

## **Appendix I: Revised Pages of the Planning Statement**

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### 3.5 Access Arrangement and Internal Transport Facilities Provision

A TIA with traffic arrangement proposal has been prepared as attached in **Appendix V**. The traffic improvement measures are as follows:-

(a) **Opening Hours**

The columbarium operates daily from 08:00 to 18:00 during both grave-sweeping and non-grave-sweeping festival periods. To minimise the traffic impact to the vicinity, crowd management plans are proposed to be implemented. Expecting large volume of visitors during the grave sweeping festival periods, special crowd control would be implemented on Ching Ming/ Chung Yeung Festival Day, two weekends before and two weekends after the Festival Day and other public holidays within the abovementioned period.

(b) **Admission Control**

Admission control will be performed at the entrance. The advanced booking procedures are mandatory. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings. Only niche owners and their family members with proofs of memberships are allowed to enter the columbarium. Other visitors will only be allowed to access the columbarium when led and permitted by the niches owners and their family members of the columbarium. Niche purchasers are required to accept a set of sale agreement at time of purchase, which will include house rules. These house rules are legally binding on the purchasers in their use of the niches and effective in controlling their conduct. The house rules regulates visitors of the columbarium must use the visit by appointment system. It also includes special management measures such as visitors must take the free shuttle bus (28-seater light bus) on peak grave sweeping days (Shuttle Bus Only Policy).

(c) **Visit by Appointment System**

During the peak grave sweeping days, "Visit-By-Appointment" system will be implemented to control the number of visitors entering the application site. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings. The admission time will be 60-minute. Visitors will be guided to wait in the waiting areas within the application site as shown in **Plan R**. When some visitors leave the columbarium building, certain number of visitors will be allowed to enter the columbarium building. A limit of 250 visitors per each 60-minute session will be allowed to enter the columbarium building, i.e., 2,500 visitors per day during peak grave sweeping days.

(d) **Shuttle Bus Service**

3 nos. of shuttle bus loading and unloading space are provided within the application site. To minimize the traffic impact to the vicinity of the proposed development, and to minimize the amount of vehicular traffic and in line with the

Government Policy to encourage public transport use with railway as the backbone, the Applicant proposes to provide free shuttle bus services for visitors between the application site and MTR Tung Chung West Station. Advance booking for the shuttle bus service is always required before a visit. The proposed routing of the free shuttle bus is shown in **Plan S-1**. Free shuttle bus operation details are summarized in **Table 3.3** below. Further details are provided in the TIA attached in **Appendix IV**.

**Table 3.3: Free Shuttle Bus Operation Details**

Proposed Free Shuttle Bus Schedules	Peak Grave Sweeping Days
Origins and Destinations	Between a) Prajna Dhyana Temple b) Public Lay-by at Yu Tung Road, connecting to MTR Tung Chung West Station (circulating point for pick-up and drop-off)
Journey Time	Approx. 10 mins for one-way (Travel distance approx.5km and average speed 30km/hr)
Operation Time	07:45 – 18:00
Frequencies	Departure every 6-7 mins, 9 Departures per hour
Vehicle Details	28-seat light bus
Fleet Size	3 vehicles

As Tung Chung West Station is scheduled to be completed in 2029, the proposed shuttle bus services will be connecting the application site to MTR Tung Chung Station instead of Tung Chung West Station before its commencement. The temporary shuttle bus route is presented in **Plan S-2**, with the pick-up/drop-off point at the bus lay-by at Shun Tung Road Southbound. The round-trip journey time and travelling distance would be approx. 13 minutes and 7km respectively, with a fleet size of 5 vehicles. An alternative shuttle bus pick-up/drop-off point other than bus lay-by at Shun Tung Road for connecting Tung Chung Station would be at Citygate North drop off area.

### 3.6 Environmental, Drainage, Sewage and Water Supply Arrangements

The Applicant will adopt the following environmental proposals which are mainly aim to address the potential environmental impact of the ancillary columbarium:

(a) **Environmental Arrangement**

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

Potential air quality impact during the operation of the columbarium could be related to the furnaces. In order to minimise any adverse impact in air quality, the operation of the application site will follow the “Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places” published by Environmental Protection Department (EPD).

Furthermore, emissions control equipment such as fabric filter and water scrubbers would be provided to minimise 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. The shortest distance between the Eco-furnace Supporting Facilities and the nearest ASR is **128m**, which could be considered the air quality impact is insignificant due to the long separation distance.

Waste generated during construction phase can be minimised through careful planning during the detailed design and with good site practice during construction. During the operation phase, recycling bin will be provided onsite for collection and sorting of recyclable wastes (paper, glass, metal, plastic).

(b) **Drainage Arrangement**

It is proposed to discharge the stormwater runoff from the site to the existing stream to the west of the site. A series of perimeter surface drains with sand trap/catchpit will be proposed to collect the cumulative runoff of the site, which will finally connect to a proposed discharge point at the stream to the west of the site via a stormwater drainage pipe. A drainage proposal for the proposed redevelopment will be provided in the detail design stage. The Applicant will pay attention to the risk of flooding and take precautionary measures in case of heavy rainfall.

(c) **Sewage Arrangement**

There is no existing sewerage connection in the vicinity of the application site. It is proposed to adopt a septic tank system to handle the development sewage. The septic tank system will be located at least 18m away from the Tung Chung River. The design and construction of septic tank system shall follow “Guidance Notes on

## 4.2 Minimum Environmental Impact

In support of this s.16 planning application, an Environmental Assessment (EA), a Sewerage Impact Assessment (SIA) and a Water Supply Impact Assessment (WSIA) have been conducted as presented in **Appendix VI**, **Appendix VII** and **Appendix VIII** respectively. Key findings of the assessments are summarised as follow:

### (a) Environmental Aspect

The key environmental issues associated with both operation and construction phase of the proposed partial redevelopment are qualitatively discusses in the EA.

#### i) Air Quality

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.

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 redevelopment and the existing ASRs will not be subject to adverse vehicular emission impact during operational phase.

As the proposed redevelopment 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 that the proposed redevelopment will not be affected by air and odour emission source and industrial chimney.

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

#### ii) Noise

Noise mitigation measures are suggested to minimise construction noise impact due to the proposed redevelopment.

With the comparison of induced traffic under scenario of with and without proposed redevelopment, 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 Noise Sensitive Receivers (NSRs) due to proposed redevelopment are neglectable. Centralised ventilation is adopted in office and temple itself, no adverse road traffic noise impact **would be brought** to NSRs in the proposed redevelopment by the surrounding road network.

Maximum allowable sound power level (SWL) of planned fixed noise sources at site boundary are calculated. The planned fixed noise sources will be properly designed to comply with Hong Kong Planning Standards and Guidelines (HKPSG) standards and guidelines. There is no adverse noise impact from planned fixed noise sources of proposed redevelopment to surrounding NSRs is anticipated.

**iii) Land Contamination**

Desktop studies, site visit and information provided by the Applicant identified there is no potential land contamination land use from the application site. Further site investigation are not required.

**iv) Waste Management**

The types of wastes which may be generated from the construction and operation of the proposed redevelopment have been identified. The storage, handling and disposal of the identified wastes shall follow relevant guidelines in order to minimise 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 redevelopment during the operational and construction phases.

The EA study confirms the accessibility of proposed redevelopment from environmental point of view in air quality, road traffic noise, fixed noise sources, land contamination and waste management aspects.

**(b) Sewerage**

The SIA has been carried out to assess the impact on the existing sewerage system due to the proposed partial redevelopment. The estimated Average Dry Weather Flow (ADWF) from the development is about 32.7m<sup>3</sup>/day. As there is no existing public sewerage system in the vicinity of the proposed development, septic tank system is suggested. "Guidance Notes on Discharges from Village Houses" published by EPD shall also be followed.

