

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

**Lot Nos. 112, 113 RP (Part), 114, 116, 117, 118,  
in D.D. 2 Tung Chung, Shek Mun Kap,  
Tung Chung, Lantau Island**

**FURTHER INFORMATION I**



**Toco Planning Consultants Ltd.  
Barrie Ho Architecture Interiors Ltd.  
Scenic Landscape Studio Ltd.  
Ozzo Technology (HK) Ltd.  
Ramboll Hong Kong Ltd.  
Henry Chan Surveyors Ltd.  
Land Marker (1980) H.K. CO., Ltd.**



**Further Information in Support of Section 16 Planning Application for  
Proposed Religious Institution and Columbarium  
(Partial Redevelopment of Prajna Dhyana Temple)  
at Lot Nos. 112, 113 RP (Part), 114, 116, 117, 118 in D.D. 2 Tung Chung,  
Shek Mun Kap, Tung Chung, Lantau Island  
(Application No. A/I-TCTC/70)**

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## **Further Information (I)**

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## **PART 1: RESPONSES TO DEPARTMENTAL COMMENTS**

### **1 Responses to Comments from the Environmental Protection Department (EPD)**

<b>Item</b>	<b>Departmental Comments</b>	<b>The Applicant's Responses</b>
EPD (1)	<u>General</u> (1) Please ensure that the planning statement aligns with the findings of the environmental assessment and the sewerage impact assessment.	Noted. Relevant pages of the Planning Statement have been revised accordingly (see <b>attached Appendix I</b> ) to align with the findings in the revised Environmental Assessment and Sewerage Impact Assessment <b>attached in Appendix II and III respectively</b> .
EPD (2)	<u>Planning Statement</u> (2) Section 3.6(a) – Please replace “dust suppression mitigation” with “air quality control” in line 1.	Noted. It has been updated accordingly.
EPD (3)	(3) Section 4.2(a)(i) – Please replace “the operation of eco-furnace to the surrounding ASRs is minimized” with “no adverse air quality impact from the operation of eco-furnace is anticipated” in the last paragraph.	Noted. It has been updated accordingly.
EPD (4)	(4) Section 4.2 (e) (iii) (last sentence) – Please revise as "Further site investigation is not required".	Noted. It has been updated accordingly.
EPD (5)	<u>Environmental Assessment</u> <b>Air Quality</b> (5) Section 2.2.1 – (a) Point 4 should read “Air Pollution Control (Fuel Restriction) Regulations”.	Noted. Section 2.2.1 and 2.2.7 revised.

Item	Departmental Comments	The Applicant's Responses
EPD (6)	(b) Please supplement Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places.	Noted. Section 2.2.1 and 2.2.11 revised.
EPD (7)	(6) Table 2.1 – (a) Please revise the 3 <sup>rd</sup> column label to “Concentration Limit [i] (µg/m <sup>3</sup> )”.	Noted. Table 2.1 revised.
EPD (8)	(b) Please use consistent abbreviations for RSP/PM10 and FSP/PM2.5.	Noted. Table 2.1 revised. (RSP and FSP are adopted)
EPD (9)	(c) Please add “per calendar year” at the end of the last column.	Noted. Table 2.1 revised.
EPD (10)	(7) Section 2.2.7 – Header and line 1 should read “Regulations”. Please supplement that the regulation was tightened in 2025.	Noted. Section 2.2.7 is revised.
EPD (11)	(8) Section 2.2.8-2.2.10 – Please supplement buffer distance requirement for odour sources.	Noted. Section 2.2.8-2.2.10 and Table 2.2 are revised.
EPD (12)	(9) Section 2.3 – Please replace “Simulated” with “Future” in the header.	Noted. Section 2.3 is revised.
EPD (13)	(10) Table 2.4 – (a) The AQOs for SO <sub>2</sub> , RSP, FSP are outdated. Also, there is no data for daily NO <sub>2</sub> . Please rectify and highlight the data e.g. 19 <sup>th</sup> highest daily FSP in year 2021 and 2024 and annual FSP in year 2024 which exceeded AQO.	Noted. Table 2.4 is revised.

Item	Departmental Comments	The Applicant's Responses
EPD (14)	(b) For Note (d), please replace "VIA" with "SAMP" and specify the SAMP version.	Noted. Note (d) of Table 2.4 is revised.
EPD (15)	(11) Section 2.3.3, Table 2.5 – (a) The AQOs for SO <sub>2</sub> , RSP, FSP are outdated. Also, there is no data for daily NO <sub>2</sub> . Please rectify.	Noted. Section 2.3.3 and Table 2.5 are revised.
EPD (16)	(b) Section 3.8 of the Planning Statement stated that the proposed redevelopment is anticipated to be completed by end of 2027. Please review the tentative year of completion and provide PATH data of appropriate year.	Noted. Section 2.3.3 and Table 2.5 are revised. PATH data of Year 2027 is adopted.
EPD (17)	(c) Please provide PATH data of all grids covered by the 500m assessment area.	Table 2.5 is updated.
EPD (18)	(d) Please specify the level of PATH data.	L1 is adopted for level of PATH data and Section 2.3.3 is updated.
EPD (19)	(e) The latest version of SAMP should be 2.1 instead of 2.0. Please update Note (c).	Noted. Table 2.5 is revised.
EPD (20)	(12) Section 2.4.1 – Please replace "dust" with "air quality" in line 2.	Noted. Section 2.4.1 is revised.
EPD (21)	(13) Table 2.6 – (a) Please provide building heights.	There is no available information for building height of future ASRs, thus building height of existing ASRs and maximum building height as mentioned in Tung Chung West New Town Extension EIA is supplemented in Table 2.6
EPD (22)	(b) Please supplement the meaning of "V" and "RS" in the table notes.	Notes are supplemented in Table 2.6.

Item	Departmental Comments	The Applicant's Responses
EPD (23)	(c) Please rectify typo "R3" for FA_02.	FA_02 (Area 99a) are classified as R3 (Residential – Zone 3) in Tung Chung West New Town Extension EIA.
EPD (24)	(d) Please supplement the anticipated year of occupation for FA_01 to FA_03, and source of information.	Latest available information in Tung Chung West New Town Extension EIA claimed occupation year of FA_01 (TCW-Phase 1) is Year 2023 and that of FA_02 and FA_03 (TCW Phase 2) are from Year 2026 to 2030. However, during site visit in Year 2025, FA_01 is still in construction. The tentative occupation year of FA_01 to FA_03 and a remark is supplemented to clarify the tentative occupation year is for reference only.
EPD (25)	(e) For separation distance with FA_03, please align with Figure 2.1 (257 or 256m?).	Noted. Separation distance with FA_03 is 256m, Table 2.6 is revised.
EPD (26)	(14) Section 2.4.4 – Line 12 and 13 should read "Regulations <u>s</u> " and "0.00 <u>1</u> " respectively.	Noted. Section 2.4.4 is revised.
EPD (27)	(15) Section 2.4.6 – Please check if line 3 should read "Figure 2.1 and <b>Appendix 2.2</b> ".	Noted. Section 2.4.6 is revised.
EPD (28)	(16) Section 2.5.7 – Please delete the last sentence and supplement that there would be no adverse air quality impact during construction phase.	Noted. Section 2.5.7 is revised.
EPD (29)	(17) Section 2.6, RtC #A16 – Please identify representative ASRs of the proposed redevelopment and indicate in a figure.	Representative ASRs of construction phase are same as that in operational phase and are provided in Figure 2.1. Notes 5 is supplemented in Table 2.6.
EPD (30)	(18) Section 2.6.1 – Please specify the date of site survey.	Noted. Site survey date is specified in Section 2.6.1.

Item	Departmental Comments	The Applicant's Responses
EPD (31)	(19) Section 2.6.3 – (a) Please provide TD's agreement on the road type when available.	Noted. TD and CEDD confirmation are attached in Appendix 2.3 and Section 2.6.3 is revised.  Please be advised that TD clarified that Shek Mun Kap Road is not the public road under their management and CEDD should be consulted. RSS of CEDD Contract NL/2020/06 advised that the road type for Shek Mun Kap Road is Local Distributor. Please refer to <b>Annex A attached on the following page</b> which extracted the email reply from TD and RSS of CEDD Contract NL/2020/06 for information.
EPD (32)	(b) Please confirm whether the proposed redevelopment would commence operation after the completion of Shek Mun Kap Road widening works. Otherwise, please also shade the buffer distance in Figure 2.2 for existing Shek Mun Kap Road.	As record in CEDD's official website, Shek Mun Kap Road widening works is conducted under contract No. NL/2020/06 and completed in Year 2026. The proposed redevelopment is tentatively completed in the end of Year 2027 which is after completion of Shek Mun Kap Road widening works.
EPD (33)	(20) Section 2.6.5 – Please add “fresh air intakes and openable windows of” before “air sensitive uses” in line 2. Please supplement what the area within the buffer zone is (carpark?).	Noted. Section 2.6.5 revised. The area within the buffer zone is pedestrian access that people are not stay in the area.
EPD (34)	(21) Section 2.6.7 – (a) It is understood that there would be induced traffic. Please delete the last sentence and supplement that no traffic congestion is anticipated and thus air quality impact of induced traffic from the project development is considered acceptable.	Noted. Section 2.6.7 is revised.
EPD (35)	(b) The applicant is encouraged to provide electric shuttle buses to further minimize the air quality of the induced traffic.	Noted. Section 2.6.7 is revised.

