

SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR
PERMITTED FLAT (POLICE MARRIED QUARTERS) IN “GOVERNMENT, INSTITUTION
OR COMMUNITY(1)” ZONE AND PROPOSED FLAT (POLICE MARRIED QUARTERS)
IN “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONE IN GOVERNMENT LAND
AT TUNG CHUNG AREAS 134 AND 135, TUNG CHUNG, LANTAU ISLAND**

- Supplementary Planning Statement -

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“GOVERNMENT, INSTITUTION OR COMMUNITY” ZONE IN
GOVERNMENT LAND AT TUNG CHUNG AREAS 134 AND 135,
TUNG CHUNG, LANTAU ISLAND**

SECTION 16 PLANNING APPLICATION

Supplementary Planning Statement

Applicant	Hong Kong Police Force
Planning Consultant and Submitting Agent	Townland Consultants Limited
Architect	Ivanho Architect Limited
Landscape Architect and Visual Impact Specialist	Stephen Lai Studio Limited
Environmental and Infrastructural Consultant	Allied Environmental Consultants Limited
Traffic Consultant	CKM Asia Limited

File Reference: ASD/TCNTE

For and on behalf of Townland Consultants Limited

Approved by :  _____

Position : Associate Director _____

Date : 11 September 2025 _____

11 September 2025

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EXECUTIVE SUMMARY

This Section 16 (“**S16**”) Planning Application is submitted on behalf of Hong Kong Police Force (“**HKPF**” / the “**Applicant**”), to seek permission from the Town Planning Board (“**TPB**” / the “**BOARD**”) for the Proposed Junior Police Officers Married Quarters (“**Proposed JPOMQ**”) with Minor Relaxation of Building Height (“**BH**”) Restriction at Tung Chung (“**TC**”) Areas 134 and 135, Lantau Island (“**Application Site**” / the “**Site**”).

The Application Site is predominantly zoned “Government, Institution or Community (1)” (“**G/IC(1)**”) with minor encroachment into the “Government, Institution or Community” (“**G/IC**”) zone on the Approved Tung Chung Extension Area Outline Zoning Plan No. S/I-TCE/2 (“**Approved OZP**”). The “G/IC” and “G/IC(1)” zones are subject to BH restrictions of 50mPD and 70mPD respectively. The Application Site is not subject to Plot Ratio (“**PR**”) / Gross Floor Area (“**GFA**”) restrictions. Whilst ‘Flat (Government Staff Quarters only)’ is a Column 1 use always permitted within the “G/IC(1)” zone, permission for ‘Flat (not elsewhere specified)’ within the “G/IC” zone is required.

To address HKPF’s demand for departmental quarters (“**DQs**”) for married junior police officers (“**JPOs**”), minor relaxation of BH Restriction of the “G/IC (1)” zone from 70mPD to 105mPD is hereby sought to optimise the site potential to increase DQ units supply and to facilitate the adoption of Modular Integrated Construction (“**MiC**”) method. Permission for ‘Flat (not elsewhere specified)’ use within the “G/IC” zone is also being sought under the current S16 Planning Application.

The Proposed JPOMQ is justified on the following grounds:

- The Proposed JPOMQ with minor relaxation of BH Restriction is in line with the Statutory Planning Intention of the “G/IC” zone and Government Policy and Initiatives to fully utilise the development potential of the Application Site and facilitate the adoption of MiC method;
- The Proposed JPOMQ helps meet the pressing demand for DQs units and allow for more efficient use of available land supply for housing supply;
- The Proposed BH is compatible with the surrounding development context and will not jeopardise the stepped building height profile in the TC East;
- The Proposed JPOMQ will not set an undesirable precedent; and
- The Proposed JPOMQ will not induce adverse infrastructural, environmental and visual impacts.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

行政摘要

（內文如有差異，以英文版本為準）

根據《城市規劃條例》第十六條，我司代表香港警務處（下稱「**警務處**」或「**申請人**」）向城市規劃委員會（下稱「**城規會**」）呈交規劃申請書，請求批准於大嶼山東涌第 134 及 135 區（下稱「**申請地點**」或「**地盤**」）興建擬議已婚初級警務人員宿舍（下稱「**擬議警察宿舍**」）並略為放寬建築物高度限制。

申請地點主要座落於《東涌擴展區分區計劃大綱核准圖編號 S / I-TCE / 2》（下稱「**核准圖**」）中的「政府、機構或社區（1）」地帶並略微延伸至毗連「政府、機構或社區」地帶。「政府、機構或社區」及「政府、機構或社區（1）」地帶的建築物高度限制分別為主水平基準以上 50 米及主水平基準以上 70 米。申請地點不受任何地積比率或總樓面面積限制。儘管「分層住宅（只限政府員工宿舍）」屬「政府、機構或社區（1）」地帶第一欄經常准許的用途，但「分層住宅（未另有列明者）」屬「政府、機構或社區」地帶中須先向城規會申請的用途。

為滿足警務處已婚初級警務人員對部門宿舍的需求，此申請擬議把「政府、機構或社區（1）」地帶的建築物高度限制由主水平基準以上 70 米略為放寬至主水平基準以上 105 米，以釋放地盤發展潛力、增加部門宿舍單位供應和推展採用「組裝合成」建築法。申請人亦會就「政府、機構或社區」地帶中的「分層住宅（未另有列明者）」作出申請。

擬議警察宿舍具備以下充分理據的支持：

- 擬議警察宿舍並略為放寬建築物高度限制符合「政府、機構或社區」地帶的法定規劃意向及政府政策和措施，旨在充分釋放申請地點的發展潛力並推展採用「組裝合成」建築法；
- 擬議警察宿舍有助滿足部門宿舍單位的迫切需求，並能更有效地運用現有土地資源以增加房屋供應；
- 擬議建築高度與周邊發展相容，並且不會破壞東涌東的梯級式建築設計；
- 擬議警察宿舍將不會立下不良先例；及
- 擬議警察宿舍將不會造成負面基礎建設、環境和視覺影響。

基於上述支持理據及此補充規劃文件內的詳述資料，懇請城規會委員對是項申請作出正面的考慮。

Reference: ASD/TCNTE
Date: 11 September 2025

TO THE TOWN PLANNING BOARD:

**SECTION 16 PLANNING APPLICATION
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
FOR PERMITTED FLAT (POLICE MARRIED QUARTERS) IN “GOVERNMENT, INSTITUTION OR
COMMUNITY (1)” ZONE AND PROPOSED FLAT (POLICE MARRIED QUARTERS)
IN “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONE IN GOVERNMENT LAND
AT TUNG CHUNG AREAS 134 AND 135, TUNG CHUNG, LANTAU ISLAND**

1. INTRODUCTION

- 1.1 We are instructed by the Hong Kong Police Force (“HKPF” / the “**Applicant**”) to submit this Section 16 (“**S16**”) Planning Application to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for the Proposed Junior Police Officers Married Quarters (“**Proposed JPOMQ**”) with Minor Relaxation of Building Height (“**BH**”) Restriction at Tung Chung (“**TC**”) Areas 134 and 135, Lantau Island (“**Application Site**”/ the “**Site**”).
- 1.2 The Application Site is located in Tung Chung East (“**TCE**”) of Tung Chung New Town Extension (“**TCNTE**”) and is reserved for the development of a Police Married Quarters (“**PMQ**”) per the Adopted Tung Chung Extension Area Outline Development Plan No. D/I-TCE/1 (“**Adopted ODP**”). According to the Approved Tung Chung Extension Area Outline Zoning Plan No. S/I-TCE/2 (“**Approved OZP**”) gazetted on 17 February 2017, the Application Site is predominantly zoned “Government, Institution or Community (1)” (“**G/IC(1)**”) with minor encroachment into the “Government, Institution or Community” (“**G/IC**”) zone. The “G/IC” and “G/IC(1)” zones are subject to BH restrictions of 50mPD and 70mPD respectively.
- 1.3 To address HKPF’s demand for departmental quarters (“**DQs**”) for married junior police officers (“**JPOs**”), minor relaxation of BH Restriction of the “G/IC (1)” zone from 70mPD to 105mPD is hereby sought to optimise the site potential to increase DQ units supply and to facilitate the adoption of Modular Integrated Construction (“**MiC**”) method. Whilst ‘Flat (Government Staff Quarters only)’ is a Column 1 use always permitted within the “G/IC(1)” zone, permission for ‘Flat (not elsewhere specified)’ within the “G/IC” zone is required and is also being sought under the current S16 Planning Application.
- 1.4 This Supplementary Planning Statement (“**SPS**”) provides information on the Application to facilitate the BOARD’s consideration. The following Sections will provide a description of the Application Site and its surroundings, the planning context, details of the Proposed JPOMQ and justifications in support of the Application.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Delineation of Site Boundary

