Annex B

Updated Supporting Planning Statement

S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use at Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island

SUPPORTING PLANNING STATEMENT

March 2026

Applicant:
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Consultancy Team:
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PLANNING LIMITED
規劃顧問有限公司

S3176_PS_V04

Executive Summary

The Applicant, Full Fame Development Limited, seeks approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use ("the Proposed Development") at Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3"), with a minor portion of it shown as 'Road' on the Approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24.

The Site is mainly paved and is currently vacant. The Site was the subject of a s.16 Planning Application No. A/I-TCTC/59 approved by the TPB on 14 January 2022 for proposed flat. Further to the approval of it, the Applicant has initiated the land exchange application with the Government in 2022 and has accepted the binding basic term offer on 5 November 2025. The approved development is deemed to be commenced.

In view of the changing planning circumstances and market conditions, the Applicant would like to make amendments to the approved development scheme, including 1) minor relaxation of the building height restriction due to the adoption of modular integrated construction method, 2) increase number of units due to decrease of average flat size following the internal market sounding exercise and 3) change in the location of the car parking spaces in response to the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2. The proposed residential scheme under this planning application would, however, largely be the same as that under the approved development scheme, in terms of major development parameters.

The Proposed Development comprises two 13-storey residential towers accommodating 269 units atop one level of basement for car parking and E&M facilities. A three-storey standalone mixed block (containing a two-storey clubhouse on top of the ground-level car park) will be provided for future residents.

The Proposed Development is fully justified based on the following reasons:

- The Proposed Development will not deviate from the previous approved development scheme in terms of the major development parameters and only minor amendments are made;
- The Site is readily available for development with early implementation of housing supply since the Applicant had completed relevant land exchange procedures following the approved development scheme;
- The Applicant would adopt modular integrated construction method for the development to expediate the housing delivery and shorten the construction time;
- The proposed building height is fully in-line with the Joint Practice Note promoting green and innovative buildings;
- The Proposed Development is technically feasible with no insurmountable impacts on traffic, visual, drainage, sewerage, landscape and environmental.

In consideration of the above, we sincerely request the TPB to support this Section 16 Planning Application from planning and technical points of view.

行政摘要

（內文如有差異，應以英文版本為準）

申請人廣譽發展有限公司擬就城市規劃條例第 16 條向城市規劃委員會（下稱「城規會」）申請准許位於大嶼山東涌道北東涌市地段第 49 號（下稱「申請地點」)的擬議略為放寬建築物高度限制，以作准許的分層住宅用途（下稱「擬議發展」）。該申請地點主要位於東涌市中心分區計劃核准大綱圖編號 S/I-TCTC/24 上主要劃為「住宅（乙類）3」地帶，其一小部分顯示為「道路」的地方。

申請地點現已平整及空置。申請地點涉及規劃申請編號 A/I-TCTC/59，已於 2022 年 1 月 14 日獲城規會准許作分層住宅發展。

由於規劃環境及市場狀況改變，申請人擬對已批准的發展計劃作出以下修訂：

1. 因採用「組裝合成」建築法而輕微放寬高度限制；
2. 因應市場意見調查降低平均單位面積，引致單位數目上升；及
3. 因應最新<認可人士、註冊結構工程師及註冊岩土工程師作業備考 APP-2>，調整停車場位置。

是次申請的擬議發展在主要發展參數上與已批計劃大致相同。擬議發展將包括兩幢 13 層高住宅大樓（共 269 個單位），下設 1 層地庫停車場及機電設施；1 幢獨立 3 層綜合大樓（地面為停車場，上兩層為會所）。

擬議發展的申請具充份理據，原因如下：

- 擬議發展在主要發展參數上與獲城規會批准的發展計劃一致，並僅作輕微修訂；
- 由於申請人已完成相關換地程序，該申請地點可立即投入發展，並能及早落實房屋供應；
- 申請人將採用「組裝合成」建築法，加快建屋速度、縮短工期；
- 擬議的建築物高度完全符合推廣環保及創新的樓宇的聯合作業備考；及
- 擬議發展在技術上可行，在交通、視覺、排水、污水、景觀及環境方面均無不可克服影響。

基於以上規劃及技術理由，申請人懇請城規會批准是次規劃申請。

Executive Summary

行政摘要

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S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use, Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Full Fame Development Limited (the "Applicant") to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use ("the Proposed Development") at Tung Chung Town Lot 49, Tung Chung Road North, Lantau Island ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3"), with a minor portion of it shown as "Road" on the approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24. This Supporting Planning Statement is to provide members of the TPB with information necessary for the consideration of this Application.

1.2 Report Structure

1.2.1 Following this introductory Section, the site and planning context will be briefly set out in **Section 2**. The proposed amendments to the Approved Development Scheme will be discussed in **Section 3**. The planning justifications will be elaborated in **Section 4**, followed by **Section 5** in concluding and summarising this Supporting Planning Statement.

2 SITE AND SURROUNDING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located in Tung Chung Area 48 at the southwest of existing Tung Chung Town Centre, abutting Tung Chung Road North which is undergoing widening works. The planned public housing development at Tung Chung Area 23 located to the immediate east of the Site, across Tung Chung Road North, is currently under construction. The Site is about 520m (about 6 minutes walking) away from the future Tung Chung West Station (**Figure 2.1** refers). The Site is mainly paved with some trees and vegetation and is currently vacant.

