

Our Ref. HD(P) 8/3/IS27

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Your Ref.

Date: 3<sup>rd</sup> June 2024  
By Email

Secretary, Town Planning Board  
15/F, North Point Government Offices,  
333 Java Road, North Point  
Hong Kong


Dear Sir/Madam,

**Section 16 Planning Application for Proposed Minor Relaxation of Restrictions of  
Plot Ratio and Building Height for the Public Housing Developments at  
Tung Chung Areas 133A, 133B and 133C  
(Application no. A/I-TCE/4)**

Reference is made to the captioned Section 16 application received by the Town Planning Board on 26.4.2024 and the comments received from Planning Department dated 21.5.2024, 27.5.2024, 29.5.2024 and 30.5.2024. We submit herewith the table summarizing the responses to comments.

Should you have any queries or need further information, please contact me at 2761 5310. Thank you for your attention.

Yours faithfully,

  
(Alan LAU)  
for Director of Housing

Encl.

## S.16 Application No. A/I-TCE/4

### **Proposed Minor Relaxation of Restrictions of Plot Ratio and Building Height for the Public Housing Developments at Tung Chung Areas 133A, 133B and 133C**

#### **Response to Comments**

#### **Departmental Comments**

|    | <b>Comments</b>  | <b>Housing Department's Response</b>   |
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| 1. | <b><u>Civil Aviation Department</u></b> (7.5.2024)<br><br>We have no comment on the planning application in question from airport height restriction perspective.<br><br>On the other hand, we are of the view that due to the proximity between the subject locations (Tung Chung Areas 133A, 133B and 133C) and the Hong Kong International Airport (HKIA), aircraft noise generated by approaching and departing aircraft should be anticipated. In addition, the captioned areas are close to the helicopter holding areas and helicopter flight paths (i.e. Pak Mong route), which might also contribute to the elevated noise environment. In fact, aircraft noise complaints from the residents in Tung Chung area have been received by this Department from time to time. Therefore, we recommend the implementation of the appropriate noise mitigation measures (e.g. using acoustic insulation/specific building designs etc.) to enhance the indoor living environment. You may wish to note that we have made similar comments on various residential developments which are located in close proximity to the HKIA and helicopter routes (e.g. proposed residential developments atop Siu Ho Wan Depot, public housing developments at Tung Chung East Reclamation areas 119 and 122, residential | Noted.<br><br>As addressed in the Environmental Assessment Study (EAS), the aircraft noise impacts have been already assessed in the approved Expansion of Hong Kong International Airport into a Three-Runway System (3RS) Environmental Impact Assessment (EIA) Report (AEIAR-185/2014) and the helicopter noise impact has been assessed in the approved EIA report for the Study of Tung Chung New Town Development Extension (TCNTE) (AEIAR-196/2016). The proposed development is in full compliance with the noise standards/requirements of the HKPSG. The potential environmental impacts on the proposed development have been evaluated in the EAS adhering to the guidance for environmental considerations stipulated in the HKPSG. |

|    | <b>Comments</b>  | <b>Housing Department's Response</b>      |
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|    | <p>development proposal at Ma Wan South, etc.) and the concerned departments/organizations (e.g. Housing Department, CEDD's consultant, etc.) have taken our views on the anticipated aircraft/helicopter noise issues as well as suggestions for implementing appropriate noise mitigation measures.</p>  |   |
| 2. | <b><u>Planning Department (UD &amp; L's Landscape Section)</u></b> (16.5.2024)   |   |
|    | <p><b><u>Landscape Observations</u></b></p> <p>According to the aerial photo in 2022, Tung Chung Areas 133A, 133B and 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 Application 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.</p> <p>According to the Landscape Master Plans in Appendix 2A, 2B &amp; 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. Please note that I have <b><u>no comment</u></b> from landscape planning perspective on the application.</p> <p><b><u>Advisory Remarks to the Applicant</u></b></p> <p>With reference to the planting proposal in Landscape Master Plans (Appendix 2A), optimization of native species should be considered. Please consider to include planting with native species to enhance bio-</p> | <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> |

