

RNTPC Paper No. A/I-TCE/4
For Consideration by the
Rural and New Town
Planning Committee
on 21.6.2024

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/I-TCE/4

<u>Applicant</u>	: Hong Kong Housing Authority
<u>Site</u>	: Government Land at Tung Chung Areas 133A (TC 133A), 133B (TC 133B) and 133C (TC 133C), Tung Chung, Lantau Island
<u>Site Area</u>	: TC 133A: About 43,000m ² TC 133B: About 18,100m ² TC 133C: About 18,500m ²
<u>Land Status</u>	: Government Land
<u>Plan</u>	: Approved Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/2
<u>Zoning</u>	TC 133A: “Residential (Group A) 2” (“R(A)2”) (97.44%) - Restricted to a maximum total plot ratio (PR) of 6.5 and maximum building height (BH) of 115mPD “Open Space” (“O”) (2.56%) TC 133B & “R(A)3” TC 133C: - Restricted to a maximum total PR of 6.4 and a maximum BH of 110mPD
<u>Application</u>	: Proposed Minor Relaxation of PR and BH Restrictions for Permitted Public Housing Development

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of PR restrictions and BH restrictions for permitted public housing developments at the application sites (the Sites). The proposed BHs and PRs and a comparison with the current restrictions is outlined below -

	Current PR Restriction	Proposed PR upon Minor Relaxation	Changes	Current BH Restriction	Proposed BH upon Minor Relaxation	Changes
TC 133A	6.5	7	+0.5 (+7.7%)	115	135	+20 (+17.4%)
TC 133B	6.4	6.8	+0.4 (+6.3%)	110	130	+20 (18.2%)
TC 133C	6.4	6.7	+0.3 (4.7%)	110	125	+15 (+13.6%)

1.2 TC 133A falls within an area mainly zoned “R(A)2” with a slight portion encroaching onto the adjoining “O” zone in Tung Chung Area 145B (TC 145B)¹ while TC 133B and TC 133C fall within areas zoned “R(A)3” on the approved Tung Chung Extension Area OZP No. S/I-TCE/2 (**Plan A-1**). According to the Notes of the OZP, ‘Flat’ and ‘Social Welfare Facility’ (SWF) are always permitted within “R(A)2” and “R(A)3” zones, while ‘School’, ‘Eating Place’ and ‘Shop and Services’ on the lowest three floors of buildings are always permitted within “R(A)2” and “R(A)3” zones. Any floor space that is constructed or intended for use solely as Government, institution or community (GIC) facilities as required by the Government may be disregarded in maximum PR calculation. Based on the individual merits of a development proposal, minor relaxation of PR restrictions and/or BH restrictions may be considered by the Town Planning Board (the Board).

1.3 In support of the application, the applicant submits proposed development schemes with relaxed PRs and BHs (the Proposed Scheme) for the proposed public housing development.

TC 133A

1.4 According to the Proposed Scheme, TC 133A comprises five public housing blocks, including four blocks of 37 domestic storeys atop a 4-storey podium (i.e. Block 1 to Block 4) accommodating non-domestic uses including retail facilities, a 10-classroom kindergarten, lobbies, carparks and other ancillary facilities and one block of 40 domestic storeys atop a 1 storey of lobby and other ancillary facilities (i.e. Block 5).

1.5 To promote vibrant street life and provide local commercial uses for residents, a 5m building setback from the site boundary along the public housing development abutting the planned open space in TC 145B to its west is proposed with a continuous commercial frontage at ground floor with 5m-wide cantilevered canopies subject to detailed design. Apart from that, a standalone public market building (PMB) to be developed by the Food and Environmental Hygiene Department (FEHD) with a site area of about 6,000m² is located at the southwestern corner of TC 133A². A 20m-wide non-building area (NBA) running in east-west

¹ A small strip of land zoned “O” in TC 145B (about 1,100m²/ 2.56% of the application site) has been included into the Sites to serve as an emergency vehicular access (EVA) of the public housing development of TC 133A. According to the applicant, the proposed inclusion is to release more area for integrated open space and greening within the development given the site constraints. The area is not to be accountable for PR/GFA and local open space calculations of the public housing development, and it will have no structure therein and will be accessible by the general public and have the function of open space. According to the Notes of the OZP, EVA and open space are always permitted in the “O” zone.

