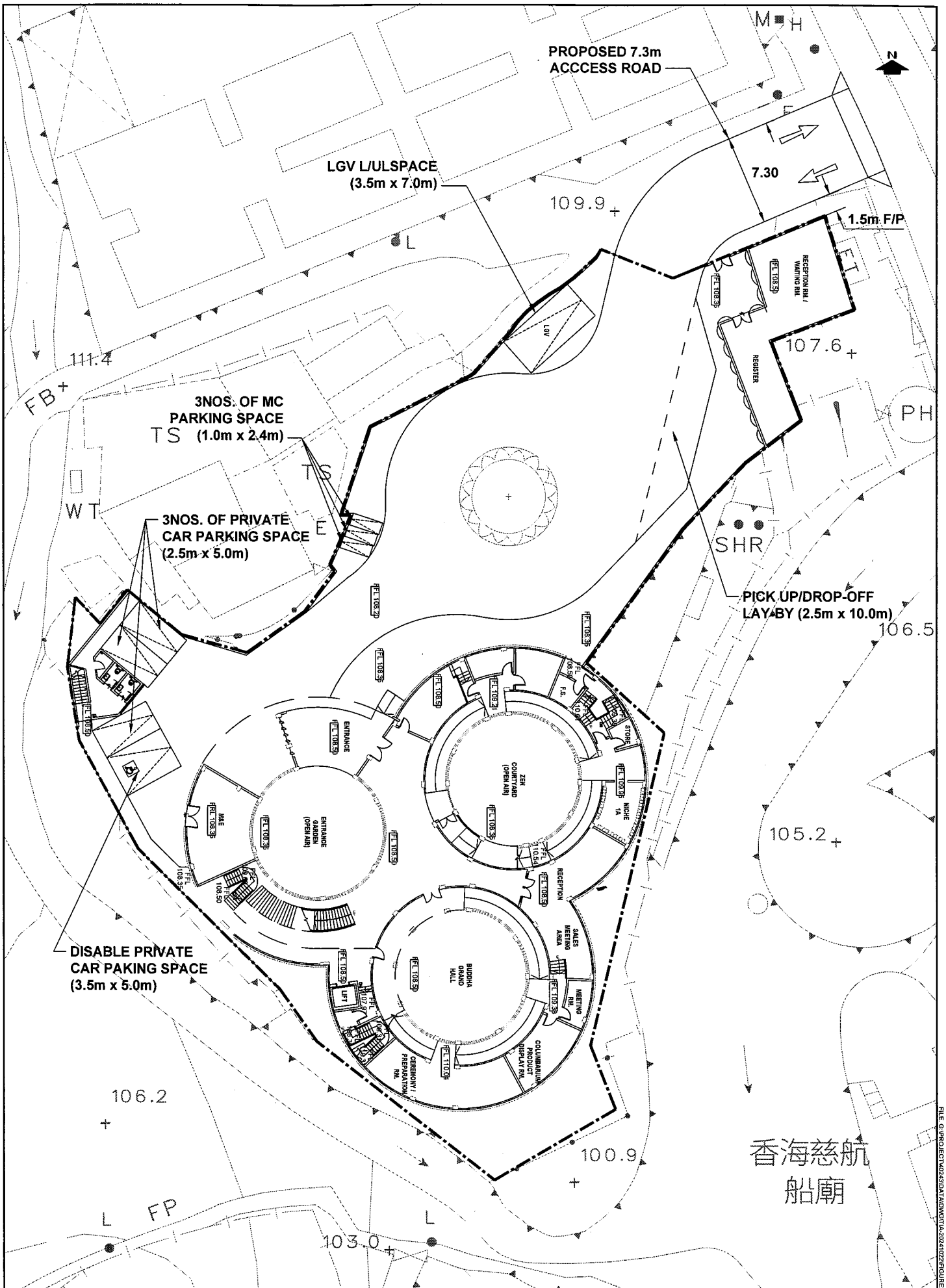
6.2.1 The findings of this traffic impact assessment indicated that the proposed columbarium development will not cause additional adverse impact on the operation of Lo Wai Road on normal weekdays and weekends, provided that the proposed columbarium development is closed for the visitors during the festival days and its shadow period. The Applicant will incorporate the same proposed traffic arrangements into the Columbarium Management Plan to PCLB for future monitoring and enforcement purposes.

6.2.2 In view of the above, the proposed columbarium development is considered acceptable in traffic viewpoint.



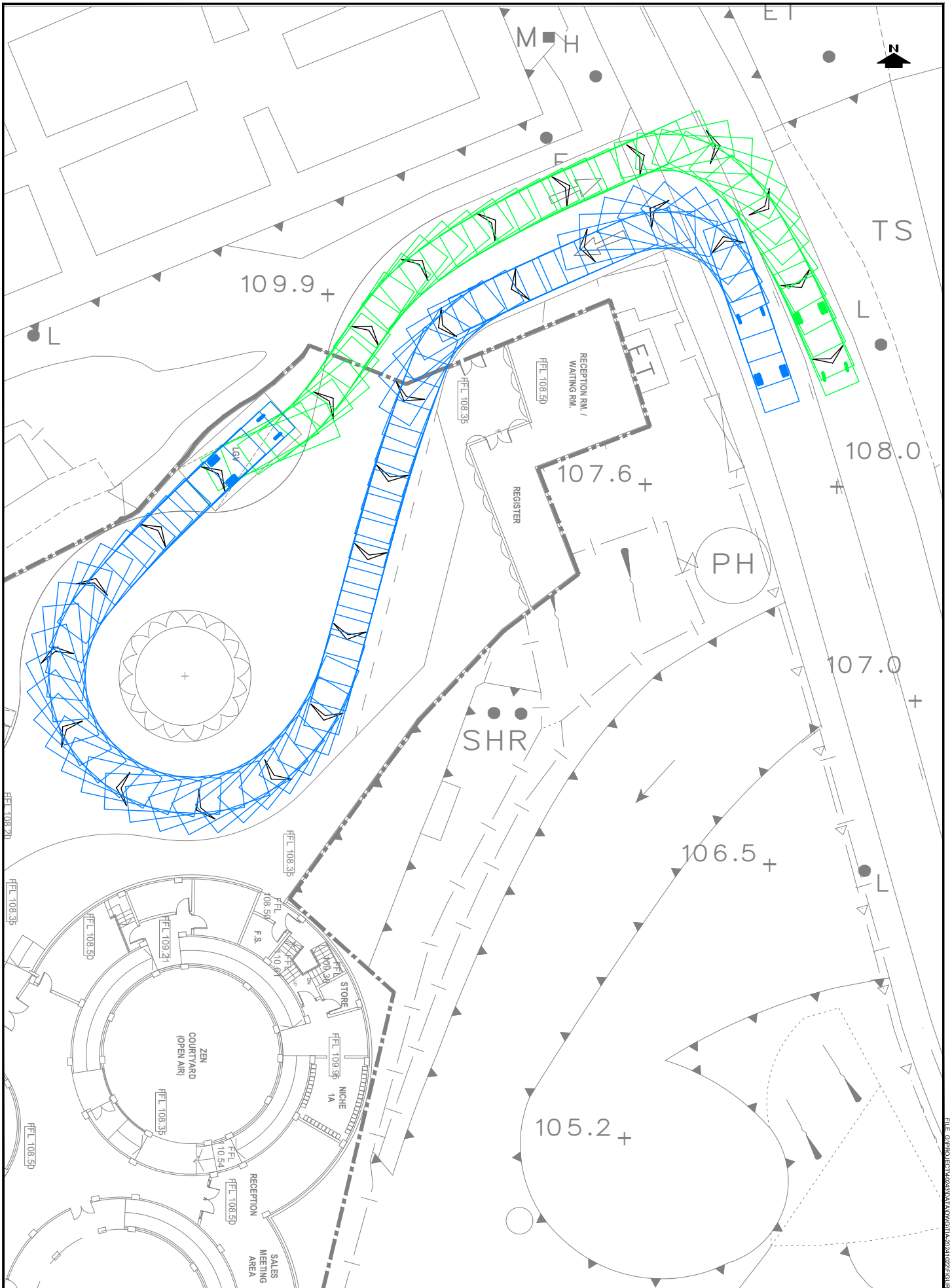
FILE. G:\PROJECT\40243\DATA\DWG\TIA-20240730\FIGURE2.1.DWG PLOT SCALE : 1 = 1

PROJECT NO.	PROJECT TITLE	DRAWING NO.	REV.
40243	APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	FIGURE 2.1	.
DESIGNED SKL / DATE JUL 2024	DRAWING TITLE		
DRAWN CLL / SCALE 1:10000	LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			



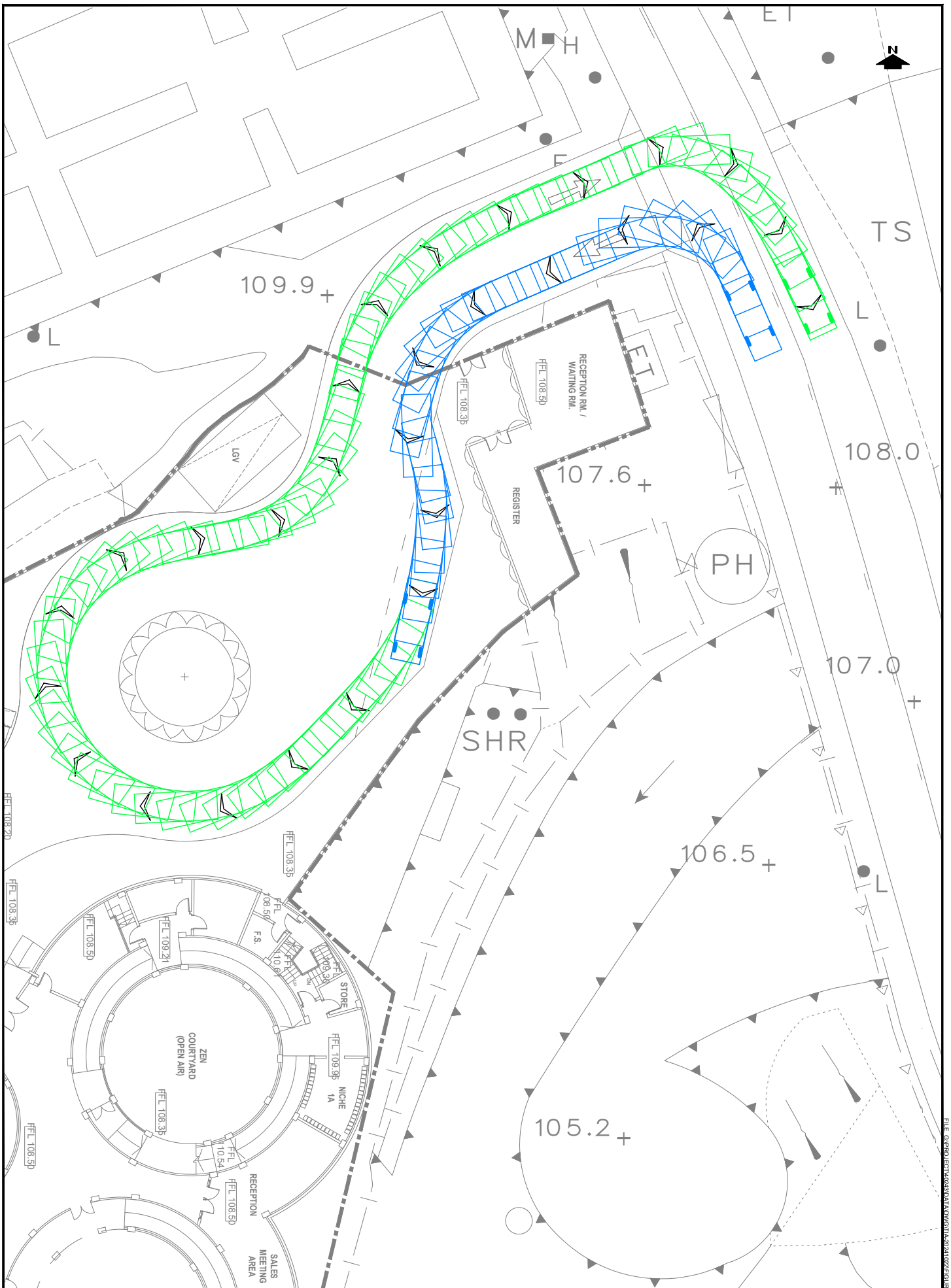
PROJECT NO. 40243	PROJECT TITLE APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 2.2	REV. A
DESIGNED SKL / DATE OCT 2024 / DRAWN CLL / SCALE 1:400 / CHECKED SLN	DRAWING TITLE PROPOSED TRAFFIC LAYOUT	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE2.2A.DWG PLOT SCALE : 1 = 1



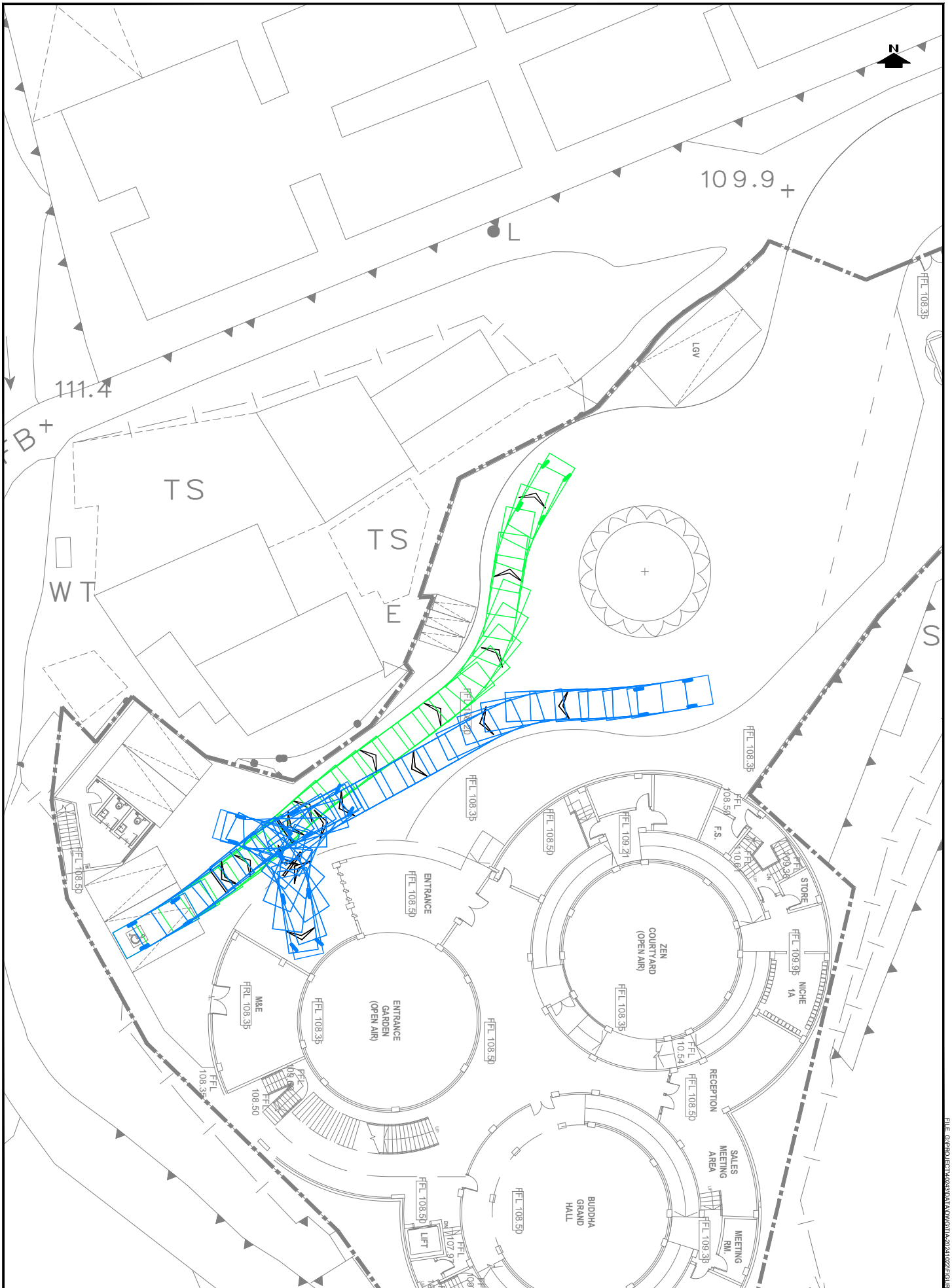
PROJECT NO. 40243	PROJECT TITLE APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 2.3	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE		
DRAWN CLL / SCALE 1:300	**SWEPT PATH ANALYSIS - LGV L/UL SPACE**	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE2.3A.DWG PLOT SCALE : 1 = 1



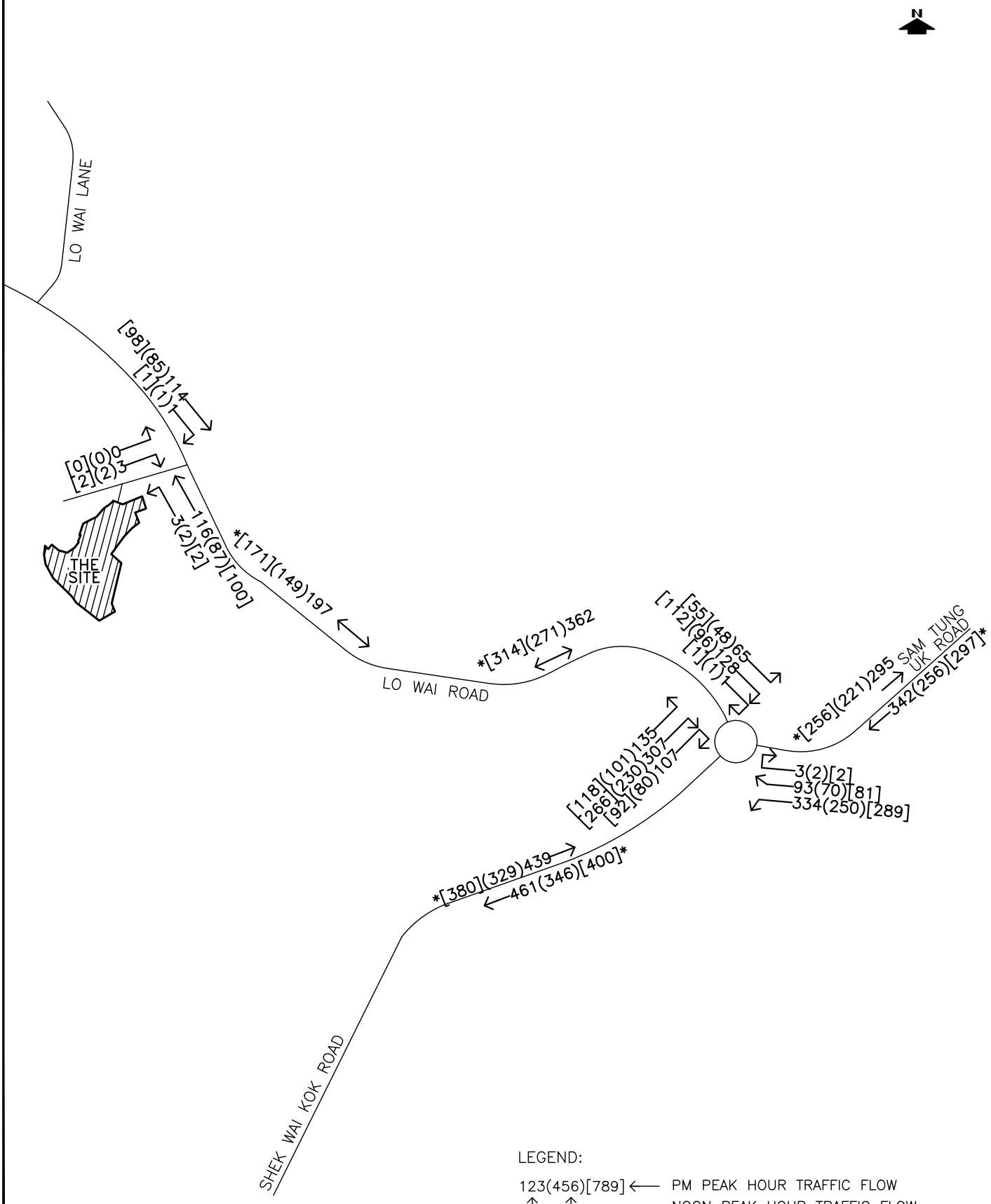
PROJECT NO. 40243	PROJECT TITLE APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 2.4	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE SWEPT PATH ANALYSIS - PICK-UP/DROP-OFF LAYBY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE2.4A.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40243	PROJECT TITLE APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 2.5	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE **SWEPT PATH ANALYSIS - DISABLE PRIVATE CAR PARKING SPACE**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE2.5A.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

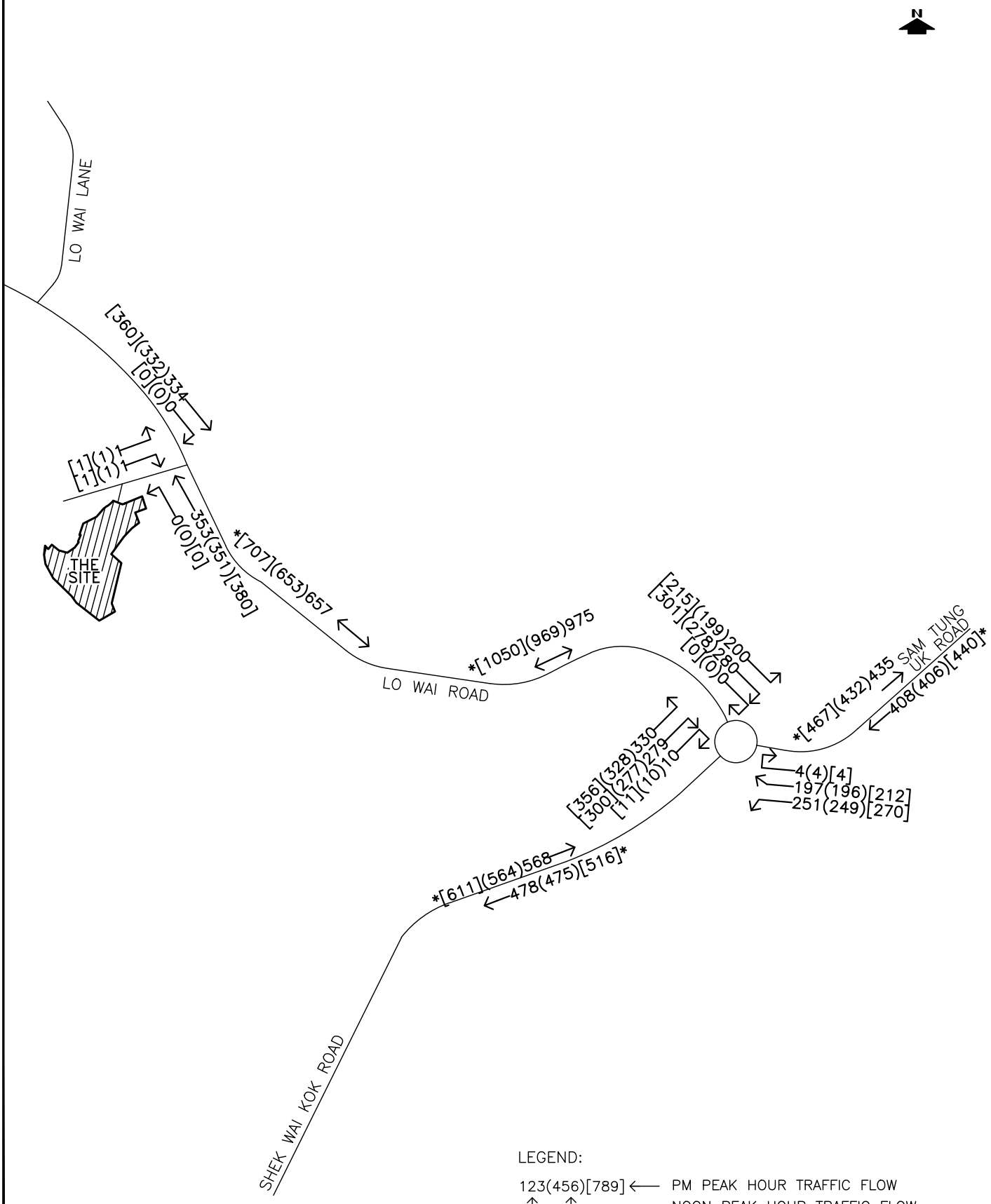
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 3.1	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: EXISTING TRAFFIC FLOWS ON WEDNESDAY, 25 SEPTEMBER 2024		
DRAWN CLL / SCALE N.T.S.		LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE3.1A.DWG PLOT SCALE : 1 = 1



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123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW
NOON PEAK HOUR TRAFFIC FLOW
AM PEAK HOUR TRAFFIC FLOW
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 3.2	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: EXISTING TRAFFIC FLOWS ON SUNDAY, 22 SEPTEMBER 2024	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
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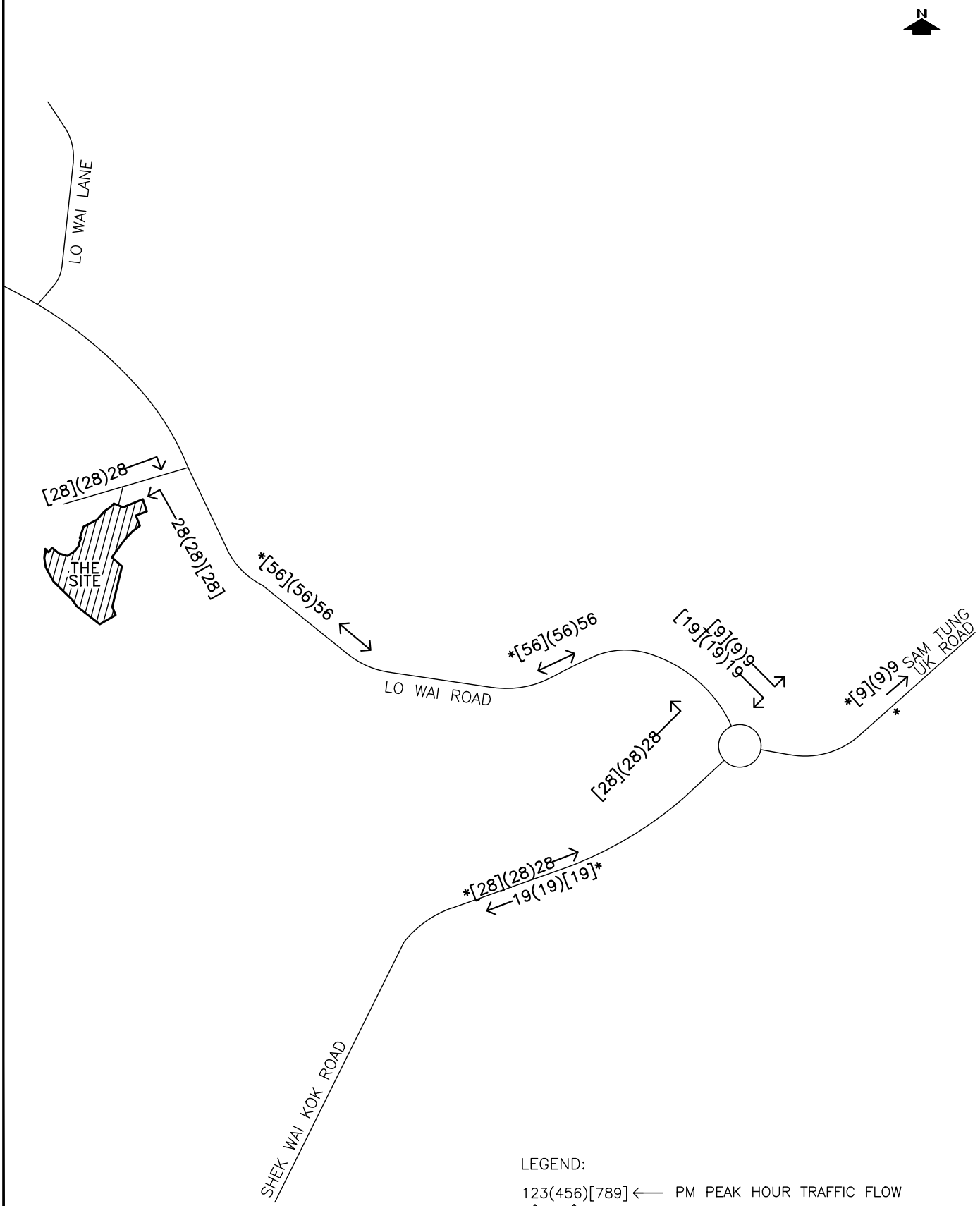
FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE3.2A.DWG PLOT SCALE : 1 = 1



