

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/I-TCE/6

- Applicant** : Hong Kong Police Force (HKPF) represented by Townland Consultants Limited
- Site** : Tung Chung Areas 134 and 135, Tung Chung, Lantau Island
- Site Area** : About 4,876m²
- Land Status** : Government land
- Plan** : Approved Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/2
- Zonings** : “Government, Institution or Community (1)” (“G/IC(1)”) (94%)
[Restricted to a maximum building height (BH) of 70 metres above Principal Datum (mPD)]
- “G/IC” (6%)
[Restricted to a maximum BH of 50 mPD]
- Application** : Proposed Minor Relaxation of Building Height Restriction (BHR) for Permitted Flat (Government Staff Quarters) and Proposed Flat (Government Staff Quarters)

1. The Proposal

- 1.1 The applicant seeks planning permission for the proposed Government Staff Quarters (Police Married Quarters (PMQ)) development (the proposed development) at Tung Chung (TC) Areas 134 (TC 134) and 135 (TC 135) (the Site) which fall within an area partly zoned “G/IC(1)” subject to a maximum BH of 70mPD and partly zoned “G/IC” subject to a maximum BH of 50mPD on the approved Tung Chung Extension Area OZP No. S/I-TCE/2 (the OZP) (**Plans A-1 and A-2**). According to the Notes of the OZP, ‘Flat (Government Staff Quarters)’ is always permitted in the “G/IC(1)” zone while requires planning permission in the “G/IC” zone. Minor relaxation of BHR may also be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance based on the individual merits of a development proposal. The application applies to relax the BHR of the “G/IC(1)” portion from 70mPD to 105mPD (+35m or +50%)

for permitted government staff quarters, and develop ‘Flat (Government Staff Quarters) in the “G/IC” portion with maximum BH of 50mPD remain unchanged.

- 1.2 The Site is located on newly reclaimed land in Tung Chung East of Tung Chung New Town Extension (TCNTE). According to the Explanatory Statement (ES) of the OZP, the major part of the Site is reserved for the development of PMQ¹. The Site is currently undergoing site formation works by Civil Engineering and Development Department (CEDD) for the development of TCNTE project which will be available for the construction of proposed PMQ by 2027.
- 1.3 According to the scheme submitted by the applicant (the Indicative Scheme) (**Drawings A-1 to A-7**), the proposed development will have a domestic plot ratio (PR) of 6.5, which is same as that of the planned public housing developments (PHD) in Tung Chung Areas 133A (TC 133A), 133B (TC 133B) and 133C (TC 133C) to its immediate west. The proposed development, with a GFA of about 31,694m², comprises two residential towers of 27 domestic storeys with a BH of 105mPD at main roof level atop a 3-storey podium accommodating ancillary uses including loading/unloading (L/UL) bays, lobbies and E&M facilities, car park and podium garden (**Drawings A-6 and A-7**). To respect the 20m-wide non-building area (NBA) designated in the adjoining TC 133C for air ventilation and view corridor purposes, a building setback of about 7.5 m along northern boundary (including the “G/IC” portion) is proposed for landscape area (**Drawings A-10 and A-13**). Another building setback of about 7.5m along western boundary fronting TC 133C is also proposed which will be used as driveway and emergency vehicular access (**Drawing A-13**).
- 1.4 According to the applicant, the proposed minor relaxation of BHR in the “G/IC(1)” portion would allow the construction of additional departmental quarters (DQ) units to better address the current acute shortfall of DQs for junior officers of HKPF. Compare to the OZP compliant scheme with a maximum BH of 70mPD, the proposed minor relaxation of BHR by 35m in the “G/IC(1)” portion would allow construction of 12-storeys additional domestic floors for extra 192 units (+80%) on the Site, resulting in a total flat production of 432 units. The planned population of the proposed development is about 1,167. Opportunity is given to adopt Modular Integrated Construction (MiC) method for construction of the proposed development. Policy support for the current application was given by Security Bureau (SB). The target completion year is Q4 2031.
- 1.5 To support the application, the applicant has submitted relevant technical assessments on visual, landscape, environmental, sewerage, drainage, infrastructural and traffic aspects based on the Indicative Scheme to demonstrate that the proposed development would not pose significant adverse impact on the surrounding areas. As demonstrated in the Visual Impact Assessment (VIA) and photomontage (**Drawings A-14 to A-16**), the proposed development, with relaxed BH of 105mPD, is not incompatible with the surrounding high-rise developments and generally complies with the descending BH profile of Tung Chung East towards waterfront. According to the applicant, mitigation measures for further visual relief such as landscape treatments at both at-grade and podium levels, greenery planting

