

Proposed Residential Development at Area 106B, Tung Chung, TCTL No. 55
Section 16 Planning Application for Proposed Minor Relaxation of
Maximum Building Height Restriction for Permitted Flat Use in
“Residential (Group B) 3” Zone



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Attachment 1: Extract of the Notes and Explanatory Statement of the Approved Tung Chung Extension Area OZP No. S/I-TCE/2

EXECUTIVE SUMMARY

The subject planning application is submitted to the Town Planning Board (the Board) in support of the proposed minor relaxation of maximum building height (BH) restriction for permitted flat use in "Residential (Group B) 3" ("R(B)3") zone on the Approved Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/2 under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

The Application Site is currently zoned "R(B)3" with a BH restriction of 70mPD imposed thereon. A set of General Building Plan (GBP) for residential development with a max. BH of 70mPD and 1 storey of basement carpark was approved in September 2025 (hereafter referred to as the Approved GBP Scheme).

Following the announcement in the 2025 Policy Address, the Government promulgated the enhanced GFA exemption arrangements for carparks in private development projects in November 2025 to allow full GFA exemption for no more than two storeys of aboveground carparks, while eliminating the prerequisite of constructing some of the carparks underground. At the same time, to facilitate the implementation of such enhanced arrangements, the Government announced that the town planning procedures will be streamlined for approving relaxation of BH relevant to the aboveground carparks. The above measures have already taken effect starting from November 2025.

In response to the above mentioned policy initiative, the current planning application proposes a minor relaxation of BH restriction from 70mPD to 76.9mPD (+6.9m & +9.86%) to facilitate incorporation of the aboveground carparks design into the permitted residential development on the Application Site. Opportunities are also taken to include some design enhancement measures in the development. Basically, the Proposed Scheme is largely the same as the Approved GBP Scheme in terms of the general layout, building disposition and floor-to-floor height arrangement.

The subject planning application is supported by the following justifications and merits:

- the Proposed Scheme is in line with the Government's policy of facilitating aboveground carpark arrangement for private developments;
- the proposed minor relaxation of building height is for the incorporation of the aboveground carparks only with no major change in the floor-to-floor heights as in the Approved GBP Scheme;

- the proposed magnitude of increase in building height is minor and comparable to other similar approved planning applications for minor relaxation of building height restriction;
- the Proposed Scheme, with a minor increase in building height, is still in line with the urban design concept of the Tung Chung Extension Area, with stepped building height profile and air ventilation / view corridor preserved;
- the Proposed Scheme has included additional design measures as compared with the Approved GBP Scheme;
- the Proposed Scheme has no significant change in visual and air ventilation aspects; and
- no other technical impacts are anticipated, as the Proposed Scheme conforms to the planning intention, land uses and maximum plot ratio restrictions of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.

In light of the supporting justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

申請人現根據《城市規劃條例》第 16 條（第 131 章），向城市規劃委員會（下稱「城規會」）遞交規劃申請，在東涌擴展區分區計劃大綱圖編號 S/I-TCE/2 一幅劃作「住宅(乙類)3」的地帶，擬議略為放寬最高建築物高度限制，作已核准的住宅發展（下稱擬議發展）。

申請地盤目前被劃作「住宅(乙類)3」地帶，其最高建築物高度為不多於主水平基準以上 70 米。申請地盤亦於 2025 年 9 月獲批准一套住宅發展的建築圖則（以下簡稱「已核准方案」）。已核准方案的最高建築物高度為不多於主水平基準以上 70 米，並設有一層地下停車場。

在 2025 年施政報告公佈後，政府於 2025 年 11 月亦相繼公佈了經優化的私人發展項目停車場總樓面面積豁免安排，容許地面不多於兩層停車場的總樓面面積獲全數豁免，亦無須以興建部分停車場於地庫作為先決條件。為配合優化措施的實施，政府亦會簡化審批地面停車場高度限制的城規程序，以批准與興建地面停車場相關的建築物高度限制放寬。上述措施已於 2025 年 11 月生效。

基於上述政策，申請人現提交規劃申請，擬議將建築物高度限制由主水平基準以上 70 米放寬至主水平基準以上 76.9 米（增加 6.9 米及 9.86%），以在申請地盤將地面停車場納入經常准許的住宅發展項目中。此外，申請人亦把握機會在擬議發展加入一些設計增益及改善措施。基本上，擬議發展在整體佈局、建築物設計及樓層高度，均與已核准方案大致相同。

以下為支持是次規劃申請的發展理據及增益：

- 擬議發展符合政府優化私人發展項目設置地面停車場總樓面面積獲豁免的政策；
- 擬議略為放寬最高建築物高度限制僅用於容納地面停車場，擬議發展並沒有大幅度改變任何已核准方案的樓層高度；
- 擬議建築物高度的增加幅度較小，並與其他已核准的類似規劃申請（略為放寬最高建築物高度限制）相當；

- 擬議發展在略為增加最高建築物高度後，仍然符合東涌擴展區的城市設計概念(即仍然保留東涌擴展區的階梯式建築物高度及通風廊/觀景廊)；
- 與已核准方案相比，擬議發展包含額外的設計增益；
- 擬議發展在視覺及通風方面沒有重大變化；及
- 擬議發展符合分區計劃大綱圖的規劃意向、土地用途及最高地積比率限制，所有其他發展參數均與已核准方案保持一致，因此擬議發展預計不會產生其他技術層面的影響。

基於以上理據，現懇請城規會接納是次規劃申請。

1 INTRODUCTION

1.1 Background

1.1.1 This planning application is submitted to the Town Planning Board (the Board) in support of the proposed minor relaxation of maximum building height (BH) restriction for permitted flat use in "Residential (Group B) 3" ("R(B)3") zone on the Approved Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/2 under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131) (**Figure 1.1** refers).

1.1.2 The Application Site is currently zoned "R(B)3" with a BH restriction of 70mPD imposed thereon. A set of General Building Plan (GBP) for residential development, with all development parameters conform to the OZP restrictions (i.e. a maximum BH of 70mPD) and 1 storey of basement carpark was approved in September 2025 (hereafter referred to as the Approved GBP Scheme).

1.1.3 Following the announcement in the 2025 Policy Address, the Government promulgated the enhanced GFA exemption arrangements for carparks in private development projects in November 2025 to allow full GFA exemption for no more than two storeys of aboveground carparks, while eliminating the prerequisite of constructing some of the carparks underground. At the same time, to facilitate the implementation of such enhanced arrangements, the Government announced that the town planning procedures will be streamlined for approving relaxation of BH relevant to the aboveground carparks. The above measures have already taken effect starting from November 2025.

1.1.4 In response to the above mentioned policy initiative, the current planning application proposes a minor relaxation of BH restriction from 70mPD to 76.9mPD (+6.9m & +9.86%) to facilitate the incorporation of the aboveground carparks design into the permitted residential development on the subject "R(B)3" site. Opportunities are also taken to include some design enhancement measures in the development. Basically, the Proposed Scheme is largely the same as the Approved GBP Scheme in terms of the general layout, building disposition and floor-to-floor height arrangement.



1.2 Report Structure

1.2.1 This planning statement includes the following sections:

- Section 2:** describes and analyses the Application Site, its site, surrounding, policy and planning context;
- Section 3:** depicts the indicative development scheme;
- Section 4:** summarises the technical considerations;
- Section 5:** highlights the justifications of the Proposed Scheme; and
- Section 6:** concludes the planning statement.

2 SITE AND PLANNING CONTEXT

2.1 Site and Surrounding Context

2.1.1 The Application Site is located at the waterfront area of the Tung Chung Extension Area and has a total site area of about 10,648m². The site is about 650m (about 7-minute walk) to the northwest of the planned Tung Chung East Station. It is also accessible via the existing Wui Tung Street (planned Road L3 of the Tung Chung Extension Area).

2.2 Planning and Policy Context

Enhanced GFA Exemption Arrangements for Carparks

2.2.1 Following the announcement in the latest Policy Address 2025, the Government promulgated the enhanced arrangements in November 2025 to allow full GFA exemption for no more than two levels of the aboveground carparks, while eliminating the prerequisite of constructing some of the carparks underground.

2.2.2 To facilitate the implementation of the enhanced arrangements, in the event that planning application is required for minor relaxation of BH restriction for accommodating no more than two storeys of the aboveground carparks, a streamlined town planning procedure will be adopted for the relevant planning application in which only a simple visual appraisal would be required. For those application sites situated on major breezeways, a simple review of the air ventilation impacts might be required in support of the relevant planning applications. The above measures have taken effect starting from November 2025.

Statutory Planning Context and Urban Design Concept for Tung Chung Extension Area

2.2.3 The Application Site falls within an area zoned "R(B)3" on the Approved Tung Chung Extension Area OZP No. S/I-TCE/2. According to the Notes of the subject OZP (**see Attachment 1**), the subject "R(B)3" zone is intended primarily for medium-density residential developments, subject to a maximum plot ratio (PR) of 3.5 and maximum building height (BH) of 70mPD.

2.2.4 According to the Explanatory Statement of the subject OZP, a stepped BH profile is adopted by which BHs are gradually reduced from the mountain backdrop in the south to the waterfront area in the north. The Application Site is situated at the waterfront area in the northwest of the Tung Chung Extension Area, the BH of the area gradually stepped down from the various high-rise "Residential (Group A)" zones to the southeast of the Application Site (i.e. 95-140mPD) to the various "R(B)" zones at the waterfront (i.e. 70mPD). Such stepped BH profile creates a distinctive outline that respects the current setting of the mountain and the sea.

2.2.5 Besides, according to the Urban Design Concept Plan for the subject Tung Chung Extension Area (**see Figure 2.1**), various major breezeways / view corridors have been strategically placed in order to (i) create a comprehensive breezeway system to promote better air ventilation and urban climate and (ii) provide views to the mountain backdrop and the sea from various nodes and open spaces within the area. It is noteworthy that two breezeways / view corridors have been planned for the Application Site. These two breezeways / view corridors running alongside the eastern and western edges of the site are designated as the non-building areas (NBAs) under the Tung Chung Extension Area Outline Development Plan (ODP). The same designation has been reflected in the land Lease for the subject site, with the concerned areas being designated as "Pink Hatched Blue" and Pink Hatched Blue Stippled Black" areas under Lease¹ (**see Figure 2.2**).

Planning Applications Approved for Minor Relaxation of Building Height Restriction

2.2.6 There are a number of approved planning applications for minor relaxation of BH restriction for the residential sites within the same Tung Chung Extension Area (i.e. A/I-TCE/3, A/I-TCE/4 and A/I-TCE/5). The magnitude of increase in BH of these approved planning applications ranges from about 3.2% to 18.2%. There is also an approved planning application for a G/IC site (i.e. A/I-TCE/6) with a magnitude of increase in BH of about 50%. From these, the proposed magnitude of increase in BH for the subject "R(B)3" site (about 9.86%) is considered minor and comparable with other similar approved cases in the vicinity. The details of the list of the above-mentioned planning applications are stipulated in **Table 2.1** below.

