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**Attachment 2**

**Revised Drawings and**

**Development Schedule (Changes in Bold and Italic)**

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### **Indicative Development Schedule of the Proposed Scheme**

<b>Development Parameters</b>	<b>Proposed Scheme</b>
<b>Site Area</b>	About 10,648m <sup>2</sup>
<b>Total Domestic GFA</b>	Not more than 37,268m <sup>2</sup>
<b>Total Domestic Plot Ratio</b>	Not more than 3.5
<b>Maximum Building Height (to the main roof)</b>	<b><i>Not more than 76.5mPD</i></b>
<b>No. of Storeys (aboveground)</b>	20 <sup>(1)</sup>
<b>Site Coverage</b> <ul style="list-style-type: none"> <li>• Height not exceeding 15m</li> <li>• Height over 15m</li> </ul>	Not more than 100% Not more than 33.33%
<b>No. of Residential Blocks</b>	2
<b>No. of Units</b>	745
<b>Average Flat Size</b>	About 50 m <sup>2</sup>
<b>Anticipated Population<sup>(2)</sup></b>	About 1,937
<b>Resident's Clubhouse<sup>(3)</sup></b>	Not more than 1,677.06m <sup>2</sup>
<b>Private Open Space</b>	Not less than 1,937m <sup>2</sup>

**Remarks:**

- (1) Including 2 levels of aboveground carpark / E&M, 1 level of landscaped podium and 17 residential floors (excluding transfer plate).
- (2) The anticipated population is assumed to be 2.6 person-per-flat, with reference to Census and Statistics Department's website released in March 2025 ([https://www.censtatd.gov.hk/en/web\\_table.html?id=130-06806](https://www.censtatd.gov.hk/en/web_table.html?id=130-06806)) which shows Islands District average household size in 2024.
- (3) The residents' clubhouse GFA is not more than 4.5% of the domestic GFA and is exempted from plot ratio calculation.



TUNG CHUNG BAY



### Legend

- Application Site Boundary
- Covered Walkway
- Residential
- Flat Roof Area / Landscape (Covered / Uncovered Area)
- Pool
- EVA / Driveway
- Carpark
- Transfer Plate
- Pink Hatched Blue Stippled Black Area (Under Lease)
- Pink Hatched Blue Area (Under Lease)
- Pink Stippled Black Area (Under Lease)

Rev.	Date
-	23 FEB 2026
Scale	Figure
1:750 [A3]	



TUNG CHUNG BAY



### Legend

- Application Site Boundary
- Lift Lobby to Residential Towers
- Flat Roof Area / Landscape (Covered / Uncovered Area)
- M&E
- Refuse Storage & Material Recovery Chamber
- EVA / Driveway
- Carpark
- Pink Hatched Blue Stippled Black Area (Under Lease)
- Pink Hatched Blue Area (Under Lease)
- Pink Stippled Black Area (Under Lease)



TUNG CHUNG BAY

### Part Plan at High Level



### Legend

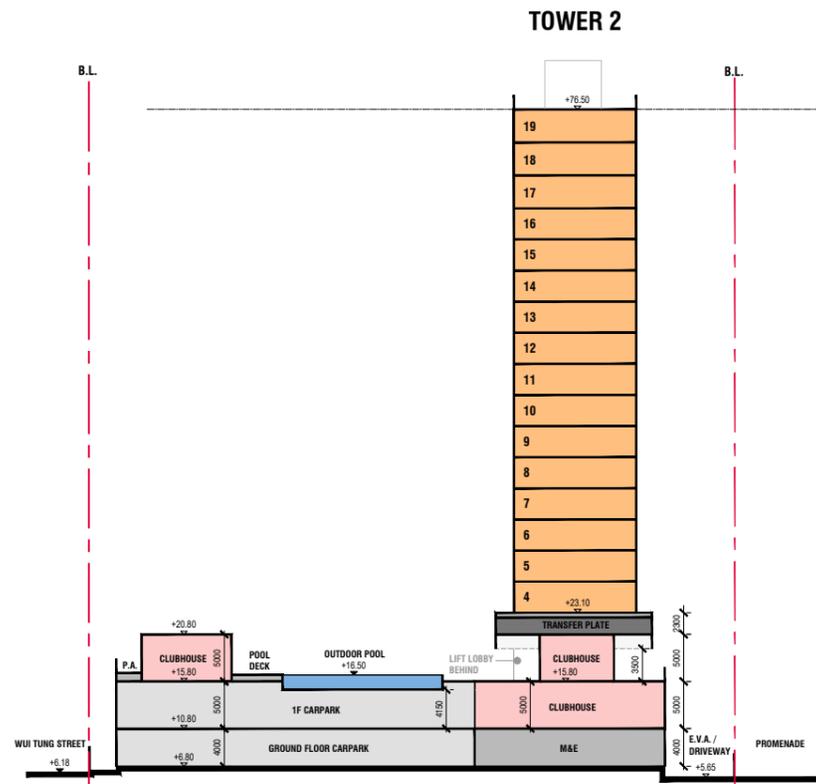
- Application Site Boundary
- Lift Lobby to Residential Towers
- Flat Roof Area / Landscape (Covered / Uncovered Area)
- Clubhouse
- M&E
- M&E Services at High Level
- Carpark
- Pink Hatched Blue Stippled Black Area (Under Lease)
- Pink Hatched Blue Area (Under Lease)
- Pink Stippled Black Area (Under Lease)



TUNG CHUNG BAY



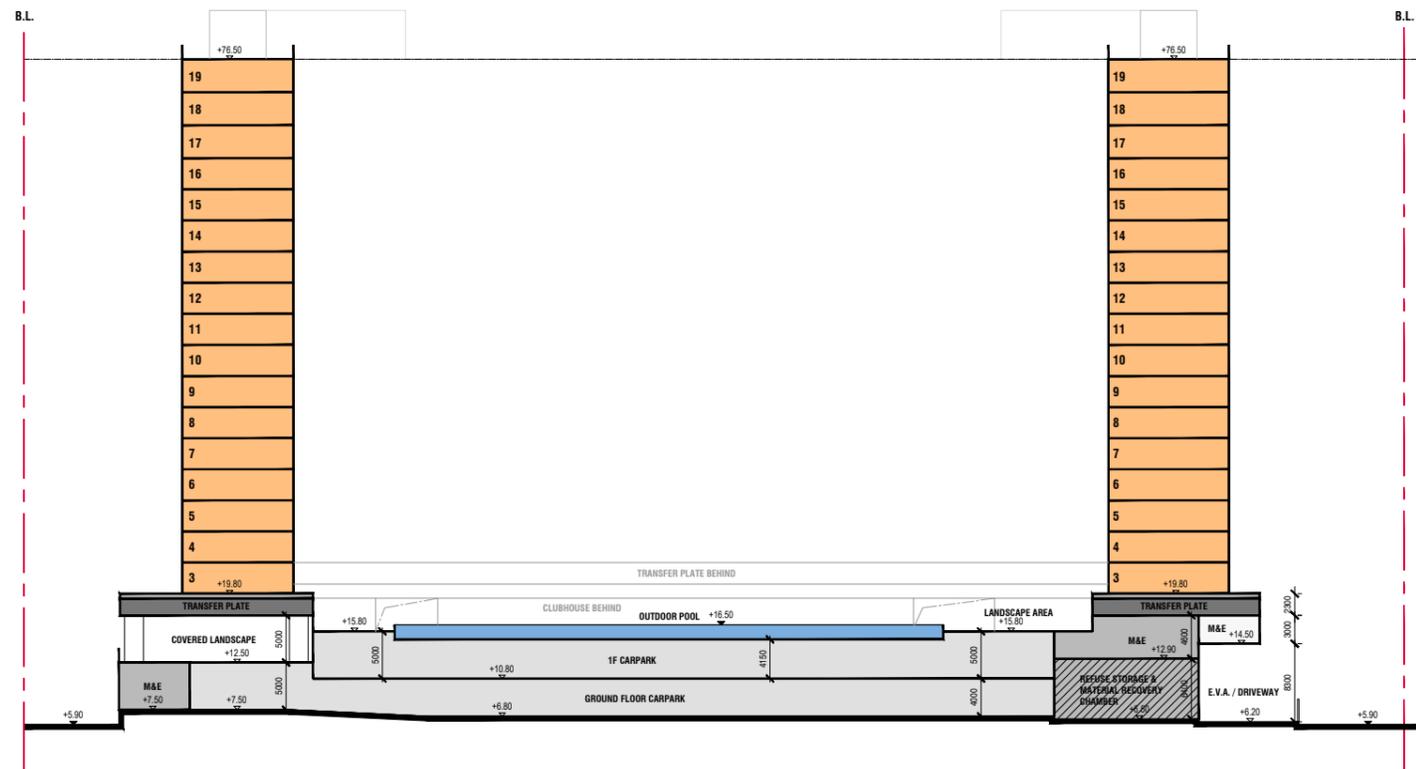
Legend	
	Application Site Boundary
	Covered Walkway
	Lift Lobby to Residential Towers
	Flat Roof Area / Landscape (Covered / Uncovered Area)
	Clubhouse
	Pool
	M&E
	Transfer Plate
	Pink Hatched Blue Stippled Black Area (Under Lease)
	Pink Hatched Blue Area (Under Lease)
	Pink Stippled Black Area (Under Lease)