[REDACTED]

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**From:** Lap Man LEE <[REDACTED]>  
**Sent:** Friday, 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

[REDACTED]

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**From:** Franklin YIM Fung-chin <[REDACTED]>  
**Sent:** Friday, 10 April, 2026 8:46  
**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 Prajna Dhyana Temple is classified as single track access road.

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

Regards,  
Franklin

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EPD (36)	(22) Section 2.6.8 and RtC #A10 – Please supplement the scale of the eco-furnace.	The scale of the eco-furnace is 1.8m (w) *1.8m (d) * 2.9m (h) and with 40kg/hour incineration capacity. Section 2.6.8 and Appendix 2.1 are updated.
EPD (37)	(23) Section 2.6.12, 2.7.2 – Please confirm if there would be only 1 eco-furnace. If affirmative, please revise to “furnaces” in the last line of Section 2.6.12, and line 2 and the last line of Section 2.7.2.	There would be only 1 eco-furnace. Section 2.6.8, 2.6.12 and 2.7.2 are revised.
EPD (38)	(24) Section 2.6.13 – Please indicate on a figure the location of the septic tank.	Location of septic tank is located in Figure 2.3.
EPD (39)	(25) Section 2.7.1 – Please replace “dust suppression mitigation” with “air quality control” in line 1.	Noted. Section 2.7.1 is revised.
EPD (40)	(26) Section 2.7 – Please supplement the conclusion about the control of induced traffic and odour impact during operation phase.	Noted. Section 2.7.5 and 2.7.6 are revised.
EPD (41)	(27) Section 6.2.4 – Please replace “the operation of eco-furnace to the surrounding ASRs is minimized” with “no adverse air quality impact from the operation of eco-furnace is anticipated”.	Noted. Section 6.2.4 is revised.
EPD (42)	(28) Figures – Please rectify the AutoCAD SHX Text in the figures, and provide scale.	Scale are provided in all figures. For figure 2.1, 2.2, 3.1. to show Tung Chung West New Town Extension Area – Preliminary Layout Plan and widening work for Shek Mun Kap Road, these figures are overlaid on the abovementioned figures.
EPD (43)	(29) Figure 2.2 – Please add a remark that there is no fresh air intake and openable windows of air sensitive uses in the project site within the buffer zones.	Remark is supplemented to Figure 2.2.

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EPD (44)	(30) Appendix 2.1 – Please rectify the text on p.3-4 of the appendix.	Appendix 2.1 is revised and text of Appendix 2.1 is extracted from documents with best resolution available.
EPD (45)	<b>Noise</b> (31) Re. R-t-C A26, please supplement in the Environmental Assessment about the details on how the proposed religious bell tower will be operated (e.g. time and frequency of bell ringing) and address any associated noise impact. Please also propose effective noise mitigation measures where appropriate.	The detail of operation of proposed religious bell tower is supplemented in Section 3.3.13. The operation of bell ringing and all the planned fixed noise sources inside the Proposed Development would not exceed the maximum allowable SWL as calculated in Table 3.6 and Appendix 3.1. Noise mitigation measures are adopted if operation of bell ringing and all the planned fixed noise sources inside the Proposed Development exceed maximum allowable SWL.
EPD (46)	(32) Re. R-t-C A27, please supplement in the Environmental Assessment whether any public announcement system, loudspeaker or any form of amplification system will be allowed within the subject site. If allowed, please elaborate more on how they will be used (e.g. the type of content to be broadcasted, time and frequency of broadcasting, etc.). Please also propose effective noise mitigation measures where appropriate.	The operation of public announcement system (if any) would not exceed the maximum allowable SWL as calculated in Table 3.6 and Appendix 3.1. Noise mitigation measures are adopted if operation of PA system and all the planned fixed noise sources inside the Proposed Development exceed maximum allowable SWL. Relevant information is supplemented in Section 3.3.14.
EPD (47)	(33) Re. R-t-C A28, (i) while it is mentioned in R-t-C that outdoor small religious activity will be carried out, it is stated in S.3.3.10 of the Environmental Assessment that no outdoor activities will be conducted during the operation phase. Please clarify and address the potential noise impact as appropriate; (ii) Please also review relevant descriptions in Planning Statement.	Only small scale passive religious activities are carried outdoor during operation phase. No potential noise impact anticipated for small scale religious activities carried outdoor. Relevant information is supplemented in Section 3.3.15.
EPD (48)	(34) Re. R-t-C A30, while it is mentioned in R-t-C that centralised ventilation are provided to proposed staff quarters, it is stated in S.3.3.8 of the Environmental Assessment that no accommodation	There is staff quarter proposed in Proposed redevelopment. As centralized air conditioning system are provided and no openable window installed for ventilation in proposed staff quarter. No potential fixed plant noise impact bought

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	facilities will be provided within the Proposed Development. Please clarify and address the potential noise impact as appropriate; (ii) Please also review relevant descriptions in Planning Statement.	to staff quarter by the surrounding environment. Section 3.3.7 is revised.
EPD (49)	(35) S.3.2.3, <b>"With effect from 1 November 1996, t</b> 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 <b>also brought</b> under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2)."	Section 3.2.3 is revised.
EPD (50)	(36) S.3.2.4, please confirm if percussive piling will be conducted for the Proposed Development.	As advised by Project team, there is no percussive piling and Section 3.2.4 is deleted.
EPD (51)	(37) S.3.3.4, please review whether the traffic flow should be "5,380", instead of "5,830".	Noted. Section 3.3.4 is revised.
EPD (52)	(38) S.3.3.7, (i) please specify what "P1" refers to; (ii) the measured prevailing background noise during daytime (i.e. 68.5 dB(A)) seems to be unreasonably high, please supplement the detailed records of the prevailing background noise measurement, the photos of the measurement, the findings during the noise measurement, etc., which cannot be found in Appendix 2.1. Please review.	Noted. Section 3.3.7 is deleted.

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EPD (53)	(39) S.3.3.11, "In order to ensure the fixed noise generated by the Proposed Development would not cause excessive <b>noise</b> 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."	Noted. Section 3.3.11 is revised.
EPD (54)	(40) S.3.3.13, (i) please remove Table 3.6 and revise the paragraph to "The maximum allowable SWL of the potential fixed plant (e.g., multi-split type air conditioner <b>and fans associated with the eco furnace</b> ) located at the site boundary of Application Site <b>is 96 dB(A) are shown in Table 2.6</b> . Detailed calculation is shown in Appendix <b>3.1 2.2</b> "; (ii) please state clearly that the max. allowable SWL will be specified in the tender specification to ensure that the operational noise impact complies with the relevant noise criteria.	Table 3.6 is table of maximum allowable SWL of potential fixed plant for surrounding NSRs, and relevant to Section 3.3.12 (section updated), and is kept in report. Section 3.3.12 is revised.
EPD (55)	(41) S.3.3.14, "Reference is made to <b>EPD's</b> Good Practice on Ventilation System Noise Control ( <b>April 2016, EPD</b> )."	Noted. Section 3.3.16 (section updated) is revised.
EPD (56)	(42) S.3.5.1, "Based on the fixed noise impact assessment, it is calculated that the total maximum allowable sound power level of the <b>planned fixed noise sources equipment</b> is <b>96 96.3 dB(A),.....</b> "	Noted. Section 3.5.1 is revised.
EPD (57)	(43) S.6.3.2, "Centralized ventilation is adopted in office and temple itself, <b>it is anticipated that</b> no adverse road traffic noise impact <b>would be brought</b> to NSRs in the Proposed Development by the surrounding road network."	Noted. Section 6.3.2 is revised.

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EPD (58)	(44) S.6.3.3, "Maximum allowable SWL <b>of planned fixed noise sources</b> at site boundary <b>is are</b> calculated. The planned fixed noise sources will <b>be properly designed to</b> comply with the <b>requirements in HKPSG standards and guidelines. There is n</b> No adverse noise impact from planned fixed noise sources of Proposed Development to surrounding NSRs <b>is anticipated.</b> "	Noted. Section 6.3.3 is revised.
EPD (59)	(45) Table 3.5, (i) please indicate whether the NSRs are existing NSRs or planned NSRs; (ii) the note is not understandable. Please review; (iii) Please revise "Notes" to " <b>Note</b> ".	Noted. Table 3.5 is revised.
EPD (60)	(46) Figure 3.1, please indicate the name of NSR (i.e. N1 to N4).	Noted. Name of NSR are indicated in Figure 3.1.
EPD (61)	(47) Appendix 3.1, (i) please review whether NSR N4 should be referred to "Area 42"; (ii) please rename the title of the table to "Calculation of the Total Maximum Allowable Sound Power Level <b>of Fixed Noise Sources</b> at Proposed Development"; (iii) please revise the statement to "Total Maximum Allowable Sound Power Level <b>of Fixed Noise Sources</b> at Proposed <b>Commercial</b> Development = 96.3 dB(A)"	Noted. Appendix 3.1 is revised.
EPD (62)	(48) Please review the name of tables, figures and appendices in Section 3 of the Environmental Assessment (e.g. S.3.3.3, "Table 2.2" and "Table 2.3" should be referred to "Table 3.2" and "Table 3.3" respectively).	Tables, figures and appendices in Section 3 are revised.