- 2.1.1 The Application Site is located on newly reclaimed land in TC Areas 134 and 135 at the junction of planned Road D2 and Road L7, north of the North Lantau Highway and railway tracks of the MTR Tung Chung and Airport Express Lines (**Figures 2.1 and 2.2** refers). The Application Site is also located in proximity to the Hong Kong International Airport and falls within the Airport Height Restriction (“**AHR**”) band of 145mPD to 180mPD. Per the Adopted ODP, the Application Site abuts a site planned for other educational uses at TC Area 135 to the north and a planned public housing site at TC Area 133C to the west. As agreed with Education Bureau (“**EDB**”), a minor northward adjustment to the northern boundary abutting TC Area 135 (involving an area of about 289m²) has been made to optimise the developable area for the Proposed JPOMQ. Furthermore, a corner splay (lead to a reduction in site area of about 76m²) facing the junction of the planned Road D2 and Road L7 has been incorporated to improve the sightline of drivers and the pedestrian environment. In this regard, the Proposed Site Boundary is approx. 4,876m² (about 4,587m² and 289m² of the Site is zoned “G/IC(1)” and “G/IC” respectively).
- 2.1.2 The Application Site is currently undergoing site formation works coordinated by Civil Engineering and Development Department (“**CEDD**”).

2.2 Surrounding Land Uses

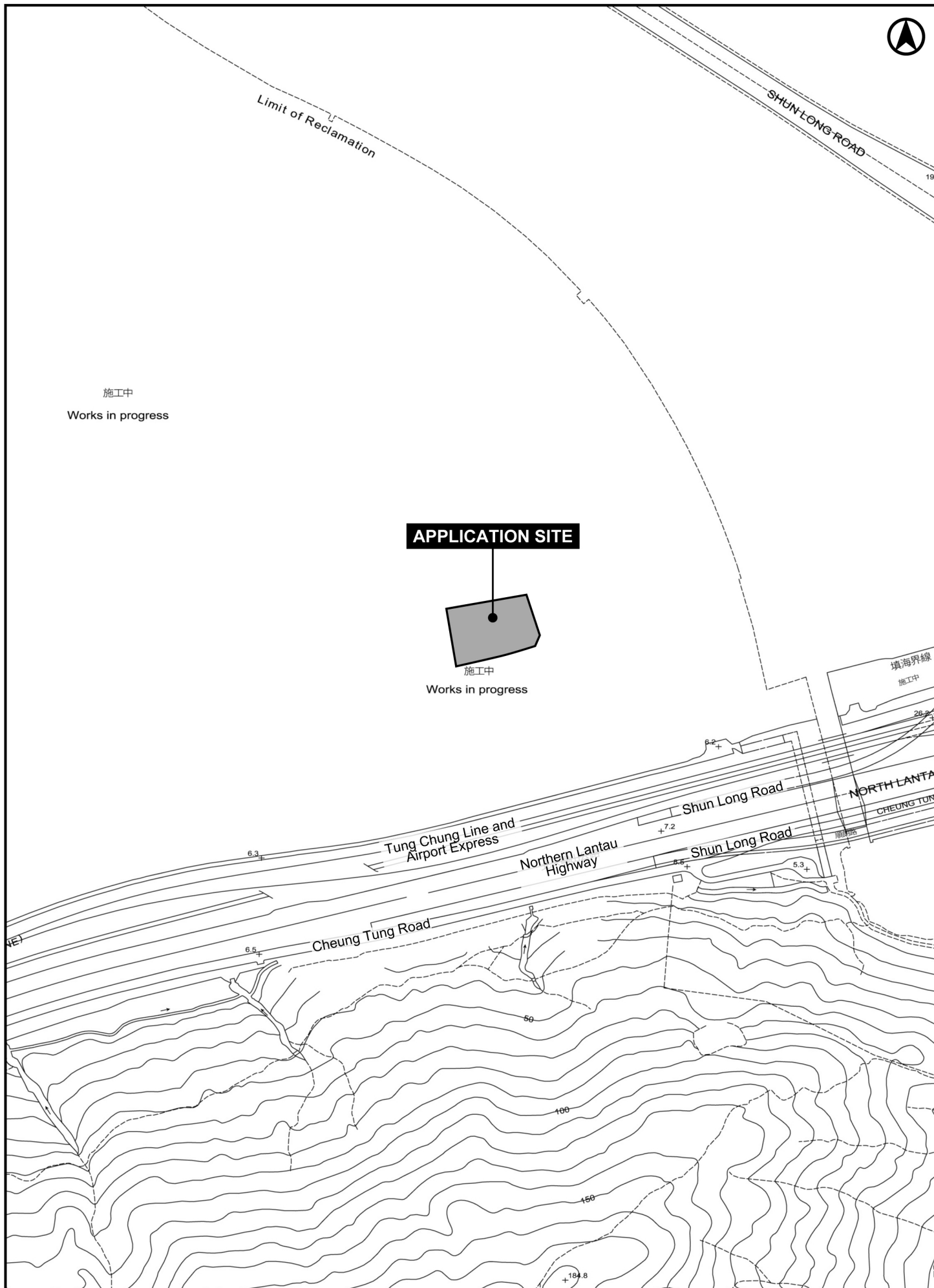
- 2.2.1 The land use pattern around the Application Site is characterised by a mix of planned high-rise residential and commercial developments and Government, Institution and Community (“**GIC**”) facilities (**Figure 2.2** refers):
- Areas to the northeast, east and south of Site are mainly reserved for GIC facilities, including a sports ground at TC Area 138, a post-secondary institution and other educational uses at TC Area 137, a fire station at TC Area 136, a police station at TC Area 131 and a sewage pumping station at TC Area 132, while the site directly abutting the northern boundary of the Application Site is also reserved for other educational uses at TC Area 135. A planned waterfront promenade that runs in north-south direction is located to the further east of the Site.
 - Two (2) planned commercial developments are located to the southwest of the Site at TC Areas 129 and 130. Along with the planned commercial and residential development cum public transport interchange (“**PTI**”) at TC Area 113B located in close proximity to the planned MTR TCE Station at TC Area 112 to the further southwest of the Site, a commercial belt is envisioned along the North Lantau Highway to provide regional office/retail facilities.
 - Three (3) planned public housing developments with local commercial and community facilities (e.g. kindergarten and social welfare facilities) at TC Areas 133A, 133B and 133C are located to the west and northwest of the Site. A S16 Planning Application (Application No. A/I-TCE/4) for Minor Relaxation of Plot Ratio (“**PR**”) and BH Restrictions was approved on 21 June 2024 for the planned public housing sites. A PTI is also planned at TC Area 133B.

2.3 Land Status

- 2.3.1 The Application Site is situated within the Simplified Temporary Land Allocation No. GLA-TIS 117/2017 which is currently allocated to CEDD for the reclamation, site formation and infrastructural works for TCE. The Site will be handed over upon completion of site formation works.