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NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.1	REV. –
DESIGNED SKL / DATE JUL 2024	DRAWING TITLE: DEVELOPMENT TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
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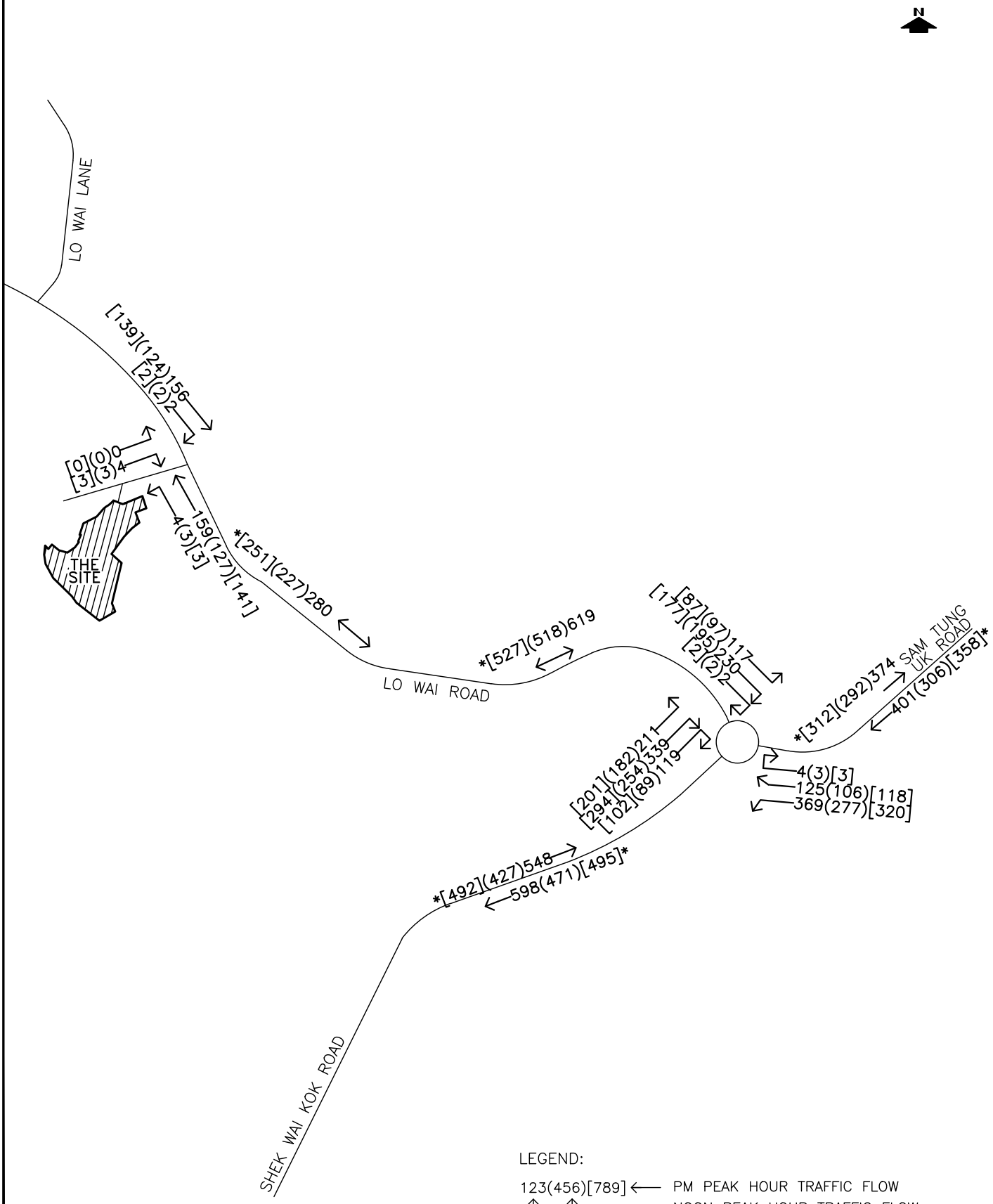
FILE: G:\PROJECT\40243\DATA\DWG\TIA-20240730\FIGURE4.1.DWG PLOT SCALE : 1 = 1



LEGEND:

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↑ NOON PEAK HOUR TRAFFIC FLOW

↑ AM PEAK HOUR TRAFFIC FLOW

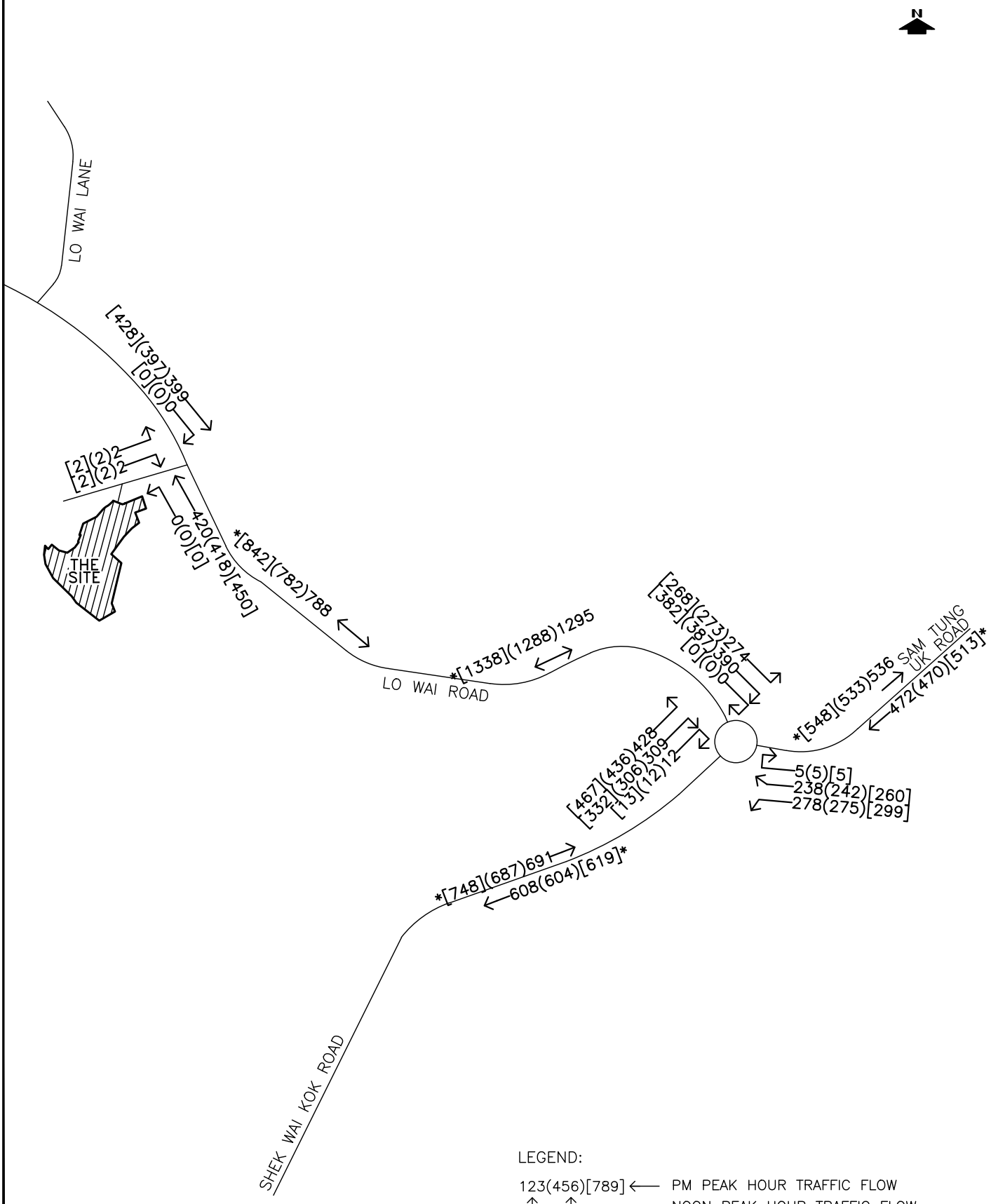
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.2	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2029 REFERENCE TRAFFIC FLOWS ON WEEKDAY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.2A.DWG PLOT SCALE : 1 = 1



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NOON PEAK HOUR TRAFFIC FLOW
AM PEAK HOUR TRAFFIC FLOW
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.3	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2029 REFERENCE TRAFFIC FLOWS ON WEEKEND	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
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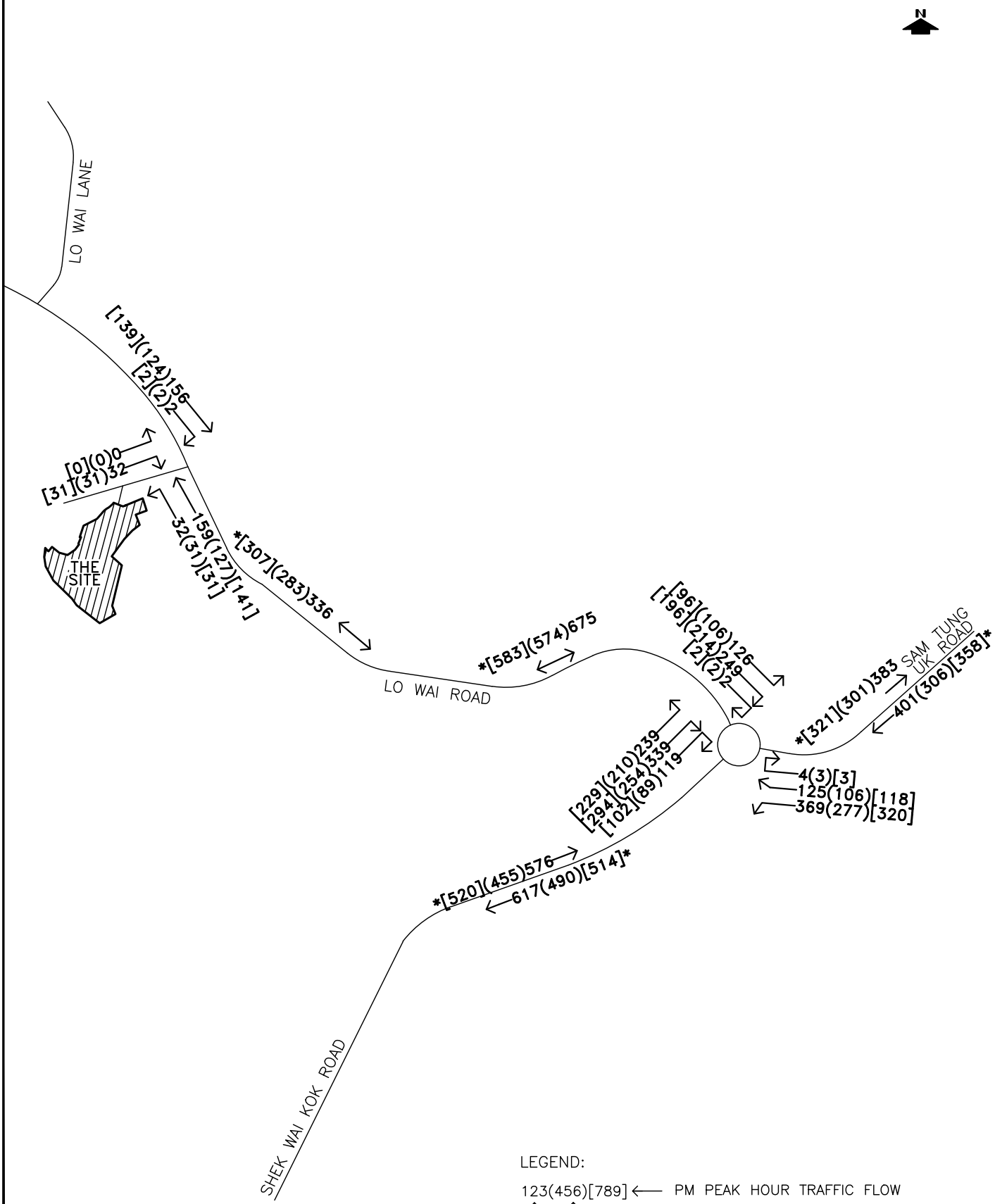
FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.3A.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

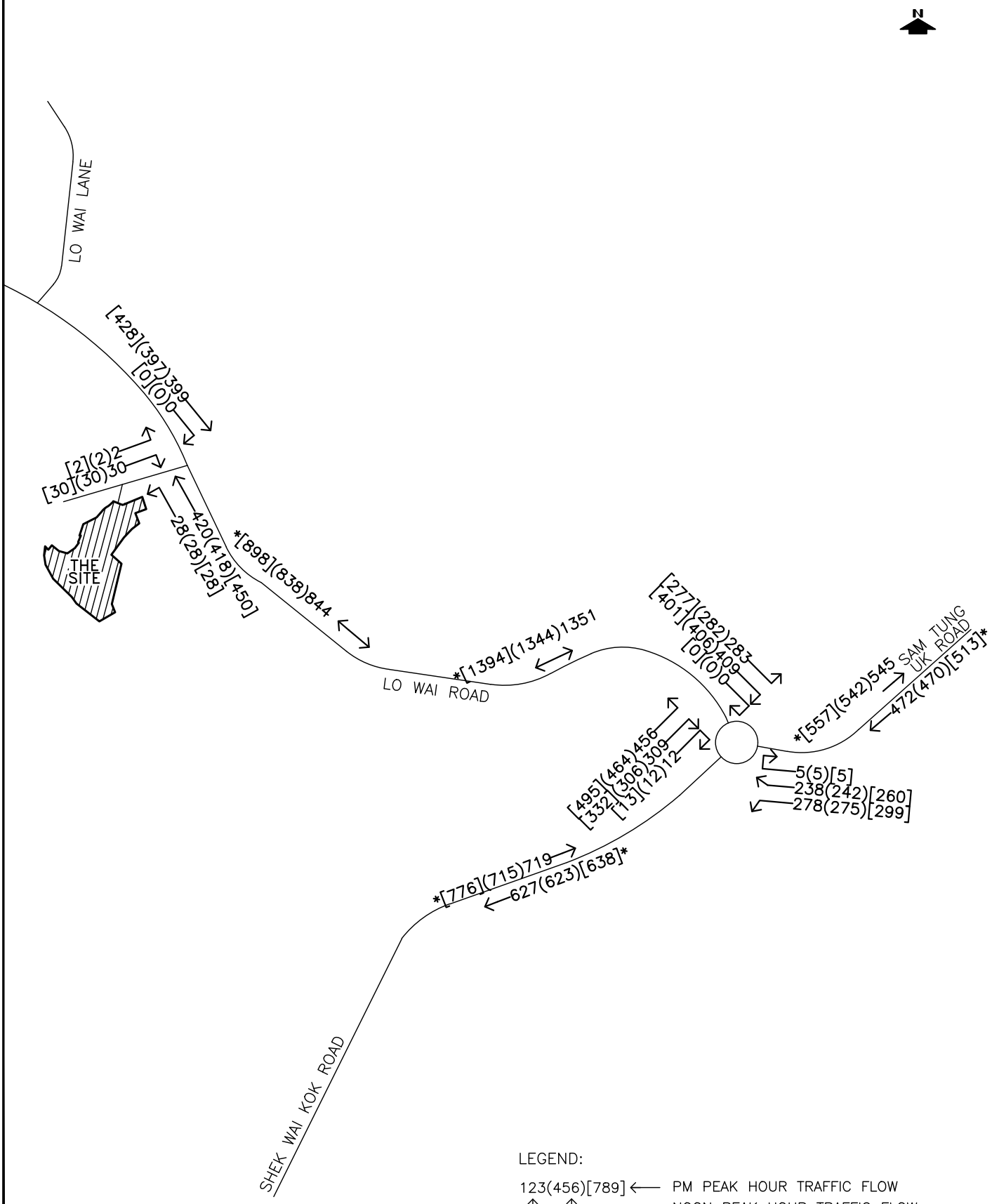
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT		DRAWING NO. FIGURE 4.4	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2029 DESIGN TRAFFIC FLOWS ON WEEKDAY		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.				
CHECKED SLN				

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.4A.DWG PLOT SCALE : 1 = 1



LEGEND:

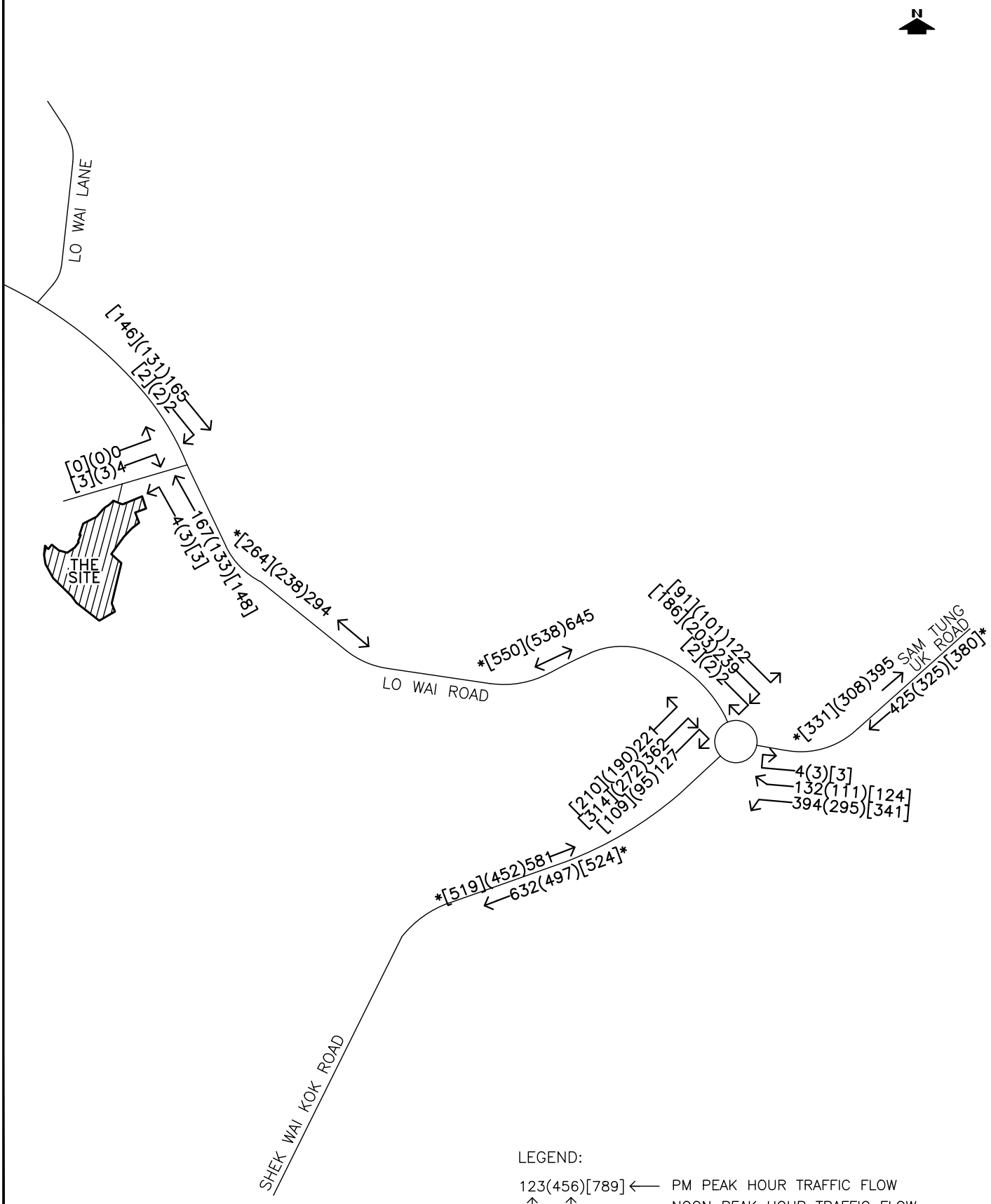
123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW
NOON PEAK HOUR TRAFFIC FLOW
AM PEAK HOUR TRAFFIC FLOW
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT		DRAWING NO. FIGURE 4.5	REV. A
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2029 DESIGN TRAFFIC FLOWS ON WEEKEND			
DRAWN CLL / SCALE N.T.S.			LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN				

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.5A.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

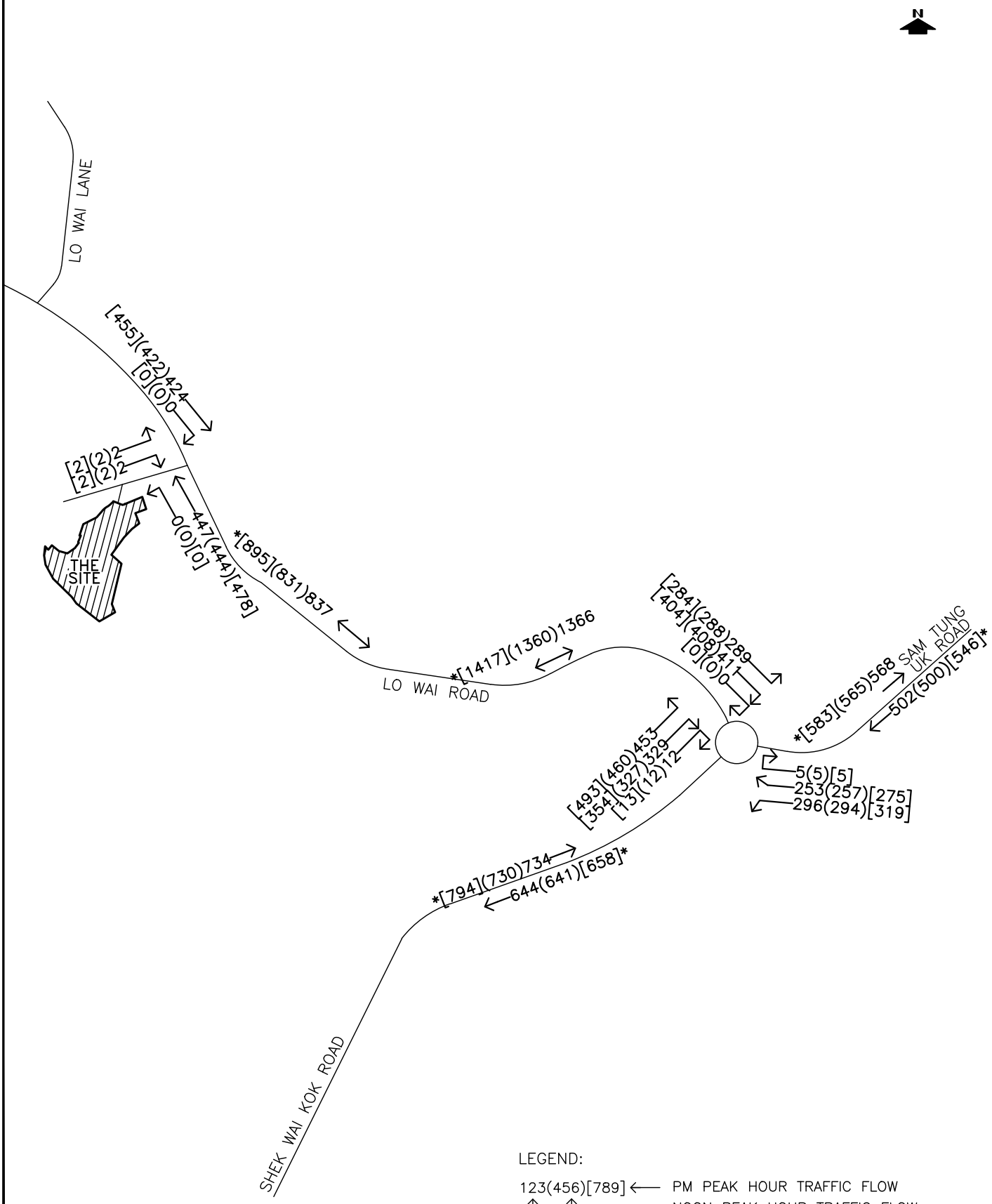
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.6	REV. –
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2035 REFERENCE TRAFFIC FLOWS ON WEEKDAY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.6.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

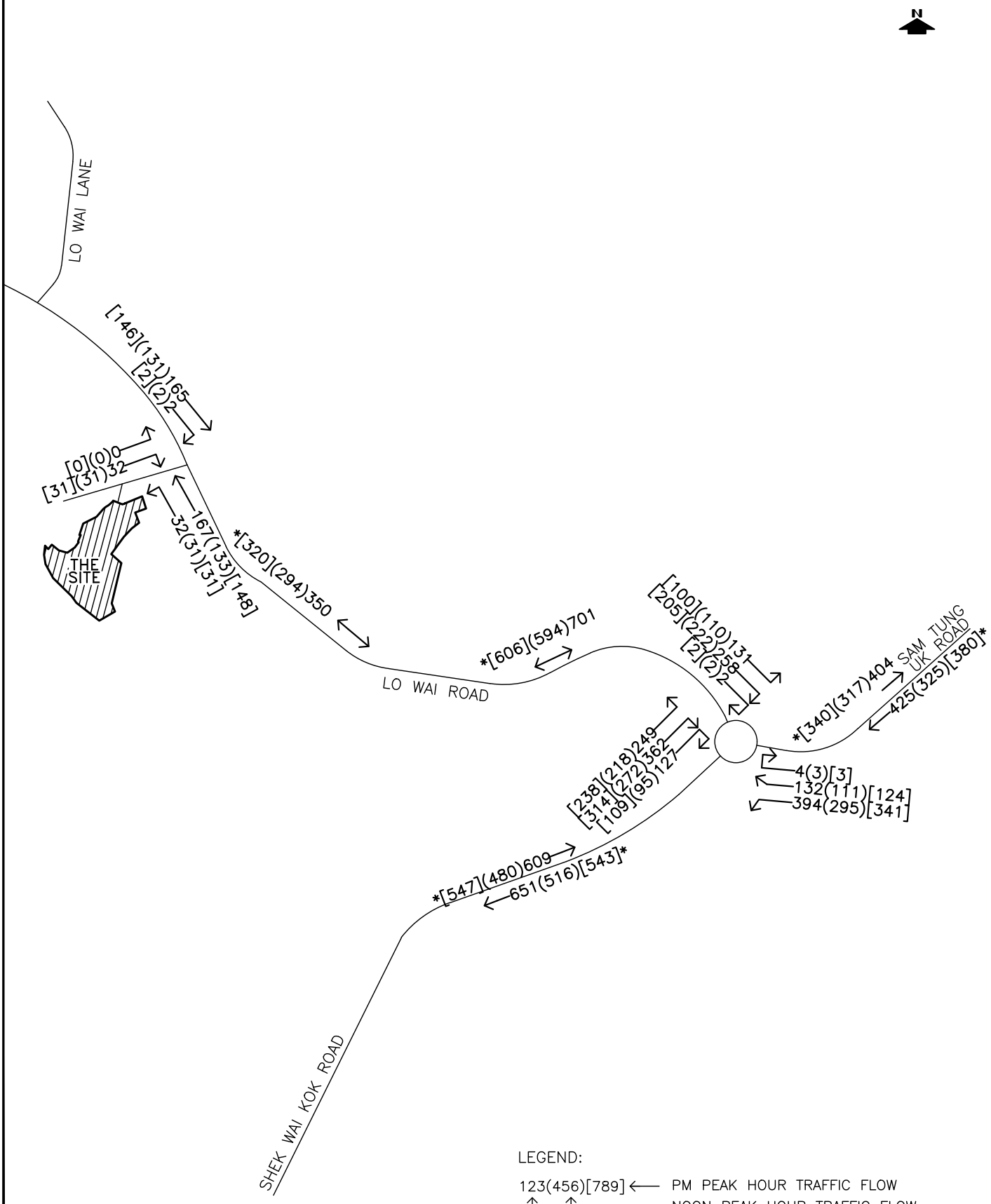
NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.7	REV. –
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2035 REFERENCE TRAFFIC FLOWS ON WEEKEND	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.7.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.7.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

NOON PEAK HOUR TRAFFIC FLOW

AM PEAK HOUR TRAFFIC FLOW

*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

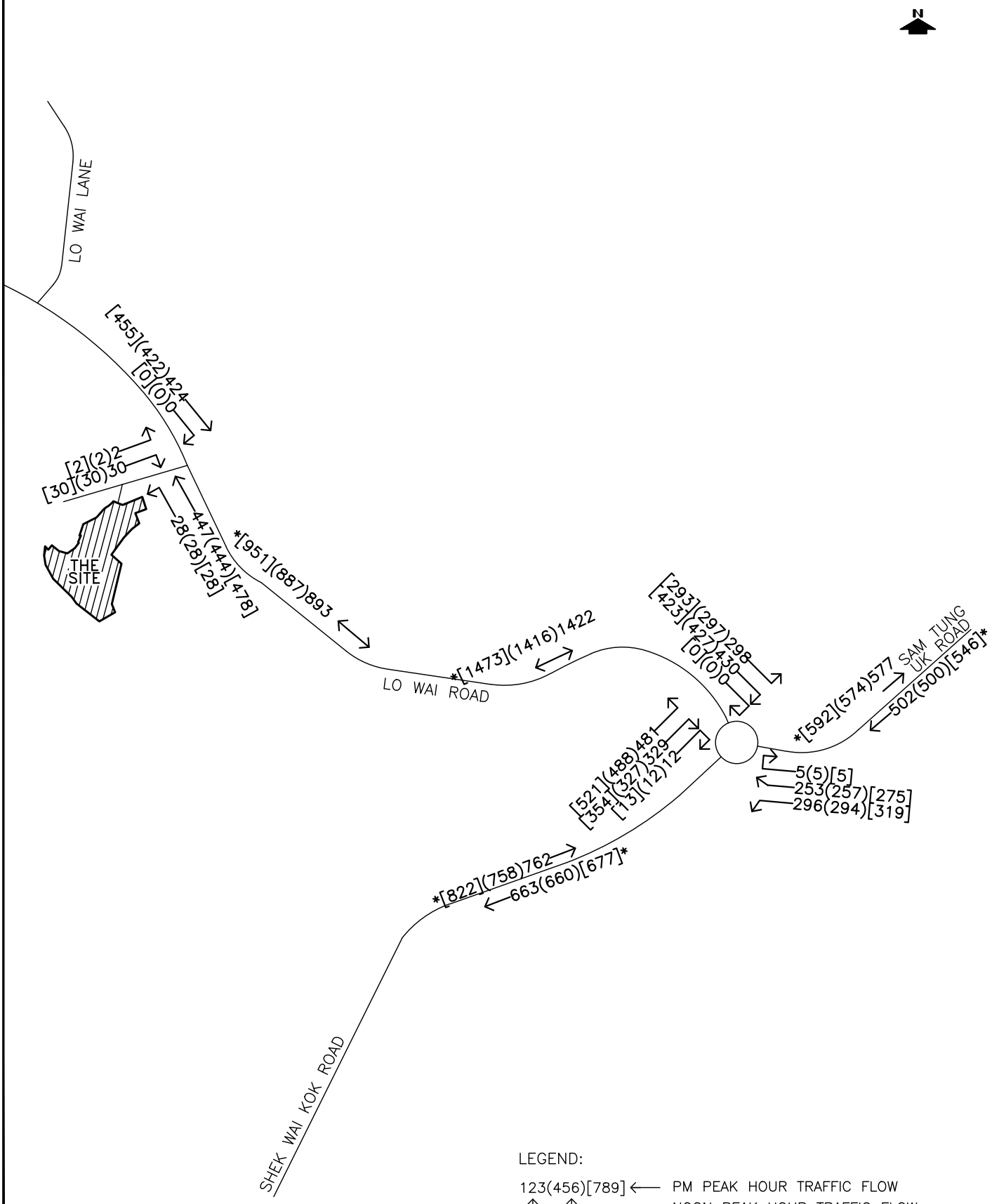
NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.8	REV. –
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2035 DESIGN TRAFFIC FLOWS ON WEEKDAY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.8.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.8.DWG PLOT SCALE : 1 = 1