As the ADWF is small and septic tank system is adopted, it is concluded that no adverse sewerage impact is anticipated.

**(c) Water Supply**

The WSIA has been carried out for the proposed partial redevelopment. The assessment results show that the peak water demand from the development are 1,338.4m<sup>3</sup>/day which only accounts for the existing Tung Chung No. 2 Fresh Water Service Reservoirs of 3.3%.

Given that the contribution is not significant, the proposed redevelopment would unlikely pose any adverse impact to existing freshwater supply system.

#### 4.4 Minimum Landscape and Visual Impacts

The proposed redevelopment of the Temple will not result in any significant landscape and visual impacts based on the following considerations:

**(a) Landscape Consideration**

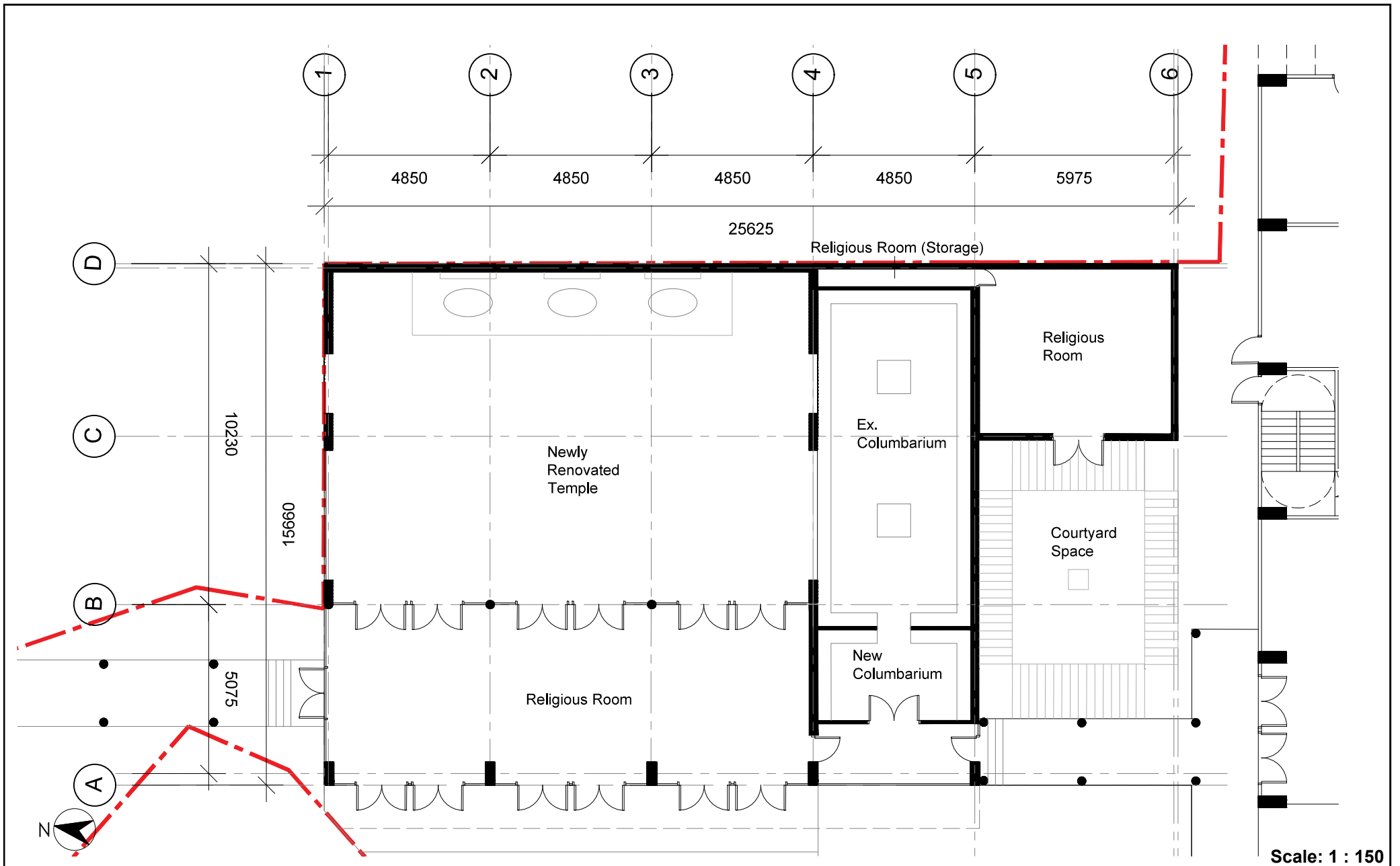
- i) The application site has been occupied by an existing Temple and a number of temporary structures which are ancillary uses to the Temple for a very long time. The site is in operation, no significant sensitive landscape resources are observed within the site.
- ii) A Tree Preservation Proposal has been prepared and attached in **Appendix IV**. The tree survey identified some 10 nos. trees and 5 nos. undersized trees within the application site boundary. A further 1 no. tree outside the site boundary but at a prominent central position has also been surveyed. The survey identified several fruit tree species and common native tree species. A small specimen of *Aquilaria chinensis* (protected under Cap. 586) and an uncommon species; *Cornus wilsoniana* are also identified within the site area.
- iii) Unfortunately owing the requirements for the construction and site formation proposals six of the surveyed trees shall need to be removed. All the affected trees recommended for removal have a low suitability for transplantation or are deemed to be unsuited to the future landscape. Of the surveyed trees within the site 4 nos. are proposed to be retained and 2 nos. transplanted back into the new landscape.
- iv) The new tree planting proposal shall compensate for the trees affected by the proposal with the planting of a minimum. 18 nos. of good quality heavy standard trees of species native to Hong Kong, representing a replanting ratio of 3 : 1 (new trees planted : trees felled) inside the application site.
- v) A total of 23.67% greenery ratio can achieve with the proposed redevelopment which is a significant increase compared to the existing condition of about 10.37%. With proper design and good practices, no insurmountable landscape impact should be anticipated.