2.4 Accessibility

- 2.4.1 The Application Site will be accessible via planned Road L7 which will conveniently connect the Site to North Lantau Highway. The planned MTR TCE Station will be located approx. 600m to the southwest of the Site serving the future residents of TCE. Two (2) planned PTIs are located at TC Area 113 to the further west of the Site and Area 133B to the northwest of the Site respectively (**Figure 2.2** refers).



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FIGURE 2.1 SITE LOCATION PLAN
SCALE 1 : 5,000

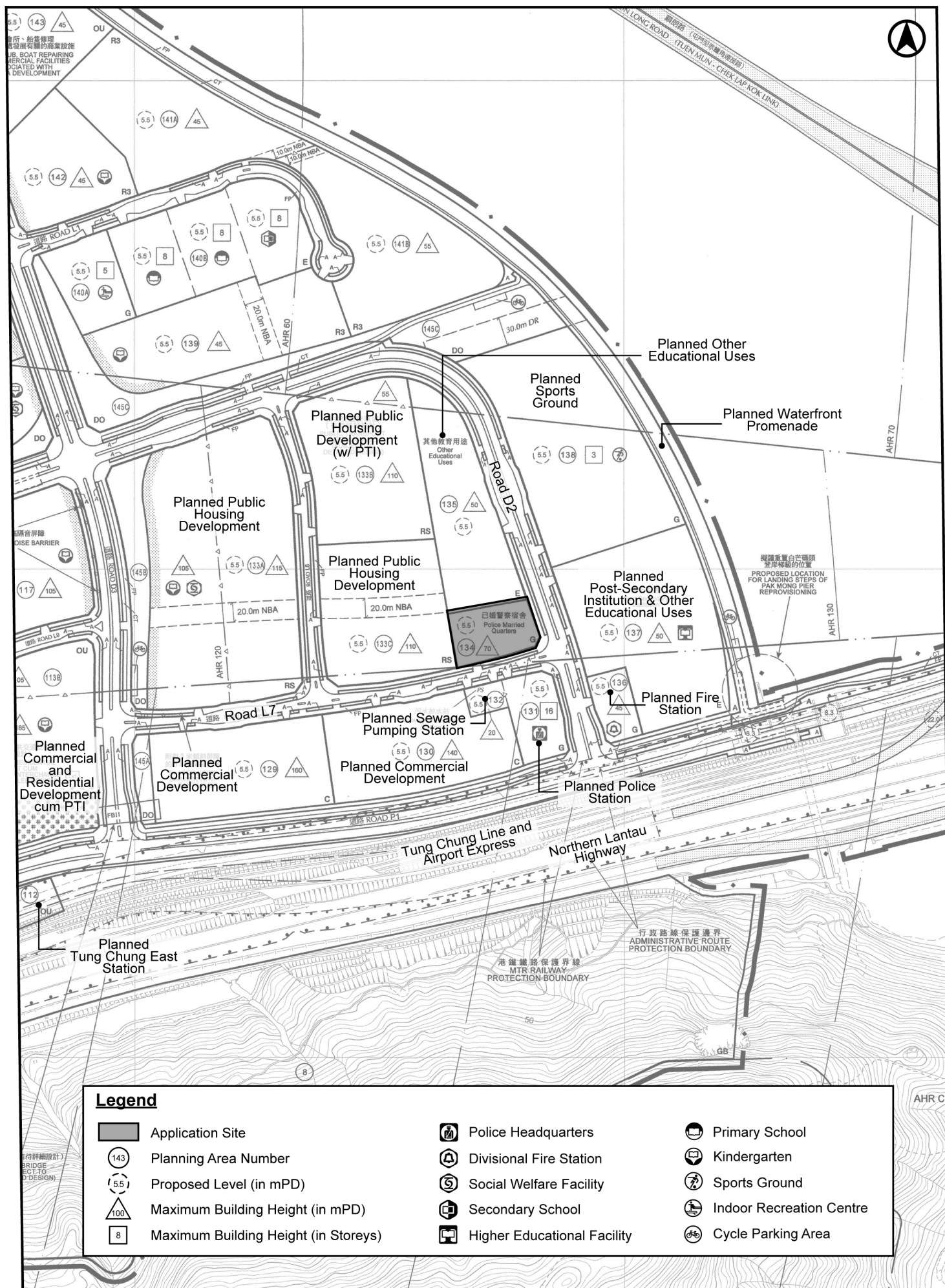


FIGURE 2.2 ADOPTED TUNG CHUNG EXTENSION AREA OUTLINE DEVELOPMENT PLAN NO. D/I-TCE/1 (EXTRACT)
SCALE 1 : 5,000

3. PLANNING CONTEXT

3.1 Statutory Planning Context

Approved Tung Chung Extension Area Outline Zoning Plan No. S/I-TCE/2

- 3.1.1 The Application Site is predominantly zoned “G/IC(1)” with a minor encroachment into the “G/IC” zone on the Approved OZP (**Figure 3.1** refers). According to the Statutory Notes of the Approved OZP, the “G/IC” zone is intended “*primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments*”.
- 3.1.2 While ‘Flat (Government Staff Quarters only)’ is a Column 1 use always permitted under the “G/IC(1)” zone, permission for ‘Flat (not elsewhere specified)’ in the “G/IC” zone is required. (**Figure 3.2** refers).
- 3.1.3 In addition, the Approved OZP stipulates a BH restriction of 70mPD and 50mPD in the “G/IC(1)” and “G/IC” zones respectively. Based on individual merits of a development proposal, minor relaxation of the BH restrictions may be considered by TPB on application under S16 of the TPO.
- 3.1.4 The Application Site is not subject to PR / Gross Floor Area (“**GFA**”) restrictions.

