Prepared by

**Ramboll Hong Kong Limited**

# S16 PLANNING APPLICATION FOR PROPOSED RELIGIOUS INSTITUTION AND COLUMBARIUM (PARTIAL DEVELOPMENT OF PRAJNA DHYANA TEMPLE)

## ENVIRONMENTAL ASSESSMENT

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|---|---|
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# 1. INTRODUCTION

## 1.1 Background

1.1.1 The Subject Site is located at No. 100 Shek Mun Kap, Tung Chung as Prajna Dhyana Temple ("the Temple"). The subject site is zoned as "Government, Institution or Community" and "Green Belt" ("GB") zone on the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/24 (Subject OZP).

1.1.2 Prajna Dhyana Temple is affiliated with Buddhist Navigation Vihara Limited, which is a popular non-profit making Buddhist religious institution that has been established by Master Chuan Ban in 2000. Approval-in-principle Exemption are granted for private columbarium licensing application to the Private Columbaria Licensing Board for the purpose of applying an Exemption for the Pre-cut-off Columbarium with 872 niches ancillary to the Temple on August 2024. Of the 7,500 niches in this application, 667 existing niches are occupied; 205 existing niches are unoccupied; and 6,833 niches (6,628 new niches and 205 existing unoccupied niches) are available for sale. According to the traffic impact assessment for this application, given the presence of a columbarium, it is anticipated that the peak traffic demands will occur at the Ching Ming Festival, and it is advised that there would only be extra 250 visitors/hour in the peak direction on Ching Ming Festival with full occupation of new 6628 niches and strict visit-by-appointment system. The opening hours is from 9 am to 6pm, which is the same for weekdays, Saturdays, Sundays and public holidays. For the visit during the Ching Ming Festival and the Chung Yeung Festival, admission control is applied through visit-by appointment booking system and Sales Contract.

1.1.3 Ramboll Hong Kong Ltd. (the Consultant) has been commissioned by Buddhist Navigation Vihara Limited to conduct the Environmental Assessment (EA) for the proposed columbarium regularisation to support the Section 16 planning application.

1.1.4 This report is prepared to support the planning application of the Monastery from an environmental ground. The aims of this environmental assessment are to identify the potential environmental concerns and constraints related to the regularisation, and to recommend likely practical pollution control and mitigation measures that will be required with respect to the Hong Kong Planning Standards and Guidelines (HKPSG) and other relevant legislation.

## 1.2 Application Sites and its Environs

1.2.1 The Subject Site is located at No. 100 Shek Mun Kap, Tung Chung, which is surrounded by Tung Chung Road and associated slope to the east, Shek Mun Kap Road and Area 46 of Tung Chung West New Town Extension Area (which is currently under construction) to the south, Area 43 (green belt) and Area 95c (open uses for river park) of Tung Chung West New Town Extension Area (which is currently under construction) to the west and slopes to the north of the Site. The location of the Subject Site and its surrounding environs are also depicted in **Figure 1.1**.

## 1.3 Proposed Development

1.3.1 According to the latest development scheme, the Application Site consists of 3 main building blocks as shown in **Table 1.1** and other facilities not built in the abovementioned 3 buildings (i.e. Eco-furnace, Bell Tower, Garden of Remembrance, Bell Tower and Lotus Pond) The existing ex. Columbarium located at east of Application Site are kept. The temple located to next to ex. columbarium are proposed to be renovated. New amenity block and new religious columbarium block

are located at southeast and west of the Application Site. The proposed master layout plan is shown in **Appendix 1.1.**

**Table 1.1 Development Parameters of the Proposed Development**

| | **New Renovated Temple + Ex. Columbarium + Religious Room** | **Amenity Block** | **New Religious Columbarium Block** |
|---|---|---|---|
| **Location** | East of Application Site | Southeast of Application Site | West of Application Site |
| **Facilities** | Columbarium (Ex. & part of new portion), Religious Room + Newly Renovated Temple | Chamber, E&M, Canteen, Kitchen, Function Room, etc | Religious Use and Columbarium |
| **Building Height** | 3.8 - 12 mPD | 13.3 mPD | 9.3 mPD |
| **Number of Storey** | 1 Storey | 3-storeys<br>Over 1-storey basement | 2-storeys<br>Over 1-storey basement |

# 2. AIR QUALITY IMPACT ASSESSMENT

## 2.1 Introduction

2.1.1 This Section presents an assessment of the potential air quality impact that could arise from the construction of the Project. It is also indicated the potential air quality impacts arising from the traffic emissions along the road carriageways and chimney emission (if any) from the industrial stack surrounding the Proposed Development during the operation phase.

## 2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Recommended Pollution Control Clauses for Construction Contracts
- Hong Kong Planning Standards and Guidelines (HKPSG)
- Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places

Air Pollution Control Ordinance (CAP 311)

2.2.2 To achieve as soon as reasonably practicable and to maintain thereafter to safeguard the health of the community, a set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The latest set of AQOs that came into effect on 11 April 2025 is presented in **Table 2.1**.

**Table 2.1 Hong Kong Air Quality Objectives**

| Pollutants | Average Time | Concentration Limit [i] (µg/m³) | No. of exceedances allowed per calendar year |
|---|---|---|---|
| $SO_2$ | 10-min | 500 | 3 |
| | 24-Hour | 40 | 3 |
| RSP [ii] | 24-Hour | 75 | 9 |
| | Annual | 30 | NA |
| FSP [iii] | 24-Hour | 37.5 | 35 |
| | Annual | 15 | NA |
| $NO_2$ | 1-Hour | 200 | 18 |
| | 24-Hour | 120 | 9 |
| | Annual | 40 | NA |
| Ozone ($O_3$) | 8-Hour | 160 | 9 |
| | Peak | 100 | NA |
| Carbon Monoxide (CO) | 1-Hour | 30,000 | 0 |
| | 8-Hour | 10,000 | 0 |
| | 24-Hour | 4,000 | 9 |
| Lead (Pb) | Annual | 0.5 | NA |

*Notes:*

*[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.*

*[ii] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.*

*[iii] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.*

Air Pollution Control (Construction Dust) Regulation

2.2.3 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.4 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.2.5 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

2.2.6 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

2.2.7 The Air Pollution Control (Fuel Restriction) Regulations was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO2) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft. The Regulation was tightened in 2025.

Hong Kong Planning Standards and Guidelines (HKPSG)

2.2.8 Potential air quality impacts associated with the surrounding road carriageways and chimney emission from industrial stack shall be evaluated in accordance with the guidelines set out in the HKPSG.

2.2.9 Table 3.1 of the HKPSG provides the broad guidelines for locating active open spaces close to potentially polluting uses, viz. road traffic and odour sources. The recommended buffer distances are reproduced in **Table 2.2**.

**Table 2.2 Recommended Minimum Buffer Distance from Roads and Odour Sources**

| Pollution Source | Parameter | Buffer Distance | Permitted Uses |
|---|---|---|---|
| Road and Highways | Type of Road | | |
| | Trunk Road and Primary Distributor | > 20 m | Active and passive recreation uses |
| | | 3 – 20 m | Passive recreational uses |
| | | < 3 m | Amenity areas |
| | District Distributor | > 10 m | Active and passive recreational uses |
| | | < 10 m | Passive recreational uses |
| | Local Distributor | > 5 m | Active and passive recreational uses |
| | | < 5 m | Passive recreational uses |
| | Under Flyovers | - | Passive recreational uses |
| Odour Sources | - | 200m | Sensitive uses |

*Source:HKPSG Table 3.1: Guidelines on Usage of Open Space Site*

2.2.10 Table 3.1 of the HKPSG also provides the broad guidelines for locating active open spaces close to potentially polluting uses, viz. industrial chimneys emissions. The recommended buffer distances are reproduced in **Table 2.3**.

**Table 2.3 Recommended Minimum Buffer Distance from Industrial Chimneys**

| Pollution Source | Parameter | Buffer Distance | Permitted Uses |
|---|---|---|---|
| Industrial Areas | Difference in Height between Industrial Chimney Exit and the Site | | |
| | < 20 m | > 200 m | Active and passive recreation uses |
| | | 5 – 200 m | Passive recreational uses |
| | 20 m – 30 m (*) | > 100 m | Active and passive recreational uses |
| | | 5 – 100 m | Passive recreational uses |
| | 30 m – 40 m | > 50 m | Active and passive recreational uses |
| | | 5 – 50 m | Passive recreational uses |
| | > 40 m | 10 m | Active & Passive recreational uses |

*Notes:*

*(i) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.*

*(ii) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.*

*(iii) The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishment which are likely to be significant air pollution sources. Consult EPD when planning open spaces close to such establishments.*

*(iv) Amenity areas are permitted in any situation.*

*Source:HKPSG Table 3.1: Guidelines on Usage of Open Space Site*

Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places

2.2.11 The Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places published in September 2011 provided guidance on best available control measures to minimize nuisance caused by the burning of joss

paper and installation, design and build of joss paper furnaces and relevant air pollution control equipment.

## 2.3 Existing and Future Air Quality in Island District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Development is the Tung Chung General AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 2.4**. According to the AQMS monitoring data presented in **Table 2.4**, exceedance in $O_3$ concentrations is recorded.

**Table 2.4 Air Quality Monitoring Data at Tung Chung AQMS**

| Air Pollutant | Averaging Time | AQO(a) (b) | Concentration Level (µg/m3) | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2020 | 2021 | 2022 | 2023 | 2024 |
| $SO_2$ | 10-min (4th highest) | 500 (3) | 24 | 19 | 26 | 22 | 15 |
| | 24-hr (4th highest) | 40 (3) | 8 | 9 | 11 | 11 | 9 |
| RSP | 24-hr (10th highest) | 75 (9) | 66 | 63 | 57 | 51 | 57 |
| | Annual | 30 | 25 | 26 | 23 | 22 | 23 |
| FSP | 24-hr (19th highest) | 37.5 (18) | 34 | **38** | 36 | 28 | 39 |
| | Annual | 15 | 14 | **17** | 14 | 14 | **16** |
| $NO_2$ | 1-hr (19th highest) | 200 (18) | 113 | 115 | 94 | 118 | 114 |
| | 24-hr (10th highest) | 120 (9) | 64 | 61 | 51 | 58 | 64 |
| | Annual | 40 | 28 | 26 | 25 | 26 | 31 |
| $O_3$ | 8-hr (10th highest) | 160 (9) | **168** | 158 | 171 | 156 | **186** |
| | Peak Season | 100 | 90 | 82 | 89 | 79 | **106** |
| CO | 1-hr (1st highest) | 30,000 | 1530 | 1240 | 1170 | 1280 | 1670 |
| | 8-hr (1st highest) | 10,000 | 1388 | 1073 | 1151 | 1095 | 1256 |
| | 24-hr (1st highest) | 4,000 | 1157 | 865 | 1011 | 1007 | 1137 |

Notes:
a. The measured concentrations are benchmarked against the prevailing AQOs.
b. Numbers in brackets is the number of exceedances allowed per year.
c. Bolded values exceed the relevant AQO.
d. All data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)

2.3.2 Apart from the air quality monitoring data, EPD has released a set of background levels from "Pollutants in the Atmosphere and their Transport over Hong Kong", PATH model (PATH v3.0).

2.3.3 It is expected that tentative year of completion of the Proposed Development is 2027, year 2027 hourly background concentrations of $SO_2$, $NO_2$, RSP, FSP, $O_3$ and CO in 500m assessment area extracted from PATH v3.0 (L1 is adopted) have been summarized in **Table 2.5**. With respect to the future background air quality

predicted by PATH v3.0 in **Table 2.5**, all values are below the relevant AQOs except $O_3$.

**Table 2.5 Year 2027 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0**

| Air Pollutant | Averaging Time | AQO[a] | Concentration Level (µg/m³)[b] 2027 Grid | | | |
|---|---|---|---|---|---|---|
| | | | 15,28 | 16,28 | 15,27 | 16,27 |
| $SO_2$ | 10-min (4th highest) | 500 (3) | 36 | 36 | 33.2 | 34 |
| | 24-hr | 40 (3) | 8 | 7 | 8 | 7 |
| RSP | 24-hr (10th highest) | 75 (9) | 59 | 56 | 57 | 55 |
| | Annual | 30 | 21 | 20 | 19 | 19 |
| FSP | 24-hr (19th highest) | 37.5 (18) | 34 | 33 | 32 | 31 |
| | Annual | 15 | 13 | 13 | 12 | 12 |
| $NO_2$ | 1-hr (19th highest) | 200 (18) | 78 | 79 | 72 | 74 |
| | 24-hr ($10^{th}$ highest) | 120 (9) | 32 | 33 | 29 | 30 |
| | Annual | 40 | 12 | 13 | 11 | 12 |
| $O_3$ | 8-hr (10th highest) | 160 (9) | **184** | **187** | **183** | **182** |
| | Peak Season | 100 | **117** | **117** | **118** | **117** |
| CO | 1-hr (1st highest) | 30,000 | 598 | 590 | 591 | 588 |
| | 8-hr (1st highest) | 10,000 | 570 | 568 | 565 | 565 |
| | 24-hr (1st highest) | 4,000 | 530 | 530 | 529 | 530 |

(a) Numbers in brackets is the number of exceedances allowed per year
(b) Bolded values exceed the relevant AQO
(c) Data extracted from EPD's Smart Air Modelling Platform v2.1

## 2.4 Potential Impact Arising from Proposed Development – Construction Phase

2.4.1 During the construction phase of the Proposed Development Site, there may be potential air quality impacts upon the nearby air sensitive receivers (ASRs). The representative ASRs represent existing and planned ASRs during construction phase among all Proposed Development Sites are identified and shown in **Figure 2.1** with details summarised in **Table 2.6,** with overlay of preliminary layout plan of Tung Chung West New Town Extension Area for easy reference.

**Table 2.6 Summary of Representative Air Sensitive Receivers**

| ASR [5] | Status (Existing / Future) | Description [1] | Type [2] | (Maximum) Building Height (mPD)[3] | Tentative Completion Year [4] | Approximate Horizontal Distance to the Proposed Development |
|---|---|---|---|---|---|---|
| EA_01 | Existing | Shek Mun Kap Village (Area 87) | V | 31.7-44.3 | - | ~126m to the southwest |
| EA_02 | Existing | Shek Lau Po Village (Area 71) | V | 19.6-22.3 | - | ~328m to the northwest |
| EA_03 | Existing | Mok Ka Village | V | 27.1-34.4 | - | ~418m to the west |

| ASR [5] | Status (Existing / Future) | Description [1] | Type [2] | (Maximum) Building Height (mPD)[3] | Tentative Completion Year [4] | Approximate Horizontal Distance to the Proposed Development |
|---|---|---|---|---|---|---|
| | | (Area 75) | | | | |
| FA_01 | Future | Proposed Residential Building in Area 46 | RS | 140 | 2023 | ~65m to the south |
| FA_02 | Future | Proposed Residential Building in Area 99a | R3 | 45 | 2026-2030 | ~127m to the west |
| FA_03 | Future | Proposed Residential Building in Area 42 | RS | 130 | 2026-2030 | ~256m to the north |

*Notes:*

*[1]: Area xxx refers area in Tung Chung West New Town Extension Area EIA Report – Preliminary Layout Plan*

*[2]: V = Village Type Development, R3 = Residential – Zone 3, RS = Special Residential*

*[3]: Building height are shown for existing ASRs and maximum building height according to Tung Chung West New Town Extension EIA are shown for future ASRs.*

*[4]: Tentative completion Year are only applicable to future ASRs, extracted from Tung Chung West New Extension EIA and for reference only.*

*[5]: Representative ASRs are same in construction phase and operation phase of Proposed Redevelopment.*

2.4.2 Potential sources of air quality impacts would be dust emissions generated by construction activities related to the demolition works at Application Site, movement of vehicles along unpaved roads, material handling, wind erosion of exposed area during site formation, site formation and foundation works, and stockpiling of excavated materials within the Proposed Development Sites.

2.4.3 Other construction works related to the Project may also include road works and pipe laying works. However, these types of work are relatively small in scale and the volume of material to be handled is expected to be limited. Dust emission from these works is expected to be low.

2.4.4 Significant emissions are not anticipated from the criteria pollutants – $NO_2$, $SO_2$, and CO, etc. Besides, the Proposed Development Sites are located at developed area where supply of electricity is available for the Proposed Development Sites. Therefore, it is anticipated that the number of diesel/ petroleum fuelled machinery operated at the Proposed Development Sites can be minimized as practical as possible with the availability of the supply of electricity. Moreover, under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulations and its amendment, using liquid fuel with a sulphur content of less than 0.001% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled in order to control the emissions of $SO_2$. In addition, dust potentially generated as a result of the concreting works for the construction of superstructure, floor slab, etc. would be minimized as the concrete would be pre-mixed and delivered to the Proposed Development Sites by concrete lorry mixer.

Emissions will be generated during the operation of the concrete lorry mixer (i.e. unloading of concrete) within the Proposed Development Sites. However, the time for the concrete lorry mixer operated within the Proposed Development Sites for unloading the concrete would be limited. Moreover, only Euro IV or above concrete lorry mixer will be allowed to be operated at the Proposed Development Sites. Therefore, it is anticipated that the emissions from the concrete lorry mixer will be limited. In addition, as the haul roads will be paved and watered for the reduction of the dust on the haul roads, it is anticipated that the dust generated during the movement of the concrete lorry mixer on the haul roads will be reduced and minimized.

2.4.5 Earthworks (excavation and backfilling) for basement, site formation and foundation works would be required for the proposed development. The volume of excavated materials to be handled would be around 5,690 $m^3$. The period of excavation is anticipated to be around 2 years. In view of the relatively large size excavation, phasing of the excavation work is suggested to avoid large scale of excavation at the same period as well as to reduce the number of dump trucks on site. The number of dump trucks is anticipated to be around 1 truck / day for non-inert C&D assumed with density of 1.8 tonnes /$m^3$ and 2 trucks / day for inert C&D assumed with density of 1 tonnes /$m^3$ (assuming each truck can carry 15 tonnes and there is around 6 working days per day), based on the current information presented above. Approximately five mechanical equipment will be used at any one time over the work site. Therefore, the emission of NOx, $SO_2$ and CO from the construction trucks and mechanical equipment are expected to be insignificant. Fugitive dust is anticipated to be the major source of air quality impact during the construction phase of the proposed development.

Concurrent Project

2.4.6 The potential concurrent projects identified within the 500m study area are those projects under Tung Chung West New Town Extension Area as listed below and shown in **Figure 2.1** and **Appendix 2.2**.

- Area 42, 46, 99a and 99b (not gazetted and authorized, only stated on the preliminary layout plan of Tung Chung West New Town Extension Area)
- Sewerage Works in Ma Wan Chung and Shek Mun Kap (ongoing)
- Sewerage Works at Road L22, Road L24, Road L25, Road L26, Road L28, Ngau Au, Lam Che, Nim Yuen, Mok Ka and Shek Lau Po and Sewage Pumping Stations in Area 61B, Area 45C and Area 68B, Tung Chung (ongoing)
- Road Works at Road L22, Road L24, Road L25, Road L26 and Road L28 (ongoing)
- Road Works at Yu Tung Road, Chung Mun Road, Road L29, Road L30 and Shek Mun Kap Road (ongoing)

2.4.7 The abovementioned projects would contribute to the cumulative impact during construction phase. With the adoption of good practices, it is expected that emission of construction fugitive dust can be kept to an acceptable level. In addition, the applicant will liaise with the relevant parties of the concurrent project to avoid any heavy dusty activities to be conducted at the same time to minimize the cumulative dust impact at the area.

## 2.5 Mitigation Measure during the Construction Phase

2.5.1 The recommended dust mitigation measures are described below.

General Site Management

2.5.2 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

2.5.3 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

2.5.4 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

*Vehicles and Unpaved Site Roads*

2.5.5 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the Proposed Development Sites where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the Proposed Development Sites. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the Proposed Development Sites.

*Material Stockpiling and Handling*

2.5.6 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

2.5.7 Given the limited number of construction plant required on-site for works of this scale, the associated gaseous emissions are expected to be limited. It is therefore considered that the air quality impact arising from gaseous emissions from construction plant is minimal. There would be no adverse air quality impact during construction phase.

## 2.6 Potential Impacts on Proposed Development – Operation Phase

Review on Industrial Emission

2.6.1 On site survey was conducted in 31 Oct 2025 to verify the presence of chimneys. There were no chimney or industrial activities identified within 200m from the Application Site. As such, it is anticipated that the Application Site would not be subject to unacceptable industrial emission impact.

2.6.2 On the other hand, as confirmed with the Project Proponent, there is no dependence on fossil fuels during normal operations and no emergency generators for backup purpose.

Review on Vehicular Emission

2.6.3 The Site is bounded by Tung Chung Road to the east and Shek Mun Kap Road to the south respectively. According to the Annual Traffic Census 2024 published by

Transport Department, the road type of Tung Chung Road is classified as Rural Road and no classification of Shek Mun Kap Road. As confirmed with Transport Department (TD) and Civil Engineering and Development Department (CEDD), Shek Mun Kap Road is classified as Local Distributor as shown in **Appendix 2.3**.

2.6.4 In accordance with above table as stipulated in the HKPSG, the minimum buffer distance required for separation from Tung Chung Road is > 10m as worst case (as district distributor) and >5m for widened Shek Mun Kap Road and access road from widened Shek Mun Kap Road to Application Site. **Figure 2.2** shows the buffer distance from the kerb side of roads to the Application Site. The buffer distances between the kerb side of concerned road links and permitted uses are tabulated in **Table 2.7**.

**Table 2.7 Buffer Distances between Kerb Side of Concerned Road Links and Proposed Uses**

| Road Name | Road Type | Recommended Buffer Distance to Air Sensitive Uses | Approximate Horizontal Distance to the Proposed Development |
|---|---|---|---|
| Tung Chung Road | DD | >10m | 29m |
| Shek Mun Kap Road | LD | >5m | 7m |
| Access Road from Shek Mun Kap Road to Application Site | LD | >5m | 2m |

2.6.5 Although approximate horizontal distance for Access Road from Shek Mun Kap Road to Application is only 2m, there is no fresh air intakes and openable windows of air sensitive uses located within the buffer area. The land use of Application Site that fall within buffer zone is pedestrian access which visitors and staffs are not stay at the area. As shown in **Figure 2.2** and above table, the recommended requirement in the HKPSG would be complied. Furthermore, there would be no air sensitive uses within the above-mentioned buffer zones. Since the recommended minimum buffer distance of the vehicular emission in the HKPSG can be met, the Proposed Development will not be subjected to insurmountable vehicular emission impact.

2.6.6 As mentioned in Traffic Impact Assessment (TIA) Report, it is shown that the increase of volume to capacity ratio (V/C ratio) for Shek Mun Kap Road are only 0.02 for eastbound (0.27 to 0.29) and 0.03 for westbound (0.23 to 0.26) for with and without the Proposed Development in Year 2030, also junction capacity assessment is performed to show no adverse traffic impact to the surrounding road network as shown in TIA report.

2.6.7 Besides, as confirmed with the Project Proponent, the Proposed Development will adopt a strict visit-by-appointment system and visitors must take the free shuttle bus on Peak Grave Sweeping Days (Shuttle Bus Only Policy). No traffic congestion is anticipated and thus air quality impact of induced traffic from the project

redevelopment is considered acceptable. It is suggested that provision of electric shuttle buses could further minimized the air quality of the induced traffic.

Review on Impact from Eco-Furnace

2.6.8 Potential air quality impact during the operation of the columbarium could be related to the burning of ritual papers and joss sticks, which may cause potential impacts upon the nearby ASRs mentioned in **Table 2.6** and **Figure 2.1**. The eco-furnace is proposed to locate at northwest of Application Site. With reference to number of eco-furnace for Chung Wo Ching Sai (2 eco-furnaces) in Tai Po with similar area (~ 3800 sqm) and double number of niches (~1900 niche for Chung Wo Ching Sai and ~900 niche for the proposed redevelopment), with limited visitors (maximum 250 visitors per hour during Festival Days), one eco-furnace would be sufficient for burning of ritual papers and joss sticks in proposed redevelopment. The scale of eco-furnace would be referenced to Hong Kong Productivity Council, with size of 1.8m (width) * 1.8m (depth) * 2.9m (height) and 40kg/hour incineration capacity as extracted in **Appendix 2.1**.

2.6.9 In order to minimize any adverse impact in air quality from the proposed development, the operation of the Subject Site will follow the "Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places" published by EPD.

2.6.10 Furthermore, emissions control equipment such as fabric filter and water scrubbers would be provided to minimize the emissions of flue gas. It is also proposed to adopt the smokeless joss paper furnace with built-in electrostatic precipitator. Both ritual papers and joss sticks will be burnt using the joss paper furnace. **Appendix 2.1** shows the details of the smokeless joss paper furnace. It must be noted that this smokeless joss paper furnace is widely used in other temples in Hong Kong.

2.6.11 Eco-furnace would be used infrequently during most of the time of the year, except during the periods of Ching Ming Festival and Chung Yeung Festival.

2.6.12 Nevertheless, the shortest distance between the eco-furnace supporting facilities and the nearest ASR is 128m as shown in **Figure 2.3**, which could be considered the air quality impact is insignificant due to the long separation distance. With the above measures and long separation distance, there is no adverse air quality impact is anticipated from the furnace to the nearby ASRs.

Review on Odour Impact

2.6.13 The use of septic tank are employed for sewage treatment for sewage generated on site. With proper facilities operation and maintenance, the odour impact of septic tank is unlikely to be anticipated. The surrounding area which is mainly comprised of residential zone, education use and open space after the development of Tung Chung West New Town Extension. Location of proposed septic tank and shortest distance with nearest ASR (~ 97m) are shown in **Figure 2.3.** Currently there is no detail information about air and odour emission and industrial chimney for area of Tung Chung West New Town Extension Area. No air and odour emission sources and industrial chimney are assumed and no emission impact to the Proposed Development. Also, no odour impact from the Proposed Development to the surrounding.

## 2.7 Conclusion

2.7.1 Adequate air quality control measures will be implemented during demolition/construction phase of the Project and significant air quality impact is not anticipated.

2.7.2 Potential air quality impact during the operation of the columbarium could be related to the furnaces. In order to minimize any adverse impact in air quality, the operation of the Subject Site will follow the "Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places" published by EPD. With the aforementioned measures in **S2.6.9** and long separation distance, no adverse air quality impact is anticipated from the furnace to the nearby ASRs.

2.7.3 No chimneys/ industrial activities/ marine emission / portal emission was found within 500m assessment area from the site boundary of the Proposed Development Sites. Besides, there is no chimney emission from the Proposed Development Sites. Therefore, no significant air quality impact due to industrial emission is expected.

2.7.4 For vehicular emissions, the buffer distance requirement of all Proposed Development Sites is fulfilled. Therefore, no significant vehicular emission impact on the Proposed Development Sites is anticipated.

2.7.5 For the induced traffic, as Shuttle Bus Only Policy is adopted such that air quality impact associated with induced traffic by the Proposed Development is considered insignificant.

2.7.6 With proper facilities operation and maintenance, the odour impact of septic tank of the Project redevelopment to the surrounding is insignificant.

# 3. NOISE IMPACT ASSESSMENT

## 3.1 Introduction

3.1.1 This noise impact assessment is prepared to evaluate potential construction noise impact to the surroundings and fixed noise impact to the surroundings during operational phase, if any.

## 3.2 Construction Phase Impact

3.2.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

3.2.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

3.2.3 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

3.2.4 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the Practice Note (PN) for Professional Persons Environmental Consultative Committee (ProPECC PN 1/24 - Minimizing Noise from Construction Activities).

**Table 3.1 Noise Limit for Daytime Construction Activities**

| NSR | 0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A) |
|---|---|
| All domestic premises<br>Temporary housing accommodation<br>Hostels<br>Convalescences homes<br>Homes for the aged | 75 |
| Places of public worship<br>Courts of law<br>Hospitals and medical clinics | 70 |
| Educational institutions<br>(including kindergartens and nurseries) | 70<br>(65 during examinations) |

*Notes:*

*(i) The above standards apply to uses which rely on opened windows for ventilation;*

*(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.*

3.2.5 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

3.2.6 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

3.2.7 The following general noise mitigation measures are recommended for implementation:

- Use of quieter equipment and construction method where practicable;
- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Quieter construction method & equipment such as using handheld concrete crushers, silent piling by press-in method for foundation works;
- Using Prefabricated Structure to Replace In-situ Construction;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

3.2.8 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage.

3.2.9 "Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. These clauses spell out the recommended noise control measures to be implemented by the contractor(s) during the construction stage of the Project. The Project Proponent will include the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s).

*Summary*

3.2.10 With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

## 3.3 Fixed Plant Noise Assessment

*Introduction*

3.3.1 This assessment aims to assess the potential noise impact associated with the Proposed Development. Practicable noise mitigation measures would be proposed to minimize the fixed noise impact from Proposed Development, where necessary.

*Environmental Legislation and Guidance*

3.3.2 Existing Fixed Plant Noise is controlled under the Noise Control Ordinance (NCO)'s Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM), which shall not exceed the Acceptable Noise Level (ANL) for a Noise Sensitive Receiver. More stringent criteria are applicable for planned fixed plants, as stipulated in the HKPSG with the following requirements: 5dB(A) below the appropriate ANLs in the IND-TM; or the prevailing background noise levels, whichever is lower.

3.3.3 The ASR of NSRs and ANLs for different NSRs are summarized in **Table 3.2** and **Table 3.3** respectively.

**Table 3.2 Area Sensitivity Ratings of Noise Sensitive Receivers**

| Type of Area Containing NSR | Degree to which NSR is affected by Influencing Factors (IFs) | | |
|---|---|---|---|
| | Not affected | Indirectly affected | Directly affected |
| Rural area, including country parks, or village type developments | A | B | B |
| Low density residential area consisting of low-rise or isolated high-rise developments | A | B | C |
| Urban area | B | C | C |
| Area other than those above | B | B | C |

Remarks:

In any event, the ASRs and the ANLs assumed in this report are indicative and are used for assessment only. It should be noted that noise from fixed noise sources is controlled under Section 13 of the NCO. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine the noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.