LEGEND:

123(456)[789] ← PM PEAK HOUR TRAFFIC FLOW

↑ NOON PEAK HOUR TRAFFIC FLOW

↑ AM PEAK HOUR TRAFFIC FLOW

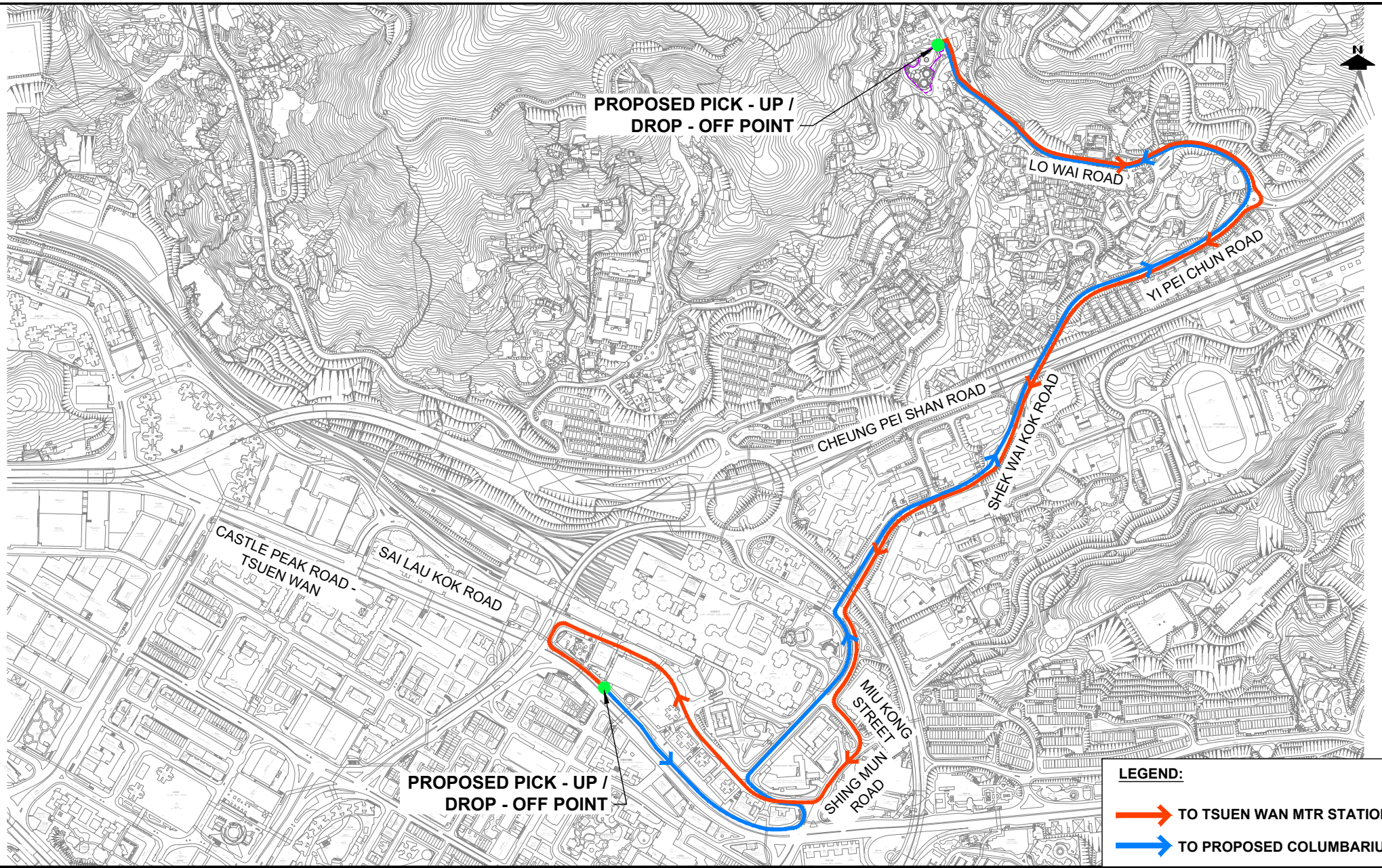
*123(456)[789] TRAFFIC FLOWS EXPRESSED IN VEH/HOUR

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

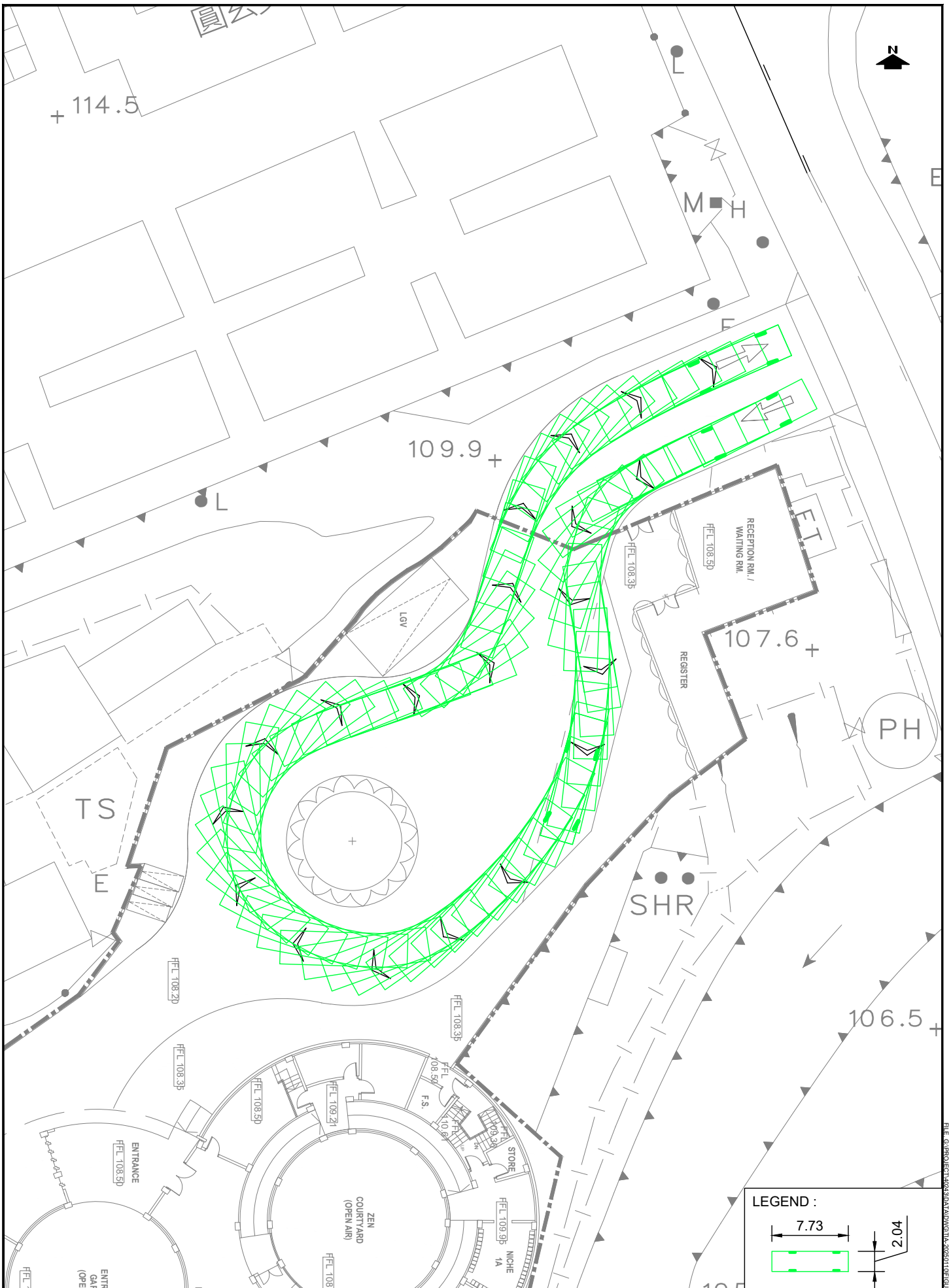
PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 4.9	REV. –
DESIGNED SKL / DATE OCT 2024	DRAWING TITLE: 2035 DESIGN TRAFFIC FLOWS ON WEEKEND	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE4.9.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40243	PROJECT TITLE APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 5.1	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN	DATE JAN 2025 / SCALE 1:8500 @ A4	DRAWING TITLE PROPOSED PRELIMINARY SHUTTLE SERVICE ROUTING AND PICK-UP / DROP-OFF POINT	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20241022\FIGURE5.1.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40243	PROJECT TITLE: APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229 IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT	DRAWING NO. FIGURE 5.2	REV. .
DESIGNED SKL / DATE JAN 2025	DRAWING TITLE: **SWEPT PATH ANALYSIS - PICK-UP/DROP-OFF LAYBY (28-SEATERS)**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

FILE: G:\PROJECT\40243\DATA\DWG\TIA-20250110\FIGURE5.2.DWG PLOT SCALE : 1 = 1

APPENDIX A

Abstract of the Management Plan

3. 場地資料及樓宇排列

3.1. 永盛園私營骨灰安置所 (以下稱為『本骨灰安置所』) 佔地約 2,250 平方米，總樓宇建築面積不超過 1,880 平方米，共有：

(a) 1 座 2 層高的骨灰安置所大樓；
(b) 1 座 1 層高的附屬樓內含接待/登記/等候室；
(c) 1 座 2 層高的附屬樓內含停車位/洗手間/儲物室。

4. 可容納的訪客量及入場管制

4.1 「本骨灰安置所」重建後的開放時間為週一至週日由上午九時至下午五時三十分(**不包括**清明節及重陽節，及其前後的週六、週日和在該期內的公眾假期〔以下統稱為『規定時段』〕)。農曆新年和盂蘭節期間的開放時間也會作出彈性處理安排，並會另行正式通知。在此「規定時段」內，本骨灰安置所將會全日關閉，並會將大閘用鐵鏈上鎖，以及在門外當眼位置掛上不開放的通告牌。該通告內容包括如下資料：

不開放的日期、時間、依據或理由、
查詢電話和聯絡人姓名。

4.2 「本骨灰安置所」在每年春、秋二祭「規定時段」的一個月前，會以信件、電郵及電話短訊形式通知所有客人，有關「本骨灰安置所」在「規定時段」的特別安排。不開放通告內容同上(請參考第 4.1 段)。

4.3 只有在「本骨灰安置所」已註冊購買龕位的客人及其親友，並按照第 4.4 段的安排，方可進入「本骨灰安置所」拜祭先人，「本骨灰安置所」設施是不開放予其他與「本骨灰安置所」無關的公眾人士。

4.4 「本骨灰安置所」將嚴格實施「預約到訪」的人流管制安排。所有到訪者必須在不少於 2 個工作天與「本骨灰安置所」職員預約確定到訪的日期、時間、人數和到訪使用的交通工具。預約可以透過電郵[電郵地址稍後補上]或通過電話[2490 2128；2490 2866]完成。在成功預約後，每位訪客/訪客團將會獲取一個進場編號。所有訪客需於預約時段內到達「本骨灰安置所」,「本骨灰安置所」會調派兩位職員於大門駐守及為訪客登記。登記時訪客需要向職員提供登記確認號碼、姓名及聯絡電話以作核對。成功核對登記和核實訪客人數後，駐守於等候區的骨灰龕堂職員會按預約時段，安排訪客進入骨灰龕堂進行拜祭。未能確認預約或逾時的訪客將不容許進入「本骨灰安置所」, 並必須再次進行預約。堂內及大閘兩旁將會設有攝錄儀器，在堂內亦有「本骨灰安置所」職員提供協助。

4.5 每一節拜祭時段為 60 分鐘 (即 09:00–10:00，10:00–11:00，如此類推，訪客每次最多可連續預約兩節的拜祭時段)。在每時段的 25 分鐘後，「本骨灰安置所」職員及堂內通訊系統，會溫馨提示訪客有關拜祭時段將快結束，客人需開始收拾東西離開龕堂。

4.6 如訪客搭的士到場，訪客需於大門向職員提供拜訪者登記確認號碼、姓名及聯絡電話以作核對(第 4.4 段應用)。成功核對登記和核實訪客人數後，的士才可駛進入「本骨灰安置所」的車輪停靠處，的士落客後必須立即離開「本骨灰安置所」。

4.7 訪客必須服從「本骨灰安置所」的入場管理安排。由於「本骨灰安置所」的停車場車位有限。如訪客自身是，或同行者有，殘障人士，需要臨時使用「本骨灰安置所」的車位，訪客必須在一星期前與「本骨灰安置所」職員進行預約，預約可以透過電郵[電郵地址稍後補上]或通過電話[2490 2128；2490 2866]進行。訪客在預約時需清楚聲明預約日期、時段、人數、車牌號碼和需求特別安排。在成功完成預約後，每位訪客/訪問團會獲提供一個車輛進場編號，成功預約的訪客需向「本骨灰安置所」辦公室的職員出示該車輛進場編號。只有成功預約的訪客，在職員核實所有相關資料(第 4.4 段也應用)後，才可駕車進入「本骨灰安置所」的停車場，停車時限不得超過 1 小時。

4.8 所有早到的訪客會被職員帶領到地面層指定的等候區等候， 並必須依照職員的指示，按預約時段先後進入骨灰龕堂進行拜祭。

5. 交通及公共運輸安排

5.1 訪客可選擇乘搭下列各交通工具往來「本骨灰安置所」:

(a) 乘搭專線小巴 81 線，在「老圍路」站下車，步行約 5 分鐘就可到達「本骨灰安置所」; 或

(b) 乘搭九巴 32、36、32M 及 43X 線，或專線小巴 82、82M、94 及 312 線在「三棟屋村」站下車，步行約 15 分鐘可到達「本骨灰安置所」。

(c) 「本骨灰安置所」提供往返荃灣地鐵站的穿梭小巴服務。

上落客貨設施

5.2 「本骨灰安置所」有 1 個上落客貨設施，僅供「本骨灰安置所」的日常運作使用。同時，鼓勵訪客乘坐公共交通工具，並手提輕便祭品進行拜祭。

停靠處

5.3 「本骨灰安置所」有 1 個 10 米長的車輪停靠處，僅供「本骨灰安置所」有預約的訪客使用(第 4.4 及 4.6 段也應用)，車輪落客後必須立即離開「本骨灰安置所」。

停車設施

5.4 「本骨灰安置所」合共有 4 個私家車車位(包括 1 殘障人士泊車位)及 3 個電單車車位。 如訪客自身是，或同行者，有殘障人士，需要臨時使用「本骨灰安置所」的車位，訪客必須在一星期前與「本骨灰安置所」職員進行預約(第 4.4 及 4.7 段也應用)。

「本骨灰安置所」對附近道路產生的影響及建議的紓緩措施

5.5 為舒緩前往「本骨灰安置所」對附近道路產生的影響，同時也顧及大堂內可接受最高人流量的限制和保持一個合理舒適的環境，「本骨灰安置所」是會嚴格實施「預約到訪」機制，管控各時段內的訪客量。而在「規定時段」內，「本骨灰安置所」將會全日關閉。

6. 訪客注意事項

6.1 凡購買龕位時客戶需簽妥出售協議書內的「用家協議」。「用家協議」中會清楚列明「本骨灰安置所」的訪客注意事項，其中包括場地開放、「預約到訪」安排、進場管制措施及停車位安排規定。本骨灰安置亦會把有關的安排及規定，以提示形式張貼在「本骨灰安置所」內當眼位置。所有協議簽署客戶及其到訪的家屬和朋友，必須遵守。若出現客戶或其家屬不遵從有關協議，「本骨灰安置所」將會先行給予提醒，並保留單方面撤銷出售協議之權利。

6.2 在拜祭先人時，「本骨灰安置所」有以下的安排及規定，而此等安排及規定亦會在「用家協議」內和「本骨灰安置所」當眼位置張貼，作為重要提示：

關於入場管制安排

(i) 除「特定節日時間」外，「本骨灰安置所」的開放時間為週一至週日上午九時至下午五時三十分；

(ii) 農曆新年和盂蘭節期間開放時間會作彈性處理，並另行通知所有客戶；

(iii) 特定節日期間，即清明節及重陽節當天，以及該節日前後的週六、週日和公眾假日；

(iv) 在此「規定時段」內，「本骨灰安置所」將會全日關閉，並會將大閘上鎖；

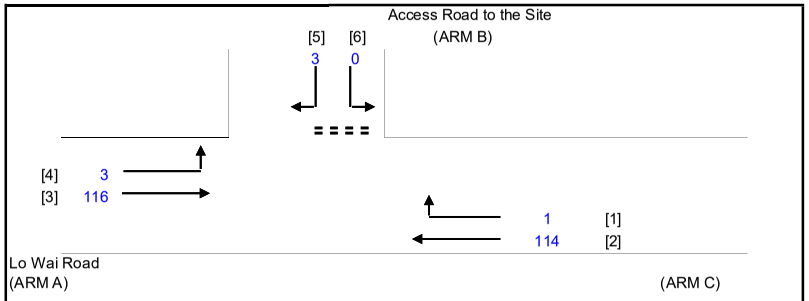
(v) 所有有特別需要臨時使用「本骨灰安置所」內的車位的訪客，必須在一星期前與「本骨灰安置所」職員進行預約。未有確認預約者不得駕車進入「本骨灰安置所」；及

(vi) 到訪者必須遵循「本骨灰安置所」職員的人流指示和安排。

APPENDIX B

Junction Capacity Assessment – Existing Scenario

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing AM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	116	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	114	(pcu/hr)
q c-b	=	1	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

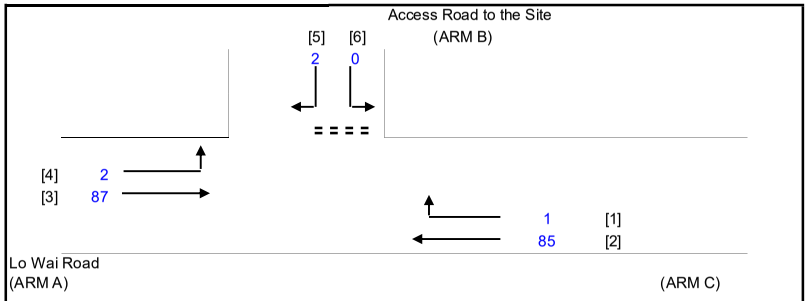
Q b-a	=	473	
Q b-c	=	615	
Q c-b	=	888	
Q b-ac	=	473	
TOTAL FLOW	=	237	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0063
DFC b-c	=	0.0000
DFC c-b	=	0.0011
DFC b-ac (share lane)	=	0.0063

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing Noon (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	87	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	85	(pcu/hr)
q c-b	=	1	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

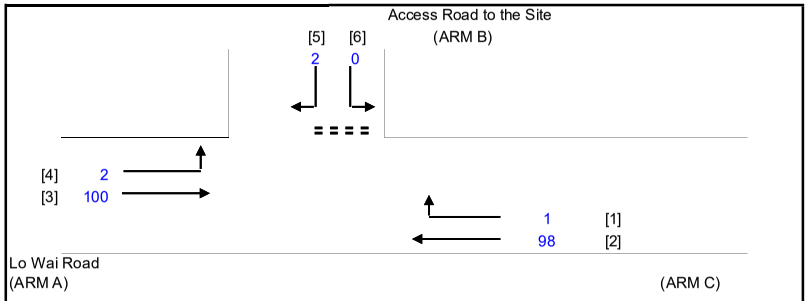
Q b-a	=	483	
Q b-c	=	622	
Q c-b	=	898	
Q b-ac	=	483	
TOTAL FLOW	=	177	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0041
DFC b-c	=	0.0000
DFC c-b	=	0.0011
DFC b-ac (share lane)	=	0.0041

CRITICAL DFC = 0.00

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing PM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	100	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	98	(pcu/hr)
q c-b	=	1	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

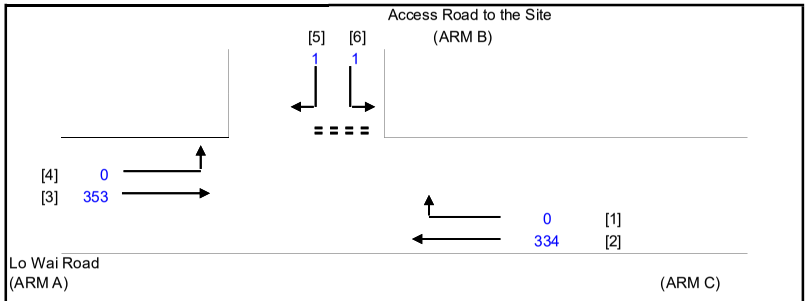
Q b-a	=	479	
Q b-c	=	619	
Q c-b	=	894	
Q b-ac	=	479	
TOTAL FLOW	=	203	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0042
DFC b-c	=	0.0000
DFC c-b	=	0.0011
DFC b-ac (share lane)	=	0.0042

CRITICAL DFC = 0.00

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing AM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	353	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	334	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	1	(pcu/hr)
q b-c	=	1	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

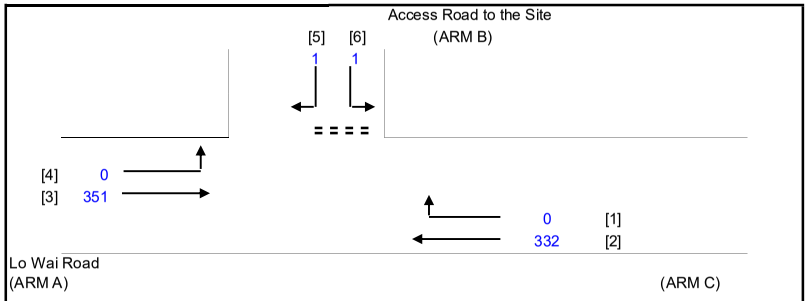
Q b-a	=	389	
Q b-c	=	560	
Q c-b	=	809	
Q b-ac	=	459	
TOTAL FLOW	=	689	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0026
DFC b-c	=	0.0018
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0044

CRITICAL DFC = 0.00

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing Noon (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	351	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	332	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	1	(pcu/hr)
q b-c	=	1	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

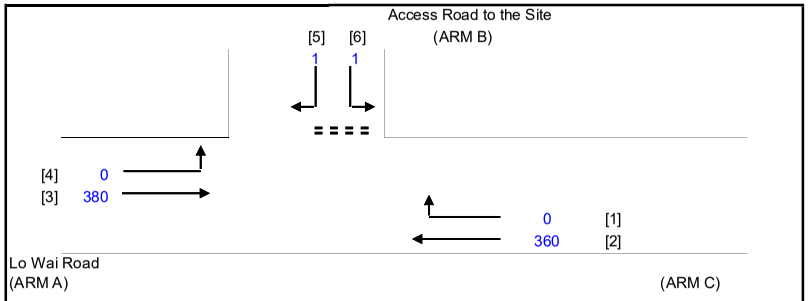
Q b-a	=	390	
Q b-c	=	560	
Q c-b	=	809	
Q b-ac	=	460	
TOTAL FLOW	=	685	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0026
DFC b-c	=	0.0018
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0043

CRITICAL DFC = 0.00

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing PM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	380	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	360	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	1	(pcu/hr)
q b-c	=	1	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

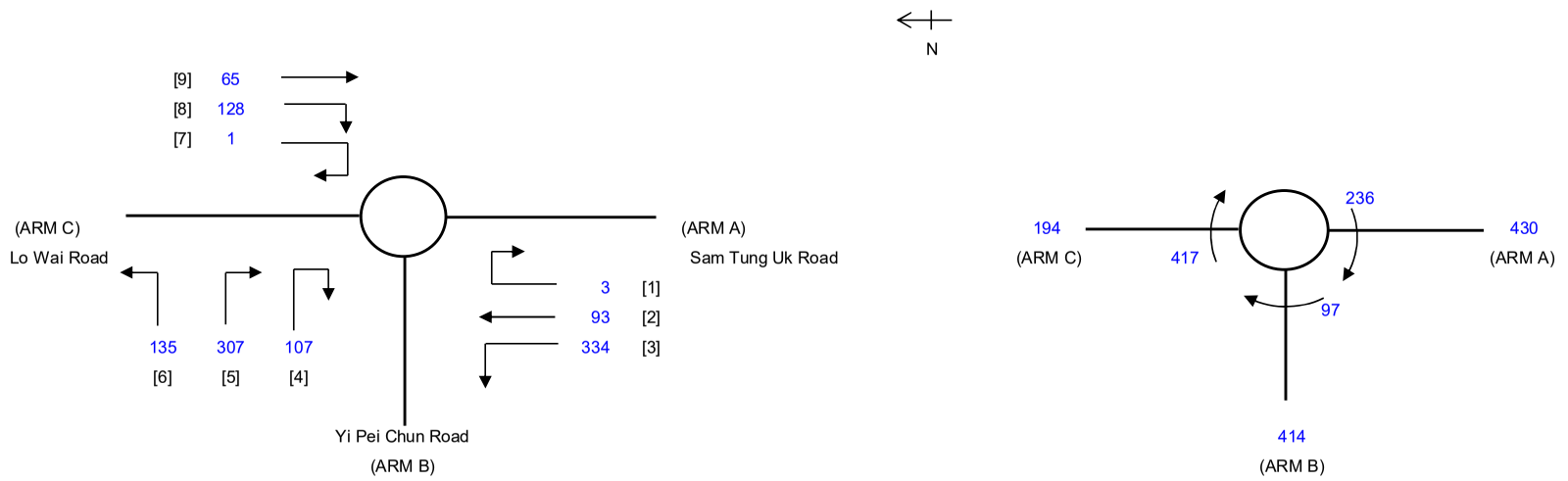
Q b-a	=	379	
Q b-c	=	554	
Q c-b	=	800	
Q b-ac	=	450	
TOTAL FLOW	=	742	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0026
DFC b-c	=	0.0018
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0044

CRITICAL DFC = 0.00

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing AM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

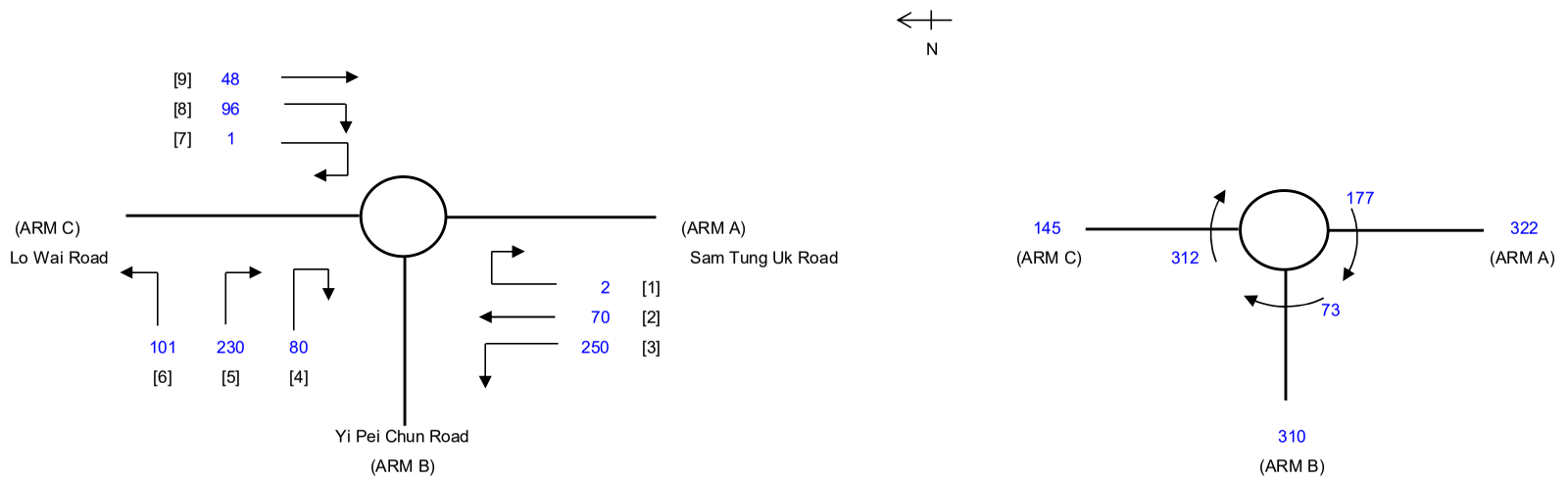


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	430	414	194
Qc	=	Circulating flow across entry (pcu/h)	236	97	417
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1543	1048	1458
DFC	=	Design flow/Capacity = Q/Qe	0.28	0.39	0.13

Total In Sum = 1367 PCU

DFC of Critical Approach = 0.39

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing Noon (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

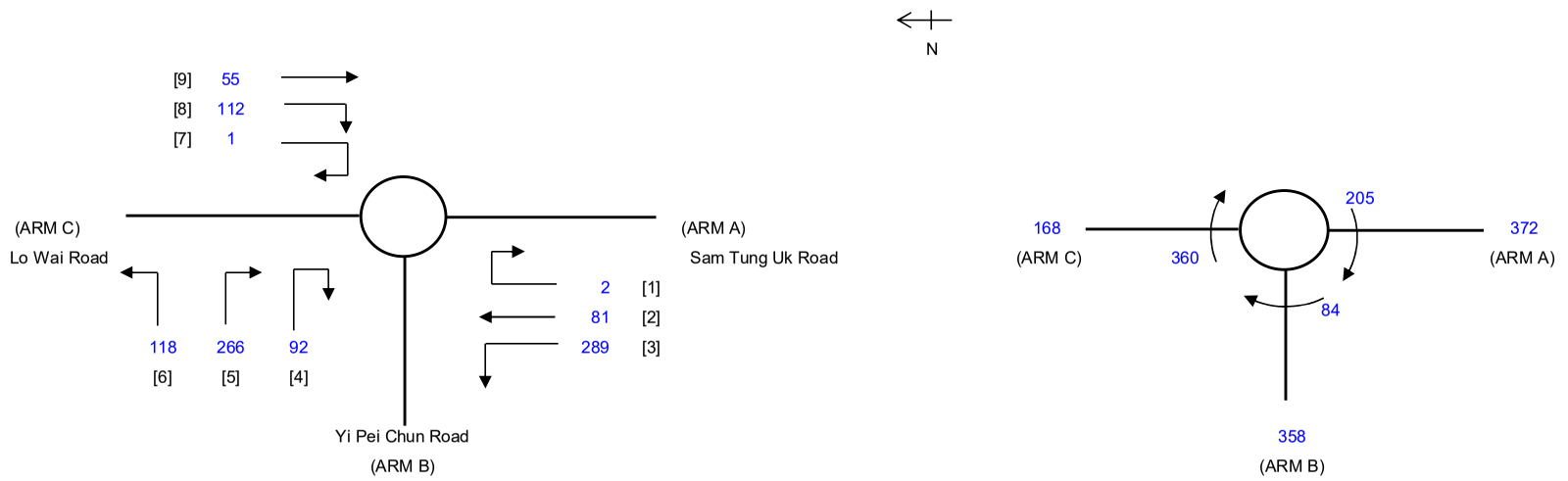


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	322	310	145
Qc	=	Circulating flow across entry (pcu/h)	177	73	312
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1583	1061	1531
DFC	=	Design flow/Capacity = Q/Qe	0.20	0.29	0.09