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EPD (63)	<p><b>Waste Management &amp; Land Contamination</b></p> <p>(49) Section 4.2 – To avoid confusion, it is suggested to revise the section title from "Legislation" to "Guidelines".</p>	<p>Noted. Section title of Section 4.2 is revised.</p>
EPD (64)	<p>(50) Table 4.1 &amp; Appendix 4.1 – The aerial photos for the Years 1945, 1956 and 1980 are blurred and unclear. Please enhance the resolution of these images to ensure readability.</p>	<p>The aerial photo is extracted from LandsD HKMS 2.0 and is best available resolution photo.</p>
EPD (65)	<p>(51) Section 4.3.10 – Please provide supporting documents, such as screen captures, to support the findings.</p>	<p>Screen capture of BRAVO is shown in Appendix 4.3.</p>
EPD (66)	<p>(52) Section 5.2 – It is suggested to revise the section title as "Legislation and Guidelines".</p>	<p>Noted. Section title of Section 5.2 is revised.</p>
EPD (67)	<p>(53) Section 5.2.1 - The Monitoring of Solid Waste in Hong Kong 2024 has been published. Please update the reference. Moreover, the Consultant is advised to refer to the latest information on quantity estimation.</p>	<p>Noted. Section 5.2.1 and 5.4.20 are revised.</p>
EPD (68)	<p>(54) Sections 5.2.1 &amp; 5.2.2 - The requirements of the circular ETWB TC(W) No. 19/2005 shall be applicable to public works contracts, while ADV-19 shall be applicable for private project. Please review which one (i.e. either one) shall be applicable to the proposed development and remove the irrelevant one.</p>	<p>The Proposed Development is private development so ADV-19 is adopted. Section 5.2.2 is revised.</p>

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EPD (69)	<p>(55) Section 5.3.1 – Although the proposed development is not an EIA project, it is mentioned that the assessment has been conducted in accordance with Annexes 7 &amp; 15 of the EIAO-TM. Therefore, please supplement the following information in the relevant sections of the assessment. Alternatively, please review whether the EIAO-TM is followed.</p> <p>(a) Referring to the EIAO TM Annex 7, please specify whether any alternatives for design modifications and programming of works have been explored to minimize waste generation. If the alternatives are already included, please specify the relevant sections to facilitate our vetting.</p>	<p>For alternatives for design modification, prefabrication than in situ to be considered in detailed design stage and supplemented in Section 5.5.4. Programming of works and waste generated according to different construction stage are tabulated in Table 5.1.</p>
EPD (70)	<p>(b) Referring to the EIAO TM Annex 15, please specify whether any design approaches in the project planning stage have been changed to avoid or minimize waste generation. If the design approaches are already included, please specify the relevant sections to facilitate our vetting.</p>	<p>The existing religious bell is considered to adopt to proposed bell tower instead of purchasing new bell. Also, landscape area is designed to be maximized to reduce excavation area to reduce waste generation.</p>
EPD (71)	<p>(c) Referring to the EIAO TM Annex 15, please specify whether the dump trucks for transportation of construction waste will be equipped with real-time tracking and monitoring devices.</p>	<p>Dump trucks for transportation of construction waste will be equipped with real-time tracking and monitoring devices and Section 5.5.3 is revised.</p>
EPD (72)	<p>(56) Section 5.3.2 - In relation to the above comment, please elaborate the design modification has been taken in the planning and design phases.</p>	<p>Prefabrication would be considered in detailed design stage as stated in Section 5.5.4. Recycling of resources in existing structures are considered as stated in R-to-C table in comment (55b).</p>

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EPD (73)	(57) Section 5.4.4 (bullet 1) - Please confirm if timber is anticipated to be generated during construction. If so, please specify in relevant sections on whether the timber will be sent to Y-PARK for recycling. If not, please update all the relevant sections.	Timber is confirmed to anticipate to be generated during construction. Section 5.4.4 and Table 5.2 are revised to state timber will be sent to Y-PARK for recycling.
EPD (74)	(58) Section 5.4.4 (last line of bullet 2) – Please revise to "cannot be reused <b>on-site</b> should be transported to..."	Noted. Section 5.4.4 is revised.
EPD (75)	(59) Section 5.4.6 – Please revise "disposed of at" to "transported to".	Noted. Section 5.4.6 is revised.
EPD (76)	(60) Section 5.4.9 – Please review the relevance of this section to the proposed development.	Noted. Section 5.4.9 is deleted.
EPD (77)	(61) Section 5.4.13 (line 1) – Please revise "Construction" to "construction".	Noted. Section 5.4.13 is revised.
EPD (78)	(62) Table 5.1 – (a) Please clarify the rationale for categorising "waste generated by excavation works" as neither inert nor non-inert C&D materials. Please note that the categorization may affect the truck trips estimation.	Table 5.1 (new table) is supplemented to categorising waste generated in Table 5.2 (original Table 5.1).
EPD (79)	(b) The total quantity of general refuse does not align with the estimate in Section 5.4.10. Please clarify the discrepancy.	Noted. Section 5.4.10 is revised.

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EPD (80)	(c) Note - Please share the calculation and assumption adopted on the estimation of maximum dump truck/vessel trips for transportation of identified waste types, with information including but not limited to (i) dump truck and/or vessel capacity, (ii) bulk factor assumption, (iii) duration of construction period; (iv) daily quantity of waste materials at peak period (if any), etc.	Calculation of dump truck and assumption adopted on the estimation of maximum dump truck/vessel trips for transportation of identified waste types and relevant information is supplemented in Table 5.1 (new table).
EPD (81)	(d) In addition to the number of dump truck trips for the C&D materials, please supplement the estimated truck trips for general refuse and chemical waste for completeness.	Noted. Table 5.2 is revised.
EPD (82)	(63) Section 5.4.18 - (a) Please refer to the latest version of "The Monitoring of Solid Waste in Hong Kong 2024" for quantity estimation.	Noted. Section 5.2.1 and 5.4.20 are revised.
EPD (83)	(b) Please elaborate on why both domestic and C&I wastes were involved during operation. Please elaborate their sources respectively.	Staff quarter is provided for staff accommodation and the proposed redevelopment served as a religious purpose (classify as C&I building), both domestic waste generated from staff quarter and C&I waste generated from visitors and religious activity are involved during operation. Section 5.4.19 is supplemented.
EPD (84)	(c) Please clarify the repeated calculation formula $0.93/24=0.0388\text{kg}/\text{visitor}$ presented in the section.	Repeated calculation formula is deleted.
EPD (85)	(d) Please clarify how the figures of 12,460 kg/day and 27.9kg/day are derived.	Waste generation figures are updated and derived in Section 5.4.20.

Item	Departmental Comments	The Applicant's Responses
EPD (86)	(64) Section 5.4.19 – Please remove the term "greatly", as it is subjective and does not accurately reflect the actual waste quantities.	Noted. Section 5.4.22 (section re-numbered) is revised.
EPD (87)	(65) Section 5.6.4 – The source of chemical waste mentioned does not align with Section 5.4.13. Please review and update accordingly.	Both Section 5.4.13 and Section 5.6.4 are revised.
EPD (88)	(66) Section 5.6.7 – Please clarify whether chemical waste is identified as a waste type during operation. If yes, please supplement the relevant assessment in Section 5.4. If not, please remove Section 5.6.7 as appropriate.	Chemical waste is not a waste type during operation phase. Section 5.6.7 is revised.
EPD (89)	(67) Section 6.4.1 (last sentence) – Please revise as "Further site investigation is not required".	Noted. Section 6.4.1 is revised.
EPD (90)	Please note that: (i) concern on drainage impact is outside our ambit.	Noted.
EPD (91)	(ii) no complaint was received by EPD in the past five years concerning on the Site.	Noted.
EPD (92)	To facilitate review, please also provide softcopy of the report (in pdf), Response to Comments and modelling files / calculation spreadsheets (if any), and highlight the revised / updated content of the report in next submission.	Noted.

## 2 Responses to Comments from Food and Environmental Hygiene Department (FEHD)

Item	Departmental Comments	The Applicant's Responses
FEHD (1)	Under the Private Columbaria Ordinance (the PCO), only private columbaria that have obtained a licence may sell or newly let out niches. Any private columbarium which applies for a licence must comply with the Town Planning Ordinance (Cap. 131) and other requirements prescribed in the PCO or specified by the Private Columbaria Licensing Board (the PCLB), including those relating to land-related, building-related, right to use the columbarium premises, management plan, deed of mutual covenant (if applicable), fire safety, electrical and mechanical safety, etc.	The Applicant agrees and message noted.
FEHD (2)	According to our record, the private columbarium (PC), namely "Prajna Dhyana Temple Ksitigarbha Bodhisattva Hall (般若禪寺地藏殿)", situated at Ground Floor, Prajna Dhyana Temple Ksitigarbha Bodhisattva Hall, No.100 Shek Mun Kap, Tung Chung, Lantau Island, Islands (Lot No. 117 (part) in D.D. 2 Tung Chung), has submitted a set of the specified instrument (SI) application (viz. an Exemption and Temporary Suspension of Liability (TSOL)) in respect of a pre-cut-off columbarium to the PCLB and the applications are being processed by Private Columbaria Licensing Team (PCAO). With reference to the SI application, the name of PC is "Prajna Dhyana Temple Ksitigarbha Bodhisattva Hall (般若禪寺地藏殿)" and the application site boundary only covers one columbarium building, namely "Ksitigarbha Bodhisattva Hall (地藏殿)", which accommodates 872 pre-cut-off sold niches proposed for the Exemption application.	The Applicant agrees and message noted.