² The PMB is subject to detailed design by FEHD.

direction is proposed at the ground level of TC 133A and TC 133C to serve as visual and air ventilation corridors (**Drawings A-2**).

- 1.6 To enhance connectivity of the development, the 1/F of podium of Blocks 1 to 4 are inter-connected and Block 5 is connected to other parts of the development via a covered walkway on G/F. Two footbridges are also proposed, forming part of pedestrian walkway system connecting the PMB and TC 133B at P1/F across the future Road L6 via the podium of Blocks 1 to 4 (**Drawing A-3**).
- 1.7 As compared with the baseline scheme (the OZP Compliant Scheme), the proposed increases in PR and BH would provide an additional of 2,247 flats (i.e. with a total provision of 6,817 flats).

TC 133B

- 1.8 TC 133B will have four public housing blocks including two blocks (i.e. Block 1 and Block 3) of 32 domestic storeys atop a 6-storey podium accommodating non-domestic uses including a public transport interchange (PTI), SWFs for mentally and physically disabled³, lobbies, carparks and other ancillary facilities, one block (i.e. Block 2) of 36 domestic storeys over a 2-storey podium accommodating a 6-classroom kindergarten and other ancillary facilities, and one block (i.e. Block 4) of 36 domestic storeys atop 1 storey of lobby and other ancillary facilities.
- 1.9 The PTI with a floor area of about 3,000m² is provided at the northern part of TC 133B with ingress and egress at Road D2 and Road L6 respectively (**Drawing A-10**).
- 1.10 To enhance connectivity of the development, Block 2 and Block 4 are connected by covered walkway on G/F. In addition, a footbridge is proposed to connect with TC 133A at P1/F across the future Road L6 (**Drawing A-11**).
- 1.11 As compared with the OZP compliant scheme, the proposed increases in PR and BH would provide an additional of 422 flats (i.e. with total provision of 2,448 flats).

TC 133C

- 1.12 For TC 133C, four public housing blocks are proposed, including two blocks (i.e. Block C and Block D) of 29 domestic storeys atop a 6-storey podium accommodating non-domestic uses including SWFs for elderly and children⁴, carparks and other ancillary facilities, one block (i.e. Block A) of 36 domestic storeys over a 1-storey lobby with a 6-classroom kindergarten, and one block (i.e. Block B) of 35 domestic storeys over a 1 storey of lobby and ancillary facilities.
- 1.13 As compared with the OZP compliant scheme, the proposed increases in PR and BH would provide an additional of 601 flats (i.e. with total provision of 2,571 flats).

³ The GFA of SWFs in TC 133B is about 5% of the total domestic GFA of the public housing development.

⁴ The GFA of SWFs in TC 133C is about 5% of the total domestic GFA of the public housing development.

Technical Assessments

- 1.14 Traffic Impact Assessment (TIA), Sewerage Impact Assessment (SIA), Water Works Impact Assessment (WWIA), Environmental Assessment Study (EAS), Air Ventilation Assessment (Expert Evaluation) (AVA(EE)) and Visual Impact Assessment (VIA) are submitted to demonstrate that there are no adverse technical implications arising from the intensified development. In accordance with the recommendations of the technical assessments, suitable design and mitigation measures, including 9m setback from west boundary, 13m setback from north boundary above podium level, 15-17m-wide building separation along the east-west axis between TC 133A and TC 133B (**Drawing A-32**), as well as the use of acoustic windows, architectural fins and fixed windows have been incorporated into the Proposed Scheme to enhance air ventilation performance and mitigate noise impact. As shown on the Landscape Master Plans (LMPs), the landscape designs aim to maximise greening and recreational opportunity to cater for the enjoyment by the residents (**Drawings A-9, A-18 and A-27**). The target greenery coverages to be provided in TC 133A as well as TC 133B and TC 133C are 30% and 20% of the gross site area respectively.
- 1.15 The Master Layout Plans (MLPs), section plans, LMPs and photomontages submitted by the applicant are at **Drawings A-1 to A-31**. The major development parameters are summarised in the following table:

