

TOWN PLANNING BOARD

TPB Paper No. 10718
For Consideration by the
Town Planning Board on 29.1.2021

DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/23

CONSIDERATION OF
REPRESENTATIONS NO. TPB/R/S/I-TCTC/23-R1 TO R70
AND COMMENTS NO. TPB/R/S/I-TCTC/23-C1 TO C9

**DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/23
CONSIDERATION OF REPRESENTATIONS NO. R1 TO R70
AND COMMENTS NO. C1 TO C9**

Subject of Representations (Amendment Item)	Representers (No. TPB/R/S/I- TCTC/23-R)	Commenters (No. TPB/R/S/I- TCTC/23-C)
<p><u>Item A1</u> Rezoning of a site currently occupied by the Tung Chung Traction Substation from “Other Specified Uses” annotated “Traction Substation cum Portal” (“OU (Traction Substation cum Portal)”) to “Residential (Group A)8” (“R(A)8”) with stipulation of building height restriction</p> <p><u>Item A2</u> Rezoning of two strips of land adjacent to the Tung Chung Traction Substation from “Government, Institution or Community” (“G/IC”) to “R(A)8” with stipulation of building height restriction</p> <p><u>Item A3</u> Rezoning of two pieces of land abutting Man Tung Road and adjacent to Mass Transit Railway Tung Chung Line from areas shown as ‘Road’ to “R(A)8” with stipulation of building height restriction</p> <p><u>Item B</u> Rezoning of a strip of land along Man Tung Road from “OU (Traction Substation cum Portal)” to an area shown as ‘Road’</p>	<p>Total: 70</p> <p><u>Oppose (70)</u> <i>All items (26)</i> R1 to R26: Individuals <i>Item A1, A2 and A3 (43)</i> R27 to R69: Individuals <i>Item A1 (1)</i> R70: Individual</p>	<p>Total: 9</p> <p><u>Provide responses to R1 to R70 (1)</u> C1: MTR Corporation Limited</p> <p><u>Support R15, R45 and R 70 (1)</u> C3: 李嘉豪 (Member of Islands District Council)</p> <p><u>Support R1 to R4 and R18 (1)</u> C4: Individual</p> <p><u>Providing views (6)</u> C2, C4 to C6 and C9: Individuals C7 and C8: Individuals <i>(i.e. R53 and R12)</i></p>

Note: The names of all representers and commenters are at **Annex IV**. Soft copy of their submissions is sent to the Town Planning Board Members via electronic means; and is also available for public inspection at the Town Planning Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_I-TCTC_23.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Town Planning Board Secretariat for Members’ inspection.

1. Introduction

- 1.1 On 19.6.2020, the draft Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/23 (the Plan) at **Annex 1** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments mainly involve rezoning of the Tung Chung Traction Substation site and adjoining land to “R(A)8” for residential use (Amendment Items A1, A2 and A3) and the revision of Notes to incorporate the latest Master Schedule of Notes to the Statutory Plan. The amendments to the Plan are set out in the Schedule of Amendments at **Annex II** and the locations of the amendment items are shown on **Plans H-1** and **H-2**.
- 1.2 During the two-month statutory exhibition period, a total of 70 valid representations were received. On 4.9.2020, the representations were published for public comments. A total of 9 valid comments were received.
- 1.3 On 30.10.2020, the Town Planning Board (the Board) agreed to consider the representations (**R1** to **R70**) and comments (**C1** to **C9**) collectively in one group.
- 1.4 This Paper is to provide the Board with information for consideration of the representations and comments. A summary of the representations and comments with responses are attached at **Annex V**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 The initiative to explore the development potential of railway stations and their related sites along existing and future rail lines, with the objective to increase housing supply was announced in the 2015 Policy Address. On 29.11.2017, the MTR Corporation Limited (MTRCL) submitted a proposal with a conceptual scheme (**Plans H-6a to 6d**) and technical assessments for residential development atop the existing Tung Chung Traction Substation and its adjacent Government Land (about 1.44 ha). According to the proposal, there will be 3 residential towers, providing about 1,300 private flats with a total domestic gross floor area (GFA) of about 86,310m² at a domestic plot ratio (PR) of 6 and maximum building height (BH) of 184mPD (47 storeys) with five social welfare facilities (the proposed development).
- 2.2 On 29.5.2020, the Rural and New Town Planning Committee (RNTPC) of the Board considered the proposed amendments to the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/22. After considering the comments of the Islands District Council (IsDC) and relevant government bureaux/departments and MTRCL’s proposal, the RNTPC agreed that the proposed amendments were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 1/20 is available at the Board’s website at https://www.info.gov.hk/tpb/en/meetings/RNTPC/Minutes/m648rnt_e.pdf and the extract of the minutes of the said RNTPC meeting is at **Annex III**.

