

DRAFT CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/13

EXPLANATORY STATEMENT

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## **DRAFT CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/13**

(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 Chek Lap Kok Outline Zoning Plan (OZP) No. S/I-CLK/13. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land use zonings of the Plan.

#### **2. AUTHORITY FOR THE PLAN AND PROCEDURE**

- 2.1 On 22 May 1996, under the power delegated by the then Governor, the then Secretary of Planning, Environment and Lands, directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the airport island at Chek Lap Kok. On 13 December 1996, the draft Chek Lap Kok OZP No. S/I-CLK/1 was exhibited for public inspection under section 5 of the Ordinance. The draft OZP was subsequently amended and exhibited for public inspection under section 7 of the Ordinance. On 10 April 2001, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Chek Lap Kok OZP, which was subsequently renumbered as S/I-CLK/3.
- 2.2 On 25 September 2001, the CE in C referred the approved OZP No. S/I-CLK/3 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. On 8 October 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Chek Lap Kok OZP, which was subsequently renumbered as S/I-CLK/5.
- 2.3 On 8 July 2003, the CE in C referred the approved OZP No. S/I-CLK/5 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.4 On 9 May 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Chek Lap Kok OZP, which was subsequently renumbered as S/I-CLK/10.
- 2.5 On 28 March 2009, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Chek Lap Kok OZP to cover the areas for the Hong

Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF), HZMB Hong Kong Link Road, the Southern Landfall of Tuen Mun – Chek Lap Kok Link (TM-CLKL) and other proposed road works, and the proposed reprovisioning site for Fire Services Department's Sea Rescue Facilities.

- 2.6 On 5 May 2009, the CE in C referred the approved Chek Lap Kok OZP No. S/I-CLK/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.7 On 12 June 2009, the draft Chek Lap Kok OZP No. S/I-CLK/11, incorporating the transport infrastructures and land use proposals on the proposed reclamation areas for the HKBCF, HZMB Hong Kong Link Road and TM-CLKL Southern Landfall, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, a total of 789 representations were received. Subsequently, 7 representations were withdrawn and one was considered invalid. On 21 August 2009, the representations were published for three weeks for public comments. No comments were received. On 13 November 2009, the Board decided not to propose any amendment to the draft OZP to meet the representation under section 6B(8) of the Ordinance.
- 2.8 On 18 October 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Chek Lap Kok OZP, which was subsequently renumbered as S/I-CLK/12. On 21 October 2011, the approved Chek Lap Kok OZP No. S/I-CLK/12 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.9 On 23 September 2014, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the Chek Lap Kok OZP to cover the proposed reclamation area for the new third runway of the Hong Kong International Airport (HKIA).
- 2.10 On 24 February 2015, the CE in C referred the approved Chek Lap Kok OZP No. S/I-CLK/12 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back was notified in the Gazette on 27 March 2015 under section 12(2) of the Ordinance.
- 2.11 On 8 May 2015, the draft Chek Lap Kok OZP No. S/I-CLK/13 (the Plan), incorporating the land use proposals on the proposed reclamation area for the new third runway of the HKIA, 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 network for the airport island, HKBCF and HZMB Hong Kong Link Road at Chek Lap Kok so that development and redevelopment within the Planning Scheme Area can be put under statutory planning control.

- 3.2 The Plan is to illustrate the broad principles of development within the Planning Scheme Area. As it is a small-scale plan, the alignments of roads and railways and boundaries between land use zones may be subject to minor adjustments as detailed planning and development proceed.

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 Planning Scheme 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 Planning Scheme Area (the Area), covering the existing airport island and the proposed reclamation for the third runway of HKIA, the HKBCF, part of the HZMB Hong Kong Link Road and the Southern Landfall of TM-CLKL at Chek Lap Kok, is located off the north shore of Lantau and separated physically from the new town development in Tung Chung by a 200m wide water channel.
- 5.2 The boundary of the Area is shown in a heavy broken line on the Plan. The total area covered by the Plan, including the area designated for pier development, is approximately 2,095 ha.
- 5.3 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 Northshore Lantau and technical guidance on foundation works are available from Civil Engineering and Development Department.

6. **POPULATION**

- 6.1 There is no residential population other than those taking accommodation in the hotels and staff quarters on the airport island.
- 6.2 Currently, the number of workers within the Area is around 65,000. Upon full development, it is anticipated that the number of workers at the airport island with the

third runway would rise to about 141,000 and the number of workers at the HKBCF would rise to about 5,000.