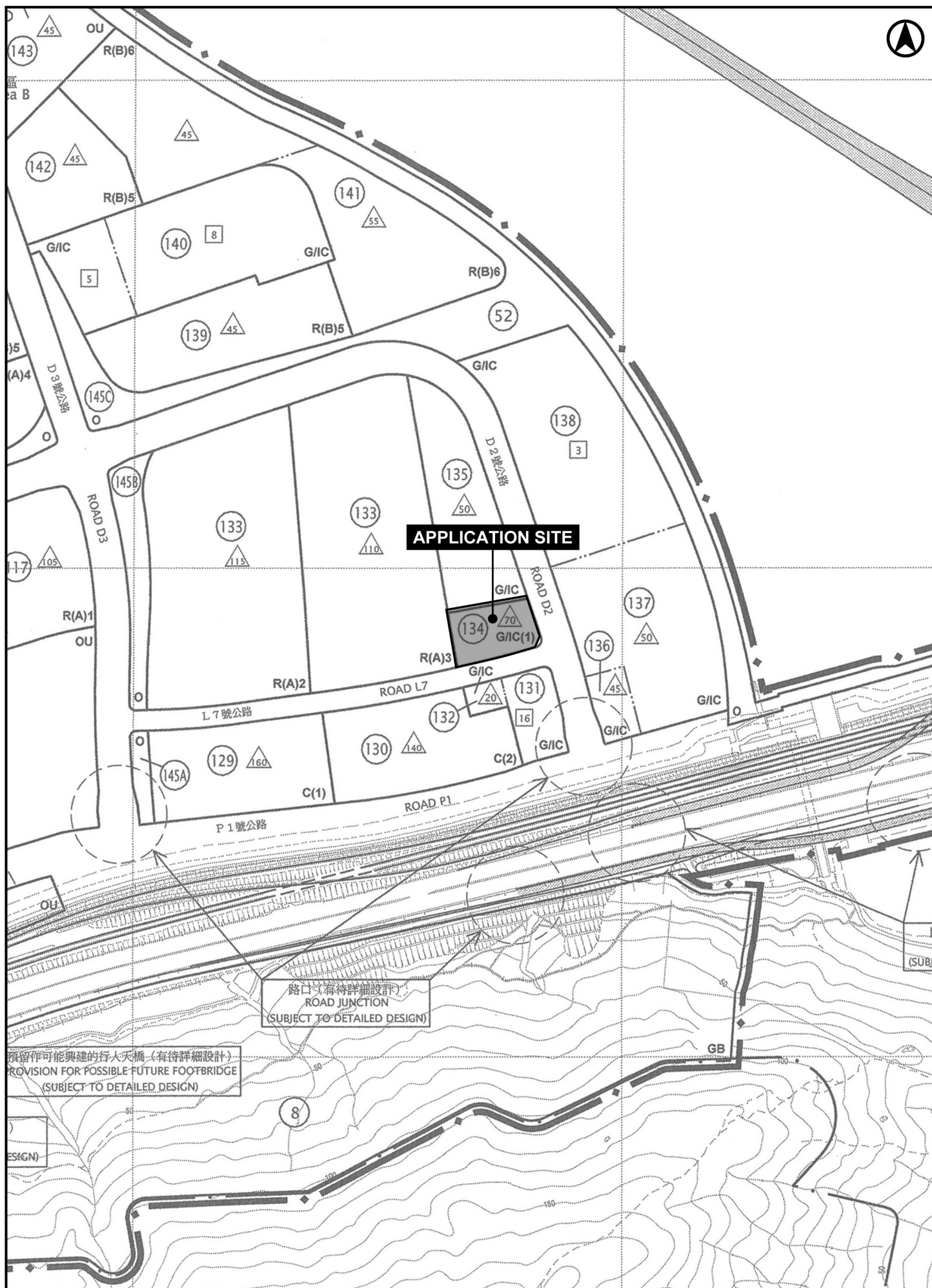
3.2 Non-Statutory Planning Context

Tung Chung New Town Extension Study

- 3.2.1 To address the housing demand and development needs of the territory, CEDD and Planning Department (“**Pland**”) jointly commissioned the Planning and Engineering Study on the Remaining Development in Tung Chung - Feasibility Study (the “**P&E Study**”) under Agreement No. CE 32/2011 (CE) in 2012. The overall objective of the P&E Study was to explore the feasibility of extending Tung Chung to the east and west to form an integrated new community with local employment opportunities and various community facilities to meet the demand of the local residents, and with a balance for development and conservation. Two potential expansion areas, namely TCE and Tung Chung West (“**TCW**”), were identified to the east and west of Tung Chung New Town for new developments. TCE, where the Application Site is located, was planned with housing and regional commercial developments to capitalise the accessibility to the planned MTR TCE Station.
- 3.2.2 According to the P&E Study, the Site is reserved for development of a PMQ as requested by the HKPF. There are no PR or GFA proposals pertaining the Application Site. Pursuant to the Preliminary Layout Plan formulated under the P&E Study (“**Preliminary Scheme**”) (**Figure 3.3** refers), one residential block with maximum BH of 70mPD was assumed on the Application Site. The initial development parameters were made reference to the Tuen Mun Wu Hong Police Quarters.

Policy Address

- 3.2.3 The Policy Address is the annual address made by the Chief Executive (“**CE**”) of Hong Kong outlining the policy objectives of the Government for the following year. As reflected in past Policy Addresses, the Government is determined to increase the supply for DQs and enhance the speed and efficiency in land creation and housing provision. Optimisation of the use of existing land to unleash development potential is also one of the directives in addressing the shortfall of land.



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FIGURE 3.1 APPROVED TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/2 (EXTRACT)
SCALE 1 : 5,000

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Flat (Government Staff Quarters only, on land designated "G/IC(1)" only)	Flat (not elsewhere specified)
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Holiday Camp
Hospital	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Institutional Use (not elsewhere specified)	Off-course Betting Centre
Library	Office
Market	Petrol Filling Station
Place of Recreation, Sports or Culture	Place of Entertainment
Public Clinic	Private Club
Public Convenience	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Public Transport Terminus or Station	Residential Institution
Public Utility Installation	Sewage Treatment/Screening Plant
Public Vehicle Park (excluding container vehicle)	Shop and Services
Recyclable Collection Centre	Utility Installation for Private Project
Religious Institution	
Research, Design and Development Centre	
School	
Service Reservoir	
Social Welfare Facility	
Training Centre	
Wholesale Trade	

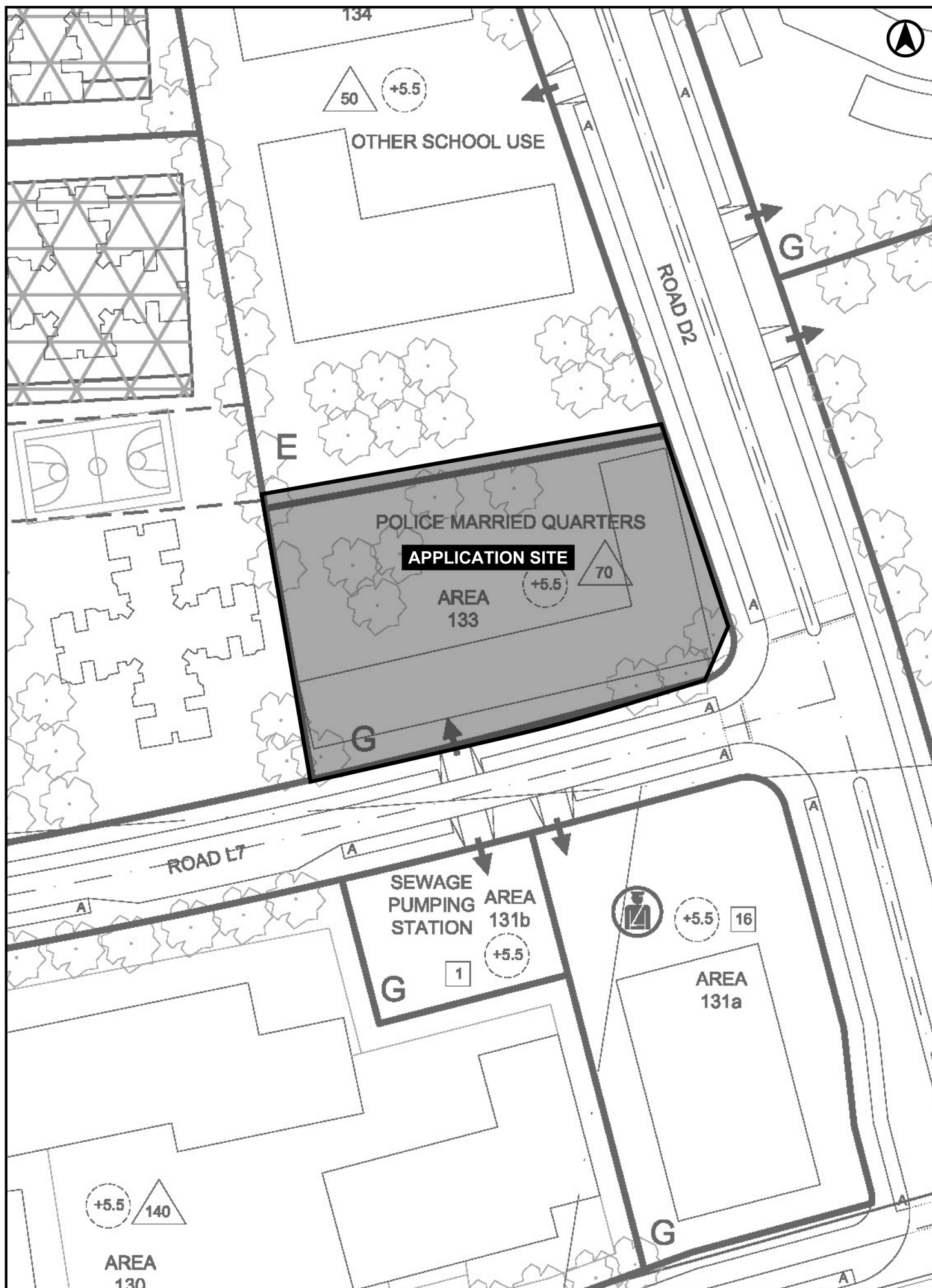
Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)Remarks