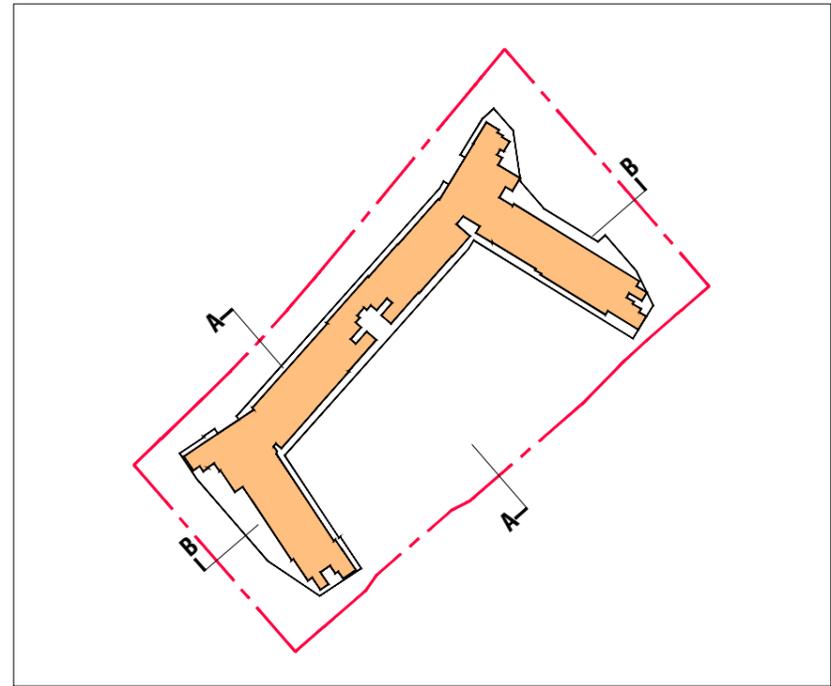
Section A-A

TOWER 2

TOWER 1



Section B-B



KEY PLAN

Legend

- - - Application Site Boundary
- Residential
- Clubhouse
- Pool
- M&E
- M&E Services at High Level
- Refuse Storage & Material Recovery Chamber
- Carpark
- Transfer Plate

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**Attachment 3**  
**Supplementary Drawings**

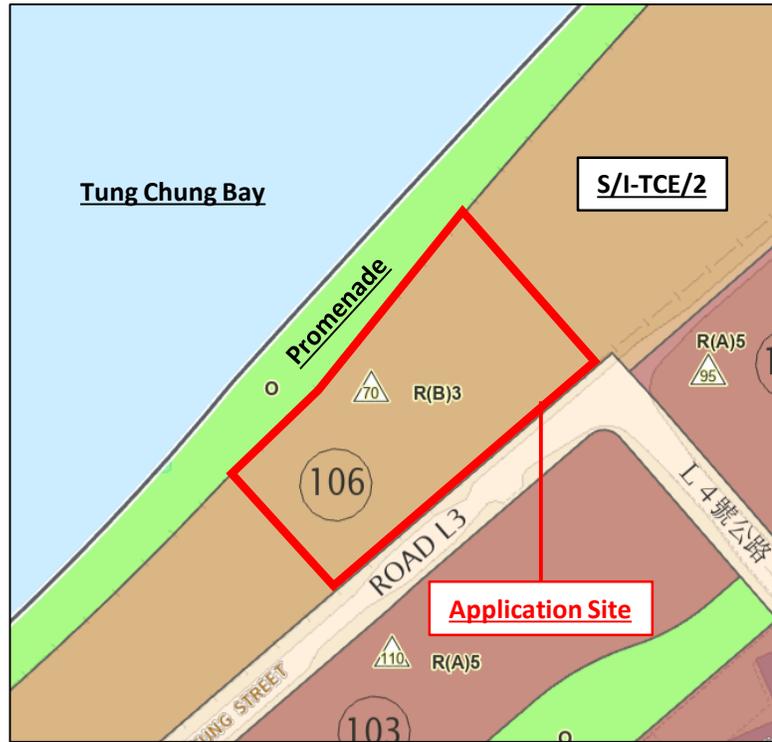
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- 1. DESIGN MERITS OF PROPOSED SCHEME**
- 2. JUSTIFICATIONS FOR CAR PARK ARRANGEMENT**
- 3. JUSTIFICATIONS FOR LAYOUT OF CLUBHOUSE**
- 4. JUSTIFICATIONS FOR SITE LEVELS AND FLOOR HEIGHTS**
- 5. CONCLUSION**

# **1. DESIGN MERITS OF PROPOSED SCHEME**

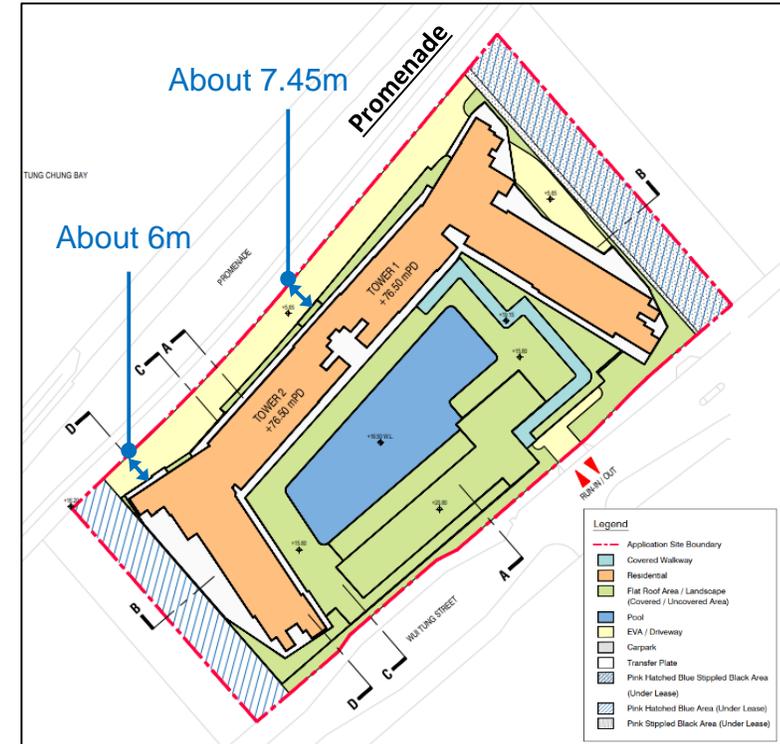
**Figure 1: Provision of Additional Setback from Promenade**

***Under OZP (and Lease)***



- There is no setback requirement from the promenade under OZP (also none under lease).

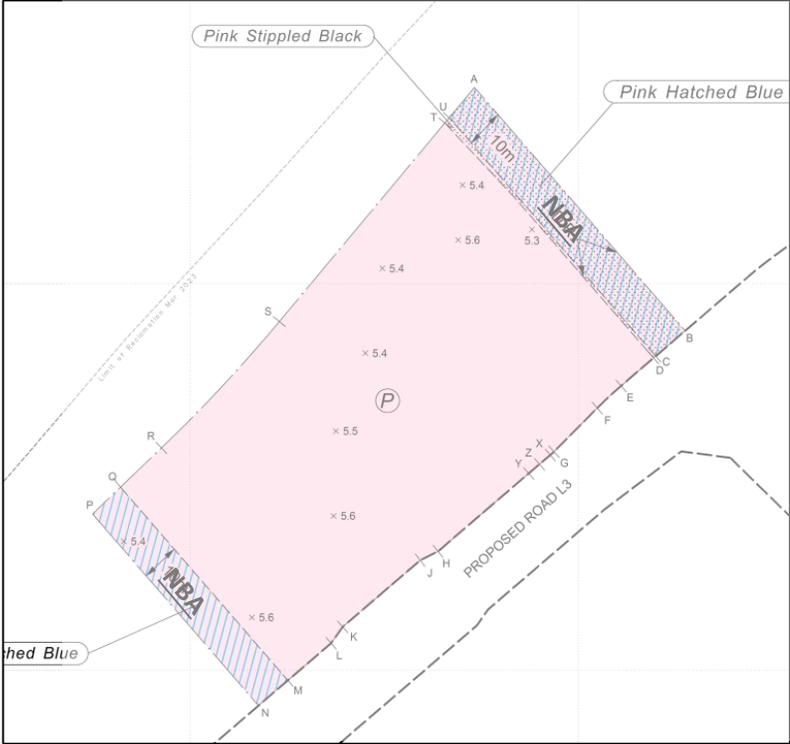
***Proposed Scheme***



- Setback from the promenade is provided along the north-western boundary, which now ranges from about 6m to 7.45m to help reduce visual bulk along the promenade.