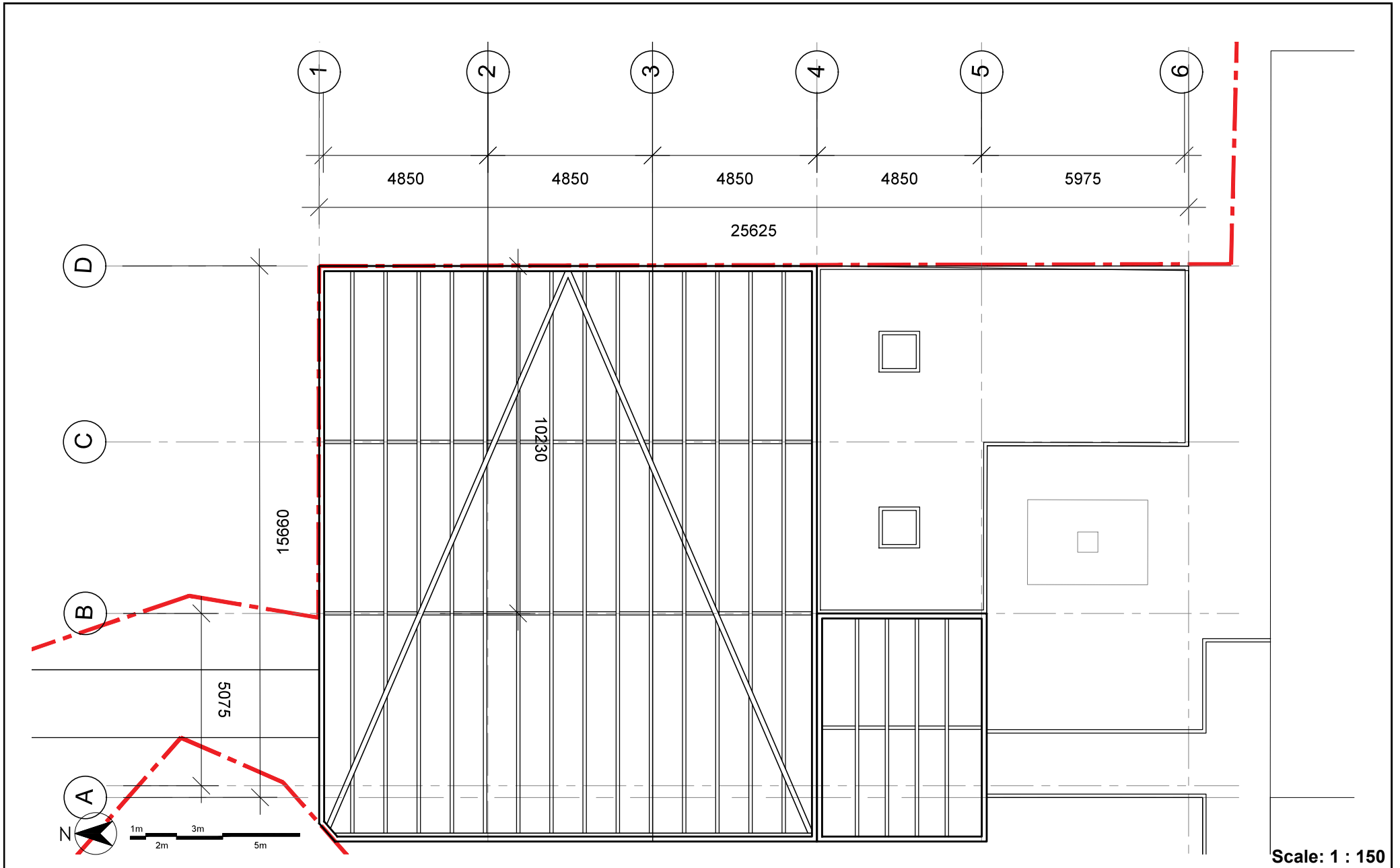
**(b) Visual Consideration**

- i) This s.16 planning application is for the redevelopment of an existing Temple which has been established at the application site for a very long period of time. As the maximum BH of the proposed development will be similar to the existing low-rise built form, adverse visual impact generated from the subject development is not anticipated.

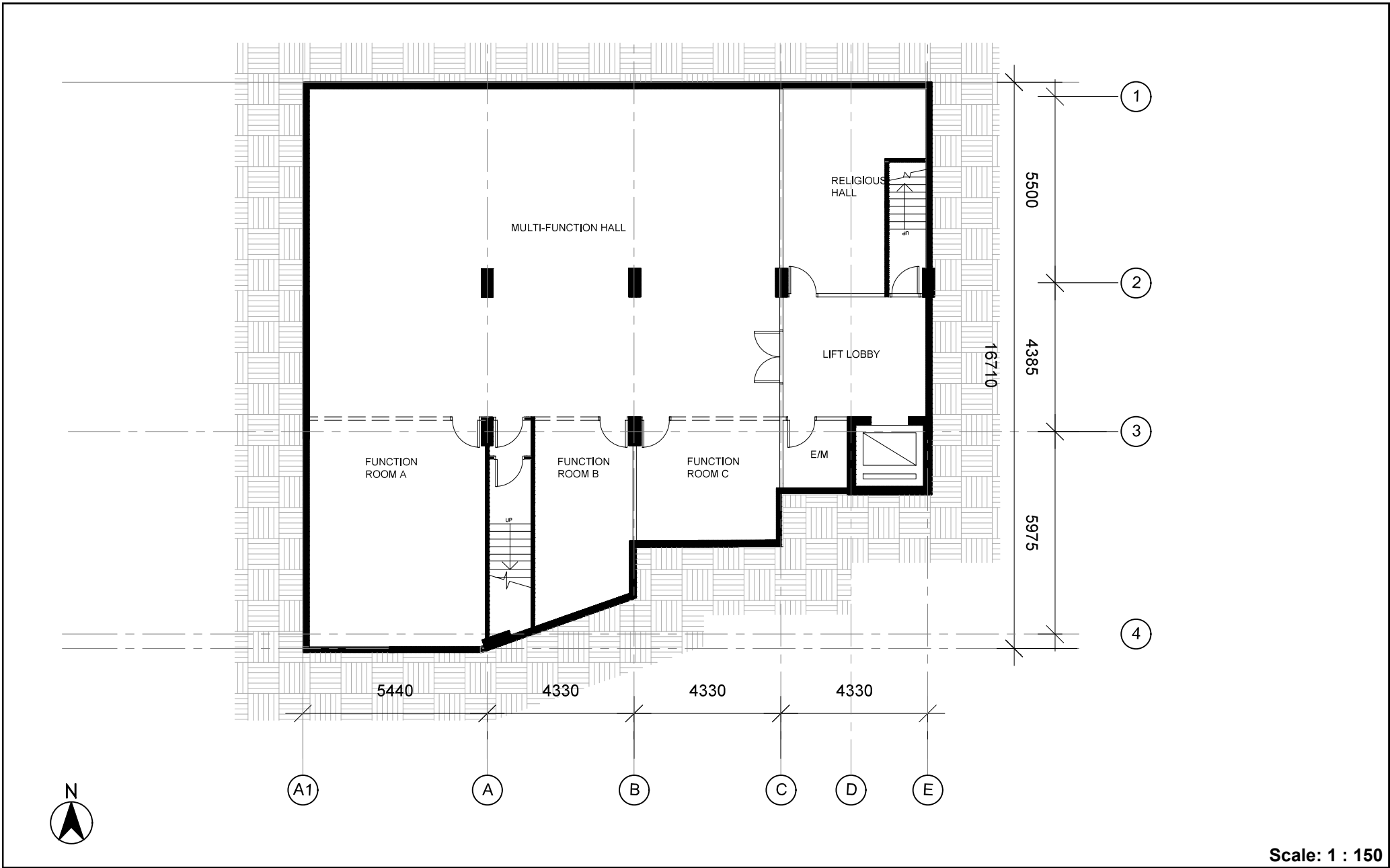
- ii) The subject development is currently surrounded by Tung Chung Road which is a rural road to the east, Shek Mun Kap Road which is currently a **Local Distributor Road** to the south, and Tung Chung Stream to the west. To the north and east of the application site is a series of vegetated mountainous slopes; to the south across Shek Mun Kap Road is currently vacant, and further west across buffered by the Tung Chung Stream.
- iii) Under the proposed scheme, the tallest building at the application site will be the Bell Tower (Religious Decoration). It is a small scale building with a BOA of not more than 36m<sup>2</sup>, and a BH of not more than 13.8m. With reference to the TPB Guidelines No. 41, the boundary for visual assessment should be set at least 42m away from the application site (3 x maximum BH = 3 x 14m). **Plan T** shows that there are no major public viewing points within or in the immediate surrounding of the site.
- iv) Even though an approved public housing development in Area 46 will be located further south of the application site in the future, it is separated by the Shek Mun Kap Road which is currently under road widening works. In fact, the design of the public housing development is still in the earlier stage and may be subject to design review. Nevertheless, the proposed redevelopment has already taken into account of the future public housing development to ensure visual impact will be minimal. Detailed design considerations are as follows:-
- The application site is surrounded by mature trees and on average they range between 2m to 16m in height, which can act as a screening against developments within the vicinity in the future;
  - The proposed 2-storey Religious cum Columbarium Block has been oriented east-west axis so it can minimise the visibility of buildings to the north and south (i.e. the public housing development in Area 46). It will be visually blocked by the proposed 3-storey Amenity Block, an existing large tree (No. T58) and a strip of the proposed trees near the site entrance; and
  - A modernise design of the Amenity Block and Religious cum Columbarium Block has been proposed, to foster and to strengthen its religious character, ensuring the Temple is inclusive and welcoming to all.
- v) Given the small scale of the proposed buildings located in a secluded location, local concerns regarding visual impacts associated with the existing columbarium would not be anticipated.