- (a) 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 the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the relevant maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



ASD/TCNTE

FIGURE 3.3 RODP SCHEME (EXTRACTED FROM PLANNING AND ENGINEERING STUDY ON THE REMAINING DEVELOPMENT IN TUNG CHUNG - FEASIBILITY STUDY)

SCALE 1 : 1,000

- 3.2.4 Recognising the need to maintain quality and efficient administration of the Government, the Government is determined to expedite the DQs for disciplined services to alleviate the shortfall. As announced in the 2014 Policy Address, the Government would expedite eight (8) DQ projects for disciplined services, aiming at providing more than 2,200 units by 2020 (**Para. 191 of 2014 Policy Address** refers). The initiatives to expedite DQ construction projects were also reflected in the Policy Agendas between 2015 – 2018.
- 3.2.5 Aside from emphasising on quantity via optimisation of land, the Government also encouraged a wider adoption of MiC method and other innovative construction approach in both public and private projects to shorten construction time, expedite the overall housing supply, reduce manpower in construction industry and enhance on-site safety. In the 2022 Policy Address, the Government recognised the need for wider adoption of MiC approach to enhance speed (**Para. 64 (iii) of 2022 Policy Address and P45 of Policy Measures** refer). Identification for more suitable projects for adoption of the MiC approach to speed up construction remains as specified tasks under the 2023 and 2024 Policy Addresses.

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (“HK2030+”)

- 3.2.6 HK2030+ is a long-term planning framework that will guide Hong Kong’s planning, land and infrastructure development, and shape Hong Kong’s built and natural environment beyond 2030. HK2030+ recognises the importance of enhancing liveability in a compact high-density city while promoting the health, age-friendliness, well-being, and quality living environment of Hong Kong people. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.
- 3.2.7 To enhance liveability in a compact high-density city, spatial planning and design shall be optimised and sufficient green spaces shall be provided. From the HK2030+, appropriate average flat sizes are identified to meet society’s aspiration for more spacious living environment, which promotes child-raising, family-building, “ageing in place” and to attract talents (*Final Report of HK2030+* refers).

Policy on the Adoption of MiC for New Building Works under the Capital Works Programme (“CWP”)

- 3.2.8 The Government is determined to lead by example in spearheading the wider adoption of MiC. According to Development Bureau (“DevB”) Technical Circular (Works) (“TC(W)”) No. 4/2024, new building works by the Government with total construction floor area larger than 300m² under the CWP to be tendered on or after 1 October 2024 shall adopt MiC as far as practicable. This Policy is applicable to a wide range of building types, including staff quarters, hostels, residential and care home, schools, office buildings, data centre and medical facilities. To avoid abortive design work and adverse impact to project cost and programme, consideration of adoption of MiC will be given in the early design stage.

3.3 Planning Precedents

- 3.3.1 There are a total of three (3) planning applications for minor relaxation of BH restrictions in the Approved OZP approved by the BOARD (**Table 3.1** below refers).

Table 3.1 Approved Planning Applications for Minor Relaxation of BH restrictions in Approved OZP

TPB Ref No.	Application For	Zone	Address	Approval Date
A/I-TCE/5	Proposed Minor Relaxation of BH Restriction (105mPD to 108.39mPD) for Permitted Public Housing Development	"R(A)1"	Government Land at Area 114 and Area 117, Tung Chung, Lantau Island	Approved on 04/10/2024
A/I-TCE/4	Proposed Minor Relaxation of PR and BH Restrictions (115mPD to 135mPD; 110mPD to 130mPD; 110mPD to 125mPD) for Permitted Public Housing Development	Area 133A: "R(A)2" and "O" Area 133B: "R(A)3" Area 133C: "R(A)3"	Government Land at Area 133A, Area 133B and Area 133C, Tung Chung, Lantau Island	Approved on 21/06/2024
A/I-TCE/3	Proposed Minor Relaxation of PR and BH Restrictions (110mPD to 125mPD) for Permitted Public Housing Development	"R(A)5"	Government Land at Area 103, Tung Chung, Lantau Island	Approved on 09/09/2022

- 3.3.2 Apart from similar planning precedents in the locality, there are numerous planning precedents for minor relaxation BH restrictions for the development of DQs. The details of the applications are listed in **Table 3.2** below.

Table 3.2 Approved Planning Applications for Minor Relaxation of BH restrictions for Development of DQs

TPB Ref No.	Application For	Zone	Address	Approval Date
A/K14/827	Proposed Minor Relaxation of BH Restriction (230mPD to 249.95mPD) for Permitted Government Use (Fire Station-cum-Ambulance Depot) and Proposed Flat (Departmental Quarters)	"G/IC(2)"	Government Land to the west of On Yu Road, Anderson Road Quarry Development, Kowloon	Approved with conditions on 27/10/2023
A/TKO/120	Proposed Flats (Departmental Quarters for Fire Services Department) with Permitted Fire Station-cum-Ambulance Depot and Minor Relaxation of BH Restriction (40m to 55.6m)	"G/IC (4)"	Government Land in Area 72, Tseung Kwan O	Approved with conditions on 04/09/2020
A/H3/440	Proposed Minor Relaxation of BH Restriction (80mPD to 104mPD) for Government Staff Quarters	"G/IC" and area shown as 'Road'	Western Police Married Quarters, 280 Des Voeux Road West, Sai Ying Pun, Hong Kong	Approved with conditions on 17/05/2019
A/TKO/105	Proposed Flat (Rank and File Quarters Units for Fire Services Department) and Proposed Minor Relaxation of BH Restriction (40m to 52m)	"G/IC (4)"	Government Land in Area 106, Pak Shing Kok, Tseung Kwan O	Approved with conditions on 18/03/2016
A/H15/266	Proposed Flat (Government Staff Quarters) with Minor Relaxation of BH Restriction (70mPD to 76.67mPD)	"G/IC"	Ex-Housing Department Staff Quarters site, Tin Wan Street, Tin Wan, Aberdeen	Approved with conditions on 08/01/2016

4. THE DEVELOPMENT PROPOSAL

4.1 The Proposed JPOMQ with Minor Relaxation of BH Restriction

- 4.1.1 To attract, retain and motivate staff to work in the disciplined services, it is the established policy of the Government to provide DQs to married disciplined services staff, subject to the availability of resources. As of July 2025, there is a shortfall of about 2,993 units for DQs for married JPOs of HKPF and the current average waiting time is 4.2 years. It is expected that there will be a continuing increase in the number of eligible staff for DQs in the future. In particular, with reference to the current structure of HKPF, Grades E to G¹ DQs are the most demanding types of DQs and HKPF is committed to enhancing the welfare of married JPOs by providing DQs with appropriate unit size for eligible applicants.
- 4.1.2 In this regard, opportunity is taken to fully utilise the development potential of the Application Site. Taking forward the design of the Proposed JPOMQ, the Applicant now proposes a two-tower design adopting a domestic PR of 6.5 providing 432 DQ units in varying sizes (from Grades E to G) for JPOs within the HKPF to address the pressing demand.
- 4.1.3 Minor relaxation of BH restriction from 70mPD to 105mPD is sought to accommodate the increased flat production in a cost-effective manner while adopting a balanced approach in accommodating various design requirements and overcoming design constraints (**Figure 4.1** also refers), including:

Environmental Constraints

- 4.1.4 Under Chapter 9 of the Hong Kong Planning Standards and Guidelines (“HKPSG”), minimum horizontal buffer zones are recommended for major roads (i.e. 10m for planned Road D2 a primary distributor and 5m for planned Road L7 as a local distributor) to mitigate adverse air quality impact associated with open-air vehicular emissions. Due to the small size of the Application Site, the resultant area for the disposition of the residential towers after taking into consideration the horizontal buffer distances have limited the design flexibility.
- 4.1.5 The Application Site may also potentially be impacted by road traffic noise from planned Road L7 and Road D2 which would require the residential towers to incorporate some horizontal separation and unique orientation to face away from the road as a design solution, in addition to potential mitigation measures such as acoustic fins and acoustic windows, to help alleviate potential noise impacts arising from anticipated traffic.

