

Islands District Council
IDC Paper No. 125/2009

Proposed Amendments to the
Approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/16

1. Purpose

The purpose of this paper is to brief Members on the proposed amendments to the approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/16.

2. Background

- 2.1 On 24 April 2009, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/16 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 3.11.2009, the CE in C referred the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/16 to the Town Planning Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.3 On 11 December 2009, the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/17, incorporating the amendments to rezone a site to the east of Tat Tung Road in Area 3 from "Commercial" to "Commercial(1)" and to adjust the zoning boundaries of "Other Specified Uses" annotated "Cable Car Terminal and related Commercial Development", "Comprehensive Development Area", "Open Space", "Government, Institution or Community" and areas shown as 'Road' will be exhibited for public inspection under section 5 of the Ordinance.

3. Proposed Amendments to the Approved Tung Chung Town Centre Area OZP

- 3.1 The proposed amendments to the OZP and their locations are summarized in **Appendix Ia & Ib**.
- 3.2 The draft Tung Chung Town Centre Area OZP No. S/I-TCTC/16B incorporating the proposed amendments is at **Appendix II** for Members' reference.
- 3.2 The revised Notes and Explanatory Statement of the OZP incorporating the proposed amendments are at **Appendices III and IV**.

4. Consultation

The proposed amendments to the OZP have been submitted to the Rural and New Town Planning Committee (RNTPC) for consideration at its meeting on 20.11.2009. The RNTPC agreed that the Islands District Council should be consulted during the public inspection period.

5. Attachments

Appendix Ia&b	Schedule and Location Plan of the Proposed Amendments to the Approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/16
Appendix II	Draft Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/16B
Appendix III	Notes of the Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/16B
Appendix IV	Explanatory Statement of the Draft Tung Chung Town Centre Area OZP No. S/I-TCTC/16B

Sai Kung and Islands District Planning Office
Planning Department
December 2009

**Schedule of Proposed Amendments to
the Approved Tung Chung Town Centre Area
Outline Zoning Plan No. S/I-TCTC/16**

I. Amendments to Matters shown on the Plan

- Item A1 -- Rezoning an area to the east of Tat Tung Road from “Commercial” (“C”) to “Commercial(1)” (“C(1)”) [about 0.95 ha]
- Item A2 -- Rezoning a strip of land to the north of Mei Tung Street from “C” to area shown as ‘Road’ [about 0.03 ha]
- Item A3 -- Rezoning a strip of land to the north of Mei Tung Street from “C” to “Comprehensive Development Area” (“CDA”) [about 0.03 ha]
- Item A4 -- Rezoning a strip of land to the south of Tat Tung Road and a small area to the east end of Mei Tung Street from areas shown as ‘Road’ to “C(1)” [about 0.05 ha]
- Item A5 -- Rezoning two strips of land respectively to the south of Citygate and to the north of Tung Chung Crescent from “Open Space” (“O”) to “CDA” [about 0.07 ha]
- Item A6 -- Rezoning an area to the east end of Mei Tung Street from area shown as ‘Road’ to “O” [about 0.01 ha]
- Item A7 -- Rezoning two strips of land abutting respectively Tat Tung Road and Mei Tung Street and a piece of land to the east end of Mei Tung Street from areas shown as ‘Road’ to “CDA” [about 0.05 ha]
- Item A8 -- Rezoning an area at the east end of Mei Tung Street from “CDA” to area shown as ‘Road’ [about 0.02 ha]
- Item B1 -- Delete the subdivision of Areas A and B within an area zoned as “Other Specified Use” (“OU”) annotated “Cable Car Terminal and

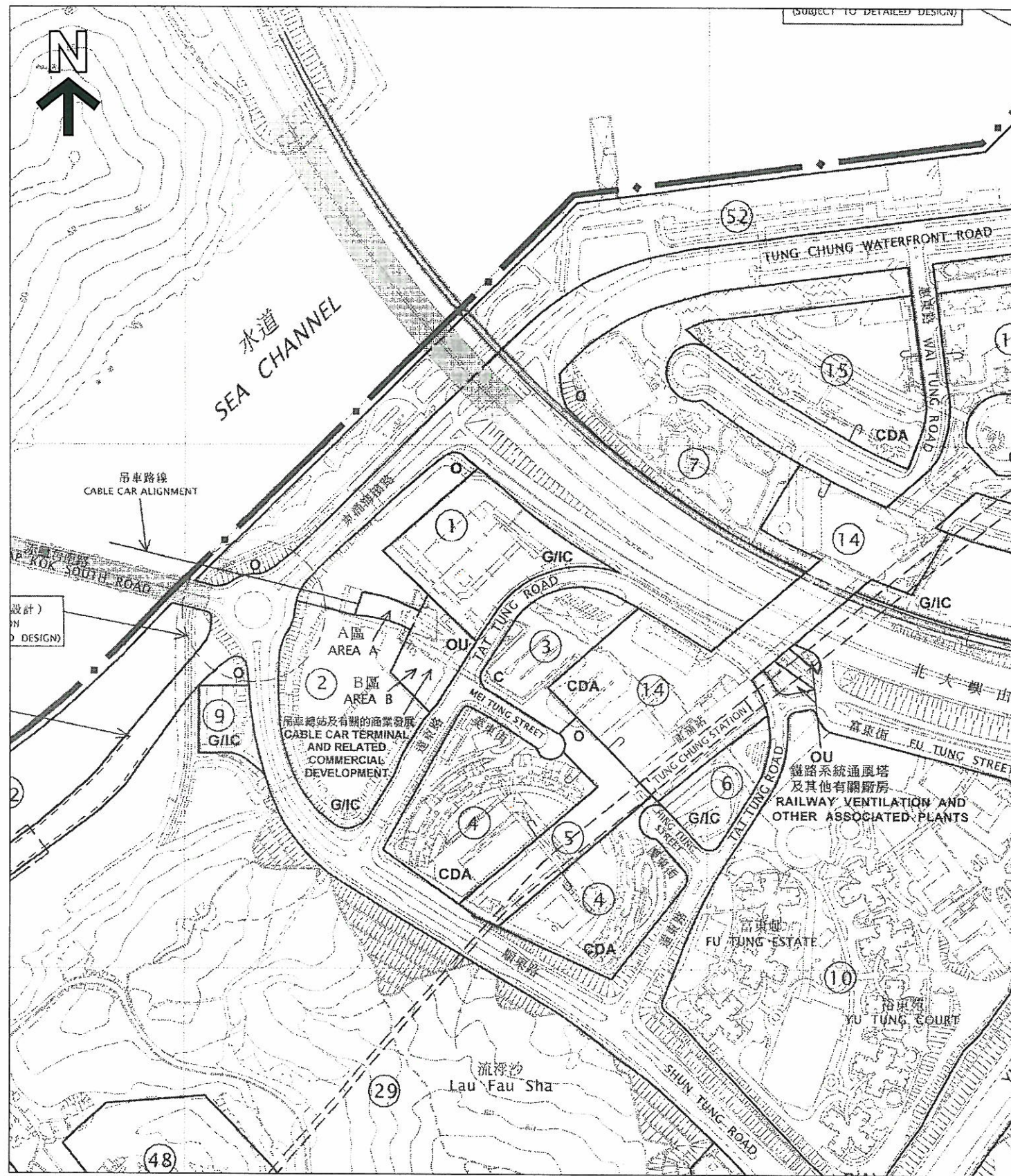
related Commercial Development” to the west of Tat Tung Road
[about 0.76 ha]