**Table 3.3 Acceptable Noise Levels for Fixed Noise Sources**

| Time Period | ANL, dB(A) |
|---|---|

| | ASR "A" | ASR "B" | ASR "C" |
|---|---|---|---|
| Day (0700 to 1900 hours) | 60 | 65 | 70 |
| Evening (1900 to 2300 hours) | 60 | 65 | 70 |
| Night (2300 to 0700 hours) | 50 | 55 | 60 |

3.3.4 With reference to the traffic census of Year 2024 published by Transport Department (TD), the AADT of Tung Chung Road (Station 5256) is around 5,380 vehicles per day respectively. Taking into account of the Application Site, the area containing NSRs is considered as "Rural area, including country park or village type developments". As a result, the noise sensitive facades in the vicinity of the Proposed Development will be considered as directly affected by the IF with recommended area sensitivity rating (ASR) of "A" in this assessment.

3.3.5 In any event, the ASRs and the ANLs assumed in this report are indicative and are used for assessment only. It should be noted that noise from fixed noise sources is controlled under Section 13 of the NCO. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine the noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.

3.3.6 The adopted noise assessment criteria for the fixed plant noise assessment are summarized in **Table 3.4**.

**Table 3.4 Noise Assessment Criteria for Planned Fixed Plant Noise**

| Time Period | Existing Fixed Plant Noise Criteria | Planned Fixed Plant Noise Criteria |
|---|---|---|
| | ANL, dB(A) | ANL-5, dB(A) |
| Day (0700 – 1900) / Evening (1900 – 2300) | 60 | 55 |

*Noise Sensitive Receivers*

3.3.7 It is confirmed that accommodation facilities (staff quarter) will be provided within the Proposed Development. The staff quarter will be provided with centralized air conditioning system and no openable window will be installed for ventilation. Thus no fixed plant noise impact is bought to staff quarter by the surrounding environment.

3.3.8 Key representative NSRs within 300m study area in the vicinity of the Proposed Development are given in **Figure 3.1** and are summarized in **Table 3.5**.

**Table 3.5 Summary of Representative NSRs within 300m Study Area**

| Receiver | Planned / Existing | Name | Distance from Building Façade to Subject Site (m)[1] |
|---|---|---|---|
| **N1** | Planned | Area 46 | 65 |
| **N2** | Planned | Area 99a | 127 |
| **N3** | Existing | Shek Mun Kap Village (Area 87) | 126 |
| **N4** | Planned | Area 42 | 256 |

*Note:*

*(1) The shortest horizontal distance between the NSRs and the building façade of the Proposed Development are adopted for the calculation of distance attenuation in Planned Fixed Plant Noise Sources from the Proposed Development.*

*Determination of Total Maximum Allowable Noise Level*

3.3.9 Besides, as confirmed with project proponent, there is no operation between 23:00 to 07:00. In view of operation hours of facilities at the Proposed Development, only daytime and evening operation would be considered in this assessment. It is also confirmed that there are no outdoor activities will be conducted within the Site during the operation phase.

3.3.10 In order to ensure the fixed noise generated by the Proposed Development would not cause excessive noise to the neighbouring noise sensitive uses, the potential noise sources from the Proposed Development will be designed to meet the relevant noise criteria as stipulated in the HKPSG.

3.3.11 The predicted noise levels at identified NSRs were calculated by applying appropriate corrections to the sound power level (SWL) of the noisy activities as indicated in the following formula:

$PNL = SWL + C_{dist} + C_{fac} + C_{bar} + C_{freq}$

Where

PNL is the predicted noise level at the identified Noise Sensitive Receiver in dB(A)

SWL is the sound power level of the noisy fixed noise sources in dB(A);

$C_{dist}$ is the distance correction in dB(A) = -20 x log (Distance) + 8, where is distance is measured form the noise source to noise sensitive receiver (NSR). The assessment only account for the shortest distance between noise source and NSR to present the worst-case scenario.

$C_{fac}$ is façade correction, +3 dB(A)

$C_{bar}$ is the barrier correction in dB(A), -10dB(A) can be applied when noise source is totally screened by a substantial barrier as stated in "GW-TM" or no direct line of sight. It is conservatively taken as zero in this assessment.

$C_{freq}$ is the correction for operation duration of noise sources, i.e. the maximum operation duration within any 30 minutes. It is conservatively taken as zero in this assessment.

3.3.12 The maximum allowable SWL of the potential fixed plant (e.g., multi-split type air conditioner and fans associated with eco furnace) located at the site boundary of Application Site is 96.3 dB(A) and shown in **Table 3.6.** Detailed calculation is shown in **Appendix 3.1**. The maximum allowable SWL are specified in the tender specification to ensure that the operational noise impact complies with the relevant noise criteria.

**Table 3.6 Maximum allowable SWL of Potential Fixed Plant**

| NSR | Maximum allowable SWL (dB(A)) |
|---|---|
| **N1** | **96.3** |
| N2 | 102.1 |
| N3 | 102.0 |

| | |
|---|---|
| N4 | 108.2 |

*Notes:*

*(1) Assume no night-time operation for Proposed Development.*

*(2) The shortest horizontal distance between the NSR and noise source was adopted for calculation of distance correction as worst-case scenario.*

*Discussion on Operation of Religious Bell Tower*

3.3.13 As advised by the Project Proponent, there is a proposed religious bell tower located at the northern edge of the site. The operation of the religious bell would be within daytime (0700-1900), with one time ringing on normal operation and two ringing for the day which Dharma Assembly are hold. In view of the frequency and short duration of religious bell operation (at most two ring per day), the noise impact of operation of proposed religious bell tower is considered insurmountable.

*Discussion on Public Announcement System and Religious Activity*

3.3.14 The information of public announcement (PA) system (in form of any amplification system) are not available in current stage. If any PA system installed inside the site boundary of the Proposed redevelopment in operation phase, the SWL of PA system and any planed fixed plant noise sources for the Proposed redevelopment shall not exceed maximum allowable SWL at stated in **Table 3.6**.

3.3.15 There are only small scale passive religious activities are carried outdoor during operation phase. No potential noise impact is anticipated for small scale passive religious activities outdoor to the surrounding NSRs.

*Discussion of Potential Noise Mitigation Measures*

3.3.16 Reference is made to EPD's Good Practice on Ventilation System Noise Control (April 2016, EPD). A variety of noise mitigation measures can be incorporated into the planning and design of the noisy ventilation equipment at rooftop of the Proposed Development to prevent adverse noise impact to the NSRs in the vicinity. Examples of noise mitigation measures are as below:

*Positioning of Noisy Equipment*

3.3.17 Where practicable, the noisy equipment should be placed in a plant room with thick walls or behind some large obstruction such that the line of sight between the receiver and the equipment is blocked. The noisy equipment should be placed as far to the NSRs as possible to maximize sound attenuation due to distance travelled. Also, the noise emitting surface of the noisy equipment should be arranged to avoid direct exposure to NSRs in close proximity.

*Scheduled Maintenance of Equipment*

3.3.18 The implementation of regularly scheduled equipment maintenance programme can prevent the increasing noise produced by existing equipment. Maintenance may include lubricating moving parts, tightening loosen parts, replacing worn-out components or inspecting equipment alignment.

*Partial Enclosures*

3.3.19 Partial enclosures are structures erected around a source of noise, but not fully enclosing the source and leaving space for natural ventilation, which will be effective only when there is no direct exposure to the noise source from the receiver. It is noted that a noise reduction of up to 20dB(A) can be achieved by adoption of partial enclosures.

## 3.4 Traffic Noise Impact Assessment

3.4.1 Free shuttle buses with frequency of 9 vehicles / hour are provided in Festival days. Visitors with valid booking confirmation and visitors must take shuttle buses (30-seater light bus) to admit to the Columbarium building during Festival Days. As mentioned in the TIA report, the traffic induced by the Proposed Development in Festival Days under "Shuttle Bus Only Policy" are 10% increase only (increase from 107 to 116 vehicle / hr for eastbound of Shek Mun Kap Road and from 93 to 102 vehicle / hr for westbound of Shek Mun Kap Road). It can be concluded that small increase for traffic flow will result in insignificant impact to traffic noise for surrounding development in the future.

## 3.5 Conclusion

3.5.1 Based on the fixed noise impact assessment, it is calculated that the total maximum allowable sound power level of the planned fixed noise sources equipment is 96.3 dB(A), with the abovementioned measures, noise level of the planned fixed plant noise sources at potentially affected NSRs will comply with statutory requirement in HKPSG and NCO. No insurmountable fixed plant noise impact from the Proposed Development is anticipated.

# 4. LAND CONTAMINATION ASSESSMENT

## 4.1 Introduction

4.1.1 The Application Site is bounded by Tung Chung Road and Shek Mun Kap Road to the east and south respectively, which is currently occupied by existing temple and associated structures as confirmed with Project Proponent. The historical and current land uses of the Application Site are discussed in the following sections.

## 4.2 Guidelines

4.2.1 This land contamination review has been prepared following the below guidelines published by EPD:

- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
- *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023*; *and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

## 4.3 Review of Historical and Currently Available Information

4.3.1 The Application Site is zoned as "G/IC" (Government, Institution or Community) and "GB" (Green Belt).

4.3.2 In the aerial photograph taken in 1945 by the Lands Department (LandsD), it is observed that the Application Site was occupied by temporary structure until 2008 and then become the existing temple in 2009 till now.

4.3.3 Upon review of the aerial photographs in Years 1945, 1956, 1980, 2008, 2011, 2015, 2020 and 2025 from the Lands Department (LandsD), the land uses of the Application Site are summarized in **Table 4.1**. The relevant aerial photographs from LandsD are presented in **Appendix 4.1**.

**Table 4.1 Historical Landuse Summary of the Application Site**

| Period / Year | Landuse / Descriptions | Sources of Information |
|---|---|---|
| 1945-2008 | The Application Site was occupied by temporary structure and surrounded with vegetation in the Application Site. | Aerial photographs from LandsD |
| 2008-2011 | The Application Site is paved and some temporary structures are built. | Aerial photographs from LandsD |
| 2011-2025 | Some cover are supplemented to the temporary structures. Remaining portion remains unchanged. | Aerial photographs from LandsD |

Note: *The available aerial photographs record is till to year 2025

4.3.4 Based on the review of aerial photographs, there are no potentially contaminating land uses identified within the Application Site.

4.3.5 Temporary structure occupied the Application Site since 1945 and demolished in 2008. It is believed that the temporary structure occupied the Application Site before 2008 is the old temple structure named "法林分院" as in information provided by Project Proponent. And the current temple (Prajna Dhyana Temple) are renovated

from the old temple structure and additional covers are built for shielding of existing temple structure after 2008 and remain unchanged till now.

4.3.6 It is noted that there is no potential land contamination issues associated with the Application Site.

Site Inspection and Observation

4.3.7 Apart from the aerial photographs review, the site inspection of the Application Site was conducted in August and Oct 2025. Photo records are provided in **Appendix 4.3** and same as Plan B and site photo in Planning Statement.

4.3.8 Based on the observation from the site inspection and confirmed with the Project Proponent, there is no stained surface on both paved and unpaved ground, and the existing Prajna Dhyana Temple is operated since 2008 and renovated from old temple structure. It is considered that there would not be any potential land contamination activity.

4.3.9 There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit.

Information available from BRAVO website

4.3.10 Building Records Access and Viewing On-line (BRAVO) of Building Departments (BD) was visited to obtain records for completed private buildings. No building plan have been observed.

Discussion

4.3.11 Based on the review of aerial photos, the Application Site was occupied by old temple in the east portion of Application Site from 1945 (earliest available aerial photo) to 2008. Then the Prajna Dhyana Temple is renovated and occupied the Application Site from 2008 till now. As confirmed with the Project Proponent, no land contamination activities are carried out at Application Site. Furthermore, it is observed that no stained surface at ground of Application Site during the site inspection conducted in Aug and Oct 2025.

4.3.12 It is therefore considered that the potential land contamination problem arising from the historical and existing uses is not anticipated. Hence, no adverse impact from land contamination issue is anticipated and site investigation is considered not necessary.

## 4.4 Conclusion

4.4.1 According to the historical and existing use observed in site survey, the potential land contamination problem is not anticipated. Further investigation of potential land contamination problem is not considered necessary.

# 5. WASTE MANAGEMENT

## 5.1 Introduction

5.1.1 This section examines the type, quantity and the timing of potential sources of waste that will arise during the construction stage as well as address the waste impact during operation phase. It identifies potential environmental impacts associated with their handling and disposal. Options for avoidance, minimization, reuse, recycling, treatment, storage, collection, transport and disposal of such wastes are examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimizing the potential impacts are recommended.

## 5.2 Legislation and Guidelines

5.2.1 References have been made to the following relevant Hong Kong legislation governing waste management and disposal. Directly relevant legislations include:

- The Waste Disposal Ordinance (Cap. 354) and subsidiary legislations, such as the Waste Disposal (Chemical Waste) (General) Regulation, set out requirements for the storage, handling and transportation of all types of wastes;
- Land (Miscellaneous Provisions) Ordinance (Cap 28);
- Public Health and Municipal Services Ordinance (Cap 132) – Public Cleansing and Prevention of Nuisance Regulation – control of disposal of general refuse;
- DEVB TCW No. 9/2011, Enhanced Control Measures for Management of Public Fill;
- Monitoring of Solid Waste in Hong Kong 2024;
- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV – 19) issued by the Buildings Department;

5.2.2 Other relevant documents and guidelines that are applicable to waste management and disposal include:

- Development Bureau Technical Circular (Works) No. 8/2010 - Enhanced Specification for Site Cleanliness and Tidiness;
- ETWB TCW No. 22/2003A - Additional Measures to Improve Site Cleanliness and Control Mosquito Breeding on Construction Sites;
- Development Bureau Technical Circular (Works) No. 6/2010 - Trip-ticket System for Disposal of Construction and Demolition Materials;
- WBTC No. 19/2001 - Metallic Site Hoardings and Signboards;
- Works Bureau Technical Circular No. 12/2000 - Fill Management;
- Works Branch Technical Circular No. 2/93 - Public Dumps;
- Works Branch Technical Circular No. 2/93B - Public Filling Facilities; and
- Project Administration Handbook for Civil Engineering Works.

## 5.3 Assessment Methodology

5.3.1 The assessment of the potential waste management implications during the construction and operation phases of the Project has been conducted in accordance with Annexes 7 and 15 of the EIAO-TM, including the following tasks:

- Estimation of the types and quantities of the wastes generated;
- Evaluation of opportunities for waste reduction and re-use;
- Identification of disposal options for each type of wastes;

- Assessment of potential environmental impacts arising from the wastes management with respect of potential hazards, air and odour emissions, noise, wastewater discharge, and public transport; and
- Assessment of the impacts caused by handling, collection, transportation and re-use /disposal of wastes.

5.3.2 Prior to considering the disposal options for various types of waste, opportunities for reducing waste generation, on-site or off-site reuse and recycling have been evaluated. Measures which can be taken in the planning and design phases (e.g. by modifying the design approach) and in the construction phase for maximizing waste reduction have been separately considered. Practices to promote segregation of waste materials are additionally considered for advancing the waste management efficiency.

5.3.3 After considering the opportunities for reducing waste generation and maximizing reuse, the types and quantities of the waste required to be disposed of have been estimated and the disposal options for each type of waste have been described. The disposal method recommended for each type of waste has been taken into account the result of the assessment. The impacts caused by handling (including stockpiling, labelling, packaging and storage), collection and reuse / disposal of waste have been addressed and appropriate mitigation measures have been proposed.

## 5.4 Identification and Evaluation of Potential Impact

Construction Phase

5.4.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials;
- General refuse; and
- Chemical waste

5.4.2 It is anticipated that the majority of C&D materials will be generated from the following key construction activities:

- Demolition of existing building;
- Site Clearance;
- Excavation for foundation construction;
- Site formation works;
- Building construction and superstructure works

5.4.3 The nature of each type of waste arising is described in the following section, together with an evaluation of the potential environmental impacts associated with these waste arisings.

C&D Materials

5.4.4 C&D materials comprise demolition of existing buildings, surplus materials generated from the construction works of the new building of the proposed development. C&D materials may comprise several types of materials, including:

- Non-inert C&D materials (also known as C&D waste, including bamboo, timber, paper, metal, glass, plastic, packaging wastes etc.) are decomposable and not suitable for land reclamation. Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be

reused or recycled should be disposed of at landfill as last resort. For those vegetative materials and timber (if any), should be sent to Yard Waste Recycling Centre in Y-Park for recycling;

- Inert C&D materials (also known as public fill, including soil, rock debris, rubble earth, concrete etc.) do not decompose and are suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused on-site should be transported to Public Fill Reception Facilities (PFRF).

5.4.5 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.4.6 Inert C&D materials should be re-used on-site (e.g. for backfilling) where possible and disposed of at public fill facilities as a last resort. Non-inert C&D materials (i.e. C&D waste) should be re-used or recycled. For those that cannot be reused or recycled should be transported to designated landfill sites as last resort.

5.4.7 The contractors should be responsible for ensuring that waste is collected by approved waste collectors and appropriate measures are taken to minimize adverse impacts to the surrounding environment, such as dust generation. The contractors must also ensure that all necessary waste disposal permits are obtained.

5.4.8 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals be separated for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be delivered to public fill reception facilities as practicable.

5.4.9 **Table 5.1** below presents the estimation of C&D materials generated during construction phase.

**Table 5.1 Summary Table of Estimated C&D Materials during Construction Phase**

| Construction Activities | Factor/ Assumption adopted | Estimated Quantities of C&D Materials Generated |
|---|---|---|
| Demolition of Existing Building | • Site Area:3,435 $m^2$, with 1,600 $m^2$ occupied with existing building<br>• Existing Building Height: 1-Storey with 3m floor height<br>• Ratio for Inert and Non-Inert C&D Materials: 9:1 | • Inert C&D Materials generated: **3,460 $m^3$**(b)<br>• Non-inert C&D Materials generated: **380 $m^3$**(c) |
| Site formation | • Site Area:3,435 $m^2$<br>• Anticipated Site Formation Depth: 1m<br>• Ratio for Inert and Non-Inert C&D Materials: 9:1 | • Inert C&D Materials generated: **3,090 $m^3$**(b)<br>• Non-inert C&D Materials generated: **340 $m^3$**(c) |

| Construction Activities | Factor/ Assumption adopted | Estimated Quantities of C&D Materials Generated |
|---|---|---|
| Excavation of Basements | • Excavation Area: 450 $m^2$<br>• Excavation Depth: 5m<br>• Ratio for Inert and Non-Inert C&D Materials: 9:1 | • Inert C&D Materials generated: **2,030 $m^3$**(b)<br>• Non-inert C&D Materials generated: **230 $m^3$**(c) |
| Buildings Construction | • GFA: 2,889 $m^2$<br>• Ratio for Inert and Non-Inert C&D Materials: 9:1 | • Inert C&D Materials generated: **260 $m^3$**(b)<br>• Non-inert C&D Materials generated: **30$m^3$**(c) |

*Note:*

*(a) The above estimated quantities are subject to detailed design.*

*(b) Assuming the density of inert C&D materials is 1.8 tonnes/$m^3$. With ~15,912 tones inert C&D material, the number of dump truck is anticipated to be less than 2 trucks/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)*

*(c) Assuming the density of non-inert C&D materials is 1.0 tonnes/$m^3$. With ~980 tones non-inert C&D material, the number of dump truck is anticipated to be less than 1 truck/day (assuming each truck can carry 15 tones and there is around 270 working day per year) (reference Approved Planning Application Y/H5/8)*

*(d) The destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010*

*(e) The disposal of non- inert C&D materials is subject to agreement with relevant section of the EPD*

General Refuse

5.4.10 The amount of general site wastes to be generated will depend on the contractor's operating procedure and practices. The estimated quantity of general refuse generated would be about 52 kg/day, which is based on the 0.65 kg/person/day of generation rate with 30 workers 270 working days per year. In addition, during the construction phase, the workforce would generate general refuse, comprising food scraps, paper, empty containers etc. Rapid and effective collection of site wastes will be required to prevent waste materials being blown around by wind, flushed or leached into the environment and odour nuisance.

5.4.11 Recyclable materials (i.e. paper, plastic bottles and aluminium cans) will be collected separately for recycling, in order to reduce the amount of general refuse to be disposed into the landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers, the disposed of on a daily basis to the designated landfill. With the implementation of the recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of refuse.

5.4.12 Food waste is the main source of generating unpleasant odour and causing environmental hygiene concerns. In order to reduce the amount of general refuse to be disposed into the landfill, the food waste would be collected separately for recycling and the recycling bins should be placed in prominent places to promote waste separation at-source.

Chemical Waste

5.4.13 Apart from above, construction activities, plant, vehicle and equipment will require regular maintenance and servicing, which would generate waste such as solvents,

lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

5.4.14 The amount of chemical waste would be depended on the contractor's on-site maintenance practice and the quantities of plant and vehicles utilised at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be less than hundred litres per month. The quantity of chemical waste to be generated would be quantified in the Waste Management Plan as part of the Environmental Management Plan to be prepared by the contractor.

5.4.15 The contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes.

5.4.16 Mitigation and control requirements for chemical waste are provided in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website mentioned the handling, storage, transportation and disposal of chemical wastes. With good management and site practices, adverse environmental impacts should not result.

5.4.17 Below are the estimated quantities of various types of waste generated from the proposed development.

**Table 5.2 Estimated Quantities of Construction and Demolition Material to be Generated During the Construction Phase of the Proposed Development**

| Waste Material Type | Waste Item | Total Quantity Generated | Quantity to be disposed / transported to PFRF | Quantity of waste material for on-site re-use or recycling | Handling Arrangement/ Disposal Destination |
|---|---|---|---|---|---|
| Construction and Demolition (C&D) Materials generated from excavated material, site clearance, site formation works, construction of new buildings and infrastructures | Excavation works for construction of basement | ~ 2250 $m^3$ | ~ 2183 $m^3$ | ~ 68 $m^3$ | Remainders which cannot be reused will be delivered to Tuen Mun Area 38 Fill Bank |
| | Non-inert C&D materials (Bamboo, timber, paper, metal, glass, plastic, packaging wastes etc.) for works other than Excavation works for construction of basement | ~ 750 $m^3$ | ~500 $m^3$ | ~ 250 $m^3$ | Recycling and disposal to NENT landfill. Timber will be sent to Y Park for recycling. |
| | Inert C&D materials (Soil, rock debris, rubble earth, concrete etc.) for works other than Excavation works for construction of basement | ~ 6810 $m^3$ | ~ 6776 $m^3$ | ~ 34 $m^3$ | Around 0.5% to be reused on-site or in other projects, remainders which cannot be reused or recycled will be transported to public fill reception facilities (proposed to be Tuen Mun Area 38 Fill Bank), subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010 |
| General Refuse | Food waste, wastepaper, empty containers | 52 kg/day (Assuming 30 workers with waste generation rate of 0.65 kg/worker/day and 270 working days per year) | 52 kg/day | Not Applicable | Recyclable materials (i.e. paper, plastic bottles, aluminium cans and food waste) will be collected separately for recycling, remainders will be sent to Refuse Transfer Station (proposed to be North West New Territories Transfer Station) for compaction and then disposed of at NENT landfill |
| Chemical Waste | Wasted solvents, lubrication oil, fuel etc. | Less than hundred litres per month (Preliminary estimation) | Less than hundred litres per month (Preliminary estimation) | Not Applicable | Collected by licensed collector and sent to Chemical Waste Treatment Centre |

Note: The above estimated quantities are subject to the detailed design stage.

The maximum number of dump trucks transporting inert and non-inert C&D materials are estimated to be 2 and 1 vehicle trips per day respectively.

The maximum number of dump trucks transporting food waste and chemical waste are estimated to be 1 vehicle trip per day respectively.

**Operation Phase**

General Refuse

5.4.18 General refuse will be generated by users/visitors and staff during the operation of the Project. General refuse refers to municipal solid waste from households (domestic), commercial and industrial sources. Domestic waste refers waste generated from households and public areas, including waste collected from residential buildings, litter bins, streets, marine areas and country parks, etc. Commercial & industrial waste refers waste generated from shops, restaurants, hotels, offices, markets in private housing estates and industrial activities.

5.4.19 There is staff quarter for staff to accommodate, thus generation of domestic waste is accounted for project general refuse disposal rate. Also, as the proposed redevelopment served as religious purposes, which is classified as commercial & industrial building as shown in "Source Separation of Commercial and Industrial Waste" in Hong Kong Waste Reduction Website published by EPD, the waste generated from visitors visit the proposed development and religious activities organized shall be classified into commercial & industrial waste. Both disposal rate of domestic waste and commercial & industrial waste shall be calculated and contributed to disposal rate of general refuse for the proposed redevelopment.

5.4.20 Based on the projected disposal rate of domestic waste predicted in the Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2024, the domestic waste disposed per capita per day was reported to be 0.86 kg/person/day, for commercial & industrial and assumed to be 0.53/24 = 0.022 kg/visitor/hour as visitors would stay for one hour. The Proposed Development consists of about 30 staffs and 2,500 visitors. By applying this figure to the projected population (including users / visitors and staff) from the site after full occupation, the daily domestic waste to be generated is estimated to be around 21 kg (i.e. 30 persons x (0.86 kg/person/day / (1 - 0.22 Recovery Rate))), meanwhile the daily commercial waste generated is estimated to be 28 kg (i.e. 2,500 visitor x (0.022 kg/visitor/day / (1 - 0.48 Recovery Rate))), these general refuse would be disposed to NENT landfill.

5.4.21 The amount of residue generated upon the application of eco-furnace is insignificant as the volume of joss paper will be reduced after incineration and the application of eco-furnace is peak at Festival Days. The residue are collected and disposed of at NENT landfill as municipal solid waste.

5.4.22 Such waste will be properly managed by suitable waste collectors so that intentional or accidental release to the surrounding environment will not occur. Effective collection of domestic wastes will be implemented to prevent waste materials from creating odour nuisance or pest/vermin problem. Waste storage areas will be well maintained and cleaned regularly to avoid adverse impact to the surroundings. To reduce waste and facilitate the recycling, sufficient properly labelled recycling bins for food waste, paper, plastic and aluminium should be provided at appropriate locations of the site to collect recyclables for off-site recycling. Regular (e.g. daily) waste removal and recyclables collecting should be arranged to avoid odour nuisance or pest/vermin problem. These waste management practices and good site practises should be properly implemented to ensure adverse environmental impacts from handling and disposal of general refuse would not arise.

## 5.5 Waste Management Measures

**Construction Phase**

Good Site Practices

5.5.1 Appropriate waste handling, transportation and disposal methods for all waste arising generated during the construction works should be implemented to ensure that construction wastes do not enter the nearby water bodies.

5.5.2 It is expected that adverse impacts from waste management would not arise, provided that good site practices are strictly followed. Recommendations for good site practices during construction include:

- nomination of approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to an appropriate facility;
- training of site personnel in proper waste management and chemical waste handling procedures;
- provision of sufficient waste disposal points and regular collection for disposal;
- appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors;
- an Environmental Management Plan (EMP) which includes a Waste Management Plan (WMP) should be prepared by the Contractor in accordance with PNAP ADV-19 *Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste* and should be submitted to the Engineer and/or Architect for approval before construction; and
- a recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites) should be updated on monthly basis and submitted to the Engineer for approval and record.

5.5.3 In order to monitor the disposal of C&D material at landfills and public fill reception facilities, as appropriate, and to control fly tipping, a trip-ticket system should be included as one of the contractual requirements to be implemented by the Contractor. One may make reference to DEVB TCW No. 6/2010 for details. The dump trucks for transportation of construction waste will be equipped with real-time tracking and monitoring devices and included in tender document.

Construction Method

5.5.4 Construction waste could be reduced by adopting the use of prefabrication technology to replace the in-situ construction. The prefabrication part of the building are produced in factory and transported to site for final assembly. The yield of building prefabrication part can be maximized by manufacturing environment at prefabrication factory which automated machinery and advanced technology (e.g. Building Information Modelling) are adopted. Scrap of raw construction material would be reduced by standardized procedure at prefabrication factory.

5.5.5 The use of prefabrication technology will be considered at detailed design stage.

Waste Reduction Measures

5.5.6 Good management and control can prevent the generation of excessive amounts of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal;

- separate labelled bins shall be provided to segregate recyclables including but not limited to aluminum cans, wastepaper, and plastic bottles from other general refuse generated by the work force, and to encourage collection for recycling by individual collectors;
- any unused chemicals or those with remaining functional capacity shall be recycled;
- maximizing the use of reusable steel formwork to reduce the amount of C&D material;
- prior to disposal of C&D waste, it is recommended that wood, steel and other metals shall be separated for re-use and / or recycling to minimize the quantity of waste to be disposed of to landfill;
- proper storage and site practices to minimize the potential for damage or contamination of construction materials;
- plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste; and
- minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.

5.5.7 In addition to the above good site practices and waste reduction measures, specific mitigation measures are recommended for the identified waste to minimise environmental impacts during handling, transportation and disposal of these wastes.

General Refuse

5.5.8 General refuse should be stored in enclosed bins or compaction units separated from C&D material. A reputable waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. An enclosed and covered area is preferred to reduce the occurrence of windblown light material. Adequate recycling containers are recommended to be provided at suitable locations of the Project to encourage recycling of waste such as aluminium cans, plastics and wastepaper.

Construction and Demolition Material

5.5.9 The C&D material generated from the site formation should be sorted on-site into inert C&D material (that is, public fill) and non-inert C&D waste. In order to minimise the impact resulting from collection and transportation of non-inert C&D materials, the excavated material comprising fill material should be reused on-site as backfilling material as far as practicable. Non-inert C&D waste, such as wood, plastic, steel and other metals should be reused or recycled and, as a last resort, disposed of to landfill.

5.5.10 A suitable area should be designated within the site for temporary stockpiling of C&D material and to facilitate the sorting process. Within stockpile areas, the following measures should be taken to control potential environmental impacts or nuisance:

- covering material during heavy rainfall;
- locating stockpiles to minimize potential air quality, water quality and visual impacts; and
- minimizing land intake of stockpile areas as far as possible.

5.5.11 When delivering C&D material to a public fill reception facility, it shall be noted that the material should only consist of soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt. The material should be free from marine mud, household refuse, plastic, metals, industrial and chemical waste, animal and vegetable matter, and other material considered to be unsuitable by the Filling Supervisor.

Chemical Wastes

5.5.12 If chemical wastes are produced at the construction site, the Contractor would be required to register with the EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Good quality containers compatible with the chemical wastes should be used. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosives, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc. The Contractor shall use a licensed collector to transport and dispose of the chemical wastes generated at the Chemical Waste Treatment Centre at Tsing Yi, or other licenced facility, in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*.