Item	Departmental Comments	The Applicant's Responses
FEHD (3)	PCLB has given (a) "Approval-in-principle for TSOL Application" to the subject columbarium with a validity period of 3 years from 25 March 2021 to 24 March 2024, and subsequently being renewed with a validity period of 3 years from 25 March 2024 to 24 March 2027 and (b) "Approval-in-principle for the Exemption Application" to the subject columbarium was valid for a period of one year, from 30 August 2024 to 29 August 2025. The validity period was subsequently extended by 6 months, from 30 August 2025 to 28 February 2026, and has been thereafter extended by a further 6 months, from 1 March 2026 to 31 August 2026. Giving the "Approval-in-principle for TSOL Application" and "Approval-in-principle for Exemption Application" do not mean that the application for an Exemption in respect of the subject columbarium will be approved eventually.	The Applicant agrees and message noted.
FEHD (4)	Based on the latest proposed plans submitted by the applicant in support of its SI applications, it is noted that the total number of niches proposed for the Exemption application is revised from 872 to 852. PCAO is still in the course of detailed checking of the niche information to verify its accuracy.	According to the Applicant, owing to the long history of the niches, certain niches are unable to provide sufficient supporting documentation. As a result, the total number has been proposed to be reduced from 872 to 852. At present, PCAO has not yet advised the Applicant on whether this reply is acceptable, and therefore the final number of niches remains unconfirmed. In view of the fact that the latest documents still reflect 872 niches, this figure will continue to be adopted for the time being.
FEHD (5)	You may wish to note that only the above 852 pre-cut-off sold niches out of the total of 7,500 niches as proposed in the planning statement are covered under the Exemption application. PCAO has not received any SI applications for the additional 6,628 niches proposed in this planning application and therefore there is no relevant information regarding the proposed additional niches.	Noted. Subject to the agreement of the subject s.16 planning application by the Town Planning Board, the Applicant will liaise with PCAO to further discuss the appropriate approach/ application for the additional niches (i.e. submission of a post-cut-off columbarium application, etc).

Item	Departmental Comments	The Applicant's Responses
FEHD (6)	The arrangement stipulated in Chapter 18(B)(ii) under the "Application Guide for Private Columbarium Licence and other Specified Instruments" published by the PCLB is only applicable to the pre-cut-off columbarium whose operation only involves the niches already sold before 30 June 2017. In this case, the applicant proposes to provide 7,500 niches under the captioned application, comprising 872 pre-cut-off sold niches (under the Exemption application) and 6,628 unsold niches (not under any SI applications). As such, the above arrangement will not be applicable to it.	The Applicant agrees and message noted. Subject to the agreement of the subject s.16 planning application by the Town Planning Board, the Applicant will liaise with PCAO to further discuss the appropriate approach/ application for the additional niches (i.e. submission of a post-cut-off columbarium application, etc).
FEHD (7)	With respect of the construction of the proposed toilets in the location under application, the applicant may wish to consult relevant Departments and should comply with relevant legislation. (e.g. Building (Standards of sanitary fitments, plumbing, drainage works and latrines) Regulations). FEHD is not in the position to comment on construction / building matters.	Noted. Relevant government departments have been consulted, and no comments on such issue have been raised by other departments as of date.
FEHD (8)	Proposed toilets should not cause any environmental nuisance to the surroundings. Preferably of permanent in nature, connected to public sewer if available or well planned to connected to the public sewer network in the future.	Noted.
FEHD (9)	The project proponent / operator / temple management should reasonably estimate the number of visitors/ toilet users and provide sufficient toilet compartments for use by their visitors/toilet users.	Noted. EPD's Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 has been referred to for the purposes of estimating the quantity of the sewage generated from the proposed development. Sewage flow parameters and global peaking factors in the Sewerage Impact Assessment (SIA) attached in the Planning Statement and the revised SIA attached in <b>Appendix III</b> have been adopted.

**3 Responses to Comments from South Development and Sustainable Lantau Office (SLO), Civil Engineering and Development Department**

Item	Departmental Comments	The Applicant's Responses
SLO (1)	It is noted from the Appendix III (RtC table) item 2.13 provided by the applicant that the applicant has updated the proposed pedestrian access and vehicular run-in/out location such that the updated locations will not clash our proposed works under our works contract No. NL/2020/06("C6"), which is under implementation. As such, we have no further comments from project interface viewpoint.	Noted and thank you.
SLO (2)	The applicant should coordinate with our RSS of C6 and CEDD for any future interface issues as necessary. The contact point is SRE Mr. Franklin YIM (franklin.yim@tcw.c561010.hk).	Noted and thank you.

**4 Responses to Comments from Geotechnical Engineering Office (GEO), Civil Engineering and Development Department**

Item	Departmental Comments	The Applicant's Responses
GEO (1)	According to Section 2.2 and Appendix A of the GPRR, it appears that no new manned structures are involved in the proposed development. Please ask the applicants to confirm. If there are no new manned structures and the proposed development is mainly redevelopment in nature, Sections 4.3.6 and 5.3 should be reviewed and updated accordingly in determining the need of a NTHS.	Noted.  The Applicant confirmed that no new manned structures are proposed in this redevelopment project. Section 2.2, 4.3.3 & 5.3 are revised accordingly (see attached <b>Appendix IV</b> ).

**5 Responses to Comments from Urban Design Unit (UD) of Urban Design and Landscape Section, Planning Department**

Item	Departmental Comments	The Applicant's Responses
UD (1)	the Site is located in the "Government, Institution or Community" and "Green Belt" zones on the southern part of Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24;	Noted and thank you for the summary.
UD (2)	the Site is currently occupied by the Prajna Dhyana Temple and associated temporary structures. To the immediate north, east and west are existing trees and vegetation, while to the south of the site is Shek Mun Kap Road. Across Shek Mun Kap Road is a "Residential (Group A) 3" zone for a public housing development currently under construction, with a BHR of 165mPD according to the Approved Planning Brief. To the further west is Tung Chung Stream and a "R(C)1 zone with a BHR of 45mPD;	
UD (3)	the proposed partial redevelopment of the temple with ancillary columbarium involves seven blocks with building heights ranging from 3.8 to 18m. Given that the bell tower (18m) is located in the northern part of the Site and the Site is largely screened by vegetations and trees, significant adverse visual impact is not anticipated; and	
UD (4)	Notwithstanding the above, it is noted that there are discrepancy in the building height stated in Table 3.1, Plan D and Section 4.3(b)(iii).	

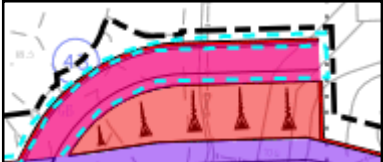
**6 Responses to Comments from Landscape Unit (LU) of Urban Design and Landscape Section, Planning Department**

Item	Departmental Comments	The Applicant's Responses
LU (1)	(a) we have reservation on the application from landscape planning perspective. Our detailed comments are as follows:	Your observations are noted.  Please be advised that the summary of tree recommendations for the surveyed trees has been updated. Please find attached revised Tree Preservation Proposal in <b>Appendix V</b> .
LU (2)	(i) based on aerial photo taken in 2024, the Site is located in an area of miscellaneous rural fringe landscape comprising clusters of trees;	
LU (3)	(ii) with reference to DPO's site photos taken on 30.1.2026, the Site is mainly paved and existing trees are observed on the site.	
LU (4)	(iii) according to the Tree Preservation Proposal, there are 10 existing trees in common species and 1 existing tree in rare and protected species ( <i>Aquilaria sinensis</i> ) in the Site. Three trees are proposed to be retained, six trees are proposed to be felled, two trees (including <i>Aquilaria sinensis</i> ) are proposed to be transplanted, and 18 new trees are proposed to be planted on Site; and	
LU (5)	(iv) the Applicant is advised to adjust the alignment of the proposed footpath in order to retain the mature tree (T71) with average form, health condition, structural condition and amenity value.	Noted. The layout of the proposed development has been adjusted in order to retain the mature tree T71, please find attached updated Master Layout Plan and Preliminary Landscape Plan in <b>Appendix I</b> .
LU(6)	(b) should the Committee decide to approve the application, the following approval conditions are advised for incorporation:  the submission and implementation of a revised Landscape	Noted.

Item	Departmental Comments	The Applicant's Responses
	Proposal to the satisfaction of the Director of Planning or of the TPB.	
LU(7)	<p>Advisory Comments</p> <p>(c) the following advisory comments are suggested should the application be approved:</p> <p>(i) approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. The Applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works; and</p> <p>(ii) the Applicant is reminded that approval of the s.16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted to BD for approval.</p>	Noted.

