

LEGISLATIVE COUNCIL BRIEF

Town Planning Ordinance
(Chapter 131)

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

INTRODUCTION

A At the meeting of the Executive Council on 10 January 2023, the Council ADVISED and the Chief Executive ORDERED that the draft Chek Lap Kok Outline Zoning Plan (OZP) No. S/I-CLK/15A should be approved under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The plan is now renumbered as No. S/I-CLK/16 at Annex A.

AMENDMENTS TO THE APPROVED CHEK LAP KOK OZP NO. S/I-CLK/14 SINCE ITS REFERENCE BACK

2. Since the reference back of the approved Chek Lap Kok OZP No. S/I-CLK/14 on 10 August 2021, the draft Chek Lap Kok OZP No. S/I-CLK/15 (the draft OZP) incorporating amendments was exhibited on 31 December 2021 for public inspection under section 5 of the Ordinance. The amendments to the matters shown on the draft OZP mainly include the following:

Hong Kong Port

- (a) rezoning of an area at Hong Kong Port (HKP) from "Other Specified Uses" ("OU") annotated "Boundary Crossing Facilities" and an area shown as 'Road' to "OU(Boundary Crossing Facilities and Airport-related Supporting Uses)" and deletion of building height (BH) restriction (Amendment Item A1);
- (b) deletion of BH restrictions for "OU(Ventilation Building)" and "OU(Satellite Control Building)" zones at HKP (Amendment Item A2);

Airport Island

- (c) rezoning of a strip of land at the eastern coastal area of airport island from "OU(Amenity Area)", "OU(Highways Maintenance Area)" and an area shown as 'Road' to "Commercial" ("C") and deletion of BH restriction (Amendment Item B1);
- (d) deletion of BH restriction for "OU(Highways Maintenance

Area)" zone at the eastern coastal area of airport island (Amendment Item B2);

- (e) rezoning of a site to the east of the airport proper from "OU(Airport)" to "OU(Airport Service Area)" (Amendment Item C);
- (f) rezoning of a site to the north of Hong Kong International Airport (HKIA) Terminal 1 near Cheong Hong Road of airport island from "OU(Airport)" to "C" (Amendment Item D); and
- (g) excision of an area zoned "OU(Sea Rescue Station)" at the eastern coastal area of airport island from the Planning Scheme Area (Amendment Item E).

REPRESENTATION AND COMMENTS ON REPRESENTATION

3. During the exhibition of the draft OZP, one valid representation was received. On 15 March 2022, the representation was published for comment, and two valid comments on representation (comments) were received. The representation and comments were considered by the Board at its meeting held on 2 September 2022.

Adverse Representation (1)

4. The major grounds/views of the adverse representation opposing Amendment Items A1, A2, B1 and B2 submitted by an individual are summarised below –

BH Restrictions

- (a) there was concern on deleting the BH restrictions for HKP and East Coast Support Area (ECSA) of airport island on the draft OZP. This would also deprive the community of the right to take part in the development process;
- (b) the proposed high-rise developments in ECSA would result in adverse visual impact. In view of unpredictable weather patterns, construction of high-rise buildings near the airport might bring about aviation safety concern;

Automated Car Parks

- (c) the land area reserved for roads was excessive. Space could be better utilised by having the roads covered with carparks built on top;

Hong Kong International Aviation Academy (HKIAA) Campus and Dormitory

- (d) the proposed campus and dormitory of the HKIAA was objected as there was a lack of supporting data such as enrolment figures;
- (e) the proposed site for the campus and dormitory at the southeastern part of HKP was surrounded by roads, parking facilities and logistics uses, and the developments thereat would be isolated and subject to high level of pollution. The proposed site was not suitable for habitation or educational facilities. These facilities could be provided at ECSA which was closer to the community and with better views and ventilation; and

Hotel Development

- (f) there was doubt on the demand for hotels in ECSA.

