

APPLICATION FOR PERMISSION
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/I-TCV/1

- Applicant** : Coral Ching Limited represented by Llewelyn-Davies Hong Kong Limited
- Site** : Various Lots in D.D. 1 Tung Chung and Adjoining Government Land (GL), Tung Chung, Lantau Island
- Site Area** : About 33,808m² (including about 7,225m² (about 21.4%) of GL)
- Lease** : Lot 3017 in D.D. 1 Tung Chung
(a) New Grant No. 6605 for Non-industrial purposes;
(b) Subject to a height restriction of not more than three storeys nor exceeding a height of 7.62m with a maximum built-over area of 65.04 m²;

The remaining 122 Private Lots
Old Schedule Lots (demised for agricultural use);
- Plan** : Approved Tung Chung Valley Outline Zoning Plan (OZP) No. S/I-TCV/2
- Zoning** : “Residential (Group C) 2” (“R(C)2”)
[Restricted to a maximum plot ratio (PR) of 1 and a maximum building height (BH) of 20 metres above Principal Datum (mPD)]
- Proposed Amendment** : To rezone the application site from “R(C)2” to “Residential (Group B)” (“R(B)”)

1. The Proposal

- 1.1 The applicant proposes to rezone the application site (the Site) (**Plan Z-1**) from “R(C)2” to “R(B)” to facilitate a proposed residential development with commercial and government, institution and community (GIC) uses. The proposed “R(B)” zone is subject to a maximum domestic PR of 2.1, a maximum non-domestic PR of 0.22 and a three-tier maximum BHs of 50 mPD, 80mPD and 100mPD in sub-areas (a), (b) and (c) from north to south within the Site respectively (**Drawing Z-15**). The proposed set of Notes for the new “R(B)”

zone, amendments to the OZP and its Explanatory Statement (ES) submitted by the applicant are at **Appendix II**. According to applicant's submission, besides residential-related uses, selected commercial and GIC uses such as public transport terminus or station, shop and services, eating place, kindergarten and social welfare facility are always permitted on the lowest three floors or purpose-design non-residential portion of existing building in the "R(B)" zone. A requirement for provision of a covered private transport lay-by for public bus, taxi and pick-up/drop-off of passengers (transport interchange) with a gross floor area (GFA) of not less than 3,150m² is also proposed in the remarks of the "R(B)" zone.

- 1.2 Located at the urban fringe between Tung Chung Town Centre and Tung Chung Valley, the Site is accessible from Chung Mun Road and Yu Tung Road to its east. Surrounded by public housing developments (PHDs) to the east and recognised villages and eastern tributary of Tung Chung Stream to the west, the Site is currently largely vacant with trees/shrubs and partly occupied by some village houses and temporary structures (**Plans Z-2 to Z-4e**).
- 1.3 According to the indicative scheme submitted by the applicant (the Scheme), the proposed residential development comprises 9 residential towers of 6 to 22 storeys atop podia of 1 to 3 storeys mainly for clubhouse, lobby and other supporting facilities and one level of basement carpark. The BHs of the residential blocks range from 37.4mPD to 99.4mPD. A 3-storey podium at the southeastern portion of the Site abutting Chung Mun Road will accommodate the transport interchange, commercial facilities and an 8-classroom kindergarten on G/F and 1/F while retail frontage along Chung Mun Road facing Mun Tung Estate is also proposed. The proposed development would provide a total of not more than 1,783 private residential units with planned population of about 5,171. The tentative completion year is 2030. As compared with a scenario conforming to OZP, the proposed development with increased PR will produce 1,285¹ additional residential units. The indicative Master Layout Plan (MLP), floor plans, section plans, Landscape Master Plan (LMP) and photomontages are at **Drawings Z-1 to Z-11**. Major development parameters of the proposal are as follows:

Development Parameters	Indicative Scheme
Site Area (about)	33,808m ²
Maximum PR	2.32
- Domestic	2.10
- Non-domestic	0.22
GFA (about) ^[a]	78,292m ²
- Domestic	70,997m ²
- Non-domestic	7,295m ²
- Commercial	3,215m ²
- Kindergarten	930m ²
- Transport Interchange	3,150m ²

¹ According to the applicant's estimation, about 498 residential units will be provided at the Site under the scenario conforming to the current OZP assuming an average flat size of about 65m².

