

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

**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**

SUPPORTING PLANNING STATEMENT

February 2026

Applicant:

Full Fame Development Limited

Consultancy Team:

KTA Planning Limited

Andrew Lee King Fun & Associates Architects Limited

CTA Consultants Limited

Ramboll Hong Kong Limited

H Plus Limited

Asia Infrastructure Solutions Limited



PLANNING LIMITED
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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 Flat with Minor Relaxation of Building Height Restriction (“the Proposed Development”) at Lot 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and Adjoining Government Land, Tung Chung Road North, Tung Chung, 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 (a grant of a new lot to be known as Tung Chung Town Lot No. 49); and has accepted the Provisional Basic Term Offer on 24 August 2022. The land exchange procedures are nearly completed.

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 14-storey residential towers accommodating 290 units atop one level of basement for car parking and E&M facilities. A two-storey standalone mixed block (containing a one-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 use is in line with the long-term planning intention of the “Residential (Group B)3” zone since ‘Flat’ use is permitted as of right, while making use of a small portion of the “left-over” land shown as ‘Road’ for landscape and amenity purpose;
- 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 has already conducted 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 Development does not jeopardise the development rights of third-party lots in between the Application Site with the provision of the right of way;
- The Proposed Development is compatible with the surrounding developments in terms of the building height and development quantum;
- The Proposed Development as compared to the previous development scheme would incorporate the narrow strip of left-over land in between the Applicant's lots and Tung Chung Road North to fully utilise the scarce land resources; and
- Technical Assessments have demonstrated that the proposed development with minor relaxation of BH to be 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東涌道北東涌丈量約份第 3 約地段第 1766 號餘段、第 1768 號餘段、第 1770 號餘段、第 1771 號餘段、第 1774 號餘段及毗連政府土地 (下稱「申請地點」) 的擬議分層住宅及輕微放寬建築物高度限制 (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。申請人其後於 2022 年啟動換地方式進行的契約修訂，並接納換地基本條款建議書。新批地段將稱為「東涌市地段第 49 號」。相關換地程序已接近完成。

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 14 層高住宅大樓 (共 290 個單位)，下設 1 層地庫停車場及機電設施；1 幢獨立 2 層綜合大樓 (地面為停車場，上層為會所)。

擬議發展的申請具充份理據，原因如下：

- 擬議發展計劃完全符合「住宅 (乙類) 3」地帶的長遠規劃意向，住宅用途屬第一欄經常准許的用途，同時利用僅少部分顯示為「道路」的地方作為景觀及設施規劃；
- 擬議發展計劃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；
- 由於申請人已接近完成相關換地程序，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；
- 擬議發展計劃將提供行人通道，並不影響第三者地段的發展權利；
- 擬議發展計劃的放寬高度及發展量與周邊發展協調；
- 擬議發展計劃納入申請人地段與東涌道北之間狹窄的剩餘土地，善用珍貴的土地資源；及

- 各項技術評估證明輕微放寬高度限制在技術上可行，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 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**

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 Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, 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.