5.5.13 With these waste managements in place, waste generated from the construction works of the proposed development is anticipated to be properly controlled and adverse waste disposal impact is not anticipated.

5.5.14 The Waste Management Plan would be prepared and submitted to the Project Engineer/Architect for approval prior to construction works according to ADV-19.

**Operation Phase**

General Refuse

5.5.15 General refuse should be collected on a daily basis and delivered to the refuse collection point accordingly. A reputable waste collector should be employed to remove general refuse on a daily basis to avoid odour nuisance or pest/vermin problem. Adequate recycling containers are recommended to be provided at suitable locations of the Project to encourage recycling of waste such as aluminium cans, plastics and wastepaper.

## 5.6 Conclusion

5.6.1 C&D materials will inevitably be produced during the construction phase of the Project. Waste generated during construction works includes inert and non-inert C&D materials, chemical waste and general refuse. Mitigation measures have been proposed following the avoidance-minimisation-reuse-recycling-disposal hierarchy.

5.6.2 Waste generated during construction phase can be minimised through careful planning during the detailed design and with good site practice during construction. The potential for reuse of inert C&D materials within the Project will be rigorously explored throughout the course of the Project in an effort to minimise transportation.

5.6.3 Provided that there is strictly control of C&D materials generated from construction works and that all arisings are stored, handled, transported and disposed of in accordance with the recommended mitigation measures, potential environmental impact is not expected.

5.6.4 Chemical wastes generated from the construction activities, vehicle, equipment and plant maintenance should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

5.6.5 The general waste management strategy is to avoid waste generation in the first place. It can be achieved through careful planning of works method and material consumption before ordering of materials. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

5.6.6 During the operation of the project, recycling bin will be provided onsite for collection and sorting of recyclable wastes (paper, glass, metal, plastic). The refuse collection

chamber will be designed with adequate capacity for temporary storage of sorted recyclable wastes and contractor will be engaged to collect the recyclable wastes in regular manner. Remaining waste will be disposed of the landfill site.

5.6.7 With the aforementioned waste managements in place, waste generated during both construction and operational phase is anticipated to be properly controlled and disposed of in accordance with the Waste Disposal Ordinance, there would be no adverse residual impacts associated with the handling, storage, transportation or disposal of the waste generated by the Project during the construction and operational phases.

# 6. CONCLUSION

6.1.1 The key environmental issues associated with both operation and construction phase of the Proposed Development are qualitatively discusses in this report.

## 6.2 Air Quality

6.2.1 With the implementation of all recommended mitigation measures and good site practices, no adverse cumulative air quality impacts are anticipated during the construction stage of this project.

6.2.2 With sufficient buffer distance from the surrounding proposed road network, limited induced traffic flow from shuttle bus service, the air sensitive uses of the Proposed Development and the existing air sensitive receivers will not be subject to adverse vehicular emission impact during operational phase.

6.2.3 As the Proposed Development is surrounded by residential zone and open space after occupation, and currently no available detail information on air and odour emission source and industrial chimney. It is expected the Proposed Development will not be affected by air and odour emission source and industrial chimney emission.

6.2.4 The application of eco-furnace are employed, with long separation distances and air quality mitigation measures installed in eco-furnace, no adverse air quality impact from the operation of eco-furnace is anticipated.

## 6.3 Noise

6.3.1 Noise mitigation measures are suggested to minimized construction noise impact due to the Proposed Development.

6.3.2 With the comparison of induced traffic under scenario of with and without Proposed Development, and the "shuttle bus only" and "visit by appointment" system adopted, it can be concluded that insignificant amount of traffic flow increase in surrounding road network and the road traffic noise for surrounding NSRs due to Proposed Development are neglectable. Centralized ventilation is adopted in office and temple itself, no adverse road traffic noise impact would be brought to NSRs in the Proposed Development by the surrounding road network.

6.3.3 Maximum allowable SWL of planned fixed noise sources at site boundary are calculated. The planned fixed noise sources will be properly designed to comply with the requirements in HKPSG standards and guidelines. There is no adverse noise impact from planned fixed noise sources of Proposed Development to surrounding NSRs is anticipated.

## 6.4 Land Contamination

6.4.1 Desktop studies, site visit and information provided by Project Proponent identified there is no potential land contamination land use from Application Site. Further site investigation are not required.

## 6.5 Waste Management

6.5.1 The types of wastes which may be generated from the construction and operation of the Project have been identified. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimize potential environmental nuisance to the nearby sensitive receivers. With the proposed waste managements in place, there will be no adverse residual impacts associated with the handling, storage, transportation or disposal of the waste generated by the Proposed Development during the operational and construction phases.

## 6.6 Overall Conclusion

6.6.1 The environmental assessment study confirms the acceptability of Proposed Development from environmental point of view in air quality, road traffic noise, fixed noise sources, land contamination and waste management aspects.

## Figures

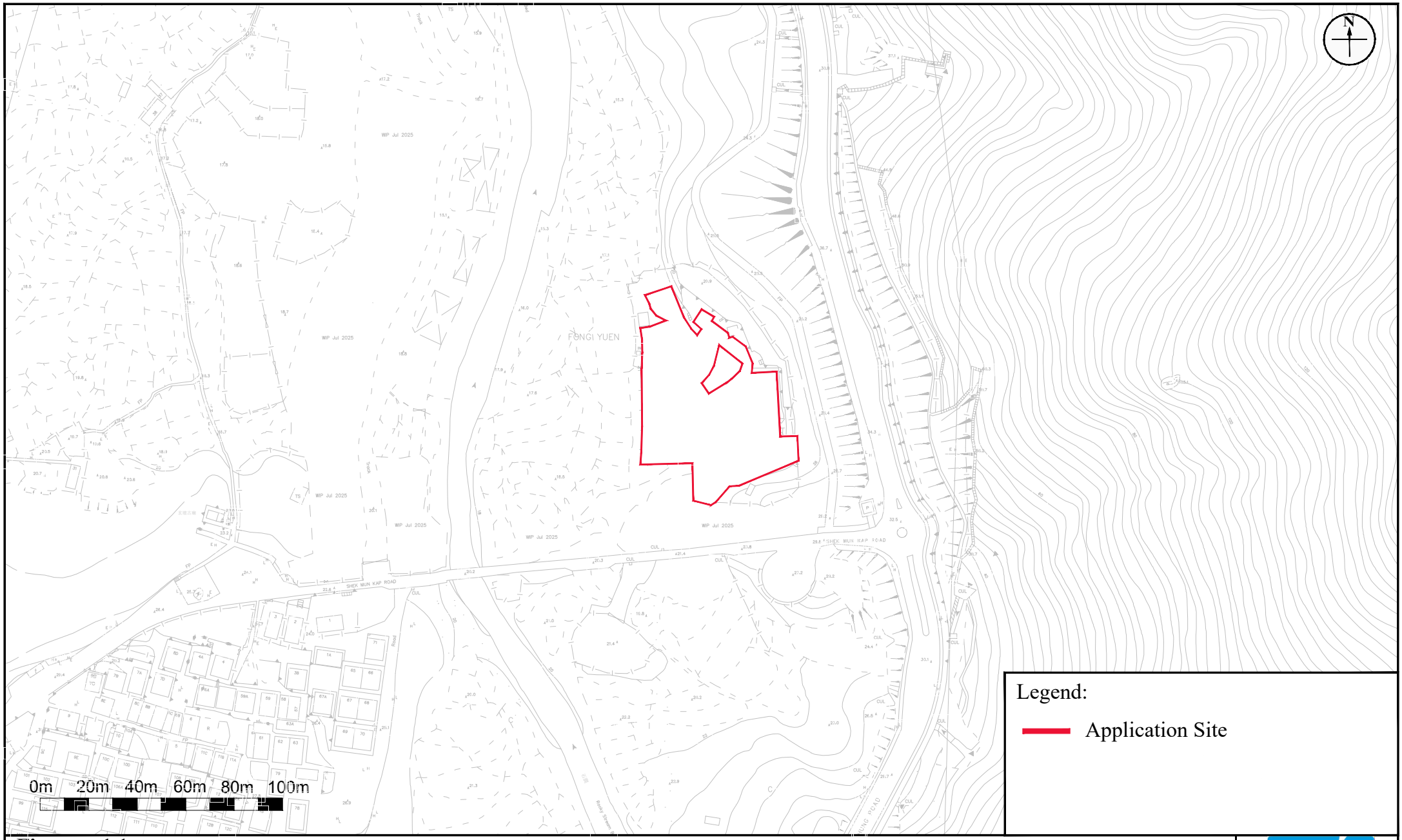


**Figure:** 1.1

**Title:** Location of Application Site and Its Environ

**Project:** Proposed Partial Redevelopment of Prajna Dhyana Temple, Tung Cung

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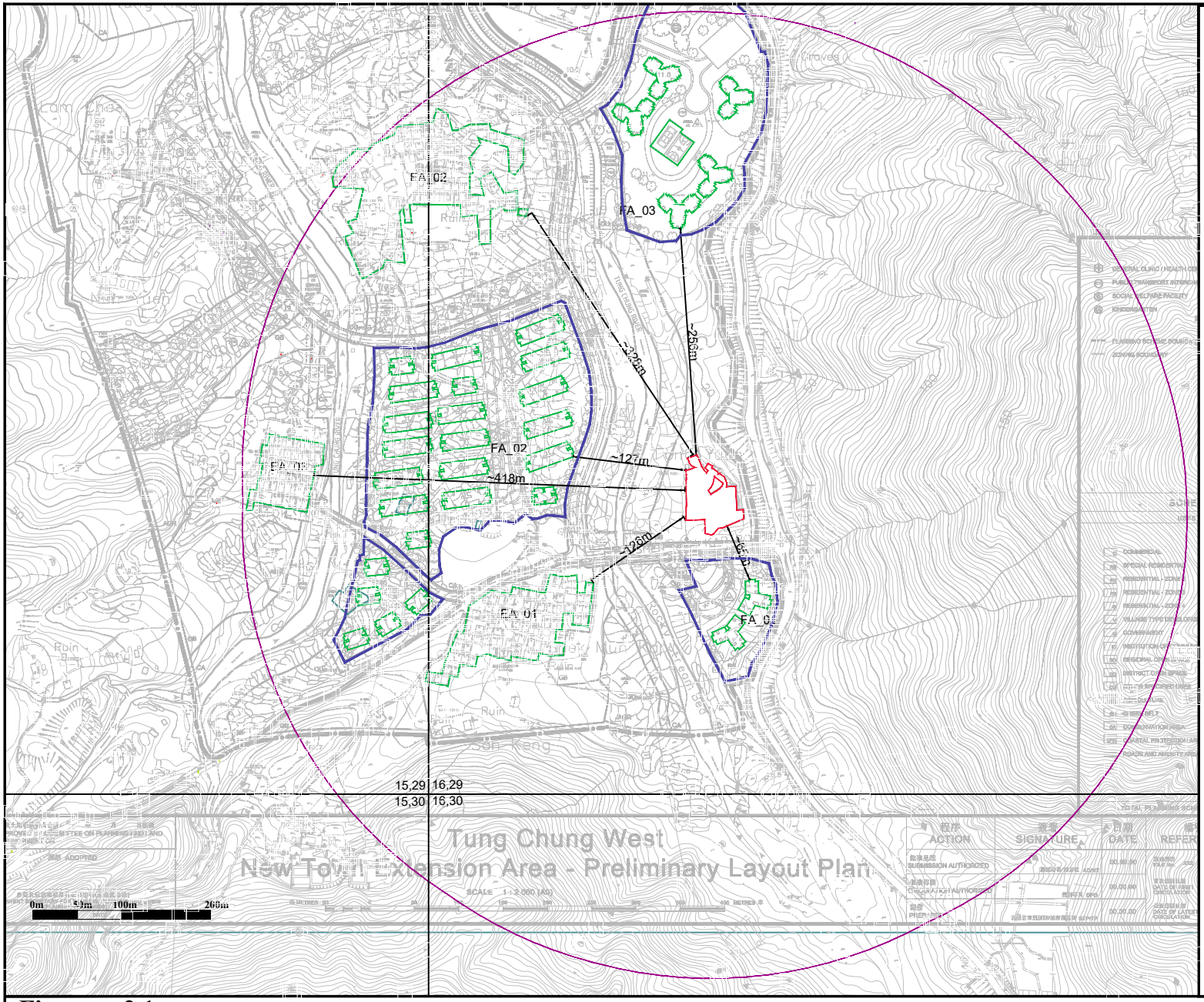


Legend:

- Application Site
- 500m Assessment Boundary
- Existing / Planned ASRs under Tung Chung West New Town Extension Area
- Potential Concurrent Projects (Other than Sewage Works and Road Works)

Remarks:
Potential Concurrent Projects related to Road Works and Sewage Works are shown in Appendix 2.2

**Figure:** 2.1

**Title:** Location of Representative Air Sensitive Receivers (Both Construction Phase and Operation Phase) and Potential Concurrent Projects during Construction Phase

**Project:** Proposed Partial Redevelopment of Prajna Dhyana Temple, Tung Cung

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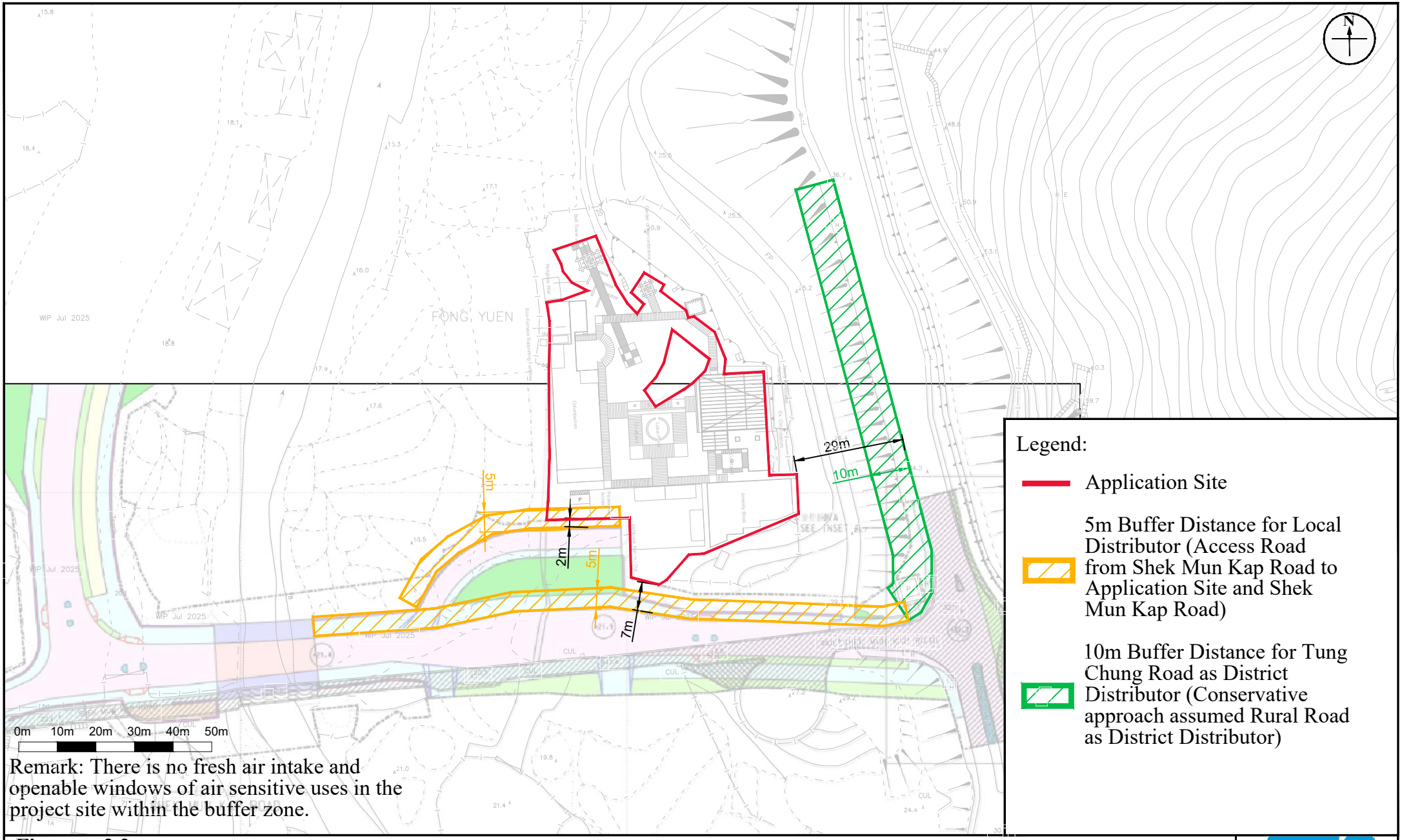


Remark: There is no fresh air intake and openable windows of air sensitive uses in the project site within the buffer zone.

**Figure:** 2.2

**Title:** Distance between Proposed Development and Surrounding Roads (Upon Completion of Road Works of Tung Chung West New Town Extension Area)

**Project:** Proposed Partial Redevelopment of Prajna Dhyana Temple, Tung Cung

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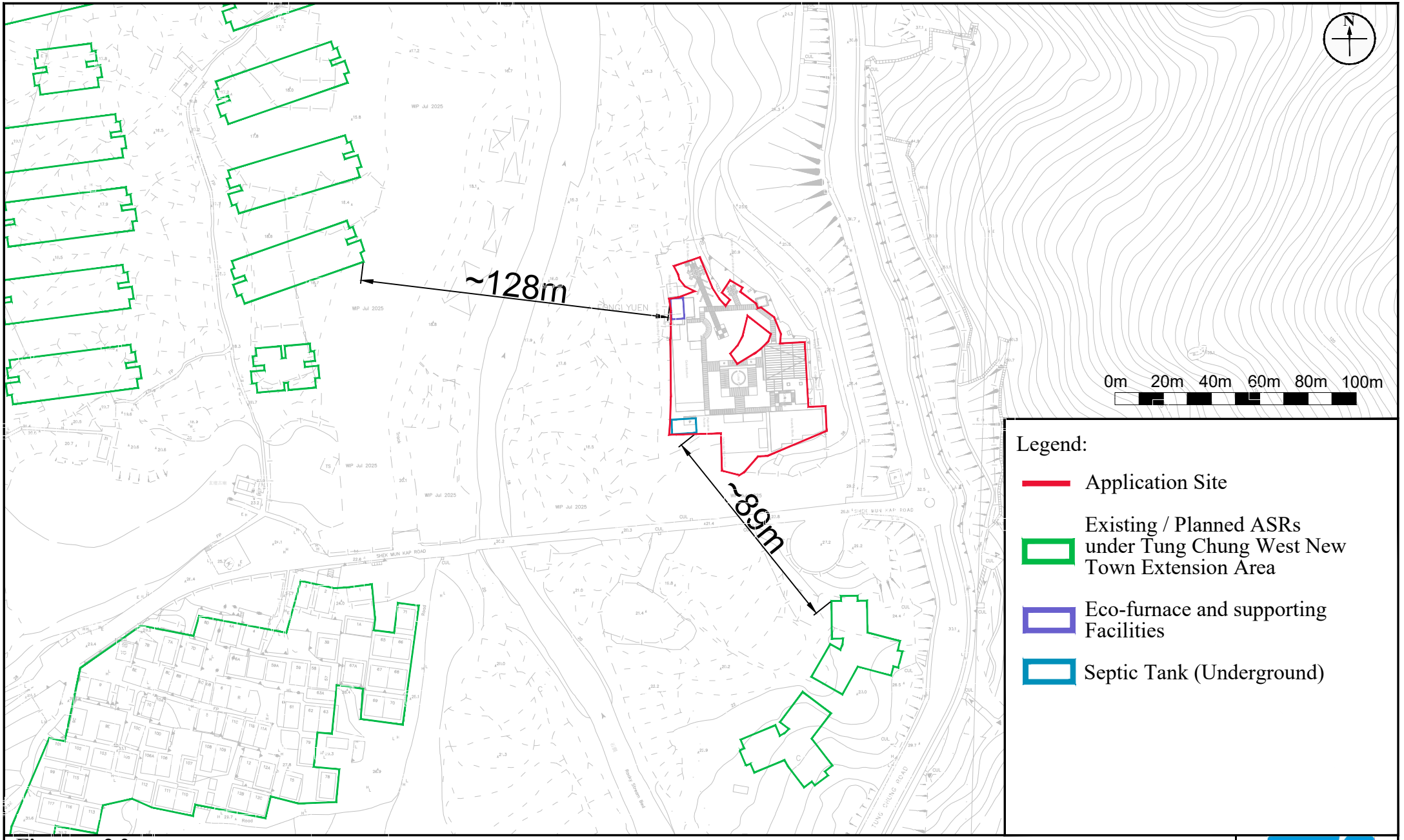


**Figure:** 2.3

**Title:** Distance between Eco-furnace and Septic Tank to nearest Air Sensitive Receiver

**Project:** Proposed Partial Redevelopment of Prajna Dhyana Temple, Tung Cung

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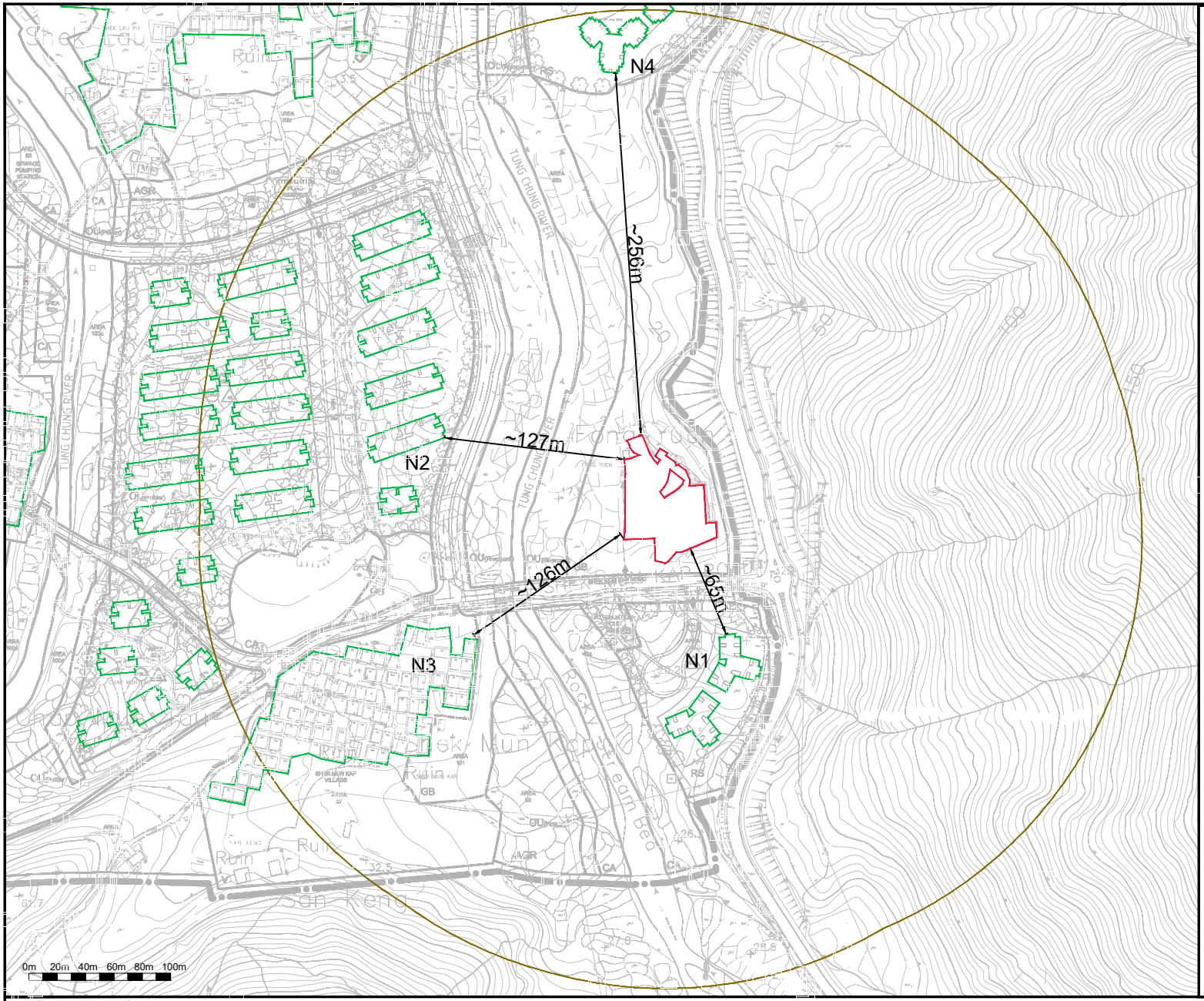


Legend:

- Application Site
- 300m Assessment Boundary
- Existing / Planned NSRs under Tung Chung West New Town Extension Area

**Figure:** 3.1

**Title:** Location of Noise Sensitive Receivers within 300m Assessment Area

**Project:** Proposed Partial Redevelopment of Prajna Dhyana Temple, Tung Cung

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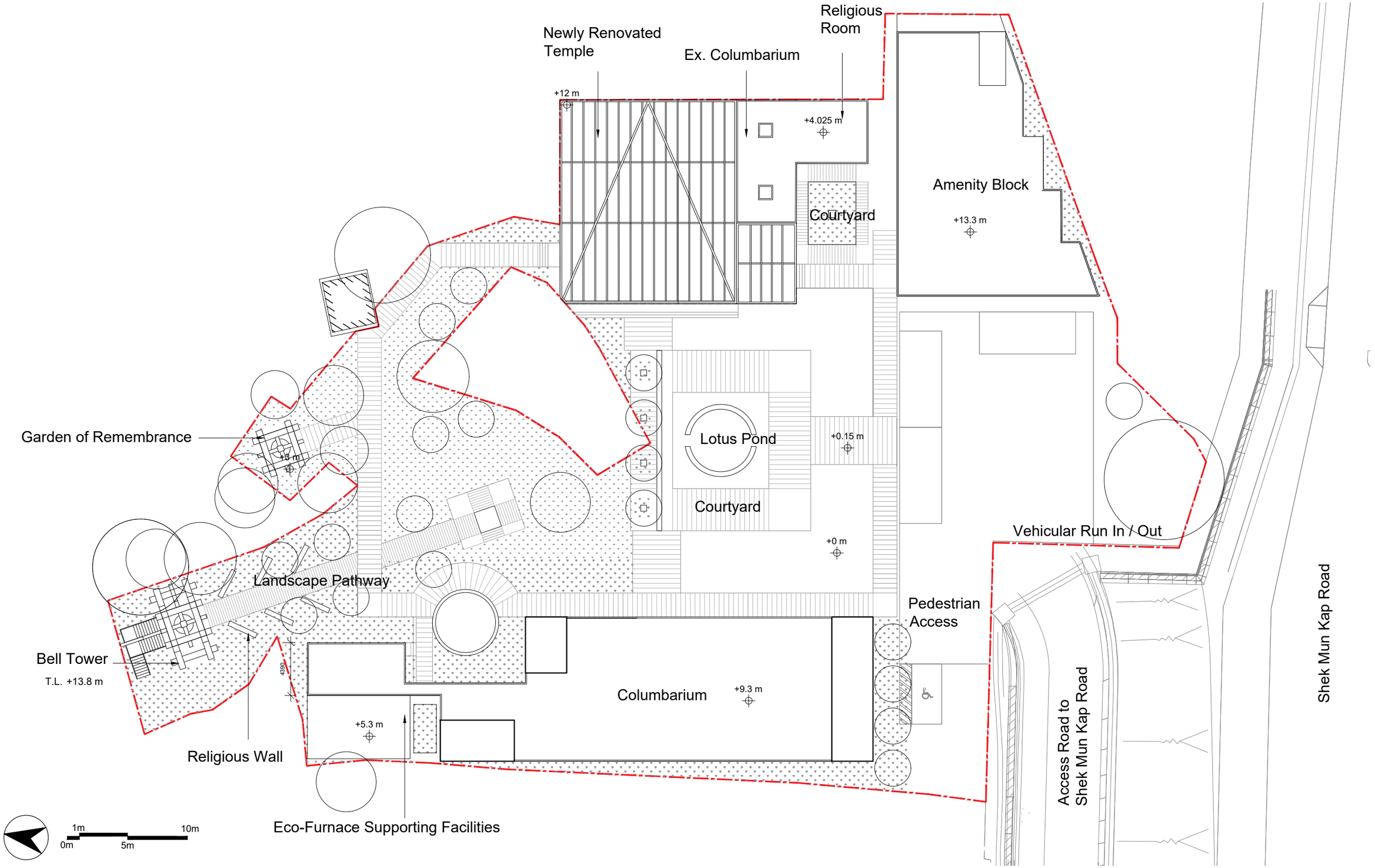
## Appendix 1.1 The Master Layout Plan of the Proposed Development

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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: MASTER LAYOUT PLAN

DWG NO.: MLP-01

JOB NO.: 202513

SCALE: 1:300 (A3)

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| B | DEC 2025 | TL | MM |
| C | APR 2026 | TL | MM |

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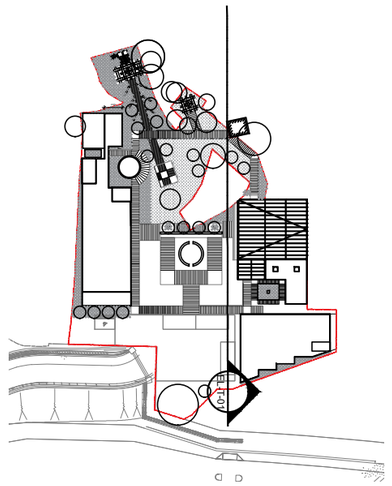