Maximum BH (at main roof) ^[b]	
- Sub-area (a)	50mPD
- Sub-area (b)	80mPD
- Sub-area (c)	100mPD
No. of Storeys	
- Sub-area (a)	6 to 9 above 1-storey podium
- Sub-area (b)	15 and 18 above 1-storey podium
- Sub-area (c)	22 above 3-storey podium (all over one level of basement carpark)
Maximum Domestic Site Coverage	Not more than 33.3%
Greenery Coverage	Not less than 30%
No. of Blocks	9
No. of Flats	1,783
Average Flat Size (about)	39.8m ²
Planned Population (about) ^[c]	5,171
Private Open Space	Not less than 5,171m ²
Car Parking Provision	389
Private Car	250
- Residents	187
- Visitors	45
- Commercial	18
Motorcycle	20
Bicycle	119
Loading/Unloading Bays	13
Lay-bys	7

[a] Excluding clubhouse GFA of about 3,000m² which is proposed to be disregarded from GFA calculation according to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-104.

[b] Excluding transfer plate. The indicative typical floor-to-floor height is 3.25m.

[c] A person per flat ratio of 2.9 is assumed.

- 1.4 In support of the application, the applicant has submitted Landscape Design Proposal with LMP, Visual Impact Assessment (VIA), Air Ventilation Assessment – Expert Evaluation (AVA-EE), Traffic Impact Assessment (TIA), Environmental Assessment (EA), Ecological Review (EcoR), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA).

Urban Design, Visual and Air Ventilation Aspects

- 1.5 According to the applicant, the proposed development intensity adopted follows the stepped height profile in the area and can achieve a more diversified skyline. Sensible building disposition and landscape treatments are proposed in the Scheme to mitigate possible visual impacts (**Drawings Z-7 and Z-12**). Apart from provision of open space and maintaining the 20m-wide east-west non-building area (NBA) at the centre required under the ES of the current OZP ², additional mitigation measures to improve air ventilation are proposed in the Scheme including north-south ventilation corridor/building gap with a width of

² The alignment of 20m-wide NBA is indicated on the adopted Tung Chung Valley Outline Development Plan (ODP) No. D/I-TCV/1.

not less than 15m between building clusters in the western and eastern portions of the Site and building setbacks from site boundary (**Drawing Z-13**). According to VIA and AVA-EE (Appendices C and D of **Appendix Ia**), with the incorporation of these design measures, significant adverse air ventilation impact arising from the proposed development on the surrounding is not anticipated.

Transport and Traffic Aspects

- 1.6 According to the submitted TIA (Appendix E of **Appendix Ia**), the proposed development is technically feasible in traffic terms with implementation of improvement at J3 – Yu Tung Road/Chung Yan Road to be implemented by the applicant (**Drawing Z-14**) and pedestrian refuge island at Road L22. Vehicular access located at the four-arm roundabout at the junction of Yu Tung Road and Chung Mun Road is planned. Parking and loading/unloading facilities will be provided in accordance with the requirement of the Hong Kong Planning Standards and Guidelines (HKPSG).
- 1.7 The covered transport interchange to allow public transport services³ will be provided at G/F of the commercial podium with ingress/egress at Chung Mun Road (**Drawings Z-2 and Z-12**). The transport interchange will be maintained and managed by the applicant.

Open Space and Landscape

- 1.8 According to the submitted LMP (**Drawing Z-7**), private open space of not less than 5,171m² will be provided in accordance with the HKPSG requirements (i.e. 1m² per person). The overall greenery coverage will be not less than 30%, which complies with the Sustainable Building Design Guidelines' requirement. Taking into account that there is no "Old and Valuable Trees" on site and the majority of the total 670 existing trees (615, i.e. over 91%) are cultivated fruit trees on agricultural land, and the general site formation level has to be higher than the existing to combat sea level surge during exceptional weather, all of the trees are proposed to be felled except several seedlings of *Aquilaria sinensis* (土沉香), which are proposed to be transplanted at the northwest tip of the Site. A total number of 338 new trees (i.e. a compensation ratio of 1:0.5) are proposed within the Site taking into account suitable spacing for tree health, safety and maintainability considerations, site configuration, internal road alignment, provision of private open space and greenery ratio requirement. New trees are also proposed at perimeter of the Site to serve as buffer planting with the adjacent "Coastal Protection Area" ("CPA") zone and Tung Chung Stream, stormwater attenuation and treatment pond, and roadside greenery along Chung Mun Road.

Ecological Considerations

- 1.9 According to the submitted EcoR (Appendix G of **Appendix Ia**), there is no

³ According to the submitted TIA, the transport interchange will have 3 double-width bays of 7.3m-wide for public buses and general pick-up/drop off of passengers including taxi. The details of public transport services will be reviewed by relevant stakeholders, bus operators and government departments during detailed design stage.

significant change in ecological impacts in both construction and operation phases arising from the proposed development with higher development intensity as compared with the original development assessed in the approved Environmental Impact Assessment (EIA) Report for Tung Chung New Town Extension (TCNTE) (the Approved EIA Report). According to the Approved EIA Report, the Site was assessed to have low ecological value. As indicated by the applicant, the mitigation measures suggested in the Approved EIA Report such as capture survey and translocation of Romer's Tree Frog, etc. would be applicable in the proposed development and would be implemented according to the requirement of the approved EIA and relevant Environment Permit conditions. No additional mitigation measure on ecological impact are proposed in the current application.