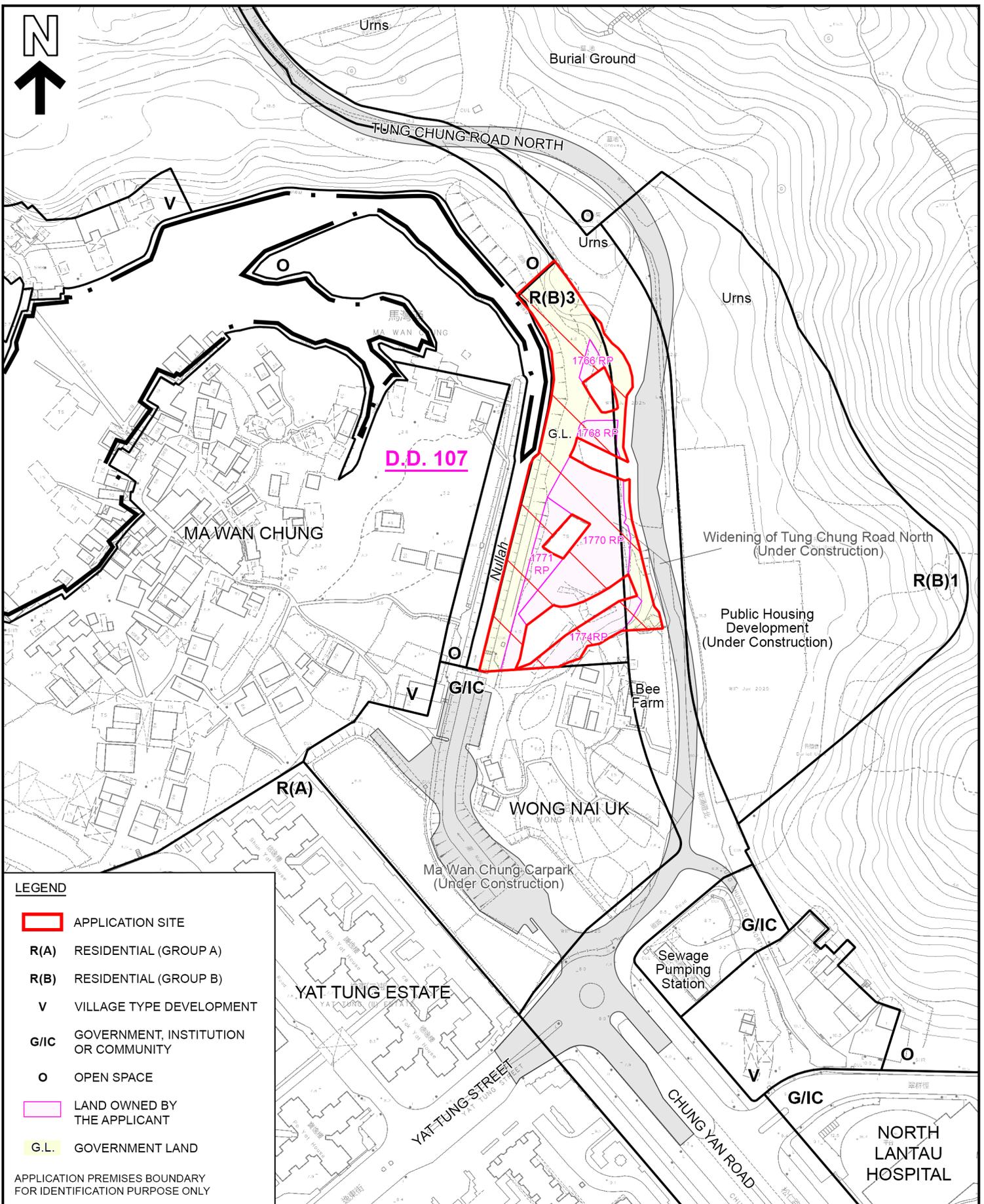
2.2 Surrounding Land Use Context

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 for the development of a G/IC complex for government offices, social and community facilities and a public vehicle park under the committed improvement works for revitalization of Ma Wan Chung implemented by CEDD under the Tung Chung New Town Extension project; 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).



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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: 26.1.2026



Tung Chung Line Extension
(Under Construction)

APPLICATION SITE

TUNG CHUNG ROAD NORTH

350m
YAT TUNG STREET

Kui Yat House
Yat Tung Estate
Bus Stop

CTB E11S, E21A/B, E22S, S52/P
LWB E31, N64, S64/C/X
NLB 37, N/38

200m
Yat Tung Estate
Public Transport Terminus

CTB E21A/B/X, E22S, S52/P
LWB E31, N64, S64/C/X
NLB 34, 37/H, N/38

400m
CHUNG YAN ROAD

450m
Mei Yat House
Yat Tung Estate
Bus Stop

CTB E11B/S, E21A/B/X, E22S, N21A, S52/P
LWB E31, E36A, E42P, N31, N64, S64/C/X
NLB 3M, 11, 34, 37/H, N/38/X, N35

North Lantau
Hospital
Bus Stop

Tung Chung West Station
(Under Construction)



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY



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PUBLIC TRANSPORT SERVICES 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 : 3 000

FIGURE 2.3

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

DATE: 26.1.2026

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.**

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.