¹ According to the ES of the OZP, TC 134 is reserved for the development of PMQ while TC 135 is reserved for other educational uses. The Site is slightly encroached onto TC 135 (about 289m²) for a larger developable area. According to the applicant, inclusion of such small portion is solely for the purpose of domestic GFA calculation to maximise the flat production.

along fence wall and footpath, new trees planting within the Site and light tone façade materials will be implemented to enhance the landscape and visual amenity within the Site. As proposed in the Preliminary Environment Review (PER), buffer distance and mitigation measures such as acoustic fins and acoustic windows will be provided to address the potential air quality and road traffic and railway noise impacts arising from the road traffic along adjoining roads and railway. The Site is also away from the predicted Noise Exposure Forecast (NEF) 25 contours under the operation of Hong Kong International Airport (HKIA) Three Runway System (3RS) and hence not subject to significant adverse aircraft noise impact.

- 1.6 The Master Layout Plans, section plans, conceptual landscape plans, site constraints plan and photomontage submitted by the applicant are at **Drawings A-1 to A-16**. Major development parameters are summarised in the following table:

Development Parameters	Indicative Scheme ^[a]
Site Area	4,876m ²
PR	6.5
GFA	31,694m ²
No. of Blocks	2
BH (at main roof)	105mPD ^{[b] [c]}
No. of Storeys	30 storeys (incl. 27 domestic storeys on top of a 3-storey for L/UL Bays, lobbies, E&M facilities, car park and podium garden)
Site Coverage (SC)	
- Below 15m	Not exceeding 80%
- Above 15m	Not exceeding 37.5%
No. of Units	432
Average Unit Size	About 60.63m ²
Design Population	About 1,167
Private Open space (POS)	About 1,167m ²
Car Parking Spaces	
- Private car	87 (incl. 10 for visitors and 2 for disabled)
- Motor cycle	13
- Heavy goods vehicle	2
- Refuse collection vehicle	1

Note

- [a] The Indicative Scheme is indicative in nature and subject to detailed design.
 [b] The proposed BH has taken into account the increase in floor-to-floor height due to adoption of MiC method for domestic floors.
 [c] According to the Indicative Scheme, no building structure will be constructed within the “G/IC” portion. The proposed minor relaxation of BHR up to 105mPD is solely for the “G/IC(1)” portion.

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

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|-----|---|----------------------|
| (a) | Application Form received on 12.9.2025 | (Appendix I) |
| (b) | Supporting Planning Statement (SPS) with technical assessments received on 12.9.2025 with replacement pages received on 23.10.2025 and 27.10.2025 | (Appendix Ia) |
| (c) | Further Information (FI) received on 23.10.2025* | (Appendix Ib) |
| (d) | FI received on 27.10.2025* | (Appendix Ic) |

*accepted and exempted from publication and recounting requirements

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the SPS (**Appendix 1a**) and the FIs (**Appendices 1b and 1c**), and are summarised as follows:

In line with Government Policy and Initiatives

- (a) The proposed development is compliant with the planning intention of the “G/IC” zone, with the Site earmarked for PMQ under the TCNTE Study and the proposed minor relaxation of BHR at the Site is in line with Government policies on maximising flat production on the Site and improve land use efficiency. The proposed development is also in line with Government policy and initiatives to expedite the development of DQs for disciplined services to alleviate acute shortfall within HKPF. Approval of the s.16 planning application will enable an additional 192 units (+80%) when compared to the OZP compliant scheme.
- (b) The Site is located near the fringe of 500m radius of the planned MTR Tung Chung East Station. Enhancing development intensity is deemed appropriate and in line with the Government objectives to fully unleashing the development potential of created land and enhancing liability outlined in Policy Addresses and Hong Kong 2030+.