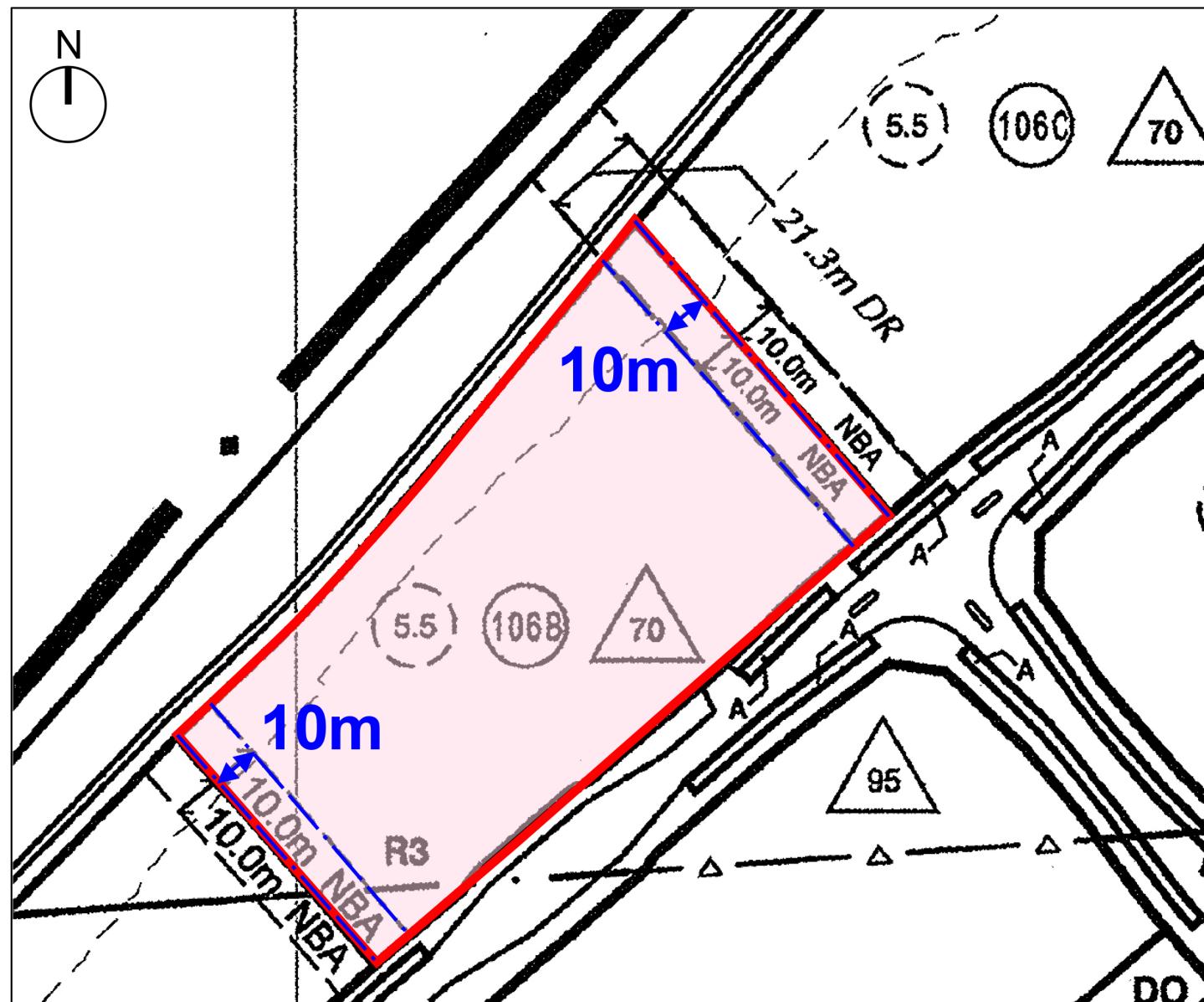
¹ Both "Pink Hatched Blue" and "Pink Hatched Blue Stippled Black" areas refer to a 10m-wide strip of land within the subject lot, being stipulated with "*no building, structure, support for any building or structure, projection, boundary walls, fences, landscape works or tree works are allowed at and above 3mPD*" under Lease. Additionally, the "Pink Hatched Blue Stippled Black" and "Pink Stippled Black" areas are also stipulated as Drainage Reserve under Lease.



Title

Extract of Urban Design Concept Plan under the Explanatory Statement of the OZP

Checked	DH	Drawn	PW
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Scale		Figure 2.1	



Extract of Tung Chung Extension Area Outline Development Plan (ODP)



Extract of Lease Plan

Legend

Title	Non-Building Area within the Application Site to Serve as Breezeways and View Corridors	Checked	DH	Drawn	PW
		Rev	0	Date	Jan 2026
		Scale	Figure	2.2	

Table 2.1 – List of Approved Applications with Minor Relaxation of BH in the Vicinity

Approved Planning Applications	Existing BH Restriction	Approved BH	Magnitude of Increase
A/I-TCE/3	110mPD	125mPD	+15m (+13.64%)
A/I-TCE/4	110mPD 115mPD	130mPD 135mPD	+20m (+18.18%) +20m (+17.39%)
A/I-TCE/5	105mPD	108.39mPD	+3.39m (+3.23%)
A/I-TCE/6	70mPD	105mPD	+35m (+50%)

2.3 Land Status and Approved GBP Scheme

2.3.1 The Application Site, also known as Tung Chung Town Lot No. 55 (TCTL 55), is a land sale site which was awarded to the Applicant through public tender in February 2025. The site covers an area of about 10,648m². After being awarded the site, the Applicant has proceeded with the detailed design of a residential development and in September 2025, a set of general building plan (GBP) for a residential development with one storey of basement carpark was approved by the Government for the site. This 2025 Approved Scheme (i.e. the Approved GBP Scheme) complies with the OZP restrictions (including the maximum BH restriction of 70mPD) and Lease conditions (including the building setbacks from the two NBAs to allow breezeways / view corridors to run alongside the eastern and western edges of the subject lot). The details of the Approved GBP Scheme and its comparison with the Proposed Scheme are depicted in **Section 3** below.

3 INDICATIVE DEVELOPMENT SCHEME

3.1 Indicative Development Scheme

3.1.1 The Proposed Scheme, as compared to the Approved GBP Scheme, is mainly to relocate the carpark from underground to aboveground. Opportunities are also taken to include some design enhancement measures in the Proposed Scheme. The Indicative Block Plan, Floor Plans and Section Plans of the Proposed Scheme are shown in **Figures 3.1 to 3.5**. The key development parameters of the Proposed Scheme as well as its comparison with the Approved GBP Scheme are stipulated in **Table 3.1** below.

Table 3.1 – Indicative Development Schedule (Comparison with Approved GBP Scheme)

Development Parameters	Approved GBP Scheme (a)	Proposed Scheme (b)	Difference (b) – (a)
Site Area	About 10,648m ²	About 10,648m ²	No change
Total Domestic GFA	Not more than 37,268m ²	Not more than 37,268m ²	No change
Total Domestic Plot Ratio	Not more than 3.5	Not more than 3.5	No change
Maximum Building Height (to the main roof)	Not more than 70mPD	Not more than 76.9mPD	+6.9m (+9.86%)
No. of Storeys (aboveground)	19 ⁽¹⁾	20 ⁽²⁾	+1
Site Coverage			
• Height not exceeding 15m	Not more than 100%	Not more than 100%	No change
• Height over 15m	Not more than 33.33%	Not more than 33.33%	No change
No. of Residential Blocks	2	2	No change
No. of Units	745	745	No change
Average Flat Size	About 50 m ²	About 50 m ²	No change
Anticipated Population⁽³⁾	About 1,937	About 1,937	No change
Resident's Clubhouse⁽⁴⁾	Not more than 1,677.06m ²	Not more than 1,677.06m ²	No change
Private Open Space	Not less than 1,937m ²	Not less than 1,937m ²	No change

Remarks:

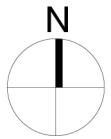
- (1) Including 1 storey of E&M and 18 residential floors, above 1 level of basement carpark (excluding transfer plate).
- (2) Including 2 levels of aboveground carparks / E&M, 1 level of landscaped podium and 17 residential floors (excluding transfer plate).
- (3) The anticipated population is assumed 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) which shows Islands District average household size in 2024.
- (4) The residents' clubhouse GFA is not more than 4.5% of the domestic GFA and is exempted from plot ratio calculation.



Title

Indicative Block Plan

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Scale		Figure	
3.1			



TUNG CHUNG BAY

PROMENADE

A -

108 NOS. OF PRIVATE CAR PARKING SPACES & 10 NOS. OF VISITOR CAR PARKING SPACES

RAMP UP TO 1/F
1:10

RAMP UP TO 1/F
1:8

WUI TUNG STREET

+7.20

+7.20

+7.20

+5.65

+6.20

+6.20

+6.20

+6.20

+6.20

+6.20

+6.20

+6.20

+7.20

+7.20

+7.20

+7.20

BUILDING LINE ABOVE

RUN-IN / OUT

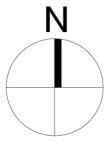
Legend

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

Title

Indicative G/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale	Figure 3.2		



TUNG CHUNG BAY

PROMENADE

A

+11.20

94 NOS. OF PRIVATE CAR
PARKING SPACES

+11.20

RAMP DN TO G/F
1:8

+11.20

+12.90

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

+11.20

COVERED
LANDSCAPE

+12.90

+11.20

FLAT ROOF

WU TUNG STREET

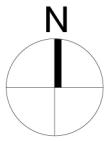
Indicative 1/F Plan

Legend

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

Title

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale	Figure 3.3		



TUNG CHUNG BAY

PROMENADE

A

COVERED
LANDSCAPE
+16.20

TRANSFER
PLATE

TRANSFER
PLATE

OUTDOOR POOL
+16.90 W.L.

POOL DECK
+16.20

SHUTTLE
LIFT +16.20

TRANSFER
PLATE

WU TUNG STREET

TRANSFER
PLATE

WU TUNG STREET

A

B

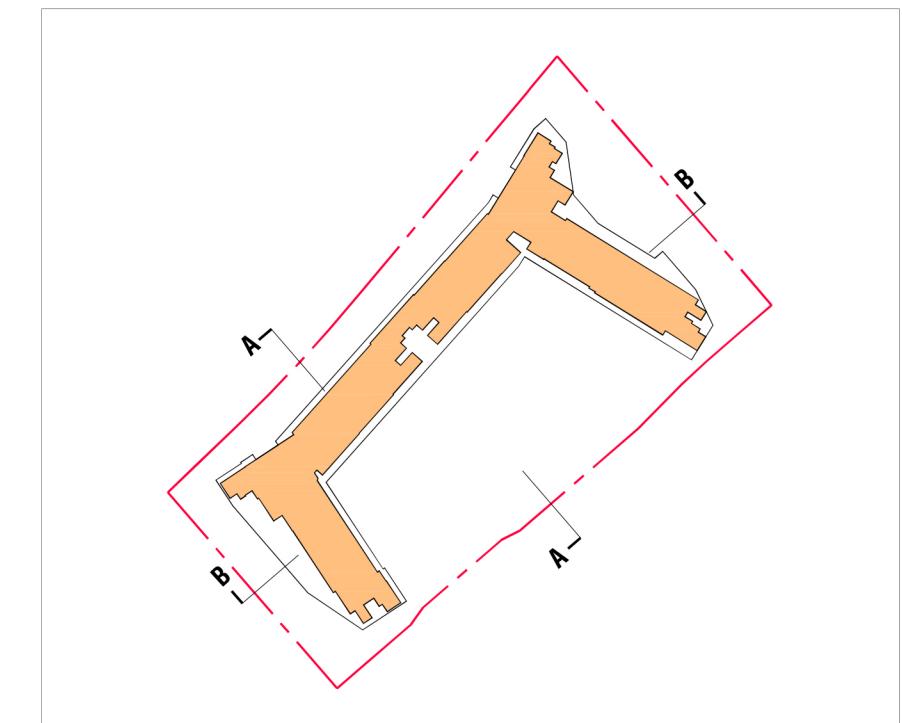
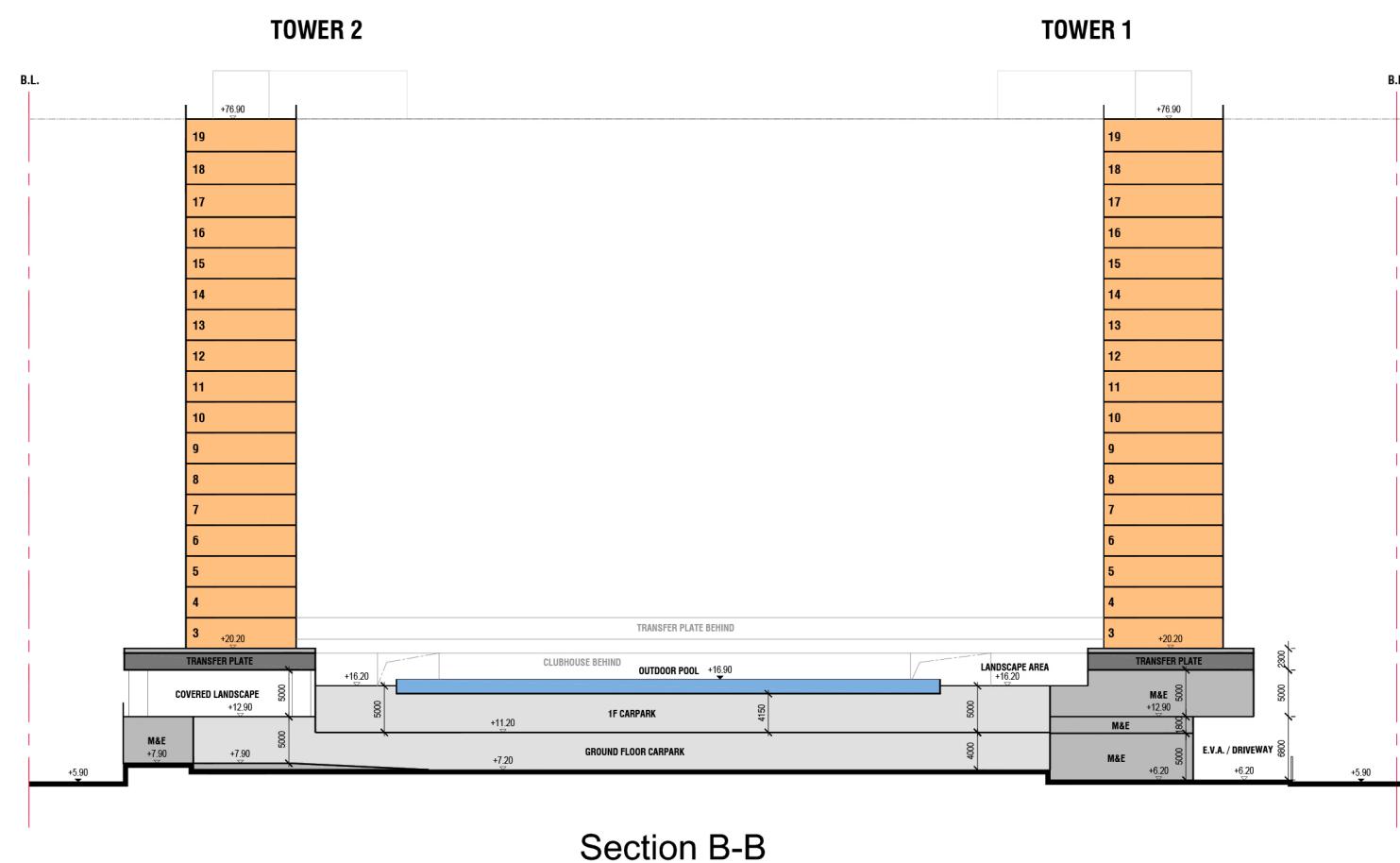
Legend