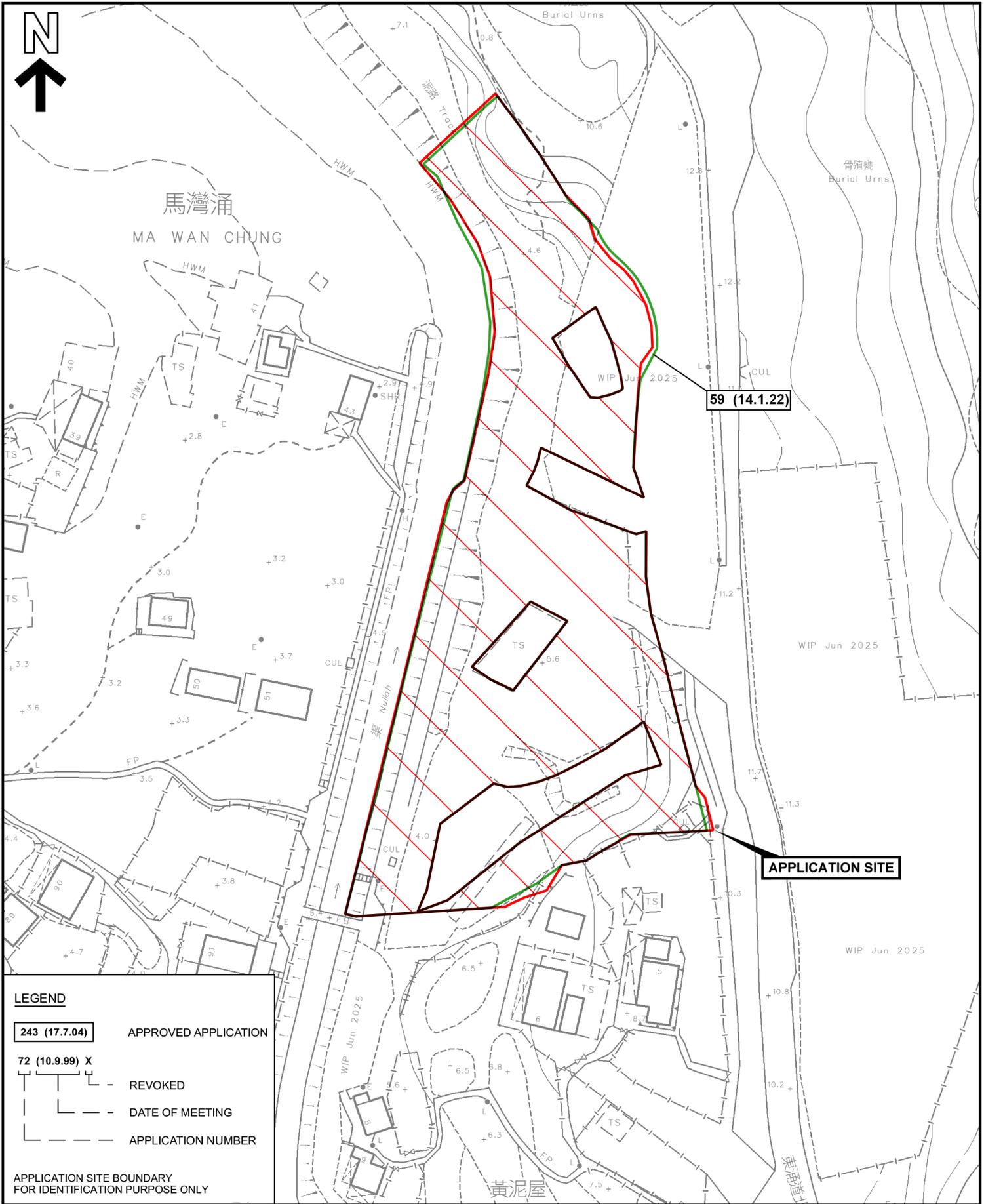
2.5 Previous Planning Application

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 10,800m² and a maximum building height of 55mPD is proposed. 187 residential units will be yielded.

2.6 Land Status and Lease Condition

- 2.6.1 The Site comprises private land Lot 1766 RP, 1768 RP, 1770 RP, 1771 RP, and 1774 RP (49%, about 2,621m²) and Government land (51%, about 2,779m²) (**Figure 2.2** refers). The private lots included within the Site are under the land ownership of the Applicant.
- 2.6.2 Since the granting of the planning approval in 2022, the Applicant has initiated the land exchange application with the Government in 2022, with a grant of a new Lot to be known as Tung Chung Town Lot No. 49 and has accepted the Provisional Basic Term Offer on 24 August 2022. The land exchange procedures are nearly completed. Based on the draft 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 6,480m² and shall not exceed 10,800m².
- 2.6.3 In the earlier Recommended Outline Development Plan in the 'Planning and Engineering Study on the Remaining Development in Tung Chung', Tung Chung Road North shall be widened to about 25m. However, upon detailed study by the Civil Engineering Development Department and Planning Department, the road will be required to widen to about 17 to 20m, as shown on the Highways Department's gazetted plan No. RD/GZ004A gazetted on 18.4.2019 and 26.4.2019. Thus, there is a piece of Government land (or the "left-over" land) between the subject lots and the "gazetted" widened Tung Chung Road North which had been included under the previous approved Application No. A/I-TCTC/59 and the current application.



LEGEND

243 (17.7.04) APPROVED APPLICATION

72 (10.9.99) X

— REVOKED

— DATE OF MEETING

— APPLICATION NUMBER

APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



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PREVIOUS APPLICATION 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 : 1 000

FIGURE 2.4

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

DATE: 26.1.2026

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Flat with Minor Relaxation of Building Height Restriction

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 58.9mPD due mainly to the adoption of MIC building design method.

3.1.2 There will be two 14-storey residential towers of accommodating 290 units atop 1 level of basement for car parking and E&M facilities. A 2-storey standalone clubhouse block (1-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 +58.9mPD
No. of Blocks - Residential Tower - Clubhouse	3 2 1
No. of Storeys ⁽²⁾ - Residential Tower - Clubhouse - Basement Carpark	15 14 2 1
No. of Units	290
Average Flat Size	About 37.2m ²
Estimated Population ⁽³⁾	812
Private Open Space	Not less than 812m 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 building height of the Proposed Development has been slightly adjusted from +55mPD to +58.9mPD (+3.9m, about 7.1%) and incorporating one additional domestic floor at the two residential towers. Due to the adoption of the modular integration construction (MiC), the floor-to-floor height has been slightly increased by 0.1m from previously approved 3.3m to 3.4m. Stated in the *Joint Practice Note No.8*, in recognition of the additional floor area needed in MiC, GFA concession may be granted. In view of the irregular shape of the Site, an additional domestic floor is necessary to absorb such GFA concession.

(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 37 sqm is deemed appropriate. Accordingly, the number of units under the current scheme has been increased from previously approved 187 to 290 units, with the intention to align with market demand while maintaining compliance with the approved development parameters.

(3) Location of Parking Spaces (Class A Amendments)

3.2.4 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.

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

3.2.5 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.