Total In Sum = 1023 PCU

DFC of Critical Approach = 0.29

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing PM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

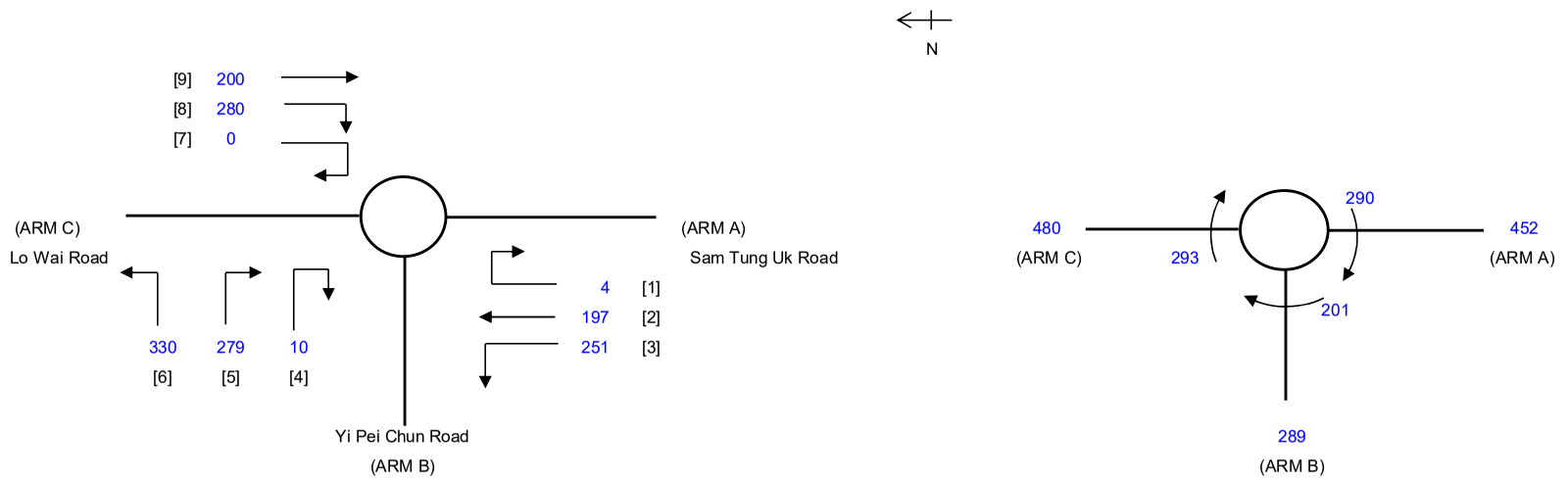


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	372	358	168
Qc	=	Circulating flow across entry (pcu/h)	205	84	360
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1564	1055	1497
DFC	=	Design flow/Capacity = Q/Qe	0.24	0.34	0.11

Total In Sum = 1184 PCU

DFC of Critical Approach = 0.34

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing AM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

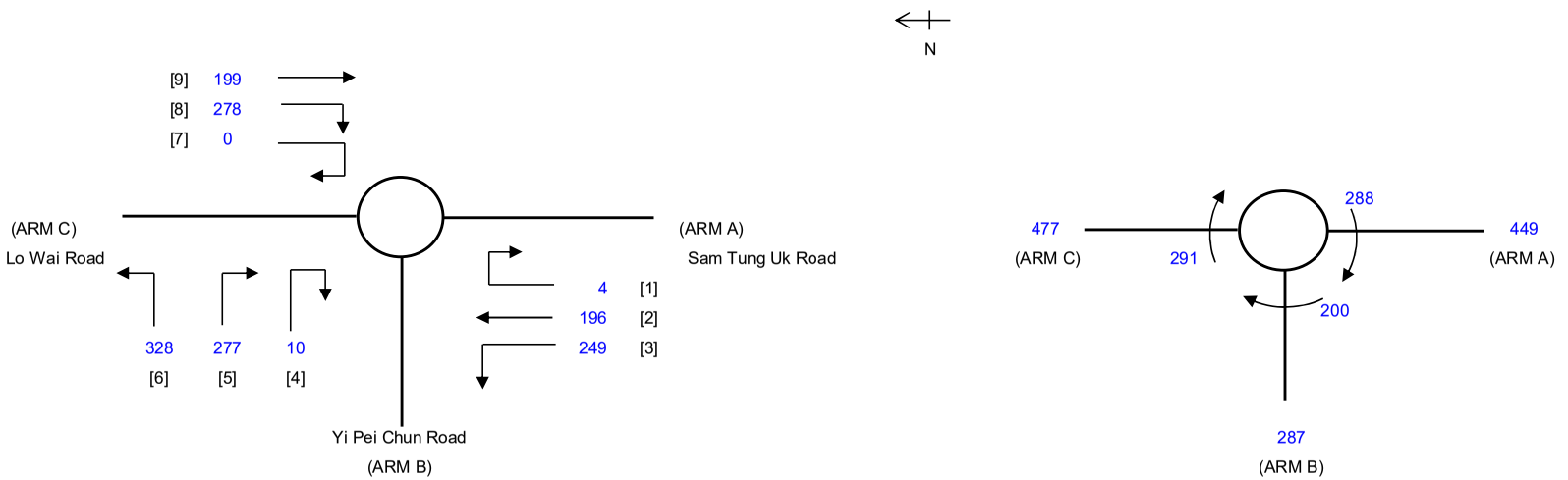


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	452	289	480
Qc	=	Circulating flow across entry (pcu/h)	290	201	293
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1506	992	1544
DFC	=	Design flow/Capacity = Q/Qe	0.30	0.29	0.31

Total In Sum = 2031 PCU

DFC of Critical Approach = 0.31

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing Noon (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

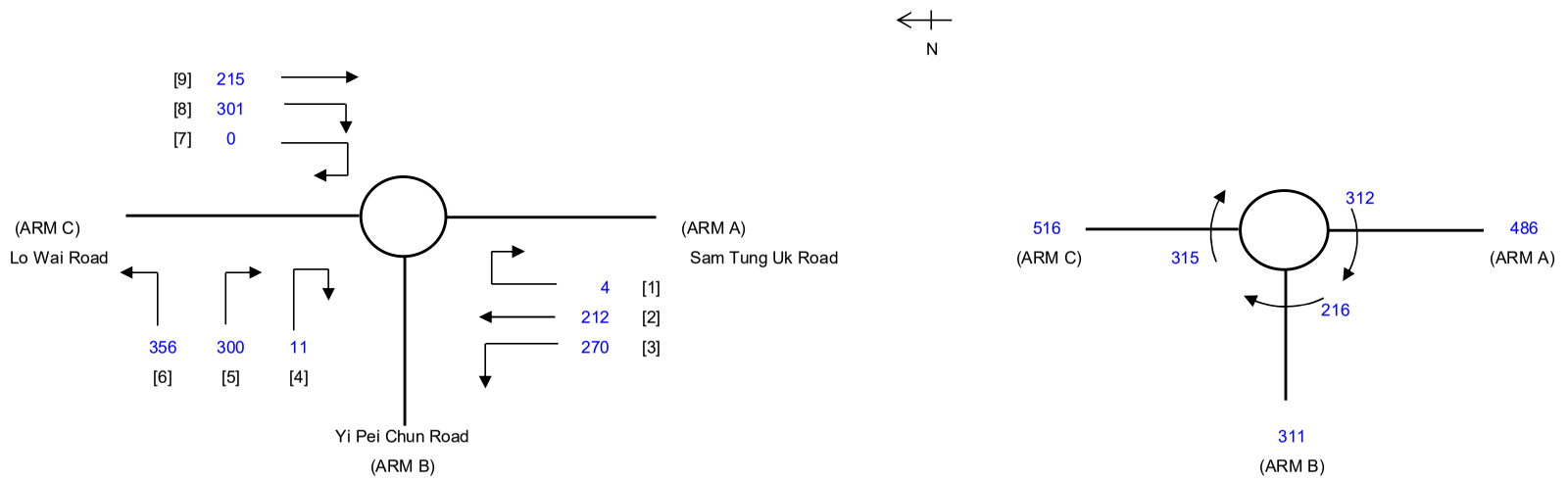


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	449	287	477
Qc	=	Circulating flow across entry (pcu/h)	288	200	291
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1507	993	1545
DFC	=	Design flow/Capacity = Q/Qe	0.30	0.29	0.31

Total In Sum = 2018 PCU

DFC of Critical Approach = 0.31

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2024 Existing PM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	486	311	516
Qc	=	Circulating flow across entry (pcu/h)	312	216	315
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1491	984	1529
DFC	=	Design flow/Capacity = Q/Qe	0.33	0.32	0.34

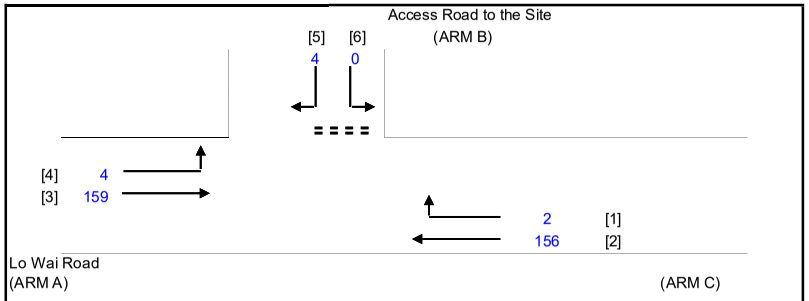
Total In Sum = 2185 PCU

DFC of Critical Approach = 0.34

APPENDIX C

Junction Capacity Assessment
– 2029 Reference & Design Scenarios

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference AM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	4	(pcu/hr)
q a-c	=	159	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	156	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	4	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

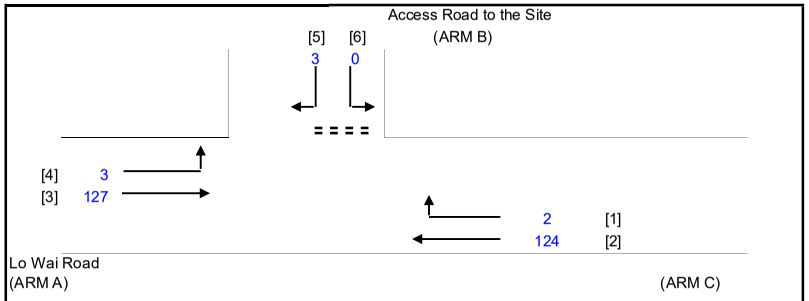
Q b-a	=	457	
Q b-c	=	605	
Q c-b	=	873	
Q b-ac	=	457	
TOTAL FLOW	=	325	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0088
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0088

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference Noon (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	127	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	124	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

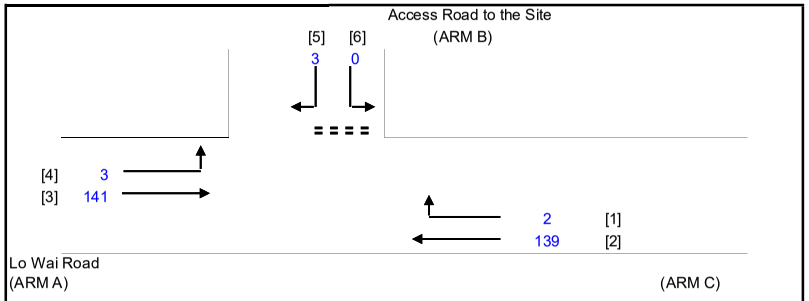
Q b-a	=	468	
Q b-c	=	613	
Q c-b	=	884	
Q b-ac	=	468	
TOTAL FLOW	=	259	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0064
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0064

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference PM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	141	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	139	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

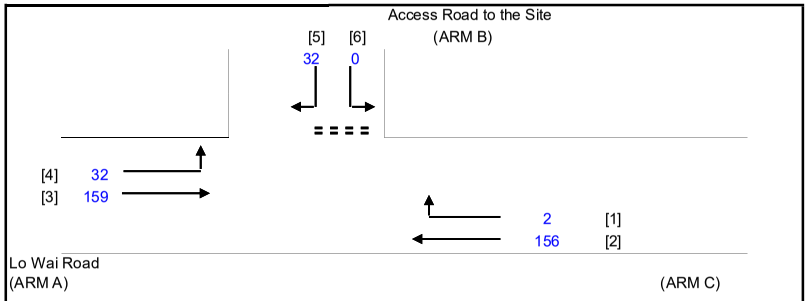
Q b-a	=	463	
Q b-c	=	609	
Q c-b	=	880	
Q b-ac	=	463	
TOTAL FLOW	=	288	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0065
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0065

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design AM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	32	(pcu/hr)
q a-c	=	159	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	156	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	32	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

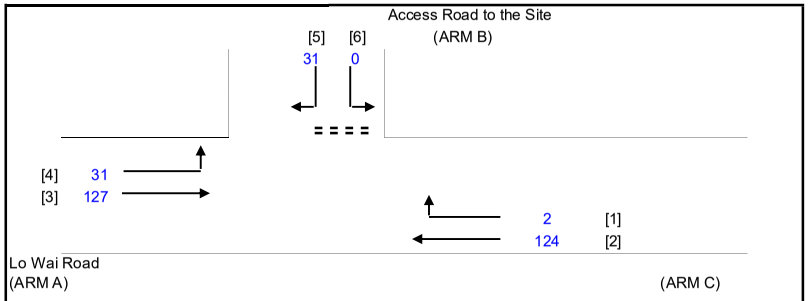
Q b-a	=	484	
Q b-c	=	642	
Q c-b	=	864	
Q b-ac	=	484	
TOTAL FLOW	=	381	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0661
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0661

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design Noon (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	127	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	124	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	31	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

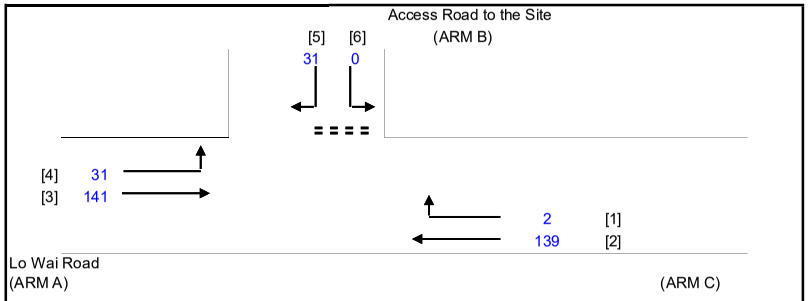
Q b-a	=	496	
Q b-c	=	650	
Q c-b	=	875	
Q b-ac	=	496	
TOTAL FLOW	=	315	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0625
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0625

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design PM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	141	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	139	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	31	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

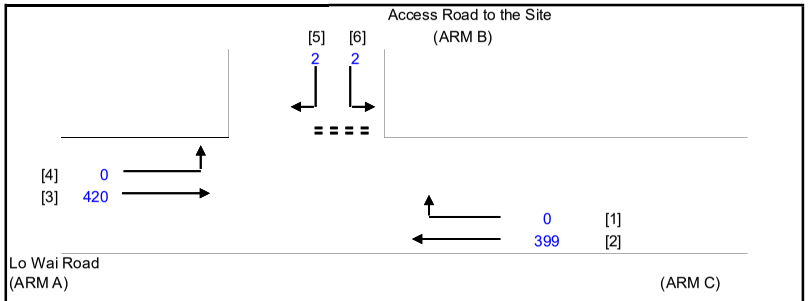
Q b-a	=	491	
Q b-c	=	646	
Q c-b	=	870	
Q b-ac	=	491	
TOTAL FLOW	=	344	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0631
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0631

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference AM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	420	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	399	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

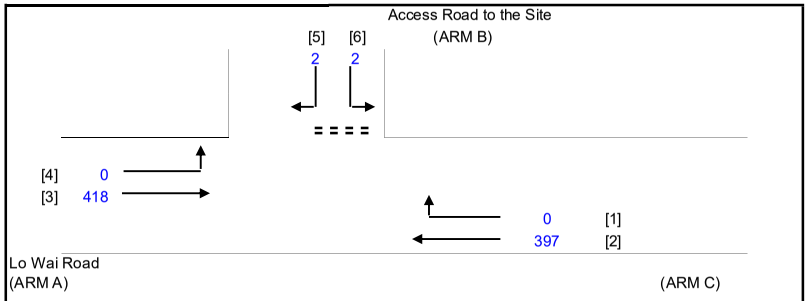
Q b-a	=	365	
Q b-c	=	544	
Q c-b	=	786	
Q b-ac	=	437	
TOTAL FLOW	=	823	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0055
DFC b-c	=	0.0037
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0092

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference Noon (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	418	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	397	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

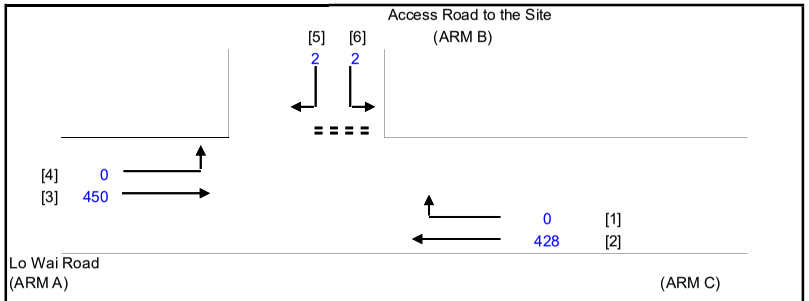
Q b-a	=	366	
Q b-c	=	545	
Q c-b	=	787	
Q b-ac	=	438	
TOTAL FLOW	=	819	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0055
DFC b-c	=	0.0037
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0091

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference PM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	450	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	428	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

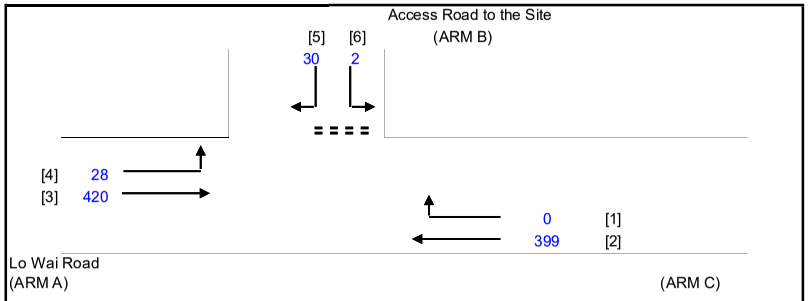
Q b-a	=	354	
Q b-c	=	537	
Q c-b	=	776	
Q b-ac	=	427	
TOTAL FLOW	=	882	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0056
DFC b-c	=	0.0037
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0094

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design AM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	420	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	399	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

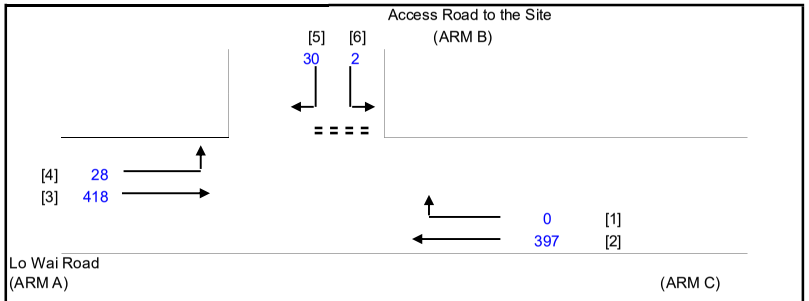
Q b-a	=	386	
Q b-c	=	577	
Q c-b	=	777	
Q b-ac	=	394	
TOTAL FLOW	=	879	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0777
DFC b-c	=	0.0035
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0812

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design Noon (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	418	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	397	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

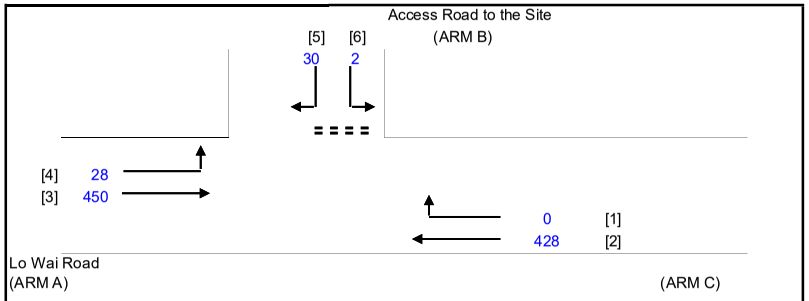
Q b-a	=	387	
Q b-c	=	577	
Q c-b	=	777	
Q b-ac	=	395	
TOTAL FLOW	=	875	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0775
DFC b-c	=	0.0035
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0810

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design PM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	450	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	428	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

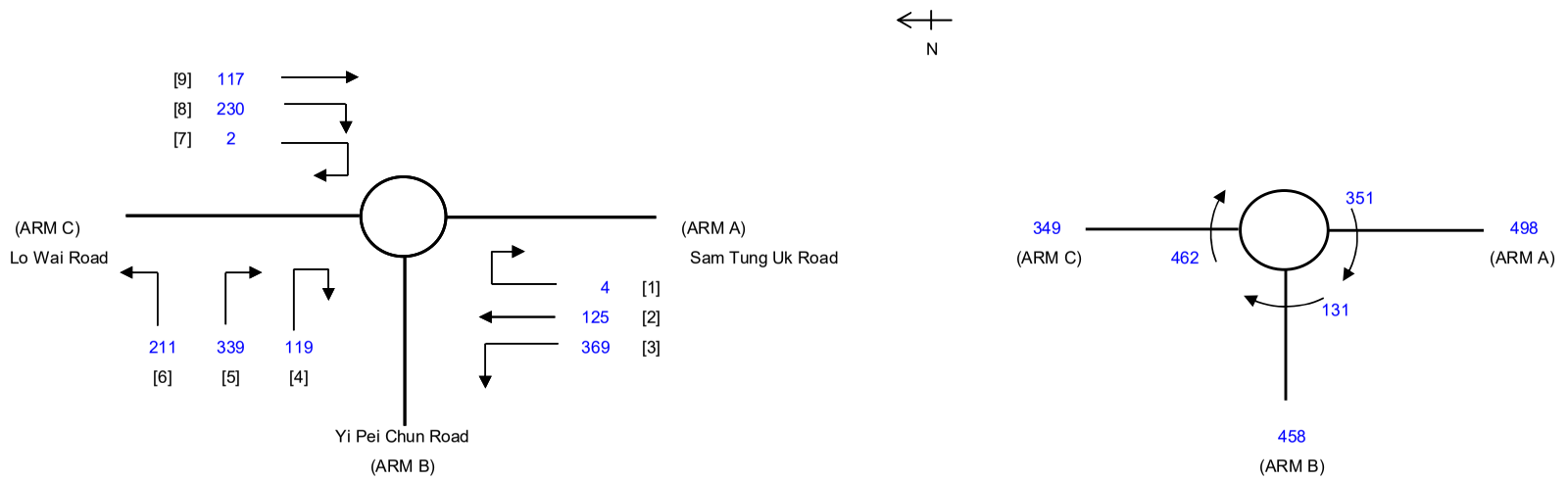
Q b-a	=	375	
Q b-c	=	569	
Q c-b	=	766	
Q b-ac	=	383	
TOTAL FLOW	=	938	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0800
DFC b-c	=	0.0035
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0835

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference AM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

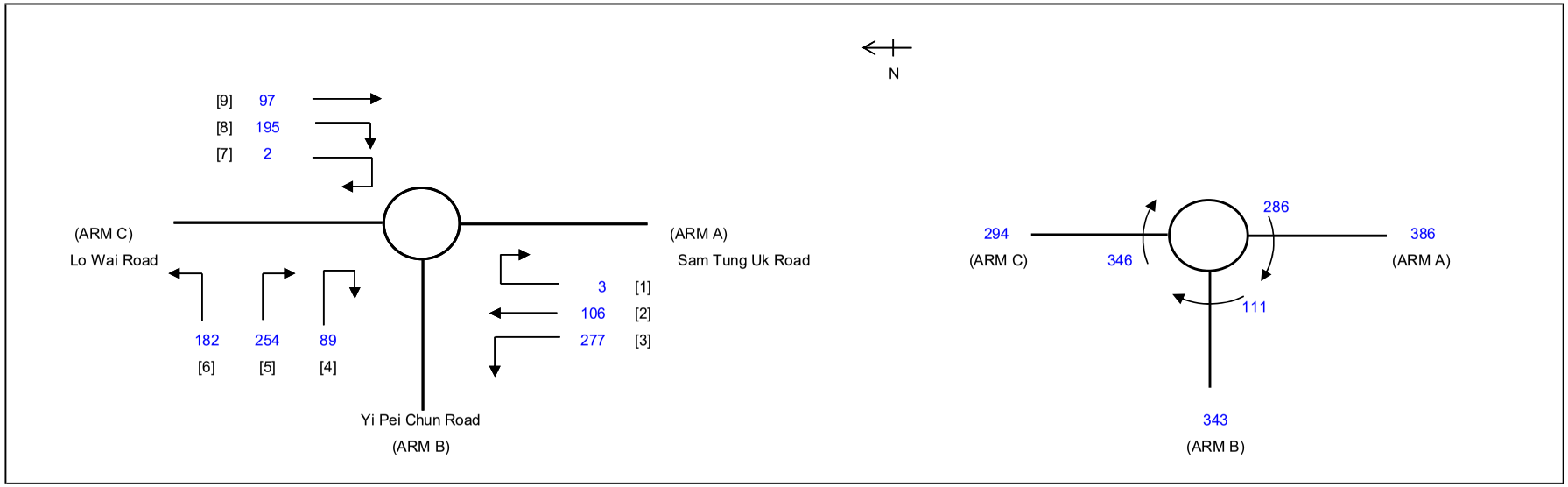


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	498	458	349
Qc	=	Circulating flow across entry (pcu/h)	351	131	462
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1464	1030	1427
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.44	0.24

Total In Sum = 1865 PCU

DFC of Critical Approach = 0.44

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference Noon (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

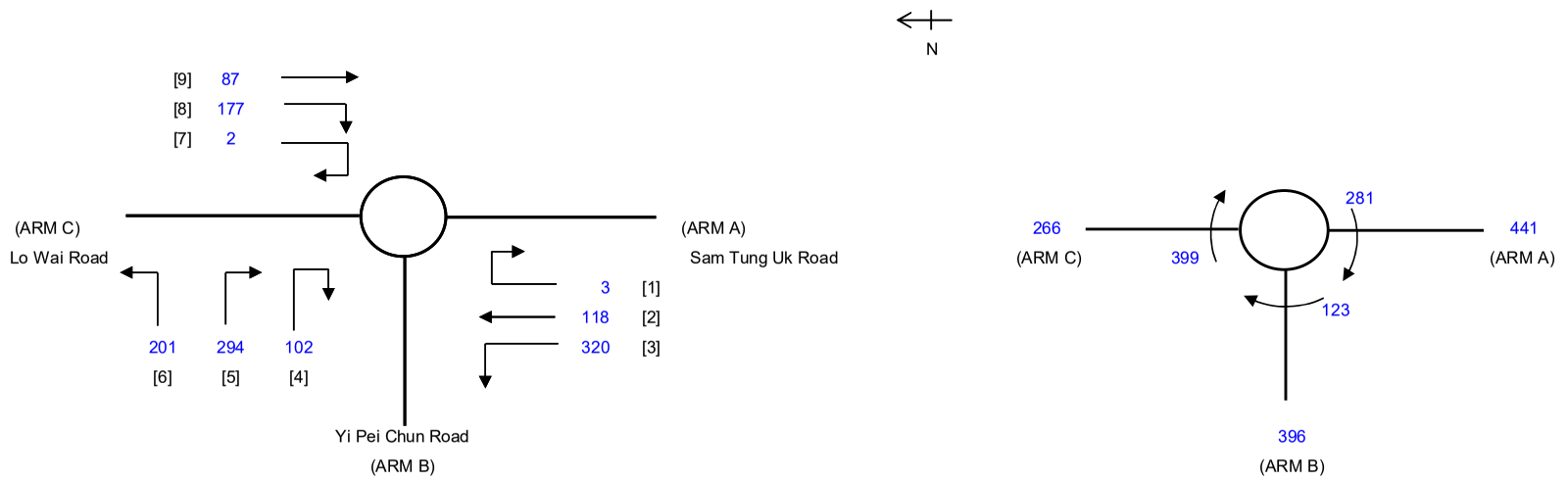


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	386	343	294
Qc	=	Circulating flow across entry (pcu/h)	286	111	346
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1509	1041	1507
DFC	=	Design flow/Capacity = Q/Qe	0.26	0.33	0.20

Total In Sum = 1499 PCU

DFC of Critical Approach = 0.33

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference PM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