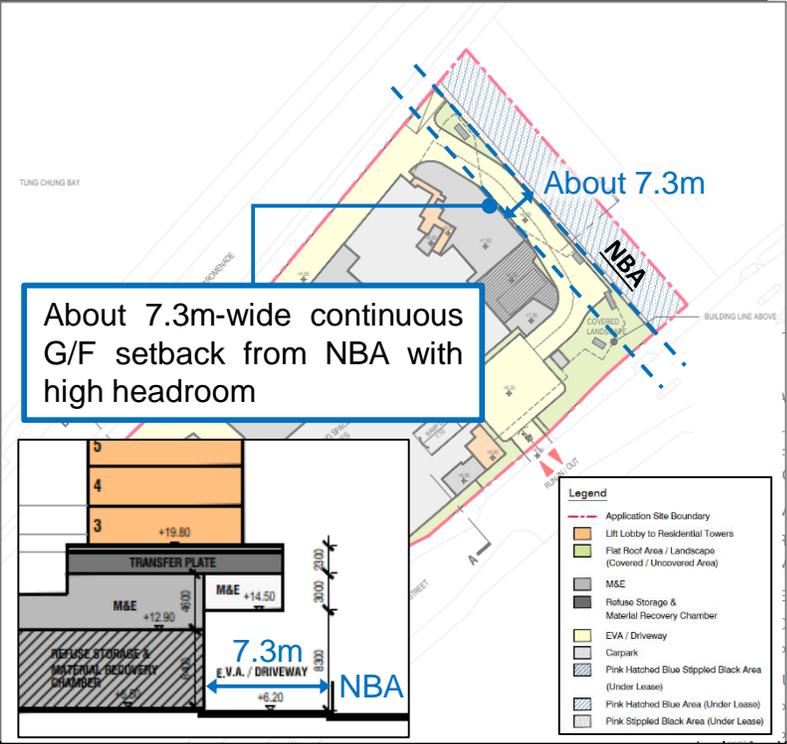
# Figure 2: Provision of Further Setback in Addition to NBA Requirement

## Under Lease



- Under lease, there are two strips of non-building area (NBA), one along the northeastern boundary and one along the southwestern boundary.
- There is [no setback requirement from the NBA](#) under lease.

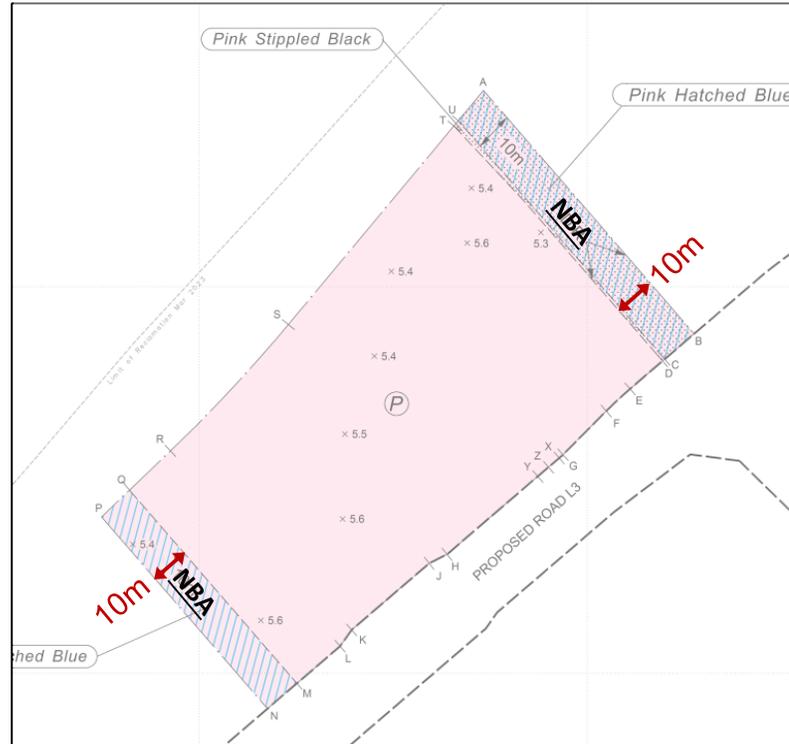
## Proposed Scheme



- Has respected the NBAs.
- A [continuous G/F setback of about 7.3m from the northeastern strip of NBA](#) is provided, which enhances openness facing the NBA.

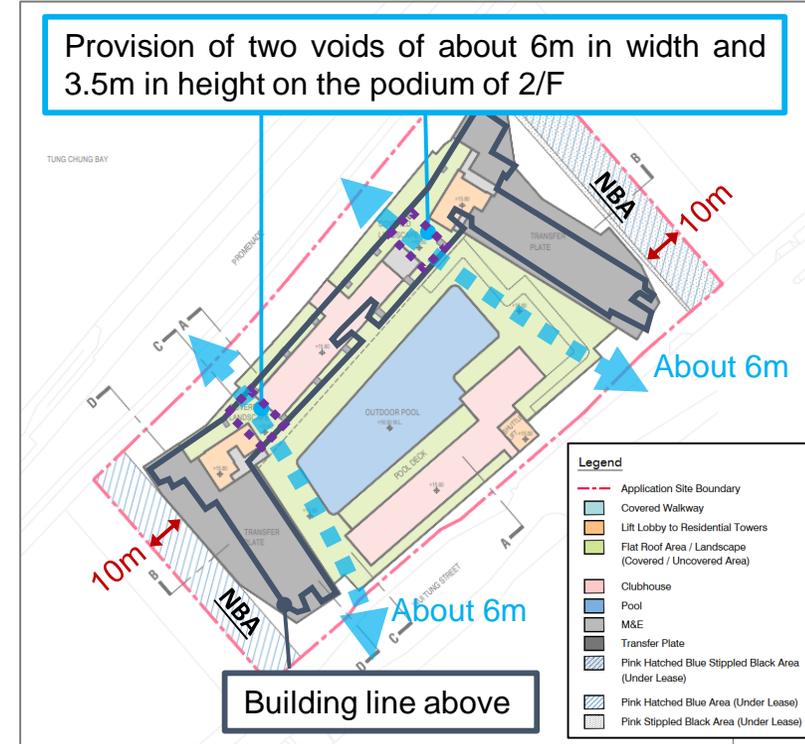
# Figure 3: Building Permeability Further Enhanced under Proposed Scheme

## Under Lease



- Under lease, there are two strips of non-building area (NBA), one along the northeastern boundary and one along the southwestern boundary.
- Both NBAs are 10m in width, to allow air permeability through the site.