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

Title

Indicative 2/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale		Figure 3.4	



Legend

- Application Site Boundary
- Orange Residential
- Pink Clubhouse
- Blue Pool
- Grey M&E & Circulation Area
- Light Grey Carpark
- Dark Grey Transfer Plate

Title

Indicative Section Plans

	Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026	
Scale	Figure 3.5			

3.2 Comparison with Approved GBP Scheme and Design Measures of Proposed Scheme

Proposed Minor Relaxation of Building Height is due to Provision of the Aboveground Carparks with Appropriate Floor-to-Floor Height Adopted

- 3.2.1 When compared with the Approved GBP Scheme, the Proposed Scheme has relocated the carpark from the basement level to the aboveground level, which results in a minor increase in building height by 6.9m.
- 3.2.2 Under the Approved GBP Scheme, given that the whole basement floor could largely be utilized to accommodate car parking spaces, 1 storey of basement was found sufficient to accommodate all the required car parking spaces. Yet, under the Proposed Scheme, given that aboveground floors need to accommodate various other uses (e.g. residents' lift lobbies, clubhouse facilities, E&M / plant rooms, landscape areas, driveway / uncovered EVA, vehicular entrance area, etc.), the aboveground carparks have to be split up into portions, occupying part of G/F and part of 1/F of the residential development.
- 3.2.3 After splitting up into 2 storeys, the floor-to-floor height of each aboveground carparks under the Proposed Scheme (i.e. not more than 4m on the ground floor and not more than 5m on the first floor) remains similar to the original floor-to-floor height of the basement carpark under the Approved GBP Scheme, which was not more than 5m.

Same Development Parameters and Floor-to-Floor Height as per the Approved GBP Scheme

- 3.2.4 Other than the changes in building height due to the aboveground carparks, all other development parameters remain the same as per the Approved GBP Scheme. When compared with the Approved GBP Scheme, the Proposed Scheme has the same maximum GFA / plot ratio, site coverage, no. of blocks, no. of units, as well as the same floor-to-floor height for typical residential floors (i.e. 3.3m) and top three storeys of residential floors (i.e. 3.5m).

Similar Building Layout and NBAs

3.2.5 The Proposed Scheme also has similar tower layout and disposition when compared with the Approved GBP Scheme. Same as the Approved GBP Scheme, the Proposed Scheme has provided the two 10m-wide NBAs along the north-eastern and south-western boundaries of the site to serve as breezeways / view corridors in accordance with the urban design concept plan for the Tung Chung Extension Area.

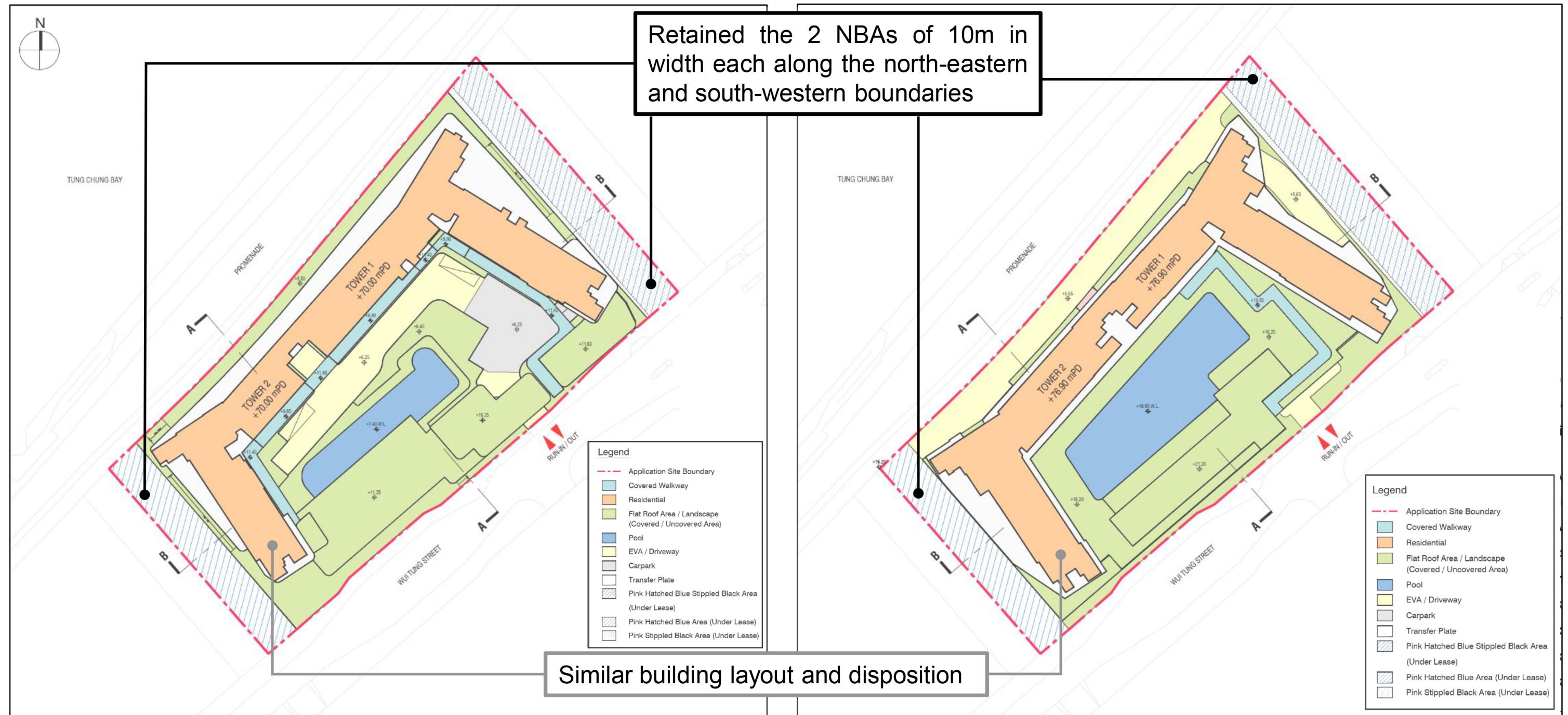
Further Podium Setback from the Waterfront and Incorporation of More Permeable Design

3.2.6 Under the Approved GBP Scheme, the podium was generally setback along the north-western boundary of the site from the promenade by about 3.7m. Under the Proposed Scheme, the Applicant has taken the opportunity to further setback the podium by about 2.3m ~ 3.75m, hence, the podium is now generally setback along the north-western boundary from the promenade by about 7.45m (with approximately 6m at the narrowest point). In addition, a permeable design with the provision of two void areas (each about 6m in width and 3.5m in height) are proposed on 2/F under the Proposed Scheme. These design measures intend to further enhance the permeability of the Application Site as far as practicable.

3.2.7 The comparison between the Approved GBP Scheme and the Proposed Scheme is illustrated in **Figures 3.6 to 3.9**.

3.3 Access, Circulation and Car Parking Provision

3.3.1 The Application Site is served by the existing Wui Tung Street (i.e. Road L3 of the Tung Chung Extension Area). Since the Proposed Scheme has the same no. of flats as compared with the Approved GBP Scheme, the proposed internal car parking and servicing provision are largely the same as the Approved GBP Scheme. The details of such provision are summarised in **Table 3.2**.



Approved GBP Scheme (MLP)

Proposed Scheme (MLP)

