
Appendix A
Responses-to-comments Table

**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 Tung Chung and Adjoining Government Land, Tung Chung, Lantau Island
(Planning Application No. Y/I-TCV/1)**

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	Departmental Comments	Responses to Comments
1.	Comments of Civil Engineering and Development Department (Sustainable Lantau Office)	
1.1	Please find below the comments on the subject submission from viewpoint of implementation of CEDD Works Contract No. NL/2020/06:-	
1.1.1	(a) It is noted from RtC no. 2.3 that " <i>the commencement date of the Proposed Development will likely to be after the completion of C6</i> ". Please be reminded that " <i>In case the commencement date of the proposed development will be before the completion of C6, we reserve our rights to provide further comments</i> ".	Noted.
1.1.2	(b) It is noted from your RtC no. 2.31 to 2.3.4 that you consulted relevant departments for issues as mentioned in my previous comments, we have no further comments on these aspects.	No further comments on the mentioned aspects are well-noted.
1.2	Please find below the comments on the subject submission from viewpoint of implementation of CEDD upcoming Works Contract Nos. NL/2023/10 (C10) and NL/2023/11 (C11):-	
1.2.1	(c) Kindly note that we have no further comment from C10/C11's perspective.	No further comment from C10/C11's perspective is well-noted.
1.3	Please also find our observations below:-	
1.3.1	(d) It is noted from Annex 2 in Attachment 2 that total ADWF in Area 60 is 1719m ³ /day. Please be reminded to consult DSD and EPD to obtain their agreement for your proposed sewage flow discharge.	Noted. The current submission has been circulated to DSD and EPD for comment. Comments and agreement from the departments for the proposed sewage flow discharge will be addressed and obtained separately.

	Departmental Comments	Responses to Comments
2.	Comments of Drainage Services Department	
2.1	(1) Comments of DSD in the sewerage aspect are subject to the views and agreement of the EPD as the planning authority of sewerage infrastructure.	Noted.
2.2	(2) Annex 7 of SIA - "TCV-E SPS capacity" shall read " TCSPS capacity ". Besides, please note that the current capacity of TCSPS is 1,840 L/s. It was proposed to upgrade the capacity of TCSPS to 3,680 L/s. However, the upgrading of TCSPS is subject to further liaison amongst EPD, DSD and CEDD.	Noted. The typo has been revised accordingly. Please refer to the revised Annex 7 in Attachment 1 . The upgrading of TCSPS shall be subject to further liaison amongst EPD, DSD and CEDD is well noted.
2.3	Subject to the above, DSD has no adverse comment on the planning application.	No adverse comment on the planning application is well-noted.
3.	Comments of Environmental Protection Department	
3.1	Please find our first batch of comments below for your follow up. Our remaining comments will be provided later.	
3.2	<u>Air Quality</u> <u>Major Comments</u>	
3.2.1	(3) Section 2.4.3 & RtC #4.1.3 – Please provide TD’s endorsement on road classification for the upgraded Chung Mun Road to be considered as DD.	TD’s endorsement on road classification for the upgraded Chung Mun Road is still pending. It will be provided in due course once available.
3.2.2	(4) Section 2.4.12 & RtC #4.1.8 - We note from RtC #4.1.8 that “The correspondence with the operator of the temple is not available as the information of the temple was acquired verbally”. Relevant correspondence should be provided to ensure the validity of the air quality impact assessment. Should the information be subsequently found to be incorrect, the assessment finding as presented in the Report would be invalidated. Please provide photos of the temple taken during the site visits especially the joss paper burner. Please also	According to the temple operator, the temple was erected by local villagers. Thus, no correspondence is available. Site interview record with the operator is provided in Appendix 2.2 in Attachment 2 instead, which summarises details of temple operation, and reveals that only occasional joss paper burning activity would be involved. According to the interview, no. of visitors to the temple would be around 20-30 people per day. Site visits were conducted and no joss paper burning activity was