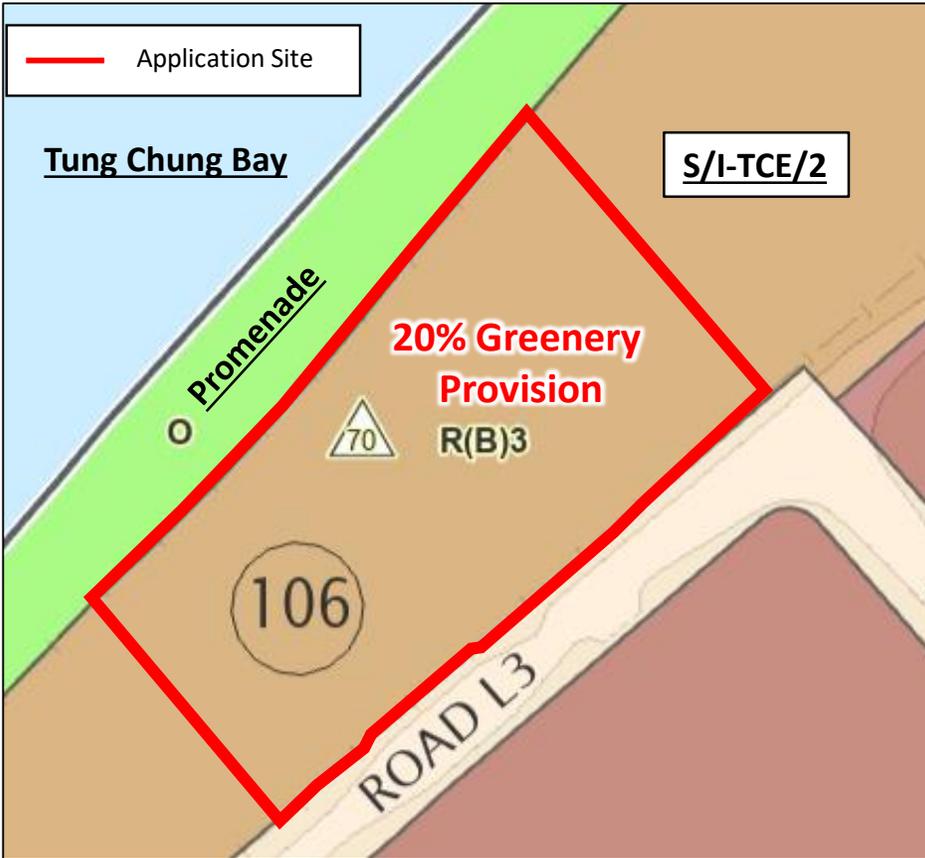
## Proposed Scheme



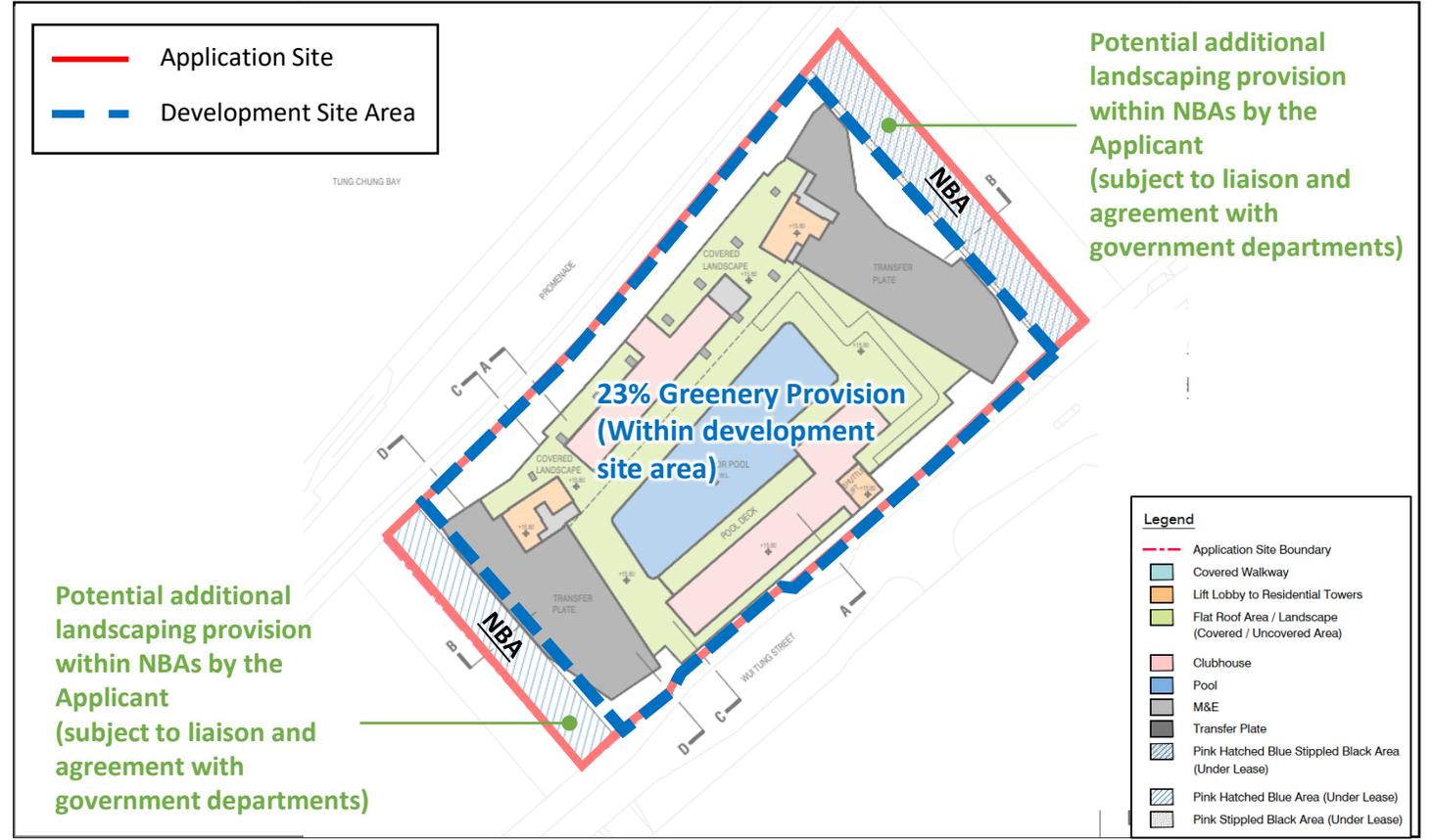
- Has respected the NBAs.
- Effort has been made to include additional design measure for air permeability.
- Two voids of about 6m in width and 3.5m in height are provided on the podium of 2/F to enhance permeability.

# Figure 4: Additional Greenery Provision within Development Site Area

## Minimum Greenery Provision under PNAP APP-152



## Additional Greenery Provision within Development Site Area

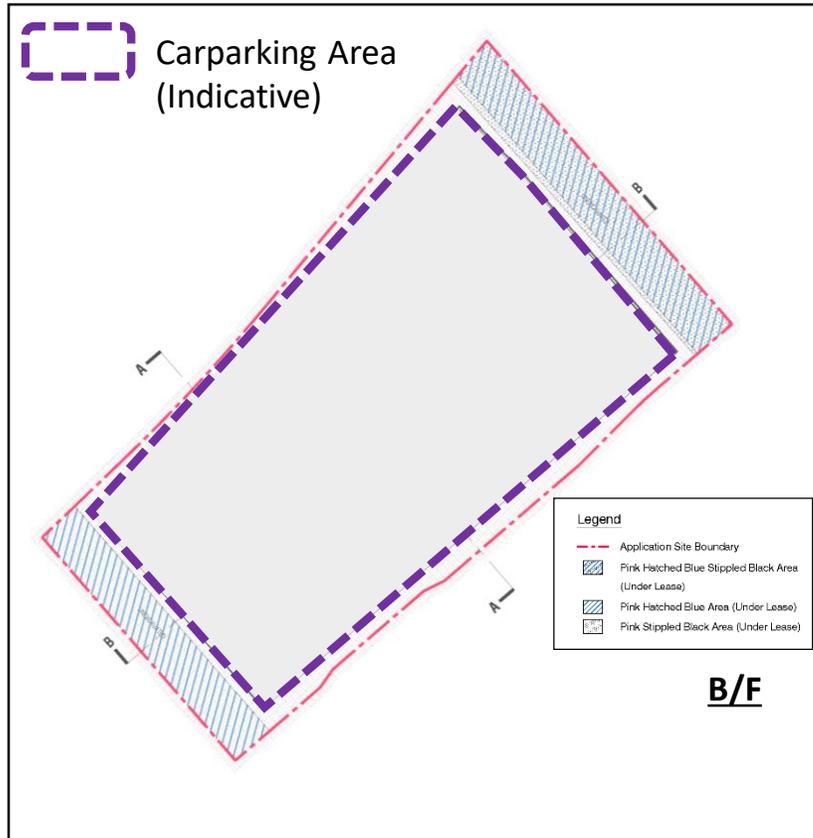


- In accordance with the requirement of the Sustainable Building Design Guidelines (PNAP APP-152), the overall minimum site coverage of greenery required for the entire Application Site is 20% (i.e. area within the red line).
- Given that the two strips of non-building area (NBA) along the northeastern and southwestern boundary will be surrendered back to the Government, in order not to reduce the overall greenery provision for the Application Site, the Applicant has distributed all the proposed greenery within the development site area (i.e. demarcated in blue dotted line). The greenery provision within the development site area is therefore able to achieve a coverage of not less than 23%.
- Besides, according to the lease, the Applicant will also need to provide landscaping provision within the two NBAs, subject to liaison and agreement with relevant government departments at detailed design stage. In turn, the two strips of NBAs might be able to provide additional greenery provision on top of those within the development site area, which will further enhance the streetscape of the Application Site.

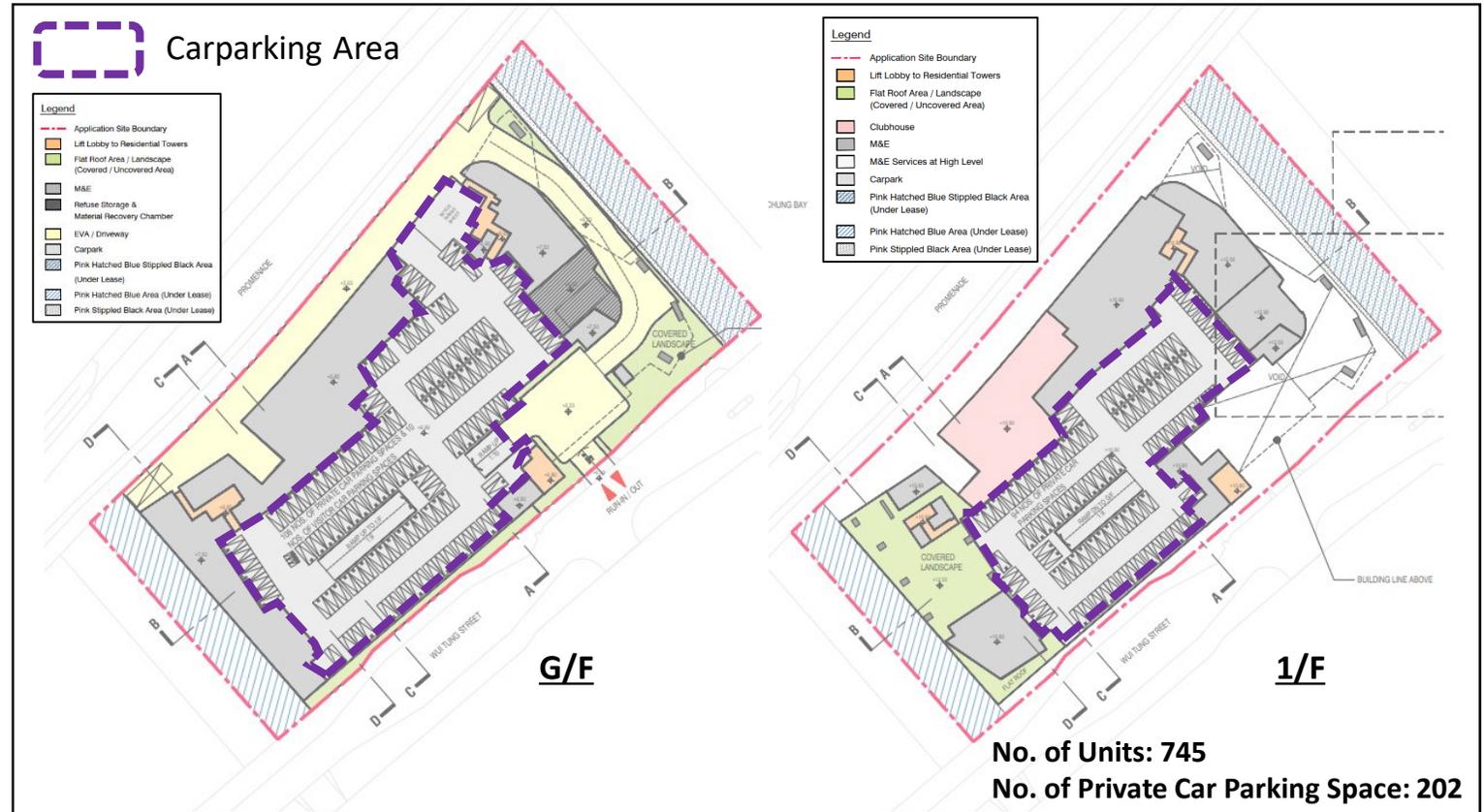
## **2. JUSTIFICATIONS FOR CAR PARK ARRANGEMENT**