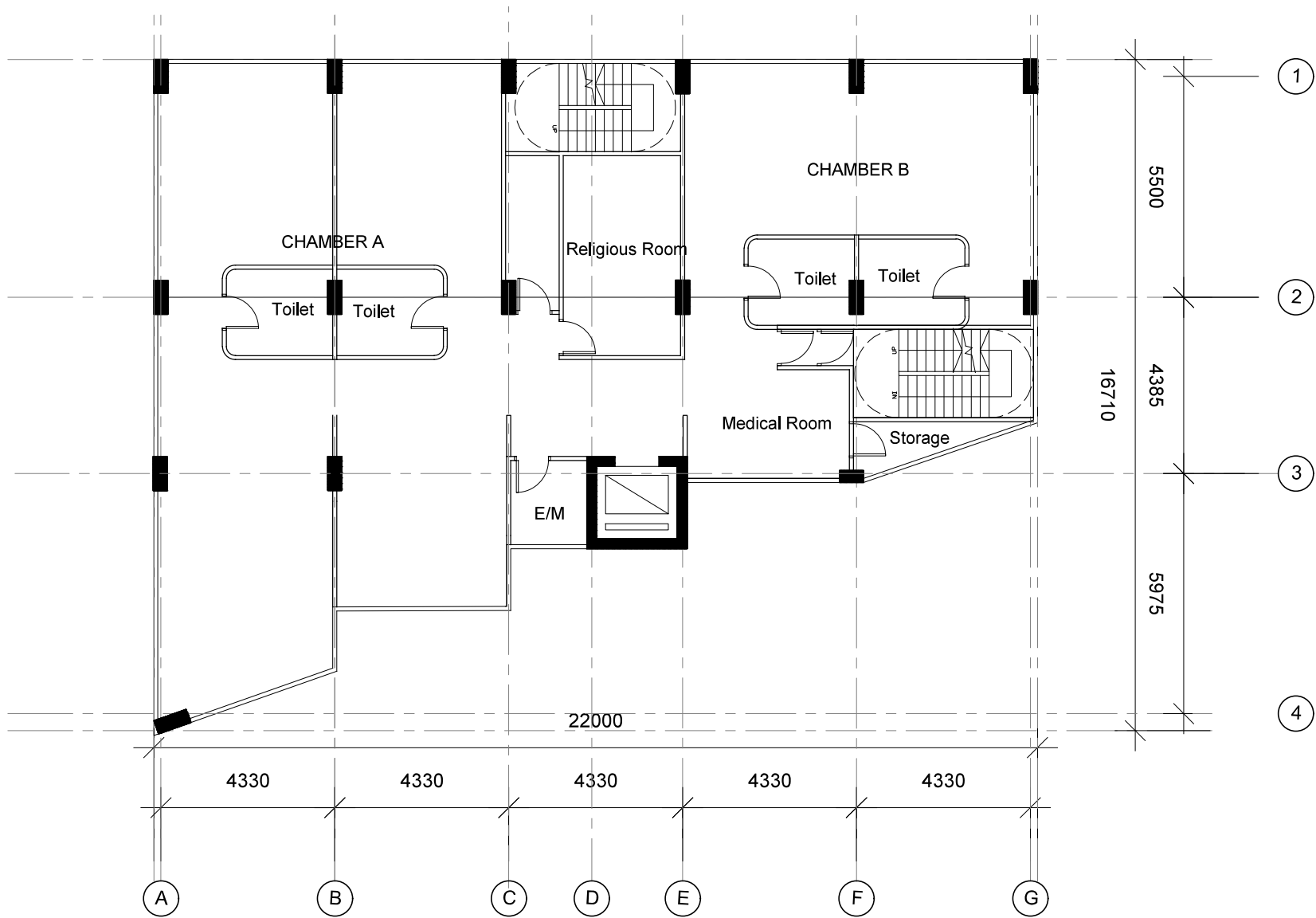


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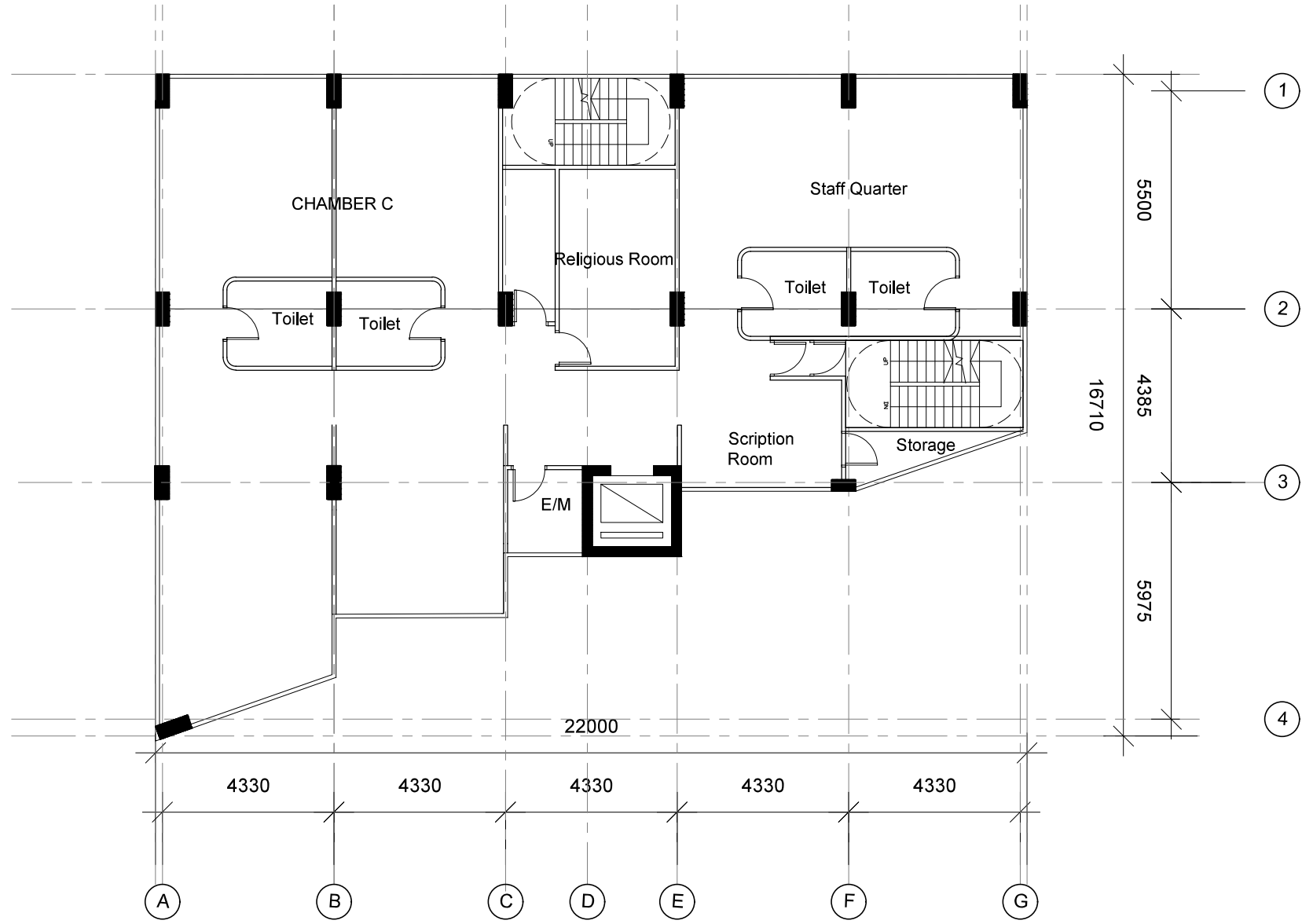