	Departmental Comments	Responses to Comments
	<p>describe the size and number of burner and if any air pollution control equipment installed.</p>	<p>observed during the visits (Appendix 2.2 in Attachment 2 refers). Having considered the small scale of the temple (only ~15m x ~12m in size), relatively small group of visitors, confirmation of no received complaint in the last 3 years as advised by Environmental Compliance Division (ECD) of EPD, large separation distance from the Subject Site (over 100m), considerable buffer to AQOs of RSP and FSP and that vehicular emissions is very limited in the area, it is unlikely that the AQOs would be exceeded due to operation of the temple. Thus, adverse air quality impact is unlikely to occur.</p> <p>As explained in the Sections 2.4.11 to 2.4.14 of the EA report in Attachment 2, the Application Site is designated by the government for residential development use. The Application Site is also included in the Tung Chung New Town Extension EIA (AEIAR-196/2016) and planned for residential use as well. No air quality issue due to operation of the temple was identified in the said EIA study. As mentioned in the Section 2.4.12 there are existing other ASRs surrounding the temple such as LCSD's sitting-out Area, playground, football field, and office of Tung Chung Recreational Centre, which are much closer to the temple and with a separation distance varying from 5m to 30m. No received complaint in last 3 years as advised by EPD can reveal in some way that there was no air quality issue generated from the temple on surrounding areas. While the proposed development has provided building setback in its design and with over 100m buffer distance from the temple (as opposed to 5m to 30m for existing ASRs).</p>
3.2.3	<p><u>Other Comments</u></p> <p>(5) Section 2.2.2, Table 2.1 - Please be reminded that a new set of AQOs shall become effective in 2025 tentatively and the air quality assessment may need to make reference to the new AQOs.</p>	<p>The new AQOs have been referenced in this study. Section 2.2.2 and Table 2.1 have been revised based on the new AQOs accordingly.</p>

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3.2.4	(6) Sections 2.2.7 & 2.3.4 -The Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 will commence on 1 April 2025. The sulphur content of liquid fuel will tighten to 0.001% by weight.	The regulation and tightened sulphur content of liquid fuel has been referenced in Section 2.2.7 and Section 2.3.4 accordingly.
3.2.5	(7) Sections 2.2.5 & 2.2.6 seems duplicate with section 2.2.8 & 2.2.9.	The duplicated paragraphs in original Section 2.2.8 and Section 2.2.9 have been deleted.
3.2.6	(8) Section 2.3.3, line 15 - Please replace "air quality" by "air pollutant".	"Air quality" is now replaced by "air pollutant" accordingly.
3.2.7	(9) Section 2.5.1, line 13 - Please replace "air emission" by "air pollutant emission".	"Air emission" is now replaced by "air pollutant emission" accordingly.
3.2.8	To facilitate review, please 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. Please refer to Attachment 2 for the revised Environmental Assessment with changes highlighted.
3.3	<u>Noise</u>	
3.3.1	(1) Please incorporate TD's endorsement on the predicted traffic flow in the report.	TD's endorsement on predicted traffic flow is still pending. It will be provided in due course once available.
3.3.2	(2) S.1.3.3 - For completeness, please consider including the additional information related to the helicopter noise provided in R-t-C item (14) as follows: ".....According to Section 4.10 of the approved Tung Chung New Town Extension EIA report, the predicted helicopter noise at the current Application Site would comply with relevant noise criteria. In view of the change of number of storey from 4 storeys to 22 storeys, the predicted helicopter noise would still comply with relevant noise criteria after adjusting the correction factor of vertical separation distance. "	The additional information has been supplemented in S1.3.3.

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3.3.3	S.3.4.1 - The last sentence is incomplete. Please revise.	The sentence has been revised.
3.3.4	S.4.2.1 - The first sentence is incomplete. Please revise.	The sentence has been revised.
3.3.5	(3) Appendix 4.1b, T8_NSR1 (row for "PNS04") - The noise criteria for fixed noise should be 65 dB(A) [day time and evening time] and 55 dB(A) [night time], instead of 66 dB(A) and 56 dB(A). Please revise.	The typo on noise criteria for T8_NSR1 (row for "PNS04") has been revised.
3.3.6	To facilitate review, please 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. Please refer to Attachment 2 for the revised Environmental Assessment with changes highlighted.
3.4	<u>Further Comments on Air Quality dated on 14 March 2025</u>	
3.4.1	Section 2.2.2 – The assessment shall follow the prevailing AQOs at the time of finalization of the Report, instead of at the time of implementation of the proposed development. Suggested to delete the sentence "The proposed development is to meet the prevailing AQOs at the time of implementation."	The sentence has been deleted.
3.4.2	Section 2.4.3 – Please provide TD's endorsement on road classification for the upgraded Chung Mun Road to be considered as DD.	TD's endorsement on road classification for the upgraded Chung Mun Road is still pending. It will be provided in due course once available.
3.4.3	Sections 2.4.11 – 2.4.14 & RtC #(2) – Please note that no complaint from existing ASRs with shorter separation distance from the temple does not imply no adverse impact at the proposed development/no complaint from the proposed development, as the proposed development is a latecomer where the temple is an existing air pollutant emission source. It is also noted from Appendix 2.2 that there is no site visit on 1st and 15th day of the month where occasional joss paper burning activity may be carried out.	