# Figure 5: Carparking Extent Being Minimal to Minimise Building Bulk

## Indicative Basement Carpark Design Approach



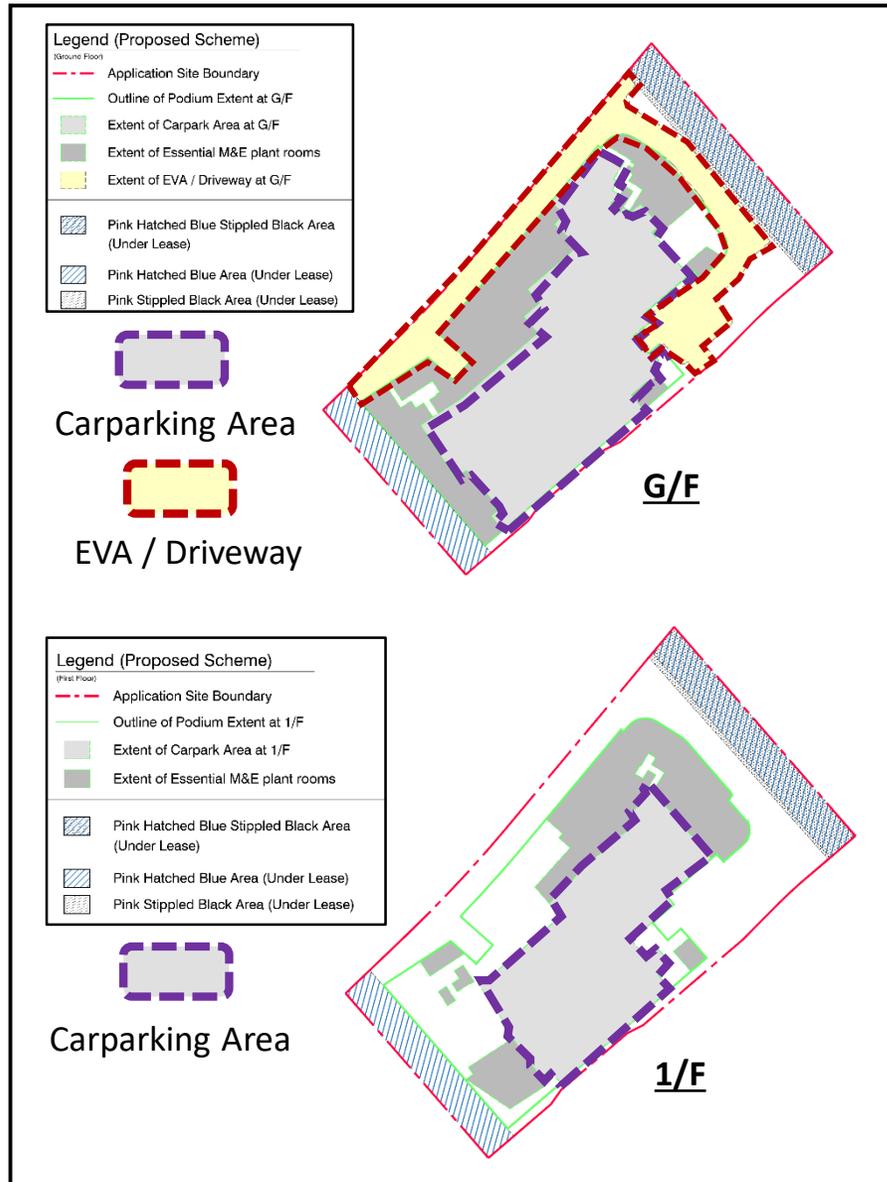
## Proposed Scheme (Detailed G/F & 1/F Plan) (Indicative Only)



- Number of car parking provision [based on the carparking ratio stipulated under Lease.](#)
- With basement carpark design, [apart from the NBAs and unexcavated areas reserved along site boundaries, the floor plate available for carpark could cover majority of the Application Site.](#)
- For the Proposed Scheme with carpark relocated above ground, [after taking into account the necessary EVA arrangement, ingress/egress points, etc., it is not feasible to accommodate all the car parking spaces on a single floor \(i.e. G/F\). Some of the required car parking spaces have to be accommodated on another floor \(i.e. 1/F\).](#)
- As shown in the above illustrative diagrams with detailed indicative carparking layout, the [maneuvering space provided in the carparking areas under the Proposed Scheme \(in 2 levels\) is reasonable. No excessive parking area is created to raise the building height.](#)

**Figure 6: Carparking Extent Constrained by EVA / Driveway Provision and 2 Carparking Storeys Are Necessary**

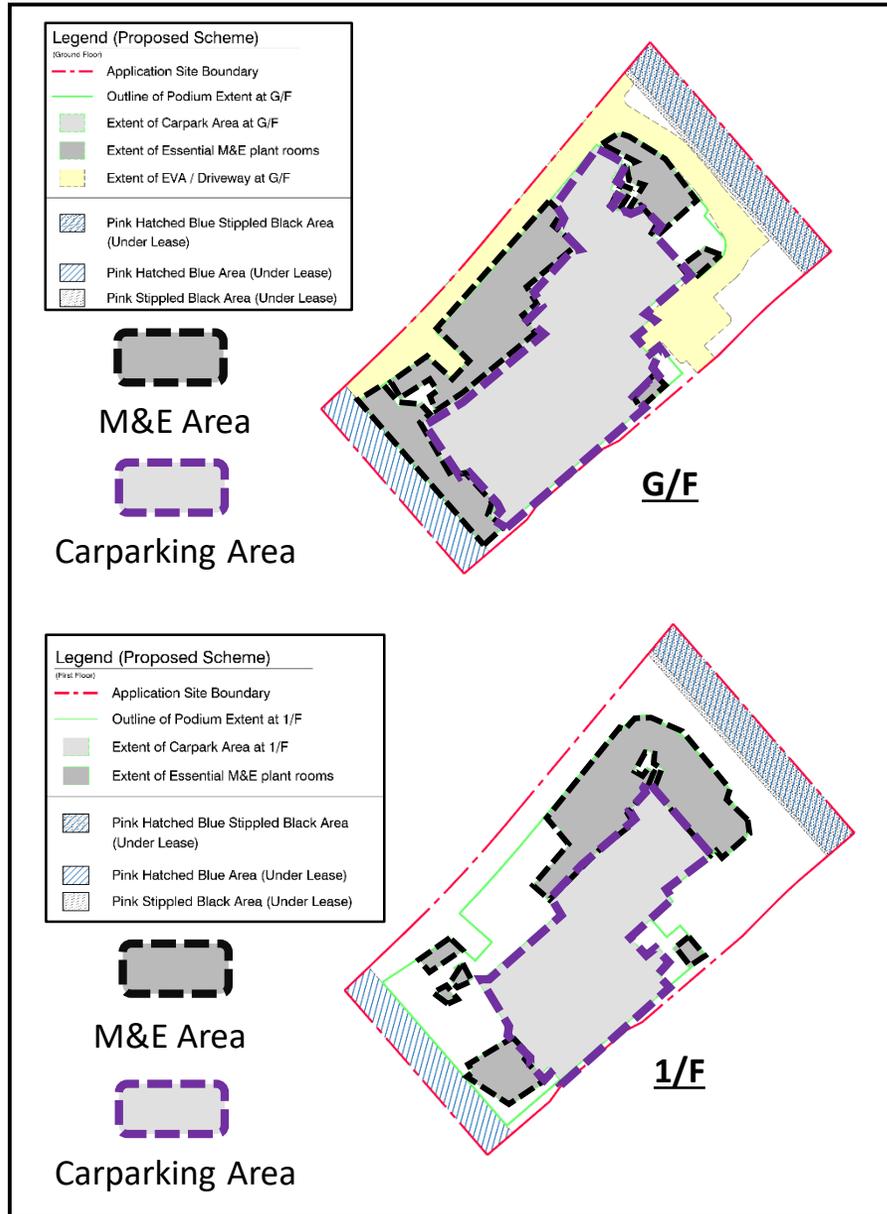
***Proposed Scheme***



- Under the Proposed Scheme with carparking floor provided above ground, there will be direct interfacing between the EVA / driveway and ground floor carpark structure.
- To achieve a more efficient carparking layout, [the EVA / driveway of the Proposed Scheme will need to be realigned to run along the edge of the Application Site to maximize the central portion of the G/F of the site for carparking structure.](#)
- Such interface issue would also [confine the carparking spaces to a smaller site coverage.](#) As a result, [2 storeys are required to accommodate largely the same number of carparking spaces under the Proposed Scheme.](#)