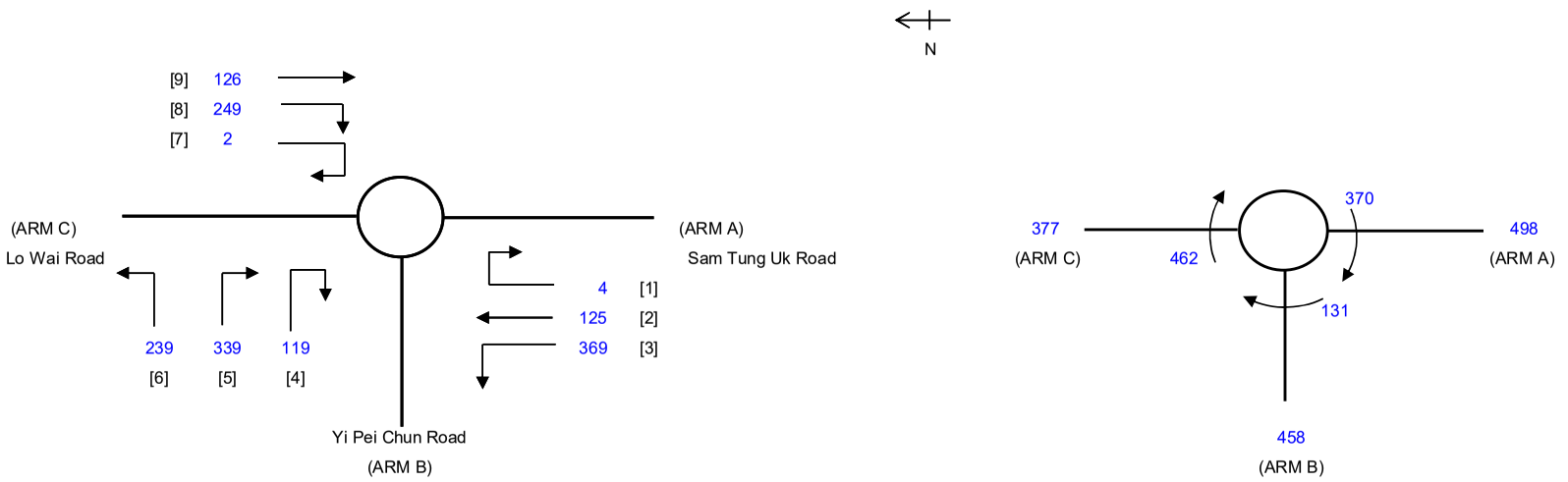


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	441	396	266
Qc	=	Circulating flow across entry (pcu/h)	281	123	399
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1512	1034	1470
DFC	=	Design flow/Capacity = Q/Qe	0.29	0.38	0.18

Total In Sum = 1570 PCU

DFC of Critical Approach = 0.38

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design AM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

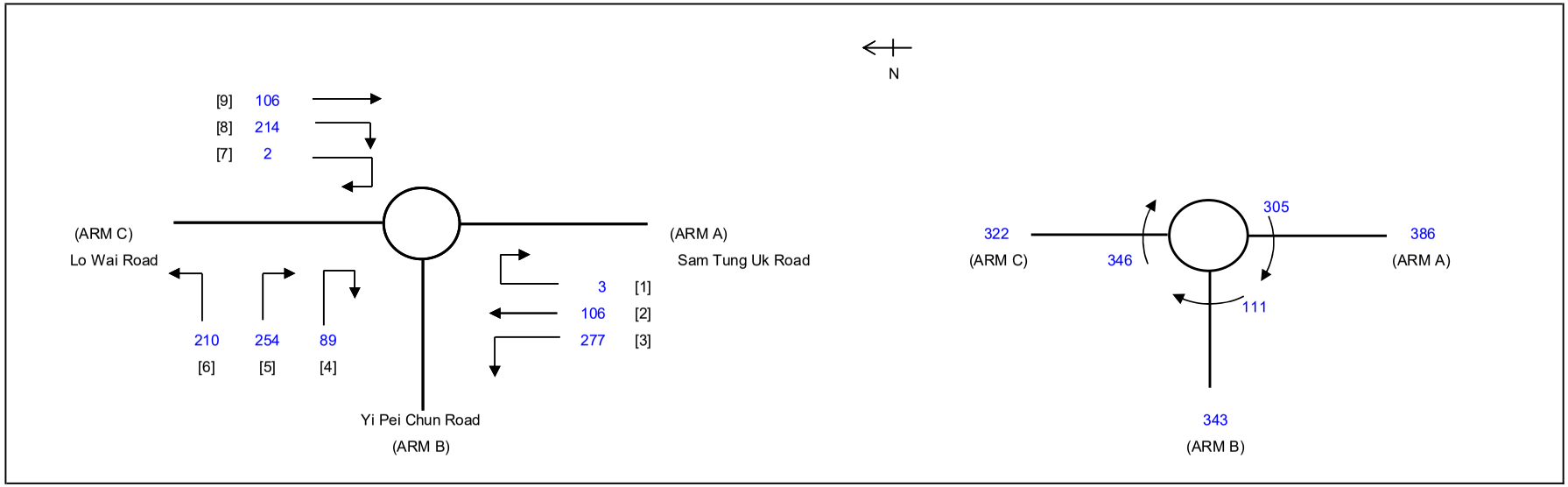


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	498	458	377
Qc	=	Circulating flow across entry (pcu/h)	370	131	462
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1451	1030	1427
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.44	0.26

Total In Sum = 1949 PCU

DFC of Critical Approach = 0.44

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design Noon (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

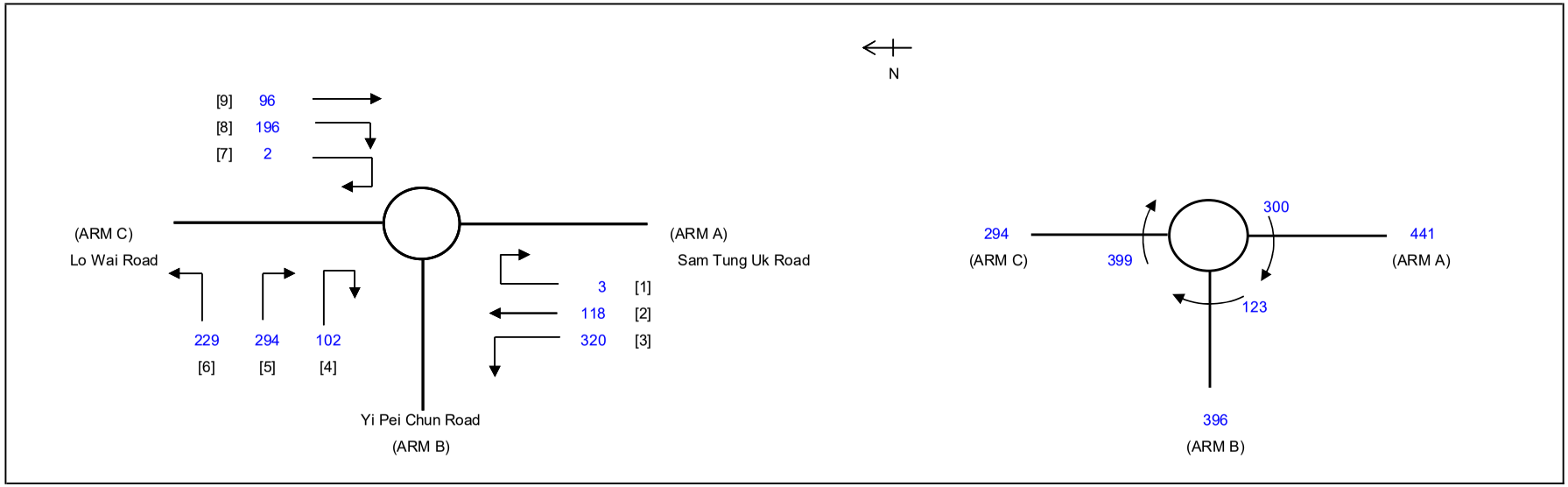


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	386	343	322
Qc	=	Circulating flow across entry (pcu/h)	305	111	346
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1496	1041	1507
DFC	=	Design flow/Capacity = Q/Qe	0.26	0.33	0.21

Total In Sum = 1583 PCU

DFC of Critical Approach = 0.33

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design PM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

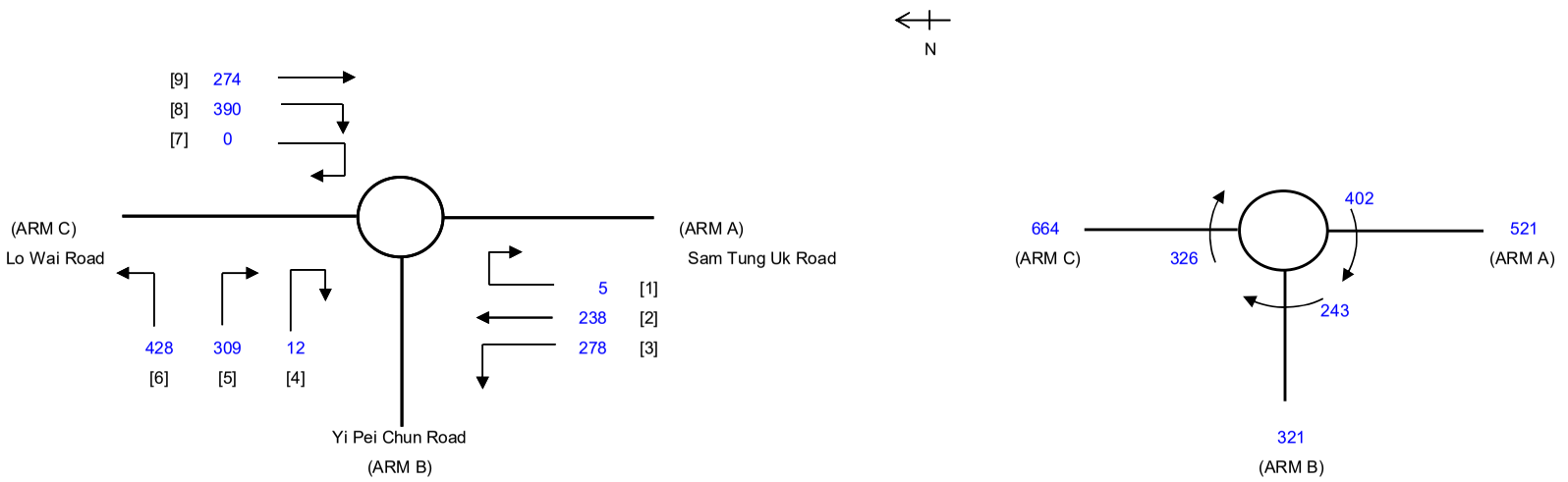


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	441	396	294
Qc	=	Circulating flow across entry (pcu/h)	300	123	399
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1499	1034	1470
DFC	=	Design flow/Capacity = Q/Qe	0.29	0.38	0.20

Total In Sum = 1654 PCU

DFC of Critical Approach = 0.38

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference AM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

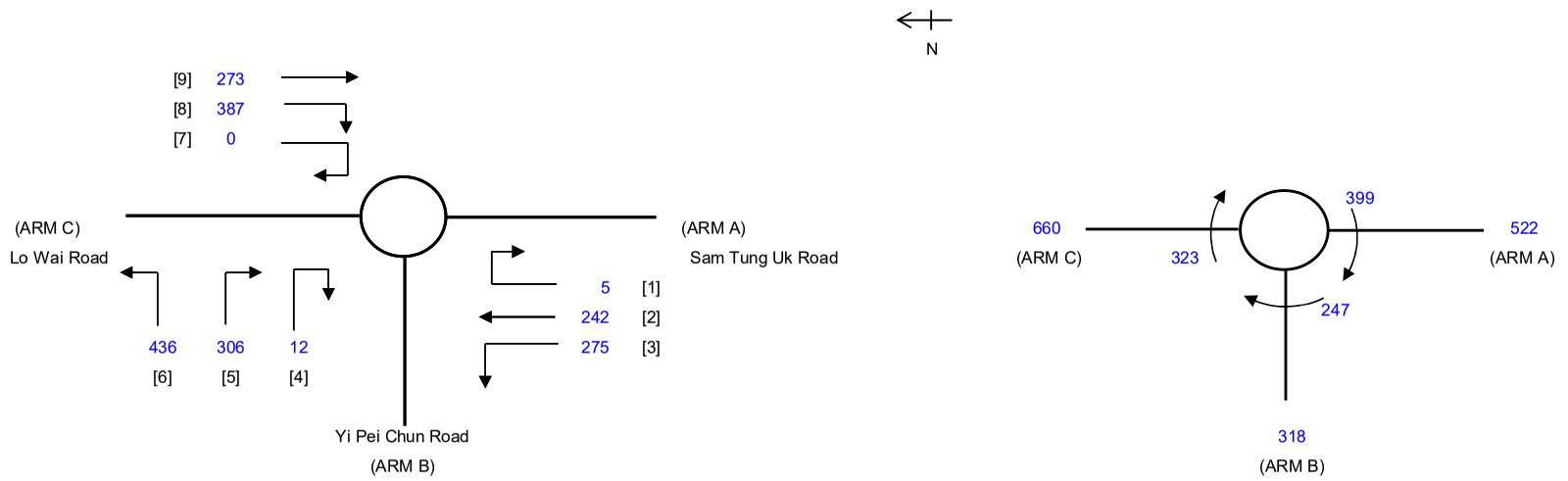


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	521	321	664
Qc	=	Circulating flow across entry (pcu/h)	402	243	326
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1429	970	1521
DFC	=	Design flow/Capacity = Q/Qe	0.36	0.33	0.44

Total In Sum = 2598 PCU

DFC of Critical Approach = 0.44

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference Noon (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

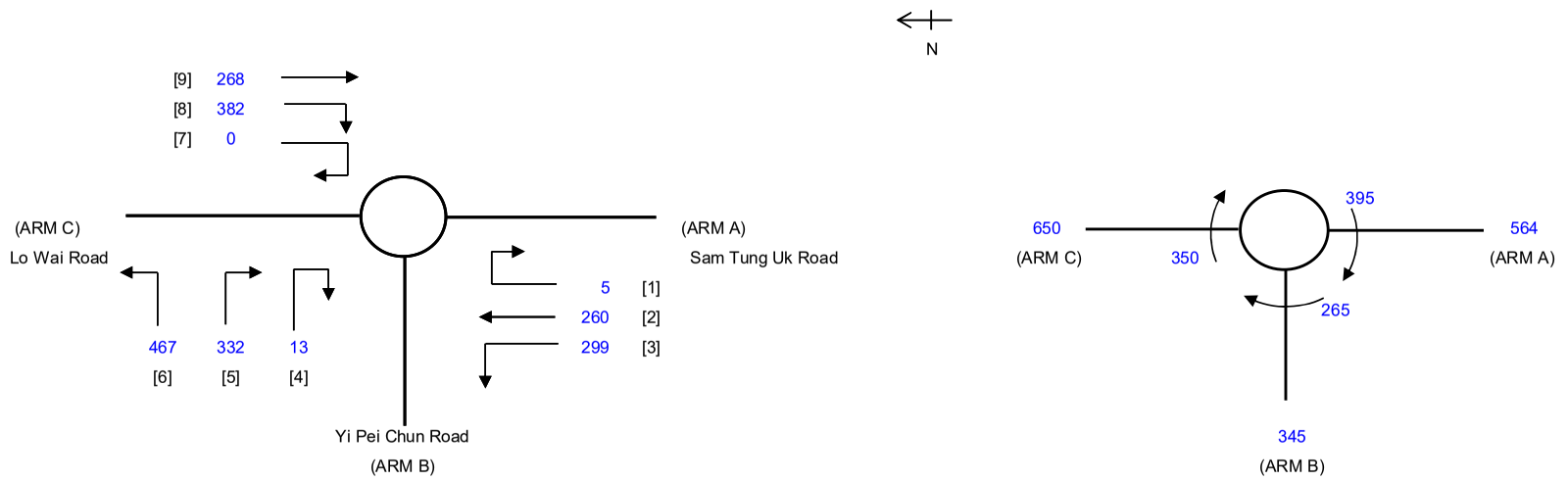


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	522	318	660
Qc	=	Circulating flow across entry (pcu/h)	399	247	323
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1431	968	1523
DFC	=	Design flow/Capacity = Q/Qe	0.36	0.33	0.43

Total In Sum = 2596 PCU

DFC of Critical Approach = 0.43

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Reference PM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

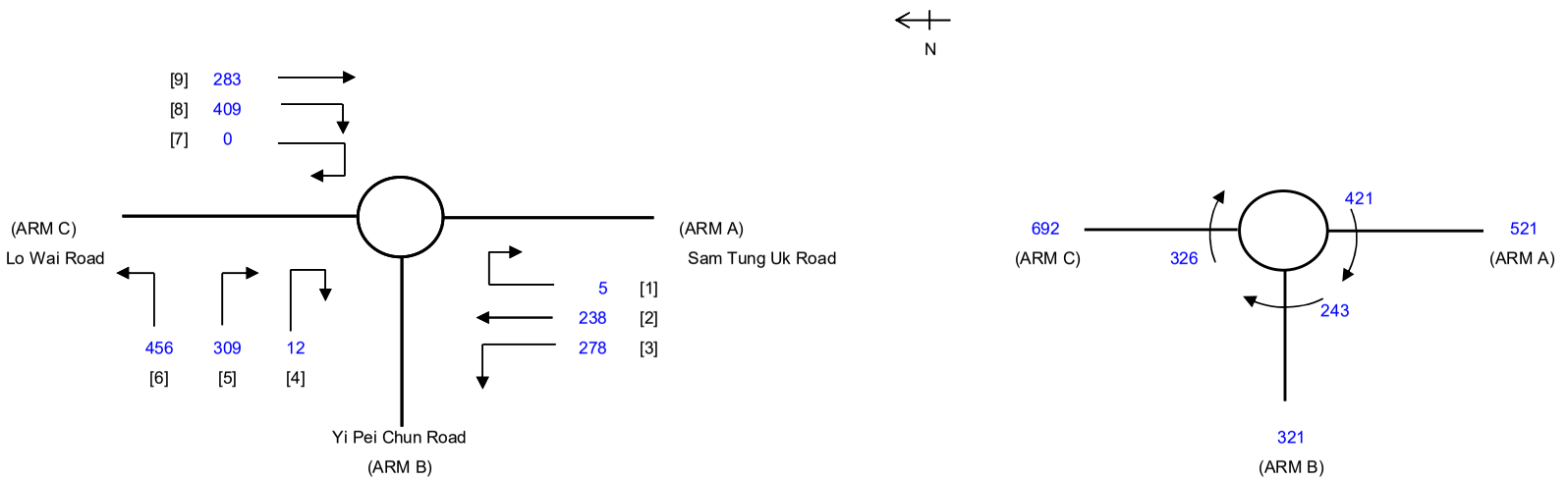


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	564	345	650
Qc	=	Circulating flow across entry (pcu/h)	395	265	350
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1434	958	1504
DFC	=	Design flow/Capacity = Q/Qe	0.39	0.36	0.43

Total In Sum = 2676 PCU

DFC of Critical Approach = 0.43

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design AM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

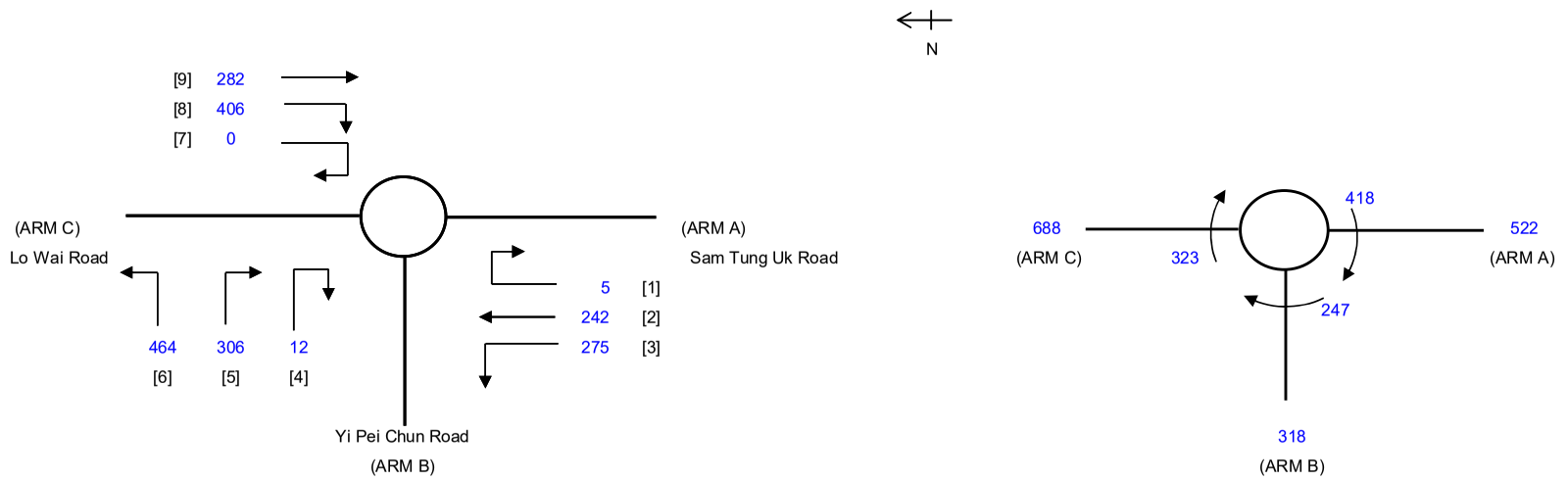


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	521	321	692
Qc	=	Circulating flow across entry (pcu/h)	421	243	326
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1416	970	1521
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.33	0.45

Total In Sum = 2682 PCU

DFC of Critical Approach = 0.45

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design Noon (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

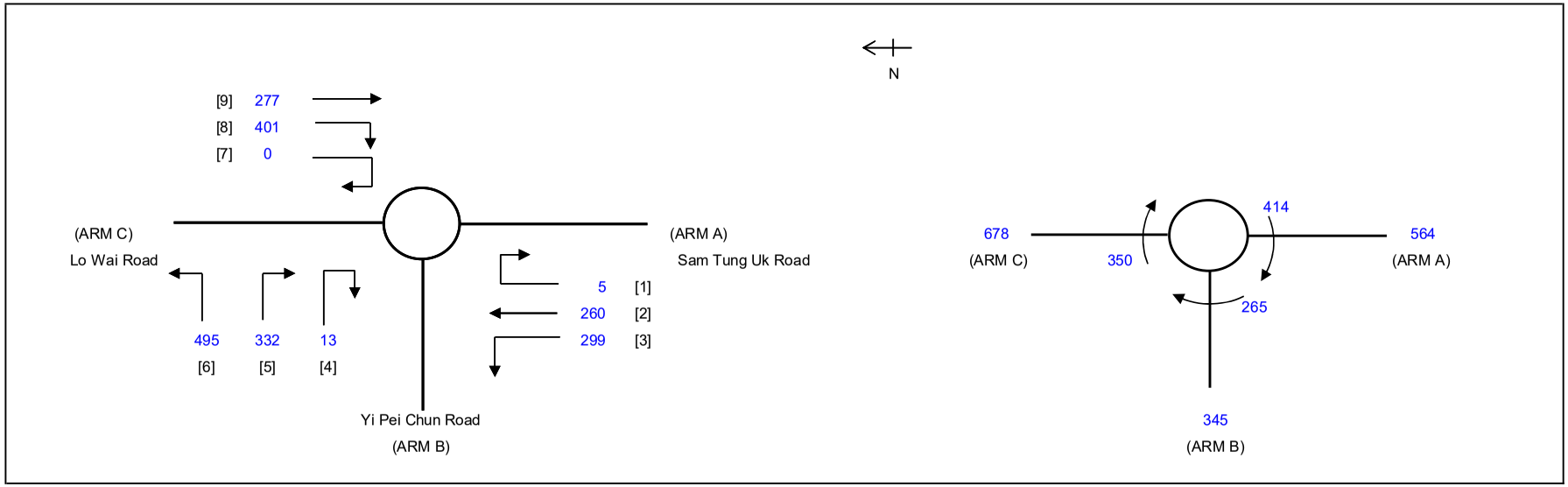


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	522	318	688
Qc	=	Circulating flow across entry (pcu/h)	418	247	323
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1418	968	1523
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.33	0.45

Total In Sum = 2680 PCU

DFC of Critical Approach = 0.45

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2029 Design PM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	564	345	678
Qc	=	Circulating flow across entry (pcu/h)	414	265	350
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1421	958	1504
DFC	=	Design flow/Capacity = Q/Qe	0.40	0.36	0.45

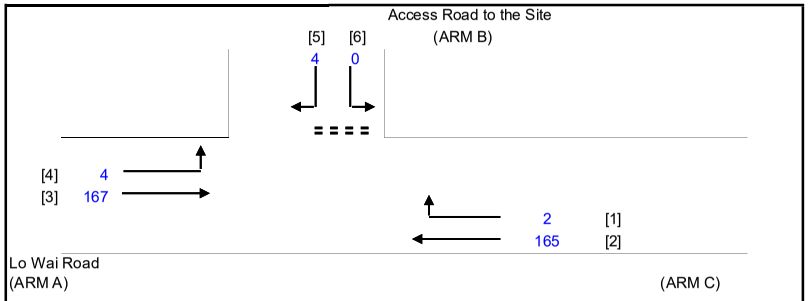
Total In Sum = 2760 PCU

DFC of Critical Approach = 0.45

APPENDIX D

Junction Capacity Assessment
– 2035 Reference & Design Scenarios

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference AM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	4	(pcu/hr)
q a-c	=	167	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	165	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	4	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

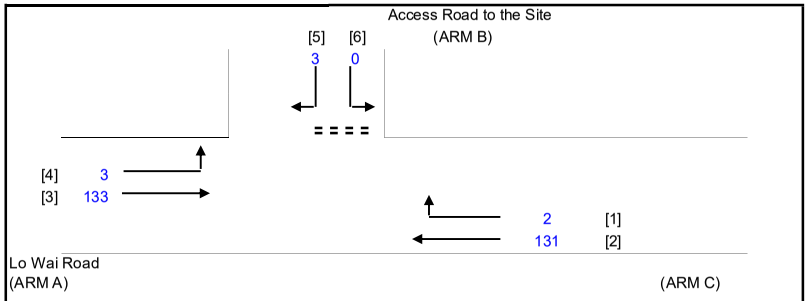
Q b-a	=	454	
Q b-c	=	603	
Q c-b	=	871	
Q b-ac	=	454	
TOTAL FLOW	=	342	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0088
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0088

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference Noon (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	133	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	131	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

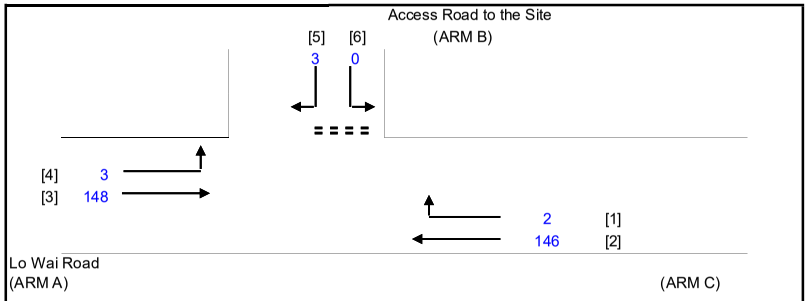
Q b-a	=	466	
Q b-c	=	611	
Q c-b	=	882	
Q b-ac	=	466	
TOTAL FLOW	=	272	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0064
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0064

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference PM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	148	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	146	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

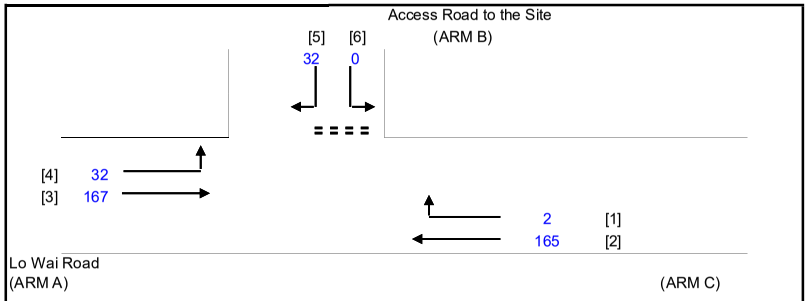
Q b-a	=	461	
Q b-c	=	608	
Q c-b	=	877	
Q b-ac	=	461	
TOTAL FLOW	=	302	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0065
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0065

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design AM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	32	(pcu/hr)
q a-c	=	167	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	165	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	32	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

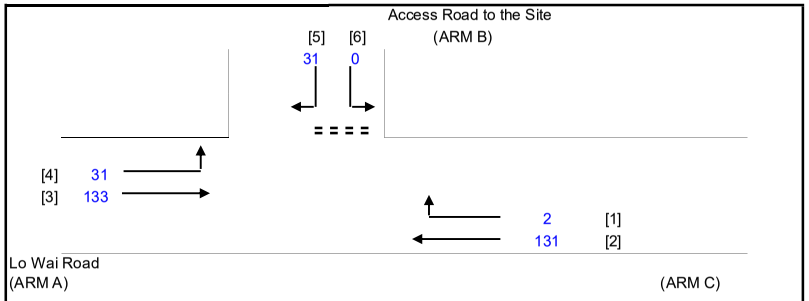
Q b-a	=	480	
Q b-c	=	640	
Q c-b	=	861	
Q b-ac	=	480	
TOTAL FLOW	=	398	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0667
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0667

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design Noon (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	133	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	131	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	31	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

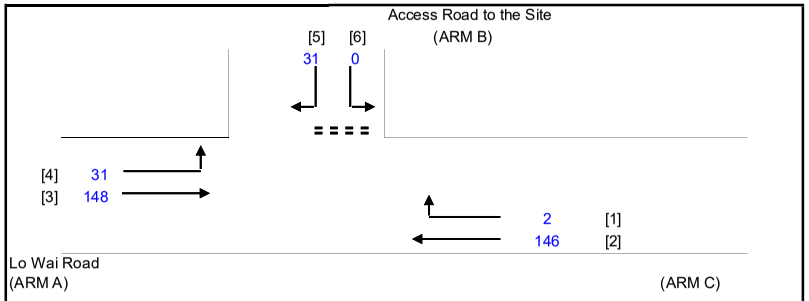
Q b-a	=	494	
Q b-c	=	648	
Q c-b	=	873	
Q b-ac	=	494	
TOTAL FLOW	=	328	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0628
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0628

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design PM (Weekday)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	148	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	146	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	31	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