**7 Responses to Comments from Transport Department (TD)**

Item	Departmental Comments	The Applicant's Responses
TD (1)	<p>TE's comments</p> <p>(RtC TD item A1) Please clarify the practicability of operating a columbarium with 7,500 niches and a maximum daily visitor capacity of 2,250 (250 per hour from 09:00–18:00 during festival periods) under the proposed “Visit-by-Appointment” system. Since multiple visitors often attend each niche, the actual number of visitors may exceed the stated capacity. Will there be restrictions on the number of visitors per booking? Will there be occasions—such as during the Ching Ming Festival—when buyers are unable to secure a timeslot because all bookings are filled?</p> <p>Besides, please advise how the “Visit-by-Appointment” system, established to regulate visitor numbers, can be rigorously enforced to ensure that walk-in visitors are either eliminated or kept to an absolute minimum, thereby preventing or minimizing any unforeseen additional traffic.</p>	<p>A revised Traffic Impact Assessment is <b>attached in Appendix VI</b>. Please be advised that the “Visit-by-Appointment” system will be adopted during festival period as stated in Section 4.1.2, including two weekends before and two weekends after the Ching Ming or Chung Yeung Festival Day, i.e. there will be a total of 9 days allowing visitors to make their reservation. With the latest proposed opening hours from 08:00 to 18:00 and a maximum of 250 nos. of visitors is allowed per hour, a total of 2,500 nos. of visitor can be served per day, i.e. a total of 22,500 nos. of visitors can be served throughout the festival period. It is anticipated that all visitors are able to make their reservation within the festival period. It is also worth to note that the observed trip rate at the Application Site on Ching Ming Festival Day in 2025 is far below than other columbarium as stated in Table 5-1, with only 21 nos. of visitors at the peakiest hour, i.e. a trip rate of 0.031 visitor per hour per niches.</p> <p>For the execution of the access control, please be advised the Sales Agreement to be signed up by all buyers require all visitors must take the shuttle bus to the site with valid booking confirmation, and advanced booking for the shuttle bus service is always required before a visit, as stated in Section 4.4.2. The proposed shuttle bus service would be free of charge, which could further encourage visitors to follow the Sales Agreement to make advanced booking for shuttle bus service before their visit. Please also note that a traffic and crowd management plan (TCMP) is required to be submitted to authorities for agreement during the operation stage, which is enforced by the Private Columbaria Affairs Office (PCAO) of Food and Environmental Hygiene Department (FEHD).</p>

Item	Departmental Comments	The Applicant's Responses
TD (2)	<p>(RtC TD item A5) This office understand that there was previous liaison by CEDD with other departments about the M&amp;M responsibility of the access road to Shek Mum Kap Road (below refers). As this access road will solely serve the subject private development, please confirm with CEDD the current M&amp;M status and clarify whether this access road should be part of the planning of subject development.</p> 	<p>Please be advised RSS of CEDD Contract NL/2020/06 has been consulted, and RSS suggested the access road to Shek Mun Kap Road would be handed over to Home Affairs Department (HAD) for maintenance based on latest available information. Please refer to <b>Annex B attached on the following page</b> which extracted the email reply from RSS of CEDD Contract NL/2020/06 for information.</p>
TD (3)	<p>(RtC TD item A10) Please note that the existing lay-by at Shun Tung Road is designated for bus usage. For the proposal to temporarily use it as a pick-up/drop-off point, please demonstrate that it is feasible and will not obstruct bus operations or traffic flow on the carriageway.</p>	<p>A supplementary survey has been carried out on Ching Ming Festival Day in 2026 to determine the occupancy of existing bus lay-by at Shun Tung Road Eastbound (i.e., bus stop “Tung Chung Crescent”). A total of 30 nos. of stopping buses (including franchised and non-franchised bus) is observed throughout the survey period (08:00-18:00), and the average stopping time of each bus is only 20 seconds.</p> <p>With minimal trips and short stopping time, the 39m long bus lay-by (which can accommodate 3 nos. of 12.8m buses, or 5 nos. of 7m light buses) would be operating satisfactory even with the additional trips induced by the proposed shuttle bus services. Please refer to Section 2.5 and Section 4.4 for details.</p>
TD (4)	<p>(Section 2.4) The traffic count surveys were conducted during the Ching Ming Festival. Please clarify why surveys were limited to this period, and whether the situation during the Chung Yeung Festival has also been considered, given potential differences in</p>	<p>Among the festival periods at Ching Ming and Chung Yeung, it is observed that the traffic demand at Festival Day would be the highest, while the traffic demand on Ching Ming Festival Day would be larger than that on Chung Yeung Festival Day. As a result, the traffic survey for the Proposed Development was carried</p>

[REDACTED]

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**From:** Franklin YIM Fung-chin <[REDACTED]>  
**Sent:** Friday, 10 April, 2026 8:46  
**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 Prajna Dhyana Temple is classified as single track access road.

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

Regards,  
Franklin

Item	Departmental Comments	The Applicant's Responses									
	visitor patterns and traffic demand.	<p>out on Ching Ming Festival Day in 2025 for conservative assessment purpose. Please refer to <b>Annex C attached on the following page</b> which extracted the observed traffic volume on different dates during Ching Ming and Chung Yeung Festival Period at various columbaria for information.</p> <p>Nevertheless, a supplementary survey has been carried out on the Sunday before Ching Ming Festival Day in 2026 for comparison purpose. Please refer to Table 2-3 and Table 2-4 for details. In sum, the junction and road link performance at the assessed locations on the Sunday before Ching Ming Festival Day are generally found better than that on Ching Ming Festival Day.</p>									
TD (5)	(Table 2-4) Please clarify why only Shek Man Kap Road is included in the analysis. Were other roads along the proposed shuttle bus service route considered, and if not, please explain the rationale for their exclusion.	Please be advised that assessment for Tung Chung Road and Yu Tung Road are added into the Traffic Impact Assessment (TIA) Report. Please refer to Table 2-4 and Table 6-5 for the results at 2025 Ching Ming Festival Day and Design Year 2030 respectively.									
TD (6)	(Section 5.1.4) It is mentioned that the maximum quota applies to each 45-minute session. This appears inconsistent with other parts of the report. Please review and clarify to ensure consistency throughout.	Please be advised that each session should be 60-minute. Section 5.1.4 has been updated.									
TD (7)	(Table 6-4) Please clarify whether the junction improvement schemes mentioned in Section 6.4.2 are considered in both the 2030 Reference and Design Scenarios, or only in the latter. Furthermore, these improvement works are intended to address traffic demand arising from respective developments, which may have a later design year (beyond 2030). The applicant should demonstrate that the traffic impact from the subject application	<p>Please be advised that the junction improvement schemes are considered in both Reference and Design Scenarios. With reference to the available published information, the anticipated completion year of each improvement works are listed below for information.</p> <table border="1" data-bbox="1122 1289 2101 1420"> <thead> <tr> <th data-bbox="1122 1289 1261 1329">Ref No.</th> <th data-bbox="1261 1289 1848 1329">Junction Location</th> <th data-bbox="1848 1289 2101 1329">Completion Year</th> </tr> </thead> <tbody> <tr> <td data-bbox="1122 1329 1261 1377">J1</td> <td data-bbox="1261 1329 1848 1377">Tung Chung Road / Shek Mun Kap Road</td> <td data-bbox="1848 1329 2101 1377">2026</td> </tr> <tr> <td data-bbox="1122 1377 1261 1420">J2</td> <td data-bbox="1261 1377 1848 1420">Yu Tung Road / Chung Yan Road</td> <td data-bbox="1848 1377 2101 1420">2030</td> </tr> </tbody> </table>	Ref No.	Junction Location	Completion Year	J1	Tung Chung Road / Shek Mun Kap Road	2026	J2	Yu Tung Road / Chung Yan Road	2030
Ref No.	Junction Location	Completion Year									
J1	Tung Chung Road / Shek Mun Kap Road	2026									
J2	Yu Tung Road / Chung Yan Road	2030									

## Annex C Observed Peak Hour Visitor Flows at Various Columbarium on Grave Sweeping Festival Day

Columbarium	Dates	Peak Hour Visitor Flows (person/hr)
Po Fook Hill, Sha Tin <sup>(1)</sup>	<b>2018 Ching Ming</b>	<b>4,830</b>
	2018 Chung Yeung	3,567
Ten Thousand Buddhas Monastery <sup>(2)</sup>	<b>2020 Ching Ming</b>	<b>3,681</b>
	2020 Chung Yeung	1,317
Buddhist Cheung Ha Temple <sup>(3)</sup>	<b>2018 Ching Ming</b>	<b>4,410</b>
	2019 Chung Yeung	1,490
Filial Park, Tuen Mun <sup>(4)</sup>	<b>2017 Ching Ming</b>	<b>180</b>
	2018 Chung Yeung	164
Sha Law Ching Shea, Tuen Mun <sup>(5)</sup>	2017 Chung Yeung	377
	<b>2018 Ching Ming</b>	<b>770</b>
Shan Yuan, Tuen Mun <sup>(5)</sup>	2017 Chung Yeung	173
	<b>2018 Ching Ming</b>	<b>322</b>
Fat Yuen Ching Shea, Tuen Mun <sup>(6)</sup>	<b>2017 Ching Ming</b>	<b>1,572</b>
	2017 Chung Yeung	1,048

