

15 April 2025

The Secretary
Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road
Hong Kong

By Hand and By Email

Dear Sir,

Section 12A Planning Application for Proposed Amendments to the Tung Chung Valley Outline Zoning Plan to Rezone “Residential (Group C)2” Zone to “Residential (Group B)” Zone in Support of Private Residential Development at Various Lots in D.D. 1 TC and Adjoining Government Land, Tung Chung, Lantau Island (Application No. Y/I-TCV/1)

Reference is made to the Further Information submitted to the Town Planning Board (the Board) on 21 March 2025.

In response to the Transport Department (TD)’s comments received on 9 April 2025, the Applicant would like to submit herewith responses-to-comments (RtoC) table (**Appendix A**) with replacement pages of Traffic Impact Assessment enclosed herewith in **Attachment 1** for the Board’s consideration.

Besides, as indicated in the previous Further Information submitted on 21 March 2025, the previously proposed possible pedestrian footbridge will no longer be pursued under the current proposal. Accordingly, the relevant clause has been removed from the proposed Explanatory Statement for the Outline Zoning Plan. Please refer to the replacement page of Proposed Amendments to Explanatory Statement of Approved Tung Chung Valley Outline Zoning Plan No. S/I-TCV/2 appended in **Attachment 2**.

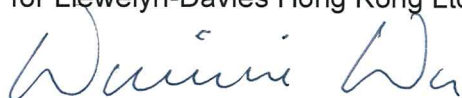
Please note that the current submission only serves to provide technical clarifications and responses to departmental comments with no changes to the application particulars as submitted on 21 March 2025.

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Town Planning Board
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15 April 2025

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at 2957 9602 or our Mr Arnold Koon at 2957 9667 / Ms Samantha Chuang at 2957 9601.

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/AK/sc
Encl.

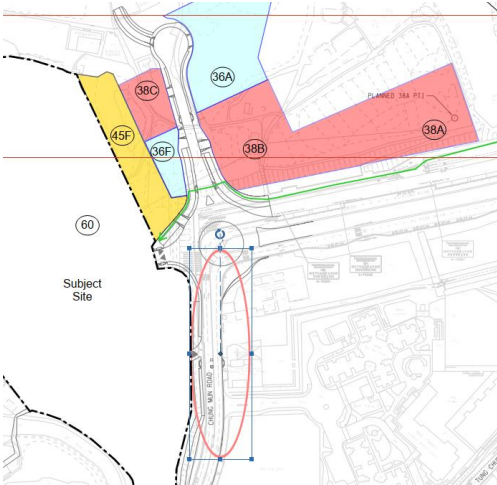
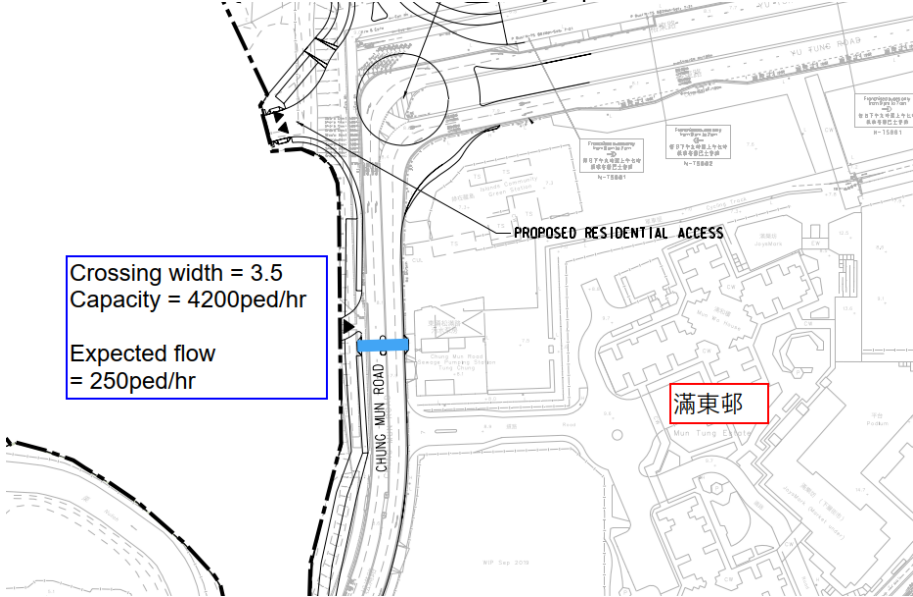
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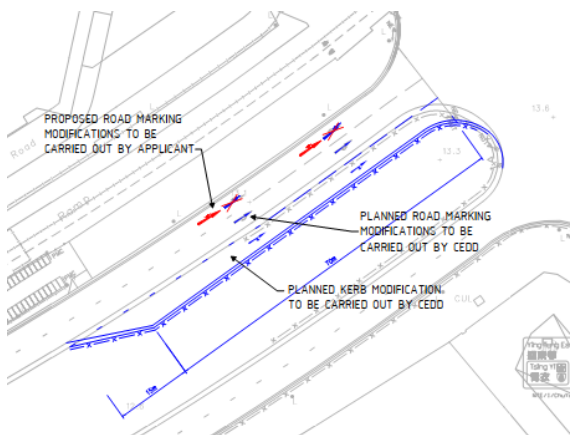
cc (w/ encl)
DPO/SKI