	Departmental Comments	Responses to Comments
	<p>To justify no adverse air quality impact at the proposed development, please further elaborate on the following:</p> <p>(i) provide photo of the joss paper burner of the temple, describe the size (say less than 20kg/hr or 40kg/hr or 60kg/hr) and number of burner and if any air pollution control equipment installed;</p> <p>(ii) describe any emission source identified in the vicinity (e.g. vehicular emission, chimney);</p> <p>(iii) describe the path background and if there is any considerable buffer to AQOs of RSP & FSP; and</p> <p>(iv) describe likeliness of exceedance of AQOs of RSP & FSP at the proposed development.</p>	<p>(i) The photo of the joss paper burner has been provided in Appendix 2.2. There is only one burner in the temple. The joss paper burner is enclosed with solid walls on 3 sides, and it does not have any air pollution control equipment installed.</p> <p>(ii) As the temple is accessible on foot, the vehicular emission in the vicinity is very limited. Also, no chimney is identified in the vicinity of the temple. It has been supplemented in Section 2.4.15 accordingly.</p> <p>(iii) The simulated background air quality level in year 2030 extracted from PATH has been described in Section 2.4.15. Given that the concerned air pollutant level is far below the AQOs, it could provide a buffer to AQOs of RSP & FSP.</p> <p>(iv) It is anticipated that there would be no exceedance of AQOs of RSP and RSP at the Proposed Development.</p>
3.4.4	Appendix 2.2 - Please mention "Appendix 2.2" in the main text.	It has been mentioned in Section 2.4.13.
3.4.5	Appendix 2.2 - No photo of the joss paper burner of the temple is provided. Please supplement. As we commented previously, please describe the size (say less than 20kg/hr or 40kg/hr or 60kg/hr) and number of burner and if any air pollution control equipment installed. No such information is provided in the report.	The photo of the joss paper burner has been supplemented in Appendix 2.2. Information such as the number of burner and any air pollution control equipment installed have been supplemented in Section 2.4.13.
3.4.6	Appendix 2.2 (Table of NORMAL OPERATION ACTIVITIES AT THE TEMPLE) – It is said that "The 1st and 15th day of the month may slightly exceed 30 visitors day". Please clarify the meaning of "small group of visitors only (<1/4)".	According to the operator of the temple, there are slightly more than 30 visitors during the 1 st and 15 th day of the month of Lunar calendar, and around 10 visitors will conduct joss paper burning in the temple.

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3.4.7	Appendix 2.2 (Table of SITE OBSERVATIONS) - It is uncertain if there is any joss paper burning activity observed on 29 May 2023 and 2 February 2025. Please specify.	No joss paper burning activity was observed on 29 May 2023 and 2 February 2025. It has been supplemented in Appendix 2.2 accordingly.
4. 4.1	<p data-bbox="271 320 779 352">Comments of Highways Department</p> <p data-bbox="271 392 1178 528">No assessment of the pedestrian traffic in the TIA report can be found. Please assess if the capacity of the planned footpath are sufficient to cater the proposed development and justify the need of such footbridge.</p>	<p data-bbox="1198 392 2112 456">Pedestrian assessment has been incorporated into Section 5.4 of the revised TIA report in Attachment 3.</p> <p data-bbox="1198 496 2112 1015">Please note that the Applicant initially intended to construct a pedestrian footbridge to provide an all-weather environment and a direct route to enhance connectivity within the district by connecting the proposed development, Mun Tung Estate, planned commercial sites at Areas 38B and Area 38A and Tung Chung West MTR Station, and to be handed over to Government upon completion. However, after liaising with relevant government departments including the Transport Department (TD), it is noted that relevant government departments will not take up the respective management and maintenance responsibilities upon its completion. As such, the possible pedestrian footbridge cannot be pursued. Nevertheless, please rest assured that all the footpath sections and crossing in the close proximity to the Application Site will still be operating at acceptable level without the proposed footbridge as demonstrated in the pedestrian assessment in Attachment 3.</p>