3. Consultation with Islands District Council

The amendments to the OZP were presented to the IsDC on 27.4.2020 prior to the submission to the RNTPC for consideration. Members raised concerns on the inadequate provision of Government, Institution and Community (GIC) facilities in Tung Chung, adverse traffic impacts, inadequate road and railway capacity, adverse air ventilation impact, public consultation and implementation programme of the proposed development. Comments of IsDC and the responses by the government were summarized in paragraphs 10.1 to 10.3 of the RNTPC Paper No. 1/20. Upon gazettal, the draft OZP was circulated to the IsDC on 13.7.2020. A member of IsDC subsequently submitted a comment (C3) to the Board.

4. The Representation Sites and their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-4)

Representation Site under Items A1, A2 and A3

4.1.1 The Site is located at the eastern fringe of the existing Tung Chung Town Centre bounded by North Lantau Highway and Airport Express Line to the south, Man Tung Road to the west and Hei Tung Street to the north. The Site is currently occupied by the existing Tung Chung Traction Substation with the northern strip of government land occupied by a part of the Civil Engineering and Development Department (CEDD)'s Public Works Regional Laboratory (North Lantau) on a temporary basis and the southern strip of government land currently vacant and partly falls within a drainage reserve. The northern strip of government land is an undesignated "G/IC" site and the southern strip of government land is designated as amenity area.

Representation Site under Item B

4.1.2 The Site comprises a strip of land along Man Tung Road near Tung Chung Traction Substation and is currently occupied by roadside planting.

The Surrounding Areas

4.1.3 A vacant site zoned "G/IC" and reserved for religious use is located at the immediate southwest of the Site. To its immediate northeast is the remaining part of CEDD's temporary regional laboratory and to its further northeast is an undesignated "G/IC" site temporarily allocated to CEDD for works area for Tung Chung New Town Extension (TCNTE). To the north across Hei Tung Street are two petrol-cum-liquefied petroleum gas filling stations and an undesignated "G/IC" site under Short Term Tenancy for a fee-paying public carpark. To the west of the site across Man Tung Road is an existing high-density private residential development, Caribbean Coast (184mPD). To the further north across Ying Hei Road is the new public housing estate, Ying Tung Estate (140mPD).

4.2 Planning Intention

4.2.1 The planning intention of "R(A)8" zone is primarily for high-density

residential developments. On land designated “R(A)8”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum PR of 6 and maximum BH of 185mPD. In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as railway and/or GIC facilities, as required by the Government, may be disregarded.

4.2.2 Roadside amenity areas to be integrated with pedestrian footpaths are provided along major roads. These areas are broadly shown as part of the overall road network on the Plan.

5. The Representations and Comments on Representations

5.1 Subject of Representations

5.1.1 There are a total of 70 valid representations all providing adverse comments, including 26 representations (**R1 to R26**) on all amendment items (Items A1 to A3 and Item B), 43 representations (**R27 to R69**) on Items A1 to A3, and one representation (**R70**) on Item A1. The list of representers is attached at **Annex IV**.

5.1.2 The major grounds of representations and PlanD’s responses, in consultation with the relevant government bureaux and departments, are at **Annex V** and summarised in paragraphs 5.2 and 5.3 below. The representers have not put forward any proposed amendments to the OZP to meet their representations.