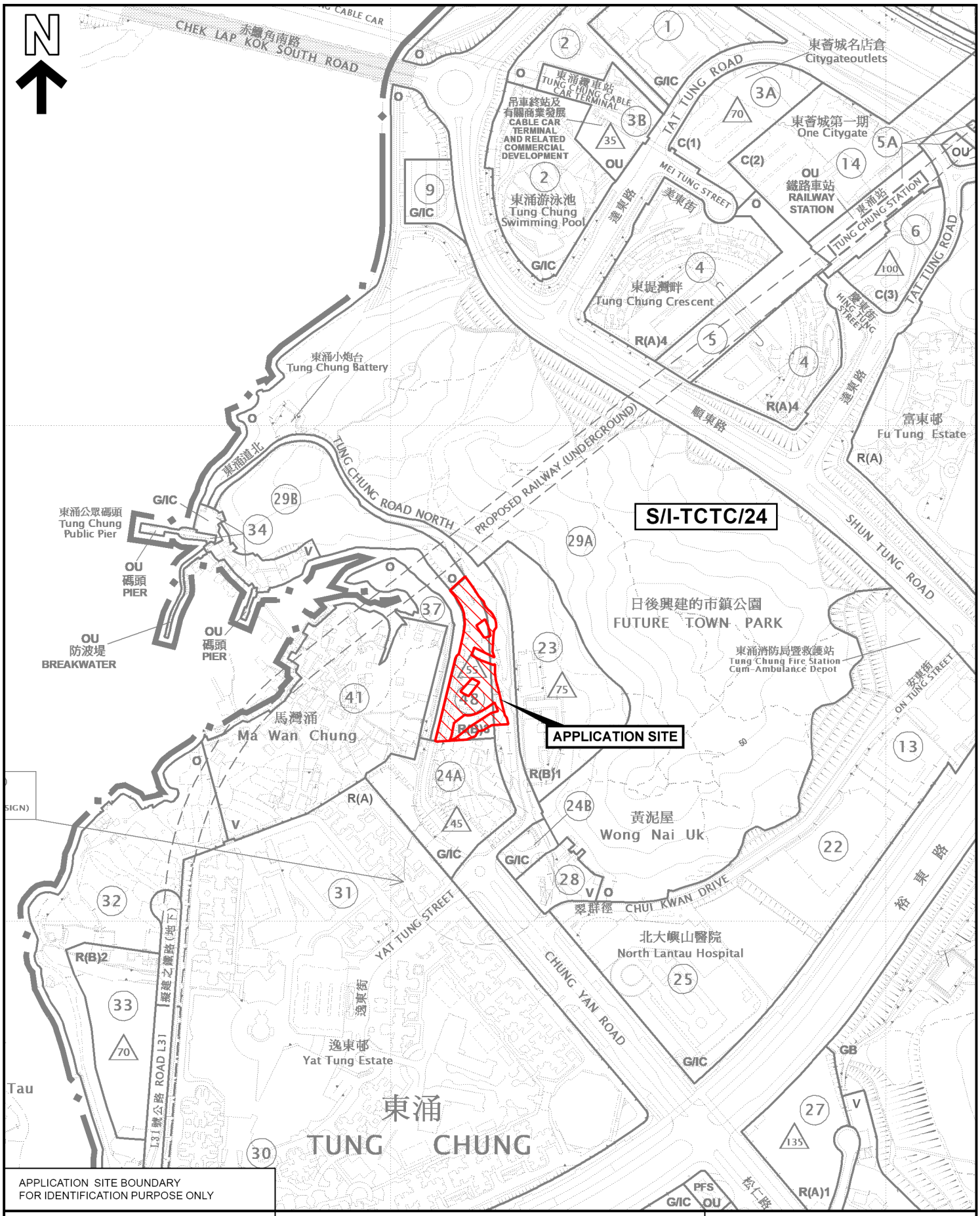
2.2 Surrounding Land Use Context

2.2.1 The Site is situated in a residential neighbourhood with a mix of public and private housing developments (**Figure 2.2** refers). To the east of the Site across Tung Chung Road North, there is an on-going public housing development under construction at the Tung Chung Area 23 (zoned "R(B)1" subject to a maximum PR of 4 and maximum BH of 75mPD). To the south of the Site is an area zoned "G/IC" in Area 24A; and an existing bee farm. To the further south of the Site is the existing Yat Tung Estate in Areas 30 and 31 (zoned "R(A)" subject to a maximum domestic PR of 5) and the future Tung Chung West Station under construction. To the further west of the Site across an existing nullah is the planned open space in Area 37 and the village cluster of Ma Wan Chung Village. To the north of the Site is the planned open space in Area 29B.

2.3 Accessibility

2.3.1 The Site is served by Tung Chung Road North and connects to the town centre via Chung Yan Road and Yu Tung Road. The Site is also highly accessible to other parts of Hong Kong via Lantau Link and Tuen Mun-Chek Lap Kok Link.

2.3.2 The Site is well-served by public transport services. The Yat Tung Estate Public Transport Terminus and nearby bus stops are about 300-450m (4-6 mins walk) from the Site, providing frequent bus services to Tung Chung Town Centre, and direct services to metro areas and new towns of Hong Kong. Tung Chung West Station under construction is within 550m (7 mins walk) from the Site, which will further enhance the accessibility to the Site (**Figure 2.3** refers).



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

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LOCATION PLAN

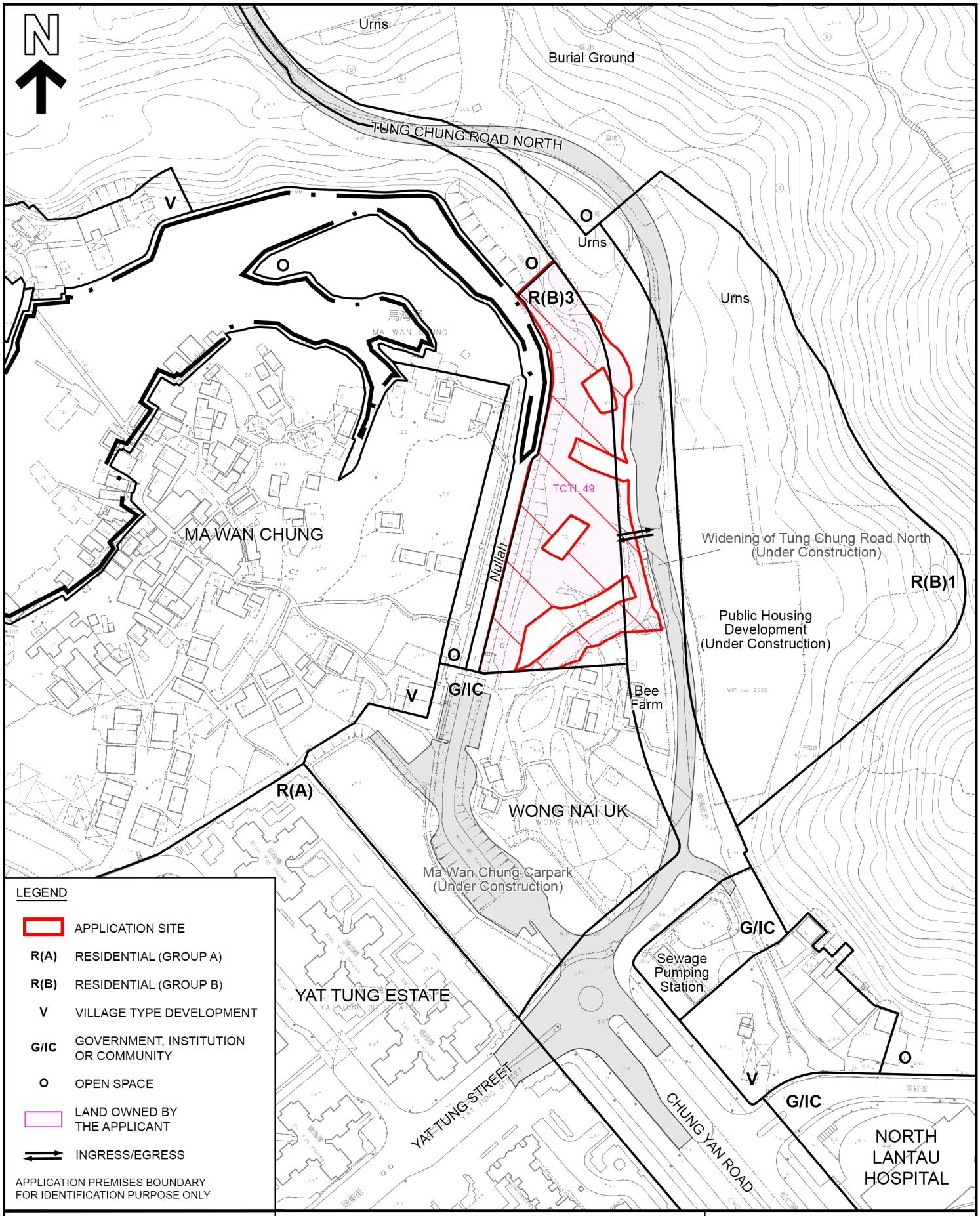
PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND

SCALE 1 : 5 000

FIGURE 2.1

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/I-TCTC/24 APPROVED ON 1.6.2021

DATE: 23.3.2026



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SITE PLAN

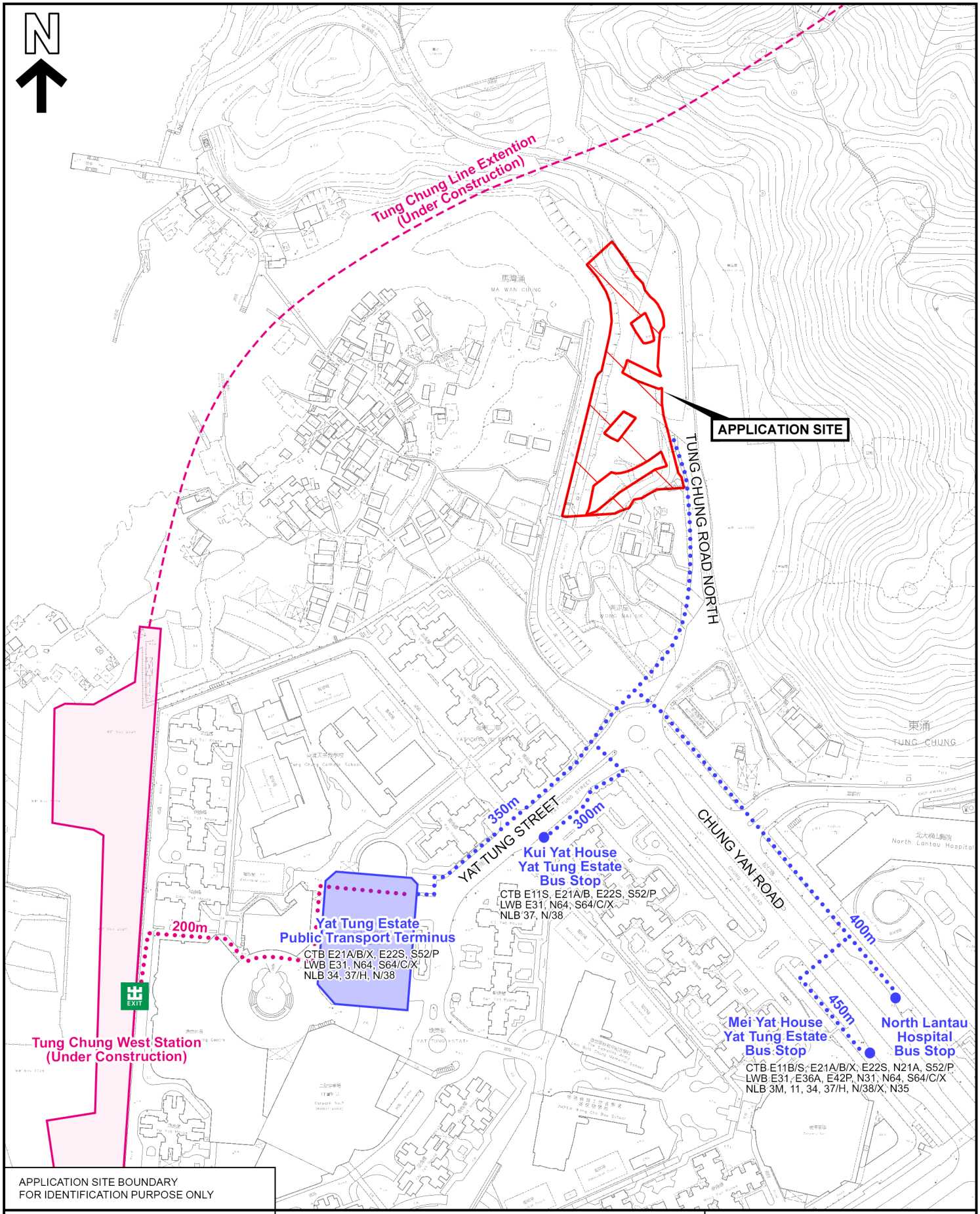
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 2 000