**Figure 7: M&E Provision and Layout Being Reasonable**

**Proposed Scheme**

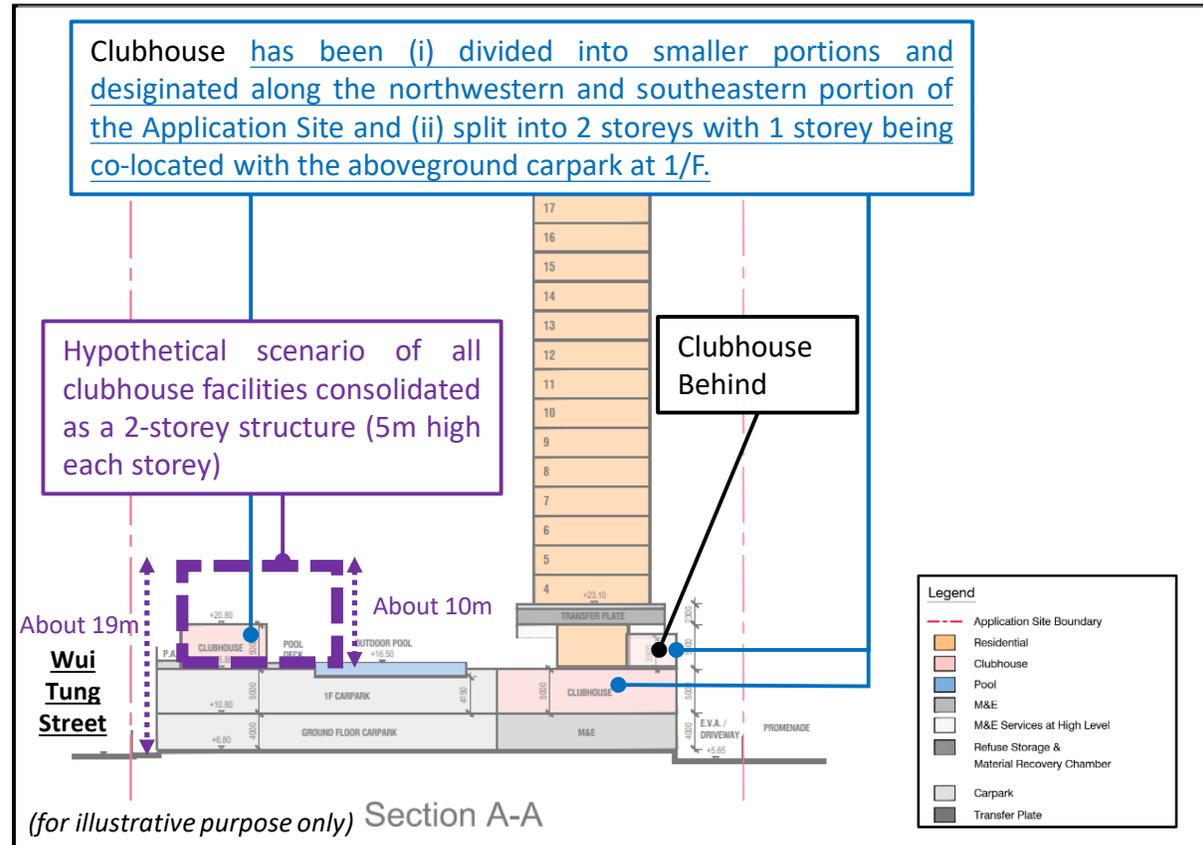


- The M&E plant room areas within the podium of the Proposed Scheme include [essential services which serve the entire development in addition to the carpark](#). To minimize building bulk of the development, the major M&E facilities are accommodated in the podium together with the carparking areas.
- Besides, [based on the latest Technical Guidelines for Electric Vehicle \(EV\) Charging-enabling for Car Parks of New building Developments published by the Government](#), all parking spaces shall be equipped with an EV charger with output power not less than 7kW, and a diversity factor of 1.0 is required to be satisfied (instead of 0.8 previously). [As such, about 50% extra area is required for transformer rooms and their associated main switch rooms due to the increased electrical load](#). Furthermore, version 16 of [CLP's Code of Practice No. 101 for Distribution Substation Design](#) requires [enlargement of transformer rooms when compared to the previous version](#), which further increases the required area.