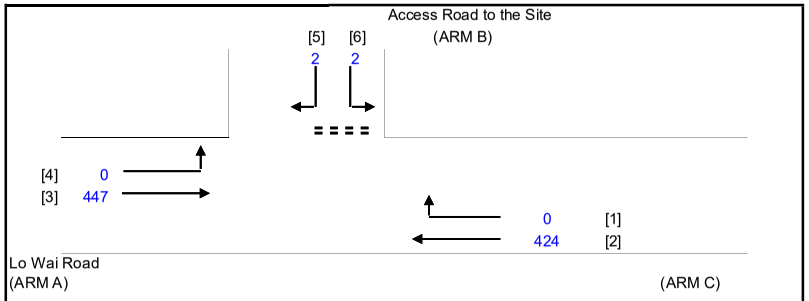
Q b-a	=	488	
Q b-c	=	645	
Q c-b	=	868	
Q b-ac	=	488	
TOTAL FLOW	=	358	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0635
DFC b-c	=	0.0000
DFC c-b	=	0.0023
DFC b-ac (share lane)	=	0.0635

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference AM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	447	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	424	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

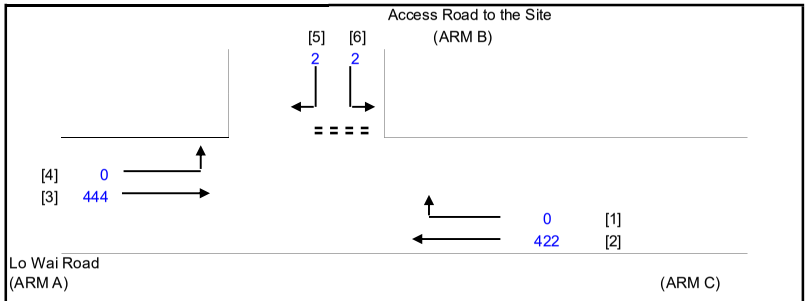
Q b-a	=	355	
Q b-c	=	538	
Q c-b	=	777	
Q b-ac	=	428	
TOTAL FLOW	=	875	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0056
DFC b-c	=	0.0037
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0094

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference Noon (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	444	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	422	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

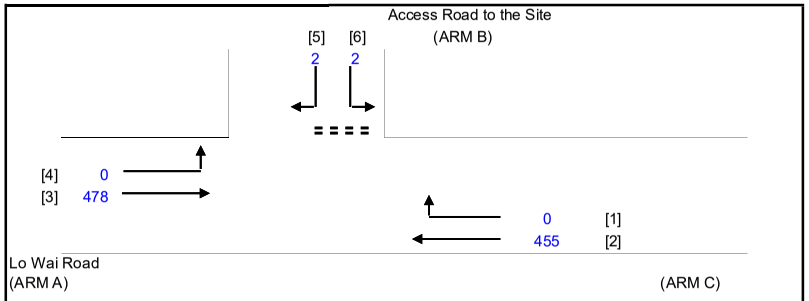
Q b-a	=	356	
Q b-c	=	538	
Q c-b	=	778	
Q b-ac	=	428	
TOTAL FLOW	=	870	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0056
DFC b-c	=	0.0037
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0093

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference PM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	478	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	3.00	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8217
E	=	0.8628
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.5000

THE CAPACITY OF MOVEMENT :

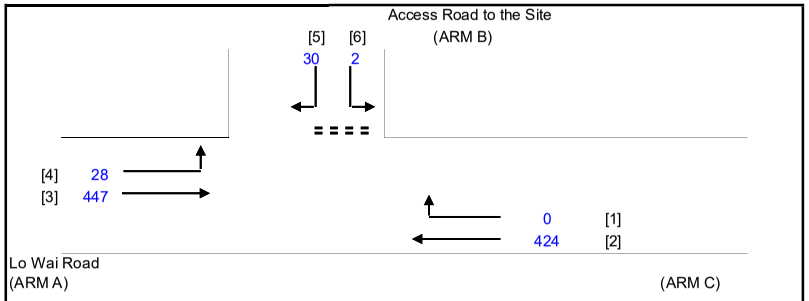
Q b-a	=	344	
Q b-c	=	531	
Q c-b	=	766	
Q b-ac	=	418	
TOTAL FLOW	=	937	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0058
DFC b-c	=	0.0038
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0096

CRITICAL DFC = 0.01

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design AM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	447	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	424	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

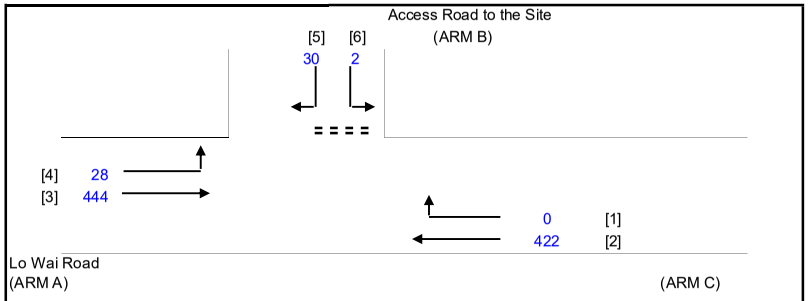
Q b-a	=	376	
Q b-c	=	570	
Q c-b	=	767	
Q b-ac	=	384	
TOTAL FLOW	=	931	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0798
DFC b-c	=	0.0035
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0833

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design Noon (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	444	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	422	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

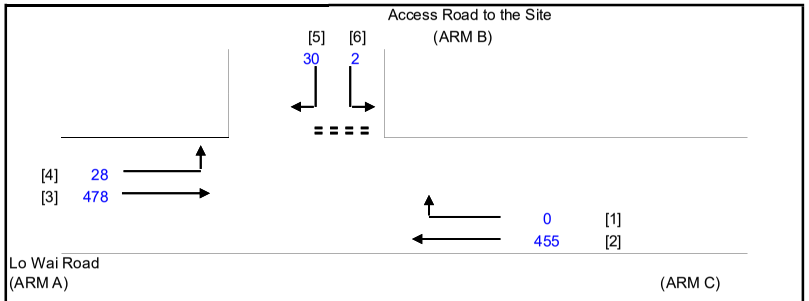
Q b-a	=	377	
Q b-c	=	571	
Q c-b	=	768	
Q b-ac	=	385	
TOTAL FLOW	=	926	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0796
DFC b-c	=	0.0035
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0831

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			**INITIALS**	**DATE**
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design PM (Weekend)**	**PROJECT NO.:** 40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME : J1_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J1 Lo Wai Road/Access Road to the Site		**REFERENCE NO.:**	**REVIEWED BY:**	SLN	Oct-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	28	(pcu/hr)
q a-c	=	478	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.30	(metres)
Vr c-b	=	40	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	30	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8752
E	=	0.9190
F	=	1.2464
Y	=	0.7482
F for (Qb-ac)	=	0.0625

THE CAPACITY OF MOVEMENT :

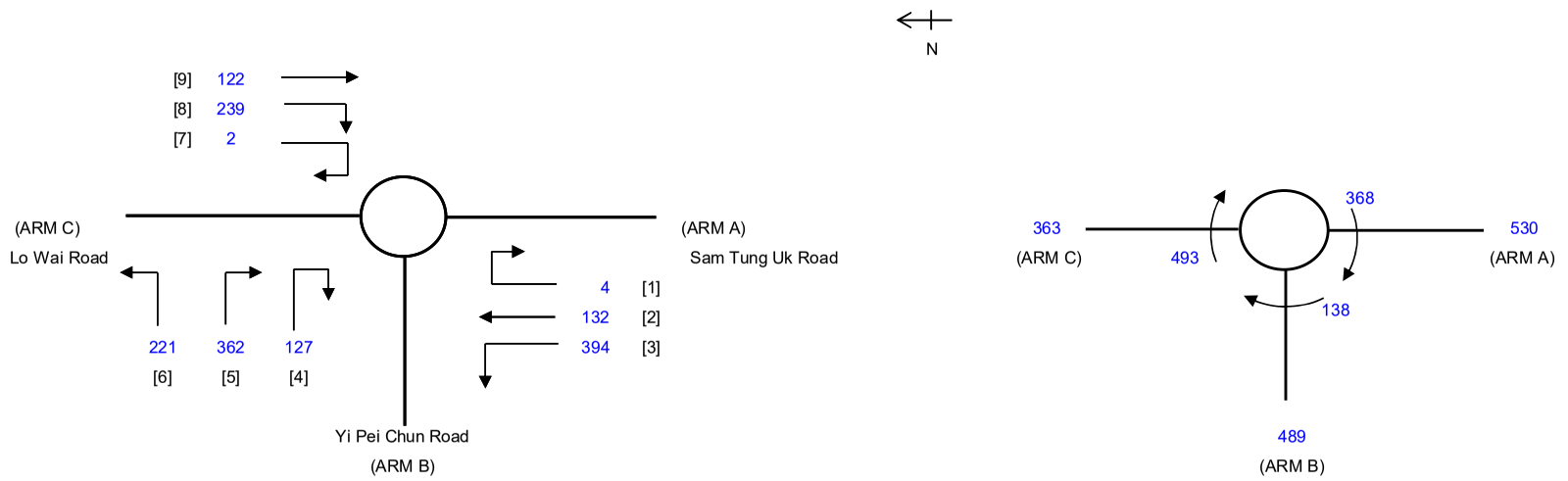
Q b-a	=	364	
Q b-c	=	562	
Q c-b	=	757	
Q b-ac	=	372	
TOTAL FLOW	=	993	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0824
DFC b-c	=	0.0036
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0860

CRITICAL DFC = 0.09

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference AM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

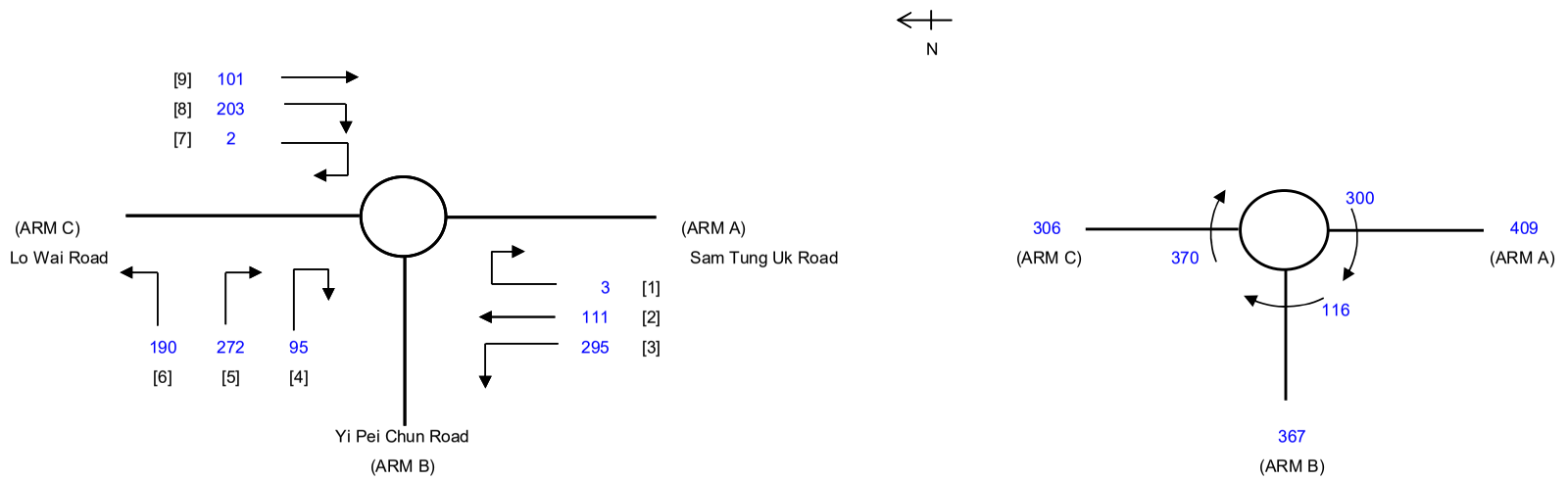


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	530	489	363
Qc	=	Circulating flow across entry (pcu/h)	368	138	493
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1453	1026	1405
DFC	=	Design flow/Capacity = Q/Qe	0.36	0.48	0.26

Total In Sum = 1966 PCU

DFC of Critical Approach = 0.48

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference Noon (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

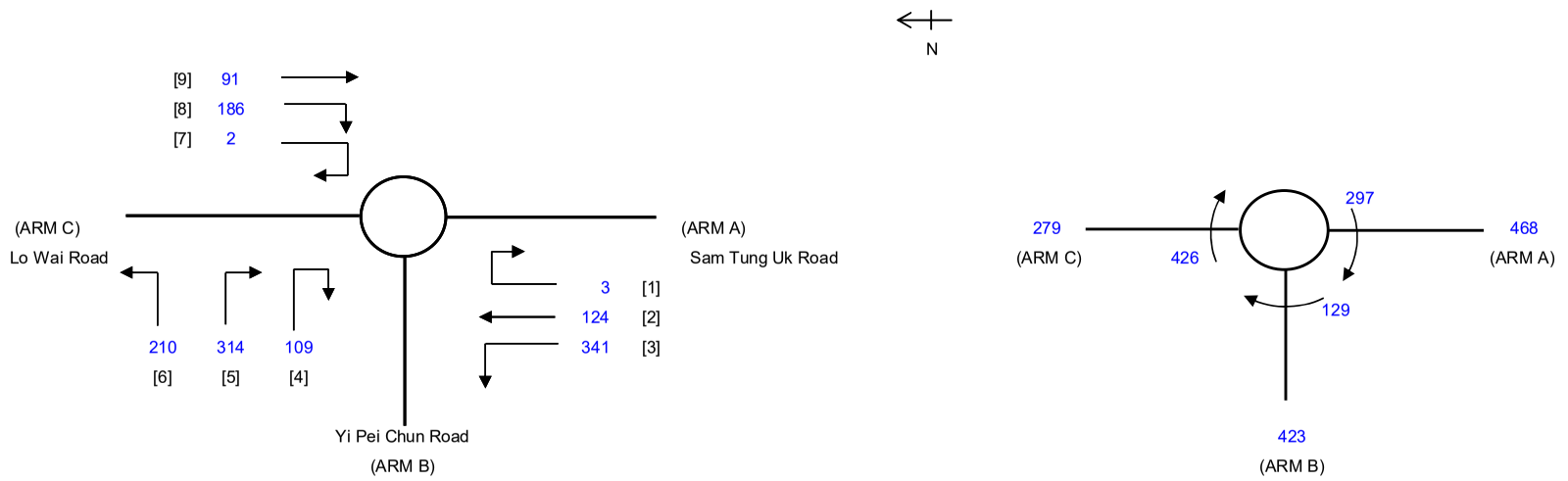


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	409	367	306
Qc	=	Circulating flow across entry (pcu/h)	300	116	370
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1499	1038	1491
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.35	0.21

Total In Sum = 1578 PCU

DFC of Critical Approach = 0.35

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference PM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

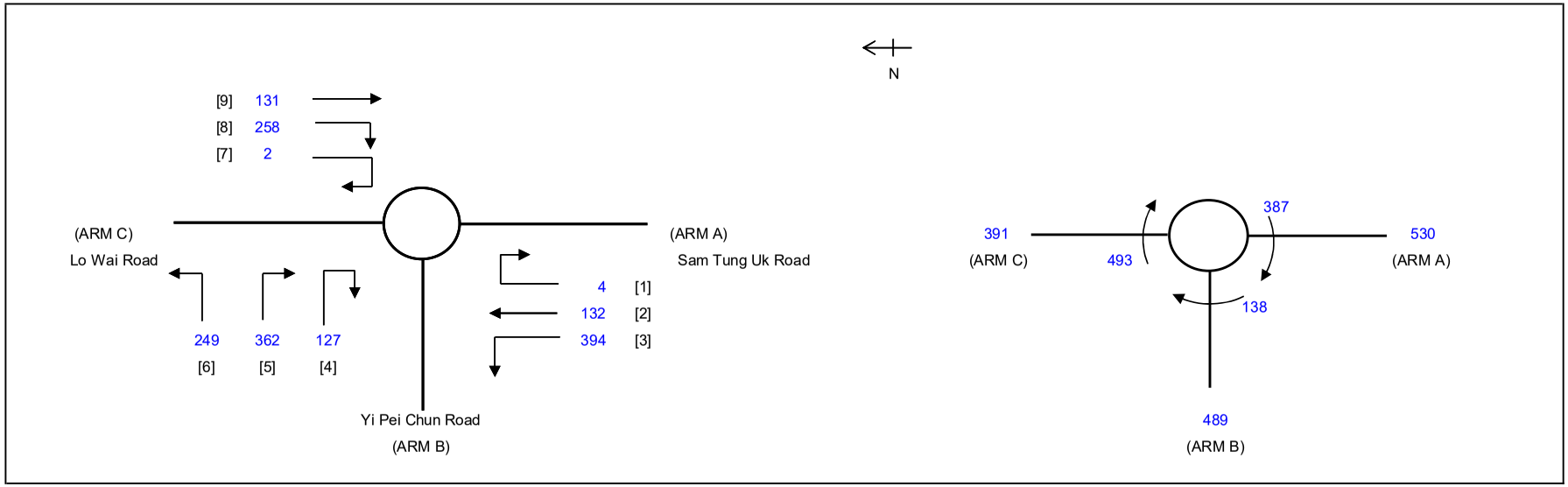


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	468	423	279
Qc	=	Circulating flow across entry (pcu/h)	297	129	426
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1501	1031	1452
DFC	=	Design flow/Capacity = Q/Qe	0.31	0.41	0.19

Total In Sum = 1659 PCU

DFC of Critical Approach = 0.41

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design AM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

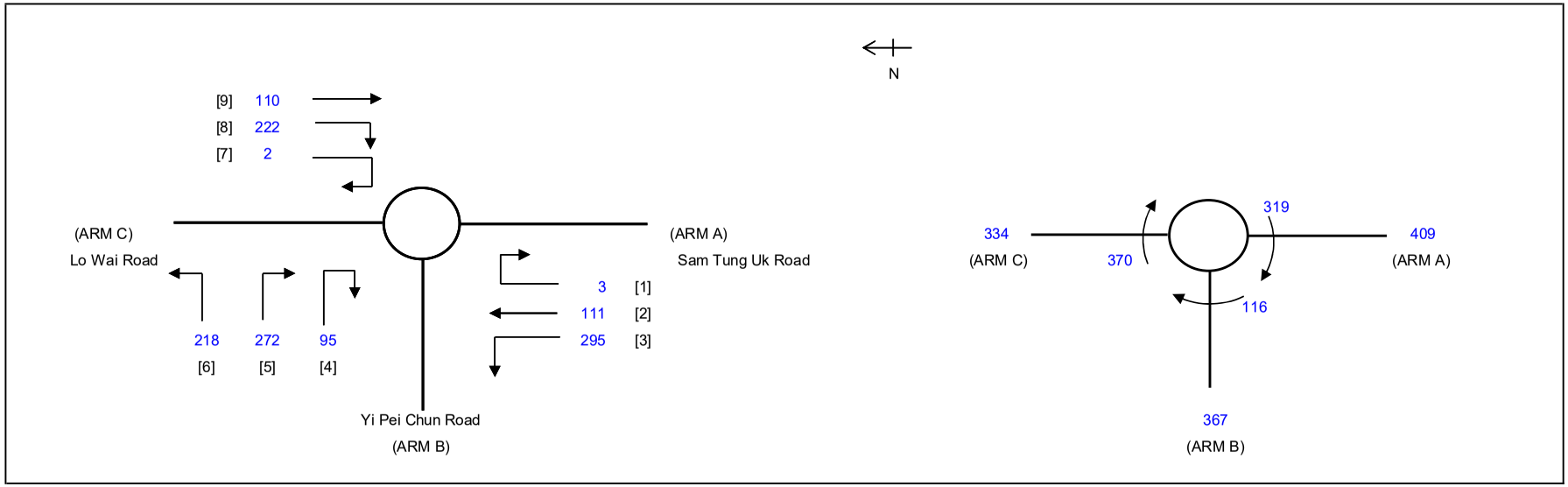


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	530	489	391
Qc	=	Circulating flow across entry (pcu/h)	387	138	493
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1440	1026	1405
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.48	0.28

Total In Sum = 2050 PCU

DFC of Critical Approach = 0.48

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design Noon (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

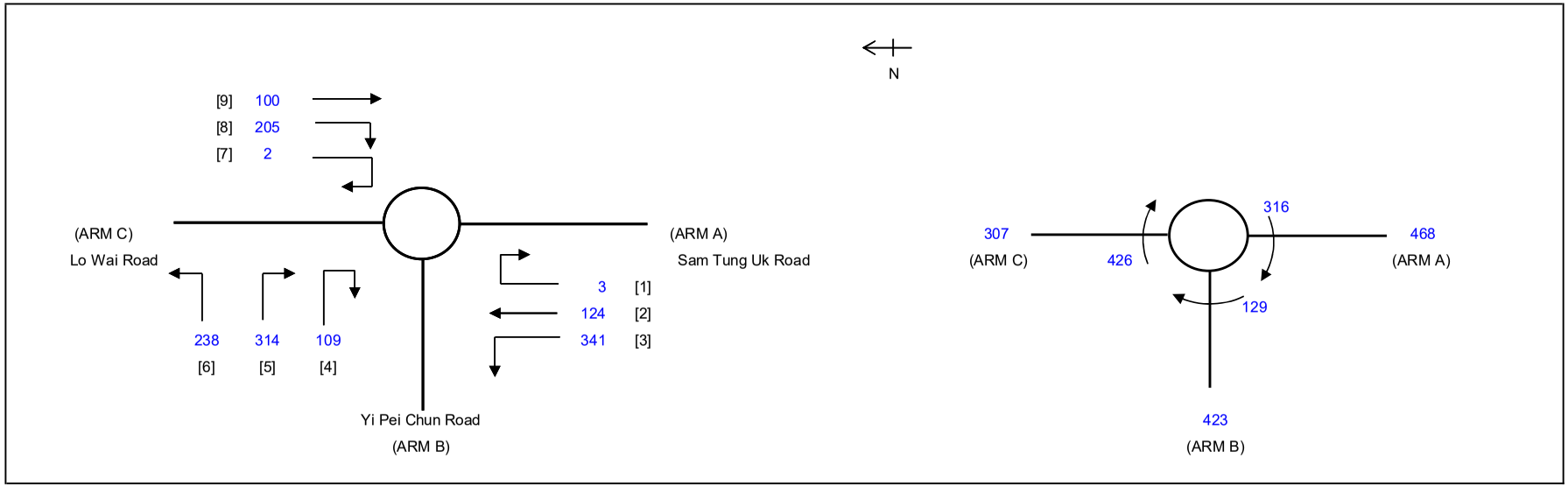


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	409	367	334
Qc	=	Circulating flow across entry (pcu/h)	319	116	370
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1486	1038	1491
DFC	=	Design flow/Capacity = Q/Qe	0.28	0.35	0.22

Total In Sum = 1662 PCU

DFC of Critical Approach = 0.35

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design PM (Weekday)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekday.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

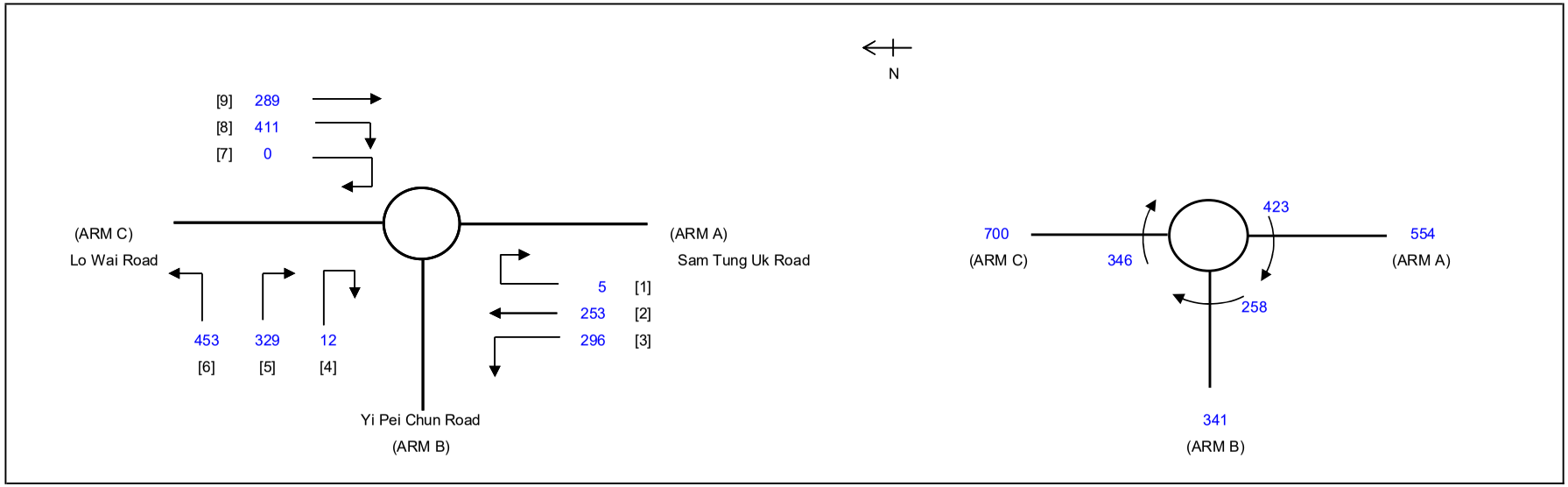


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	468	423	307
Qc	=	Circulating flow across entry (pcu/h)	316	129	426
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1488	1031	1452
DFC	=	Design flow/Capacity = Q/Qe	0.31	0.41	0.21

Total In Sum = 1743 PCU

DFC of Critical Approach = 0.41

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference AM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

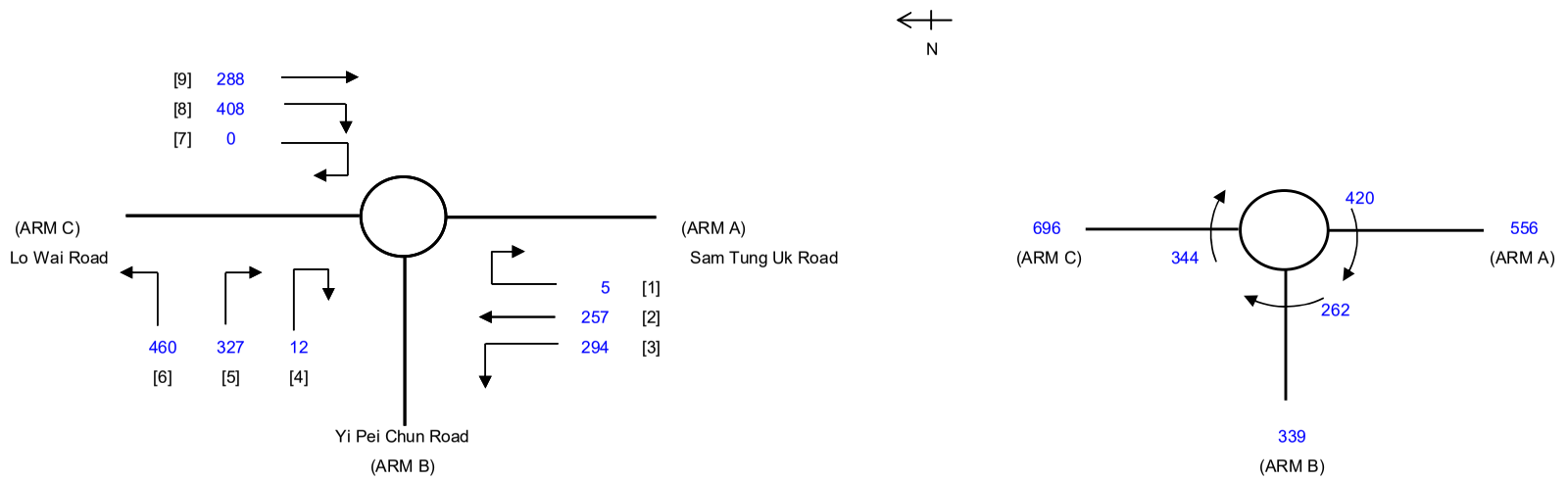


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	554	341	700
Qc	=	Circulating flow across entry (pcu/h)	423	258	346
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1415	962	1507
DFC	=	Design flow/Capacity = Q/Qe	0.39	0.35	0.46

Total In Sum = 2748 PCU

DFC of Critical Approach = 0.46

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference Noon (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

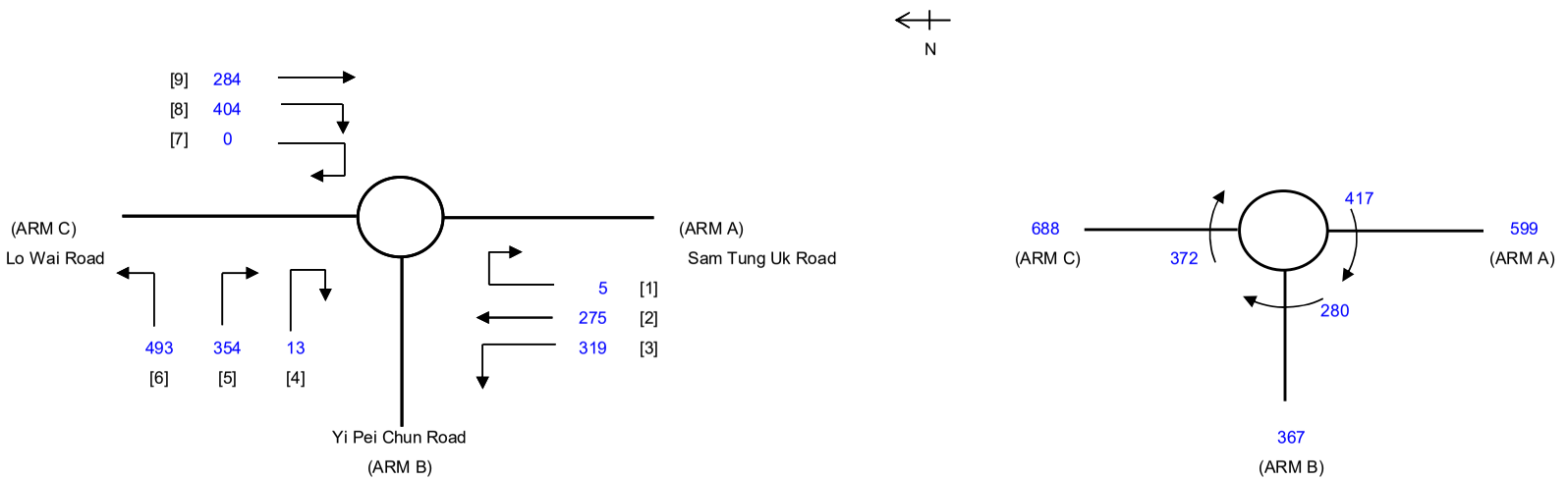


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	556	339	696
Qc	=	Circulating flow across entry (pcu/h)	420	262	344
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1417	960	1509
DFC	=	Design flow/Capacity = Q/Qe	0.39	0.35	0.46