Comments on Representations (2)

5. There were two comments submitted by an individual (C1) and Airport Authority Hong Kong (AAHK) (C2). C1 (also R1) reiterated the views stated in the representation. C2 provided information on the Airport City development of HKIA and responses to R1, as set out below –

- (a) the visions of the Airport City development were to lift HKIA's position to the pre-eminent international aviation hub in Asia Pacific, transform HKIA into a new landmark for Hong Kong and Greater Bay Area, and make it one of the key growth engines for Hong Kong economy;
- (b) the two carparks in HKP, one for "Park & Fly" and the other for "Park & Visit", adopting an automated parking system, would be built to meet the parking demand of inbound private vehicles arriving Hong Kong via the Hong Kong-Zhuhai-Macao Bridge. The locations of the carparks would minimise disturbance to the existing road networks on HKP and the compact multi-storey automatic carparks would be efficient in terms of utilisation of land resources;
- (c) with the mission of developing Hong Kong into an international aviation training hub, HKIAA played a pivotal role in providing training for the airport business community. HKIAA mainly provided on-the-job training courses for employees who were working or would work in the aviation industry. Since the establishment of HKIAA, there were already about 189,000 students admitted. The proposal of HKIAA campus and

dormitory was to address the increasing demand for aviation-related training brought about by HKIA's expansion, by which the workforce was estimated to increase from 78,000 to 123,000 by 2025 as a high demand for manpower was expected together with the Three-Runway System (3RS). The proposed HKIAA location was outside the Air Quality Objectives exceedance areas identified in the Approved Environmental Impact Assessment Report on 3RS, and was unlikely to be affected by the air quality exceedance issue. Noise mitigating measures, including fixed glazing with mechanical ventilation or acoustic windows, would be considered for the dormitory;

- (d) ECSA would be developed to support the future business growth of airport business partners and new entrants such as airlines and cargo operators. The comprehensive development thereat comprising hotels, offices and other airport-supporting facilities would serve the mid- to long-term growth in the number of international and Mainland visitors, airline crews, airport staff and cargos, with the development of the Airport City;
- (e) as HKP and ECSA were in the proximity to the airport, it was proposed to adopt the same BH restrictions currently being used on the existing airport island, i.e. the Airport Height Restriction (AHR). All future developments at HKP and ECSA would be subject to the relevant land grant conditions;
- (f) relevant technical assessments (including traffic and transport, environment, landscape, visual, air ventilation, sewerage, drainage and water supply aspects) had been conducted, which demonstrated that the proposed developments at HKP and ECSA were technically feasible and would not generate significant adverse impacts with the incorporation of mitigation measures, where appropriate; and
- (g) a Technical Safeguarding Study had been conducted to assess the impact of the developments at ECSA on HKIA's communications, navigation and surveillance systems as well as HKIA's flight operations. No significant adverse impact was anticipated.

The Board's Decision

6. After giving consideration to the representation and comments, the Board decided not to uphold R1, and considered that the draft OZP should not be amended to meet the representation for the following reasons –

BH Restrictions

- (a) this planning scheme area, including HKP and ECSA, was subject to statutory AHR control under 3RS. Given a statutory BH control was already in place, imposition of BH restrictions on the draft OZP was considered not necessary;

Proposed Developments/Uses

- (b) the development proposal, as submitted by AAHK, was aimed to support the operation of HKIA and strengthen Hong Kong's leading position as a regional and international aviation hub while developing an Aerotropolis at Lantau to promote economic development. To this end, various airport-related supporting and commercial uses, including automated car parks, aviation academy campus and dormitory, offices, hotels, etc., were proposed. Relevant technical assessments had been conducted, which confirmed that the proposed developments were technically feasible and would not generate nor be subject to significant adverse impacts on visual, air quality, noise, aviation safety and other technical aspects; and
- (c) the "C" zone in ECSA, with some hotel developments proposed, had allowed flexibility to accommodate different types of commercial uses to meet the changing market needs.

IMPLICATIONS OF THE PROPOSAL

7. The approval of the draft Chek Lap Kok OZP No. S/I-CLK/15A has no civil service, gender and family implications. The economic, environmental and sustainability implications are set out as follows.