FIGURE 2.2

EXTRACT PLAN BASED ON SURVEY SHEETS No. 9-SE-8B & 8D

DATE: 23.3.2026



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

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PUBLIC TRANSPORT SERVICES PLAN

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND

SCALE 1 : 3 000

FIGURE 2.3

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 9-SE-8A, 8B, 8C & 8D

DATE: 23.3.2026

2.4 Statutory Planning Context

2.4.1 The Site falls primarily within an area zoned "Residential (Group B)3" (about 87% of the Site), with a minor portion of it shown as 'Road' (about 13% of the Site) on the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24 (**Figure 2.1** refers).

"Residential (Group B)3" Zone

2.4.2 According to the Statutory Notes of the Approved OZP, the planning intention of "R(B)3" zone is "primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted". Any developments are subject to a maximum plot ratio (PR) of 2 and a maximum building height of 55mPD. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions may be considered by the TPB on application under section 16 of the Town Planning Ordinance. **'Flat' use is a Column 1 use, which is always permitted by the Town Planning Board.**

Area shown as 'Road'

2.4.3 According to paragraph 9 of the Covering Notes of the Approved OZP, in any area shown as 'Road', all uses or development require permission from the Town Planning Board. Since the Site involves an area shown as 'Road', planning permission will be required from the TPB. **Such area has been permitted for 'Flat" use under Application No. A/I-TCTC/59.**

Explanatory Statement

2.4.4 According to para. 7.6 of the Explanatory Statement of the Approved OZP, minor relaxation of BH restriction will be considered by the TPB taking into account its own merits and the relevant criteria for consideration of such application for relaxation are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvements;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and

(f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

2.4.5 Since the Site would also involve a minor relaxation of the BH restriction, this planning application is subject to approval from the TPB.

2.5 Previous Planning Application

Planning Application No. A/I-TCTC/59

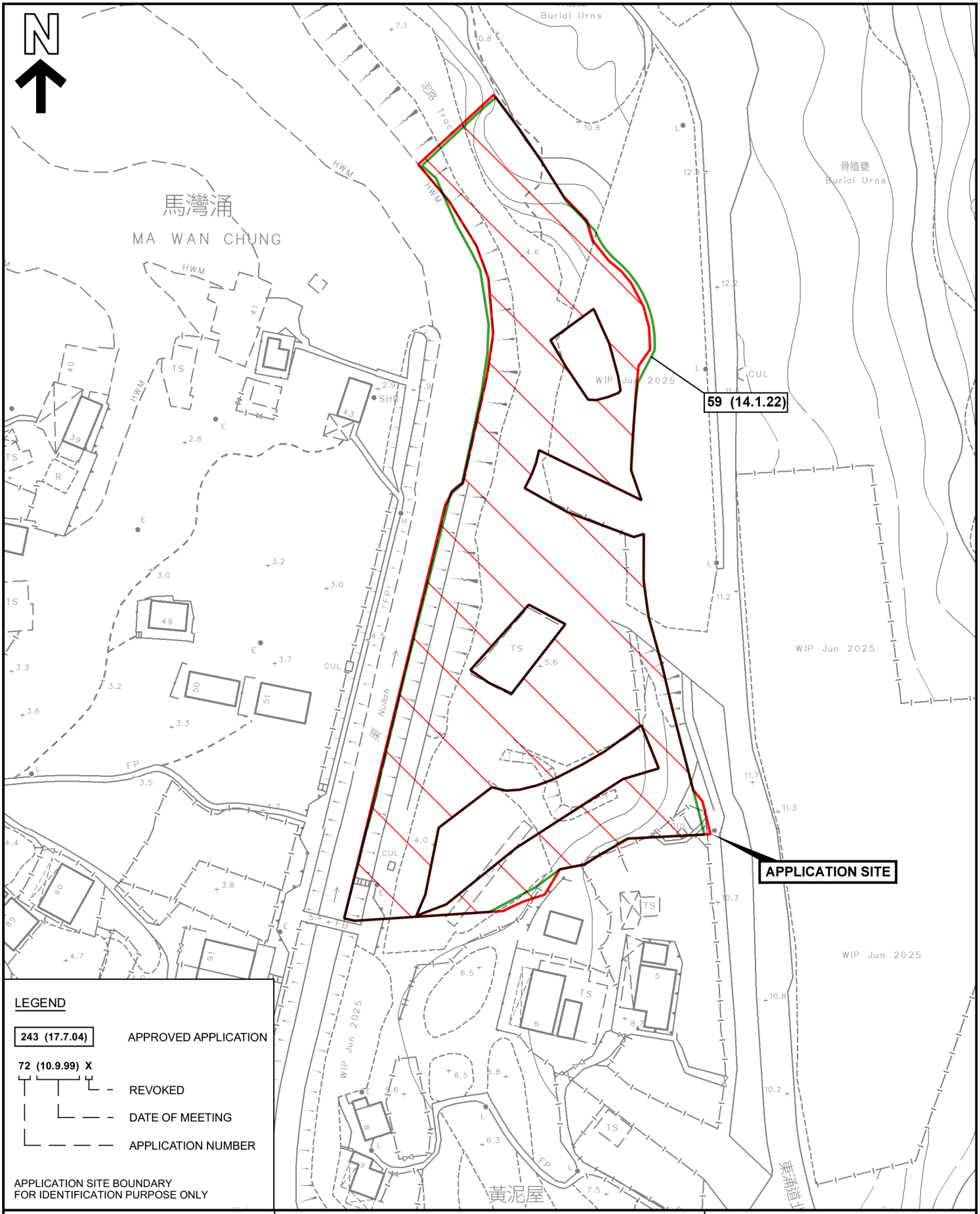
2.5.1 The Site was the subject of Planning Application No. A/I-TCTC/59 approved by the TPB on 14 January 2022 for Proposed Flat (**Figure 2.4** refers). The approved development scheme comprises two 13-storey residential blocks and one 2-storey clubhouse (excluding 2 levels of basement carpark). A plot ratio of not more than 2 providing gross floor area of not more than 10,800m^2 and a maximum building height of 55mPD is proposed. 187 residential units will be yielded. Upon the acceptance of the binding basic term offer on 5 November 2025, the approved development is deemed commenced.

2.6 Land Status and Lease Condition

2.6.1 Since the granting of the planning approval in 2022 by the TPB, the Applicant has initiated the land exchange application with the Government in 2022. The Applicant accepted the provisional basic term offer and binding basic term offer on 24 August 2022 and 5 November 2025. The land grant document for the Site was executed on 2 February 2026.

2.6.2 The Site is now known as Tung Chung Town Lot 49 and is governed by Conditions of Exchange dated 2 February 2026. The Applicant is the sole "current land owner". Based on the lease condition, the lot shall not be used for any purpose other than for private residential purposes, and the total GFA on the lot shall not be less than 6,480m^2 and shall not exceed 10,800m^2.