Total In Sum = 2747 PCU

DFC of Critical Approach = 0.46

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Reference PM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

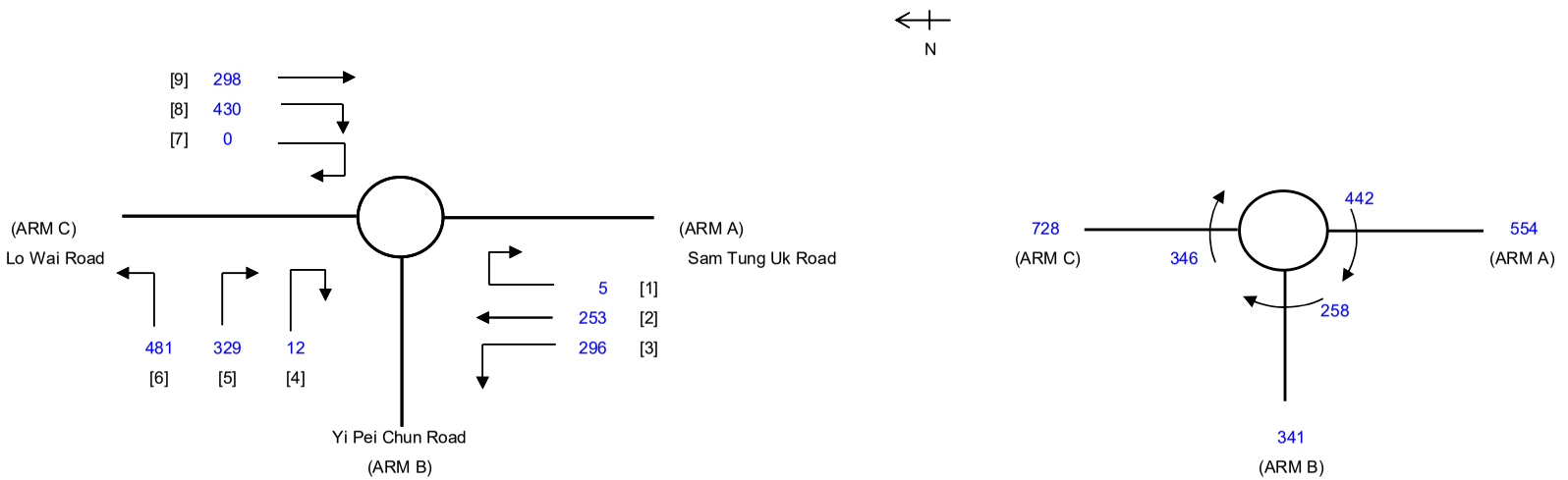


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	599	367	688
Qc	=	Circulating flow across entry (pcu/h)	417	280	372
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1419	950	1489
DFC	=	Design flow/Capacity = Q/Qe	0.42	0.39	0.46

Total In Sum = 2835 PCU

DFC of Critical Approach = 0.46

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design AM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

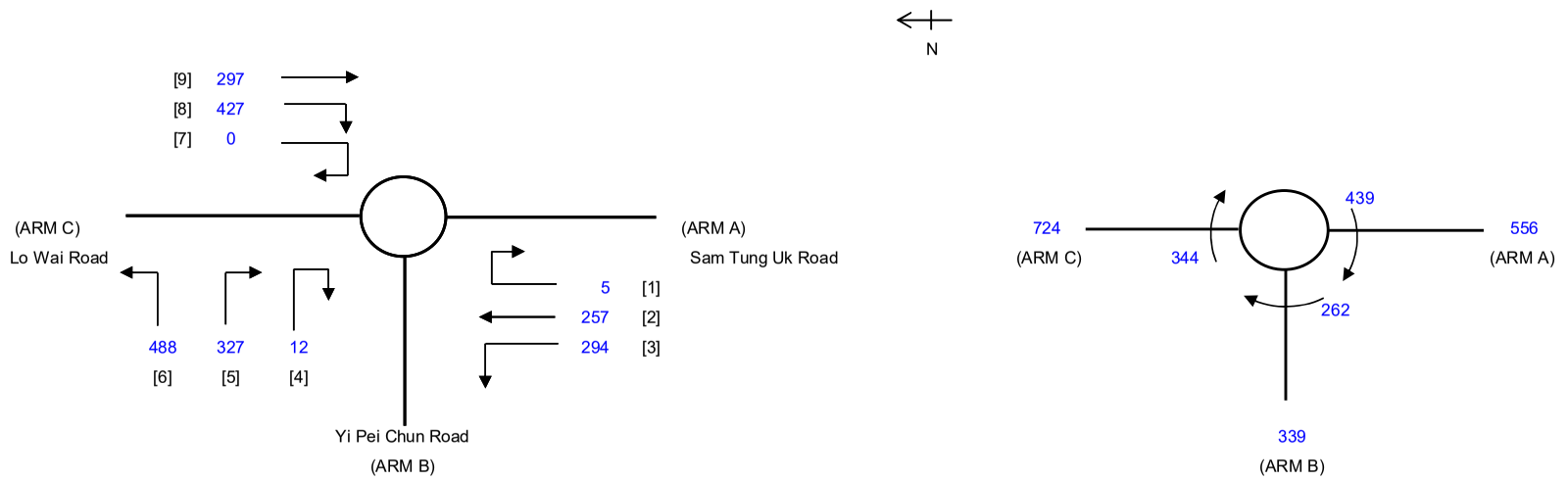


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	554	341	728
Qc	=	Circulating flow across entry (pcu/h)	442	258	346
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1402	962	1507
DFC	=	Design flow/Capacity = Q/Qe	0.40	0.35	0.48

Total In Sum = 2832 PCU

DFC of Critical Approach = 0.48

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design Noon (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24

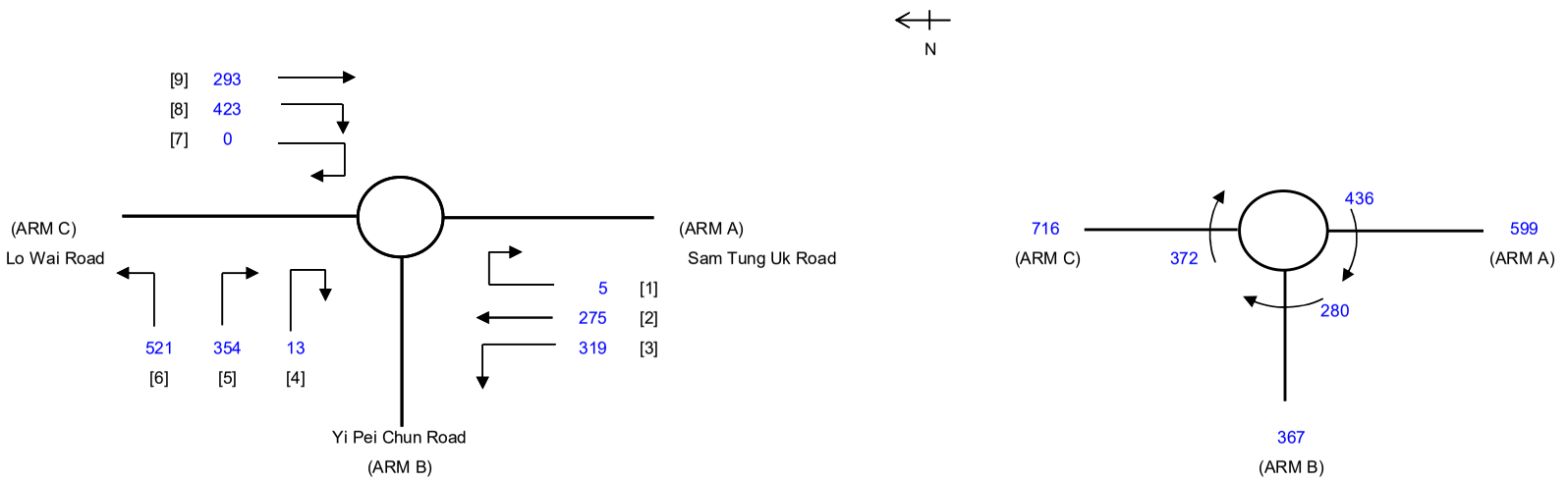


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	556	339	724
Qc	=	Circulating flow across entry (pcu/h)	439	262	344
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1404	960	1509
DFC	=	Design flow/Capacity = Q/Qe	0.40	0.35	0.48

Total In Sum = 2831 PCU

DFC of Critical Approach = 0.48

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Columbarium at Lot Nos. 613 RP(Part), 614 & 1229 in D.D. 453 and Their Adjoining Government Land, Lo Wai, Tsuen Wan, New Territories	**2035 Design PM (Weekend)**	**PROJECT NO.:**	40243	**PREPARED BY:**	SKL	Oct-24
		FILENAME :	J2_Weekend.xlsx	**CHECKED BY:**	SLN	Oct-24
J2 Lo Wai Road/Yi Pei Chun Road/Sam Tung Uk Road		**REFERENCE NO.:**	J2	**REVIEWED BY:**	SLN	Oct-24



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.50	3.65	3.50
E	=	Entry width (m)	6.50	3.65	6.20
L	=	Effective length of flare (m)	13.00	1.00	19.00
R	=	Entry radius (m)	40.00	50.00	40.00
D	=	Inscribed circle diameter (m)	28.00	28.00	28.00
A	=	Entry angle (degree)	15.00	40.00	15.00
Q	=	Entry flow (pcu/h)	599	367	716
Qc	=	Circulating flow across entry (pcu/h)	436	280	372
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.23
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	0.99	1.08
X2	=	V + ((E-V)/(1+2S))	5.23	3.65	5.36
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1583	1106	1623
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.54	0.64
Qe	=	K(F-Fc*Qc)	1406	950	1489
DFC	=	Design flow/Capacity = Q/Qe	0.43	0.39	0.48

Total In Sum = 2919 PCU

DFC of Critical Approach = 0.48

Appendix 11

食物環境衞生署
Food and Environmental Hygiene Department

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

本署檔案編號：(52) in FEHD PCAO 71-30/30/48 Pt.1

葵涌大連排道 36-40 號
貴盛工業大廈一期
2 字樓 A32 室
楊禮光先生

楊先生：

確認完成「訂明骨灰處置程序」
私營骨灰安置所名稱：永盛園
私營骨灰安置所處所地址：新界荃灣老圍路 21 號 A/B
(丈量約份第 453 約地段第 613 號餘段、第 614 號
及第 1229 號和毗連政府土地) (“處所”)

就你早前進行「訂明骨灰處置程序」，處置存放在上述處所內的骨灰一事。私營骨灰安置所事務辦事處人員於 2023 年 3 月 23 日視察上述處所，確認你已完成有關「訂明骨灰處置程序」。

請注意，除非獲發相關指明文書，你不可存放骨灰在該“處所”內，否則本辦事處人員將會採取執法行動，而不會予以任何警告。《條例》訂明，任何人士在沒有指明文書情況下營辦、維持、管理或以任何方式控制骨灰安置所即屬違法，若循簡易程序定罪，可處罰款二百萬元及監禁三年；循公訴程序定罪，則可處罰款五百萬元及監禁七年。

《條例》亦規定，任何寬限期不適用的骨灰安置所，如在沒有持有任何指明文書的情況下繼續營運骨灰龕，或任何骨灰安置所遭棄辦，營辦人須根據《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，若循簡易程序定罪，可處最高罰款二百萬元及監禁三年；而循公訴程序定罪，則可處最高罰款五百萬元及監禁七年。

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

如你有任何查詢，請與衞生督察（私營骨灰安置所執法組）羅家寶女士（電話：2350 7338）聯絡。

食物環境衞生署署長

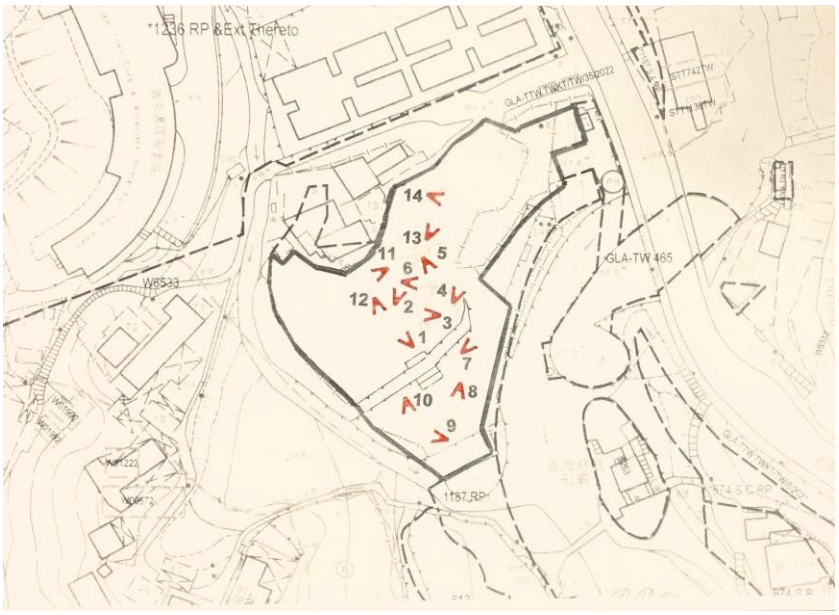
（曾宇謙 代行）

2023 年 4 月 6 日

根據《防止賄賂條例》（第 201 章）的規定，任何人在與政府人員履行公職有關的情況下向政府人員提供任何利益，即屬違法。

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

Appendix 12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GLA-TW 465
W6533
1187 RP
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Appendix 13

Comment		Response
Food and Environmental Hygiene Department (contact: Kaya Chan, Tel: 3141 1232)		
1.	According to our record, the previous application for specified instruments of the columbarium, namely "Wing Shing Yuen", situated at No. 21A/B Lo Wai Road, Tsuen Wan, New Territories (Lots 613 RP, 614 and 1229 in D.D. 453 and adjoining Government Land), was refused on 24.5.2021. The Licensing Board did not receive any new application of specified instruments from the applicant "Wing Shing Yuen" thereafter.	Noted.
2.	Please note that PCAO will only comment on such management plan which the application for private columbarium is processing by PCAO.	Noted.
3.	Should there be any government lands (i.e. new roads, pavements, footbridges, crossing facilities, elevated walkways systems, subways, open space, footpath widening, lifts, flower beds, etc.) to be built by the project proponent, the project proponent must provide recurrent consequence (RC) to FEHD in case FEHD is required to provide manual cleansing services for captioned localities in the study area on condition that HyD or other concerned departments would take up the maintenance responsibility.	Noted.
4.	If any FEHD's facility is affected by the development, FEHD's prior consent must be obtained. Reprovisioning of the affected facilities by the project proponent up to the satisfaction of FEHD may be required. Besides, the project proponent should provide sufficient amount of additional recurrent cost for management and maintenance of the reprovisioned facilities to FEHD.	Noted.

Comment		Response
Food and Environmental Hygiene Department (contact: Kaya Chan, Tel: 3141 1232)		
5.	The project works should not affect the normal operation of our nearby FEHD's facilities such as refuse collection point, public toilet, etc. and our routine waste collection services.	Noted.
6.	Please keep the cleansing condition of the works site and its vicinity in the public area in satisfactory condition and remove any waste and debris generated.	Noted.
Agriculture, Fisheries and Conservation Department (contact: Lau Yun Kwan, Tel: 2150 6952)		
1.	The applicant is advised to carry out good site practice and establish appropriate pollution control measures to minimise any potential impacts to the watercourses in the vicinity as far as possible.	Noted.
Environmental Protection Department (contact: Keith Lam, Tel: 2835 1844)		
From AQ perspective		
1.	Section 8.1: It is highly supportive to prohibit any burning activities in the proposed columbarium from air quality perspective to avoid any potential air quality impact or nuisance.	Noted.
2.	Section 8.5: The potential air quality impact on the air-sensitive uses (e.g. office) of the proposed development shall be addressed by considering whether the buffer distance requirements as stipulated in the HKPSG can be fulfilled. Please identify the road types of the nearby roads including Lo Wai Rd and any other local access roads by referring to the latest Annual Traffic Census published by TD or seeking TD's agreement. Please present the buffer zones of each concerned road in the map and confirm that no air-sensitive uses, including openable windows, fresh air intake of mechanical ventilation, or recreational uses in the open area, will be located within the buffer zones.	The proposed development does not has any air-sensitive uses. According to the applicant's business model, an on-site office is not required. There is only one road adjoining the Application Site – Lo Wai Road. Lo Wai Road is classified as a Local Distributor in Annual Traffic Census Report. Please refer to revised sections 8.6 and 8.7.

Comment		Response
Environmental Protection Department (contact: Keith Lam, Tel: 2835 1844)		
3.	Please provide supporting information to confirm whether the road capacity of the nearby road network can absorb the additional traffic generated by the project.	A TIA was conducted and it demonstrated that the proposed development would not induce traffic impact to the surrounding road network (Appendix 10).
4.	If HKPSG's buffer distance requirements for any air emission sources cannot be met, quantitative air quality impact assessment may be required to ensure that the air-sensitive uses of the proposed development will not be subject to adverse air quality impact.	Noted. However, there are no air-sensitive uses in the proposed development.
5.	In addition, it is noted in Appendix 5 that there are quite a few temples/monasteries surrounding the project site. Please review and confirm whether any temples or monasteries with burning activities are located within 200 m from the proposed development, using site surveys and/or direct contact with the temple or monastery management. Please address the potential air quality impacts of these activities on the air-sensitive uses of the proposed development. Consider factors including, but not limited to, the separation distances between the air-sensitive uses of the proposed development and the furnace or burning activities of the temples and monasteries, the scale and frequency of burning activities, the size of furnace, the presence of any air treatment system, and any air or odor complaints in the past few years.	Those activities do not cause any air quality impacts to the development as the development does not contain any air-sensitive uses.

Comment		Response
Environmental Protection Department (contact: Keith Lam, Tel: 2835 1844)		
6.	The potential constructional air quality impact arising from the proposed development shall also be addressed. The information to be provided shall include but not limited to: the size of the site formation or excavation area, amount of excavated/demolition materials to be handled, number of dump trucks and mechanical equipment to be used per time over the work site, identification of nearby air sensitive uses and their separation distances from the project site boundary, identification of any concurrent projects within 500 m assessment area and their cumulative construction air quality impacts. Necessary control measures shall be proposed accordingly to minimize the potential air quality impact during the constructional stage.	There will be no site formation or excavation work involved in this development. The demolition work was finished in February 2024. There are no concurrent projects within the 500-meter assessment area, and there is no cumulative construction air quality impacts. The construction phase of the redevelopment will adhere to the Recommended Pollution Control Clauses (RPCC) to minimize any potential environmental inconvenience and nuisance for sensitive receptors throughout the construction stage. The potential water quality impact during construction phase and proposed respective mitigation measures will be followed.
From Noise perspective		
7.	Please implement necessary noise control measures to any potential noise source(s) (e.g. ventilation, cooling system) to meet relevant standards in HKPSG Ch 9.	This development will implement the necessary control measures for any potential noise sources (e.g., ventilation, cooling systems) to meet the relevant standards in HKPSG Ch9.

Comment		**Response**
Planning Department (District Planning Office, Tsuen Wan and West Kowloon) (contact: Frankie Tsang, Tel: 2417 6255)		
1.	The estimated completion year stated in the application form is November 2026, while the Traffic Impact Assessment states the year as 2025. Please clarify this discrepancy.	The estimated completion year is November 2026. The Traffic Impact Assessment has been updated accordingly.
2.	As stated in paragraph 2.4 of the planning statement, 284 niches have been sold. Please clarify the arrangement of these niches as the columbarium structure in the site has been demolished as claimed in paragraph 5.5 of the planning statement. Additionally, please explain how the sold niches will be managed following the completion of the proposed columbarium development under the current application.	According to the applicant, the Private Columbarium Licensing Board refused the applicant's entire set of applications, including the Temporary Suspension of Liability and License application on 24 May 2021. Consequently, the applicant appointed lawyers to arrange a settlement with the buyers. Under the terms of the settlement, the ancestral ashes of the previous buyers will not be returned to the development site. The settlement negotiations have been going smoothly, and there have been no disputes. Furthermore, the applicant has completed the disposal of ashes following the Prescribed Ash Disposal Procedure. The FEHD acknowledged the completion of the handover procedure on 6 April 2023 (Appendix 11).
3.	Paragraph 7.2 of the planning statement – Please clarify the duration of the shadow period, i.e. whether it is **one** immediately Saturday and Sunday before and after the festival days or **two** immediately Saturdays and Sundays before and after the festival days?	The shadow period should be two weekends, i.e., one Saturday and one Sunday, before and after Ching Ming/Chung Yeung Festival Days, including public holidays in between.
4.	Please clarify if there are any existing structures within the site.	There are no existing structures within the site. The site photos depicting the current condition are included in the Planning Statement (Appendix 12).

Urban Design and Landscape Section, Planning Department (Urban Design) (contact: Rachel Yiu, Tel: 3565 3944)		
1.	The subject site, with a site area of about 2,250m2, is located at a hilly area surrounded by a number of temples and monasteries. The existing developments in the area are generally with building heights ranging from 1 to 4 storeys, except the Western Monastery to the northeast of the site with a building height of 12 storeys.	Noted.
2.	The proposed redevelopment does not involve additional BH beyond that is permitted in the OZP. Notwithstanding the slight increase in building height from the previous approved rezoning Application No. Y/TW/15 from 117.4mPD to 118.1mPD, the proposed development remains low-rise in nature. Given the site context and as illustrated in the sections, artists' rendering and photomontages, the proposed development shall be able to blend in with the surrounding rural setting.	Noted.
Other comments		
3.	**SPS, Section 9** – As a full visual impact assessment is not included in the submission, it may be more appropriate to revise the title of the section from "Visual Impact Assessment" as "Visual Aspect".	The title of the section has been revised from "Visual Impact Assessment" to "Visual Aspect".
4.	**Perspectives** – The trees shown in the perspectives (see **Appendix I**) do not seem to tally with that in the Landscape Proposal. Please review based on the mark-ups attached.	The trees shown in the perspectives have been revised accordingly.
5.	**Appendix 9, Photomontages –** a. As per Paras. 2.3 and 5.5 of the SPS, the unauthorised Columbarium buildings were demolished for redevelopment on 20 February 2024. Please clarify when the photos for "Existing Conditions of the Site" were taken and revise the caption for the photos.	The photos for "Existing Conditions of the Site" were taken in September 2022. The caption for the photos has been revised.

Comment		Response
Urban Design and Landscape Section, Planning Department (Urban Design) (contact: Rachel Yiu, Tel: 3565 3944)		
5.	b. Subject to the applicant's clarification on the comment above, the applicant may wish to supplement photos to reflect the latest condition of the site.	The supplement photos taken on 20 September 2024, to reflect the latest condition of the site are attached (Appendix 12).
	c. Please annotate the building height in mPD of the previous/proposed columbarium building in the photos.	The building height in mPD of the previous/proposed columbarium building have been annotated on the photomontages (Appendix 9).
	d. **Vantage Point A and Vantage Point B** – With reference to Drawing Z-9 of MPC Paper No. Y/TW/15, please review whether the location of the VPs marked in the key plan are accurate and revise as appropriate.	The location of the VPs marked have been revised (Appendix 9).
Urban Design and Landscape Section, Planning Department (Landscape) (contact: Justin Or, Tel: 3565 3948)		
1.	According to Section 4.0 under Appendix 8 - Tree Preservation Proposal, there are 10 nos. of existing trees within the Application Site, including one tree (T01) to be retained in-situ, two trees to be transplanted and seven trees to be felled. For new tree planting, 25 nos. of tree in heavy standard size will be provided. Old and Valuable Trees or protected species has been identified within the Application Site (Section 2.2, Appendix 8 refers).	Noted.
2.	According to the Landscape Master Plan (LMP-01), water feature, garden, edge planting verges, vertical greening and zen courtyard are proposed on the ground floor of the proposed development.	Noted.

Comment		Response
Urban Design and Landscape Section, Planning Department (Landscape) (contact: Justin Or, Tel: 3565 3948)		
Landscape Comments		
3.	Having reviewed the circulated information, please note below our preliminary comments from landscape planning perspective for area within the Application Site boundary only.	Noted.
Planning Statement		
4.	Noted there are existing landscape resources in the application site, the Applicant is required to incorporate the landscape impact assessment section in the planning statement.	The landscape impact assessment section has been added in the planning statement (section 10).
5.	The Applicant is required to indicate and provide photos of the existing condition of the application site at the pedestrian level and related landscape treatment.	- Landes Limited has been commissioned to conduct a Landscape Impact Assessment, which includes the existing vegetation treatment and landscape design (Appendix 8). The existing condition of the redevelopment site photos at a pedestrian level taken on 20 September 2024 are attached (Appendix 12). - As described in Landscape Proposal (Appendix 8), a total of 10 trees within the site were recorded. The health condition of the bulk of these trees is generally in fair condition and the remaining trees are in poor condition. No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees, and the Forests and Countryside Ordinance respectively. - One tree will be retained in-situ while two trees will be transplanted and seven trees to be felled due to in conflict with the Proposed Redevelopment and the associated works. Upon completion of the construction works, twenty five nos. of new tree planting in heavy standard size will be planted at various locations within the Application Site. All the retained trees, transplanted trees and new trees will be maintained by the Application.

Comment		Response
Urban Design and Landscape Section, Planning Department (Landscape) (contact: Justin Or, Tel: 3565 3948)		
6.	With reference to "Slope Maintenance Responsibility Information System" (SMRIS), there are registered slope(s) adjacent to the Application Site (7SW-C/R473(3) & 7SW-C/R528(2)). The slope boundary and proposed treatment should be indicated on the relevant figure(s) and paragraph(s).	According to SMRIS, the registered slopes 7SW-C/R473(3) and 7SW-C/R528(2) are not adjacent to the Application Site. 7SW-C/R528(2) is located within GLA-TW465 and GLA/TTW TWKT/ TW98/2007, while 7SW-C/R473(3) is partly within DD453 Lot 1187RP, partly within GLA/TTW TWKT/TW98/2007 & adjoining Government Land. The responsible party for both of the slopes is Drainage Services Department.
Appendix 8		
7.	The Appendix subject is missing on the cover page.	The cover page has been amended accordingly.
8.	Section 5.1 & Table 3.0 (Planting Schedule) - To provide column(s) / remarks to show the proposed species are native or exotic for reference. The Applicant is recommended to plant more native tree species to enhance biodiversity.	Additional column has been added in Table 3.0 (Planting Schedule) and dwg. no. PS01 to show the native species for reference.
9.	LMP01 (Landscape Master Plan) – All the vehicular entrance / exit and pedestrian entrance / exist should be indicated on Landscape Master Plan.	All the vehicular entrance / exit and pedestrian entrance / exit has been indicated on Landscape Master Plan.
10.	LD101 & LD102 (Landscape Section) – The Application Site Boundary should be indicated on the drawing(s).	The Application Site Boundary has been included in dwg. nos. LD101 & LD102.
11.	LD102 (Landscape Section) – The spot level of the "New Trees and recipient location of the Transplanted Trees" should be indicated on relevant figure(s).	The spot level of the new trees and recipient location of transplanted trees has been indicated on relevant figures.
12.	LD103 (Landscape Section) – Discrepancy was found between the title shown in the drawing frame, i.e "Landscape section" and drawing content, i.e "Elevation of vertical green wall".	The drawing title has been amended to be "elevation of vertical green wall".

Comment		Response
Urban Design and Landscape Section, Planning Department (Landscape) (contact: Justin Or, Tel: 3565 3948)		
13.	Please be advised that the Tree Preservation Proposal is not required for the submission under "APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)" for permission under section 16 of the Town Planning Ordinance (the Ordinance). **Only broad brush survey on landscape resources including trees within the planning application boundary (including information of Old and Valuable Tree (OVT), tree of large size, rare/ protected species, etc.) with a broad assessment on landscape impact caused by the proposed development and a conceptual landscape plan illustrating the proposed landscape treatments/ mitigation measures including a planting proposal with the indicative locations, estimated number of trees to be preserved/ planted and responsible maintenance departments of the proposed plantings would be required.** The provisions of sufficient green coverage and local open space shall be included, if applicable.	The Tree Preservation Proposal has not been included in the planning submission. Relevant information of landscape resources and proposed landscape treatment has been included in Landscape Proposal.
Advisory Remarks		
14.	The Applicant is reminded that approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal scheme under the Lease. Thus, the Applicant should seek comments and approval from the relevant authority on the tree works concerned and/or compensatory/ replacement planting proposal, where appropriate.	Noted.
15.	Please be reminded that the approval of the Planning Application does not imply approval of the site coverage of greenery requirements under APP- PNAP 152 and/or under Lease. The site coverage of greening calculation should be submitted separately to BD for approval.	Noted.