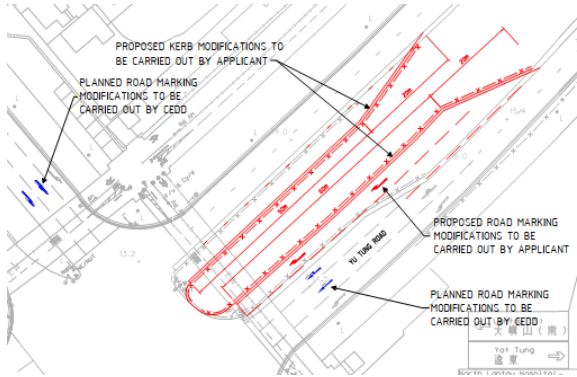
- Ms Kirstie Law / Mr Steve Cheung

(by email)

	Departmental Comments	Responses to Comments
1.	Comments of Transport Department <u>Comments from Traffic Engineering</u>	
1.1	It is noted that the proposed pedestrian footbridge will not be pursued because the applicant disagrees to take up the respective management and maintenance responsibilities. However please still allow flexibility in the relevant design for any possible planning of footbridge connection in future.	The Applicant has no objection to provide footbridge connection point in the Proposed Development for possible planning of footbridge connection to be implemented, managed and maintained by the Government in the future.
1.2	Re. Para 5.4 – The Pedestrian Impact Assessment under scenario without the proposed pedestrian footbridge is noted. Please liaise with CEDD further for any works that can enhance the safety for pedestrian in crossing Road L22.	Noted.

	Departmental Comments	Responses to Comments
1.3	<p>Re. Para 5.4 – As there will be commercial development and transport lay-bys within the subject site, please also provide the relevant pedestrian impact assessment for the crossing on Chung Mun Road and the footpath nearby between Mun Tung Estate and the subject development.</p> 	<p>Assuming a portion of pedestrian from Mun Tung Estate would access the retail facilities and transport lay-bys of the subject site (10% assumed): $11,400^{(1)} \text{ (population)} \times 1.83^{(2)} \times 12\%^{(2)} \times 10\% = 250\text{ped/hr.}$</p> <ul style="list-style-type: none"> (1) Population adopted from Report on Population and Households in Housing Authority Public Rental Housing (December 2024) (2) According to Travel Characteristics Survey 2011 Final Report, the daily mechanised trip rate per population is 1.83 trips and the morning peak hour accounted for about 12% of the daily trips  <p>Crossing width = 3.5 Capacity = 4200ped/hr Expected flow = 250ped/hr</p> <p>Capacity of Crossing - As per TPDM Vol. 2, Table 3.7.2.1, a 3.5m crossing can cater for up to 4200ped/hr. The expected flow of this crossing is only 250ped/hr. Therefore, the provided pedestrian facilities is considered sufficient.</p>