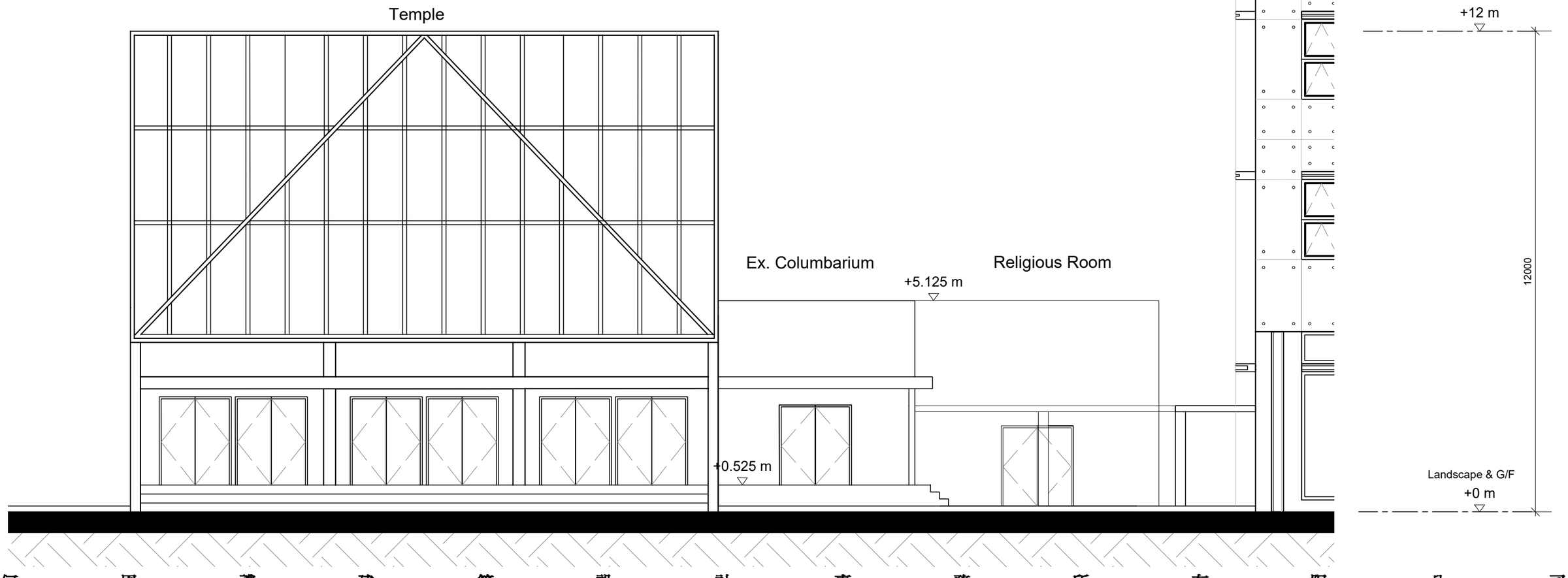


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B A R R I E H O LTD
ARCHITECTURE · INTERIORS

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: TEMPLE ELEVATION

DWG NO.: EL-T-01
JOB NO.: 202513
SCALE: 1:100 (A3)

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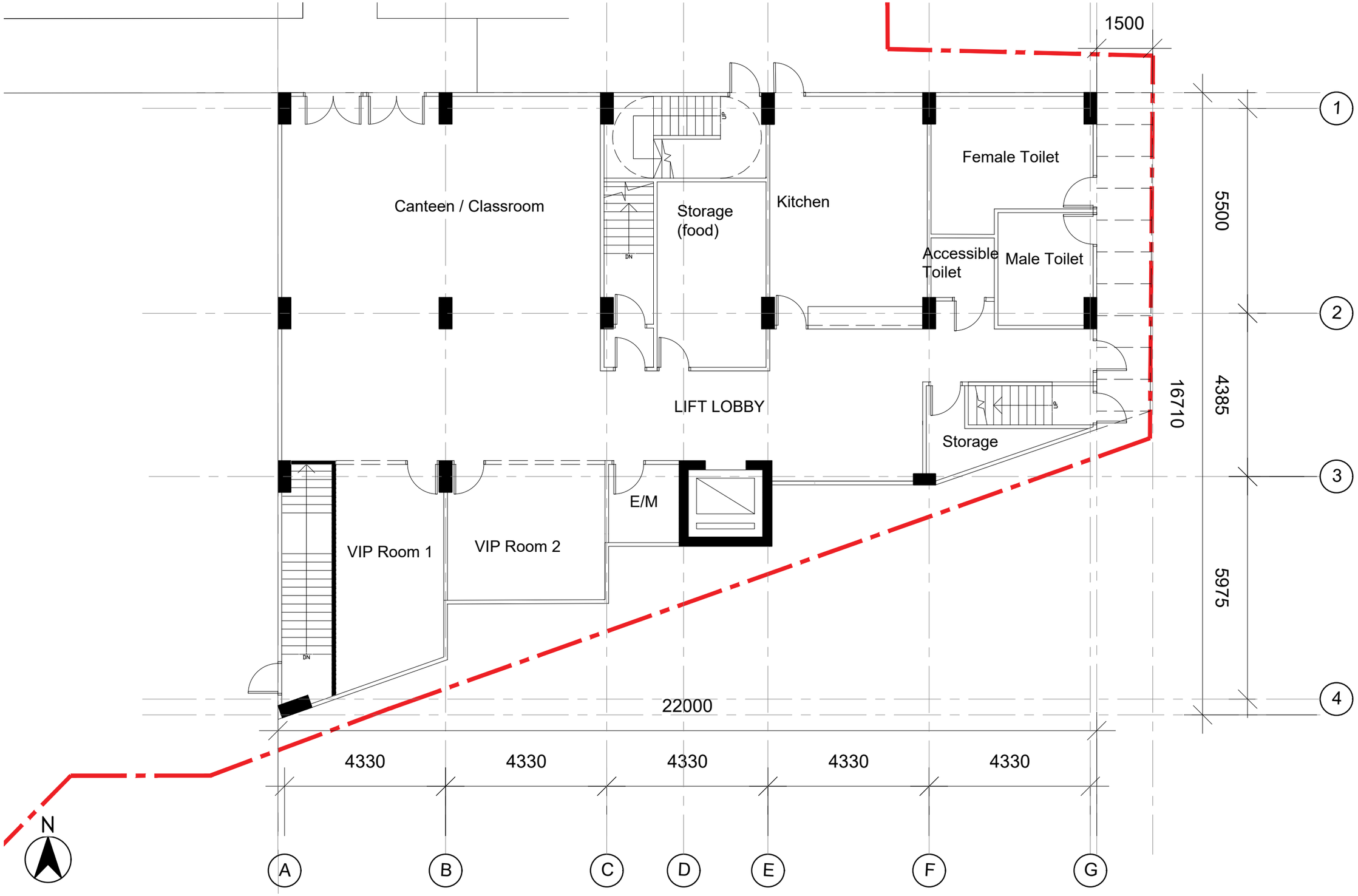
# PLANNING SUBMISSION

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DRAWN: TL
DATE: 11 JUL 2025

B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: AMENITY BLOCK G/F PLAN

DWG NO.: LP-A-01
JOB NO.: 202513
SCALE: 1:100 (A3)

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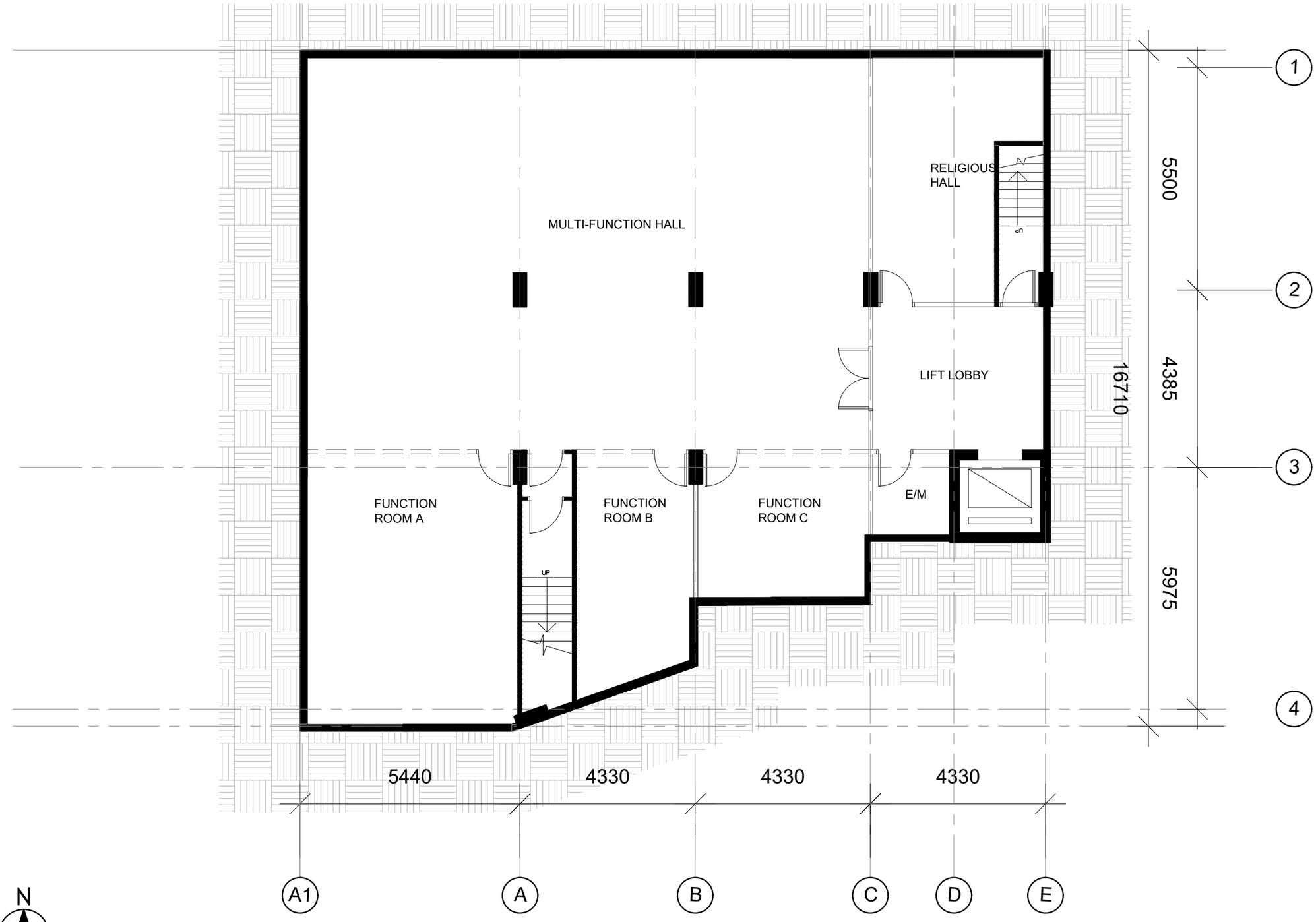


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BARRIE HO ARCHITECTURE - INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: AMENITY BLOCK BASEMENT PLAN

DWG NO.: LP-A-02

JOB NO.: 202513

SCALE: 1:100 (A3)

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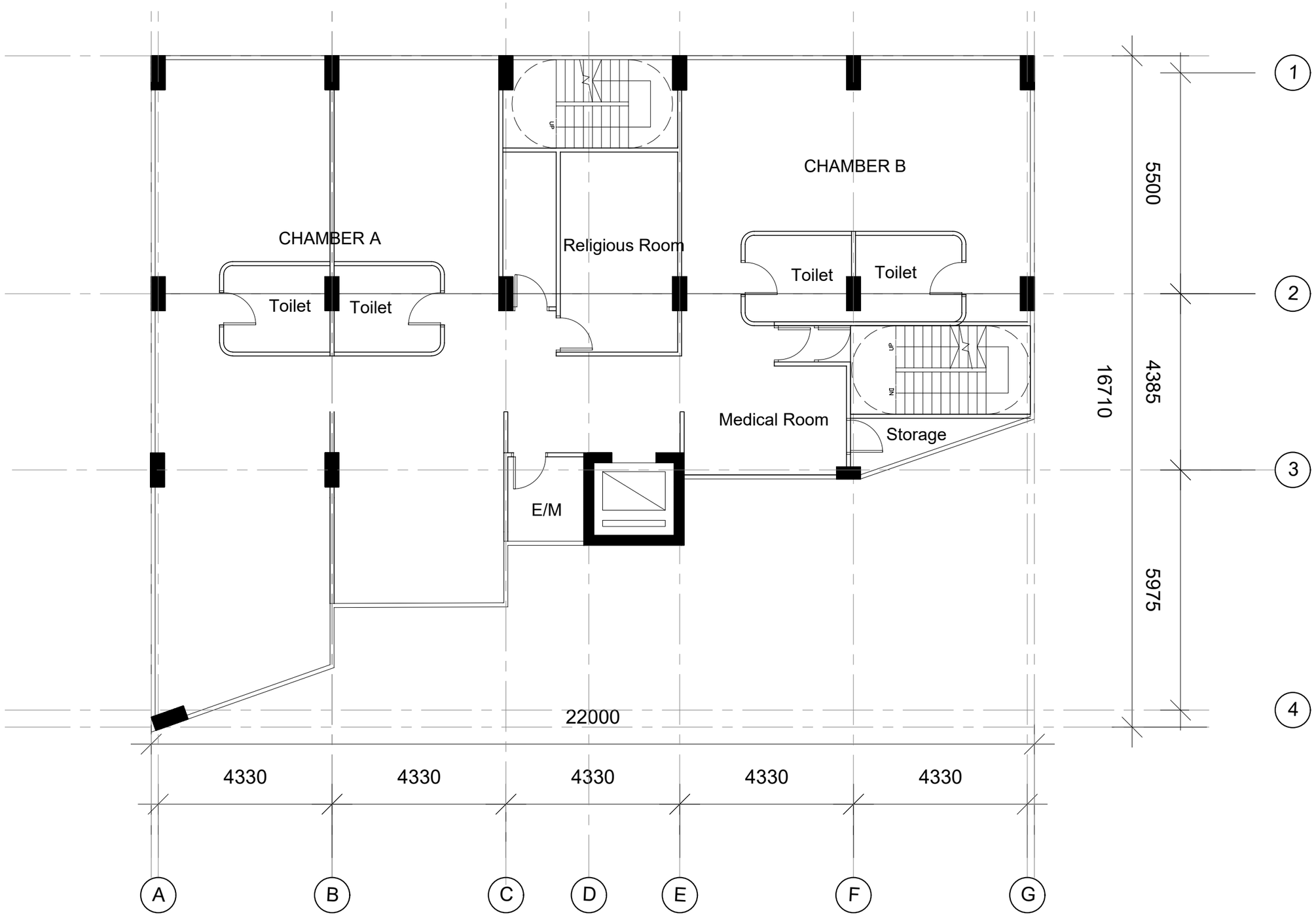


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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: AMENITY BLOCK 1/F PLAN

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| DWG NO.: | LP-A-03 |
| JOB NO.: | 202513 |
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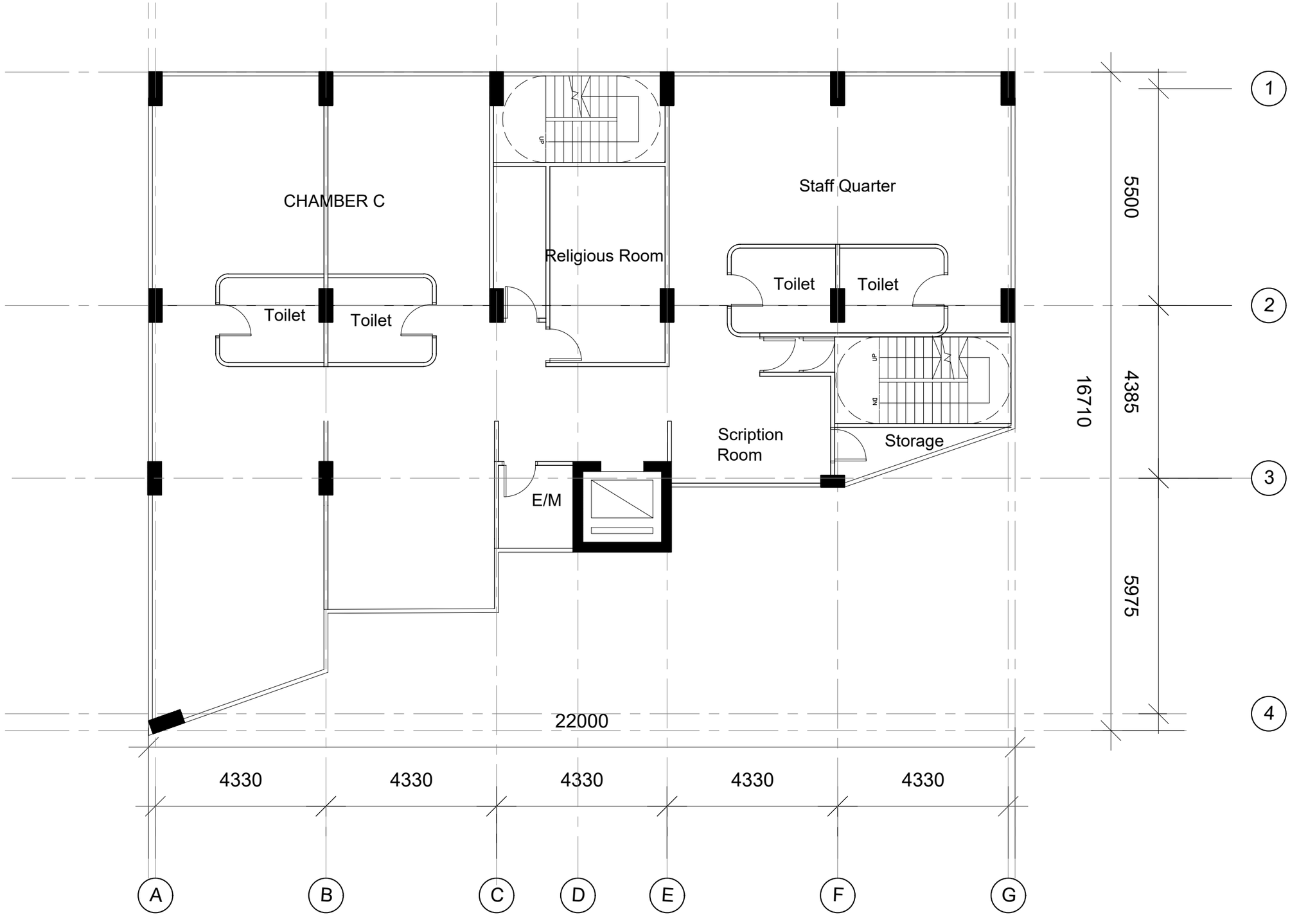


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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: AMENITY BLOCK 2/F PLAN

DWG NO.: LP-A-04

JOB NO.: 202513

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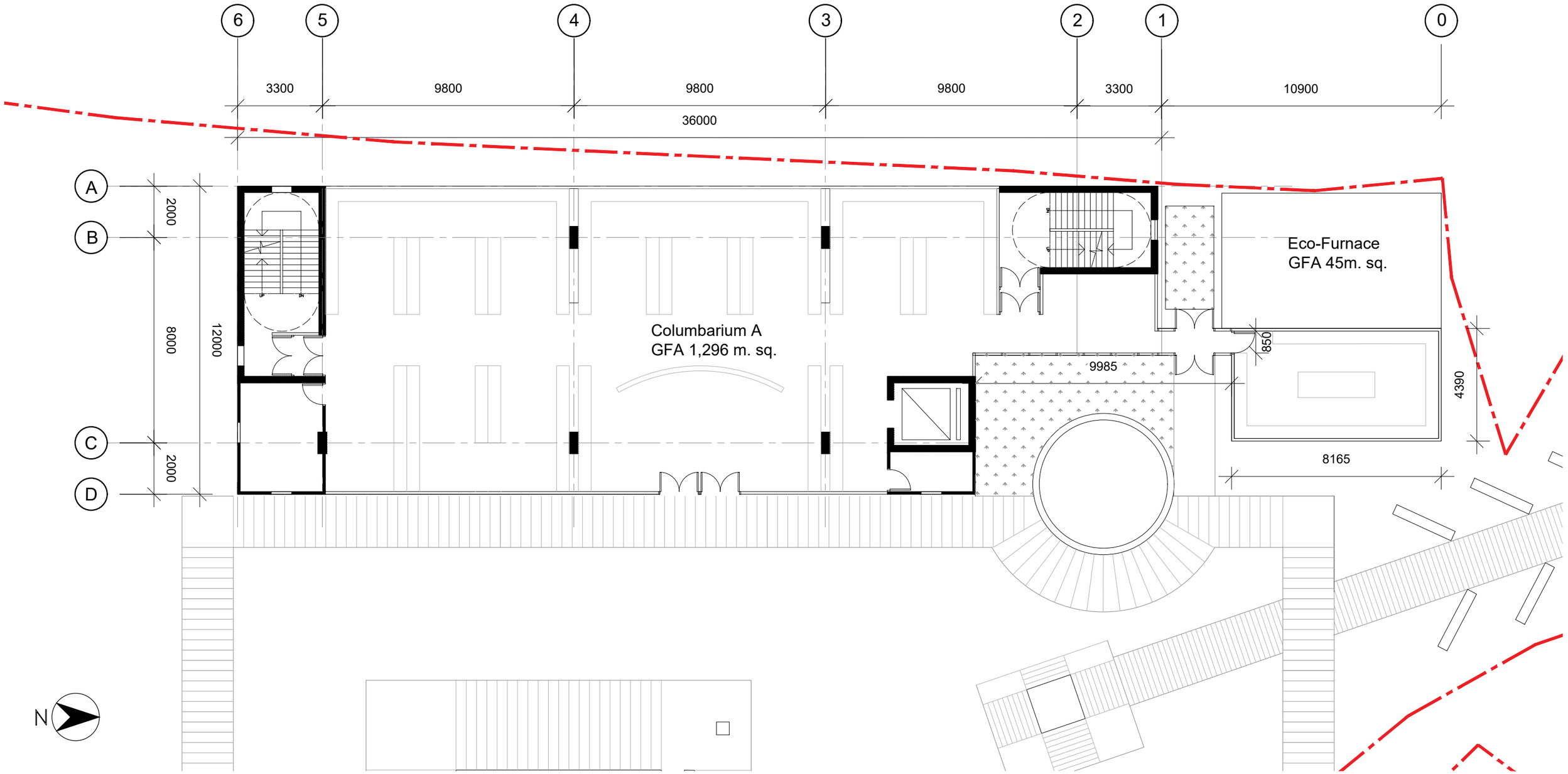


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BARRIE HO ARCHITECTURE - INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: COLUMBARIUM G/F PLAN

DWG NO.: LP-C-01

JOB NO.: 202513

SCALE: 1:150 (A3)

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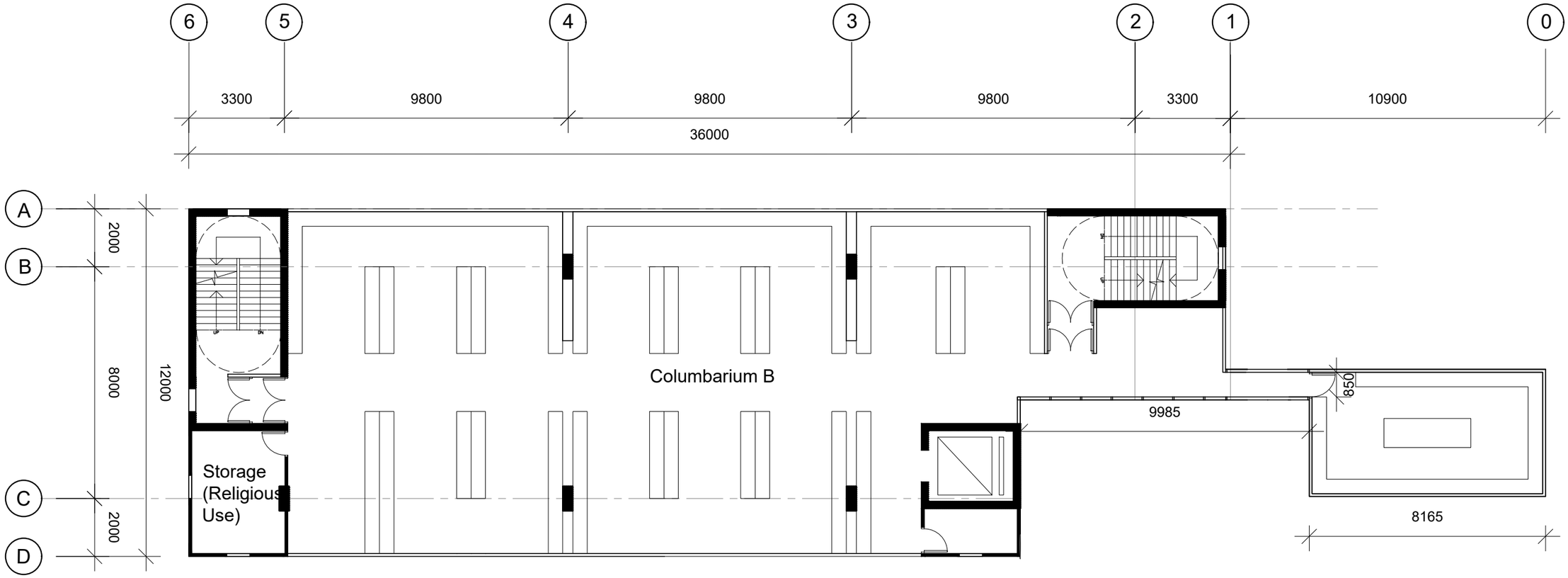


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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: COLUMBARIUM 1/F PLAN

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| DWG NO.: | LP-C-02 |
| JOB NO.: | 202513 |
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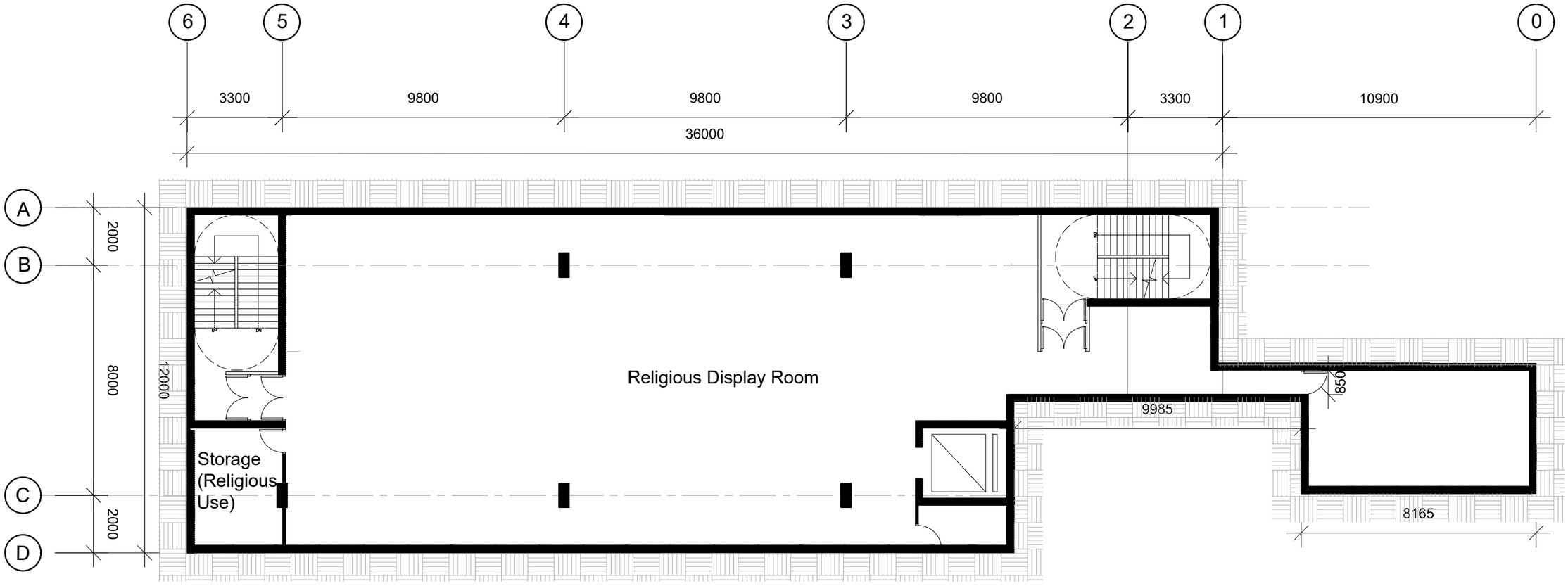


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B A R R I E H O
ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: COLUMBARIUM BASEMENT PLAN

DWG NO.: LP-C-03
JOB NO.: 202513
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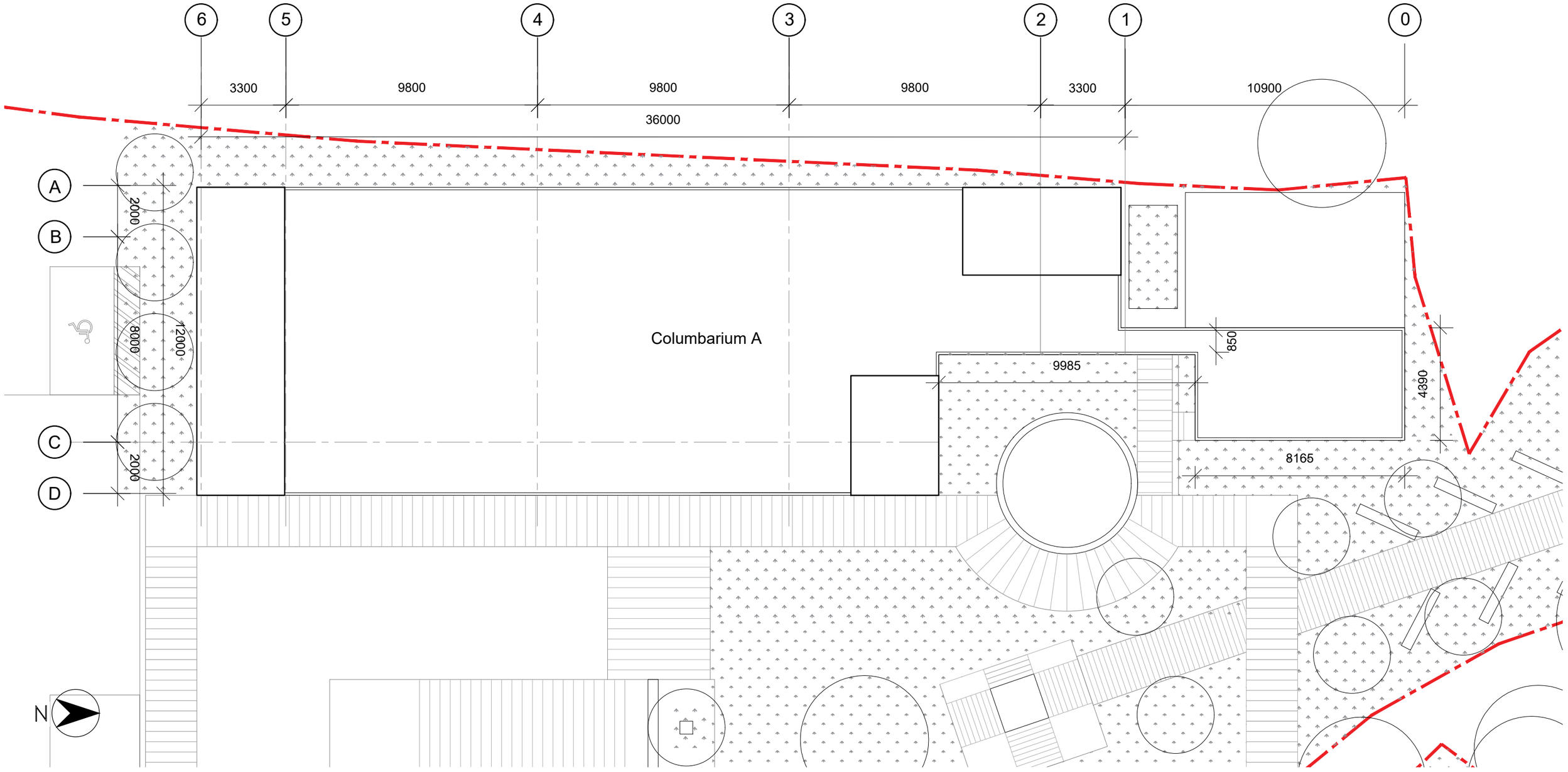