Archaeological Considerations

- 1.10 Part of the Site encroaches onto Sha Tsui Tau Site of Archaeological Interest (**Plan Z-2**). As indicated by the applicant, recommended archaeological mitigation measures in the Approved EIA Report such as rescue excavation/survey-cum-excavation/further survey will be followed for the proposed development prior to commencement of the works.

Environmental Aspects

- 1.11 According to the EA, with adequate building setback and other appropriate precautionary measures (e.g. acoustic windows and balcony, fixed glazing/blank façade, maintenance windows, etc.), no noise or air quality impact is anticipated for the proposed development. Noise impact assessment and detailed land contamination review and ground investigation would be carried out in later detailed design stage by the developer.

Drainage, Sewerage and Water Supply Aspects

- 1.12 As demonstrated in DIA, SIA and WSIA, the proposed development with mitigation measures such as raised site formation level, proposed terminal manhole and adoption of appropriate pipes within the Site, and taking into account the completion of infrastructural facilities of TCNTE before population in-take, no insurmountable problem would be envisaged for the proposed development from drainage, sewerage and water supply aspects.
- 1.13 In support of the application, the applicant has submitted the following documents:
 - (a) Application Form with attachments received on (**Appendix I**) 16.1.2025
 - (b) Consolidated Supporting Planning Statement (SPS) (**Appendix Ia**) received on 24.4.2025⁴

⁴ A total of 6 further information (FI) submissions (received on 7.3.2025, 21.3.2025, 26.3.2025, 9.4.2025, 15.4.2025 and 22.4.2025 respectively) were received in response to departmental comments with relevant technical assessments. All of FIs were accepted and exempted from recounting requirement. The consolidated SPS in **Appendix Ia** supersedes the original SPS and hence they are not attached to this paper.

- 1.14 On 14.3.2025, the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) agreed to defer making a decision on the application for two months as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Consolidated SPS at **Appendix Ia** and can be summarised as follows:

- (a) Optimising the development potential of the proposed development is in line with the Government's policy under the Planning and Engineering Study for TCNTE (the P&E Study) of expanding the new town to provide more housing units and employment opportunities in the area. The proposed up-zoning from "R(C)2" to "R(B)" would not jeopardise the original planning intention of the zone in providing housing units in the area.
- (b) The rezoning application concurs with the Government's policy outlined in the recent Policy Addresses to boost housing and land supply through optimisation of scarce land resources. With the planned MTR Tung Chung West Station to be completed in Year 2029, it is a prime time to optimise the development potential of the Site in response to the policy directions and Government's initiatives.
- (c) Given its close proximity to the planned commercial centre in the area and the planned MTR Tung Chung West station, the proposed development capitalises on the enhanced accessibility and coincides with the Transit-Oriented Development (TOD) concept by proposing a higher development intensity at the Site.
- (d) The coastal public and private housing sites, which share similar locational characteristics as the proposed development have a medium development intensity with PR ranging from 2 to 4. The proposed PR of 2.32 is lower than the nearby PHDs in general, which is optimal in planning terms.
- (e) By optimizing the development intensity of the Site, the additional 1,285 private housing units compared with the assumption in P&E Study will contribute to readjust the public/private housing mix of the area, of which the imbalance was intensified as a result of the Government's recent initiatives to optimise the development intensity of public housing sites in TCNTE.
- (f) Careful planning and design are adopted to ensure design merits to be realised in accordance with the urban design concept of the OZP. The TOD concept, proposed stepped building height profile, building gaps, permeable design and provision of transport interchange are also tally with the relevant urban design concepts in the ES of the OZP.
- (g) The transport interchange and retail facilities proposed to cater for daily need of the increased population to serve future residents and visitors would enhance connectivity, pedestrian walking environment and street vibrancy in Tung Chung Valley. Retail frontage along Chung Mun Road facing Mun Tung Estate

is also proposed to promote street vibrancy and bring convenience to future residents.

- (h) Various technical assessments have been carried out to examine the feasibility of the proposed rezoning based on the Scheme. All assessments concluded that it would be feasible in landscape, visual, air ventilation, traffic, environmental, ecological, archaeological, drainage, sewerage and water supply aspects to up-zone the Site from “R(C)2” zone to “R(B)” zone with incorporation of proposed mitigation and improvement measures.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is one of the “current land owners”. The applicant has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by obtaining consents from the remaining “current land owners”. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the requirements under the TPB PG-No. 31B are not applicable.