5.2 Major Grounds of and Responses to Adverse Representations

5.2.1 *Genuine Need for Residential Development*

Major Grounds	Representation
(1) The need for proposed ‘infill’ development is questionable/unnecessary as the reclamation in Tung Chung East should have provided sufficient land for residential development.	R1 to R3, R6 to R8, R16, R24, R27 to R39, R45, R51, R57, R59, R61, R64, R65 and R70
(2) There would be excessive housing supply when the proposed development is completed in 2029.	R14
(3) For the insignificant amount of residential units to be provided in the proposed development, the demolition of the existing structures within the site is not environmentally-friendly and is short-sighted.	R6 to R8 and R52
Response	
(a) In response to (1) and (2), as stated in 2020 Policy Address, meeting Hong Kong people’s housing needs is a goal to be accomplished. The Government has been increasing land supply through a multi-pronged approach and addressing the supply-demand imbalance by formulating short, medium and	

<p>long-term measures. The rezoning of the Tung Chung Traction Substation site for residential use (Amendment Items A1 to A3) is in line with the government’s initiative to explore the development potential of railway stations and their related sites along existing and future rail lines, with the objective to increase housing supply.</p> <p>(b) In response to (3), according to the proposed scheme submitted by MTRCL to support the rezoning, the proposed residential development will be constructed atop the existing Tung Chung Traction Substation, providing about 1,300 flats in three residential blocks. The existing traction substation will be retained and modified to ensure the compatibility with the proposed residential development. No major demolition work within the representation site is envisaged.</p>	
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5.2.2 *Impacts on Local Environment*

Major Grounds	Representations
(1) The density in Tung Chung is already too high.	R19, R20, R46, R47 and R67
(2) The proposed development would further increase the density of built environment in Tung Chung.	R13, R17, R24, R27 to R40, R55, R57, R58 and R68
Response	
<p>In response to (1) and (2), the site is located at the fringe of the existing Tung Chung New Town (TCNT) which is a neighbourhood comprising mainly high-rise high-density residential developments, a “G/IC” site reserved for religious use, petrol-cum-liquefied petroleum gas filling stations and undesignated “G/IC” sites. The proposed BH restriction of 185mPD and PR of 6 for the representation site are considered compatible with the surrounding high-rise high-density residential developments with BHs ranging from 140mPD to 184mPD and PRs ranging from about 5 to 6. Adequate existing and planned open spaces are provided/reserved in TCNT and its extension to provide recreation spaces and to allow for the penetration of sunlight and air movement, as well as for planting areas for visual relief. Technical assessments have been conducted on visual, air ventilation, traffic, environmental, landscape and other aspects and no insurmountable technical problem is envisaged by relevant government bureaux/departments.</p>	

5.2.3 *Visual Impact and Blockage of View*

Major Grounds	Representations
(1) View and natural sunlight of Caribbean Coast and nearby residential developments will be obstructed/adversely affected, which would have negative implication to the residents’ well-being.	R9, R11, R16, R23, R24, R26 to R29, R31 to R46, R48, R49, R53, R54, R56 to R59, R62 and R69
(2) The proposed development is too close to Caribbean Coast which would create a sense of pressure to the residents.	R1 to R3, R12, R65 and R66

<p>(3) The amendments to the OZP fail to achieve the purpose of urban design as stipulated in paragraph 2.1 of Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11, which concerns about ‘the total visual effect of building masses, connections with people and places, creation of spaces and movements’.</p>	<p>R26</p>
<p>(4) The claim that the proposed development causes negligible impact on the public’s view is misleading. The blockage of mountain view from Caribbean Coast has not been taken into account.</p>	<p>R26 and R51</p>
<p>(5) The view from Tung Chung North Park is not covered in the Visual Impact Assessment (VIA) report.</p>	<p>R15</p>

