

**DRAFT CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/15**

**EXPLANATORY STATEMENT**

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# **DRAFT CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/15**

(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/15. 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. On 20 April 2001, the approved OZP No. S/I-CLK/3 was exhibited for public inspection under section 9(5) of the Ordinance.
- 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. On 18 October 2002, the approved OZP No. S/I-CLK/3 was exhibited for public inspection under section 9(5) of the Ordinance.
- 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 section 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 (HKLR), the Southern Landfall of Tuen Mun – Chek Lap Kok Link (TM-CLKL) and other proposed road works, and the proposed reprovisioning site for the 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 HKLR and TM-CLKL Southern Landfall, was exhibited for public inspection under section 5 of the Ordinance. On 18 October 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/I-CLK/12. On 21 October 2011, the approved OZP No. S/I-CLK/12 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.8 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 third runway of the Hong Kong International Airport (HKIA).
- 2.9 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.
- 2.10 On 8 May 2015, the draft Chek Lap Kok OZP No. S/I-CLK/13, incorporating the land use proposals on the proposed reclamation area for the third runway of the HKIA, was exhibited for public inspection under section 5 of the Ordinance. On 19 April 2016, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/I-CLK/14. On 29 April 2016, the approved OZP No. S/I-CLK/14 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.11 On 10 August 2021, the CE in C referred the approved Chek Lap Kok OZP No. S/I-CLK/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back was notified in the Gazette on 20 August 2021 under section 12(2) of the Ordinance.
- 2.12 On 30 November 2021, the Secretary for Development under the delegated authority of Chief Executive directed the Board under Section 3(1)(a) of the Ordinance to excise an area previously zoned “OU(Sea Rescue Station)” from the Planning Scheme Area.
- 2.13 On 31 December 2021, the draft Chek Lap Kok OZP No. S/I-CLK/15 (the Plan), incorporating the land use proposals on airport island and Hong Kong Port (HKP) (previously known as “HKBCF Island”) 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, HKP and HZMB HKLR 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 reclamation for the third runway of HKIA, the HKP part of the HZMB HKLR 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 the 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. Together with the latest land use proposals on airport island and HKP, the total number of workers would be up to about 156,000.
- 6.3 The HKIA is one of the busiest airport in the world. In 2019, the air passengers is about 71.5 million and the total cargo throughput is about 4.8 million tonnes. Expansion of the airport with the third runway and associated passenger terminal facilities under the Three-Runway System project will be able to bring up the annual throughput to about 100 million air passengers and total cargo throughput to about 10 million tonnes upon completion, with provision for further increase if needed.
- 6.4 The HKP 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 airport-related supporting facilities and other necessary supporting facilities. The average daily cross-boundary two-way traffic flow of the HZMB was about 4,200 in 2019, with the highest daily two-way traffic flow of more than 7,000 recorded in a single day. It is anticipated that the daily two-way traffic of the HZMB will be about 36,000 to 49,000 vehicles and 191,000 to 234,000 passengers in 2035.

7. **LAND USE ZONINGS**

- 7.1 “Commercial” (“C”): Total Area: 129.33 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 “C” 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: 13.84 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: 1,884.45 ha

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

7.3.2 Airport: 1,456.12 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: 216.38 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 and Airport-related Supporting Uses: 149.56 ha

This zone is intended primarily for the development of boundary crossing facilities, the related activities for the HZMB and the development of airport-related supporting facilities at the HKP. The major boundary crossing 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 for using the HZMB. The major airport-related supporting uses include the automated “park and fly” and “park and visit” car parks for Mainland and Macao vehicles, Hong Kong International Aviation Academy campus and dormitory, and development of air cargo logistics and other related supporting facilities for the airport community.

7.3.5 Business Park: 44.92 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: 2.95 ha

This zone is intended for the provision of backup area for operation and maintenance of the HZMB HKLR. The area to the south of Dragonair Tower and CNAC Tower is under this zoning.

7.3.7 Pier: 14.19 ha

This zone is intended 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 and marine related facilities.

7.3.8 Satellite Control Building: 0.04 ha

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

7.3.9 Ventilation Building: 0.30 ha

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

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 HKLR runs through Scenic Hill by means of a tunnel.