	Departmental Comments	Responses to Comments
1.4	<p>Re. Para 2.5.2 & Table 2.4 – For assessment of bicycle parking spaces, please be advised again that the relevant provision should comply with the requirements in Annex B of TD's publication "Traffic Impact Assessment (TIA) Checklist for Development Project" (below links refers). It is noted the proposed no. of bicycle parking spaces are still inadequate.</p> <p>https://www.td.gov.hk/filemanager/en/publication/tia%20checklist%20for%20development%20projects_202410_v3.pdf</p>	<p>Noted. Based on the TIA report, the higher end of provision requirement according to HKPSG has already been adopted for the proposed provision of bicycle parking spaces. The Applicant will consider providing more bicycle parking spaces within the site, and the exact no. of the respective parking space will be agreed with TD at detailed design / land exchange stage.</p>
1.5	<p>Re. Para 5.2.1 & Figure 5.1 – Local widening at Yu Tung Road eastbound to the west of the junction has already been required by CEDD under Tung Chung West development without the proposed rezoning in Area 60. Please clarify with justification whether additional improvement works is required on top of that of CEDD' s widening works.</p> 	<p>As described in Figure 5.1, local widening at Yu Tung Road eastbound to the west of the junction adopted will be completed by CEDD (as shown in blue) and additional improvement on the east of the junction (as shown in red) will be undertaken by the applicant.</p> <p>The actual construction programme will be developed in later stage and liaison with CEDD will be conducted if necessary.</p>

	Departmental Comments	Responses to Comments
1.6	<p>Re. Para 5.2.1 & Figure 5.1 – Regarding the improvement works to be carried out by the applicant, please consult and seek the advice, if any, from CEDD and HyD.</p> 	<p>Noted. The current submission has been circulated to CEDD and HyD for comment under the current planning application.</p>
1.7	<p>It is noted that the latest road design and traffic assessment is still being updated by CEDD and/or relevant departments. This office reserves the right to further comment on any updated TIA or other assessment.</p> <p><u>Comments from Transport Operations</u></p>	<p>Noted.</p>
1.8	<p>Re. 2.3.1 – The paragraph related to the Area38A PTI is still found in the TIA. There is no update on the latest submission.</p>	<p>Please note that Para 2.3.1 is referring to the proposed Private Transport Layby within the Application Site. Figure 2.1, Figure 5.2 and Figure 5.3 have been revised to remove text mentioning Area 38A PTI (refer to Attachment 1).</p>
1.9	<p>Re. 2.3.6 – The traffic condition of Tat Tung Road near Fu Tung Street is extremely busy until 2029 due to the construction works for Tung Chung East and Tung Chung West Stations. Would the applicant please review the proposal and advise the schedule of the completion of the residential development.</p>	<p>The Proposed Development is tentatively scheduled for completion in 2030. The actual commencement year, as well as the routing of the circular routes, will be further reviewed at later stage to ensure smooth operation.</p>

	Departmental Comments	Responses to Comments
1.10	Re. 2.3.11 & Para. 6.1.7 – Please elaborate the passenger and taxis queuing arrangement for using one general layby for two types of taxis. It is suggested to provide separate boarding area bays for different type of taxis.	The proposed general layby has provided sufficient length to accommodate both types of taxis. Arrangement on the boarding area will be further reviewed in order to ensure safe and smooth operation after commencement of development.
1.11	Re. Annex A – This office has no further comments if the applicant would like to adopt “private transport layby” as the name of the PTI provided that it can be used by the public.	Noted.
1.12	Re. Annex A – This office has no further comments if the applicant could not provide saw-tooth design though we still deem that saw-tooth design is more desirable from operational viewpoint.	Noted.
1.13	Re. Annex A – Noted. The applicant is advised to pragmatically review the public transport needs for the residents and provide sufficient public transport facilities for further public transport planning.	Noted. Review of public transport facilities needs has been presented in section 2.3 of the revised TIA submitted to the Town Planning Board on 21 March 2025.