3.2.6 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

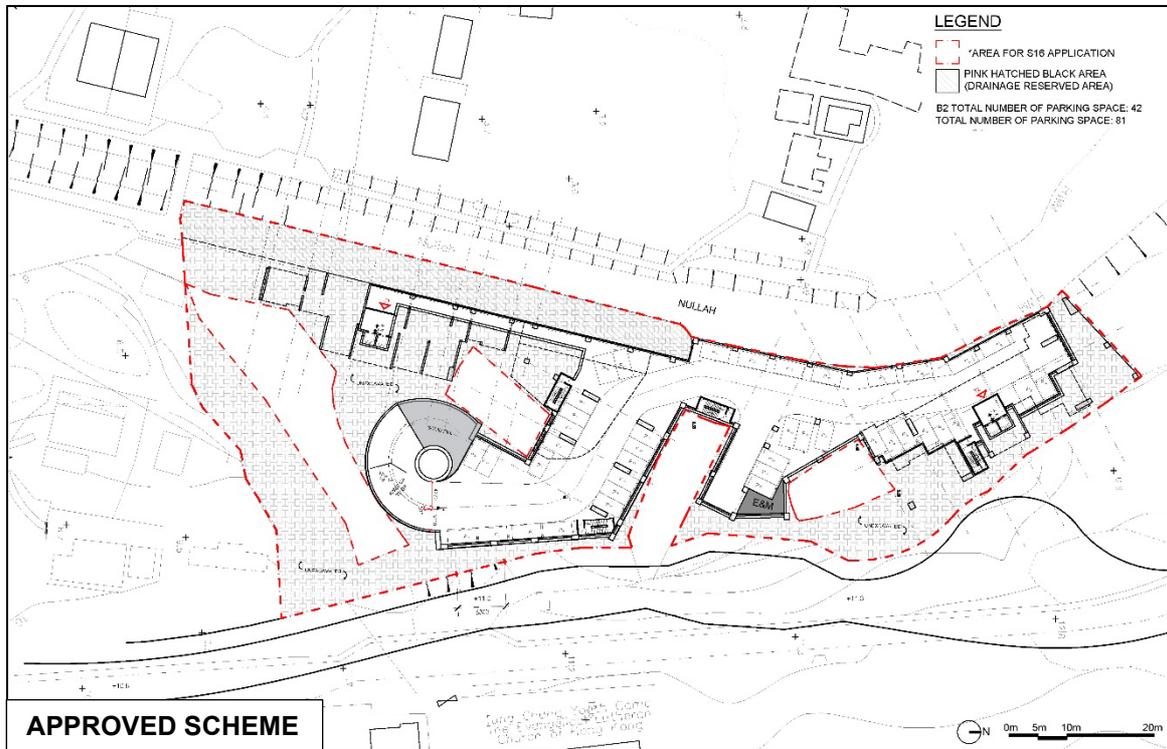
Development Parameter	Approved Scheme	Proposed Scheme	Change
Site Area	About 5,400m ²	About 5,400m ²	No Change
Plot Ratio	Not more than 2	Not more than 2	No Change
Total GFA ⁽¹⁾	Not more than 10,800m ²	Not more than 10,800m ²	No Change
Site Coverage	Not more than 37%	Not more than 37%	No Change
Building Height (main roof)	Not more than +55mPD	Not more than +58.9mPD	+3.9m (+7.1%)
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	15 14 2 1	No Change +1 No Change -1
No. of Units	187	290	+103 (+55%)
Average Flat Size	About 57.8m ²	About 37.2m ²	-20.6m ² (-36%)
Estimated Population ⁽³⁾	524	812	+288 (+55%)
Private Open Space	Not less than 524m ²	Not less than 812m ²	+288m ² (+55%)

Remarks:

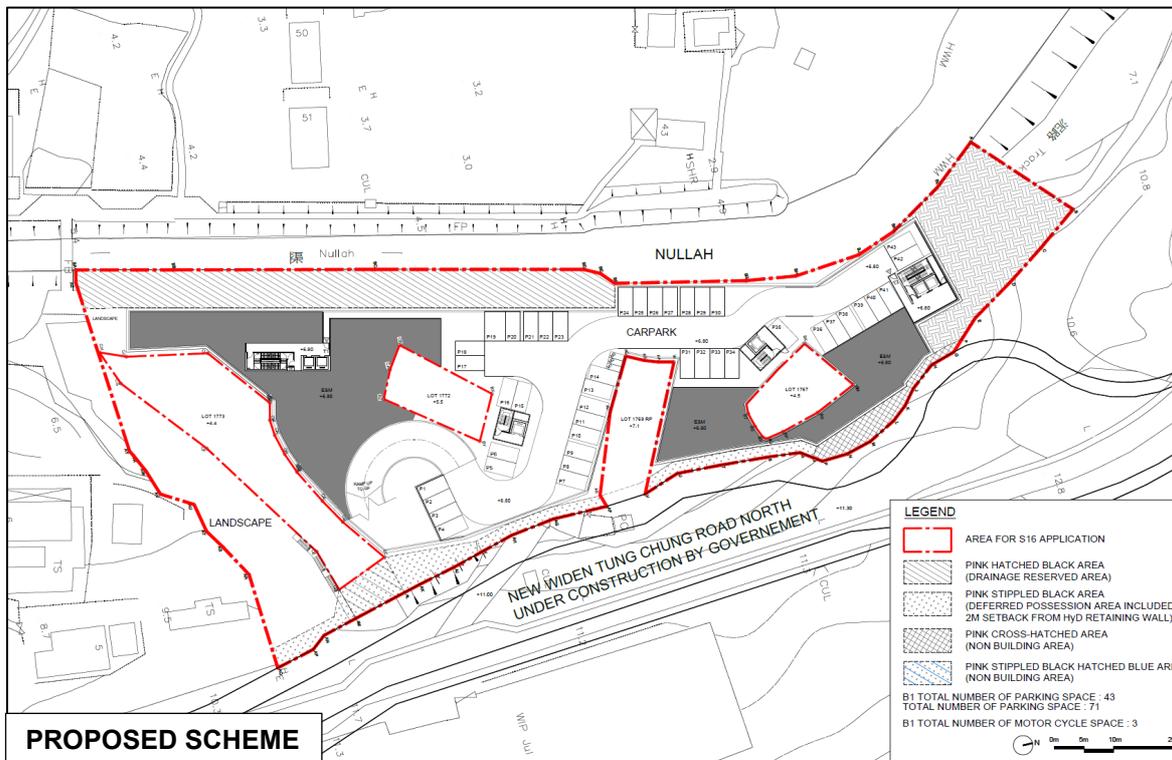
- (1) Excluding GFA for clubhouse facilities (not more than 5% of the total domestic GFA)
- (2) Including basement
- (3) Based on persons per occupied flat ("PPOF") ratio of 2.8