8. On economic implications, the amendments to the OZP would enable AAHK to take forward the proposed development projects, which will in turn enhance the functionality of the HKIA and further consolidate HKIA's role as an international aviation hub.

9. On environmental implications, the proposed developments do not constitute a designated project under the Environmental Impact Assessment Ordinance. AAHK has conducted a Preliminary Environmental Review (PER) to confirm the environmental acceptability of the proposed developments of HKP and ECSA. The PER concluded that with the implementation of appropriate mitigation measures, adverse environmental impact is not anticipated.

10. As far as sustainability implications are concerned, the amendments to the OZP will achieve better utilisation of land resources for the proposed airport-related supporting uses at HKP and the proposed commercial

developments at ECSA. The Airport City Development would help to bring about economic benefits to Hong Kong and reinforce the competitiveness of Hong Kong.

PUBLIC CONSULTATION

11. On 27 July 2021, AAHK briefed the Island District Council (IsDC) on their proposals. IsDC members had no objection to the proposals. Upon gazettal of the draft OZP, an information paper was circulated to members of IsDC on 24 January 2022. IsDC members were invited to submit their views on the amendments, if any, to the Secretary of the Board during the statutory exhibition period. No representation or comment was received from IsDC members.

PUBLICITY

12. The approved Chek Lap Kok OZP No. S/I-CLK/16 will be printed and exhibited in accordance with section 9(5) of the Ordinance. A press release will be issued on the day of exhibition. A spokesman will be available for answering media enquiries.

A
A-I
A-II 13. The approved Chek Lap Kok OZP No. S/I-CLK/16 is at Annex A for Members' reference. A set of Notes listing out the uses which are always permitted and those which may be permitted on application to the Board is at Enclosure I to Annex A. An Explanatory Statement in respect of the approved OZP is at Enclosure II to Annex A.

ENQUIRY

14. Any enquiry on this brief can be addressed to Ms Lily YAM, Assistant Director of Planning/Board, Planning Department (Tel. No. 2231 4606).

PLANNING DEPARTMENT
JANUARY 2023

APPROVED CHEK LAP KOK
OUTLINE ZONING PLAN
NO. S/I-CLK/16

Annex A Approved Chek Lap Kok Outline Zoning Plan No. S/I-CLK/16

Enclosure I : Notes to the Approved Chek Lap Kok Outline
Zoning Plan No. S/I-CLK/16

Enclosure II : Explanatory Statement of the Approved Chek Lap
Kok Outline Zoning Plan No. S/I-CLK/16



圖例 NOTATION

- ZONES**
- COMMERCIAL: C
 - GOVERNMENT, INSTITUTION OR COMMUNITY: GIC
 - OTHER SPECIFIED USES: OU
 - GREEN BELT: GB
- COMMUNICATIONS**
- RAILWAY AND STATION: [Symbol]
 - MAJOR ROAD AND JUNCTION: [Symbol]
 - ELEVATED ROAD: [Symbol]
- MISCELLANEOUS**
- BOUNDARY OF PLANNING SCHEME: [Symbol]
 - BOUNDARY OF MARINE PARK: [Symbol]
- 地帶**
- 商業: C
 - 政府、機構或社區: GIC
 - 其他指定用途: OU
 - 綠化地帶: GB
- 交通**
- 鐵路及車站: [Symbol]
 - 主要道路及路口: [Symbol]
 - 高架道路: [Symbol]
- 其他**
- 規劃範圍界線: [Symbol]
 - 海岸公園界線: [Symbol]

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

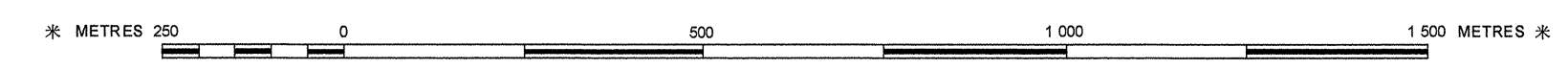
USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	129.33	6.17	商業
GOVERNMENT, INSTITUTION OR COMMUNITY	13.84	0.68	政府、機構或社區
OTHER SPECIFIED USES	1864.45	89.95	其他指定用途
GREEN BELT	21.30	1.02	綠化地帶
MAJOR ROAD ETC.	46.00	2.20	主要道路等
TOTAL PLANNING SCHEME AREA	2064.2	100.00	規劃範圍總面積