2.6.3 According to the lease condition, the Applicant shall provide lay, provide, construct and surface access roads within the Site so that pedestrian traffic may be carried on access roads for ingress, egress and regress to and from Lots 1767, 1772 and 1773 in D.D. 3 TC to Tung Chung Road North. Right of way for the landlocked lots will be fully respected.



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PREVIOUS APPLICATION PLAN

PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR PERMITTED FLAT USE
TUNG CHUNG TOWN LOT 49, TUNG CHUNG ROAD NORTH, LANTAU ISLAND

SCALE 1 : 1 000

FIGURE 2.4

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 9-SE-8B & 8D

DATE: 23.3.2026

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use

3.1.1 With a site area of approximately 5,400m² and a proposed plot ratio of 2, the proposed scheme will yield a total gross floor area (GFA) of approximately 10,800m². The Proposed Development also seeks a minor relaxation of the building height (BH) restriction from 55mPD to 55.9mPD due to the adoption of MIC building design method.

3.1.2 There will be two 13-storey residential towers of accommodating 269 units atop 1 level of basement for car parking and E&M facilities. A 3-storey standalone clubhouse block (2-storey clubhouse on top of the ground level car park) atop 1 level of basement car park will be provided for future residents. Please refer to **Table 3.1** below for the proposed development parameters and **Appendix 1** for the indicative master layout plan and section plan.

Table 3.1 Development Parameters of the Proposed Development

Development Parameter	Proposed Development
Site Area	About 5,400m^2
Plot Ratio	Not more than 2
Total GFA(1)	Not more than 10,800m^2
Site Coverage	Not more than 37%
Building Height (main roof)	Not more than +55.9mPD
No. of Blocks - *Residential Tower* - *Clubhouse*	3 *2* *1*
No. of Storeys(2) - *Residential Tower* - *Clubhouse* - *Basement Carpark*	14 *13* *3* *1*
No. of Units	269
Average Flat Size	About 40.15m^2
Estimated Population(3)	754
Private Open Space	Not less than 754m^2
Internal Transport Facilities - *Private Car Parking Spaces* - *Motorcycle Parking Spaces* - *Bicycle Parking Spaces* - *Loading/unloading Bays for Heavy Goods Vehicle*	 *74 (incl. 2 accessible parking spaces)* *3* *18* *2*

Remarks:
(1) Excluding GFA for clubhouse facilities (not more than 5% of the total domestic GFA)
(2) Including basement
(3) Based on persons per occupied flat ("PPOF") ratio of 2.8

3.2 Comparison with the Approved Scheme under Application No. A/I-TCTC/59

3.2.1 The proposed development scheme under this Planning Application would largely be the same as that under the approved development scheme under Application No. A/I-TCTC/59. However, in view of the changing planning circumstances and market conditions, the following amendments to the approved residential scheme are proposed:

(1) Minor Relaxation of Building Height Restriction

3.2.2 The maximum building height of the Proposed Development has been slightly adjusted from 55m to 55.9m (+0.9m, about 1.64%). Due to the adoption of the modular integration construction (MiC), the storey height for habitation has been slightly increased by 0.1m from previously approved 3.3m to 3.4m. Stated in the *Joint Practice Note No.8*, *'To facilitate the adoption of MiC, favourable consideration may be given to an increase of BH up to 4% of the total storey height of MiC floors.'* The proposed minor relaxation is fully in-line with the Government's policy.

(2) Increase in Number of Units

3.2.3 In response to latest real estate market trends, the Applicant has conducted an internal market sounding exercise to assess current preferences for the flat types. Based on this review, an average unit size of approximately 40 sqm is deemed appropriate. Accordingly, the number of units under the current scheme has been increased from previously approved 187 to 269 units, with the intention to align with market demand while maintaining compliance with the approved development parameters.

(3) Adjustment to the Site Boundary *(Class A Amendments)*

3.2.4 At the processing of land grant as required by the relevant Government department(s), there is a slight adjustment to the site boundary of Tung Chung Town Lot 49 as compared to the site boundary under Application No. A/I-TCTC/59. There is no change to the site area. Please refer to Figure 2.4 for the detailed comparison of the two site boundaries.

(4) Amendment to the Location of Parking Spaces *(Class A Amendments)*

3.2.5 In response to the 2025 Policy Address, which grants a full Gross Floor Area (GFA) exemption for developers constructing no more than two storeys of aboveground car parking, the Applicant has positioned the ground floor for car parking below the clubhouse. This covered G/F carpark areas are disregarded from the domestic GFA calculation subject of this application.

(5) Adjustment to the Number of Parking Spaces *(Class A Amendments)*

3.2.6 Due to the increase in the number of units and the change in flat size, the numbers of parking spaces have been adjusted according to the Hong Kong Planning

Standards and Guidelines ("HKPSG") and the lease requirement.

(6) Slight Adjustment to the Disposition and Form of the Residential Blocks *(Class A Amendments)*

3.2.7 The Applicant has slightly adjusted the disposition and form of the residential blocks to improve the efficiency of the Proposed Development, while at the same time to enhance the design of the landscape areas for future residents.

3.2.8 A comparison of the major development parameters of the approved scheme under Application No. A/I-TCTC/59 and the Proposed Development is shown in **Table 3.2.**

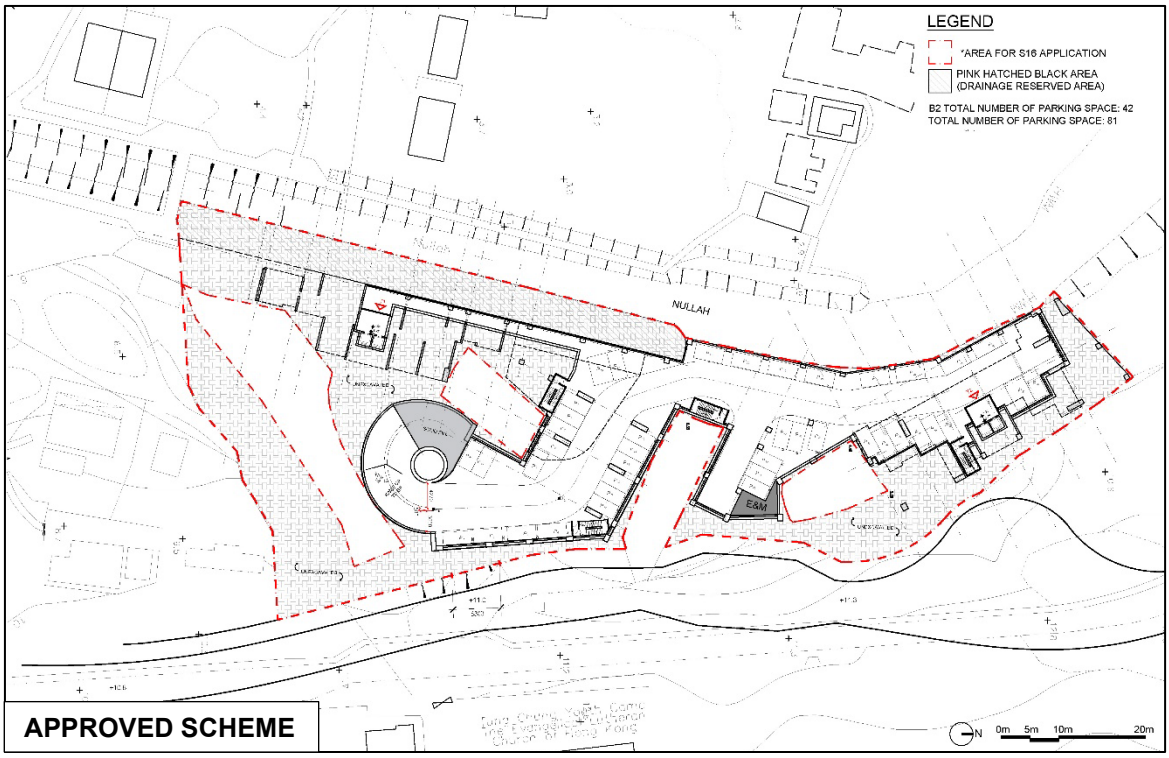
Table 3.2 Comparison of the Approved and Proposed Development