Item B2 -- Rezoning two pieces of land to the west of Tat Tung Road from
“O” to “OU” annotated “Cable Car Terminal and related
Commercial Development” [about 0.07 ha]

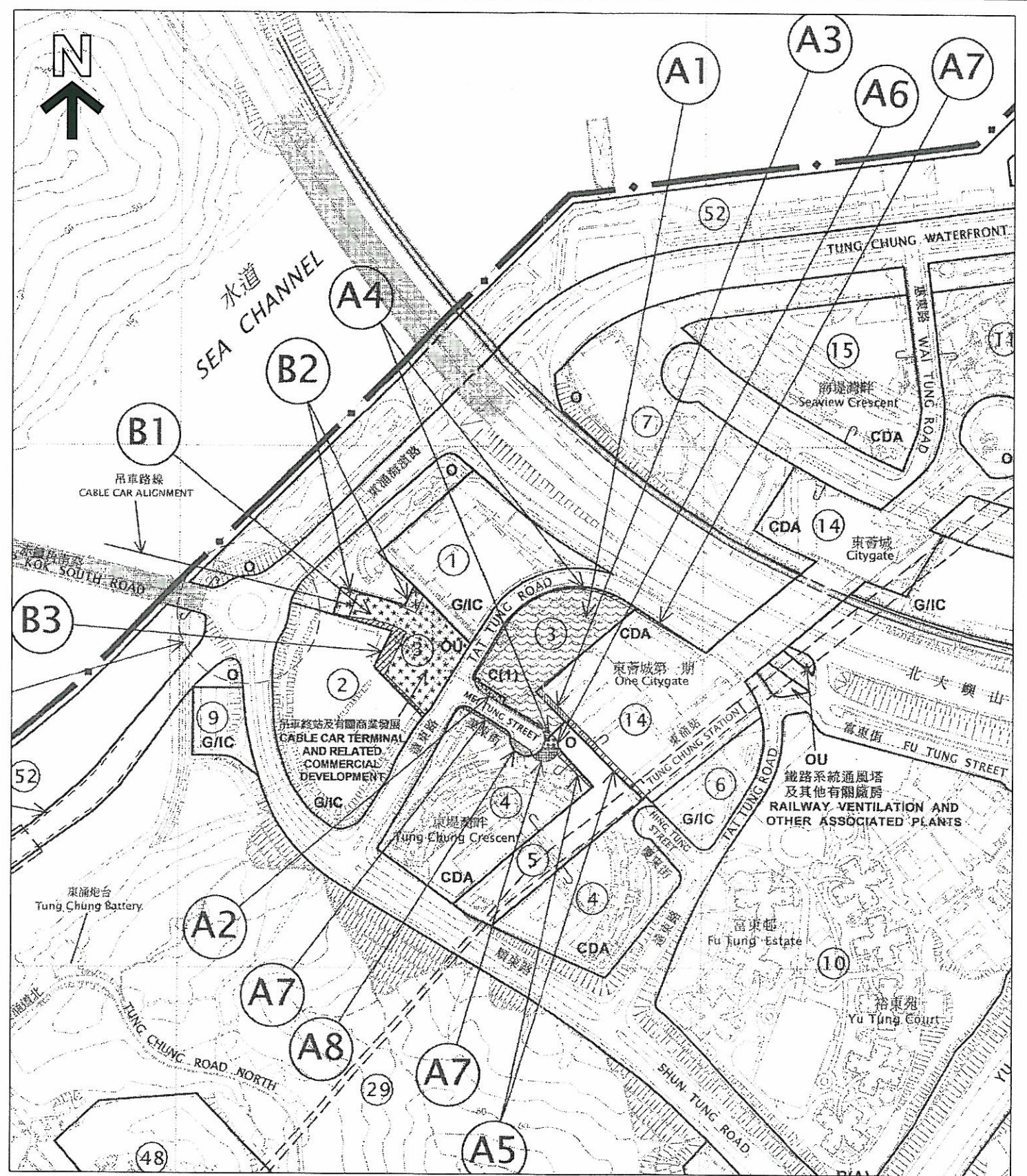
Item B3 -- Rezoning a strip of land to the west of Tat Tung Road from
“Government, Institution or Community” to “OU” annotated
“Cable Car Terminal and related Commercial Development”
[about 0.09 ha]

II. Amendments to the Notes of the Plan

- (a) Revision to the Notes for the “Commercial” zone to incorporate a maximum plot ratio restriction of 5, maximum building height of 70 metres above Principal Datum, a plot ratio calculation clause and a minor relaxation clause for the plot ratio and building height restrictions for “Commercial (1)” sub-zone.
- (b) Revision to the Notes for the “OU” annotated “Cable Car Terminal and related Commercial Development” zone to amend the maximum non-domestic GFA restriction to “maximum commercial GFA of 308 m²” and to delete the notion of Areas A and B and the associated GFA restriction in Area A.