Comment		Response
Transport Department (contact: Ken Cheung, Tel: 2399 6985)		
1.	On the proposed operation arrangement as stated in Paragraph 2.2.2, i.e. "closure of the columbarium during Ching Ming Festival and Chung Yeung Festival Days and the two weekends before and after the two festival days, and any public holidays between the two festival days and the two weekends", the detailed operation arrangement during the Yu Lan Festival / Chinese New Year holidays and the associated traffic impact shall also be mentioned. Furthermore, agreement shall be obtained from FEHD to undertake monitoring of the strict implementation of the proposal.	A new Paragraph 2.2.3 is introduced in the TIA as follows: The proposed columbarium development will not open to the public on the following days, subjected to the prevailing traffic conditions: • Chinese New Year Holidays • Yu Lan Festival Day All the closure days will be included in the Columbarium Management Plan for FEHD's consideration and approval.
2.	Paragraph 2.4.3 – the occupancy rate of 4 persons per private car seems to be on the high side. Please make necessary adjustment for re-assessment of the traffic impact.	At present, it is common to use 7-seaters private cars where the occupancy can be 6 or 7 persons per private car. So, the occupancy rate of 4 persons per private car is not over-estimated. Meanwhile, the TIA report is revised to adopt an occupancy rate of 3.5 persons per private car. Please refer to Section 2.4 of the updated TIA report for the details.
3.	Paragraph 4.2.2 – The no. of visitors before/after Ching Ming Festival and Chung Yeung Festival would very likely be higher than the estimated daily average. Please make necessary adjustment for re-assessment of the traffic impact.	Please note that the number of visitors will be strictly controlled by the proposed visit-by-appointment system. No visitors will be allowed to enter the proposed columbarium development without advance booking. Therefore, the number of visitors before/after Ching Ming Festival and Chung Yeung Festival can be controlled and will not be higher than the daily average.
4.	It is mentioned in the management plan of the columbarium development that there will be limited no. of sales of columbarium of 500 nos. per year, please take this into account in the TIA.	A sensitivity test is conducted to review the traffic conditions in the year (i.e. 2035) which all niches are sold and occupied, considering the limitation of niches sales per year. Please refer to Section 4.7 of the updated TIA report for details.

Comment		Response
Transport Department (contact: Ken Cheung, Tel: 2399 6985)		
5.	It is noted that LGV will encroach into the adjacent lane as per the swept path analysis in Figure 2.3. Please review the road width and the Run-In/Out such that a vehicle can enter the run in from the near side lane without encroachment onto an adjacent lane.	Please be clarified that the LGV will not encroach onto the adjacent as shown in Figure 2.3. The figure has been demonstrated that the LGV can enter the run-in from the near side lane without encroachment onto the adjacent lane.
6.	As vehicles might stop outside for entry of the proposed development, please advise any road improvement measures to be implemented to prevent vehicles from tailing back into Lo Wai Road.	Please note that all car parking spaces will be reserved under the visit-by-appointment system. Taxi lay-bys are also provided for the visitors to pick-up/drop-down within the Site, the chance of incoming vehicles tailing back onto Lo Wai Road is minimal.
7.	Section 2.2.2 - It is mentioned that the buyers of the niches will be "notified" about the days on which the columbarium will be closed. The consultant should elaborate on the actual implementation plan (eg. how to disseminate such information effectively), so as to ensure the grave-sweepers would not visit the columbarium on the closure days.	The implementation procedures are discussed in details under Section 4 and 5 of the Management Plan. The relevant pages of the Management Plan are abstracted and appended in Appendix A of the updated TIA report.
8.	Section 3.2.1 - The walking distances between the bus / minibus stops and the site should be specified and reviewed if they are reasonable. The bus / minibus stops on Sam Tung Uk Road is located some 700 meters (uphill along the narrow footpath of Lo Wai Road) which is undesirable for grave-sweepers who are likely to be carrying baggage or items for worshipping.	Please note that Section 3.2.1 showed the availability of public transport services in the vicinity of the Site for reference only. Grave-sweepers of the proposed development with baggage or items for worshipping, are anticipated to visit by private car or by taxi. So, sufficient car parking spaces and taxi lay-bys are provided within the Site to meet the possible demand. The visitors may not prefer to get on buses or minibuses which do not have sufficient spaces to accommodate these stuff.

Comment		Response
Transport Department (contact: Ken Cheung, Tel: 2399 6985)		
9.	Section 4.2.3 - While the consultant estimated the average daily number of visitors to be 104, it is unrealistic to assume that these 104 visitors would be evenly distributed on the 330 days across the year. The consultant should take into account a certain percentage of variance (eg. the number of visitors is likely to be higher at weekends compared to weekdays, and near the "shadow periods" of festive days). The consultant should also consider whether the existing niches were occupied long time ago, as this would have implication on the number of visitors. Reference should be made to the data of newly-occupied niches when projecting the number of visitors.	Please note that the number of visitors will be strictly controlled by the proposed visit-by-appointment system. No visitors will be allowed to enter the proposed columbarium development without advance booking. Therefore, the number of visitors that can visit the proposed columbarium each day can be maintained at a level not to induce unacceptable traffic impact at Lo Wai area.
10.	Utilisation surveys should be conducted during peak hours at a normal weekend of each existing public transport service route (both bounds) and the occupancy rates observed should be included. The projected occupancy rates of the existing public transport service, taking into account the passenger demand generated from the proposed development, should be provided for further review.	Grave-sweepers of the proposed development with baggage or items for worshipping, are anticipated to visit by private car or by taxi. So, sufficient car parking spaces and taxi lay-bys are provided within the Site to meet the possible demand. The visitors may not prefer to get on buses or minibuses which do not have sufficient spaces to accommodate these stuff.
11.	Although the columbarium will be closed on Ching Ming and Chung Yeung festival days, as well as two weekends before and after these festivals, it is anticipated that there will still be a high concentration of visitors during these periods. Therefore, the consultant should explore the feasibility of operating a shuttle bus service to accommodate the increased passenger demand to the columbarium during these periods.	Please note that the number of visitors will be strictly controlled by the proposed visit-by-appointment system. No visitors will be allowed to enter the proposed columbarium development without advance booking. Therefore, the number of visitors that can visit the proposed columbarium each day can be maintained at a level not to induce unacceptable traffic impact at Lo Wai area.

	Comment	Response
Transport Department (contact: Ken Cheung, Tel: 2399 6985)		
12.	Section 4.2.3 the traffic counts were conducted in June 2022. Please review.	Noted. Updated traffic count surveys were conducted in September 2024. Please refer to the updated report for details.
13.	The estimated completion time (November 2026) in the application form and the TIA (Year 2025) were different.	Please be clarified the estimated completion time will be November 2026. The TIA report is updated accordingly.
14.	Section 4.1.7, please include the approved application No. A/TW/530 for columbarium development in Western Monastery.	Noted. The concerned development is included accordingly. Please refer to Section 4.1 of the updated TIA report for details.
Highways Department (Lighting Division) (contact: Ivan Yim, Tel: 3903 6559)		
1.	According to the submitted document, the proposed vehicular access is in close vicinity of and appears in conflict with the existing Lamppost No. W3725 and the associated public lighting cable, attached part print of public lighting record refers. The applicant shall submit a drawing indicating the relation between the proposed 6m wide vehicular access and the existing lamppost and ensure proper clearance shall be maintained between the proposed vehicular access and the concerned Lamppost No. W3725. Should permanent relocation of the existing lamppost is necessary, the applicant shall submit a lighting proposal to this office for approval and be responsible for the cost of the works.	The current vehicular access does not meet the standards set by the Highways Department (HyD). After the approval of the Town Planning Board, the applicant will need to submit a detailed design proposal for widening the vehicular access. This Proposal will include a lighting design and be submitted to HyD for approval. As part of this widening scheme, Lamppost No. W3725 will be permanently relocated. The design proposal must adhere to the HyD standards and be submitted for approval from HyD during the detailed design stage. The applicant is responsible for the design construction, and maintenance of this vehicular access at their own expense, without any claims to the Government, and to the satisfaction of the relevant Government departments.

Comment		Response
Highways Department (Lighting Division) (contact: Ivan Yim, Tel: 3903 6559)		
2.	According to the record of this office, the concerned existing Lamppost No. W3725 is to provide public lighting for access from Lo Wai Road to the village footpath towards west. As observed from the submitted drawing of the subject application, the proposed 6m wide vehicular access to the gate of the subject development is considered exclusively used by the subject development rather than a public access. The lighting of this 6m wide vehicular access is considered out of jurisdiction of HyD/LTG office and the applicant shall be responsible for the lighting of this vehicular access.	Noted.
3.	The concerned existing Lamppost W3275 is considered within the village area that the applicant shall seek comment/approval from Tsuen Wan District Office, Home Affairs Department (DO) in advance [Attn: EO(Dev) - Ms LAU Ka Yi, Natalie; 3515 5608; natalie_ky_lau@had.gov.hk] if any proposed changes of the existing lighting. They will arrange a joint site meeting with the developer, the Village Representative(s), the representatives from the relevant government departments and this office to confirm the relocation or removal arrangements and details.	Noted.
4.	The applicant may note that public consultation in form of posting notice for village lighting relocation works has to be carried out before the commencement of relocation works. Subject to any objection received during the consultation period, a minimum lead time of 12 months, including the public consultation, will be required for the village lighting relocation works. Substantial time, in addition to the lead time mentioned above, may also be required for DO to resolve the objections.	Noted.

Comment		Response
Drainage Services Department (contact: Austin Wong, Tel: 2300 1349)		
1.	Please clarify if there will be any change in the current stormwater and sewage provision at the site resulting from the application.	There will be no change in current stormwater and sewage provision at the site resulting from the application.
2.	In addition, it is noted that the proposed redevelopment will be within the tunnel protection zone of DSD's Tsuen Wan Drainage Tunnels (TWDT) with some proposed structures to be situated on its Main Tunnel and Intake I-2 Main Adit Tunnel near Lo Wai. The applicant and future developers should strictly observe and follow the guidelines and requirements as stated in DSD's Practice Note No. 2/2017"Assessment on the Effects of Construction Activities on Drainage and Sewage Tunnels and their Associated Structures". For any assessments as required by the practice note, the applicant and future developers are reminded to obtain and address all technical advice from the CEDD/GEO before any works commence.	Noted.

Comment		**Response**
Buildings Department (contact: Chan Hoi-yan, Tel: 2626 1429)		
1.	The proposed columbarium block may be considered as a "3-storey" building under the Building Ordinance. Please note that floor areas / spaces with excessive headroom should be fully justified.	The proposed columbarium block will be a two storey building. For clarity, portions of the second-floor ramp design have been simplified. The plans and sections have been modified accordingly. Justifications for the floor areas/spaces with excessive headroom for columbarium use will be submitted at the building plan submission stage.
2.	It is noted that 3 structures is/are proposed in your application. Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on application site, prior approval and consent of the BA should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	Noted.
	Advisory comments The applicant's attention is drawn to the following points:	
	(i) 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 B(P)R respectively;	Noted.
	(ii) the site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;	Noted.
	(iii) if the existing structures (not being a New Territories Exempted House) is/are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the captioned application;	Noted.

Comment		Response
Buildings Department (contact: Chan Hoi-yan, Tel: 2626 1429)		
	(iv) for UBW erected on leased land, enforcement action may be taken by the Buildings Department to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;	Noted.
	(v) if the proposed use under application is subject to issue of a license, the applicant should be reminded that any existing structures on the application 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;	Noted.
	(vi) the columbarium should comply with the design and construction requirements as stipulated in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-154;	Noted.
	(vii) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and	Noted.
	(viii) detailed checking under the BO will be carried out at building plan submisison stage.	Noted.

Comment		**Response**
(Urban Design & Landscape)		
1.	**Re. R-to-C (UD&L – Urban Design), Item 4, Perspectives** – The applicant may wish to review if there is a tree at the location per the attached mark-up with reference to the LMP, and ensure that the landscaping shown in the perspective would tally with the LMP. *[See attachment "2. Revised Planning Statement_markup.pdf"]*	The mentioned tree has been relocated to another planting area. Please refer to the revised Landscape Master Plan, dwg. no. **LMP01**.
2.	**Re. R-to-C (UD&L – Urban Design), Item 5c, Photomontages –** It seems that the proposed BH of 118.4mPD does not tally with the submitted architectural drawings. Please review/rectify, and ensure consistency across the whole submission.	The building height is 118.1mPD to the top roof level excluding the 1.1m high parapet wall. It is tally with the submitted architectural drawings. For clarity, the building height (including the parapet wall) is 119.2mPD. Please refer to the revised photomontages (Appendix 9).
3.	**R-to-C Item 7 (Landscape) -** The cover page is missing in this submission.	Please find the enclosed cover page for the Landscape Proposal.
4.	**R-to-C Item 8 (Landscape) -** Refer to "Check List of Hong Kong Plants 2012" by AFCD and "Hong Kong Herbarium", *Ligustrum sinense* and *Cordyline fruitcosa* are not native species. Please review.	The mentioned species have been checked and revised. Please refer to the replacement page no. 8 of the proposal and revised Planting Schedule and Planting Plan for reference.
5.	**R-to-C Item 10 (Landscape) -** Please indicate the Application Site Boundary on both sides of the section(s).	Landscape sections, dwg. no. LD101 and LD102 have been revised accordingly.
6.	Advisory comment - The Applicant is reminded that approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal scheme under the Lease. Thus, the Applicant should seek comments and approval from the relevant authority on the tree works concerned and/or compensatory/ replacement planting proposal, where appropriate.	Noted.
7.	Advisory comment - Please be reminded that the approval of the Planning Application does not imply approval of the site coverage of greenery requirements under APP- PNAP 152 and/or under the Lease. The site coverage of greening calculation should be submitted separately to BD for approval.	Noted.

Comment		**Response**
Environmental Protection Department (contact: Jolene Wong, 2835 1844)		
1.	Section 8.5: • Paragraph 1, please add "(2022)" after "Annual Traffic Census Report" in line 7. • Paragraph 2, please provide support to justify that the temples/monasteries located within 200 m of the proposed redevelopment site are of limited scales and engage in very low-frequency burning activities. • Paragraph 3, please verify whether "Hong Hai Chi Hong Ship Monastery" should be revised to "Heung Hoi Che Hong Temple". In addition to the offices, please confirm whether there are any ASRs (e.g. sitting space in the open area) of the proposed development that are closer to the nearby temples. Please provide more details about the air purification system installed in the MVAC unit, specifically in terms of its capability and efficiency to remove various types of air pollutants. • Paragraph 5, please clarify whether "no air or odor related complaints" refers to all temples/monasteries located within 200 m from the proposed development and provide the relevant correspondences from the authority (e.g. regional office of EPD) as support. • Please add RtoC#3 under Air to the section.	• "(2022)" is added after "Annual traffic Census Report". • The scale and frequency of burning activities from the temples and monasteries (within 200m) will not affect the development, as it has no air-sensitive uses. • "Hong Hai Chi Hong Ship Monastery" has been revised to "Heung Hoi Che Hong Temple". It is to confirm that there are no offices or any ASRs (e.g. sitting space in the open area) in the proposed development. Since there are no air-sensitive uses, the MVAC unit's air purification system is not crucial and further details about it will be provided if necessary at the detailed design stage. • Due to the prohibition on burning activities and the absence of air-sensitive uses within the development, any air or odor related complaints regarding nearby temples/monasteries (within 200m) are deemed irrelevant. • RtoC#3 under Air is added to the section.
2.	**(**RtoC#6, Sections 1.3 and 8.7: Please verify whether the proposed redevelopment involves any demolition and rebuilding works, as the information provided in different sections are inconsistent. Please address what construction works will be conducted for this proposed redevelopment in more details in Section 8.7.	There will be no site formation or excavation work involved in this development. The demolition work was finished in February 2024. Please refer to revised section 8.9.
3.	Please provide a map showing all temples/monasteries within 200 m from the project site boundary, the location of the fresh air intake of the proposed offices and any other air-sensitive uses of the proposed development with their corresponding separation distances from these temples/monasteries.	Since there are no office or any air-sensitive uses in the development, the fresh air intake location is irrelevant to nearby temples/monasteries (within 200m). Its final location will be determined by the MVAC design at the detailed design stage.
4.	The buffer distance map is unclear. Please show the entire Lo Wai Road clearly on the map and in a larger scale.	Due to the absence of noise and air quality impacts, the buffer distance map has been deleted.

Comment		Response
Lands Department (contact: Spencer Lau, Tel: 2402 1068)		
1.	It is noted that two small parcels of Lot 613 RP is excluded from the application site boundary as shown on the Ground floor plan of Appendix 9 of the PS. These two pieces of land would become landlocked after completion of the land exchange which is undesirable from land administration point of view. The applicant should clarify their intention and review as necessary. The applicant should also provide details of the private land involved for our consideration when applying for the land exchange.	The application site boundary is in accordance with the site boundary shown on the Outlined Zoning Plan. Although the two pieces of land mentioned are not within the OZP, the applicant intends to include them in the land exchange. Details of the private land involved will be submitted for your consideration when applying for the land exchange.
2.	The application site is currently accessible through a local track on Government land branching off from Lo Wai Road. Para. 2.3.1 of the Traffic Impact Assessment (TIA) at Appendix 10 of the PS states that the applicant proposes to widen the said local track to a minimum width of 7.3 m single 2-lane carriageway with a pedestrian footpath on the southern kerbside. The local track and the proposed road works are outside the application site boundary. The applicant is reminded that the proposed road works on Government land have not been checked and there is no guarantee that such proposal would be acceptable to LandsD. We reserve our comments on the proposal at the land exchange processing stage. We shall also defer to Transport Department and Highways Department to consider whether the proposal would be acceptable to them and to clarify the parties responsible for the future management and maintenance of this new widened road. Besides the proposal road works may trigger statutory action under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). For road projects carried out by private applicant under Cap. 370, the private applicant should pay all the costs of the private works including the administrative costs as well as the related compensation and ex-gratia allowances if any.	Noted.

Comment		Response
Lands Department (contact: Spencer Lau, Tel: 2402 1068)		
3.	The application site is currently accessible through a local track on Government land branching off from Lo Wai Road. Para. 2.3.1 of the Traffic Impact Assessment (TIA) at Appendix 10 of the PS states that the applicant proposes to widen the said local track to a minimum width of 7.3 m single 2-lane carriageway with a pedestrian footpath on the southern kerbside. The local track and the proposed road works are outside the application site boundary. The applicant is reminded that the proposed road works on Government land have not been checked and there is no guarantee that such proposal would be acceptable to LandsD. We reserve our comments on the proposal at the land exchange processing stage. We shall also defer to Transport Department and Highways Department to consider whether the proposal would be acceptable to them and to clarify the parties responsible for the future management and maintenance of this new widened road. Besides the proposal road works may trigger statutory action under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). For road projects carried out by private applicant under Cap. 370, the private applicant should pay all the costs of the private works including the administrative costs as well as the related compensation and ex-gratia allowances if any.	Noted.

Comment		Response
Environmental Protection Department (contact: Jolene Wong, Tel: 2835 1844)		
From AQ perspective		
1.	Section 8.6: According to the management plan, there will be 接待 / 登記 / 等候室, meeting room and ceremony room in one of the ancillary blocks. Please refer to our previous comments stating that office areas within the proposed development would be considered air-sensitive uses. In addition, visitors to the proposed development are also considered short-term ASRs. The Applicant needs to address the potential air quality impact from nearby emission sources on any air-sensitive uses within the proposed development.	The proposed Columbarium, located in a rural area with dense vegetation, is free from industrial chimneys within 200 meter radius. Burning is prohibited at the Columbarium itself. Initial information suggests infrequent, small-scale burning near nearby temples and monasteries. While incense, joss paper, and candles are expected to be burn more frequently during the Ching Ming and Chung Yeung festivals, the Columbarium will be closed for one week before and one week after each festival. Consequently the Columbarium is not anticipated to have a significant environmental impact. The Columbarium has no on-site office and it operates strictly by appointment. Staff from an off-site office will greet registered visitors at the gate and escort them to their designated worship space. Each worship period will last 60 minutes. Under exceptional circumstances, visitors may reserve up to two consecutive worship periods. Because the Columbarium lacks openable windows, a mechanical ventilation and air conditioning (MVAC) system with particulate and gaseous pollutant filters (eg. HEPA, electro statics precipitators and media filters, activated carbon filters and photocatalytic oxidation systems) will be installed to ensure compliance with your department's air quality regulations. This system will remove particulate matter (PM) and gaseous pollutants (particularly nitrogen dioxide (NO2)), preventing any negative impact on air quality within the Columbarium. The comprehensive design and technical specifications for the mechanical ventilation and air conditioning (MVAC) system, along with the air purification components, are currently unavailable for this Section 16 application. These detailed documents will be submitted by an Authorized Person (AP) during the building plan submission stage for your review and approval.

Comment		Response
Environmental Protection Department (contact: Jolene Wong, Tel: 2835 1844)		
2.	Section 8.7: Please address the traffic arrangements, particularly during special festivals such as Chung Yeung and Ching Ming, to verify that the proposed development will not result in adverse air quality impacts. Key considerations should include the frequency of trips at peak times and during special events, the number of parking spaces available at the proposed development, and whether most visitors will visit the proposed development by public transportation.	To minimize traffic congestion in the Lo Wai area, the Columbarium will be closed to visitors during the Ching Ming and Chung Yeung festivals, and the immediately preceding and following Saturdays and Sundays ("shadow period"). Consequently, the proposed Columbarium will not negatively impact air quality during this period. The operational plan will be included in the management strategy submitted to the Private Columbaria Licensing Board (PCLB) for monitoring and enforcement. The proposed Columbarium includes four private car parking spaces. It is anticipated that most visitors will arrive the Columbarium by private cars, taxis and shuttle buses. Because the Columbarium will operate strictly by appointment, traffic will be controlled. Therefore, the development is not anticipated to have an adverse environmental due to traffic.
3.	Section 8.9: Please provide more details about the construction activities for the proposed development (e.g. type of construction works, the amount of materials to be handled, the number of trips per hour made by construction trucks, and the maximum number of on-site machinery to be used simultaneously, etc.) to justify whether the scale of works is small and whether no adverse construction air quality impact shall be anticipated with the implementation of proper control measures.	Information regarding the construction phase is currently unavailable but will be submitted for approval before construction begins. The construction will comply with the Recommended Pollution Control Clauses (RPCC) and all relevant regulations to ensure no adverse environmental impact and inconvenience to nearby sensitive receptors.
Highways Department (contact: Ivan Yim, Tel: 3903 6559)		
1.	The applicant shall incorporate their responses to our comments in the report and drawing to ensure that the conflict of their proposed road works with the existing public facilities be properly resolved.	Your comments have been incorporated into the ground floor plan of the architectural drawing in the report.

Comment		Response
Planning Department (Urban Design & Landscape Section) (contact: Justin Or, Tel: 3565 3948)		
1.	Please note we have no comment on the captioned application from landscape planning perspective.	Noted.
Advisory Remarks to the Applicant		
2.	The Applicant is advised to review the responses in the RtoC table as typing mistakes were observed:- Item 8: "Additional column has been added in Table 3.0 4.0 (Planting Schedule) and dwg. no. PS01 to show the native species for reference."	Revised accordingly.
3.	With reference to the item 6 of the response in the RtoC table, it is noted "…7SWC/R473(3) is partly within DD453 Lot 1187RP, partly within GLA/TTWTWKT/TW98/2007 & adjoining Government Land. The responsible party for both of the slopes is Drainage Services Department." The Applicant should seek comments and approval from the relevant authority on the concerned slope works, where appropriate.	Noted.
4.	The Applicant is reminded that approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal scheme under the Lease. Thus, the applicant should seek comments and approval from the relevant authority on the concerned tree works and/or compensatory/ replacement planting proposal, where appropriate.	Noted.
5.	Please be reminded that the approval of the Planning Application does not imply approval of the site coverage of greenery requirements under APP- PNAP 152 and/or under the lease. The site coverage of greening calculation should be submitted separately to BD for approval.	Noted.

Comment		Response
Transport Department (contact: Ken Cheung, Tel: 2399 6985)		
1.	Visitors to the proposed columbarium development are expected to arrive throughout the year, except on the festival days and their shadow periods. It is estimated that a total of 28 pcu/hour(one-way) will be attracted to the proposed columbarium development. However, it only provides 3 parking spaces for the development needs. Please clarify.	In the TIA report, 110 visitors will be generated and attracted by proposed columbarium development on a daily basis. The 28 hour/pcu is a conservative estimate that 50% of visitors, i.e. 55 visitors, will arrive during the peak hour by taxi (an occupancy of 2 persons per taxi). A car park reservation/booking system will be implemented and each space can be booked for a 1-hour period. Therefore, the 4 spaces, including the disable space, can provide 32 timeslots for booking on a daily basis, which will be sufficient.
2.	None of the assessments on the existing public transport service were found in the report.	Due to the resource limitation of public transport operator, the number of minibuses cannot be further increased and the number of vehicle trips per hour would remain the same as the existing. To cater for the additional passenger demand generated by the proposed columbarium, the Applicant will provide a shuttle service the Site and the Tsuen Wan MTR Station. A preliminary routing and pick-up/ drop-off point is shown in the attached **Figure T1** while the detailed routing and the pick-up/drop-off point will be submitted under the Management Plan during license application. **No demand on the public transport services will be induced by the proposed development.**
3.	The impact on the level of service of the existing footpath due to the attraction should be assessed.	All visitors are anticipated to arrive by private cars, taxis and shuttle buses. No significant amount of visitors will walk on Lo Wai Road footpaths.
Lands Department (contact: Spencer LAU, Tel: 2402 1068)		
1.	Responses-to-comments Table (p. 21 to 22) The applicant's response to my comment on the application site boundary is noted. Details will be examined at a later stage.	Noted. For your information, those two pieces of land are designated as landscape areas.

Comment		Response
Lands Department (contact: Spencer LAU, Tel: 2402 1068)		
2.	Other revisions As the revisions do not involve land administration matters, I shall defer to the relevant expert department to comment.	Noted.
3.	Please be reminded that there is no guarantee that the applicant's proposal including but not limited to the site layout, tree felling proposal, road widening proposal will be accepted by the Lands Department irrespective of whether planning permission will be given or not. Details will be examined and we reserve our position to comment on the proposal at a later stage.	Noted.
4.	The comments as contained in my memo dated 2 October 2024 are still valid.	Noted.
Transport Department (Transport Operation) (contact: Destiny Mui 2399 2446)		
1.	The TIA should include a detailed assessment of the demand for and provision of public transport services related to the development. The assessment should also examine whether any enhancements to transport facilities, including modifications to bus bays and/or lay-bys, are required to facilitate access for visitors to the development.	Due to the resource limitation of public transport operator, the number of minibuses cannot be further increased and the number of vehicle trips per hour would remain the same as the existing. To cater for the additional passenger demand generated by the proposed columbarium, the Applicant will provide a shuttle service the Site and the Tsuen Wan MTR Station. A preliminary routing and pick-up/ drop-off point is shown in the attached **Figure T1** while the detailed routing and the pick-up/drop-off point will be submitted under the Management Plan during license application. **No demand on the public transport services will be induced by the proposed development.**

	Comment	Response
Environmental Protection Department (contact: Jolene Wong, Tel: 2835 1844)		
Comments on the Environmental Assessment section of the Planning Statement		
1.	S.8 – Please revise the section title to "Environmental ~~Impact~~ Assessment".	Amended accordingly.
2.	S8.4 – Please state clearly in the EA section that an air treatment system with a removal efficiency for NO2, RSP and FSP (in terms of % removed) will be provided at the fresh air intake of the central ventilation system of the proposed columbarium. It shall demonstrate that the planned ASRs in the proposed columbarium will not be subject to adverse air quality impact.	It has been incorporated in S8.8.
3.	S8.6 – Please align the closed days near Ching Ming and Chung Yeung festivals with the ones stated in S8.10 of the Planning Statement and S6.2(iii) of the Management Plan.	Amended accordingly.
4.	S8.8 – Please incorporate the R-to-C into this section as undertaking that the "removal efficiencies of the air purification system for air pollutants including PM and NO2, the location and height of the fresh air intake of the MVAC system would ensure compliance to the relevant air quality criteria".	It has been incorporated.
5.	S.8.9 – The sentence about the conducted "TIA" shall be moved to other section.	It has been moved to S8.11.
6.	R-to-C (1) – It mentions that detailed documents about the MVAC will be submitted for our review and approval during the building plan submission stage. Please be clarified that we do not comment nor are the approval authority for building plan submission. Nevertheless, we note from the R-to-C that AP will be appointed by the applicant to ensure that the design and technical specifications of the MVAC could meet relevant air quality criteria.	Noted.

Comment		**Response**
Transport Department (contact: Destiny Mui, Tel: 2399 2446)		
1.	The proposed service details of the shuttle bus service should include assessment on the required headway to cater for the projected passenger demand.	Please note that the proposed shuttle service will use a 28-seater minibus with a maximum of 2 trips per hour to cater for the projected passenger demand. Please refer to **Section 5** of the updated TIA report for details.
2.	The consultant should include a layout plan showing the internal transport facilities for shuttle bus operation within the development.	Please note that the proposed shuttle service will use the pick-up/drop-off lay-by within the Site. Please refer to **Figure 2.2** of the updated TIA report. Swept path analysis is also conducted to demonstrate the feasibility of manoeuvring of a 28-seater minibus within the Site. Please refer to **Figure 5.2** of the updated TIA report for details.
3.	It is noted that our officer from traffic engineering section has provided comments on the pick-up/drop-off point at Tsuen Wan. The consultant should revise the TIA accordingly.	Noted. The pick-up/drop-off point at Tsuen Wan MTR Station is reviewed and updated accordingly. Please refer to **Figure 5.1** of the updated TIA report for details.
General Comments		
4.	The above assessment details should be included in the content of the TIA.	Noted. Please refer to **Section 5** of the updated TIA report for details.

Comment		Response
Transport Department (contact: Ken Cheung, Tel: 23996985 / Destiny Mui, Tel: 2399 2446)		
1.	The TIA should propose the operating hours and frequency of the shuttle bus service on weekdays, weekends and during festive days (please note that special traffic arrangement and / or road closure will be implemented on Lo Wai Road on specified festive days). The proposed service level should be based on the projected passenger demand.	Noted. Please refer to **Section 5.2.5** in the replacement page in the updated TIA report (see attached).
2.	All proposed details of the shuttle bus service should be included in the content of the TIA, not only the "Management Plan" or response to comments.	Noted. Please refer to **Section 5.2.5** in the replacement page in the updated TIA report (see attached).
3.	As the TIA stated that the development should not induce additional transport demand on the existing public transport service and a shuttle service is proposed, the applicant should ensure adequate information dissemination such that visitors are be well-informed about the shuttle arrangement. The consultant should state so in the TIA.	Visit-by-Appointment scheme will be implemented at the proposed columbarium development to control the number of visitors each day and to reserve shuttle service for visitors. The visitors will be informed about the shuttle service arrangement and they can make reservations during the booking process. Please refer **Section 5.1.1** in the replacement page in the updated TIA report (see attached).

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