Responses

- (a) In response to (1) to (3), according to the conceptual scheme of the proposed development submitted by MTRCL (**Plan H-6c**), the closest distance between the residential towers within the representation site and Caribbean Coast is about 55m. Efforts have been made in MTRCL’s proposal to reduce the visual impact, including responsive BH and mass in keeping the scale and bulk of the proposed development in tune with its adjacent high-rise developments (including Caribbean Coast). Proposed mitigation measures including provision of voids, vertical greening and planting at the podium could also help soften the podium bulk when viewed from close-range viewpoints at Man Tung Road and Hei Tung Street (**Plans H-7a and 7b**). Besides, two 15m-wide building separations between towers are proposed to serve as wind corridors and also visual corridors towards the mountain backdrop which will improve visual permeability of the proposed development (**Plan H-6a**). The visual amenity provided by the landscape features on the lower levels of the proposed development will also promote visual interests and connections between pedestrian/users of the social welfare facilities and residents of the proposed development. In view of the above, CTP/UD&L advises that the proposed development would not cause significant adverse visual impact on the surroundings.
- (b) In response to (4) and (5), the potential visual impact on the public views from ten key local viewpoints including Man Tung Road, Hei Tung Street, Ying Tung Road, Bermuda Park and Tung Chung North Park (**Plans H-7a to 7e**) have been assessed and corresponding mitigation measures have been proposed in the VIA report provided by MTRCL. According to the VIA report, the proposed development would not cause any major visual obstruction to its surrounding visual context and would not generate unacceptable visual impact on various selected viewpoints. CTP/UD&L has no adverse comment on the VIA report. As for private views, according to the Town Planning Board Guidelines No. 41 on “Submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board”, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other

relevant considerations.

5.2.4 Air Ventilation and Environmental Impacts

Major Grounds	Representations
(1) The proposed high-rise development would generate adverse air ventilation impact to Caribbean Coast and the surrounding area.	R5 to R9, R11 to R13, R15, R16, R30, R45 to R48, R51, R52, R55, R59, R65 and R66
(2) The proposed high-rise development would create and/or exacerbate the ‘walled effect’, which would adversely affect wind circulation and pose risk to the surrounding environment during typhoon.	R1 to R3, R6 to R8, R10, R12, R14, R15, R25, R30, R36 to R38, R46, R47, R49, R50, R52, R54 and R56
(3) The proposed development would obstruct the prevailing wind under annual condition from the east. (4) The Air Ventilation Assessment (AVA) report does not provide sufficient information on wind velocity in other parts of Tung Chung and the relation between wind velocity and air quality in winter.	R15
(5) Localized air ventilation impact to the “G/IC” site to its immediate southwest under annual and summer conditions and the Tung Chung North Park under annual condition is observed from the AVA report, which may lead to heat island effect/rise in temperature in the surrounding area.	R4, R53 and R56
(6) The proposed development would worsen the air quality in the locality and no corresponding mitigation measures have been proposed.	R10, R11, R46 and R62
Response	
(a) In response to (1) to (3), under the annual and summer prevailing wind conditions, North Lantau Highway and Man Tung Road running in NE-SW direction serve as effective wind corridors for wind penetration through the area. As the site is elongated and parallel to the major wind flow direction, CTP/UD&L advises that the proposed development is not expected to have significant impact on the overall wind environment of the area (including Caribbean Coast). (b) In response to (4) and (5), the AVA report provided by MTRCL has followed the ‘Technical Guide for AVA for Development in Hong Kong’ in Technical Circular No. 1/06. The AVA assessment area covers the surrounding area within 500m radius from the site and the winter wind environment has also been assessed under the annual wind condition. According to the AVA report, some localized impacts on the “G/IC” site to its immediate southwest under annual and summer conditions and the Tung Chung North Park under	

annual condition are observed. On the other hand, some enhancement on the ventilation performance along Hei Tung Street under annual condition is also observed. Nonetheless, given the development site constraints and limited developable space, the air ventilation impact of the proposed development has been minimized with the provision of mitigation measures (e.g. two proposed 15m-wide building separations between towers) under the conceptual scheme (**Plans H-6a and 6-b**), CTP/UD&L advises that the proposed development is not expected to have significant impact on the overall wind environment of the area. In finalizing the future development scheme at detailed design stage, the future developer should take into account these proposed mitigation measures in the AVA report to alleviate the potential impact of the development.