- 6.3 Upon the completion of HKIA's Midfield development, the existing airport passenger terminal with dual runway operations is capable of handling about 74 million air passengers a year. Expansion of the airport with the third runway and associated passenger terminal facilities will be able to bring up the annual throughput to about 102 million air passengers upon completion, with provision for further increase if needed.
- 6.4 The planned HKBCF aims to provide necessary facilities for government departments to carry out police, customs, immigration and quarantine control for vehicles and passengers using the HZMB, as well as other necessary supporting facilities. It is anticipated that the daily two-way traffic of the HZMB will be about 36,000 to 49,000 vehicles per day and 191,000 to 234,000 passengers per day at 2035.

## 7. LAND USE ZONINGS

### 7.1 "Commercial" ("C"): Total Area: 118.18 ha

- 7.1.1 This zone is intended primarily for commercial developments and airport related and other business activities. The eastern part of the airport island is under this zoning to provide an aesthetically pleasant environment for airport-related enterprises and other business activities that require prominent and accessible locations on the airport island. Hotel, office, retail, exhibition centre, recreational and other supporting facilities are planned in this zone. Land is also set aside to cover the air passenger terminal, ground transportation centre and passenger ferry terminal.
- 7.1.2 There is a comprehensive transport network to link up the commercial developments, terminal buildings, ground transportation centre and Airport Express Airport Station within the "Commercial" zone. Public car parks are also included. Hence, a large percentage of the area within this zone would be taken up by transport infrastructure.

### 7.2 "Government, Institution or Community" ("G/IC"): Total Area: 12.30 ha

- 7.2.1 This zone is intended primarily for the provision of Government, institution or community facilities to support the airport operations and to serve the needs of other developments on the airport island.
- 7.2.2 The existing major GIC facilities within the zone include a Government flying services centre, a fire station, a police complex and an airmail centre.

### 7.3 "Other Specified Uses" ("OU"): Total Area: 1869.73ha

- 7.3.1 This zoning covers land allocated for the following specific uses:

7.3.2 Airport: 1456.80 ha

This zone is intended for the development of airport operational facilities. The northern part of the airport island is under this zoning. Major facilities include runways, airfield, air traffic control towers, air passenger terminal and concourses, and aircraft parking aprons. The uses of such facilities are unique and special. They are put under Column 1 as always permitted uses in the Notes to allow maximum flexibility for airport operational development. Other uses permitted include 'Aviation Fuel Storage Facility', 'Air Passenger and Freight Handling and Processing System/Facility' and 'Air Cargo Handling System and Facility' that comprise aircraft parking apron, cargo staging and loading/unloading apron, etc.

7.3.3 Airport Service Area: 211.70 ha

This zone is intended for the development of airport support facilities to facilitate the airport operation. The areas to the east, west and south of the airport proper are under this zoning. The major support facilities include air cargo terminals, facilities for airline catering, aircraft fuelling, aircraft maintenance and the aviation fuel tank farms.

7.3.4 Boundary Crossing Facilities: 130.64 ha

7.3.4.1 This zone is intended primarily for the development of boundary crossing facilities and related activities for the HZMB. Major facilities include vehicle clearance facilities, passenger clearance building, transit halls, pick-up/drop-off zones for passengers, public transport interchange, government offices and other necessary supporting facilities. These facilities are arranged so as to achieve proper and smooth operation of the clearance procedures and traffic movements. The key design parameters for HKBCF include the following:

- (a) the design flow of respective types of vehicles and passengers using HKBCF;
- (b) the processing times for each type of vehicles and passengers;
- (c) the area and other requirements for the accommodation of operational departments / supporting facilities; and
- (d) the operational flow for clearance of vehicles / passengers.

7.3.4.2 Most of the planned buildings on the HKBCF will be low-rise with building heights ranging from 10m to 25m, except the Passenger Clearance Building, which act as the main gateway building for passengers travelling via coaches, shuttle buses and/or other public transports, police tower and the Fire Services Department's fire drill tower which may have building heights of about 30m to 40m to meet operational requirements.