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5.	Comments of Planning Department – District Planning Office	
5.1	(a) Regarding the proposed possible pedestrian footbridge connecting the proposed development, Mun Tung Estate, planned commercial sites at Areas 38B and Area 38A and Tung Chung West MTR Station to be constructed by the Applicant, it is noted in the submission that the respective management and maintenance responsibilities as well as the operation hours and detailed arrangements of the pedestrian footbridge are subject to further review and liaison with relevant departments at subsequent stage. Please supplement –	
5.1.1	i. The intended ownership of the footbridge upon completion; and	Please be clarified that the Applicant originally intended to hand over the proposed footbridge to government for future management and maintenance. Nonetheless, the relevant Government department considered the proposed arrangement not acceptable. Therefore, the proposed footbridge has been removed under this planning application. With the removal of footbridge connection under the current development proposal, pedestrian assessment has been supplemented in Section 5.4 of Attachment 3 for assessing the impact of the subject site to the planned pedestrian facilities. All the footpath sections and crossing will still be operating at acceptable level without the proposed footbridge as demonstrated in the pedestrian assessment.
5.1.2	ii. Whether the applicant has approached relevant B/Ds (including TD, HyD, LandsD and CEDD) or concerned party (i.e. MTRCL) regarding such proposal and their initial views.	The possible pedestrian footbridge will not be pursued after liaising with relevant government departments including TD.
5.2	(b) The Application Site currently has a total 670 existing trees, which are all to be felled. Please further elaborate on the considerations behind the proposal for not retaining these trees apart from their over-crowding conditions. Please also advise if there are scope to retain some of them.	More in-depth tree assessment will be carried out in later stages after the subject application is approved. From arboricultural point of view, over-crowding is likely to associate with the following issues: <ul style="list-style-type: none"> • For a tree with naturally aggressive growth habit, its branches will grow into, hitting and rubbing with adjacent trees, creating wounds. Wounds will be susceptible to fungal infection,


	Departmental Comments	Responses to Comments
		<p>which usually become systemic infection. This would subsequently result in a hazardous tree that may fail unexpectedly, injuring people or damaging property.</p> <ul style="list-style-type: none"> • For a tree with naturally normal or slow growth habit, its branches will refrain from hitting and rubbing with adjacent trees. The result is a tree with an incomplete, slender tree crown, which will not qualify for preservation. Even if we accept the poor crown, the tree and the associated root-soil symbiosis will not adapt to the new exposure of sun and wind once the adjacent trees are removed. The tree will either die shortly or develop long-term health problems. <p>In addition, to combat sea level surge during exceptional weather, the general site formation level of the proposed development will be higher from the existing, making in-situ tree preservation unpractical.</p> <p>It should be reiterated that none of the existing trees to be felled are protected species listed under Forestry Regulations, Forests and Countryside Ordinance (Cap.96 sub. Leg.) or are “Old and Valuable Trees” as defined in DEVB TC(W) No. 5/2020 “Registration of Old and Valuable Trees” or “Champion Trees” as identified in the book “Champion Trees in Urban Hong Kong”. Also, among the <u>670</u> nos. existing trees, <u>615</u> nos. are fruit crops cultivated on agricultural land. With or without the current Application, these crops may be harvested, removed or re-planted with other crops (e.g. Papaya Trees, Chinese New Year’s Cherry Trees or even vegetables) from time to time under standard agricultural practices.</p> <p>Our landscape master planning will base on the concept of maximizing new tree planting opportunity without compromising long-term tree health, safety and maintainability. Tree planting will be provided:</p> <ul style="list-style-type: none"> • at ground level (e.g. along internal driveways and at recreational open spaces)


	Departmental Comments	Responses to Comments
		<ul style="list-style-type: none"> • at podium level (e.g. at sitting gardens) • at perimeter for buffering (e.g. interfacing with the adjacent “CPA” zone, and future DSD flood attenuation pond outside the Application Site) • along Chung Mun Road for ensuring roadside greenery interfacing with the general public while not hindering traffic requirements such as sightlines <p>After reviewing, a total of <u>338</u> nos. new trees in suitable spacing depending on species are now proposed to be planted within the Application Site (see revised Landscape Master Plan in Attachment 4).</p>