Development Parameter	Approved Scheme	Proposed Scheme	Change
Site Area	About 5,400m^2	About 5,400m^2	No Change
Plot Ratio	Not more than 2	Not more than 2	No Change
Total GFA(1)	Not more than 10,800m^2	Not more than 10,800m^2	No Change
Site Coverage	Not more than 37%	Not more than 37%	No Change
Building Height (main roof)	Not more than +55mPD	Not more than +55.9mPD	+0.9m (+1.64%)
Storey Height for Habitation	3.3m	3.4m	+0.1m (+3.03%)
No. of Blocks - *Residential Tower* - *Clubhouse*	3 *2* *1*	3 *2* *1*	No Change *No Change* *No Change*
No. of Storeys(2) - *Residential Tower* - *Clubhouse* - *Basement Carpark*	15 *13* *2* *2*	14 *13* *3* *1*	-1 *No Change* *+1* *-1*
No. of Units	187	269	+82 (+43.9%)
Average Flat Size	About 57.8m^2	About 40.2m^2	-17.6m^2 (-30.5%)
Estimated Population(3)	524	754	+230 (+43.9%)
Private Open Space	Not less than 524m^2	Not less than 812m^2	+230m^2 (+43.9%)
Parking Spaces - *Private Car* - *Motorcycle* - *Bicycle*	 *81* *2* *10*	 *74* *3* *18*	 *-7* *+1* *+8*
L/UL Bays - *Heavy Goods Vehicle*	*2*	*2*	*No Change*

Remarks:
(1) Excluding GFA for clubhouse facilities (not more than 5% of the total domestic GFA)
(2) Including basement
(3) Based on persons per occupied flat ("PPOF") ratio of 2.8

Figure 3.1: Comparison of the Approved and Proposed Residential Development

Basement Level 2

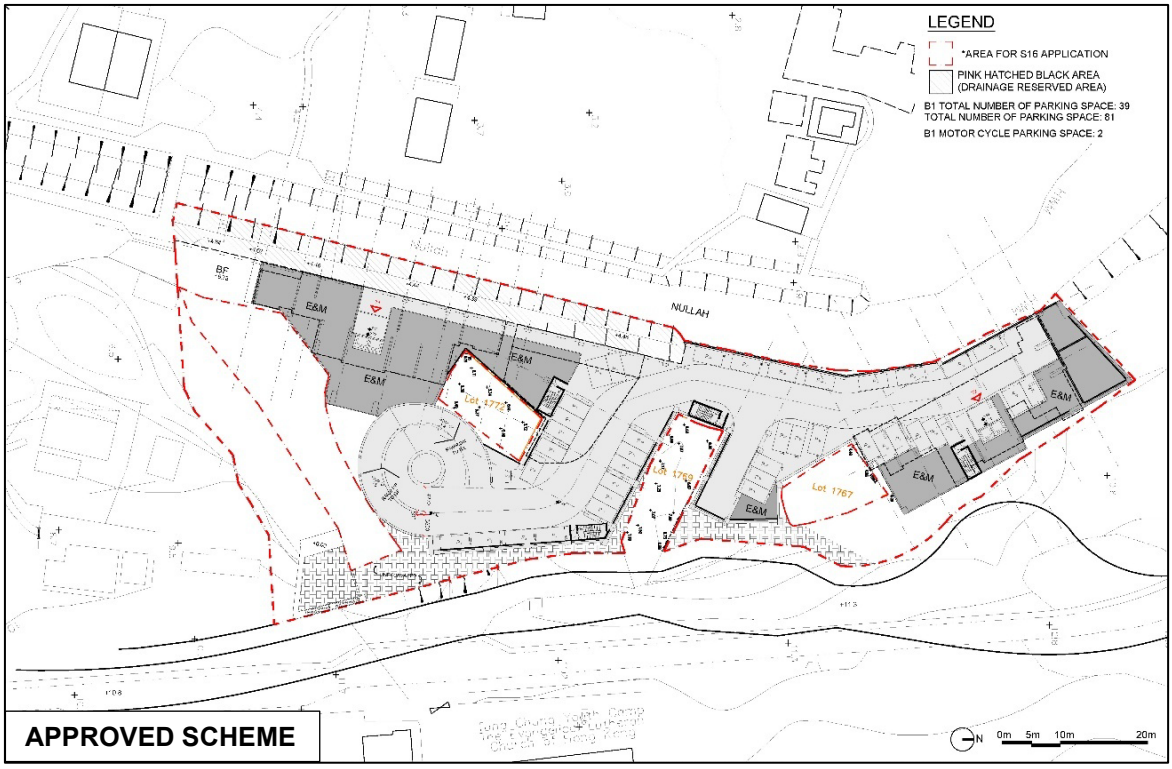


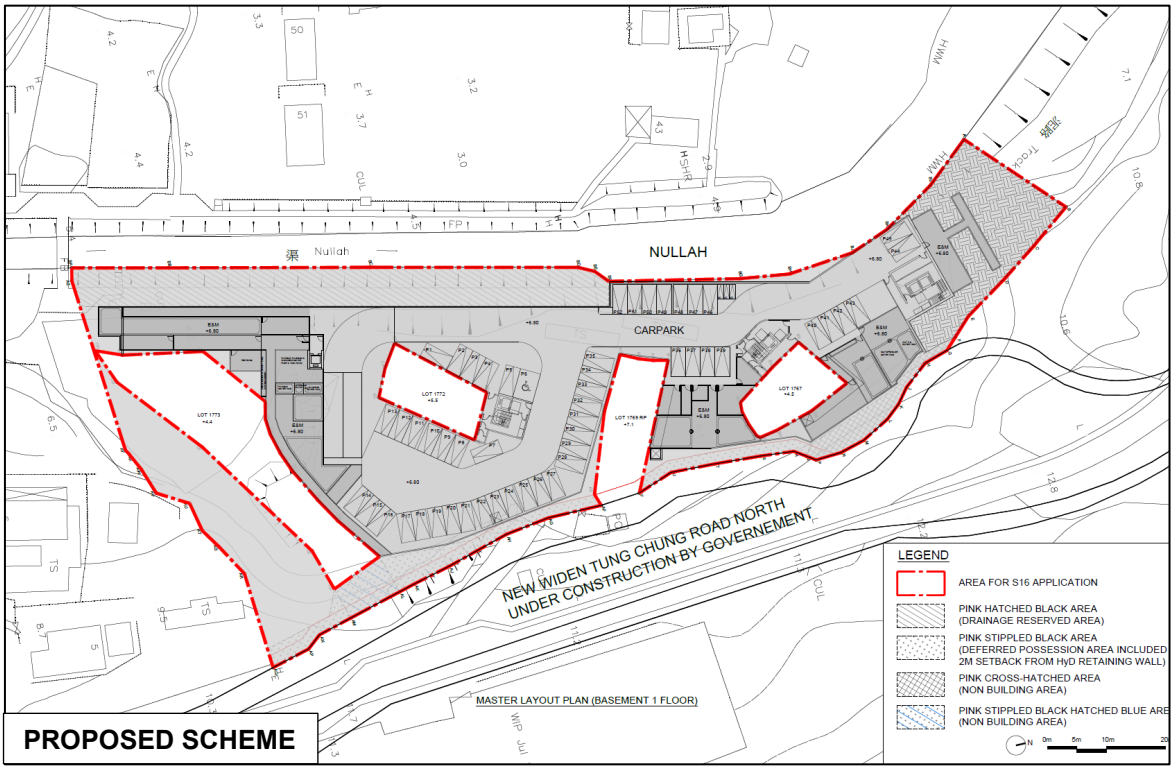
APPROVED SCHEME

(No Basement Level 2)