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B A R R I E H O ARCHITECTURE - INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: COLUMBARIUM ROOF PLAN

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| DWG NO.: | LP-C-04 |
| JOB NO.: | 202513 |
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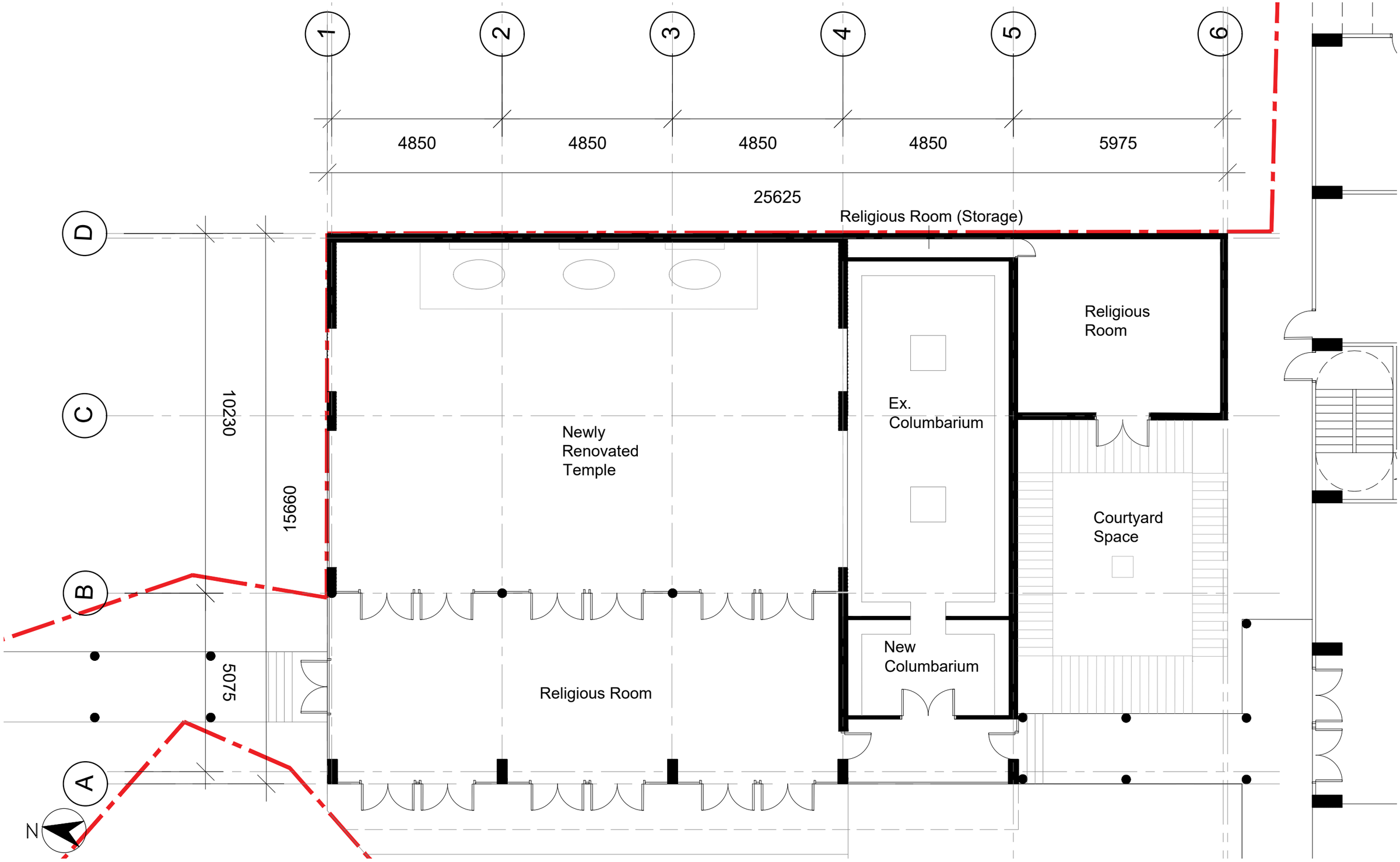


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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: TEMPLE G/F PLAN

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| DWG NO.: | LP-T-01 |
| JOB NO.: | 202513 |
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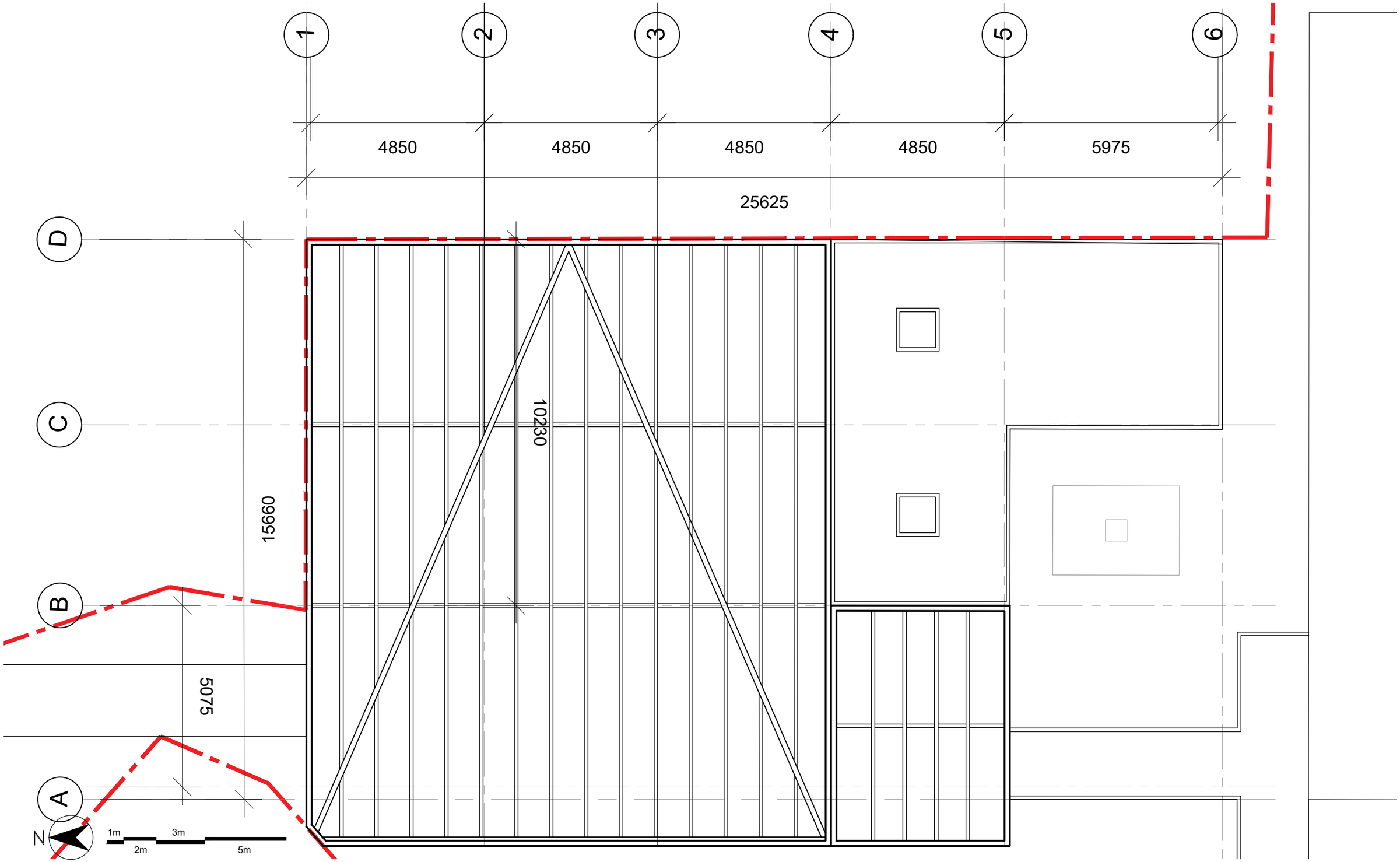


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BARRIE HO ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: TEMPLE ROOF PLAN

DWG NO.: LP-T-03

JOB NO.: 202513

SCALE: 1:100 (A3)

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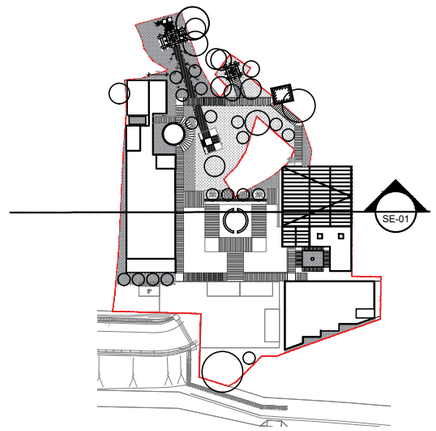


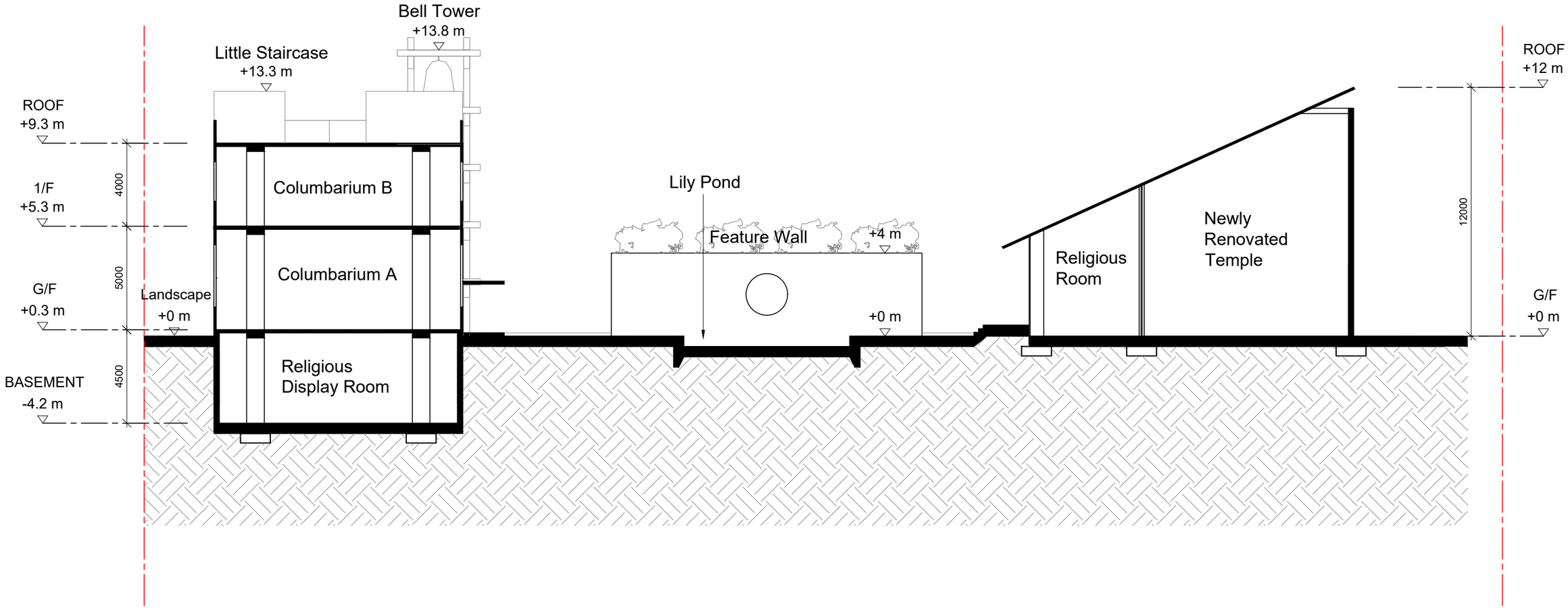


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| | DATE: - | PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple) | TITLE: Site Section | DWG NO.: SE-01 | C | APR 2026 | TL | MM |
| | DRAWN: TL | | | JOB NO.: 202513 | | | | |
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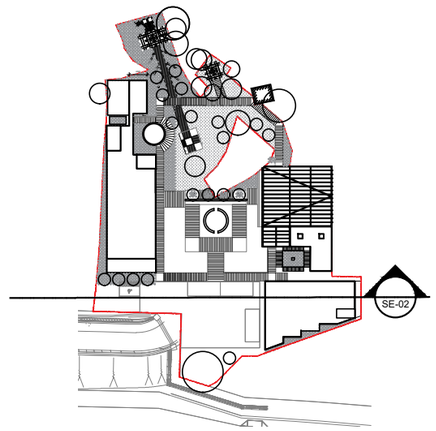


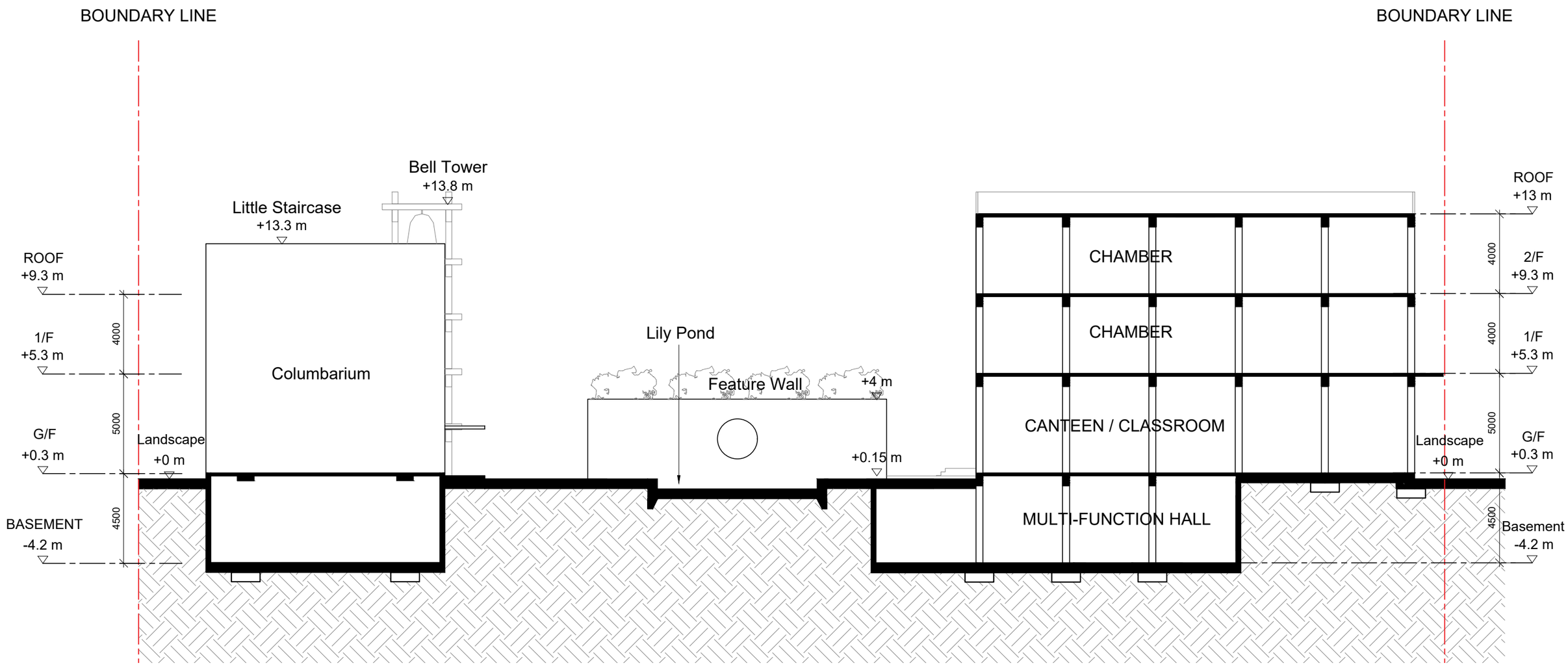


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PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: Site Section

DWG NO.: SE-02
JOB NO.: 202513
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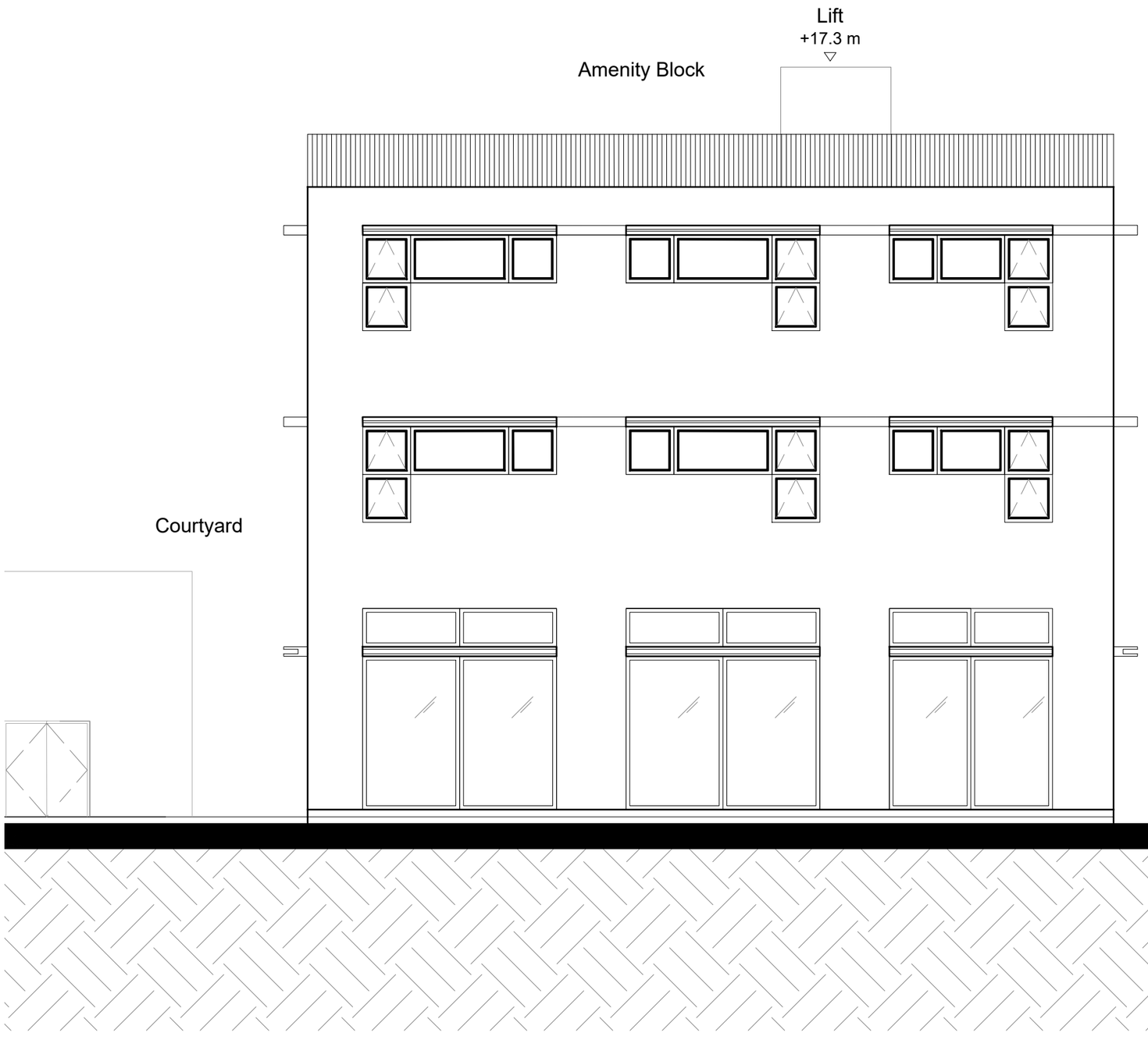


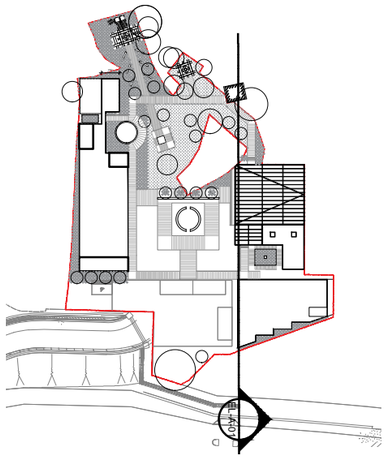

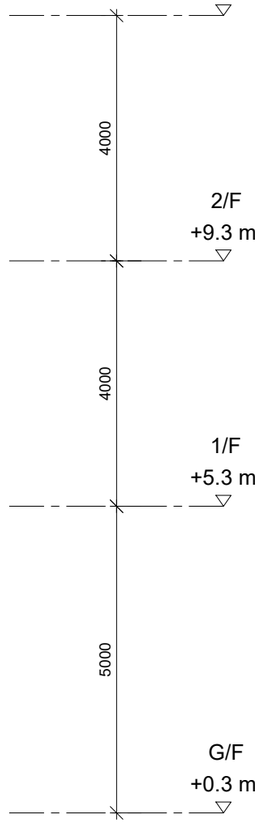


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BARRIE HO ARCHITECTURE - INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: Amenity Block Elevation 1

DWG NO.: EL-A-01

JOB NO.: 202513

SCALE: 1:100 (A3)

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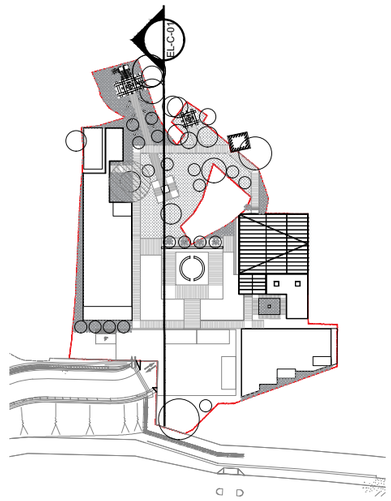


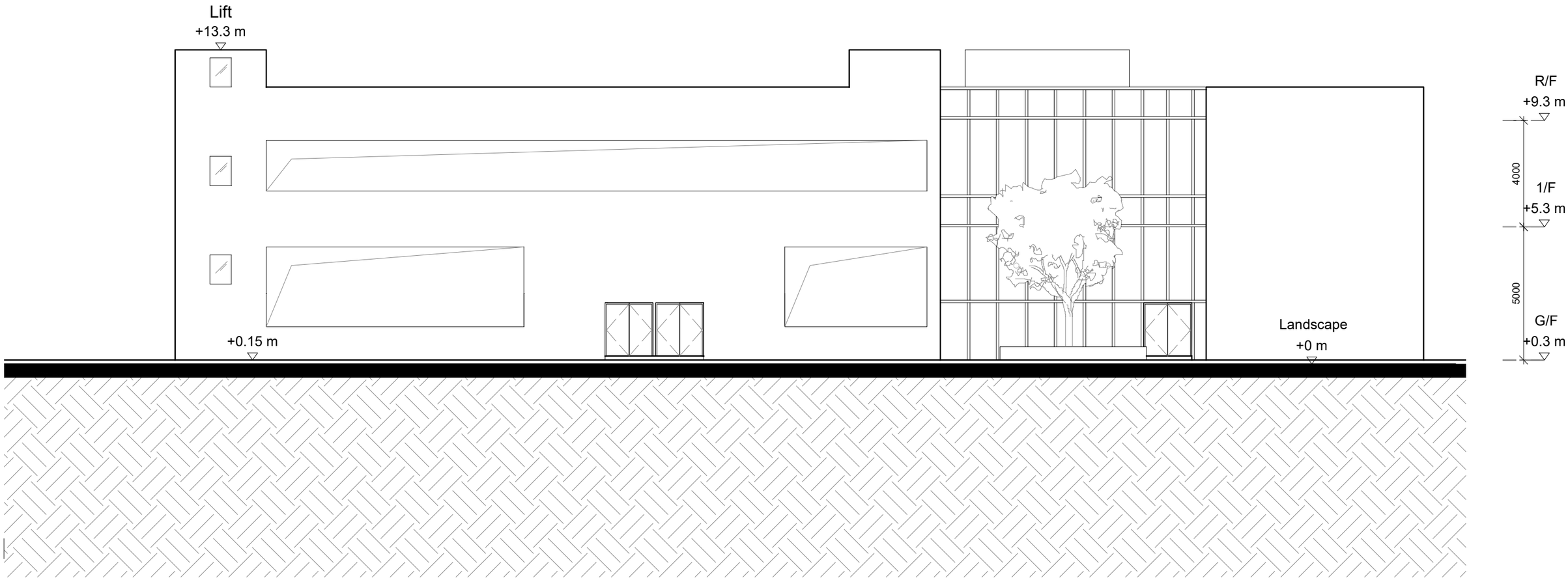


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B A R R I E H O ARCHITECTURE · INTERIORS LTD

PROJECT: Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

TITLE: Columbarium Elevation

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| DWG NO.: | EL-C-01 |
| JOB NO.: | 202513 |
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| REVISION | DATE | DRAWN | CHECKED |
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PLANNING SUBMISSION

## Appendix 2.1 Example of Eco-Furnace

三款外型可供選擇
Three kinds of
casings are available

*查詢詳情：有關訂購、安裝及*
*其它技術事宜，可致電*
*(852) 2788-5629 或以*
*電郵 rayfong@hkpc.org 與*
*香港生產力促進局*
*首席顧問方湛樑先生洽。*

***For further enquiry, please contact***
***Mr. Raymond Fong, Principal Consultant***
***Environmental Management Division,***
***Hong Kong Productivity Council by***
***phone at : Tel : (852)2788-5629 or***
***via email at rayfong@hkpc.org.***

Hong Kong
Productivity Council
香港生產力促進局

革命性一體化設計
*Integrated Design*

高效能消減黑煙
*High Smoke Removal Efficiency*

容易運作及清理
*Easy Operation and Cleaning*

現代廟宇、道觀、骨灰龕、
火葬場必備的環保化寶裝置
*An Absolute Choice of*
*Environmental Friendly Furnace*
*for Temple, Monastery,*
*Columbarium and Crematorium*

# 清煙 環保化寶爐
# QING YAN
## SMOKELESS JOSS PAPER FURNACE

史上第一台沒有黑煙排放的化寶爐

The First Smokeless Joss Paper Furnace in History

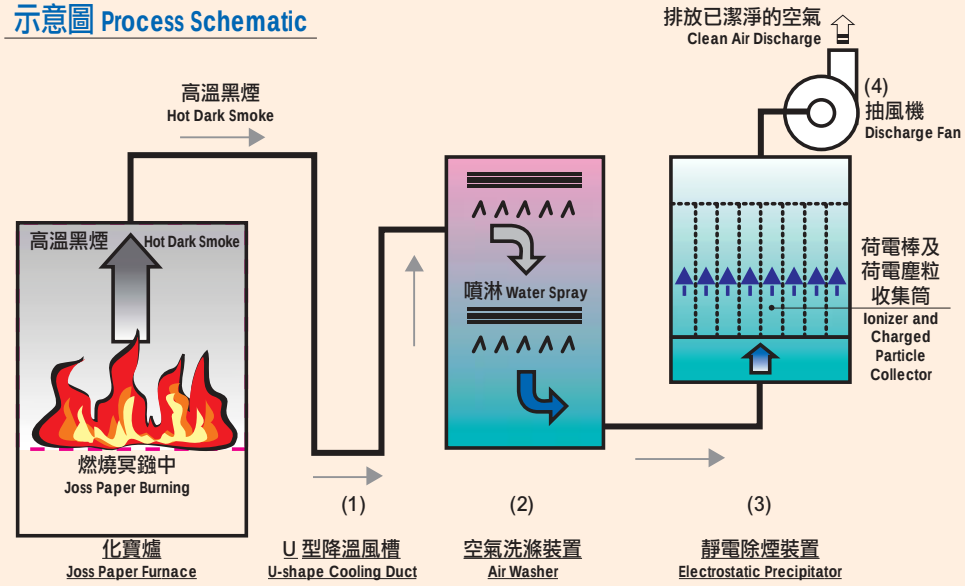
# 祭神禮佛有黑煙？

為表達對神靈及祖先的敬重，中國人傳統以祭祀儀式禮佛及拜祭先人。在祭祀時，燃燒冥鏹往往產生大量黑煙，對周圍的環境構成污染。尤其在人煙稠密的地方，黑煙對附近的居民亦造成一定的滋擾。現有化寶爐的除煙方法一般只用簡單過濾或清水洗滌方式，不能有效消減黑煙。而且大部份的化寶爐只用鐵皮製造，並不耐用。

## Joss Paper Burning with Dark Smoke?!

Burning joss papers or incense is a Chinese tradition in paying tribute to the ancestors or spiritual worship. These burning activities in places like temples, crematoria or other holy places usually create air pollution to the environment and nuisances to the public in terms of smoke emissions. At present, simple water spraying systems are usually adopted to reduce the smoke emission. Yet smoke removal efficiencies of these systems are always in doubt as water spray cannot intercept fine smoke particles from the air stream effectively.