Meeting the Strong Demand for DQs and Housing Needs

- (c) As at July 2025, there is a shortfall of about 2,993 units for married junior police officers and the current average waiting time is 4.2 years. SB and the disciplined services departments are actively exploring the opportunities of constructing new DQs but there are constraints with limited land supply. The proposed development with minor relaxation of BHR will allow more efficient use of available land supply to provide additional units in a timely manner without compromising the land supply for other development needs. In tandem with the redevelopment of the Western PMQ targets for completion in Q1 2028, a total of about 972 units will be supplied in the foreseeable future to address the acute demand of HKPF.

The Proposed BH is Compatible with TCE’s Design Intent

- (d) The proposed increase in BH is compatible with the surrounding development context. As illustrated in the VIA, the planned stepped BH profile and descending development density from the mountain backdrop in the south to the waterfront area in the north could be maintained (**Drawings A-14 to A-16**). The proposed development with increased BH conforms with the high-rise residential developments in the vicinity, such as the adjoining PHDs at TC 133A, 133B and 133C with a maximum BHs of 125mPD to 135mPD, to which the proposed BH of 105mPD will still preserve a distinct height variation and descending BH profile towards the waterfront. The VIA demonstrates that the proposed development has no insurmountable impacts on visual aspects.
- (e) The Indicative Scheme has adopted various good design features. To follow the requirement of a 20m-wide NBA stretching from the northwest within TC 133C, a landscaped area is proposed along the northern site boundary to further enhance the visual permeability and the amenity of the proposed development and the adjoining planned school development at TC 135.

- (f) The proposed BH offers flexibility to adopt the MiC approach to shorten the construction time and simplify the construction process.

Site Constraint and Design Requirement

- (g) The proposed site coverage of the Indicative Scheme has already maximised in accordance with the Building (Planning) Regulations (B(P)R). The proposed relaxed BH also allows room to overcome site constraint and meet design requirement. According to Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG), minimum horizontal buffer zones are recommended for major roads to mitigate adverse air quality impact associated with vehicular emissions. Due to small size of the Site, the resultant area for the disposition of the residential towers have limited the design flexibility (**Drawing A-13**). In result, the number of units that can be accommodated per floor and hence the required number of storeys is limited. The Sustainable Building Design Guideline's requirement specifying minimum building separation with adjacent development sites further confines the disposition of the building.
- (h) The Site is also subject to road traffic noise from Road L7 and Road D2 which would require the residential towers to incorporate horizontal separation and unique orientation to face away from the road, in addition to potential mitigation measures such as acoustic fins and acoustic windows.

No Adverse Impact

- (i) The technical assessments confirmed that the proposed development would not generate adverse impacts on environmental, visual, traffic, sewerage, drainage and infrastructural aspects.

No Undesirable Precedent

- (j) The proposed development conforms with the planning intention of the "G/IC(1)" and "G/IC" zones to allow for more DQs production to satisfy the urgent housing need. As it is supported by Government initiative and have negligible impacts, approval of the minor relaxation of BHR will not set an undesirable precedent.

3. Compliance with the "Owner's Consent/Notification" Requirements

As the Site involve Government land only, the "owner's consent/notification" requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable to the application.

4. Previous Application

There is no previous application in respect of the Site.

5. **Similar Applications**

There is no similar application for proposed minor relaxation of BHR for government staff quarters within the same “G/IC(1)” zone on the OZP. There is also no similar application for proposed government staff quarters in the same “G/IC” zone on the OZP.

6. **The Site and Its Surrounding Areas** (Plans A-1 to A-3 and site photos on **Plan A-4**)

6.1 The Site is:

- (a) located at the eastern part of Tung Chung East and currently undergoing site foundation works after completion of reclamation;
- (b) accessible from temporary vehicular ingress/egress at Road L7 connecting to North Lantau Highway;
- (c) within 500m walking distance from the MTR Tung Chung East Station in the southwest under construction; and
- (d) located near two planned Public Transport Interchanges located at TC 133B to the northwest and Tung Chung Area 113 (TC 113) immediate to the north of MTR Tung Chung East Station.