	Departmental Comments	Responses to Comments															
5.3	(c) Please advise, with the aid of a plan, the ownership status of the land within the Application Site (i.e. area owned by the applicant/others and Government land).	<p>Please refer to Attachment 5 for the plan showing the ownership status. A summary of the ownership status of the land is as below:</p> <table border="1" data-bbox="1205 284 2107 507"> <thead> <tr> <th></th> <th>Area (about)</th> <th>Percentage (about)</th> </tr> </thead> <tbody> <tr> <td>Lots owned by the applicant</td> <td>14,493m²</td> <td>43%</td> </tr> <tr> <td>Lots to be acquired</td> <td>12,090m²</td> <td>36%</td> </tr> <tr> <td>Government Land</td> <td>7,225m²</td> <td>21%</td> </tr> <tr> <td>TOTAL</td> <td>33,808m²</td> <td></td> </tr> </tbody> </table>		Area (about)	Percentage (about)	Lots owned by the applicant	14,493m ²	43%	Lots to be acquired	12,090m ²	36%	Government Land	7,225m ²	21%	TOTAL	33,808m²	
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TOTAL	33,808m²																
5.4	(d) The Application Site adjoins the Tung Chung Stream to the southwest and an area zoned “Coastal Protection Area” (“CPA”) to the west, which was planned with a planning intention to conserve, protect and retain the natural coastline and the sensitive coastal natural environment. Please advise if there are any consideration in the proposed layout and mitigation measures to minimise the impact to the Tung Chung Stream and the area zoned “CPA”, which is the linear embankment of Tung Chung Stream.	<p>In terms of the proposed layout, a multi-tiered stepped building height profile is designed descending from the existing public housing developments in the east towards embankment of Tung Chung Stream in the west. To warrant and achieve such building height profile, sub-areas with different building height restrictions have been designated (please refer to the proposed amendments to the Outline Zoning Plan in Appendix A of the submitted planning statement). For towers facing Tung Chung Stream and the area zoned “CPA” in the western portion, i.e. Areas (a) and (b), a more stringent building height restriction of 50mPD and 80mPD are proposed respectively, as compared to a maximum building height of 100mPD in the southeastern portion, i.e. Area (c).</p> <p>In addition, building setbacks of generally not less than 5m from the site boundary for high-rise residential towers have been reserved throughout the site.</p> <p>Together with the said sensible building disposition, appropriate landscape treatments such as peripheral planting to ensure the Proposed Development is sensitively integrated into the surrounding areas and to mitigate possible visual impacts on its surroundings (please refer to the Landscape Proposal in Attachment 4). As such, the impact to the Tung Chung Stream and the area zoned “CPA” will be minimised.</p>															

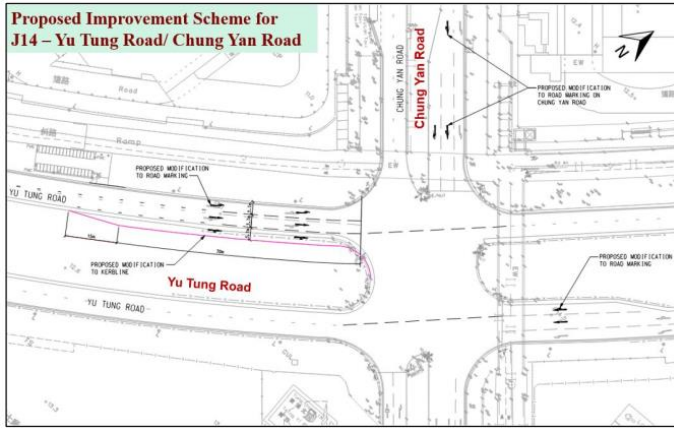
	Departmental Comments	Responses to Comments
5.5	(e) Please advise the number of classrooms of the proposed kindergarten (about 930m ²).	The proposed kindergarten is planned to accommodate eight classrooms.
5.6	(f) Please clarify if Figure 5.2 referred at Para. 5.2.1 of the Traffic Impact Assessment (Appendix E) should be Figure 5.1 instead, and rectify as appropriate.	Noted. Please be clarified that Figure 5.1 should be referred. The Traffic Impact Assessment has been updated accordingly (see Attachment 3).
6.	<p>Comments of Planning Department – Urban Design Section</p> <p>6.1 Please find our comments on the replacement pages of the AVA from air ventilation perspective.</p> <p>6.2 2. Please note that there would be limited easterly (E) wind flowing through the southern portion of the Application Site due to the existence of various residential towers of Mun Tung Estate. It is doubtful any remaining E wind would be confined to flow through the 15m setback in the southern portion of the Site. Therefore, consultant may consider revising paragraph 3.4.2, 3.4.3 and 3.4.4 as suggested in the PDF below.</p> <p>6.3 3. Please consider revising the sentence ‘The Application Site is surrounded by multiple high topography to the east, south, and west the area is relatively flat near the Application Site.’ in section 2.3.1 to enhance clarity.</p> <p>6.4 4. Above comments and some other specific comments have been marked up in the attached PDF file:</p> <div data-bbox="353 1193 412 1257" data-label="Image"> </div> <p>Replacement Pages of Air Venti</p>	<p>Sections 3.4.2, 3.4.3 and 3.4.4 have been revised as per suggestion.</p> <p>The Application Site itself as well as its vicinity is relatively flat. The terrain surrounding the Application Site to the further south, east, and west is characterized by hilly landscapes. Section 2.3.1 has been revised for clarity.</p> <p>The comments marked up in the attached PDF file have been addressed in the revised report and figures. Legends in Figures 3.2, 3.3, 3.5, and 3.6 have been revised in Attachment 6 accordingly.</p>