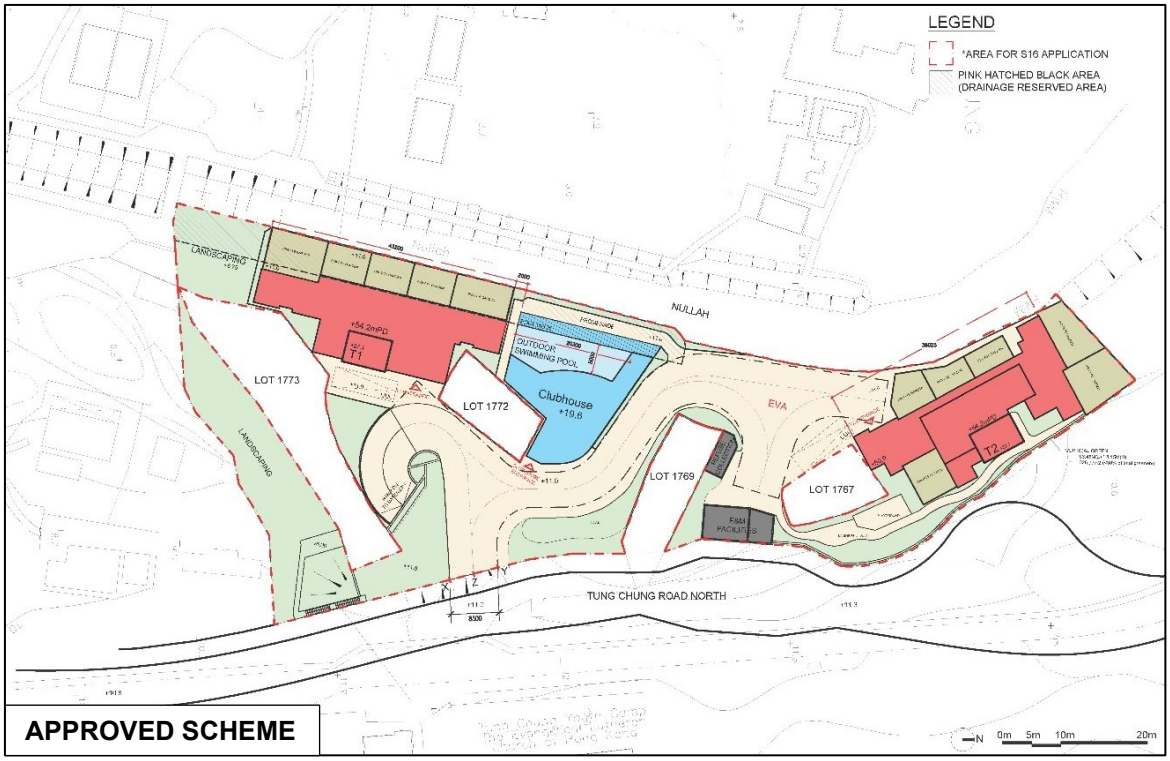
PROPOSED SCHEME

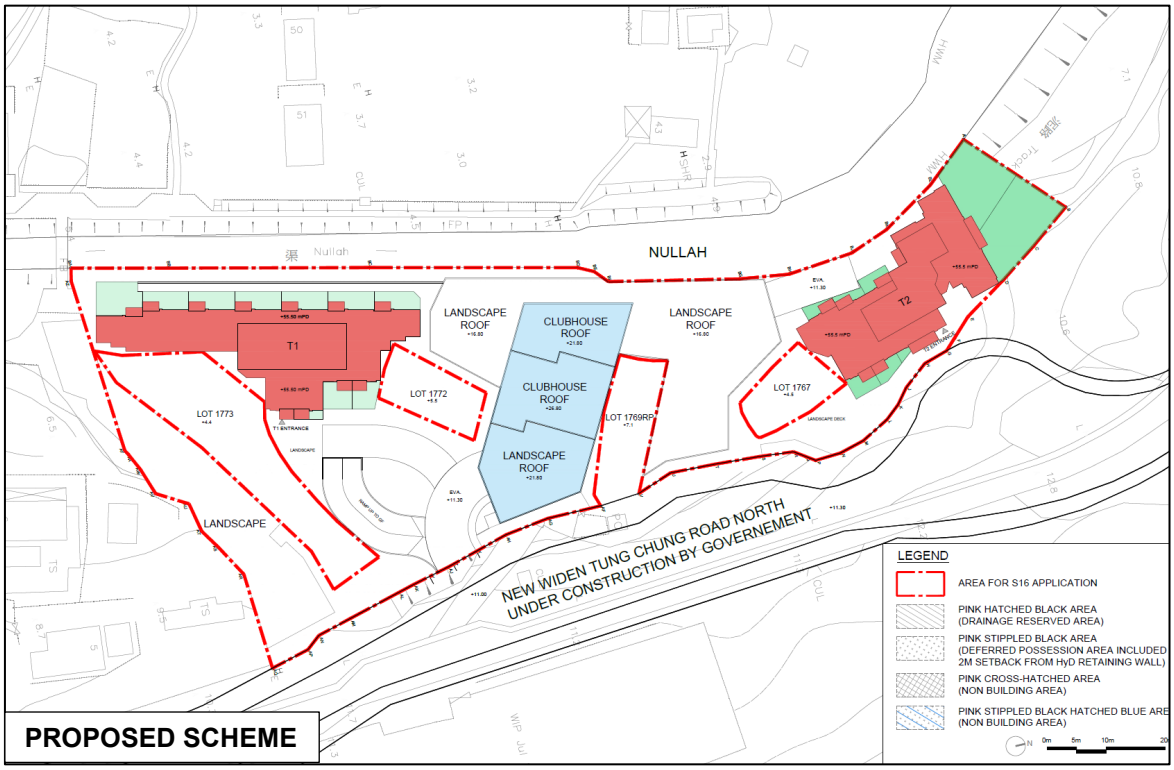
Basement Level 1





Master Layout Plan





3.3 Planning and Design Merits

Compliance with the Sustainable Building Guidelines

Building Separation

3.3.1 The Proposed Development has provided more than 60m wide building separation between the two residential towers. Within that, a building separation of about 15m between Tower 1 and the clubhouse and a separation of about 30m between Tower 2 and the clubhouse is designed. This help to breakdown the building mass, which in turns help improving the air ventilation and visual permeability to the surrounding environment (**Figure 3.2** refers).

Building Setback

3.3.2 The Proposed Development also provides a building setback of not less than 7.5m from the centreline of the street (i.e. Tung Chung Road North). The Residential Towers, including Towers 1 and 2 would have a setback of not less than 10m from the centreline of Tung Chung Road North (**Figure 3.2** refers).

Site Coverage of Greenery

3.3.3 In order to improve the environmental quality of the urban spaces, particularly at the pedestrian level, the Proposed Development would have a greenery of not less than 20%. The Proposed Development has introduced a planting strip along the site boundary to provide spatial and visual relief at the street/pedestrian level. The proposed development has also introduced green elements such as lawn, shrubs, and trees on the roof of the clubhouse, acting as the landscape roof garden in the primary zone of the Proposed Development. This could soften the building edge of the proposed development.

Provision of Right of Way to the Third-Party Lots

3.3.4 The Applicant has spent genuine design efforts to pay respect to the third-party lots that are sandwiched between the Application Site. Design efforts, including the provision of right of way with a staircase or via the Application Site to the respective lots via the Application Site, will be provided and allowed. This is also to comply with the lease conditions of the land exchange application.

3.4 Construction Method

3.4.1 The Proposed Development will adopt the Modular Integrated Construction (MiC) method to enhance construction efficiency. It is the Government's key policy to actively promote the construction of buildings by adopting MiC, in light of the challenges (i.e. relatively high construction costs and declining productivity) faced in the construction industry. The MiC method involves the prefabrication of modular units off-site, which are subsequently assembled on-site. The MiC could reduce construction time, minimise on-site labour requirements, and ensure consistent quality control. To encourage wider use of MiC by Developers, the

Government has introduced several measures, including a 10% concession MiC gross floor area and site coverage, a 4% storey height concession for MiC floors, subsidies under the Construction Innovation and Technology Fund, and enhanced communication and collaboration with relevant departments to facilitate project approvals.

3.4.2 By adopting MiC method, the Applicant aims to expedite project delivery and facilitate a faster supply of housing. This in fact aligns with the Hong Kong Government's advocacy for innovative construction technologies to address labour shortages and promote sustainability.