Figure 3.1: Comparison of the Approved and Proposed Residential Development

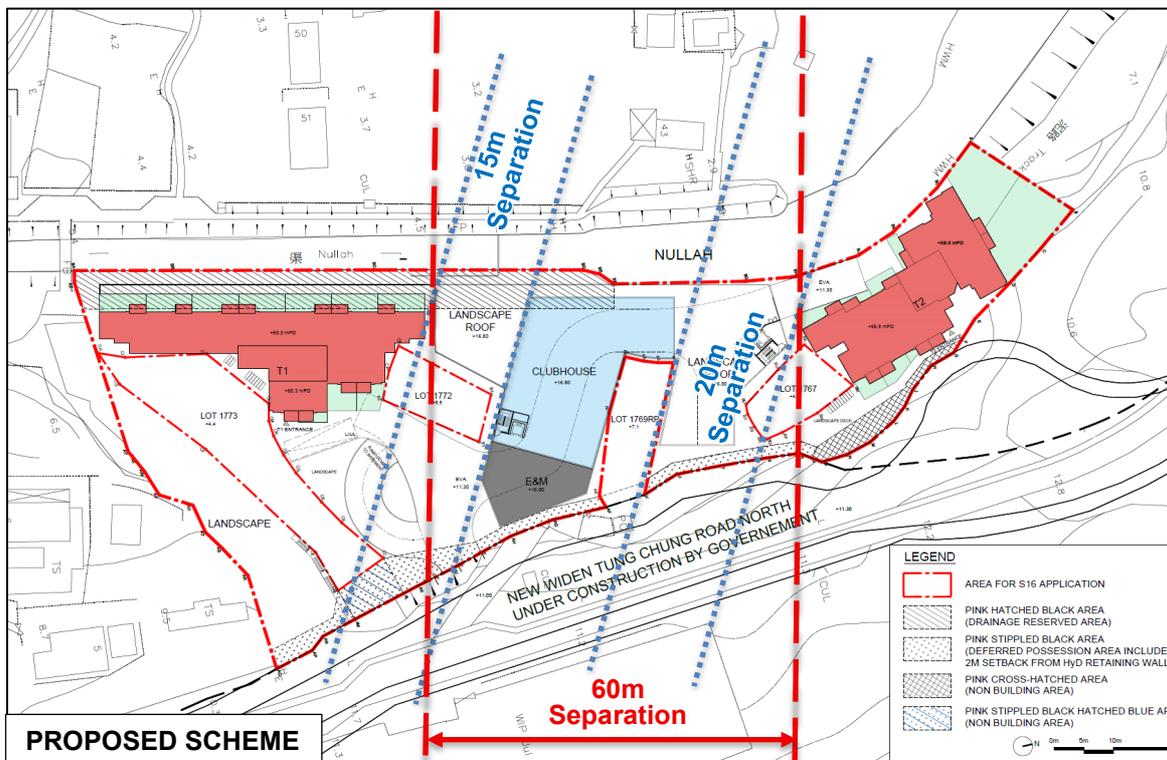
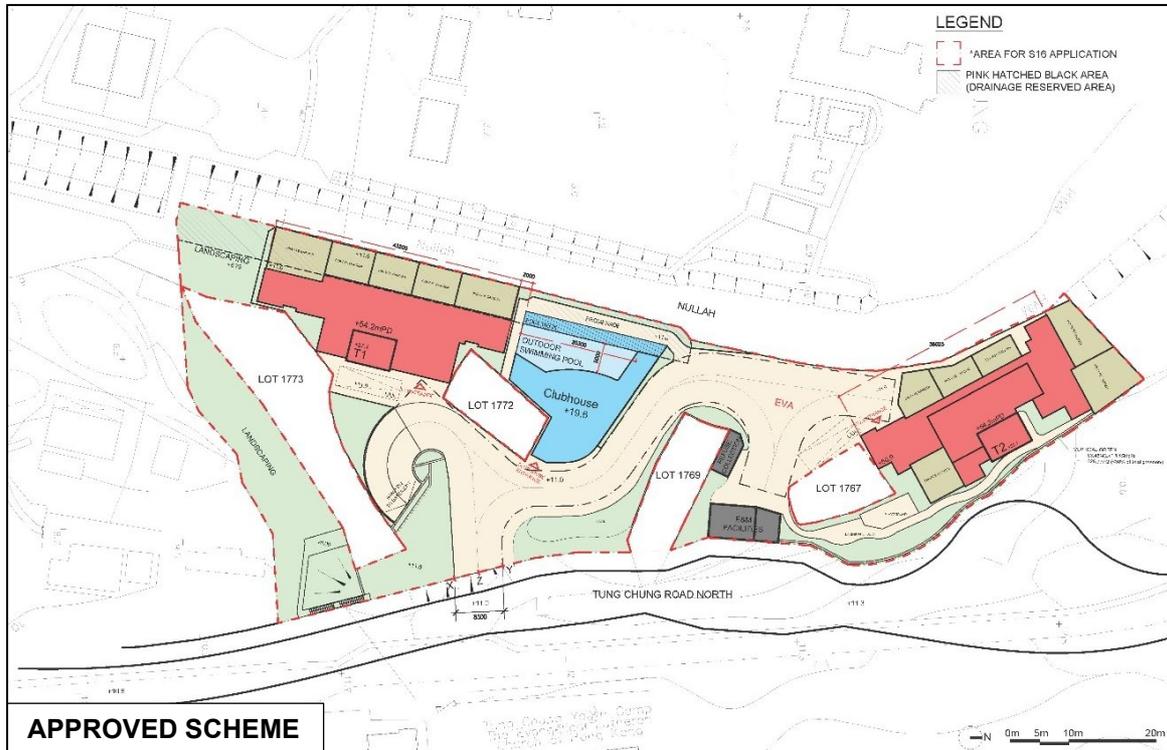
Basement Level 2