Geotechnical Constraints and Exemption of GFA for Aboveground Carpark

- 4.1.6 The Site is located within the Designated Area of the Northshore Lantau which was identified with complex geological conditions that would increase the complexity and cost of constructing an underground carpark and ultimately hinder the construction programme.
- 4.1.7 Furthermore, per the Guidelines for Parking Provision for New Disciplined Services Quarters Projects promulgated by Security Bureau (“SB”), all GFA for aboveground ancillary parking spaces for disciplined services quarters can be disregarded. In this connection, an aboveground carpark is proposed to cater the ancillary parking spaces and for enhancing the cost-effectiveness of the Proposed JPOMQ.

¹ The unit sizes (in saleable floor area) for Grades E, F and G are 85m², 70m² and 55m² respectively.

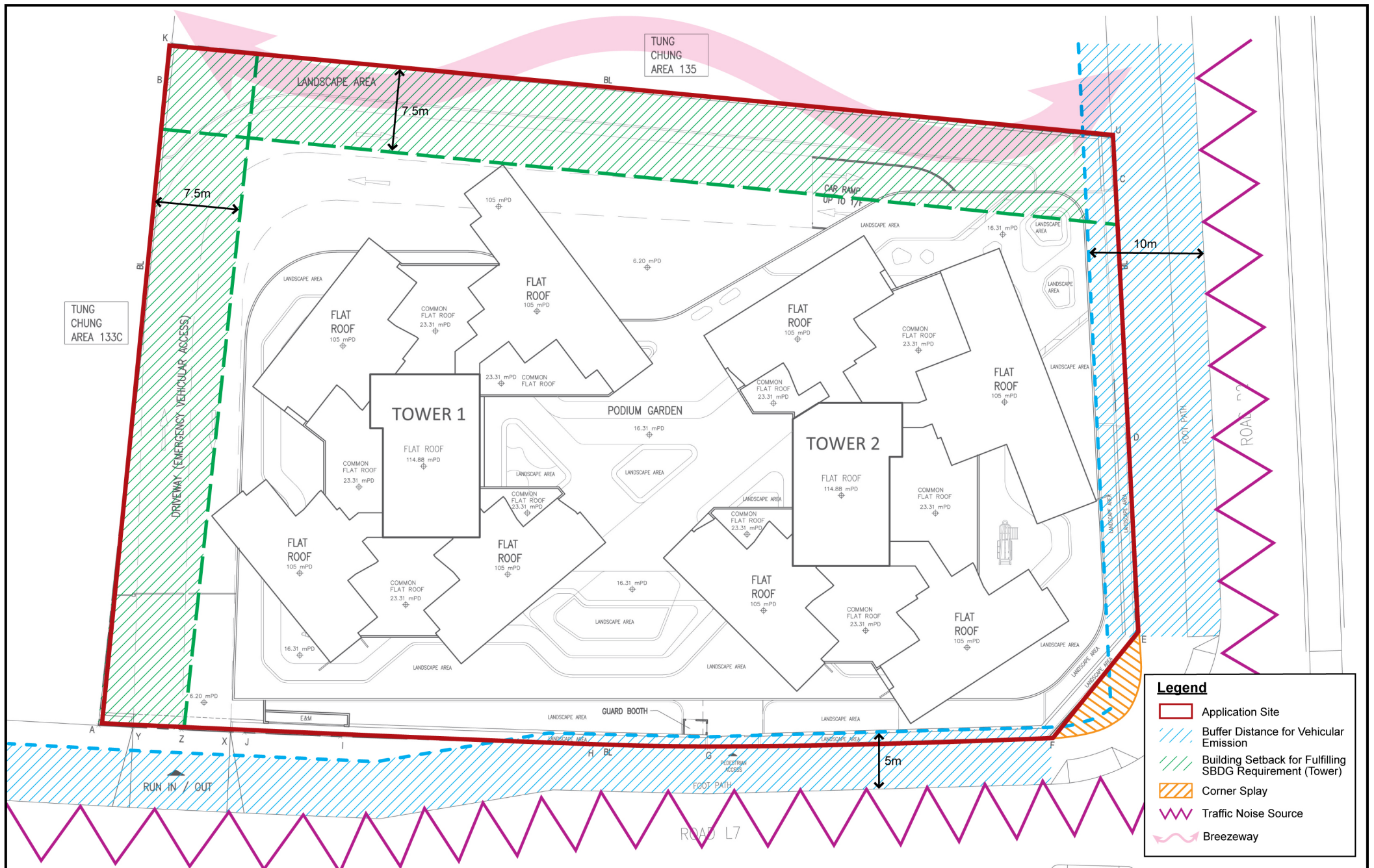


FIGURE 4.1 SITE AND DESIGN CONSTRAINTS PLAN

Accommodating Building Design to Address Statutory/ Non-statutory Requirements

- 4.1.8 Due to the limited size of the Application Site, the design of the residential towers has to carefully consider the prescribed window requirements under the Building (Planning) Regulation (“**B(P)R**”). This has limited the number of flats that can be accommodated per floor and the required number of storeys. The Proposed JPOMQ will comply with Sustainable Building Design Guidelines (“**SBDG**”), which specifies minimum building separation with the adjacent development sites, further confining the disposition of the building.
- 4.1.9 Furthermore, B(P)R allows for a permissible site coverage (“**SC**”) up to 37.5% for the Application Site, which limits the allowable floor space per floor for the residential towers and it is expected that the prevailing BH restriction would not be feasible to accommodate the targeted development intensity.

Adoption of MiC Method

- 4.1.10 To take forward the Government’s initiative for wider adoption of MiC approach, the Proposed JPOMQ will adopt MiC method for the construction of the residential towers. Under current technology, the adoption of MiC normally involves thickened/ double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building.

4.2 The Proposed Development

- 4.2.1 The Proposed JPOMQ consists of two (2) 27-storey residential towers atop a 3-storey podium, providing a total of 432 units. G/F and 1/F of the podium mainly accommodate the car park, loading/ unloading (“**L/UL**”) bays, electrical and mechanical (“**E&M**”) facilities and lobby. A podium garden is proposed at 2/F for recreational uses by the residents. The area falling within the “G/IC” zone is proposed as at-grade landscaped area to respect the non-building area (“**NBA**”) running in east-west direction at Area 133C that serves as a breezeway and view corridor.
- 4.2.2 The Proposed JPOMQ adopts a domestic PR of 6.5, which is on par with the nearby planned public housing development and the maximum recommended under Chapter 2 of HKPSG.
- 4.2.3 Under the P&E Study, a Preliminary Scheme with one (1) L-shaped residential tower was assumed. After the design review by the Applicant, two (2) cruciform-shaped residential towers atop a 3-storey podium were adopted with a view to eliminate the potential wall effect arising from the elongated façade under the Preliminary Scheme. Cruciform-shaped design would also better facilitate wind flowing from different directions than rectangular-shaped design and minimising the air ventilation impact to the downstream area. The residential towers are also strategically oriented away from planned Road L7 and Road D2 to minimise the traffic noise impact to the residents and enhance their well-being.
- 4.2.4 The Proposed JPOMQ will comply with the SBDG in terms of building separation, building setback and site coverage of greenery (**Appendix 1** refers). The Applicant also intends to seek BEAM Plus Gold Certification introduced by Hong Kong Green Building Council upon completion.
- 4.2.5 The Technical and Accommodation Schedule provided in **Table 4.1** summarise the major development parameters, while the Architectural Drawings of the Proposed JPOMQ are furnished in **Appendix 1**.