- (c) In response to (6), according to the environmental assessment (EA) report prepared by MTRCL, the fugitive dust impact and gaseous emission during the construction phase is expected to be insignificant with the implementation of dust suppression measures as well as good site practice as stipulated under the relevant regulations. Sufficient buffer distance between North Lantau Highway, Hei Tung Street and Man Tung Road to the proposed development is proposed in accordance with the recommendation under HKPSG. As such, no adverse air quality impact due to vehicular emission is anticipated in the operation phase. DEP has no adverse comment on the EA report.

5.2.5 *Traffic Impact and Existing Railway and Transport Network*

Major Grounds	Representations
(1) Transport facilities/services are inadequate to support the proposed development and the recently completed developments (e.g. Ying Tung Estate, The Visionary and Century Link) in the surrounding area.	R1 to R4, R9, R10, R17, R22, R23, R46 to R50, R58 to R60
(2) Capacity of existing bus services cannot accommodate the increasing demand, in particular for the external bus routes during peak hours.	R4, R10, R27 to R40, R45, R57 and R62
(3) Capacity of existing MTR services has been saturated and the new railway station (i.e. Tung Chung East Station) would not be commenced before the completion of the proposed development.	R4 and R22
(4) The proposed development would increase traffic flow in the area (e.g. along Man Tung Road and/or Ying Hei Road) which would result in serious transport problem and congestion.	R5 to R8, R10, R18, R22, R23, R51, R52, R58, R61 and R70

Response	
(a)	In response to (1) to (3), the representation site is accessible via Man Tung Road and served by public transport. In view of the population growth due to the new housing development projects, TD will examine the bus routes, bus stops and service level of the bus services in the area under the annual Bus Route Planning Programme and implement appropriate measures timely including introduction of new franchised bus routes and service enhancement of the existing franchised bus services etc. in order to cater for the demand for bus services from residents of Tung Chung. Besides, MTRCL has conducted assessments on impact on public transport provision including railway services, and pedestrian generation/attraction and modal split of the proposed development. According to CE/RD2-2, HyD, Tung Chung Line (TCL) is expected to be capable of handling additional patronage generated by the proposed development and the existing railway network will not be overloaded. He also has no comment on MTRCL's technical reports from railway network point of view. The TCL Extension project comprising Tung Chung East (TCE) and Tung Chung West stations aims to commence construction in 2023 for the completion in 2029 (same as the anticipated completion year of the proposed development).
(b)	In response to (4), in MTRCL's Traffic Impact Assessment (TIA), junction capacity assessment has been conducted for five major junctions (Plan H-8) in the area for the design year of 2032 (i.e. three years after the population intake of the proposed development) and it is revealed that all the concerned junctions will operate with spare capacity in the future scenario. As such, the traffic generated by the proposed development is not anticipated to induce significant traffic impact onto the adjacent junctions and the road network in the vicinity of the site would be able to cope with the proposed development. C for T is satisfied with the TIA and has no adverse comment from traffic engineering perspective.

5.2.6 Provision of Community facilities

Major Grounds	Representations
(1) The provisions of community facilities (including elderly and childcare facilities) in Tung Chung are inadequate. The capacity of these facilities has already been saturated and overloaded. The representation site should be used for the development of community facilities.	R1 to R4, R14, R17 to R21, R30, R45 to R48, R53, R62 and R63
(2) Additional recreational, transportation, educational and other supporting facilities should be provided in the area.	R17
(3) The amendments to OZP would take up the existing open area which could serve the seniors and children in the area.	R11
(4) The concerns of IsDC on inadequate GIC provision were dismissed.	R53