4. Background

- 4.1 Tung Chung Valley is characterised by a rural ambience adjoining the transitional area of the urbanised Tung Chung Town Centre. According to the ES of the OZP, the general planning intention of the area is to conserve the ecologically sensitive areas, to protect the rural and natural character, to maintain the unique landscape character and cultural heritage. Areas suitable for low-rise, low-density development compatible with the rural and natural environment are also reserved. Due care has been exercised to ensure that development in Tung Chung Valley be balanced against environmental considerations.
- 4.2 Under the overall planning framework, development sites with more convenient accessibility to the public transport and with less impact on the existing natural environment have been identified in Tung Chung Valley. These new developments seek to maximise integration with the existing built-form and to balance the need for new residential developments with preservation of the natural environment. A stepped height profile to achieve integration with the natural topography and existing built-form has been adopted, and the height and density of the buildings descend from the mountain side towards the waterfront and the estuary of Tung Chung Stream. Situated at the urban fringe of Tung Chung Town Centre, the Site is one of these development sites which has been zoned “R(C)2” for low-rise, low-density residential development subject to a maximum PR and BH of 1 and 20mPD respectively with a 20m-wide east-to-west NBA for visual and air ventilation purposes since the publication of the first Tung Chung Valley OZP No. S/I-TCV/1 on 8.1.2016 and remains unchanged since then. The alignment of the NBA is stipulated in the ODP.
- 4.3 During the exhibition period of the draft OZP No. S/I-TCV/1, a representation was submitted by the applicant providing views on the “R(C)2” zoning of the

Site. Given its close proximity to MTR Tung Chung West Station, the applicant also submitted a proposal in the representation to rezone the Site to “R(C)1” for an increased PR from 1 to 1.5 with corresponding increase in BH, provision of shop and services and removal of the NBA requirement. During the consideration of representations and comments to the OZP in 2016, the Board did not uphold the representation mainly on the grounds that the proposed rezoning of the Site from “R(C)2” to “R(C)1” was not substantiated by technical and environmental assessments, and would have implications on the planning, environmental, urban design and infrastructural capacity points of view. There was also no justification nor assessment to support removal of the NBA requirement.

- 4.4 A small portion of the Site is subject to planning enforcement against unauthorised development (UD) involving use for place for parking of vehicles and storage use (including deposit of container) (**Plan Z-2**). Enforcement Notice was issued on 28.8.2024 to the concerned parties requiring discontinuation of the UD by 28.11.2024. Site inspection on 11.4.2025 revealed that the UD has not been discontinued. The UD site is under monitoring according to the established procedure.

5. Previous Application

There is no previous application at the Site.

6. Similar Application

There is no similar section 12A application involving rezoning a Site from “R(C)2” to other residential zoning on the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-4e)

7.1 The Site is:

- (a) located at the urban fringe of Tung Chung Town Centre in the western part of Tung Chung New Town;
- (b) currently largely vacant with tress/shrubs, some village houses, some temporary structures, local track and footpath. A drainage reserve area is located within the northern portion of the Site;
- (c) accessible via Yu Tung Road and Chung Mun Road. Chung Mun Road is being widened by Civil Engineering and Development Department (CEDD) which will link up with the new road network within Tung Chung Valley to be implemented by phases; and
- (d) located about 300m to the west of MTR Tung Chung West Station under construction with expected completion in 2029.

- 7.2 The Site is located in a neighbourhood of existing and planned high-rise and high-density PHDs including Mun Tung Estate (PR of 6, maximum BH of 130mPD) to the east, Yat Tung Estate (PR of 5, maximum BH of 125mPD) to the north-east and the planned PHD at Tung Chung Areas 42 (PR of 6.8, maximum BH of 170mPD) to the south under construction. To its north and northeast are stormwater attenuation and treatment pond under construction and the planned open space surrounding Hau Wong Temple (a Grade 2 historic building), Tung Chung Outdoor Recreation Camp and Tung Chung Recreation Centre as well as few sites for planned commercial and G/IC developments while to the further north is Tung Chung Bay. It also adjoins the “CPA” zones along the linear embankments at both sides of eastern tributary of Tung Chung Stream. To the west and south across Tung Chung Stream are recognised villages zoned “Village Type Development” (“V”) and low-rise and low-density residential sites zoned “R(C)” in Tung Chung Valley.