Development Parameters	Proposed Scheme ^[1]		
	TC 133A	TC 133B	TC 133C
Application site area	About 43,000m ²	About 18,100m ²	About 18,500m ²
Development site area	About 41,900m ² ^[2]	About 18,100m ²	About 18,500m ²
Total PR	7.0	6.8	6.7
- Domestic	6.5	6.5	6.5
- Non-domestic	0.5	0.3	0.2
Total gross floor area (GFA) ^[3]	About 293,300m ²	About 123,080m ²	About 123,950m ²
- Domestic	About 272,350m ²	About 117,650m ²	About 120,250m ²
- Non-domestic	About 20,950m ²	About 5,430m ²	About 3,700m ²
No. of blocks	5	4	4
BH	Not exceeding 135mPD	Not exceeding 130mPD	Not exceeding 125mPD
No. of storeys	<u>Block 1-4</u> 41 storeys (including 4 storeys of podium) <u>Block 5</u> 41 storeys	<u>Block 1 & 3</u> 38 storeys (including 6 storeys of podium) <u>Block 2</u> 38 storeys (including 2 storeys of podium) <u>Block 4</u> 37 storeys	<u>Block A</u> 37 storeys <u>Block B</u> 36 storeys <u>Block C and D</u> 35 storeys (including 6 storeys of podium)
No. of flats	About 6,817	About 2,448	About 2,571

Development Parameters	Proposed Scheme ^[1]		
	TC 133A	TC 133B	TC 133C
Design population	About 16,469	About 7,620	About 6,942
Open Space	Not less than 16,469m ²	Not less than 7,620m ²	Not less than 6,942m ²
Recreational Facilities	2 badminton courts 2 table tennis tables 1 basketball court	1 basketball court 1 badminton court 1 table tennis table	1 badminton court 1 table tennis table 1 basketball court
Target Greenery Coverage	30%	20%	20%
SWFs ^[4]	-	SWFs for disabilities	SWFs for elderly and children
Kindergarten	1 10-classroom kindergarten	1 6-classroom kindergarten	1 6-classroom kindergarten
Ancillary Car Parking Spaces and Loading/Unloading (L/UL) Bays ^[5]			
Private Cars	471 (including 25 for visitors and 61 for non-domestic portion)	329 (including 20 for visitors and 3 for non-domestic portion)	348 (including 20 for visitors and 7 for non-domestic portion)
Motor Cycle	49	22	23
Light Goods Vehicle	21	9	10
Bicycle	454	163	171
L/UL Bays	21	8	9

Note

[1] The Proposed Scheme is indicative in nature and subject to detailed design

[2] Including an area of about 6,000m² designated for FEHD's PMB and excluding an area of about 1,100m² falling within "O" zone for EVA

[3] Excluding GFA for ancillary parking facilities, public market and social welfare facilities, which may be disregarded under OZP

[4] Equivalent to about 2.3% of domestic GFA for whole public housing development in TC 133A, 133B and 133C

[5] Provision in accordance with HKPSG requirement

1.16 A summary of the flat number and population of the OZP Compliant Scheme and Proposed Scheme is as below:

	OZP Compliant Scheme	Proposed Scheme	Changes	OZP Compliant Scheme	Proposed Scheme	Changes
	Flat No.			Population (person)		
TC 133A	4,570	6,817	+2,247 (+49.2%)	13,984	16,469	+2,485 (+17.8%)
TC 133B	2,026	2,448	422 (+20.8%)	6,200	7,620	+1,420 (+22.9%)
TC 133C	1,970	2,571	+601 (+30.5%)	6,028	6,942	+914 (+15.2%)
Total	8,566	11,836	+3,270 (+38.2%)	26,212	31,031	4,819 (+18.4%)

1.17 According to the submission, the proposed developments at the Sites are planned for completion in 2029/30 tentatively.