Responses

- (a) In response to (1) and (2), in accordance with the standards stipulated in the HKPSG and the requirements of relevant bureaux/departments, the overall GIC facility provision in TCNT is planned in a holistic manner and lands have been reserved for an array of GIC facilities including educational, medical and health, social welfare, public market and recreational facilities as well as open space, to serve TCNT and its extension (**Annex VI**). The planned provision of GIC facilities of Tung Chung is generally adequate to meet the demand of the overall planned population. As advised by EDB, no additional site is required for kindergarten, primary school and secondary school. For medical and health facilities, the provision of hospital beds would be monitored by the Hospital Authority on a regional basis while a large scale clinic is planned within North Lantau Hospital Phase II to cater the long term need in the area. For social welfare facilities, SWD considers no additional aided places for Child Care Centre is required in Tung Chung in view of the ageing population. PlanD and SWD will work closely together to ensure that additional elderly facilities will be provided in GIC sites or new public housing development proposals.

In addition, as requested by SWD, five social welfare facilities (including integrated home care service team sub-base, social and recreational centre for the disabled, on-site pre-school rehabilitation services, parents/relatives resource centre and home care service for persons with severe disabilities) will be provided in the future development at the representation site. Public transport interchanges (PTIs), including the one to be provided in the public housing development in Area 99 to the north of the representation site, will facilitate convenient transfer between various transport modes and enhance the circulation within TCNT and its extension.

- (b) In response to (3), the existing open area to the south of the traction substation is partly fenced off and partly occupied by roadside amenity planting and a drainage reserve. There are a number of existing open spaces in the nearby areas, including Tung Chung North Park (**Plan H-3**) and Bermuda Park, and planned open spaces in TCNTE for public enjoyment. The planned provision of open space in Tung Chung is generally adequate to meet the demand of the overall planned population.
- (c) In response to (4), the amendments to the OZP were presented to the IsDC on 27.4.2020 and IsDC members' comments on GIC provision were responded by PlanD's representatives at the meeting. On 29.5.2020, after considering the comments of IsDC summarized in paragraphs 10.1 to 10.3 of RNTPC Paper No. 1/20 and comments of relevant government bureaux/departments, RNTPC agreed that the proposed amendments were suitable for exhibition under section 5 of the Ordinance for public inspection. With the concerted effort of relevant bureaux/departments, additional GIC facilities, such as Child Care Centre, Day Care Centre for the Elderly and Residential Care Homes for the Elderly have been planned to serve the population of TCNT and its extension. The planned provision of GIC facilities in Tung Chung is generally adequate to meet the demand of the overall planned population.

5.2.7 *Other Aspects*

Major Grounds	Representation
<u>Potential risk to the residents</u>	
(1) There would be potential health issues to the future residents living on top of the traction substation.	R61 and R70
(2) There would be potential safety risk for the proposed development in close proximity to two Petrol-cum-LPG filling stations.	R25, R53, R61 and R70
<u>Potential risk to railway operation</u>	
(3) Proposed residential development atop the existing traction substation may affect daily railway operation.	R70
<u>Privacy and security</u>	
(4) The close distance from proposed development to the Caribbean Coast would create privacy and security issues.	R12 and R23
<u>Site constraints</u>	
(5) The site is too small and elongated in shape which is not suitable for residential development.	R70
<u>Others</u>	
(6) Object to Amendment Item B without providing any ground/reason.	R1 to R26
Response	
<p>(a) In response to (1), according to MTRCL, Tung Chung Traction Substation mainly supplies traction power to the railway. The design and operation of the traction substation met the relevant statutory requirements. The electromagnetic fields generated by the traction substation met relevant international standards for railway power supply systems. The traction substation will also be modified to ensure compatibility with the residential development. Besides, the residential units will be developed atop a transfer plate decking over the traction substation and the lobby, car park, club house and electrical and mechanical facilities on UG1/F to UG4/F will provide sufficient buffer between the residential units and the traction substation (Plan H-6d). Relevant departments have no adverse comment on this aspect.</p> <p>(b) In response to (2), a Quantitative Risk Assessment has been conducted by MTRCL which concludes that the overall risk in terms of individual risk and societal risk as a result of an increase of population from the proposed development is within the acceptable region and satisfies the criteria set out in the HKPSG. EMSD has no adverse comment in this regard.</p> <p>(c) In response to (3), according to MTRCL's proposal, the functioning of the traction substation and the operation of TCL and Airport Express Line will not be affected by the development at the representation site.</p>	