Notes: (1) Peak Hour Visitor Trips of Po Fook Hill extracted from Traffic Impact Assessment of A/ST/952 updated by Nov 2018

(2) Peak Hour Visitor Trips of critical footpath (P3) of Ten Thousand Buddhas Monastery extracted from Traffic Impact Assessment of A/ST/980 updated by Nov 2020

(3) Peak Hour Visitor Trips of Buddhist Cheung Ha Temple extracted from Traffic Impact Assessment of Y/TP/39 updated by Aug 2022

(4) Peak Hour Visitor Trips and Peak Hour Total Traffic Flows of Filial Park extracted from Traffic Impact Assessment of approved planning application A/TM/527

(5) Peak Hour Visitor Trips of Sha Law Ching Shea extracted from Traffic Impact Assessment of approved planning application A/TM/537

(6) Based on in-house trip generation survey at Fat Yuen Ching Shea on Ching Ming Festival Day and Chung Yeung Festival Day in 2017

Item	Departmental Comments	The Applicant's Responses		
	would remain tolerable at the relevant design year.	J3	Yu Tung Road / Shun Tung Road	2026
		J8	Tat Tung Road / Shun Tung Road (West)	2029
		J9	Tat Tung Road / Shun Tung Road (East)	2029
		Based on the available information, all junction improvement works proposed by others will be completed on or before the Design Year of the Proposed Development.		
TD (8)	(Appendix D) Please demonstrate that a 7-metre-long vehicle is widely available in the market for 30-seat light buses. Otherwise, please review and adjust the vehicle length adopted in the analysis.	With reference to online information from various non-franchised bus operators, 28-seat and 29-seat minibus are available in the market for rental. Section 4.2.4, Table 4-2 and Table 5-3 are updated to assume a 28-seat light bus is used for the shuttle bus service instead of 30-seat. There is no change to the nos. of departures of the proposed shuttle bus services as well as the vehicle type adopted for swept path assessment in Appendix D.		
TD (9)	<p><b>TONT's comments</b></p> <p><b>Public Transport Planning Perspective</b></p> <p><b>1. RtC TD (A2) - "Shuttle Bus Only" Policy</b></p> <p>The applicant states that all visitors must use the designated shuttle bus service and are prohibited from accessing the site by other means. If strictly enforced, this could control vehicle trips. However, clarification is needed on:</p> <p>a. Measures to prevent visitors from alighting at nearby public transport stops (e.g., Mun Tung Estate, future Area 42 development) and Shek Mun Kap Bus Terminus, and walking to the site, which would generate pedestrian impact on local roads;</p>	<p>For the visitors control, please be advised the Sales Agreement to be signed up by all buyers require all visitors must take the shuttle bus to the site with valid booking confirmation, and advanced booking for the shuttle bus service is always required before a visit, as stated in Section 4.4.2. The proposed shuttle bus service would be free of charge, which could further encourage visitors to follow the Sales Agreement to make advanced booking for shuttle bus service before their visit.</p> <p>Please also note that a traffic and crowd management plan (TCMP) is required</p>		

Item	Departmental Comments	The Applicant's Responses
	<p>b. Whether on-site patrols or electronic monitoring will be deployed to deter private cars, taxis, or other unauthorized access.</p>	<p>to be submitted to authorities for agreement during the operation stage, which is enforced by the Private Columbaria Affairs Office (PCAO) of Food and Environmental Hygiene Department (FEHD).</p> <p>For the access control, a car park gate with electronic license plate recognition will be deployed to deter all unauthorized vehicles to enter the site.</p>
TD (10)	<p>2. RtC TD (A9) – Shuttle Bus Pick-up/Drop-off at Tung Chung West Station</p> <p>The applicant intends to use the public lay-by at Tung Chung West Station. As there is no Public Transport Interchange (PTI) at this station and the lay-by is primarily for franchised buses, therefore, the proposed pick up / drop off area is not supported.</p>	<p>It is noted that Tung Chung West Station is scheduled to be completed in 2029, while the schedule of PTI at Tung Chung West Station is pending. The pick-up/drop-off point for shuttle bus route to Tung Chung West Station will be using available public lay-bys adjacent Tung Chung West Station, with the exact location for pick-up and drop-off would be kept in view during next stage which TCMP should be submitted to relevant authorities for consideration. The shuttle bus service connecting the Proposed Development and Tung Chung Station (pick-up / drop-off at Shun Tung Road bus lay-by) will be maintained until the pick-up / drop-off point at Tung Chung West Station is allowed to be used.</p>
TD (11)	<p>3. RtC TD (A10) – Interim Pick-up/Drop-off Arrangements</p> <p>The proposed pick up / drop off point on Shun Tung Road and City Gate North would be subject to further assessment and approval from the TD at the time of introducing the services.</p> <p>As there is potential impact to the public transport service demand in the vicinity, a local consultation should be conducted to collect views from the local personalities in the vicinity before approving the application.</p>	<p>A supplementary survey has been carried out on Ching Ming Festival Day in 2026 to determine the occupancy of existing bus lay-by at Shun Tung Road Eastbound (i.e., bus stop “Tung Chung Crescent”). A total of 30 nos. of stopping buses (including franchised and non-franchised bus) is observed throughout the survey period (08:00-18:00), and the average stopping time of each bus is only 20 seconds.</p> <p>With minimal trips and short stopping time, the 39m long bus lay-by (which can accommodate 3 nos. of 12.8m buses, or 5 nos. of 7m light buses) would be operating satisfactory even with the additional trips induced by the proposed shuttle bus services. Please refer to Section 2.5 and Section 4.4 for details.</p>

## 8 Responses to Comments from Housing Department (HD)

Item	Departmental Comments	The Applicant's Responses
HD (1)	<p>General Comment</p> <p>1. Considering the captioned application site is in close proximity to planned public housing developments (PHDs) in Tung Chung Area 46 (TC 46) and Area 42 (TC 42), the applicant should ensure suitable technical assessments and mitigation measures are conducted/implemented as appropriate to the satisfaction of relevant B/Ds such that no adverse impacts are brought to the future residents of PHDs in proximity during construction/operation stages. The applicant should ensure suitable technical assessments and mitigation measures are conducted/implemented as appropriate to the satisfaction of relevant B/Ds such that no adverse impacts are brought to the future residents of planned public housing developments (PHDs) in proximity during construction/operation stages. Considering the captioned application site is in close proximity to planned public housing.</p>	Noted.
HD (2)	<p>Specific Comments</p> <p>Table 6-3 of Appendix V (Traffic Impact Assessment)</p> <p>2. Please correct as "<del>Area 42</del> Area 46 Non-domestic (2,220m<sup>2</sup>)".</p> <p>3. HD's comment No. A3 on 26 Sep 2025 remains valid. Please note that only planned PHD in Tung Chung Area 42 will be completed in two phases (i.e. 2027/28 and 2028/29). The planned PHD in Tung Chung Area 46 will be completed in 2028/29.</p>	Noted and Table 6-3 is updated accordingly.

**9 Responses to Comments from District Lands Office (DLO), Lands Department**

Item	Departmental Comments	The Applicant's Responses
DLO(1)	<p><u>Site Boundary and Government Lease</u></p> <p>(a) The Site comprises six private old scheduled lots all in DD 2 TC held under Block Government Lease ("BGL"), of which Lot Nos. 112 and 114 are demised for "agricultural" use while Lot Nos. 113RP, 116, 117 and 118 are mixed for "agricultural" and "house" uses. Lot 117 is currently subject to a Short Term Waiver ("STW") for the purpose of a columbarium.</p>	Noted.
DLO(2)	<p>(b) A small piece of land in the north-eastern part of the Site falling within Lot No. 113RP in D.D. 2 Tung Chung is excluded. In other words, only a portion of Lot 113RP forms part of the Application. If the planning permission is given to the Application, the lot owners shall apply to Lands Department ("LandsD") for a land transaction by the appropriate land document to implement the planning proposal. The boundary of the new lot will be considered during the land transaction application process, subject to comments from relevant bureau and departments.</p>	Noted. Subject to approval of the captioned s.16 planning application, the Applicant will liaise with the District Lands Office regarding the submission of the requisite land applications.
DLO(3)	<p>(c) Comparing the lots area and boundary of the Site to the Government's records, discrepancies are found. The areas of Lot Nos. 116 and 117 which are 487.4m<sup>2</sup> and 366.4m<sup>2</sup> respectively and also their boundaries are inconsistent with the Government's records. In this connection, the northern portion of the proposed Block A as well as the eastern portion of the proposed Blocks B and C will encroach upon</p>	Noted.