6.2 The surrounding areas are predominately a planned GIC cluster with police station, educational uses, sports ground and fire station to the immediate north, south and east, high-rise and high-density residential clusters to the west including PHDs at TC 133A, 133B and 133C (with a maximum PRs of 6.7 to 7, domestic PR of 6.5 and BH of 125 to 135mPD approved by the Committee in 2024), and planned commercial developments at Tung Chung Areas 129 and 130 (TC 129 and 130) to the immediate southwest (with a maximum BH of 160mPD and 140mPD respectively). MTR Tung Chung East Station and property development with commercial and residential uses cum public transport interchange at TC 113 (with maximum PR of 8.8 and BH of 185mPD) are located to the further southwest.

7. **Planning Intention**

- 7.1 According to the OZP, the planning intention of the “G/IC(1)” and “G/IC” zones are primarily for the provision of GIC facilities serving the needs of the local residents and/or 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.
- 7.2 According to the ES of the OZP, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the BHR may be considered by the Board through planning permission. Each proposal will be considered on individual merits.

8. Comments from Relevant Government Bureau/Departments

- 8.1 The following Government bureau/departments have been consulted and their views on the application are summarised as follows:

Policy Aspect

- 8.1.1 Comments of the Secretary for Security (S for Security):

support the application in the perspective of housekeeping and policy direction. The relaxation of the height restrictions would allow more units be built on the site, which is in line with the policy direction as SB has already supported in 2015 for the proposed police married quarters at TC 134 for building more DQ units to meet the persistent shortfall.

Land Administration

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

no objection to the application from land administration point of view.

Traffic

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

no comment on the application from traffic engineering perspective.

Urban Design, Visual, Air Ventilation and Landscape Aspects

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

Urban Design and Visual Aspects

- (a) the Site is located in the eastern part of the Tung Chung Extension Area. The proposed maximum BH of 105mPD of the Sites remains lower than the maximum BH of the “C(1)” and “C(2)” zones to the south and southwest of the Site respectively (i.e. 140 to 160mPD) as well as the PHD (i.e. 125 to 135mPD) in TC 133 to the northwest (under an approved planning application No. A/I-TCE/4). Even with the proposed relaxation of BH by about 35m (i.e. 50%), the overall descending BH profile concept (BHs gradually reduce from the mountain backdrop in the south to the waterfront area in the north) would still be maintained;
- (b) as demonstrated by the VIA and photomontages, the proposed increase in BH would result in negligible to slightly adverse visual impact from the selected viewing points. Mitigation measures, including landscape treatments, providing large shrubs and green hedge along the boundary fence, new trees, light-tone façade material/finishes and provision of building setback from the northern boundary will be incorporated. Even with the increase of BH, the overall BH profile concept of the Tung

Chung Extension Area could be preserved and significant adverse visual impact from the minor relaxation of BHR is not anticipated;

Air Ventilation Aspect

- (c) the proposed development does not meet the criteria for air ventilation assessment (AVA) under the Joint HPLB-ETWB Technical Circular on AVA No. 1/06. Besides, the proposed development is not located within any major wind corridor/breezeway. As such, significant adverse air ventilation impact on the pedestrian wind environment is not anticipated, and no AVA is required;

Landscape Aspect

- (d) according to the aerial photo in 2024, the Site situates on newly reclaimed land without any existing vegetation. The landscape character of the proposed development is compatible with the surrounding planned developments, comprising of high-rise residential, commercial buildings and G/IC developments;
- (e) according to the Landscape Master Plans - G/F & 2F in the SPS, 13 new trees are proposed at the periphery of the northern boundary, while 1 new tree is proposed to be planted at podium on 2/F. At-grade planting outside fence wall is proposed along the periphery of the eastern and southern boundary. A podium garden with children play area, fitness area and seating area is proposed at 2/F for the residents. Adverse impact on landscape resources arising from the proposed development is not anticipated;
- (f) she has no comment on the application from landscape planning perspective; and
- (g) other comments are included in the advisory clauses at **Appendix II**.

8.1.5 Comments of the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

it is noted that mitigation measures have been applied to reduce the visual impact of the proposal to the surrounding environment. In this regard, she has no comment from architectural and visual impact point of view.

Environmental Aspect

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

he has no in-principle objection to the application and no insurmountable environmental impact associated with the proposed development is anticipated.

Drainage Aspect

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

no adverse comment on the subject application and related submissions from stormwater drainage and sewerage perspective.