No provision of building void area

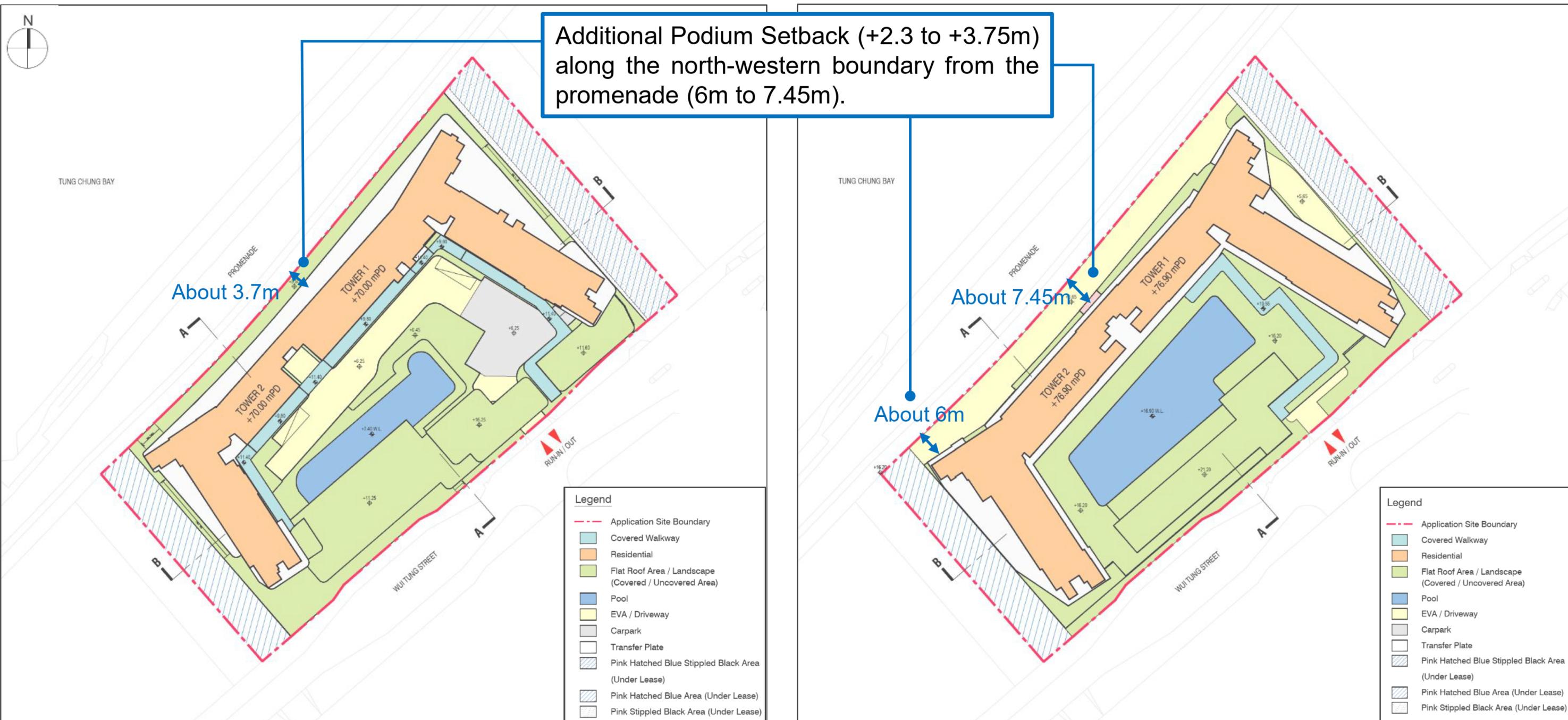


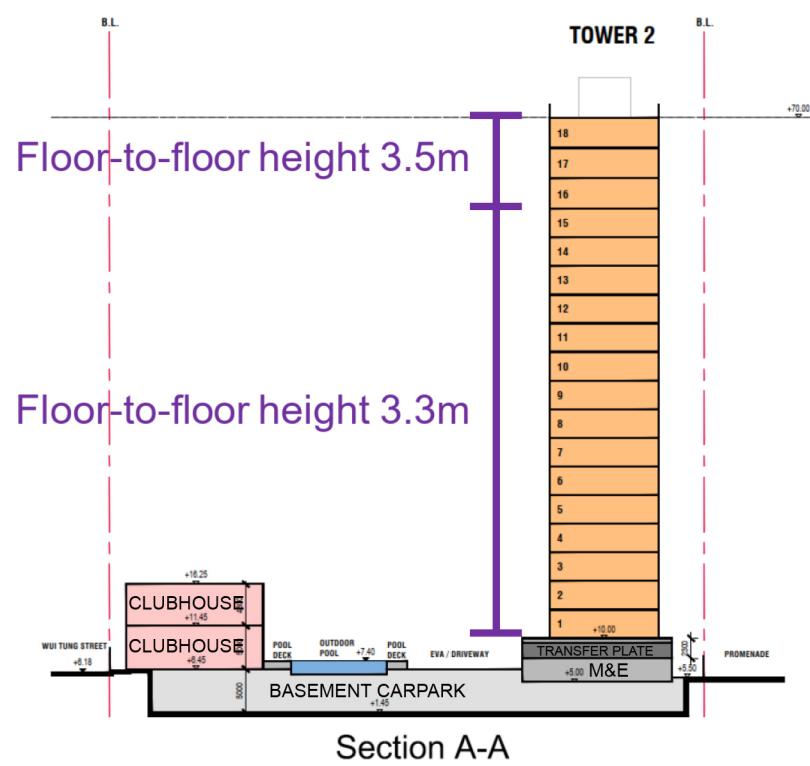
Approved GBP Scheme (G/F Plan)

Provision of two building void areas of about 6m in width and 3.5m in height on the podium of 2/F

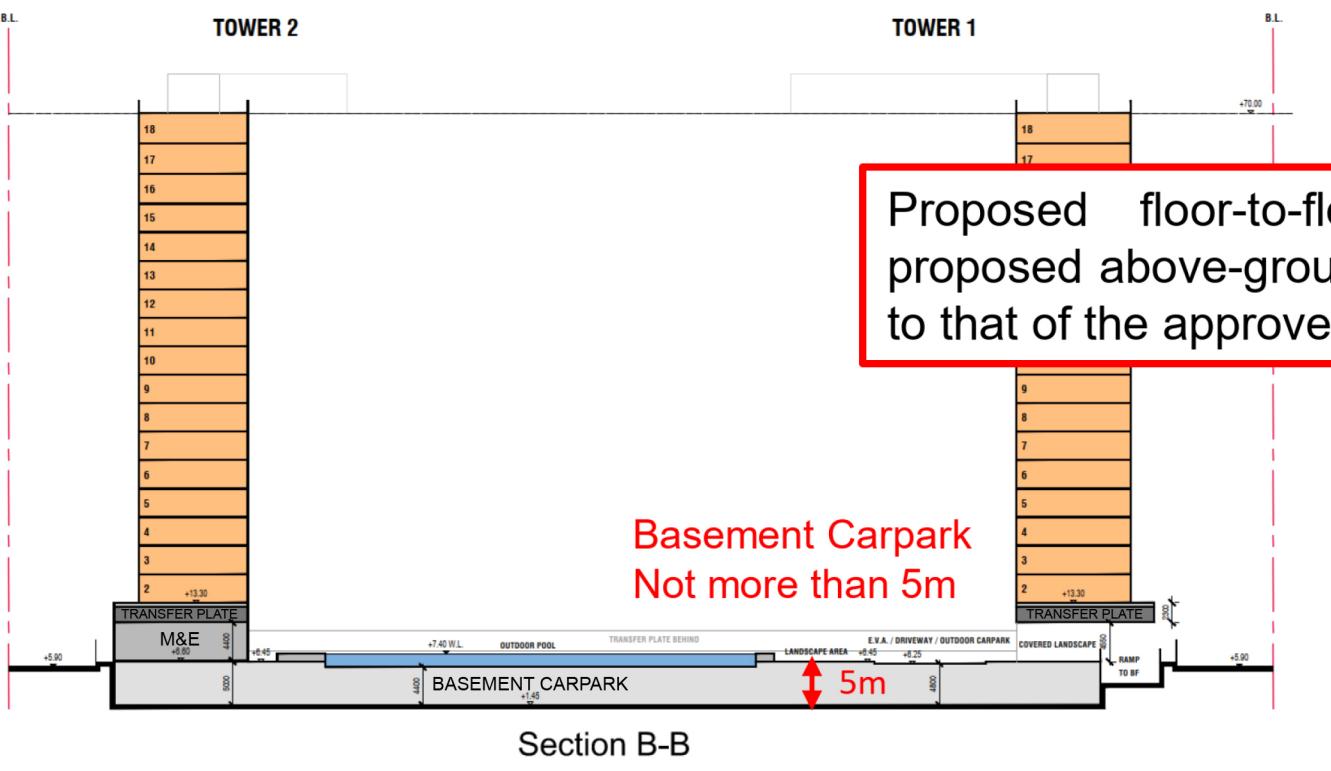
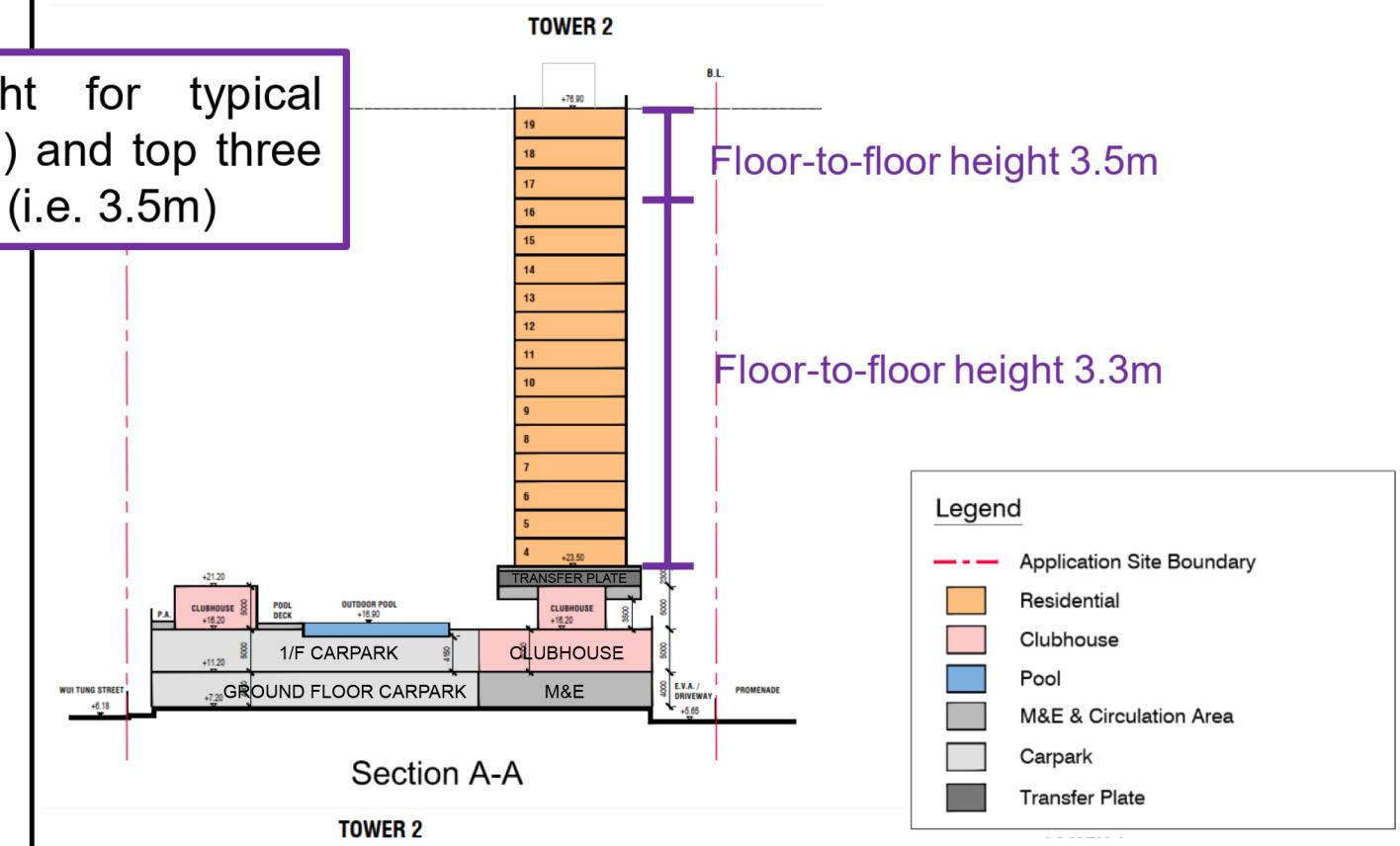


Proposed Scheme (2/F Plan)