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7.	Comments of Transport Department	
7.1	<u>Comments from Traffic Engineering</u>	
7.1.1	<p>Traffic Impact Assessment</p> <p>1. Re. Para 2.2.1 & Figure 2.1 – please indicate the “queuing space” between the ingress/egress point of the proposed development and the main road. As the ingress/egress point of the proposed development is located at a major roundabout, sufficient queuing space should be provided and any entrance gate or security measures should not result in the queue or reverse movement of vehicles on public roads.</p>	<p>Noted. Please be clarified that no drop bar would be proposed between the development and the main road. Therefore, queuing is not anticipated and would not affect traffic in J5.</p> <p>Please refer to the revised layout in Figure 2.1 in Attachment 3. An extract of the indicative master layout plan is appended below for easy reference.</p>

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7.1.2	<p>2. Re. Para 2.2.1 & Figure 2.1 – Besides the possible queue of vehicles on public roads as mentioned above, waiting of vehicles within the development is also concerned as heavy traffic is expected at the roundabout of Yu Tung Road. Please examine and demonstrate that the current private road layout, including the small roundabout before the ingress/egress point, will not result in the blockage of traffic direction both entering or exiting the development.</p>	 <p>The diagram is a site plan showing a development layout. It features several buildings labeled T2 through T8. Each building has a traffic volume indicator: a number in a circle above a number in a rectangle. For example, T2 has 8 in a circle above 43.9 in a rectangle. T3 has 9 above 47.1. T4 has 18 above 76.4. T5 has 15 above 66.9. T6 has 18 above 76.6. T7 has 22 above 99.4. T8 has 22 above 99.4. There are also mPD values: +8.6 mPD near T2/T3, +13.6 mPD near T4/T5, and +18.6 mPD near T7/T8. A blue area labeled 'POOL' is located between T5 and T6. A dashed line labeled 'RESIDENTIAL ACCESS' is shown on the left. A road labeled 'MUN. ROAD' is on the right. The plan also shows a roundabout and various road layouts.</p> <p>The two-way traffic is projected to 103 pcu/hr and 69 pcu/hr during the AM and PM peak respectively. Given the low traffic generation and the revised internal road network, no blockage of any public road would be anticipated.</p>

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7.1.3	 <p>3. Re. Para 2.4.1 & Figure 2.1 – as the main purpose of pedestrian footbridge is to improve the connectivity of proposed development with adjacent public transport facilities and communities, the applicant should be responsible for its management responsibility. HyD should be consulted regarding the maintenance responsibility.</p>	<p>Please note that the Applicant initially intended to construct a pedestrian footbridge to provide an all-weather environment and a direct route to enhance connectivity within the district by connecting the proposed development, Mun Tung Estate, planned commercial sites at Areas 38B and Area 38A and Tung Chung West MTR Station, and to be handed over to Government upon completion. However, noted that relevant government departments will not take up the respective management and maintenance responsibilities upon its completion. As such, the possible pedestrian footbridge cannot be pursued. Nevertheless, please rest assured that all the footpath sections and crossing in the close proximity to the Application Site will still be operating at acceptable level without the proposed footbridge as demonstrated in the pedestrian assessment in Attachment 3.</p>
7.1.4	<p>4. Re. Para 2.4.1 & Figure 2.1 – please examine and advise the feasibility of proposed footbridge in terms of its lands requirement and the possible lands acquisition. LandsD should be consulted.</p>	<p>Please refer to the Applicant's response in Item 3.1.3.</p>