Item	Departmental Comments	The Applicant's Responses
	<p>Government land. Apart from the above, the total built-over area (including the basement extended beyond the building line of the block on ground floor and above) exceeds the permitted limit under the BGL. In view of the above, the area, boundary and permitted built-over-area of the lots under the Application have to be verified at the land transaction stage if any land transaction is applied for by the Applicant to the LandsD.</p>	
DLO(4)	<p><u>Squatter Control Survey Records ("SC Survey Records")</u>            (d) Some of the existing structures within the Site are covered by SC Survey Records, subject to final verification of the conformity status. However, the proposed partial redevelopment plan includes the conversion of existing buildings and / or changes to their use. As such, upon approval of the land transaction by the appropriate land document if it is applied for by the Applicant to the LandsD, the related structures will no longer retain with the status of Surveyed Squatter Structures, and the respective records will be cancelled correspondingly.</p>	Noted.
DLO(5)	<p><u>Proposed Columbarium Use</u>            (e) In respect of the proposed columbarium use, the Private Columbaria Affairs Office should be consulted.</p>	Noted. Private Columbaria Affairs Office has been consulted.
DLO(6)	<p><u>Technical Assessments</u>            (f) Regarding the traffic management measures of proposed shuttle bus services provisions mentioned at para. 3.2.1 and</p>	Noted. In order for the Applicant to operate the additional columbarium in the future, subject to the approval of the captioned application, the Applicant will

Item	Departmental Comments	The Applicant's Responses
	<p>the "Crowd Management Plan" in Chapter 4 of the Traffic Impact Assessment at Appendix V of the PS, please note that I am not prepared to impose any conditions under the land transaction if applied for in this respect by the appropriate land document. You should explore other means to enforce any traffic management requirements, if necessary.</p> <p>(g) According to Section 4.3 of the PS and Appendix IX (Geotechnical Planning Review Report), it stated that the proposed partial redevelopment is considered geotechnical feasible. You may consult GEO, CEDD on this respect. If necessary, imposition of relevant lease condition(s) related to geotechnical requirements in the lease under the land transaction will be considered, subject to comments from departments in the land transaction application process.</p> <p>(h) If the planning permission is subsequently given to the Application for the proposed partial redevelopment, the lot owners shall apply to LandsD for a land transaction by the appropriate land document to effect the proposed partial redevelopment. However, I would advise that the application for a land transaction will only be considered upon receipt of the formal application from the lot owners and there is no guarantee that the application will be eventually approved. Should the land transaction be processed, any existing waiver, and SC Survey Records pertaining to those existing lots will be terminated concurrently. Such land transaction</p>	<p>amend its existing PCLB Columbarium application/ or apply for a columbarium license. The traffic management requirements will be included in the Management Plan which is a requirement for obtaining a columbarium license and it will be enforced by the PCLB.</p> <p>Noted. GEO of CEDD has been consulted.</p> <p>Noted.</p>

Item	Departmental Comments	The Applicant's Responses
	<p>application if received by LandsD will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event that such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium in full market value and administrative fee as may be imposed by LandsD at its sole discretion.</p>	

**10 Responses to Comments from District Planning Office (DPO), Planning Department**

Item	Departmental Comments	The Applicant's Responses
DPO(1)	<p>1. Most of the Application Site falls within an area zoned “Green Belt” (“GB”) (over 70%), while the remaining portion is within an area zoned “Government, Institution or Community” (“G/IC”) on the Approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/24. According to the OZP, the planning intention of the “GB” zone is to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development within this zone. As stated in the TPB Guideline No. 10, favourable consideration will only be given to any redevelopment up to the intensity of the existing development. It is noted that the s.16 application involves an additional 6,628 niches (an increase of approx.. 760%), the submission is however in lack of strong planning grounds to justify the proposed increase in scale and intensity, having regard to both the number of niches and the plot ratio of the site, particularly within the “GB” zone. The applicant is therefore requested to justify and explain, using examples of similar developments at comparable scales, why the substantial increase in the number of niches and development intensity would not jeopardize the planning intentions of the subject zones.</p>	<p>The Applicant respectfully submits that the proposed redevelopment and increase in niches are necessary to meet the evolving needs of the Buddhist Navigation Vihara and its community. Since the establishment of the Temple over 14 years ago, the number of monks, disciples, and members has grown significantly, reflecting the Temple’s active role in providing both religious services and public welfare activities at the application site.</p> <p>At present, the Temple suffers from limited indoor space, which has forced many events to be conducted outdoors. Essential facilities—including the religious hall, classrooms/canteen, offices, scripture rooms, and chamber rooms—are currently housed in temporary structures or small containers. These facilities have deteriorated rapidly due to extreme weather conditions, resulting in leakage and operational challenges that compromise both worship experiences and the Temple’s ability to serve its community effectively.</p> <p>The proposed redevelopment seeks to replace these inadequate structures with permanent, purpose-built facilities that will enhance worshipping conditions, improve environmental management, and ensure safe and dignified accommodation for religious and community activities. The increase in niches is not simply an expansion in scale, but a direct response to the sustained growth in membership and demand for services. By consolidating activities indoors, the project will also minimize emissions, noise, and disturbance, aligning with broader planning objectives of environmental protection and community welfare.</p> <p>In this context, the proposed development intensity is justified as a necessary and proportionate measure to support the Temple’s long-term religious, cultural, and social functions, which is in line with the planning intention of the “G/IC”</p>

Item	Departmental Comments	The Applicant's Responses
		<p>zone and the existing uses in the application site within the "GB" zone since the first Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/21 on 8.1.2016. The Applicant therefore respectfully requests that the application be considered favorably, recognizing the unique role of the Temple in serving both its religious community and the wider public.</p>
DPO(2)	<p>2. The proposed redevelopment is in close proximity to highly environmentally sensitive areas including Tung Chung Stream, which is an ecologically important stream, and the proposed river park. The applicant is requested to provide sensitive landscape treatments along the periphery of the Application Site to better complement the adjacent environmentally sensitive areas. In particular, the applicant should set out the measures to minimize disturbance and nuisance to the future River Park and the ecologically important area.</p>	<p>The proposed redevelopment and associated religious activities will not affect the ecological integrity of the Tung Chung River. A substantial green buffer zone, measuring between 50 and 70 metres in width, separates the application site from the river corridor, thereby preserving natural vegetation and ecological functions. In addition, the religious activities are planned to be conducted indoors—an improvement over current practices where limited indoor space has necessitated outdoor activities—thus reducing emissions, noise, and human disturbance. Collectively, these measures underscore the development proposal's commitment to ecological protection and ensure that the environmental value of the Tung Chung River remains safeguarded.</p>
DPO(3)	<p>3. The proposed development is also in close proximity to Area 46, which is planned for public housing development. Please advise whether any measures are proposed to minimize nuisance to the surrounding residential developments, especially in relation to the interface with the public housing development. The applicant is advised to clarify and supplement how the operational arrangements and management measures (e.g. appointment system, shuttle buses) can be strictly enforceable to avoid unnecessary disturbance to the predominantly green and peaceful surrounding environment.</p>	<p>In order for the Applicant to operate the additional columbarium in the future, subject to the approval of the captioned application, the Applicant will amend its existing PCLB Columbarium application/ or apply for a columbarium license. The traffic management requirements will be included in the Management Plan which is a requirement for obtaining a columbarium license and it will be enforced by the PCLB.</p>

Item	Departmental Comments	The Applicant's Responses
DPO(4)	<p>4. The burning of joss paper, funeral ceremony and additional visitors may aggravate the contamination to the area. Please address this concern.</p>	<p>To mitigate environmental impacts, the incense burner will be relocated indoors and fitted with air-conditioning. Religious activities will likewise be conducted indoors, enhancing both air quality and noise control compared with current practices at the application site. A smokeless joss-paper furnace, operated exclusively by trained temple staff, is proposed. In line with Buddhist tradition, only small amounts of incense, candles, and joss paper will be burned, and paper clothing will not be used.</p> <p>Visitors will be required to use temple-provided joss paper that complies with Environmental Protection Department (EPD) standards. All items designated for burning will be collected and managed by temple staff. The joss-paper furnace will be positioned at the location farthest from residential areas, maintaining a separation distance of 128 m.</p> <p>The Environmental Assessment reviewed the potential impacts of the proposed development and concluded that, with the mitigation measures in place and the substantial separation distance, no adverse air quality effects are anticipated for nearby areas.</p>
DPO(5)	<p>5. There are considerable local objections received during the publication period. The applicant is advised to consider conducting local consultation as appropriate to address the concerns raised by the locals.</p>	<p>It is observed that, in numerical terms, the number of objections appears greater than the level of support. However, the Applicant has identified 244 duplicate objection submissions, many of which seemingly are exact photocopies of previously submitted comments. Such repetitive submissions do not reflect a fair or genuine representation of community sentiment toward the application.</p> <p>Nevertheless, the Applicant will seek to engage in local consultation with the relevant parties in the area.</p>

Item	Departmental Comments	The Applicant's Responses
DPO(6)	6. Lot 115, which is not owned by the applicant, is enclosed by the Application Site. The applicant should indicate the right-of-way to be provided to Lot 115 to the satisfaction of relevant government departments.	The Applicant is prepared to provide a 1.2m-wide footpath with reference to other similar cases to facilitate access to Lot 115.

## **PART 2: RESPONSES TO DEPARTMENTAL COMMENTS**

### **1. Introduction**

During the first 3 weeks of the statutory gazette period of the captioned application, which ended on 20.2.2026, a total of 881 public comments were received. Out of the total, about 198 supported the application, 47 commenters raised concerns and the remaining 634 objected the case. However, 244 of the opposing submissions were found to be duplicates.