1.18 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 26.4.2024 (Appendix I)
- (b) Supporting Planning Statement (SPS) with Schematic Drawings, LMP, Open Space Demarcation Plan, and technical assessments received on 26.4.2024; (Appendix Ia)
- (c) Further Information (FI) received on 3.6.2024* (Appendix Ib)
- (d) FI received on 14.6.2024* (Appendix Ic)

**accepted and exempted from publication and recounting requirements*

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the SPS (**Appendix Ia**) and the FIs (**Appendices Ib and Ic**), and are summarised as follows:

- (a) there is an acute demand for public housing. The proposal with minor relaxation of PR and BH restrictions for the Sites would increase the overall public housing production by providing about 3,270 additional flats and accommodate an increased population of about 4,819 persons of planned population, which is in line with the Government's initiative on enhancing development intensity of public housing sites and better utilising land resources to meet the imminent housing need;
- (b) the proposed PRs and BHs are compatible with the high-density residential developments in the vicinity (such as planned public housing developments in Tung Chung Areas 114 and 117, private housing developments in Areas 115 and 116 as well as the comprehensive development for commercial and residential uses cum PTI in Area 113) and the stepped BH profile of the area descending from south towards waterfront areas in the north;
- (c) the disposition and layout of the building blocks have been specifically designed in response to the development constraints and site contexts, including the required provision of a standalone market; PTI as well as the existence of two 20m-wide NBAs;
- (d) as similar high-density public housing developments will be developed in the vicinity, the proposed development is considered compatible with the surrounding context. Also, given the Sites are lately reclaimed land, intensified development at the Sites are unlikely to cause further significant adverse urban design & landscape impacts;
- (e) the commercial frontage at TC 133A would promote vibrant street life and provide commercial uses serving the residents while the landscape designs of the Sites shall provide greening and recreational opportunities to cater for the enjoyment of the residents; and
- (f) various technical assessments, including AVA(E), VIA, SIA, WWIA, TIA and EAS, have been conducted to demonstrate that the proposed development would not induce adverse impacts on air ventilation, visual, sewerage, water supply, traffic and environmental aspects.

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

As the Sites involve Government land only, the “owner’s consent/notification” 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) are not applicable to the application.

4. Background

- 4.1 In view of its location at the central part of the Tung Chung East near MTR Tung Chung East Station, the Sites are intended for high-density residential development. Taking into account the policy direction announced in the 2014 Policy Address to optimise the use of public housing land, the maximum domestic PR for housing sites in new towns may be raised by 20% (i.e. up to 6 in Density Zone 1) where technically feasible.
- 4.2 In December 2018, the Chief Executive in Council announced the policy of “Enhancement of the Development Intensity of Public Housing Sites” for addressing the shortage in public housing supply in that the domestic PR for public housing sites in Main Urban Areas and New Towns should be allowed to increase by up to 30% in respective Density Zones (i.e. up to 6.5 in Density Zone 1 where the Sites are located) where technically feasible.

5. Previous Application

There is no previous application in respect of the Sites.

6. Similar Applications

- 6.1 There are three similar applications for minor relaxation of PR and/or BH restriction(s) submitted by the same applicant on the same OZP (**Plan A-1a**). Application No. A/I-TCE/1 is for minor relaxation of PR restriction from 6.4 to 6.7 (i.e. +0.3 or +4.7%) for permitted public housing development and public vehicle park at Tung Chung Area 99. Application No. A/I-TCE/2 is for minor relaxation of PR restriction from 5.4 to 5.8 (i.e. +0.4 or +7.4%) for permitted public housing development at Area 109. Application No. A/I-TCE/3 is for minor relaxation of PR restriction from 5.4 to 5.9 (i.e. +0.5 or +9.3%) and BH restriction from 110mPD to 125mPD for permitted public housing development at Area 103. The Committee approved Application No. A/I-TCE/1 with condition on 6.11.2020, No. A/I-TCE/2 on 18.2.2022 and No. A/I-TCE/3 on 9.9.2022, mainly on grounds that the applications are in line with Government’s policy to increase housing supply, and increasing car parking spaces (applicable to No. A/I-TCE/1 only); the proposals are not incompatible with the surrounding area; and no adverse impacts are anticipated.
- 6.2 There is also one application for minor relaxation of PR and BH restrictions by the same applicant in Tung Chung New Town on the approved Tung Chung Town