Attachment 1

Replacement Pages of Traffic Impact Assessment

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
10/3/2025
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PATH: C:\Users\chanow\OneDrive - AECOM\PRIVATE\JOB\ALEX\NOTUNG CHUNG WEST\FIGURE 2.1.dgn



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PROJECT
項目
SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND
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修訂	日期	內容簡要	校核

STATUS
階段

SCALE
比例
A3 1: 2000

DIMENSION UNIT
尺寸單位
公尺/呎

KEY PLAN
索引圖

PROJECT NO.
項目編號

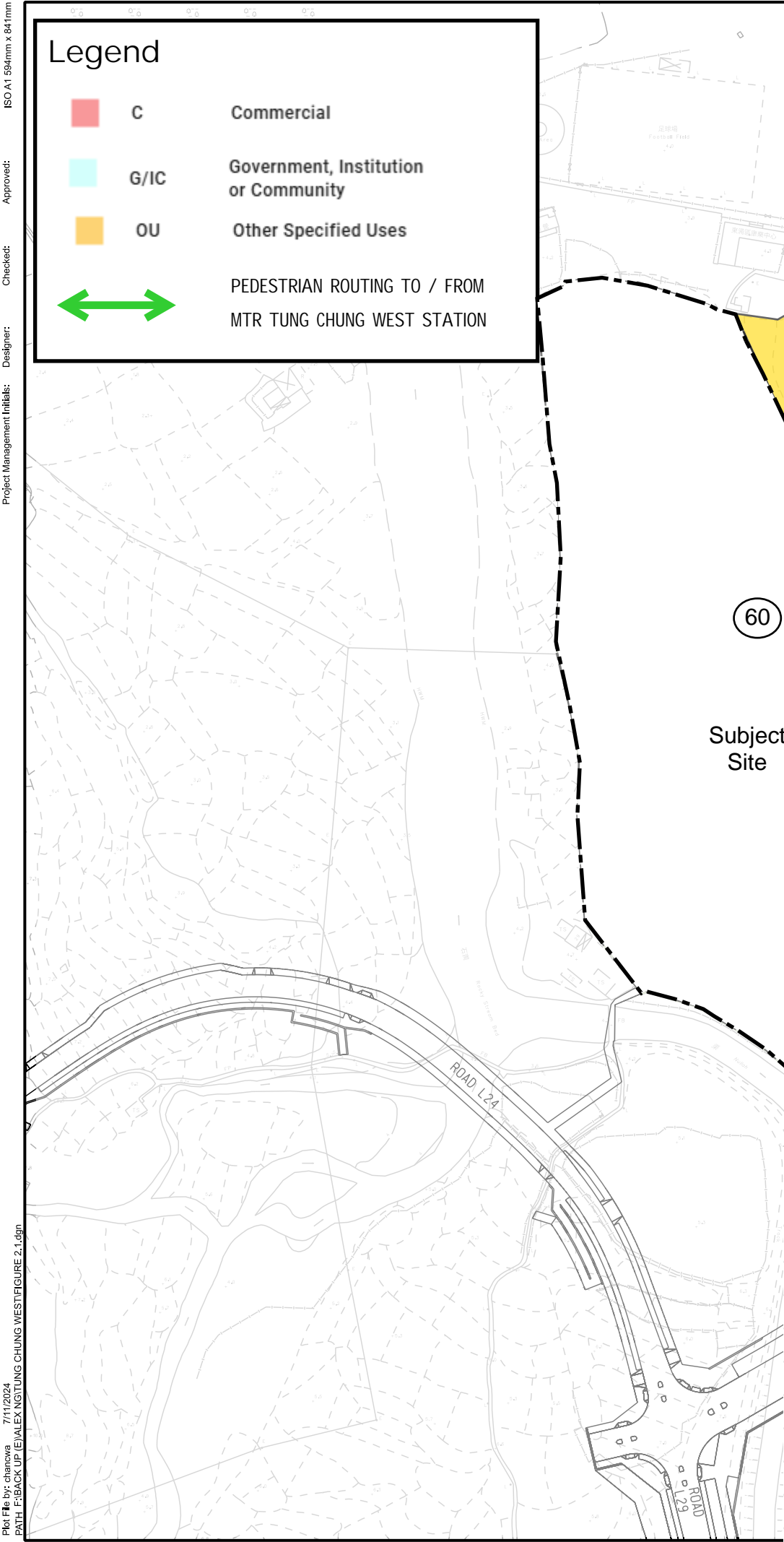
CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