8. Planning Intention

The planning intention of “R(C)” zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9. Comments from Relevant Government Bureaux/Departments

- 9.1 The following government bureaux/departments (B/Ds) have been consulted and their views on the application are summarised as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Islands, Lands Department (DLO/Is, LandsD):
- (a) the Site comprises 123 private lots in D.D. 1 Tung Chung, one Government Land Licence (No. 5249), one Modification of Tenancy (No. IS24/617), one Building Licence (No. 971), three government land allocations allocated to CEDD and adjoining Government land;
 - (b) out of the 123 private lots, Lot 3017 in D.D. 1 Tung Chung is held under New Grant No. 6605 for non-industrial purposes and a building containing not more than three storeys nor exceeding a height of 7.62 metres with a maximum built-over area of 65.04m² is permissible. The other 122 private lots are Old Schedule Lots demised for Agricultural purposes. The lease of such agricultural lots contains restriction that no structures are allowed to be erected without the prior approval of the Government;
 - (c) the proposed development under the application contravenes the existing lease conditions. No consent is given for the

inclusion of Government land in the Site. In the event the subject application under section 12A of the Town Planning Ordinance (the Ordinance) is accepted or partially accepted by the Board with a set of clear development parameters (including but not limited to the proposed user, GFA and car parking provisions, as appropriate) defined/firmed up and further submission to the Board (including planning application(s) under section 16 of the Ordinance after the corresponding amendment to the OZP has been made) is not required, the land owner may submit request for streamlined processing of land exchange application; and

- (d) the land owner is reminded that once the accepted or partially accepted proposal is reflected in the OZP and under section 9 of the Ordinance, a formal application for land exchange by land owner to LandsD is required.

Public Works Implementation

- 9.1.2 Comments of the Deputy Head of Sustainable Lantau Office, Works, CEDD (DH(SLO)W, CEDD):

no comment on the application from the project interface viewpoint.

Traffic

- 9.1.3 Comments of the Commissioner for Transport (C for T):

- (a) no in-principle objection to the application from traffic engineering and public transport monitoring point of view;
- (b) based on the TIA, it is observed that the traffic impact as well as pedestrian impact arising from the proposed development to the adjacent road network would be acceptable with implementation of proposed mitigation measures. The TIA also indicated that the proposed development would provide parking and loading/unloading facilities within the Site in accordance with the HKPSG;
- (c) as the proposed private covered transport lay-by would be used by the public and the provision of franchise bus lay-bys and taxis lay-bys, this facility can be referred as a ‘public transport interchange’ which will be managed and maintained by private developer; and
- (d) other detailed comments to be incorporated in **Appendix III**.

9.1.4 Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

no comment on the proposed transport interchange given that it will not be maintained by his office.

Environment and Sewerage

9.1.5 Comments of the Director of Environmental Protection (DEP):

(a) no in-principle objection to the application from the environmental planning perspective as he considers that insurmountable environmental impact associated with the proposed development is not anticipated; and

(b) other detailed comments are at **Appendix III**.

9.1.6 Comments of the Chief Engineer/Hong Kong & Islands, DSD:

no adverse comment on the SIA and the application.

Ecological

9.1.7 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

no comment on the EcoR and the application.

Air Ventilation

9.1.8 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

an AVA-EE has been submitted to compare the ventilation performance of the Baseline Scheme (an OZP compliant-scheme) and the Scheme at pedestrian level. When comparing the Baseline Scheme, the Scheme largely preserve a 20m-wide NBA at the centre of the Site as proposed under the ES of the OZP. In addition, the Scheme has incorporated mitigation measures to alleviate the potential impact on the surrounding wind environment. They include (i) the provision of north-south building gaps of no less than 15m between building clusters in the western and eastern portions of the Site; and (ii) building setbacks generally of no less than 5m from site boundary (**Drawing Z-13**). With the above features incorporated in the Scheme, no significant adverse impact on the pedestrian wind environment of the surrounding areas is anticipated when compared to the Baseline Scheme.

Urban Design and Landscape

9.1.9 Comments of CTP/UD&L, PlanD:

Urban Design and Visual

- (a) the planning design concept for the Tung Chung Valley area according to ES of the OZP is to integrate the new development and existing built-form and balance with the preservation of the natural environment. The OZP adopts a stepped height profile that the height and density descend from the mountain side in the south towards the waterfront and the estuary of Tung Chung Stream in the north. A 20m-wide east-west NBA is proposed in Area 60 extending along existing Yu Tung Road for facilitating better air ventilation and enhancing visual permeability;
- (b) according to the submitted VIA, the proposed development would result in slightly adverse impact for most viewpoints (VPs), except two VPs (VP2 and VP3) where the visual impacts are rated as moderately and moderately/significantly adverse respectively comparing to an OZP-compliant scheme; and
- (c) it is observed from the indicative development proposal that the proposed development generally is in line with the planning design concept and features of the OZP by adopting a stepped height profile with stepping height of about 100mPD to 37.4mPD from south to north. The 20m-wide NBA provided in the proposed development could also generally meet the NBA requirement in the ES of the OZP. Apart from the above, a building gap with not less than 15m is provided between the western and eastern building clusters to mitigate the visual impact of the proposed development.