### **3. JUSTIFICATIONS FOR LAYOUT OF CLUBHOUSE**

# Figure 8 Rationalise the Clubhouse Design to Avoid Excessive Height after Accommodating Aboveground Carpark

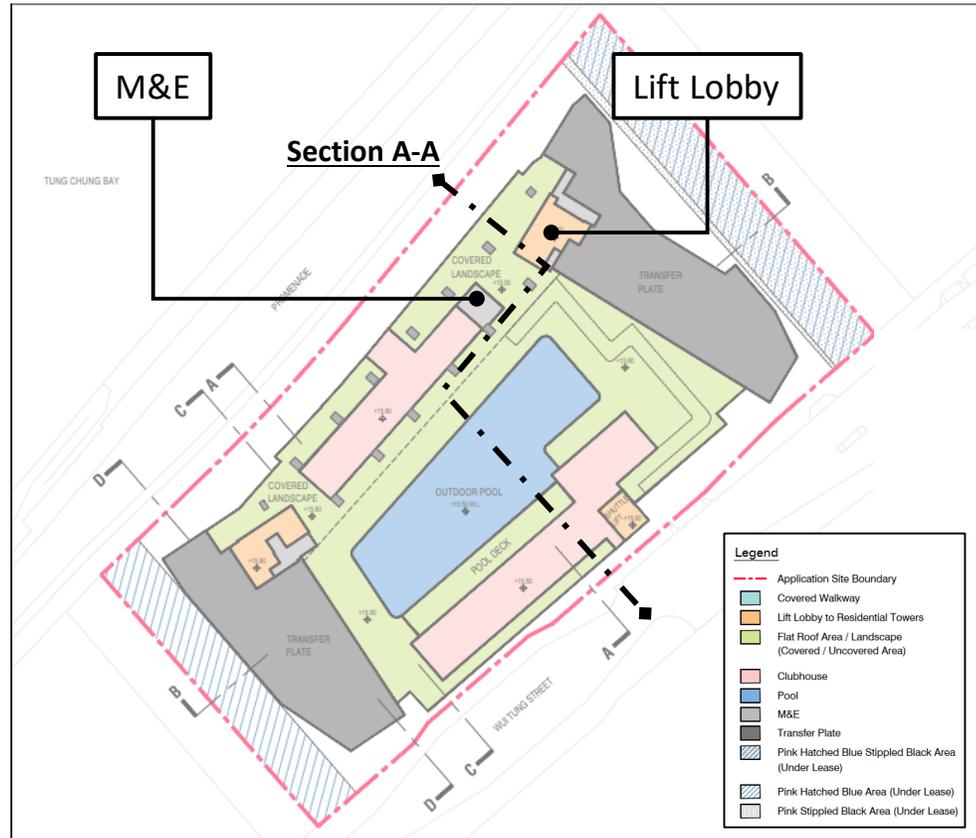
## Proposed Scheme



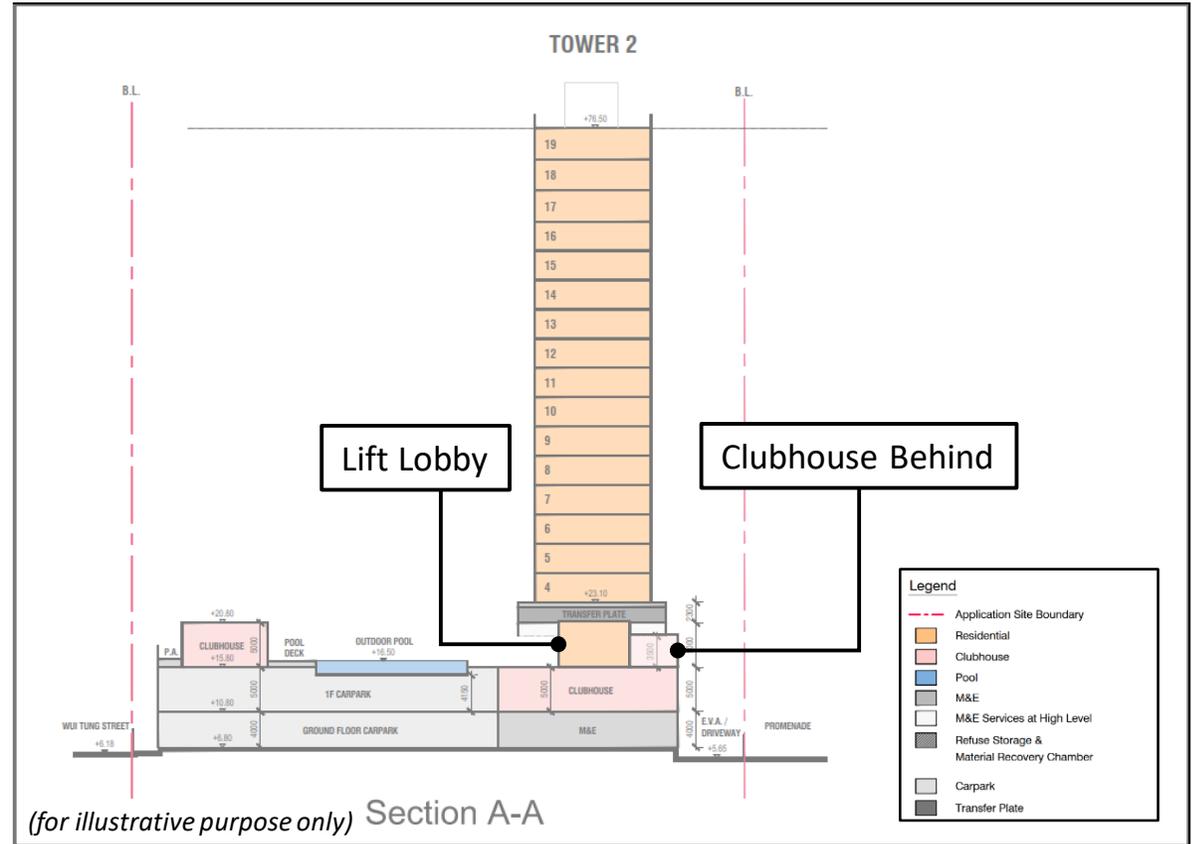
- Hypothetically, if the clubhouse facilities are consolidated as a 2 storey structure above podium, the overall height of the podium facing Wui Tung Street would become overly excessive (i.e. about 19m) after incorporating the aboveground carpark.
- The bulk of the clubhouse has been (i) divided into smaller portions and designated along the northwestern and southeastern portion of the Application Site and (ii) split into 2 storeys with 1 storey being co-located with the aboveground carpark at 1/F. Such design allows for reduction in podium bulk and enhance visual and wind permeability at pedestrian level especially along Wui Tung Street.

**Figure 9: Rationalise the Clubhouse Design to Avoid Excessive Height after Accommodating Aboveground Carpark**

**Proposed Scheme (2/F Plan)**



**Proposed Scheme (Section)**

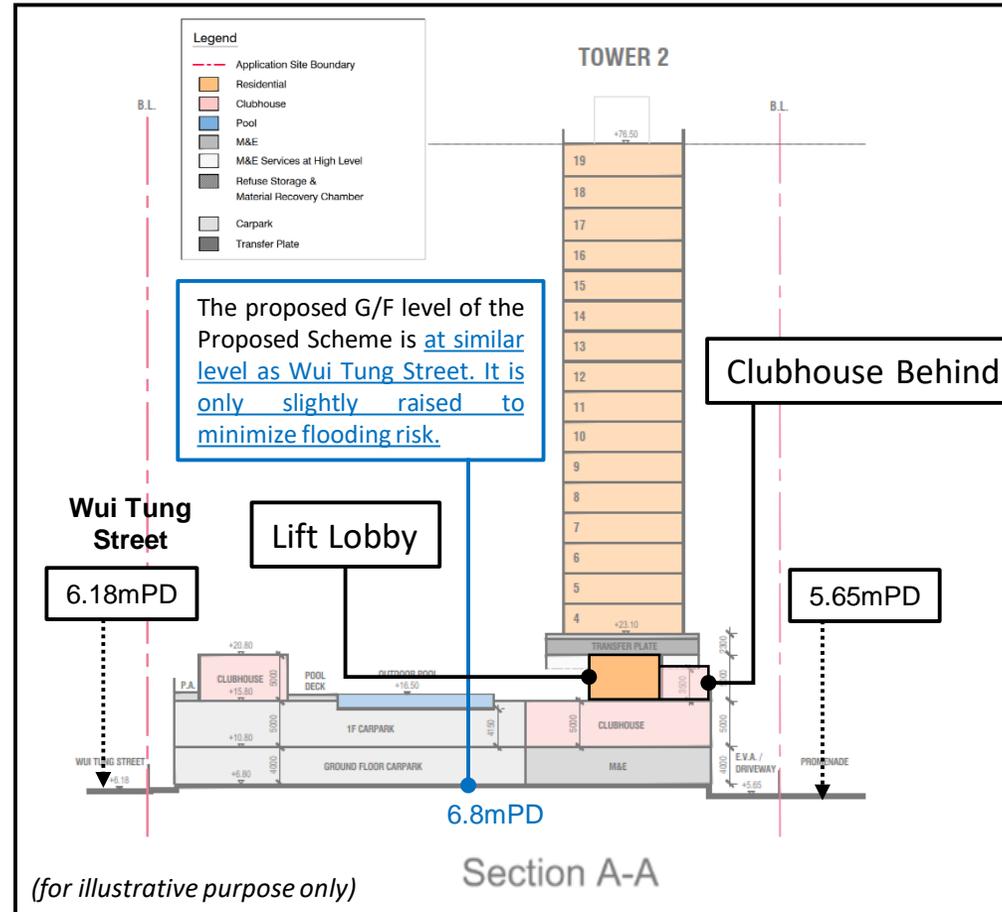


- Rather than dedicating 2/F solely for clubhouse, [clubhouse facilities are being co-located with the necessary lift lobbies and E&M facilities](#), as shown in the above 2/F Plan and Section A-A.
- The building height and building bulk has been minimized by [avoiding further stacking the clubhouse and residential lobby/ E&M on top of each other](#).

## **4. JUSTIFICATIONS FOR SITE LEVELS AND FLOOR HEIGHTS**

**Figure 10: Proposed Site Formation Level Being Reasonable**

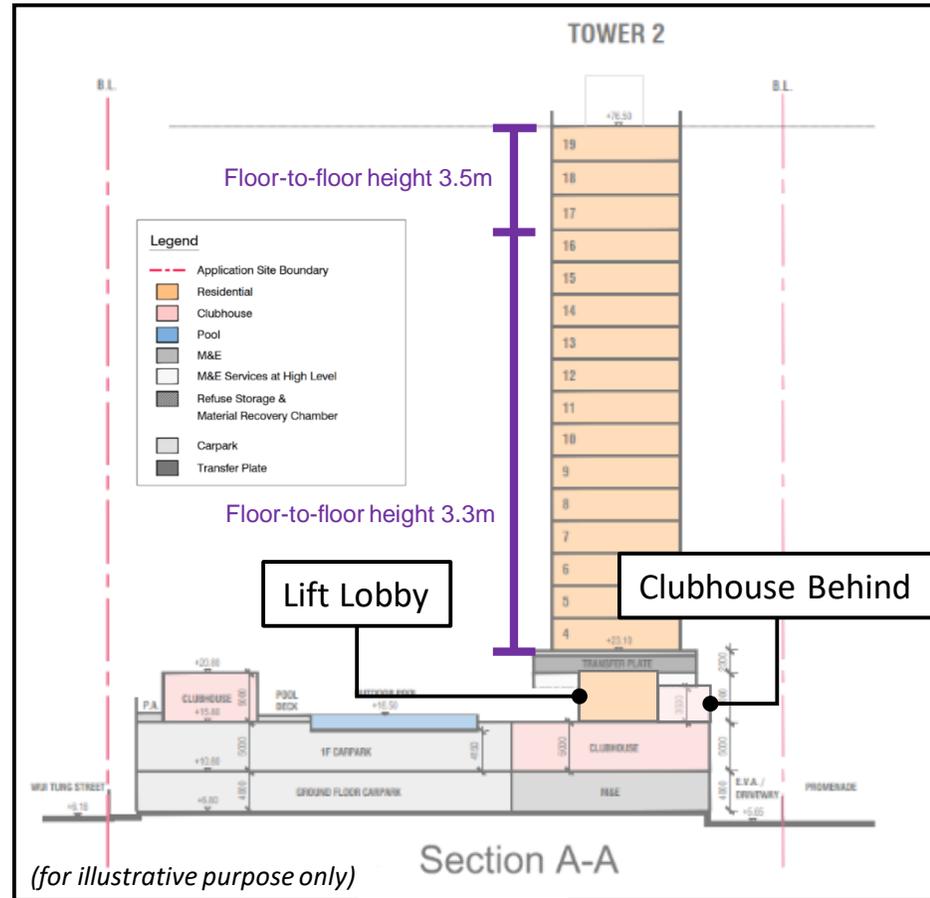
**Proposed Scheme**



- The proposed site formation level of 6.8mPD is to mainly tie in with the street level of Wui Tung Street at 6.18mPD which is the ingress/egress point of the site.
- According to the 50-year storm with climate change projected to the end of 21<sup>st</sup> Century, the flood level of the Tung Chung area is about 5.99mPD (based on the nearest Shek Pik Tide-gauge). The proposed G/F level of 6.8mPD is slightly raised to minimize flood risk within the Application Site.