7.3.4.3 Development and redevelopment within this zone are subject to maximum building height restrictions ranging from 15mPD to 45mPD as

stipulated on the Plan. Minor relaxation of the building height restrictions stipulated on the Plan may be considered by the Board through the planning permission system. Each application for minor relaxation of the building height restriction will be considered on its own merits.

7.3.4.4 Provision has also been made to provide an underground automated people mover in the transit hall building to connect the HKBCF with HKIA to serve air/land transit passengers.

7.3.4.5 All developments within this zone would also have to satisfy the Airport Height Restrictions at their respective locations of the buildings.

7.3.5 Business Park: 44.74 ha

This zone is intended primarily for airport related business activities. An area to the southern part of the airport island is under this zoning. It is intended to accommodate, inter alia, freight forwarding centres, airport-related offices, airline headquarters and operational buildings, hotel and retail uses.

7.3.6 Highways Maintenance Area: 5.59 ha

7.3.6.1 This zone is intended to designate areas for the provision of backup area for operation and maintenance of the HZMB Hong Kong Link Road. The area to the south of Dragonair Tower and CNAC Tower is under this zoning.

7.3.6.2 Development and redevelopment within this zone are subject to maximum building height restriction of 2 storeys as stipulated on the Plan. Minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each application for minor relaxation of the building height restriction will be considered on its own merits.

7.3.7 Pier: 14.19 ha

This zone is intended to designate land for piers to facilitate marine access to the airport island. An area at the northeastern coast is under this zoning to facilitate pier development providing ferry services to the airport.

7.3.8 Satellite Control Building: 0.04 ha

7.3.8.1 This zone is intended primarily to reserve land for the development of a satellite control building. The satellite control building will be located near the portal of the Southern Landfall of the TM-CLKL Tunnel.

7.3.8.2 Development and redevelopment within this zone are subject to maximum building height restriction of 25mPD as stipulated on the Plan.



Minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each application for minor relaxation of building height restriction will be considered on its own merits.

7.3.9 Sea Rescue Station: 0.40 ha

7.3.9.1 This zone is intended primarily to reserve land for the reprovisioning of the existing Fire Services Department East Sea Rescue Facilities. The existing facilities will be affected by the proposed automated people mover.

7.3.9.2 Development and redevelopment within this zone are subject to maximum building height of 1 storey as stipulated on the Plan. Minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each application for minor relaxation of the building height restriction will be considered on its own merits.

7.3.10 Ventilation Building: 0.30 ha

7.3.10.1 This zone is intended primarily to reserve land for the development of a ventilation building. The ventilation building will be located at the northern end of the southern landfall reclamation of the TM-CLKL tunnel.

7.3.10.2 Development and redevelopment within this zone are subject to maximum building height restriction of 30mPD as stipulated on the Plan. Minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each application for minor relaxation of building height restriction will be considered on its own merits.

7.3.11 Amenity Area: 5.33 ha

This zone is intended to designate land for major roadside amenity areas and landscape buffers. This zone covers the proposed amenity area as landscape buffer between the "C" zone and the proposed carriageways from HKBCF to the airport island and the HZMB Hong Kong Link Road.

7.4 "Green Belt" ("GB"): Total Area: 21.30 ha

7.4.1 The planning intention of this zone is to preserve the existing natural landscape at the knoll in the southeastern tip of the airport island to provide a visual and environmental buffer for the adjacent new town development. There is a general presumption against development in this zone. This zone also serves the purpose of providing a passive recreational outlet. The Scenic Hill is under this zoning.

- 7.4.2 Development within this zone will be strictly controlled. Development proposals will be considered on individual merits taking into account the relevant Town Planning Board Guidelines. Planning permission has been granted by the Board for the Airport Island Angle Station, Support Tower and Cable Car Route, which are essential components of the Tung Chung Cable Car Project, at the foothill of the Scenic Hill.
- 7.4.3 A section of the HZMB Hong Kong Link Road would run through Scenic Hill by means of a tunnel, and daylight at the new reclamation at the east coast of the airport island.