核准的東涌市中心地區分區計劃大綱圖編號 S/I-TCTC/16
APPROVED TUNG CHUNG TOWN CENTRE AREA OUTLINE ZONING PLAN No. S/I-TCTC/16



東涌市中心地區分區計劃大綱圖編號 S/I-TCTC/16 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN No. S/I-TCTC/16

A1 擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2009年11月25日擬備，所根據的資料為
於2009年3月31日核准的分區計劃大綱圖編號S/I-TCTC/16
EXTRACT PLAN PREPARED ON 25.11.2009 BASED ON
OUTLINE ZONING PLAN No. S/I-TCTC/16 APPROVED ON 31.3.2009

位置圖 LOCATION PLAN

東涌市中心地區分區計劃大綱圖編號 S/I-TCTC/16 的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN No. S/I-TCTC/16

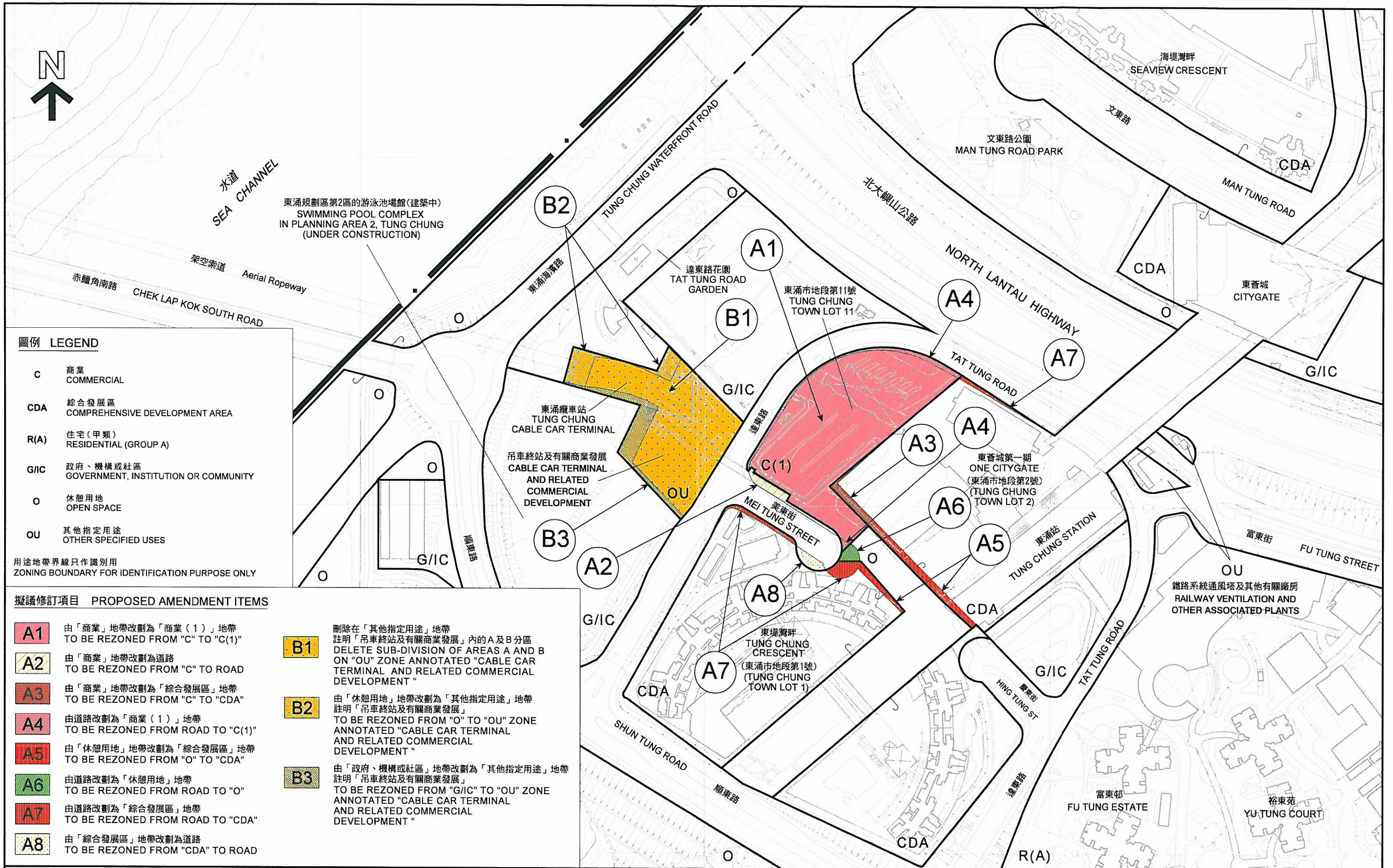
SCALE 1:5 000 比例尺
METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/LI/09/120

圖 PLAN
1



圖例 LEGEND

C 商業 COMMERCIAL

CDA 綜合發展區 COMPREHENSIVE DEVELOPMENT AREA

R(A) 住宅(甲類) RESIDENTIAL (GROUP A)