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7.1.5	<p>5. Re. Para 2.4.1 & Figure 2.1 – the proposed pedestrian footbridge should be able to directly access the bus terminus of Yu Tung Road (westbound). Also flexibility should be allowed in the design for its direct connection with the future developments in Area 38B, Area 38A and its planned PTI.</p>	Please refer to the Applicant's response in Item 3.1.3.
7.1.6	<p>6. Re. Para 2.4.1 & Figure 2.1 – please provide pedestrian assessment for reviewing the scale of footbridge and, if the footbridge could not be provided, the pedestrian assessment for using the adjacent at-grade crossings including any proposed pedestrian crossing improvement.</p>	Pedestrian assessment has been incorporated into Section 5.4 of the revised TIA Report in Attachment 3 . The pedestrian assessment demonstrated that all the footpath sections and crossing in the close proximity to the Application Site will still be operating at acceptable level without the proposed footbridge.
7.1.7	<p>7. Re. Para 2.4.1 & Figure 2.1 – please exam and advise whether the vehicular accesses of future development Area 38A and its planned PTI will be affected by the proposed footbridge. LandsD and/or PlanD should be further consulted.</p>	Please refer to the Applicant's response in Item 3.1.3.

	Departmental Comments	Responses to Comments
7.1.8	<p>8. Re. Para. 2.5.2 & Table 2.4 – For assessment of GPS, there should be no on-street private car parking spaces and public car parks nearby. The parking spaces in Mun Tung Estate are supposed to serve its demand only. The corresponding value of “Availability of public car parking spaces during peak hours” should be 1 (<i>not available</i>) and hence the respective GPS should be 5 instead of 6.</p>	<p>Noted. The para. 2.4.2 and Table 2.4 of the TIA Report have been accordingly. Parking requirements would be further liaised with relevant government departments in the subsequent land exchange stage.</p>
7.1.9	<p>9. Re. Para. 2.5.2 & Table 2.4 – For assessment of bicycle parking spaces, please make reference to Annex B of TD’s publication “<i>Traffic Impact Assessment (TIA) Checklist for Development Project</i>” (below links refers). It is noted the proposed no. of bicycle parking spaces are inadequate.</p> <p>https://www.td.gov.hk/filemanager/en/publication/tia%20checklist%20for%20development%20projects_202410_v3.pdf</p>	<p>Bicycle parking provision has adopted the high-end provision according to HKPSG (1 bicycle parking space per 15 flats with flat size smaller than 70m², within a 0.5-2km radius of a rail station.)</p> <p>Parking requirements would be further liaised with relevant government departments in the subsequent land exchange stage.</p>
7.1.10	<p>10. Re. Para. 5.2.1 & Figure 5.2 – Local widening of about 100m at Yu Tung Road eastbound to the west of the junction at the same location is already required by CEDD under Tung Chung West development. Additional improvement works is required on top of that of CEDD’s widening works.</p> 	<p>Figure 5.1 has been revised accordingly.</p>

	Departmental Comments	Responses to Comments
7.1.11	<p>11. Re. Para. 5.2 & Figure 5.2 – Any proposed improvement works on Yu Tung Road or relevant junctions due to the impact of development should be carried out by the applicant at its own cost. CEDD and HyD should be consulted. Please also demarcate and indicate which parts of road improvement works (e.g. road pavements, traffic signs, road markings, central dividers, etc.) would be carried out by the applicant.</p>	<p>Proposed improvement works on Junction of Yu Tung Road / Chung Yan Road (J3) to be carried out by the applicant is shown in Figure 5.1 in Attachment 3.</p>
7.1.12	<p>12. 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>A local track currently used by locals affected by the proposed development</p>	<p>Noted.</p>
7.1.13	<p>13. It is noted that local tracks within the development area, which are not the public footpaths currently, will be affected by the application. The applicant should liaise with locals or relevant department, e.g. Home Affairs Department (HAD), regarding the need of consultation.</p> <p>The south-western portion of the Site connects a footbridge leading to Shek Lau Po and Ngau Au to the further west.</p>	<p>Noted. The Applicant will liaise with locals or relevant department regarding the need of consultation on this matter in subsequent stage.</p>
7.1.14	<p>14. It is noted that the footbridge leading to Shek Lau Po and Ngau Au, which is not the public footpaths currently, will be affected by the application. The applicant should liaise with locals or relevant department, e.g. Home Affairs Department (HAD), regarding the need of consultation.</p>	<p>Noted. The Applicant will liaise with locals or relevant department regarding the need of consultation on this matter in subsequent stage.</p>