Landscape

- (d) according to the aerial photo in 2024, Tung Chung Area 60 is situated in an area of miscellaneous rural fringe landscape character predominated by woodland and Tung Chung River Channel to the west of the Site. To the southeast of the Site is the Mun Tung Estate. The Site is largely vacant with vegetation/tree groups;
- (e) according to the Landscape Design Proposal (Appendix B of **Appendix Ia**), it is noted that all of the total 670 existing trees are proposed to be felled (out of which 615 nos. are fruit tree species). Several seedlings of *Aquilaria sinensis* which is a rare and precious species protected under Cap. 96 are proposed to be transplanted to northwest tip of the Site. At-grade

greenery and podium landscape with a total of 338 new trees are proposed along internal driveways, at recreational open spaces and at sitting gardens within the Site. Furthermore, buffer tree planting along western site boundary adjacent to the “CPA” and Tung Chung River Channel and roadside greenery with tree planting along Chung Mun Road are proposed. Landscape provisions such as swimming pool, communal gardens, open lawns and children playground are proposed for enjoyment of the users. Therefore, she has no adverse comment from landscape planning perspective on the application; and

(f) Other detailed comments are at **Appendix III**.

9.1.10 Comments of the Chief Architect/Advisory & Statutory Compliance Division, Architectural Services Department (CA/ASC, ArchSD):

according to the indicative scheme adopted for this rezoning application, it is noted that the proposed Towers 5/6 residential blocks would have moderately adverse visual impact viewing from Hau Wong Bridge overlooking Tung Chung Stream as presented in the VIA. While he has no particular comment on the proposed development restrictions on the OZP, the applicant is suggested to review the BH of Towers 5/6 at detailed design stage to minimise the potential visual impact taking into account their close proximity to the valley/river channel.

Drainage

9.1.11 Comments of the Chief Engineer/Hong Kong and Islands, Drainage Services Department (CE/HK&I, DSD):

- (a) no adverse comment on the DIA and the application; and
- (b) other detailed comments are at **Appendix III**.

Heritage Conservation

9.1.12 Comments of the Chief Heritage Executive (Antiquities & Monuments), Antiquities and Monuments Office (CHE(A&M), AMO), Development Bureau:

given that the mitigation measures for archaeological conservation as recommended in the Approved EIA Report will be followed and this requirement will be stipulated as special conditions under lease at subsequent land exchange application stage, he has no adverse comment on the application.

Building Matters

9.1.13 Comments of the Chief Building Surveyor/New Territories East 1 and Licensing, Buildings Department (CBS/NTE1&L, BD):

- (a) he has no in-principle objection under the Buildings Ordinance to the application; and
- (b) other detailed comments are at **Appendix III**.

Fire Safety

9.1.14 Comments of the Director of Fire Services:

- (a) he has no objection to the application; and
- (b) other detailed comments are at **Appendix III**.

9.2 The following government departments have no objection to/comment on the application:

- (a) Director of Housing;
- (b) Secretary for Education (S for E);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) District Officer (Islands), Home Affairs Department;
- (e) Director of Social Welfare;
- (f) Director of Food and Environmental Hygiene;
- (g) Director of Leisure and Cultural Services;
- (h) Director of Electrical and Mechanical Services;
- (i) Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (j) Commissioner of Police;
- (k) Director-General of Civil Aviation; and
- (l) Controller, Government Flying Service.

10. Planning Considerations and Assessments

10.1 The application is for rezoning of the Site from “R(C)2” to “R(B)” subject to a maximum domestic PR of 2.1, a maximum non-domestic PR of 0.22 and a three-tier maximum BHs of 50mPD, 80mPD and 100mPD to facilitate a private residential development. Selected commercial and GIC uses are also always permitted on the lowest three floors or purpose-design non-residential portion of existing building. The requirement for provision of transport interchange is also proposed to be added in the remarks of the “R(B)” zone. The proposed amendments to the Notes and ES proposed by the applicant is at **Appendix II**.

10.2 According to the Scheme, a total of 9 residential towers of 6 to 22 storeys atop podia of 1 to 3 storeys and one level of basement carpark providing a total of not more than 1,783 private residential units with an planned population of 5,171 are proposed. Supporting facilities such as retail facilities, a transport interchange

and an 8-classroom kindergarten will also be provided. The development is targeted for completion by 2030.