Civil Aviation Aspect

8.1.8 Comments of the Director-General of Civil Aviation (DGCA):

- (a) he has no objection to the proposed minor relaxation of BHR. He also highlights that the proposed developments are subject to aircraft/helicopter noise given its close proximity to the HKIA and associated flight paths/helicopter routes, while it is noted that the potential environmental impacts on the proposed developments are evaluated in the PER adhering to the guidance for environmental considerations as stipulated in the HKPSG and based on the 3RS Environmental Impact Assessment Study results;
- (b) he also reminds that residents in Tung Chung area are generally concerned on aircraft noise. As a good practice to minimize the potential aircraft/helicopter noise nuisance to future residents, appropriate noise mitigation measures (e.g. use of acoustic insulation) should be considered, and future residents should be duly alerted of the potential noise caused by aircraft and helicopter operations into and out of the HKIA; and
- (c) other comments are included in the advisory clauses at **Appendix II**.

Fire Safety Aspect

8.1.9 Comments of the Director of Fire Services:

- (a) he has no specific comment on the application. Detailed fire services requirements are formulated upon receipt of formal submission of Short Term Tenancy/Short Term Waiver, general building plans or referral of application via relevant licensing authority as appropriate;
- (b) the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority; and
- (c) other comments are included in the advisory clauses at **Appendix II**.

District Officer's Comments

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

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

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

- (a) Secretary for Education (SED);
- (b) Project Manager (South and Sustainable Lantau), CEDD (PM (SSL), CEDD);
- (c) Head of Geotechnical Engineering Office, CEDD;
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (e) Director of Electrical and Mechanical Services;
- (f) Chief Highway Engineer/New Territories East, Highways Department;
- (g) Controller, Government Flying Service;
- (h) Director of Housing;
- (i) Director of Food and Environmental Hygiene; and
- (j) Director of Leisure and Cultural Services.

9. Public Comments Received During the Statutory Publication Period

9.1 On 19.9.2025, the application was published for public inspection. During the statutory public inspection period, two comments were received (**Appendix III**). There is one opposing comment from an individual and one comment from MTR Corporation Limited (MTRCL).

9.2 The individual objects the application on the grounds that the increase in BH at the Site would impose adverse visual impact on the overall BH profile of Tung Chung East, government staff quarters should be phased out as staff should be encouraged to purchase their own homes and the Site should be used for low-rise community facilities. MTRCL expresses concerns on the noise impact from train operations to future residents at the Site, and provides comments on the Railway Noise Impact Assessment and assumptions in the assessment. MTRCL considers that the applicant should review the assumptions and conduct a detailed quantitative noise review on the latest building layouts of the proposed development with increased BH. Also, MTRCL expresses that should there be a programme mismatch on the development of the Site and the surrounding developments functioning as noise screening structures, supplementary noise reviews shall be conducted and implement necessary noise mitigation measures as appropriate.

10. Planning Considerations and Assessments

10.1 The application is for proposed minor relaxation of BHR from 70mPD to 105mPD (+50%) for permitted 'Flat (Government Staff Quarters)' in the "G/IC(1)" portion of the Site, and proposed 'Flat (Government Staff Quarters)' for the remaining "G/IC" portion of the Site with maximum BH of 50mPD on the OZP remain unchanged to facilitate the proposed development. According to the applicant, there is outstanding demand for DQs in HKPF with a shortfall of about 2,993 units and the current average waiting time is 4.2 years. The proposed development with minor relaxation of BH, which enables the construction of an additional 192 units (+80%), has a merit of meeting the policy objective to shorten the waiting time of eligible officers of HKPF and optimise the utilisation of scarce land resources. Policy support was given by SB for the application, and S for Security considers that

the application, which allow more units be built on the Site, is in line with their policy direction and consistent with the efforts by building more DQ to address housing needs for disciplined services staff .

Planning Intention and Land Use Compatibility

- 10.2 The planning intention of the “G/IC” zone is primarily for the provision of GIC 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. According to the ES of the OZP, the major part of the Site, zoned “G/IC(1)”, is reserved for the development of PMQ. While planning permission is required for the ‘Flat (Government Staff Quarters)’ use in “G/IC” portion, the minor encroachment onto “G/IC” zone with an area of only 289m² does not impede future implementation of the planned educational facilities. SED has no comment on the application. The proposed development is in line with the planning intention of the “G/IC(1)” and “G/IC” zones.
- 10.3 The proposed development is located in the reclaimed land in Tung Chung East adjoining high-rise and high-density PHD in TC 133A, TC 133B and TC 133C with maximum domestic PR of 6.5 under construction to the west and a GIC cluster including a police station, educational uses, sports ground, fire station to the north, east and south. With the proposed domestic PR of 6.5 providing about 432 units, the proposed development is considered not incompatible with the surrounding area.