- (d) In response to (4), as a minimum distance of about 55m has been allowed between the residential towers within the representation site and Caribbean Coast according to the conceptual scheme (**Plan H-6c**), no privacy and security issues are envisaged.
- (e) In response to (5), taken into account the site constraints, three residential blocks with about 1,300 flats are proposed under the conceptual scheme. The technical assessments on visual, air ventilation, traffic, environmental, landscape and other aspects have demonstrated the technical feasibility of the proposed development and that no insurmountable technical problem is envisaged by relevant government bureaux/departments.
- (f) In response to (6), Amendment Item B is to reflect the existing roadside amenity area.

5.3 Comments on Representations

5.3.1 The 9 valid comments are submitted by the MTRCL (**C1**), an IsDC member (**C3**) and individuals (**C2, C4 to C9**). Of them, 2 commenters (**C7 and C8**) are also representers themselves (**R53 and R12**). The list of commenters is at **Annex IV**.

5.3.2 The major grounds of comments and PlanD's responses, in consultation with the relevant government departments, are at **Annex V**. The major grounds/views raised by the commenters are similar to those raised in the representations. The major additional grounds/views are summarized as follows:

Additional Grounds/Views	Comments
(1) As confirmed by the technical assessments in various aspects and given the scale of the proposed development, no significant adverse impact will result from the proposed development.	C1
(2) The conversion of idle land to residential sites is supported as it could increase housing supply to meet the pressing housing demand.	C2
(3) Even TCE station is expected to be commenced in 2029, as the train frequency of TCL cannot be increased until the completion of the overrun tunnel in 2032, the congestion of the TCL could not be resolved in short run after the completion of the proposed development in 2029.	C3
(4) As there is no implementation programme for the planned GIC facilities in TCNT and its extension, it is doubtful whether the GIC provision can timely meet the population intake.	

<p>(5) Community services for the aging population are in more urgent need than private housing supply. The site should be developed as low-rise for elderly and child care facilities.</p>	<p>C7</p>
<p>Responses</p>	
<p>(a) In response to (1) and (2), the comments and supportive views are noted.</p> <p>(b) In response to (3), MTRCL has conducted assessments on impact on public transport provision in the TIA including railway services and the spare capacity of TCL in 2029 (before the completion of the overrun tunnel) when the proposed development is to be completed. Upon reviewing the TIA report, CE/RD2-2, HyD confirms that TCL is expected to be capable of handling additional patronage generated by the proposed development and the existing railway network will not be overloaded in 2029. He also has no comment to MTRCL's technical reports from railway network point of view.</p> <p>(c) In response to (4), as part of the implementation of TCNTE, to enable relevant departments to implement the planned GIC facilities timely to tie with the population intake programme, Sustainable Lantau Office of CEDD has set up an inter-departmental working group chaired by Head of the Office. Regular meetings with relevant bureaux and departments are held to ensure that they are kept up-to-date with the progress of the development projects, so that the GIC facilities could be implemented at appropriate times.</p> <p>(d) In response to (5), a multi-pronged approach, such as reserving space in public housing developments, requesting private developers to provide premises upon land disposal of residential and commercial sites, and developing welfare complex by government etc., will be adopted to provide adequate spaces for difference types of social welfare facilities, including elderly and child care facilities. The planned provision of GIC facilities in Tung Chung is generally adequate to meet the demand of the overall planned population. Besides, the representation site is currently occupied by the existing traction substation. It would be difficult to put the site to gainful community uses on its own. The proposed development provides opportunity to allow the provision of about 1,300 flats as well as five social welfare facilities to serve the wider community.</p>	