### **2. Major Reasons for Support**

Many supporters include neighbouring residents and members of the general public. The 198 commenters supported the application on the following grounds:-

#### *1. Prajna Dhyana Temple is a Traditional Religious Institution*

Prajna Dhyana Temple is an affiliated monastery of the Buddhist Navigation Vihara and is a registered non-profit religious institution in Hong Kong. It was founded in 2000 by Master Chuan Ban, with the mission of “seeking the path of the Buddha above, and saving sentient beings below.”

#### *2. Comply with Private Columbaria Ordinance*

The Private Columbaria Ordinance (PCO) came into effect and the PCO aims to ensure that private columbaria are operated in compliance with statutory and Government requirements, and to enhance the protection of consumer interest. Prajna Dhyana Temple had already submitted the columbarium licensing application to the Private Columbaria Licensing Board (PCLB) for the purpose of applying an Exemption<sup>1</sup> for the Pre-cut-off Columbarium for the Temple. It is well managed and has not generated environmental nuisance to the nearby residents.

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<sup>1</sup> A pre-cut-off columbarium is applicable to apply for Exemption if it was in operation (with at least one set of ashes interred in any niche or an interment right for any niche sold) before 1.1.1990; it has not sold or newly let out any niches since 8 a.m. on 18.6.2014; it will not sell or newly let our niches in the future.

3. Meeting the Growing Religious Needs of the Prajna Dhyana Temple Community

Since the establishment of Prajna Dhyana Temple, the Buddhist Navigation Vihara has actively organised a series of religious and charitable activities at the temple. To accommodate the increasing number of monks, disciples, and followers, as well as the growing religious needs, the Buddhist Navigation Vihara hopes to expand the space for religious activities, improve the religious facilities, and enhance the temple's religious image through the proposed redevelopment project.

4. Community Gains Arising from the Redevelopment Project

The redevelopment project will bring a range of social benefits to the community and set a positive precedent.

5. Compatible with the Surrounding Land Use and No Visual Impact

The existing buildings (3 storeys in height) at the site are low-rise in nature and they are segregated from residential uses with an appropriate distance and a number of visual obstructers such as mature trees and slopes. Thus, Prajna Dhyana Temple is suitable for columbarium use. Moreover, Prajna Dhyana Temple has long been providing columbarium service.

6. Technically Acceptable

Prajna Dhyana Temple had engaged professional consultants to carry out detailed technical assessment in order to minimise any potential impact arising from the subject development. Therefore, the subject application will not set an undesirable precedent.

The Applicant's responses

The Applicant highly appreciates the strong support from the general public. Indeed, burial arrangement is a necessary element to allow family, relatives and friends pay respect to their ancestors and loved ones, which is an important matter for both the departed and the living. The wish of deceased to have their cremated ashes to be properly placed should be respected. Prajna Dhyana Temple will deploy an experience management team to ensure proper operation of the site so as to minimise any potential impact arising from the religious and columbarium use.

### 3. Major Concerns

The commenters who raised concerns were submitted by residents from neighbouring villages, members of the general public, regional organizations. The main public concerns and our responses are presented as follows:-

1. Public Concern: *Land use inconsistent with the original planning intent.*

The Applicant's responses:

According to the Town Planning Board Guidelines, development within "Green Belt" ("GB") zones is generally not permitted, except for redevelopment. The temple has a long history of more than half a century, and the site, existing since 2016, is regarded as an existing use from a planning perspective. The application site falls within both G/IC and GB zones, which is considered suitable for temple redevelopment.

Concerns about commercialisation are subjective. The temple is operated by a non-profit organisation with a large follower base. As early as the 1950s, the temple already contained 872 niches, which served the previous temple. With the significant growth in the number of followers, the demand for niches has naturally increased. The proposed 7,500 niches are intended for use by its followers and remain far fewer than those provided by major columbaria such as Po Fook Hill.

2. Public Concern: *Severe traffic impacts have been underestimated.*

The Applicant's responses:

To address traffic concerns, Prajna Dhyana Temple has submitted both a Traffic Impact Assessment and a Traffic and Crowd Management Plan. These include a series of measures to ensure orderly worship within the site and smooth operations during festive periods.

A strict admission control system will be implemented through an online visit-by-appointment system and contractual obligations. With these systematic crowd-management arrangements, festive activities at the site are expected to operate safely and smoothly.

In practice, most grave sweepers in Hong Kong traditionally travel to cemeteries and columbaria by public transport and then walk to their destinations. Over the years, there has been no record of traffic or crowd disruption at similar facilities during festive periods.

3. Public Concern: Risks related to wastewater discharge and water supply.

The Applicant's responses:

The proposed septic tank will comply with all Environmental Protection Department (EPD) requirements. With a maximum of 2,250 visitors per day, the sewage and water demand will remain low. The highest estimated water consumption is approximately 1,300 cubic metres, only 3.3% of the Tung Chung Phase II fresh water reservoir capacity.

A detailed sewage treatment report and a water supply impact assessment, prepared by professional environmental consultants, have been submitted. As the temple is not located within a water gathering ground and the number of worshippers is moderate, a reverse osmosis filtration system is not required. EPD has raised no objections.

The primary proposal is to install a septic tank. A secondary option, connecting to the government's future main drainage system, has been reserved, although the government has not yet released the relevant specifications. All required sewage-related documents have been submitted, and the current arrangements fully comply with statutory requirements.

4. Public Concern: Ecological and environmental damage.

The Applicant's responses:

High-value trees and those unaffected by construction will be preserved, while only lower-value trees will be removed. After redevelopment, the total number of trees will increase by 18, equivalent to planting three new trees for every tree fell.

To minimise environmental impacts, the incense burner will be relocated indoors and equipped with air-conditioning. Religious activities will also be conducted indoors, improving both air quality and noise control. An environmentally friendly joss-paper furnace will be used, operated by trained temple staff. Buddhists burn only small amounts of incense, candles, and joss paper, and do not burn paper clothing.

Visitors must use temple-provided joss paper that complies with EPD requirements. All items for burning will be collected and handled by temple staff. Air purifiers will be installed indoors to filter carcinogenic substances. The joss-paper furnace will be located at the point farthest from residential areas, at a distance of 128 metres.

5. Public Concern: *Deterioration of community life and quality of life.*

The Applicant's responses:

Visitors must register online in advance to prevent congestion. The incense burner and religious activities will be moved indoors, improving air quality and reducing noise. The columbarium is located 128 metres from the nearest residential area. Visitor numbers will be capped at 2,250 per day.

Religious ceremonies and ancestor worship will be conducted indoors, and ancestor worship is inherently quiet. From a scientific perspective, psychological impacts are unlikely. Several other columbaria, such as Po Fook Hill, Hong Kong Cemetery, Fung Ying Seen Koon, and Che Kung Temple, are located even closer to residential areas.

6. Public Concern: *Impact on culture and feng shui*

The Applicant's responses:

Feng shui considerations are not part of statutory planning assessments. In urban Hong Kong, columbaria such as Sin Hing Tung and Po Fook Hill have not demonstrated any observable feng shui impacts.

The project maintains an appropriate distance from residential areas and provides a peaceful resting place for ancestors, thereby accumulating merit. From a Buddhist perspective, approval of a columbarium application is itself an act of merit. The temple has a long history, and the redevelopment will further promote religious culture to the public.

7. Public Concern: *Impact on landscape and visual aesthetics.*

The Applicant's responses:

The temple is surrounded by dense greenery. After redevelopment, the building will be only three storeys high and remain visually screened by trees, resulting in no significant landscape or visual impact. The columbarium portion will be limited to two storeys.

8. Public Concern: *Risks to fire safety and emergency services.*

The Applicant's responses:

Shuttle buses will be used to transport visitors, and no outside vehicles will be permitted to enter or park. Visitors must register online to avoid obstructing emergency access. The road width is sufficient for emergency vehicles and meets Fire Services Department (FSD) requirements. The sprinkler system includes one fire service main and one street main, both compliant with FSD standards.

9. Public Concern: *Psychological stress caused by the "cemetery encircling the city".*

The Applicant's responses:

Columbaria are located near residential areas in many districts of Hong Kong, including Sha Tin and Tuen Mun. Approximately 60,000 people pass away in Hong Kong each year. The proposed niches will not be fully utilised immediately.

The redevelopment is expected to be completed in five years. Although current niche numbers cannot fully meet present demand, the Applicant is planning ahead in view of the ageing and growing follower community. The redeveloped temple will adopt a simple, modern architectural style and remain surrounded by trees, creating a comfortable visual environment.

10. Public Concern: *Insufficient public consultation and technical information, lack of procedural transparency.*

The Applicant's responses:

The Applicant has conducted public consultation in accordance with statutory planning procedures. Members of the public may submit comments within the three-week consultation period. The Applicant has strictly followed all procedural requirements, villagers were not consulted prior to the public consultation meeting.

Comprehensive technical documents, including environmental, sewage, landscape, geotechnical, traffic, water supply, and tree assessments, have been submitted to address relevant comments.

#### **4. Conclusion**

In general, any project related to columbarium would receive substantial amount of public objection. It is difficult to convince all members of public to agree that a columbarium would not have adverse impact on the surrounding area even with sufficient technical assessments provided.

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