夾附的《註釋》應這份圖則的一部分 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2023年1月10日 核准城市規劃條例第9(1)(a)條規定的圖則
 APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(A) OF THE TOWN PLANNING ORDINANCE ON 10 JANUARY 2023

Ms Carmen KONG 江嘉敏女士
 CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的赤鱸角分區計劃大綱圖
 TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
 CHEK LAP KOK - OUTLINE ZONING PLAN



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

圖則編號
 PLAN No. S/I-CLK/16

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

NOTES

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

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

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes or in accordance with a permission granted by the Town Planning Board. Notwithstanding that the use is not provided for in terms of the Plan, the Board may grant, with or without conditions, or refuse to grant permission.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus/people mover stop or lay-by, cycle track, railway track, people mover track and depot, railway station, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, aviation fuel pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine, shrine, and facility required for the operation, safety and security of the airport including any radar, navigational aid and communication devices;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.

- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
GOVERNMENT, INSTITUTION OR COMMUNITY	2
OTHER SPECIFIED USES	3
GREEN BELT	9

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Air Passenger Terminal Ambulance Depot Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Distribution Centre only) Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Ferry Terminal Government Use (not elsewhere specified) Helicopter Landing Pad Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Refuse Disposal Installation Religious Institution Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Cargo Handling and Forwarding Facility (Freight Forwarding Service Centre only) Government Refuse Collection Point Research, Design and Development Centre

Planning Intention

This zone is intended primarily for commercial developments and airport related and other business activities.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Airmail Centre Ambulance Depot Government Refuse Collection Point Government Use (not elsewhere specified) Public Utility Installation	Dangerous Goods Godown Office Place of Entertainment Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Sewage Treatment/Screening Plant Utility Installation for Private Project

Planning Intention

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.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Airport" only

Air Cargo Handling System and Facility
Air Passenger and Freight Handling and
Processing System/Facility
Air Passenger Terminal and Concourse
Air Traffic Control Tower and Centre
Aircraft Maintenance Facility and Service
Airfield
Airport Apron
Airport Runway
Airport Supporting and Servicing Facility
Airport Taxiway
Apron Control Centre
Aviation Fuel Storage Facility
Government Refuse Collection Point
Government Use (not elsewhere specified)
Petrol Filling Station
Pier
Public Utility Installation
Utility Installation for Private Project

Planning Intention

This zone is intended for the development of airport operational facilities.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Airport Service Area" only

Air Cargo Handling System and Facility Air Catering Facility and Service Aircraft Maintenance Facility and Service Aviation Fuel Storage Facility Cargo Handling and Forwarding Facility Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Office Open Storage (excluding Open Storage of Dangerous Goods) Petrol Filling Station Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Refuse Disposal Installation Shop and Services Training Centre Utility Installation for Private Project Vehicle Repair Workshop Vehicle Staging Warehouse (excluding Dangerous Goods Godown) Wholesale Trade	Dangerous Goods Godown Industrial Use Place of Entertainment Place of Recreation, Sports or Culture Public Clinic
---	---

Planning Intention

This zone is intended for the development of airport support facilities to facilitate the airport operation.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Boundary Crossing Facilities and Airport-related Supporting Uses" only</u>	
Broadcasting, Television and/or Film Studio	Dangerous Goods Godown
Boundary Crossing Facilities	Hotel
Cargo Handling and Forwarding Facility	Industrial Use
Eating Place	Off-course Betting Centre
Educational Institution	Place of Entertainment
Exhibition or Convention Hall	Place of Recreation, Sports or Culture
Government Refuse Collection Point	Private Club
Government Use (not elsewhere specified)	Religious Institution
Helicopter Landing Pad	
Information Technology and Telecommunications Industries	
Marine Related Facilities	
Office	
Open Storage (excluding Open Storage of Dangerous Goods)	
Petrol Filling Station	
Pier	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Navigational Aid, and Communication Devices	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Refuse Disposal Installation	
Research, Design and Development Centre	
Sewage Treatment/Screening Plant	
Shop and Services	
Training Centre	
Utility Installation for Private Project	
Vehicle Repair Workshop	
Vehicle Staging	
Warehouse (excluding Dangerous Goods Godown)	
Wholesale Trade	

