

Draft Siu Ho Wan Outline Zoning Plan No. S/I-SHW/B

1 Purpose

The purpose of this Paper is to seek Members' view on the draft Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/B (**Appendix I**), its Notes (**Appendix II**) and Explanatory Statement (**Appendix III**).

2 Background

- 2.1 On 7 December 2017, under the power delegated by the Chief Executive (CE), the Secretary for Development (SDEV) directed the Board, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for Siu Ho Wan area.
- 2.2 On 5 January 2018, the Town Planning Board (the Board) agreed that the draft Siu Ho Wan OZP No. S/I-SHW/B (the Plan) was suitable for submission to the Tsuen Wan District Council (TWDC) and Islands District Council (IsDC) for consultation. Views of the TWDC and IsDC on the draft OZP will be submitted to the Board for further consideration prior to the gazettal of the draft OZP under section 5 of the Ordinance.

3 The Planning Scheme Area

- 3.1 The Area covers about 186 ha of land located to the east of Tung Chung New Town Extension (TCNTE) area at the northern shore of Lantau Island. It stretches from Sham Shui Kok in the northeast to the proposed Tai Ho Interchange in the southwest enclosed by the Lantau North (Extension) Country Park in the east and south with the foothills of Tai Che Tung, Lau Fa Tung and Lo Fu Tau within the country park. A small part of the Area in the northeast corner including Sham Shui Kok falls within the administrative boundary of TWDC.
- 3.2 Siu Ho Wan was a bay surrounded by hillside with vegetation fronting an open sea in the 1980s. Part of the vegetation at the foothills of the natural terrain was removed due to slope formation and the bay was largely reclaimed for development purpose in the early 1990s, in association with the construction of the North Lantau Highway (NLH) and the Airport Railway. The reclamation and the associated construction works were completed in 1997.
- 3.3 The Area is mainly occupied by various infrastructure and government uses to support Tung Chung New Town (TCNT), the Hong Kong International Airport (HKIA) and Northeast Lantau developments. The land to the south/southeast of NLH contains primarily depots and utility installations, such as sewage treatment works, water treatment works, organic resources recovery centre, etc. and slope areas adjoining the Lantau North (Extension) Country Park which is

largely a continuous stretch of scrubland/shrubland with some existing trees scattered around. Land to the north of NLH houses mainly a railway depot which is the largest single development on the reclamation area in the west, a refuse transfer station and a site proposed for columbarium development in the east which fall within TWDC boundary. As most of the land is formed by reclamation, the shoreline is circumvented by the existing man-made seawall without natural coastal features. There is no village settlement within the Area. The boundary of the Area is shown in a heavy broken line on the Plan.

4 General Planning Intention

The general planning intention for the Area is to reserve land for Government, Institution or Community facilities and supporting infrastructure taking advantage of the geographical location and to facilitate sustainable residential/commercial development and maximise the development potential on suitable land. Due consideration should be given to preserve the existing natural landscape and maintain suitable buffer between the Country Park and the built-up area.

5 Urban Design Concept

5.1 In general, the Area is mainly occupied by government land and the valley within the Area is predominantly occupied by low-rise GIC facilities, creating a visual relief space with an unobstructed view towards a natural mountain backdrop. Any development/redevelopment within this valley should respect the natural and rural characters of the surroundings, preserve the view towards the mountain backdrop and create a harmonious building height profile. Detailed building height restriction for the GIC facilities in the Area is specified in the adopted Siu Ho Wan Layout Plan No. L/I-SHW/1A.

5.2 Located amid Tai Ho Estuary and the low-rise GIC facilities in the Area, the Siu Ho Wan railway depot site, currently occupied by low-rise railway depot structures, provides an open view from NLH towards the sea and gives a transition from industrial/utilities uses to the natural and rural environment at Tai Ho. The relatively open area also facilitates penetration of prevailing winds within the Area. The proposed commercial/residential development atop the Siu Ho Wan depot would inevitably have an impact on the existing open view towards the sea and affect the transition between the Area and Tai Ho Estuary. To achieve a development that is compatible with the natural and rural character of the surroundings, preserve the visual character of the Area, any development/redevelopment on the depot site shall be planned and designed in a holistic manner to take into account, inter alia, preservation of view corridors and breezeways, integration with/transition to the waterfront and Tai Ho Estuary, the interface with the railway depot and adjacent GIC facilities, the gazetted Airport Height Restriction Plan (AHRP) and any potential amendments to the gazetted AHRP related to the Expansion of HKIA into a 3RS Project, etc. To this end, planning application in the form of layout plan for the development/redevelopment atop the depot site shall be required for approval by the Board to ensure an integrated and compatible layout for development.

6 Land Use Zonings

6.1 The proposed land use zonings and planning intention as stated in the Notes and Explanatory Statement of the draft OZP are summarized in the following paragraphs:

6.2 *“Government, Institution or Community” (“G/IC”): Total Area 15.54ha*

6.2.1 The planning intention of this zone is primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

6.2.2 Most of the “G/IC” sites are to reflect the existing GIC uses, such as the Siu Ho Wan Government Maintenance Depot, Siu Ho Wan Vehicle Pound/Vehicle Examination Centre and Weigh Station and Sham Shui Kok Chlorine Loading and Unloading Area. Sites are also reserved for other potential/proposed GIC uses including the service reservoirs to the east of the existing Siu Ho Wan Water Treatment Works (SHWWTW) which are intended to serve TCNTE and other planned developments in North Lantau. Other “G/IC” sites are now occupied by temporary uses including works areas and bus depots and long-term uses of these sites are yet to be designated.