G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY

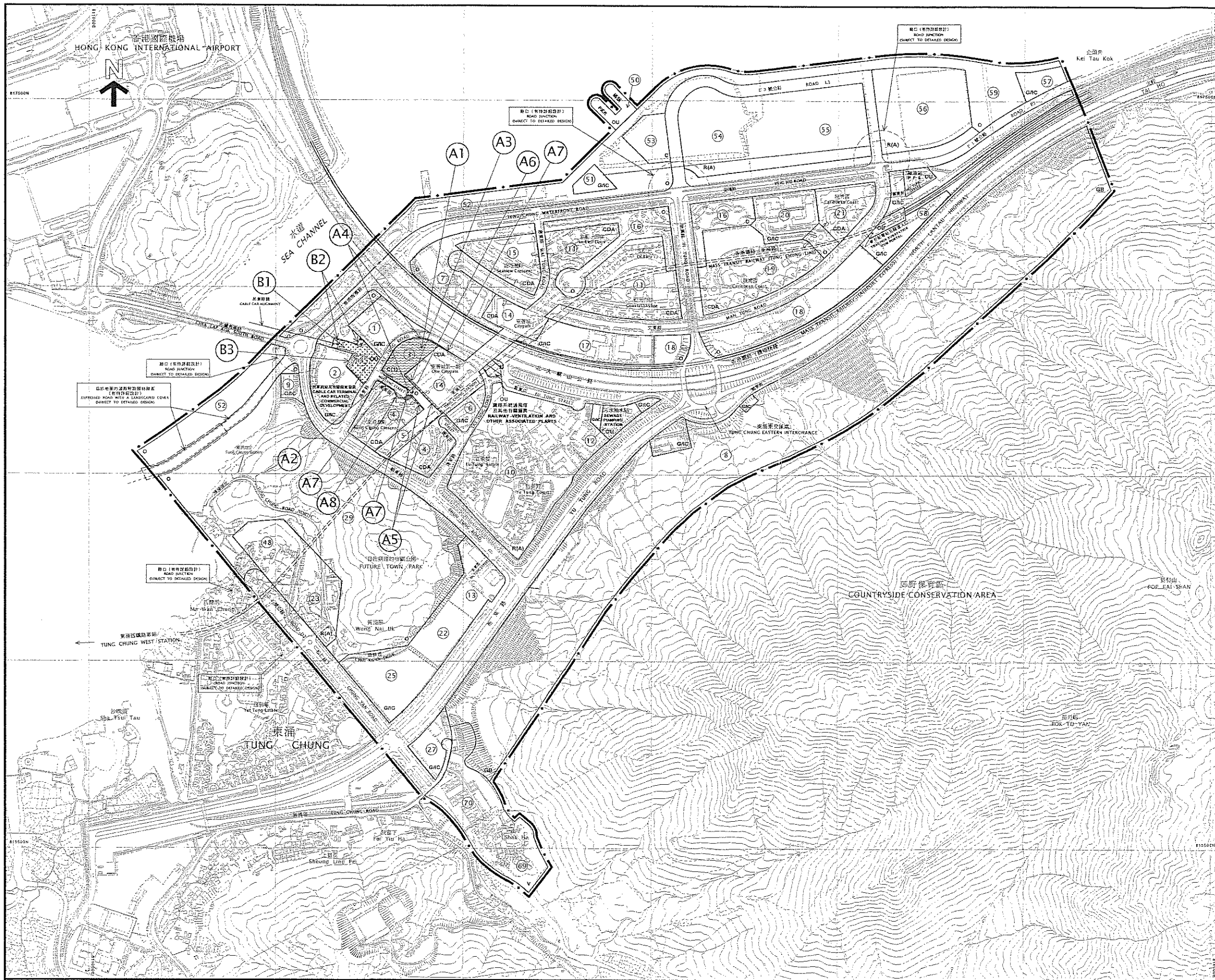
O 休憩用地 OPEN SPACE

OU 其他指定用途 OTHER SPECIFIED USES

用途地帶界線只作識別用
ZONING BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

擬議修訂項目 PROPOSED AMENDMENT ITEMS

A1	由「商業」地帶改劃為「商業(1)」地帶 TO BE REZONED FROM "C" TO "C(1)"	B1	刪除在「其他指定用途」地帶 註明「吊車終站及有關商業發展」內的A及B分區 DELETE SUB-DIVISION OF AREAS A AND B ON "OU" ZONE ANNOTATED "CABLE CAR TERMINAL AND RELATED COMMERCIAL DEVELOPMENT"
A2	由「商業」地帶改劃為道路 TO BE REZONED FROM "C" TO ROAD	B2	由「休憩用地」地帶改劃為「其他指定用途」地帶 註明「吊車終站及有關商業發展」 TO BE REZONED FROM "O" TO "OU" ZONE ANNOTATED "CABLE CAR TERMINAL AND RELATED COMMERCIAL DEVELOPMENT"
A3	由「商業」地帶改劃為「綜合發展區」地帶 TO BE REZONED FROM "C" TO "CDA"	B3	由「政府、機構或社區」地帶改劃為「其他指定用途」地帶 註明「吊車終站及有關商業發展」 TO BE REZONED FROM "G/IC" TO "OU" ZONE ANNOTATED "CABLE CAR TERMINAL AND RELATED COMMERCIAL DEVELOPMENT"
A4	由道路改劃為「商業(1)」地帶 TO BE REZONED FROM ROAD TO "C(1)"		
A5	由「休憩用地」地帶改劃為「綜合發展區」地帶 TO BE REZONED FROM "O" TO "CDA"		
A6	由道路改劃為「休憩用地」地帶 TO BE REZONED FROM ROAD TO "O"		
A7	由道路改劃為「綜合發展區」地帶 TO BE REZONED FROM ROAD TO "CDA"		
A8	由「綜合發展區」地帶改劃為道路 TO BE REZONED FROM "CDA" TO ROAD		



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
RAILWAY AND STATION	RAILWAY STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	RAILWAY STATION (UNDERGROUND)	鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION	MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	ELEVATED ROAD	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	BOUNDARY OF PLANNING SCHEME	規劃範圍界線
PLANNING AREA NUMBER	PLANNING AREA NUMBER	規劃區編號
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %	用途
COMMERCIAL	2.14 0.85	商業
COMPREHENSIVE DEVELOPMENT AREA	22.98 9.09	綜合發展區
RESIDENTIAL (GROUP A)	31.03 12.27	住宅 (甲類)
VILLAGE TYPE DEVELOPMENT	5.43 2.15	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	22.32 8.83	政府、機構或社區
OPEN SPACE	65.70 22.03	休憩用地
OTHER SPECIFIED USES	2.66 1.13	其他指定用途
GREEN BELT	47.10 18.63	綠化地帶
MAJOR ROAD ETC.	63.25 25.02	主要道路等
TOTAL PLANNING SCHEME AREA	252.81 100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第5條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/I-TCTC/16 的修訂
AMENDMENTS TO APPROVED PLAN No. S/I-TCTC/16

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按城市規劃條例第5條 展示的修訂
AMENDMENT ITEM A1	修訂項目 A 1 項
AMENDMENT ITEM A2	修訂項目 A 2 項
AMENDMENT ITEM A3	修訂項目 A 3 項
AMENDMENT ITEM A4	修訂項目 A 4 項
AMENDMENT ITEM A5	修訂項目 A 5 項
AMENDMENT ITEM A6	修訂項目 A 6 項
AMENDMENT ITEM A7	修訂項目 A 7 項
AMENDMENT ITEM A8	修訂項目 A 8 項
AMENDMENT ITEM B1	修訂項目 B 1 項
AMENDMENT ITEM B2	修訂項目 B 2 項
AMENDMENT ITEM B3	修訂項目 B 3 項

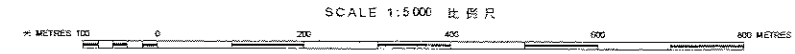
(參看附表)
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第5條展示的
核准圖編號 S/I-TCTC/16 的修訂
AMENDMENTS TO APPROVED PLAN No. S/I-TCTC/16 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY
TOWN PLANNING BOARD

城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的東涌市中心地區分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG TOWN CENTRE AREA - OUTLINE ZONING PLAN



規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/I-TCTC/16B

**DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/16B**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, "existing use of any land or building" means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
- on-street vehicle park and railway track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate planning permission is required.