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 20m 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 3.1** 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.

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 per cent concession MiC gross floor area and site coverage, a four per cent 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 labor 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.

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 traffic noise and fixed noise impact, has been conducted. Regarding the road traffic noise, the Proposed Development would comply with the 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.

Air Quality Impact Assessment

- 4.2.3 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 impact is anticipated. 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

- 4.2.4 Although there are identified wastes including construction and demolition materials, chemical waste, asbestos-containing materials, and general refuse from the workforce arising from the construction works, it is anticipated that the identified wastes will be handled, transported and disposed of using approved methods and recommended good site practices by the Applicant. Thus, it is anticipated that no adverse environmental impacts will occur.

Water Quality Impact Assessment

- 4.2.5 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 WSRs is anticipated.

Land Contamination

- 4.2.6 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 1m² communal open space per person (i.e. not less than 812m²).

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.
- 4.7.2 A total of 4 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.
- 4.7.3 With the wide building separation and compatible building heights with the existing and planned surrounding context, it is concluded that the overall visual impact induced by the Proposed Development as compared to the baseline scheme.

5 PLANNING JUSTIFICATIONS

5.1 In Line with the Planning Intention of “R(B)3”

5.1.1 The proposed development falls mainly within the “R(B)3” zone. The planning intention of the “R(B)3” is intended for *‘medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted’*, which is for residential uses. There is no deviation from the planning intention. The “residential” use is also permitted as of right under the “Residential (Group B)3” zone.

5.2 Will Not Deviate from the Previous Approved Development Scheme

5.2.1 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.

5.3 Readily Available Site for Housing Supply

5.3.1 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 proceed with the development, including submitting the land exchange application to the Lands Department. The landholding of the entire Application Site is also 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.

5.4 Adopt MIC Method to Expedite Housing Delivery

5.4.1 The Proposed Development will adopt the Modular Integrated construction (MiC) method 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.

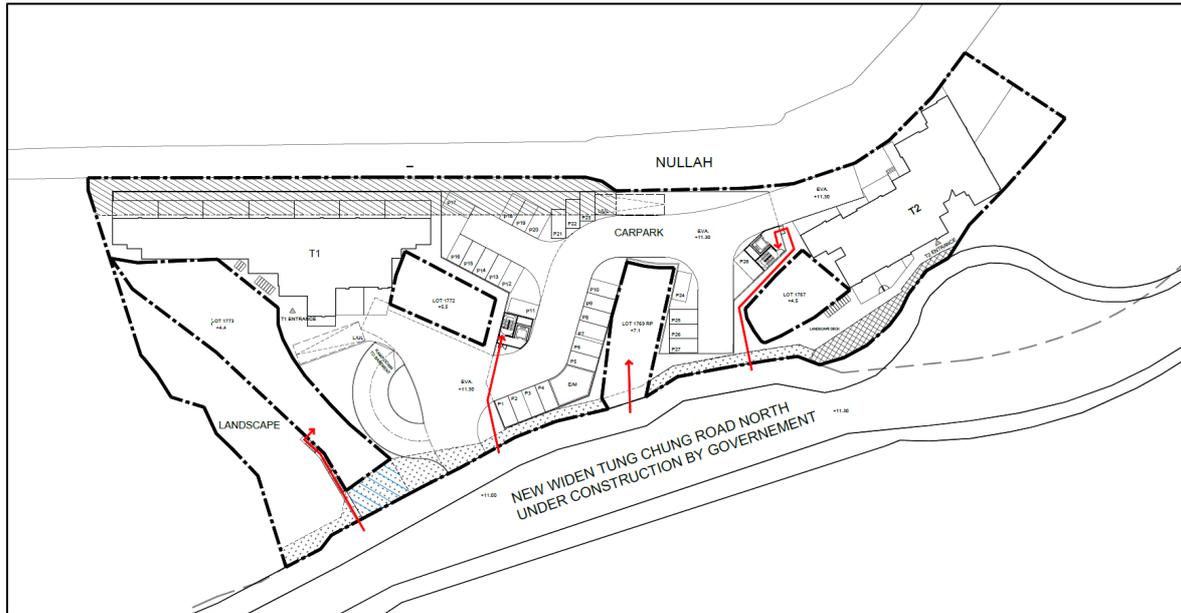
5.5 Will Not Jeopardise the Development Rights of Third-party Lots