**Figure 11: Proposed Residential Floor-to-Floor-Height Could Help Achieve Gold Rating of BEAM Plus as Required under Lease**

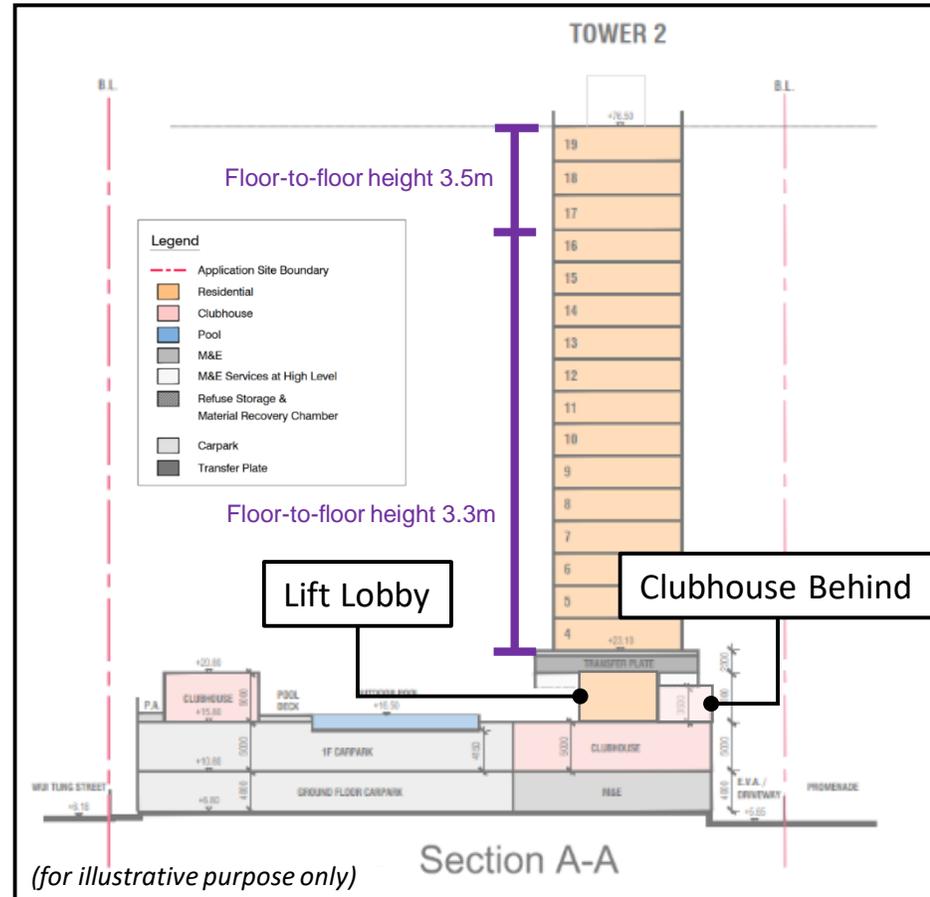
***Proposed Scheme***



- The development is [required under lease to obtain a Provisional Gold Rating](#), assessed under *BEAM Plus New Buildings Version 2.0*. To achieve a Gold Rating, it is a prerequisite condition to [meet ventilation requirements which are beyond the regulatory standards stipulated in Cap. 123F Building \(Planning\) Regulations](#) (i.e. the required size of the openable window would be [increased from 6.25% of the room's floor area to 7%](#)). The proposed typical storey height of 3.3m would contribute immensely towards [meeting the enhanced ventilation standards](#).
- The proposed typical floor-to-floor height of 3.3m will also be able to [provide better sunlight penetration and air ventilation to the indoor living environment of each residential unit](#), which is in line with the Government's policy of promoting better indoor living environment.

**Figure 12: Proposed Residential Floor to Floor Height Being Reasonable**

***Proposed Scheme***

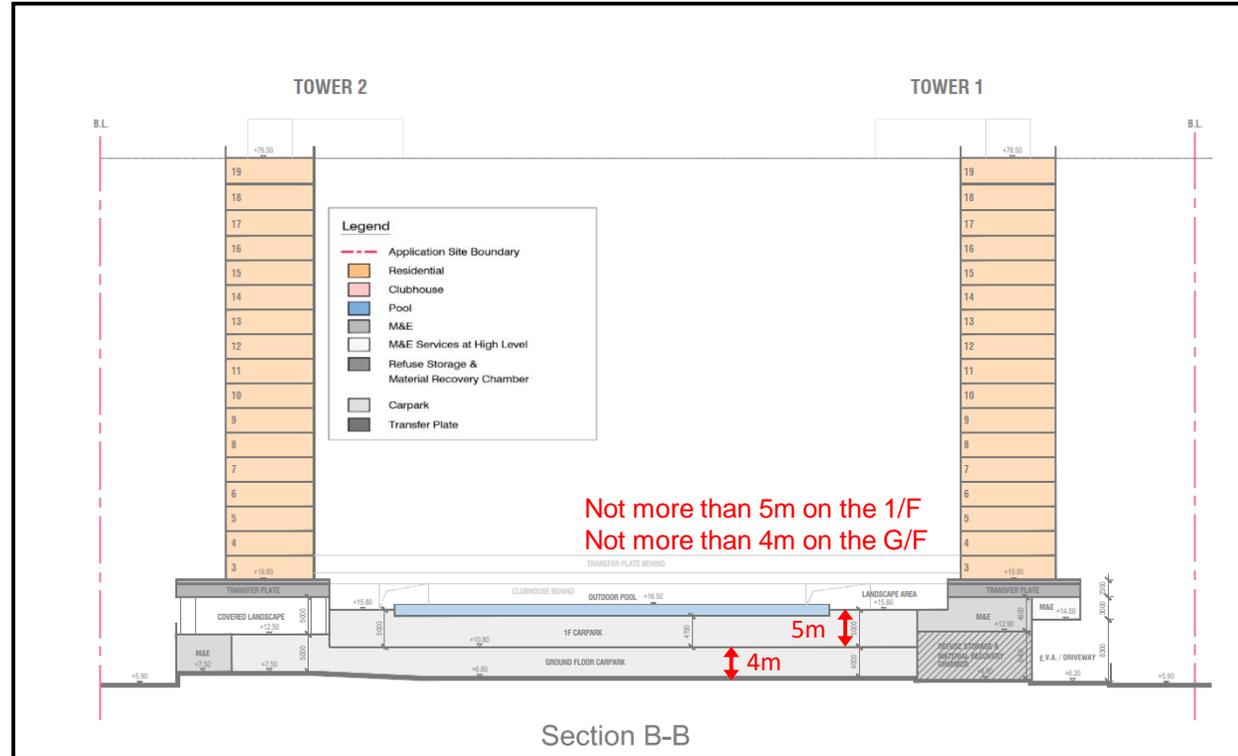


- The proposed typical floor-to-floor height of 3.3m is also the [prevailing market trend within the housing market in recent years](#). (e.g. *The Corniche* 凱玥 (completed in 2022) [3.5m]; *One Park Place* 柏景峰 (to be completed in 2027) [3.3m]; *Park Seasons* (completed in 2025) [3.325m]; and *Villa Garda* 凱柏峰 (completed in 2024) [3.3m])
- The proposed floor-to-floor height also [does not exceed the maximum typical floor height \(i.e. 3.5m\) as stipulated under PNAP APP-5 of Buildings Department](#).



**Figure 14: Floor to Floor Height for Carpark Minimised**

***Proposed Scheme***



- For typical residential developments, it is common to adopt a headroom of 5m for carparking floors.
- Instead of designating both carparking floors with 5m high for the Proposed Scheme, the headroom of G/F is reduced to 4m, in order to reduce the overall building height as far as practicable while maintaining the minimum headroom requirement.

## **5. CONCLUSION**

## Conclusion

1. The Proposed Scheme has provided various [additional design merits](#) when compared with OZP conforming scenario, which includes:
  - About 6m to 7.45m setback of podium from promenade;
  - In addition to NBA, further setback of about 7.3m at lower levels is provided along northeastern NBA; and
  - Further enhanced building permeability with provision 2 nos. of voids of about 6m in width and 3.5m in height on the podium of 2/F.
  - Additional greenery provision within development site area with potential landscaping provision within NBAs.
2. The Proposed Scheme has provided [valid justifications for its carparking arrangement and E&M provision, with reasonable layout based on technical requirements.](#)
3. The Proposed Scheme has provided [valid justifications for its clubhouse layout, with the bulk of clubhouse facilities sub-divided into a few smaller bulk and location rationalized to minimize building bulk.](#)
4. The Proposed Scheme has provided [valid justifications for its site levels \(to address flood risk\) and floor heights.](#)