## 8. COMMUNICATIONS

### 8.1 Roads

- 8.1.1 Only the major road networks are shown on the Plan. As the Plan is drawn at a small scale, details of road junctions and interchanges, local roads and footpaths are not indicated. They are subject to detailed design.
- 8.1.2 The North Lantau Highway (NLH) running along the north shore of Lantau provides the strategic link between the airport and other areas in the territory. External road access to and from the airport is mainly via the NLH and the Lantau Link which feeds into Route 3 via a major interchange on Tsing Yi Island and leads to Central via the West Kowloon Highway and the Western Harbour Crossing. From the major interchange on Tsing Yi Island, there is a road link to the North West New Territories via Ting Kau Bridge.
- 8.1.3 Two separate road bridges link up the airport with Tung Chung. The bridge of NLH caters for express road traffic whilst the bridge of Chek Lap Kok South Road serves local traffic between Tung Chung and the airport.
- 8.1.4 A comprehensive local road network and a people mover system provide convenient access to the passenger terminals, ground transportation centre, airport support facilities and other developments. Public access to airside roads is restricted for security reasons.
- 8.1.5 The HKBCF is connected to the HZMB Main Bridge at the Hong Kong Special Administrative Region (HKSAR) boundary by the HZMB Hong Kong Link Road. An internal road network is provided within the HKBCF to allow all necessary public traffic movements. A system of service roads designated for operational staff only to circulate within various parts of HKBCF, without conflicting with normal traffic, will also be provided.
- 8.1.6 The HZMB Hong Kong Link Road is a dual 3-lane carriageway of about 12 km in length connecting the proposed HZMB Main Bridge at the HKSAR boundary with the proposed HKBCF. It comprises (i) a sea viaduct from the HKSAR boundary to the landing point on the airport island near South Perimeter Road and

a land viaduct from the landing point on the airport island to Scenic Hill with about 9.4 km in total length; (ii) a tunnel of about 1km in length at Scenic Hill; and (iii) an at-grade road of about 1.6km in length at the eastern coast of the airport island to the HKBCF.

8.1.7 The HKBCF is connected to the road network of Hong Kong territory by:

- (a) road links to the airport island for traffic to/from the HKIA and Tung Chung;
- (b) TM-CLKL main tunnel for traffic to/from Tuen Mun and North West New Territories; and
- (c) TM-CLKL southern connection for traffic to/from Lantau Island and other parts of Hong Kong.

8.1.8 The TM-CLKL is a dual 2-lane carriageway in the form of bridge-cum-tunnel structure comprising about 5 km undersea tunnel and 4 km viaduct from Tuen Mun Pillar Point to North Lantau and HKIA via the proposed HKBCF. Its purpose is to form a new strategic corridor between North West New Territories and Lantau Island in order to relieve anticipated future congestion on the Lantau Link. It also provides an alternative direct link between Tuen Mun and HKIA, serving the needs of the travelers and the logistics industry.

8.1.9 The HZMB Hong Kong Link Road and TM-CLKL were authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 18 October 2011 and are shown on the Plan for information only. Pursuant to section 13A of the Ordinance, the road schemes authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) shall be deemed to be approved under the Ordinance.

## 8.2 Rail

8.2.1 The Airport Express provides a high speed and high frequency service specifically designed for air passengers. It runs between Hong Kong Island and the airport with intermediate stops at Kowloon and Tsing Yi. The Airport Express Airport Station is located immediately adjacent to the air passenger terminal building and the AsiaWorld-Expo Station is located to the north of an exhibition centre (AsiaWorld-Expo).

8.2.2 The Mass Transit Railway (MTR) Tung Chung Line provides a local service following the same route as the Airport Express, except that it terminates at Tung Chung Town Centre. Alternative access to the airport by rail can be made via the MTR Tung Chung Line to Tung Chung where there are direct bus service connections to the airport.

8.2.3 The air passenger terminals and the SkyPier are connected by an underground Automated People Mover (APM) system. The APM may be extended to connect the HKBCF and HKIA to serve transit passengers.

- 8.2.4 The Airport Rail Link (ARL) Project, which intends to provide a rail link between Shenzhen Airport and HKIA, is at planning stage. Among various options, one possibility is to locate the ARL's southern terminal in HKBCF. The design of the HKBCF has catered for such possibility.

### 8.3 Ferry

The existing ferry pier, i.e. SkyPier, is located at the north-eastern coast of the Area. Ferry terminal and additional pier could be developed within the "OU" annotated "Pier" zone to facilitate expansion of ferry services. Operation of SkyPier to serve transit passengers at the airport by the Airport Authority Hong Kong has commenced since 2009.