## 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 HKP is connected to the HZMB Main Bridge at the Hong Kong Special Administrative Region (HKSAR) boundary by the HZMB HKLR. An internal road network is provided within the HKP to allow all necessary public traffic movements. A system of service roads designated for operational staff only to circulate within various parts of the HKP, without conflicting with normal traffic, has been provided.
- 8.1.6 The HZMB HKLR is a dual 3-lane carriageway of about 12 km in length connecting the HZMB Main Bridge at the HKSAR boundary with the HKP. 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 HKP.
- 8.1.7 The HKP 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 HKP. It forms 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 Intermodal Transfer Terminal Bonded Vehicular Bridge, which is a vehicular bridge between the airport island and the HKP to facilitate transfer of passengers between the HKIA and the HKP without going through Hong Kong's immigration and customs clearance, was authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 23 April 2019. In addition, the Airport City Link (commonly known as "Airportcity Link"), which is a road bridge connecting the airport island and the HKP with autonomous shuttle service and a pedestrian boardwalk, was also authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 3 December 2021. The road schemes 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.
- 8.1.10 For long run, a dedicated road link (Airport Tung Chung Link) connecting HKP with Tung Chung Town Centre with autonomous shuttle service is being planned for and shown on the Plan for information.

## 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 HKP and HKIA to serve transit passengers.

8.2.4 A possible rail link in longer term connecting Tuen Mun West and Kau Yi Chau Artificial Islands via the HKP has been proposed under the Lantau Tomorrow Vision.

### 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 (AAHK) has commenced since 2009. Further developments on pier and berthing facilities serving the SKYCITY and HKIA are under study.

### 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 Two public transport interchanges have been provided at the HKP 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 (outside the Area) and leads to the Area via the Pigging/Offtake Station at Tai Ho (outside the Area) 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 (outside the Area) in North Lantau for treatment. Sewage from existing HKP is collected and transferred by sewers to the sewage treatment works on the HKP. A new sewage treatment plant will be provided, operated and maintained by AAHK on the HKP for treating additional sewage to be generated by AAHK's proposed development there.

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

### 10. CULTURAL HERITAGE

Ha Law Wan Site of Archaeological Interest (SAI), is located in the Area and is worthy of preservation. Prior consultation with the Antiquities and Monuments Office (AMO) of Development Bureau (DEVB) should be made if any works, developments, redevelopments or rezoning proposals may affect the SAI and its immediate environs. If disturbance to the SAI is unavoidable, prior agreement with AMO should be made on any measures for the protection of the SAI. For example, whether a detailed Archaeological Impact Assessment (AIA) is required. The AIA shall be conducted to evaluate the archaeological impact imposed by the proposed works. If necessary, a qualified archaeologist shall apply for a licence under the Antiquities and Monuments Ordinance (Chapter 53) for an archaeological investigation. A proposal of the AIA shall be submitted to AMO for agreement prior to applying for the licence. Subject to the findings of AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with AMO.

### 11. AIRPORT HEIGHT RESTRICTION

The heights of buildings including all roof-top structures within the Area is subject to the "restricted height" (more commonly known as Airport Height Restriction (AHR)) specified in the plans prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Chapter 301) with consideration of the development of HKIA into a Three-Runway System. No part of building or structure or equipment erected or to be erected (including any addition or fitting to such building or structure or equipment) within the Area shall exceed the AHR specified in the plans in relation to the Area.

## 12. IMPLEMENTATION

12.1 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

12.2 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.

12.3 In December 1995, the airport island was granted to AAHK for the development and operation of the airport. Under the land grant conditions, AAHK was required to prepare the Airport Concept Plan and Master Layout Plans for specific building projects to the satisfaction of the Government.

12.4 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.

12.5 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.

12.6 On 17 March 2015, the Executive Council affirmed the need for the Three-Runway System for HKIA. The Three-Runway System comprises the 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.

### HKP for HZMB

12.7 On 7 January 2007, the HZMB 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 HKSAR, Guangdong Province and the Macao SAR recommended that the boundary crossing facilities of each government should be set up within their respective territories. The HZMB, with the boundary crossing facilities of HKP and HKLR, provides 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.

- 12.8 The boundary crossing facilities of HKP and HZMB HKLR were opened to the public on 24 October 2018 while TM-CLKL was opened on 27 December 2020.

#### Planning Application

- 12.9 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, 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**  
**December 2021**