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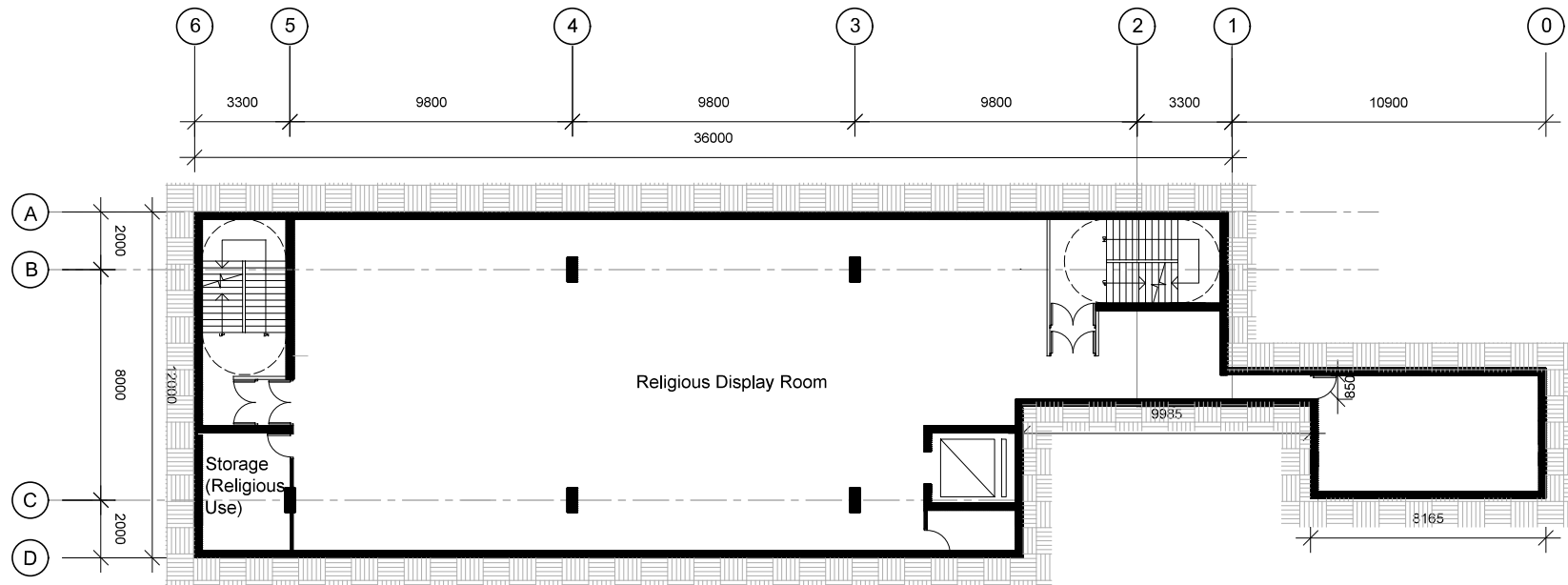




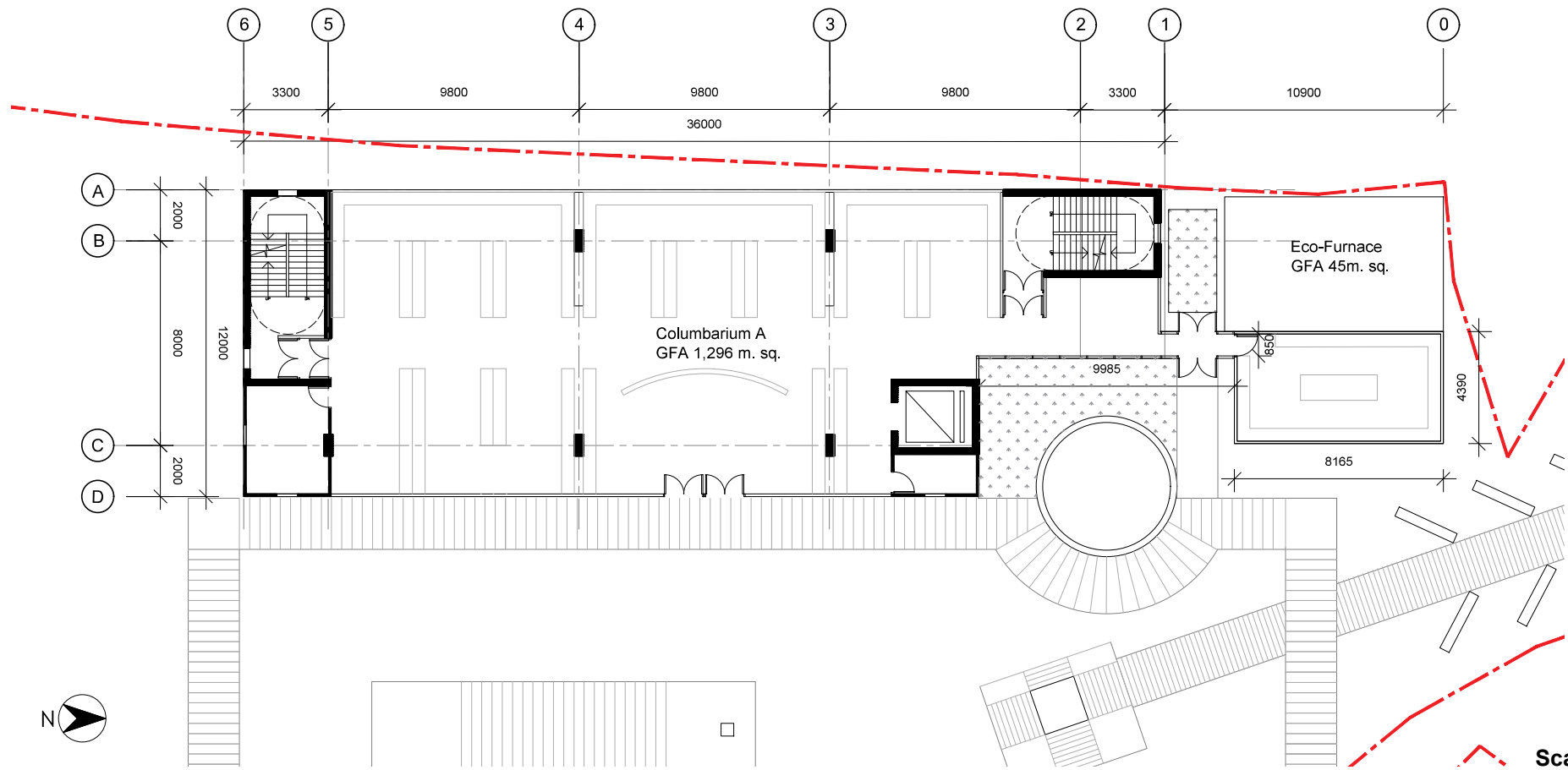
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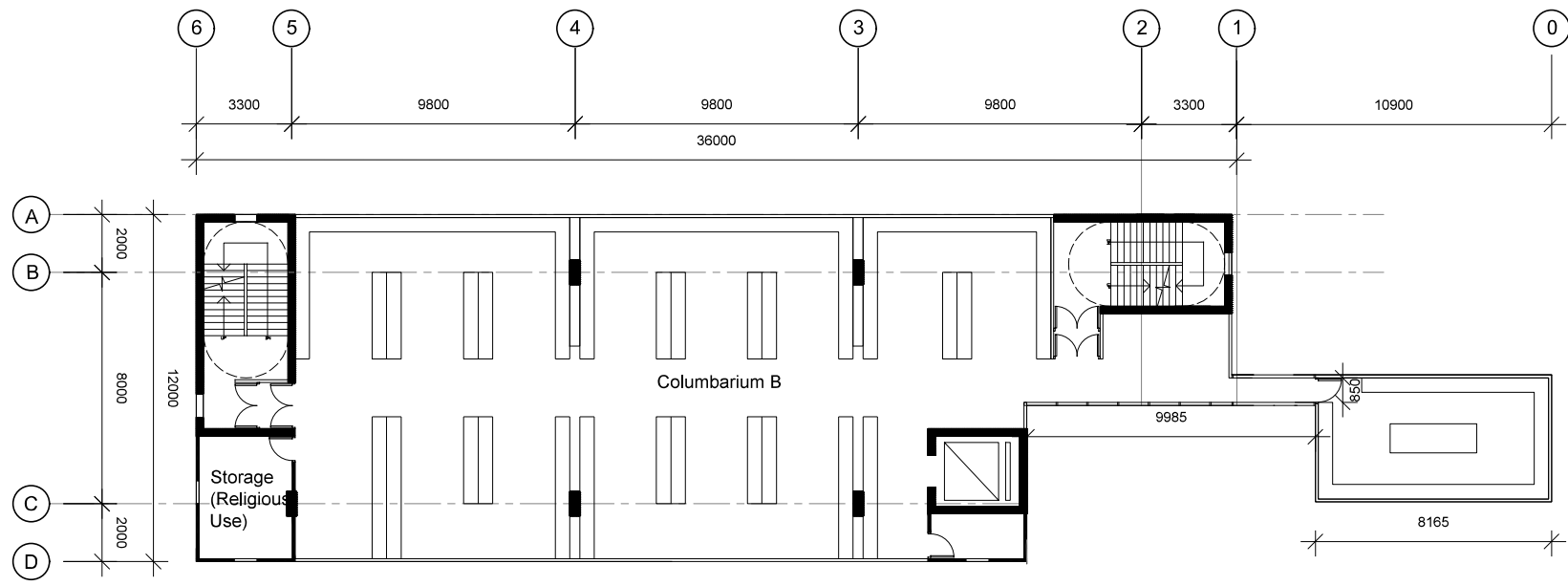