Centre Area OZP No. S/I-TCTC/24 (**Plan A-1b**). Application No. A/I-TCTC/67 is for minor relaxation of PR restriction from 6.4 to 6.8 and BH restriction from 130mPD to 170mPD for permitted public housing development at Tung Chung Area 42; and PR restriction from 5.4 to 5.7 and BH restriction from 140mPD to 170mPD for permitted public housing development at Area 46. The application was approved on 22.12.2023 for similar reasons as stated in para. 6.1.

- 6.3 Details of the similar applications are summarised at **Appendix II** for Members' reference.

7. The Site and Its Surrounding Areas (Plans A-1a to A-3 and site photos on Plans A-4a and A-4b)

- 7.1 The Sites are:

- (a) located at the central part of Tung Chung East and are currently undergoing site formation work;
- (b) circumscribed by Road D1 to the north, Road D2 to the east, Road L7 to the south and an elongated planned open space at TC 145B to the west; and
- (c) within 300m walking distance from MTR Tung Chung East Station in the southwest under construction.

- 7.2 The surrounding area is mainly planned for high-rise and high-density development, including planned commercial developments at Tung Chung Areas 129 and 130 to the immediate south (with a maximum BH of 160mPD and 140mPD respectively), public housing development at Area 117 to the immediate west (with a maximum BH of 105mPD) and comprehensive development for commercial and residential uses cum PTI in Area 113 to the further southwest (with a maximum BH of 185mPD). Areas 139 and 141 for medium-rise private residential developments are located to the immediate north (with a maximum BH of 45mPD and 55mPD respectively). A GIC cluster with planned sportsground, fire station, police station and educational uses are located to the immediate east.

8. Planning Intention

- 8.1 The planning intention of "R(A)" zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 8.2 According to the Explanatory Statement (ES) of the OZP, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through planning permission system. Each proposal will be considered on individual merits.

9. Comments from Relevant Government Bureau/Departments

- 9.1 The following Government departments have been consulted and their views on the application are summarized as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Islands, LandsD:

he has no comment on the application from land administration point of view.

Traffic

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

she has no objection to the application and no comment on the TIA submitted by the applicant from traffic engineering perspective.

Urban Design, Visual, Air Ventilation and Landscape Aspects

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

Urban Design and Visual Aspects

- (a) the Sites are located within an urban cluster to be developed into the Tung Chung Extension Area. The BH restrictions in the surrounding range from 45 to 55mPD for sites near the waterfront to 100 to 185mPD for sites closer to the mountain backdrop in the south. The proposed maximum BHs of 125 to 135mPD and PRs of 6.7 to 7.0 of the Sites are still lower than the maximum BHs of commercial and residential development to the south and southeast of the Sites (i.e. 140-185mPD). Although the proposed increase in BHs will render the stepped BH profile of Tung Chung Extension Area less prominent, the overall descending BH profile concept would still be maintained;
- (b) as demonstrated by the photomontages, the proposed increase in BHs and PRs would lead to a slightly larger building bulk visible only at some local viewpoints, but not observable for long-range viewers. In the VIA, the applicant has proposed mitigation measures such as setback from open space in TC 133A, landscape area in TC 133B and building block setback between TC 133B and TC 133C to ameliorate the visual impact in the locality. Overall, significant adverse visual impact arising from the proposed minor relaxation of BH and PR restrictions is not anticipated;