|    | Comments  | Housing Department's Response |           |           |           |                             |
|----|---|-------------------------------|-----------|-----------|-----------|-----------------------------|
|    | <p>diversity.</p> <p>The applicant is reminded that approval of the S16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under DEVB TC(W) No. 3/2012. The site coverage of greenery calculation should be submitted separately to BD/relevant departments for approval. Similarly for any proposed tree preservation/removal scheme and compensatory planting proposal under DEVB TC(W) No. 4/2020, the applicant is reminded to approach relevant authorities direct to obtain the necessary approval.</p>  | Noted.                        |           |           |           |                             |
| 3. | <b><u>Planning Department (Urban Design Section) (20.5.2024)</u></b>  |                               |           |           |           |                             |
|    | <p><b><u>Background</u></b></p> <p>2. The applicant seeks planning permission for proposed minor relaxation of PR and BH restrictions for permitted public housing developments at Tung Chung Areas 133A, 133B and 133C (the Sites). Area 133A falls mainly within an area zoned “Residential (Group A)2” (“R(A)2”) with a small portion within “Open Space” (“O”) on the approved Tung Chung Extension Area Outline Zoning Plan No. S/I-TCE/2 (the OZP) while Areas 133B and 133C fall within “Residential (Group A)3” (“R(A)3”) on the OZP. “R(A)2” is subject to a maximum PR of 6.5 and BH of 115mPD, while “R(A)3” is subject to a maximum PR of 6.4 and BH of 110mPD.</p> <p>3. Based on the information submitted, the minor relaxation of PR and BHR are summarized as follows:</p> <table border="1" data-bbox="252 1966 842 2011"> <tr> <td data-bbox="252 1966 395 2011"></td> <td data-bbox="395 1966 547 2011">Area 133A</td> <td data-bbox="547 1966 691 2011">Area 133B</td> <td data-bbox="691 1966 842 2011">Area 133C</td> </tr> </table> |                               | Area 133A | Area 133B | Area 133C | <p>Noted.</p> <p>Noted.</p> |
|    | Area 133A   | Area 133B                     | Area 133C |           |           |                             |

| Comments  |                               |                               |                               |  | Housing Department's Response |
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| Increase in PR  | 6.5 to 7.0<br>(+7.7%)         | 6.4 to 6.8<br>(+6.3%)         | 6.4 to 6.7<br>(+4.7)          |  | Noted.                        |
| Increase in BH  | 115 to 135<br>mpD<br>(+17.4%) | 110 to 130<br>mPD<br>(+18.2%) | 110 to 125<br>mPD<br>(+13.6%) |  |                               |
| <p>4. The Sites are currently situated on newly reclaimed land in the Tung Chung Extension Area, which is to be developed into an urban cluster with a stepped BH profile gradually reducing from the mountain backdrop in the south to the waterfront area in the north. The Sites are bound by the proposed Road D1 to the north; proposed Road D3 and planned District Open Space (DOS) to the west; proposed Road L7 to the south and areas zoned "Government, Institution and Community" ("G/IC") to the east. Across the roads, the Sites are surrounded by planned residential, commercial and GIC developments. 20m-wide Non-Building Areas (NBA) along the east-west direction in Areas 133A and 133C are stipulated in Figure 6 of the Explanatory Statement of the OZP.</p> <p><b><u>Observation and Comments</u></b></p> <p><b>Urban Design and Visual</b></p> <p>5. The Sites are located within an urban cluster to be developed into the Tung Chung Extension Area. The BH Restriction in the surrounding range from 45-55mPD for sites near the waterfront to 100-185mPD for sites closer to the mountain backdrop in the south. The proposed maximum BH of 125-135mPD and PR of 6.7-7.0 of the Sites is still lower than the maximum BH of commercial and residential development to the south and southeast of the Sites (i.e. 140-185mPD). Although the proposed increase in BH will</p> |                               |                               |                               |  | Noted.                        |