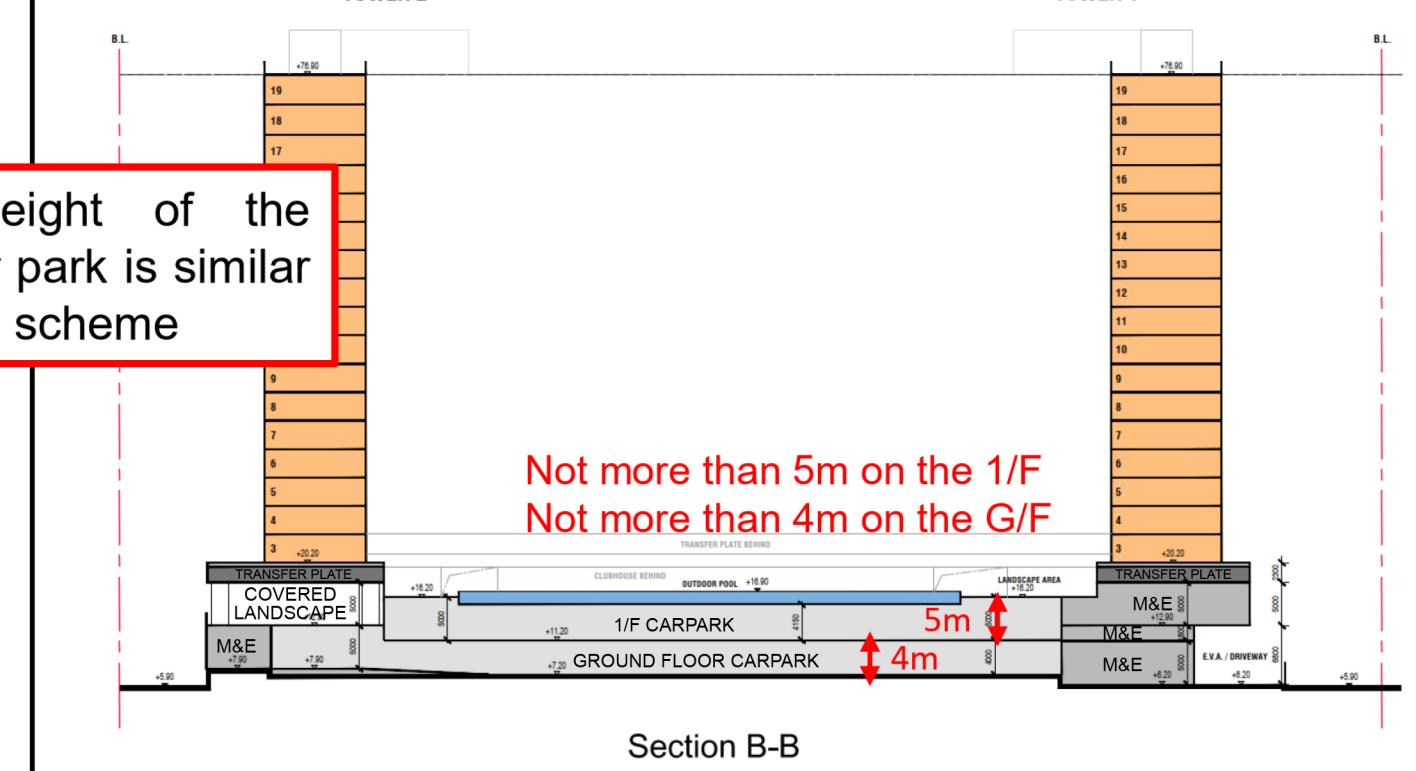




Same floor-to-floor height for typical residential floors (i.e. 3.3m) and top three storeys of residential floors (i.e. 3.5m)



Proposed floor-to-floor height of the proposed above-ground car park is similar to that of the approved GBP scheme



Approved GBP Scheme (Section)

Proposed Scheme (Section)

Table 3.2 - Parking and Servicing Facilities Provisions (Comparison with Approved GBP Scheme)

Components	Approved GBP Scheme (a)	Proposed Scheme (b)	Difference (b) – (a)
Private Car Parking Space	201	202	+1 (+0.5%)
Visitor Car Parking Space	10	10	No Change
Motorcycle Parking Space	8	8	No Change
Bicycle Parking Space	44	44	No Change
Loading/ Unloading Bay	2	2	No Change

3.4 Tentative Completion Year

3.4.1 The Proposed Development is tentatively scheduled for completion by 2030.

4 TECHNICAL CONSIDERATIONS

As mentioned in **paragraph 2.2.2**, under the latest Government's policy to facilitate the implementation of the enhanced GFA exemption arrangements for carparks in private development projects, for minor relaxation of BH due to the construction of no more than two levels of aboveground carparks, a streamlined town planning procedure will be adopted in which the Applicant will only be required to submit (i) a visual appraisal and (ii) simple review of the air ventilation impact assessment if the site involves major breezeways. Accordingly, for the subject planning application which only involves minor relaxation of BH due to the provision of no more than two levels of aboveground carparks, a visual appraisal and a simple review on air ventilation aspect were conducted and summarized below.

4.1 Visual Appraisal

4.1.1 Assessment on the visual impact of the planned developments in the Tung Chung Extension Area (including the permitted residential use in the Application Site and its adjacent sites) has been conducted by the government under the Tung Chung New Town Extension Study. The visual appraisal prepared for the current planning application largely follows the visual envelope of this government study, but with the relevant 3D models / photomontages updated based on the Approved GBP Scheme (to serve as the baseline case) and the Proposed Scheme. A total of 3 viewpoints ("VPs") are selected that can best facilitate the Board to visualize and compare the Approved GBP Scheme and the Proposed Scheme at the Application Site with the surrounding context.

Vantage Points

4.1.2 The Application Site is located at the waterfront area of the Tung Chung Extension Area, which is opposite to the Chek Lap Kok area across Tung Chung Bay. Having considered the surrounding context, the following VPs are selected:

VP 1 – Chek Lap Kok Road

4.1.3 Chek Lap Kok Road is located in proximity to the Hong Kong International Airport and the Hong Kong Zhuhai Macao Bridge Hong Kong Port, which are all located to the north of the planned Tung Chung Extension Area across the Tung Chung Bay. The road is frequently used by international and cross-boundary commuters of the airport and the bridge.

VP 2 – Scenic Hill Pavilion

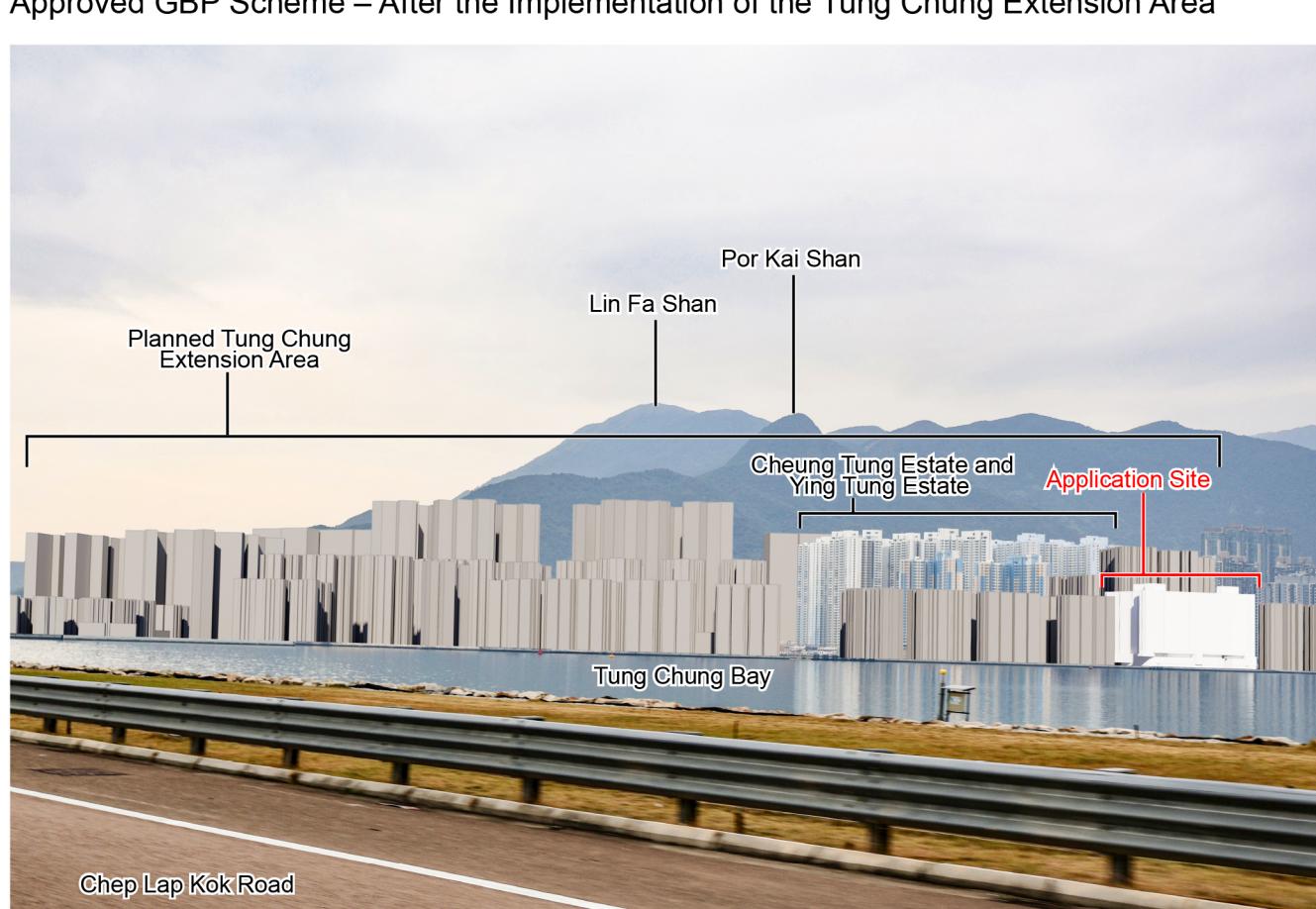
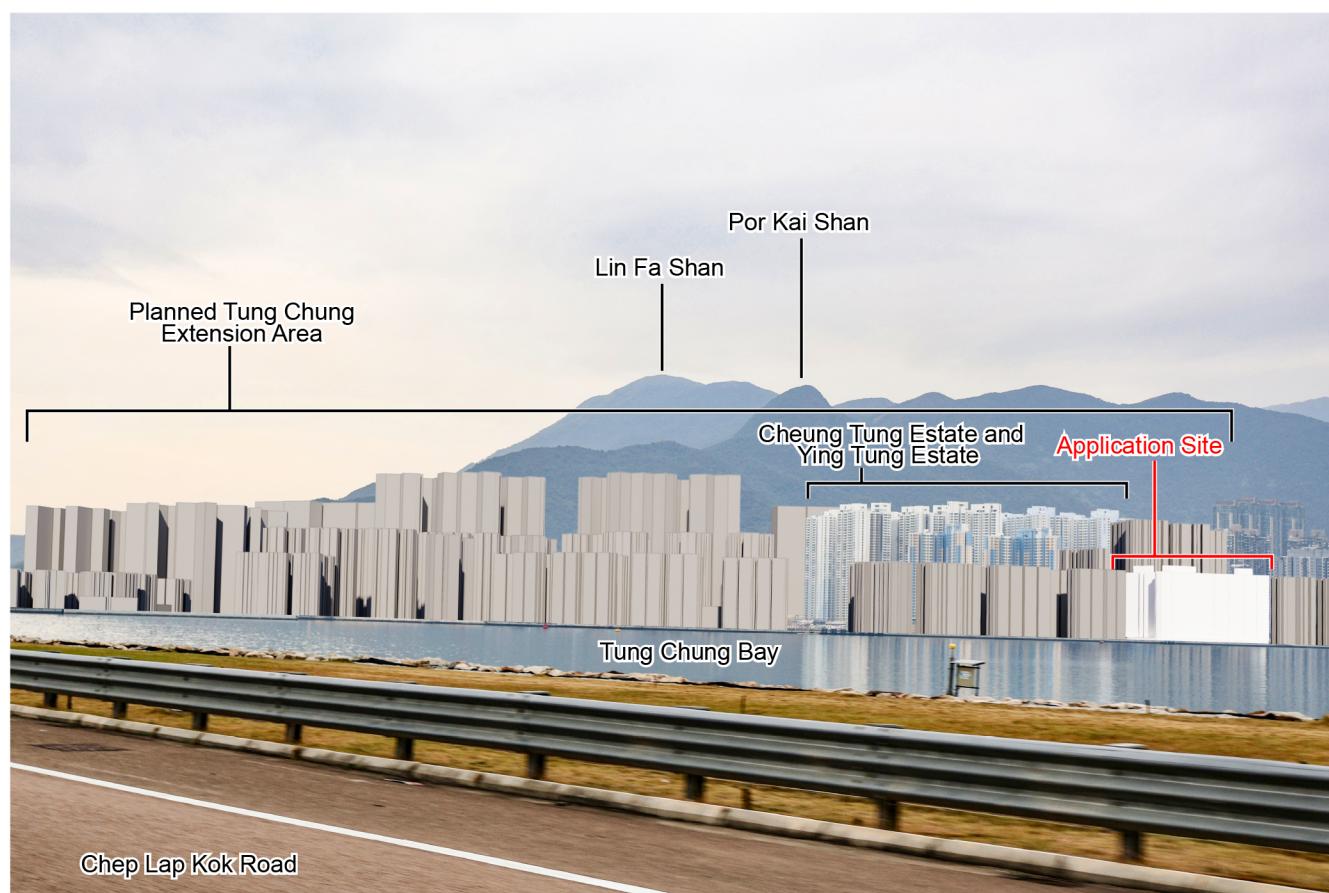
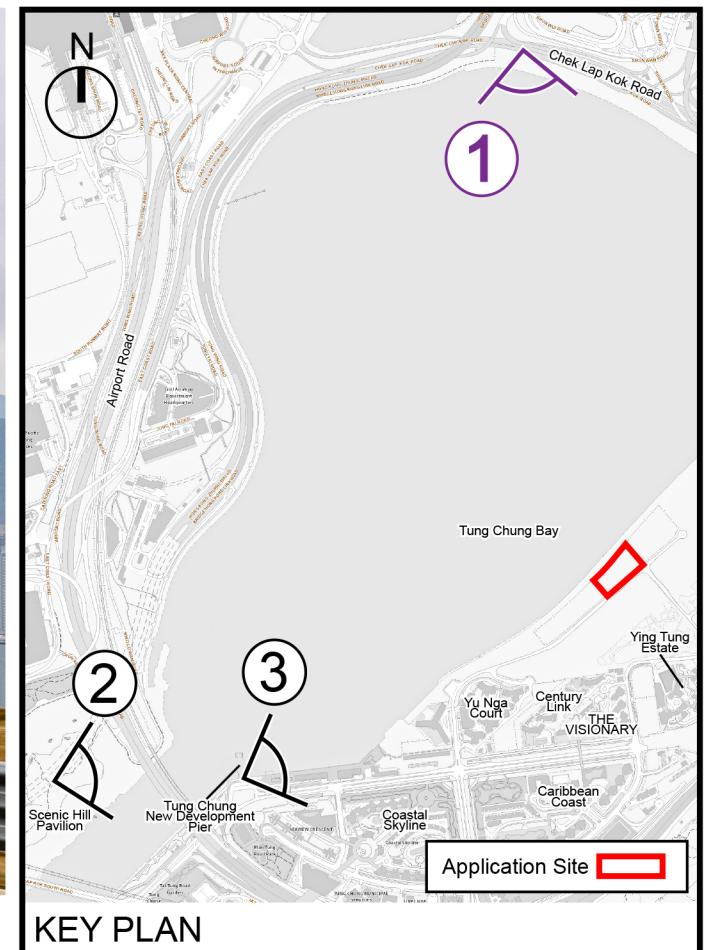
4.1.4 Scenic Hill is a popular hiking location in the Chek Lap Kok area, which is in proximity to the Tung Chung town centre. To the peak of the hill is the scenic hill pavilion, which enjoys a panoramic view towards the existing Tung Chung town centre and the planned Tung Chung Extension Area. The pavilion is frequently visited by local residents and hikers for leisure and recreational activities.