Table 4.1 Technical and Accommodation Schedule

TECHNICAL SCHEDULE	
Application Site Area	Approx. 4,876m ²
Proposed Total PR	6.5
Proposed Total GFA	Approx. 31,694m ²
Proposed SC	
Below 15m	Approx. 80%
Above 15m	Approx. 37.5%
Proposed Total No. of Units	About 432
Average Unit Size (in Saleable Floor Area)	Approx. 60.63m ²
Estimated Total Population ^{*1}	About 1,167
Proposed No. of Blocks	2
Proposed No. of Storeys	30
Proposed BH (Main Roof Level)	105mPD
ACCOMMODATION SCHEDULE	
G/F	Lobbies/ Carpark/ L/UL Bays/ E&M Facilities
1/F	Carpark
2/F	Podium Garden
3/F – 29/F	Flat

^{*1} 2.7 persons per flat are assumed with reference to 2021 Population Census for Island District.

- 4.2.6 As the building footprint is largely confined by various site and design constraints outlined at **Section 4.1** and considering the design requirement (i.e. adoption of MiC method and aboveground carpark), the attainable development intensity will be limited under the existing BH restriction of 70mPD. As illustrated with Section Plan in Appendix 1, only 15 domestic storeys can be constructed under the BH restriction of 70mPD. The flat production will be correspondingly reduced to 240 units (i.e. reduction of 192 units).

4.3 Internal Transport Arrangement

- 4.3.1 Vehicular access to the Application Site will be provided at Road L7 (**Appendix 1** refers).
- 4.3.2 The Proposed JPOMQ will provide adequate internal transport provisions in accordance with HKPF user requirements with reference to the HKPSG recommendations (**Table 4.2** below refers).

Table 4.2 Internal Transport Provision

Type	Proposed Provision
Parking Spaces	
Private Car	87 (included 10 for visitors and 2 for disabled)
Motorcycle	13
L/UL Bays	
Heavy Goods Vehicle	2
Refuse Collection Vehicle	1

4.4 Conceptual Landscape Design

- 4.4.1 The Application Site is located on newly reclaimed land without any existing vegetation. To improve the landscape amenity of the Application Site, 10 nos. of trees will be introduced within the Site at G/F and 2/F for amenity purposes. The greenery requirements under the SBDG and DevB TC(W) No. 3/2012 will be met.

- 4.4.2 The landscape design for the Proposed JPOMQ aims to improve the living quality of residents by providing ample of open space at the podium level. At the ground level, planting is proposed at the periphery of along Road L7 and Road D2 and the northern boundary. The proposed landscaping will not only provide screening to the man-made structure but also enhance the amenity of the pedestrian environment. A podium garden that contains intergeneration recreational facilities and communal open space is also proposed at 2/F. Private open space of 1m² per person (i.e. 1,167m²) will be provided to serve the residents. A Landscape Master Plan (“LMP”) is prepared to illustrate the indicative landscape design on the Site (**Appendix 1** refers).
- 4.4.3 Due to security requirements associated with DQs of Disciplined Services Departments (“DSDs”), tall fence wall of about 4.5m at the site boundary will be required. The Proposed JPOMQ will incorporate at-grade planting outside the fence wall adjacent to the public footpath to provide visual relief and to mitigate potential adverse impacts to the pedestrian experience. In addition, edge planting at the podium garden is also proposed to soften the building edges and allow for more visible greenery when viewing from the pedestrian level. Overall, the landscape treatment to the Proposed JPOMQ would enhance the amenity of the public realm.

4.5 Development Programme

- 4.5.1 The site formation work for the Application Site is anticipated to be completed in 2027 and handed over to the Applicant for construction. The Proposed JPOMQ is expected to be completed in Q4 2031.

5. PLANNING JUSTIFICATIONS

5.1 In Line with Government Policy and Initiatives

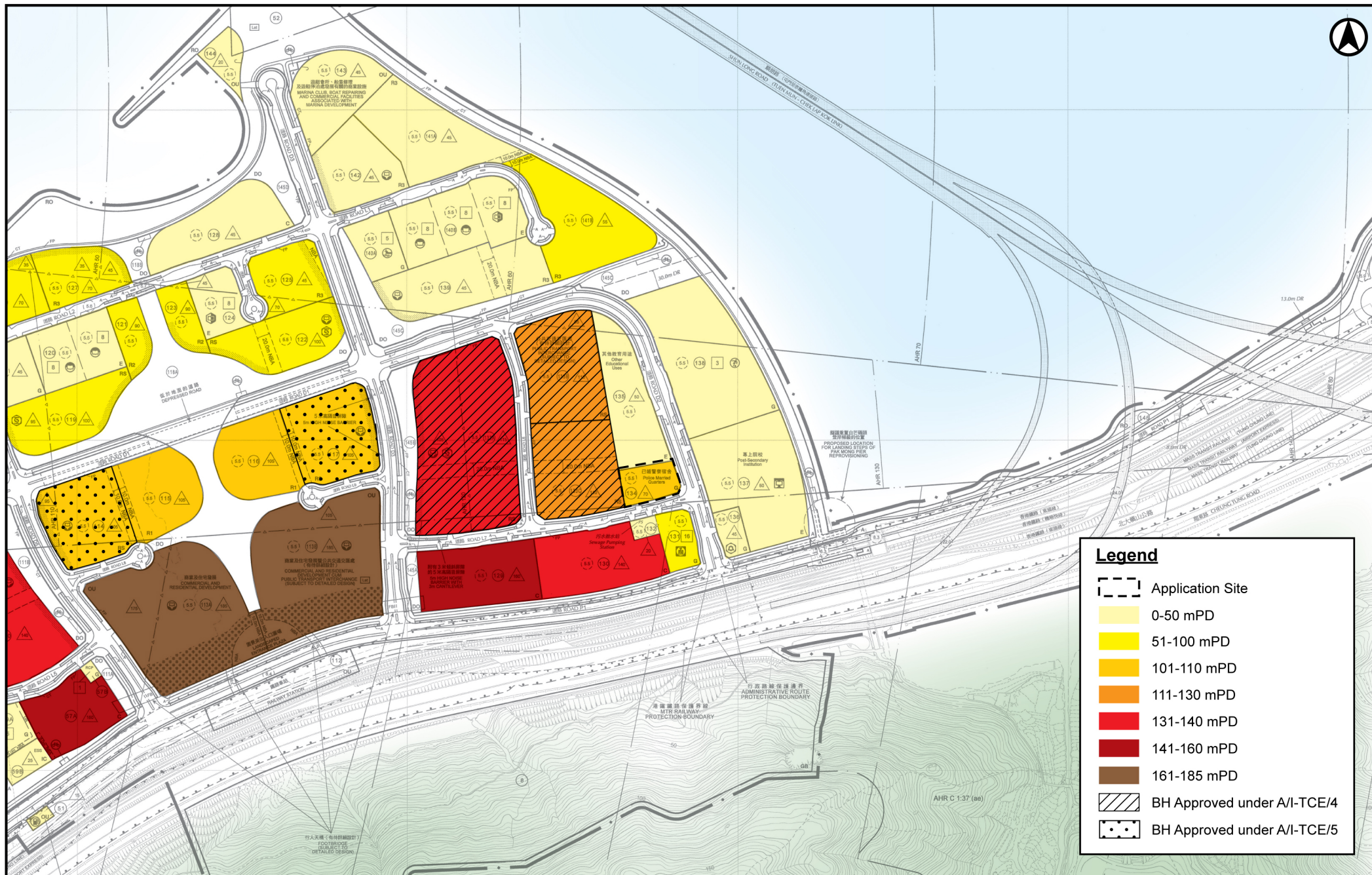
- 5.1.1 The Proposed JPOMQ is compliant with the Statutory Intention of the “G/IC” zone, with the site earmarked for PMQ under the P&E Study and subsequently reflected in the use being always permitted within the “G/IC (1)” zone. The Proposed JPOMQ with minor relaxation of BH restriction is in line with Government policies on maximising flat production on the Application Site and improve land use efficiency. Approval of the S16 Planning Application will enable an additional 192 units (+80%) when compared to the scenario that the Proposed JPOMQ is only developed up to 70mPD (i.e. with 15 domestic storeys and 240 units).
- 5.1.2 Furthermore, given the Application Site is located near the fringe of 500m radius of the planned TCE railway station, enhancing the development intensity is deemed appropriate and in line with the Government objectives to fully unleashing the development potential of created land and enhancing liveability outlined in the Policy Addresses and HK2030+. MiC approach will also be adopted, ultimately shorten the construction time, reduce manpower and enhance safety in construction sites.