	Departmental Comments	Responses to Comments
7.2	<p><u>Comments from Transport Operations</u> Traffic Impact Assessment</p>	
7.2.1	<p>15. Re. 2.3.1 – Please note that there is no development plan of Tung Chung West PTI as mentioned and this should not be taken into account in the assessment.</p>	<p>Noted.</p>
7.2.2	<p>16. Re. 2.3.6 – Tat Tung Road’s traffic and also the bus boarding and alighting area is heavily utilized at the moment. Please indicate location of the boarding and alighting area of the proposed circular shuttle route for TD’s further review.</p>	<p>Noted. The boarding and alighting area of the proposed circular shuttle route is proposed along Tat Tung Road near Fu Tung Street. Exact route and pickup/drop off location will be further liaised with relevant departments in later stage.</p>
7.2.3	<p>17. Re. 2.3.11 – For setting up of pick up / drop off area for taxis, it is suggested to have two bays serving the two types of taxis separately, i.e. Lantau taxis and Urban taxis serving Tung Chung.</p>	<p>The provided general pickup /drop off area is considered sufficient to cater for Lantau taxi, Urban taxi and general loading/unloading.</p>
7.2.4	<p>18. Re. Table 3.4 –</p> <ul style="list-style-type: none"> a. NLB route 37 operates on School Days only. b. Please add Route B6S 	<p>Noted and revised in Table 3.4 of the TIA report in Attachment 3.</p>
7.2.5	<p>19. Re. Para. 6.1.7 – laybys for setting up taxis stands for both Urban taxis and Lantau Taxis should be provided in the “Private transport layby”.</p>	<p>The provided general pickup /drop off area is sufficient to cater for Lantau taxi, Urban taxi and general loading/unloading.</p>
7.2.6	<p>20. Re. Annex A <i>Indicative Covered Private Transport Lay-by Layout Plan & Swept Path Analysis</i> - As the private transport laybys would be used by the public and the provision of FB laybys, public light bus laybys and also general laybys in the area, this facility can be referred as a <u>“public transport interchange”</u> which will be managed and maintained by private developer. Moreover, laybys for urban and Lantau taxis should also be provided.</p>	<p>It is more appropriate to refer it as a covered private transport lay-by, given its management and maintenance by the Applicant and its specific design for private development purposes.</p>

	Departmental Comments	Responses to Comments
7.2.7	<p>21. Re. Annex A – The design of a PTI should comply with the Transport Planning & Design Manual, in which the following provisions should be included for the two terminating routes as proposed in the TIA:</p> <ul style="list-style-type: none"> a. 2 saw tooth bus laybys which is suitable for maneuvering of 12.8m buses; b. 4 stacking spaces should be provided; c. Area should be reserved for bus regulator offices and 24-hour accessible toilets should be provided and within reasonable walking distance as there are proposed terminating routes. 	<ul style="list-style-type: none"> a. Referring to Table 8.7.15 Guidelines on PTI Designs, Chapter 8.7, Volume 9 of TPDM, peripheral sawtooth bus bay, central stacking PTI and central island passenger platform PTI should be applicable to Site with a minimum breadth 60m. With the north-south running direction and approximately 30m width of the proposed covered private transport lay-by, the saw tooth design of the pick up and drop off bays of the Transport Interchange is considered not feasible. Therefore, typical parallel bays are proposed within the covered private transport lay-by. b. 4 stacking spaces will be provided. c. The ancillary facilities will be further considered in the detailed design stage.
7.2.8	<p>22. Re. Annex A – On the other hand, with reference to the nearby residential areas, i.e. Yat Tung Estate and Mun Tung Estate, there should bus routes travelling to destinations like Airport, Tung Chung East, New Territories East and West and South Lantau Islands area. More bus laybys should be provided.</p>	<p>Based on the proposed public transport plan, a total of six franchised bus spaces has been reserved within the private covered transport lay-by. This arrangement offers flexibility to adjust the proposed public transport plan to meet future public transport demand. Details on the future routes served in the proposed transport laybys will be further discussed in later stage.</p>