Planning Intention

This zone is intended for the development of the boundary crossing facilities for the Hong Kong-Zhuhai-Macao Bridge and the development of airport-related supporting facilities.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Business Park" only

Broadcasting, Television and/or Film Studio	Dangerous Goods Godown
Cargo Handling and Forwarding Facility	Industrial Use
Eating Place	Vehicle Repair Workshop
Educational Institution	
Exhibition or Convention Hall	
Government Refuse Collection Point	
Government Use (not elsewhere specified)	
Helicopter Landing Pad	
Hotel	
Information Technology and Telecommunications Industries	
Off-course Betting Centre	
Office	
Petrol Filling Station	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Refuse Disposal Installation	
Religious Institution	
Research, Design and Development Centre	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	
Vehicle Staging	
Warehouse (excluding Dangerous Goods Godown)	
Wholesale Trade	

Planning Intention

This zone is intended primarily for airport related business activities.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For “Highways Maintenance Area” only

Amenity Area Government Use Highways Maintenance Area Public Utility Installation (Electric Substation Only)	Public Utility Installation (not elsewhere specified)
---	---

Planning Intention

This zone is intended for the provision of backup area for operation and maintenance of the Hong Kong Link Road.

For “Pier” only

Government Use Marine Related Facilities Pier Sea Rescue Station	Eating Place Exhibition or Convention Hall Marine Fuelling Station Office Public Vehicle Park (excluding container vehicle) Shop and Services (not elsewhere specified)
---	--

Planning Intention

This zone is intended for the development of piers to facilitate marine access to the airport island.

Remarks

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

For “Satellite Control Building” only

Satellite Control Building	Government Use Public Utility Installation
----------------------------	---

Planning Intention

This zone is intended primarily for the development of a satellite control building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Ventilation Building" only

Ventilation Building

Government Use
Public Utility Installation

Planning Intention

This zone is intended primarily for the development of a ventilation building.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Government Use (Police Reporting Centre only) Nature Reserve Nature Trail Picnic Area Public Convenience Wild Animals Protection Area	Cable Car Route and Terminal Building Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Petrol Filling Station Place of Recreation, Sports or Culture Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Utility Installation for Private Project

Planning Intention

This zone is intended 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.

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

<u>CONTENTS</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURE	1
3. OBJECT OF THE PLAN	3
4. NOTES OF THE PLAN	3
5. THE PLANNING SCHEME AREA	3
6. POPULATION	4
7. LAND USE ZONINGS	
7.1 Commercial	4
7.2 Government, Institution or Community	5
7.3 Other Specified Uses	5
7.4 Green Belt	6
8. COMMUNICATIONS	7
9. UTILITY SERVICES	9
10. CULTURAL HERITAGE	10
11. AIRPORT HEIGHT RESTRICTION	11
12. IMPLEMENTATION	11

APPROVED CHEK LAP KOK OUTLINE ZONING PLAN NO. S/I-CLK/16

(Being an Approved 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 Chek Lap Kok Outline Zoning Plan (OZP) No. S/I-CLK/16. 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/5 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, 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.

During the two-month exhibition period, one representation was received. On 15 March 2022, the representation was published for public comment. During the three weeks of the publication, a total of two comments were received. After giving consideration to the representation and comments on 2 September 2022, the Board decided not to uphold the representation.

- 2.14 On 10 January 2023, 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/16. On 20 January 2023, the approved Chek Lap Kok OZP No. S/I-CLK/16 (the Plan) was exhibited for public inspection under section 9(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.