Planning Intention and Housing Land Supply

- 10.3 According to the ES of the OZP, while Tung Chung Valley is characterised by a rural ambience, suitable sites at the east of Tung Chung Stream with more convenient accessibility to the public transport and with less impact on the existing natural environment have been identified for development. Being one of these development sites, the Site is zoned “R(C)2” intended primarily for low-rise and low-density residential development subject to a maximum PR and BH of 1 and 20mPD respectively. The “R(B)” zone proposed by the applicant is primarily for medium-density residential development of a maximum domestic PR of 2.1 with selected commercial uses in lower floors. With the Site’s close proximity to the planned MTR Station about 300m to its north and the road network being improved, its high accessibility may support the proposed up-zoning of the Site from “R(C)2” to “R(B)” for a higher PR and BH, allowing a higher flat production which is in line with the Government’s policy to boost housing and land supply and better utilisation of scarce land resources.

Land Use Compatibility and Development Intensity

- 10.4 Located at the urban fringe between Tung Chung Town Centre and Tung Chung Valley, the Site is within the transitional area between urban and rural parts of the new town. Situated to the east of Tung Chung Stream, the Site is surrounded by existing and planned high-rise and high-density PHDs including Mun Tung Estate (PR of 6) across Chung Mun Road, Yat Tung Estate (PR of 5) to the east as well as PHD at Tung Chung Area 42 to the south under construction (with planning permission granted by the Committee on 22.12.2023 for minor relaxation of maximum PR and BH to 6.8 and 170mPD respectively). To the west and south across Tung Chung Stream are recognised villages zoned “V” and planned low-rise and low-density residential development also zoned “R(C)” with a maximum PRs of 1 to 1.5 in Tung Chung Valley. The proposed medium-density residential development at the Site with a domestic PR of 2.1 and non-domestic PR 0.22 is considered not incompatible with the surrounding development. It will form an extension of the urban development in Tung Chung Town Centre in the eastern side of eastern tributary of Tung Chung Stream while the western side of the stream will still be maintained as rural part of the new town with low-rise and low-density residential development in suitable sites.

Urban Design and Visual

- 10.5 With reference to the maximum BHs of the adjoining PHDs (ranging from 125mPD to 170mPD), the development in the proposed “R(B)” zone with three-tier stepped BHs of 50mPD, 80mPD and 100mPD is considered not incompatible with the surrounding area and will blend in well with the surrounding environment. In terms of the stepped BH profile in Tung Chung New Town, the existing gradual transition between high-rise PHDs cluster in the east and south, and low-rise development in Tung Chung Valley (20mPD to 25mPD) in the west can still be maintained. The east-west NBA proposed in the Scheme is also in line with the NBA required under the OZP for visual and air ventilation purposes.

- 10.6 According to the submitted VIA, the magnitude of visual change due to the proposed development is considered slightly to moderately adverse. Mitigation measures, including adoption of three-tier stepped BH profile, building gaps, landscape treatments and sensible building disposition are proposed in the Scheme to reduce the potential visual impact brought by the proposed development. CTP/UD&L, PlanD considers that the proposed development is generally in line with the planning design concept of height and density descending from the mountain side in the south towards the waterfront and the estuary of Tung Chung Stream in the north while the proposal would result in slightly adverse impact from viewpoints. While CA/ASC, ArchSD has no particular comment on the proposed development restrictions on the OZP, the applicant is suggested to review the BH of Towers 5 and 6 at detailed design stage to minimise potential visual impact.

Air Ventilation

- 10.7 In terms of air ventilation, the 20m-wide east-west NBA for better air ventilation and enhance visual permeability at the centre of the Site required under the ES of the current OZP is maintained. Other mitigation measures, including the provision of an additional north-south ventilation corridor/building gap with a width of not less than 15m, incorporation of building setbacks and permeable design features are also proposed in the Scheme. CTP/UD&L, PlanD considers that the proposal is not incompatible with the surrounding planned developments and significant air ventilation impact is not anticipated.

Landscape and Greenery

- 10.8 According to the submitted LMP (**Drawing Z-7**), the greenery coverage and open space provision under the Scheme comply with the relevant guidelines and requirements. While all of the trees within the Site are proposed to be felled except several seedlings of *Aquilaria sinensis* to be transplanted after taking into account that there is no “Old and Valuable Trees” and the majority of the existing trees are cultivated fruit trees, it is proposed to plant 338 new trees (i.e. a compensation ratio of 1:0.5) including those at perimeter as buffer planting with the adjacent “CPA” zone and Tung Chung Stream to the east, stormwater attenuation and treatment pond to the northeast and roadside greenery along Chung Mun Road. CTP/UD&L, PlanD has no adverse comment from landscape planning perspective.