3.5 Implementation Programme

3.5.1 It is anticipated that the Proposed Development will be completed at the end of 2031.

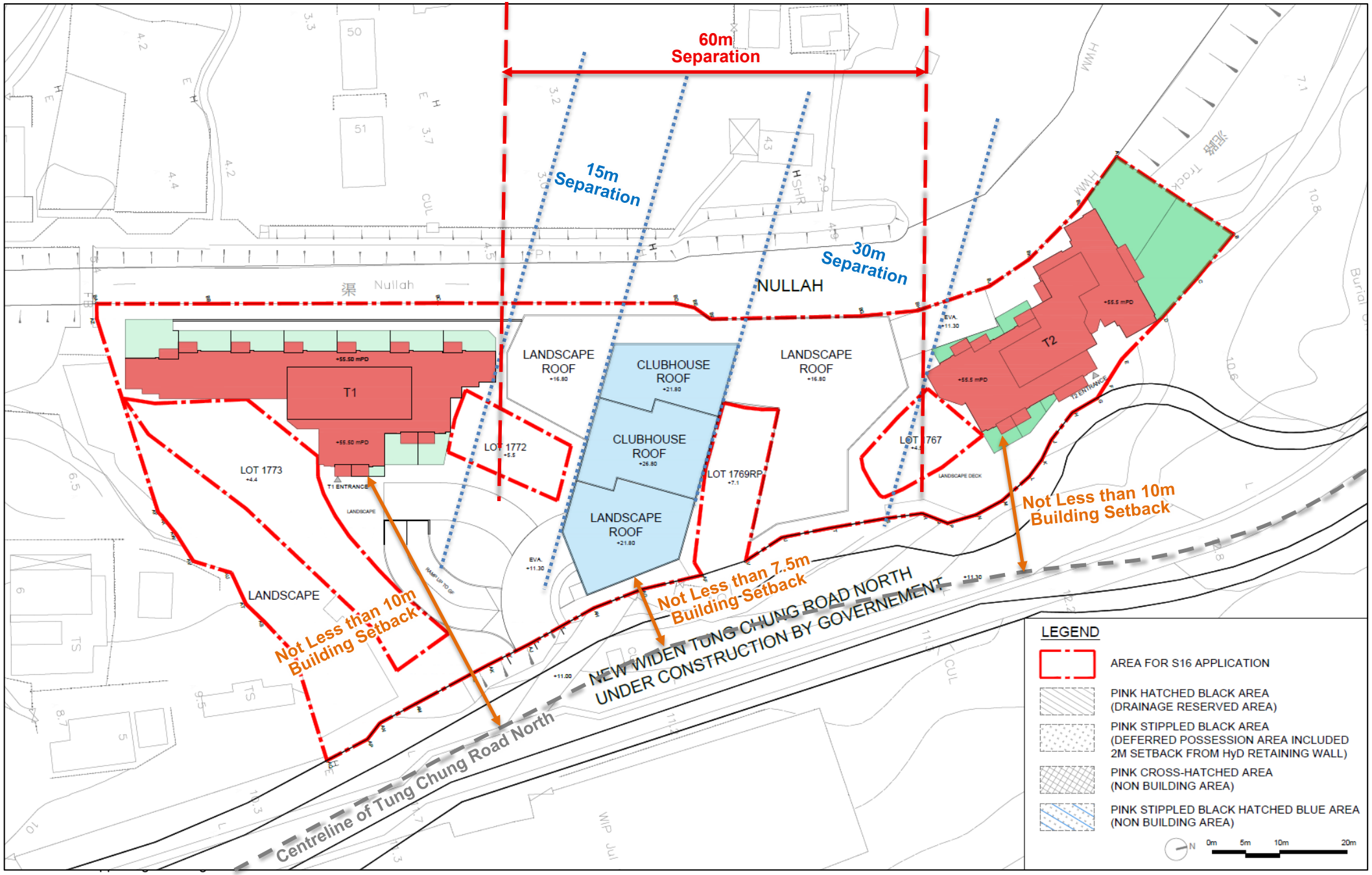


Figure 3.2: Building Separation and Building Setback

4 TECHNICAL CONSIDERATION

4.1 Traffic

4.1.1 The Traffic Impact Assessment (TIA), enclosed in **Appendix 2**, has been conducted to provide technical justifications in supporting the application from the traffic engineering point of view. The assumptions in the "*Tung Chung New Town Extension (West) - Design and Construction Final Planning and Engineering Assessment Report for Enhancement of Development Intensity of Public Housing Sites in Tung Chung West"* Report have already included the captioned development for the assessment purpose. Based on the evaluation, the current operational performance of the critical junctions has been assessed, and revealed that all critical junctions are at present operating within their capacities. While the junction operational assessment has been applied for the year 2036 in both the reference and design scenarios (assuming full population intake of Tung Chung New Town Extension), it is indicated that all junctions will also operate within their capacities in 2036.

4.1.2 Since the traffic generated by the proposed development is small and would induce an insignificant impact on the surrounding road network, it is anticipated that there is no adverse traffic impact.

4.2 Environmental

4.2.1 The Environmental Assessment, enclosed in **Appendix 3**, has been conducted to demonstrate that there are no unacceptable adverse environmental impacts as a result of the development. In order to support the proposed development with environmental acceptability, the Noise Impact Assessment, Air Quality Impact Assessment, Waste Management Implication Assessment, Water Quality Impact Assessment were carried out to examine the impacts associated with the Proposed Development.

Noise Impact Assessment

4.2.2 The noise impact assessment, including road traffic noise and fixed noise impact, has been conducted. Regarding the road traffic noise, the Proposed Development would comply with the Hong Kong Planning Standards and Guidelines ("HKPSG") road traffic noise standard criteria of 70dB(A) with the noise mitigation measures including an acoustic window and an enhanced acoustic balcony. Regarding the fixed noise source impact, the assessment has identified that there were fixed noise sources, including DSD Chung Yan Road sewage pumping station and car washing facility within 300m from the Site. The results of predicted fixed noise impact at the selected noise-sensitive receivers for the proposed development are well below during noise criteria. Therefore, it is concluded that the Proposed Development will not be subject to adverse industrial noise impact. Potential fixed noise sources associated with the proposed Development are identified. The planned fixed noise sources shall be designed to meet the HKPSG requirement.

With the mitigation measures, it is expected there would be no insurmountable noise impact from fixed noise sources of proposed Development to nearby noise sensitive receivers.

4.2.3 Also, potential aircraft noise to the Proposed Development has been evaluated. Under HKPSG, aircraft noise criterion is Noise Exposure Forecast NEF 30 for domestic premises. Based on the Environmental Impact Assessment Report for the "Expansion of Hong Kong Airport into a Three-Runway System" ("AEIAR-185/2014"), the Site is situated outside the Noise Exposure Forecast 25 contour of the Hong Kong International Airport ("HKIA"), i.e. no exceedance to aircraft noise criterion is anticipated. For helicopter noise, Government Flying Service ("GFS") and Hong Kong Business Aviation Centre ("HKBAC") are located at the south-western of the HKIA. Both the GFS and HKBAC are located at approximately 2km northwest from the Proposed Development. Hence, significant noise impact generated from helicopter approaching, take-off and manoeuvring are not anticipated.

4.2.4 Nevertheless, in view of potential noise nuisance due to aircraft / helicopter noise when background noise is low, all façade glazing and openable windows and balcony/ terrace doors of bedrooms and living rooms of the proposed development, will be provided with acoustic insulation. With reference to Appendix 4.4 in Chapter 9 of the HKPSG, acoustic insulation is set out for different level of helicopter noise exceedance. Despite no exceedance is anticipated, Type I insulation (i.e. for helicopter exceedance of less than 5 dB) will be provided as abovementioned. Openable windows at habitable rooms will be well-gasketed and glass pane of not less than 6mm thickness or having sound transmission class (STC) 31 or above will be used.

Air Quality Impact Assessment

4.2.5 The assessment assesses the potential air quality impacts during the construction phase and operational phase of the Proposed Development. The minimum buffer distances between road kerbs complied with for the residential tower and the fresh air intake of the podium will be located outside the relevant HKPSG buffer distance. Therefore, no vehicular emissions impact is anticipated.

4.2.6 Based on site visit, there is no active chimney within 200m from the Site. There is no identifiable odour detected along the boundary of Chung Yan Road Sewage Pumping Stations. Also, there are no marine emissions sources within 500m from the Site. Therefore, the proposed development would not be subject to adverse industrial chimney emissions, marine emissions and odour impact. In conclusion, no potential adverse air quality impact is expected upon the proposed development. It is anticipated that there is no adverse air quality impact during the construction stage with the adoption of good practices.

Waste Management Implications

4.2.7 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities (i.e. excavation site clearance, site formation, foundation works and superstructures) will generate a variety of wastes materials including construction & demolition materials, chemical waste, general refuse. During operation phase, the Proposed Development will generate general refuse. Based on per capita domestic waste disposal and recovery rates in the Monitoring of Solid Waste in Hong Kong 2024 prepared by Environmental Protection Department, approximately 0.90 ton of domestic waste would be generated from the proposed development per day. Waste generation from the residential units will be collected and removed regularly by an appointed party. Waste separation and recycling will also be implemented. With environmental control measures properly implemented, no adverse environmental impact would be anticipated with respect to solid waste management.