|  | <b>Comments</b>   | <b>Housing Department's Response</b>      |
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|  | <p>render the stepped BH profile of Tung Chung Extension Area less prominent, the overall descending BH profile concept would still be maintained.</p> <p>6. As demonstrated by the photomontages, the proposed increase in BH and PR 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 podium setback from open space in Area 133A, landscape area in Area 133B and building block setback between Areas 133B and 133C to ameliorate the visual impact in the locality. Overall, significant adverse visual impact arising from the proposed minor relaxation of BHR and PR restriction is not anticipated.</p> <p><b>Air Ventilation</b></p> <p>7. An Air Ventilation Assessment – Expert Evaluation has been submitted to compare the ventilation performance of the Baseline Scheme, i.e. an OZP compliant scheme and the Proposed Scheme at pedestrian level.</p> <p>8. When comparing with the Baseline Scheme, the proposed scheme maintains the 20m east-west running NBA in Areas 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:</p> <p>(i) 9m setback from the west boundary and 13m setback from the north boundary above</p> | <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> |

|    | <b>Comments</b>  | <b>Housing Department's Response</b> |
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|    | <p>podium level (29.5mPD); and</p> <p>(ii) 15-17m wide building separation along the east-west axis between Areas 133A and 133B to allow E wind to penetrate through the site.</p> <p>9. 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 Baseline Scheme.</p>   | Noted.                               |
| 4. | <b><u>Environmental Protection Department</u></b> (17.5.2024)  |                                      |
|    | <p>We noted that the noise and air quality issues were assessed in the EAS report and the sewerage issue was assessed in the SIA report respectively. Both reports are considered to be acceptable to us. We also noted that the scenario of the screening buildings in TCAs 129 and 130 temporarily not in place was not assessed in the EAS. Still, we consider the EAS acceptable as both the rail noise and the traffic noise issues for the scenario of the screening buildings in TCAs 129 and 130 temporarily not in place have been addressed separately in an Environmental Review Report (ERR), namely, "Review on Potential Noise Impact at Area 133 with Interim Omission of Buildings in Area 129 and 130 (Ref. ER-05) (May 2024)". The report was submitted by CEDD under the Tung Chung New Town Extension EIA. The findings in the ERR is considered to be acceptable as well.</p> | Noted.                               |
| 5. | <b><u>Fire Services Department</u></b> (21.5.2024)   |                                      |
|    | <p>Please be advised that I have no specific comment on the captioned application. Detailed fire safety requirements will be formulated upon receipt of formal submission</p>  | Noted.                               |

|    | <b>Comments</b>  | <b>Housing Department's Response</b>   |
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|    | <p>of general building plans and referral from relevant licensing authority.</p> <p>Furthermore, the EVA provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.</p>   | Noted.   |
| 6. | <b><u>Electrical and Mechanical Department</u></b> (22.5.2024)   |  |
|    | <ol style="list-style-type: none"> <li>1. Is the cooling capacity of 800 cooling tons recommended by Housing on 5 October 2022 adequate for Area 133A, considering the relaxation of plot ratio restrictions?</li> <li>2. According to your previous advice, no commercial facilities will be designed in Area 133B and 133C and there should be no connection to the DCS. However, are there any commercial facilities that require district cooling services allowed within Area 133B and 133C after the relaxation of plot ratio restrictions?</li> </ol> | <p>It is confirmed that the cooling capacity is sufficient, considering the relaxation of plot ratio.</p> <p>There is no commercial facilities that require district cooling services within Tung Chung Area (TC) 133 B &amp; C after the relaxation of plot ratio restrictions.</p> |
| 7. | <b><u>Food and Environmental Hygiene Department</u></b> (23.5.2024)  |  |
|    | <p><b><u>Schematic Drawings for Tung Chung Area 133A at Appendix 1A</u></b></p> <p>The site boundary of the proposed public market at Area 133A is of rectangular shape with a portion encroaching on the non-building area. However, ArchSD has previously informed that the footprint of the bridge connecting Block 1 of housing site to market site will be Site Coverage countable. ArchSD had discussed the matter with HD earlier and HD has no objection to modifying the site boundary of market site (as extracted</p>                             | Noted. HD will further review with Food and Environmental Hygiene Department (FEHD)/Architectural Services Department (ArchSD) at detailed design stage for exact setting out of the notional site boundary of the proposed public market at TC 133A.                                |