5.5.1 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 to the respective lots via the

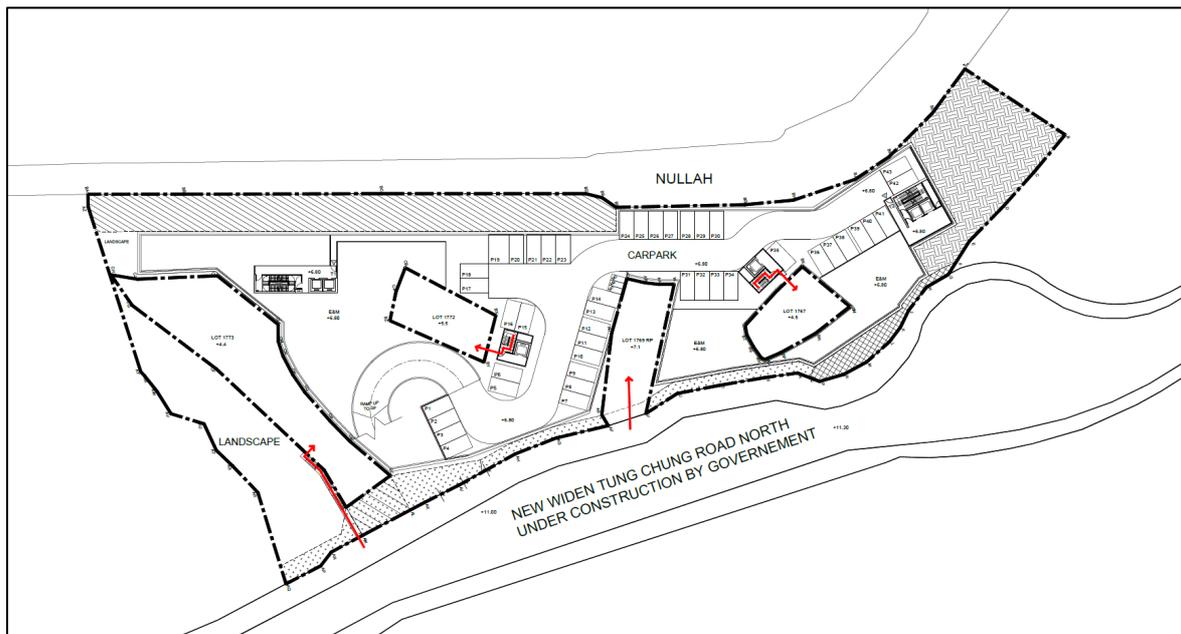
Application Site, will be provided (**Figure 4.1** refers). In case of an emergency, the Applicant will also allow emergency vehicles to enter the respective lots via the Application Site. The Proposed Development has therefore paid due respect to the third-party lots without compromising the potential development rights of the third-party lots.