6.3 *“Other Specified Uses” (“OU”): Total Area 63.60ha*

This zoning denotes land allocated or reserved for the following specified uses:

“Railway Depot and Public Transport Interchange with Commercial/Residential Development”

6.3.1 This zone is intended primarily to provide land for railway depot with commercial and/or residential development above with the provision of public transport interchange, GIC facilities and other supporting facilities. This site is at present occupied by the MTR Siu Ho Wan Depot. 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 as well as air ventilation and visual considerations.

6.3.2 To ensure that development or redevelopment would be developed and designed in an integrated manner, an applicant should submit a development or redevelopment proposal in the form of a layout plan with supporting documents, including environmental, drainage and sewerage, traffic and transport, air ventilation, visual and other relevant assessment reports, landscape and urban design proposal including connectivity proposals, as well as other materials as specified in the

Notes of Plan for the approval of the Board. Adequate open space and GIC facilities shall be provided within the development to serve the future residents and the community.

- 6.3.3 Development and/or redevelopment in this “OU” site are subject to a maximum domestic GFA of 1,040,000 m² and a maximum non-domestic GFA of 30,000 m² for commercial use, which are demonstrated by an indicative scheme as part of the submission approved under the EIA Ordinance and justified by MTRCL’s supporting assessments. In addition, a public transport interchange, three 30-classroom schools, a total number of 24 kindergarten classrooms and a minimum of 4,000 m² GFA for social welfare facilities as required by the Government shall be provided within this “OU” site. A minimum of 75,600 m² open space will be provided to serve future residents. According to the indicative scheme submitted by MTRCL, the proposed development would provide a total of about 14,000 flats for a total population of about 37,800.
- 6.3.4 In determining the maximum GFA of the development and/or redevelopment in this “OU” site, the GFA for railway uses, public transport interchange, schools, GIC or social welfare facilities, as required by the Government, or covered walkway may be exempted from GFA calculation.
- 6.3.5 It is envisaged that the proposed development will comprise a podium accommodating the railway depot, public transport interchange, commercial/retail facilities and car parking facilities. Domestic towers will be provided above the landscape deck. The existing railway depot will be migrated by phases and a deck will be constructed on top of the depot to facilitate the commercial/residential development atop. The proposed commercial/ residential development atop will also be implemented by phases to tie in with the migration work of the railway depot. The phased development should be self-contained and sustaining in provision of GIC facilities.
- 6.3.6 Since the site is in elongated configuration sitting along the foothill facing the seafront, a number of urban design measures as demonstrated in the indicative scheme in support of the EIA should be made reference for the future development on the site.

“Water Treatment Works”

- 6.3.7 This zone is intended primarily for the provision of water treatment works serving the needs of the community.
- 6.3.8 The site includes an existing water treatment works and a raw water booster pumping station to its northwest. The water treatment works treat water from Tai Lam Chung Reservoir and Shek Pik Reservoir before supplying to Tung Chung, Discovery Bay, HKIA, Siu Ho Wan, Penny’s Bay and other settlements in North Lantau.

“Sewage Treatment Works”

- 6.3.9 This zone is intended primarily for the provision of sewage treatment works serving the needs of the community. A site to the southeast of NLH has been developed into a sewage treatment works serving Tung Chung, HKIA, Siu Ho Wan and Penny’s Bay.
- 6.3.10 The sewage treatment works will need further fitting-out, expansion and upgrading in order to cope with the additional sewage arising from the medium-term and long-term developments in North Lantau, including the TCNTE, 3RS of HKIA, Siu Ho Wan Development, etc. The proposed expansion of the SHWSTW to its immediate west will be subject to further study.

“Organic Resources Recovery Centre”

- 6.3.11 This zone is intended primarily to designate land for Organic Resources Recovery Centre (Phase I) (ORRC1) developed by Environmental Protection Department. The ORRC1 is currently under construction.

“Refuse Transfer Station”

- 6.3.12 This zone is intended primarily to designate land for refuse transfer station. This zone is occupied by a refuse transfer station. It receives solid waste collected from the HKIA, Tung Chung New Town, Kwai Chung, Tsuen Wan as well as additional solid waste from the HKIA wastewater treatment plant. The consolidated waste will eventually be transferred by barges to the West New Territories Landfill for disposal.

“Columbarium”

- 6.3.13 This zone is intended primarily to designate land for columbarium use and garden of remembrance. It is located at the western side of Sham Shui Kok Drive near NLH and the proposed Road P1. The site can provide about 26,000 niches and a garden of remembrance.

“Pumping Station and Associated Facilities”

- 6.3.14 This zone is intended primarily to designate land for pumping station and associated facilities. This zone covers a Potable Water Booster Pumping Station near SHWWTW along Discovery Bay Tunnel Link, which serves Discovery Bay and is in operation.

6.4 *“Green Belt” (“GB”): Total Area 68.04ha*

- 6.4.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets.

There is a general presumption against development within this zone.

- 6.4.2 The lowland slopes adjoining the Lantau North (Extension) Country Park is zoned “GB” in order to preserve the natural vegetation and to serve as buffer between the developed areas and country park. This area is largely undeveloped hill slopes except for a few informal footpaths. The hilly area consists of scrubland/shrubland with some existing trees scattered around. At higher level, the hillsides are characterised by grassland and scattered rock outcrops.

7 Advice Sought

Members are requested to express their views on the draft Siu Ho Wan OZP No. S/I-SHW/B and Members’ views will be conveyed to the Board for consideration.

8 Attachments

Appendix I	Draft Siu Ho Wan OZP No. S/I-SHW/B
Appendix II	Notes of the draft Siu Ho Wan OZP No. S/I-SHW/B
Appendix III	Explanatory Statement of the draft Siu Ho Wan OZP No.S/I-SHW/B

**SAI KUNG AND ISLANDS DISTRICT PLANNING OFFICE
PLANNING DEPARTMENT
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