Air Ventilation Aspect

- (c) an AVA(E) has been submitted to compare the ventilation performance of the OZP Compliant Scheme and the Proposed Scheme at pedestrian level. When comparing with the OZP Compliant Scheme, the Proposed Scheme maintains the 20m east-west running NBA in TC 133A and 133C despite the addition of a 1-storey footbridge at P1/F across the NBA connecting to the proposed wet market. In addition, the Proposed Scheme has incorporated the following major mitigation measures to alleviate the potential impact on the surrounding wind environment (**Drawing No. A-32**):
- i. 9m setback from the west boundary and 13m setback from the north boundary above podium level (29.5mPD); and
 - ii. 15-17m-wide building separation along the east-west axis between Areas 133A and 133B to allow easterly wind to penetrate through the site.
- (d) with the above features incorporated in the Proposed Scheme, no significant adverse impact on the pedestrian wind environment of the surrounding areas is anticipated when compared to the OZP Compliant Scheme;

Landscape Aspect

- (e) according to aerial photo in 2022, TC 133A, TC 133B and TC 133C are situated in an area of reclamation landscape character surrounded by vacant reclamation sites. According to the supporting planning statement para. 4.5.3, *“The Sites are lately reclaimed sites with no landscape resources and existing trees”*. The proposed development is considered not incompatible with the landscape character of the surrounding;
- (f) according to the LMPs in Appendices 2A, 2B & 2C, at-grade greenery and podium landscape with tree planting, shrubs, and lawn are proposed. Landscape provisions such as communal play areas, ball courts, seating lawns and jogging paths are proposed for enjoyment of the residents;
- (g) she has no comment from landscape planning perspective on the application; and
- (h) other comments are included in the advisory clauses at **Appendix IV**.

9.1.4 Chief Architect/Central Management Division 2, Architectural Services Department:

It is noted that the revised development schemes involve minor relaxation of BH restrictions from 115mPD to 135mPD (+17.4%) for TC 133A, 110mPD to 130mPD (+18.2%) for TC 133B, and 100mPD to 125mPD (+13.6%) for

TC 133C. According to the extract plan based on OZP No. S/I-TCE/2 approved on 7 February 2017 and the submitted VIA, the proposed BHs have generally followed the stepped BH profile descending from the highest height band of 140-185mPD in the southwest towards the waterfront area in the northeast and the proposed BHs may just cause negligible to slightly adverse visual impact compared with the OZP Compliant Scheme. We have no particular comment from architectural and visual impact point of view.

Environmental Aspect

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

- (a) he has no comment on the application;
- (b) the noise and air quality issues were addressed in the EAS report and the sewerage issue was assessed in the SIA report respectively. Both reports are considered acceptable; and
- (c) in view of the programme mismatch for the subject public housing development and the developments in Areas 129 and 130, it is noted that an assessment was separately conducted to evaluate the issue on rail and traffic noise. The technical assessments are considered acceptable.

Environmental Hygiene

9.1.6 Comments of the Director of Food and Environmental Hygiene:

- (a) she has no comment on the proposed minor relaxation of BH and PR restrictions; and
- (b) other comments are included in the advisory clauses at **Appendix IV**.

Fire Safety Aspect

9.1.7 Comments of the Director of Fire Services:

- (a) he has no specific comment on the application. Detailed fire safety requirement will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority; and
- (b) other comments are included in the advisory clauses at **Appendix IV**.

District Officer's Comments

9.1.8 Comments of the District Officer/Islands, Home Affairs Department:

she has no comment on the application and her office did not receive any public comment regarding the application.

9.2 The following Government bureau/departments have no objection/no comments on the application, and their advisory comments, if any, are at **Appendix IV**:

- (a) Head of Sustainable Lantau Office, Civil Engineering and Development Department (H(SLO), CEDD);
- (b) Head of Geotechnical Engineering Office, CEDD;
- (c) Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD);
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (e) Director of Electrical and Mechanical Services;
- (f) Chief Highway Engineer/New Territories East, Highways Department;
- (g) Controller, Government Flying Service;
- (h) Director-General, Civil Aviation Department (DG, CAD);
- (i) Secretary for Education;
- (j) Commissioner of Police;
- (k) Director of Social Welfare (DSW); and
- (l) Director of Leisure and Cultural Services.