6. Departmental Circulation

The following government bureaux and departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Education;
- (b) Secretary for Food and Health;
- (c) District Officer/Islands, Home Affairs Department (DO/Is, HAB);
- (d) Head of Sustainable Lantau Office, Civil Engineering and Development Department (H(SLO, CEDD));
- (e) Director of Environmental Protection (DEP);
- (f) Commissioner for Transport (C for T);
- (g) Director of Electrical and Mechanical Services (DEMS);

- (h) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (CE/RD2-2, RDO);
- (i) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (j) Director of Leisure and Cultural Services (DLCS);
- (k) Director of Social Welfare (DSW);
- (l) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD)
- (m) Director of Health; and
- (n) Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD).

7. Planning Department's Views

Based on the assessment in paragraph 5 above, and for the following reasons, PlanD does not support the R1 to R70 and considers that the draft OZP should not be amended to meet the representations:

Amendment Items A1 to A3

- (a) the Government has been increasing land supply through a multi-pronged approach and addressing the supply-demand imbalance by formulating short, medium and long-term measures. The rezoning of the Tung Chung Traction Substation site for residential use is in line with the government's initiative to explore the development potential of railway stations and their related sites along existing and future rail lines, with the objective to increase housing supply (**R1 to R3, R6 to R8, R16, R24, R27 to R39, R45, R51, R52, R57, R59, R61, R64, R65 and R70**);
- (b) the proposed building height (BH) restriction of 185mPD and plot ratio (PR) of 6 are considered compatible with the surrounding high-rise high-density residential developments with BHs ranging from 140mPD to 184mPD and PRs ranging from about 5 to 6 (**R12, R13, R17, R19, R20, R23, R24, R27 to R40, R46, R47, R55, R57, R58, R67 and R68**);
- (c) technical assessments have been conducted on visual, air ventilation, traffic, environmental, landscape and other aspects and no insurmountable technical problem is envisaged by relevant government bureaux/departments (**R1 to R18, R22 to R62, R65, R66, R69 and R70**);
- (d) in accordance with the standards stipulated in the Hong Kong Planning Standards and Guidelines and the requirements of relevant bureaux/departments, lands have been reserved for government, institution and community facilities including educational, medical and health, social welfare, public market and recreational facilities as well as open space, to serve Tung Chung New Town and its extension. Social welfare facilities will be provided within future development at the representation site. The planned provisions of GIC facilities and open space in Tung Chung is generally adequate to meet the demand of the overall planned population (**R1 to R4, R11, R17 to R21, R30, R45 to R48, R53, R62 and R63**); and

Amendment Item B

- (e) the amendment is to reflect the existing roadside amenity area (**R1 to R26**).

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations and comments taking into account the points raised in the hearing sessions, and decide whether to propose/not to propose any amendment to the OZP to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with their respective Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the CE in C for approval.

9. Attachments

Annex I	Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/23 (reduced size)
Annex II	Schedule of Amendments to the Approved Tung Chung Town Centre Area OZP No. S/I-TCTC/22
Annex III	Extract of Minutes of the RNTPC Meeting held on 29.5.2020
Annex IV	List of Representers (R1 to R70) and Commenters (C1 to C9)
Annex V	Summary of Representations and Comments and PlanD's Responses
Annex VI	Provision of Major G/IC Facilities and Open Space in Tung Chung New Town
Plan H-1	Amendments incorporated in the Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/23
Plan H-2	Location Plan of the Representations and Comments
Plan H-3	Site Plan of the Representations and Comments
Plan H-4	Aerial Photo of the Representations and Comments
Plans H-5a to 5b	Site Photos
Plans H-6a to 6d	Indicative Layout Plan, Master Landscape Plans and Section Plan of the Proposed Residential Development
Plans H-7a to 7e	Extract of Photomontages of the Proposed Residential Development
Plan H-8	Road Junctions Assessed in the Traffic Impact Assessment