Minor Relaxation of BH

- 10.4 According to the OZP, minor relaxation of BHR may be considered based on the individual merits of a development proposal. As advised by the applicant, the proposed minor relaxation of BHR to 105mPD (+35m or +50%) will accommodate 432 units, which can address the acute shortfall of DQs of HKPF. It will also allow room to overcome site constraints and meet design requirements, and enable the adoption of MiC approach to shorten the construction time and simplify the construction process.

Urban Design and Visual Aspects

- 10.5 The proposed development, with relaxed BH of 105mPD, is considered not incompatible with the surrounding developments. including the PHDs in TC 133A, 133B and 133C (125mPD to 135mPD as approved under Application No. A/I-TCE/4) and planned commercial developments in TC 129 and TC 130 to the southwest of the Site (about 160mPD and 140mPD). The BH of the proposed development still follows the stepped BH profile of Tung Chung East that gradually descends from the mountainous backdrop in the south, to high-density development around MTR Tung Chung East Station under construction, then to the low to medium-rise residential developments at the waterfront area (**Plans A-1 and A-5**).
- 10.6 According to the VIA submitted by the applicant, the proposed development would induce negligible slightly adverse visual impact from selected viewing points. With the proposed mitigation measures identified in the VIA including the use of light-tone façade materials to enhance visual amenities, planting large shrubs and

green hedges along the boundary fence to soften the building mass and planting new trees along the northern boundary of the Site to minimise potential adverse visual impact, significant adverse visual impacts arising from the proposed minor relaxation of BHR are not anticipated. CTP/UD&L, PlanD considers that the overall descending BH profile concept would still be maintained despite the minor relaxation of the proposed development while CA/ASC, ArchSD has no comment on the application from architectural point of view.

Technical Aspects

- 10.7 The applicant has submitted technical assessments to demonstrate that there are no adverse environmental (including air quality, traffic noise, railway noise, aircraft noise, fixed noise and water quality), traffic, sewerage, drainage and infrastructural impacts arising from the proposed development. For potential noise impacts, buffer distance and mitigation measures such as acoustic fins and acoustic windows will be provided to address the potential road traffic and railway noise impacts while the Site is also away from the predicted NEF 25 contours of 3RS and hence not subject to significant adverse aircraft noise impact. Relevant departments including C for T, DEP, DGCA, PM(SSL), CEDD, CE/C, WSD and CE/HK&I, DSD have no objection/no comment on the application from traffic, environmental and infrastructural perspectives. Also, as the maximum BH of the proposed development will not exceed the airport height restriction, where DGCA has no comment on the application.

Public Comments

- 10.8 Regarding the public comments on the application as summarised in paragraph 9 above, the planning consideration and assessments in paragraphs 10.1 to 10.7 above are relevant.

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10 above and having taken into account the public comment in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 7.11.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The advisory clauses suggested for Members' reference are at **Appendix II**.
- 11.3 There is no strong reason to recommend rejection of the application.

12. Decision Sought

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

13. Attachments

Appendix I	Application Form received on 12.9.2025
Appendix Ia	SPS with Schematic Drawings and Technical Assessments received on 12.9.2025 and Replacement Pages received on 23.10.2025 and 27.10.2025
Appendix Ib	FI received on 23.10.2025
Appendix Ic	FI received on 27.10.2025
Appendix II	Recommended Advisory Clauses
Appendix III	Public Comments
Drawing A-1	Master Layout Plan
Drawings A-2 to A-7	Floor Plans and Section Plans
Drawings A-8	Site Coverage of Greenery Plans
Drawings A-9 to A-11	Landscape Mater Plans and Sections
Drawings A-12 and A-13	Private Open Space and Site Constraint Plan
Drawings A-14 to A-16	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos
Plan A-5	BHR in Tung Chung Extension Area

**PLANNING DEPARTMENT
NOVEMBER 2025**