10. Public Comments Received During the Statutory Publication Period

On 3.5.2024, the application was published for public inspection. During the statutory public inspection period, two comments were received from MTR Corporation Limited (MTRCL) and an individual (**Appendix III**) providing views on the application. MTRCL expressed concerns on the noise impact from train operations to future residents at the Sites, and consider that the applicant should conduct a detailed quantitative noise review on the latest building layouts of the proposed development with increased intensity. Also, MTRCL expressed that should there be a programme mismatch on the development of the Sites and the surrounding developments, supplementary noise reviews shall be conducted and implement necessary noise mitigation measures as appropriate. The individual enquired on the difference of increases in flat production and population for the Sites, and provided views on the provision of open space and design of the blocks and open space in the Proposed Scheme.

11. Planning Considerations and Assessments

- 11.1 The application seeks planning permission for minor relaxation of PR and BH restrictions for the Sites, namely TC 133A, TC 133B and TC 133C, for permitted public housing development. For TC 133A, it is proposed to relax the PR restriction from 6.5 to 7.0 (with domestic PR not exceeding 6.5) (i.e. +0.5 or +7.7%) and BH restriction from 115mPD to 135mPD (i.e. +20m or +17.4%). For TC 133B

and TC 133C, it is proposed to relax PR restriction from 6.4 to 6.8 (with domestic PR of 6.5) (i.e. +0.4 or + 6.3%) and BH restriction from 110mPD to 130mPD (i.e. + 20m or +18.2%) and PR restriction from 6.4 to 6.7 (with domestic PR of 6.5) (i.e. +0.3 or + 4.7%) and BH restriction from 110mPD to 125mPD (i.e. +15m or +13.6%) respectively. The proposed increase in PRs will allow for an addition of 3,270 flats (+38.2%).

Development Intensity

- 11.2 To increase housing supply and better utilise land resources, it is the Government's policy to enhance development intensity of public housing sites by up to 30% in respective Density Zones (up to a PR of 6.5 in Density Zone 1) where technically feasible. The proposed increase of PR for the Sites is in line with the Government's initiative to increase housing supply. Moreover, the proposed public housing developments with the increased PRs are in line with the planning intention of the "R(A)2" and "R(A)3" zones, which are primarily for high-density residential developments.
- 11.3 According to the ES of the OZP, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board. According to the applicant, the disposition and layout of the building blocks of the Proposed Scheme have been specifically designed in response to the site and development constraints, including the existence of two 20m-wide NBAs spanning across and connecting TC 133A and TC 133C, as well as the required provision of a PTI in TC 133B and the PMB in TC 133A. Apart from catering for the increased flat production generated from additional PR, the proposed increased BHs are also to accommodate a range of SWFs to be provided in the podium of the public housing development which align with the Government's initiative announced in the Policy Address 2020 to provide SWFs in public housing development equivalent to about 5% domestic GFA. DSW has no comment on proposed provision.

Urban Design Aspects

- 11.4 The Sites are located in south-eastern part of Tung Chung East near MTR Tung Chung East Station planned for housing and GIC developments. The proposed development, even with the increased BHs, are considered in line with the stepped BH profile of Tung Chung Extension Area that gradually descend from the mountainous backdrop in the south (i.e. Por Gai Shan), to high-density development around MTR station under construction, then to the low to medium-rise residential developments at the waterfront area. According to CTP/UD&L, PlanD, the proposed maximum BHs and PRs of the Sites are still lower than the maximum BHs of commercial and residential developments to the south and southeast of the Sites and hence the overall descending BH profile concept will still be maintained. Also, with the proposed mitigation measures identified in the submitted VIA, such as setback from open space in TC 133A and building block setback between TC 133B and TC 133C (**Drawing A-32**), significant adverse visual impact arising from the proposed development is not anticipated.