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|    | <p>below) so as to maintain the market site area to be 6,000m<sup>2</sup> and the footbridge to remain inside housing site. The exact setting out will be further coordinated with HD. Therefore, the site boundary of the public market shall be subject to further review.</p> <p><b><u>Schematic Drawings for Area 133B PTI (including proposed Public Toilet)</u></b></p> <p>Please kindly note that our previous comments (copy attached below) the proposed public toilet (PT) in Area 133B PTI to HD dated 26 Oct 2023 as reiterated during the pre-submission circulation are still valid and have not been duly addressed in the pre-submission RtC. Subject to funding availability from the project proponent of the PTI (HD/TD), the location and extent of the 'PT' as indicated in the current submission has not yet been agreed by FEHD. The applicant is thus requested to update us on the present position of our outstanding comments or FEHD will not be able to answer for any public comment or query in relation to future provision of PT services thereat. Subject to the applicant's timely response to our previous comments, we may consider to impose approving conditions on this planning application.</p> | <p>During recent coordination between Housing Bureau (HB) /Transport Department (TD)/Highway Department (HyD)/ Housing Department (HD), HB advised HyD that HB would invite HyD to be the Controlling Officer of the PTI project at TC 133, endorsement of the PDS was scheduled in end of 2024.</p> <p>Noted FEHD's comments in location and extent of the PT. Kindly note that the drawings in s.16 are remarked "<i>for reference only and subject to design review</i>". HD will further liaise with the concerned department including FEHD at detailed design stage.</p> |
| 8. | <b><u>Leisure and Cultural Services Department</u></b> (23.5.2024)   |  |
|    | <p><b><u>Comments from SD/NTW</u></b></p> <p>LCSD has no comment on the Hong Kong Housing Authority (HKHA)'s proposed minor relaxation of plot ratios and building height restrictions for permitted public housing developments on the subject sites.</p>   | Noted.   |