## 示意圖 Process Schematic




## 「清煙」1618 型環保化寶爐 一般技術規格

主要建造物料：不銹鋼
功率：約 3.3 千瓦
電源：200-240V/ 1 ph/ 50Hz
尺寸：約 1,800 (闊) x 1,600 (深) x 2,900 (高) 毫米
*(亦可按現場環境訂造)*
淨重：1,200 千克

## Specifications of "Qing Yan" Smokeless Joss Paper Furnace (Model 1618)

**Materials of Construction : Stainless Steel**
**Power Rating : 3.3 kW**
**Power Supply : 200-240V/ 1 ph/ 50Hz**
**Physical Dimension : 1,800 (W) x 1,600 (D) x 2,900 (H) mm**
***(Tailor design to suit specific requirements can be offered)***
**Net Weight : 1,200 kg**

清煙 環保化寶爐
QING YAN SMOKELESS JOSS PAPER FURNACE

# 徹底解決方法 － 「清煙」環保化寶爐

有見及此，香港生產力促進局與中國內地專家共同研究開發「清煙」環保化寶爐，以乎合環保又潔淨的方式來保持這傳統的習俗。

## The Best Solution - "Qing Yan" Smokeless Joss Paper Furnace

Hong Kong Productivity Council (HKPC) is fully aware of these issues and has developed a real solution for smoke control for joss paper furnace. HKPC in collaboration with an electrostatic precipitator manufacturer in Mainland China have developed an advanced "Qing Yan" smokeless joss paper furnace to remove smoke particles and fume effectively from joss paper burning in an integrated unit of furnace and air-cleaner.

# 運作原理

採用恰當的抽風比率，將由燃燒冥鏹所產生的高温黑煙先抽進 (1) U 型降温風槽，再經 (2) 噴淋裝置洗滌較大的塵灰及加以降温。最後以特別設計的 (3) 靜電除煙裝置收集較細小的塵灰微粒，再由一台高效能 (4) 抽風機把潔淨後的廢氣向高位排放。

## How Does it Work?

Hot dark smoke generated from the burning joss papers is firstly extracted through a U-shaped cooling duct (1) and then a water spraying section (2) for cooling of the smoke and removal of fume and large smoke particles as well. Any trace amount of fine smoke particles in the pre-treated air stream is then collected by passing through a specially-design electrostatic precipitator (3). Upon the multi-stage air treatment, the smokeless clean air is discharged via an extraction fan (4) to the atmosphere at high level for better dispersion.

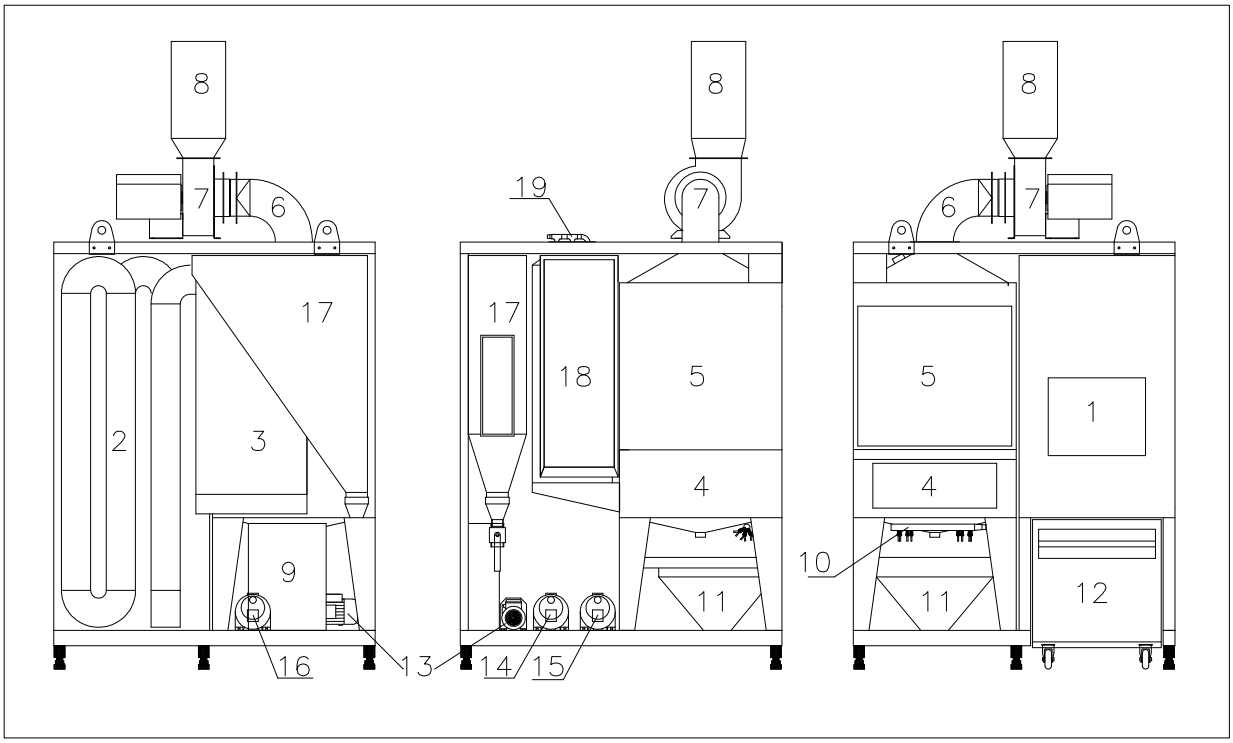
# 使用「清煙」環保化寶爐的好處

- ✔ 無煙無色，大大減低黑煙排放量
- ✔ 機組運作及清洗程序由電子控制，自動操作
- ✔ 附設高效能抽風系統，有助提高完整燃燒效率
- ✔ 循環用水；用水經多重過濾，合乎排放標準
- ✔ 組合式設計，可因應不同環境組合
- ✔ 選取耐熱磚為爐身內壁，使用安全
- ✔ 不銹鋼外殼，美觀耐用，容易清潔
- ✔ 爐灰箱以抽屜式設計，方便清理
- ✔ 適合露天使用

## Advantages of "Qing Yan" Smokeless Joss Paper Furnace

- ✔ High dust & smoke removal efficiency
- ✔ Automatic control with built-in electronic programmable controller
- ✔ Less smoke generation - sufficient fresh air supply to support burning of joss papers and hence provide a favorable condition for complete combustion
- ✔ Multi-stage filtration of cooling water for re-circulation or disposal to meet the statutory disposal requirements
- ✔ Flexible assembly design - can be assembled to suit different site conditions
- ✔ High temperature resistance brickwork construction of the burning chamber
- ✔ Stainless steel construction - good looking and easy cleaning
- ✔ Easy-extractable ash tray
- ✔ Suitable for outdoor use

## Operation of ‘Qing Yan’ Smokeless Joss Paper Furnace




1.Burning Chamber(Optional)；2.U-Shape Cooling Ducts；3.Air Washer with Water Spray；4.Air Plenum；5.Electrostatic Precipitator；6.Acoustic Silencer；7.Exhaust Fan；8.Exhaust Duct；9.Make-up Water Tank；10.Water Inlets；11.Recirculation Water Tank；12.Ash Trolley (Optional)；13.Make-up Water Pump；14.Water Spray Pump；15. Cleaning Water Pump；16.Circulation Water Pump；17.Sedimentation Tank；18.Control Panel；19.Motorized Control Valve

Figure 1: Components of Furnace

1. As shown in Figure 1, the ‘Qing Yan’ Smokeless Joss Paper Furnace mainly comprises a burning chamber, cooling devices (U-shape cooling ducts & air washer with water spray), an electrostatic precipitator with automatic cleaning system, an exhaust fan and a sedimentation filtration system.

2. High-temperature smoke generated during the burning of joss papers inside the burning chamber will pass through the cooling devices (U-shape cooling ducts & air washer with water spray) to reduce the smoke temperature. Afterwards, the smoke will pass through the electrostatic precipitator to remove smoke. Fine smoke particles and odour will be removed by means of electrostatic precipitator.

Finally, clean air will be discharged to the atmosphere by an exhaust fan.

3. Water will be consumed through evaporation inside the air washer during the smoke cooling process. Fresh water will be automatically made up to the recirculation tank by a booster pump by activation of a water level sensor inside the tank.

4. The water in the recirculation tank will be drained off and refilled regularly after a predetermined operation period to ensure the cooling and cleaning performance of the furnace.

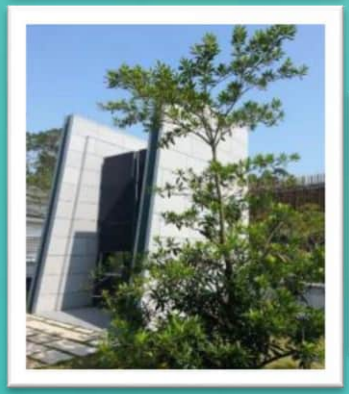
5. To ensure the smoke removal performance during high burning loads, a ‘simple cleaning’ function is allowed. When the ‘simple cleaning’ procedure is activated by the operator, the electrostatic precipitator will be automatically cleaned within a short period to minimize disruption to the furnace operation.

6. A ‘full cleaning’ function is also allowed for complete automatic cleaning of the electrostatic precipitator and recirculation tank. Operators are recommended to activate the full cleaning function once every day to maintain the smoke removal performance of the furnace.

7. The dirty water will be pumped from the recirculation tank to a sedimentation tank regularly to remove dirt from the water. Sludge collected in the sedimentation tank will be drained off daily.

| | 地點 | 客戶 | 年份 |
|---|---|---|---|
| 1. | 上環文武廟 | 東華三院 | 2003 |
| 2. | 紅磡觀音廟 | 華人廟宇委員會 | 2004 |
| 3. | 赤柱天后廟 | 赤柱街坊福利會 | 2005 |
| 4. | 旺角水月宮 | 東華三院 | 2005 |
| 5. | 上環通善壇(2台) | 通善壇 | 2006 |
| 6. | 天后天后廟 | 康民署/仁利建築 | 2006 |
| 7. | 九龍城侯王廟 | 偉業聯和/華人廟宇委員會 | 2006 |
| 8. | 紅磡觀音廟 | 華人廟宇委員會 | 2006 |
| 9. | 大坑蓮花宮 | 華人廟宇委員會 | 2007 |
| 10. | 鑽石山火葬場(4台) | 食環署/建築署/華潤營造 | 2008 |
| 11. | 黃大仙祠 | 色嗇園 | 2009 |
| 12. | 北區醫院 | 醫院管理局 | 2010 |
| 13. | 大埔那打素醫院 | 醫院管理局 | 2011 |
| 14. | 大埔醫院 | 醫院管理局 | 2011 |
| 15. | 沙田醫院 | 醫院管理局 | 2011 |
| 16. | 沙田威爾斯親王醫院 | 醫院管理局 | 2012 |
| 17. | 秀茂坪天后廟 | 藝琳建築 | 2012 |
| 18. | 和合石骨灰墓園(12台) | 食環署/建築署/安保工程 | 2012 |
| 19. | 和合石火葬場(3台) | 食環署/建築署/宏宗建築 | 2012 |
| 20. | 北大嶼山醫院 | 醫院管理局 | 2013 |
| 21. | 柴灣歌連臣角火葬場(3台) | 食環署/建築署/順昌機電 | 2013/2015 |
| 22. | 將軍澳醫院 | 醫院管理局 | 2014 |
| 23. | 忠和精舍(2台) | 忠和精舍 | 2014 |
| 24. | 赤柱天后廟 | 赤柱街坊福利會 | 2018 |
| 25 | 上環文武廟 | 東華三院 | 2018 |
| 26. | 屯門曾咀骨灰墓園(30台) | 食環署/建築署/南龍機電 | 2020 |
| 27. | 荃灣天后宮 | 荃灣鄉事委員會 | 2020 |






總數:
76台

# 清煙化寶爐

# Dimension of Eco-furnace



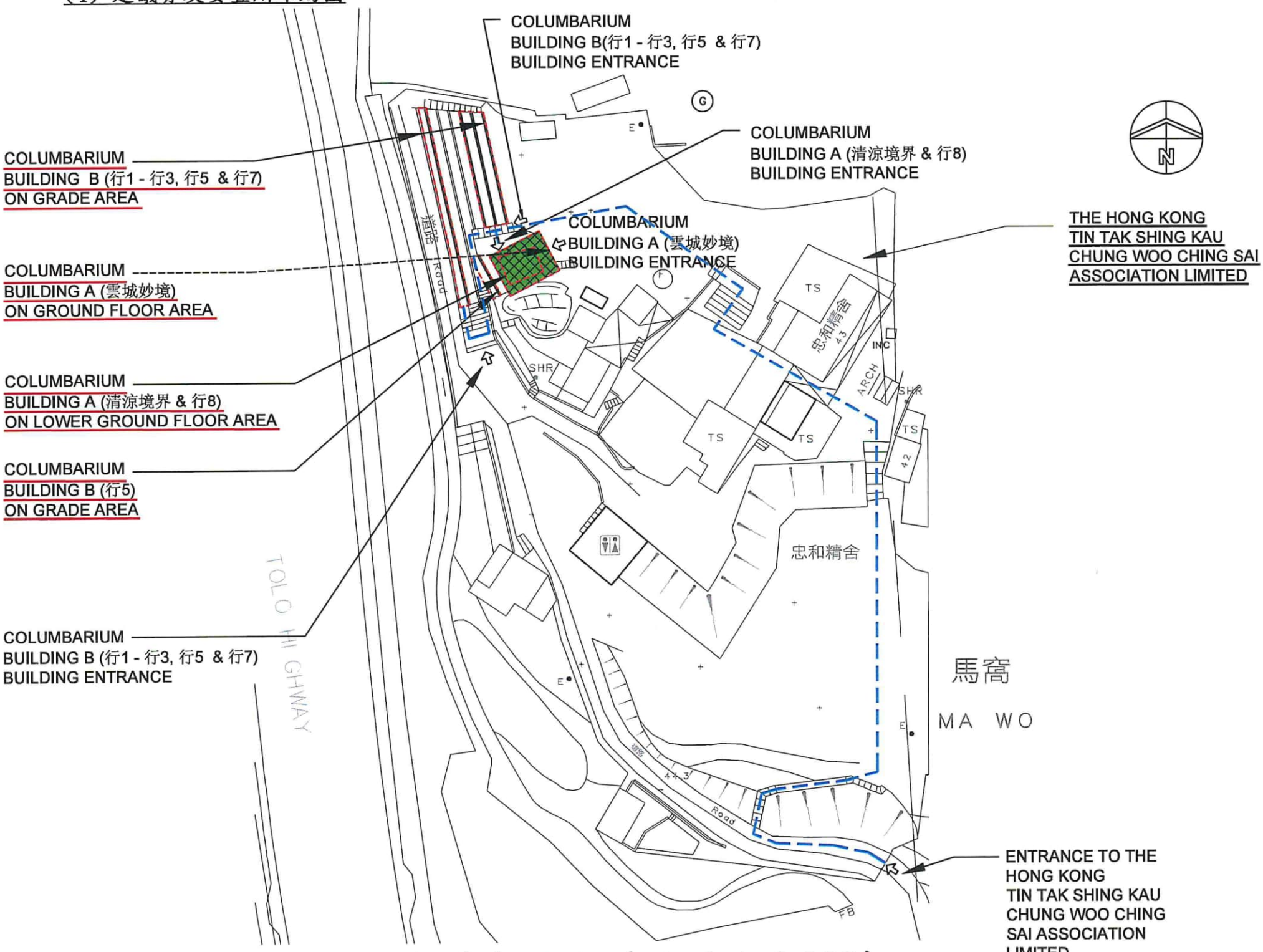
| | |
|---|---|
| 系統 | 『清煙』化寶爐 |
| 設計專利編號 | HK1062768 |
| 適合燃燒祭品 | 小型紙紮祭品如紙錢、衣包 |
| 處理量 | 每小時40公斤 （另有80公斤型號） |
| 設備尺寸 | 1800(W) x 1800(D) x 2900mm(H) |
| 燃燒室尺寸(40公斤 / 小時) | 內部： 750(W) x 800(D) x 1100mm(H)<br>爐口： 700(W) x 400mm(H) |
| 燃燒室尺寸(80公斤 / 小時) | 內部：1200(W) X 850(D) X 1100mm(H)<br>爐口：1100(W) X 700mm(H) |
| 適合場所 | 廟宇、道觀、醫院、火葬場、骨灰安置場所等 |
| 項目經驗 | **共75台**（到2018年8月為止） |



## B. “Qing Yan” Eco-Furnace 清煙化寶爐

# Reference of Chung Woo Ching Sai

## (4) 建議骨灰安置所布局圖




## 建議布局圖（圖則編號002）

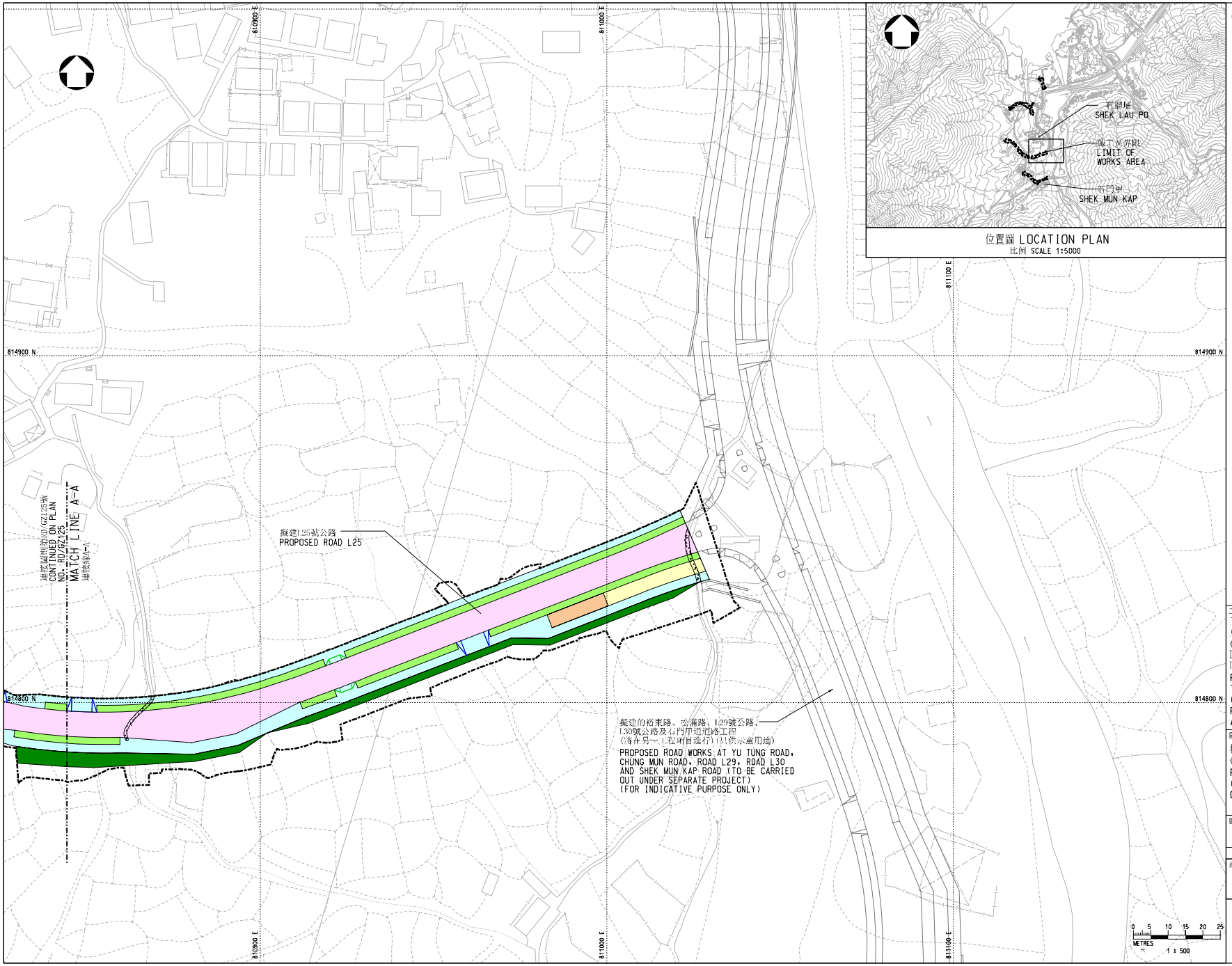
| 圖例： | | 場地界線 |
|---|---|---|
| | | 可就截算前骨灰安置所核證的構築物（以符合《私營骨灰安置所條例》（第 630 章）附表 2 第 4(3)條） |
| | | 由場地入口通往骨灰安置所的路線 |

骨灰安置所名稱：香港天德聖教忠和精舍有限公司

地址：新界 大埔 馬窩路 43 號 （丈量約份第24約地段第443號餘段（部分）和毗連政府土地）

| | | |
|---|---|---|
| “有待豁免書准許”的骨灰安放數量 | ***1,983*** | 份骨灰 |
| 提交申請時已安放的骨灰數量 | ***1,974*** | 份骨灰 |

## Appendix 2.2 Potential Concurrent Projects under Tung Chung West New Town Extension Area (Road Woks and Sewage Works)







位置圖 LOCATION PLAN
比例 SCALE 1:5000

詮釋 NOTES:

1. 除另行指明外，所有尺度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位，並在香港土水平基準上。
   ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工界限內部分地面行車道、地面行人路及高架行人路或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS AND ELEVATED FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 圖例載於圖則第RD/GZ121號。
   LEGEND IS SHOWN ON PLAN NO. RD/GZ121.

工程名稱 PROJECT TITLE
工務計劃項目第7786CL號
東涌新市鎮擴展
(L22號公路、L24號公路、
L25號公路、L26號公路及
L28號公路道路工程)
PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT ROAD L22,
ROAD L24, ROAD L25, ROAD L26
AND ROAD L28)

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

(SHEET 3 OF 5) (共5張之第三張)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ124 | 1:500@A1 |



辦公處 OFFICE
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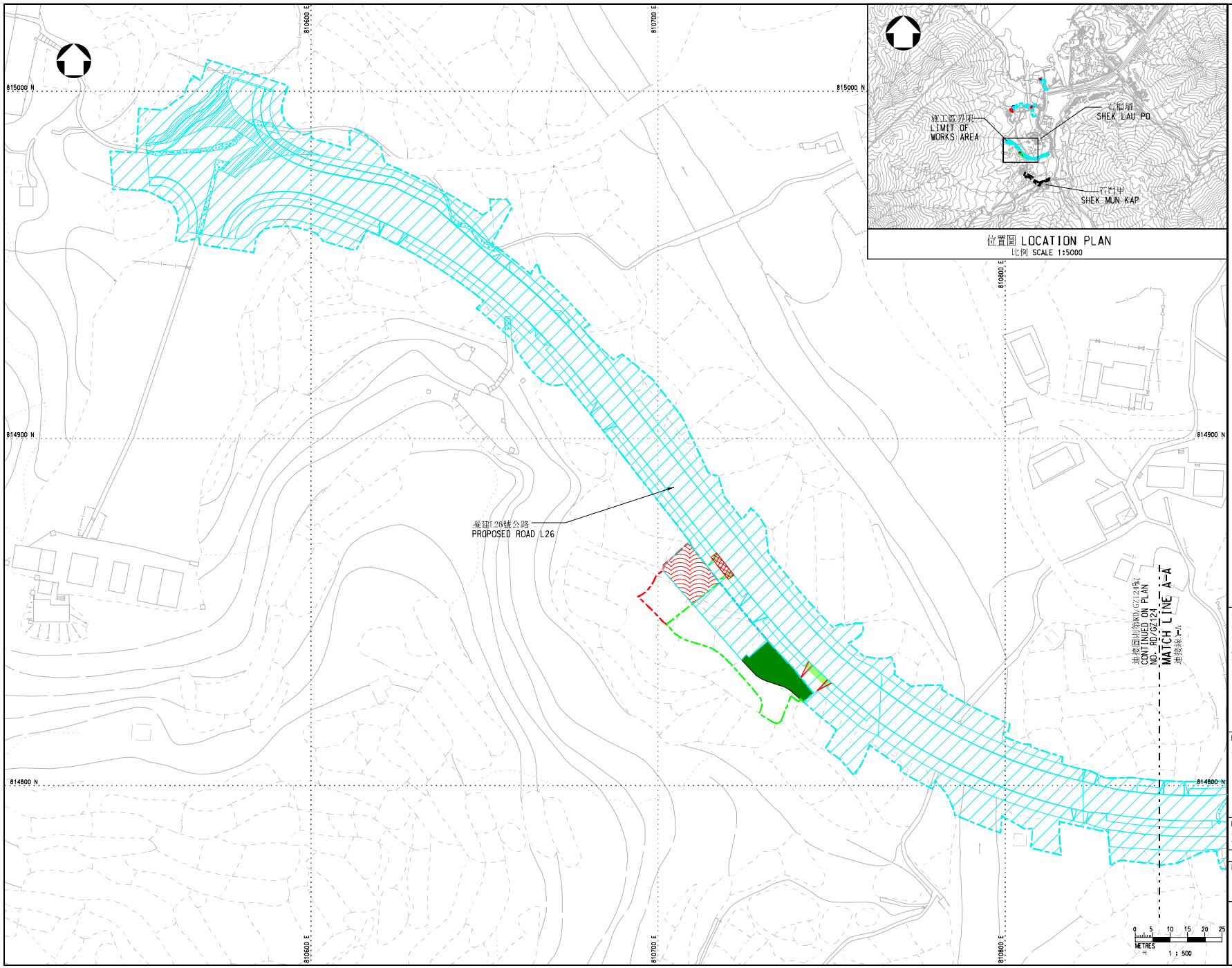
SUSTAINABLE LANTAU OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841







位置圖 LOCATION PLAN
比例 SCALE 1:5000

註釋 NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均以米為單位，並在香港平水平基準上。
ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內部分現有地面行車道、地面行人路及高架行人路或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS AND ELEVATED FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
1. 圖例載於圖則編號RD/GZ121A號。
LEGEND IS SHOWN ON PLAN NO. RD/GZ121A.

工程名稱 PROJECT TITLE
工務計劃項目第7786CL號
東涌新市鎮擴展
(L22號公路、L24號公路、
L25號公路、L26號公路及
L28號公路道路工程)
PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT ROAD L22,
ROAD L24, ROAD L25, ROAD L26
AND ROAD L28)

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之修訂圖則
AMENDMENT PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
(工務計劃項目第7786CL號)
SHEET 3 OF 31

圖則編號 PLAN NO. RD/GZ125A
比例 SCALE 1:500@A1



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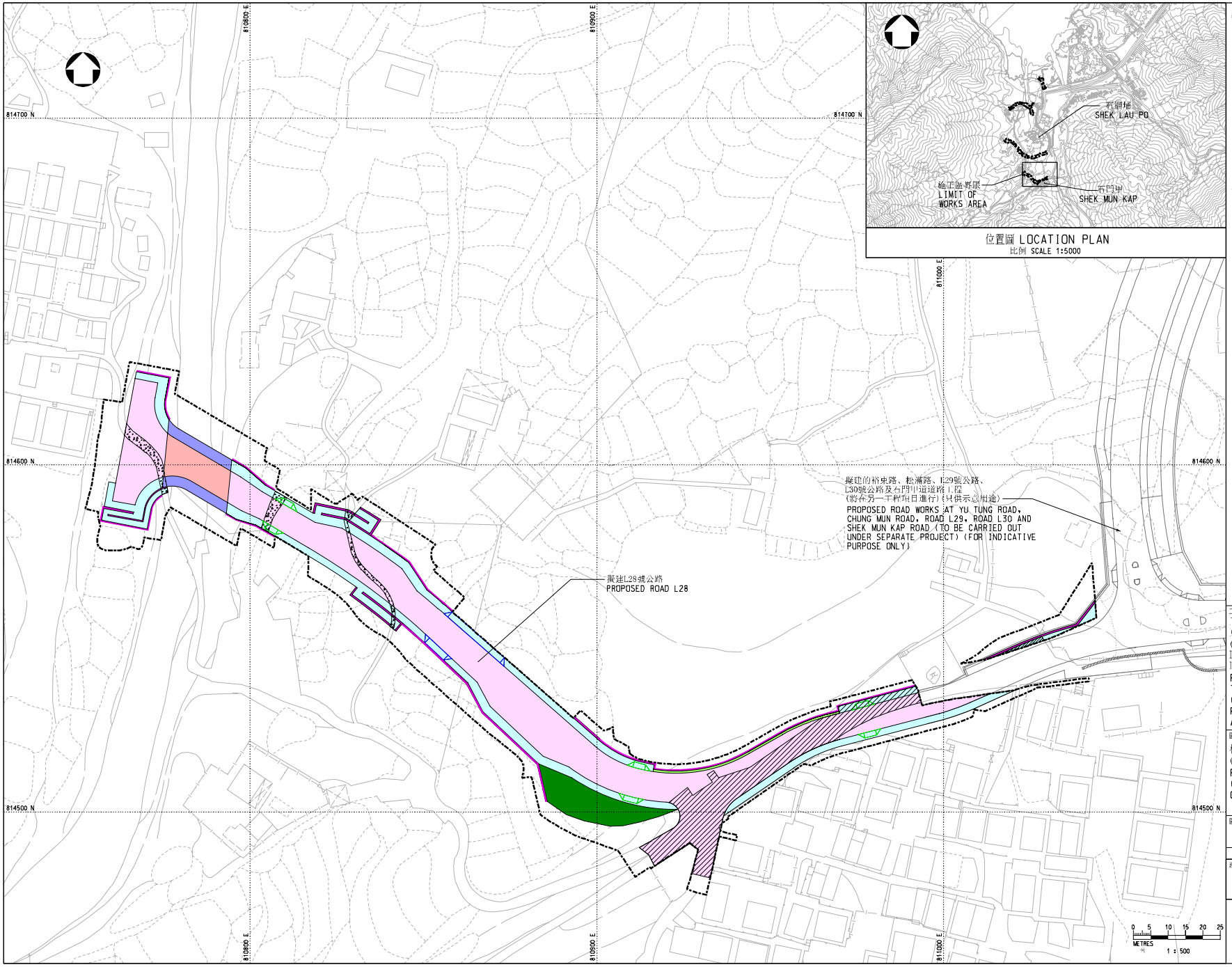
A1 594x841




位置圖 LOCATION PLAN
比例 SCALE 1:5000

註釋 NOTES:

1. 除另有指明外，所有尺度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位，並在香港土水平基準上。
ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工界限內部分地面行車道、地面行人路及高架行人路或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS AND ELEVATED FOOTPATHS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 圖例載於圖則第RD/GZ121號。
LEGEND IS SHOWN ON PLAN NO. RD/GZ121.

