

**~~APPROVED-DRAFT~~ TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/18C**

EXPLANATORY STATEMENT

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**APPROVED DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/18C**

(Being an ~~Approved~~ *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 ~~approved~~ ~~approved draft~~ Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/18C. 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/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 *the* “Other Specified Uses” annotated “Cable Car Terminal and related Commercial Development”, “Comprehensive Development Area”, “Open Space”, “Government, Institution or Community” *zones* and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, no representation was received.
- 2.10 On 1 June 2010, 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/18. On 11 June 2010, the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/18 (~~the Plan~~) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.11 On 2.9.2014, the CE in C referred the approved OZP No. S/I-TCTC/18 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 19.9.2014 under section 12(2) of the Ordinance.

- 2.12** *On XX, the draft OZP No. S/I-TCTC/XX (the Plan) incorporating the amendments to rezone a site in Area 27 from “Government, Institution or Community” to “Residential (Group A) 1” and adjust the adjoining zoning boundaries of “Green Belt”, “Village Type Development” 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~~**2011** By-census, the total population in the Area was about ~~34,000~~**38,000**, 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.~~ **The planned population in the Area is about 78,000.**

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. ***Several applications on the amendments to the approved MLP were approved by the Board. Subsequently, the revision 20 of the approved MLP was deposited on 7.1.2011 at Land Registrar for public inspection under Section 4A(3) of the Ordinance.***
- 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~~**31.94** 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. ***These two sites fall within the extension areas of the Tung Chung New Town Extension Study. Future detailed land uses are subject to further assessment under the Study.***
- 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 ***A site in Area 27 is zoned “R(A)1” for HOS development. Development and redevelopment in the “R(A)1” zone are subject to a maximum domestic plot ratio of 6 and a maximum building height of 135mPD, or the plot ratio and height of the existing building, whichever is the greater.***
- 7.3.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio ***and building height*** restrictions 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 5,435.46 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 22,3221.24 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 within the Plan Area ~~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 swimming pool complex in Area 2, a youth camp in Area 8, an electric substation in Area 9, a telephone exchange and a refuse collection point in Area 12*, a fire station cum ambulance depot and a police station in Area 13, *an indoor recreation centre cum library, a community hall and a residential care home for the elderly in Area 17, the North Lantau Hospital (Phase I) in Area 25 (Part)* ~~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~~ *and, a swimming pool complex in Area 2, the proposed North Lantau Hospital extension in Areas 13(part), 22 and 25 (Part), 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~~ *The knolls in Area 29 to the northeast of Yat Tung Estate* 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 *which may include including a prestigious waterfront promenade to*

~~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 ~~in~~ at Areas 7, 16 and 18 which serve as environmental buffers for the NLH and the major roads.

7.6.4 Areas 29 and part of 52 fall within the extension areas of the Tung Chung New Town Extension Study. Future detailed land uses are subject to further assessment under the Study.

7.6.5 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 47.1047.15 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. ***There is a general presumption against development in the “GB” zone.*** 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 ~~in 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

- 10.1 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 ***Tung Chung Game Board Carving Site of Archaeological Interest and the remains of Tung Chung Battery which is a Declared Monument under the Antiquities and Monuments Ordinance.*** ~~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, is the Fu Tei Wan Kiln Site of Archaeological Interest.~~ ***Design of the future Town Park is required to pay special attention to these heritage sites*** ~~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 ***Site of Archaeological Interest*** ~~site~~. These heritage sites are worthy of preservation and the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be consulted well in advance on any development or redevelopment affecting these sites and their immediate environs.
- 10.2 ***A detailed archaeological impact assessment (AIA) shall be conducted to evaluate the archaeological impact imposed by the proposed works if there is any development within the site of archaeological interest. If necessary, a qualified archaeologist shall apply for a licence under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological investigation. Subject to the findings of the AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with the AMO of LCSD.***

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 ~~were 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.

TOWN PLANNING BOARD
OCTOBER 2014~~JUNE 2010~~