INDICATIVE MASTER LAYOUT PLAN

SHEET NUMBER
圖紙編號

FIGURE 2.1



Land Lot No.	Landuse	Parameters	Potential Pedestrian Traffic ⁽¹⁾⁽²⁾
36A	Social Welfare Facilities	Land Area: 4,858 sqm.	50ped/ hr
36F	Telephone Exchange	Land Area: 1,062 sqm.	50ped/ hr
38A & 38B	Commerical	GFA: 31,248 sqm.	1,250ped/ hr
38C	Commerical	GFA: 2,742 sqm.	110ped/ hr
45F	Stormwater Treatment	Land Area: 3,426 sqm.	50ped/ hr

Note: (1) Assumed 50 ped/hr for GIC and OU facilities.

(2) With reference to HKPSG Chpater 5, Table 2, 25m2 commercial GFA per worker is adopted and 100% of workers would access the site during peak hours.

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PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

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STATUS

SCALE

A3 1: 2000

KEY PLAN

PROJECT NO.

項目編號

CONTRACT NO.

合約編號

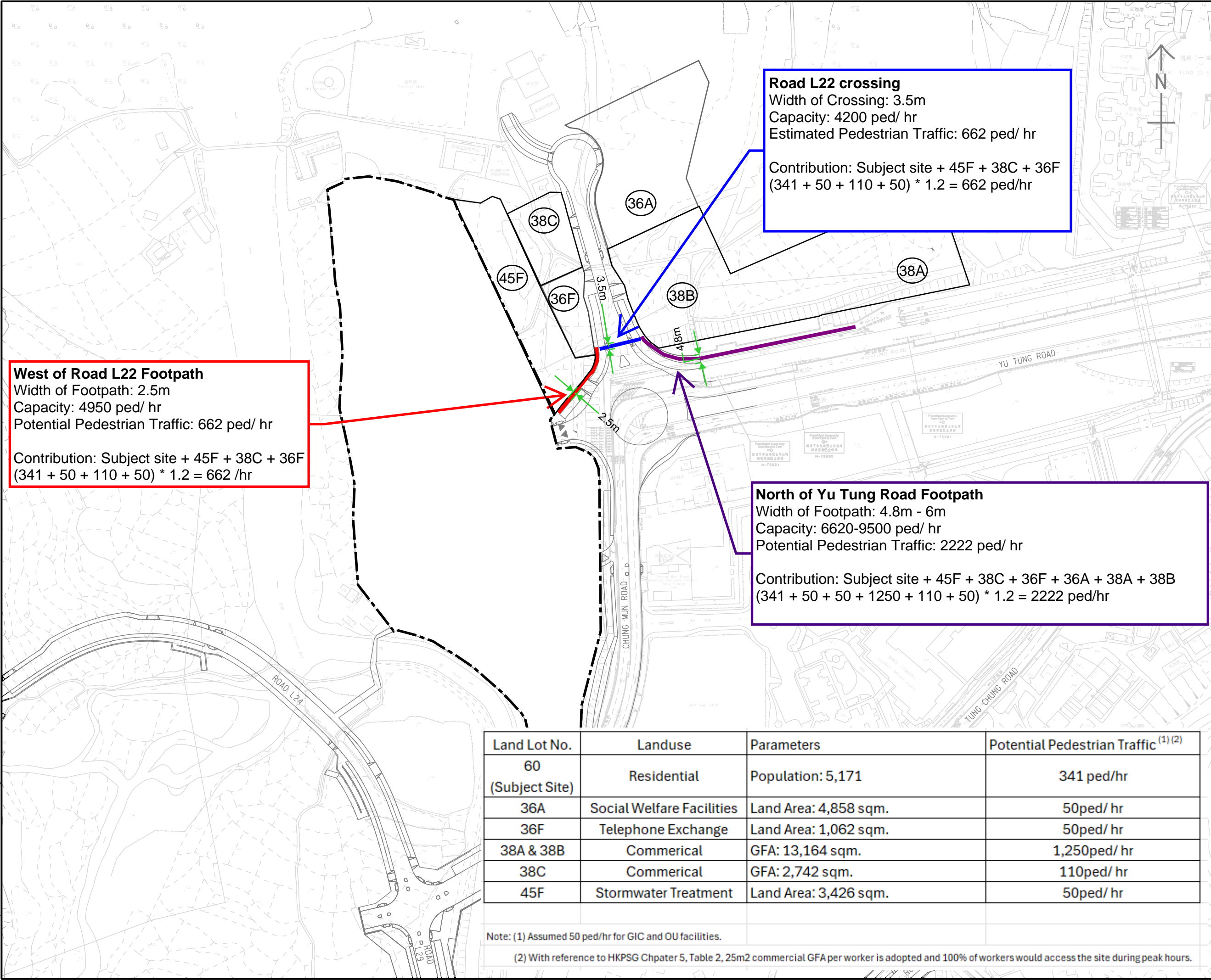
SHEET TITLE

PEDESTRIAN ROUTING TO / FROM TUNG CHUNG WEST MTR STATION AND ESTIMATED PEDESTRIAN TRAFFIC FROM ADJACENT SITE

SHEET NUMBER

FIGURE 5.2

ISO A1 594mm x 841mm
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Checked:
Designer:
Project Management Initials:
7/11/2024
Plo: FfB by: chanovia
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Land Lot No.	Landuse	Parameters	Potential Pedestrian Traffic ⁽¹⁾⁽²⁾
60 (Subject Site)	Residential	Population: 5,171	341 ped/hr
36A	Social Welfare Facilities	Land Area: 4,858 sqm.	50ped/ hr
36F	Telephone Exchange	Land Area: 1,062 sqm.	50ped/ hr
38A & 38B	Commerical	GFA: 13,164 sqm.	1,250ped/ hr
38C	Commerical	GFA: 2,742 sqm.	110ped/ hr
45F	Stormwater Treatment	Land Area: 3,426 sqm.	50ped/ hr

Note: (1) Assumed 50 ped/hr for GIC and OU facilities.