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| <p>Furthermore, the EVA provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by the Buildings Department.</p> <p>Government's vision is to build a quality, liveable living environment for her people, and the public has rightly been aspiring to such. It is HKHA's duty under the Housing Ordinance to secure the provision of housing and such amenities ancillary thereto as HKHA thinks fit for such kinds or classes of persons as HKHA may, subject to the approval of the Chief Executive, determine. If HKHA determines to provide housing which is devoid of recreation facilities as amenities ancillary thereto for the particular kinds or classes of persons involved, subject to CE's approval, it will be a decision that HKHA will have to justify or defend for itself.</p> <p>On the interface issue between the public housing developments and their adjoining open spaces, HKHA needs to liaise with CEDD/LCSD and obtain their comments and prior agreement beforehand.</p> <p><b><u>Nil comment from IsDLSO</u></b></p> <p>For the proposed provision of Dedicated Pedestrian Zone (DPZ) in Area 133A, please note that our previous comments on the DPZ below are still valid for your observation and compliance.</p> <p><i>“Given the site constraints as elaborated by HD at the meeting among LCSD, HD, PlanD</i></p> | <p>Code of Practice for Fire Safety in Buildings 2011 will be complied.</p> <p>Proposed recreational facilities in public housing developments were agreed among concerned departments in the approved planning briefs.</p> <p>Noted.</p> <p>Noted. Interfacing with open space at TC 145B will be further coordinated with LCSD at detailed design stage.</p> |
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and CEDD on 9 Jun 2022 and PlanD has expressed that the concerned DPZ/EVA (the 6m-wide zone or area at an absolute minimum) as part of the Linear Park in Area 145B adjacent to PHD in Area 133 can be carved out without affecting HD's Net Site Area and GFA calculation, LCSD has no objection towards the DPZ proposal to facilitate the concerned housing development for meeting the statutory requirements of the concerned authorities. That said, prior agreement on the exact areas to be carved out from the Linear Park in Area 145B should be reached amongst the concerned departments, including PlanD, LandsD, CEDD and LCSD, with administrative logistics and relevant formalities such as planning application, liaison with LandsD and other relevant departments on site boundary and engineering conditions, etc, to be led and handled by HD. Besides, the exit/entrance of the wet market should not be designed facing LCSD's Linear Park for avoidance of anticipated management problem. HD and ArchSD should closely liaise with CEDD, the works agents of LCSD's Linear Park, on the interfacing issues with LCSD's prior comments sought as appropriate. HD will be responsible for the management and maintenance of the DPZ and should also be responsible for monitoring the management of DPZ, e.g. interfacing issue with the nearby retail facilities, to ensure that it will serve the required purpose.”

**Comments from CEDD (in connection with the interfacing with the Linear Park in Area 145B)**

The Applicant does not provide any information on the interface area between

Noted. The design at the interfacing with open space at TC145B will be further coordinated