(10) In these Notes,

“existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

“New Territories Exempted House” means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as ‘Shop and Services’ or ‘Eating Place’, the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/16B

Schedule of Uses

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GREEN BELT	17

COMMERCIAL

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 Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre.

(Please see next page)

COMMERCIAL (Cont'd)Remarks

- (a) On land designated "Commercial (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and a maximum building height of 70 metres above Principal Datum, or the plot ratio and height of the existing building, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above,
 - (i) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; and
 - (ii) any floor space that is constructed or intended for use solely as public transport terminus shall be included for calculation.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or 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.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Station Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses with the provision of open space and other supporting facilities. The commercial developments may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area (GFA) for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)Remarks (Cont'd)

- (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 750,120 m² for residential use and a maximum GFA of 93,000 m² for commercial use including hotel, or the GFA of the existing building, whichever is the greater.
- (d) In determining the maximum GFA for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, railway station development or GIC facilities, as required by the Government, may also be disregarded.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA restriction stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

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 Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Vehicle Park (for cycles only) Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

In addition, the following uses are always permitted
 (a) on the lowest three floors of a building, taken to
 include basements; or (b) in the purpose-designed
 non-residential portion of an existing building, both
 excluding floors containing wholly or mainly car
 parking, loading/unloading bays and/or plant room:

Eating Place
 Educational Institution
 Institutional Use (not elsewhere specified)
 Off-course Betting Centre
 Office
 Place of Entertainment
 Private Club
 Public Convenience
 Recyclable Collection Centre
 School
 Shop and Services
 Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

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 a maximum domestic plot ratio of 5, or the plot ratio of the existing building, whichever is the greater.
- (b) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Public Vehicle Park (for cycles only) Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarters only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Funeral Facility Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project

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.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Vehicle Park (for cycles only) Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (not elsewhere specified, excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

Column 1
Uses always permitted

Column 2
Uses that may be permitted with or
without conditions on application
to the Town Planning Board

For "Railway Ventilation and Other Associated Plants" Only

Railway Ventilation and Other Associated Plants

Planning Intention

This zone is intended for the development of railway ventilation and other associated plants.

For "Sewage Pumping Station" Only

Sewage Pumping Station

Planning Intention

This zone is intended for the development of a sewage pumping station.

For "Pier" Only

Pier
Public Convenience

Eating Place
Government Use
Marine Fuelling Station
Public Utility Installation
Shop and Services (not elsewhere specified)

Planning Intention

This zone is intended to designate land for piers to facilitate marine access to Tung Chung.

Remarks

Kiosks not greater than 10m² each in area and not more than 10 in number for use as Shop and Services are considered as ancillary to "Pier" use.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1
Uses always permitted

Column 2
Uses that may be permitted with or
without conditions on application
to the Town Planning Board

For "Petrol Filling Station" Only

Petrol Filling Station

Planning Intention

This zone is intended for the development of petrol filling stations.

For "Traction Substation cum Portal" Only

Traction Substation cum Portal

Planning Intention

This zone is intended for the development of a traction substation cum portal.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Cable Car Terminal and related Commercial Development" Only</u>	
	Cable Car Route and Terminal Building Commercial Bathhouse/Massage Establishment Eating Place Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Place of Entertainment Place of Recreation, Sports or Culture Public Convenience Public Transport Terminus or Station Public Vehicle Park (excluding container vehicle) Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Shop and Services Utility Installation for Private Project

Planning Intention

This zone is intended for the development of cable car terminal cum related commercial developments and supporting facilities, including a transport interchange, coach parking and ancillary car parking to serve the terminal and the commercial floor space.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cable Car Terminal and related Commercial Development" Only (Cont'd)

Remarks

- (a) An applicant for permission for development on land designated "Other Specified Uses" annotated "Cable Car Terminal and related Commercial Development" shall prepare a layout plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings, including structures, to be erected on the site;
 - (ii) the proposed total gross floor area (GFA) for various uses and facilities;
 - (iii) the details and extent of the cable car terminal facilities, parking and loading/unloading spaces and open space to be provided within the site;
 - (iv) the alignment, widths and levels of any footpaths and roads proposed to be constructed within the site;
 - (v) the landscape and urban design proposals within the site;
 - (vi) programmes of development in detail;
 - (vii) the details of supply of utilities and infrastructure to meet the needs of the proposed development;
 - (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building including structure, shall result in a total development or redevelopment in excess of a maximum building height of 35 metres above Principal Datum and a maximum commercial GFA of 308 m², or the height and commercial GFA of the existing building including structure, whichever is the greater.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cable Car Terminal and related Commercial Development" Only (Cont'd)

Remarks (Cont'd)

- (c) In determining the maximum GFA for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretakers' office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as cable car terminal facility, transport interchange and coach park, as required by the Government, may also be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA *and/or* building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

**DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/16B**

EXPLANATORY STATEMENT

DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/16B

EXPLANATORY STATEMENT

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**DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/16B**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this Statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/16B. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land use zonings on the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 On 27 May 1993, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands (SPEL), directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the Tung Chung Town Centre area. On 14 January 1994, the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/1 was exhibited for public inspection under section 5 of the Ordinance. On 28 July 1995, the then Governor in Council approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/2.
- 2.2 On 25 September 1997, under the power delegated by the then Governor which was deemed to have been made by the Chief Executive, the then SPEL directed the Board, under section 3(1)(a) of the Ordinance, to extend the planning scheme boundary of the approved OZP to the west to include Areas 22 and 25 and the future town park. On 10 March 1998, the Chief Executive in Council (CE in C) referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.3 On 24 July 1998, the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/3 extending the plan boundary to the west and incorporating the land use proposals for the western extension of the Town Centre area was exhibited for public inspection under section 5 of the Ordinance. On 22 June 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/4. On 10 October 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times and exhibited under section 5 or 7 of the Ordinance for public inspection.