(2) With reference to HKPSG Chpater 5, Table 2, 25m2 commercial GFA per worker is adopted and 100% of workers would access the site during peak hours.

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE

A3 1: 2000

KEY PLAN

PROJECT NO.

CONTRACT NO.

SHEET TITLE

PEDESTRIAN ASSESSMENT

SHEET NUMBER

FIGURE 5.3

Attachment 2

**Replacement Page of Proposed Amendments to
Explanatory Statement of Approved Tung Chung Valley
Outline Zoning Plan No. S/I-TCV/2**

Proposed Explanatory Statement for “Residential (Group B)” for Tung Chung Valley Outline Zoning Plan:

9.2. “Residential (Group B)” (“R(B)”): Total Area 3.38 ha

9.2.1. This zone in Area 60 is intended primarily for medium-density residential developments. Commercial uses serving the residential neighbourhood may be permitted with or without application to the Board.

9.2.2. Development and redevelopment within “R(B)” zone are subject to a maximum domestic plot ratio (PR) of 2.1, a maximum non-domestic PR of 0.22 and a maximum building height (BH) of 100mPD, or the PR and height of the existing building, whichever is the greater. A covered private transport lay-by with GFA of not less than 3,150m² shall also be provided to serve the future residents and visitors of retail facilities therein.

9.2.3. In determining the maximum PR, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as government, institution or community facilities, as required by the Government, may be disregarded.

9.2.4. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of PR and/or BH restrictions as stated in paragraph 9.2.2, and/or minor adjustment to the boundaries of Areas (a)/(b)/(c) as mentioned above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.