工程名稱 PROJECT TITLE
工務計劃項目第7786CL號
東涌新市鎮擴展
(L22號公路、L24號公路、
L25號公路、L26號公路及
L28號公路道路工程)
PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT ROAD L22,
ROAD L24, ROAD L25, ROAD L26
AND ROAD L28)

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

(SHEET 5 OF 5) (共5張之第五張)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ126 | 1:500@A1 |



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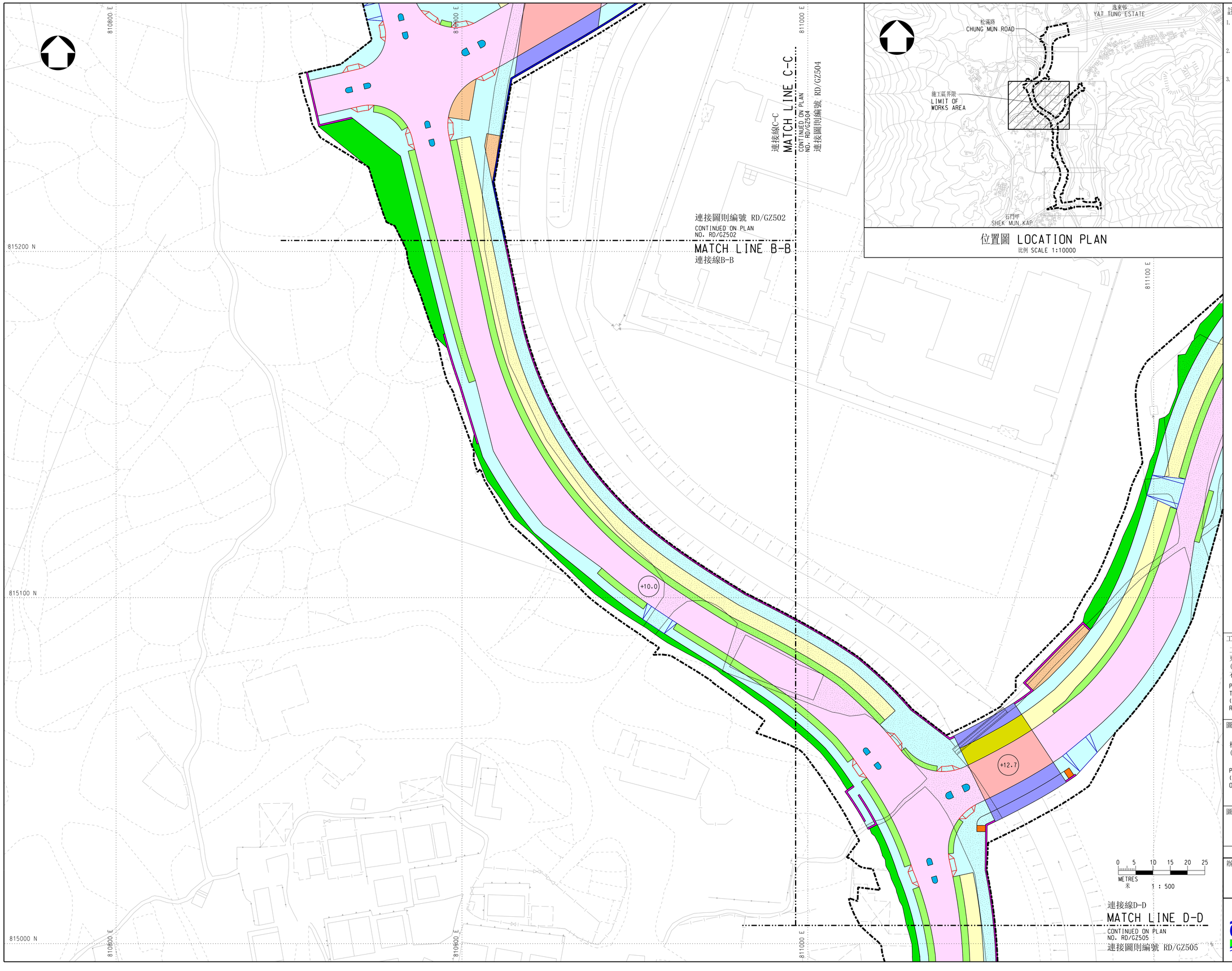
SUSTAINABLE LANTAU OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841







位置圖 LOCATION PLAN

比例 SCALE 1:10000

註釋 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、樓梯和地面路中預留帶/安全島或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, STAIRCASE AND AT-GRADE CENTRAL RESERVE / TRAFFIC ISLAND WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(裕東路、松滬路、L29號公路、L30號公路及石門甲道道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT YU TUNG ROAD, CHUNG MUN ROAD, ROAD L29, ROAD L30 AND SHEK MUN KAP ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ503 | 1:500@A1 |



辦事處 OFFICE

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SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

811000 E

連接圖則編號 RD/GZ503
CONTINUED ON PLAN
NO. RD/GZ503

連接線C-C
MATCH LINE C-C

YMCA of Hong Kong Christian College
香港基督教青年會基信書院

811100 E

811200 E

815200 N

+11.7

+12.7

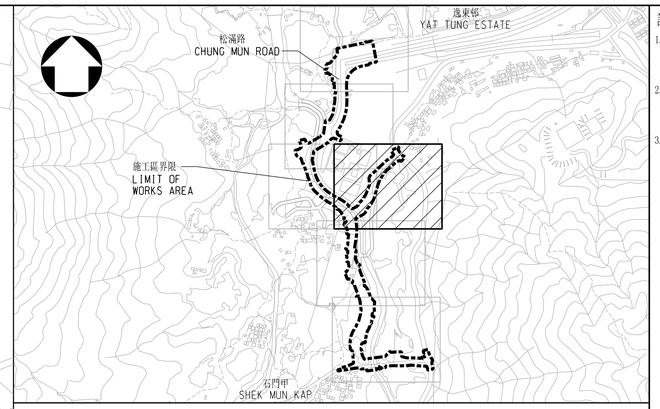
815100 N

815000 N

連接線D-D
MATCH LINE D-D
CONTINUED ON PLAN
NO. RD/GZ505
連接圖則編號 RD/GZ505

811300 E

0 5 10 15 20 25
METRES
米
1 : 500




位置圖 LOCATION PLAN
比例 SCALE 1:10000

註釋 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、樓梯和地面路中預留帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, STAIRCASE AND AT-GRADE CENTRAL RESERVE / TRAFFIC ISLAND WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(裕東路、松滿路、L29號公路、L30號公路及石門甲道道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT YU TUNG ROAD, CHUNG MUN ROAD, ROAD L29, ROAD L30 AND SHEK MUN KAP ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ504 | 1:500@A1 |



辦事處 OFFICE

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土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

連接圖則編號 RD/GZ/503 及 RD/GZ504

CONTINUED ON PLAN
NO. RD/GZ503 AND RD/GZ504

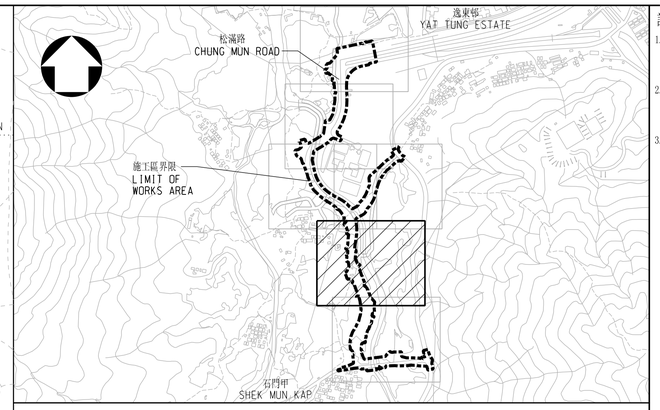
MATCH LINE D-D
連接線D-D

811000 E
811100 E
811200 E
815000 N
814900 N
814800 N

+15.0

連接線E-E
MATCH LINE E-E

CONTINUED ON PLAN
NO. RD/GZ506
連接圖則編號 RD/GZ506




位置圖 LOCATION PLAN
比例 SCALE 1:10000

0 5 10 15 20 25
METRES
米
1 : 500

註釋 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、樓梯和地面路中預留帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, STAIRCASE AND AT-GRADE CENTRAL RESERVE / TRAFFIC ISLAND WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(裕東路、松滿路、L29號公路、L30號公路及石門甲道道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT YU TUNG ROAD, CHUNG MUN ROAD, ROAD L29, ROAD L30 AND SHEK MUN KAP ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ505 | 1:500@A1 |



辦事處 OFFICE

可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

連接圖則編號 RD/GZ505
CONTINUED ON PLAN
NO. RD/GZ505

MATCH LINE E-E
連接線E-E

811000 E
811100 E
811200 E
814700 N
814600 N

+21.4
+21.9
+32.3

參照插圖A
SEE INSET A

石門甲道
SHEK MUN KAP ROAD

插圖A
INSET A
比例 SCALE 1:250

逸東邨
YAT TUNG ESTATE
松滿路
CHUNG MUN ROAD
施工區界限
LIMIT OF WORKS AREA
石門甲
SHEK MUN KAP

位置圖 LOCATION PLAN
比例 SCALE 1:10000

0 5 10 15 20 25
METRES
米
1 : 500

註釋 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、樓梯和地面路中預留帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, STAIRCASE AND AT-GRADE CENTRAL RESERVE / TRAFFIC ISLAND WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(裕東路、松滿路、L29號公路、L30號公路及石門甲道道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT YU TUNG ROAD, CHUNG MUN ROAD, ROAD L29, ROAD L30 AND SHEK MUN KAP ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

| 圖則編號 PLAN NO. | 比例 SCALE |
|---|---|
| RD/GZ506 | 1:500@A1 |

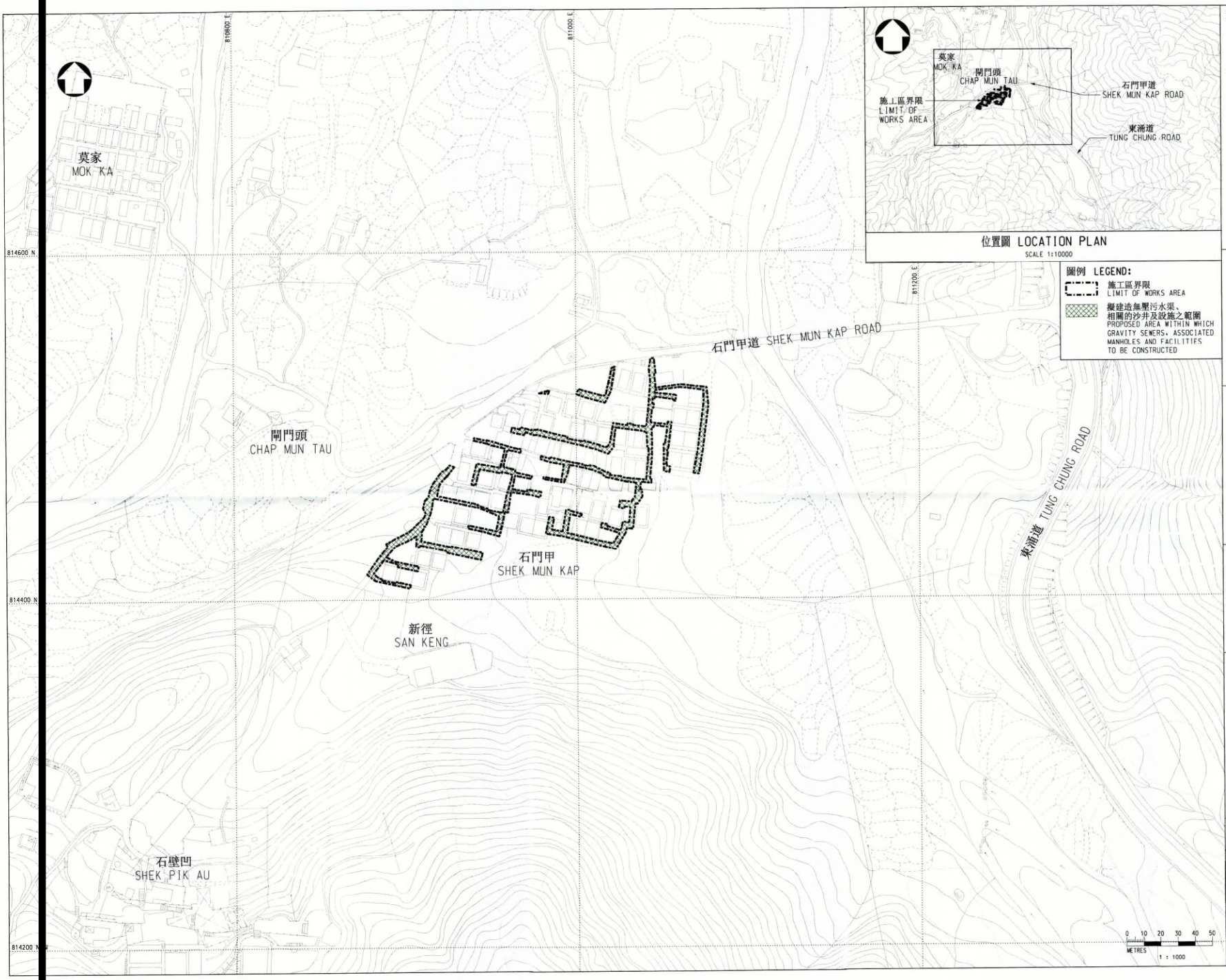


辦事處 OFFICE

可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841







位置圖 LOCATION PLAN
SCALE 1:10000

圖例 LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建造無壓污水渠、相關的沙井及設施之範圍
PROPOSED AREA WITHIN WHICH GRAVITY SEWERS, ASSOCIATED MANHOLES AND FACILITIES TO BE CONSTRUCTED

注解 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位並在香港主水平基準上。
ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內現有的行車道、行人路及休憩用地或以上其中一部分或將分階段作臨時封閉及將其恢復原貌。
EXISTING CARRIAGEWAY, FOOTPATHS AND OPEN SPACE OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED AND REINSTATED IN PHASES AS AND WHEN REQUIRED.

李慧敏 CHERIE W. M. LEE
高級環境保護主任
(排污基建)
SENIOR ENVIRONMENTAL PROTECTION OFFICER
(SEWERAGE INFRASTRUCTURE)
日期：
DATE:

王仲邦 GAVIN C P WONG
總工程師/大嶼山 2
可持續大嶼辦事處
土木工程拓展署
CHIEF ENGINEER / LANTAU 2
SUSTAINABLE LANTAU OFFICE
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
日期：
DATE: -9 NOV 2022

PROJECT TITLE
工務計劃項目第7786CL號
東涌新市鎮擴展（東涌馬灣涌及石門甲排污設備工程）
PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION (SEWERAGE WORKS IN MA WAN CHUNG AND SHEK MUN KAP, TUNG CHUNG)

PLAN TITLE
根據《水污染管制(排污設備)規例》(第358AL章) 第26條引用《道路(工程，使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) AS APPLIED BY SECTION 26 OF THE WATER POLLUTION CONTROL (SEWERAGE) REGULATION (CHAPTER 358AL)

(SHEET 2 OF 2)(第二張，共二張)

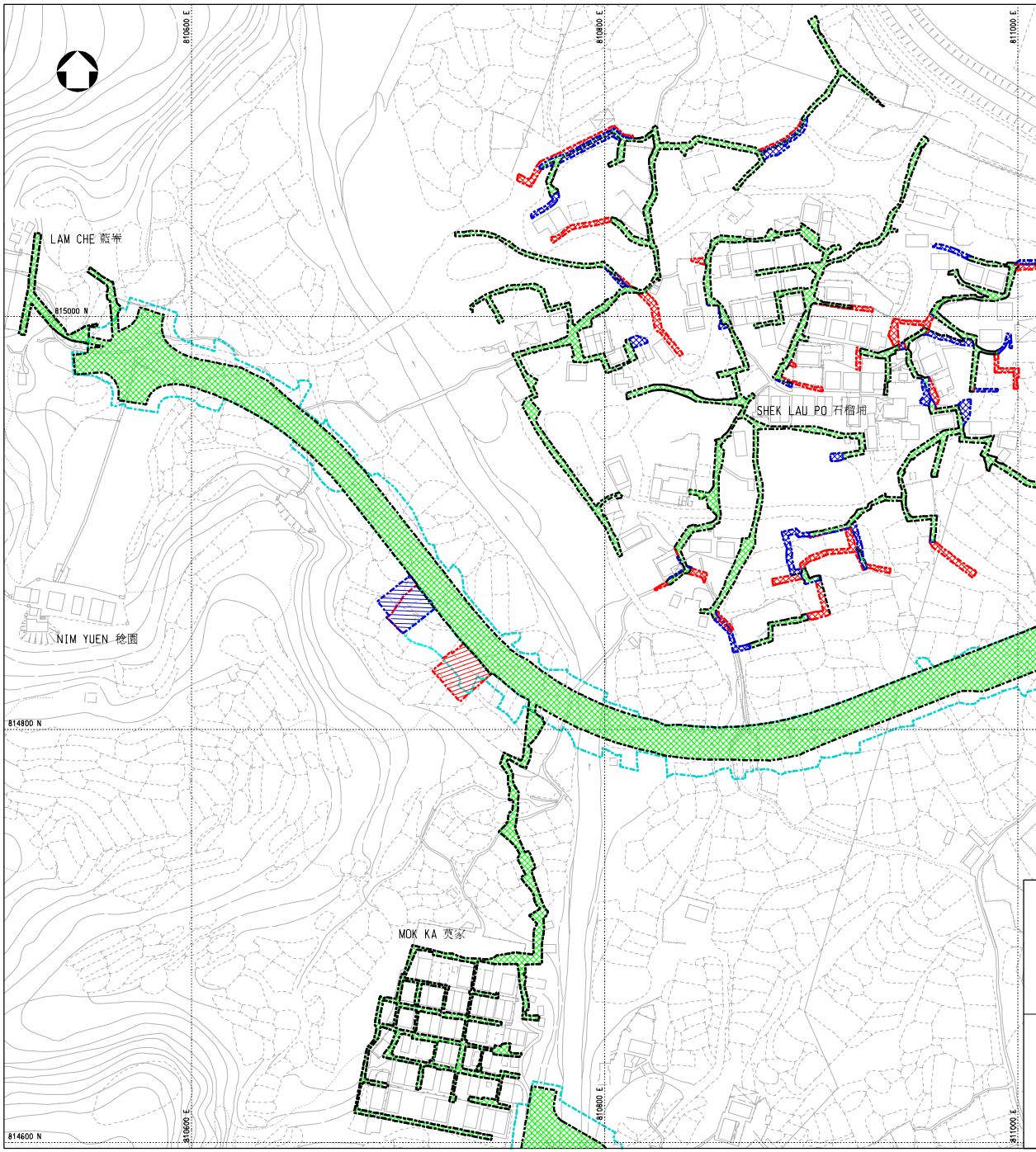
| PLAN NO. | SCALE |
|---|---|
| SW/GZ133 | 1:1000@A1 |

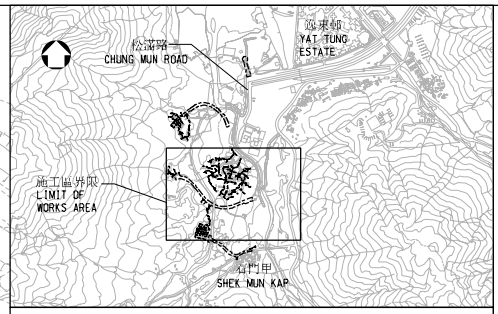


OFFICE
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841




位置圖 LOCATION PLAN
比例 SCALE 1:15000

圖例 LEGEND:

原有部分 ORIGINAL:

- 施工區界限 LIMIT OF WORKS AREA
- 擬建污水泵房、無壓污水渠、相關的沙井及設施之範圍 PROPOSED AREA WITHIN WHICH RISING MAINS, GRAVITY SEWERS, ASSOCIATED MANHOLES AND FACILITIES TO BE CONSTRUCTED
- 工務計劃項目第7786CL號東涌新市鎮擴展(L22號公路、L24號公路、L25號公路、L26號公路及L28號公路道路工程)根據《道路(工程、使用及補償)條例》(第370章)而同時刊登憲報的施工區範圍(界線僅供參考之用) LIMIT OF WORKS AREA FOR PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (ROAD WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26 AND ROAD L28) GAZETTED UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) CONCURRENTLY (DELINEATION IS FOR INDICATIVE PURPOSES ONLY)

取消部分 DELETION:

- 原有建議施工區界限將予取消 ORIGINALLY PROPOSED LIMIT OF WORKS AREA TO BE DELETED
- 原擬敷設無壓污水渠及相關的沙井之範圍將予取消 ORIGINALLY PROPOSED AREA WITHIN HICH GRAVITY SEWERS AND ASSOCIATED MANHOLES TO BE LAID TO BE DELETED
- 擬建造污水泵房之範圍將予取消 ORIGINALLY PROPOSED AREA WITHIN WHICH GRAVITY SEWERS AND ASSOCIATED MANHOLES TO BE LAID TO BE DELETED

修訂部分 AMENDMENT:

- 擬施工區界限 PROPOSED LIMIT OF WORKS AREA
- 擬敷設無壓污水渠及相關的沙井之範圍 PROPOSED AREA WITHIN WHICH GRAVITY SEWERS AND ASSOCIATED MANHOLES TO BE LAID
- 擬建造污水泵房之範圍 PROPOSED AREA WITHIN WHICH A SEWAGE PUMPING STATION TO BE CONSTRUCTED

已簽署 SIGNED
黃宏 HARRIS W WONG
署理高級環境保護主任(排污基建)
ACTING SENIOR ENVIRONMENTAL PROTECTION OFFICER (SEWERAGE INFRASTRUCTURE)
日期: 12 JUL 2023
DATE:

已簽署 SIGNED
吳詠妍 Sharon W Y WU
土木工程拓展署
可持續大嶼辦事處
總工程師/大嶼山2
CHIEF ENGINEER / LANTAU 2
SUSTAINABLE LANTAU OFFICE
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
日期:
DATE:

0 10 20 30 40 50
METRES
1 : 1000

注解 NOTES:

1. 除在其他方面指定外,全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位並在香港平水平基準上。
ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要,施工區界限內現有的行車道、行人路及休憩用地或以上其中一部分或將分階段作臨時封閉及將其恢復原貌。
EXISTING CARRIAGEWAYS, FOOTPATHS AND OPEN SPACES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED AND REINSTATED IN PHASES AS AND WHEN REQUIRED.
4. 一些於施工區範圍內的土地正根據《道路(工程、使用及補償)條例》(第370章)刊登憲報建議回收,以進行工務計劃項目第7786CL號東涌新市鎮擴展(L22號公路、L24號公路、L25號公路、L26號公路及L28號公路道路工程)的建議道路工程。有關建議的收地詳情,請參閱有關的道路計劃和收地圖則第ISM3452A號。
SOME OF THE LANDS WITHIN THE LIMIT OF WORKS AREA ARE BEING PROPOSED TO BE RESUMED UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) FOR THE PROPOSED ROAD WORKS UNDER PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (ROAD WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26 AND ROAD L28), PLEASE REFER TO THE RELEVANT ROAD SCHEME AND RESUMPTION PLAN NO. ISM3452A FOR DETAILS OF THE PROPOSED LAND RESUMPTION.

工務計劃項目 PROJECT TITLE
工務計劃項目第7786CL號
東涌新市鎮擴展
(L22號公路、L24號公路、
L25號公路、L26號公路、
L28號公路、牛凹、藍埰、
稔園、莫家及石榴埔排污設備工程
及東涌第61B區、第45C區及
第68B區之污水泵房)
PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (SEWERAGE WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26, ROAD L28, NGAU AU, LAM CHE, NIM YUEN, MOK KA AND SHEK LAU PO AND SEWAGE PUMPING STATIONS IN AREA 61B, AREA 45C AND AREA 68B, TUNG CHUNG

圖則名稱 PLAN TITLE
根據《水污染管制(排污設備)規例》(第358AL章)第26條引用《道路(工程、使用及補償)條例》(第370章)而在憲報公布之修訂圖則
AMENDMENT PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) AS APPLIED BY SECTION 26 OF THE WATER POLLUTION CONTROL (SEWERAGE) REGULATION (CHAPTER 358AL)
四張之第三張
(SHEET 3 OF 4)

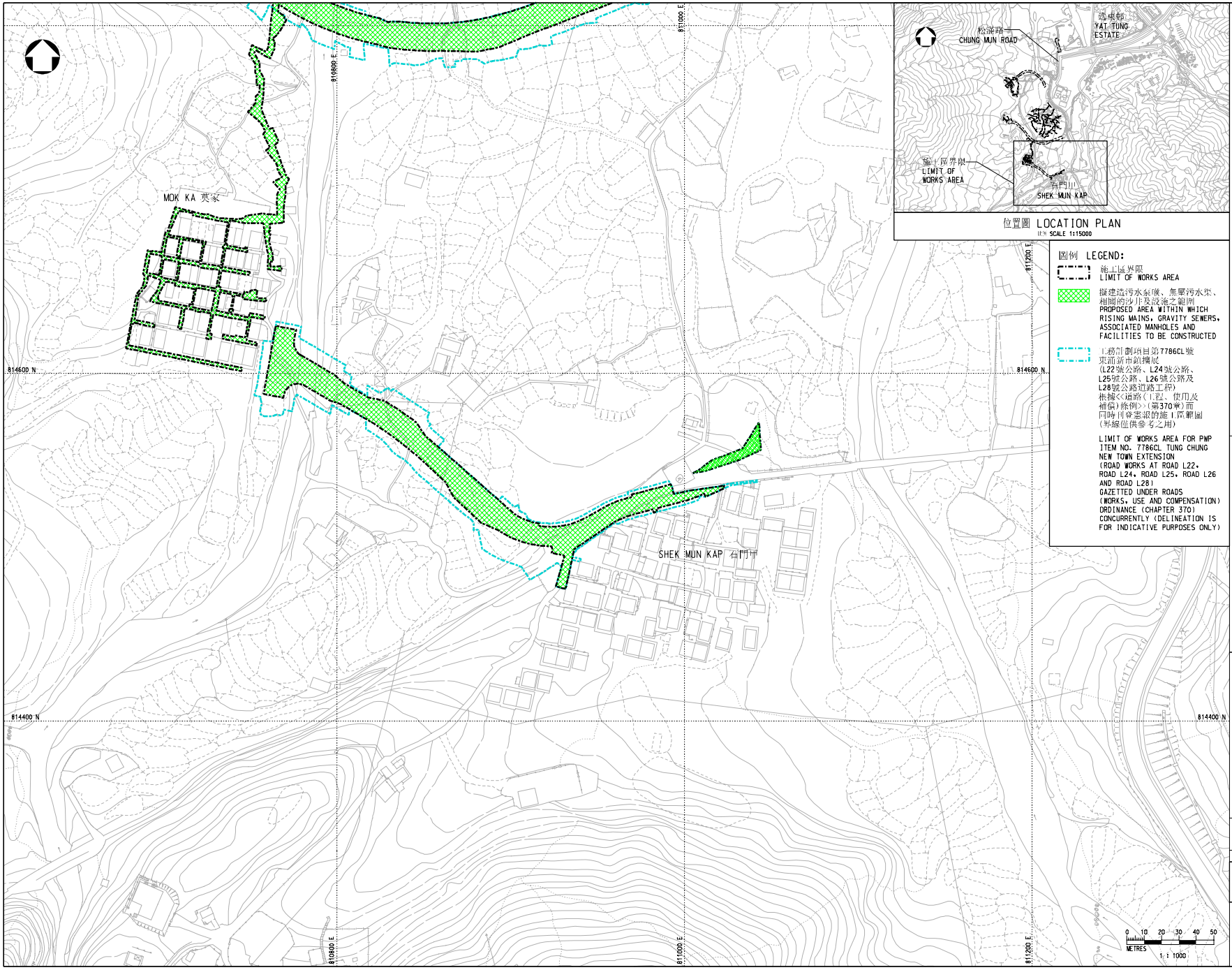
圖則編號 PLAN NO.: SW/GZ153A
比例 SCALE: 1:1000@A1



辦事處 OFFICE
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841







位置圖 LOCATION PLAN
比例 SCALE 1:15000

圖例 LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建造污水渠務、無壓污水泵、相關的沙井及設施之範圍
PROPOSED AREA WITHIN WHICH RISING MAINS, GRAVITY SEWERS, ASSOCIATED MANHOLES AND FACILITIES TO BE CONSTRUCTED

工務計劃項目第7786CL號東涌新市鎮擴展(L22號公路、L24號公路、L25號公路、L26號公路及L28號公路道路工程)根據《道路(工程、使用及補償)條例》(第370章)而同時刊登憲報的施工區範圍圖(只供參考之用)

LIMIT OF WORKS AREA FOR PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (ROAD WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26 AND ROAD L28) GAZETTED UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) CONCURRENTLY (DELINEATION IS FOR INDICATIVE PURPOSES ONLY)

注解 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位並在香港主水平基準上。
ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內現有的行車道、行人路及休憩用地或以上其中一部分或將分階段作臨時封閉及將其恢復原貌。
EXISTING CARRIAGEWAYS, FOOTPATHS AND OPEN SPACE OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED AND REINSTATED IN PHASES AS AND WHEN REQUIRED.
4. 一些於施工區範圍內的土地正根據《道路(工程、使用及補償)條例》(第370章)刊登憲報建議被收回，以進行工務計劃項目第7786CL號東涌新市鎮擴展(L22號公路、L24號公路、L25號公路、L26號公路及L28號公路道路工程)的建議道路工程。有關建議的收地詳情，請參閱有關的道路計劃和收地圖則第ISM3452號。
SOME OF THE LANDS WITHIN THE LIMIT OF WORKS AREA ARE BEING PROPOSED TO BE RESUMED UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) FOR THE PROPOSED ROAD WORKS UNDER PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (ROAD WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26 AND ROAD L28). PLEASE REFER TO THE RELEVANT ROAD SCHEME AND RESUMPTION PLAN NO. ISM3452 FOR DETAILS OF THE PROPOSED LAND RESUMPTION.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(L22號公路、L24號公路、
L25號公路、L26號公路、
L28號公路、牛凹、藍輋、
稔園、莫家及石榴埔排污設備工程
及東涌第61B區及第68C區
之污水泵房)

PWP ITEM NO. 7786CL TUNG CHUNG NEW TOWN EXTENSION (SEWERAGE WORKS AT ROAD L22, ROAD L24, ROAD L25, ROAD L26, ROAD L28, NGAU AU, LAM CHE, NIM YUEN, MOK KA AND SHEK LAU PO AND SEWAGE PUMPING STATIONS IN AREA 61B AND AREA 68C, TUNG CHUNG

圖則名稱 PLAN TITLE

根據《水污染管制(排污設備)規例》(第358AL章)第26條引用《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) AS APPLIED BY SECTION 26 OF THE WATER POLLUTION CONTROL (SEWERAGE) REGULATION (CHAPTER 358AL)

四張之第四張
(SHEET 4 OF 4)

圖號 PLAN NO. SW/GZ154

比例 SCALE 1:1000@A1




辦事處 OFFICE
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT


A1 594x841

## Appendix 2.3 TD and CEDD Confirmation on Road Type

TD's reply

**Carman Lee**

**From:** Lap Man LEE <[redacted]>
**Sent:** 13 March 2026 18:02
**To:** [redacted]
**Cc:** WM WONG
**Subject:** RE: A/I-TCTC/70 - Proposed Religious Institution and Columbarium at Various Lots in D.D. 2 TC, Shek Mun Kap, Tung Chung, Lantau Island

Dear Mr Charlie Wu,

Please be clarified that currently Shek Mun Kap Road is not the public road under management of Transport Department.