- 2.4 On 30 April 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/8. On 8 October 2002, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 1 April 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/10. On 8 July 2003, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 3 January 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/14. On 30 January 2007, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.7 On 31 March 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tung Chung Town Centre Area OZP, which was subsequently renumbered as S/I-TCTC/16. On 24 April 2009, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/16 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.8 On 3 November 2009, the CE in C referred the approved OZP No. S/I-TCTC/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP for amendment was notified in the Gazette on 13 November 2009 under section 12(2) of the Ordinance.
- 2.9 On 11 December 2009, the draft OZP No. S/I-TCTC/16B (the Plan) incorporating the amendments to rezone a site to the east of Tat Tung Road in Area 3 from "Commercial" to "Commercial(1)" and to adjust the zoning boundaries of "Other Specified Uses" annotated "Cable Car Terminal and related Commercial Development", "Comprehensive Development Area", "Open Space", "Government, Institution or Community" and areas shown as 'Road' was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control. Such control is necessary to develop Tung Chung into a balanced community in support of the Hong Kong International Airport.

- 3.2 The Plan is to illustrate the broad principles of development within the Area. As it is a small-scale plan, the alignments of the roads and railways and boundaries between the land use zones may be subject to minor adjustments as detailed planning and development proceed.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tung Chung area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located on the northshore of Lantau Island to the southeast of the Hong Kong International Airport at Chek Lap Kok. The total area covered by the Plan is approximately 253 hectares (ha), including about 127 ha of reclaimed land.
- 5.2 The Area extends from Kei Tau Kok on the northern coast of Lantau Island in the east to Ma Wan Chung in the west. In the north, the Area is bounded by the reclamation limit, while in the south it is enclosed by a series of mountain slopes as the backdrop. It is planned as the Town Centre of the North Lantau New Town.
- 5.3 The Area is separated from the airport island of Chek Lap Kok by a 200m wide water channel. The North Lantau Highway (NLH) and the Mass Transit Railway (MTR) Airport Express (AE) pass through the Area to link with the airport island. The railway alignment bifurcates near the eastern edge of the Area where the MTR Tung Chung Line extends westwards to the Tung Chung MTR Station at the Town Centre. The Tung Chung Cable Car system links up Tung Chung with Ngong Ping via the angle stations at Airport Island and Nei

Lak Shan. Starting from the Tung Chung Terminal in Tung Chung Town Centre, the cable car route runs above the open space along Tung Chung Waterfront Road and then along the northern side of Chek Lap Kok South Road to the angle station on the Airport Island. It then turns an angle and ascends to Ngong Ping and terminates at Ngong Ping Terminal.

5.4 Complex geological conditions are known to exist within the Northshore Lantau Area, which can have significant effects on foundation design and construction in terms of both development costs and construction programme. The affected area is referred to as “the Designated Area of Northshore Lantau”. Information on the geology of Tung Chung and technical guidance on foundation works are available from the Civil Engineering and Development Department.

5.5 The boundary of the Area is shown in a heavy broken line on the Plan. For planning and reference purposes, the Area has been divided into a number of smaller planning areas as shown on the Plan.

6. POPULATION

According to the 2006 By-census, the total population in the Area was about 34,000, made up mainly of residents of Fu Tung Estate, Yu Tung Court, Tung Chung Crescent, Seaview Crescent, Coastal Skyline, Caribbean Coast, Shan Ha Village and the existing settlement in Ma Wan Chung. Ma Wan Chung will be cleared for the construction of Road D2 and the Town Park. It is expected that the population in 2021 and the planned population in the Area would be in the region of 54,000 and 71,000 respectively.

7. LAND USE ZONINGS

7.1 “Commercial” (“C”) : Total Area 2.14 ha

7.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre.

7.1.2 Being in close proximity to the Tung Chung MTR Station and with good linkages to other areas of the New Town, a site in Area 3 is zoned as “C(1)”. The ground level of the “C(1)” site nearer to the MTR station will accommodate an extension of the existing public transport interchange to be designed in integration with the commercial development within the “C(1)” site and the “CDA” site next to the MTR station. Developments and redevelopments in the “C(1)” site are subject to a maximum plot ratio of 5 and a maximum building height of 70 metres above Principal Datum.

7.1.3 In determining the maximum plot ratio, any floor space that is constructed or intended for use solely as car park, loading/unloading bay,

plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport terminus shall be included for calculation.

- 7.1.4 In order to provide flexibility for innovative design adapted to the characteristics of the "C(1)" site, minor relaxation of the plot ratio and/or building height restrictions as mentioned above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.
- 7.1.5 Another site in Area 53 adjacent to the proposed pier at the waterfront is reserved for hotel development in the longer term to take advantage of the scenic views of Tung Chung Bay. The hotel development may include a public transport interchange at ground level.

7.2 "Comprehensive Development Area"("CDA") : Total Area 22.98 ha

- 7.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses with the provision of open space and other supporting facilities. The commercial developments may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. This zone covers parcels of land intended for comprehensive development in conjunction with the construction of the AE and the MTR Tung Chung Line. The development within the "CDA" will be integrated with the Tung Chung MTR Station and designed in a comprehensive manner. The development will include residential, retail, office and hotel uses together with public transport interchange and other supporting facilities such as post office, day nursery, kindergartens and market. Adequate vehicle parking spaces and local open spaces will also be provided within the "CDA".
- 7.2.2 In accordance with the recommendations of the Tung Chung Town Centre Study approved by the Government, development and redevelopment within the "CDA" are restricted to a maximum total GFA of 750,120m² for residential uses and 93,000m² for commercial uses including hotel, or the GFA of the existing building, whichever is the greater. The 93,000m² of commercial GFA is planned to comprise 56,000m² of retail/commercial GFA, 22,000m² of hotel GFA and 15,000m² of office GFA.
- 7.2.3 Pursuant to section 4A(1) of the Ordinance, any development on land designated "CDA" would require planning approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted together with the relevant assessment reports and other materials as specified in the Notes

of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance. This is to ensure proper planning control of the planning design, layout, building heights and the provision of facilities within the sites. A copy of the approved MLP should be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

7.2.4 On 24 October 1997, the Board approved with conditions an application for increasing the residential GFA to 968,280m² for the "CDA". On 8 December 2000, the Board approved an application for deletion of one of the residential towers on geotechnical grounds, resulting in a reduced residential GFA of 935,910m². The proposed development would accommodate a population of about 32,000.