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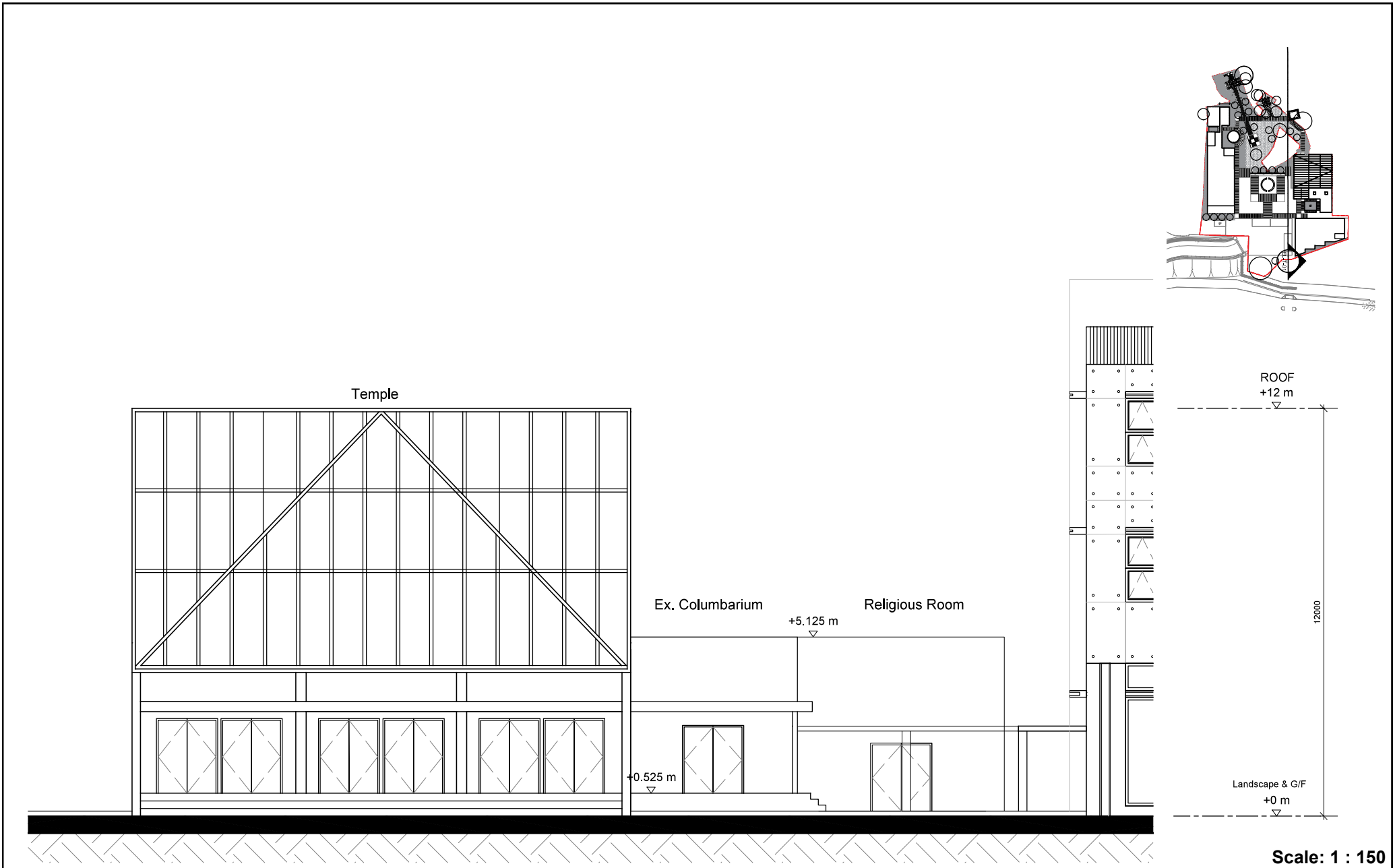