As the subject road is being improved/modified under Tung Chung New Town Extension (TCNTE) project, please consult the project proponent (i.e. CEDD) first about the relevant information under their current design.

Thank you.

Regards,
Raymond LEE
E/Is2, TD

From: <[redacted]>
To: <[redacted]>, <[redacted]>
Cc: "'Stanley Chan'" <[redacted]>, <[redacted]>, "'Toco Planning Consultants Ltd TOCO'" <[redacted]>
Date: 03/03/2026 02:51 PM
Subject: RE: A/I-TCTC/70 - Proposed Religious Institution and Columbarium at Various Lots in D.D. 2 TC, Shek Mun Kap, Tung Chung, Lantau Island

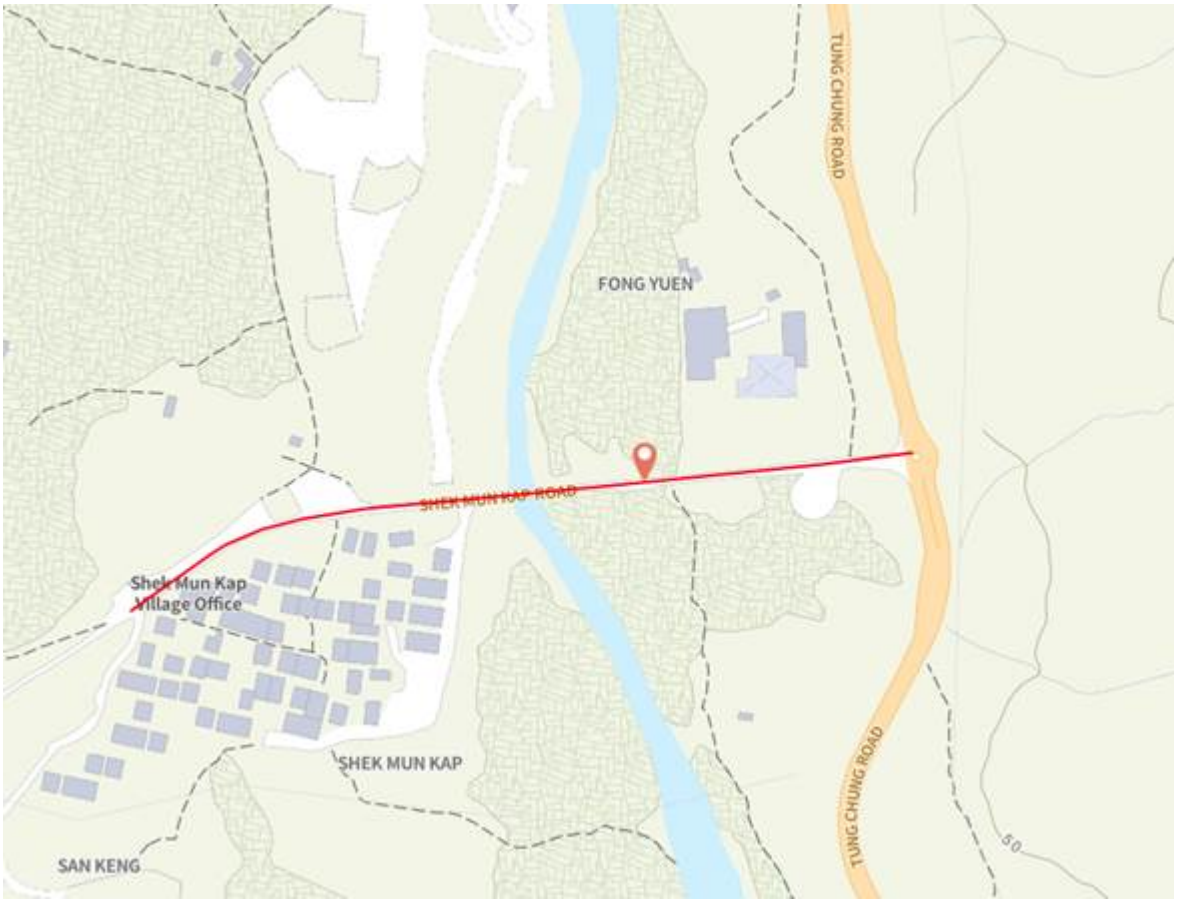
---

Dear Mr. Lee,

Tried to call you but no luck to reach you. May I refer you to my email dated 15 Dec 2025 below.

Grateful if you can let us have your confirmation or comment on the road type of Shek Mun Kap Road as per EPD's comments. Thank you.

| Location | Section between | | Suggested road type | TD's Comments |
|---|---|---|---|---|
| Shek Mun Kap Road | Tung Chung Road | Shek Mun Kap Village | Feeder Road | |




Should you have any queries, please do not hesitate to contact me at [redacted] or [redacted]. Thank you.

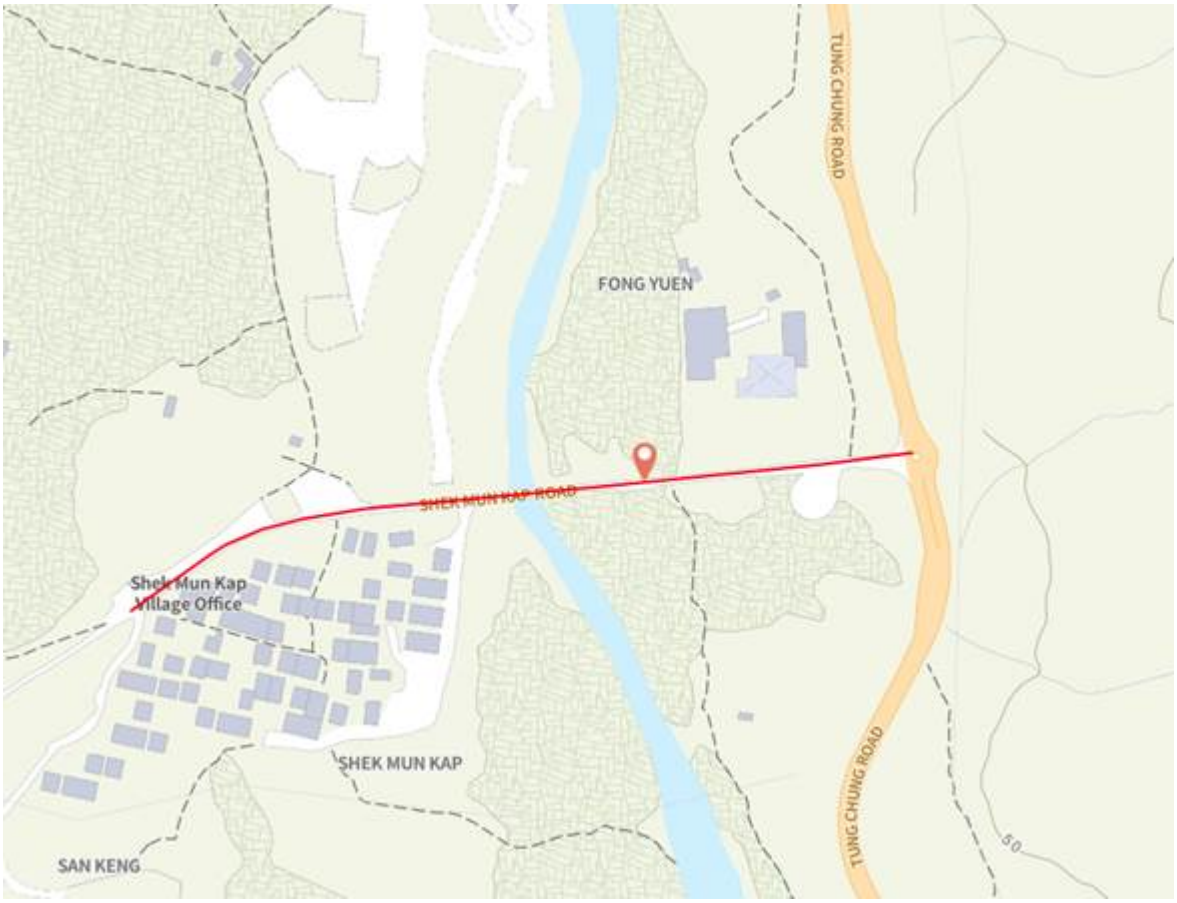
**Best Regards,**
**Charlie Wu**
T: [redacted] / M: [redacted] / F: [redacted]
**OZZO Technology (HK) Ltd.**

**From:** [redacted] <[redacted]>
**Sent:** Monday, 15 December, 2025 11:51
**To:** '[redacted]' <[redacted]>; '[redacted]' <[redacted]>
**Cc:** 'Stanley Chan' <[redacted]>; '[redacted]' <[redacted]>; '[redacted]' <[redacted]>; 'Toco Planning Consultants Ltd TOCO' <[redacted]>
**Subject:** RE: Pre-submission of S16 Planning Application for Proposed Partial Redevelopment of Prajna Dhyana Temple

Dear Mr. Lee,

As per EPD's comments, we would like to seek your comment on the road type of Shek Mun Kap Road, which is not defined in the Annual Traffic Census (ATC).
The location is shown in the screenshot below for your easy reference. Grateful if you can let us have your confirmation / comment on the road type of Shek Mun Kap Road.

| Location | Section between | | Suggested road type | TD's Comments |
|---|---|---|---|---|
| Shek Mun Kap Road | Tung Chung Road | Shek Mun Kap Village | Feeder Road | |




In additional, further to my previous email dated 10 Nov 2025, we have further updated our Draft RtoC to your comments provided in the pre-submission of the captioned application.
Please refer to the attached Draft RtoC for your advanced information. Grateful if you could let us have your preliminary comments if any.

Dear Ms. Yeung,

Thank you for your verbal comments regarding the shuttle bus arrangement.
Attached please find the updated Draft RtoC for your advance information, which the proposed shuttle bus service would be operating in a circular routing, and the proposed pick-up/drop-off point is changed to Shun Tung Road Southbound (adjacent to Tung Chung Crescent) for the interim stage before the completion of MTR Tung Chung West Station.

**Best Regards,**
**Charlie Wu**
T: [redacted] M: [redacted] / F: [redacted]
**OZZO Technology (HK) Ltd.**

**From:** [redacted] <[redacted]>
**Sent:** Monday, 10 November, 2025 18:18
**To:** '[redacted]' <[redacted]>; '[redacted]' <[redacted]>
**Cc:** 'Stanley Chan' <[redacted]>; '[redacted]' <[redacted]>;
'[redacted]' <[redacted]>; 'Toco Planning Consultants Ltd TOCO'
<[redacted]>
**Subject:** Pre-submission of S16 Planning Application for Proposed Partial Redevelopment of Prajna Dhyana Temple

Dear Mr. Lee and Ms. Yeung,

We are the traffic consultant appointed by Toco Planning Consultants Ltd in support of the Section 16 Planning Application for Proposed Partial Redevelopment of Prajna Dhyana Temple with Ancillary Columbarium and Associated Excavation and Filling of Land Lot Nos. 112, 113 RP, 114, 116, 117, 118 in D.D. 2 Tung Chung, Shek Mun Kap, Tung Chung, Lantau Island.

Referring to the comments received from Transport Department dated 26 Sep 2025 for the pre-submission of captioned application, a draft response to comment table is attached for your advanced information please.

Should you have any queries, please do not hesitate to contact the undersign at [redacted] or [redacted]. Thank you.

**Best Regards,**
**Charlie Wu**
T: [redacted] / M: [redacted] / F: [redacted]

**OZZO Technology (HK) Ltd.**

15/F, Heng Shan Centre, 145 Queen's Road East, Wan Chai, Hong Kong
www.ozzotec.com

CEDD's reply

**Carman Lee**

**From:** Franklin YIM Fung-chin <[redacted]>
**Sent:** 10 April 2026 08:46
**To:** [redacted]
**Cc:** 'Stanley Chan'; [redacted]; [redacted]; 'Toco Planning Consultants Ltd TOCO'
**Subject:** RE: Request for Information - As-built Drawing of Access Road Under Contract No. NL/2020/06 Connecting Shek Mun Kap Road and Prajna Dhyana Temple (般若禪寺)

Dear Charlie,

Please be advised that Shek Mun Kap Road is classified as local distributor. The local access road to Prajina Dhyana Temple is classified as single track access road.

Based on the latest information available to us, the local access road to Prajina Dhyana Temple will be handed over to HAD for maintenance.

Regards,
Franklin

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**From:** [redacted] <[redacted]>
**Sent:** Tuesday, 31 March 2026 10:36 am
**To:** Franklin YIM Fung-chin <[redacted]>
**Cc:** 'Stanley Chan' <[redacted]>; [redacted]; [redacted]; 'Toco Planning Consultants Ltd TOCO' <[redacted]>
**Subject:** RE: Request for Information - As-built Drawing of Access Road Under Contract No. NL/2020/06 Connecting Shek Mun Kap Road and Prajna Dhyana Temple (般若禪寺)

Dear Franklin,

As spoken last week, we would be grateful if you could help to confirm the followings which we had discussed in phone, regarding the Transport Department (TD) 's comments we have received under our planning application at Prajna Dhyana Temple (般若禪寺).

1) Shek Mun Kap Road is classified as Rural Road.
2) The maintenance and management (M&M) responsibility of the access road connecting Prajna Dhyana Temple to Shek Mun Kap Road would be by the authorities (by Highways Department (HyD), or by Home Affairs Department (HAD) if HyD would not take up the M&M responsibility).

Thank you for your attention and we will be grateful to receive your reply.

**Best Regards,**
**Charlie Wu**
T: [redacted] / M: [redacted] / F: [redacted]
**OZZO Technology (HK) Ltd.**

---

**From:** Franklin YIM Fung-chin <[redacted]>
**Sent:** Wednesday, 19 November, 2025 20:20
**To:** [redacted]
**Cc:** 'Stanley Chan' <[redacted]>; [redacted]; [redacted]; 'Toco Planning Consultants Ltd TOCO' <[redacted]>; Jackson WONG Chak-sang <[redacted]>; Alan Ng Wai-kei <[redacted]>; Shirley YEUNG Wing-yan <[redacted]>; Ken SO San-kak <[redacted]>; Johnny KONG Kwai-ching <[redacted]>

**Subject:** RE: Request for Information - As-built Drawing of Access Road Under Contract No. NL/2020/06 Connecting Shek Mun Kap Road and Prajna Dhyana Temple (般若禪寺)

Dear Charlie,

As requested by your office via email of 6 November 2025, please find attached for your information the road works drawing of the access road connecting Prajna Dhyana Temple (般若禪寺) and Shek Mun Kap Road.

Please note that as construction of the roadworks are on-going, the applicant shall verify on site the actual conditions to suit your need of the proposed works.

Regards,
Franklin
[redacted]

---

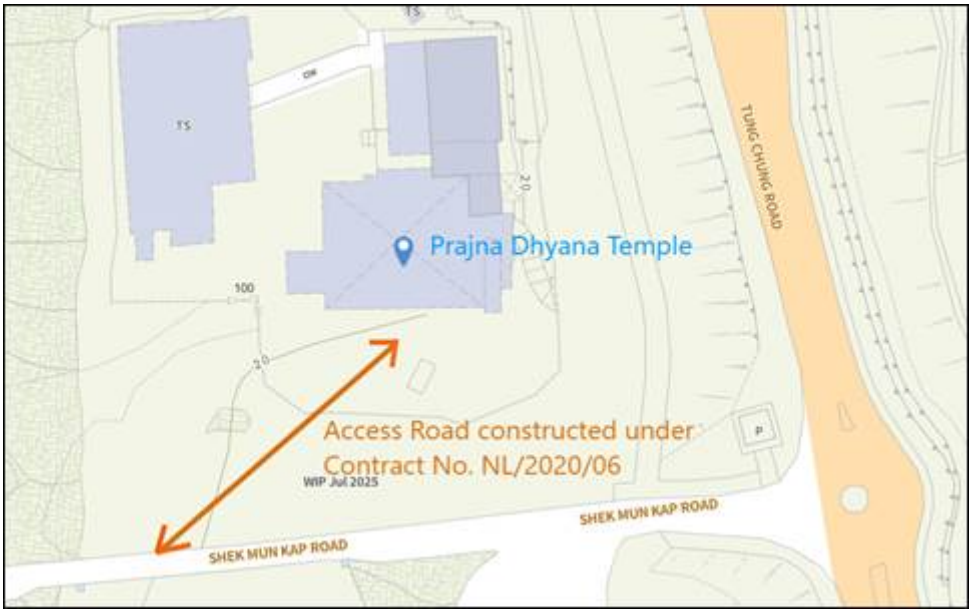
**From:** [redacted] <[redacted]>
**Sent:** Thursday, November 6, 2025 4:34 PM
**To:** Franklin YIM Fung-chin <[redacted]>
**Cc:** 'Stanley Chan' <[redacted]>; [redacted]; [redacted]; 'Toco Planning Consultants Ltd TOCO' <[redacted]>
**Subject:** Request for Information - As-built Drawing of Access Road Under Contract No. NL/2020/06 Connecting Shek Mun Kap Road and Prajna Dhyana Temple (般若禪寺)

Dear Mr. Yim,

We are the traffic sub-consultant appointed by Toco Planning Consultants Ltd for the partial redevelopment project of Prajna Dhyana Temple (般若禪寺) at Shek Mun Kap Road, Tung Chung.

We have received comments from Sustainable Lantau Office (SLO) of Civil Engineering and Development Department (CEDD), regarding to the connection between the pedestrian/vehicular access of our site and the access road constructed under Contract No. NL/2020/06 ("C6").

Please see the below illustration showing the location of our project site and the access road under C6 for your easy reference.




Referring to comment iii by SLO (which is extracted below for your reference), we are writing to see if you can furnish us the following documents (appreciate if in CAD format):

1) the as-built drawing showing the layout of access road (including the carriageway, footpath, retaining wall, street furniture, slope, and drainage if any) with road levels; and
2) the as-built drawing showing the section of access road

**Comments from Head of Sustainable Lantau Office, Civil Engineering and Development Department**

(Contact Person: Mr. YIU Wai Yum, Samuel, Tel: [redacted])

1. Please find comments on the subject application in respect of the interfaces with CEDD Works Contract No. NL/2020/06 ("C6"), which is under implementation:

   i. It is noted that the pedestrian access and vehicular run-in proposed by the applicant clash with retaining wall and the footpath next with the foregoing retaining wall constructed under C6;

   ii. Please find attached a layout plan overlaying the features proposed by the applicant for change of land use of the temple and the access outside the temple newly constructed under C6 for your reference; and

   iii. In view of the above, the applicant should coordinate with our RSS of C6 and CEDD for any interface issues as necessary. The contact point is SRE- Mr. Franklin YIM ([redacted]).

Please feel free to contact the undersign at [redacted] or [redacted] should you have any queries or concerns regarding the above. Thank you for your attention and we will be grateful for any help you can provide.

**Best Regards,**
**Charlie Wu**
T: [redacted] / M: [redacted] / F: [redacted]

OZZO TECHNOLOGY **OZZO Technology (HK) Ltd.**

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www.ozzotec.com

## Appendix 3.1 Fixed Noise Impact Assessment Results

**Calculation of the Total Maximum Allowable Sound Power Level of Fixed Noise Sources at Proposed Commercial Development**

| NSR ID | Name | Area Sensitivity Rating | ANL-5 (Daytime)*, dB(A) | Shortest Horizontal Distance, m # | Dist. Corr., dB(A) | Façade Corr., dB(A) | Total Maximum Allowable Sound Power Level, dB(A) |
|---|---|---|---|---|---|---|---|
| | | | (A) | | (B) | (C) | (A) + (B) - (C) |
| **N1** | Area 46 | A | 55 | 65 | 44 | 3 | 96.3 |
| **N2** | Area 99a | A | 55 | 127 | 50 | 3 | 102.1 |
| **N3** | Shek Mun Kap Village (Area 87) | A | 55 | 126 | 50 | 3 | 102.0 |
| **N4** | Area 42 | A | 55 | 256 | 56 | 3 | 108.2 |

**Total Maximum Allowable Sound Power Level of Fixed Noise Sources at Proposed Commercial Development = 96.3 dB(A)**

Note:

* Assume no night-time operation for Proposed Development

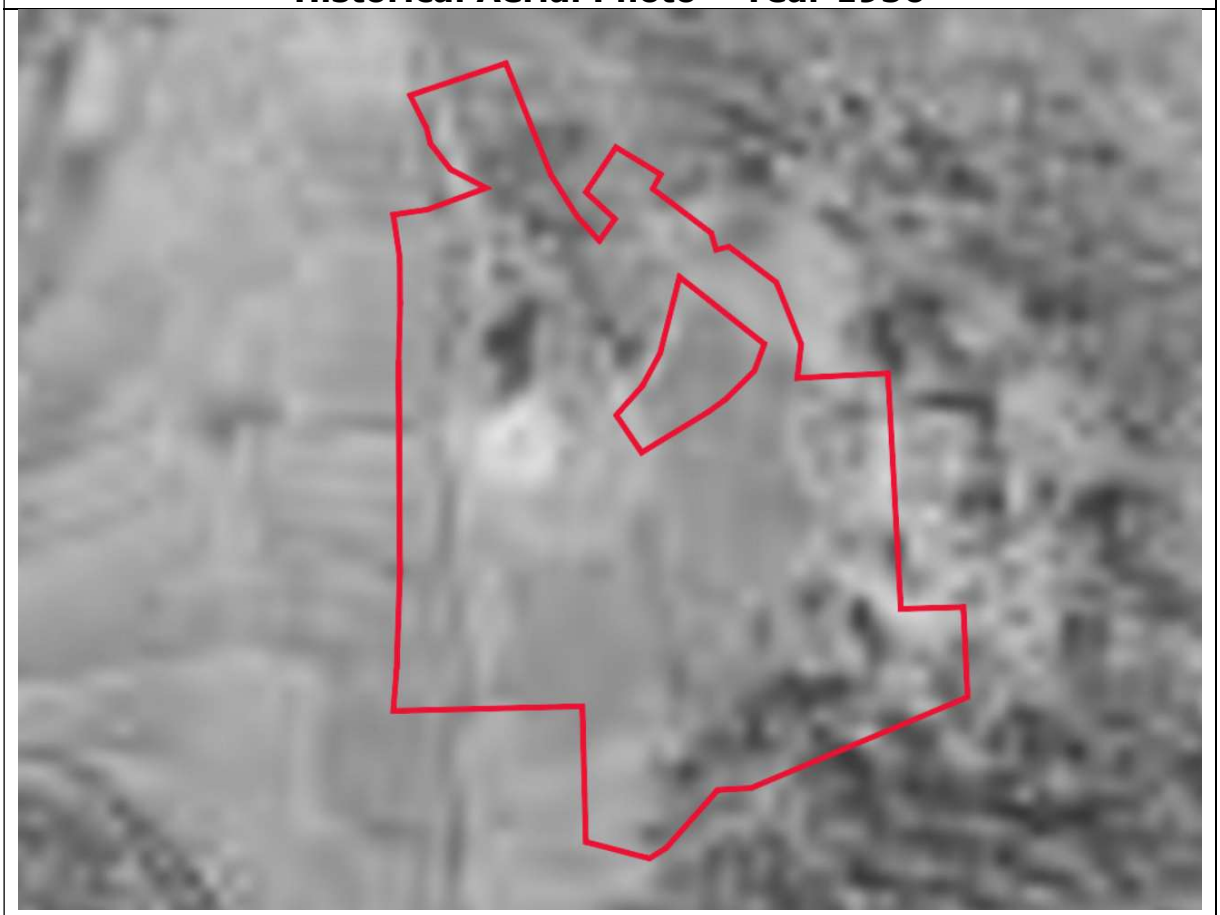
# The shortest horizontal distance between the NSR and noise source was adopted for calcuation of distance correction as worst-case scenario

## Appendix 4.1 Historical Aerial Photo of the Application Site

## Historical Aerial Photo – Year 1945

Aerial photo from LandsD (Ref.: 681_6-3085), Height: 20,000 ft

## Historical Aerial Photo – Year 1956



Aerial photo from LandsD (Ref.: F21_557-0068), Height: 16,700 ft

## Historical Aerial Photo – Year 1980

Aerial photo from LandsD (Ref.: 33406), Height: 10,000 ft

## Historical Aerial Photo – Year 2008

Aerial photo from LandsD (Ref.: CS20181), Height: 6,000 ft

## Historical Aerial Photo – Year 2011

Aerial photo from LandsD (Ref.: CS33641), Height: 6,000 ft

## Historical Aerial Photo – Year 2015

Aerial photo from LandsD (Ref.: CW117006), Height: 3,000 ft

## Historical Aerial Photo – Year 2020

Aerial photo from LandsD (Ref.: E106811C), Height: 6,900 ft

## Historical Aerial Photo – Year 2025

Aerial photo from LandsD (Ref.: E252194C), Height: 6,900 ft

## Appendix 4.2 Site Visit Photo Record

芳園
YUEN

LOT 118
172.0sq.m(about)

LOT 113 RP
2140.2sq.m(about)

LOT 115
156.2sq.m(about)

LOT 114
92.3sq.m(about)

LOT 117
366.4sq.m(about)

LOT 176
367sq.m(about)

LOT 112
177.8sq.m(about)

LOT 116
487.4sq.m(about)

Application Site

ABBREVIATIONS :-

| | |
|---|---|
| BH | BORE HOLE |
| BO | BOLLARD |
| CCH | COVERED CHANNEL |
| CL | COVER LEVEL |
| CLF | CHAIN LINK FENCE |
| CO | COLUMN |
| conc | CONCRETE |
| CP | CATCH PIT |
| DC | DUCT COVER |
| DP | DOWN PIPE |
| EC | ELECTRIC COVER |
| EE | ELECTRICITY EARTH |
| EP | ELECTRIC POLE |
| EM | ELECTRIC MANHOLE |
| FB | FLOWER BED |
| FH | FIRE HYDRANT |
| GA | GAS VALVE |
| GR | GRAVE |
| GU | GULLEY |
| HF | HOARDING FOOTING |
| IC | INSPECTION COVER |
| ICF | INSPECTION COVER-FOUL WATER |
| ICS | INSPECTION COVER-STORM WATER |
| IL | INVERT LEVEL |
| LP | LAMP POST |
| MB | MAIL BOX |
| MH | MANHOLE |
| P | POST |
| PT | TRIAL PIT |
| RK | ROCK |
| SC | SPRAYED CONCRETE |
| SCH | STEPPED CHANNEL |
| SE | SEAT |
| SH | SHRINE |
| SP | SIGN POST |
| ST | SEPTIC TANK |
| SV | STOP VALVE |
| SW | SWITCH BOX |
| TC | TELEPHONE COVER |
| TL | TRAFFIC LIGHT |
| TP | TELEGRAPH POLE |
| TR | TREE (GIRTH/HEIGHT/SPREAD) |
| TS | TEMPORARY STRUCTURE |
| TV | CABLE TV |
| UCH | U CHANNEL |
| WE | WELL |
| WT | WATER TANK |

SYMBOLS :-

- ROCK BOULDER
- DIRECTION OF FLOW
- CANOPY
- GATE
- ARTIFICIAL SLOPE
- TREE
- (17.116) OVER-HANG STRUCTURE LEVEL
- 17.116 TOP ROOF LEVEL
- HOUSE/BUILDING
- HARD DETAIL
- SOFT DETAIL
- LOT BOUNDARY
- FEATURE BOUNDARY
- VERTICAL RETAINING WALL
- OVERHEAD STRUCTURE
- DRAIN
- FENCE/HOARDING/RAILING

Scale 1:400

TOCO

# Plan B: Site Plan

(Topographic Survey By Land Marker (1980) H.K. Co., Ltd. in April 2025)

Photo A: Site entrance.

Photo B: Central part of the site.

Photo C: The main temple building.

Photo D: Northeastern corner of the site.

Photo E: Southwestern corner of the site.

Photo F: Northwestern corner of the site.

TOCO

# Site Photos

(See Plan B for Visual Points)

## Appendix 4.3 Screen Capture of BRAVO


Building
File Type:
All
Building
Minor Works
Location
9SE-C/F 43
9SE-D/ND 1
TUNG CHUNG ROAD
Fong Yuen
INC
TS
TS
TS
TS
9SE-D/C 70
9SE-C/C 48
9SE-D/FR 19
9SE-D/ND 8
9SE-D/F 20
9SE-D/NS 2
100
SHEK MUN KAP ROAD
9SE-D/F 41
9SE-D/ND 2