7.2.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.3 "Residential (Group A)" ("R(A)") : Total Area 31.03 ha

7.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. It covers land reserved for public rental housing estates, Home Ownership Schemes (HOS) and private residential developments. Commercial uses such as banks, offices, restaurants and retail shops are permitted on the lowest three floors (taken to include basements) or in the purpose-designed non-residential portion of an existing building. Other commercial uses will require planning permission from the Board. Development and redevelopment within the "R(A)" zone are restricted to a maximum domestic plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater, in accordance with the planning and design principles for Tung Chung as recommended in North Lantau Development Study (NLDS).

7.3.2 To the south of Fu Tung Street, a site in Area 10 is zoned "R(A)" for public rental housing estate and HOS developments. The developments, namely Fu Tung Estate and Yu Tung Court, were completed in 1997. Adequate commercial, educational, community and recreational facilities have been included in the development in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). These include two primary schools, two secondary schools, a clinic, local open spaces and other community facilities.

7.3.3 To the west of the future Town Park, two sites in Areas 23 and 48 are zoned "R(A)" for private residential developments. Setting against the backdrop of the Town Park the tallest point of which is about 75mPD, the future developments within the sites should pay due regard to the

knolls of the park in terms of design, height and scale. Also, the area may be subject to traffic noise impact from Road D2, careful detailed design should be adopted to mitigate the traffic noise impact.

- 7.3.4 Adjacent to the proposed pier at the waterfront in Areas 54, 55 and 56 are three “R(A)” sites, the former two are intended for medium-rise private residential developments and the latter for public housing. This is primarily to conform to the urban design principles set out in NLDS, which recommends, inter alia, descending heights of building blocks approaching the coast. In addition, the sites abut the major road of Road P1 and may be subject to traffic noise impact. Careful detailed design should be adopted to mitigate the traffic noise impact.
- 7.3.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.4 “Village Type Development” (“V”) : Total Area 5.43 ha

- 7.4.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.
- 7.4.2 Shan Ha Village together with the expansion area in Area 69 is zoned “V”. The boundaries of the “V” zone are drawn with regard to the existing village ‘environs’, topography, site constraints and the estimated Small House demand. The village resite area at Pa Mei North in Area 70 is also zoned “V”. It is intended for rehousing the indigenous villagers of Ma Wan and Ma Wan Chung affected by the Tung Chung development.
- 7.4.3 On land designated “V”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m), or the height of the existing building, whichever is the greater.
- 7.4.4 The village expansion and village resite areas will be guided by more detailed layout plans.

- 7.4.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.5 “Government, Institution or Community” (“G/IC”) : Total Area 22.32 ha

- 7.5.1 This zone is intended primarily for the provision of Government, institution or community (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. The overall GIC facility provision in the Plan, which has been planned on the basis of the HKPSG, is considered adequate to serve the population of the Area.
- 7.5.2 Major existing facilities under this zoning include a fire station cum ambulance depot and a police station in Area 13, a youth camp in Area 8, a telephone exchange and a refuse collection point in Area 12, an electric substation in Area 9, as well as primary and secondary schools in various Planning Areas.
- 7.5.3 Major proposed facilities include an indoor recreation centre cum library, a community hall and a residential care home for the elderly in Area 17, a town hall in Area 1, a swimming pool complex in Area 2, the proposed North Lantau Hospital in Areas 13(part), 22 and 25, etc. As the hospital site is close to the future Town Park, the tallest point of which is about 75mPD, a maximum building height of 65mPD should be adopted for the proposed North Lantau Hospital to commensurate with the surrounding environment and reduce the possible visual impacts. Compatibility with the knolls of the park in design and scale is also required for the proposed North Lantau Hospital. Besides, as the area may be subject to traffic noise impact from Yu Tung Road and Chung Yan Road, mitigation measures against the traffic noise should be adopted.
- 7.5.4 GIC uses not requiring free-standing sites such as nursery and kindergarten will be provided within the public housing estates and the large private residential developments within the “CDA” and “R(A)” zones.

7.6 “Open Space” (“O”) : Total Area 55.70 ha

- 7.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 7.6.2 Behind the existing settlement at Ma Wan Chung in Area 29 stand three knolls. They together with the adjacent land to be reclaimed are zoned

“O” for the development of a Town Park. The knolls present a special natural landscape feature constituting an important part of the townscape. On the northwestern slope of the knolls lie the remnants of Tung Chung Battery, which is a Declared Monument, Game Board Carving and a temporary storage area for Fu Tei Wan lime kilns. They will be integrated with the design of the Town Park.

- 7.6.3 The “O” zone also covers the waterfront open spaces in Areas 52 and 59 including a prestigious waterfront promenade which will be extended to the east to Tai Ho and to the west to Tung Chung West in future. It also covers the open space links and other open spaces at Areas 7, 16 and 18 which serve as environmental buffers for the NLH and the major roads.
- 7.6.4 The provision of open spaces has been planned according to the HKPSG. The level of provision provided for in the Plan is adequate to serve the Area. Additional local open spaces will be provided within the public housing estates and the “CDA” and “R(A)” sites for the enjoyment of the local residents.