### 8.4 Public Transport

- 8.4.1 Apart from trains and ferries, franchised buses and taxis are also important modes of public transport to the Area.
- 8.4.2 The ground transportation centre is integrated with the Airport Express Airport Station and attached to the air passenger terminal building for the convenience of the passengers, greeters and well-wishers. The ground transportation centre includes a public transport interchange to accommodate different transport modes, pick-up areas for arrival traffic as well as setting-down areas for departure traffic.
- 8.4.3 A public transport interchange will be provided at the HKBCF to serve the needs of the cross-boundary passengers.

## 9. UTILITY SERVICES

### 9.1 Water Supply

- 9.1.1 Fresh water supply to the Area is obtained from the Tung Chung Fresh Water Service Reservoir via the distribution mains (including a dedicated main for direct supply to the airport area).
- 9.1.2 A salt water reticulation system has been built in the airport island to provide the dual function of cooling for air-conditioning system and flushing.

### 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 both short and long terms.

### 9.3 Telephone

Telephone services are available through a telephone exchange in the Area.

9.4 Gas

Gas supply is extended from the existing network in the New Territories to the Area via submarine pipelines. The gas pipeline lands at Ta Pang Po and leads to the Area via the Piggings/Offtake Station at Tai Ho in North Lantau.

9.5 Sewerage and Drainage

9.5.1 Sewage from the airport island is collected and conveyed by sewers to a sewage pumping station and transferred to the sewage treatment works at Siu Ho Wan in North Lantau for treatment. A sewage treatment plant will be provided at the HKBCF for treating sewage to be generated there.

9.5.2 The stormwater drainage system in the airport island is connected to the outfalls on the perimeter of the island. Airport Authority Hong Kong is responsible for the maintenance and operation of the sewerage and stormwater drainage systems in the airport island. For the HKBCF, all new stormwater drains and culverts will be positioned to align with the carriageways where possible.

10. CULTURAL HERITAGE

A heritage site with kilns dated back to Yuan Dynasty, namely Ha Law Wan Archaeological Site, is located at the Scenic Hill. The site is worthy of preservation, thus any development or redevelopment on it should be avoided as far as possible. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department is required for any development proposals which may affect this site and its 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.

Airport Island

11.2 The airport development was one of the ten Airport Core Programme projects. The main site preparation works for the airport began in 1992 and all site formation works were completed in June 1995.

- 11.3 In December 1995, the airport island was granted to Airport Authority Hong Kong for the development and operation of the airport. Under the land grant conditions, the Airport Authority Hong Kong was required to prepare the Airport Concept Plan and Master Layout Plans for specific building projects to the satisfaction of the Government.
- 11.4 The airport was commissioned on 6 July 1998 with a single runway, a passenger terminal complex, associated airport facilities and commercial developments. The second runway came into operation in August 1999. Additional elements of the airport will be built in phases to tie in with the growth in air traffic volume.
- 11.5 The strategic transport links comprising the NLH and the Airport Railway were components of the Airport Core Programme projects implemented by the Highways Department and the Mass Transit Railway Corporation Limited respectively.
- 11.6 On 17 March 2015, the Executive Council affirmed the need for the three-runway system for HKIA. The proposed three-runway system comprises the new third runway with associated taxiways, aprons and aircraft stands, a new passenger concourse building, expansion of the existing Terminal 2 building, related airside and landside works with associated ancillary and supporting facilities.

#### Hong Kong Boundary Crossing Facilities for Hong Kong-Zhuhai-Macao Bridge

- 11.7 On 7 January 2007, the Hong Kong-Zhuhai-Macao Bridge Task Force led by the National Development and Reform Commission with representatives from the Ministry of Transport, the Hong Kong and Macao Affairs Office, and the governments of the Hong Kong Special Administrative Region, Guangdong Province and the Macao Special Administrative Region recommended that the boundary crossing facilities of each government should be set up within their respective territories. The HZMB, with the HKBCF and Hong Kong Link Road, will provide a land transport link between HKSAR and the Pearl River West and would contribute to the development of tourism, logistics, finance and trade in HKSAR. This would reinforce HKSAR's status as an international shipping and aviation centre, and promote the economic integration between HKSAR and the Pearl River West.
- 11.8 The projects of HKBCF, HZMB Hong Kong Link Road and TM-CLKL have commenced the construction works since 2011/2012.

#### Planning Application

- 11.9 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 that may include the guidelines published by the Board. 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, and 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  
MAY 2015**