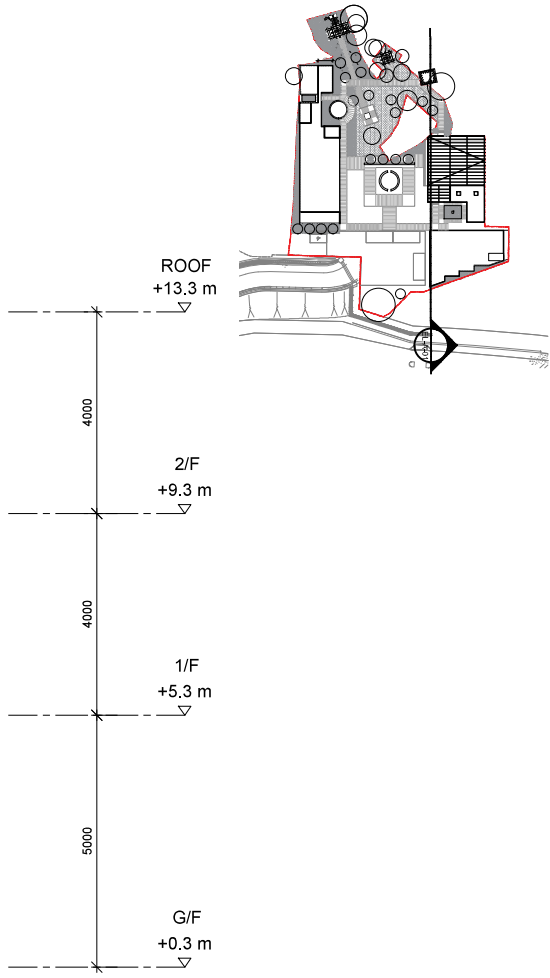
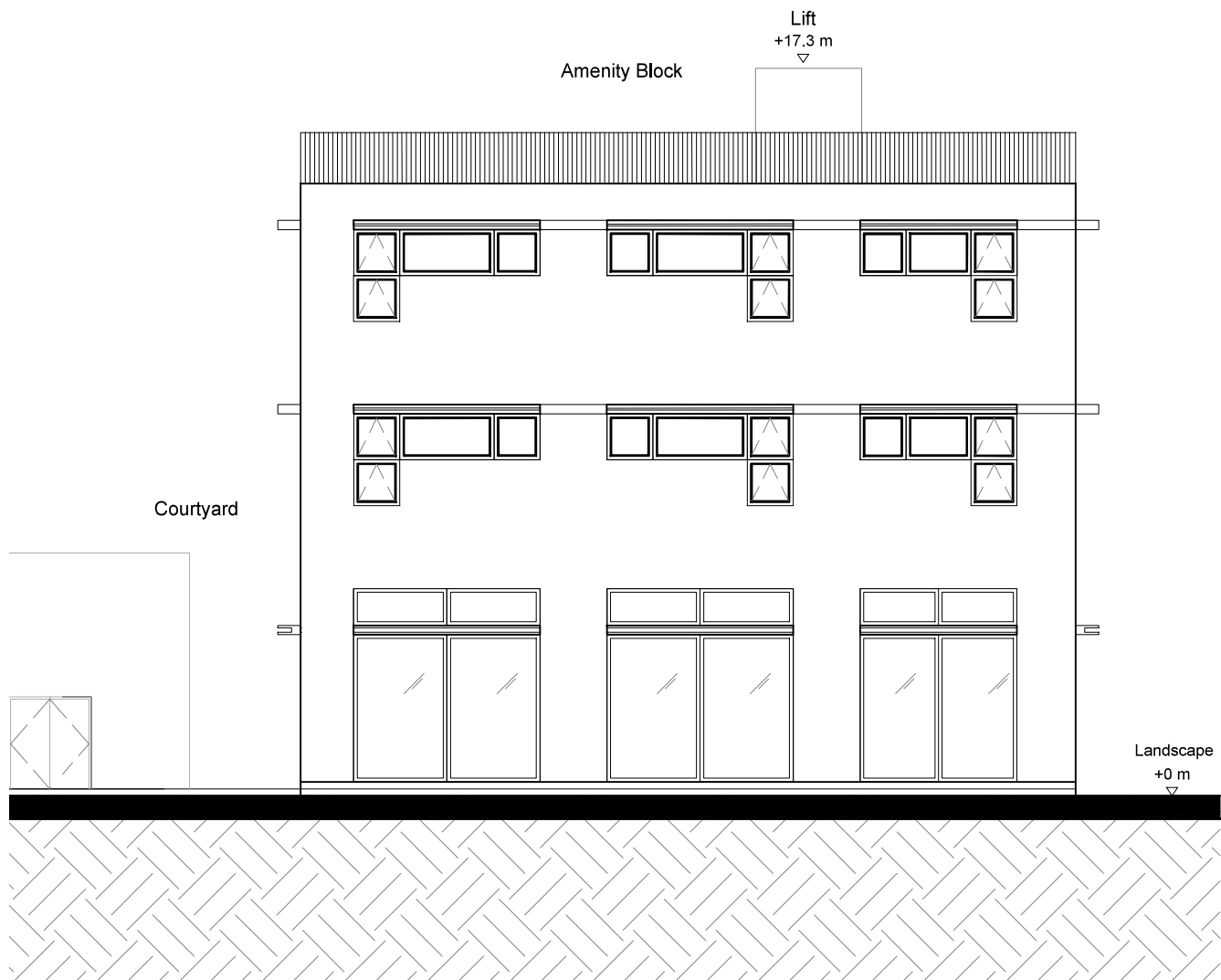
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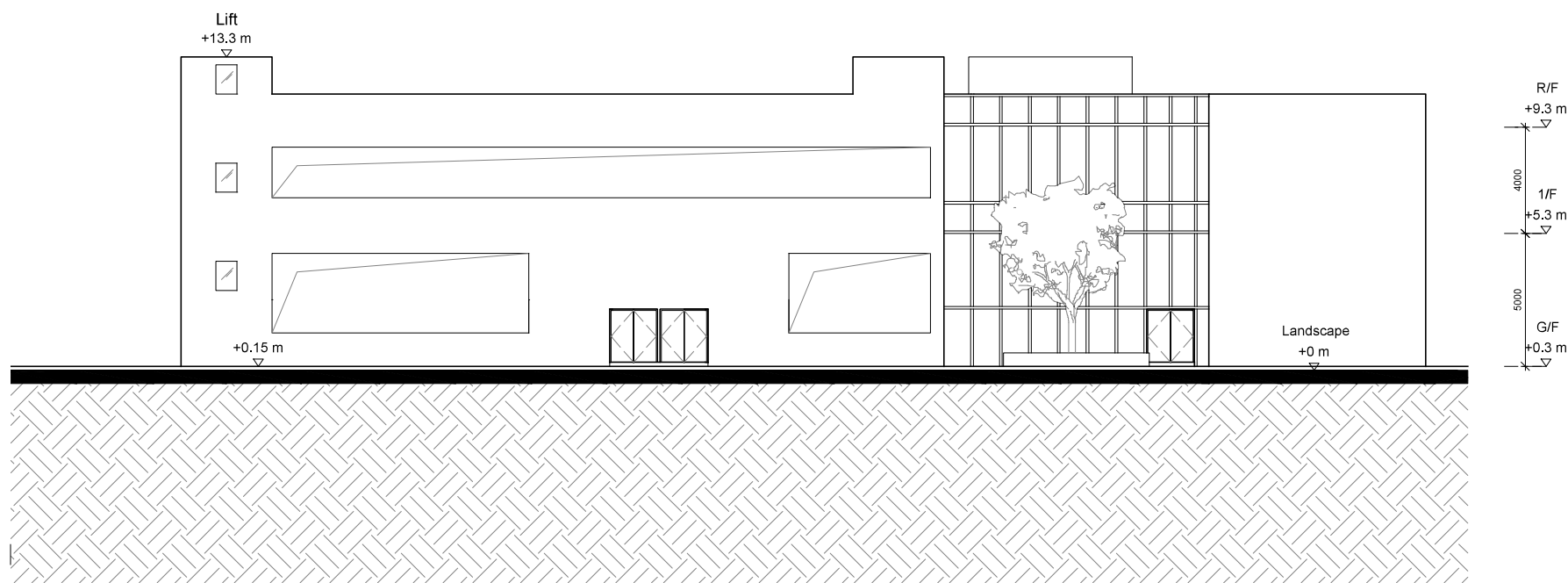
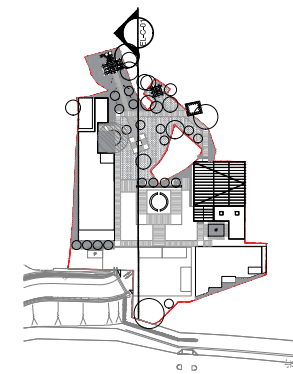