7.7 “Other Specified Uses” (“OU”) : Total Area 2.86 ha

- 7.7.1 This zone denotes land allocated or reserved for specified uses including the following:
- (a) railway ventilation and other associated plants to the northeast of the Tung Chung MTR Station;
 - (b) a sewage pumping station in Area 12;
 - (c) proposed ferry pier use in Area 50;
 - (d) two proposed petrol filling stations in Area 58;
 - (e) a traction substation cum portal in Area 58; and
 - (f) cable car terminal and related commercial development in Area 2.
- 7.7.2 Statutory planning control is required for the cable car terminal and related commercial development as it is located in a prominent location of the Town Centre and will become one of the landmarks of and a major tourist node in Tung Chung. The “OU (Cable Car Terminal and related Commercial Development)” zone accommodates the cable car terminal, the cable car related commercial development and supporting facilities, including a transport interchange, coach parking and ancillary parking to serve the terminal and commercial floor space. Development within the zone is restricted to a maximum height of 35 metres above Principal Datum and a maximum commercial GFA of 308m² for building(s) including structure(s) or the height and the commercial GFA of the existing building including the structure, whichever is the greater.
- 7.7.3 To provide flexibility for innovative design adapted to the

characteristics of particular sites, minor relaxation of the commercial GFA and/or building height restrictions for the “OU (Cable Car Terminal and related Commercial Development)” may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.8 “Green Belt” (“GB”) : Total Area 47.10 ha

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. The southern fringe of the Area covering the foothills of Pok To Yan and Por Kai Shan is zoned for this purpose. There is a general presumption against development in the “GB” zone. Development within this zone will be strictly controlled and development proposals will be considered on individual merits taking into account relevant Town Planning Board Guidelines.

8. COMMUNICATIONS

8.1 Roads

- 8.1.1 Only the major road network including trunk, primary and district distributor roads is indicated on the Plan. As the Plan is drawn at a small scale, details of major road junctions, local roads, the utility service road, cycle tracks and footpaths will be subject to detailed design.
- 8.1.2 The NLH running in an east-west direction in the Area provides the strategic link between the Hong Kong International Airport and other areas in the Territory.
- 8.1.3 External access to and from the Area is mainly via NLH through Tung Chung Eastern Interchange and Tung Chung Waterfront Road.
- 8.1.4 Connection between the airport island and the Area is via Chek Lap Kok South Road, which bridges over the sea channel and serves as the secondary linkage to the airport from the Area.
- 8.1.5 Within the Area, a hierarchy of primary and district distributors and local roads is planned to provide convenient connection between various development areas and activity nodes. The Tung Chung Waterfront Road Extension to the north of the Town Park at Area 29 is proposed to be depressed with a 250m long landscaped cover to provide physical and visual connectivity between the Town Park and the waterfront promenade to its north. The cover of the road will be designed in conjunction with the design for the Town Park and the waterfront promenade.

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

8.2 Pier

Land for ferry pier is reserved at the waterfront in Area 50 to cater for demand of ferry services between Tung Chung and other areas in the Territory.

8.3 Railways

The Plan makes provision for two railway lines, namely *MTR* AE providing express services between the airport and Hong Kong Island, and *MTR* Tung Chung Line providing local domestic services between Tung Chung and Hong Kong Island. The Area is served by Tung Chung *MTR* Station.

8.4 Public Transport

Franchised buses and ferries are the main modes of public transport in addition to the railway services. Public transport interchange facilities have been provided close to Tung Chung *MTR* Station and may be provided at Area 53.

8.5 Cable Car

The cable car system between Tung Chung and Ngong Ping has commenced operation in September 2006.

8.6 Pedestrian and Cycle Network

A network of cycle tracks and pedestrian walkways will be designed to promote convenient cycle and pedestrian movements within the Area. Grade-separated crossings will be provided at major junctions between roads and pedestrian/cycle crossing points at the detailed design stage.

9. UTILITY SERVICES

9.1 Water Supply

9.1.1 Fresh water supply to Tung Chung is obtained from the Tung Chung fresh water service reservoir (outside the Area) via the associated distribution mains which are laid in phases together with the road works.

9.1.2 A salt water supply system will be provided for flushing. Temporary supply of fresh water will be used for flushing until the salt water supply system is made available.

9.2 Electricity

Electricity is supplied to the Area through a new distribution network. Adequate sites have been reserved for electric substations to meet the demand in the short and long terms.

9.3 Telephone

Telephone services are made available through the telephone exchange in Area 12 to provide the essential service to the Area.

9.4 Gas

Gas supply is extended from its existing network in the New Territories to the Area via submarine pipelines. The gas pipeline lands at Ta Pang Po (outside the Area) and routes to the Area via the pigging/offtake station at Tai Ho (outside the Area).

9.5 Sewerage and Drainage

Sewage is collected and conveyed via a network of sewer reticulation system and transferred via a sewage pumping station in the Area to the sewage treatment works at Siu Ho Wan (outside the Area) for treatment.

10. CULTURAL HERITAGE

Several sites which are of historical significance and archaeological interest are located within the Area. Situated on the knolls in the west of the Area are Game Board Carving and the remains of Tung Chung Battery. The battery, which is a Declared Monument under the Antiquities and Monuments Ordinance, is believed to be one of the two military forts of Tung Chung built in 1817. Adjacent to Tung Chung Battery, there is a temporary storage area for Fu Tei Wan lime kilns. Design of the future Town Park is required to pay special attention to these monuments. Development in the western part of the Area should also have regard to the Ma Wan Chung archaeological site. These heritage sites are worthy of preservation and the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be consulted well in advance on any development or redevelopment affecting these sites and their immediate environs.

11. IMPLEMENTATION

- 11.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the plan, or if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim.

The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

- 11.2 The Plan provides a broad land use framework within which more detailed non-statutory plans are prepared. These detailed plans are used as the basis for planning of public works and reservation of sites. As in other new towns, the implementation of the development projects such as formation of sites and provision of services within the Area involves concerted efforts from various Government departments which will be co-ordinated by the Civil Engineering and Development Department.
- 11.3 The development of the Town Centre area is implemented in phases. The strategic transport links and infrastructures for development of the Phase I of the Town Centre area are components of the Airport Core Programme projects.
- 11.4 Development at the "R(A)" site in Area 10 for public rental housing (Fu Tung Estate) and HOS (Yu Tung Court) has been completed by the Housing Department. For the "CDA" sites, the Mass Transit Railway Corporation Limited has been granted the land for comprehensive development together with the construction of the railway links and station. Development is taking place in phases. Tung Chung Crescent in Area 4, Citygate in Area 14, Seaview Crescent in Area 15, Coastal Skyline Phase 1 in Area 11 and Caribbean Coast Phase 1 in Area 21 have been completed.
- 11.5 Reclamation works covering Areas 50, 52(part), 53 to 56 under Phase 3A of the New Town development have been completed in 2003.
- 11.6 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the departmental outline development plan/layout plans, and the Guidelines published by the Board. The outline development plan and the layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and guidance notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.