VP 3 – Tung Chung New Development Pier

4.1.5 Tung Chung New Development Pier is located at Tung Chung East Promenade in proximity to Tung Chung town centre. The pier offers ferry route to Tuen Mun and Tai O and is frequently used by local residents of Tung Chung.

Discussions on Visual Impacts on VPs

4.1.6 **VP 1 (Photomontage in Figure 4.1):** VP 1 is located about 1.5km to the north of the Application Site across the Tung Chung Bay. The visual composition of the Proposed Scheme is largely similar to the Approved GBP Scheme with only a very minor increase in BH, which is compatible with the surrounding planned medium-to-high-rise developments of the Tung Chung Extension Area. The main visual elements, which are Tung Chung Bay in the foreground as well as mountain backdrop and open view of sky in the background will not be affected. The overall stepped building profile will also be preserved considering the increase of BH of 6.9m only. The change in visual context is expected to be negligible as compared to the Approved GBP Scheme.



4.1.7 **VP 2 (Photomontage in Figure 4.2):** VP 2 is located about 1.6km to the southwest of the Application Site. With such distance and elevated location, the change in visual composition of the Proposed Scheme due to the minor increase in BH is barely noticeable. The Proposed Scheme will also remain visually compatible with the surrounding planned medium-to-high-rise developments of the Tung Chung Extension Area. The main visual elements, which are vegetation and Tung Chung Bay in the foreground as well as the mountain backdrop and open view of sky in the background will not be affected. The change in visual context is expected to be negligible as compared to the Approved Scheme.

4.1.8 **VP 3 (Photomontage in Figure 4.3):** VP 3 is located about 1.2km to the southwest of the Application Site. With such viewing angle, the Proposed Scheme is able to blend in well with the surrounding planned medium-to-high-rise developments of the Tung Chung Extension Area. The main visual elements, which are Tung Chung Bay in the foreground and open view of sky in the background will not be affected. The change in visual context is expected to be negligible as compared to the Approved Scheme.

Conclusion

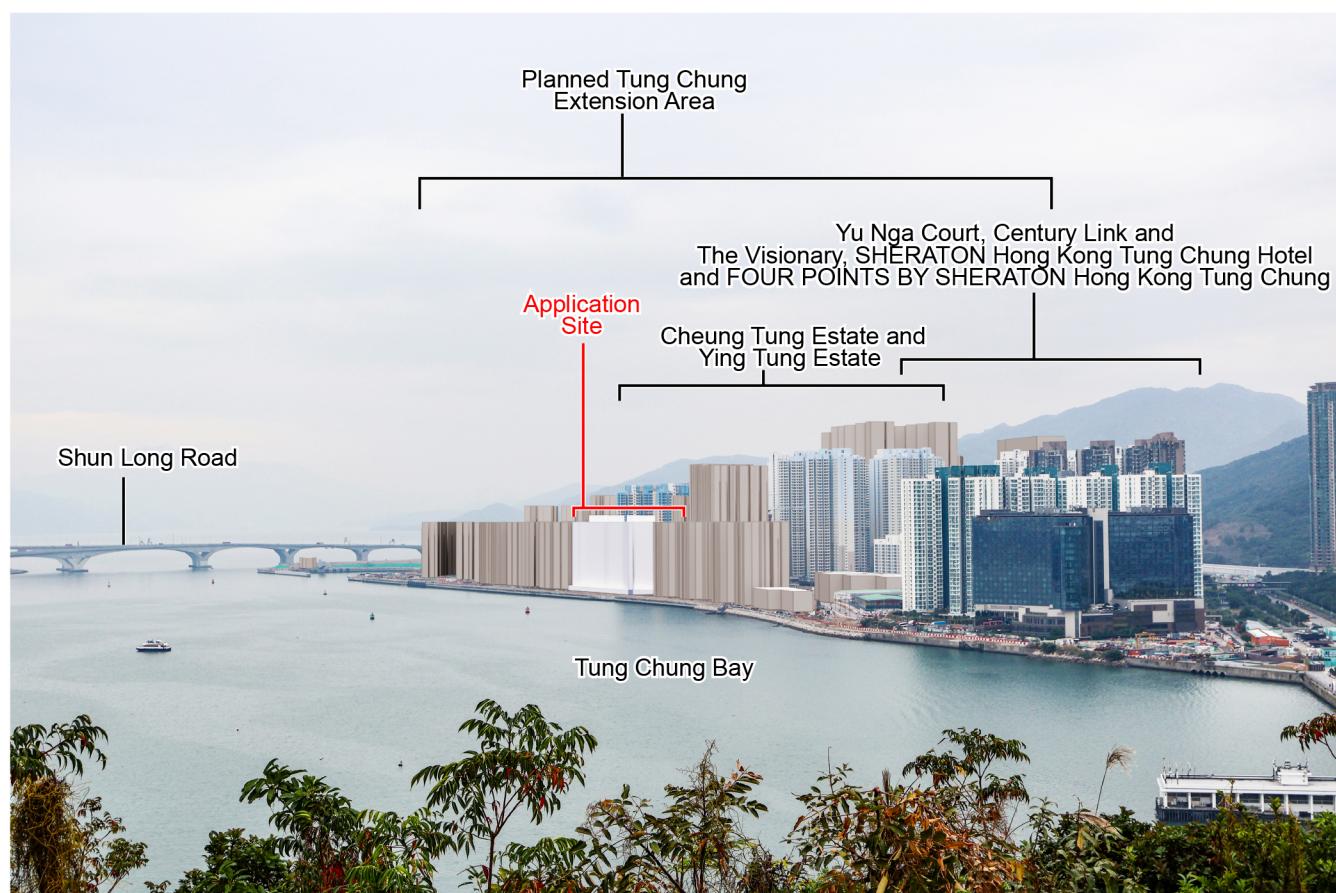
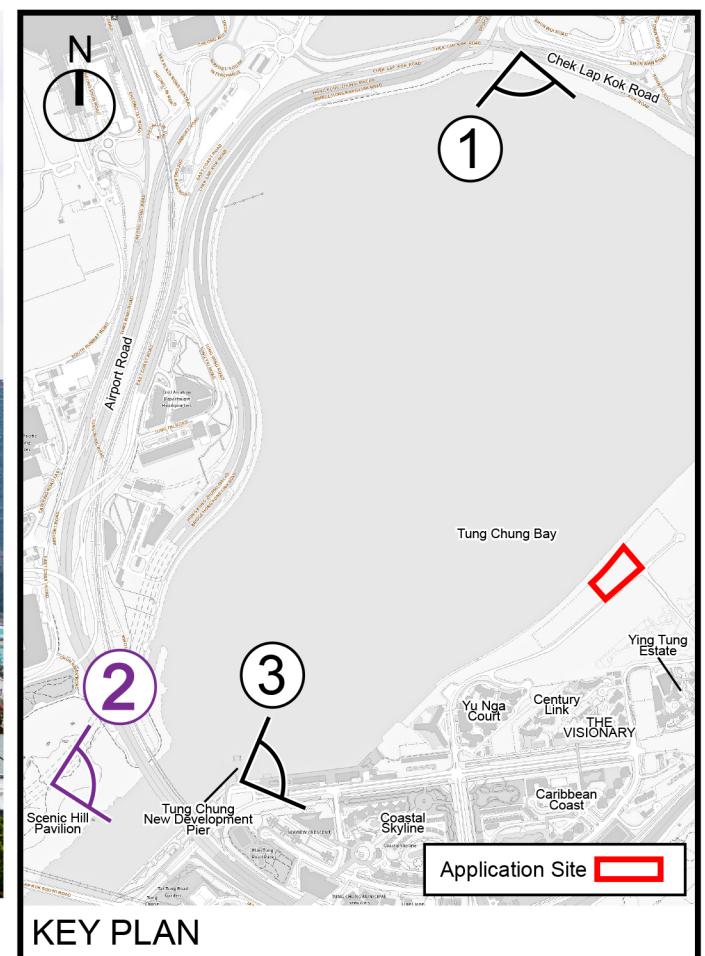
4.1.9 With consideration of the existing and planned surrounding context of the Application Site, it is concluded that the overall visual impact induced by the Proposed Scheme due to the minor relaxation of BH as compared to the baseline case (i.e. the Approved GBP Scheme) is negligible.