Provision of Commercial and GIC Facilities

- 10.9 The Site is located in the western part of Tung Chung New Town with some sites near MTR Tung Chung West Station reserved for local commercial centre while some retail and community facilities are also provided in adjoining PHDs. According to the Scheme, commercial facilities are proposed in the podium while a transport interchange with a GFA of 3,150m² to be managed and maintained by the applicant and open for public use and a 8-classroom kindergarten will also be provided within the proposed development to serve future population, public transport users and local community. S for E, C for T and CHE/NTE, HyD have no adverse comment on the proposals.

Traffic Aspect

10.10 According to the submitted TIA, with implementation of proposed mitigation measures including improvement at the junction of Yu Tung Road and Chung Yan Road and pedestrian refuge island at Road L22 by the applicant, there will be no adverse traffic impact on the surrounding road network. The parking and loading/unloading facilities will be provided in accordance with HKPSG. Apart from that, a transport interchange will also be provided to serve future population and others. C for T and HyD have no adverse comment on the application from traffic engineering aspect and public transport monitoring point of view.

Ecological Aspect

10.11 The applicant has conducted an EcoR which concludes that no significant changes in ecological impacts in both construction and operation phases due to the up-zoning proposal as compared with the Approved EIA Report. With the mitigation measures such as capturing survey and translocation of Romer's Tree Frog, etc. to be implemented, DAFC has no adverse comment on the application from ecological aspect.

Other Technical Aspects

10.12 In support of the application, the applicant has submitted various technical assessments based on the Scheme which has demonstrated that the proposed rezoning of the Site is technically feasible from environmental, archaeological, drainage, sewerage and water supply perspectives and would not result in adverse environmental and technical impacts. Relevant departments including DEP, CE/HK&I, DSD, CE/E, WSD and CHE(A&M), AMO have no in-principle objection to/adverse comment on the application.

Development Restrictions to be Stipulated on the OZP

10.13 As shown in the proposed set of Notes for the "R(B)" zone (**Appendix II**), the maximum domestic and non-domestic PRs of 2.1 and 0.22, the three-tier maximum BHs of 50mPD, 80mPD and 100mPD and the requirement for provision of a transport interchange with a GFA of not less than 3,150m² are proposed to be added in the remarks of the "R(B)" zone. Selected commercial and GIC uses are also always permitted on the lowest three floors or purpose-design non-residential portion of existing building. Detailed requirement of the transport interchange and the 20m-wide east-west NBA in the middle will also need to be suitably translated into the ES of the OZP for the new "R(B)" zone. Should the application be agreed by the Committee, PlanD will work out the amendments to the OZP, details of development restrictions to be set out in the Notes and/or the ES for the Committee's consideration prior to gazetting of the proposed amendments to the OZP under section 5 of the Ordinance.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10, PlanD has no in-principle objection to the application.
- 11.2 Should the Committee decide to agree/partially agree to the application, PlanD would work out the appropriate amendments to the OZP, including zoning boundaries and/or development restrictions to be set out in the Notes and ES for consideration of the Committee prior to gazetting under section 5 of the Town Planning Ordinance upon reference back of the OZP.
- 11.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' reference:

the application site is located in an area intended for low-rise, low-density residential development. The proposed increase in maximum BH and PR of the proposed "Residential (Group B)" ("R(B)") zone is considered excessive and not compatible with the rural character. There is no strong planning justification to rezone the Site from "Residential (Group C)2" ("R(C)2") to "R(B)". The current "R(C)2" zoning for the Site is considered appropriate.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree the application.
- 12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

13. Attachments

Appendix I	Application Form received on 16.1.2025
Appendix Ia	Consolidated Supporting Planning Statement with Technical Assessments received on 24.4.2025
Appendix II	Proposed OZP and Notes of "R(B)" zone submitted by applicant
Appendix III	Detailed Departmental Comments
Drawing Z-1	Indicative Master Layout Plan
Drawings Z-2 & Z-3	Indicative Ground Floor and Basement Plans
Drawings Z-4 to Z-6	Section Plans
Drawing Z-7	Indicative LMP
Drawings Z-8 to Z-11	Photomontages
Drawing Z-12	Design Merits
Drawing Z-13	Proposed Mitigation Measures for Air Ventilation Aspects
Drawing Z-14	Proposed Junction Improvement at Junction J3
Drawing Z-15	Proposed Amendments to the OZP

Plan Z-1	Location Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plans Z-4a to Z-4e	Site Photos

**PLANNING DEPARTMENT
APRIL 2025**