Air Ventilation and Landscape Aspects

- 11.5 For air ventilation, CTP/UD&L, PlanD points out that the Proposed Scheme incorporates several design measures to facilitate air ventilation, including 9m setback from the west boundary, 13m setback from the north boundary and 15-17m-wide building separation along the east-west axis between TC 133A and TC 133B. The AVA concludes that the proposed increase in PR and BH would unlikely have an impact on pedestrian winds. For landscape aspect, as the Sites are located on the reclaimed land surrounded by vacant reclamation sites, the proposed development is considered not incompatible with the landscape character of the surrounding. Also, as reflected in the applicant's submission, at-grade greenery and podium landscape with tree planting are proposed for enjoyment of the residents. In this regard, CTP/UD&L, PlanD has no adverse comment on the application.

Technical Aspects

- 11.6 The proposed development is scheduled for completion in 2029/30 tentatively. Various technical assessments, including TIA, SIA and WWIA have been conducted for the proposed development and demonstrated that no adverse traffic, sewerage and water supply will be caused by the proposed development on the surrounding area. Relevant departments including C for T, H(SLO), CEDD, CE/HK&I, DSD and CE/C, WSD have no comment/ no adverse comment on the proposed development on respective technical aspects. According to the EAS, the Sites are located outside the predicted NEF25 contours of the Hong Kong International Airport and no adverse aircraft noise impact on the proposed development is expected. Appropriate noise mitigation measures, including acoustic windows, architectural fins and fixed windows have also been incorporated for the flat units to mitigate road and railway noises as necessary. DEP and DG, CAD have no comment on the proposed development.

Provision of Community Facilities

- 11.7 According to the applicant, the application will lead to an overall increase in design population from 26,212 to 31,031 (+4,819) for the three Sites. Taking into account the requirement of the HKPSG and the advice of relevant bureaux/departments, the overall planned provision of GIC facilities and open space will serve the needs of the existing and new population in Tung Chung New Town. The planned road and transportation network would also be able to cater for the increase in design population. Suitable SWFs as agreed by DSW, a PTI and a public market will be provided at the development to serve the future residents and the local community. In this regard, C for T, DSW and DFEH have no adverse comments on the application.

Similar Applications

- 11.8 There are similar applications submitted by the same applicant for minor relaxation of PR and/or BH restriction for permitted public housing developments in Tung Chung New Town approved by the Committee in 2020, 2022 and 2023 as detailed in paragraph 6 above (**Appendix II**). Approval of the current application is generally in line with the Committee's previous decisions.

Public Comments

- 11.9 Regarding the public comments on the application as summarized in paragraph 10 above, the planning consideration and assessments in paragraphs 11.1 to 11.7 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comment mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 21.6.2028, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The advisory clauses suggested for Members' reference are at **Appendix IV**.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form received on 26.4.2024
Appendix Ia	SPS with schematic drawings and technical assessments received on 26.4.2024
Appendix Ib	FI received on 3.6.2024
Appendix Ic	FI received on 14.6.2024
Appendix II	Similar Applications
Appendix III	Public comments
Appendix IV	Recommended advisory clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-8	Floor Plans and Section Plans for TC 133A
Drawing A-9	LMP for TC 133A
Drawings A-10 to A-17	Floor Plans and Section Plans for TC 133B
Drawing A-18	LMP for TC 133B

Drawings A-19 to A-26	Floor Plans and Section Plans for TC 133C
Drawing A-27	LMP for TC 133C
Drawings A-28 to A-31	Photomontages
Drawing A-32	Proposed Design Features
Plan A-1a	Location Plan
Plan A-1b	Location Plan of Similar Applications
Plan A-2	Site plan
Plan A-3	Aerial photo
Plans A-4a and A-4b	Site photos

PLANNING DEPARTMENT
JUNE 2024