4.2 Air Ventilation Considerations

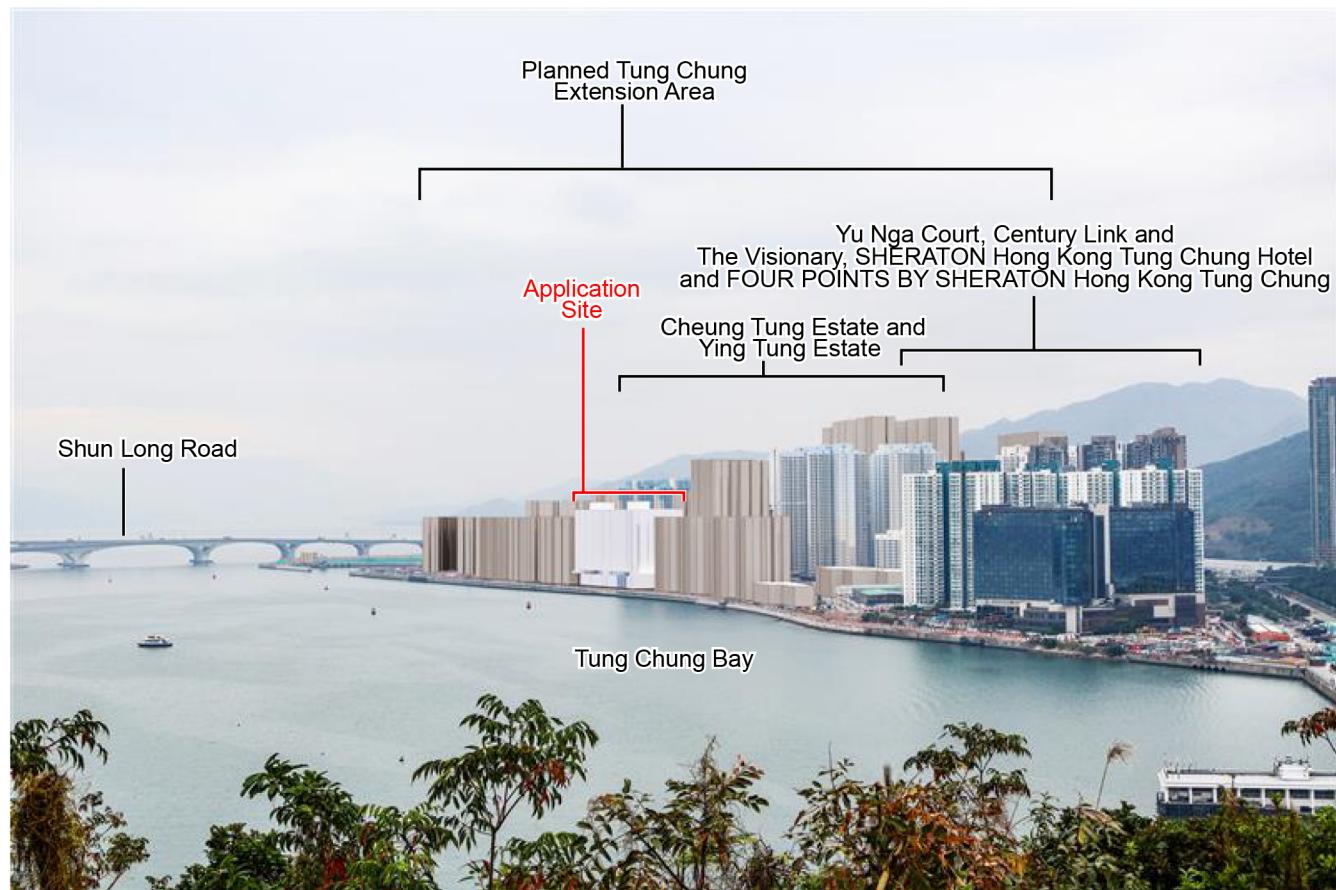
4.2.1 Assessment on air ventilation of the planned developments in the Tung Chung Extension Area (including the permitted residential use in the Application Site and its adjacent sites) has also been conducted by the Government in the Tung Chung New Town Extension Study. As mentioned in **Section 2.2**, there are two NBAs, planned to serve as the breezeways / view corridors, running alongside the eastern and western edges of the site boundary. As mentioned in **Section 3.2**, the Proposed Scheme has retained these two NBAs (10m wide for each) along the north-eastern and south-western boundaries of the site. These two NBAs, together with the other breezeways / view corridors in the Tung Chung Extension Area serve the purpose of (i) creating a comprehensive breezeway system to promote better air ventilation and urban climate and (ii) providing views to the mountain backdrop



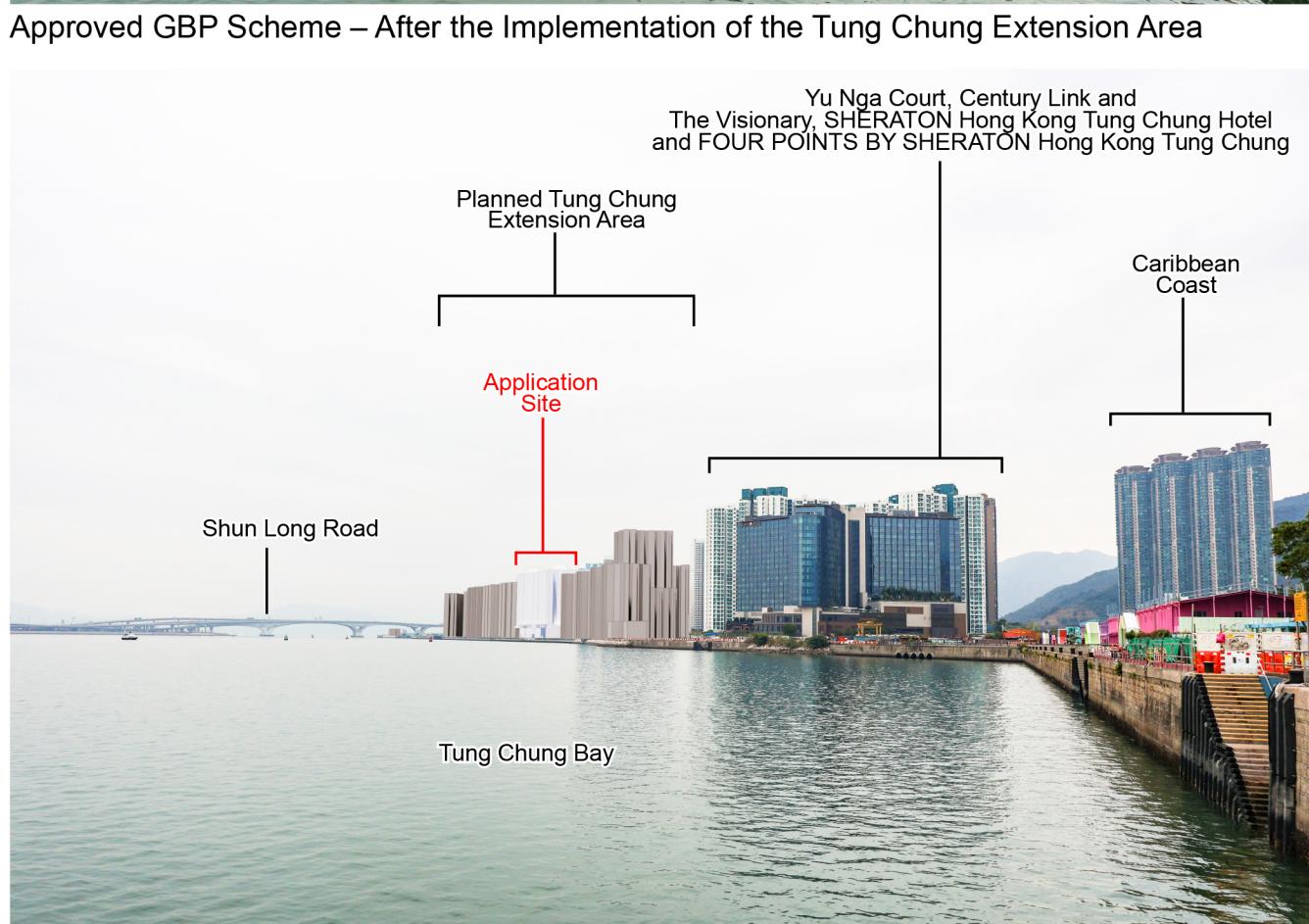
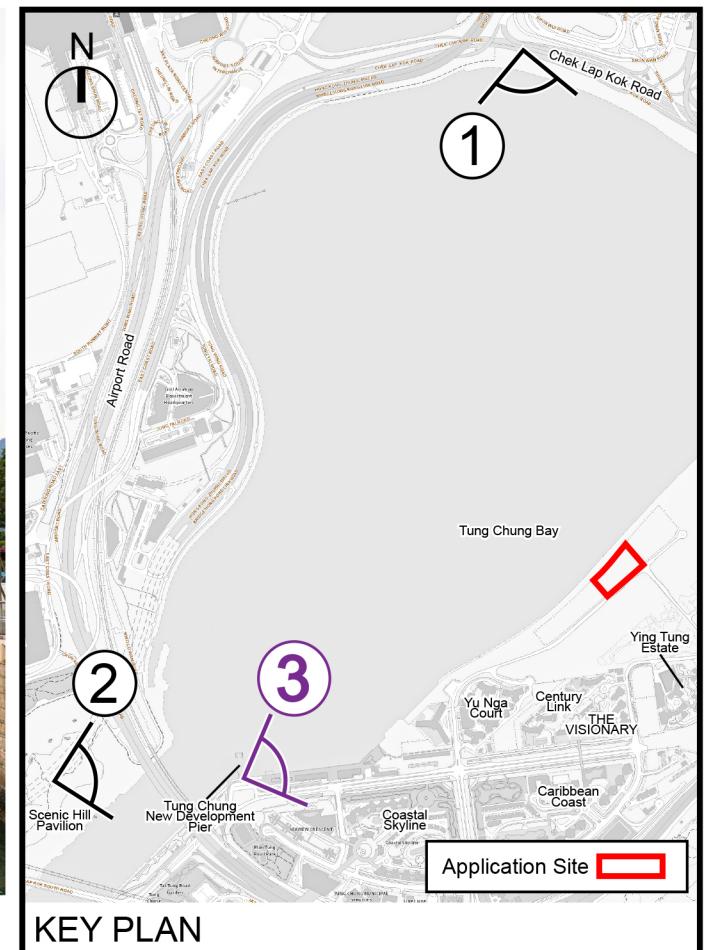
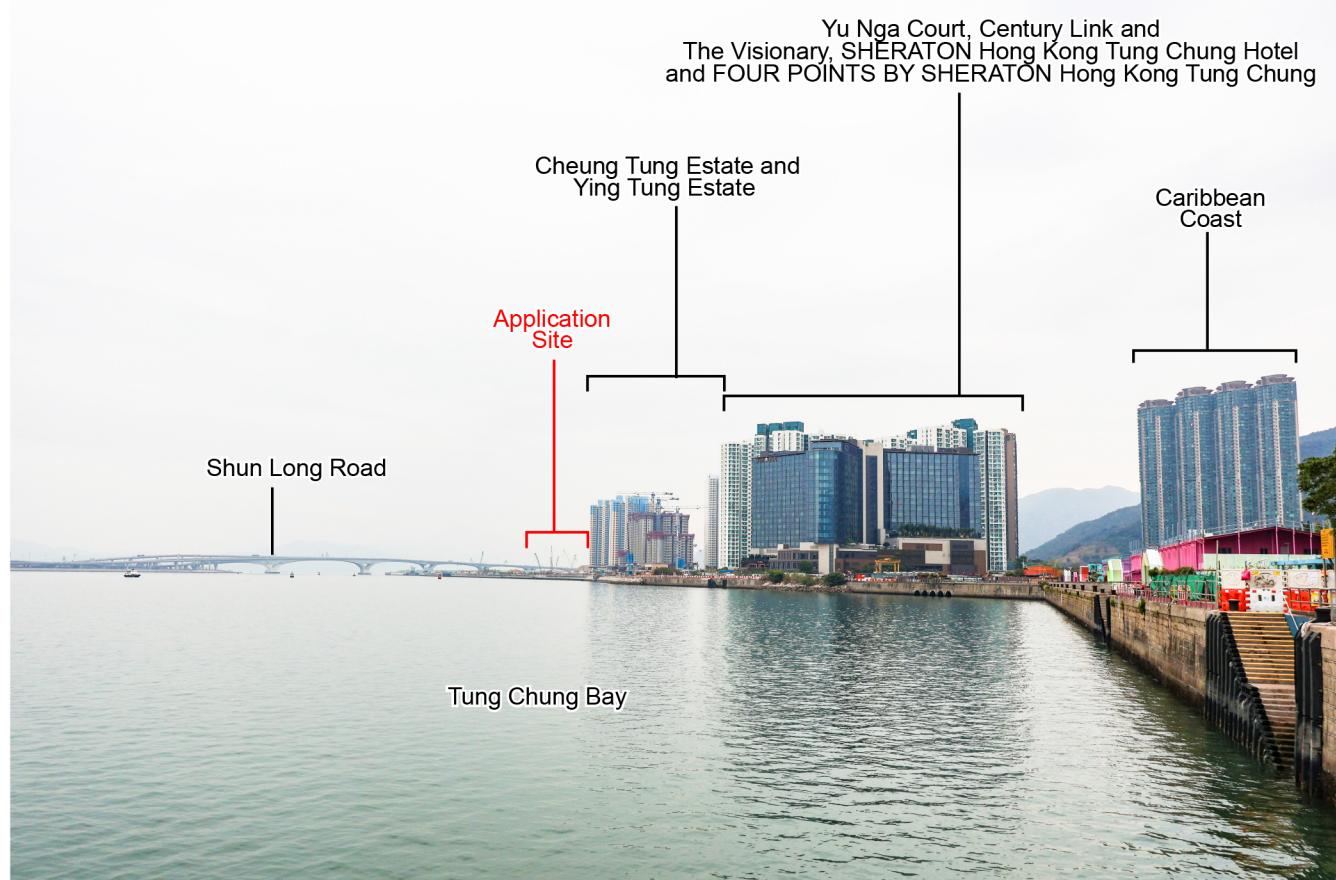
Existing Condition