5.2 Meeting the Strong Demand for DQs and Housing Needs

- 5.2.1 As indicated at **Para. 4.1.1**, there is an acute shortfall of DQs within HKPF and other DSDs, particularly for Grades E to G unit types. Whilst the SB and the DSDs are actively exploring the opportunities of constructing new DQs, there are constraints with the limited land supply. The Government is endeavoured to explore various options to increase the supply of DQs, including increasing the PR and relaxing the BH restrictions of sites earmarked for DQs development. The Proposed JPOMQ with minor relaxation of BH restriction will allow for more efficient use of available land supply to provide up to 432 DQ units for the HKPF in a timely manner without compromising the land supply for other development needs. In tandem with the redevelopment of Western Police Married Quarters (to be completed by Q1 2028), a total of about 972 DQ units will be supplied in the foreseeable future.
- 5.2.2 In order to speed up the development of the Proposed JPOMQ, aboveground ancillary car park with the 100% GFA exemption granted under Guidelines for Parking Provision for New Disciplined Services Quarters Projects promulgated by SB will be adopted, shortening the construction time and enable timely delivery of DQs units to meet the urgent demand without compromising the domestic GFA for flat production.

5.3 The Proposed BH is Compatible with TCE’s Design Intent

- 5.3.1 The Proposed BH of 105mPD is compatible with the surrounding development context, comprising of high-rise residential and commercial developments, and the overall BH profile of TCE. According to the Approved OZP, a Stepped BH profile is adopted by which BHs are gradually reduced from the mountain backdrop in the south to the waterfront area in the north, creating a distinctive outline of a varied urban environment as well as respecting the current setting of the mountain and the sea. With consideration of the approved BHs (125mPD to 135mPD) under Application No. A/I-TCE/4 at Area 133 (i.e. to the west of the Site), the proposed BH of 105mPD for the Proposed JPOMQ will preserve a distinct height variation and descending BH profile towards the waterfront (**Figure 5.1** refers).
- 5.3.2 TCE is also planned with various NBAs to serve as breezeways for facilitating the air circulation and promote urban climate in the locality. The Site is abutting an NBA running in east-west direction stipulated at Area 133C that allows for better air ventilation (**Figure 2.2** refers). Whilst there is no NBA stipulated within the Application Site, no building structures of the Proposed JPOMQ is proposed within the “G/IC” zone to avoid encroachment into the planned breezeway. Instead, a landscaped area is proposed to enhance the amenity along the common boundary the planned educational use at Area 135. Furthermore, the podium and residential towers are proposed to set back from planned breezeway from Area 135 to enhance wind flow to the NBA as a good design feature.
- 5.3.3 Furthermore, the Proposed JPOMQ does not exceed the Airport Height Restriction prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301).



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FIGURE 5.1 BUILDING HEIGHTS OF SURROUNDING PLANNED DEVELOPMENTS
SCALE 1 : 7,500

5.4 No Adverse Environmental Impact

- 5.4.1 A Preliminary Environmental Review (“**PER**”) has been prepared to assess the potential environmental impacts on air quality, noise, water quality and waste management arising from the Proposed JPOMQ. The results of the PER indicate that no insurmountable environment impact is anticipated with the proposed mitigation measures (**Appendix 2** refers).

5.5 No Adverse Visual Impact

- 5.5.1 A Visual Impact Assessment (“**VIA**”) has been conducted for the Proposed JPOMQ (**Appendix 3** refers). A total of three (3) Viewpoints (“**VPs**”) were identified and selected for assessment which best represents the key visual receivers looking towards the Proposed JPOMQ. The VIA concludes that the Proposed JPOMQ will incur slightly adverse impacts on the identified VPs. Mitigation measures such as landscape treatment at ground and podium level and light tone façade treatment will be explored at detailed design stage to soften the building edge and reduce the contrast with the open sky backdrop. The Proposed Minor Relaxation of BH Restriction is considered not incompatible with the surrounding context in terms of massing, scale and height.

5.6 No Adverse Traffic Impact

- 5.6.1 A Traffic Impact Assessment (“**TIA**”) has been prepared to assess the traffic impact resulting from the implementation of the Proposed JPOMQ (**Appendix 4** refers). The TIA concludes that no adverse traffic impact is anticipated on the surrounding road network and junctions with additional traffic generated by the Proposed JPOMQ.

5.7 No Adverse Infrastructural Impact

- 5.7.1 A Sewerage Impact Assessment (“**SIA**”) was undertaken for the Proposed JPOMQ and is provided in **Appendix 5**. The results of the SIA indicate that no insurmountable sewerage impact is anticipated as a result of the Proposed JPOMQ.
- 5.7.2 A Drainage Impact Assessment (“**DIA**”) has also been conducted for the Proposed JPOMQ and is provided in **Appendix 6**. The DIA concluded that there will be a reduction in the volume of runoff from the Site due to the introduction of greenery. No adverse drainage impact is anticipated with the proposed drainage arrangement.

5.8 No Undesirable Precedent

- 5.8.1 The Application Site will be occupied by a Government Staff Quarters and the minor relaxation of BH Restriction is to make better use of G/IC sites to allow for more flat production to satisfy the urgent housing need. Given the nature of the Application and its negligible impacts, approval of the Application is not likely to set an undesirable precedent.

6. CONCLUSION

- 6.1 This S16 Planning Application seeks planning permission from the BOARD for the Proposed JPOMQ with Minor Relaxation of BH Restriction from 70mPD to 105mPD at TC Areas 134 and 135, Lantau Island to address the demand for DQs for JPOs in the HKPF and facilitate the adoption of MiC method. It has been demonstrated in this SPS that the Proposal is justified on the following grounds:
- The Proposed JPOMQ with minor relaxation of BH Restriction is in line with the Statutory Planning Intention of the "G/IC" zone and Government Policy and Initiatives to fully utilise the development potential of the Application Site and facilitate the adoption of MiC method;
 - The Proposed JPOMQ helps meet the pressing demand for DQs units and allow for more efficient use of available land supply for housing supply;
 - The Proposed BH is compatible with the surrounding development context and will not jeopardise the stepped building height profile in the TCE;
 - The Proposed JPOMQ will not set an undesirable precedent; and
 - The Proposed JPOMQ will not induce adverse infrastructural, environmental and visual impacts.
- 6.2 In light of the justifications and planning merits put forth in this SPS, we sincerely request the BOARD to give favourable consideration to this Application.

Edited &

Approved by: Vincent Lau

Prepared by: Eric Chan

Kelvin Chung



Date: 11 September 2025

File Ref: ASD/TCNTE