Figure 5.1: Right of Way for the third-party lots

Ground Floor



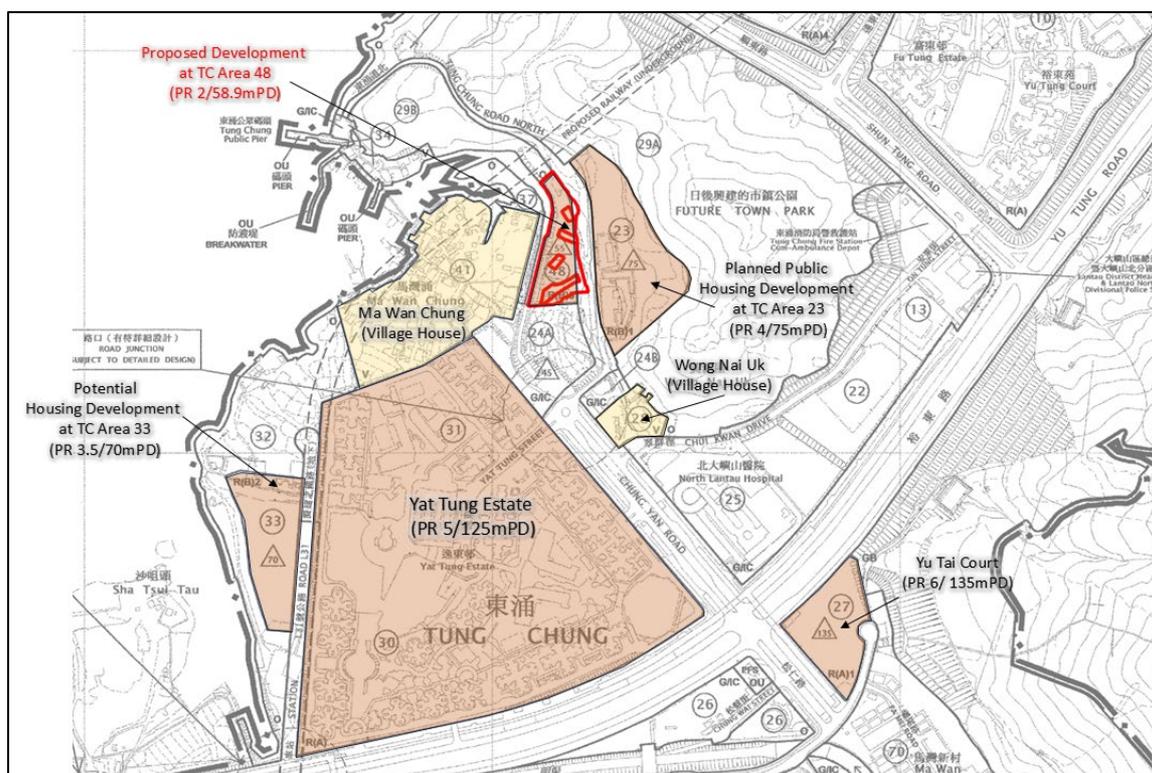
Basement Level 1



5.6 The Proposed Development is Compatible with the Surroundings

5.6.1 The Proposed Residential Development is compatible with the surroundings, as the land uses are predominantly residential uses. (i.e. public housing development- Yat Tung Estate, under-constructed public housing development at the Tung Chung Area 23 and the village housing at Ma Wan Chung Village) (**Figure 4.2** refers). The proposed residential use is considered entirely compatible with the surrounding residential developments. Besides, the intensity (i.e. plot ratio of 2) of the Proposed Development is also compatible with the surrounding residential development (with plot ratio of 3.5-5).

Figure 5.2: Use and Plot Ratio of Surrounding Development



5.7 Optimise Building Height

5.7.1 The building height of the Proposed Residential Development is considered compatible with the surroundings. Despite there is a minor relaxation of building height restriction for the Proposed Development from 55mPD to 58.9mPD, a stepped building height towards the low-rise Ma Wan Chung Village continues to maintain with the descending building height profile from adjacent under-constructed public housing development (max. 75mPD), the proposed development (max. 58.9mPD) to the Tung Chung Bay. It should be noted that the Proposed Development with maximum BH of 58.9mPD would continue to have a generally lower building height profile to the adjacent under-planned public housing development with maximum BH of 75mPD) currently under construction across Tung Chung Road North and Yat Tung Estate.

5.7.2 The Proposed Development would also meet the relevant criteria for consideration of minor relaxation of building height (**Table 4.1** refers).

Table 5.1 Relevant Criteria for Consideration of Minor Relaxation of BH Restriction and the Current Scheme

	Relevant Criteria for Consideration of Minor Relaxation of BH Restriction	Proposed Development Scheme
(a)	Amalgamating smaller sites for achieving better urban design and local area improvements	N/A
(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	N/A
(c)	Providing better streetscape/good quality street level public urban space	<ul style="list-style-type: none"> At the ground level of Proposed Development, landscape area is provided for street level urban space. The Green Landscape Roof at the Clubhouse provides a green breathing area for the future residents. It also provides visual relief on the building edge of the development at lower levels for pedestrians.
(d)	Providing separation between buildings to enhance air and visual permeability	<ul style="list-style-type: none"> Not less than 15m building separation between the two residential towers with the clubhouse to serve as air corridor and establish a physical and visual connection for pedestrians
(e)	Accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan	N/A
(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	<ul style="list-style-type: none"> The Proposed Development will adopt a modular integrated construction method to facilitate the early implementation of the development. Right of Way is provided to the third-party lots, sandwiched between the Application site via the Application Site.

5.8 Incorporation of Left-over Land to Fully Utilise the Scarce Land Resources

5.8.1 Under the Approved Development Scheme (as highlighted in the para. 2.6.3), there is a left-over land falling with an area shown as 'Road' between the Applicant's lot and the road widening works of the Tung Chung Road North upon the release of the gazettal plan on 18.4.2019 and 26.4.2019. Since the left-over land is unused, this area is proposed to be part of the Application Site for landscape and amenity purpose. As such, this would optimise the use of scarce land resources and facilitate proper management of the land.

5.9 No Insurmountable Impacts

- 5.9.1 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 residential 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 Modular Integrated Construction (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 use is in line with the long-term planning intention of the “Residential (Group B)3” zone since ‘Flat’ use is permitted as of right, while making use of a small portion of the left-over land shown as ‘Road’ for landscape and amenity purpose;
- The Proposed Development would not deviate from the previous approved development scheme in terms of the major development parameters and only minor amendments were made;
- The Site is readily available for development with early implementation of housing supply since the Applicant has already conducted 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 Development does not jeopardise the development rights of third-party lots in between the Application Site with the provision of the right of way;
- The Proposed Development would be compatible with the surrounding developments in terms of the building height and development quantum;
- The Proposed Development as compared to the previous flat development scheme would incorporate the left-over space in between the Applicant’s lots and Tung Chung Road North to fully utilise the scarce land resources; and
- Technical Assessments have demonstrated that the Proposed development with minor relaxation of BH to be technically feasible with no insurmountable impacts on traffic, visual, drainage, sewerage, landscape and environmental.