Approved GBP Scheme – After the Implementation of the Tung Chung Extension Area



Proposed Scheme – After the Implementation of the Tung Chung Extension Area



	Title	VP3 Tung Chung New Development Pier			
		Checked	DH	Drawn	PW
		Rev	1	Date	Jan 2026

Scale	Figure
	4.3

and the sea from various nodes and open spaces within the area. With these two NBAs maintained in the Proposed Scheme, it is anticipated that the overall air ventilation of the Tung Chung Extension Area would not be affected.

4.2.2 In addition, when compared to the Approved GBP Scheme, the Proposed Scheme has taken the opportunity to include (i) additional podium setback of about 2.3m ~ 3.75m along the north-western boundary from the promenade and (ii) permeable design by providing two void areas (each about 6m in width and 3.5m in height) on 2/F of the Proposed Scheme (**see Figures 3.6 to 3.9**). Such design measures can further enhance the permeability of the proposed residential development as far as practicable.

4.3 Other Considerations

4.3.1 Since the Proposed Scheme conforms to the planning intention, land uses and plot ratio restriction of the OZP, and maintains the same development parameters (including the GFA, no. of units and car parking provision) as the Approved GBP Scheme, the proposed minor relaxation of BH for the proposed development will not induce additional traffic and engineering impacts to its surrounding. The Proposed Scheme is therefore not anticipated to have any other technical impacts.

5 DEVELOPMENT JUSTIFICATIONS AND MERITS

5.1 Proposed Scheme is in Line with the Government's Policy of Facilitating Aboveground Carpark Design for Private Developments

5.1.1 The Proposed Scheme, as compared to the Approved GBP Scheme, is mainly to relocate the carpark from the basement level to the aboveground level, with a minor increase in BH. Such a scheme refinement is in line with the latest Government's policy to facilitate the provision of the aboveground carpark in private development projects. Given that (i) no more than two levels of aboveground carparks has been proposed and (ii) the Applicant has prepared and submitted a visual appraisal and a review on air ventilation (refer to **Section 4** of the subject planning statement), the subject planning application observes the relevant requirements for seeking permission for a minor relaxation of BH restriction under the enhanced GFA exemption arrangements for carparks as promulgated in November 2025.

5.2 Proposed Minor Relaxation of Building Height is for the Incorporation of Aboveground Carparks only with No Changes to the Floor-to-Floor Heights as per the Approved GBP Scheme

5.2.1 Since relocating the carpark from basement to aboveground will inevitably be constrained by other uses / facilities ancillary to the residential development (e.g. the vehicular entrance area, EVA / driveway, landscape areas, lift lobbies, clubhouse facilities, E&M / plant rooms, etc.) which have already been planned for / provided on the aboveground levels, the original single storey basement carpark occupying almost the entire floor / storey has to be split up into 2 storeys, with a portion on G/F and a portion on 1/F, in order to accommodate the same no. of car parking spaces. After splitting up into 2 storeys, the floor-to-floor height of each aboveground carparks under the Proposed Scheme (i.e. not more than 4m on the ground floor and not more than 5m on the first floor) remains similar to the original floor-to-floor height of the basement carpark under the Approved GBP Scheme, which was not more than 5m.

5.2.2 After accommodating the residents' carpark partly to G/F and partly to 1/F, the location and headroom of other residential ancillary uses originally accommodated in the podium (including the clubhouse facilities, covered landscape areas, M&E zones, etc.) have been reshuffled so that the Proposed Scheme will have a total increase in BH by not more than 6.9m. When compared with the Approved GBP

Scheme, the Proposed Scheme has also adopted the same floor-to-floor height for typical residential floors (i.e. 3.3m) and top three floors (i.e. 3.5m).

5.3 Magnitude of Increase in Building Height is Minor and Overall Building Height still Compatible to Surrounding Developments

5.3.1 The Application Site is subject to a maximum BH restriction of 70mPD under the OZP. The proposed relaxation of BH by 6.9m (or about 9.9%) is minor in nature. There are similar approved planning applications for minor relaxation of BH restriction in the surrounding area (including Application Nos. A/I-TCE/3, A/I-TCE/4, A/I-TCE/5 and A/I-TCE/6), which have a magnitude of increase in BH ranging from about 3.2% to about 50%. The magnitude of increase under the subject planning application (i.e. about 9.9%) is considered comparable to these similar approved planning applications and by no means considered excessive.

5.3.2 Besides, to the southeast of the Application Site, there are various high-rise "Residential (Group A)" zones with a maximum BH restriction ranging from 95mPD to 140mPD. Therefore, by slightly relaxing the maximum BH restriction of the Application Site to 76.9mPD, the proposed development is still compatible with these surrounding developments.

5.4 In Line with the Urban Design Concept of the Tung Chung Extension Area

5.4.1 The proposed minor relaxation of BH from 70mPD to 76.9mPD will not jeopardise the stepped BH profile under the subject OZP. The BH of the Tung Chung Extension Area will still be able to gradually step down from the mountain backdrop in the south (i.e. high-rise "R(A)" zones of 95-140mPD) to the waterfront area to the north (i.e. various "R(B)" zones of 70mPD and the Proposed Development of 76.9mPD).

5.4.2 Also, same as the Approved GBP Scheme, the Proposed Scheme has retained two 10m-wide NBAs along the north-eastern and south-western boundaries of the site to serve as breezeways / view corridors in accordance with the urban design concept plan for the Tung Chung Extension Area.

5.5 Opportunity has been Taken to Include Additional Design Measures as Compared with the Approved GBP Scheme

5.5.1 The Applicant has taken the opportunity to include additional design measures in the Proposed Scheme. While the Proposed Scheme is largely the same as the Approved GBP Scheme in terms of the overall layout of the proposed residential development, the Proposed Scheme has taken the opportunity to include (i) additional podium setback of about 2.3m ~ 3.75m along the north-western boundary from the promenade (about 6m ~ 7.45m) and (ii) permeable design by providing two void areas (each about 6m in width and 3.5m in height) on 2/F of the Proposed Scheme (**see Figures 3.6 to 3.9**). Such design measures can further enhance the permeability of the proposed development.

5.6 No Significant Changes in Visual and Air Ventilation Aspects

5.6.1 According to the visual and air ventilation review as provided in **Section 4**, it is concluded that the overall visual impact induced by the Proposed Scheme due to the minor relaxation of BH by 6.9m (or about 9.9%) is considered negligible as compared to the baseline case (i.e. the Approved GBP Scheme). With the two NBAs maintained in the Proposed Scheme, it is also anticipated that the overall air ventilation of the Tung Chung Extension Area would not be affected.

5.7 No Other Technical Impacts Anticipated

5.7.1 Since the Proposed Scheme conforms to the planning intention, land uses and plot ratio restriction of the OZP, and all development parameters (e.g. GFA, no. of units, and car parking provision) proposed are basically the same as the Approved GBP Scheme, the proposed minor relaxation of BH for the Application Site will not induce additional traffic and engineering impacts to its surrounding. The Proposed Scheme is therefore not anticipated to have any other technical impacts.

6 CONCLUSION

6.1 This planning application is submitted to the Board in support of the proposed minor relaxation of maximum BH restriction for permitted flat use in "R(B)3" zone on the Approved Tung Chung Extension Area OZP No. S/I-TCE/2 under S16 of the Town Planning Ordinance (CAP. 131).

6.2 The subject application is supported by the following justifications and merits:

- the Proposed Scheme is in line with the Government's policy of facilitating aboveground carpark arrangement for private developments;
- the proposed minor relaxation of building height is for the incorporation of the aboveground carparks only with no major change to the floor-to-floor heights as in the Approved GBP Scheme;
- the proposed magnitude of increase in building height is minor with magnitude of increase comparable to other similar approved planning applications with minor relaxation of building height restriction;
- the Proposed Scheme, with a minor increase in BH, is still in line with the urban design concept for the Tung Chung Extension Area, with stepped building height profile and air ventilation / view corridor preserved;
- the Proposed Scheme has included additional design enhancement measures as compared with the Approved GBP Scheme;
- the Proposed Scheme has no significant change in visual and air ventilation aspects; and
- no other technical impacts are anticipated, as the Proposed Scheme conforms to the planning intension, land uses and plot ratio restriction of the OZP, and all other development parameters remain the same as per the Approved GBP Scheme.

6.3 In light of the supporting justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favorably.

Attachment 1

**Extract of the Notes and Explanatory Statement
of the Approved Tung Chung Extension Area**

OZP No. S/I-TCE/2

RESIDENTIAL (GROUP B)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Refuse Collection Point
Library	Government Use (not elsewhere specified)
Residential Institution	Hospital
School (in free-standing purpose-designed building only)	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
	Market
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

On land designated “R(B)1”, “R(B)2”, “R(B)4” and “R(B)5”, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
 School (Kindergarten only)
 Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Town Planning Board.

Remarks

(a) On land designated “R(B)1” to “R(B)6”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
R(B)1	3.9
R(B)2	3.8
R(B)3	3.5
R(B)4	3.4
R(B)5	2.8
R(B)6	2.5

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, 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.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded.

- 8.2.5 On land designated “R(A)3”, any floor space that is constructed or intended for use solely as public transport terminus as required by the Government may be disregarded.
- 8.2.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.3 **“Residential (Group B)” (“R(B)”)** : Total Area 17.00 ha

- 8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Board.
- 8.3.2 Areas 106, 110, 125 to 127, 139, 141 and 142 are zoned “R(B)1” to “R(B)6”. Development and redevelopment within “R(B)1”, “R(B)2”, “R(B)3”, “R(B)4”, “R(B)5” and “R(B)6” zones are subject to maximum PRs of 3.9, 3.8, 3.5, 3.4, 2.8 and 2.5 respectively and maximum BHs ranging from 45mPD to 70mPD. A kindergarten each with GFA of 642m² consisting of not less than 6 classrooms shall be provided in Areas 139 and 142. For sites located along the Linear Parks, pedestrian corridors and/or the waterfront promenade, shop and services and eating place uses are encouraged to be provided along the site boundary fronting the pedestrian corridor / open space to encourage street life, and to provide local commercial uses serving the residents. As such, limited commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building within the “R(B)1”, “R(B)2”, “R(B)4” and “R(B)5” zones.
- 8.3.3 In determining the relevant 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.
- 8.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.