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| <p>Area 133A and Area 145B in the drawing TCA 133A Landscape Master Plan (IS29/-/S16/L/LMP-01). The Applicant should provide suitable planting and furniture to maintain reasonable greenery, tree canopies and seatings for residents / open space users. The Applicant should indicate appropriate future connections with the open space and indicate the proposed paving material in the landscape master plan for coordination.</p> <p>There are discrepancies between the drawings in Appendix 1A and Appendix 2A. The hatched at-grade open space 地面休憩空間 near Block 2 of Area 133A in Appendix 1A was found empty in the Landscape Master Plan in Appendix 2A. The proposed layout and design of the concerned area are to be clarified by the Applicant.</p> <p>The proposed layout at the Non-Building Area near the future wet market is to be revised to accommodate future pedestrian circulation. The current layout is too congested with planters, the main entrance of the housing estate, and the wet market. The convergence of circulation paths at one location is undesirable.</p> <p>The Applicant should note the open space at Area 145B will be open to the public 24/7, and there is no fence or gates at the interface with Area 133B. In the drawings provided, the Applicant should clarify that no fence, wall, kerb or railing at the boundary of Area 145B, and barrier-free passages shall be allowed at all times.</p> <p>For the TCA 133A Landscape Master Plan (IS29/-/S16/L/LMP-01), the Applicant should</p> | <p>with LCSD at detailed design stage.</p> <p>The concerned empty area near Block 2 is roof of kindergarten.</p> <p>Noted. The circulation at the entrance will be further coordinated with ArchSD at detailed design stage.</p> <p>Noted. Interfacing with open space at TC 145B will be further coordinated with LCSD at detailed design stage.</p> <p>The concerned grey dotted line is representing the proposed EVA.</p> |
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| <p>clarify the grey dotted line with annotation. Please provide annotations for easier understanding of the proposed finish floor levels, paving material and furniture.</p> <p>For the drawing IS29/-/S16/L/LO-01 in Appendix 2A, the Applicant should provide greenery treatment along the interface area between Area 133A and Area 145B.</p> <p>The Applicant should review the combination of 6m wide EVA + 10m wide commercial frontage or a 6m footpath and 10m wide commercial frontage along the interface between Area 133A and Area 145B, the paved area will be highly exposed to sunshine. The Applicant should ensure sufficient drainage and lighting will be provided.</p> <p>Please indicate the proposed finish floor level of EVA in the drawing IS29/-/S16/A/LO-01 in Appendix 1A for reference.</p> <p>The Applicant should provide sufficient drainage at the lot boundary, and all surface runoff shall not flow outside the lot boundary.</p> <p>The Applicant should provide fixed and durable demarcation along the lot boundary.</p> <p>The Applicant should clarify the legend of the jogging path in the Landscape Master Plan (IS29/-/S16/L/LMP-01). The Applicant should not directly connect any jogging path to the open space.</p> <p>The Applicant should match the paving material at the NBA area with the paving material of the open space.</p> | <p>Noted. Buffer greening will be provided along the interfacing area outside the EVA.</p> <p>6m wide EVA is required to serve the public housing development. We will ensure sufficient drainage and lighting provision along the concerned area.</p> <p>The proposed finish floor level will be at about +6mPD subject to detail design.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Selection of paving material will be further coordinated with LCSD at detailed design stage.</p> |
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| 9. | <b><u>Transport Department</u></b> (24.5.2024)  |  |
|    | <p>The applicant should advise that the following of HKPSG are complied with:</p> <p>(a) The car parking spaces should also be of “shared-use” by van-type light goods vehicles or taxis in addition to the private cars.</p> <p>(b) The light goods vehicles parking spaces should be of “shared-use” by light goods vehicles and light buses. The dimensions are 8m in length, 3.5m in width and 3.6m in minimum headroom.</p> <p>(c) The loading/unloading bays provided for each residential block should be of “shared-use” by coaches/buses and medium/heavy goods vehicles for overnight parking. The dimensions are 12m in length, 3.5m in width and 4.7m in minimum headroom.</p> <p>(d) Apart from residential blocks, the loading/unloading bays at estate commercial centres or any other retail/commercial developments should also be utilized by coaches/buses and medium/heavy goods vehicles for overnight parking.</p> <p>(e) Sufficient carparking provisions, taxi and private car lay-bys and loading/unloading provisions, if necessary, should be allowed within the Sites for the kindergarten.</p> | <p>Noted.</p> <p>Noted.</p> <p>Noted for the dimensions. The loading/unloading bays may be utilised for overnight parking in accordance with HKPSG. The loading/unloading standard including the overnight parking requirement should be applied with due consideration of the site constraint and local situation.</p> <p>Loading/unloading bay may be utilised for overnight parking in accordance with HKPSG. The loading/unloading standard including the overnight parking requirement should be applied with due consideration of the site constraint and local situation.</p> <p>For TC 133A – One loading / unloading bays for domestic will share use with other non-domestic facilities which include kindergarten.</p> <p>For TC 133B – One loading / unloading bays for domestic will share use with other non-domestic facilities which include kindergarten.</p> <p>For TC 133C – One loading / unloading area for</p> |

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|  |  | welfare facilities will share use with non-domestic facilities which include kindergarten. |
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The following 13 departments have no comments:

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| 1.  | Highways Department (3.5.2024)   |
| 2.  | Water Supplies Department (8.5.2024)   |
| 3.  | Government Flying Service (12.5.2024)  |
| 4.  | Drainage Services Department (14.5.2024)   |
| 5.  | Architectural Services Department (16.5.2024)  |
| 6.  | Education Bureau (17.5.2024)   |
| 7.  | Civil Engineering and Development Department (Geotechnical Engineering Office) (17.5.2024) |
| 8.  | Social Welfare Department (20.5.2024)  |
| 9.  | Hong Kong Police Force (21.5.2024)   |
| 10. | Electrical and Mechanical Services Department (22.5.2024)                                  |
| 11. | Civil Engineering and Development Department (Sustainable Lantau Office) (28.5.2024)       |
| 12. | Home Affairs Department (30.5.2024)  |
| 13. | Planning Department (Sai Kung & Island District Planning Office) (30.5.2024)               |