4.2.8 With the implementation of the recommended mitigation measures and the potential environmental impacts resulting from the storage, handling and transportation of inert C&D materials, non-inert C&D materials, chemical wastes and general refuse would be minimal. With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operational phases are envisaged.

Water Quality Impact Assessment

4.2.9 The Site is located at inland urban developed area. Within the 500m study area of the Site, there are water sensitive receivers, such as nullah to the west of the Site, Ma Wan Chung and Tung Chung Bay. Although the water quality impacts from construction may be occurred from the general construction activities, construction site run-off and sewage effluent from the construction workforce, the potential water quality impacts could be controlled by implementing the recommended mitigation measures. With the implementation of mitigation measures, no adverse water quality impact on the identified Water Sensitive Receivers is anticipated.

Land Contamination

4.2.10 A site appraisal, in the form of desktop review and site walkover, had been carried out in January 2026 to identify the past and current potentially contaminating land uses within the Site. Based on the desktop study and site appraisal, there are no land contamination activities and the ground is paved with concrete in good condition, potential land contamination is not expected.

4.3 Drainage

4.3.1 The Drainage Impact Assessment, enclosed in **Appendix 4**, has been conducted to review the existing drainage system in the vicinity of the Site and the potential drainage impacts that may arise from the proposed residential development. The

proposed development will have an increase in surface runoff with 80% paved, 11% vegetated with an underlying structure, and 9% vegetated. Although there is an increase in surface runoff from the proposed development, the drainage impact on the existing nullah due to the proposed development is considered minimal.

4.3.2 Besides that, there is currently an existing 600mm diameter outfall serving the Site. Based on the hydraulic modelling results for the 200-year return period with the consideration of climate change up to end-21st Century, it is found that the water level at the terminal manholes discharging to the existing 600mm diameter outfalls will reach about +5.2mPD. It is recommended that the formation level of the Site should have an equal or greater than +6mPD to provide long-term protection against tide-driven flooding. Under the proposed development, the site formation level of the Site will be about 11.30mPD. It is anticipated that there is no adverse drainage impact.

4.4 Sewerage

4.4.1 The Sewerage Impact Assessment, enclosed in **Appendix 5**, has been conducted to review the existing sewerage system and the proposed sewerage system for the proposed residential development. It is found that the hydraulic capacity of the planned public sewerage pipeline system constructed by CEDD would have capacity to convey both CEDD's design sewage flows from the Tung Chung New Town Extension and the increased sewage flow from the proposed residential development.

4.4.2 Although there is hydraulic capacity for the CEDD's design sewage flows and sewage flow from the proposed development, it is recommended to construct a foul terminal manhole and a 22mm inner diameter PE connection pipe for the connection between the residential development and the proposed public sewer along Tung Chung Road North.

4.5 Landscape

4.5.1 The Landscape Master Plan, enclosed in **Appendix 6**, has been conducted to provide a broad design, function, and amenity provisions for the landscape components of the proposed project. The landscape design includes Landscape Area at G/F acting as the welcoming environment for residents, a vertical green wall to soften the solid wall, streetscape with planning strip along the boundary and landscape area at the clubhouse roof. The proposed development would provide not less than 1m^2 communal open space per person (i.e. not less than 812m^2).

4.6 Tree

4.6.1 The Tree Preservation and Removal Proposal (TPRP), enclosed in **Appendix 7**, has been conducted to evaluate the treatment of existing trees in response to the proposed development. Based on the tree survey, a total of 71 no of trees are evaluated, of which 7 trees are proposed to be retained and about 64 trees are

proposed to be felled. In response to the DBH loss and nos. of trees felled, a total number of 211 trees with an aggregated DBH of about 15.50m will be compensated under the proposed development. The compensation ratio is 1:3.3 in terms of quantities and 1:1 in terms of qualities.

4.7 Visual

4.7.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Appraisal enclosed in **Appendix 8** has been conducted. A total of four viewing points ("VPs") has been selected to assess the visual impact of the proposed scheme against the baseline scheme which complies with the building height restriction stipulated on the Approved OZP. The visual impact on viewers from all VPs are anticipated to be negligible.

4.7.2 Considering the proposed BH of not more than 55.9mPD for the Proposed Development is still significantly lower than the maximum BH of the public housing development (+75mPD) across Tung Chung Road North, the proposed BH is compatible with the surroundings. Besides, the Proposed Development has provided wide building separations, sufficient building setback, quality landscape design and greening as design measures. These help to breakdown the building mass, improve air ventilation and the visual permeability to the surroundings and further mitigate the visual impact induced by the Proposed Development.

5 PLANNING JUSTIFICATIONS

5.1 Will Not Deviate from the Previous Approved Development Scheme

5.1.1 As highlighted in the above section, the Proposed Development will not deviate from the approved scheme of the previous planning approval in terms of the key development parameters. The site area, plot ratio, gross floor area, and site coverage under the Proposed Development is the same as the approved scheme. Under the proposed development scheme, only minor changes in disposition and form of the residential towers, a minor relaxation of building height restrictions, and a change in the flat size and flat numbers upon taking into account the latest market trends and conditions will be involved.

5.2 Readily Available Site for Housing Supply

5.2.1 The Site is readily available for development and early implementation of housing supply. Upon approval of the Application No. A/I-TCTC/59, the Applicant has spent tremendous efforts to procced with the development. The land exchange procedures were completed. The landholding of the entire Application Site is under the landownership of the Applicant, and vehicular access to the Site can be directly provided from Tung Chung Road North. Therefore, the timely implementation of the Proposed Residential Development is secured and approval of the application will enable earlier implementation of the Residential Development in the Tung Chung New Town Extension area.

5.3 Adopt MIC Method to Expedite Housing Delivery

5.3.1 The Proposed Development will adopt the Modular Integrated construction (MiC) method to all floors of the two residential towers to expedite housing delivery. As highlighted in the above section, this echoes with the Government's key initiative in encouraging development and/or developers in adopting the MiC method, which can significantly shorten the construction time. By adopting MiC, the Applicant aims to expedite project delivery on this readily available site and enable a faster supply of housing.

5.4 Proposed Building Height is In-line with the Joint Practice Note Promoting Green and Innovative Buildings

5.4.1 According to paragraph 10 of *Joint Practice Notes No. 8*, *'Under current technology, the adoption of MiC normally involves thickened/double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building. To facilitate the adoption of MiC, favourable consideration may be given to an increase of BH up to 4% of the total storey height of MiC floors. In this regard, MiC floor is taken as a floor of a building where the MiC floor area is not less than 50% of the total area on that floor additional vertical space taken up arising from the adoption of MiC.'*

5.4.2 Since the total BH above ground level (+11.3mPD) of the approved development is 42.9m (13 storeys x 3.3m), a 4% increase of the total storey height resulting to a BH of not more than 55.9mPD (13 storeys x 3.3m x 1.04 + 11.3mPD) of the Proposed Development is fully in-line with the Joint Practice Note promoting green and innovative buildings.

5.5 No Insurmountable Impacts

5.5.1 As highlighted in Section 4, all technical assessments covering aspects of traffic, environmental, drainage, sewerage, landscape and visual have demonstrated that the proposed residential development to be technically feasible with no insurmountable impacts. Besides that, the proposed development parameters are generally the same as the development parameters from the approved development scheme. In this regard, the Proposed Development is deemed to be acceptable in the wider and local context.

6 CONCLUSION

6.1.1 The Site has previously been approved by the Town Planning Board for proposed flat in 2022. Under the current application, the Proposed Development respond to the latest market changes and adopt the MiC method to enhance construction efficiency.

6.1.2 The TPB and relevant Government Departments are respectfully requested to give favourable consideration to support the proposed development scheme based on the following:

- The Proposed Development will not deviate from the previous approved development scheme in terms of the major development parameters and only minor amendments are made;
- The Site is readily available for development with early implementation of housing supply since the Applicant had completed relevant land exchange procedures following the approved development scheme;
- The Applicant would adopt modular integrated construction method for the development to expediate the housing delivery and shorten the construction time;
- The proposed building height is fully in-line with the Joint Practice Note promoting green and innovative buildings;
- The Proposed Development is technically feasible with no insurmountable impacts on traffic, visual, drainage, sewerage, landscape and environmental.