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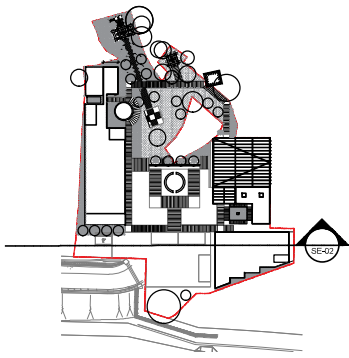




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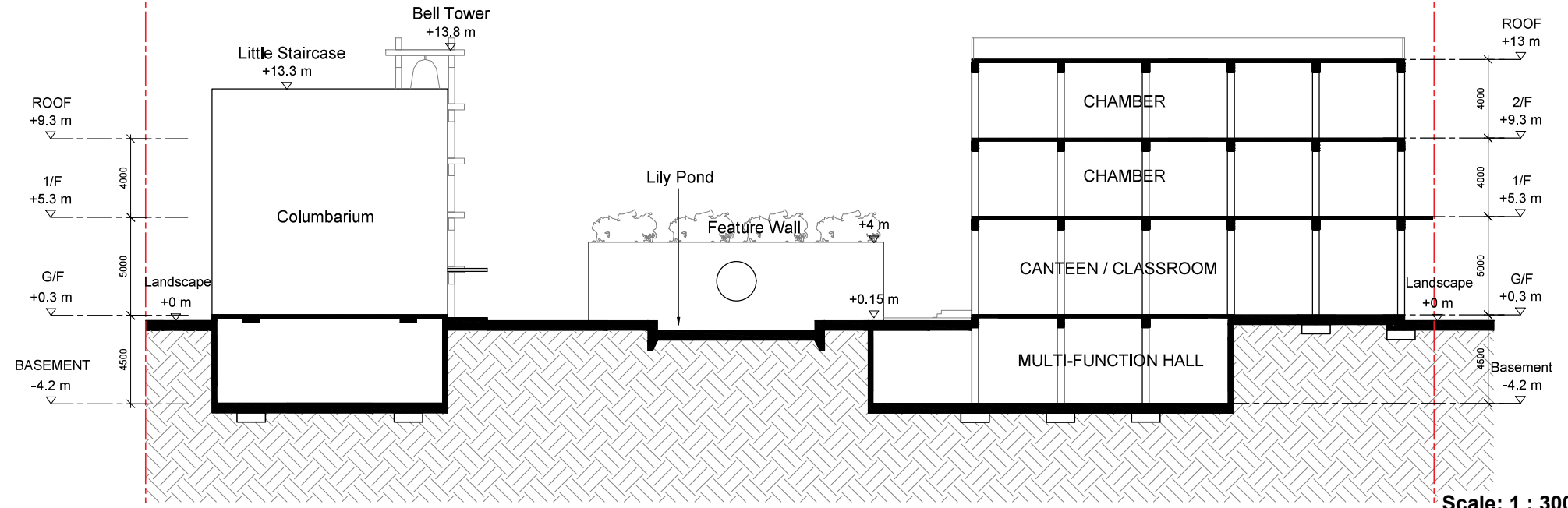


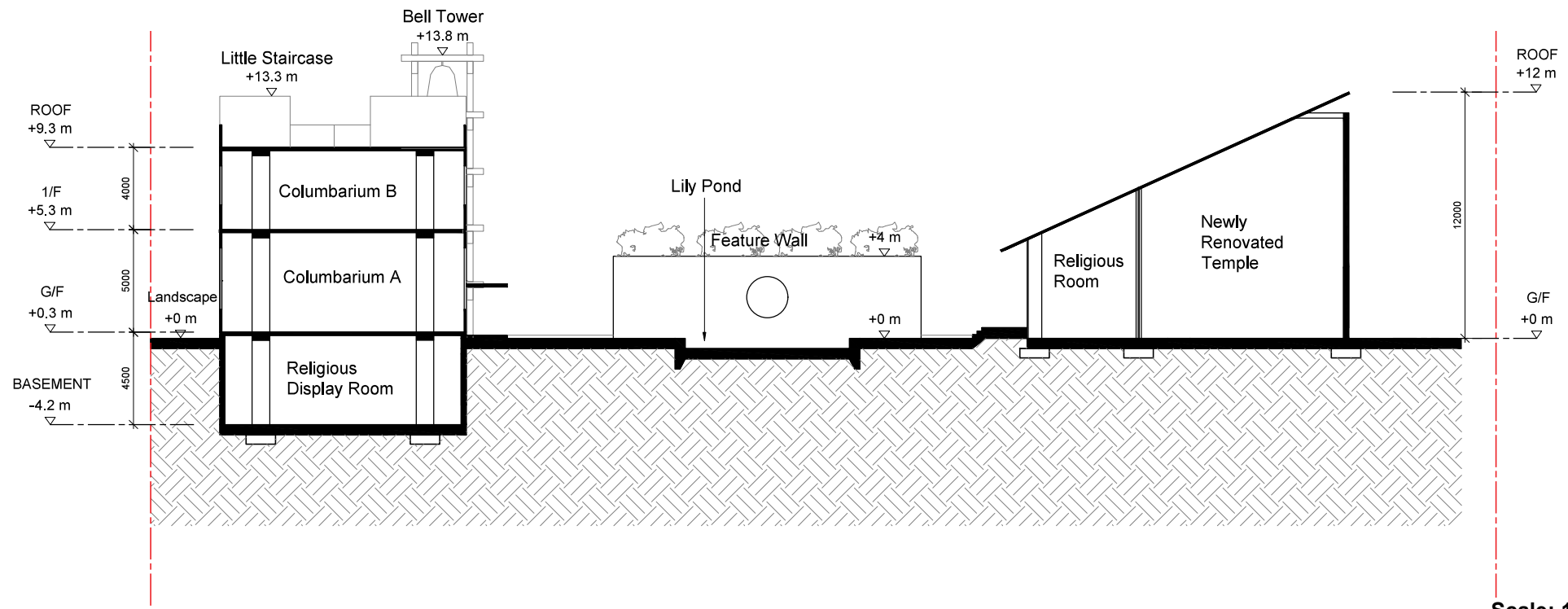
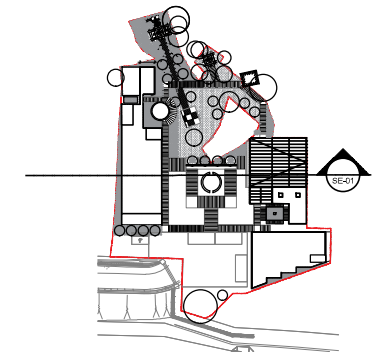
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BOUNDARY LINE

BOUNDARY LINE

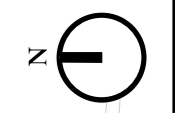




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**Legend**

- Application Site Boundary
- Building Blocks
- Greenery
- Pedestrian Access
- Lotus Pond
- Car Park
- New Tree Planting
- Existing Tree



Shek Mun Kap Road

Scale 1:300



# Plan Q: Preliminary Landscape Plan

(Prepared on 22.4.2026)